

# D Street Traffic Calming & Active Transportation Quick- Build Project

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COMMUNITY WORKSHOP

OCTOBER 18, 2022



# Meeting Overview

- Introductions
- Project Overview
- Speed Surveys, Collision History, & Feedback To Date
- Design Options
- Public Questions & Comments
- Next Steps




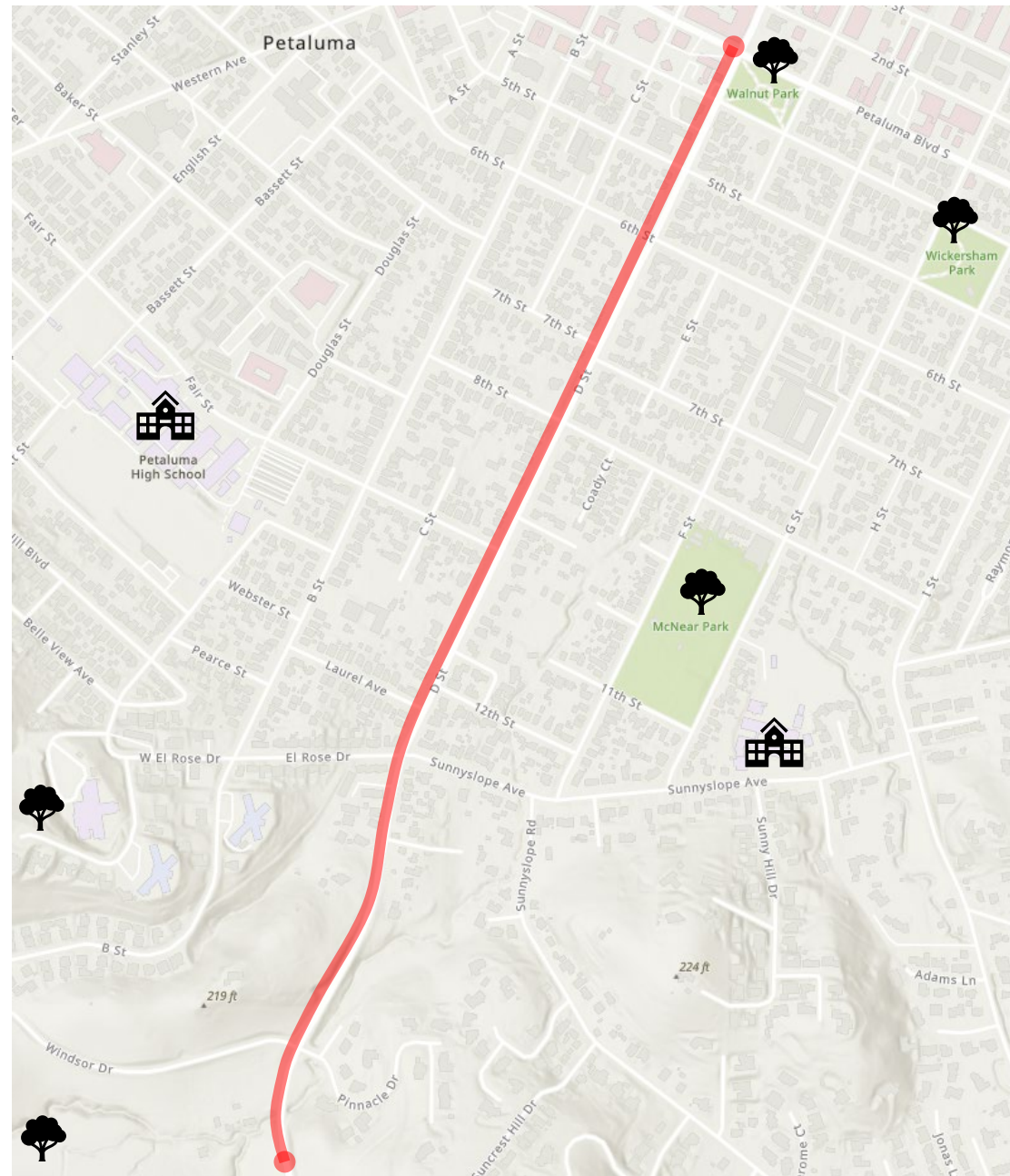
# Project Overview

- Project Location
- Why D Street? Why Now? Why Quick-Build?
- Process / Timeline



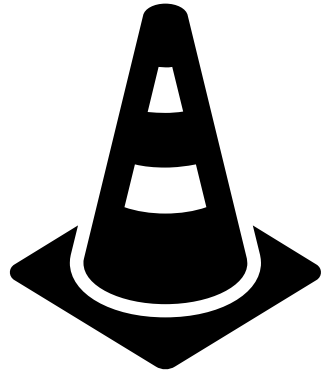
# PROJECT LOCATION

 Petaluma Boulevard South  
to City Limits



# Why D Street?

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## Deliver Immediate Safety Improvements

- Identified in **Sonoma County Vision Zero Action Plan\*** as part of **High-Injury Network\*\***
- Four priority intersections identified in **Local Road Safety Plan:** Petaluma Blvd. S., 4<sup>th</sup> St., 5<sup>th</sup> St., & 6<sup>th</sup> St.^
- Lots of vehicle, pedestrian, and bicycle activity

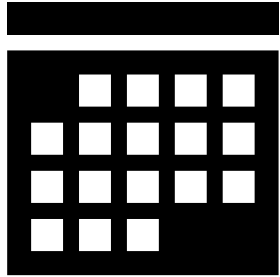
\* The County's [Vision Zero Action Plan](#) (adopted by Petaluma) aims to eliminate all severe injuries and deaths from traffic collisions by 2030.

\*\* The [High-Injury Network](#) identifies roads where collisions occur more frequently and with greater injury severity relative to other Sonoma County roads.

^ The City's [Local Road Safety Plan](#) is a comprehensive traffic safety plan that identifies priority locations that need safety improvements, along with potential countermeasures.

