

Howard Street Improvement Project: Project Overview & Liberty Street Design Options

COMMUNITY WORKSHOP – APRIL 10, 2024



Agenda

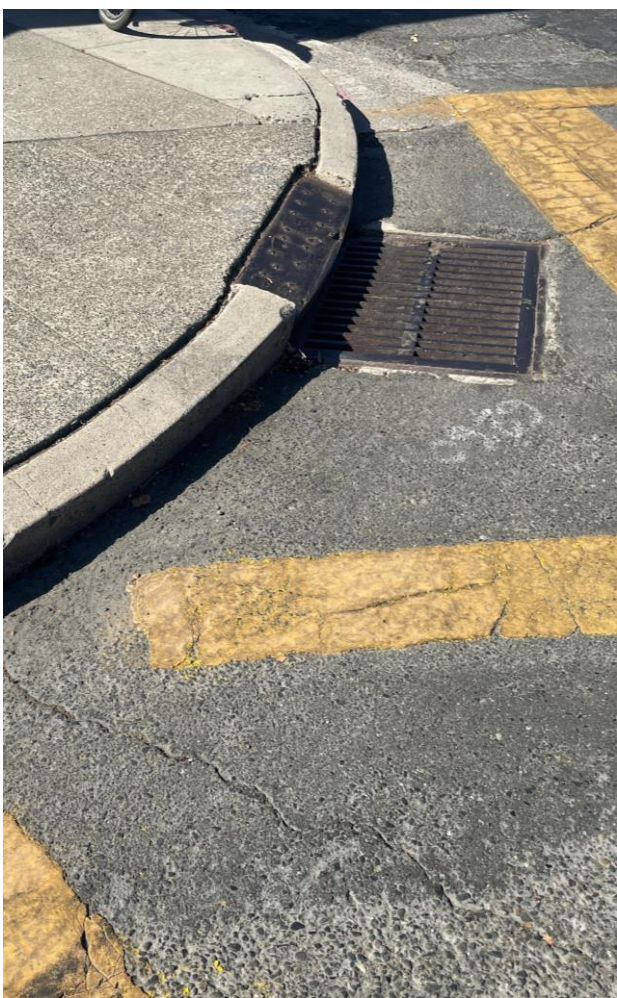
- Introductions
- Project Overview
- What We've Heard
- Proposed Improvements
- Howard / Liberty / A Street intersection options & discussion
- Next Steps



Project Location & Purpose

- Replace undersized and aging utilities
- Reconstruct roadway
- Improve safety and accessibility





Existing Conditions

Tentative Schedule



A more detailed timeline will be provided as the design progresses.

Community Engagement

2023-24: Planning & Design Development

- **September 13, 2023:** Community Workshop #1 – Project Introduction & Community Priorities
- **September – November:** Online Survey - Community Priorities
- **February 20, 2024:** Community Workshop #2 – Introduction of Proposed Improvements
- **March 6:** Presentation of Proposed Improvements to Pedestrian & Bicycle Advisory Committee
- **April 10:** Community Workshop #3 – Liberty Street Design Options
- **May 6:** Presentation of Concept Plan to City Council
- **TBD:** Additional Meetings or Presentations

Late 2024: Completion of Final Design

2025: Council Award of Bid & Construction

What We've Heard



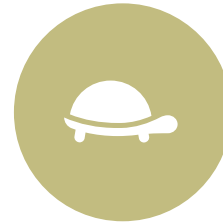
IMPROVE
INTERSECTIONS



IMPROVE
ACCESSIBILITY &
PEDESTRIAN
SAFETY



IMPROVE
BICYCLING



SLOW TRAFFIC



ADDRESS
SPILLOVER
PARKING



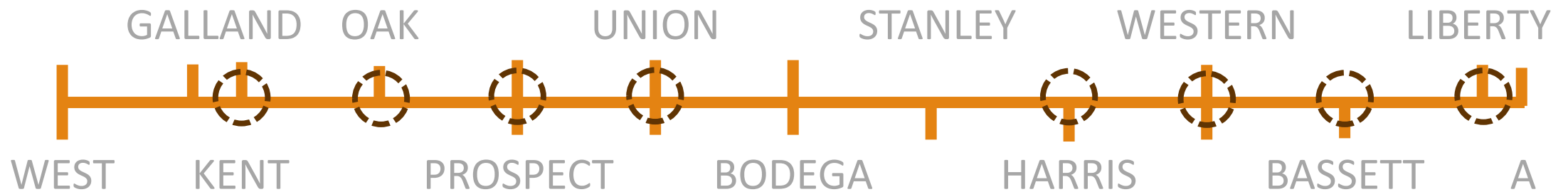
HONOR &
PRESERVE
HISTORIC
ELEMENTS

Major Design Elements

Bulbouts (Subject to Feasibility)

