



D Street Traffic Calming & 5th Street Neighborhood Greenway Pilot Projects

CITY COUNCIL

APRIL 8, 2024

Presentation Outline

1. Goals & Policy/Planning Context
2. 5th 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

Improves
public health

Reduces air
and water
pollution

Reduces
transportation
costs

Improves
equity

Provides
universal basic
mobility

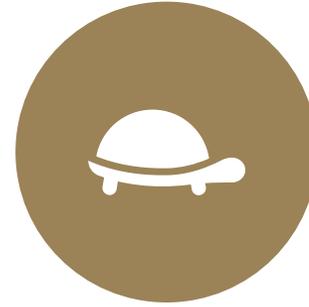
Supports more
efficient land
use patterns



VISION ZERO



CARBON
NEUTRALITY



SAFE STREETS
PRIORITY



COMPLETE STREETS
POLICY

Alignment with Council Actions



5th Street Neighborhood Greenway Pilot Project

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

- 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

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

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



Major Design Elements

Bulb-outs & Crosswalks

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



WESTERN

A

B

C

D

E

F

G

H

I

J

MT. VIEW

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

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

D Street Active Transportation & Traffic Calming Pilot Project

PETALUMA BLVD. S – CITY LIMITS



Project Overview & Existing Conditions

- Included in Sonoma County high-injury network; several intersections identified as priorities in Local Road Safety Plan
- Speeding issues south of 6th Street
- Long gap between crosswalks between 8th 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

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

- Improve existing crosswalks and add new ones, especially south of 8th 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



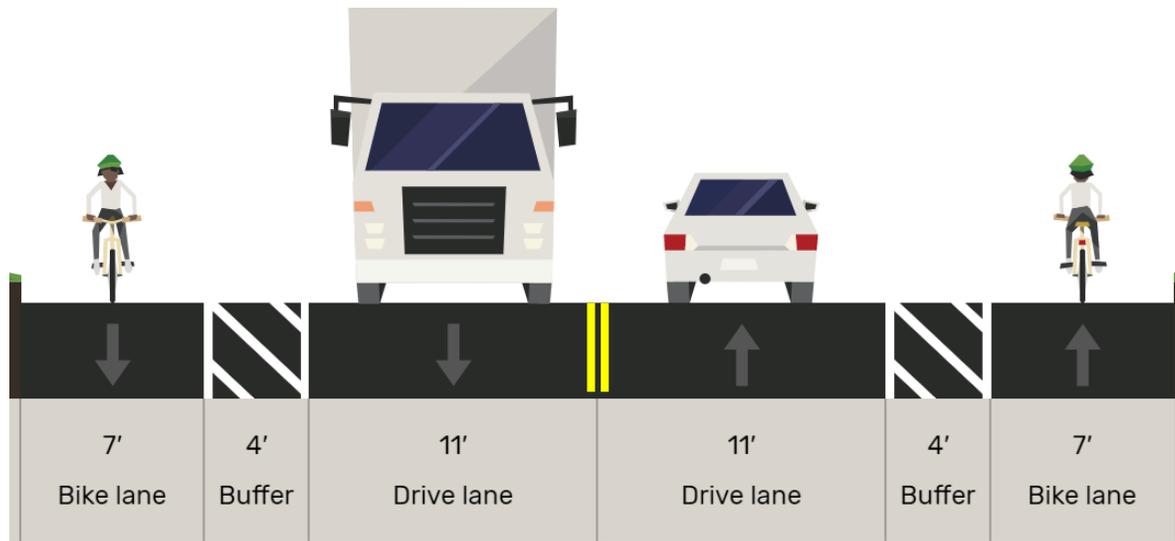
3) El Rose Dr./Sunnyslope Ave. – Petaluma Blvd. South

