

The background image shows a residential street scene. On the left, there are large, leafy trees. A paved road runs horizontally across the middle. On the right side of the road, there is a concrete sidewalk. A person wearing a striped shirt and blue jeans is walking away from the camera on the sidewalk. To the right of the sidewalk is a grassy area with a large tree and a yellow fire hydrant. A street sign on a pole reads "Brown Ct".

# D Street Traffic Calming & 5<sup>th</sup> Street Neighborhood Greenway Pilot Projects

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CITY COUNCIL

APRIL 8, 2024



# Presentation Outline

1. Goals & Policy/Planning Context
2. 5<sup>th</sup> Street Neighborhood Greenway (Western Ave. – Mt. View Ave.)
3. D Street Traffic Calming (Petaluma Blvd. S – City Limits)
4. Council Direction & Implementation





# Benefits of Active Transportation

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Improves  
public health

Reduces air  
and water  
pollution

Reduces  
transportation  
costs

Improves  
equity

Provides  
universal basic  
mobility

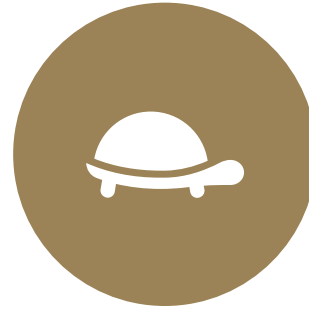
Supports more  
efficient land  
use patterns



VISION ZERO



CARBON  
NEUTRALITY



SAFE STREETS  
PRIORITY



COMPLETE STREETS  
POLICY

Alignment with Council Actions



# 5<sup>th</sup> Street Neighborhood Greenway Pilot Project

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WESTERN AVENUE – MT. VIEW AVENUE



*“Neighborhood Greenways are **slow, quiet streets, that prioritize people walking, bicycling, and rolling.** They are the backbone of the Safe Routes to School network and connectors between neighborhoods, parks, schools, and business districts.”*

- Portland Bureau of Transportation



# Project Overview & Goals

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- Lowest traffic volume and speed of three streets that run between Downtown and Mt. View Avenue
- Focus on traffic calming and major street crossings
- First-of-its kind project to inform and inspire future Neighborhood Greenways throughout Petaluma (Crinella Dr., E. D St., Madison St., St. Francis Dr., etc.)



# Community Engagement

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## **Community Workshop**

Nov. 9, 2022

50 attendees

## **Online Survey**

Nov. 14 – Dec. 20,  
2022

77 responses

## **Pedestrian & Bicycle Advisory Committee**

January 4, 2023



# Community Priorities

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- Provide safe, easy crossings of major intersections
- Slow traffic
- Beautify the street (trees, greenery, art)
- Improve pavement
- Concerns about diverted traffic on 6<sup>th</sup> Street



# Major Design Elements

## Bulb-outs & Crosswalks

- **Purpose:** Slow traffic, shorten pedestrian crossing distances, and improve visibility
- **Proposed Locations:** All intersections except E Street





# Major Design Elements

## Traffic Circles

- **Purpose:** Slow traffic, improve crossings, and provide more efficient bicycling experience
- **Locations:** G and I Street



# Major Design Elements

## Traffic Diverter

- **Purpose:** Slow traffic, improve bike/ped crossings, and eliminate vehicle movements associated with collisions
- **Location:** D Street





# Major Design Elements

## Traffic Diverter

- **Purpose:** Slow traffic, improve bike/ped crossings, and eliminate vehicle movements associated with collisions
- **Location:** D Street



# Major Design Elements

## Speed Cushions

- **Purpose:** Slow traffic
- **Locations:** Between I Street – Mt. View Avenue







## Next Steps

- Monitor traffic speeds and adjust design accordingly
- Pursue reduced speed limit of 20 MPH in accordance with Assembly Bill 43
- Develop Neighborhood Greenway gateway and street signs; add wayfinding signs as part of citywide rollout



## Next Steps

- Near-term: incorporate murals in bulb-outs & traffic circles
- Long-term: hardscape bulb-outs & traffic circles; add landscaping







# Next Steps

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- Extend 5<sup>th</sup>/Keller Street Neighborhood Greenway into Oak Hill-Brewster Neighborhood as envisioned in draft Active Transportation Plan



# D Street Active Transportation & Traffic Calming Pilot Project

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PETALUMA BLVD. S – CITY LIMITS