- **Purpose:** Slow traffic, shorten pedestrian crossing distances, and improve visibility
- **Proposed Locations:** Kent St.*, Oak St., Prospect St., Union St., Harris St.*, Western Ave., Bassett St., Liberty St.*

*New crosswalk

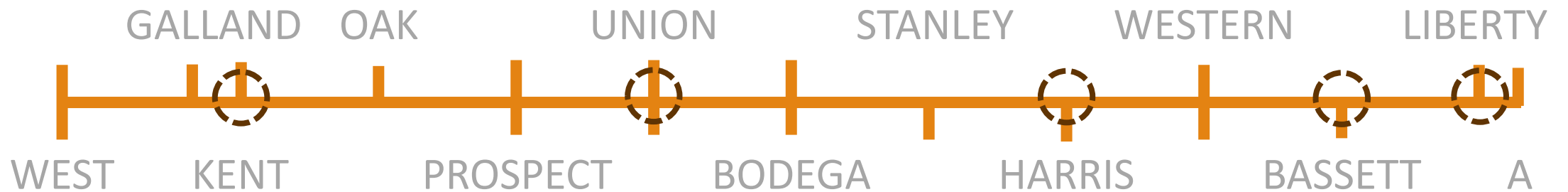


Major Design Elements

Median Refuge Islands

- **Purpose:** Slow traffic, shorten pedestrian crossing distances, and improve visibility
- **Proposed Locations:** Kent St.*, Union St., Harris St.*, Bassett St., Liberty St.*

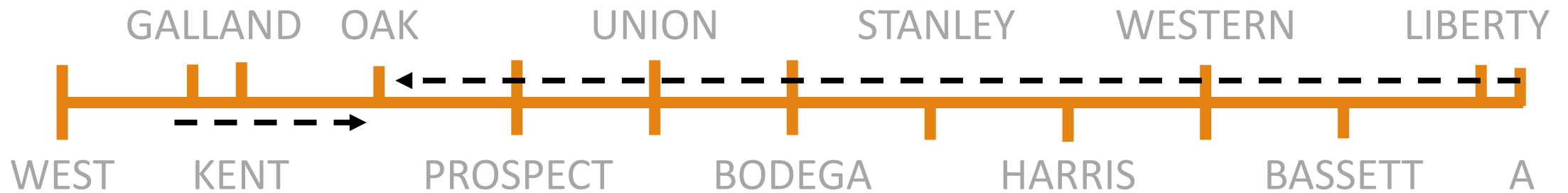
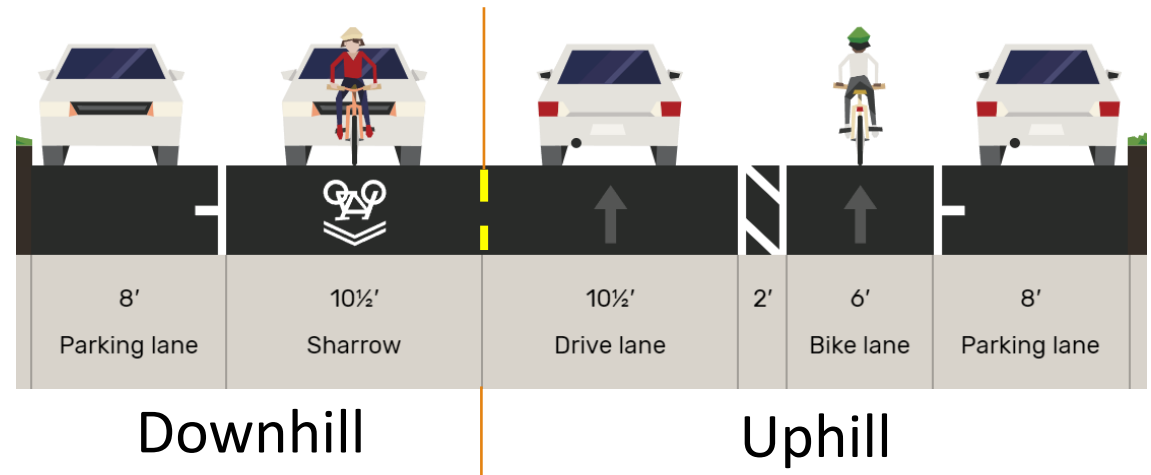
*New crosswalk



