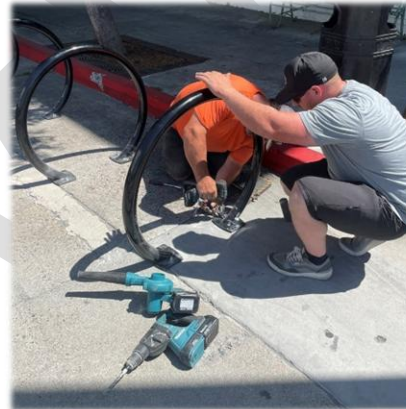




CLIMATE READY
2030

CITY OF PETALUMA ACTIVE TRANSPORTATION PLAN

DRAFT – SEPTEMBER 2025



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1. INTRODUCTION



1. INTRODUCTION

Plan Purpose & Context

The Active Transportation Plan (ATP) is the City's "action plan" for all things related to active transportation — mobility via walking, biking, and other wheeled and self-powered means. The Plan identifies and prioritizes infrastructure projects, as well as education, encouragement, and enforcement programs aimed at improving active transportation. While the Plan includes near, mid, and long-term efforts, updates are recommended approximately every five years.

It is important to note that active transportation is only one part of a complete and balanced transportation system. The ATP is written with the expectation that the Vision, Goals, Actions, projects, and programs included herein will be thoughtfully integrated with other related policy and planning efforts. It is recognized that improving active transportation will contribute to broader goals, including, but not limited to:

- Providing mobility for people of all ages, incomes, and physical abilities, including "first and last mile" connectivity with transit,
- Eliminating severe injuries and deaths from traffic collisions (Vision Zero),
- Reducing traffic congestion and greenhouse gas emissions from transportation,
- Promoting efficient and sustainable land use patterns,
- Creating and maintaining "living" or "green" streets that mitigate and are resilient to the impacts of climate change (e.g. increased tree canopy, stormwater infiltration, etc.),
- Connecting all neighborhoods with parks, trails, and open spaces, and

- Creating vibrant streets and public spaces that encourage people-to-people connections and support thriving economic and cultural centers.

What is Active Transportation & Who Can Use Sidewalks, Bike Lanes, & Shared-Use Pathways?

While the term "active transportation" may have originally referred to those travelling via completely self-propelled means, such as walking, jogging, bicycling, skateboarding, etc., the definition has broadened due to the emergence of electric devices that may legally use much of the same infrastructure. For the purposes of this report, "walking, bicycling, and rolling" and "active transportation" are intended to capture any modes that may legally use some combination of sidewalks, on-street bikeways, and shared-use pathways. Furthermore, it should be recognized that any efforts to improve safety or connectivity for people bicycling also benefit those using other legal wheeled devices. The table on the next page summarizes current local and state laws regarding what modes and devices are allowed to use different active transportation facilities.

Current Local & State Laws Regarding Various Modes of Active and Wheeled Transportation

Mode / Device	Sidewalks	Shared-Use Pathways	On-Street - In Bike Lanes	On-Street - Outside Bike Lanes	Notes
Walking/Jogging, Wheelchairs, Other Assistive Devices (Motorized or Non-Motorized)	Yes	Yes	Yes (advised to use sidewalk if available)	Yes (advised to use sidewalk if available)	
Non-Motorized Devices Other than Bicycles (Skateboards, Scooters, Rollerblades, etc.)	Yes (except in Downtown)*	Yes*	Yes (advised to use sidewalk if available)*	Yes (advised to use sidewalk if available)*	
Bicycles	Yes (except in Downtown)*	Yes	Yes	Yes	
Class 1 Electric Bicycles (up to 20 MPH pedal assist)	Yes (except in Downtown)*	Yes	Yes	Yes	
Class 2 Electric Bicycles (up to 20 MPH pedal/throttle assist)	Yes (except in Downtown)*	Yes	Yes	Yes	
Class 3 Electric Bicycles (up to 28 MPH pedal assist)	Yes (except in Downtown)*	Yes*	Yes*	Yes	16-year old minimum age
Motorized Scooters	No	Yes*	Yes*	Yes (if speed limit is 25 MPH or below)*	15 MPH speed limit; must have driver's license or instruction permit
Mopeds, Motorized Bicycles	No	No	Yes	Yes	30 MPH speed limit; must have motorcycle license
Electric Motorcycles	No	No	No	Yes	Must have motorcycle license

**Can be regulated by local ordinance.*

Relation to Other Plans & Policies

The ATP is an update to the City's Bicycle and Pedestrian Master Plan, which was adopted in 2008 by City Council as an appendix to General Plan 2025.

The ATP was developed concurrently and in close coordination with the City's **General Plan Update** (GPU), which is a long-range plan guiding Petaluma's physical development, including in transportation. While the GPU provides high-level and long-range policy and planning guidance, the ATP goes into greater detail regarding specific actions to improve active transportation. The ATP was also developed in coordination with the City's Climate Action Plan, the **Blueprint for Climate Action**.

The ATP seeks to build upon several previous planning and policy efforts with active transportation components:

- Petaluma River Access and Enhancement Plan (1996)
- Central Petaluma Specific Plan (2003)
- Petaluma SMART Rail Station Areas: TOD Master Plan (2013)
- Resolution No. 2016-004 N.C.S.: Adopting a Complete Streets Policy (2016)
- City of Petaluma Climate Emergency Framework (2021)
- City of Petaluma Local Road Safety Plan (2022)
- Resolution No. 2022-075 N.C.S.: Approving a Request to Adopt the Sonoma County Vision Zero Action Plan and Commit to City-level Actions to Reduce Traffic Fatalities to Zero by the Year 2030 (2022)
- City of Petaluma Blueprint for Climate Action (2024)



Several community members requested more “green infrastructure,” like the rain garden shown above, to be included in City street improvement projects.

Throughout the development of the ATP, many community members noted their desire to see a more holistic approach to street improvement projects that incorporate trees, landscaping, and stormwater absorption/pollution prevention elements. The City is currently developing the **Urban Forest Management Plan** and **Green Infrastructure Plan**, both of which will help shape street improvement projects in tandem with the Active Transportation Plan. The best practices identified in the Urban Forest Management Plan and Green Infrastructure Plan should be incorporated into active transportation projects wherever feasible and appropriate to enhance safety, comfort, and resilience.



Petaluma Equitable Climate Action Coalition presentation

Plan Development & Community Engagement

In addition to incorporating community input received through the plans noted above, the ATP was developed through several community engagement inputs that have included the following:

- Reviews of comments received through the Local Road Safety Plan, Safe Streets Nomination Program, US-101 Bicycle/Pedestrian Crossings Study, and Safe Routes to School parent surveys, walk audits, and task force meetings
- Partnership with the Petaluma Equitable Climate Action Coalition's (PECAC) 2023 cohort, which conducted focus groups and provided recommendations related to active transportation, with a focus on equity
- Partnership with CityThread, a transportation nonprofit which conducted focus groups and provided recommendations related to active transportation, with a focus on project delivery
- Tabling at community events related to active transportation, such as Ciclovía, a SMART pathway ribbon cutting, and Bike to Work Day
- A mapping exercise involving local bicycle and pedestrian advocacy groups
- An online map feedback tool
- A community workshop
- Numerous presentations to the Pedestrian and Bicycle Advisory Committee and input from ad hoc committees

The Draft Active Transportation Plan was released for public review in April 2025 and reviewed at the April 8, 2025 joint meeting of the Pedestrian and Bicycle Advisory Committee and Planning Commission, April 15, 2025 Transit Advisory Committee, April 21, 2025 City Council, and May 7, 2025 Pedestrian and Bicycle Advisory Committee, all publicly noticed meetings. Comments received at each of those meetings are included in **Appendix D**.

Why Should Petaluma Promote Active Transportation?

A recently-published paper from the Journal of Transport and Land Use cited 236 studies that found “strong evidence for wide ranging societal benefits.”¹

To reduce greenhouse gas emissions.

- Transportation is the leading source of activity-based greenhouse gas emissions in Petaluma, at 66.5 percent.²

To improve mobility for people of all ages, physical abilities, and incomes.

- Nearly one-fifth of Petaluma’s population is under the driving age.³
- 5.2 percent of households in Petaluma do not have access to a car, and nearly one in three households (32.8 percent) have access to one or fewer cars.⁴
- The average annual cost to own and operate a new vehicle is \$12,297 (\$1,025 monthly).⁵

To improve the health and happiness of our community.

- People who walk or bike daily reduce their risk of an early death, heart disease, cancer, and mental health problems.⁶

To reduce traffic congestion & parking demand.

- 34 percent of trips that originate within Petaluma are under two miles, a distance that can be covered by bike in ten minutes.⁷
- A national survey found that 51 percent of people consider themselves to be interested in bicycling, but only if high-quality infrastructure is in place.⁸
- A typical parking space takes up 160 square feet, an area in which 12 parked bikes can fit.

To reduce wear and tear on our roadways.

- The average vehicle weight in 2022 was 4,303 pounds.⁹ Even the heaviest bike would need to make 413,020 trips to do the same damage to roads that a large SUV makes in a single trip of the same distance.¹⁰

To support our economy.

- Less money spent on transportation means more money to spend elsewhere.
- A study of active transportation projects found either positive or non-significant impacts on corridor employment and sales, with a positive impact on food service in nearly all cases.¹¹

¹ [The benefits of active transportation interventions: A review of the evidence](#)

² [Sonoma County Greenhouse Gas Inventory – 2022 Update, pg. 8](#)

³ 2022 American Community Survey 5-Year Estimates, S0101

⁴ 2022 American Community Survey 5-Year Estimates, B08201

⁵ [American Automobile Association ‘Your Driving Costs’ Study for 2024](#)

⁶ [Health benefits of pedestrian and cyclist commuting: evidence from the Scottish Longitudinal Study](#)

⁷ [Sonoma County Travel Behavior Study \(2020\), pg. 50](#)

⁸ [Revisiting the Four Types of Cyclists: Findings from a National Survey](#)

⁹ [The 2023 EPA Automotive Trends Report, pg. 22](#)

¹⁰ [The Road Damage Calculator](#)

¹¹ [Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility - A Multi-City Multi-Approach Exploration](#)

2.VISION & GOALS



2. VISION & GOALS

Vision

Petaluma is a world-class active living city where walking, biking, and rolling are a celebrated part of everyday life; where safe and inviting streets and trails form the fabric of a thriving, connected community; where people of all ages, income levels, and physical abilities enjoy using active transportation.

Goals

1. **Vision Zero:** By 2030, reach the City's Vision Zero goal of eliminating fatalities and severe injuries among vulnerable road users (people traveling outside of motorized vehicles).
2. **Build the Network:** By 2030, build a safe, integrated, and seamless active transportation network that encourages people of all ages and abilities to conveniently travel from anywhere in the City to schools, parks, community gathering spaces, transit connections, services, dining, shopping, and jobs.
3. **Beautiful, Inviting, and Comfortable Streets, Sidewalks, and Pathways:** Maintain and continually enhance streets, sidewalks and shared-use pathways with elements and amenities that make them more beautiful, inviting, and comfortable, such as trees, lighting, seating, water fountains, and public art.
4. **Promote and Celebrate:** Make active transportation an integrated, celebrated part of everyday life through education and encouragement.



3. BASELINE REPORT

3. BASELINE REPORT

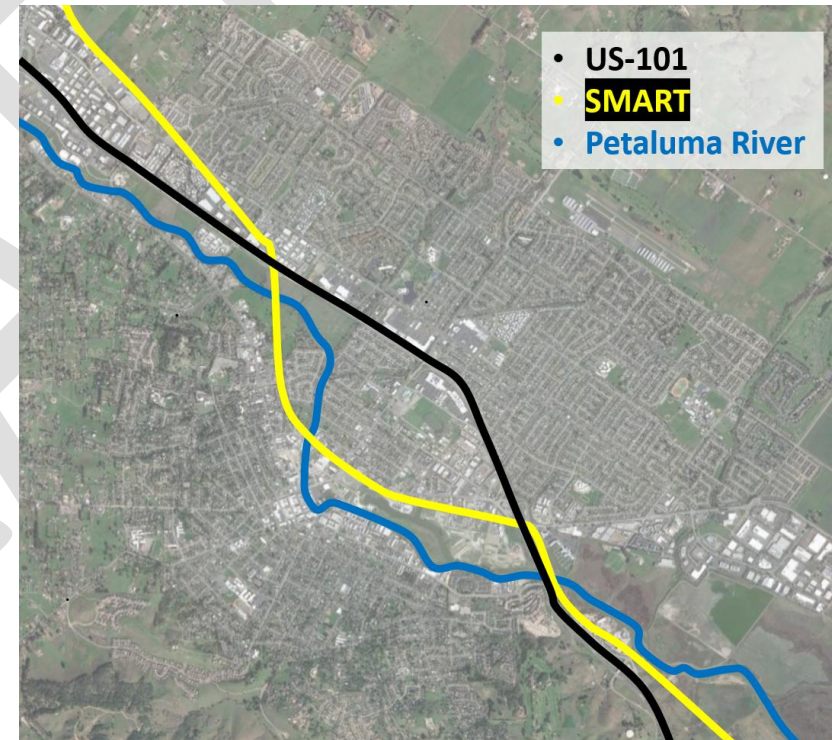
Existing Conditions

Mobility challenges in Petaluma are largely defined by its three dividing east-west barriers: the Petaluma River, SMART tracks, and US-101.¹² Limited crossing opportunities (“crosstown connectors”) result in higher vehicle congestion and constrained roadway width on key connectors, such as Corona Road, East Washington Street, Lakeville Street, and East D Street. These barriers and the busy conditions along crosstown connectors are particularly challenging for people walking and biking.

Most neighborhoods west of US-101 have characteristics that could favor walking, bicycling, and rolling for everyday needs. These characteristics include 1) good street connectivity (thanks to a grid layout), 2) walkable distances to dining, shopping, transit connections, etc., and 3) pedestrian-scaled streets (as opposed to car-oriented streets defined by multiple lanes of traffic, off-street parking along property frontages, car-oriented signage, etc.). Outlying areas of the west side tend to be hillier, with poor street connectivity, and are further away from non-residential land uses. In these areas, bikes—and especially e-bikes—offer the greatest potential among active, car-free modes.

Most neighborhoods east of US-101 have more significant barriers to walking, bicycling, and rolling. East Petaluma’s street network and land use are typical of a post-1950s suburb, with poorer street connectivity that forces people to travel greater distances and along busier, car-oriented streets when leaving their neighborhoods. Non-

residential land uses are spaced further apart in large shopping centers located along these busy streets. The east side is flat and has a good network of off-street trails and pathways. Because of the longer distances people must travel, bikes offer the greatest potential among active, car-free modes, especially as arterial streets are retrofitted with crossing and bike lane improvements.



Petaluma’s three dividing east-west barriers

¹² US-101 runs northwest-southeast. However, Petalumans have long referred to either side of the freeway as “east” and “west,” which will be used in this document.



Lane conversion projects enable underutilized vehicle lanes to be reallocated for other uses, including walking, bicycling, parking, and greenery

Large swaths of City streets were built prior to accessible sidewalk design. Accessible sidewalk elements—such as wide sidewalks, smooth curb ramps, and driveways with minimal cross slopes—seek to provide navigable streets and sidewalks for people with impairments. These features have become more commonplace in recent decades and especially since the passage of the Americans with Disabilities Act (ADA) in 1990. Unfortunately, many neighborhoods in Petaluma were built prior to these developments and lack accessible features. Damaged sidewalks with tripping hazards are common throughout the City. Petaluma’s sidewalk program is complaint-driven and responsibility is on the adjacent property owner to maintain accessibility, though a new sidewalk repair program implemented by the City in Fiscal Year 2025-26 provides a 50 percent funding match to qualifying property owners. Non-compliant curb ramps are upgraded by the City during paving projects and in the City’s annual Citywide Pedestrian Improvements capital project.

A majority of Petaluma’s multi-lane arterial roadways are under capacity, presenting opportunities to implement lane conversion projects and reallocate roadway space for other uses, including walking, bicycling, parking, and greenery. The City’s recent lane conversion on Petaluma Boulevard South is a good example, where the former four lane road was reduced to three, allowing bike lanes to be added south of H Street. On Rainier Avenue, the City used a quick-build pilot lane reduction project featuring parking-protected bike lanes. Lane conversions create safer road conditions for all users, as they reduce speeds, create easier crossing conditions, and reduce potential conflict points. Notable examples of multi-lane streets that are far below capacity include Casa Grande Road, Caulfield Lane, Ely Boulevard South, Payran Street, and Rainier Avenue.

Petaluma's existing network of bikeways is somewhat fragmented, with gaps and unseparated bike lanes on busy streets making it challenging to navigate the City by bike and other wheeled devices for those who are not comfortable riding in or near traffic. The existing bikeway network is shown on the following page.

