

Garfield Drive Improvements Project

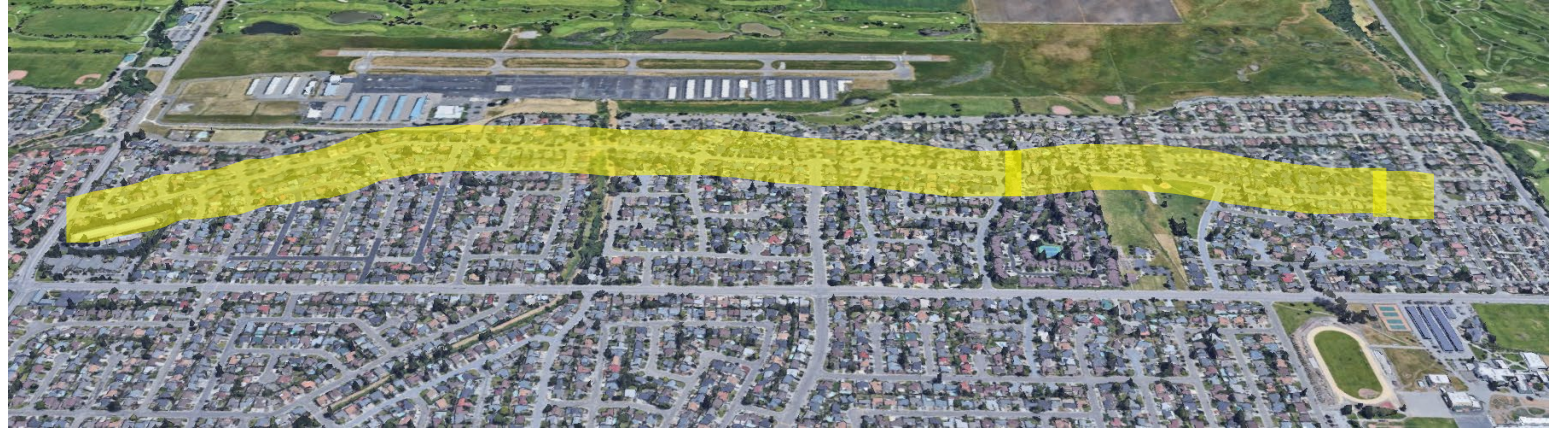
COMMUNITY WORKSHOP

APRIL 12, 2023



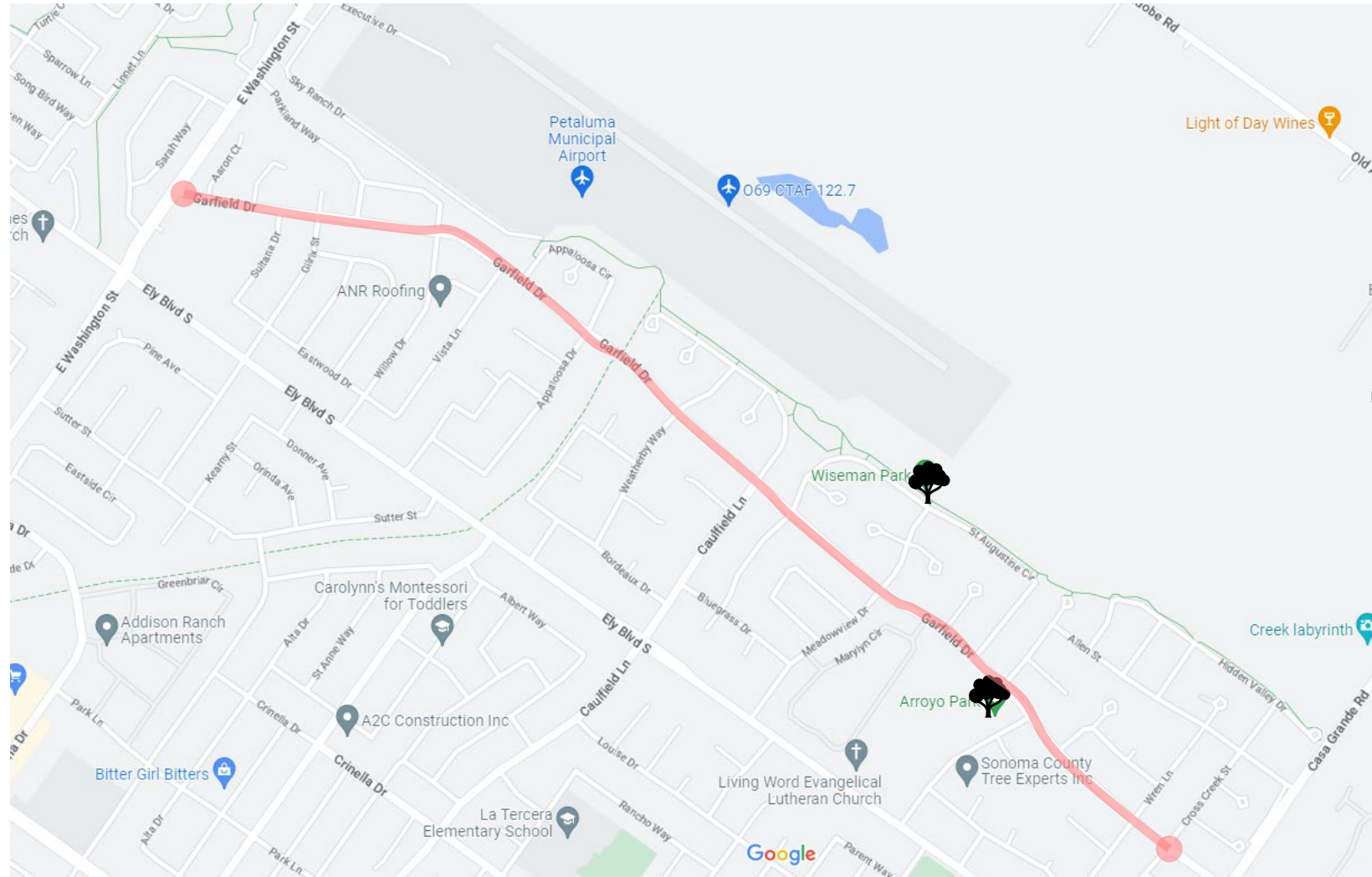
Meeting Overview

- Project Overview
- Traffic Calming & Safe Streets Design Elements
- Public Questions & Comments
- Next Steps



PROJECT LOCATION

 E Washington St to
Cross Creek St



Poll Question:

What's your connection with this stretch of Garfield Dr?

1. What is your connection with this stretch of Garfield Drive? (Single Choice) *

(7/7) 100% answered

I live on Garfield Drive (3/7) 43%

I live near Garfield Drive (3/7) 43%

I don't live on or near Garfield Drive, but I use it regularly (1/7) 14%

Other (0/7) 0%

Poll Question:

How do you currently use this stretch of Garfield Dr?

2. How do you currently use this stretch of Garfield Drive?
(Select all that apply) (Multiple Choice) *

(7/7) 100% answered

Walk, jog, assistive mobility device, etc. (6/7) 86%



Bike, scoot, roll, etc. (5/7) 71%



Drive (6/7) 86%



Poll Question:

For what purposes do you typically use Garfield Drive?

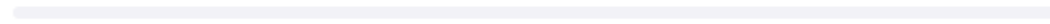
3. For what purposes do you typically use Garfield Drive?
(Select all that apply) (Multiple Choice) *