- Crosswalk Enhancements
- Bike Lane/Parking Options

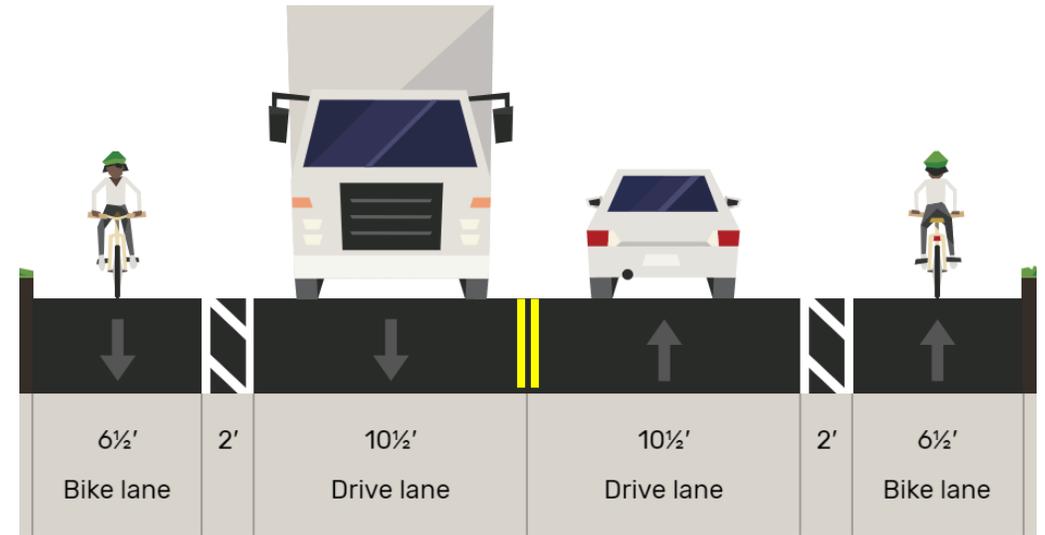


City Limits to Michelle Lane

Proposed Lane Configuration for Pilot

