



Slow Streets Review

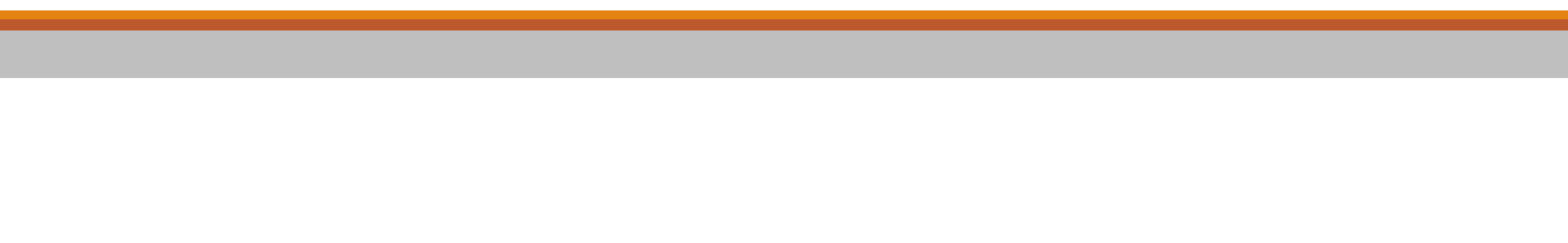


Agenda

- 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

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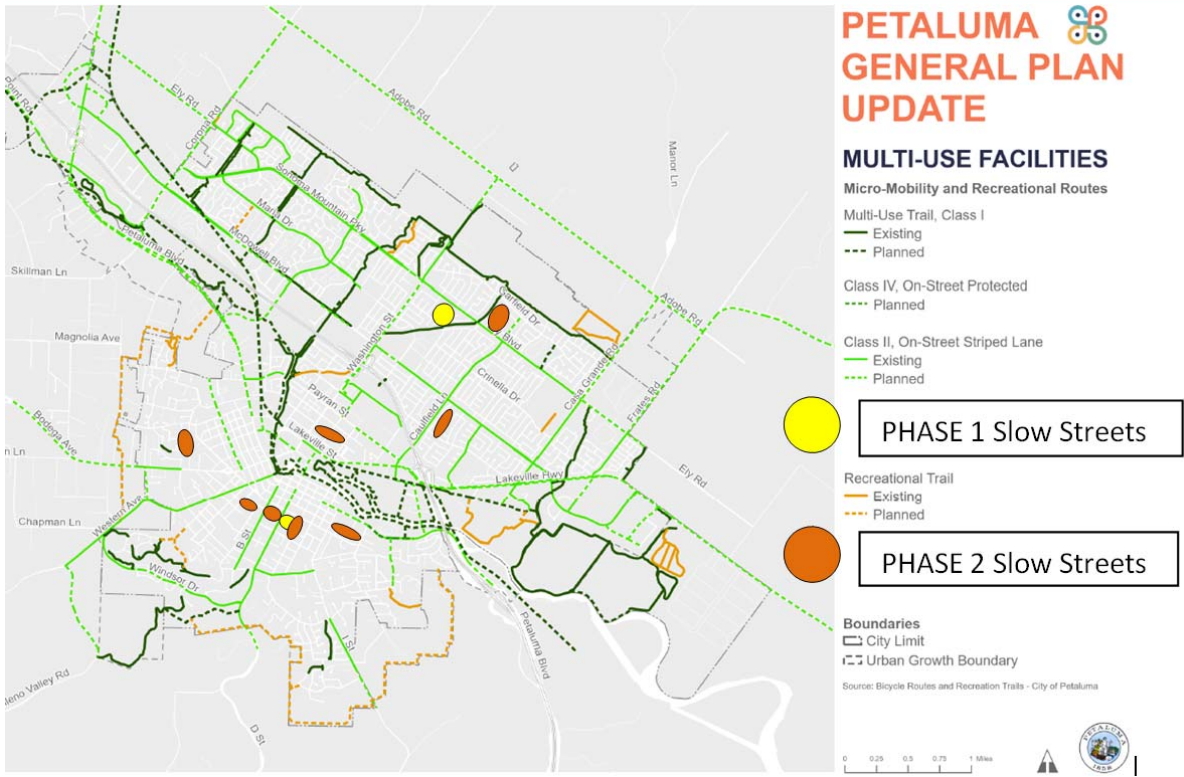
FP5 Please make sure it is understood that Oxford Ct. was only temporary to address the influx of drivers after the parks reopened. Our goal is to rescind that and potentially address their issues separately.

