

A background photograph of a residential street. A person is walking away from the camera on a concrete sidewalk. To the left is a paved road with a green-painted curb. The street is lined with large, mature trees. A street sign for 'Brown Ct' is visible on the right. A yellow fire hydrant is also visible near the trees. The overall scene is bright and sunny.

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

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COMMUNITY WORKSHOP #2

APRIL 26, 2023




# Meeting Overview

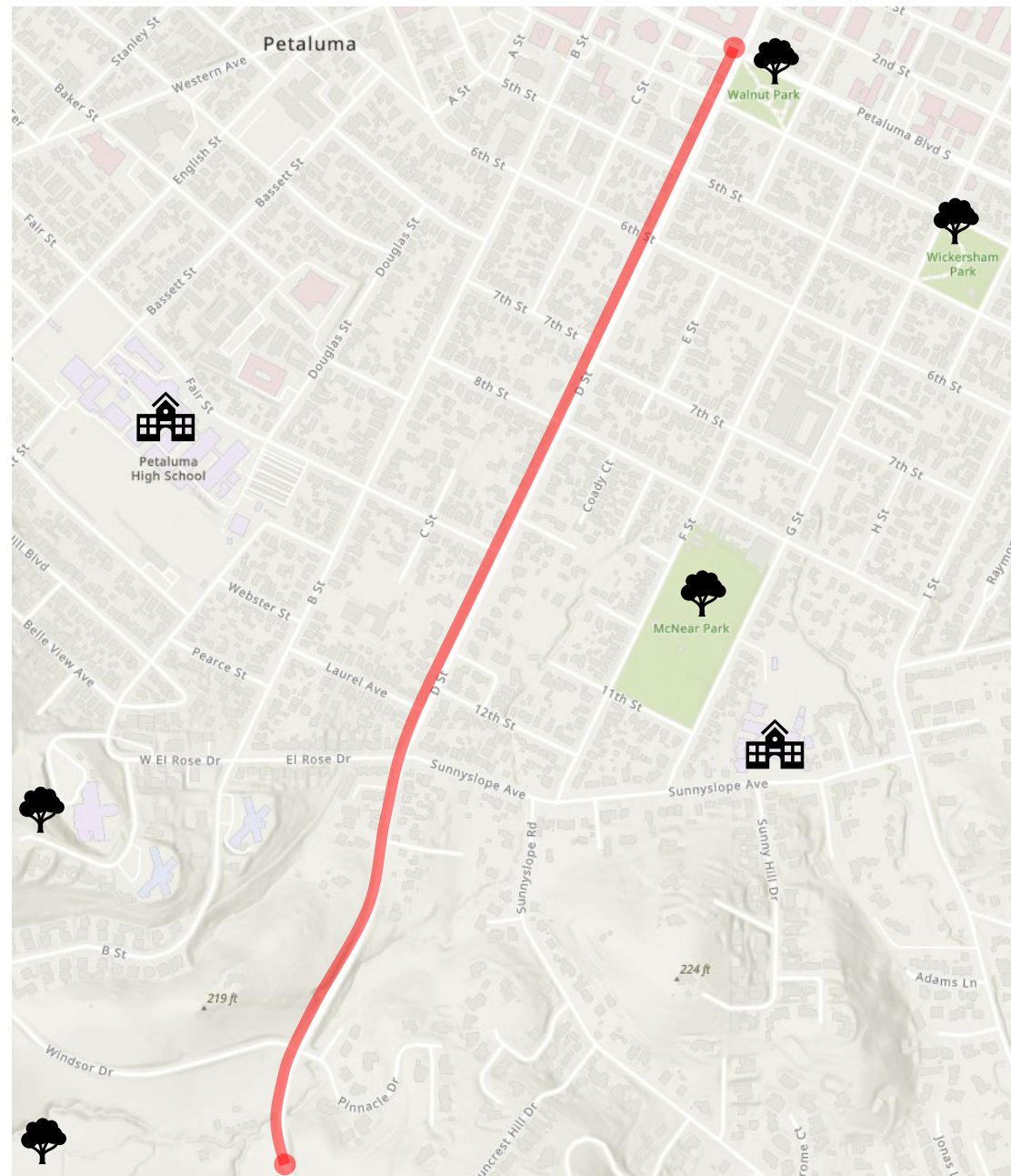
- Introductions
- Project Overview
- Community Engagement
- Proposed Design
- Public Questions & Comments
- Next Steps





