



I Street Traffic Calming

COMMUNITY MEETING
SEPTEMBER 23, 2024

Agenda

- Meeting Purpose & Goals
- Introductions
- Background
- Pilot Project Feedback & Findings
- Next Steps
- Discussion / Q+A



Meeting Purpose

- Share an update on the I Street traffic calming efforts, including
 - 1) why we are working to slow traffic,
 - 2) what we've done so far,
 - 3) what we've heard and learned about our efforts, and
 - 4) additional changes we are exploring
- Get your input
- Answer questions

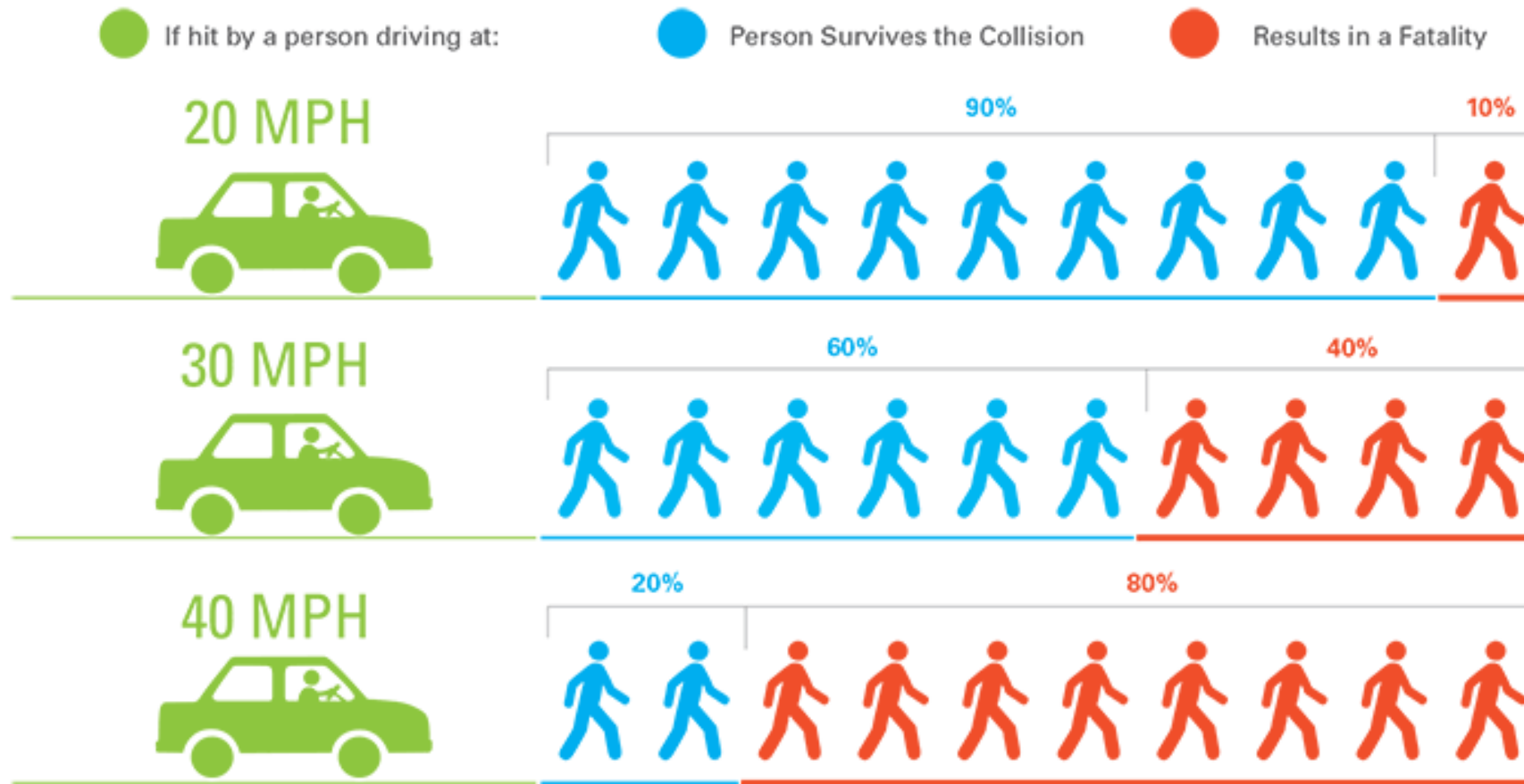
Introductions

PLEASE SHARE YOUR NAME & YOUR CONNECTION TO I STREET

Vision Zero & Impacts of Speeding

- City aims to eliminate severe injuries and deaths from traffic collisions by 2030 (Vision Zero)
- Unsafe speed is the leading cause of collisions in Petaluma (1 in 3)
- Unsafe speed is the leading cause of severe/fatal collisions in Petaluma (1 in 5)