Major Design Elements

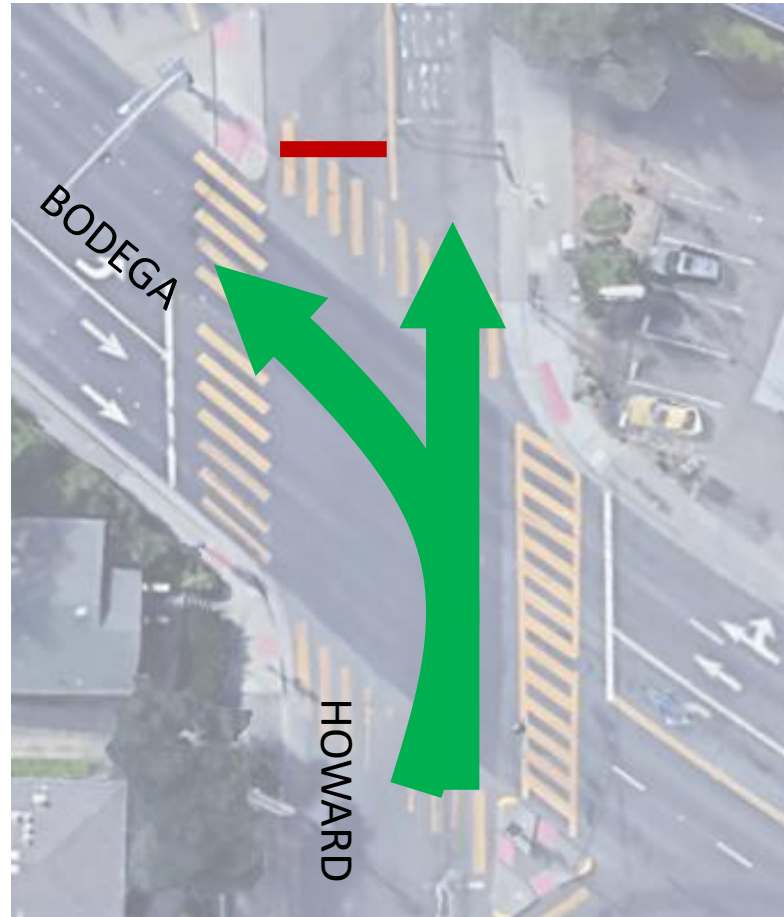
Uphill Buffered Bike Lanes

- **Purpose:** Provide dedicated space for people bicycling in direction with greater speed differential
- **Proposed Locations:** Northbound from A to Oak St.; southbound from Galland to Oak St.



Signal Improvements at Bodega/ Washington

**Split signal
phases:**
northbound
and
southbound
traffic no
longer share
“green”



Signal Improvements at Bodega/ Washington

Leading pedestrian intervals:
pedestrians receive “walk”
signal 5 seconds before drivers
receive “green”



Signal Improvements at Bodega/ Washington

Bike boxes: create an advanced waiting area for people on bikes so they can establish a more visible position and more easily make left turns

Note: people on bikes may use leading pedestrian intervals



Sidewalk Gaps Near West Street



Facing south from West Street

Additional Notes

- Reviewing street light coverage and drainage/stormwater issues
- Exploring opportunities for bioswales & street trees
- Considering prohibiting left turns from Stanley Street onto Howard
- Parking Study launching Spring 2024