# Why Now?

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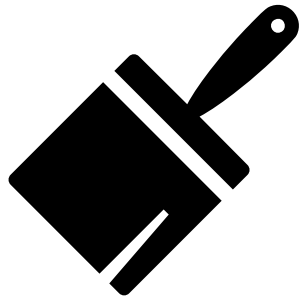


## **2025: D Street Road Reconstruction**

- 2022-2023: Quick-Build Project (funded)
- 2024: Sewer & Water Main Replacement Projects (funded)
- 2025: Road Reconstruction Project (funding TBD)
- TBD: Windsor Dr. Roundabout by Scott Ranch Developer

# Why Quick-Build?




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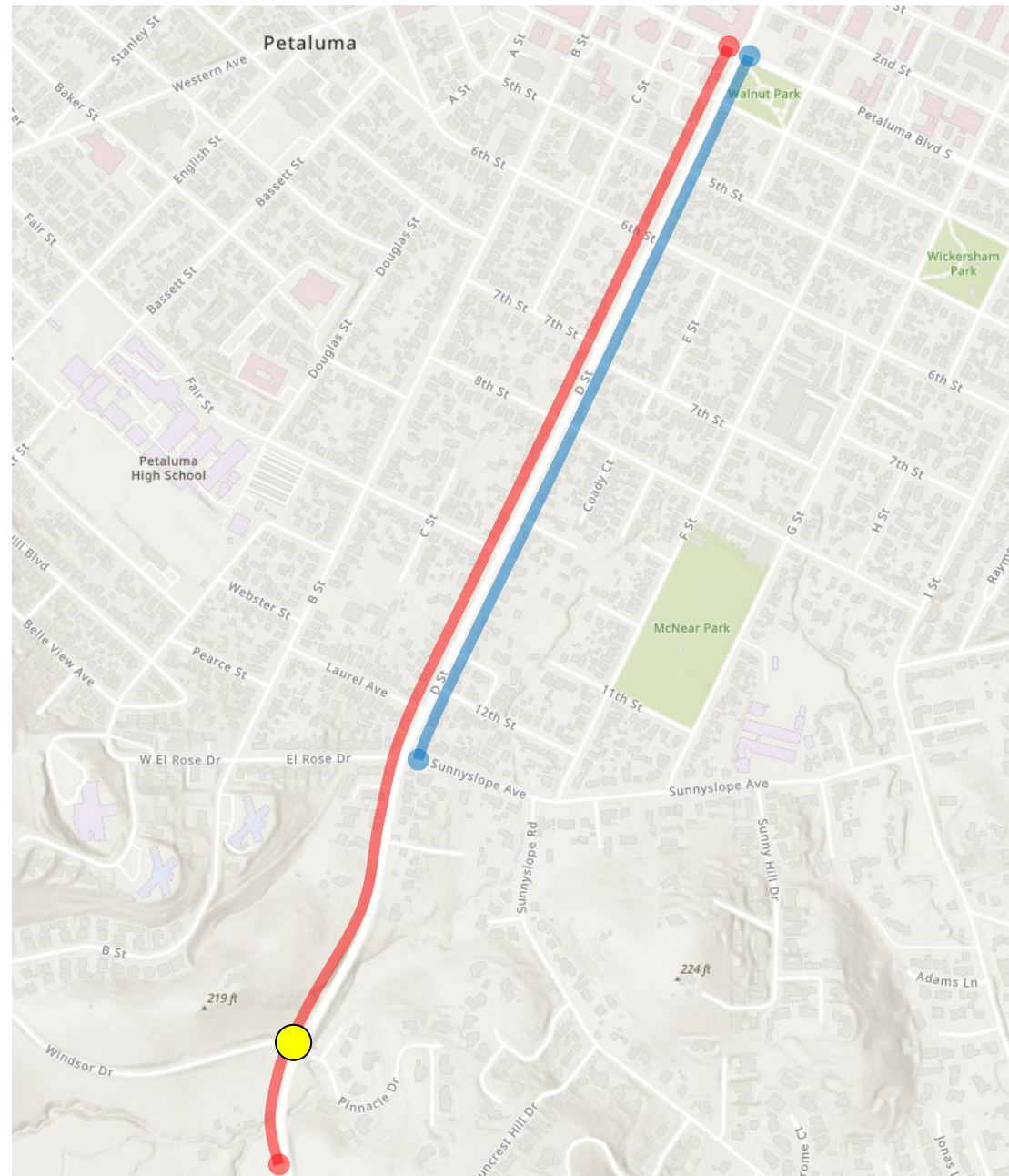


## **Install > Test > Evaluate > Adjust**

- Quick, cost-effective, and easy to install, adjust, or remove
- Doesn't involve concrete or utility work
- Gives community an opportunity to experience proposed changes and provide feedback before they are made permanent through Road Reconstruction Project

# PROJECT LOCATIONS

-  Quick-Build Project (2023) & Road Reconstruction Project (2025)
-  Sewer & Water Main Projects (2024)
-  Roundabout (by Scott Ranch Developer; TBD)





# Process / Timeline

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- **June 30:** Project included in FY 22/23 Capital Improvement Program
- **October 18:** Community Workshop #1
- **October 20 - November 11:** Online Survey
- **November 2:** Pedestrian & Bicycle Advisory Committee
- **November/December:** Community Workshop #2 – Share Proposed Design
- **Winter 2022-23 (Dates TBD):** Quick-Build Installation
- **2023-2024:** Evaluate, Collect Feedback, & Adjust Quick-Build Elements



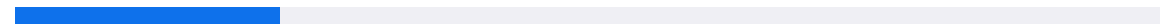
# Poll Question:

## What's your relationship with this stretch of D Street?

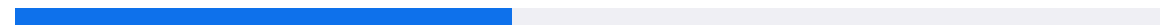
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1. What's your relationship with this stretch of D Street? (Single Choice) \*

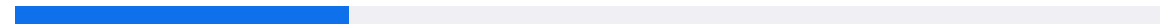
I live on D Street (13/56) 23%



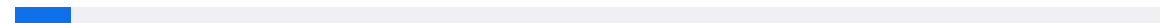
I live near D Street (24/56) 43%



I don't live on or near D Street, but I use it regularly (16/56) 29%



Other (3/56) 5%



# Poll Question:

## How do you currently use this stretch of D Street?

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2. How do you currently use this stretch of D Street? (Multiple Choice) \*