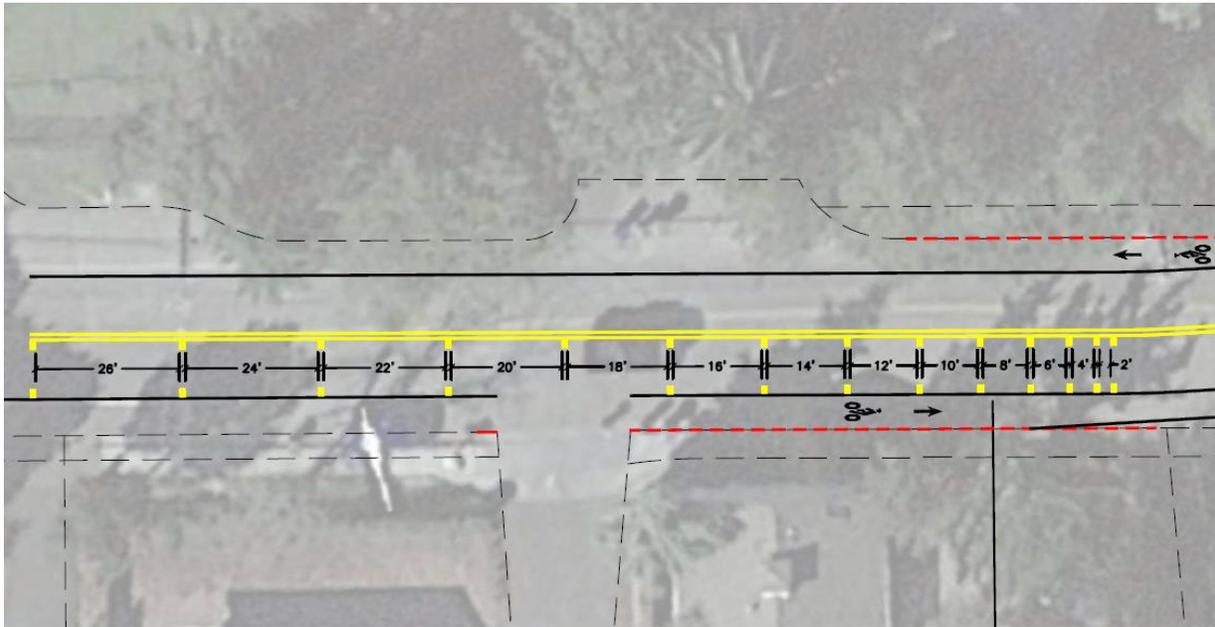


City Limits to Windsor Drive



Windsor Drive to Michelle Lane

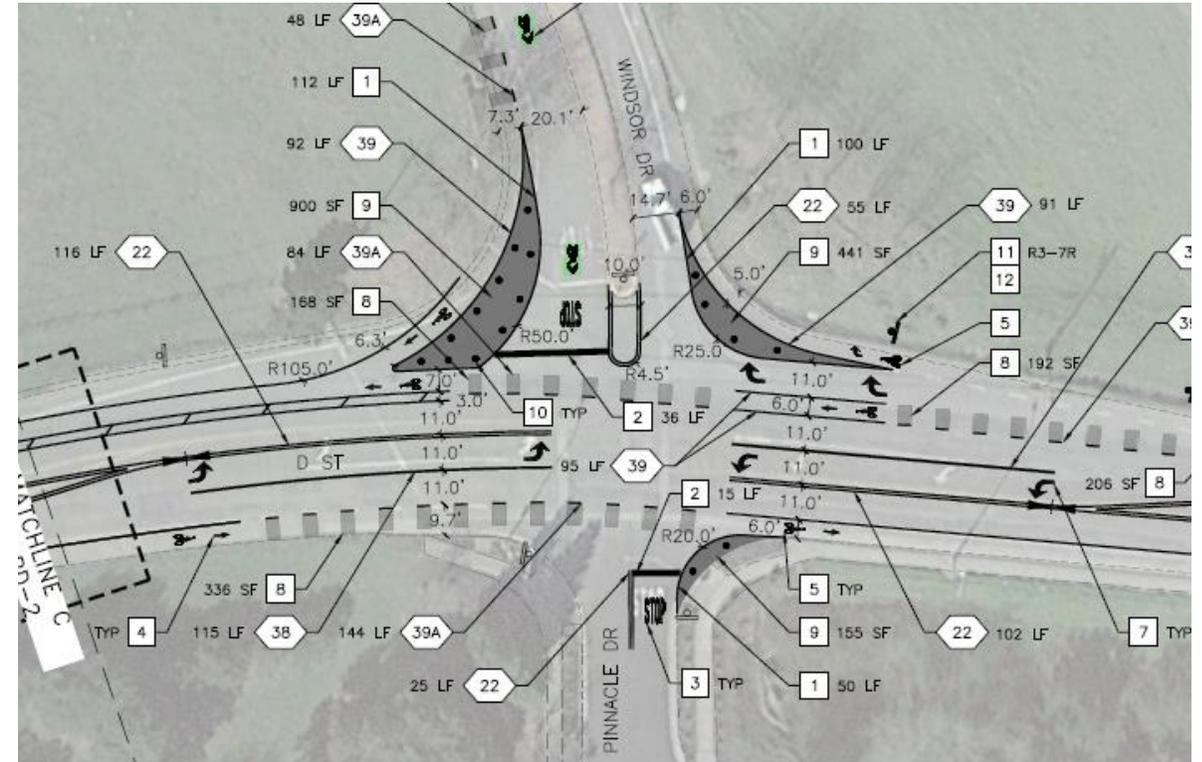
City Limits to Michelle Lane Speed Reduction Markings



