



DATE: **July 20, 2020**

TO: Honorable Mayor and Members of the City Council through City Manager

FROM: Ken Eichstaedt, P.E. – Senior Civil Engineer, Public Works and Utilities
Jason Beatty, P.E. – Director, Public Works and Utilities

SUBJECT: Slow Streets: Review, Discussion and Direction

RECOMMENDATION

The City Council is asked to hear a review of the current temporary Slow Streets program, discuss and provide direction to staff in future possible development of formal and permanent Neighborhood Traffic Management Program (NTMP) to address means to slow and reduce traffic volumes on connector and local/neighborhood street types.

BACKGROUND

The Slow Streets pilot program was implemented in April 2020, during the COVID-19 crisis, to support safe physical activity by creating more space for physical distancing for pedestrians and bicyclists under the County Health Officer's Shelter in Place order. Prior to initiating the program, staff researched similar programs at other Cities in the Bay Area, initial outreach was made with the City of Oakland, San Jose, and the Metropolitan Transportation Commission (MTC). See Attachment 1: Slow Streets Assessment and Implementation, Technical Memorandum issued 5/4/20.

During the initial Shelter in Place (SIP) and following Health Orders, there was a need to support safe physical activity by creating more space for social (physical) distancing. A majority of sidewalks in Petaluma are 5 to 6 ft. wide. This does not provide adequate space for pedestrians to safely develop the prescribed social distancing of six feet as required under the Health Order. Thus, community members were walking in the streets to ensure this prescribed distance was met, creating additional potential conflicts with pedestrians and vehicles. There was also an increase in bicycle activity during the Shelter in Place.

Current cities in California with a Slow Streets program are Oakland, San Francisco, Alameda, San Mateo, Foster City, Berkeley, and Redwood City. Although many Cities taking "Slow Streets" measures are typically higher density than Petaluma (4,155 people per square mile vs. for 7,005 people per square mile for Oakland or 17,246 people per square mile for San Francisco), however, the justification is relevant in all contexts — to provide safer spaces for people to get physical activity or make essential trips.

The timeline of Slow Streets implementation in the City of Petaluma was:

Table 1: Slow Streets Implementation

STEP	TIME PERIOD
Covid-19 Shelter in Place Order	3/16/20
1a. Research and initial discussions of formal program	Mid-April
1b. Vetting with City departments; 3 rd party review through MTC; completion of Final Technical Memorandum	5/4/20
1c. Website launch of program information	5/8/20
2a. Phase 1 Public notification post cards	5/11/20
2b. Phase 1 Signage, barricades and cones	5/15/20
3a. Phase 2 Public notification post cards	5/27/20
3b. Phase 2 Signage, barricades and cones	6/1/20

DISCUSSION

Slow Streets is a program intended to give pedestrians and bicyclists space to safely move about and provide motorists an awareness with the changed condition in the public right of way. The Slow Streets signage is meant to make drivers aware of the changed condition and that a particular street is a people-oriented street where people are likely to be in the roadway and drivers must adjust their speed accordingly. It is meant to discourage drivers from using a Slow Streets unless necessary to reach a destination, and urges all drivers to drive slowly, safely, and expect to see people walking and biking.

Criteria

The selection criteria considered in implementing a Slow Streets was:

1. Sidewalk widths less than 10 ft. (NOTE: Petaluma sidewalks are 5 to 6 ft. width; Section 200) thus, not allowing safe social distancing)
2. Locations with good density of people and houses
3. Streets that provide for possible linkage to destinations (pathways, trails, parks, schools, shopping centers, or other suitable destinations)
4. Input from community members

The Manual of Uniform Traffic Control Devices (MUTCD; TA-19) was followed for requirements and guidance for the signage and markings.

Although the Slow Streets program was implemented quickly, staff carefully evaluated the proposed program based on the above criteria and possible unintended consequences such as traffic congestion and impacts to staff resources. Additionally, staff researched what other Bay Area communities were doing, developed a technical memorandum with review from other City Departments outlining the program, and then implemented it in phases with considerable public outreach for feedback. Staff requested and received 3rd party review through the Metropolitan Transportation commission (MTC).

Continuing with web announcements and requests for feedback, following Phase 1 implementation, the City received over 200 initial survey comments, from more than 20 neighborhoods. These 20 neighborhoods were developed into the 7 neighborhood sites provided as Phase 2 sites based upon the application of the criteria above (Table 2). Prior to implementation of Phase 2, residents in the affected neighborhoods were notified with mailed post cards. The barricades and signage were then installed. The total mileage of streets under the Slow Streets program is 3.5 miles.

Table 2: Slow Streets Implemented				
	Street	Between	To	Distance (ft.)
Phase 1 Sites (Implemented 5/11/20)				
1	7 th St.	F St.	D St.	770'
2	E St.	6 th St.	7 th St.	630'
3	Kearny St.	-	-	680'
4	Orinda Ave.	-	-	880'
5	Donner Ave.	-	-	900'
6	Prescott Way	-	-	240'
Phase 2 Sites (Implemented 6/1/20)				
	Street	Between	To	Distance (ft.)
7	7 th St.	B St.	D St.	720'
8	C St.	6 th St.	7 th St.	550'
9	5 th St.	Mtn. View Ave.	I St.	1430'
10	Amber Way	West St.	end	1500'
11	Lombardi Ave.	S. Mc Dowell Blvd	St. Francis Dr.	1500'
12	Pacific Ave.	-	-	1300'
13	Overland Dr.	Pacific Ave.	Glenwood Dr.	200'
14	Upham St.	Bassett St.	Douglas St.	640'
15	Bordeaux Dr.	-	-	2500'
16	Estuary Way	-	-	300'
17	Weatherby Way	Bordeaux Dr.	Caulfield Ln.	1000'
18	F St.	6 th St.	8 th St.	600'
19	Edith St.	E. Washington St.	Jefferson St.	1400'
20	Oxford Ct.*	-	-	900'
			TOTAL	18,640'
				3.5 miles

*NOTE: Oxford Court was temporarily designated as a Slow Street to mitigate the amount of traffic in the neighborhood immediately following the reopening of the County parks, specifically Helen Putnam Regional Park. This public street will be removed from this effort and City staff will continue working with the neighborhood to address their concerns over increased traffic on their street.

Additional Concerns Raised on Pilot Program

The following concerns have been raised by staff and public on the Pilot Program:

CONCERN: Increasing traffic volume on neighboring streets and changing traffic flow from the original design intent (i.e. east side for traffic coming off of Ely)

RESPONSE: It will be necessary to evaluate this side effect of the Program if it moves forward. It is noted that it may be appropriate to shift traffic to collector and arterial roadways in some instances.

CONCERN: Impact to City Operations staff time to adequately address other needs of street cleaning, parking enforcement coordination with the Police Department, and issues for sewer and storm staffing.

RESPONSE: General staffing conditions need to be assessed and prioritized with any new program.

Next Steps

The current Slow Streets program was initiated as a pilot program when SIP orders were fully in effect. Parks and recreational facilities were closed and there was a lack of opportunity for people to be outside safely. Given the amount of public support for this program, it would be a favorable development to utilize the data gathered for more permanent installations that address traffic calming.

The short-term alternatives (Table 4) would address issues of properly physically distancing in the public right of way during the current public health crisis. Provided the County Health Officer maintains the Health Order for physical distancing for the foreseeable future, there is still a need for the City to address the changed use in the public right of way. Additional streets should be considered on a pilot program basis for Slow Streets. The survey generated the following streets for consideration (Table 3). One street that has particular significance is 5th St. because it leads into Downtown.

The long-term alternatives (Table 5) considers the application of a more permanent installation of Slow Streets. A Slow Street is essentially a Bicycle Boulevard. Attachment 3 identifies a few of possible traffic calming layouts for a more permanent Slow Street. A pilot study of such traffic calming measures should be considered for streets previously suggested for a Bike Boulevard such as 2nd or 5th St. Oakland is considering making many of their prior Class 3 streets that became Slow Streets into Bike Boulevards per their Bicycle Plan.

Table 3: Additional Slow Streets Suggested (survey)			
	Street	Between	To
1	Jefferson St.	Payran St.	Lakeville St.
2	Rio Vista Way/Vallejo St.	Payran St.	Madison St.
3	5 th St.	Mtn. View Ave.	Downtown
4	2 nd St.	-	-
5	H St.	4 th	5 th
6	B St.	-	-
7	McNear Ave.	-	-
8	F St.	6 th St.	8 th St.
9	Wilson St.	Jefferson	D St.
10	St. Francis Dr.	-	-
11	Jacqueline St.	-	-
12	Stanley St.	-	-
13	Simon Dr.	-	-
14	Galland St.	-	-
15	Rocca Dr.	-	-
16	Kentucky (Downtown)	-	-
17	Maria Dr.	Rainer	Sunset Parkway
18	Quarry St.	-	-
19	F St.	8 th St.	Sunnyslope Rd.
20	B St.	7 th St.	10 th St.
21	Thompson Ln.	-	-
22	Post St.	-	-
23	C St.	6 th St.	7 th St.
24	Sonoma Ave.	-	-
25	Marian Way	-	-

PUBLIC OUTREACH

Significant public outreach and messaging was conducted using multiple platforms for Slow Streets. Over 2,000 postcards were sent out to residents in affected neighborhoods. See redacted survey results as Attachment 2. The City’s survey requested feedback. The City’s website, email mailing lists, and social media accounts were used with regular updates. Messaging provided that the existing street and traffic conditions under Covid-19 shelter in place would see increased numbers of pedestrians and bicyclists and there is a need for heightened driver awareness for the safety of all users in the public right of way.

An online survey was used for feedback with over 400 comments received (and are still being received). Roughly 87% are in support of the program.

Typical comments received in favor of the Program were:

- *I love that it encourages our community to walk, ride or roll instead of driving everywhere*
- *I think it's a great initiative. Making the streets safe for families will always be an improvement. Speed cannot substitute punctuality.*
- *Great work! People-centered streets are so vital! I like that it focuses on the safety and enjoyment of all people, not just automotive traffic...*

Key words used by those in favor of the program were: *Safe* or *safety* (97 times), *great* (41 times), *kid(s)*, *child* or *children*, (72 times), and *love* (91 times).

A number of respondents were not supportive of the program or did not understand it. Typical comments not in favor of the Program were:

- *Road diets push drivers to the very streets your making slow streets. You can't have it both ways - not a good plan.*
- *Streets should be used to maximize travel efficiencies, not use more fuel and add wear to the vehicles' brakes, clutch etc.*
- *I'm an essential worker know need to get to work daily, people are walking in the middle of the road which makes me nervous. They are ignoring cars*

COUNCIL GOAL ALIGNMENT

This program supports City Council goals and current Workplan Items:

- # 18 Establish and improve paths, as useful transportation options, and make walking and biking easy, fun, and safe.
- # 84 Enhance pavement management program to improve the safety and serviceability of our roads and to protect drivers, cyclists, and pedestrians.
- # 85 Implement City Vision Zero plan with a focus on pedestrian and cyclist safety with improvements to uncontrolled crosswalks, curb ramps, sidewalk, and bicycle infrastructure.

It is noted that in the General Plan 2025 under *Goal 5-G-7: Neighborhood Traffic Management*, there are policies and programs identified to formalize traffic calming efforts. It is suggested that a comprehensive Neighborhood Traffic Management Program (NTMP) be put in-place to improve the safety and livability of local and connector street types in the neighborhoods. The Slow Streets program is a basic and critical component to a citywide NTMP. Conversation with Ms. Pamela Tuft/former Planning Director indicated that many of the General Plan 2025 elements associated with Slow Streets-type conditions such as Bike Boulevards, NTMP, etc., were not instituted by the City.