Walk, assistive mobility device, jog, etc. (42/56) 75%



Bike, scoot, roll, etc. (33/56) 59%



Drive (47/56) 84%

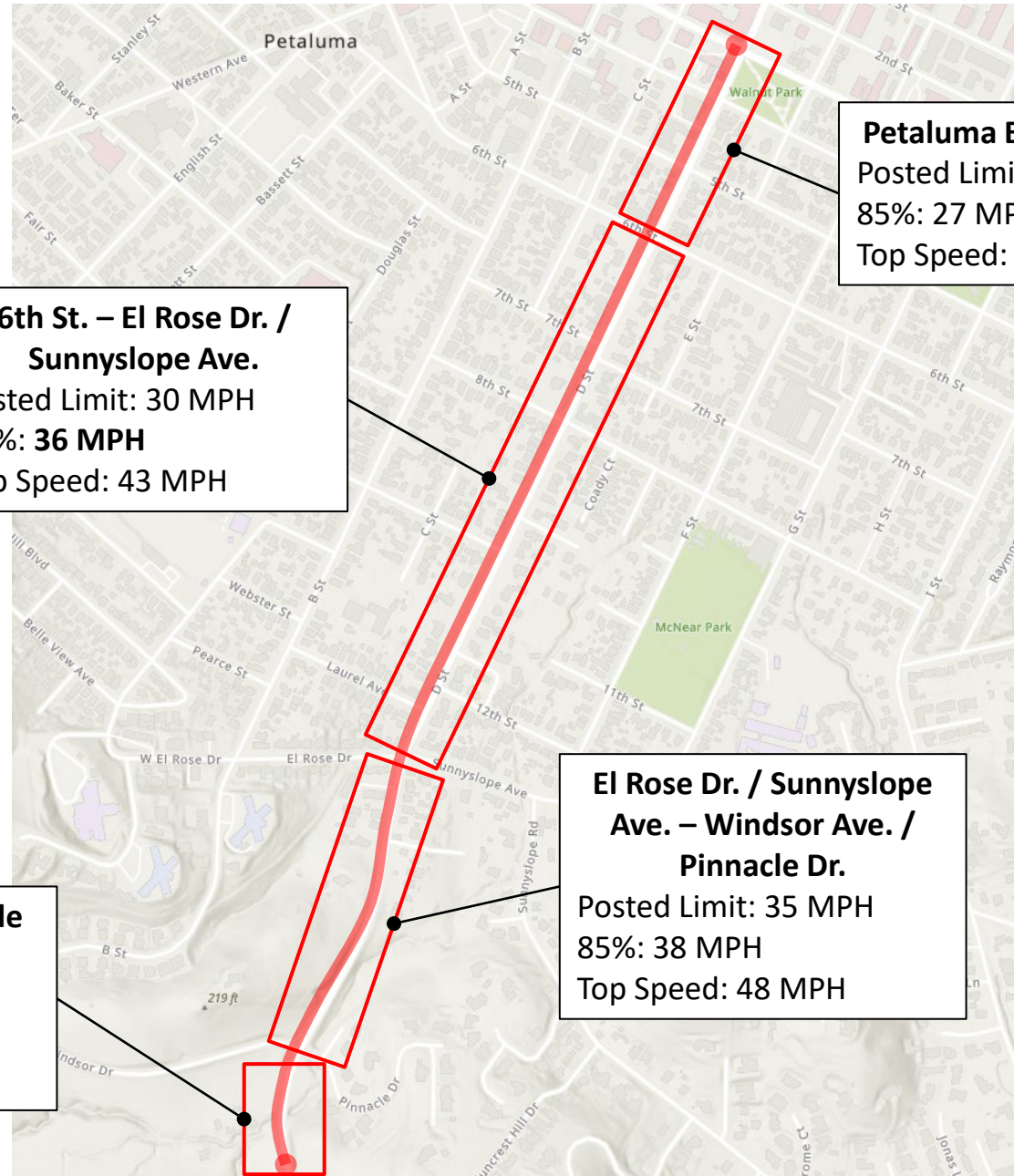


# Speed Surveys, Collision History, & Feedback To Date



# SPEED SURVEYS

 Project Limits



**6th St. – El Rose Dr. /  
Sunnyslope Ave.**  
Posted Limit: 30 MPH  
85%: **36 MPH**  
Top Speed: 43 MPH

**Petaluma Blvd. S. – 6th St.**  
Posted Limit: 25 MPH  
85%: 27 MPH  
Top Speed: 32 MPH

**El Rose Dr. / Sunnyslope  
Ave. – Windsor Ave. /  
Pinnacle Dr.**  
Posted Limit: 35 MPH  
85%: 38 MPH  
Top Speed: 48 MPH

**Windsor Ave. / Pinnacle  
Dr. – City Limits**  
Posted Limit: 45 MPH  
85%: 45 MPH  
Top Speed: 53 MPH

# Collision History (2017-2021)

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63 reported collisions (37 injuries; 2 severe injuries)\*

## VEHICLE vs VEHICLE: 49



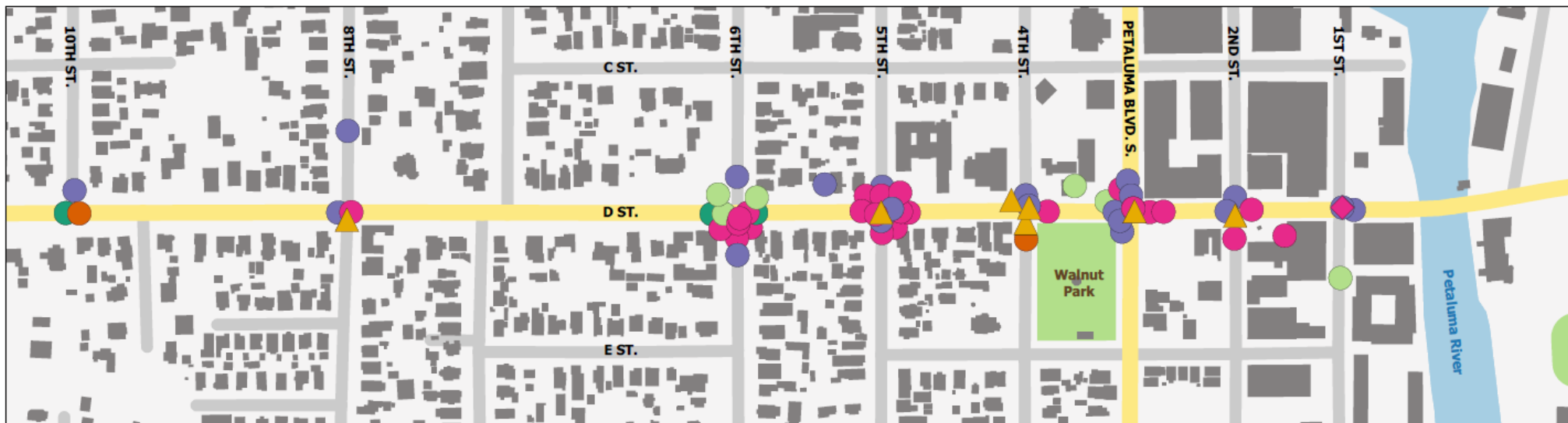
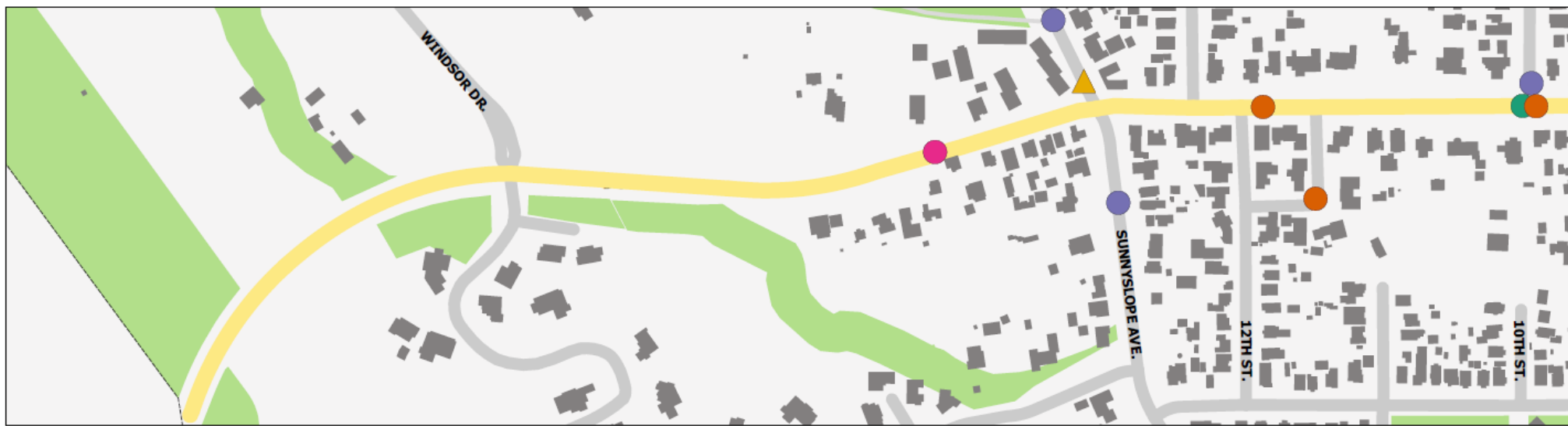
- 27 broadside
- 18 rear-end