(7/7) 100% answered

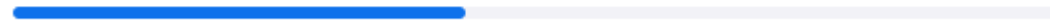
Travelling to/from home (6/7) 86%



Travelling to/from schools (0/7) 0%



Travelling to/from parks (3/7) 43%



Other (4/7) 57%

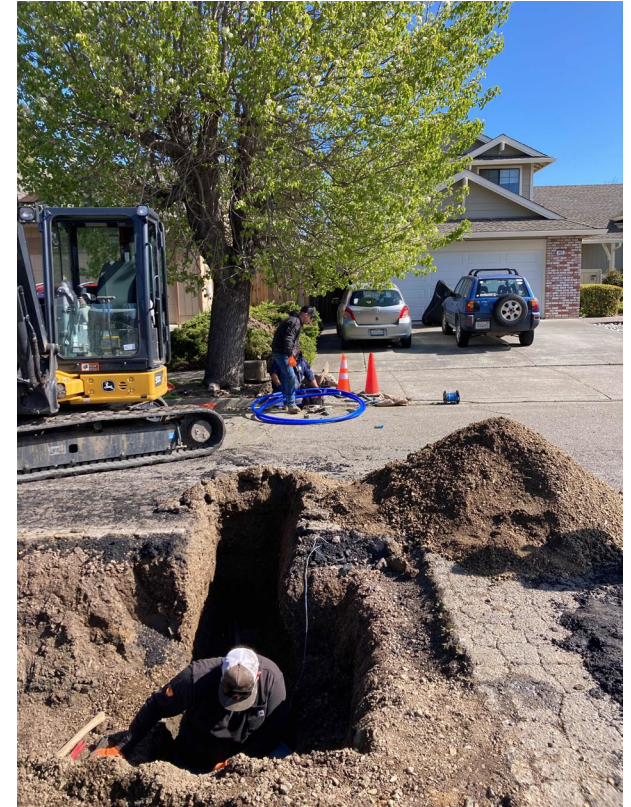


Why Garfield Drive?

- Part of City's Water Services Replacement Program
- Pavement needs to be replaced
- Proximity to school/parks
- Opportunity to make streets safer

Water Services on Garfield Drive

- Part of City's Water Services Replacement Program
- Coordination of utility and paving projects provides efficiency and longevity for pavement quality



Pavement Restoration



- Garfield Dr PCI ranges from 0 to 15 in the project area.
- Restoration will include a new layer of asphalt and improvements to the existing base

Safe Streets Approach

- Safe Streets included in City Council's Top 10 Priorities
- Carbon neutrality by 2030
- Zero severe injuries and traffic deaths by 2030
- Consider needs of all road users when designing streets