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

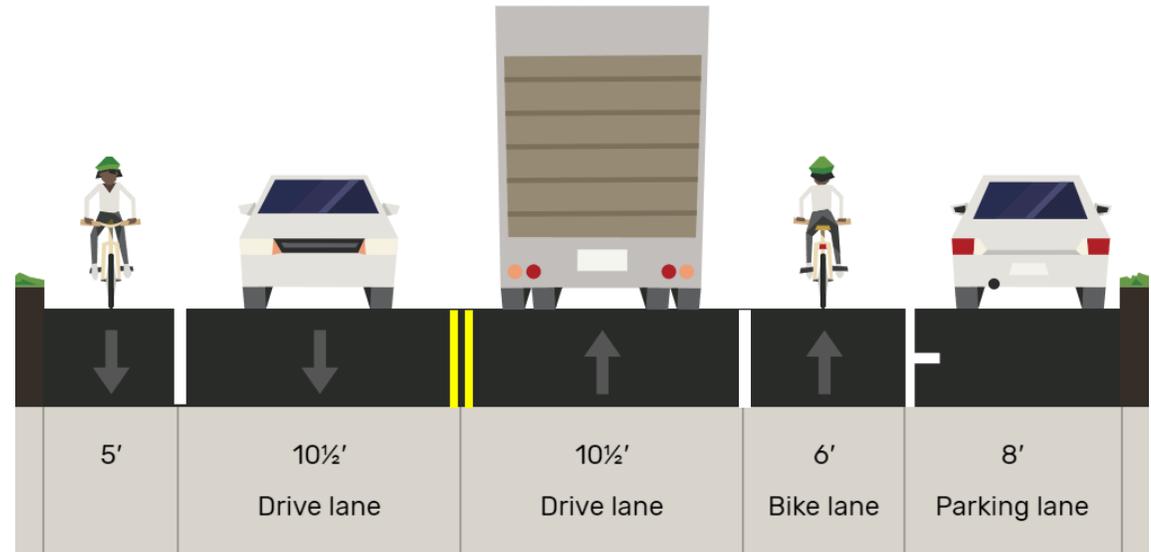
City Limits to Michelle Lane

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



Widths vary; minimum widths shown

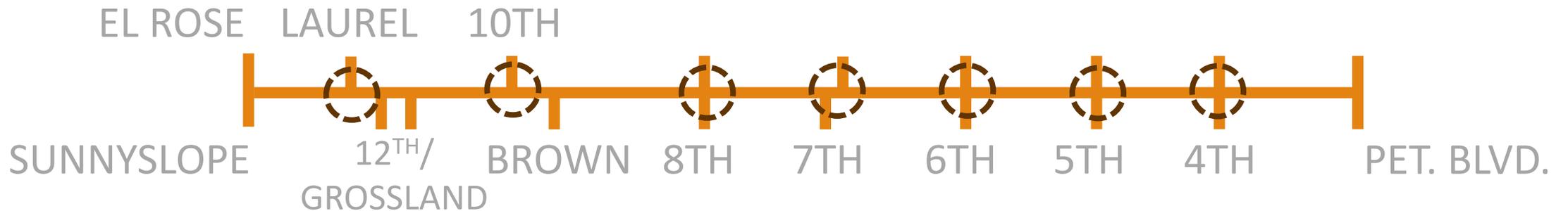
Proposes removal of approximately 4 parking spaces on **inbound** side to complete bike connection in both directions and retain 3-4 spaces on **outbound** side