# Project Overview & Existing Conditions

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- Included in Sonoma County high-injury network; several intersections identified as priorities in Local Road Safety Plan
- Speeding issues south of 6<sup>th</sup> Street
- Long gap between crosswalks between 8<sup>th</sup> Street and El Rose/Sunnyslope
- Substandard bike lanes shared with parking (adopted in 2008 Bike/Ped Master Plan)
- Upcoming utility upgrades and pavement reconstruction (2026), as well as Scott Ranch improvements near Windsor Drive





# Community Engagement

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## **Community Workshop #1**

Oct. 18, 2022

70 attendees

## **Online Survey #1**

Oct. 21-Nov. 10, 2022

138 responses

## **Pedestrian & Bicycle Advisory Committee**

Nov. 2, 2023

## **Community Workshop #2**

Apr. 26, 2023

55 attendees

## **Online Survey #2**

May 8-27, 2023

261 responses

# Community Priorities

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- Improve existing crosswalks and add new ones, especially south of 8<sup>th</sup> Street
- Slow traffic
- Improve congestion
- Improve bike lanes





# Proposed Design

## 1) City Limits – Michelle Ln.

- Lane Configuration



## 2) Michelle Ln. – El Rose Dr./Sunnyslope Ave.

- Bike Lane/Parking Options



## 3) El Rose Dr./Sunnyslope Ave. – Petaluma Blvd. South

- Crosswalk Enhancements
- Bike Lane/Parking Options

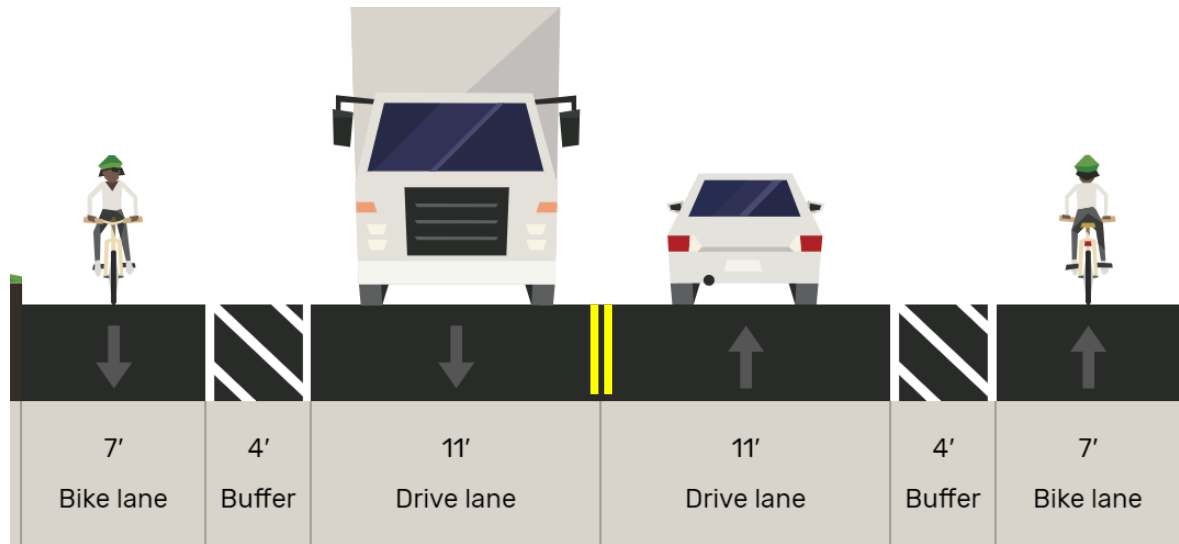




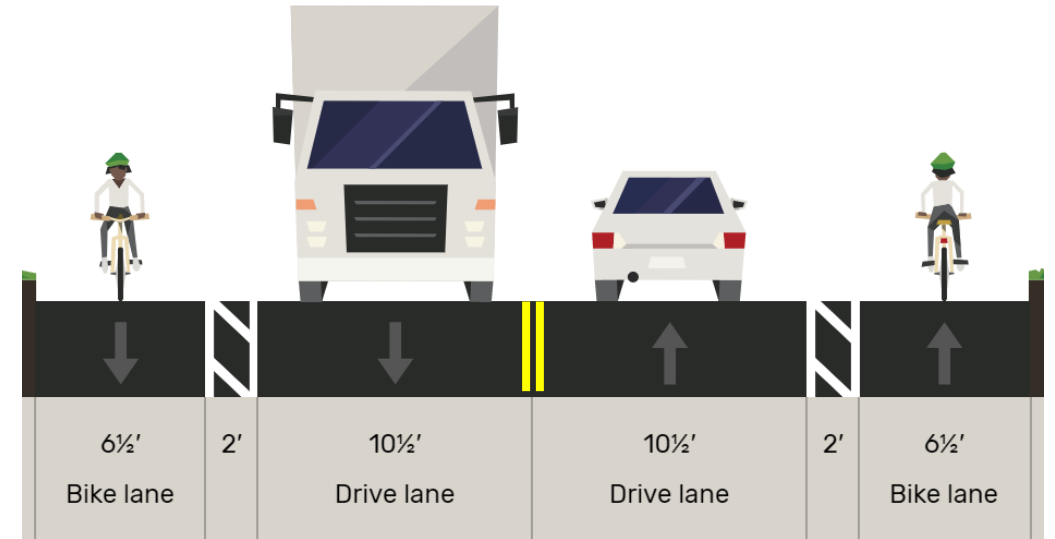
# City Limits to Michelle Lane

## Proposed Lane Configuration for Pilot

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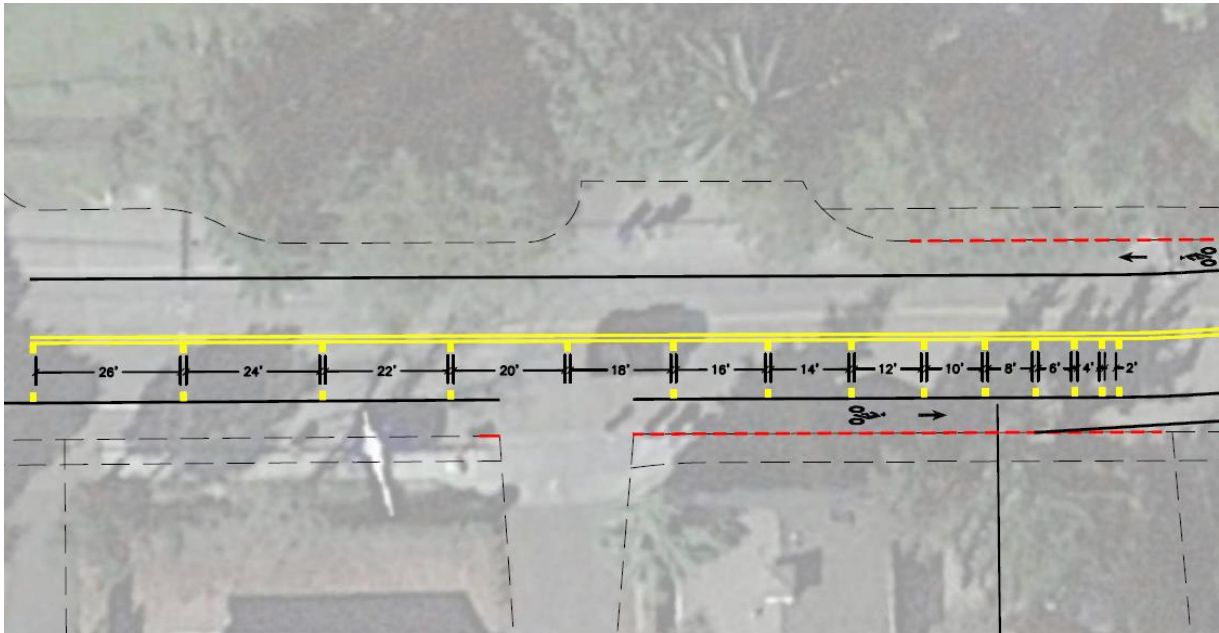
City Limits to Windsor Drive