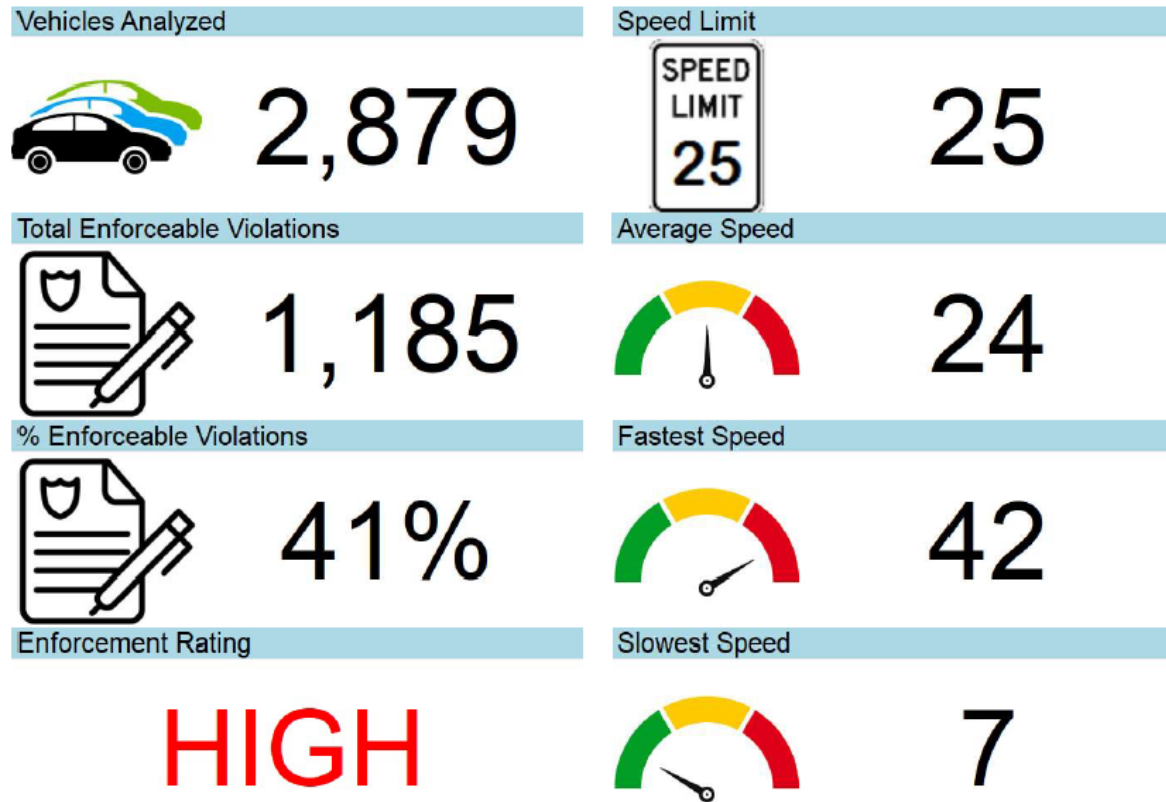


Garfield Drive Characteristics

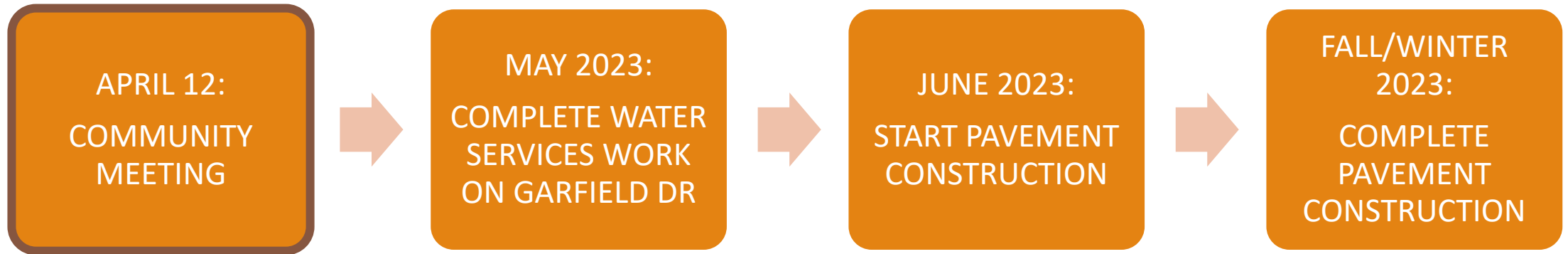
- 930 vehicles per day
- 25 MPH speed limit
- Average of one collision per year since 2016
- Just two locations with marked crosswalks
- Curb ramps at street corners are non-existent or do not meet current ADA standards
- Not a proposed bike route in City's *Bicycle & Pedestrian Master Plan*



Speed Survey (October 2022)



Timeline



Traffic Calming & Safe Streets Design Elements

- Design Overview
- Intersection Daylighting
- Curb Ramps
- Crosswalks / Bulbouts
- Lane Widths
- Bikeway Options



Traffic Calming & Safe Streets Design Elements

- Design Goals
- Intersection Daylighting
- Curb Ramps
- Crosswalks / Bulbouts
- Lane Widths
- Bikeway Options

Design Goals

- Slow traffic
- Improve accessibility
- Improve intersection safety for all road users

Traffic Calming & Safe Streets Design Elements

- Design Goals
- Intersection Daylighting
- Curb Ramps
- Crosswalks / Bulbouts
- Lane Widths
- Bikeway Options

Intersection Daylighting / Parking Prohibition



- **Purpose:** Prohibit parking near intersections to improve sight distance, especially for those waiting to cross or turn onto Garfield Drive
- **Proposed Locations:**
 - **Within 10'** of all two-way stop intersections
 - **Within 10-20'** of all-way stops: E Washington St., Willow Dr., Appaloosa Cir., Weatherby Way., Caulfield Ln., Meadowview Dr.