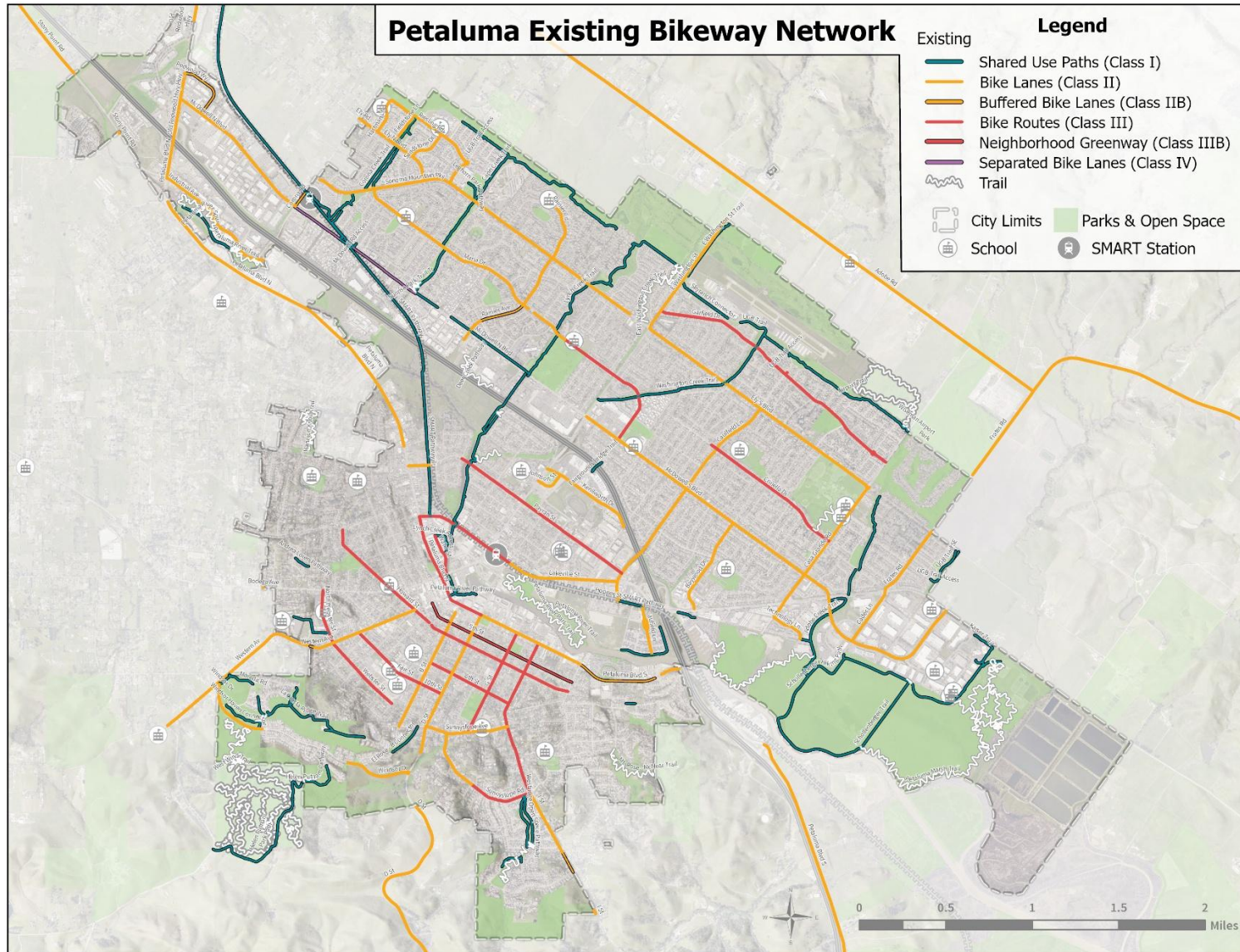
Petaluma's off-street trail network is well-utilized and has immense potential as new trails are built, but amenities and better integration with the City's street network are needed to improve user experience and encourage even greater usage.

Petaluma has several existing and planned off-street trails along creeks, the Petaluma River, and SMART right-of-way. Existing trails generally lack amenities, such as lighting, water fountains, seating, bike repair stations, etc., as well as trail markings and signage to encourage safe trail etiquette. Trail surfaces vary, with many unpaved sections. In recent years, the City has focused on paving its primary east-west trail, the Lynch Creek Trail, with concrete, which has much better longevity than asphalt on Petaluma's expansive Adobe clay. Many trails lack convenient crossings where they intersect arterial streets, forcing users to detour along sidewalks to access a safe crossing. Wayfinding signage and trail access improvements are needed to better integrate trails with the street network.

Neighborhood greenways can unlock additional potential in Petaluma's active transportation network. Petaluma has several low-traffic neighborhood streets that can play a role in its active transportation network. Neighborhood greenways can be formalized with wayfinding signage and roadway markings, and enhanced with traffic calming elements. The primary barriers to overcome are at major street crossings, where improvements are typically needed to facilitate safe and convenient crossings.



The Lynch Creek Trail, Petaluma's primary east-west trail, lacks convenient access and crossings where it intersects N. McDowell Boulevard and Sonoma Mountain Parkway



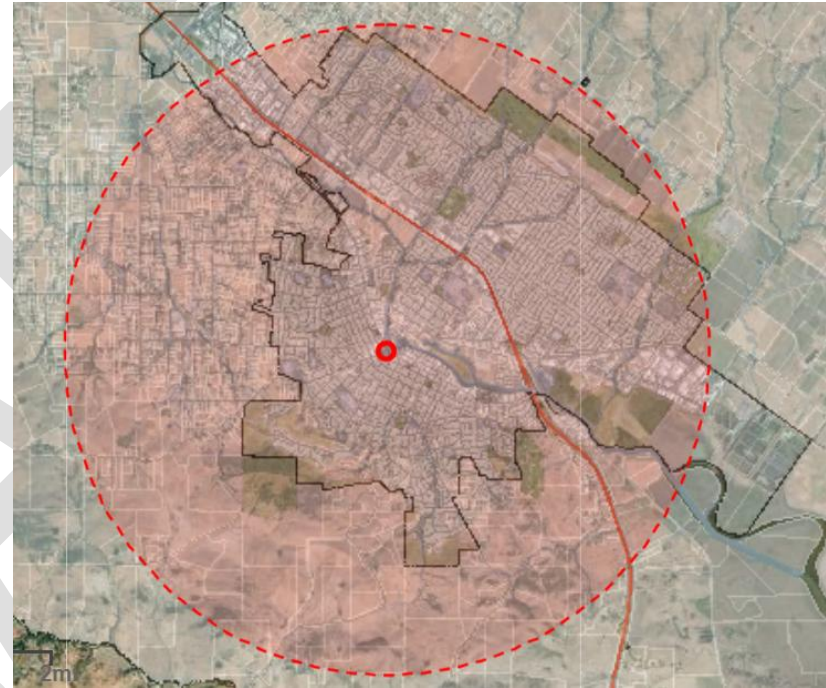
CLICK MAP FOR ENLARGED VERSION

Travel Behavior

The average trip length made within City limits is 2.9 miles and 34 percent of trips that originate within Petaluma are under two miles, highlighting the potential for active transportation for many daily trips.^{13 14} At short distances, biking can be competitive with and sometimes even more time efficient than driving, especially given the ability to avoid congested crosstown arteries or time spent searching for parking; a 2.9-mile bike ride can be accomplished in under 15 minutes.

Available data suggests most trips in Petaluma are currently made by private vehicle, reflecting the suburban nature of the city, the distance between Petaluma and major job centers, and improvements needed to make walking and bicycling more appealing to people of all ages and abilities. Nearly half (48.7 percent) of Petaluma residents who are employed also work in Petaluma, but just 1.9 percent walk or bike to work.^{15 16}

Most students in Petaluma live within walking or bicycling distance of a nearby school, but 70 percent of parents who responded to a Safe Routes to School survey say they frequently drive their children to school in their own vehicle (non-carpool). 44 percent report walking and 16.7 percent report biking at least occasionally. However, **73 percent of parents say they wish their students could walk or bike to school more often. Parents ranked concerns about vehicle traffic as their top barrier to walking and bicycling more often.**¹⁷



Due to Petaluma's relatively compact footprint, most trips made within city limits are a walkable or bikeable distance. The red buffer shows a 3-mile distance (roughly a 15-minute bike ride) from downtown Petaluma, with city limits outlined in black.

¹³ [Sonoma County Travel Behavior Study Addendum: 2017 to 2022, pg. 52](#)

¹⁴ [Sonoma County Travel Behavior Study \(2020\), pg. 50](#)

¹⁵ 2022 American Community Survey 5-Year Estimates, S0801

¹⁶ Commute data is somewhat limited, in that it only captures the primary mode taken, thus failing to account "first and last mile" connections to

transit, which are typically made by foot or bike. It also excludes trips made for other purposes, such as shopping, dining, or exercise.

¹⁷ Sonoma County Safe Routes to Schools Parent Survey, 2023-24 School Year



Petaluma schools saw a 230 percent increase in the number of students who biked to school on Bike to School Day in May 2024, the largest increase in Sonoma County.

Education and encouragement programs provided by Sonoma County Safe Routes to Schools have been effective. 40 percent of students at participating schools walked or biked to school on International Walk and Roll to School Day in October 2023. **On Bike to School Day in May 2024, participating Petaluma schools saw a 230 percent increase in the number of students who biked to school, the largest increase in Sonoma County.**

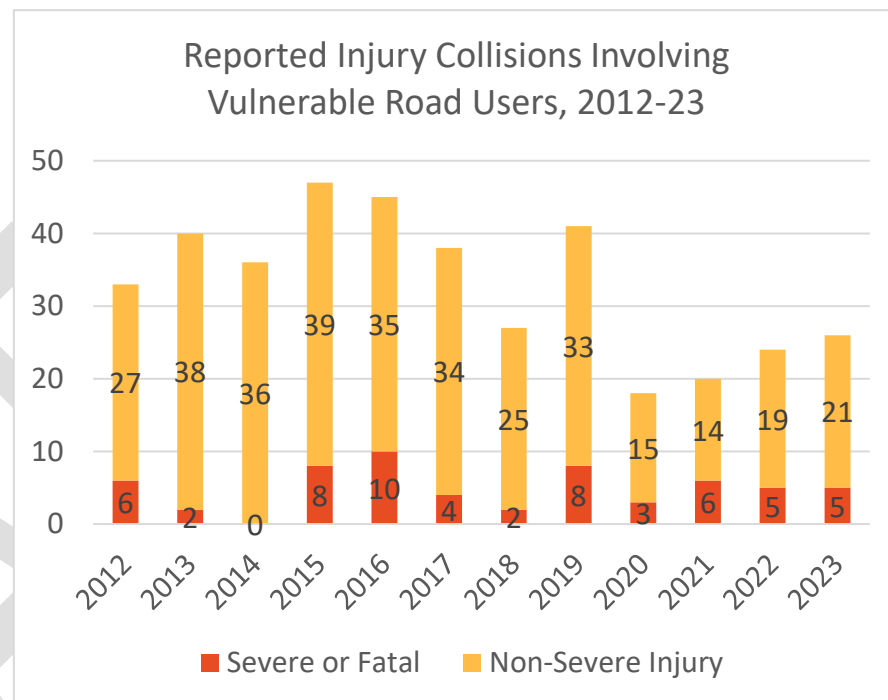
Open enrollment within Petaluma has also reduced the percentage of students who attend their neighborhood schools; according to Petaluma City Schools, roughly one out of every five students within the district do not attend their neighborhood school, increasing trip lengths and adding to congestion. **While no study has been done for Petaluma, in Marin County, it was estimated that as much as 27 percent of morning peak hour traffic is attributed to school drop-offs.**¹⁸

¹⁸ <https://www.saferoutestoschools.org/about/>

Collision Data

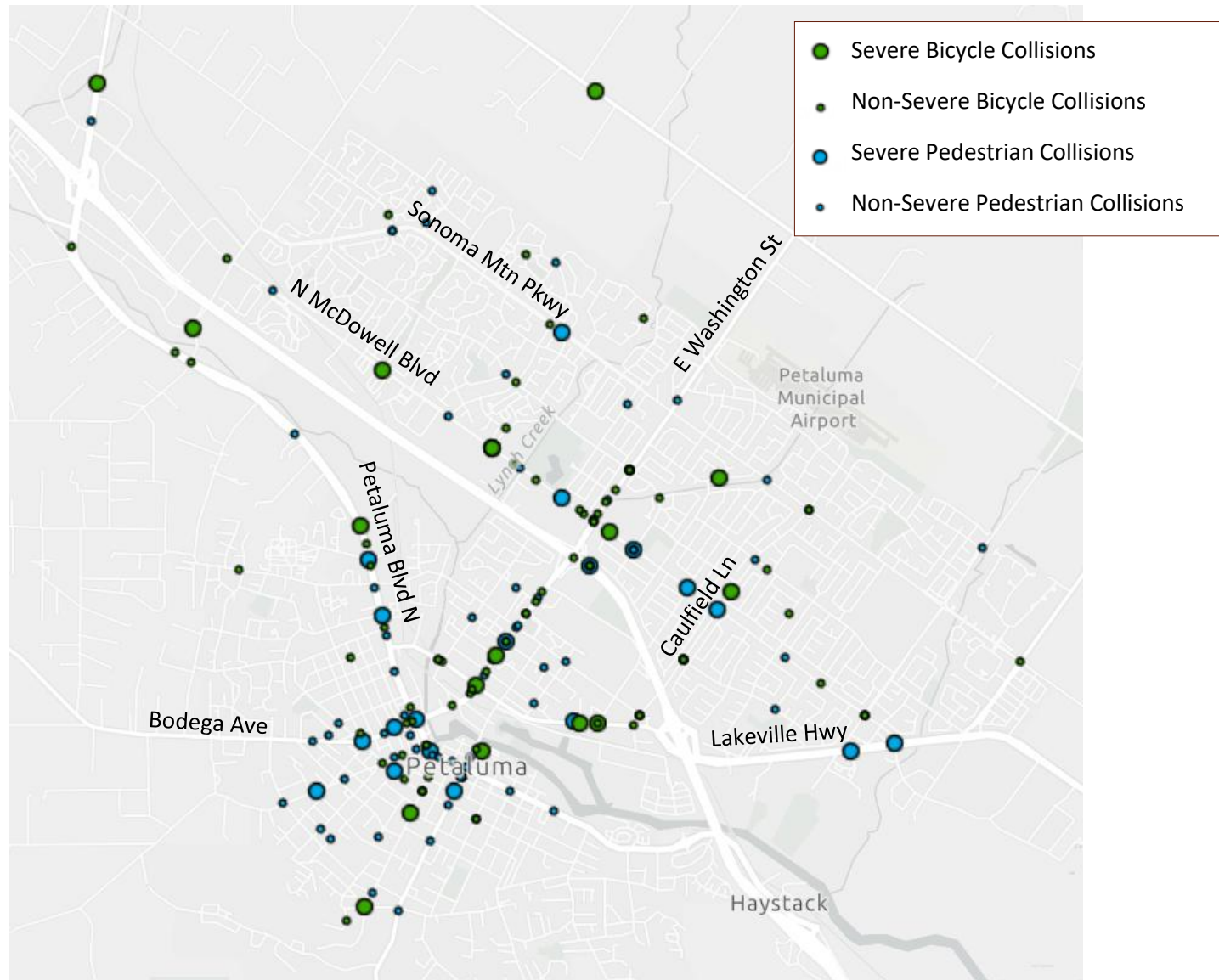
From 2012-2023, there were an average of 33 reported injury collisions involving vulnerable road users (people traveling outside of motorized vehicles) per year, split roughly even between people biking and walking. Fatal collisions occur slightly more than once every two years (0.58/year), and nearly five collisions per year result in severe injuries.¹⁹

73 percent of these collisions occurred along streets with three of more lanes, and 76 percent occurred within 100 feet of an intersection.

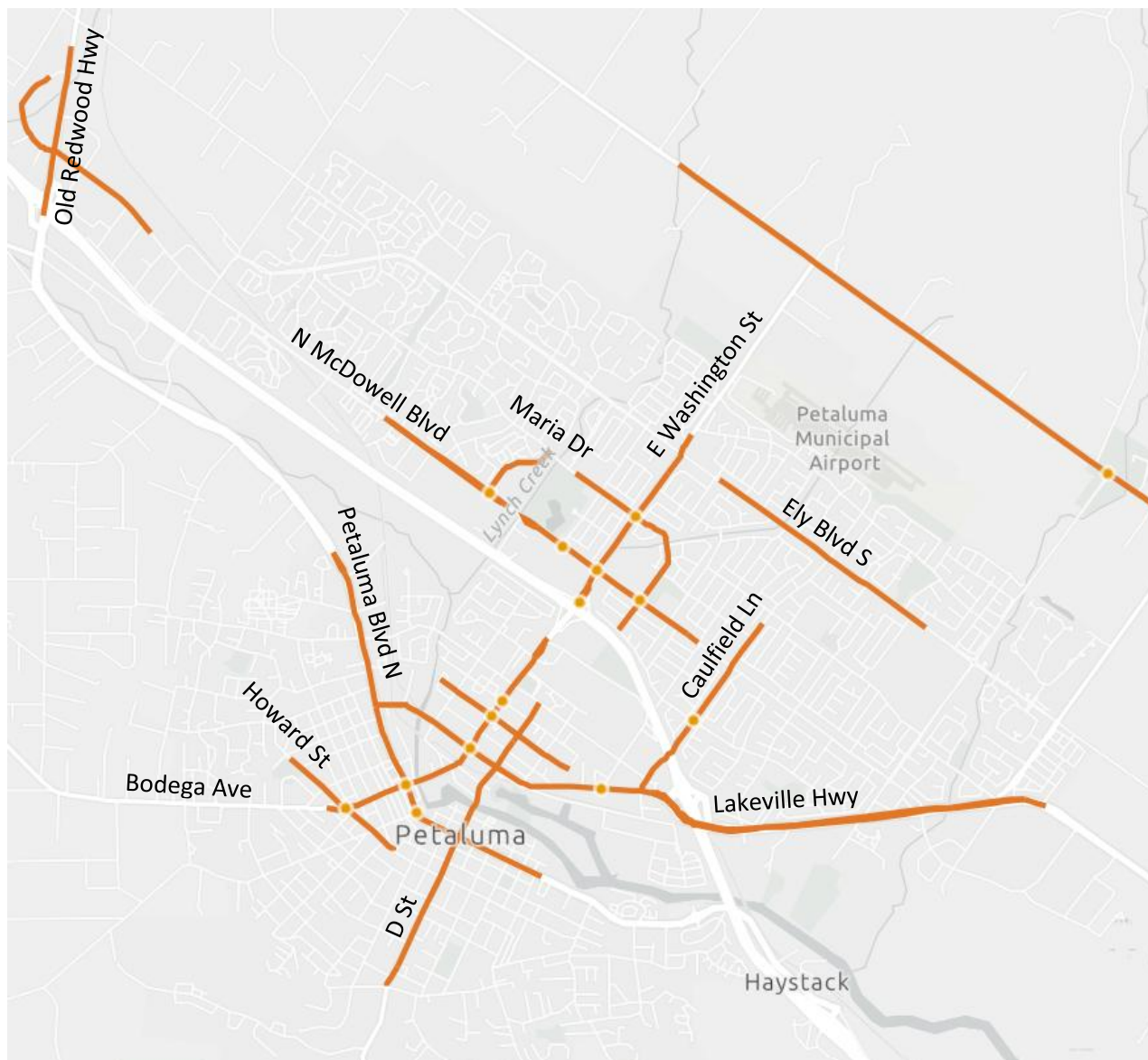


¹⁹ [UC Berkeley Transportation Injury Mapping System](#)

Reported collisions involving vulnerable road users, 2012 – 2023 (Source: Sonoma County Vision Zero Data Dashboard)



High-injury network and intersections (all modes), 2012 – 2023 (Source: Sonoma County Vision Zero Data Dashboard)



4. ACTION PLAN



4. ACTION PLAN

The Action Plan is intended to help define, prioritize, and track progress on discrete efforts not related to a specific infrastructure project that will advance this Plan's Vision and Goals. While implementation of this Plan and most items below fall under the purview of the Public Works Department, other departments, committees, and local organizations are noted where relevant. Many are multi-disciplinary efforts that will involve multiple stakeholders.