## VEHICLE vs PEDESTRIAN: 8



- 7 in crosswalk
- 1 outside crosswalk

\*Does not include unreported collisions or near misses



## D Street Collisions 2017-2021

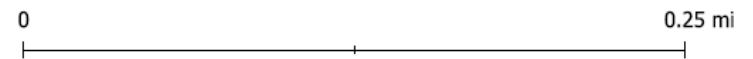
### Collision Type

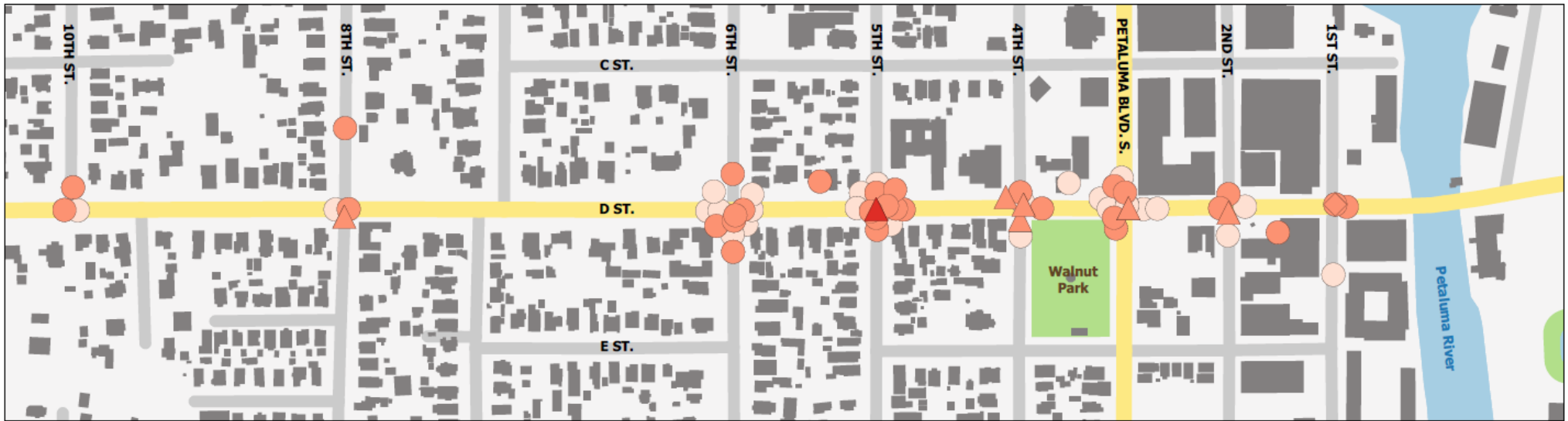
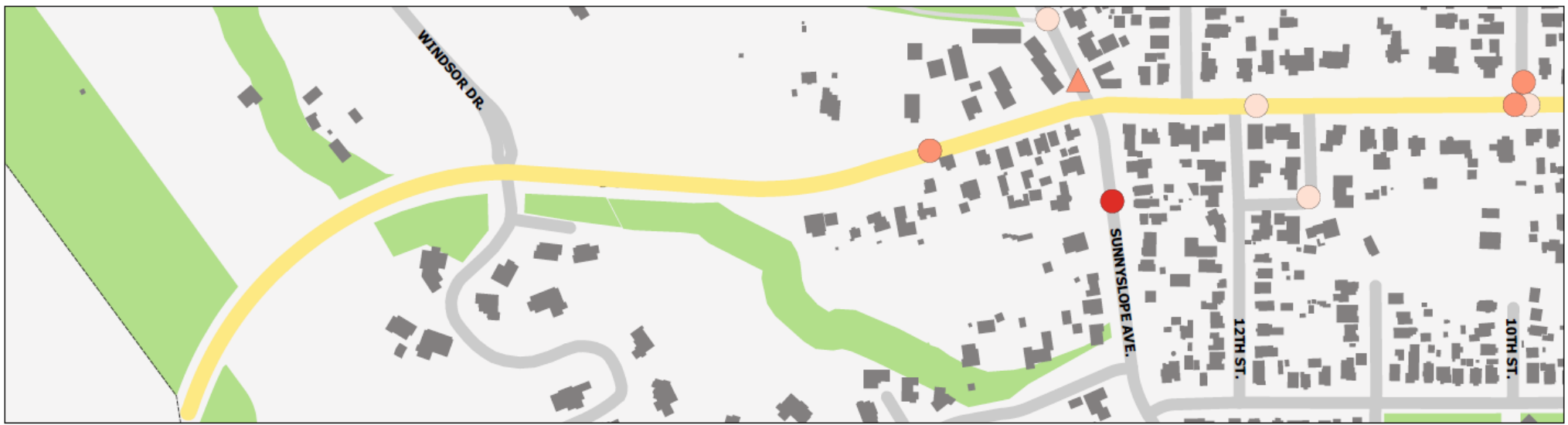
#### Collision Involving