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



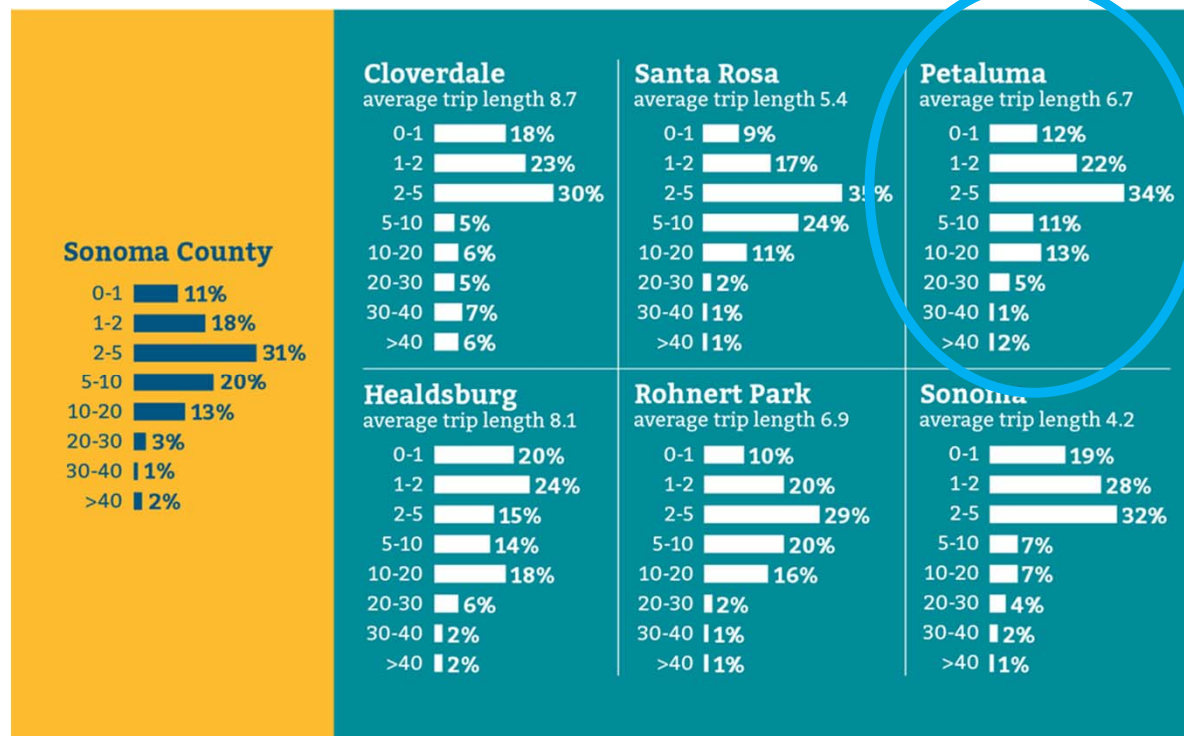
- Utilize longer street sections
- Make permanent
- Make busier streets Slow Streets

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

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



Discussion

Recommendations

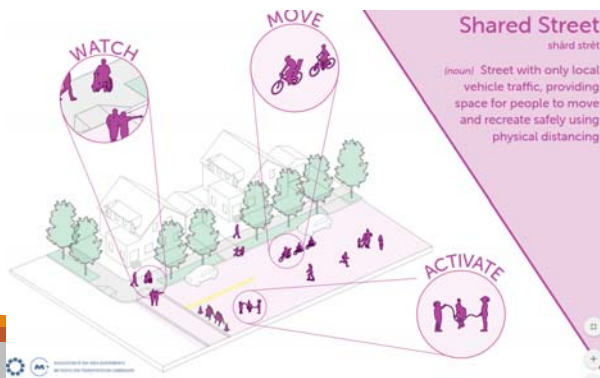
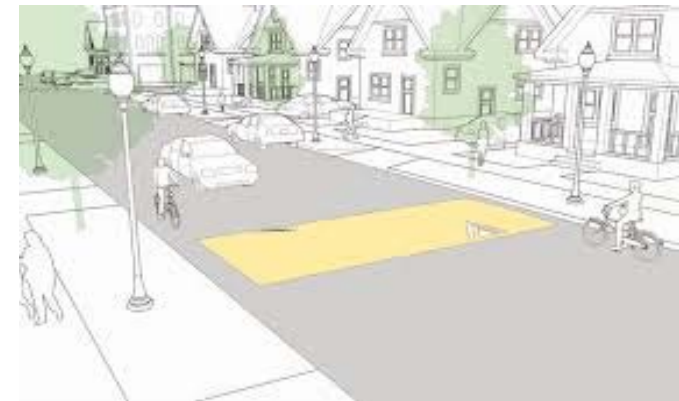


Short Term :

- 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