The Action Plan is broken up into the following categories:

1. Infrastructure Planning & Design (IP)
2. Infrastructure Buildout (IB)
3. Infrastructure Maintenance (IM)
4. Education & Encouragement (EE)
5. Public Safety (PS)
6. Capacity Building & Professional Development (CB)
7. Evaluation (EV)

Each action item is assigned a target year for completion, or noted as an “ongoing” or “annual” effort. The actual timing and implementation of action items may depend on staffing and funding levels, City Council priorities, as well as City Council approvals through the annual operating and capital budgets. The target years included here assume current staffing and funding levels.

Items included in or related to items included in the ***Blueprint for Climate Action*** are highlighted.

Staff will maintain a spreadsheet of the Action Plan that tracks progress on each item and is shared in an annual presentation to the Pedestrian and Bicycle Advisory Committee.

Infrastructure Planning & Design

IP-1. Complete Streets Policy Update

Blueprint for Climate Action Cornerstone Action AT-1

Update the City's Complete Streets Policy (adopted by City Council Resolution 2016-004 N.C.S.) to align with Metropolitan Transportation Commission's, which outlines emerging street design principles that emphasize safety for all modes, such as "all ages and abilities" bikeways, and, to the extent practicable, incorporate green infrastructure. Through this effort, the City may also consider a modal priority policy to help guide decision making when right-of-way availability is limited.

Target Completion Year: 2025-26

Lead: City - Public Works

Status: Incomplete

IP-2. Street & Trail Design Standards Update

Update City Standards to incorporate best practices in safe, green, and accessible street and trail design. Establish quick-build and hardscape standard details for safe streets elements.

Target Completion Year: 2026-27

Lead: City - Public Works

Status: Incomplete

IP-3. Safe Routes to School Audits

Complete safe routes to school audits at all public K-12 schools in Petaluma and maintain a list of recommended improvements at and around each school for consideration in future quick-build and paving projects.

Target Completion Year: 2024-25

Lead: City - Public Works (in partnership with Sonoma County Safe Routes to School and Police)

Status: 100% (17/17)

IP-4. Transit-Oriented Communities (TOC) Compliance

Achieve compliance with the transit access and circulation component of MTC's TOC Policy requirement, which applies to the half-mile area around both SMART stations and will require the City to 1) prioritize active transportation improvements in the TOC area, 2) complete a station access analysis and improvement plan, and 3) complete a "mobility hub" plan to bring travel options like car, bike, and scooter share to the stations. TOC Compliance will be needed by 2026 for full funding eligibility for the One Bay Area Grant.

Target Completion Year: 2025-26

Lead: City - Public Works, Community Development

Status: Incomplete

IP-5. Active Transportation Plan Update

Update the Active Transportation Plan approximately five years following this Plan's adoption.

Target Completion Year: 2030-31

Lead: City - Public Works

Status: Incomplete

Infrastructure Buildout

IB-1. Priority Bikeway Network

Complete priority bikeways identified in Chapter 5.

Target Completion Year: 2030-31

Lead: City - Public Works

Status: 0% (0/28.4 miles)

IB-2. Priority Sidewalk Gaps

Complete priority sidewalk gaps identified in Chapter 5.

Target Completion Year: 2035-36

Lead: City - Public Works

Status: 0% (0/10.2 miles)

IB-3. Lane Conversions

Reduce vehicle lanes to one per direction (not including turn lanes) on the following multi-lane roadway segments that carry fewer than 18,000 vehicles per day and implement complete streets improvements in accordance with City plans/policies and best practices. Corridors identified thus far include sections of Casa Grande Road, Caulfield Lane, Ely Boulevard South, Payran Street, and Rainier Avenue.

Note: This does not dismiss the potential for lane reductions on streets carrying over 18,000 vehicles per day. However, these streets may require more extensive analysis and community engagement prior to implementation.

Target Completion Year: 2029-30

Lead: City - Public Works

Status: 0% (0/5.4 miles)

IB-4. Safe Streets Nomination Program

Continue to promote, implement, and refine the Safe Streets Nomination Program to provide a means through which people can request safety improvements. Maintain a prioritized database of nominations for consideration in future quick-build and paving projects.

Target Completion Year: Ongoing

Lead: City - Public Works

Status: First round of projects to be implemented in 2025-26

IB-5. Uncontrolled Crosswalks

Inventory and bring uncontrolled crosswalks on collector and arterial roadways in compliance with design guidance included in Chapter 5, prioritizing those on the high-injury network.

Target Completion Year: 2029-30

Lead: City - Public Works

Status: Incomplete (percentage to be provided pending inventory)

IB-6. Intersection and Crosswalk Daylighting

Implement AB 413 (Daylighting), prohibiting parking within 20 feet of the vehicle approaches of all intersections and crosswalks, or 15 feet if a bulbout is present, on all arterial and collector roadways. Consider also updating Petaluma Municipal Code 11.40.050 ("No parking areas designated") for consistency with AB 413 requirements.

Target Completion Year: 2029-30

Lead: City - Public Works

Status: Incomplete (percentage to be provided pending inventory)

IB-7. Signalized Intersection Improvements

Where feasible, upgrade signalized intersections to include protected left turn phases or split phases (without conflicting movements), camera detection (including for bikes), reflective backplates, and 5 second leading pedestrian intervals. On busy arterial roads, add bike boxes on the minor approaches to facilitate two-stage left turns. Evaluate 'no right on red' at signalized intersections throughout the downtown business district and in locations with right on red collision history.

Target Completion Year: 2029-30

Lead: City - Public Works

Status: Incomplete (percentage to be provided pending inventory)

IB-8. Curb Ramps

Create and maintain a curb ramp inventory to help identify citywide needs and prioritize investments.

Target Completion Year: 2026-27

Lead: City - Public Works

Status: Incomplete

IB-9. Reduced Speed Limits

Blueprint for Climate Action Cornerstone AT-1c

Reduce speed limits in accordance with AB 43 at rural/urban gateways, on designated "safety" corridors, in school zones, and in business districts with high levels of pedestrian activity.

Target Completion Year: 2026-27

Lead: City - Public Works, Police

Status: Incomplete

IB-10. Bicycle & Pedestrian Wayfinding

Blueprint for Climate Action AT-4f

Implement a citywide bicycle and pedestrian wayfinding signage program.

Target Completion Year: 2026-27

Lead: City - Public Works

Status: Incomplete

IB-11. Shared-Use Pathway Crossings

Upgrade all shared-use pathway crossings and access points with accessible curb ramps, direct crossings, and by removing or modifying vehicle exclusion treatments consistent with Sonoma County Regional Parks' guidance. Uncontrolled at-grade crossings should also include enhancements noted under IB-5.

Target Completion Year: 2029-30

Lead: City - Public Works

Status: Incomplete (percentage to be provided pending inventory)

IB-12. Shared-Use Pathway Lighting & Visibility

Install vandal-proof, pedestrian-scale lighting on the Lynch Creek Trail and Petaluma River Trail, and reflective edgelines and on all paved shared-use pathways. Centerlines should be implemented on an as-needed basis depending on the level of trail usage.

Target Completion Year: 2029-30

Lead: City - Public Works

Status: 0%

IB-13. Shared-Use Pathway Etiquette & Speed Limit Signage

Update signage on shared-use pathways to educate users on proper trail etiquette, emphasizing safe operation of electric mobility devices. Consider establishing and signing a 15 MPH posted speed limit on shared-use pathways, with lower advisory speeds posted in areas with high pedestrian activity, limited sight distance, or where trails narrow.

Target Completion Year: 2026-27

Lead: City - Public Works, Police

Status: Incomplete

IB-14. Bike Parking Requirements

Update the City's Zoning Code to require development projects to implement bike parking that is accessible, secure, convenient, and accommodates a wider variety of bikes, including e-bikes and cargo bikes. Review building permit requirements to ensure appropriate projects that do not trigger zoning approvals provide adequate bike parking.

Target Completion Year: 2026-27

Lead: City - Community Development, Public Works

Status: Objective Design Standards complete; Zoning Code amendment still needed

IB-15. Bike Racks in City Right-of-Way

Continue to promote the City's Bike Rack Request form. Publish an online map showing open and closed request locations. Continue to install bike racks at all requested locations deemed appropriate and feasible.

Target Completion Year: Ongoing

Lead: City - Public Works

Status: 59 racks installed in 2024

IB-16. Bike Parking & Access Incentives for Existing Businesses

Explore ways to incentivize upgraded bike parking that is accessible, secure, convenient, and accommodates a wider variety of bikes, including e-bikes and cargo bikes, at existing businesses not subject to zoning or building approvals. Emphasis should be placed on grocery stores and shopping centers with inadequate bike parking.

Target Completion Year: 2029-30

Lead: City - Public Works

Status: Incomplete

IB-17. Street Murals

Create City and community-initiated processes through which street murals can be implemented.

Target Completion Year: 2026-27

Lead: City - Community Development Department (in partnership with Public Art Committee & Public Works)

Status: Incomplete

Infrastructure Maintenance

IM-1. Trail Maintenance

Perform regular litter, graffiti, and vegetation removal on shared-use pathways using City staff or contractors. Consider augmenting through the creation of an "Adopt-a-Trail" program and/or regular trail cleanup events.

Target Completion Year: Ongoing

Lead: City - Public Works

Status: N/A

IM-2. Pedestrian Beacon Maintenance

Conduct preventative maintenance of pedestrian beacons annually and prioritize their repair expeditiously when issues arise.

Target Completion Year: Ongoing

Lead: City - Public Works

Status: N/A

IM-3. Separated Bike Lane Sweeper

Purchase and operate a small sweeper, or ask the City's street sweeping contractor to do so, to sweep separated bike lanes and shared-use pathways.

Target Completion Year: 2024-25

Lead: City - Public Works

Status: Complete

IM-4. Thermoplastic Roadway Marking Equipment & Training

Purchase thermoplastic roadway marking equipment and train staff accordingly, enabling Public Works to implement and maintain more visible and durable roadway markings.

Target Completion Year: 2026-27

Lead: City - Public Works

Status: Incomplete

IM-5. Sidewalk Repair & Frontage Improvements

Explore ways to reduce or eliminate property owner barriers to frontage improvements, including sidewalk repairs, street trees, and curbcuts for stormwater retention.

Target Completion Year: 2026-27

Lead: City - Public Works

Status: Incomplete

IM-6. Bicycle & Pedestrian-Friendly Temporary Traffic Control

Update encroachment permitting requirements to require temporary traffic control plans to exhaust all available alternatives before obstructing bike lanes and sidewalks with traffic control signage and other warning devices.

Target Completion Year: 2025-26

Lead: City - Public Works

Status: Incomplete

Education & Encouragement

EE-1. Safe Streets & Mobility Webpage & Newsletter

Create a Safe Streets & Mobility page on the City's website linking to resources, maps, plans, projects, meetings, etc., as well as a periodic email newsletters and social media posts promoting active transportation and sharing updates on City projects and relevant events.

Target Completion Year: 2025-26

Lead: City - Economic Development & Open Government, Public Works

Status: Incomplete

EE-2. Active Transportation Maps

Create and promote printed and online maps featuring Petaluma's shared-use pathway and all ages and abilities bikeway networks.

Target Completion Year: 2025-26

Lead: City - Public Works

Status: Incomplete

EE-3. Vision Zero Education

Implement a multimedia messaging campaign to raise public awareness around behaviors associated with severe injuries and deaths, focusing on both the behaviors and locations where severe and fatal collisions have occurred or are more likely to occur, and memorializing victims. Messaging should be regularly updated to reflect recent collision trends.

Target Completion Year: Ongoing, starting in 2025-26

Lead: City - Economic Development & Open Government (in partnership with Police and Public Works)

Status: Incomplete

EE-4. Safe Routes to School Participation

Blueprint for Climate Action AT-4a

Seek participation in Sonoma County Safe Routes to School programming from all public K-8 schools within city limits.

Target Completion Year: Annually

Lead: Sonoma County Safe Routes to School, Petaluma City Schools, Old Adobe Union School District, Waugh School District

Status: 87% (13/15) for 2024-25 school year

EE-5. Bike-Friendly Businesses

Encourage the 10 largest employers in Petaluma to apply to and become League of American Bicyclists' Bike-Friendly Businesses; promote Petaluma-based businesses of all sizes that receive certification.

Target Completion Year: 2029-30

Lead: City - Pedestrian & Bicycle Advisory Committee

Status: 0% (0/10)

EE-6. Bike Month Activities (May)

Participate in and promote Bike Month activities, including but not limited to: Bike to School Day, Bike to Work/Wherever Day, and Bay Area Bike Challenge.

Target Completion Year: Annually

Lead: City – Public Works (in partnership with Sonoma County Bicycle Coalition, Sonoma County Safe Routes to School, Economic Development & Open Government, Pedestrian & Bicycle Advisory Committee)

Status: Participated in and promoted Bike to Wherever Day and Bike to School Day in 2024

EE-7. City E-Bike Fleet

Create a City e-bike fleet for use by City employees. Continue to promote and grow the fleet.

Target Completion Year: 2024-25

Lead: City - City Manager's Office

Status: Complete

EE-8. E-Bike Promotion

Promote opportunities for community members to test ride e-bikes and apply for e-bike incentives as they arise.

Target Completion Year: Ongoing

Lead: City - City Manager's Office (in partnership with Economic Development & Open Government)

Status: N/A

EE-9. E-Bike Subsidies

Blueprint for Climate Action AT-2a

Evaluate the feasibility of a local e-bike subsidy program. If implemented, the program should also help subsidize useful bike accessories.

Target Completion Year: 2027-28

Lead: City - City Manager's Office

Status: Incomplete

EE-10. Shared Micromobility

Blueprint for Climate Action AT-2

Pending results of the Sonoma-Marin Bike Share pilot launched in 2024, consider whether to extend or augment shared micromobility.

Target Completion Year: 2027-28

Lead: City - City Manager's Office

Status: Incomplete

EE-11. Open Streets & Demonstration Projects

Blueprint for Climate Action AT-4c & AT-4d

Review and, if necessary, refine permitting requirements to provide clear processes for community-driven open streets events and street demonstration projects.

Target Completion Year: 2027-28

Lead: City - Public Works

Status: Incomplete

EE-12. Electric Micromobility Education & Enforcement

Status: Incomplete

Perform annual educational events at Petaluma middle and high schools regarding safe and legal operation of electric bikes, scooters, and other motorized, wheeled micromobility devices. Create and/or compile helpful resources for students and parents.

Target Completion Year: Annually starting in 2025-26

Lead: City - Police (in partnership with Sonoma County Safe Routes to School & Local Schools)

Status: Incomplete

EE-13. Safe Streets Toolkit & Educational Signage

Develop online and printed materials explaining the goals, benefits, and operational changes associated with new safe streets elements. Post signage at and near sites where installations are proposed or completed.

Target Completion Year: Ongoing starting in 2025-26

Lead: City – Public Works

Status: Incomplete

EE-14. Mobility Options for Large Events

Provide resources and case studies to large event hosts to encourage them to provide valet bike parking and promote non-SOV trips to events. Consider requiring transportation demand management (TDM) strategies as part of the event permit application process for events over a certain size.

Target Completion Year: Annually starting in 2025-26

Lead: City - Public Works

Public Safety

PS-1. Vision Zero Traffic Enforcement

Align traffic enforcement efforts with the behaviors (such as drunk driving) and corridors or intersections (including the High-Injury Network) most likely to contribute to severe injuries and deaths. The traffic enforcement strategy should be regularly updated based on recent collision data and trends.

Target Completion Year: Ongoing

Lead: City - Police Department

Status: N/A

PS-2. Shared-Use Pathway Patrols

Blueprint for Climate Action AT-4b

Deploy public safety staff to conduct regular patrols on shared-use pathways to ensure safety and promote trail usage.

Target Completion Year: Ongoing

Lead: City - Police Department

Status: N/A

Status: N/A

Capacity Building & Professional Development

CB-1. Safe Streets & Mobility Division

Fully staff the Safe Streets & Mobility Division within the Public Works Department to oversee transportation planning, engineering, and operations (including active transportation and transit).

Target Completion Year: 2025-26

Lead: City - Human Resources

Status: Traffic Engineer position unfilled; recruitment underway

CB-2. Professional Development

Empower and support all transportation planning and engineering staff to complete 32 hours of professional development and trainings regarding best practices in street and trail design.

Target Completion Year: Annually starting in 2025-26

Lead: City - Public Works

Status: Incomplete

CB-3. National Association of City Transportation Officials (NACTO) Membership

Become a NACTO Affiliate Member City, providing staff with technical assistance and peer-to-peer learning opportunities in street and trail design.

Target Completion Year: Annually starting in 2025-26

Lead: City - Public Works

Status: Incomplete

Evaluation

EV-1. Active Transportation Plan & Vision Zero Annual Report

Provide an annual report to the Pedestrian and Bicycle Advisory Committee that tracks progress toward implementing the Active Transportation Plan and achieving Vision Zero, including progress on action items, buildout of the City's envisioned bicycle and pedestrian networks, and bicycle/pedestrian count data.

Target Completion Year: Annually starting in 2025-26

Lead: City - Public Works (in partnership with Sonoma County Transportation & Climate Authorities)

Status: N/A

EV-2. Safe Streets Case Studies

Collect and compile before and after collision and speed data to measure the efficacy of safe streets improvements. Conduct intercept surveys following implementation to gather community feedback.

Target Completion Year: Ongoing

Lead: City - Public Works

Status: Incomplete

EV-3. Bicycle & Pedestrian Count Program

Implement a bicycle and pedestrian count program, starting with streets and shared-use pathways that cross US-101, to track growth in usership of active modes of travel. Incorporate count data in the Active Transportation Plan annual report referenced above in **EV-1**.

Target Completion Year: 2029-30

Lead: City - Public Works

Status: 12.5% (1/8 101 crossings)

EV-4. Bike-Friendly Community Designation

Blueprint for Climate Action Action AT-4e

Apply to and become a League of American Bicyclists' Bike-Friendly Community. Upon receiving the designation, implement recommendations and re-apply every two years to improve the City's designation.

Target Completion Year: Biannually starting in 2027-28

Lead: City - Pedestrian & Bicycle Advisory Committee

Status: Incomplete

EV-5. Bikeway Pavement Condition

Track progress on the Pavement Condition Index of the City's on-street bike network. When available, incorporate in the Active Transportation Plan annual report referenced above in **EV-1**.