- Vehicle Only
- △ Pedestrian
- ◇ Bicycle

#### Collision Type

- Head-On
- Sideswipe
- Rear-End
- Broadside
- Hit Object
- Vehicle/Pedestrian

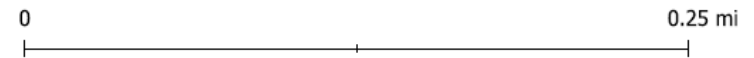




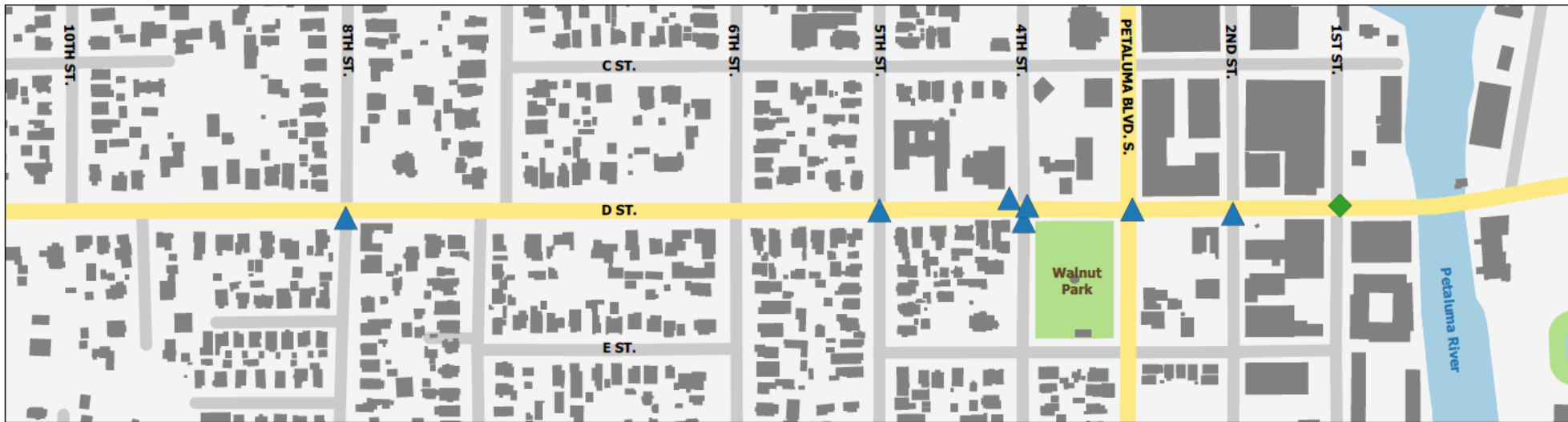
**D Street Collisions  
2017-2021**

**Collision Severity**

- | Collision Involving | Collision Severity     |
|---------------------|------------------------|
| ○ Vehicle Only      | ● Severe Injury        |
| △ Pedestrian        | ● Minor Injury         |
| ◇ Bicycle           | ● Property Damage Only |







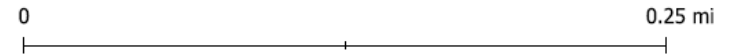
D Street Collisions  
2017-2021

Bicycle & Pedestrian  
Collisions

**Bicycle & Pedestrian Collisions**

- ▲ Pedestrian
- ◆ Bicycle

City Limits



# Feedback Received to Date

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- **D Street Coalition (Neighborhood Group)**
  - Refresh existing crosswalk and bike lane striping
  - Install new crosswalks at Brown Ct., 10<sup>th</sup> St., 12<sup>th</sup> St., Michelle Ln., and Windsor Dr.
  - Install speed feedback signs at Windsor Dr.
  - Install traffic calming at Windsor Dr.
- **Project Webpage Comment Form**
  - Install crosswalks at 10<sup>th</sup> St. and 12<sup>th</sup> St.
  - Improve bike lanes
  - Slow traffic at Windsor Dr. intersection

# Design Options

- Traffic Calming
- Sight Distance
- Pedestrian Crossings
- Traffic Diverters
- Bike Lanes & Parking



# Design Options

- Traffic Calming
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## Speed Feedback Signs



- **Purpose:** Bring drivers' attention to their current speed relative to the posted speed limit
- **Proposed Locations:**
  - **Inbound:** Windsor Dr., 12<sup>th</sup> St.
  - **Outbound:** 10<sup>th</sup> St.

# Speed Reduction Lane Markings

## Design Options

- Traffic Calming
- Sight Distance
- Pedestrian Crossings
- Traffic Diverters
- Bike Lanes & Parking



- **Purpose:** Progressively reduced spacing gives drivers the impression that their speed is increasing.
- **Proposed Locations:**
  - Windsor Dr. (inbound)

# Intersection Daylighting / Parking Prohibition

## Design Options

- Traffic Calming
- Sight Distance
- Pedestrian Crossings
- Traffic Diverters
- Bike Lanes & Parking



- **Purpose:** Prohibit parking near intersections to improve sight distance, especially for those waiting to cross D Street
- **Proposed Locations:**
  - **Within 20-40' of two-way stop intersections and uncontrolled crosswalks:** Laurel Ave., 12<sup>th</sup> St., Grossland Wy., 10<sup>th</sup> St., Brown Ct., 7<sup>th</sup> St., 5<sup>th</sup> St., 4<sup>th</sup> St.
  - **Within 10-20' of all-way stop and signal-controlled intersections:** Sunnyslope Ave., 8<sup>th</sup> St., 6<sup>th</sup> St.

# Design Options

- Traffic Calming
- Sight Distance
- Pedestrian Crossings
- Traffic Diverters
- Bike Lanes & Parking

## Curb Extensions / Bulbouts



- **Purpose:** Improve pedestrian visibility, shorten crossing distance, and slow vehicle turning movements
- **Proposed Locations:**
  - **All-way stop and signal-controlled intersections (where feasible):** Sunnyslope Ave., 8<sup>th</sup> St., 6<sup>th</sup> St.
  - **Potential future crosswalk locations:** 12<sup>th</sup> St., 10<sup>th</sup> St.

# Pedestrian Refuge Islands

## Design Options

- Traffic Calming
- Sight Distance
- Pedestrian Crossings
- Traffic Diverters
- Bike Lanes & Parking



- **Purpose:** Improve pedestrian visibility and shorten crossing distance
- **Proposed Locations:**
  - **Uncontrolled crosswalks:** 7<sup>th</sup> St., 5<sup>th</sup> St., 4<sup>th</sup> St.



# Design Options

- Traffic Calming
- Sight Distance
- Pedestrian Crossings
- Traffic Diverters
- Bike Lanes & Parking

## Rectangular Rapid Flashing Beacons



- **Purpose:** Improve pedestrian visibility and the likelihood that drivers will yield to people waiting to cross
- **Proposed Locations:**
  - **Uncontrolled crosswalks:** 7<sup>th</sup> St., 5<sup>th</sup> St.

# Design Options

- Traffic Calming
- Sight Distance
- Pedestrian Crossings
- Traffic Diverters
- Bike Lanes & Parking