Windsor Drive to Michelle Lane

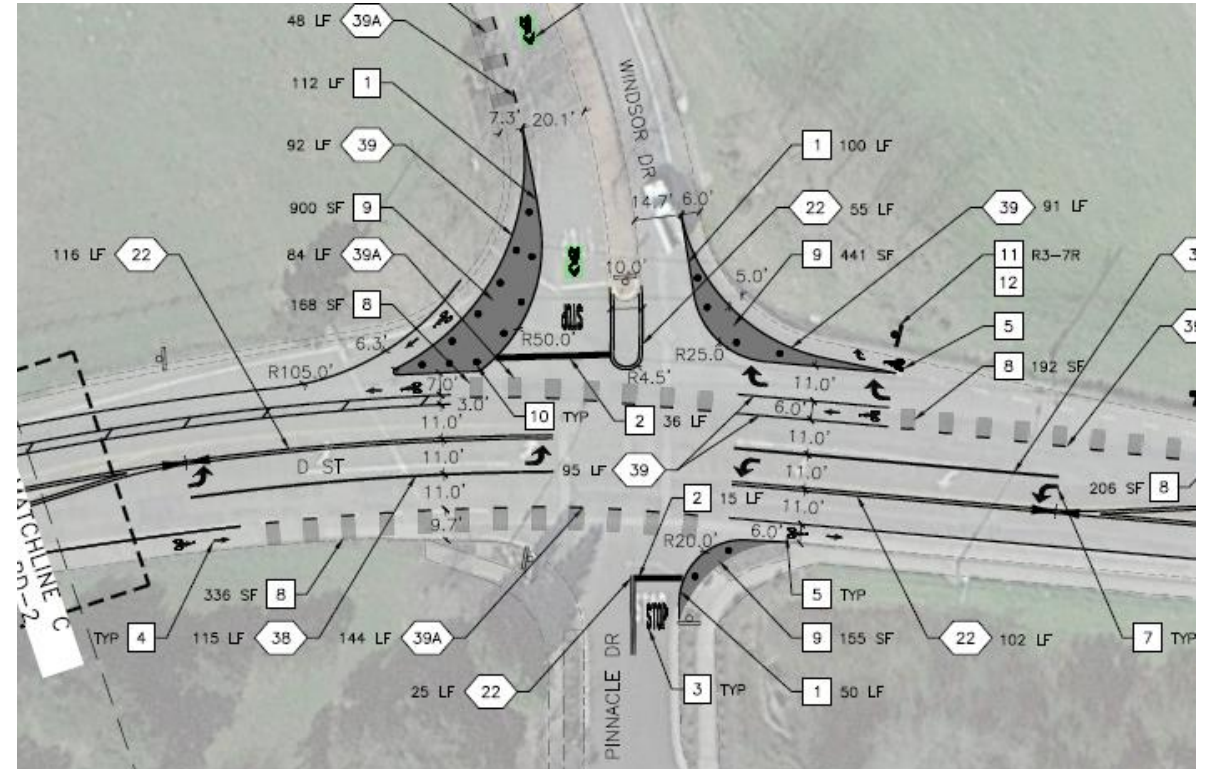
# City Limits to Michelle Lane

## Speed Reduction Markings



- **Purpose:** Progressively reduced spacing gives drivers the impression that their speed is increasing.
- **Locations:** Approaching Windsor Drive and Michelle Lane (northbound)

# Proposed Interim Design at Windsor/Pinnacle Drive



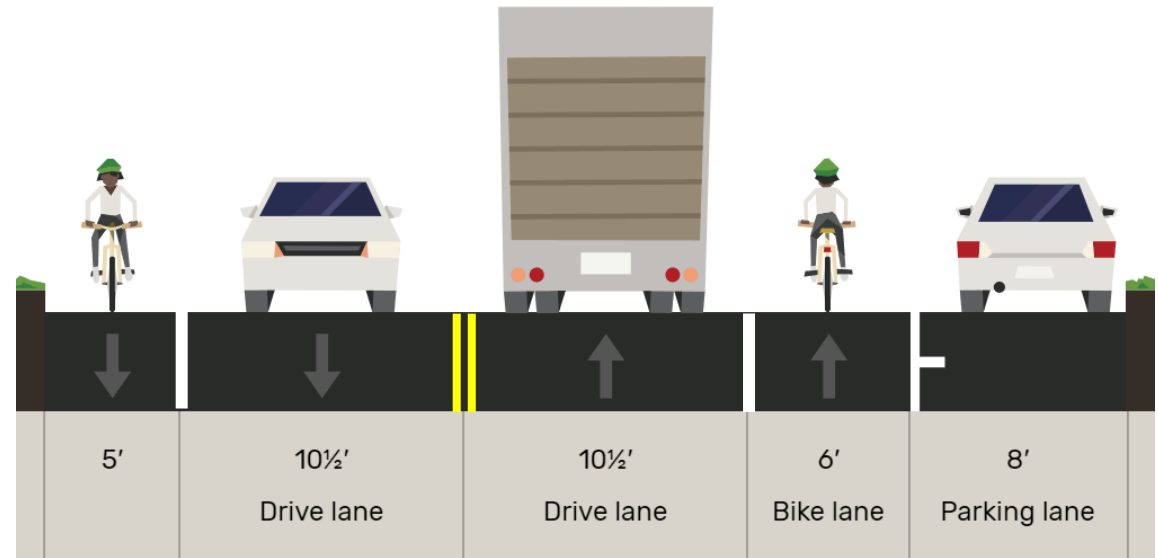
*Interim configuration until roundabout is constructed by Scott Ranch/Davidon*