El Rose/Sunnyslope to Petaluma Blvd. S

Crosswalk Enhancements: Bulbouts

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

**New crosswalk*

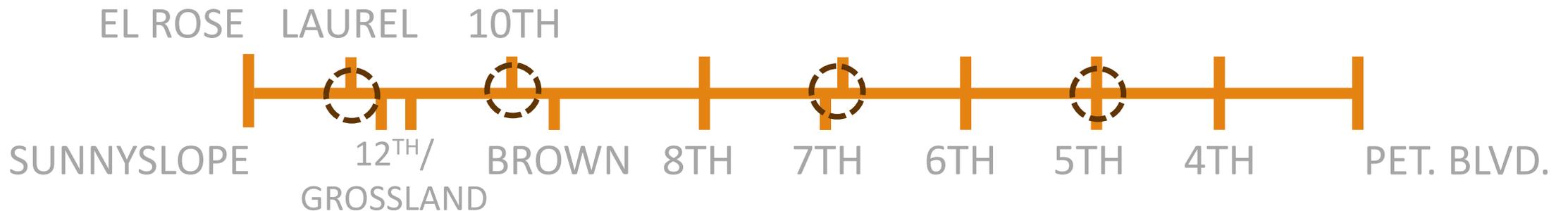


El Rose/Sunnyslope to Petaluma Blvd. S

Crosswalk Enhancements: Median Refuge Islands

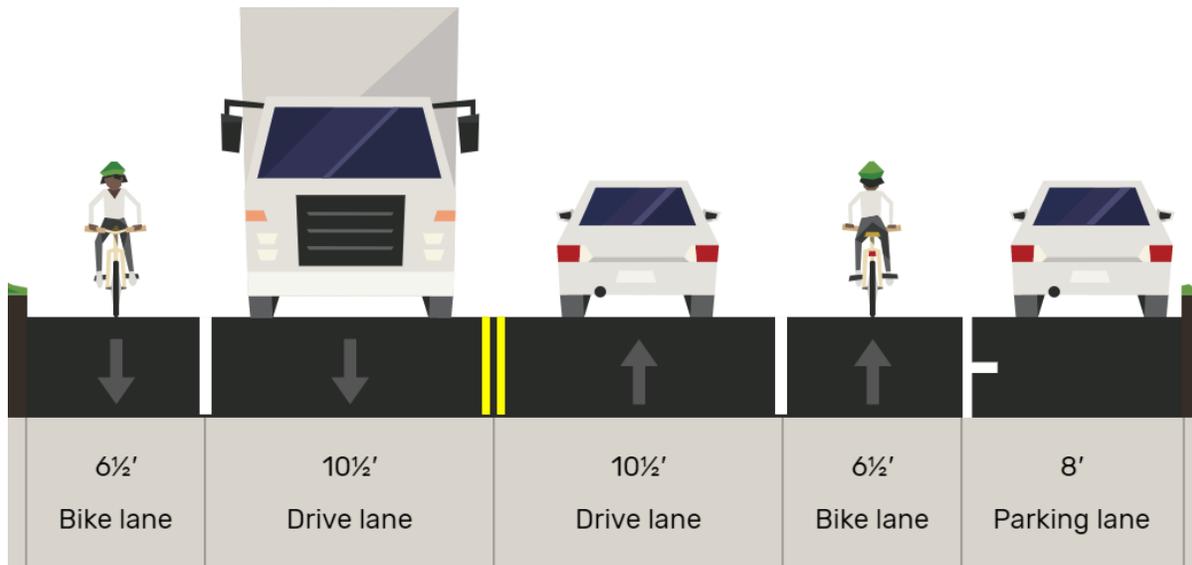
- **Purpose:** Slow traffic, shorten pedestrian crossing distance, and improve visibility
- **Proposed Locations:** *Laurel Avenue**, *10th Street**, *7th Street*, *5th Street*

**New crosswalk*

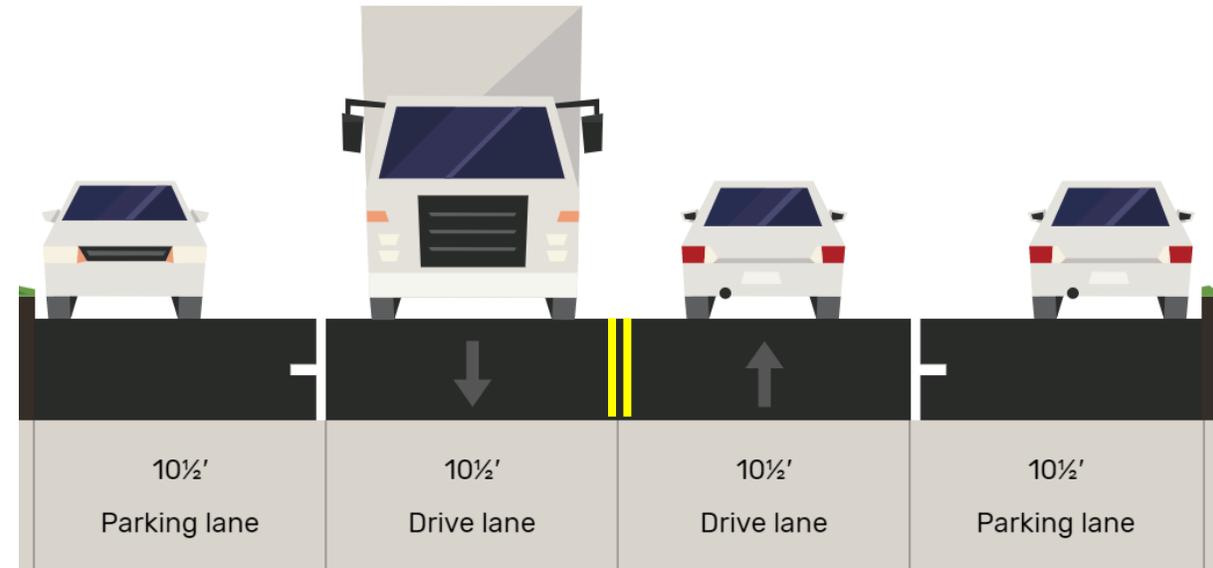


Laurel Avenue to 4th Street

Bike Lane/Parking Options for Pilot



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 & 10th 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 10th 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 4th Street