Target Completion Year: Biannually starting in 2026-27

Lead: City - Public Works

Status: Incomplete



5.INFRASTRUCTURE IMPROVEMENTS

5. INFRASTRUCTURE IMPROVEMENTS

This chapter includes maps and project lists that identify proposed bikeway, sidewalk, trail, and intersection/crossing improvements, as well as design guidance. While the maps and project lists will help determine the locations and types of improvements needed, design guidance will describe the recommended design criteria and elements that should be applied to these projects. These design guidelines should be taken into careful consideration when the City updates its street standards.

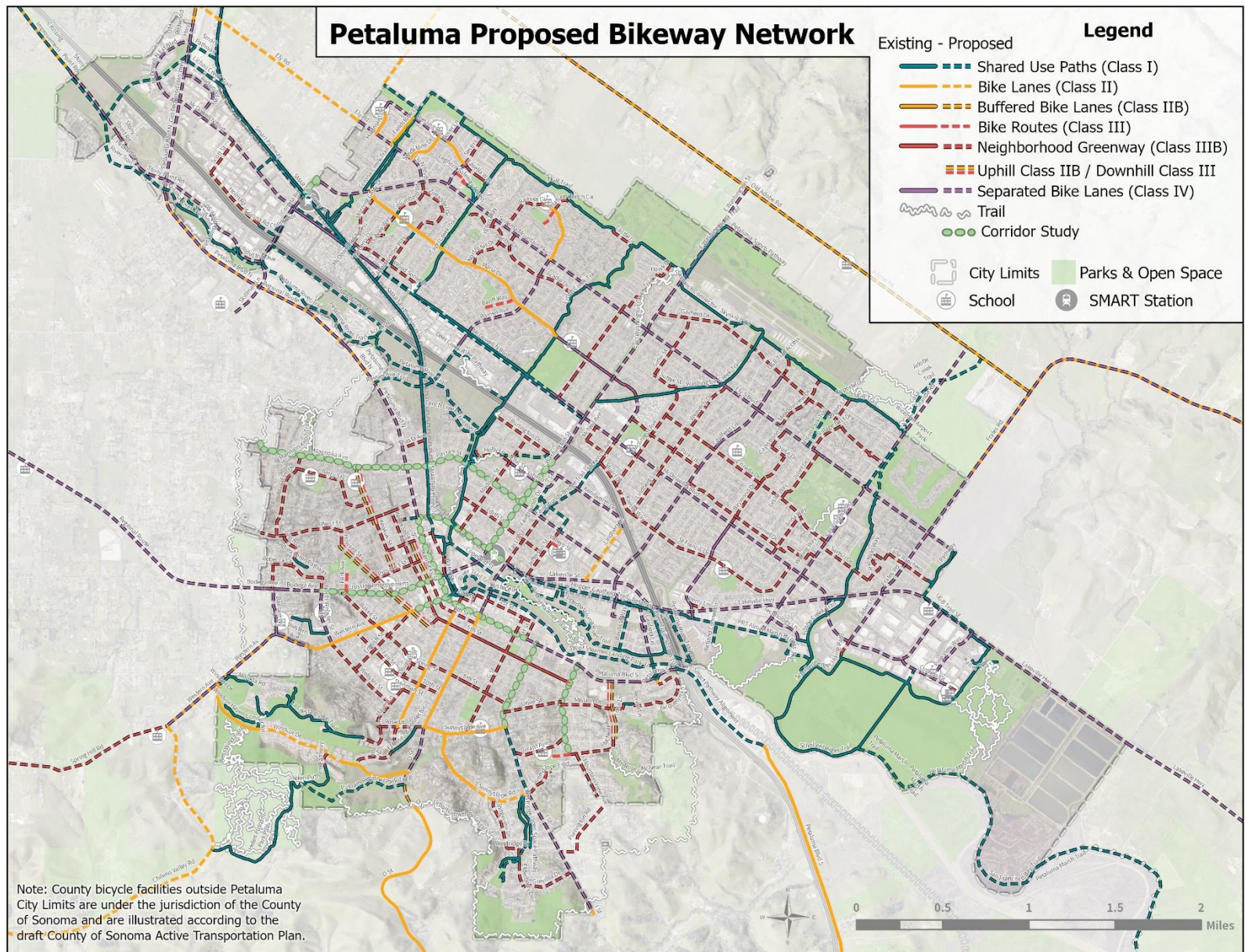
City staff should make every effort to closely monitor street and trail design best practices, which have evolved significantly in recent years and are expected to continue to do so. For example, it is expected that the proliferation of electric bikes and other micromobility devices, in particular, will lead to increased speed differentials among people using bike lanes and shared-use pathways that may require greater separation between slower and faster-moving active transportation users.

Not included in this section, but nonetheless important to street and Shared-Use Pathway design, are efforts to promote active transportation by making streets and trails beautiful, inviting, and comfortable through increased tree canopy, landscaping, lighting, seating, public art, and other amenities.

It should be understood that all proposed projects are subject to further consideration and analysis prior to implementation, with potential factors that may influence feasibility and design including right-of-way availability, environmental constraints, budget availability, and community engagement.

The envisioned bikeway map proposes **corridor studies** on several streets where bikeway implementation may be challenged by

limited right-of-way availability. In these cases, it is recommended that the City conduct more detailed technical analyses and community engagement before determining a recommended bikeway type. Corridor studies should be conducted in anticipation of implementation opportunities, such as upcoming paving projects.



[CLICK MAP FOR ENLARGED VERSION](#)

Proposed Bikeway Improvements

Bikeway Types



Shared-Use Path (Class I): A paved off-street pathway of at least 8' width that accommodates people walking, bicycling, and rolling. Shared-use pathways should provide safe and convenient **trail crossings** where they intersect streets.



Separated Bike Lane (Class IV): An on-street bike lane that is physically protected or separated from vehicle traffic by some sort of vertical element, such as parked cars, curbs, or bollards.



Buffered Bike Lane (Class IIB): An on-street bike lane that is separated from vehicle traffic by a painted buffer of at least 1.5' wide, but no vertical elements.



Bike Lane (Class II): An on-street bike lane that is immediately adjacent to vehicle traffic, separated by a painted line.



Neighborhood Greenway (Class IIIB): A low traffic, low speed street that has been enhanced for use by people walking, bicycling, and rolling. Due to the low level of traffic stress, bike lanes are not considered necessary and people bicycling are empowered to share the street with slow moving vehicle traffic.

Existing & Proposed Bikeway Network Mileage

Bikeway Type	Existing	Proposed	Change
Shared-Use Paths (Class I)	22.5	46.6	+24.1
Bike Lanes (Class II)	24.9	7.6	-17.3
Buffered Bike Lanes (Class IIB)	1.3	0.1	-1.2
Bike Routes (Class III)	12.1	0.7	-11.4
Neighborhood Greenways (Class IIIB)	1.0	35.3	+34.3
Uphill Class IIB / Downhill Class III	0.0	2.3	+2.3
Separated Bike Lanes (Class IV)	0.8	34.7	+34.1
Trail (Unpaved)	9.6	10.7	+1.1
Corridor Study	N/A	6.0	+6.0
Total	72.2	144.2	+72.0

Priority Bikeway Projects

Methodology & Notes

The scoring criteria below was used to identify corridors with the greatest potential for mode shift and safety benefits. Projects were then identified on top scoring corridors and manually prioritized based on corridor rankings and their role in the network.

- **Crosstown Connectors:** 5 points per major barrier crossing (Freeway, River, SMART tracks), 3 points per Caltrans State Highway 116 crossing, 2 points per creek crossing
- **Street Classification:** Shared-use path = 5 points; Arterial = 5 points; Collector = 3 points; Local = 1 point
- **Connections:** 2 points per transit hub, library, community center, regional/community park, middle school, high school, shopping centers w/grocery stores, medical center; 1 point per elementary school, local park
- **High-Injury Network (HIN) Multiplier:** 1.5x points if located on HIN; 1.25x points if parallel to HIN

While identification as a priority will elevate the likelihood that projects are recommended for inclusion in the Capital Improvement Plan and prioritized for grant applications, projects will not necessarily be implemented by order of priority, and dozens of projects not included in this list will be implemented in the coming years. Staff will continue to strive to take advantage of all opportunities to build out the proposed active transportation network, including through paving and development projects, regardless of priority status. The tables on the following pages include a column that notes if projects are in the [FY2025-26 Adopted Operating and Capital Improvement Budget](#). The City budget is updated and adopted annually.

Cost Estimate

If delivered through standalone projects, it is estimated that these 28.4 miles of priority bikeway projects, corridor studies, and crossing improvements would cost **\$28,650,000**, not including right-of-way acquisition. However, cost savings would be realized with projects delivered as part of paving projects, and no City funds are required for sections that are developer-funded.

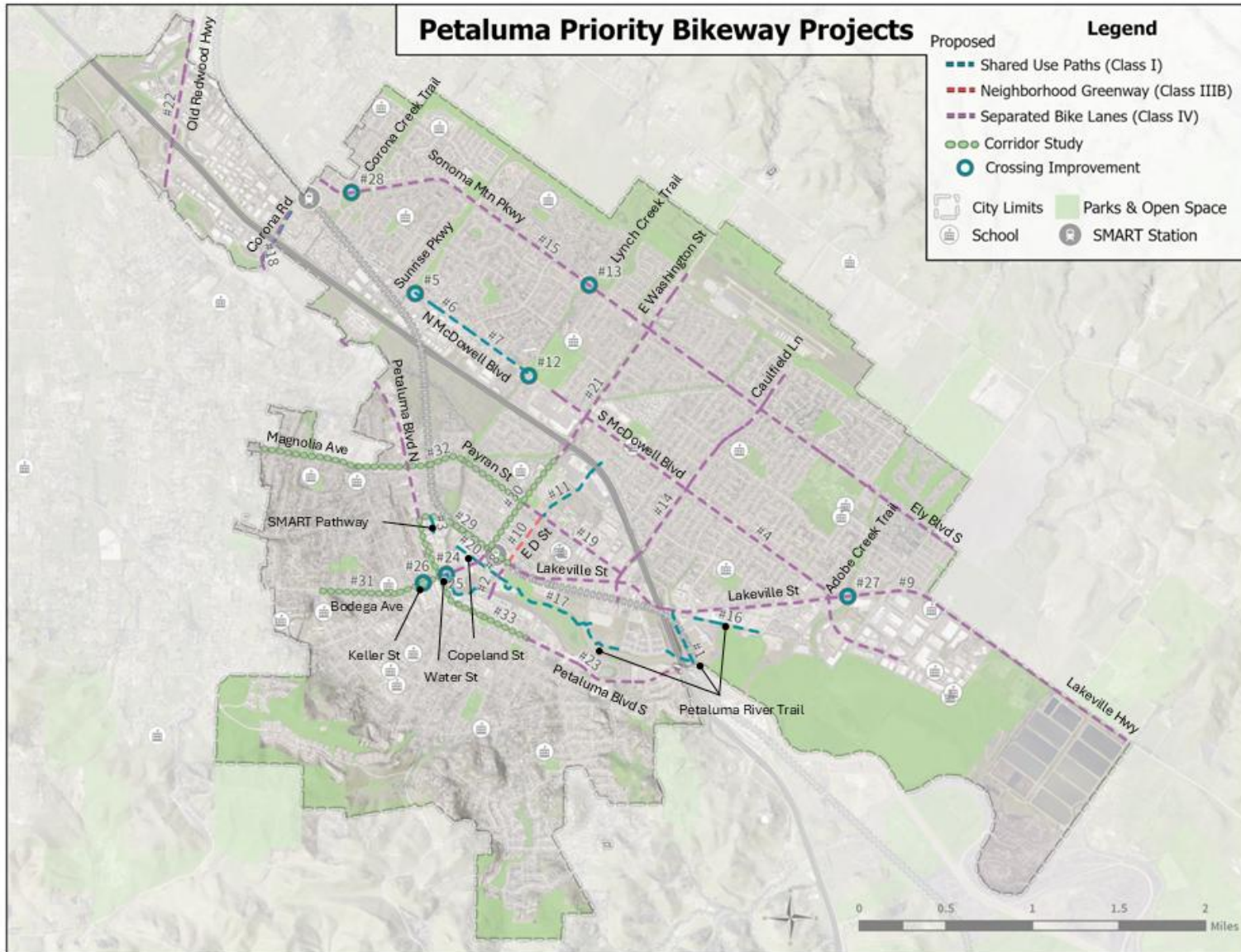
For a breakdown of delivery methods and grant funding opportunities, see **Chapter 6 – Implementation**.

Priority Bikeway Projects

Rank	Corridor Name	Location	Project Type	Length	Capital Improvement Program (CIP) # or Implementation Opportunity; Est. Completion
1	Petaluma River Trail - East Bank	Bautista Wy - Petaluma Marina	Shared-Use Pathway	0.5	CIP-63; unfunded
2	D St	Petaluma Blvd S - Lakeville St	Separated Bikeway	0.3	
3	SMART Pathway	Lakeville St - N Water St	Shared-Use Pathway	0.1	CIP-58; unfunded
4	N / S McDowell Blvd	Lynch Creek Tr - Cypress Dr	Separated Bikeway	2.8	
5	N McDowell Blvd	Sunrise Pkwy	Crossing Improvement	N/A	
6	N McDowell Blvd	Candlewood Dr - Commerce St	Shared-Use Pathway	0.1	
7	N McDowell Blvd	Sunrise Pkwy - Lynch Creek Tr	Rehabilitate Shared-Use Pathway	0.8	
8	E Washington St	Petaluma Blvd N - Lakeville St	Separated Bikeway	0.3	
9	Lakeville St / Hwy	E D St - City Limits	Separated Bikeway	3.0	East of 101 ramps: Caltrans paving; 2028
10	E D St	Lakeville St - Payran St	Neighborhood Greenway	0.3	CIP-81; 2030
11	Fairgrounds	Payran St - McKenzie Overcrossing	Shared-Use Pathway	0.4	
12	Lynch Creek Trail	N McDowell Blvd	Trail Crossing	N/A	
13	Lynch Creek Trail	Sonoma Mtn Pkwy	Trail Crossing	N/A	CIP-57; 2026
14	Caulfield Ln	Hopper St - Garfield Dr	Separated Bikeway	1.7	CIP-75; 2026
15	Sonoma Mtn Pkwy / Ely Blvd S	Corona Rd - Frates Rd	Separated Bikeway	4.2	Ely Blvd S: CIP-56; 2026
16	Petaluma River Trail - East Bank	Baywood Dr - Casa Grande Rd	Shared-Use Pathway	0.4	CIP-115; 2027

Rank	Corridor Name	Location	Project Type	Length	Capital Improvement Program (CIP) # or Implementation Opportunity; Est. Completion
17	Petaluma River Trail - East Bank	Bautista Wy - D St (via Petaluma River Park)	Shared-Use Pathway	0.9	Petaluma River Park development project
18	Corona Rd	Petaluma Blvd N - N McDowell Blvd	Separated Bikeway	0.5	CIP-60; unfunded
19	Payran St	Caulfield Ln - E Washington St	Separated Bikeway	0.7	CIP-80; 2029
20	Copeland St	D St - Petaluma River Trail	Shared-Use Pathway	0.3	
21	E Washington St	Executive Dr – WB US-101 Ramps	Separated Bikeway	1.3	
22	Petaluma Blvd N / Old Redwood Hwy	City Limits - Lakeville St	Separated Bikeway	3.6	CIP-78; 2027
23	Petaluma Blvd S	City Limits - H St	Separated Bikeway	1.0	
24	Petaluma River Trail - West Bank	E Washington St	Trail Crossing	N/A	CIP-81; 2030
25	Petaluma River Trail - West Bank	E Washington St - C St (via Water St/ Trestle)	Shared-Use Pathway	0.3	
26	5th / Keller St Neighborhood Greenway	E Washington St	Crossing Improvement	N/A	CIP-80; 2029
27	Adobe Creek Trail	Lakeville Hwy	Trail Crossing	N/A	Caltrans paving; 2028
28	Lakeville St	Petaluma Blvd N - E D St	Corridor Study	0.6	Study underway; 2026
29	E Washington St	Lakeville St - Sonoma Mtn Pkwy	Corridor Study	1.0	To be conducted ahead of CIP-81; 2029
30	Bodega Ave / Washington St	N Webster St - Petaluma Blvd N	Corridor Study	0.7	
31	Payran St / Magnolia Ave	E Washington St - City Limits	Corridor Study	1.6	
32	Petaluma Blvd N / S	Lakeville St - H St	Corridor Study	1.0	To be conducted ahead of CIP-78; 2026

33	Corona Creek Trail	Sonoma Mountain Pkwy	Trail Crossing	N/A	
Total				28.4	



[CLICK MAP FOR ENLARGED VERSION](#)

NACTO All Ages & Abilities Bikeway Guidance

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts ¹	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500			Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			
Greater than 26 mph ¹		Multiple lanes per direction		
	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Bikeway Design Guidance

On-Street Bikeways

Wherever feasible, bikeways should meet National Association of City Transportation Officials (NACTO) “All Ages and Abilities” (AAA) guidance, which identifies the bikeway type needed to accommodate people of all ages and abilities based on street characteristics. Put simply, as the traffic speed and volume increase, so does the need for greater separation between people biking and vehicular traffic.

This principle also applies to intersections, where potential conflict points with vehicle traffic increase with volume and speed, especially for those wishing to turn left or cross major streets. The “right hook” conflict, which occurs when right-turning drivers merge into the bike lane or turn across the bike lane, is prevalent at busy intersections and driveways.

There will be cases in which implementation of bikeways requires removal of parking, lane conversion, and/or street widening due to limited width. In updating its Complete Streets Policy, the City may consider establishing guidance on how to reconfigure streets when width is constrained. For example, City Council may consider establishing a parking occupancy threshold that helps determine whether to install a new bikeway or retain on-street parking when forced to choose between the two.

NACTO acknowledges that, when it comes to bikeway implementation, the perfect should not be the enemy of the good. Some bikeways may fall short of AAA criteria but still increase safety and comfort levels. NACTO recommends that cities “should not use an inability to meet the [AAA] criteria as reason to avoid implementing a bikeway, and should not prohibit the construction of facilities that do not meet the criteria.”

Left Turn Boxes

On busier streets where people bicycling would be expected to merge into or across vehicle lanes to make a left turn, it is preferable to instead provide a bike box that allows them to cross in two stages without merging. This should be done at all signalized intersections along designated bikeways, as well as locations where bikeways intersect one another. Exceptions can be made on Neighborhood Greenways, where people bicycling are expected to use the full lane and thus do not need to merge into traffic, or at all-way stop-controlled intersections on one and two lane streets with bike lanes.