CLIMATE ACTION/SUSTAINABILITY EFFORTS

The use of vehicles to travel is a significant greenhouse gas emitter. By helping people to safely walk and bike around town, there will be less motor vehicle usage and thus, less greenhouse emissions. It is noted that 30% of Petaluma vehicle travel trips (referred to as Average Daily Trips or ADT) are less than 2 miles and 10% are less than ½ mile. (sources: SCTA and FHWA NHTS; see <https://www.fhwa.dot.gov/policy/2010cpr/chap1.cfm>). Through making Petaluma more walkable and bikeable, the City is taking action to address climate change and provide for a more sustainable future. Using a vehicle 10% less in a year will eliminate 0.5 metric tons of greenhouse gases per vehicle from going into the air (source: EPA; <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100U8YT.pdf>)

ALTERNATIVES

The City has short- and long-term alternatives to be considered. The short-term options are:

TABLE 4- SHORT-TERM SLOW STREETS ALTERNATIVES			
ALTERNATIVE		ACTION	EFFORT
1	Remove all Slow Streets Implements	Remove signage and barricades; update website	Minimal; 10 hours; no additional supplies needed
2	Maintain Phase 2	Continue with Phase 2 and maintain signage and barricades	City Crew 10 hours/week; replacement of signs as needed
3	Expand to Phase 3	Adjust Phase 2 locations based on feedback; Move forward with Phase 3 implementation	Estimate City Crew 20 hours/week; additional \$3K for barricades and signage

The City should consider the long-term implementation of Slow Streets given the input received. This would follow the NTMP identified in the General Plan to help reduce vehicle speeds and volume on local/neighborhood and connector streets. Note that other street types are termed collectors (6th St., Crinella Dr., etc.) and arterials (D Street, McDowell Blvd., Sonoma Mountain Parkway, etc.) and it is not proposed at this time to take any action with them.

TABLE 5 - LONG-TERM SLOW STREETS ALTERNATIVES			
ALTERNATIVE		ACTION	EFFORT
1	Maintain Existing Pre-COVID Conditions	None required	None required
2	Update Bicycle and Pedestrian Master Plan Update (BPMP)	Update BPMP with key features of Slow Streets features for future implementation	Capture public input from Slow Streets and include in the planned revision for the BPMP (not currently funded; \$80K) for future implementation
3	Develop pilot program for Slow	Consider 3 to 6-month pilot study of Slow Streets (2 to 3 streets).	Implementation is an initial 30 hours installation and \$7,500.

	Streets long-term implementation	Implementation may be temporary speed humps ¹ and signage; use longer segments	Ongoing maintenance is 5 hours per week hours
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¹Roads that link arterials to area roads (collector) generally experience low and moderate speeds. Speed humps are not recommended on these types of roads due to the volume of traffic and speeds vehicles. Connector or local (neighborhood) streets are the most commonly used for speed humps because of the low amount of traffic and lower speeds vehicles travel through these sections of road. Speed humps can be used on these types of roadways when the neighborhood and City believe lower vehicle speeds are needed to improve overall safety, especially for pedestrians; and when approved by City Fire and Police Departments to assure that emergency vehicles are not hindered or response times negatively impacted.

FINANCIAL IMPACTS

The financial impacts of short- and long-term efforts are general described in Tables 4 and 5. Additional information can be provided for the preferred alternative(s). If it is directed to limit impact to City staff time, assistance can be gathered from local contractors.

ATTACHMENTS

1. Slow Streets Assessment and Implementation, Technical Memorandum, 5/4/20
2. Survey Results (comments only; redacted portions)
3. Temporary Speed Humps and Signage

CITY OF PETALUMA, CALIFORNIA

MEMORANDUM

*Public Works & Utilities Department
202 N. McDowell Blvd., Petaluma, CA 94954
(707) 778-4546 Fax (707) 206-6034*

DATE: May 4, 2020

TO: Peggy Flynn

FROM: Jason Beatty
Gina Benedetti-Petnic
Ken Eichstaedt

SUBJECT: Slow Streets Assessment and Implementation

This Slow Street memo provides information on the Slow Street concept and suggests a pilot program for implementation in Petaluma. Context is provided here from research we have conducted to explore what is being done elsewhere in the Bay Area with Slow Streets. Information is provided on the objectives, messaging, design criteria, implementation and past precedents from other communities.

1. Background

During the Shelter in Place order, there is a need to support safe physical activity by creating more space for social distancing. A majority of sidewalks in Petaluma are 5 to 6 ft. wide. This does not provide adequate space for pedestrians to safely develop the prescribed social distancing of 6 ft. Thus, citizens are walking in the streets to ensure this prescribed distance is met.

Current cities in California with a Slow Streets program are Oakland, San Francisco, Alameda, San Mateo, Foster City, Berkeley, and Redwood City. Although many Cities taking “Slow Street” measures are typically higher density than Petaluma (4,155 people per square mile vs. for 7,005 people per square mile for Oakland or 17,246 people per square mile for San Francisco), the justification is relevant in all contexts — to provide safer spaces for people to get physical activity or make essential trips. It is noted in Table 2 that other cities in the Bay Area are addressing the need for non-motorized users to be in the roadway space, and they are taking direct action on this need (Alameda, Redwood City, San Mateo and Foster City are the latest). Coordination with City staff and the public to implement the Slow Street program and place signs and barricades will be needed, but the appurtenances required are relatively minor. BABS sign company (Concord, CA) was contacted regarding the signs and they confirmed they have them in stock. The City has sufficient barricades and cones to utilize.

2. Objectives

Slow Streets is a program intended to give pedestrians and bicyclists space to safely move. Slow Streets communicate to drivers that this street is a people-oriented street where people are likely to be in the roadway and drivers must adjust their speed accordingly. It discourages drivers from using City Slow Streets unless necessary to reach a destination, and urges all drivers to drive slowly, safely, and expect to see people walking and biking.

3. Public Outreach

Public outreach and messaging would be conducted using multiple platforms. The City's website, email mailing lists, and social media accounts would be used in three phases with regular updates after that.

- In Phase 1 messaging there would be information provided about the existing street and traffic conditions under Covid-19 shelter in place including increased numbers of pedestrians and bicyclists in the street and the need for heightened driver awareness for the safety of all users in the right of way. Phase 1 would also introduce the Slow Streets concept and welcome community feedback for a Petaluma Slow Streets program that is under consideration.
- Phase 2 outreach would support the roll-out of the Slow Streets pilot project in Petaluma, providing clarity on the goals, locations, logistics, etc... as well as and inviting participation in an online survey for feedback. Regular updates could be included in the City Daily Update and all social media platforms.
- During Phase 3 the program will be monitored, assessed, and adjusted as needed to respond to changing conditions, public feedback, and ongoing City Police and Fire Dept. input. If the pilot program is successful Public Works would recommend incrementally adding other streets (from Table 3 or from community suggestions) to augment the program.

4. Criteria

To implement a pilot example for Slow Streets, it is recommended that the criteria be locations where the following conditions generally exist:

- Sidewalk widths less than 10 ft. (NOTE: Petaluma sidewalks are 5 to 6 ft. width; Section 200) thus, not allowing save social distancing)
- Locations with good density of people and houses
- Streets that provide for possible linkage to destinations (pathways, trails, parks, schools, shopping centers, or other suitable destinations)

5. Implementation

5.1 Phase 1 – Public Messaging and Request for Feedback: Develop a webpage announcement that might be: *“The City is experiencing a mix of pedestrian, bicycle and motor vehicle usage in the public right of way. It is important for all to recognize this condition, drive with extra caution and slow down. To provide for safety of all users but especially pedestrians and bicyclist, the City is considering implementing a pilot program of Slow Streets. This is to help slow traffic in residential neighborhoods and create an awareness to the changed conditions that will have more pedestrians and bicyclists in the roadway. The City encourages your feedback!”* See the City of Oakland and Alameda webpage for good examples:

<https://www.oaklandca.gov/projects/oakland-slow-streets>
<https://www.alamedaca.gov/ALERTS-COVID-19/Slow-Streets-Alameda>

5.2 Phase 2 – Initial Implementation: Develop a webpage announcement that might be: *“The City is enacting a pilot program intended to slow traffic in residential neighborhoods. Access will be limited to local traffic use at the following neighborhoods: 1. East-Side: Kearney/Prescott/Donner/Orinda; and 2. West Side: 7th and E St. It is anticipated to keep the program in effect for the duration of the shelter in place orders. The City encourages your feedback! “ .*

The road closure configuration follows the Highway Design Manual and Manual for Uniform Traffic Control Devices (MUTCD; TA-19) requirements and guidance. At streets identified in Tables 1 and 2, install two or three Type 1 barricades (depending on road widths) and two safety cones (on the thru lane of each street end) with a sign stating, “Road Closed to Thru Traffic” (R11-4; see street pictures below). It is noted that other towns also install a pedestrian sign (W11-2) that may help to alert motorist to possible pedestrians and that provides additional conspicuity. If legitimate local traffic wants to enter, they do so by going around the cone and barricade. The streets selected do not have center lines (double yellow) and there will be sufficient width to allow fire, police, and delivery vehicles to enter. There is an added benefit of “calming” the traffic entering the neighborhood, as well as limiting the “thru” traffic.

5.3 Phase 3 – Check-in and Adjustment: Continue with web announcements and requests for feedback. Assess current Slow Streets that have been implemented and adjust as needed. Review additional streets in Table 2 for possible implementation. Kentucky St. is part of a later implementation because it is not in a dense neighborhood and does not directly meet the criteria above. However, it provides a significant source of economic vibrancy that is important to the recovery of the Downtown. As such, it is important to consider ways to allow people to safely move about among the Downtown businesses.

Table 1 – Initial Implementation of Slow Streets

Number	Street	Sidewalk Widths (to be confirmed)	Street Classification
1	East Side: Kearney/Prescott/Donner/Orinda	5 ft.	Local
2	West Side: 7th and E St.	5 ft.	Local

Table 2 – Additional Implementation of Slow Streets

Number	Street	Sidewalk Widths (to be confirmed)	Street Classification
1	East Side: Sutter St.	5 - 6 ft.	Connector
2	Mid-Town: Rio Vista/Vallejo	5 ft.	Local
3	West Side: 6th St.	5 - 6 ft.	Collector
4	Kentucky St. (Western to Washington)	10 ft.	Local

6. Challenges and Concerns

As part of the development of this program, discussions took place with Operations, Traffic Engineering and Public Safety (police and fire). Listed are some of the challenges and concerns that were heard and their possible resolution:

- Maintaining sufficient access width for public safety access (police and fire), as well as delivery trucks.

Possible Resolution: *Access restricted with moveable barricades and cones. Also, a minimum width of 12 ft. will be required.*

- Encourages people from out of area to congregate in area.

Possible Resolution: *The locations of the Slow Street sites will not be widely distributed. Thus, there will be limited knowledge except for the neighbors in the immediate area. This issue has not been directly seen in other municipalities, however, this issue will to be monitored.*

- Potential Liability

Possible Resolution: *The format of the street closures follows that from the Highway Design Manual and the MUTCD and is technically defensible.*

- Neighbors will not like the changed conditions.

Possible Resolution: *A critical part of this program is messaging it to the public. It is recommended that staff contact information be located at the closures, as well as on the website. We want to utilize this program to gather as much information, as possible. A brief survey on the website could be used to input information to the City*

- There may be increased traffic on adjacent streets

Possible Resolution: *It is intended to limit (reduce) traffic on those streets where people cannot adequately provide for social distancing. Thus, the initial sites should not be forcing traffic onto adjacent streets. The additional implementation of street closure has more likelihood of generating this condition and will need to be monitored.*

7. Examples in Other Municipalities

See Table 3 (updated 4/28/20; MTC) with a summary of the actions being taken in the 9 Bay Area counties related to adjusting traffic appurtenances, temporarily restricting, or reducing traffic on designated roads to provide additional space for residents to safely recreate amid the COVID-19 crisis.

Below is a partial list of cities implementing Slow Streets.