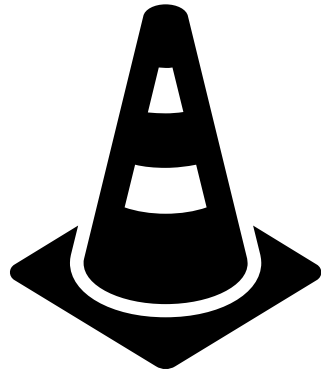
# PROJECT LOCATION

 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
- Documented speeding issues south of 6<sup>th</sup> Street

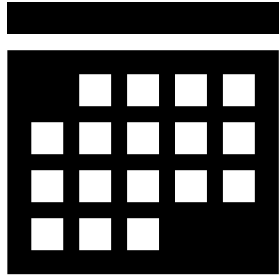
\* The County's [Vision Zero Action Plan](#) (adopted by Petaluma) aims to eliminate all severe injuries and deaths from traffic collisions by 2030.

\*\* 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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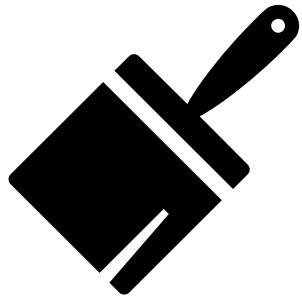


## **2025: D Street Road Reconstruction**

- 2023: Quick-Build Project (funded)
- 2024: Sewer & Water Main Replacement Projects (funded)
- 2025: Road Reconstruction Project (funding TBD)
- TBD: Windsor Dr. roundabout and sidewalk gap closure by Davidon Homes (Scott Ranch)

# Why Quick-Build?




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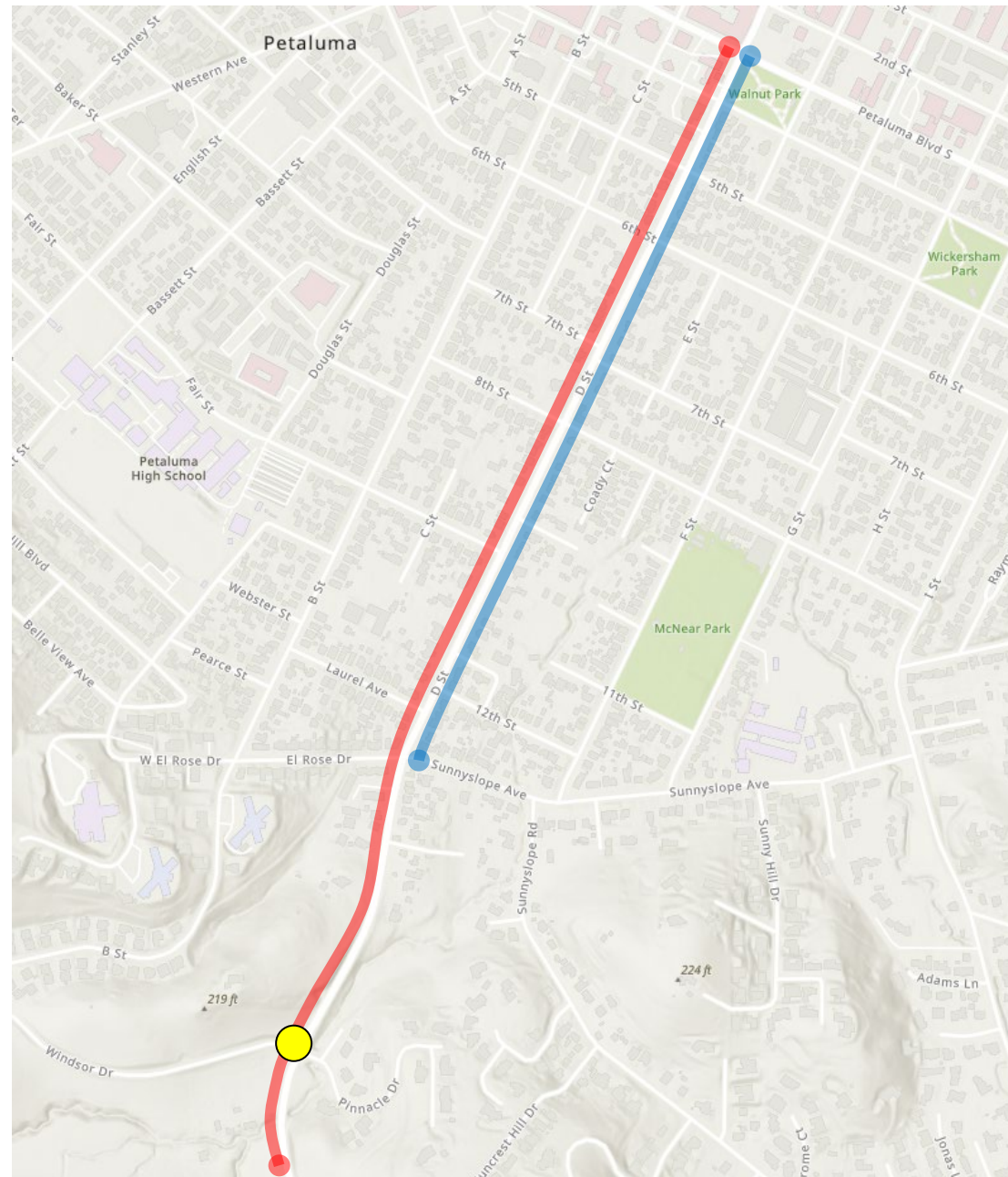