Traffic Calming & Safe Streets Design Elements

- Design Goals
- Intersection Daylighting
- Curb Ramps
- Crosswalks / Bulbouts
- Lane Widths
- Bikeway Options

Curb Ramps



- **Purpose:** Provide accessibility for people with disabilities, people walking with strollers, etc.
- **Proposed Locations:** All street corners and Washington Creek Trail crossing (58 new curb ramps)

Traffic Calming & Safe Streets Design Elements

- Design Goals
- Intersection Daylighting
- Curb Ramps
- Crosswalks / Bulbouts
- Lane Widths
- Bikeway Options

Crosswalks / Bulbouts

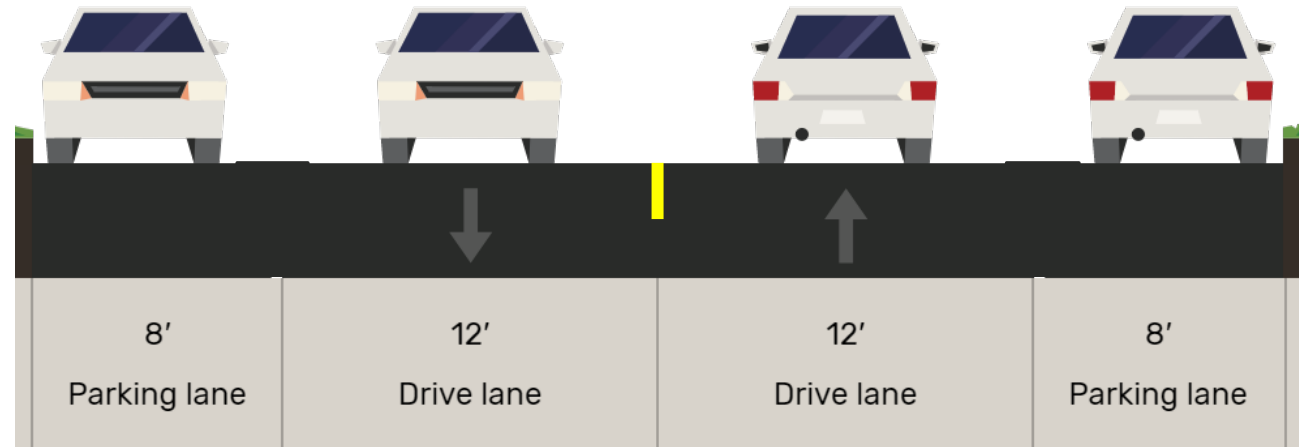


- **Purpose:** Provide high-visibility markings and signage to increase drivers' caution and awareness of people crossing on foot and bike.
- **Proposed Locations:** Willow Dr., Appaloosa Dr., Washington Creek Trail, Weatherby Way., Caulfield Ln., Meadowview Dr., Cross Creek Ln.

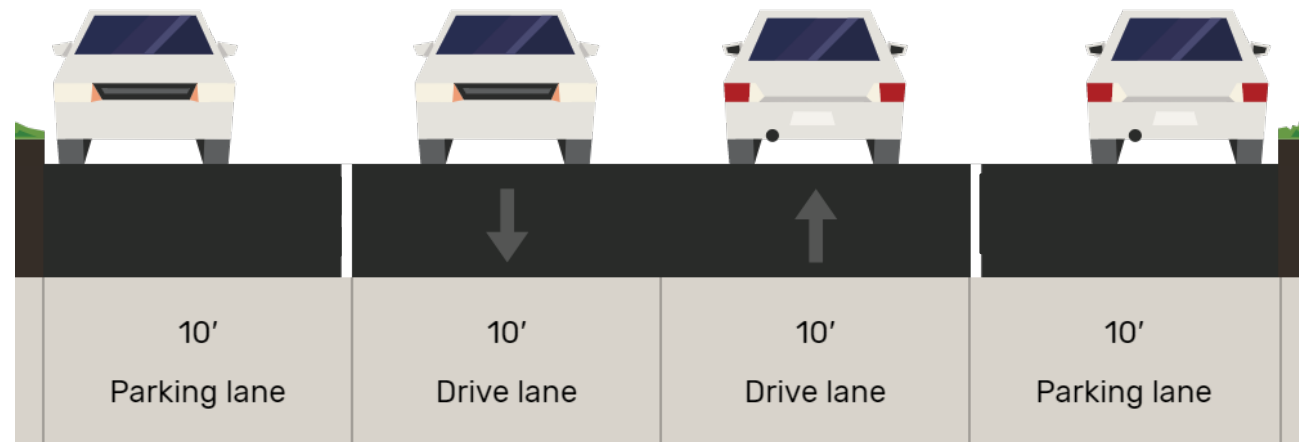
Traffic Calming & Safe Streets Design Elements