# South of Michelle Lane to El Rose/Sunnyslope

## Proposed Lane Configuration for Pilot

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*Widths vary; minimum widths shown*

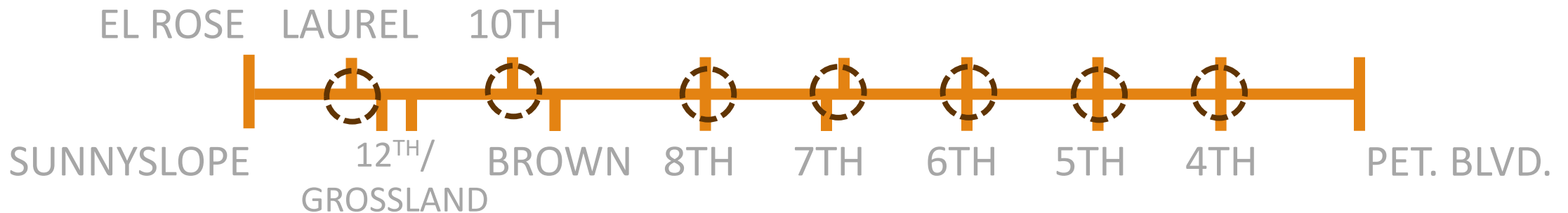
Proposes removal of approximately 4 parking spaces on **inbound** side to complete bike connection in both directions and retain 3-4 spaces on **outbound** side

# El Rose/Sunnyslope to Petaluma Blvd. S

## Crosswalk Enhancements: Bulbouts

- **Purpose:** Slow traffic, shorten pedestrian crossing distance, and improve visibility
- **Proposed Locations:** *Laurel Avenue\**, *10<sup>th</sup> Street\**, 8<sup>th</sup> Street, 7<sup>th</sup> Street, 6<sup>th</sup> Street, 5<sup>th</sup> Street, 4<sup>th</sup> Street

*\*New crosswalk*

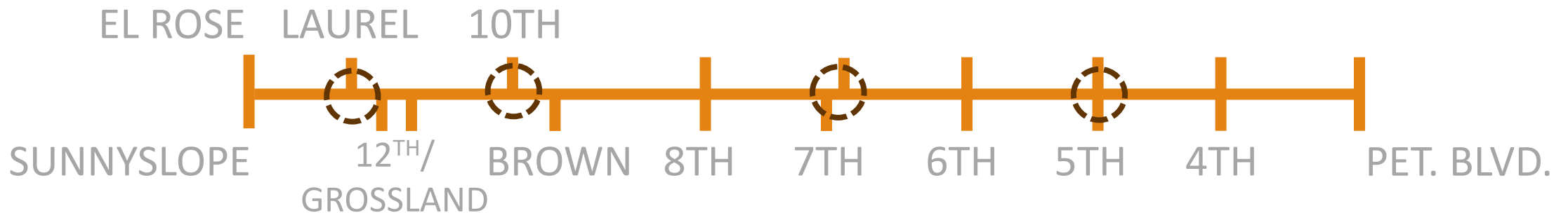


# El Rose/Sunnyslope to Petaluma Blvd. S

## Crosswalk Enhancements: Median Refuge Islands

- **Purpose:** Slow traffic, shorten pedestrian crossing distance, and improve visibility
- **Proposed Locations:** *Laurel Avenue\**, *10<sup>th</sup> Street\**, *7<sup>th</sup> Street*, *5<sup>th</sup> Street*