Signalized Intersections

All signalized intersections along designated bikeways should provide bike boxes, which can facilitate the two-stage left turns noted above and provide an advanced waiting area at signals for people bicycling, thus putting them in a more visible location. The City is working to convert all signalized intersections to use camera detection, which are more reliable than magnetic loop detectors and allow people bicycling to get a green light without using a curbside push button.

Signage

In addition to providing wayfinding signage to identify routes and help people navigate the bikeway network, “Bikes May Use Full Lane” and “Pass Bikes 3 Feet Minimum” signage should be installed on bikeways at regular intervals, where appropriate, to help clarify safe operations for people bicycling and driving. These regulatory signs may replace “Share the Road” advisory signs that are common throughout Petaluma.



Left turn box on Mt. View Avenue at 5th Street.



Bike box on Petaluma Boulevard South at Mt. View Avenue.



Absence of a trail crossing on Lynch Creek Trail at North McDowell Boulevard. This is also a location where the City removed the middle bollard to improve trail accessibility.

Shared-Use Pathways

Shared-use pathways serve a wide variety of trip types and user groups, ranging from casual walkers, to runners, to people riding bikes or other mobility devices, and as such, must be designed to be accessible for all physical abilities and wide enough to accommodate slower and faster moving trail users. Most of Petaluma's existing and planned shared-use pathways run along waterways and provide connections with the natural environment and parks.

Shared-Use Pathway Width & Materials

The Caltrans Highway Design Manual (Topic 1003.1) provides detailed design guidance for Shared-Use Pathway widths. Notably, it calls for the following:

- **Paved trail width:** 8' minimum, 10' preferred
- **Unpaved trail shoulders/distance to vertical obstructions:** 2' minimum, 3' preferred

Use of concrete is highly recommended due to the poor performance of asphalt on Petaluma's expansive Adobe clay soil, which causes cracking of the asphalt surface.

Shared-Use Pathway Access Points

Most shared-use pathways include some form of bollards or gates at access points that are intended to 1) manage the interaction of bicycle and pedestrian movements, 2) provide warning of nearby vehicle cross traffic, and 3) restrict motorized vehicle access onto the trails. **However, in recent years, there has been pushback against these bollards and gates due to obstructed trail access, especially for wider or longer bikes, strollers, etc., and concerns around the potential for trail users to collide with them.**

In 2023, Sonoma County Regional Parks (SCRP) developed the Sonoma County Class I Trail Entry/Exit Design Standards. SCRPs Design Standards offers other design alternatives to achieve the goals noted above without compromising trail access and safety.

Shared-Use Pathway Crossings

Where trails intersect streets, it is important to provide safe and convenient crossings to avoid diminishing the trail experience. At major streets, grade separated under or overcrossings may be preferred, but these typically present significant engineering and environmental challenges and are more costly to construct than at-grade crossings. At-grade crossings should be signalized or, if not, follow the uncontrolled crosswalk guidance included on page 43.

Shared-Use Pathway Amenities

Amenities that make trails more inviting include the following:

- Lighting
- Trash cans
- Wayfinding
- Benches
- Water fountains
- Advisory signage clarifying trail etiquette
- Interpretive signage
- Mile markers
- Bike repair stands

Every effort should be made to incorporate the amenities above in trail improvement projects. Lighting and wayfinding, in particular, have been highlighted by PBAC as priorities.

Proposed Pedestrian Improvements

Pedestrian Facilities



Sidewalk Gaps: A street segment lacking a sidewalk on one or both sides of the street. Sidewalk gaps were inventoried on arterial and collector roadways using remote sensing early in this plan process.



Marked Crosswalks: Crosswalks indicated by street markings and signage. These can be located at stop and signal-controlled intersections, as well as locations where traffic is “uncontrolled” and drivers are expected to yield to people waiting to cross. Crosswalk elements are shown on page 42 and recommended applications are included on page 43. While key trail crossing improvements are highlighted along with bikeway priorities on pages 33-34, it is recommended that the City undertake a comprehensive inventorying process to identify and prioritize needed crosswalk improvements.



Accessible Curb Ramps: Curb ramps provide an accessible transition between sidewalks and crosswalks. While critical to promoting walkability, their granularity at a citywide scale does not lend itself toward identification and prioritization of needed improvements in this Plan. It is recommended that the City undertake an inventorying process to identify and prioritize needed curb ramp improvements.

Priority Sidewalk Gap Projects

Methodology & Notes

The following scoring criteria was used to prioritize sidewalk gaps:

- 1 point each if located within or along SCTA High-Injury Network (HIN), MTC Transit-Oriented Community (TOC), Safe Route to School (SR2S), Petaluma General Plan Update Recommended Disadvantaged Communities (DAC).
- 1.5x multiplier if sidewalk gap is on both sides of the street or 1.25x if part, but not all, of the segment is missing sidewalks on both sides of the street.

While identification as a priority will elevate the likelihood that projects are recommended for inclusion in the Capital Improvement Plan and prioritized for grant applications, projects will not necessarily be implemented by order of priority. Staff will continue to strive to take advantage of all opportunities to build out the proposed active transportation network, including through paving and development projects, regardless of priority status. The tables on the following pages include a column that notes if projects are in the [FY2025-26 Adopted Operating and Capital Improvement Budget](#). The City budget is updated and adopted annually.

It should be noted that sidewalk gaps can be challenging to implement, with limited City right-of-way availability often being the reason that sidewalk gaps exist to begin with.

Cost Estimate

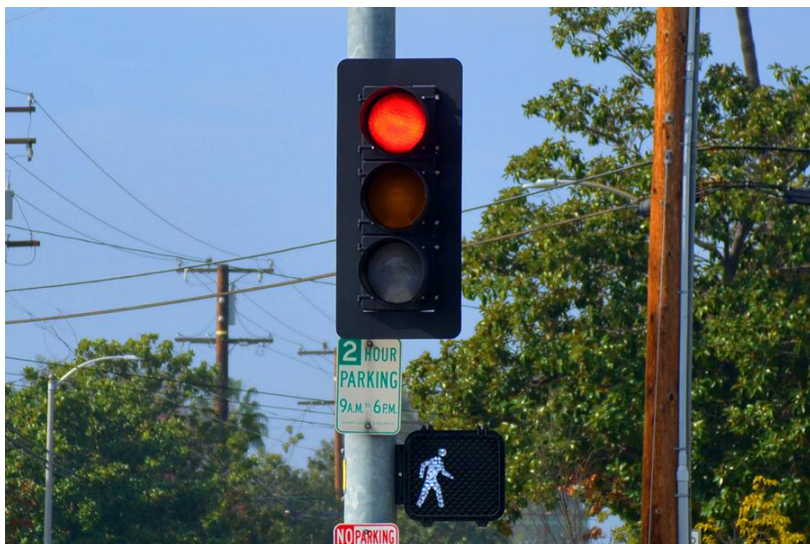
If delivered through standalone projects, it is estimated that these 10.2 miles of sidewalk gaps would cost **\$10,710,000**, not including design or right-of-way acquisition. However, cost savings would likely be realized with projects delivered as part of paving projects, and no City funds are required for sections that are developer-funded.

For a breakdown of delivery methods and grant funding opportunities, see **Chapter 6 – Implementation**.

Priority Sidewalk Gap Projects

Rank	Street Name	Limits	One or Both Sides	Length	Capital Improvement Program (CIP) # or Implementation Opportunity; Est. Completion
1	Lakeville Hwy	Casa Grande Rd – Marina Ave	Both	0.2	Caltrans paving; 2028
2	Corona Rd	Petaluma Blvd N – N McDowell Blvd	Both	0.5	CIP-60; unfunded
3	Petaluma Blvd N	Sycamore Ln – Corona Rd	Both	1.2	CIP-78; 2027
4	Copeland St	E Washington Street – Petaluma River Trail	Both	0.2	
5	Western Ave	Hill Dr – City Limits	Both	0.2	
6	Lakeville Hwy	SB 101 ramps – NB 101 ramps	One	0.2	Caltrans paving; 2028
7	Magnolia Ave	Petaluma Blvd N – Liberty St	One/ Both	0.1	
8	Lakeville St	Jefferson St – D St	One	0.1	
9	Weller St	D Street – Turning Basin Dock	Both	0.1	
10	F St	Petaluma Blvd S – 2nd St	Both	0.1	
11	E St	1st St – 2nd St	Both	0.1	
12	Bantam Way	Western Ave – Hilligoss Ct	Both	0.1	
13	Magnolia Ave	Paula Ln – Elm Dr	One/ Both	0.2	
14	McNear Ave	Grant Elementary – Country Club Dr	One/ Both	0.4	
15	1st St	F St – H St	One/ Both	0.2	
16	Riesling Rd	Fieldstone Ln – Hartman Ln	One	0.1	
17	Grant Ave	View Oak Ct – I St	One	0.1	
18	I St	Olive St – Sunnyslope Ave	One	0.1	
19	1st St	D St – E St	One	0.1	
20	2nd St	E St – G St	One	0.2	
21	H St	2nd St – H St Pocket Park	One	0.2	

Rank	Street Name	Limits	One or Both Sides	Length	Capital Improvement Program (CIP) # or Implementation Opportunity; Est. Completion
22	Payran St	Jefferson St – Lindberg Ln	One	0.2	CIP-80; 2029
23	Windsor Dr	W Haven Wy – Cambridge Ln	Both	0.3	
24	Windsor Dr	D St – B St	Both	0.3	Scott Ranch development project; 2026
25	D St	Michelle Ln – Windsor Dr	One	0.2	Scott Ranch development project; 2026
26	Redwood Way	N McDowell Blvd – Old Redwood Hwy	One	0.3	
Total				10.2	



Leading pedestrian intervals give pedestrians a short head start over vehicles travelling in the same direction.

Pedestrian Design Guidance

Sidewalks & Curb Ramps

While minimum accessible widths for sidewalks are 4', every effort should be made to provide sidewalks that are at least 6', which is the minimum needed for two people to comfortably walk side-by-side. Sidewalks should be even wider where pedestrian activity levels are high, such as in commercial areas. Where width is available, the landscaping zone of the sidewalk can buffer the sidewalk from vehicle traffic and create a more appealing and comfortable walking environment.

The Public Right-of-Way Accessibility Guidelines (PROWAG) provide guidance on all aspects of accessible sidewalk and curb ramp design.

Signalized Intersections

The City has begun implementing **five second leading pedestrian intervals, which provide people using the crosswalk with a head start in which the “walk” signal is given before the vehicle signal (in this case by five seconds) in the same direction.** Additional signal treatments that may improve pedestrian safety include **prohibiting right on red** or **protected left turns that do not overlap with a pedestrian “walk” signal**, especially in congested areas with lots of pedestrian activity.

Crosswalk Placement

Unless otherwise signed, people walking have a right to cross at any intersection regardless of whether a crosswalk is marked. However, **marked crosswalks should be provided in locations where crossing demand exists or is anticipated in order to guide pedestrians and alert people driving to the potential for crossings. Crosswalks should be provided frequently and strive to accommodate the most direct path of travel.** If crosswalks require detours, people are less likely to use them, and more likely to cross along more direct and less safe routes.

Crosswalk Features

As with bikeway design, the level of protection and countermeasures provided at uncontrolled crosswalks should increase with traffic speed and volume.

Daylighting prohibits parking near crosswalks in order to ensure adequate sight distance for people driving and those waiting to cross. A new state law, Assembly Bill 43, prohibits parking within 20' of intersections or 15' if a bulbout is present. **Bulbouts, also known as curb extensions**, extend the sidewalk into the street near intersections in order to improve visibility, shorten pedestrian crossing distances, and slow vehicle turning movements. **Median islands** provide an additional visual cue for drivers while also providing a place of refuge so that pedestrians may cross one direction of traffic at a time. **Rapid flashing beacons** are pedestrian-activated warning lights that help alert drivers to their presence. **Pedestrian hybrid beacons** are a form of traffic signal that waits in “dark” mode until activated by a pedestrian, at which point drivers will receive a flashing yellow light, followed by a red light.



An uncontrolled crosswalk with bulbouts and rapid flashing beacons.



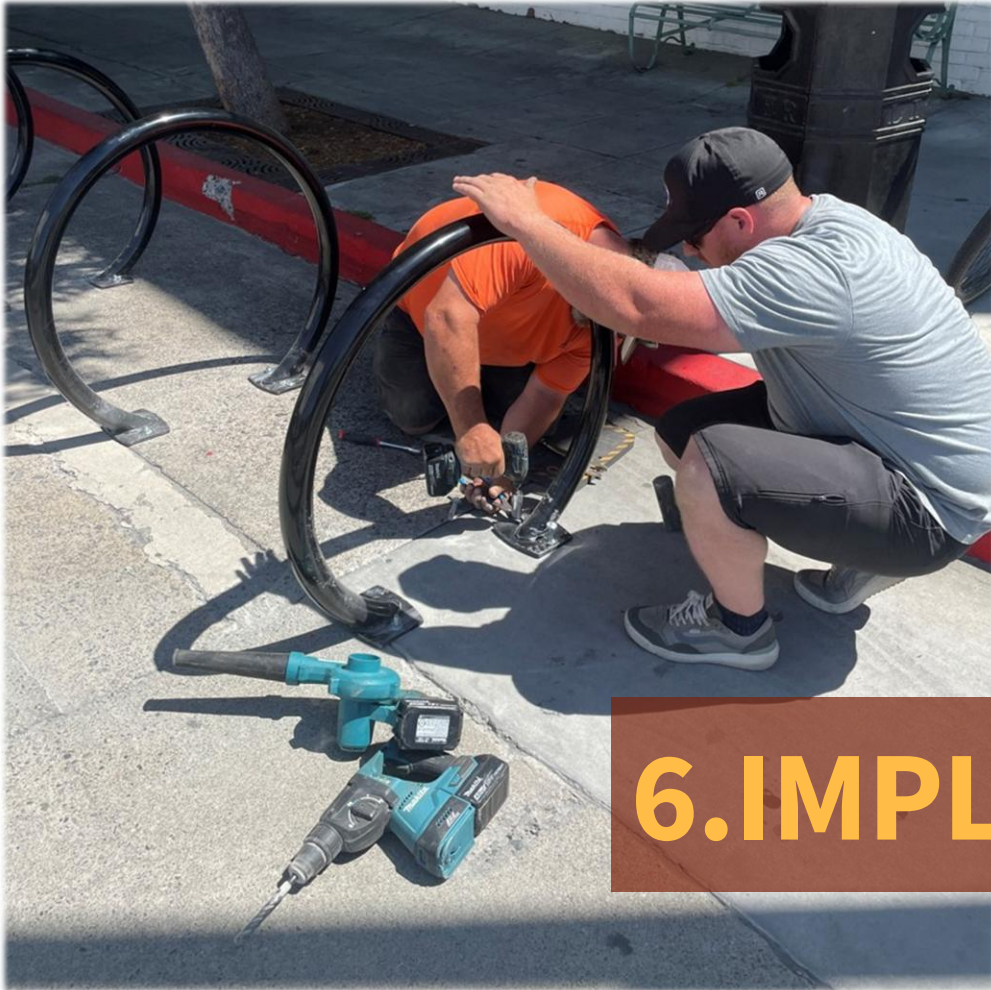
An uncontrolled crosswalk with a median refuge island and rapid flashing beacons

The table on page 43 is intended to provide City staff with recommended countermeasures at uncontrolled crosswalks based on street characteristics.

Recommended Countermeasures for Uncontrolled Crosswalks, Based on Street Characteristics

# Lanes	Posted Speed Limit	Street Classification	Recommended Crosswalk Features
≤2	≤25	Local	Pedestrian Warning Signs
	≤25	Collector	Rectangular Rapid Flashing Beacon OR Median Island OR Raised Crosswalk
	≤35	Arterial	Rectangular Rapid Flashing Beacon AND Median Island
3	≤35	Arterial	Rectangular Rapid Flashing Beacon AND Median Island OR Overhead Flashing Beacon
	40+	Arterial	Rectangular Rapid Flashing Beacon AND Median Island OR Overhead Flashing Beacon AND Median Island
4+	≤40	Arterial	Rectangular Rapid Flashing Beacon AND Median Island OR Overhead Flashing Beacon AND Median Island OR Pedestrian Hybrid Beacon AND Median Island
	45+	Arterial	Pedestrian Hybrid Beacon AND Median Island

Notes: Bulbouts are recommended wherever on-street parking is present, especially on collector and arterial streets. This table is for guidance purposes only. Actual features implemented will be determined by street characteristics, feasibility, funding, and prioritization.



6.IMPLEMENTATION

6. IMPLEMENTATION

Project Delivery

Pathways to Delivery

Active transportation infrastructure projects can range from small quick-build projects to large, multi-year capital projects. Paving projects generally offer the most cost-effective and efficient delivery method for a wide range of long-term on-street bicycle and pedestrian improvements, including new or upgraded sidewalks, curb ramps, bikeways, and crosswalks. The City recently began utilizing “on-call” construction contracts that expedite smaller scale projects, such as curb ramp upgrades or signage/striping improvements. Developers are required to provide public improvements, which can include street, sidewalk, trail, and intersection improvements through and/or adjacent to their project. However, it can be difficult to anticipate the timing of these public improvements. The most common pathways to delivery are outlined in the table to the right.

Pathways to Project Delivery

Project Type	Public Works Crew / On-Call Construction Contracts	Capital Project (Incl. Paving)	Development Project Public Improvements
New or Upgraded On-Street Bikeway	✓	✓	✓
New or Upgraded Shared-Use Pathway		✓	✓
New or Upgraded Sidewalk	Curb ramps or small sections only	✓	✓
New or Upgraded Crosswalk (No Overhead Beacon or Signal)	✓	✓	✓
New or Upgraded Crosswalk (With Overhead Beacon or Signal)		✓	✓

Community Engagement & Messaging

In 2023, CityThread, a national non-profit with expertise in mobility, community engagement, and project delivery, completed a “readiness assessment” and action plan to guide rapid implementation of the City’s active transportation network. Their report emphasized the importance of community engagement and messaging to set the City up for success. Key recommendations for the City included:

- Acknowledging the stress, confusion, and inconvenience of the current mobility environment and demonstrating the benefits of active transportation investments to all, including those who drive and may never or rarely use active modes.
- Educating the community on new infrastructure elements, including why they are proposed and how they should be used.
- Creating consistent community engagement processes for all projects.
- Highlighting the “big picture” vision of the ATP that requires building out a safe and seamless network, rather than a series of standalone projects.

To read CityThread’s full report, click the link in **Appendix A**.