Parking Utilization

- 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 – 4th Street

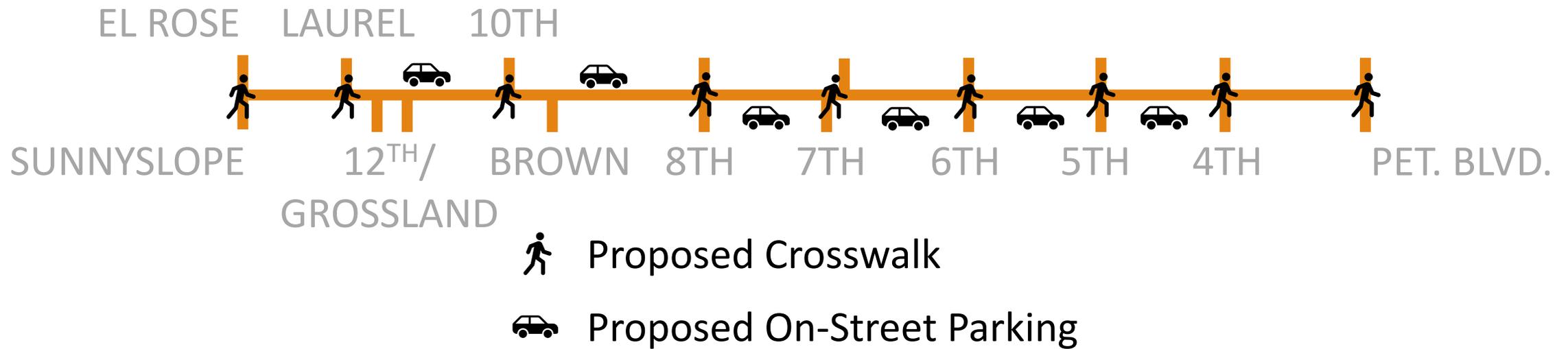
Direction	Average # Cars	Average Utilization
Outbound	6.7	12%
Inbound	2.7	5%