## Traffic Diverters

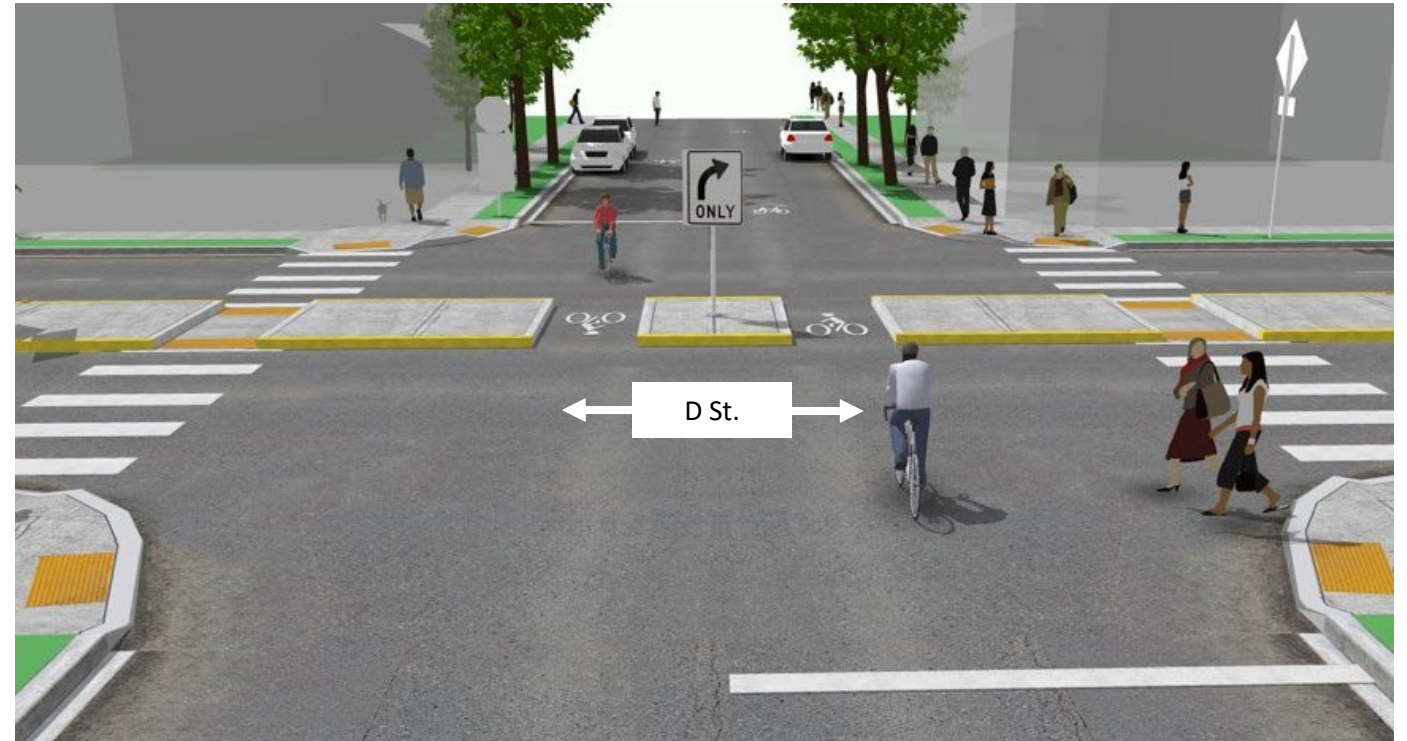


- **Purpose:** Prohibit drivers from crossing D Street or making left turns onto or off D Street while also providing a refuge island for people crossing on foot or bike
- **Proposed Locations:**
  - 4<sup>th</sup> St. and/or 5<sup>th</sup> St.

# Traffic Diverters

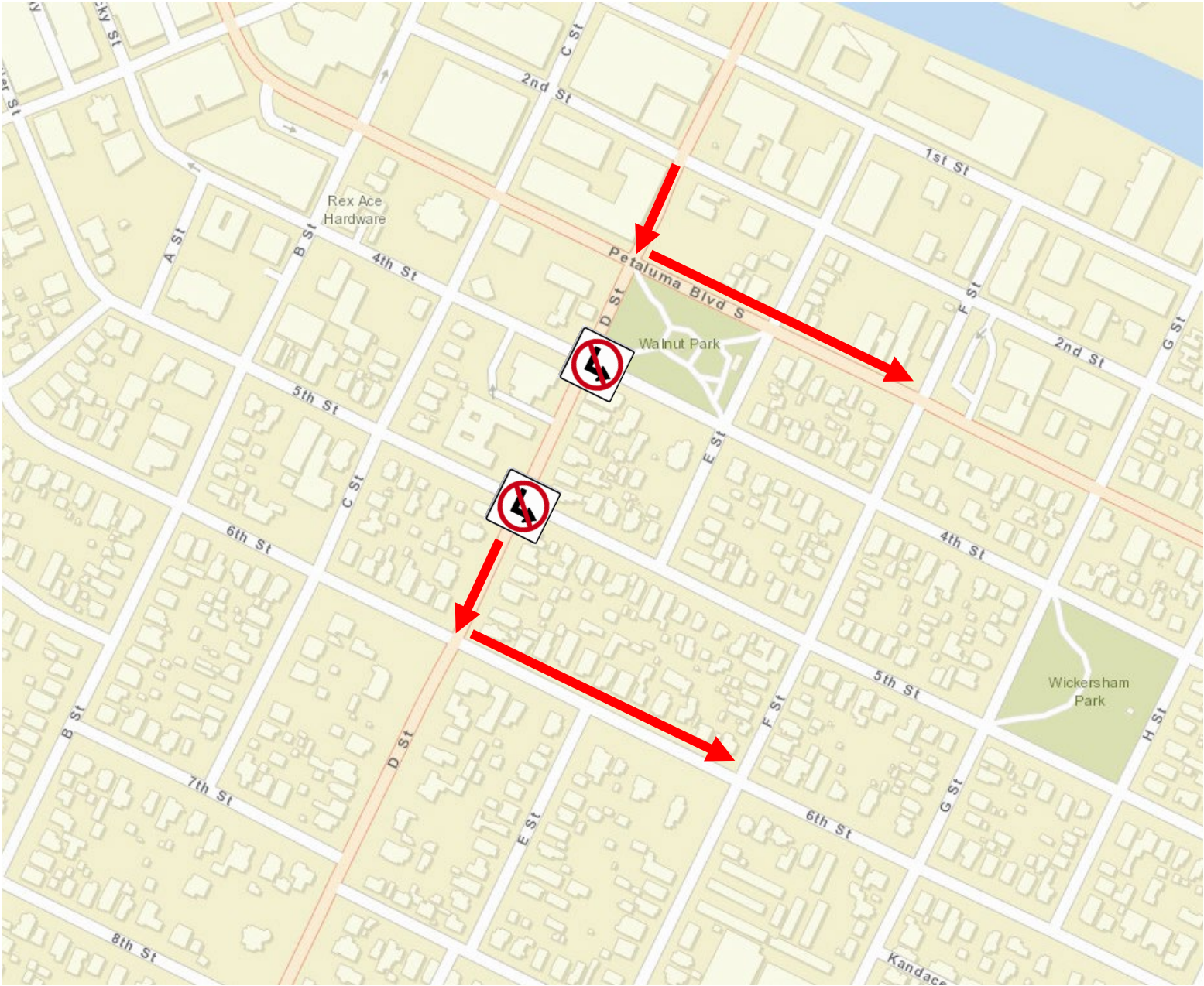
## Design Options

- Traffic Calming
- Sight Distance
- Pedestrian Crossings
- Traffic Diverters
- Bike Lanes & Parking