- San Francisco (12 streets)
- Oakland (> 70 miles)
- Alameda
- San Mateo
- Foster City
- Redwood City
- Berkeley (started program over 10 years ago)
- Boston, MA (pre-pandemic program)
- Portland, OR (initial set of 100 neighborhood greenway section)

8. References

- 8.1. <https://sf.streetsblog.org/2020/04/21/san-francisco-picks-12-slow-streets/>
- 8.2. <https://www.oaklandca.gov/projects/oakland-slow-streets>
- 8.3. https://www.smdailyjournal.com/news/local/safe-streets-set-to-roll-in-san-mateo-and-foster-city/article_26895924-85de-11ea-be02-7f15c5d7f869.htmlb
- 8.4. <https://www.alamedaca.gov/ALERTS-COVID-19/Slow-Streets-Alameda>
- 8.5. <https://beta.portland.gov/eudaly/news/2020/5/1/slow-streets-safe-streets-neighborhood-greenway-map>

Table 3 – Summary of COVID-19 Traffic Responses by Bay Area Municipalities (4/23/20; MTC)

Local Agency	Mode	Key Word	Title	Start Date	Weblink/Council Agenda/Notes
City of Oakland	Walk, Bike	Traffic Calming	Slow Streets	4/11/2020	https://www.oaklandca.gov/projects/oakland-slow-streets
City of Emeryville	Walk	Ped Recall	COVID-19 Response (Ped Push Buttons)	4/9/2020	http://emeryville.org/CivicAlerts.aspx?AID=738
City of Emeryville	Walk, Bike	Traffic Calming	COVID-19 Response (Road Closures/Half Closures)	4/20/2020	http://emeryville.org/CivicAlerts.aspx?AID=742
City of Berkeley	Walk	Ped Recall	Don't Push the Button	4/9/2020	47 signals put on pedestrian recall
County of Santa Clara	Walk, Bike	Shorter Cycle Lengths	Removed Coordination on Arterials during Shelter-In-Place	3/17/2020	134 major expressway intersections all in free mode to remove progression and to reduce the cycle lengths for ped/bike crossings and also helps to curb the speeding during these low-traffic-volume on arterials.
County of Santa Clara	Walk	Dynamic Timing	Pedestrian Extension Time Allows Social Distancing at Crosswalks	started in 2010	map showing where this is active is here --> https://www.sccgov.org/sites/rda/RT/Documents/Ped-Sensors-030620.pdf Video of how it works is here -- > https://www.youtube.com/watch?v=HO5uEoYD_Eg
County of Santa Clara	Bike	Dynamic Timing	Bicycle Extension Time Allows Social Distancing at Intersections	started in 2007	map showing where this is active is here --> https://www.sccgov.org/sites/rda/RT/Documents/Bike-Loop-Map.pdf Video of how it works is here -- > https://www.youtube.com/watch?v=HgTaLyV2i34&t=5s
County of Santa Clara	Walk	Contactless Pushbuttons	Working with few vendors to develop contactless pushbuttons	not started yet	Expect to have a prototype soon and the idea of this is to have a way to activate the pushbuttons using NFC technology where people need to just bring in their smartphone or smartwatch just near the pushbutton to activate. No need to have any apps. This ADA compatible pushbutton will have the traditional push button to comply with MUTCD. The other option is to look at way

					of activating the crosswalk with just hand gestures. But not sure these can be developed. But vendors are looking into this and I will update when we have more information
City of Redwood City	Walk	Ped recall	Switching all City-controlled signals to pedestrian recall between 6am and 10pm	March 2020	
City of Walnut Creek	Walk, Bike	Shorter Cycle Lengths	Removed Coordination at all intersections (except closely spaced), reduced cycle lengths	March 2020	We're collecting traffic signal timing changes made by agencies around the country. If you haven't filled this out yet, please do. We will be sharing summary updates with everyone. https://forms.gle/C5QXSK4rtJUY42Dt6
City of San Francisco	Walk, Bike	Traffic Calming	Slow Streets	4/21/2020	https://www.sfgate.com/bayarea/article/San-Francisco-is-closing-slow-streets-15215512.php?utm_medium=referral&utm_source=facebook.com&utm_campaign=socialflow#photo-19322332
City of Fremont	Walk, Bike	Advisory Speed Limits	Drive Slowly, Be Healthy	4/23/2020	http://fremont.gov/CivicAlerts.aspx?AID=1756
City of Menlo Park	Walk	Added Ped Area	Removed parking for added ped walking area next to grocery market store	mid-April	None
City of San Mateo	Walk, Bike	Traffic Calming	Local Access	Early May 2020	https://www.smdailyjournal.com/news/local/safe-streets-set-to-roll-in-san-mateo-and-foster-city/article_26895924-85de-11ea-be02-7f15c5d7f869.html
City of Alameda	Walk, Bike	Traffic Calming	Slow Streets Alameda	4/30/2020	https://www.alamedaca.gov/ALERTS-COVID-19/Slow-Streets-Alameda
Foster City	Walk, Bike	Traffic Calming	Northbound Beach Park Boulevard Bikeway/Pedway		https://www.smdailyjournal.com/news/local/safe-streets-set-to-roll-in-san-mateo-and-foster-city/article_26895924-85de-11ea-be02-7f15c5d7f869.html
City of Menlo Park	Walk	Added Ped Area	Removed parking for added ped walking area next to grocery market store		

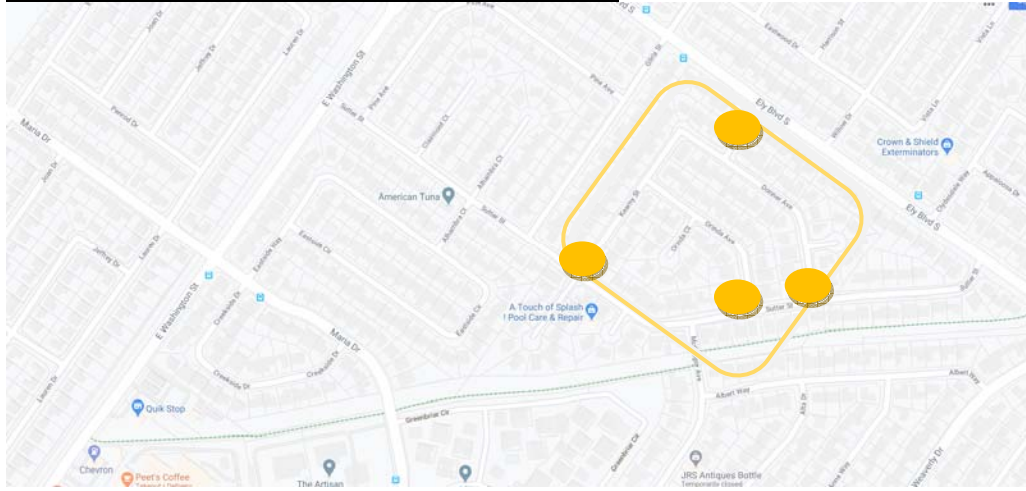
Images from Oakland and San Francisco



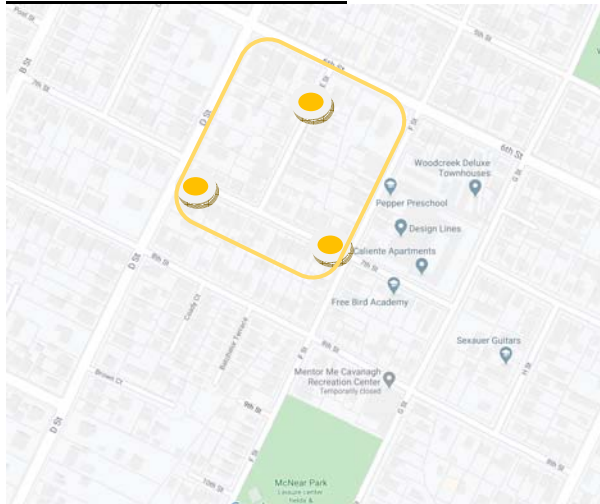
Maps of City of Petaluma locations for Slow Streets

Symbol for street signage and barricades:

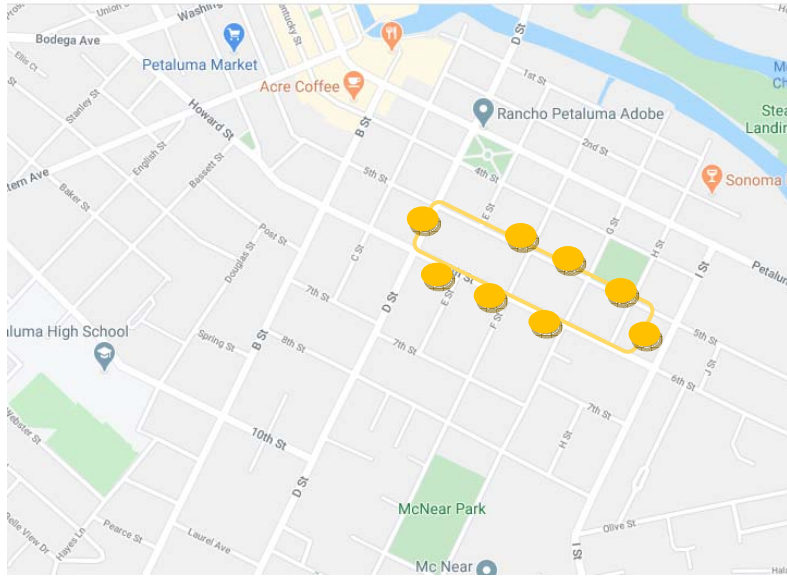
East Side: Kearney/Prescott/Donner/Orinda



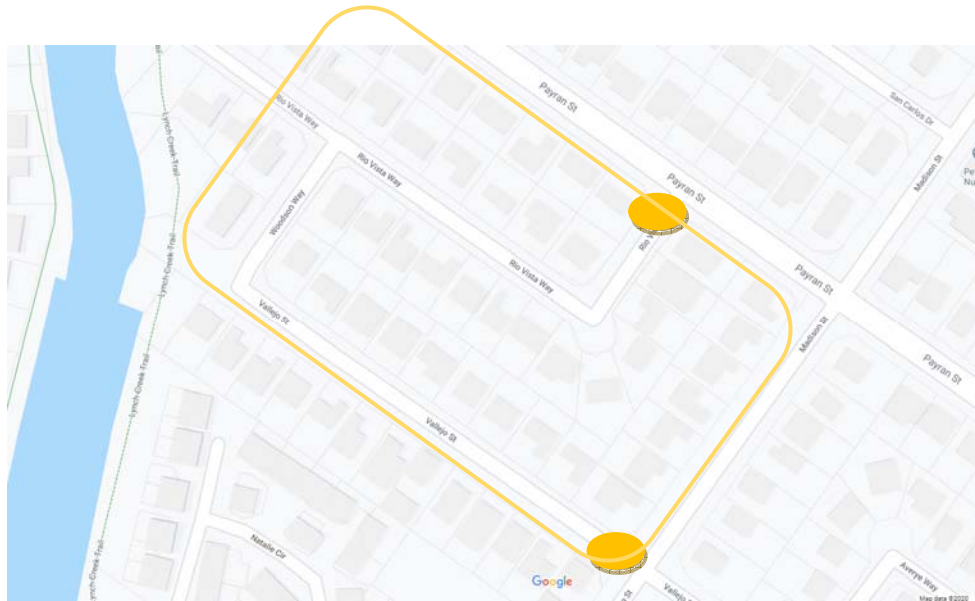
West Side: 7th and E St.