8th Street – 4th Street

Direction	Average # Cars	Average Utilization
Outbound	5	9%
Inbound	14.3	26%

Laurel Avenue to 4th Street

Option 1 Parking Availability

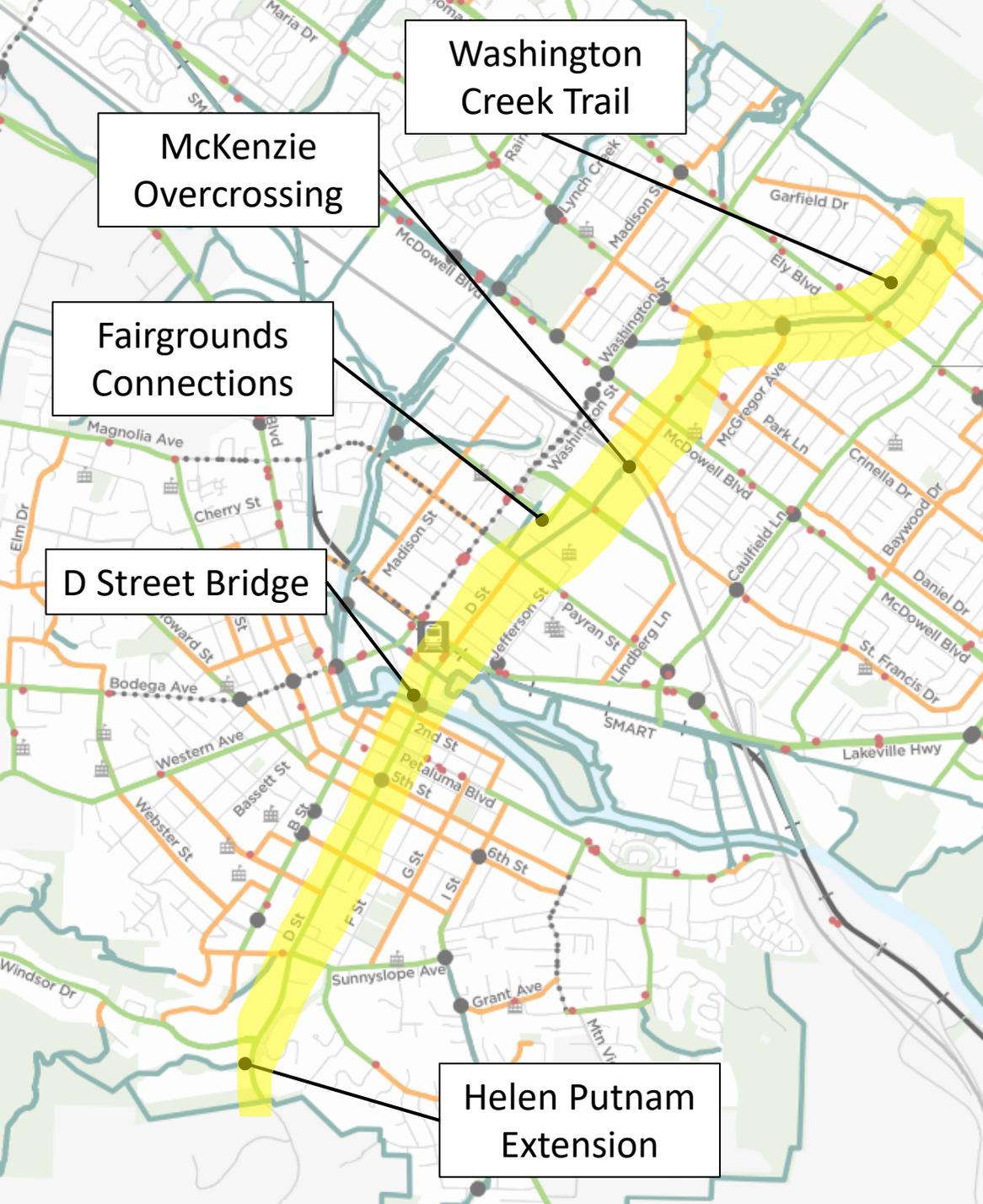


Note: there is no parking on the blocks between El Rose/Sunnyslope-Laurel and 4th-Petaluma Blvd. due to left turn lanes

Curb Management for United Methodist Church

- 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 5th Street frontage could help mitigate impacts
- 5th Street pedestrian crossing of D Street to receive significant safety improvements

Draft Active Transportation Plan – Proposed Bike Network

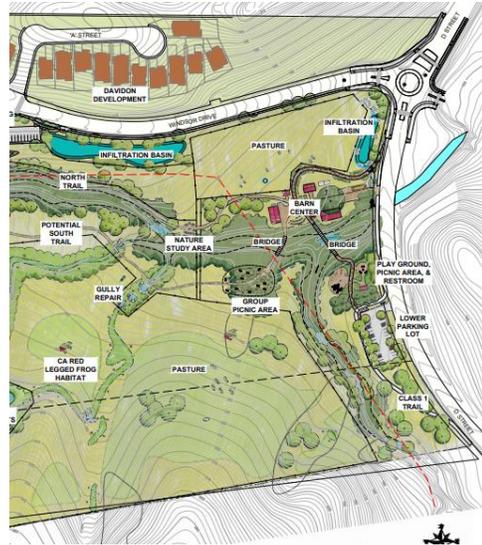


- Identified as priority in draft Active Transportation Plan
- Proposed crosstown bikeway leverages Washington Creek Trail, McKenzie overcrossing, Fairgrounds, and D Street bridge
- Provides connectivity to Helen Putnam Regional Park extension



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 6th Street

Council Direction & Implementation



Council Direction & Implementation

- 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)