## **Install > Test > Evaluate > Adjust**

- 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

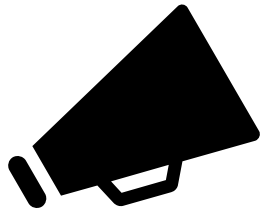
# PROJECT LOCATIONS

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



# Community Engagement

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- **Review existing plans**
- **Project update sign-up form:** 136 subscribers, 61 comments
- **Community Workshop #1 (October 2022):** 70 attendees
- **Presentation to Pedestrian & Bicycle Advisory Committee (November 2022)**
- **Online survey (October – November 2022):** 138 responses
- **Community Workshop #2 (April 2023)**



# Project Survey

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138 responses



2/3 live on or near D Street



9/10 travel D Street regularly







9/10 drive on D Street



2/3 use multiple modes of travel on D Street

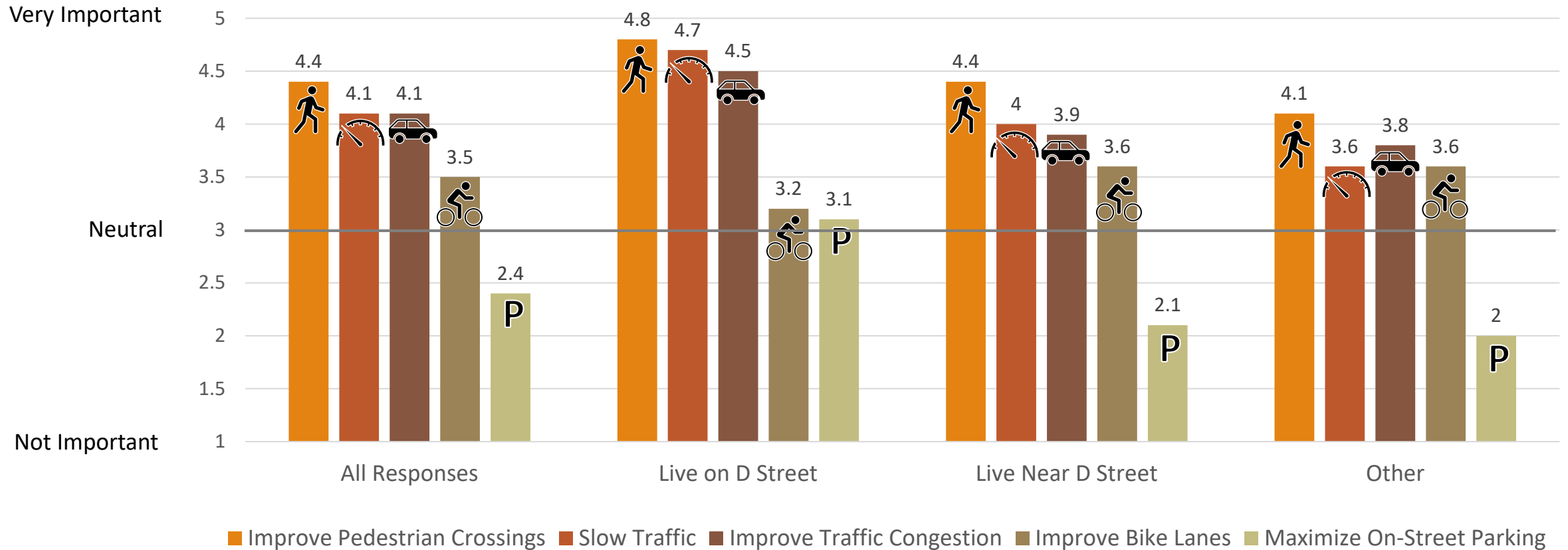
# Community Priorities (Ranked)