*\*New crosswalk*

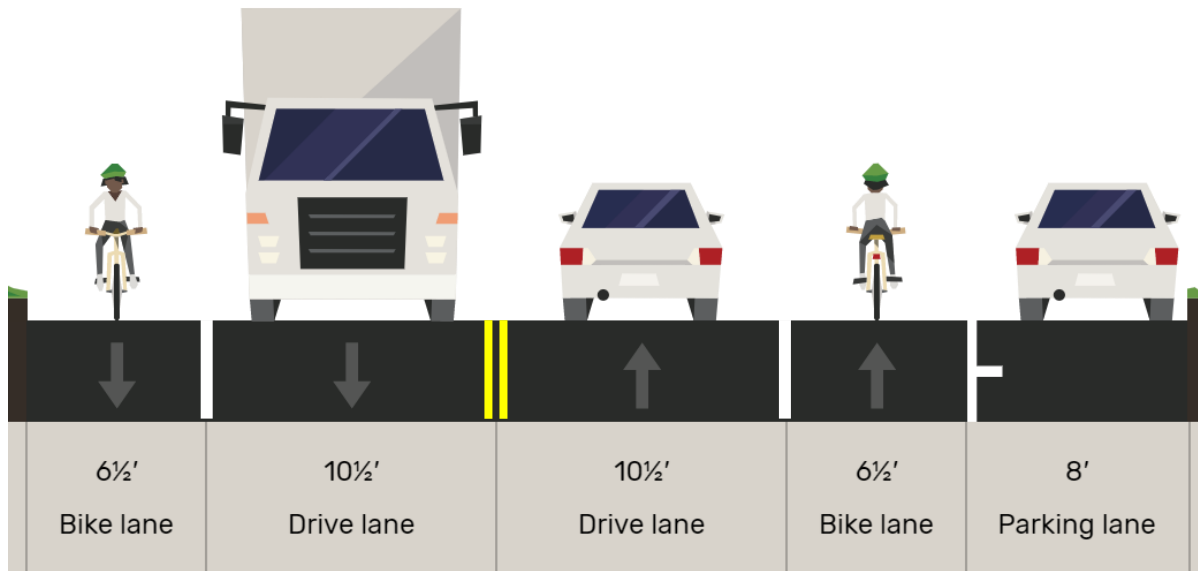




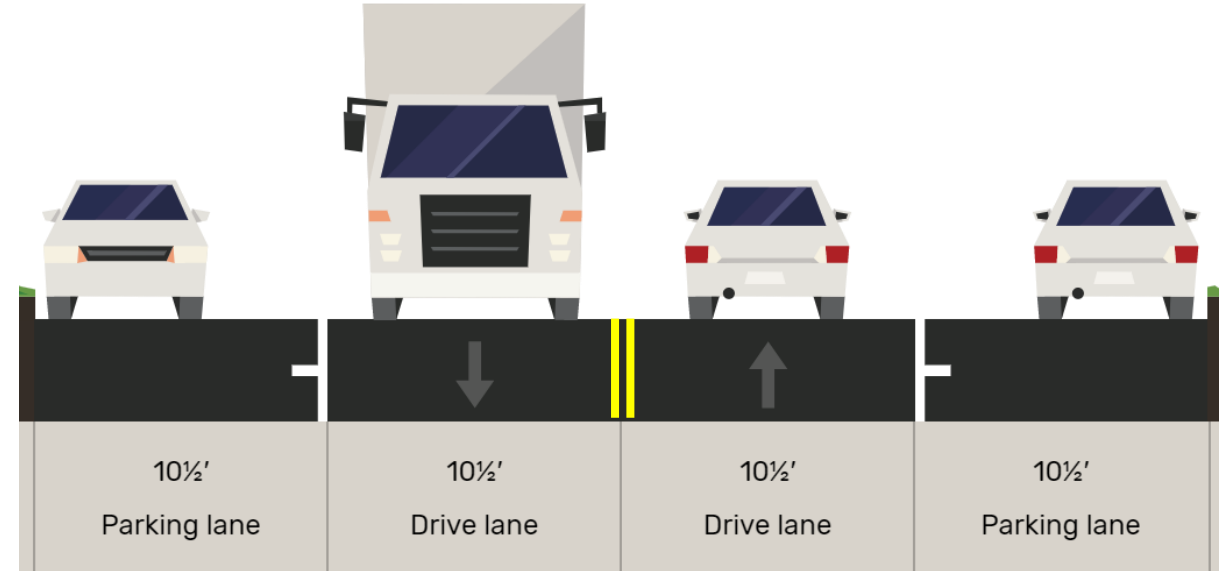
# Laurel Avenue to 4<sup>th</sup> Street

## Bike Lane/Parking Options for Pilot

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**Option 1:** Bike lanes in both directions;  
parking on one side



**Option 2:** No bike lanes; parking in both  
directions

# Bike Lane/Parking Option Renderings

Mid-Block Between Grossland Way & 10<sup>th</sup> Street (facing inbound)



**Option 1:** Bike lanes in both directions;  
parking on one side



**Option 2:** No bike lanes; parking in both  
directions



# Bike Lane/Parking Option Renderings

## Approaching 10<sup>th</sup> Street (facing inbound)



**Option 1:** Bike lanes in both directions;  
parking on one side



**Option 2:** No bike lanes; parking in both  
directions



# Laurel Avenue to 4<sup>th</sup> Street

## Parking Utilization

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- Conducted three counts (weekdays, non-holiday, school in session) at 7 AM, 2:30 PM, and 12 AM
- Option 1 (bike lanes) provides parking on side of street where parking utilization is higher

### Laurel Avenue – 4<sup>th</sup> Street

Direction	Average # Cars	Average Utilization
<b>Outbound</b>	<b>6.7</b>	<b>12%</b>
Inbound	2.7	5%