In 2022-23, the Petaluma Equitable Climate Action Coalition (PECAC) provided recommendations on how to provide a more equitable transportation system and community engagement process. Key community engagement recommendations included:

- Shifting from a customer service model that puts the burden on residents to figure out how to navigate City

channels to one in which the City meets people where they are (i.e., pop-up events).

- Building relationships with and inviting systemically underrepresented community members and anchor organizations who serve them to learn more about and provide feedback on City plans and projects in and outside of public meetings.
- Creating an equity-centered community engagement plan/process.

PECAC’s final report and presentation are linked in **Appendices B and C**, respectively.

Post-Delivery Education, Enforcement, & Evaluation

Especially as the City implements street design changes that are new to Petaluma or modify traffic operations, educational signage, social media, and mailers should be used to help community members understand and adjust to the changes. Following implementation, Petaluma Police play a critical role in making contact with those who do not comply with regulatory signage and street markings. Warnings are typically issued for the initial “break-in” period, followed by enforcement efforts.

Evaluation ensures that City staff continue to learn from and refine street design treatments. With safety as a top priority, collision and speed data are essential metrics for success on most street projects. Counts and user feedback can also be collected through pre and post-project surveys.

Funding Sources

City Funds

As noted above, active transportation improvements are often delivered through larger street maintenance efforts, which are typically funded by some combination of the California gas tax (Senate Bill 1), Sonoma County's quarter cent transportation sales tax (Go Sonoma), and Petaluma's one cent Measure U sales tax. Traffic Impact Fees collected from development projects may also be used for up to 32.8 percent of active transportation project costs, as determined by a nexus study.

Wherever possible, the City leverages these local funds to secure grant funding for active transportation projects. Grant funding sources are outlined below.

Sonoma County Transportation and Climate Authority (SCTCA) "Go Sonoma" Funding Program

As the Congestion Management Agency for Sonoma County, SCTCA acts as the countywide planning and fund programming agency for transportation and performs a variety of functions related to project management, planning, finance, grant administration, and research.

"Go Sonoma" Transportation Sales Tax

In November 2020, Sonoma County voters extended the County's quarter cent transportation sales tax 20 years from its previous sunset date of 2025. Effective April 2025, the "Go Sonoma" sales tax has a new expenditure plan that increases funding availability for street and pathway projects, with criteria favoring those that help improve mobility options and safety. Of note, the "Move Traffic and Improve Safety" program will provide an estimated \$7m annually countywide for street projects that reduce congestion and improve safety, while the "Build Bikeways and Pathways" program will

provide an estimated \$3.1m for dedicated bicycle and pedestrian projects.

SCTCA Funding Program

SCTCA issues a competitive call for projects (called the SCTCA Funding Program) every five years that seeks the top five street and pathway project priorities from each jurisdiction. The Funding Program is used to determine which projects are selected for the competitive Go Sonoma funding described above. Additionally, SCTCA uses the Funding Program to select projects to submit for upcoming regional and state grants. Funding Program priorities should be reserved for large projects over \$1m.

Grant Opportunities Outside the SCTCA Go Sonoma Funding Program

There are several regional and state grant opportunities outside the SCTCA Go Sonoma Funding Program that are open to the City. Federal funding is currently in flux due to a change in leadership and priorities.

The two most reliable grants are Transportation Development Act, Article 3, which provides the City approximately \$70-75k annually for active transportation projects, and Transportation Fund for Clean Air, which is a small competitive grant administered by SCTCA for projects that promote improved mobility options. Other grants included in the table on page 48 can fund bigger projects, but require significantly more robust applications and are much more competitive.

Not included in the table are planning and technical assistance grants administered by MTC and Caltrans that can provide funding for corridor studies and conceptual design development. The City has been successful applying for and receiving these in recent years.

Active Transportation Grant Funding Opportunities Not Included in the SCTCA Go Sonoma Funding Program

Funding Source	Administering Agency	Funding Type	Frequency	Funding Notes	Eligible Project Types
Active Transportation Program	California Transportation Commission & Metropolitan Transportation Commission (MTC)	Competitive	Biannual (next cycle in 2026)	Funding availability varies depending on state budget; highly competitive	New bikeways and/or pedestrian improvements; education/encouragement activities
Local Highway Safety Improvement Program	Caltrans	Competitive	Biannual (next cycle in 2027)	Estimated \$300m available statewide	New bikeways and/or pedestrian improvements
Regional Measure 3 – Safe Routes to Transit & Bay Trail	MTC	Competitive	Final cycle anticipated in 2026	\$50m available regionwide (nine county Bay Area)	New bikeways and/or pedestrian improvements with linkages to the Bay Trail and/or transit
Transportation Development Act, Article 3	SCTCA	Formula	Annual	Roughly \$70-75k available to City annually; funds can be accrued over multiple years	New bikeways and/or pedestrian improvements, bike and/or pedestrian amenities, bikeway and pathway maintenance
Transportation Fund for Clean Air	SCTCA	Competitive	Annual	Estimated \$650k available annually countywide	New bikeways, bike parking, bike share

Note: Due to recent changes in federal leadership and uncertainty around the availability of federal funding for active transportation, federal grant programs available under the previous administration have not been included. Staff will continue to monitor grant opportunities as they arise.

Regional Funding Requirements

Metropolitan Transportation Commission Funding Requirements

As the Metropolitan Planning Organization for the nine county San Francisco Bay Area, Metropolitan Transportation Commission (MTC) distributes regional, state, and federal funding to local agencies for transportation improvements. In order to maintain eligibility for certain grant funding opportunities, MTC requires local agencies to comply with policies that advance regional goals around sustainable land use and transportation. Relevant policy requirements are outlined below.

Complete Streets Requirement

“Complete Streets” are those that meet the needs of all road users, whether they walk, bike, roll, drive, or ride transit. MTC's One Bay Area Grant (OBAG) requires agencies to have a General Plan that complies with the California Complete Streets Act of 2008 (AB 1358), which required agencies to consider the needs of all road users when updating their General Plan transportation element, and an adopted Complete Streets Resolution. On January 4, 2016, Petaluma's City Council adopted Resolution No. 2016-004 N.C.S., Resolution Adopting a Complete Streets Policy.

MTC also requires agencies to submit a Complete Streets Checklist for projects pursuing funding. MTC updated its Complete Streets Policy and Checklist in 2022 (MTC Resolution No. 4493), which requires projects to demonstrate compliance with “All Ages and Abilities” design guidance.

Transit-Oriented Communities Requirements

MTC's Transit-Oriented Communities (TOC) Policy aims to create communities around transit stations that promote greater transit use, but also serve as places where people of all physical abilities and income levels can live, work, and access services. Petaluma has

two designated TOCs, both of which are comprised of the half-mile areas surrounding the Petaluma Downtown and North SMART Stations.

Starting with the next OBAG cycle in 2026, agencies will be expected to demonstrate compliance with TOC Policy in several areas, including transit access and circulation. The transit access and circulation component will require agencies to prioritize active transportation improvements in the TOC area, complete a station access analysis and improvement plan, and complete a “mobility hub” plan to bring travel options like car, bike, and scooter share to the stations.

APPENDICES

DRAFT

Appendix A. CityThread Accelerated Mobility Playbook (2023)



Accelerated Mobility Playbook (AMP)

Petaluma, CA

Phase 1: Readiness Assessment

May 23, 2023

<https://storage.googleapis.com/proudcity/petalumaca/2025/09/CityThread-Accelerated-Mobility-Playbook.pdf>

Appendix B. Petaluma Equitable Climate Action Coalition 2.0 - Final Report (2023)

The Petaluma Equitable Climate Action Coalition



A program of Daily Acts and Equity First Consulting

Report By:

Ri Bussey - PECAC Program Coordinator, Daily Acts

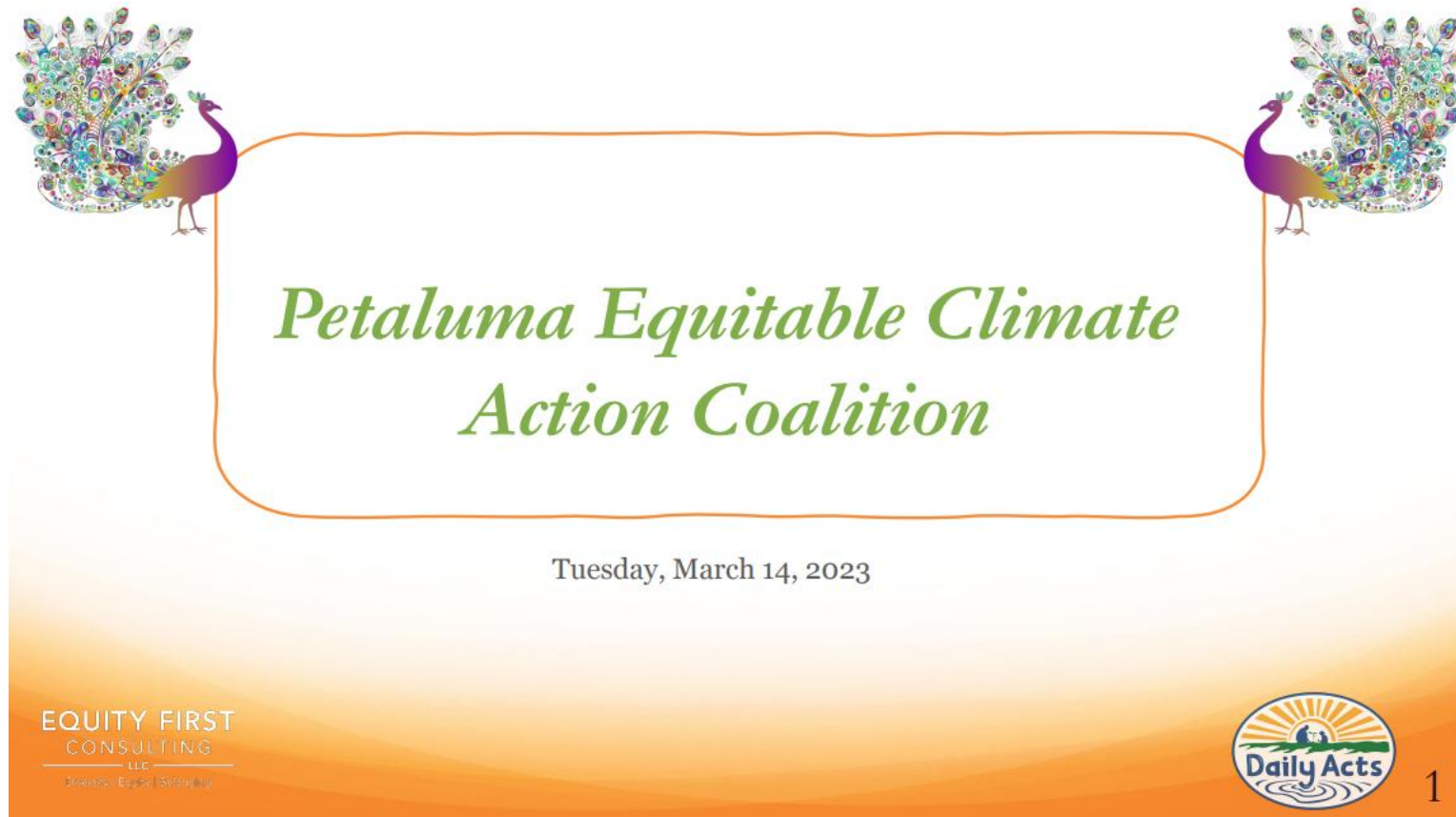
Ana Lugo - Equity First Consulting

Kerry Fugett - Program Manager, Daily Acts

2021-2023

https://dailyacts.org/wp-content/uploads/2024/05/PECAC-2.-0-Report-Final_2023_Daily-Acts-Organization.pdf

Appendix C. Petaluma Equitable Climate Action Coalition 2.0 - Final Presentation (2023)



<https://dailyacts.org/wp-content/uploads/2025/04/PECAC-2-Final-Presentation.pdf>

Appendix D. Written Comments on Draft Active Transportation Plan (Received April-May 2025)

Chapter	Source	Comment	Response
0. General	Email to City Council	Given that all ten jurisdictions within Sonoma County have been updating their Active Transportation Plans over the past year or two, my staff and I have spent a fair amount of time reviewing and commenting on multiple drafts within each jurisdiction. Many individuals have had input into the draft you will be reviewing at this meeting; community input has been integrated; City staff and the Pedestrian & Bicycle Advisory Committee have done a stellar job. Complete yet concise, the Plan is clear and well-organized. The list of proposed improvements in Chapter 5 is of reasonable length and its prioritization is clear. I especially appreciate the Action Plan in Chapter 4, with its clear timelines and the stated commitment to track and report progress. Overall, the Plan strikes a good balance between aspiration and achievability. Uncharacteristically for me, I can find nothing to criticize in the Plan. Good job, all!	Comment noted.
0. General	Email to City Council	It's thrilling to see the ATP coming to fruition! It's an impressive foundation. I love it so much, I can't wait until it's done! Since you're "workshopping" tonight, I want to be specific in a few comments. Urgency: I urge you to expedite ATP implementation. As you know so well, 67% of our CO2 emissions in Petaluma are due to vehicle traffic. Making non-vehicle transportation safe, convenient, and even fun is probably our best investment in climate action. And it makes streets safer and more pleasant for drivers too.	Comment noted.
0. General	Email to City Council	Overall, really great work! So glad to see this come to fruition. Thanks to Staff, especially Bjorn, and to PBAC. Action Plans need professional project management to ensure onschedule/scope/budget results, including standard project milestones and contingency plans, and more public transparency.	Comment noted.

Chapter	Source	Comment	Response
0. General	Email to City Council	We have been following the development of the Active Transportation Plan (ATP) as it has slowly progressed over the course of the last several years. We are delighted that it is now coming close to being finalized. First: we want to express our deep appreciation for Bjorn Gripenburg (and Public Works staff) for their diligence and dedication in bringing the Plan to its current state. Overall, this draft is a great effort. Safe Streets Petaluma is wholly and enthusiastically in support! AND we need to set our sights even higher! People throughout the Sonoma County (and beyond) see Petaluma as a leader in many important areas. As a city, we have a Vision Zero goal of zero traffic-related fatalities and severe injuries by 2030 and an ambitious goal of carbon neutrality by 2030. Both goals require that we give serious consideration to how we use our streetscape. Like most other cities in the U.S., we are still in the habit of designing our streets as a means of moving vehicles from place to place as fast as possible. Following the lead of many cities in Europe and elsewhere, many American cities have started to view local streets as serving a much broader purpose: namely, as a way for people of all ages to move about on foot, by transit, and on all sorts of wheeled devices, as a way for people to interact with one another, and as a place to reconnect fragmented ecosystems while providing shade, filtering stormwater, etc. If this is the vision of Complete Streets that we embrace, then we, as a city, must integrate our disparate efforts. The ATP is a stand-alone document that exists in relationship to many other City plans. Because these plans are read independent of one another, the intended connections and synergies are easily lost. At very least, we recommend that critically important statements that appear in other plans and documents be echoed in the ATP.	Comment noted.

Chapter	Source	Comment	Response
0. General	Email to City Council	Micromobility: We are seeing an ever-increasing range of mobility devices on our streets, both human-powered and electric: cargo bikes, trikes, scooters, mobility scooters, one-wheels, Segways, skateboards, hoverboards, and more. We need to be designing our streets today in ways that will safely accommodate the whole range of vehicles and devices that will be moving about 10 and 20 years from today. We suggest that this version of the ATP contain a statement similar to the one in City Thread's May 2023 Accelerated Mobility Playbook: For the purposes of this report, we may use "bicycle network," "bike network," and "mobility network" interchangeably. While some cities and experts may differ in opinion, when we use any of the above phrases, we are referring to on-street infrastructure that is built to specifically accommodate bicycles, scooters, and other individual mobility devices."	Comment addressed; see pg. 2.
0. General	Email to Staff	In general, I found it thorough, well-written, well-organized and easy to follow. For background, I am a 39 year resident of Petaluma. I ride a 22 mile (bike) circuit around town (trails, streets, parks—East and West sides) once a week and generally also ride through town for a longer ride, 1/x/wk. I'm also walk regularly throughout the west side and in many of our local parks.	Comment noted.
0. General	Email to Staff	"Sandwich" style sidewalk signs in front of businesses (mostly on the west side), when located near the center of the sidewalk present a hazard for walkers, cyclists and particularly the visually impaired. These need to be moved either onto the curb or next to the building, and regulated.	Any obstructions of the public right-of-way that impede access can be reported to Code Enforcement at 778-4469 or codeenforcement@cityofpetaluma.org
0. General	Email to Staff	*Overall, I'm not sure that your transit planning is in synch with Petaluma's residential build out. More housing+ more vehicles= more traffic volume. And building housing with less-than-one space per unit is naive and unrealistic. The plan needs to anticipate these impacts and not rely on past and current volume. I've seen exponential increases in volume just in the past 3-4 years.	Comment noted.

Chapter	Source	Comment	Response
0. General	Email to Staff	A huge thanks to you and PBAC for all your hard work to make Petaluma a better place to walk and roll. I absolutely love the active transportation network envisioned in the Active Transportation Plan Draft, and I can't wait to see it enacted!	Comment noted.
0. General	Email to Staff	It's been a couple of weeks since I submitted my comments on the draft ATP. Since then I've had a chance to reflect on it, and discuss it with other people in the community. Two things are worth noting here and now. First: we included an article about the ATP in the Safe Streets Newsletter May 1 edition. That article summarized the Safe Streets Petaluma response to the draft, and is worth repeating: "Overall, this draft is a great effort. AND we need to set our sights even higher! People throughout Sonoma County (and beyond) see Petaluma as a leader in many important areas. Like most other cities in the U.S., we are still in the habit of designing our streets as a means of moving vehicles from place to place as fast as possible. (But) many American cities have started to view local streets as serving a much broader purpose: namely, as a way for people of all ages to move about on foot, by transit, and on all sorts of wheeled devices, as a way for people to interact with one another, and as a place to reconnect."	Comment noted.
0. General	Project Webpage	I think it is great to see the city's commitment to supporting walking, biking, and transit. Thank you for your work, and keep it up!	Comment noted.
0. General	Project Webpage	Reducing street sizes and adding more bike lanes for such a small percentage of the population, especially while building a large amount of new housing which will create more traffic is unrealistic. This town is supposed to be family friendly but forcing those of us with small children to have to park even further away which hurt downtown and other businesses. This is a ludicrous plan and I do not know anyone who lives here who supports it.	Comment noted.
0. General	Project Webpage	Please adopt the plan and implement as fast as possible. Thank you!	Comment noted.