Impacts of Speeding



Background – I Street

- Classified as an arterial roadway
- Carries 1600-1700 vehicles per weekday
- 4 reported injury collisions between Sunnyslope Rd – City Limits from 2012-23
- Numerous complaints about speeding received dating back several years

First Round of Modifications (April 2023)



Speed Data Following First Round of Modifications

	9/13-9/14/2023 @ Sunset Terrace SOUTHBOUND	9/13-9/14/2023 @ Sunset Terrace NORTHBOUND
Average	36.0	35.0
85% speed	41.0	39.9
95% speed	44.5	42.7
% At/Under 35 MPH Speed Limit	42.1%	49.4%
# Vehicles Surveyed	1,705	1,576

Speed Cushion Installation (April 2024)



Speed Cushion Observations & Feedback

- Drivers tend to slow down when approaching, but most reaccelerate after clearing the cushions
- Many drivers maneuver into the bike lane or straddle the centerline to avoid the cushions
- Several complaints received regarding the behaviors noted above
- Based on these observations & traffic engineering guidance, speed cushions seem better suited for narrower roadways, esp. those with greater “friction” between oncoming traffic

Emails Received Today

- 12/13 report speeding is still an issue in the area
- 6/13 mentioned issues with the speed cushion design
- 4/13 explicitly asked for the speed cushion to remain or for more speed cushions to be installed

Alternative Proposal: Chicanes

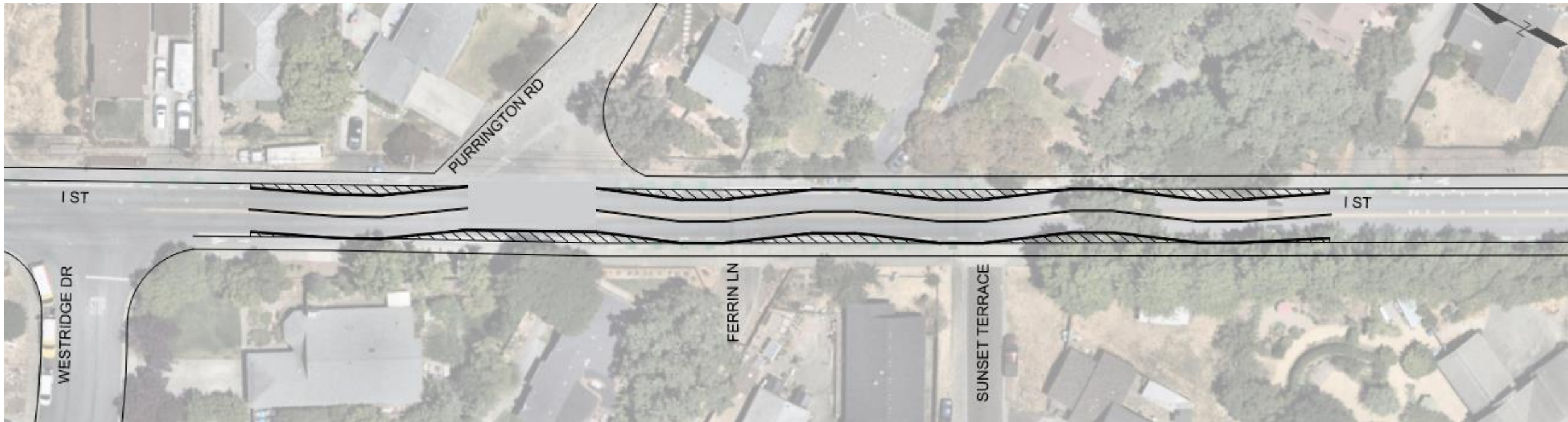
“Chicanes are a series of... curb extensions that alternate from one side of the street to the other, forming an S-shaped... roadway alignment... The purpose of a chicane is to introduce horizontal curvature to the road, **breaking up the ‘runway effect’ of wide and straight streets.**”

- [Caltrans Traffic Calming Guide](#)



Olive Drive - Davis, CA

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DRAFT – UNDER DEVELOPMENT



Additional I Street Improvements Requested

- **Add high-visibility crosswalks to all sides of Sunnyslope Rd. intersection (done)**
- Improve Independence Way crosswalk (under review)
- Make Grant Ave. intersection an all-way stop (under review)
- Narrow lanes and add shoulders or bike lanes, if feasible, between Grant Ave. and Sunnyslope Ave. (under review)
- Remove or relocate signs on narrow sidewalks (under review)



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Questions & Discussion

cityofpetaluma.org/istreetsafety