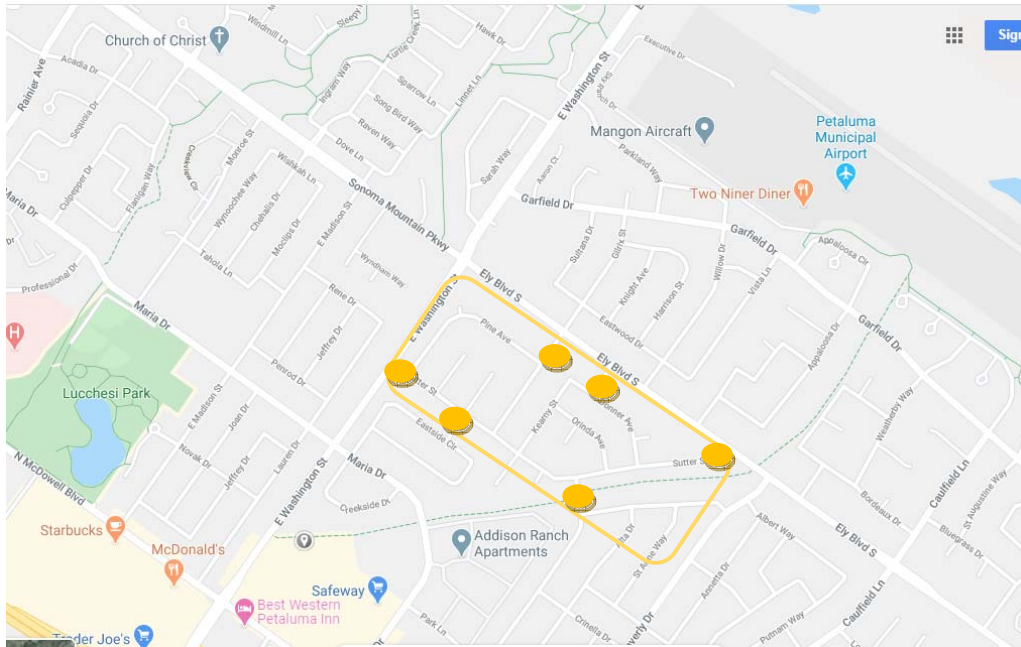
Maps of Potential Future Locations
West Side: 6th St.



Mid-Town: Rio Vista/Vallejo



East Side: Sutter St.



Slow Street Survey Results (5/13 to 7/6/20)

	What do you like or not like about Slow Streets?	Yes	No
1	We Love It! Quieter, safer, more pleasant walking....Email: Close C St "T" at 6th St; and 7th at B and D Sts.	yes	
2	A great thing for our community	Yes	
3	LOVE this idea! It would be great if the connected to form a bike/walking path to downtown.	Yes	
4	Lots of folks parking on Oxford Court this weekend. Is there any enforcement of non residents driving and parking on Slow Streets?		
5	Slow streets are great and I would like to keep them even after all this is over	Yes	
6	I think it's a great initiative. Making the streets safe for families will always be an improvement. Speed cannot substitute punctuality.	Yes	
7	Streets should be used to maximize travel efficiencies, not use more fuel and add wear to the vehicles brakes, clutch etc. I am not in favor!		No
8	Please consider doing this on 5th between mountain view and I street. Long block and ppl speed. It's flat & ppl use it all day for walks and bikes.	Yes	
9	I think it's a great initiative. Making the streets safe for families will always be an improvement. Speed cannot substitute punctuality.	Yes	
10	Kids being able to play and ride bikes without worrying about cars.	Yes	
11	Like: Safety of Children Email: C st between 6 and 7th St	Yes	
12	Slow streets encourage safe driving in residential neighborhoods and allow bicycles to have a safe passage.	Yes	
13	I think it's a great initiative. Making the streets safe for families will always be an improvement. Speed cannot substitute punctuality.	Yes	
14	I love slow streets! I love being in European towns with pedestrian areas - so enjoyable! I'm all in favor of replacing cars with bicycles and feet!	yes	
15	Love it for the safety factor. So many kids on bikes.	Yes	
16	It keeps non essential traffic away!	Yes	
17	150 characters is not enough for provide feedback. Stop being overbearing to your community. Trust us.		No
18	Would love one on Edith Street between Jefferson and the Lynch Creek Trail	Yes	
19	Like it for Oxford Ct. - this small cul de sac was an accident waiting to happen with parents unloading children & pets into the middle of the street.	Yes	
20	Love it! Needs more streets added.	Yes	
21	I love that it encourages our community to walk, ride or roll instead of driving everywhere.	Yes	
22	1632 Del Oro Cir	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

23	It is not like or dislike. Rather, I am concerned about how certain streets are designated and the consultation process. Please explain.		No
24	Love it. Time for people to be priority over cars.	Yes	
25	I love the idea of less traffic so that we can provide enough distance between ourselves and others without endangering anyone.	Yes	
26	Nothing. Road diets push drivers to the very streets your making slow streets. You can't have it both ways - not a good plan.		No
27	it makes very little of 6th st which, as anyone knows who lives on the westside, is a high speed expressway in AM and PM for hwy 101. Need speed bump	Yes	
28		Yes	
29	I love to see the wealth of folks out using the slow streets. Slowing the little traffic makes it feel much safer and encourages use by all ages	Yes	
30	Great idea! Yes, F street location is smart given schools, parks, and high density apts. Thank you for this smart and safety focused approach.	yes	
31	I do not care for this idea. We have plenty of room to walk and bike and much too much traffic congestion. Please don't add to traffic frustrations.		No
32	I love the idea. We see a constant parade of people, pets and bikes on Amber Way (a dead end). It's actually dangerous with a blind curve. What can we	Yes	
33	Provides a safe and enjoyable walking and biking environment while promoting social distancing.	Yes	
34	Slow streets has greatly reduced the amount of veichle traffic while still allowing people to axcess the street safely. Thank you Petaluma	Yes	
35	1924 Sheldrake Ln	Yes	
36	I like idea if slow street runs at least 1 mile, or links other walk paths. Length is critical for real exercise. 1 or 2 blocks won't cut it.	Yes	
37	Love the concept of creating safe zones where families can walk without the risk of rushing cars.	Yes	
38	I strongly disagree with the Oxford Ct restriction. It is axcess to Helen Putman Park and travel should not be impeded.Do not included in this program		No
39	You can ride bikes and walk safely on your street. We have 11 children riding bikes on our street almost daily as well as elderly who walk.	Yes	
40	No SlowSstreet 2nd,DToH, cuz vanBebberSteel's truck access important &SMART needs Class1 Pathways not our CityStreets. KeepMe InLoopTherePlz!Patricia		no
41		Yes	
42			No
43	My wife and I loved the chance to leisurely walk down the center of street.	Yes	
44	It says "don't play outside" on slow street. Is that a typo? Just curious.	Yes	
45			No

Slow Street Survey Results (5/13 to 7/6/20)

46	Less congestion, safer for bikes	Yes	
47	It's great that people are honoring the designation on Oxford ct & parking on Windsor, a st that can handle the inundation of traffic.		
48	Safety for pedestrians - many with children - and pets. Many people speed on our residential street.	Yes	
49	I love the idea. We see a constant parade of people, pets and bikes on Amber Way (a dead end). It's actually dangerous with a blind curve. What can we	Yes	
50	I love the concept. Please continue to find new, creative, incremental ways to improve street life here and more pedestrian focu	yes	
51	I think it's a fabulous idea and I think our street (Lombardi Ave) should be highly considered for this as people think it's a bypass for Caulfield.	Yes	
52	I like the option of enjoying our community and being outdoors in our neighborhood, while being safe.	Yes	
53	Lots of folks parking on Oxford Court this weekend. Is there any enforcement of non residents driving and parking on Slow Streets?		
54	Everyone wants to live on a street that has slow traffic. So picking and choosing which streets is not a fair way.		
55	These are very important!!! Please do more of them - than you!	Yes	
56	Great work! People-centered streets are so vital! I like that it focuses on the safety and enjoyment of all people, not just automotive traffic...	Yes	
57	Thank you for including Oxford Ct. The Chileno lot was full this weekend, which is good revenue for the parks and fewer cars on Oxford Ct. Feel safer.		
58	They make good sense where applicable for safety and quiet.	Yes	
59	Love it as we learn that streets are not just for vehicles, but for pedestrians & bicyclists as well.	Yes	
60	I am strongly in favor of the current Slow Streets program and hope it will be expanded to additional areas in Petaluma	Yes	
61	Great idea!!! Everyone needs to slow down, especially now.	Yes	
62	Obsurd. Streets are for cars. Will just push more traffic onto other streets.		No
63	Lots of folks parking on Oxford Court this weekend. Is there any enforcement of non residents driving and parking on Slow Streets?		
64	Builds community, creates a safer space for neighbors to meet, exercise and play and is one step towards achieving Vision Zero.	Yes	
65	They are great! Allows people more space to be neighborly, safer too.	Yes	
66	I love the idea of less traffic so that we can provide enough distance between ourselves and others without endangering anyone.	Yes	
67	These streets on the Orinda block are already super slow to traffic. Please pave this gravel road.		
68	love them: cars kill, people drive too fast, want serenity and safety	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

69	I like to travel by bike without being fearful of cars.	Yes	
70	Love this idea! Close downtown streets entirely (Kentucky?) so restaurants can dine al fresco. Make 5th St and 2nd St bike/peds and local traffic only	Yes	
71	Great idea, encourages pedestrian bicycle use.	Yes	
72	Does the city have a slow street truck program and or a truck route program?	Yes	
73	There should be more and much longer sections. For example make 5th and 7th in it's entirety. Make it possible to get around town just slow sts	Yes	
74	I love giving more street space back to the public for walking, biking, and more. I'd like to see this downtown, permanently closing off streets.	Yes	
75	This makes complete sense. With less traffic and social distancing, this gives people the space for exercising close to home and safely until the res	yes	
76	Lots of folks parking on Oxford Court this weekend. Is there any enforcement of non residents driving and parking on Slow Streets?		
77	Business can open and service customers with more access & safety..		No
78	Slowing cars and giving bikes and pedestrians a peaceful place.	Yes	
79	Love everything about it	Yes	
80	Safer for walking and social distancing	Yes	
81	Love slow streets! Let's go big and give folks a chance to experience the slow life.	Yes	
82	Safer space for kids on bikes. Confident, young riders may continue to ride to school when that is possible again.	Yes	
83	Am so grateful Oxford Ct is a Slow Str: so much less chance of accidents, illegal turns onto sidewalks, driving over yellow line-a much safer environ.	Yes	
84	It is an excellent step towards making our streets walkable and bikeable and I would like to see much more of this.	Yes	
85	I LIKE Slow Streets a lot. Safety first, right. I appreciate you taking care with us during this weird time. Thank you very much.	Yes	
86	Please add slow street to H St. between 4th and 5th. Already highly used a play space for many children. Would make it much safer. Please.	Yes	
87	Seems like an inconvenience for residents but a nice idea. Would make more sense if this was a certain timeframe or day. how many peds will actualy us		No
88	I am all for Slow Streets. Cars driving too fast in Petaluma is a daily occurrence in my neighborhood. I would prefer that play was allowed.	Yes	
89	Love this program!! Encourages responsible driving practices and fosters a sense of neighborhood/community for the pedestrians and cyclists.	Yes	
90	Many blind corners on Rocca Drive. It would be much safer if cars had to slow down.	Yes	
91	The idea of keeping our neighborhood street safer from speeding / through traffic.	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

92	I love being able to not worry about my children on bikes. I love being able to walk with a friend at a safe distance. All of B St should close to car	Yes	
93	Good idea, sad to see them in the wealthiest parts of town. Could we focus on adding a lower income neighborhoid ASAP?		
94	My street has no sidewalks or shoulders. Making it a slow street helps everyone, including wildlife.	Yes	
95	Just creating more traffic on other streets !!! bad idea!!!		No
96	we need places for kids to play, scooter and bike this would be great!	Yes	
97	A great thing for our community	Yes	
98	Oxford Ct is so much safer now. I now can walk with my kids on the sidewalk w/o fear of HP park users turning around in driveways & hitting them. THX!	Yes	
99	I'm really excited but also disappointed at how few streets you are doing this on. We live in apartment at Lakeville and Frates and want to ride to		
100	I like the idea of slowing down traffic in residential areas.	Yes	
101	I live on Kearny Street. This is unnecessary. It is not a busy street. No study done. Did not ask residents. Accomplishes nothing.		
102	I very much like the idea of reducing through traffic on our 1 block long Harris St. Cars often speed thru from Howard to Post - it's unnecessary.	Yes	
103	I think slow streets should continue, even after COVID. I have been riding my bike again, now that there are less cars on the road!	Yes	
104	I love it! Have spoken with several neighbors who really want to do this!	Yes	
105	I've used 7th & E slow area walking my dog & like it a lot. Need 1 "SLOW" sign each halfway & middle of both streets since drivers not slowing down.	Yes	
106	This smacks of the politics taking advantage of this pandemic. If the people within the neighborhood do not object but not for me. No thank you.		No
107	Like like like. Slow people down; actually prioritize pedestrian and bike traffic over dangerous vehicular traffic with infrastructure not empty laws.	Yes	
108	More streets as we do a great deal of neighborhood walking. Please designate more outdoor restaurant seating, partially block downtown streets, for ex	Yes	
109	I feel that barriers on Kearny/Orinda/Donner are unnecessary and could be problematic. Please consider adding speed bumps on Sutter Street. Thank you.		No
110	The selected areas are comparatively minimal traffic.	Yes	
111	Like limited cars, noise and pollution. Like more areas to safely walk	Yes	
112	Slow streets the sense of community	yes	
113	Love everything about it	Yes	
114	I love the idea and believe it will greatly improve our quality of life here. I'd love to see McNear Avenue designated a Slow Street.	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