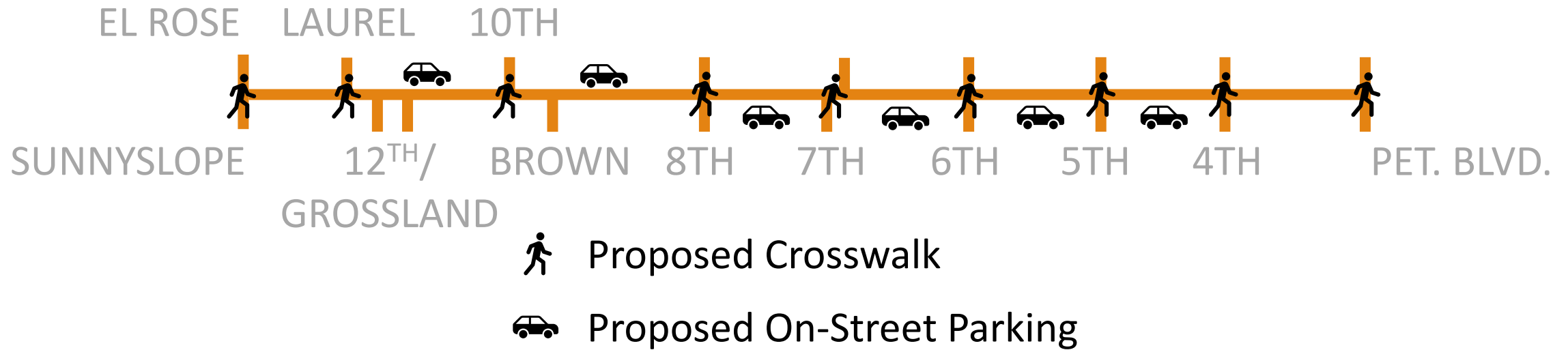
### 8<sup>th</sup> Street – 4<sup>th</sup> Street

Direction	Average # Cars	Average Utilization
Outbound	5	9%
<b>Inbound</b>	<b>14.3</b>	<b>26%</b>

# Laurel Avenue to 4<sup>th</sup> Street

## Option 1 Parking Availability

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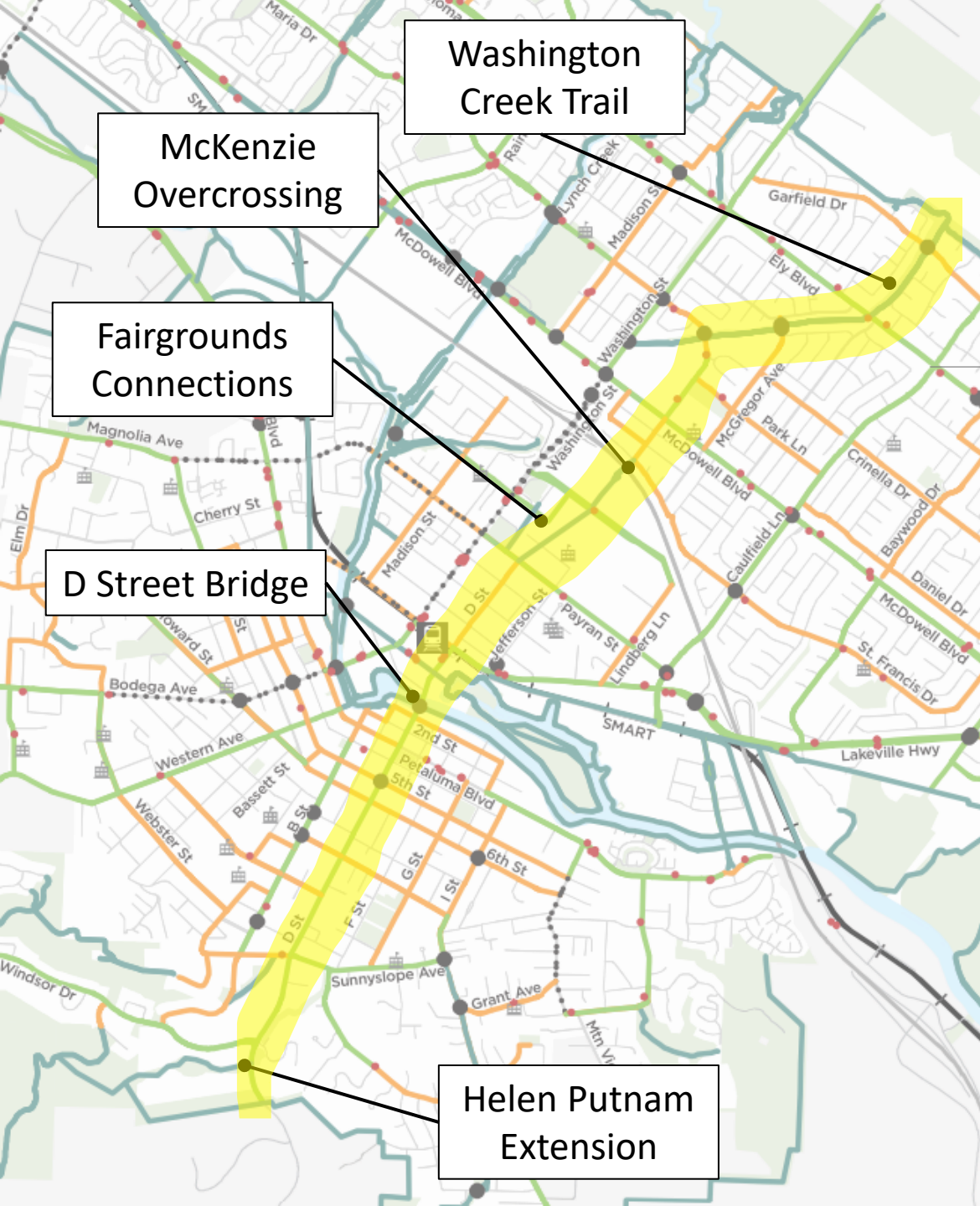
*Note: there is no parking on the blocks between El Rose/Sunnyslope-Laurel and 4th-Petaluma Blvd. due to left turn lanes*