	1. Improve pedestrian crossings (4.4/5)
	T2. Slow traffic (4.1/5)
	T2. Improve traffic congestion (4.1/5)
	4. Improve bike lanes (3.5/5)
<b>P</b>	5. Maximize on-street parking availability (2.4/5)








# Community Priorities

Scale of 1 (Not Important) to 5 (Very Important)



# Comment Themes

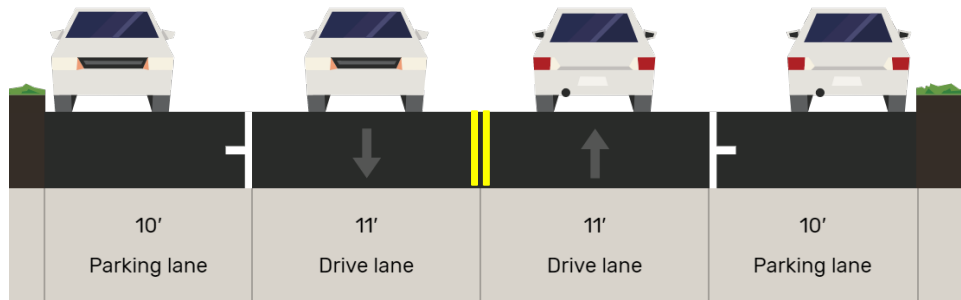
(Survey, Community Workshop, Online Comment Form)

	Install new crosswalk(s) between 8 <sup>th</sup> St. and El Rose Dr./Sunnyslope Ave.
	Slow traffic, especially between 8 <sup>th</sup> St. and City Limits
	Improve traffic congestion at signalized intersections
	Improve bike lanes
	Opposition to Truck Route designation (established through Council Ordinance)

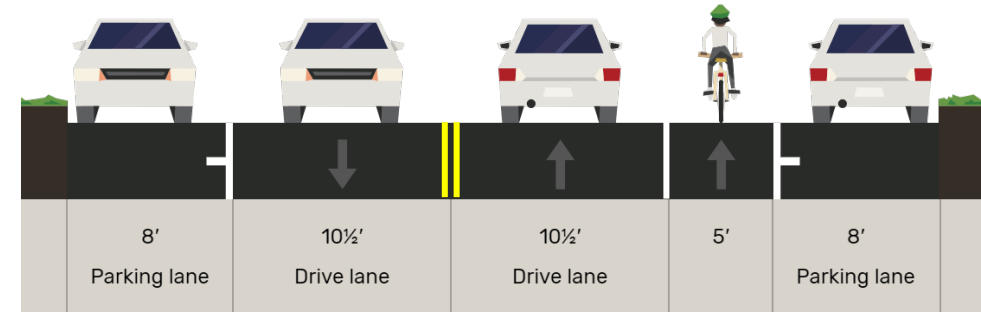


# Bike Lane/Parking Options

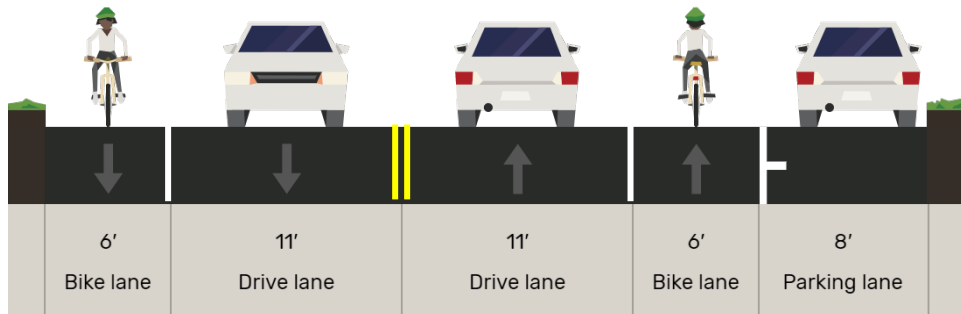
## 4<sup>th</sup> St. to Laurel Ave.