115	need one on Wilson between Jefferson and East D. People zoom past getting to avoid lakeville and E D intersection.	Yes	
116	Potential to remove Google Maps-type traffic out of neighborhoods to encourage safe foot/bike traffic	Yes	
117	Sounds like a good idea	Yes	
118	Why Oxford court? People living there are already allowed to walk in Helen Putnam Park. Why do they need their street to walk on too?		No
119	This makes no sense. Benefits very few. Open up the parks and beaches instead and people won't have to walk on the streets.		No
120	I like them, please do it! Good to also have safe bike lane from East side to West side,! More options that aren't near the freeway		No
121	Would certainly help speeding down St. Francis	Yes	
122	LOVE THIS— thank you! We saw the sign posted on our street today and are so excited about this. In general,	yes	
123	In reality all streets should be slow streets but kids should be able to play in the streets marked slow. Why are there no Eastside slow streets?.	Yes	
124	More room for walking and social distancing. Ability for my children to play out front of home without cars speeding by	Yes	
125	I can bike with my kids in a trailer and feel more comfortable	Yes	
126	I LOVE it. Lets make it long term. Petaluma feels European, why not make it a walking town?	Yes	
127	Safety	Yes	
128	I wish it covered more space	Yes	
129	In favor! This allows for more recreation areas.	Yes	
130	Would love to see this on Jacqueline at the top of the hill. That street gets very narrow and the people use it as a short-cut	Yes	
131	I live in one of the proposed neighborhoods but a better option is the length of sutter street. Cars speed there all the time	Yes	
132	We have been walking around Petaluma for the last 9 week, no problem social distancing. Solution without a problem!		No
133	This is a great idea, please propose for Stanley St. people use as a drive around for bodega and drive dangerously fast. Lots of children here.	Yes	
134	By keeping the sign up at the end of Oxford Ct we have a regular Petaluma neighborhood street that we had before an article appeared in the newspaper	Yes	
135	Bad idea. Streets are for cars and bikes already have room.		No
136	Those are such small areas, it's a joke. The only people who might benefit would be little kids in those neighborhoods learning to ride.	Yes	
137	Slow streets help create a viable way for us to connect in a healthy and safe way with conscious awareness of people walking and riding bicycles.	Yes	
138	It makes streets safer	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

139	No more speeders	Yes	
140	More access for pedestrians, bikers, joggers. There are far more out these days, than before the stay at home order.	Yes	
141	Fantastic idea! We already utilize the block of H street between 4th and 5th street as a defacto Slow Street. Maybe we can make it official!?	Yes	
142	People haul ass down my st on the way across town I, and my neighbor have had a car destroyed by a hit & run & my house destroyed by a drunk driver	Yes	
143	Our family loves slow streets. We had it in another town and it was amazing.	Yes	
144	I love the idea! People drive way too fast on residential streets and many seem to be totally oblivious to stop signs.	Yes	
145	I like that it will discourage people from using your street thoroughfare. I would love to see one in my neighborhood as well as some of our neighbors	Yes	
146	Yes, good idea. Please make Simon Dr. a slow street because too many cars cut through driving fast. Please close Kentucky downtown (peds only).	Yes	
147	I like that it will discourage people from using your street as a Thorofare		
148	I'm an essential worker know need to get to work daily, people are walking in the middle of the road which makes me nervous. They are ignoring cars.		No
149	i like them so go for it. will there be citations for drivers who do not follow the rules?	Yes	
150	love it for biking and kids	Yes	
151	I love this idea	Yes	
152	Love it! More space for walking and rolling safely. I'd love to see this happen in many areas: Post and Douglas (between Upham and Post) please!	Yes	
153	I live near PetalPeople drive 40 to 50 mph on B Street, Fair, Webster,etc, on streets near the High School. Posted 25/30 mph speeds are ignored.	Yes	
154	Love it. I live at 6th & E; it is a highway. SO HAPPY TO SEE meter on 6th today. Hope you wiPlease focus on slowing traffic on 6th	Yes	
155	It would be good for Galland St between Kentucky (quiet street) and Howard (at Oakhill park where people walk to). Cars use as a shortcut to the Blvd.	Yes	
156	I love the idea, but slow streets should connect to parks, schools and provide safe crossing at major intersections	Yes	
157	What a truly great idea. It will definitely promote physical and mental health in communities. East D Street would really benefit from this.	Yes	
158	Thank you for this wonderful idea. Providing a safer place for people to enjoy close to home is a wonderful way to build a safe community!	Yes	
159	Please consider other parts of town. Midtown! With more people walking and biking this makes it safer. Edith street please!	Yes	
160	Tunzi Parkway, great candidate as one block long, and used as unnecessary shortcut between Bodega and Western	Yes	
161	People drive too fast on Liberty St. People drive too fast on Oak Street. Save lives with slow streets. Oak and Keller is a death trap.	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

162	Love the concept as it allows more folks to safely exercise and safely travel without a vehicle	Yes	
163	Great idea! It creates a safer place for our kids to play during SIP. People speed down our street off I st. to cut through to other streets.	Yes	
164	Too many streets are used as shortcuts and thru-ways, with speeding drivers. Can this be permanent?	Yes	
165	I love the idea of slow streets - to create safer roads and hopefully safer environments for children to play withoutI would love it t	yes	
166	I love this idea because with SIP I see kids riding their bikes in the street in front of ourbut it's not always safe because people speed	Yes	
167	Generally this is a great idea. But it's insane to put "do not play" in the street on the list. Why?? Stop screwing over kids.	yes	
168	I want this for my neighborhood or at the very least traffic monitoring.	Yes	
169	Safer for the kids.	Yes	
170	I think it is a to		No
171			No
172	Love love this idea. Please do one in downtown (Kentucky)!	Yes	
173	More space to walk outside would be great!	Yes	
174	Children need a place to play outside. If play is included, I'm all for it. If not, what's the point?		No
175	Love it	Yes	
176	Live it to protect kids form		
177	I like it! What about around downtown with expanded areas for outdoor dining?	Yes	
178	Safer for wveryo	yes	
179	We need more conscientious traffic due to the increase in need to be outside.	Yes	
180	I like that streets will be more people-oriented.	Yes	
181	Love it! We should do this in a lot more streets	Yes	
182	Love it. I'd like to see streets *closed* for pedestrians use only, except for resident traffic.	Yes	
183	Very much needed	Yes	
184	I'd love to be able to run, walk, or bike with fewer cars. It would be great to designate longer stretches.	Yes	
185	Safe bike riding for my kids.	Yes	
186	Like it gives a area to walk, ride, bike while social distancing	Yes	


Slow Street Survey Results (5/13 to 7/6/20)

187	It's a great idea! Areas need to be larger!	Yes	
188	There are people who still do need to go to work and live their life like normal and this would be a huge burden. It would be truly annoying.		No
189	It's great! We have lots of people walking/riding down Maria between Rainier and Sunset Parkway. A LOT! That would be a nice place to try this.	Yes	
190	Slow is a good description of this idea. Stop using crisis to force agendas. Spend some time figuring out how to get people back to work safely.		No
191	Too much government. Just stop.		No
192	This is the stupidest fucking idea you've come up with so far.		No
193	I like the idea of prioritizing public space for non-motorized traffic, making it safer for everyone to move around outside.	Yes	
194	I would love a slow street so my kids can play outside without having to worry about fast driving cars.	Yes	
195	If kids can play in the streets then it is fine. If it doesn't allow that then it is pointless. People can jog and bike already. DON'T BLOCK MY STREET		No
196	Traffic is insane in Petaluma- you already did road diets that ruined our streets . Don't do it!!!		No
197	I like NOTHING about it. Stupidest idea by far		No
198	Ridiculous- you will force traffic onto other streets creating Congestion and changing other areas. Bad idea.		No
199	This would help neighborhoods have a safer space for people not just cars	Yes	
200	How about a push button pedestrian blink light at Sunnyslope and Ist. It's a racetrack corner.	Yes	
201	There are many more walkers/runners right now. We often have to move into the street when out for a walk. Slow streets would definitely help.	Yes	
202	I'm ready for more streets to be designated!	Yes	
203	I do not like this program, it is an over reach of authority. Use the money and effort to put more lights on crosswalks in busy areas.		No
204	I like the idea of slow streets. Would like one near Howard and Bassett. People are using Howard Street (near St. Vincent's) as a freeway	Yes	
205	Safety safety safety, I would also like this in my Nieghbor hood. Bordeaux drive	Yes	
206	I have young children and a small yard. Having access to the roads would greatly	Yes	
207	Love it! Makes social distancing easier and safer. Lots of people are out trying to walk!!	Yes	
208	Too bad you can't play on a slow street. We can't go to the park so we play soccer on our street. Would hate to give that up but would love a slow st	Yes	
209	I like the emphasis on non-automotive traffic... But these areas are too tiny!!	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

210	This is amazing! I'm so proud to be a Petaluman! Our family will certainly feel more compelled to walk and bike knowing there are safe streets.	Yes	
211	Love to make it safer and cut down on folks trying to beat lights and traffic	Yes	
212	I love this idea and love that it will give my kids a space to ride bikes and keep distance when we go for walks.	Yes	
213	Love being able to be out and not worry about cars.p nearby.	Yes	
214	I have a 5 year old that just learned to bicycle. We would love to have more safe areas to bike, walk. We don't have a yard. Community building.	Yes	
215	238 Greenbriar Circle	Yes	
216	Quarry St is far too busy caused by school traffic, parking, and fast driving threatening bikes/children and walkers. Please consider mak	Yes	
217	It's a slow start. Walnut street is does not go through to bodega. But	Yes	
218	Love the concept, am puzzled by the marketing. Slow Streets are the same concept as Bike Blvds, but moved to streets that have little biking value.	Yes	
219	Kentucky street north of prospect would be a good slow street. People use it instead of the Blvd and speed to fast!!	Yes	
220	I would like slow streets to make it safer to bike from the a East aside to the Westside.	yes	
221	Great if you live on a side street. Majority of cyclist and pedestrians using city thoroughfares. Focus should be on traffic calming measures there.		No
222	More space for biking and walking! What about Upham St. between Douglas and Bassett?	Yes	
223	LOVE this!!! one suggestion -- reduce speed limits to 10 MPH.	Yes	
224	The sign that is up on Oxford Court is working well. I would like it to be a permanent sign up for safety and security. Please keep this in place.	Yes	
225	To stop the speeding cars and allow the residents a chance to walk ride or play freely on out street.	Yes	
226	I like the opportunity to walk in our neighborhoods, and safely distance by walking on the street as well as the sidewalk	Yes	
227	Love it!!! Wish you would do it on ours Fst, between 8th/Sunnyslope. Stop the speeding and drug access to the park. Please 🙏	Yes	
228	It makes walking and biking with children safer and more enjoyable	Yes	
229	Tunzi Parkway. I like it because people need more places to walk close to home. Cars and delivery trucks especially should slow down.	Yes	
230	Feel safer with fewer cars and people. People, kids, and dogs can walk into Putnam Park and be socially distant. Safer bicycle entrance/exit. Thanks!		
231			No
232	Love it. My neighborhood we have tiny back yards lots of kids. It would be		
233	980 Hidden Valley Dr. I love this idea. We have no reason for any through traffic on this street except residents. It's bike and foot traffic friendly	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