# Curb Management for United Methodist Church

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- Option 1 would remove 4x 2-hour spaces along church frontage & 5x 12-minute spaces along Post Office frontage
- Option 2 would remove 2 spaces along church frontage & 1 space along Post Office frontage (6 spaces remaining)
- No spaces on church's D Street frontage currently reserved for people with disabilities
- Installation of part-time loading zone and/or additional reserved spaces for people with disabilities on church's 5<sup>th</sup> Street frontage could help mitigate impacts
- 5<sup>th</sup> Street pedestrian crossing of D Street to receive significant safety improvements





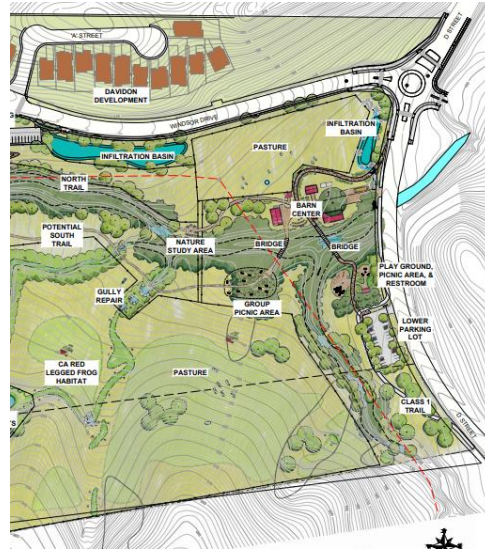
# Draft Active Transportation Plan – Proposed Bike Network

- Identified as priority in draft Active Transportation Plan
- Proposed crosstown bikeway leverages Washington Creek Trail, McKenzie overcrossing, Fairgrounds, and D Street bridge
- Provides connectivity to Helen Putnam Regional Park extension



# Next Steps

- Coordinate with Davidon on improvements near Windsor Drive
- Reduce speed limits in accordance with Assembly Bill 43
- Extend bikeway to Lakeville St.







# Next Steps: Paving & Utility Project

- If directed, explore feasibility of raised bike lanes and/or two-way protected cycletrack
- Explore stormwater improvements to eliminate culverts
- Analyze left turn lane and signal at 6<sup>th</sup> Street

# Council Direction & Implementation

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# Council Direction & Implementation

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- Need direction on contiguous bike lane pilot from City Limits to Petaluma Blvd. S.
- Feedback or concurrence welcomed on all other proposed design elements
- Staff proposes using the On-Call Striping Contract and scaling improvements to match appropriate and available levels of funding, ensuring sufficient funds are available to deliver safe streets improvements throughout the City



**Project Webpages:**  
[cityofpetaluma.org/5thStreetGreenway](http://cityofpetaluma.org/5thStreetGreenway)

[cityofpetaluma.org/DStreetTrafficCalming](http://cityofpetaluma.org/DStreetTrafficCalming)