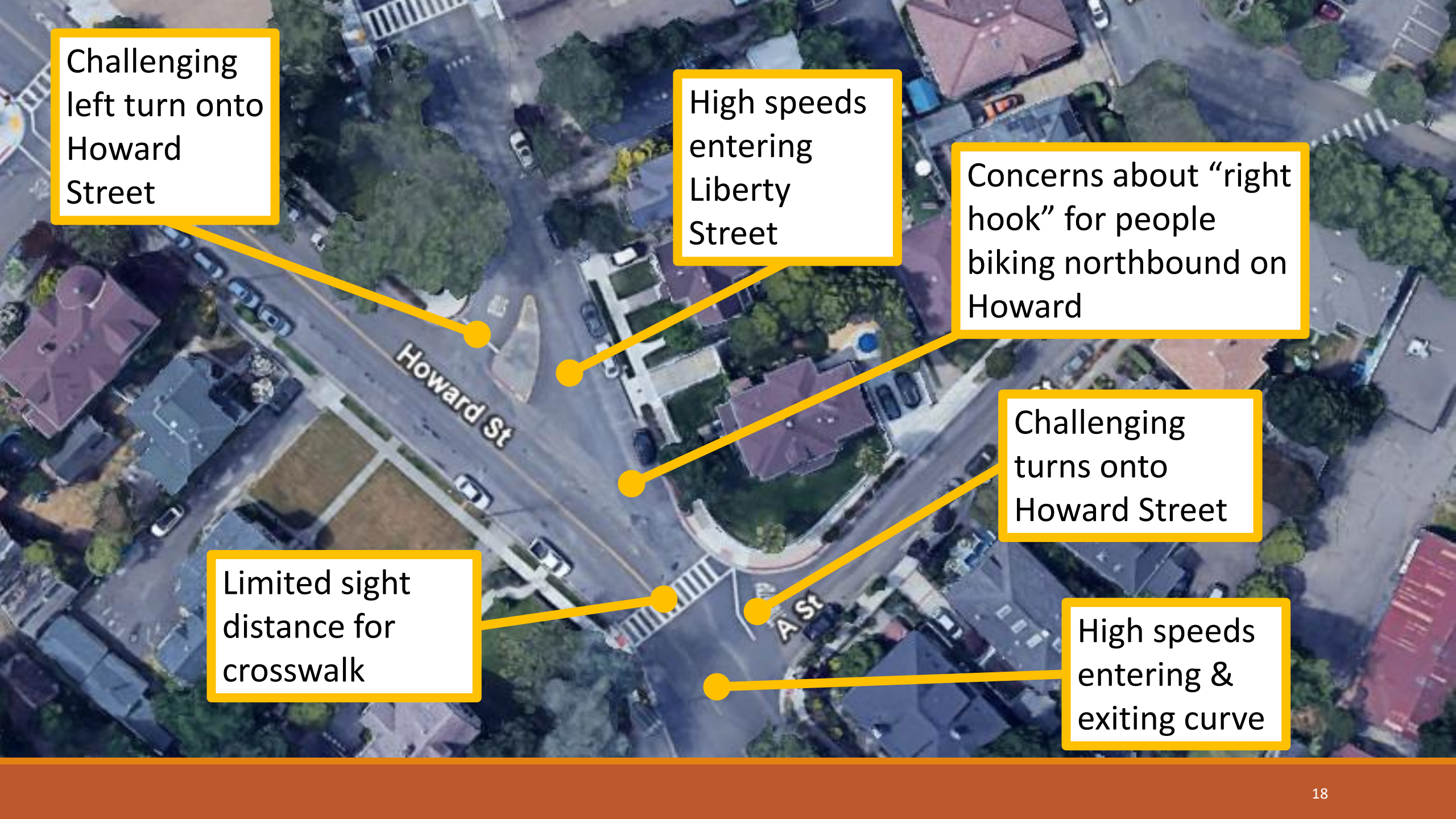


Liberty Street Options & Discussion



“Anything that slows down motor vehicle traffic would be a dream. The intersection with A Street is very dangerous. Crossing from A St across Howard - cars on Howard driving away from B St cannot see the pedestrians until the driver is already rounding that curve, and the pedestrian has to be in the crosswalk already. I have seen and been part of several near misses there.”