234	Daniel Drive	Yes	
235	Facilitates the humanization of the neighborhood.	Yes	
236	It slows down the pace of life	Yes	
237	This is an opportunity to raise consciousness about speeding in our community. It is time to slow it down and be mindful of where we drive and how.	Yes	
238	I love the idea of building community by shifting to a family friendly walkable neighborhood.	Yes	
239	I love the idea and saw the first one yesterday. I hope it slows drivers and brings our community back together 	Yes	
240	Pushes traffic onto adjoining streets- probably not a good idea.St.Franci from Caulfield to Baywood a speedway.	Yes	
241	i would like to see B street between 7th and 10th/Fair street designated as a slow street for a period of time. Cars go way too fast in this section.	Yes	
242		Yes	
243	Make people aware of each other	Yes	
244	Make people aware of each other	Yes	
245	Drivers seem to use the neighborhood as a speedway. As the streets are narrow, cars often block the sidewalk. Recreational use is difficult.	Yes	
246	Drivers tend to use the roads in my neighborhood as speedways. It is very difficult to use the sidewalks for recreation--because the streets are narr		
247	I LOVE it, can you get one out on Thompson Lane too?	Yes	
248	Love having more safe space for walking & biking	Yes	
249	A permanent sign saying "Residence Only" at Oxford Court, would be a big help with safety.	Yes	
250	I live on Oxford Ct., and it is helping. Would make more sense to use the "residents only" sign for a cul de sac instead of "no thru traffic."	yes	
251	It's a wonderful idea. I think it would provide a sense of closeness for neighborhoods. It would also prevent unnecessary exhaust and noise.	Yes	
252	The areas are too small. I suggest using longer stretches of roads. Examples: Fair b/w Western and D, F b/w PBS and Sunnyslope, 5th b/w My. View and	Yes	
253	There is nothing is nothing to dislike. The friendly our street are for pedestrians and bike the healthy our community and environment. Thank you	Yes	
254	I happen to live on Oxford Ct. The Slow Strees idea is brilliant for controlling numbers of people and helping with the social distancing.	yes	
255	14 Oxford Court	Yes	
256	We Love It! Quieter, safer, more pleasant walking....	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

257	A great thing for our community	Yes	
258	We like less traffic generally.	Yes	
259	I love that you are considering 5th street. Also please consider stop signs on Mountainview to slow the very fast traffic there	Yes	
260	I love that you are considering 5th street. Also please consider stop signs on Mountainview to slow the very fast traffic there	Yes	
261	Love it! Creates much more safety and makes our small town feel like it should!	Yes	
262	No need to make Bordeaux Drive a slow street. There is a trail along the street that people use		No
263	I like this idea. There is a proposed slow street near my house. It would make me feel more comfortable to encourage my kids to play outside.	Yes	
264	It will make it much safer for people to move about without the worry of cars/traffic. Bordeaux Dr has been a raceway for cars this would be awesome	Yes	
265	2109 Weatherby Way	Yes	
266	2109 Weatherby Way	Yes	
267	I live on E street. I have loved our street being part of the program. We used to get a surprising number of cars zipping through but no more! Thanks!	Yes	
268	Streets are for vehicle access. Upham is already a slow street from Bodega to Douglas due to a stop sign every block. Plenty of walking paths exist.		No
269	2109 Weatherby Way	Yes	
270	COVID is a poor excuse for disrupting existing traffic flow. Without a CEQA-like study of the "new flow," it will have unintended consequences.		No
271	121 UPHAM ST	Yes	
272	driver awareness	Yes	
273	Like that children and cyclists can go up our steep street easily	Yes	
274	Bordeaux dr	Yes	
275	I prefer walking in the street	Yes	
276	I prefer walking in the street	Yes	
277	I would LOVE to have the 1200 block of Lombardi Ave. so designated. It is used as a bypass from S. on St Francis, E on Lombardi then N on No.Mcdowell	Yes	
278	I like the move towrds fewer cars, slower travel and encouraging biking and walking	Yes	
279	I like the idea of limiting traffic. Looking forward to seeing Fst. between 6 & 8. This is a narrow street and well suited for slow status.	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

280	I love having more space for walking with my family and also to exercise at a safe distance. I would love to see a "slow street" on F st./6th/8th	Yes	
281	I like the suggestion to make F Street a slow street. N.B. This is right in my neighborhood, and it does mean that I will have to drive around it.	Yes	
282	Bordeaux dr	Yes	
283	Good for walking	Yes	
284	Bordeaux Dr	Yes	
285	Good for walking	Yes	
286	I like the proposal to have Bordeaux Drive designated as a slow street.	YES	
287	I love the idea of slow streets! There's too much racing around some streets and, frankly, it's annoying. And a tad scary (and I don't frighten easily	Yes	
288	People need to get out safely, our kids need space to bike, scooter and walk without cars speeding by	Yes	
289	like forcing drivers to slow down.	Yes	
290	We love that it makes it possible for people to walk safely, enjoy being outside, and avoid traffic. This is exactly what Petaluma needs!	Yes	
291	Feeling safer with my daughter in her stroller walking around	Yes	
292	No slow street for Bordeaux dr. we have the creek trail and Wickersham park near by. Its not necessary in this neighborhood.		No
293	I live near Bordeaux Dr, which becomes a racetrack when people try to bypass the Ely/Caulfield 4 way stop. Keeping thru traffic down is a great idea!	Yes	
294	i think that lombardi st should be a slow street there is too much traffic on this street to make it safe to walk or bike ride	Yes	
295	I love this initiative and feel that it provides our community with safe areas to be outside while still practicing safe social distancing protocol.	Yes	
296		Yes	
297	Great idea! Please review Tunzi Parkway as a potential candidate for this designation. The street is used by everyone in the area!	Yes	
298	Love it; do it!	Yes	
299	505 Mountain View Ave	Yes	
300	549 Amber Way	Yes	
301	Would prefer the proposed F street slow street to run from 8th to 10th by the park.	Yes	
302	good for fast streets 8th between b and d street we need speed bumps ok with fire marshall	Yes	
303	Make them permanent!!!!!!	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

304	I would like some of the busier streets to be tried out. The ones you're doing aren't very used already.	Yes	
305	Since the road diet was installed on Pet. Blvd. No. our street has become a thoroughfare for parents accessing St. Vincents schools.		
306	Neighbors regularly use our block to walk, kids ride their bikes & scooters but we get a lot of traffic from Pet. Blvd. We'd like to close our street	Yes	
307	Safety, tranquility, quality of life. I wanted Slow Streets before the pandemic! Would like them to stay and would like Bassett St to be a Slow St.	Yes	
308	416 7TH ST	Yes	
309	Keeps our street safe. People drive 20+ over the speed limit to avoid the light. We have families and dogs on the block. It has to stop. Thank you!	Yes	
310	Loves that it will slow down cars on my street. Cars are driving too fast to by pass the traffic lights on Caulfield Lane	Yes	
311	The raised burms need to be at the bottom of the hill on Amber Way and at the intersection of Amber and Gilardi, wher no one ever stops.		No
312	Love it!! Makes it safer for all of us especially our kids.	Yes	
313	I love the idea & the E St closure. I do NOT support the 5th St closure from I to Mountainview. IT WILL PUSH TRAFFIC ONTO 6th. St which is overloaded	Yes	
314	Makes drivers aware Safety for walkers and bicycles Downtown street are extremely dangerous 6 St is a freeway speeders and no Weight limits enforce	Yes	
315	Please make these longer: following Class III neighborhood bike routes, for example. It'd be great to emphasize connections to parks and schools.	Yes	
316	I Like Slow Streets!	Yes	
317	My street seems to be a throughway! It is scary to cross the street at certain hours. Our street is an exclusively residential neighborhood street.	Yes	
318	16 TENTH STREET	Yes	
319	I would like 10th st to be designated as a slow street.	Yes	
320	It requires me to not use Edith Street and travel on a different street that is more crowded with parked cars and traffic.		No
321	I think it's a great way to allow people more places to get out and feel safe.	Yes	
322	I think the idea is great! I live on Edith st and have noticed a big difference. People are in fact driving slower. Thank you!	Yes	
323	These are public streets that we taxpayers are paying for and have the right to drive on; parks are now open; pushes traffic onto other residential st		No
324	The Oxford court one makes no sense. It is a parking street for people to use the trail, not a useful recreation street itself. Improve bike lanes		No
325	My husband and I are in favor of making it a slow street. We live on the corner of 6th and C	YES	
326	We live on Bordeaux Drive. No need to make our street a slow street as there is a trail right along side the street that people use. Dumb idea for this area. We walk on this street everyday and only see a couple of neighbors walking on it. Not needed here		NO

Slow Street Survey Results (5/13 to 7/6/20)

327	I received the mailer from the city this morning and would like to support this idea. We live on Post Street and anything to slow down traffic and speeding in our area and open up safe activity in our neighborhood would be welcomed. Thank you,	YES	
328	Today I received the notice regarding "Slow Streets". I have a few questions. 1. What type of barrier? 2. Where would the barrier be installed? 3. When will this take place? Frankly I'm wondering if that section of Upham Street is appropriate. That block is all hill. Vision is very limited from either end of the block. I would think a flat block with 100% vision would be more appropriate.		
329	we live on Joelle Heights and would be very happy to see Amber Way designated as a Slow Street.	YES	
330	I love the slow street idea. Upham and C are great choices. I actually would love to see some of the small streets around schools designated as well. Drivers barrel down Douglas and Bassett fro the high school, and I'm sure that's true of other schools too. Thank you for your work	YES	
331	I received the notice regarding designating C & 7 Streets as "slow streets." The note indicates that "slow streets" means placing barriers "reminding drivers to slow down and be aware of sharing the road." If that is what "slow streets" means, then this sound like a solution in search of a problem. I walk these streets multiple times a week and find that there is very little traffic and that drivers are well aware of "sharing the road." I have yet to notice a speeding problem. Thanks, Irv		NO
332	My opinion is effort and planning should go into making country roads and city streets more safe for bike riders! My neighborhood already supports safe distance walking opportunities and does not require signage. Fast, inconsiderate drivers are prone to ignore these reminders anyway.	YES	
333	Just wanted to let you know, we live on Lombardi ave and support it being one of the city's "slow streets" .Great idea!	YES	
334	Just a footnote: I see the barriers went up today on our street. Excellent! Is it possible to place a barrier at 5th and J Streets from a safety perspective as well? Lots of kids in the neighborhood riding their bikes!!!	YES	
335	Just a footnote: I see the barriers went up today on our street. Excellent! Is it possible to place a barrier at 5th and J Streets from a safety perspective as well? Lots of kids in the neighborhood riding their bikes!!!	YES	
336	Thanks for improved status of 7th and C streets. The two streets are often used in commute time as a work around to traffic, mostly on D Street, resulting in cars moving too fast on the two streets	YES	
337	I received a flyer in my mailbox soliciting my opinion on the Slow Streets Program and the proposed street of Bordeaux Dr. My opinion is that this program is a waste of time, resources and tax dollars. Our city apparently does not have enough money to pave Caulfield Lane, so it certainly does not have money or time to be spent on programs such as this.		NO
338	I just wanted to send a Thank You! Slow street signs were added yesterday to 7th and C Streets. We saw new faces walking our street, happy to have less traffic. I heard one young girl excitedly say "Does this mean this street is safer for me to ride my bike, Mom?" as the family entered C Street at 6th. Another couple danced down the street. Little pleasures are important in this time. And, cars that did travel down the street traveled at a much slower speed.I appreciate your help, and I really appreciate the City of Petaluma for acting quickly on ideas that can help residents and business owners during this pandemic.	YES	
339	Thank you for designating C and 7th as slow streets. We live on C between 6th and 7th and are very happy to have our block included.		