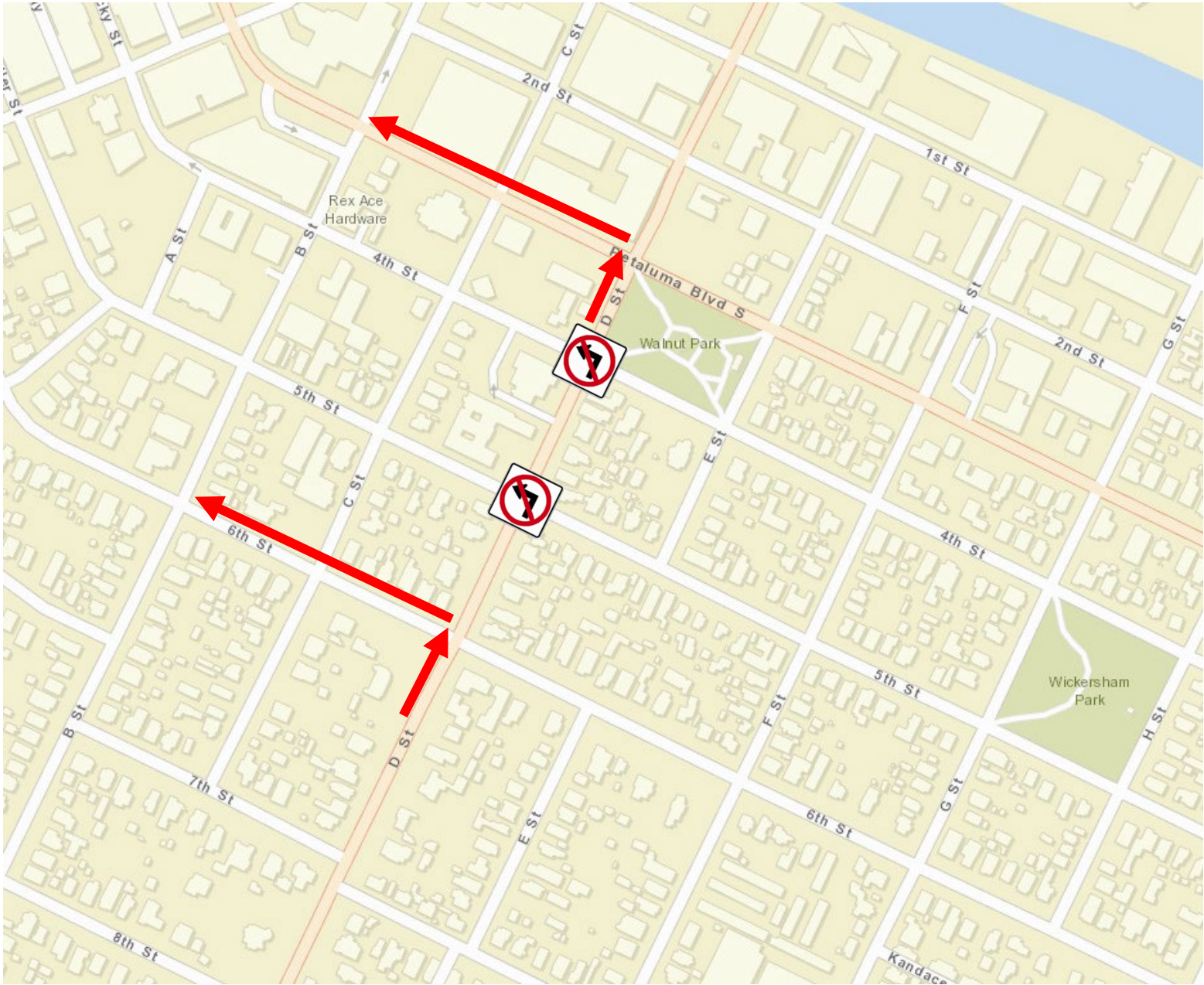


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- **Proposed Locations:**
  - 4<sup>th</sup> St. and/or 5<sup>th</sup> St.

# CIRCULATION IMPACTS: Southbound Left Turn



# CIRCULATION IMPACTS: Northbound Left Turn



# CIRCULATION IMPACTS: Westbound Thru/Left Turn



# CIRCULATION IMPACTS: Westbound Thru/Left Turn

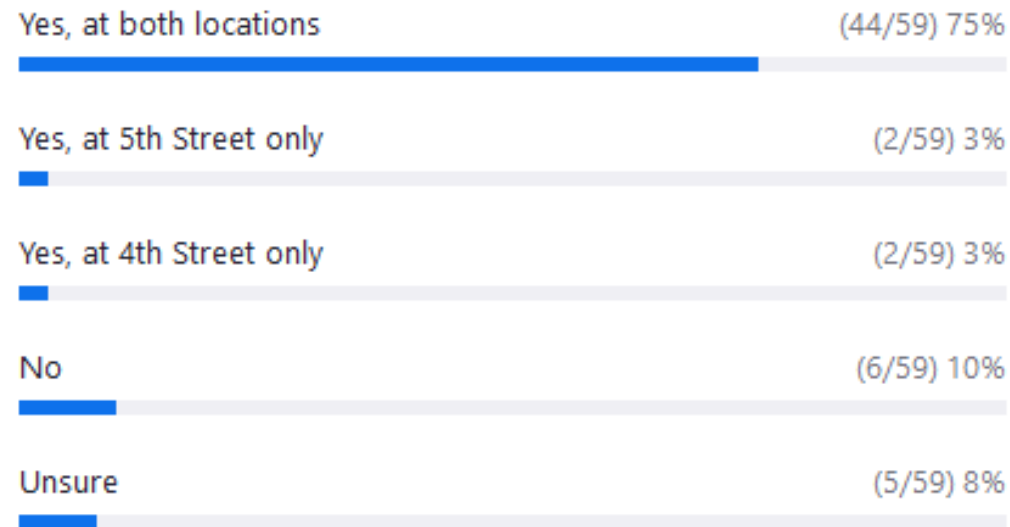


# Poll Question:

## Are you in favor of testing traffic diverters?

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1. Are you in favor of testing traffic diverters? (Single Choice) \*