Challenging left turn onto Howard Street

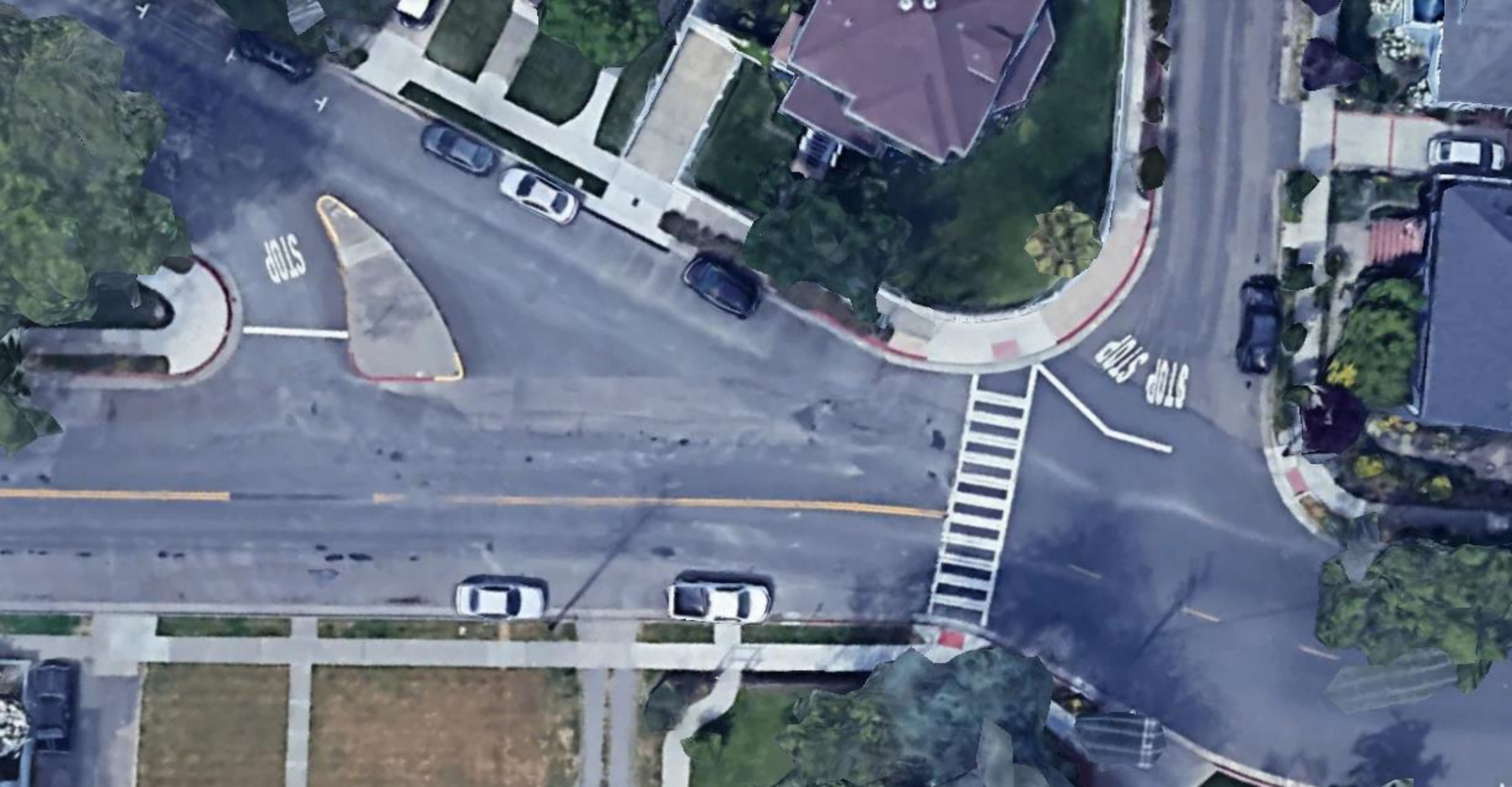
High speeds entering Liberty Street

Concerns about “right hook” for people biking northbound on Howard

Challenging turns onto Howard Street

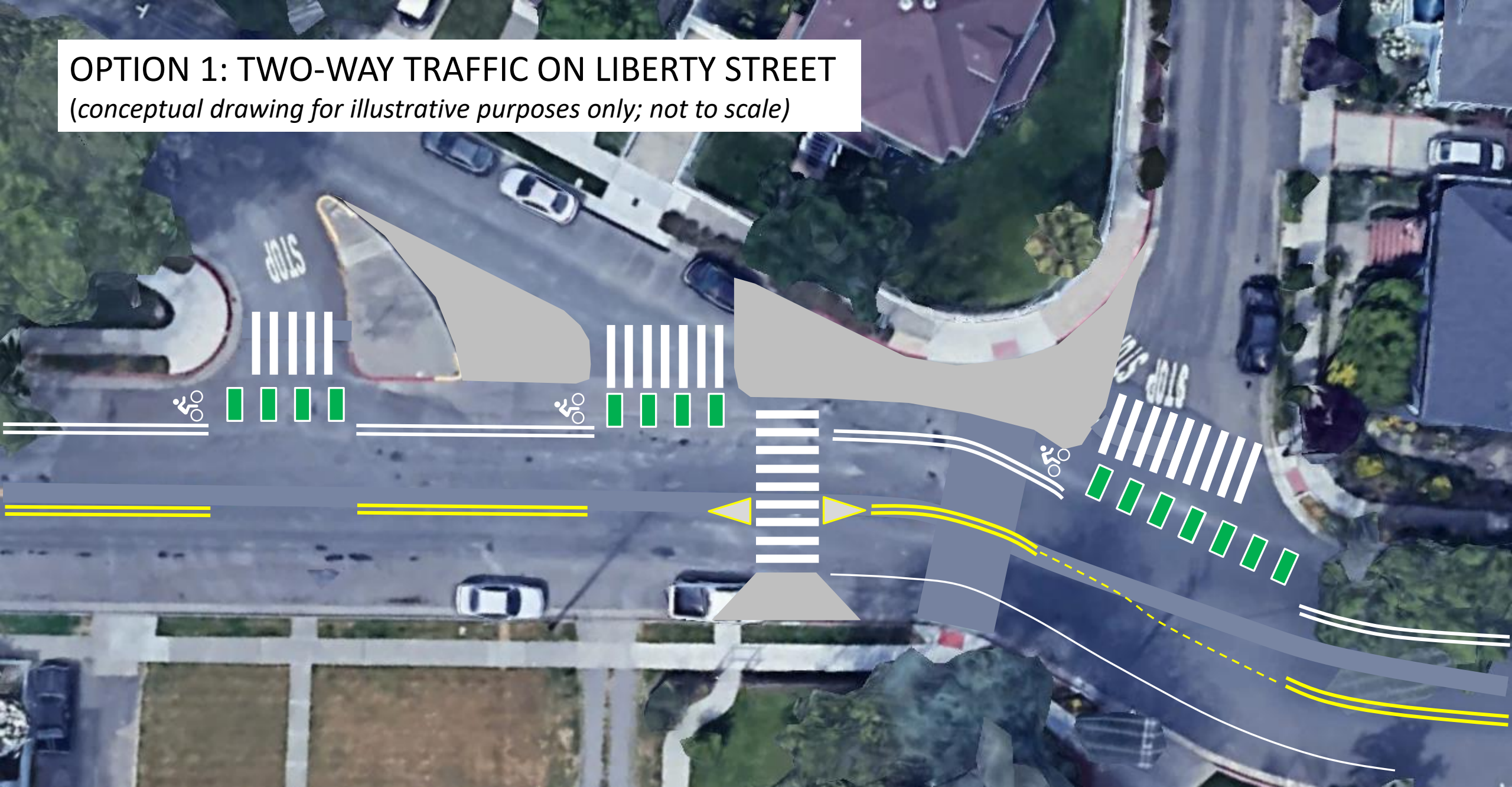
Limited sight distance for crosswalk

High speeds entering & exiting curve



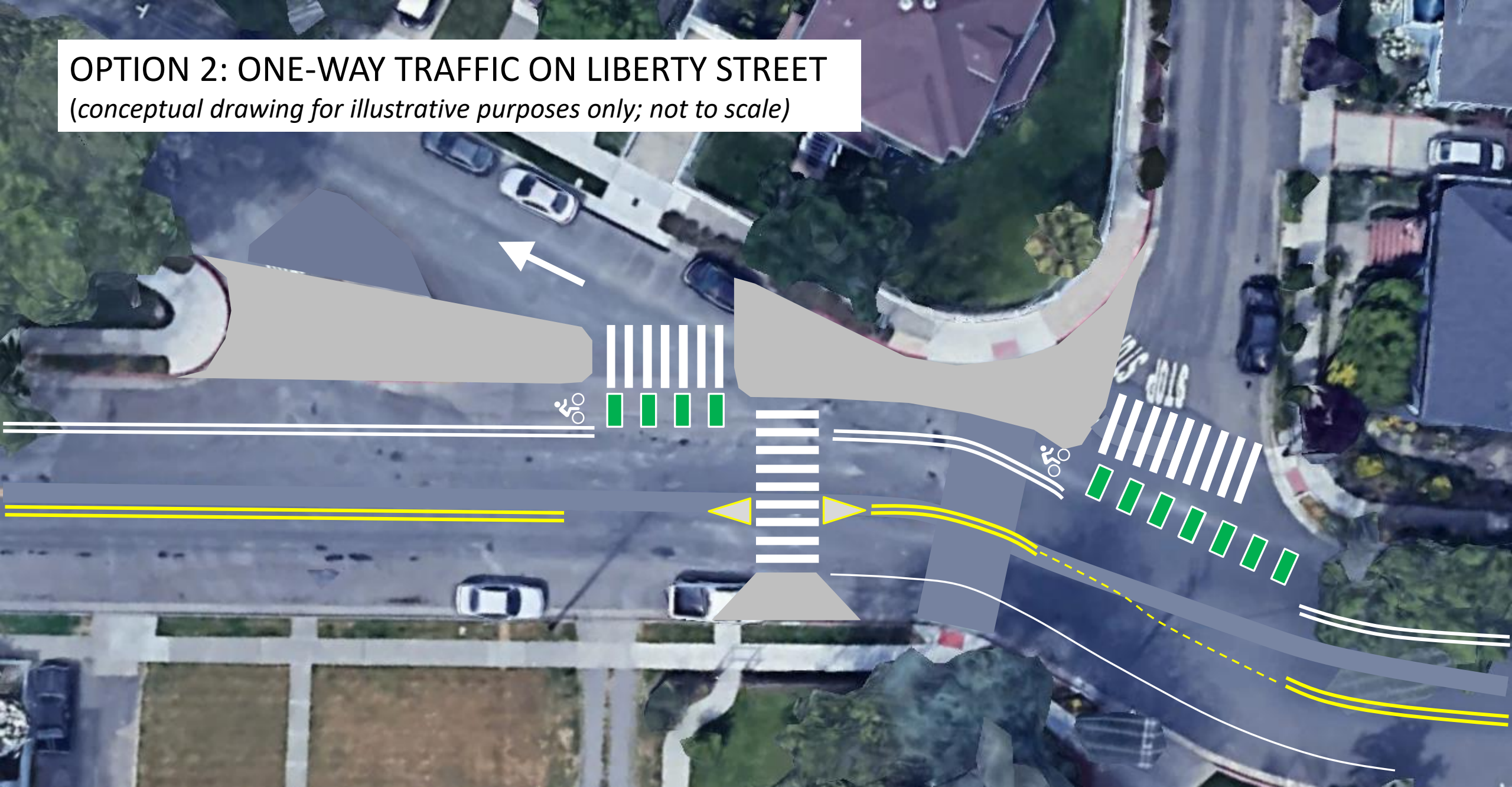
OPTION 1: TWO-WAY TRAFFIC ON LIBERTY STREET

(conceptual drawing for illustrative purposes only; not to scale)



OPTION 2: ONE-WAY TRAFFIC ON LIBERTY STREET

(conceptual drawing for illustrative purposes only; not to scale)



One-Way Impacts

- Conversion to angled parking along church frontage would increase parking from 16 to 35-40 spaces
- Parallel parking would remain on other side of street



One-Way Impacts

- 900 southbound vehicles per weekday dispersed to other streets
- 47 percent to Keller/5th (34-52 during peak hours)
- 20 percent to Howard (14-22 during peak hours)
- Minimal increases in delay (<1 second per vehicle) at Western/Howard and Western/Keller during peak hours



Next Steps

- Present to City Council (May 6)
- Once preferred option is identified, begin developing traffic, civil, and landscaping plans for intersection





Thank You!

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