Slow Street Survey Results (5/13 to 7/6/20)

340	<p>We live on Cochrane Way near the possible "Slow Street" planned for 5th St between Mountain View and I St and are very excited the city is exploring this program. We will definitely be impacted by the closure of this street as drivers but think it's well worth going around on 6th or Petaluma Blvd when necessary. My senior aged parents live over at 4th and G and I regularly walk along this block; it could use less traffic. I write to support the program but also to encourage the city to consider even more traffic calming measures throughout the neighborhood. We walk daily on both Mountain View and I St and vehicles are speeding on those streets even more than ever. It's as if the decrease in traffic from the SIP orders means drivers feel like they can drive as fast as possible on the cleared streets, completely disregarding the speed limit. This makes walking on these roads feel very dangerous, especially when large portions of I St don't have sidewalks on both sides and we're attempting to keep ourselves at least 6 feet away from other walkers, runners, and bikers. One block is great, but are we supposed to just walk up and down it? Speed bumps, traffic circles, raised intersections, or other effective techniques for slowing drivers down to the speed limit on connecting streets is just as needed.</p>	YES	
341	<p>Hi Ken, I live 1301 Lombardi Ave. I hope slow streets help with all the bypass cars avoiding stoplight S McDowell and Caulfield! Also St Francis and Caulfield speeders. I am mid block so I see them flying.</p> <p>I also hope you can help with Caulfield. The Post Office is parking there 18 wheelers BIG TRUCKS on Lindberg by Lace House Linens and where school bus park. There route takes them up to Caulfield behind my house to S McDowell turns right onto S McDowell up to North McDowell Post Office. The trucks used to be parked at Corona and N McDowell. The trucks and trailer are so heavy I think we are having a earthquake! They make at least 4 trips an hour. Sometimes more! I have heard them really late at night!! Caulfield and McDowell streets have been paved not long ago. No chuck holes!! Please look into this and maybe parking the trucks and trailers in post office parking lots. Or using Washington st.</p>	Yes	
351	<p>Got your mail out about the idea for slow streets. Personally I don't see the point of blocking off streets that are already slow and rarely used. I regularly cycle around the Westside of Petaluma a lot and I would appreciate your considering slowing the busier, more dangerous streets and perhaps adding bicycle lanes which would be separate from the parked cars. Too many times I'm potentially killed by either folk reversing out of their driveways or folk opening car doors without looking. I'm also shocked by how hard as a driver it is to even see cars and pedestrians at various intersections since parked cars are allowed at the corners which block the view. Oh and I might add that I often can't see road/stop signs myself because bushes and trees are obscuring them.... Anyway, your mailer asked my thoughts on making F street, between 6th and 8th a slow street. This part of F street is actually the quietest. If you wish to make F street safe, you would be better off looking at between 10th and 8th as folk accelerate dangerously down this stretch. Probably due to the fact there are few stop signs and it's a little wider than down between 6th and 8th. Finally, I'd love to see downtown Petaluma, like Kentucky St, fully pedestrianized. Think of how the restaurants and shops would benefit and there are alleyways behind each side to</p>	YES	

Slow Street Survey Results (5/13 to 7/6/20)

352	<p>Your contact information was posted on NextDoor as the person to send feedback to regarding the Slow Streets program, so I am providing you with mine. I am not in favor of this program at all. I do not want it expanded, and in fact I want it discontinued. During this recent pandemic, we already have experienced several restrictions. We do not need any additional arbitrary restrictions placed on our movement. When this program was first announced, it was stated that Petaluma was following the lead of Oakland and San Francisco - which is a ridiculous basis for making a decision like this. Petaluma is not like Oakland and San Francisco, and we do not need to "follow their lead". We do not have a high density population and/or lack of access to parks. In fact, the closed off street areas on the West side are in walking distance to Wickersham Park, McNear Park and Walnut Park - available open space for exercising, walking, and for children to play. Another poster on NextDoor made the point that getting children accustomed to playing in the streets being a bad idea, which I agree with. I also doubt that the residents of nearby streets will appreciate carrying the extra traffic burden. The streets should be used as intended for the movement of traffic, with the sidewalks and parks utilized for pedestrian use, exercise and play. This program is not necessary, makes no sense at all, and is not appropriate for our city.</p>		NO
353	<p>thankyou for the card advising of another "Slow Street" near us.While I think on the whole its certainly good for Petaluma (and in fact any urban area) to have roads that are reduced for traffic I'm not sure I quite understand the choices that Petaluma City Council are making.I walk a lot around my neighborhood and the roads close to me that are closed to thru traffic are actually roads that rarely see much traffic anyway. ie the single blocks of "C" and "E" streets.</p> <p>I realize that you want to encourage pedestrians etc but since roads are open to residents driving to and from home people can't walk in the streets and if it's for cyclists then please see my first point. These roads are SO quiet (7th included) that traffic is really NO issue at all.I'd much rather you made some of the busier streets calmer. (ie F st from 8th to Sunnyslope which is approx 5 blocks, wide and has no stops sign so people barrel down that and its right next to a park!)The other issue is that even if you do close some blocks down to thru traffic you just push MORE traffic onto (in this instance) D and 6th and 8th streets. And why not go all the way and close 7th to I street? Again the road doglegs here and there and isn't a rat run anyway.Thankyou for trying some new ideas but in this case it's too little and the wrong for already quiet roads. Can we slow D street down? I've been nearly mown over on the crosswalk on 8th and D many times as people don't pay attention and seemingly dislike that stop sign as it breaks up a nice steady pace on that straight road!</p>	YES	
354			
355	<p>My neighbors and I would like the street we live on in Petaluma, Sonoma Ave, be designated as a Slow Street.I submitted application via https://cityofpetaluma.org/slow-streets-petaluma/ a few weeks ago but have not heard back.Our street is a perfect candidate. Drivers use our street unnecessarily to bypass Webster/Western Ave route, often racing down at high, unsafe speeds.Our neighborhood (located near elementary and junior high schools) has been so concerned about the speeding that we have looked into installing a speed hump. Unfortunately Public Works, when I spoke directly with Jason Beatty about 2 years ago, said city policy does not allow this.</p>	YES	

Slow Street Survey Results (5/13 to 7/6/20)

356	NOTHING! All parks are now open. We lack parking. The people that love them are yimbyblls because the speeders thatblls. I have more to say.		No
357	My kids and I feel more comfortable walking and riding bikes. My street is used as a thoroughfare and cars travel way too fast up and down my hill.	Yes	
358	I do not like to bar traffic in any street that it is already with no heavy traffic. Everyone would like to convert their street in private street.		No
359	I have a house on 7th Street and the slow streets signs definitely cuts down thro traffic and makes it quieter better for walkers and cyclists etc	yes	
360	I would love Marian Way to be a slow street. Alot of times cars don't want to wait for the light at McDowell & Caulfield so the speed down our street	Yes	
361	Like it, people whipping around too fast in cars	Yes	
362	Slow streets = safe streets for walkers and bikers. Thanks!	Yes	
363	a wonderful new world please continue		
364	33 oxford ct	Yes	
365	walking is safe and great	Yes	
366	Oxford Ct Slow Street makes a tremendous difference in safety and security. Hope to continue instead of returning to a dangerous park parking lot.		
367	16 TENTH STREET	Yes	
368	I think it's a great way to allow people more places to get out and feel safe.	Yes	
369	I think the idea is great! I live on Edith st and have noticed a big difference. People are in fact driving slower. Thank you!	Yes	
370	These are public streets that we taxpayers are paying for and have the right to drive on; parks are now open; pushes traffic onto other residential st		No
371	The Oxford court one makes no sense. It is a parking street for people to use the trail, not a useful recreation street itself. Improve bike lanes		No
372	NOTHING! All parks are now open. We lack parking. The people that love them are yimby's because the speeders that's. I have more to say.		No
373	My kids and I feel more comfortable walking and riding bikes. My street is used as a thoroughfare and cars travel way too fast up and down my hill.	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

374	I do not like to bar traffic in any street that it is already with no heavy traffic. Everyone would like to convert their street in private street.		No
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379	a wonderful new world please continue		
380	33 oxford ct	Yes	
381	walking is safe and great	Yes	
382	Oxford Ct Slow Street makes a tremendous difference in safety and security. Hope to continue instead of returning to a dangerous park parking lot.		
383	Love it. Allows folks to meet and organize before they enter Helen Putnam. Creates a more relaxed and socially distanced entry to the park.	Yes	
384	creates more interactionbetween neighbors, increasing quality of life.. Promotes outdoor activities where neighbors see each other and can say 'hi'.	Yes	
385	LOVE Slow streets program and would love to nominate our street- Tunzi Parkway. It's a little thoroughfare that pedestrians love to stroll on!	Yes	
386	LOVE Slow streets program and would love to nominate our street- Tunzi Parkway. It's a little thoroughfare that pedestrians love to stroll on!	Yes	
387	I fully support slow streets and think this is a great idea.	Yes	
388	I fully support slow streets. I would like to propose that 8th street between B and D become a slow street. This is a bike lane & many kids live here	Yes	
389			No
390	I think the signs in the roadway are creating a hazard. Who around Burgundy and Weatherby asked for this program to be initiated, please?		No
391	I think it is a great idea. I would love consideration given to closing Kentucky St bet. Washington and Western.	Yes	
392	This program has created a vialante on OXFORD COURT who is putting stickers on my truck windshield and mirror. YOU need to tell them to stop it now.		No
393	Utilize the bake path safer. Slow the speeding cars cutting thru off D st. Allow safe use of bike path	Yes	
394	I love it! I would love to have one on my street..... our street is often used as a short cut and people drive fast because of it....	Yes	

Slow Street Survey Results (5/13 to 7/6/20)

395	I love it! I would love to have one on my street..... our street is often used as a short cut and people drive fast because of it....	Yes	
396	Like the idea that speeding cars have another notice to slow down.	Yes	
397	Like the idea that speeding cars have another notice to slow down.	Yes	
398	Love how safe the decrease in traffic makes		
399	Love how safe the decrease in traffic makes things for children, pets, and pedestrians	Yes	
400	Ideally, that traffic in limited to residents trying to reach their residence. Sign should say		
401	The choice of Lombardi is causing a hazard; the signs are moved and block the ability and create a hazard for me as a homeowner to get home each day.		No
402	I ride a bike. What's not to like!	Yes	
403	I like it. It's a low cost remedy to get more folks out of their cars and using non auto transport.	Yes	

TEMPORARY SPEED HUMPS AND SIGNAGE



IMAGE 1



IMAGE 2



IMAGE 3




Slow Streets Review

Agenda

- Purpose
- Background
- Implementation
 - Criteria
 - Public Survey
 - Pilot Program (Phases 1/2)
- Survey Results
- Alternatives
- NEXT STEPS - Discussion and Feedback



WHY? Purpose of Slow Streets Program

- ❑ **Slow Streets** prioritizes walking and biking by limiting through traffic on residential **streets**
 - ❑ Provides for safe physical activity by **creating more space for social (physical) distancing**
 - ❑ **Alerts drivers** that there is a changed condition in the public right of way (i.e. more pedestrians and bicyclists)
- 

HOW DID WE GET THERE?