Chapter	Source	Comment	Response
1. Introduction	Email to TAC	The data is clear. The February 2025 literature review from the Journal of Transport and Land Use entitled "The benefits of active transportation interventions: A review of the evidence." (source: https://jtlu.org/index.php/jtlu/article/view/2468) cites 238 studies and provides comprehensive support for the conclusion of the significant benefits of investing in active transportation. It is unusual to get a review of such a magnitude in the active transportation space, and it lends significant credibility to the efforts we are all part of to strengthen Petaluma's mobility options.	Comment addressed; see pg. 6.
1. Introduction	Email to PC/PBAC	Add a significant new source to the introduction. The introduction in the draft plan on page 4 is compelling, it is great to have the research available. Please consider including this February 2025 literature review from the Journal of Transport and Land Use entitled "The benefits of active transportation interventions: A review of the evidence." (source: https://jtlu.org/index.php/jtlu/article/view/2468). The review cites 238 studies and provides comprehensive support for the conclusion of the significant benefits of investing in active transportation. It is unusual to get a review of such a magnitude in the active transportation space, and it lends significant credibility to the efforts we are all part of to strengthen Petaluma's mobility options.	Comment addressed; see pg. 6.
1. Introduction	Email to City Council	Plan Development and Community Engagement - Good! This covers a wide variety of sources. While we were disappointed with the delays due apparently to the consultant's lack of progress, we applaud Staff and PBAC (and its ATP Ad-hoc Committee) for getting it across the finish line.	Comment noted.
1. Introduction	Email to City Council	Why Invest in AT? - I love this short and sweet (one-page) summary (including source citations). This is an essential ingredient for gaining the public support necessary to make fast progress. Too often in the past, proposed improvements were made out of context, so to the neighbors it looked like all cost and no benefits. SSP would like to use	Comment noted.

Chapter	Source	Comment	Response
		this and similar material to help educate the public to the benefits of this work.	
1. Introduction	Email to Staff	Pg. 6 Vision zero is the correct goal but it's incompatible with motor vehicle transportation as currently enabled by city infrastructure. This plan may achieve marginal improvement but it will not eliminate severe injuries among vulnerable road users. Suggest a more realistic goal (e.g., 30% fewer severe injuries) or a more ambitious plan.	On May 16, 2022, Petaluma City Council approved Resolution No. 2022-075 N.C.S.: Resolution Approving a Request to Adopt the Sonoma County Vision Zero Action Plan and Commit to City-level Actions to Reduce Traffic Fatalities to Zero by the Year 2030.
2. Vision & Goals	Email to City Council	Vision: where people of all ages and all physical and economic abilities prefer choose to use active transportation. Economics is an important factor, worth mentioning here. "Choose" is active, "prefer" is passive (i.e. preferences can be frustrated by lack of practical choices.)	Comment addressed; see pg. 8.
2. Vision & Goals	Email to City Council	Goals: Good!	Comment noted.
3. Baseline Report	Email to PBAC/PC	Typo: "44 percent report walking and at least occasionally and 16.7 percent report biking"	Comment addressed; see pg. 14.
3. Baseline Report	Email to PBAC/PC	It would be helpful to re-define "vulnerable road users" on this page.	Comment addressed; see pg. 16.
3. Baseline Report	Email to City Council	Existing Conditions: Add "note: we use the term "bikes" to mean smallfootprint mobility devices that are too fast for sidewalks and too slow for traveling in the traffic lanes other than traffic-calmed neighborhood greenways with design speeds of 15 mph or less."	Comment addressed; see pg. 2.

Chapter	Source	Comment	Response
3. Baseline Report	Email to City Council	Travel Behavior: Good that you mention “open enrollment” for schools, a problem not just for transportation but for economic opportunity and social justice.	Comment noted.
3. Baseline Report	Email to Staff	p.8 Isn't Corona a cross-town connector? It seems that there are more bike lanes on the east side than stated.	Comment addressed; see pg. 10.
3. Baseline Report	Email to Staff	p.9 Just because 48.7% live/work in Petaluma doesn't mean that they don't need a car.	Comment noted.
3. Baseline Report	Email to Staff	p.11 These stats need to reflect the increase in traffic volume over the past 5 years.	Comment noted.
4. Action Plan	Email to PBAC/PC	IB-1: Priority Bikeway Network and IB-2 Priority Sidewalk Gaps should ideally begin before 2030, right? I believe a number of those bikeway projects are scheduled in the recent 5 year paving plan, ie. Caulfield Ln in FY 25-26 and Casa Grande in FY 26-27.	The years listed in the Action Plan are target completion years. All action items have been updated to make this clarification. "Timing" has been replaced with "Target Completion Year."
4. Action Plan	Email to PBAC/PC	Since the recommendation (on page 8) is to update the ATP “approximately every five years”, it seems like that update process itself should be added to this action plan — maybe in the Evaluation section?	IP-5: Active Transportation Update has been added to the Infrastructure Planning & Design section of the Action Plan. See pg. 21.
4. Action Plan	Email to City Council	Wayfinding: Simply helping find existing trails asap might create a real shift in thinking. For example, the Lynch Creek Trail is a treasure unknown to many folks, even cyclists. The SMART trail has excellent signage once you find it, but we would be well served to quickly post signs directing people from our main arteries, like Petaluma Boulevard, to the trail. The plan envisions wayfinding as a 2026-27 project. It's been planned since 2008. Can we move faster?	See action item IB-10: Bicycle & Pedestrian Wayfinding on pg. 23.

Chapter	Source	Comment	Response
4. Action Plan	Email to City Council	Quick build: One further thought: as you know, despite the city's diligent efforts to involve residents in planning proposed changes, most people pay little attention until something shows up on the street. So I'd love to see a simple "quick build" or "tactical urbanism" toolkit that would allow really temporary demonstration projects on streets. Temporary as in a week or a month, using chalk and straw bales and cones and flowerpots. For example, cones or even shrubs in pots that might be placed on the perimeter of a proposed roundabout, with an informational sign asking for feedback, could jump start a process. Thanks for all you do! Just seeing the new bike racks all over town is wonderful. I'm excited about the active transportation future of Petaluma. Let it begin!	See action item EE-11: Open Streets & Demonstration Projects on pg. 28.
4. Action Plan	Email to City Council	Design standards: adopt interim (working) standards in Q3-25 (borrowed from other jurisdictions if necessary) to cover all upcoming repaving projects. Petaluma is not so different from other municipalities that we need to take 1-2 years to develop and begin implementing our own version of the essential architecture for safe and complete streets. Standardize designs in order to standardize simple project rollout process; neighbors are notified in the same manner as they are now with simple slurry seal jobs. There is no need for time-consuming, expensive public engagement processes rehashing the same arguments that should have been settled by this ATP.	An interim adoption would likely involve as much effort as the update called for in IP-2: Street & Trail Design Standards Update.
4. Action Plan	Email to City Council	Immediately research and pilot test "greenway paving" (repave travel lanes only, not parking lanes) to reduce costs and speeds on Greenways. Per advice from City Thread, set bold annual goals for mileage of repaired sidewalks and low-stress bikeway completion.	This can be considered as part of IP-2: Street & Trail Design Standards Update.
4. Action Plan	Email to City Council	Work with Safe Streets Petaluma on public communications: webpage, newsletter, navigation maps/wayfinding, and community celebration of Success!	Comment noted.

Chapter	Source	Comment	Response
4. Action Plan	Email to City Council	"The target years included here assume current staffing and funding levels." Understandable, but as per recommendations from City Thread, we should be "setting bold goals" and aggressively pursuing necessary funding.	Comment noted.
4. Action Plan	Email to City Council	"Staff will maintain a spreadsheet of the Action Plan that tracks progress on each item and is shared in an annual presentation to the Pedestrian and Bicycle Advisory Committee." This is good. It should be more frequent than annually. If they don't already have it, Staff should develop some standard milestones that can be used for every project, such as:. Conceptual Design Complete; Construction Drawings Complete; Public Notified (assumes notification is all that is necessary; there is no public "review" because design is determined by ATP and City's Design Standards); Contract Awarded; Construction Started; Construction Complete and celebrated. This should include a dashboard that displays these milestones, updated regularly, accessible to PBAC if not the general public. This should enforce a culture and assumption of on-time completion.	Comment noted. Staff will strive to provide more regular updates through the "Staff Comment" portion of the agenda at monthly Pedestrian & Bicycle Advisory Committee meetings.
4. Action Plan	Email to City Council	IP-2a Street & Trail Design Standards Update City Standards to incorporate best practices in safe, green, and accessible street and trail design, focusing on implementing design elements that reduce traffic speeds to 20 mph on neighborhood streets and 15 mph on designated Neighborhood Greenways. Establish quickbuild and hardscape standard details for safe streets elements. Timing: 2026-27 Interim 2025, final 2026. Immediately obtain and pilot test the best practices from other municipalities to cover the next round of street resurfacing projects. Finalize standards ASAP in 2026. Petaluma is not so different from other municipalities that we need to take 1-2 years to develop and begin implementing the essential architecture of safe and complete streets.	An interim adoption would likely involve as much effort as the update called for in IP-2: Street & Trail Design Standards Update.

Chapter	Source	Comment	Response
4. Action Plan	Email to City Council	IP-2b: Neighborhood Greenway Construction Cost and Traffic Speed Reduction Pilot test implementation of a “Greenway Repaving” approach, treating only the vehicle traffic lanes in the middle of the street. Timing: 2025-2026 Stop spending precious resources making parking lanes suitable for fast-moving cars and trucks. For a typical 32’ wide street, repaving a 16’ traffic strip down the middle will accomplish speed reduction while reducing paving costs by 50%. For a onemile stretch of slurry sealing at \$.50/sq ft, that’s roughly \$50,000 saved. For asphalt overlay, it would be six figures. Preliminary research shows that this would not pose safety risks or increase long-term costs. Parked cars don't need expensive smooth streets. In addition, small sections of underutilized parking lanes can be replaced with “tree parklets” to provide additional choke-point traffic calming as well as all the benefits of street trees. This should be tested ASAP on a stretch of street designated as a Neighborhood Greenway in the ATP (e.g. St. Francis Drive). Since Greenways are one of the three “legs” of the complete low-stress mobility network “stool”, it’s important we find ways to effectively and affordably calm these streets. Narrow lanes with "tree parking" pinch points and chicanes should be the preferred method.	This can be considered as part of IP-2: Street & Trail Design Standards Update.
4. Action Plan	Email to City Council	IP-3: Safe Routes to Schools Audits Kudos to the City (and SCBC and City schools) for quickly creating the SRTS Task Force and completing these audits! We look forward to seeing the lowest hanging fruit of these audits prioritized for completion in the coming 12 months.	Comment noted.
4. Action Plan	Email to City Council	IB-1 Priority Bikeway Buildout, IB-2 Sidewalk Gaps Complete priority bikeways and sidewalk gaps identified in Chapter 5. Here, we should follow the advice of City Thread and designate SMART targets for miles completed. For bikeways, for example, City Thread had recommended 25 miles in 3 years, with 5 miles in the first year. Timing: set annual mileage targets in 2025.	IB-1 and IB-2 have been updated with mileage totals and target completion years.

Chapter	Source	Comment	Response
4. Action Plan	Email to City Council	EE-1: Safe Streets and Mobility Webpage and Newsletter, and EE-2 Active Transportation Maps As a co-founder and a leader of Safe Streets Petaluma, I know we stand ready to assist with this most welcome (and long overdue) element of Active Transportation. We have a large network of supporters and many experienced communications volunteers who can help create content and get out the word (and image).	Comment noted.
4. Action Plan	Email to City Council	Capacity Building & Professional Development This is SO IMPORTANT. So is establishing relationships with design firms experienced in creating truly complete streets, not a 1960s approach to traffic engineering.	Comment noted.
4. Action Plan	Email to City Council	IP-1: Complete Streets Policy Update As it's commonly used, the term "Complete Streets" is generally understood to mean streets that accommodate active transportation and transit as well as usual forms of motorized transport. We need to clarify in our ATP that, here in Petaluma, our vision of Complete Streets -- as stated in Cornerstone CLM-3 in our Blueprint for Climate Action and Action #TP-1.2.1 in the General Plan Draft Transportation Policy Framework -- embraces all of the above AND it includes consideration of street trees and other vegetated areas, Low Impact Design (LID), "green infrastructure," carbon sequestration, stormwater filtering, Urban Heat Island Effect, etc.	IP-1 has been updated to also include green infrastructure. See pg. 21.

Chapter	Source	Comment	Response
4. Action Plan	Email to City Council	Action Item #IP-2: Street and Trail Design Standards Update: The realization of many of our integrated objectives relies heavily on a long-overdue update of our Street and Trail Design Standards. The city-supported (2022) AIA-SDAT team recommended updating our Street Design Standards “...last updated in 1996.” If done well, these Standards will lead us (and our design consultants) more directly toward the attainment of our multiple overlapping goals. The ATP needs to be more specific in describing the purpose and scope of our Street and Trail Design Standards. They need to: Design streets for a desired vehicle speed without reliance on traffic calming “add-ons” like speed cushions and speed limit signs. We need standards that include the full range of traffic calming measures, ie: chicanes, narrow travel lanes, advisory/edge lanes, trees as traffic-calming devices, queuing, gateways, raised crosswalks, pinch points, change of pavements, and more. Help us creatively reduce the 33 million square feet of pavement needing regular and ongoing maintenance, Incorporate trees and other vegetation in our streetscapes. Give consideration to the urban heat island effect. Divert polluted stormwater from our waterways and infiltrate into planting areas. Achieve Goal #3 of the ATP: Beautiful, Inviting, and Comfortable Streets, Sidewalks, and Trails.” The addition to our streetscape of flex-posts, signage, striping, speed cushions, rectangular rapid flashing beacons, etc. tends to detract from, rather than enhance, the beauty of our streets, sidewalks, and trails. Allow/encourage Quick Build projects that are implemented in days or weeks --and last for days or weeks Allow community members to do projects of limited scope (like street art and parklets) within the city right-of-way. Go beyond industry “best practices” and instead explore the boundaries of what’s possible.	Comment noted.

Chapter	Source	Comment	Response
4. Action Plan	Email to City Council	Mobility Priority Policy: A policy that appears elsewhere and needs to be affirmed in the ATP: The Mobility Priority Policy that appears in the General Plan Draft Transportation Policy Framework, Action TP-1.1.1 reads, “Prioritize citywide mobility of people rather than single-occupancy vehicles in transportation and land-use based planning and decision-making. Develop a modal priority map that prioritizes travel modes and their interconnectivity in the following order: 1) walk (walking and persons with disabilities); 2) micromobility (bicycles [standard and e-bikes] and scooters); 3) transit and shuttle; 4) drop-off and pick-up (ride share and taxi); and 5) auto (motorcycle, carpool/vanpool, carshare, and SOV).” This same idea is echoed in the 2022 MTC Complete Streets Policy which states that Complete Streets “...maximiz[e] the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility and public transit) over space intensive modes (single occupancy auto travel).”	Staff recommends considering this as part of a Complete Streets Policy and/or through the General Plan Update. IP-1: Complete Streets Policy Update has been updated to reflect this possibility. See pg. 21.
4. Action Plan	Email to City Council	Increase staff and funding for Complete Streets: In creating a Safe Streets and Mobility Division with the Department of Public Works and Utilities, the city acknowledges the many benefits of Complete Streets. While we struggle to keep up with maintenance of the physical infrastructure (underground utilities, pavement, wastewater treatment, etc.) that we have inherited from past generations, we must concurrently prioritize the building of our Complete Streets future. If we hope to realize our goals, we have to build out our Safe Streets and Mobility Division and provide them with resources to act on the mandate that we have articulated in our ATP.	Comment noted.
4. Action Plan	Email to Staff	p.17 Language seems a bit technical (and on subsequent pages). Could be presented in simpler, ‘layman’s’ language?	Comment noted.

Chapter	Source	Comment	Response
4. Action Plan	Email to Staff	p.18 Does further lane reductions make sense with increased traffic volume? “Traffic calming” with poor signage has created dangerous choke points at rush hour.	Traffic impacts are taken into consideration with all projects and weighed alongside safety benefits. Staff analyzes both current and projected future traffic volumes that assume full buildout of the City's General Plan. To date, no lane reductions ("road diets") have been implemented or proposed on streets that exceed the FHWA's threshold of 18-20,000 vehicles/day, which is where adverse congestion impacts can occur.
4. Action Plan	Email to Staff	Isn't it possible to complete these bikeways before 2030-'31?	With over \$28m in priority bikeway projects identified, funding will be a determining factor as to how quickly these projects are delivered.
4. Action Plan	Email to Staff	p.20 IB-15 What about current parking?	Unfortunately, the City does not have a mechanism through which it can require upgraded bike parking at existing developments. IB-17 will explore ways to incentivize upgraded bike parking at existing developments.
4. Action Plan	Email to Staff	p.22 IM-3 This is VERY important—McDowell especially.	Comment noted.
4. Action Plan	Email to Staff	p.23 EE-2 Yes, need current, accurate maps. Can't find these easily on the website.	Comment noted.
4. Action Plan	Email to Staff	p.24 EE-12 Yes, essential for adults too. Nearly every day, I see people of all ages operating “micro mobility” vehicles above safe speeds. More importantly, many are operating these without having ridden a conventional bike before or taken any training on their vehicle. This is a serious problem—both in our parks and on our streets and paths. Speed + inexperience is a recipe for a crash.	Comment noted.

Chapter	Source	Comment	Response
4. Action Plan	Email to Staff	I was just going through the ATP in advance of the Council meeting and noted an item that should be edited. In the policy section: EE-14. Mobility Options for Large Events - Our Safe Routes to School program would NOT be the appropriate partner for this, I suggest replace with Sonoma County Bicycle Coalition. Thanks!	Comment addressed; see pg. 29.
4. Action Plan	Email to Staff	Immediately revise design standards to apply to all street projects. Those standards must: give priority to bikes/pedestrians over cars and trucks; include green/natural systems such as street trees, vegetated areas, and stormwater management; design our streets for the desired vehicle speed without reliance on traffic calming “add-ons” like speed bumps and speed limit signs; save taxpayer money while reducing vehicle speeds by creatively reducing the millions of square feet of pavement needing regular and ongoing maintenance.	See IP-2: Street & Trail Design Standards Update on pg. 21.
4. Action Plan	Email to Staff	Second: Today, I tabled for Safe Streets Petaluma at the Cool Petaluma Future Fest event. I focused on Tree Parking and Greenway Paving since they are unfamiliar ideas to most people. The reaction of dozens of people I talked with was uniformly enthusiastic. They agreed "we have too much pavement in this town, and cars go too fast." The Tree Parking and Greenway Paving ideas address both of these. They should be vigorously explored and pursued. I spoke with a PBAC member who told me PBAC was forming an ad-hoc committee to develop Neighborhood Greenway standards. "Hooray!" I told him. "I volunteer as a citizen member."	This can be considered as part of IP-2: Street & Trail Design Standards Update.
4. Action Plan	Email to Staff	This plan includes 36 separate projects for Public Works (34 incomplete or ongoing). This is a tremendous amount of work on top of their core mission. I am seriously concerned that this approach lacks the specificity and focus required to achieve meaningful positive change. If I were a member of the public works team this plan would feel very overwhelming. In contrast, if it contained a small number of highly specific, focused and achievable goals I would feel empowered.	Comment noted.