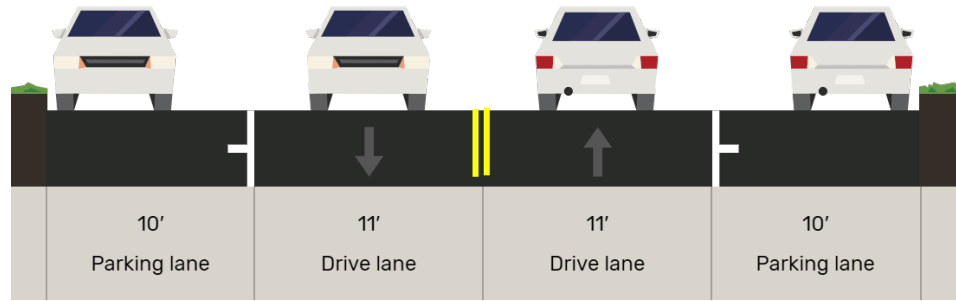




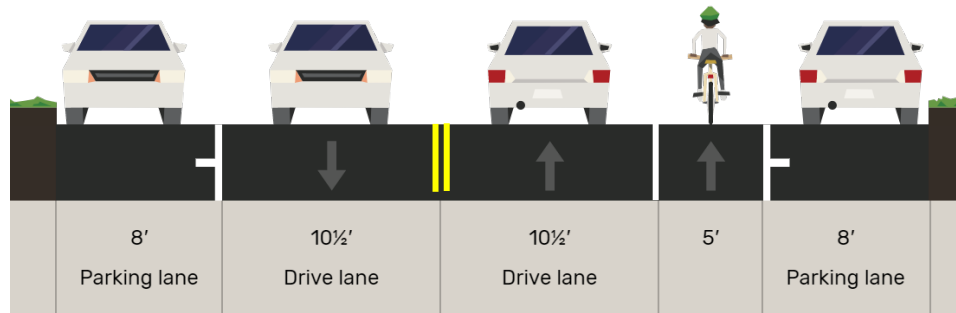
# Design Options

- Traffic Calming
- Sight Distance
- Pedestrian Crossings
- Traffic Diverters
- **Bike Lanes & Parking**

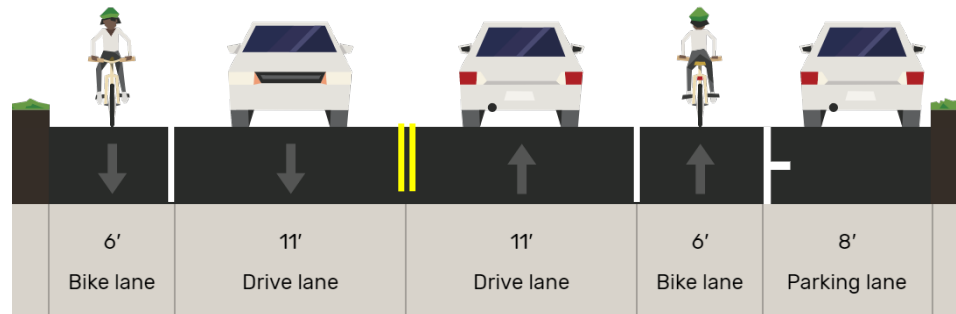
## Bike Lane / Parking Options (Sunnyslope Ave. – Petaluma Blvd. S.)



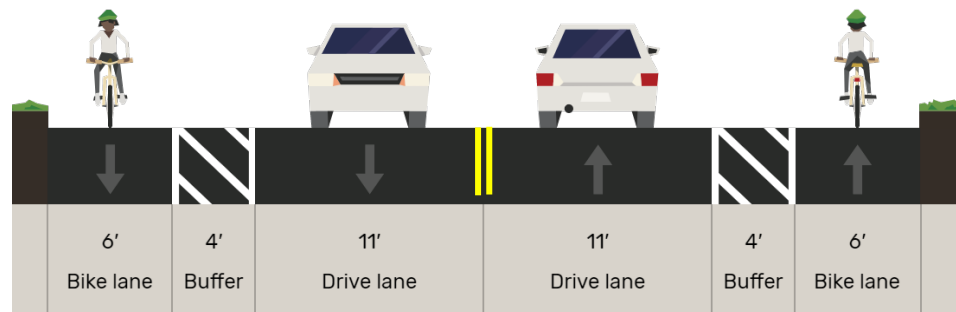
- No bike lanes
- Wide parking lanes on both sides (similar to existing configuration)



- Bike lane in one direction
- Parking on both sides



- Bike lanes in both directions
- Parking on one side



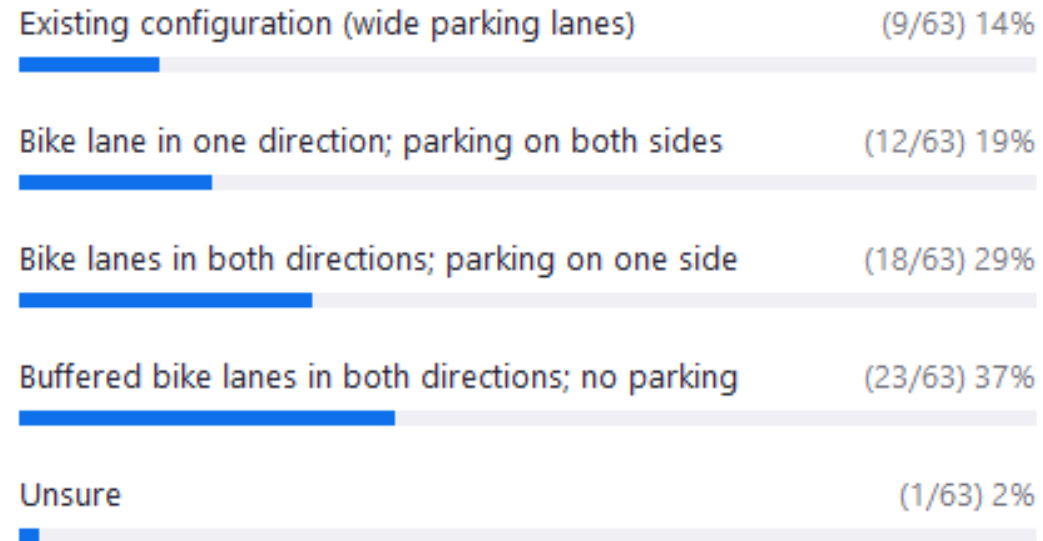
- Buffered/protected bike lanes in both directions
- No parking

# Poll Question:

## Which bike lane option do you prefer?

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1. Which bike lane option do you prefer? (Single Choice) \*



# Next Steps



- **October 18: Community Workshop #1**
- **October 20 - November 11: Online Survey**
- **November 2: Pedestrian & Bicycle Advisory Committee**
- **November/December: Community Workshop #2 – Share Proposed Design**
- **Winter 2022-23 (Dates TBD): Quick-Build Installation**
- **2023-2024: Evaluate, Collect Feedback, & Adjust Quick-Build Elements**

# Questions & Comments

Thank you for attending our Community Workshop. We welcome your comments and questions.

If you'd like to make a comment, please do the following:

- First, **raise your virtual hand** or **press \*9** if participating by phone.
- Next, the moderator will call on participants to unmute themselves and begin speaking.
- Speakers are encouraged to be respectful. Threats of violence or obscenity are grounds for removal from this meeting.

You may also share feedback and sign up for project updates at [cityofpetaluma.org/DStreetTrafficCalming](https://cityofpetaluma.org/DStreetTrafficCalming)

Thank You!



**Project Webpage:**  
[cityofpetaluma.org/DStreetTrafficCalming](http://cityofpetaluma.org/DStreetTrafficCalming)

**Project Manager: Bjorn Gripenburg**  
[bgripenburg@cityofpetaluma.org](mailto:bgripenburg@cityofpetaluma.org)