Development of Slow Streets Program



- ❑ Fast track response to Covid-19
- ❑ Developed Technical Memorandum with program criteria and implementation strategy
- ❑ Vetted with City staff including Police, Fire Dept. & Operations
- ❑ Collaborated with San Jose, Oakland, Alameda and Metropolitan Transportation Commission (MTC)
- ❑ Requested and received 3rd Party review through the MTC
- ❑ Public notification conducted (72 hours)





Program Criteria

1. Sidewalk widths less than 10 ft.
2. Locations with good density of people and houses
3. Streets that provide for possible linkage to destinations
4. Input from community members

Timeline



Slow Street Implementation	TIME PERIOD
Covid SIP Shelter in Place	3/16/20
1a. Research and initial discussions of formal program	Mid-April
1b. Vetting with City departments; 3 rd party review through MTC; completion of Final Technical Memorandum	5/4/20
1c. Website launch	5/8/20
2a. Phase 1 Public notification post cards	5/11/20
2b. Phase 1 Signage, barricades and cones	5/15/20
3a. Phase 2 Public notification post cards	5/27/20
3b. Phase 2 Signage, barricades and cones	6/1/20

Phase 1 Sites (Implementation 5/11/20)



	Street	Between	To	Distance (ft.)
Phase 1 Sites (Implemented 5/11/20)				
1	7th	F St.	D St.	770'
2	E St.	6th St.	7th St.	630'
3	Kearny St.	-	-	680'
4	Orinda Ave.	-	-	880'
5	Donner Ave.	-	-	900'
6	Prescott Way	-	-	240'

Approximately 1 mile

Phase 2 Sites (Implemented 6/1/20)



Phase 2 Sites (Implemented 6/1/20)				
	Street	Between	To	Distance (ft.)
7	7 th St.	B St.	D St.	720'
8	C St.	6 th St.	7 th St.	550'
9	5 th St.	Mtn. View Ave.	I St.	1430'
10	Amber Way	West St.	end	1500'
11	Lombardi Ave.	S. Mc Dowell Blvd	St. Francis Dr.	1500'
12	Pacific Ave.	-	-	1300'
13	Overland Dr.	Pacific Ave.	Glenwood Dr.	200'
14	Upham St.	Bassett St.	Douglas St.	640'
15	Bordeaux Dr.	-	-	2500'
16	Estuary Way	-	-	300'
17	Weatherby Way	Bordeaux Dr.	Caulfield Ln.	1000'
18	F St.	6 th St.	8 th St.	600'
19	Edith St.	E. Washington St.	Jefferson St.	1400'
20	Oxford Ct.	-	-	900'

EDE
EK1

Approximately 3.5 miles total

Slide 8

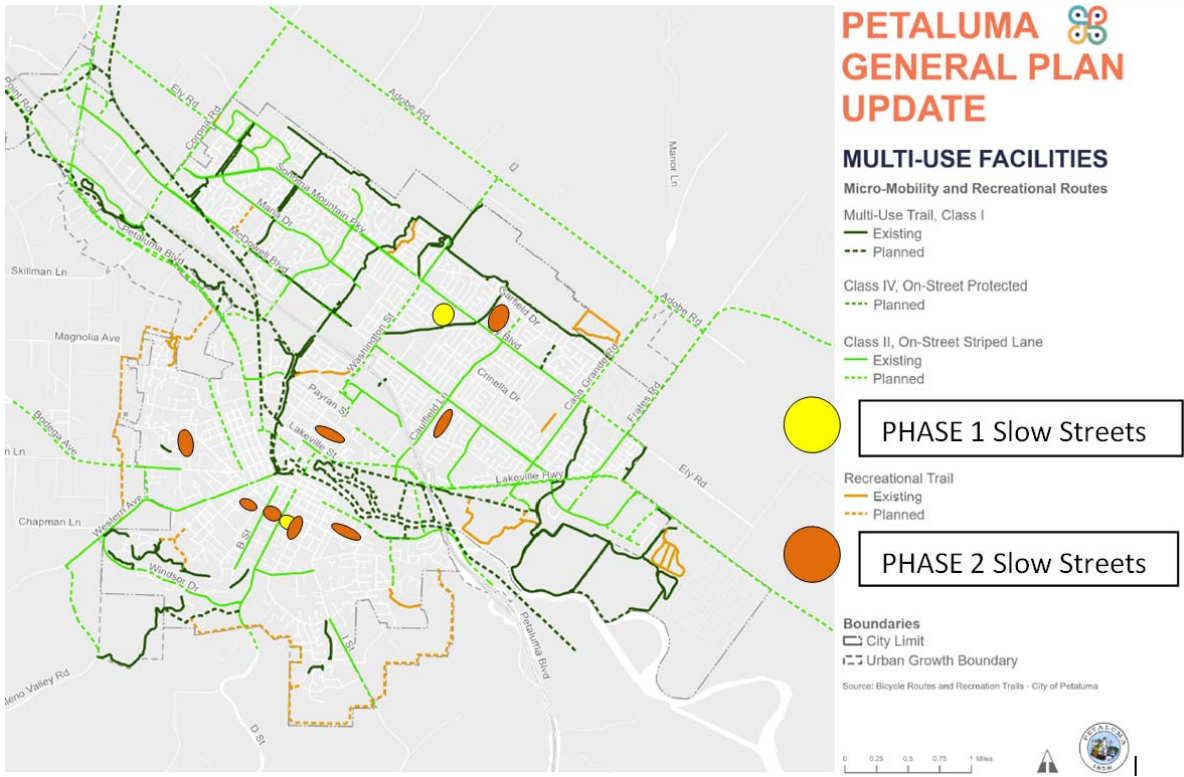
FP5 Please make sure it is understood that Oxford Ct. was only temporary to address the influx of drivers after the parks reopened. Our goal is to rescind that and potentially address their issues separately.

Flynn, Peggy, 7/13/2020

EK1 Will do.

Eichstaedt, Ken, 7/14/2020

Phase 1 and 2 Sites



Public Input

- ❑ Over **2000 survey cards** mailed to affected neighborhoods
- ❑ **400 responses** received (via online survey, email and phone)
- ❑ **87 % positive**; 13% negative or neutral
- ❑ **Key Words** in Responses: ***Safe or safety*** (97 times), ***great*** (41 times), ***kid(s), child or children,*** (72 times), and ***love*** (91 times)



Public Input – Take Away Items

WE HEAR
YOU



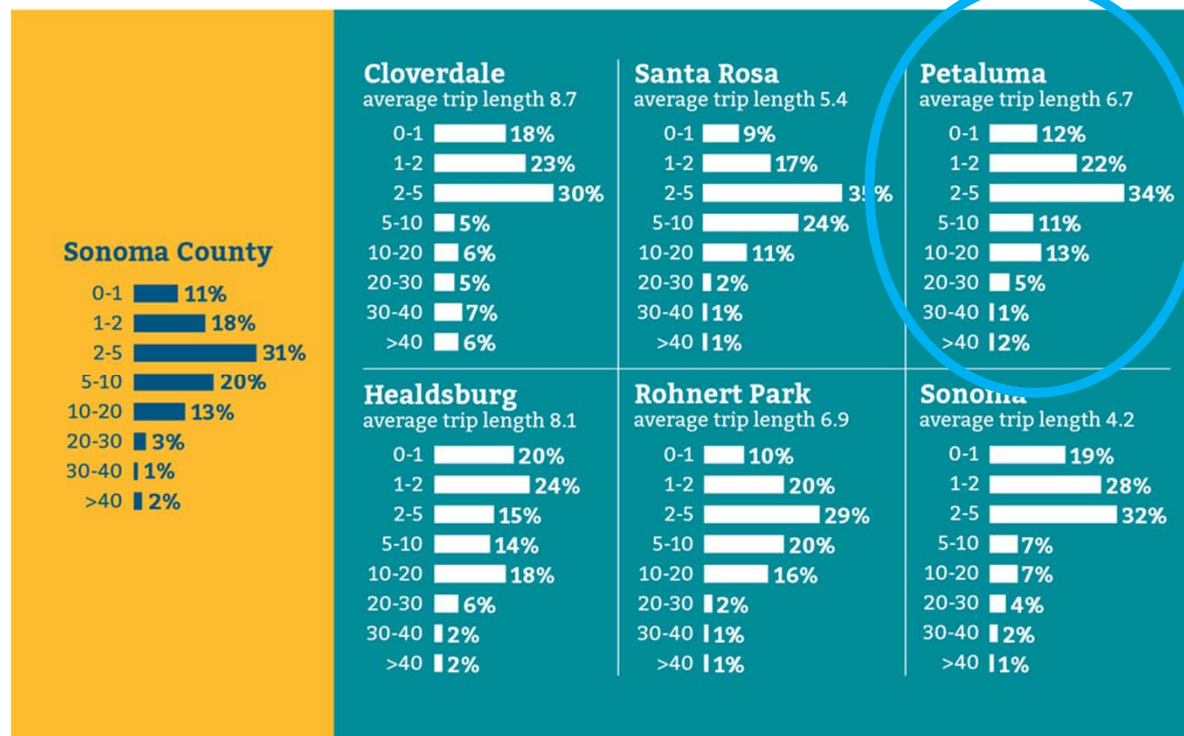
- Utilize longer street sections
- Make permanent
- Make busier streets Slow Streets

Next Steps...



Average Trip Length

by Jurisdiction, in miles



34% of trips are less than 2 miles in Petaluma

General Plan - Slow Streets

GOAL 2-G-3: Downtown 2-P-16 **Enhance linkages** between Downtown and the river, and **increase street connectivity** with the surrounding neighborhoods

GOAL 5-G-5: Bicycle and Pedestrian Improvements Create and maintain **a safe, comprehensive, and integrated bicycle and pedestrian system** throughout Petaluma that encourages bicycling and walking and is accessible to all.

GOAL 5-G-7: Neighborhood Traffic Management Formalize traffic calming efforts under a comprehensive Neighborhood Traffic Management Program (NTMP) to **improve the safety and livability of collector and local street types** and identify neighborhoods where traffic conditions may indicate the need for traffic management measures.



**City of Petaluma:
General Plan 2025**

MAY 2008



Petaluma Boulevard South Road Diet:
Confirmed need for Bike Boulevards (Slow Streets)

Connection with Downtown/ Free Range Program



Free Range – Kentucky St.

Free Range – Water St.



- ❑ Both Programs encourage safe non-motorized travel options
- ❑ Walking and biking to downtown is a unique attribute of Petaluma



Alternatives – Short Term

TABLE 3- SHORT-TERM SLOW STREETS ALTERNATIVES

ALTERNATIVE		ACTION	EFFORT
1	Remove all Slow Streets Implements	Remove signage and barricades; update website	Minimal; 10 hours; no additional supplies needed
2	Maintain Phase 2	Continue with Phase 2 and maintain signage and barricades	City Crew 10 hours/week; replacement of signs as-needed
3	Expand to Phase 3	Adjust Phase 2; Move forward with Phase 3 implementation	Estimate City Crew 20 hours/week; additional \$3k for barricades and signage



FP4

Alternatives – Long Term

TABLE 5 - LONG-TERM SLOW STREETS ALTERNATIVES

ALTERNATIVE		ACTION	EFFORT
1	Maintain Existing Pre-Covid Conditions	None required	None required
2	Update Bicycle and Pedestrian Master Plan Update (BPMP)	Update BPMP with key features of Slow Streets features for future implementation	Capture public input from Slow Streets and include in the planned revision for the BPMP (not currently funded; \$80k) for future implementation
3	Develop pilot program for Slow Streets long-term implementation	Consider 3 to 6 month pilot study of Slow Streets (2 to 3 streets). Implementation may be temporary speed humps ¹ and signage; use longer segments	Implementation is an initial 30 hours installation and \$7,500. Ongoing maintenance is 5 hours per week hours

Slide 18

FP4 not currently funded--add "currently"
Flynn, Peggy, 7/13/2020



Discussion

Recommendations

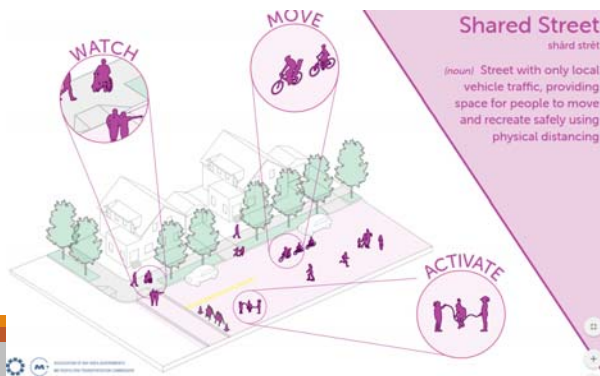


Short Term :

- Adjust Phase 2 locations; Move forward with **partial Phase 3 implementation**

Longer Term:

- Update **BPMP**
- Consider 3 to 6-month **pilot study** (2 to 3 streets)



Our new Traffic Terminology

Open Streatery : Outdoor dining space on streets and/or parking lots that are closed to vehicular traffic

Streatery Parklet and Pick-Up Zone : Reuse of parking spaces adjacent to the sidewalk for outdoor dining space, and designated curbside zones for people picking up for takeout or delivery

Open Curb: Additional space next to the sidewalk to encourage physical distancing, shared by people walking and slowly biking or rolling

Open Street: Street closed to all vehicle traffic, providing car-free space for people to move and recreate safely using physical distancing

Shared Street: Street with only local vehicle traffic, providing space for people to move and recreate safely using physical distancing

Essential Places: Traffic safety improvements that provide safe pedestrian access to essential services such as grocery stores and medical offices