- Design Goals
- Intersection Daylighting
- Curb Ramps
- Crosswalks / Bulbouts
- **Lane Widths**
- Bikeway Options

Lane Widths



Existing Configuration

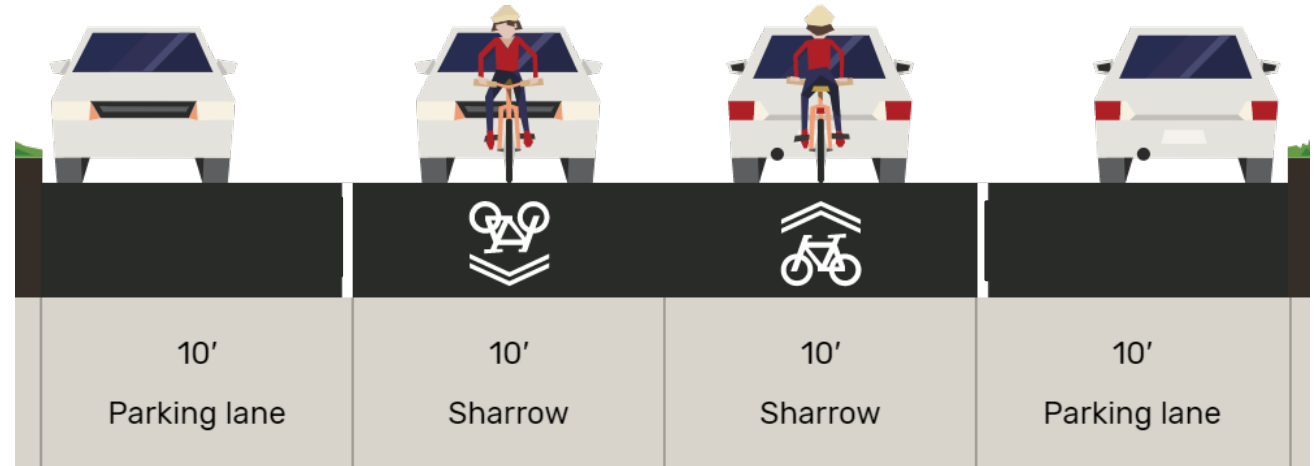


Proposed Configuration

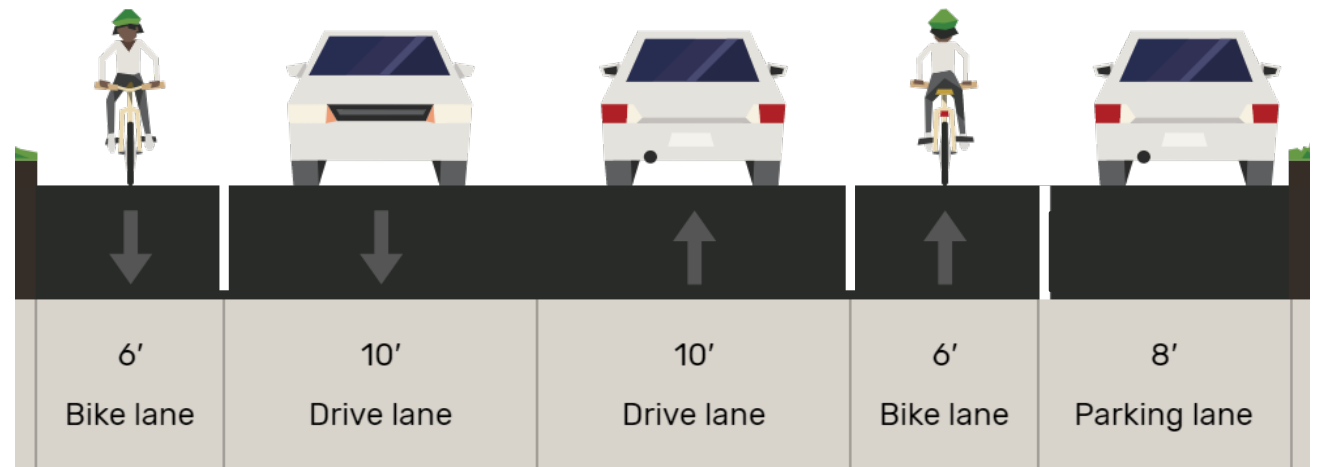
Traffic Calming & Safe Streets Design Elements

- Design Goals
- Intersection Daylighting
- Curb Ramps
- Crosswalks / Bulbouts
- Lane Widths
- Bikeway Options

Bikeway Options



Shared Lane (Class III)



Bike Lanes (Class II)

Poll Question:

What Type of Bikeway Do You Prefer?

1. What type of bikeway do you prefer for Garfield Drive?

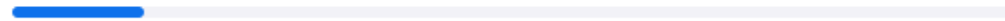
(Single Choice) *