Chapter	Source	Comment	Response
4. Action Plan	Email to Staff	Pg. 17 IP-1: “wherever feasible” is too broad of an out. Suggest replacing with “on every city street”.	See explanation of on-street bikeway design process on pg. 43.
4. Action Plan	Email to Staff	IP-2: this is the meat and potatoes of this plan and the only item with real potential to achieve the Vision Zero goal. There is much room for improvement in the existing street design standards that should be identified in this plan. Some ideas are: a) vehicle lane widths should be reduced to legally permissible minimum b) crosswalks should be required at a regular, frequent interval, c) bulb outs for landscaping should be required at a regular, frequent interval, d) design speeds should be reduced to a legally permissible minimum, e) bicycle lanes should be required on all residential streets.	Comment noted.
4. Action Plan	Email to Staff	That said, the existing street design standards are actually pretty good with 40-44% of the right of way dedicated to non-motor-vehicle purposes and travel lanes as narrow as 8 feet. If residential streets were actually built to this existing standard we would be well on our way to achieve active transportation goals. Missing from this plan is any means of enforcing the existing design standard. I understand that retrofiting the entire city is not a realistic near- or even medium-term goal but we have programs like the ADA which have achieved tremendous success by requiring implementation one building permit at a time. A similar approach could work for Petaluma if any capital improvement project (or even just resurfacing?) on a city right of way were to trigger compliance with street design standards.	This can be considered as part of IP-2: Street & Trail Design Standards Update.
4. Action Plan	Email to Staff	IB-3: Will these project maps be part of the ATP? We already know which streets are target candidates. A draft map to identify existing overbuild (e.g., Caulfield, Ely, Sonoma Mountain Parkway, McDowell) would help to keep momentum.	IB-3 has been updated with known street segments and a mileage total. See pg. 22.
4. Action Plan	Email to Staff	IB-5: Add plans to make all crosswalks controlled on streets with limit >25mph.	Adding stop or signal controls to crosswalks requires meeting stop or signal warrants. This approach is not recommended.

Chapter	Source	Comment	Response
4. Action Plan	Email to Staff	IB-6: Petaluma should take a leadership position and consider exceeding AB 413 requirements. Areas where 20 feet of no parking have already been implemented only feel marginally more safe. 40-60 feet would take back a significant portion of our public right-of-way, making space for productive use (landscaping?) and dramatically improving visibility around intersections. Also, remove exception for intersections with bulb outs. The goal is to improve visibility; any large obstructions are safety hazards whether or not there is a narrower crosswalk.	This can be considered as part of IP-2: Street & Trail Design Standards Update.
4. Action Plan	Email to Staff	IB-8: If right on red is dangerous let's just move to implementation. If it's not dangerous then this can be removed from the plan. Suggest removing "evaluate".	IB-8 has been removed and added to IB-7: Signalized Intersection Improvements. See pg. 23.
4. Action Plan	Email to Staff	IB-9: If creating an inventory is only a 40-80 hour task consider moving this to 2025-2026. If we take 2-3 years to just create an inventory it'll take us 2-3 decades to fix the problem.	Inventorying all curb ramps in the City is expected to be a large undertaking that will require at least 200 hours. The target completion year has been moved up to 2026-27. See pg. 23.
4. Action Plan	Email to Staff	IB-10: Petaluma should take a leadership position and consider exceeding AB 43.	This is not allowed by state law.
4. Action Plan	Email to Staff	IB-13: Active lighting is expensive to install and maintain and disruptive to wildlife. Portable lighting is inexpensive and ubiquitous. Consider amending to remove permanent electric lights.	Solar versus wired lighting will be considered on a case-by-case basis based on budget availability, usership, environmental factors, and engineering complexity.
4. Action Plan	Email to Staff	IB-14: 15mph is way too fast for trails inside the city. Cyclists who can maintain 15mph should be on city streets. 10mph is plenty.	15 MPH is generally established as the speed limit on Class 1 multi-use trails/pathways where they have been adopted, including in Marin County. Advisory or regulatory signage can be used to establish or advise slower speeds in areas with high foot traffic, blind corners, curves, etc.

Chapter	Source	Comment	Response
4. Action Plan	Email to Staff	IB-15: Consider adding bike parking to any parking ratio requirements to allow developers to satisfy requirements with bike parking instead of motor vehicle parking.	Comment noted.
4. Action Plan	Email to Staff	IB-18: I'm very, very much in favor of public art but it doesn't seem like it belongs in a transportation plan unless it's specifically to decorate busses or bike lanes. Suggest removing.	This action item supports goal 3: Beautiful, Inviting, and Comfortable Streets, Sidewalks, and Trails.
4. Action Plan	Project Webpage	Can IP-1 be expanded to include list the green infrastructure elements as outlined in the Blueprint in AT-1e: Update City's Complete Streets Policy to align with Metropolitan Transportation Commission's Revised 2022 Complete Streets Policy. Along with standards to ensure safe travel and improved connectivity, incorporate specifications for tree canopy, landscape planting and management, stormwater management, removal of impervious cover, and other key criteria. Thank you for the consideration!	IP-1 has been updated to also include green infrastructure.
5. Proposed Infrastructure Improvements	Email to PBAC/PC	What can we do to accelerate the Washington St Corridor Study?	As noted on pg. 34, "Corridor studies should be conducted in anticipation of implementation opportunities, such as upcoming paving projects." E. Washington St. is noted as the second highest priority corridor study behind Lakeville, which is currently underway.
5. Proposed Infrastructure Improvements	Email to PBAC/PC	I love the focus on the Petaluma River Trail. This will be an essential part of Petaluma's future active transportation infrastructure, and deserves significant attention and investment.	Comment noted.
5. Proposed Infrastructure Improvements	Email to PBAC/PC	I deeply appreciate the proposed Class IV protected bike lanes, around the high injury network, on streets like Lakeville, Washington St, Bodega Ave, East D St, and some sections of Petaluma Blvd. Those are all dangerous roads which are an impediment to people using active transportation in Petaluma. Adding protected bike lanes will make it safer for everyone.	Comment noted.

Chapter	Source	Comment	Response
5. Proposed Infrastructure Improvements	Email to PBAC/PC	It is inspiring to see how many bike facilities will be built, very close to where all Petalumans live.	Comment noted.
5. Proposed Infrastructure Improvements	Email to PBAC/PC	Please advocate for a rapid start and completion of a E. Washington Corridor Study. The Bikeway Network map indicates that a large portion of E. Washington (& Washington) is indicated for a Corridor Study. This is a major thoroughway and the location of many incidents (it is included among the High Incident Network routes in town).	As noted on pg. 34, "Corridor studies should be conducted in anticipation of implementation opportunities, such as upcoming paving projects." E. Washington St. is noted as the second highest priority corridor study behind Lakeville, which is currently underway.
5. Proposed Infrastructure Improvements	Email to TAC	Please advocate for a rapid start and completion of the E. Washington Corridor Study.	As noted on pg. 34, "Corridor studies should be conducted in anticipation of implementation opportunities, such as upcoming paving projects." E. Washington St. is noted as the second highest priority corridor study behind Lakeville, which is currently underway.
5. Proposed Infrastructure Improvements	Email to TAC	Page 8 of the draft ATP indicates the serious safety concerns for pedestrians and bicyclists on E. Washington. Travel to/from McKinley School is served by E Washington, which is noted as a High Injury Network in Sonoma County. The safety of active transportation along this route is critical, which is deeply integrated with safe and reliable public transportation, particularly for schools.	As noted on pg. 34, "Corridor studies should be conducted in anticipation of implementation opportunities, such as upcoming paving projects." E. Washington St. is noted as the second highest priority corridor study behind Lakeville, which is currently underway.
5. Proposed Infrastructure Improvements	Email to TAC	It is great to see the portion from Petaluma Blvd N - Lakeville St slated for a protected bikeway (page 33 of the draft ATP). However, active transportation improvements like these must rapidly be completed from the portion between Lakeville and McDowell as this serves a huge number of businesses, major events at the Fairgrounds, the train station, schools, and more.	Unlike the section between Petaluma Blvd. N. and Lakeville St., there does not appear to be sufficient right-of-way to add bike lanes without significant reconfiguration of E. Washington St. between Lakeville St. and N. McDowell Blvd.

Chapter	Source	Comment	Response
5. Proposed Infrastructure Improvements	Email to TAC	The Bikeway Network map indicates that a large portion of E. Washington (& Washington) is indicated for a Corridor Study. We cannot delay safety improvements to E. Washington. E Washington needs to be a top priority, not only for the critical safety concerns but also to facilitate economic vitality along this commerce corridor and as an inviting gateway into our historic downtown.	Unlike the section between Petaluma Blvd. N. and Lakeville St., there does not appear to be sufficient right-of-way to add bike lanes without significant reconfiguration of E. Washington St. between Lakeville St. and N. McDowell Blvd. Options for this space-constrained section of E. Washington Street will be explored through a future corridor study.
5. Proposed Infrastructure Improvements	Email to City Council	Prioritization: I don't know how to understand the "bikeway prioritization" chart. For example, it looks like Petaluma River Trail is priority one. I'm not clear on where it is or why it is a priority.	Please refer to the prioritization criteria on pg. 38.
5. Proposed Infrastructure Improvements	Email to City Council	My personal priorities as a cyclist are: 1. A safe-ish route from Mountain View Av to Lynch Creek Trail. Will we be wayfinding via the 5th Street Greenway, or 2nd Street, or the Boulevard? Which route will be prioritized and signed? Can we use traffic signal modifications to make crossing Washington at Water Street a safer option?	Wayfinding is envisioned throughout the system and as new bikeways are implemented. Given the high degree of connectivity envisioned in the proposed network, there will likely be multiple route options for most trips. A new crossing of E. Washington Street at Water Street is the current #24 ranked proposed bikeway project in the prioritization table on pg. 39.
5. Proposed Infrastructure Improvements	Email to City Council	2. A safe route under the Hwy 116 overpass so I can cycle to Kaiser. Is this on the list? (Is this actually number one???)	This is the current #1 ranked proposed bikeway project in the prioritization table on pg. 39.
5. Proposed Infrastructure Improvements	Email to City Council	3. A safe, convenient crossing of McDowell at the Lynch Creek Trail. Our city manager recently publicized four options that were studied for crossing McDowell at the Lynch Creek Trail. I was hoping I would find on the ATP info on what option will be pursued.	This is the current #12 ranked proposed bikeway project in the prioritization table on pg. 39.

Chapter	Source	Comment	Response
5. Proposed Infrastructure Improvements	Email to City Council	Can we make the plan priorities clearer and more immediately exciting to Petalumans like me who won't perhaps understand what the lists of locations mean or how the planned routes will be prioritized? Communication: I think that even picking out, say, five priority projects and communicating them to residents would help generate the excitement the new plan deserves.	A new map has been added highlighting the locations of priority projects. See pg. 42.
5. Proposed Infrastructure Improvements	Email to City Council	Design consultants: Fortified with a set of Street and Trail Design Standards that address all of the elements that are important to us, we need to ensure that the third-party design consultants who are responsible for our street designs are on the same page as us. It's unlikely that we will get the Complete Streets results we envision if we entrust the design of our streetscapes to consultants whose training and priorities aren't in line with our needs and priorities. We need to work with consultants whose design practice integrates landscape design, arboriculture, stormwater/low-impact design (LID) best practices, placemaking, etc. with the requisite traffic engineering and civil engineering.	Comment noted.
5. Proposed Infrastructure Improvements	Email to Staff	p.32 Multi-use trails can include both paved and un-paved surfaces. Need to educate the public about cyclists rights (and duties) in sharing these routes. A few are 'offended' when they see a cyclist on a paved path—even if it's part of the recognized trail.	See action item IB-14: Multi-Use Trail Etiquette & Speed Limit Signage on pg. 24.
5. Proposed Infrastructure Improvements	Email to Staff	*The approach on the southbound bike path on PBS, leading to the south freeway overpass is painted across two lanes of traffic (moving 45 mph or higher). This is patently unsafe. If you want to maintain that crossing in that fashion, there needs to be a blinking warning signal much earlier on PBS, with a visible blinking sign at the cross—which is enforced. Traffic MUST allow cyclists to cross there, safely	This is a County-owned section of Petaluma Boulevard South. This request has been forwarded to their staff.

Chapter	Source	Comment	Response
5. Proposed Infrastructure Improvements	Email to Staff	*At the south bound bike lane @ the intersection of McDowell and Lakeville, the button for the crossing signal is 15 yards from the bike lane. This requires most cyclists to dis-mount, walk to and push the button, walk their bike back into the bike lane and still cross four lanes of Lakeville before the signal turns red. Move the signal button next to the bike lane (example—South Point and Mc Dowell).	The City is implementing camera detection at signalized intersections, rendering magnetic loop detectors and bicycle push buttons obsolete. However, this is a Caltrans-owned signalized intersection. This request has been forwarded to their staff.
5. Proposed Infrastructure Improvements	Email to Staff	I'm so excited about the direction Petaluma is moving in terms of pedestrian and cyclist safety. The ATP brochure and map looks fantastic. We live by the airport and often feel very isolated from family friendly bicycle connections to other parts of the city. The Lynch creek crossing at Sonoma Mountain parkway is going to make a big difference when our son starts attending MckKinley elementary. We will hopefully feel safe biking home from school! And, as a cyclist myself, the thought of improvements at D street and Lakeville makes me very happy! Thank you for moving this plan forward! I also want to follow up that I hope the crossing design for lynch creek trail and Sonoma mountain will be similar to that of Washington creek and Ely, with the pedestrian refuge island. Although, the safest option may even be a HAWK signal.	This is the current #13 ranked proposed bikeway project in the prioritization table on pg. 39. A median island is planned, in accordance with the table on page 53.
5. Proposed Infrastructure Improvements	Email to Staff	In accordance with best practices outlined in the Urban Forestry Management Plan, tree canopy and landscaping should be incorporated into active transportation projects wherever feasible and appropriate, to enhance comfort, safety, and resilience.	Comment addressed; see pg. 4.

Chapter	Source	Comment	Response
5. Proposed Infrastructure Improvements	Email to Staff	Thank you for all the work that's gone into the Active Transportation Plan. It's been encouraging to see so many community voices reflected in the process. I've submitted several letters and spoken during public comment, and I truly appreciate the opportunity to stay engaged. That said, I was hopeful to see the first block of Keokuk Street included in the bike network by now, and was disappointed to find it still left out in the latest version presented at Future Fest. This block plays an important role for people walking, biking, skateboarding—and especially for schoolchildren from St. Vincent's. It also sees regular speeding (up to 50 mph) and frequent stop sign violations at Prospect, which makes it a strong candidate for a safe and slow street designation. I'd love to better understand what the next steps might be to get this block prioritized as a safe and slow street going forward, and how we can work together to make that happen. Thanks again for your time and commitment to a safer, more connected city.	Staff does not feel that this block of Keokuk Street would be appropriate for a proposed bikeway given the lack of connectivity it provides onto or south of Washington St. The block may still be considered for traffic calming improvements through the Safe Streets Nomination Program: cityofpetaluma.org/ssnp
5. Proposed Infrastructure Improvements	Email to Staff	I have a few more suggestions for the transportation plan in petaluma: A safe crossing from east to west across sonoma mountain for bikes/ped— currently the speed limit is 40mph which is too fast to react to something like a blinking light, bike, unexpected obstacle etc. Kids cross for access to schools and soon the planned skate park. they need a safe way to do it. i've witness one recent accident and heard of another in the last month— both high speed causing airbags to deploy in cars trying to turn into or off of sonoma mountain parkway. the turns are so dangerous for residents in the area— i suggest closing off some of these side streets so that cars can safely enter at a light (Ranier) vs speeding onto the parkway at Clary Way. Poor visibility and super sketchy. I suggest making these lanes narrower so that cars would naturally slow down va dropping to speed limit to 35 and enforcing it. thanks for your help on these important issues.	A new Lynch Creek Trail crossing of Sonoma Mountain Parkway is the #13 ranked proposed bikeway project in the prioritization table on pg. 39.

Chapter	Source	Comment	Response
5. Proposed Infrastructure Improvements	Email to Staff	I enjoyed visiting your booth at the Future Fest today and would like to make the following recommendation: As a bike rider, I bike along Water Street and cross Washington Street to access the bike path to the east side. It's very unsafe to cross at that spot. The options are to go up to Petaluma Boulevard or down to the Eagle Shopping Center to cross and are pretty inconvenient as it requires riding on busy and hectic Washington Street. I highly recommend that a crosswalk be installed at the intersection of Water and Washington Streets. Thank you for your consideration.	This is the current #24 ranked proposed bikeway project in the prioritization table on pg. 39.
5. Proposed Infrastructure Improvements	Project Webpage	Thanks for this careful study and planning. We walk and ride our bikes from the Eastside to downtown on the Lynch Creek Trail, which is great but could use some improvements. Some of the needs I see to improve the Lynch Creek Trail: reduce the speeds, safe crossing apparatus, please add a stoplight at Clary Way / Castle Drive to cross SoMo Pkwy	A new Lynch Creek Trail crossing of Sonoma Mountain Parkway is the #13 ranked proposed bikeway project in the prioritization table on pg. 39. Staff will conduct a signal warrant study for Clary Way / Castle Dr, although if one is warranted, the project would require funding. The Active Transportation Plan does not identify new signalized intersection locations.
6. Implementation	Email to Staff	Facilitate a repaving project rollout process that avoids unnecessary and expensive delays. Ensure that third-party design consultants who are responsible for our street designs are willing and able to follow these standards. Provide for adequate staffing and budget to meet these goals Set bold annual goals for mileage of repaired sidewalks and low-stress bikeway completion.	Comment noted.