(8/8) 100% answered

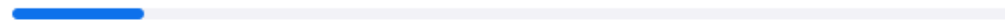
Shared lanes (Class III) with parking on both sides (6/8) 75%



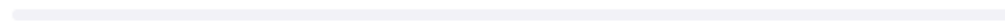
Bike lanes (Class II) with parking on one side (1/8) 13%



Neither; I don't think Garfield Drive should be a designated bike route (1/8) 13%



Unsure (0/8) 0%



Questions & Comments

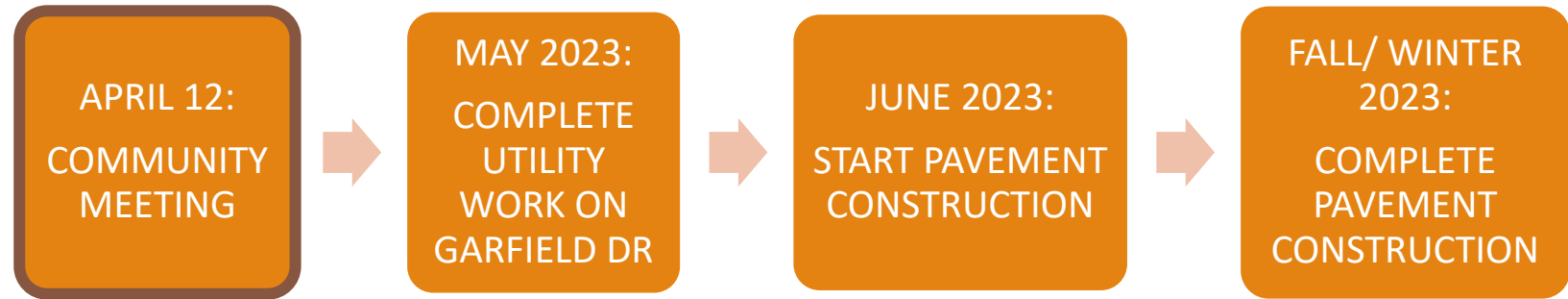
Thank you for attending our Community Workshop. We welcome your comments and questions.

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/garfieldpaving

Thank You!



Project Webpage:
cityofpetaluma.org/garfieldpaving

Project Manager: George Howard
goward@cityofpetaluma.org