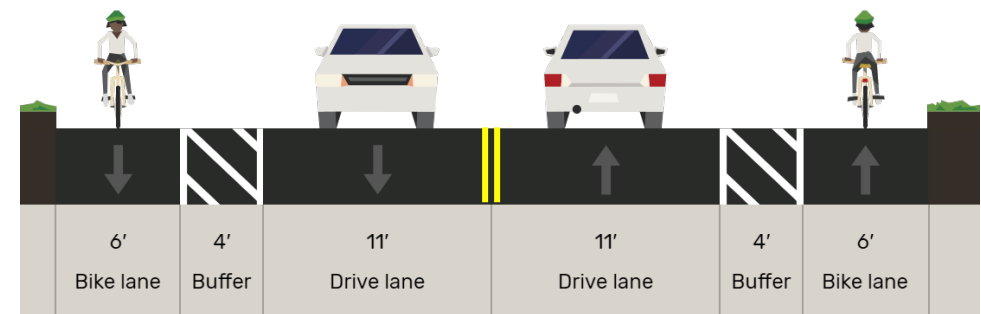
No bike lanes; parking in both directions  
(EXISTING)



Bike lane in one direction; parking in both directions








Bike lanes in both directions; parking in one direction (PROPOSED)



Buffered/protected bike lanes in both directions; no parking

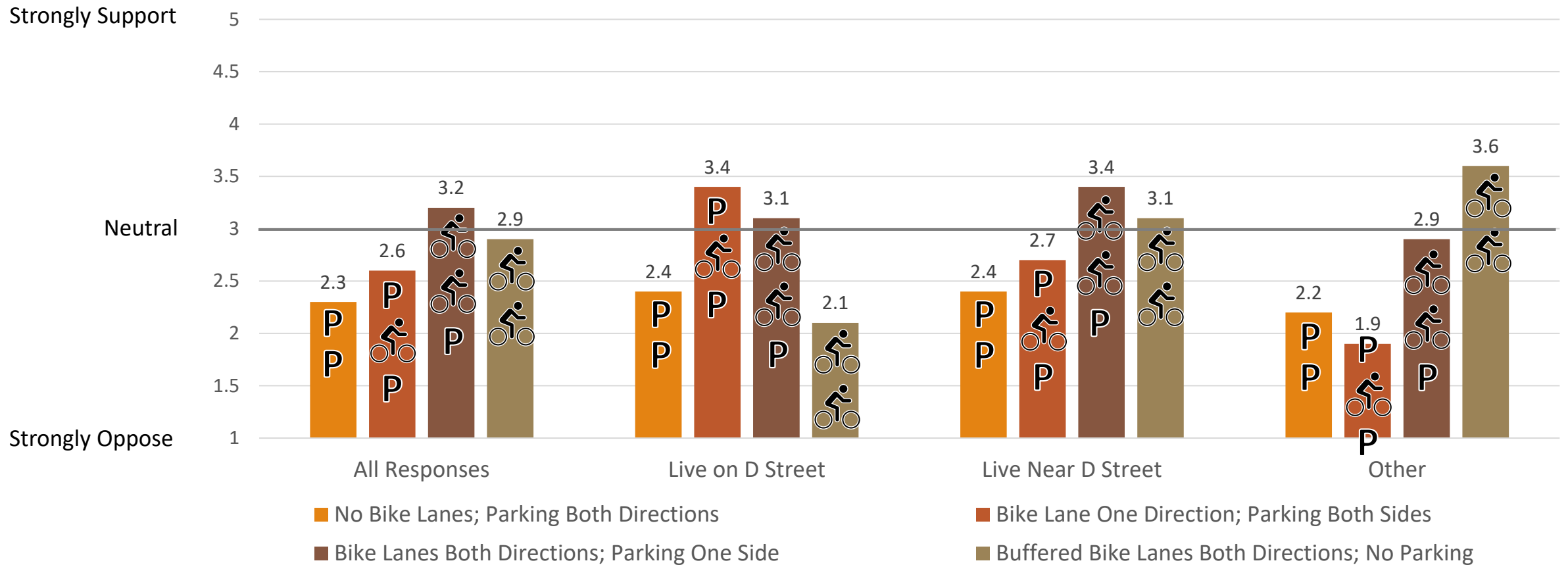
# Bike Lane/Parking Options (Ranked)

  P	1. Bike lanes in both directions; parking in one direction (3.2/5)
 	2. Buffered/protected bike lanes in both directions; no parking (2.9/5)
P  P	3. Bike lane in one direction; parking in both directions (2.6/5)
P P	4. No bike lanes; parking in both directions (2.3/5)



# Bike Lane/Parking Options

Scale of 1 (Strongly Oppose) to 5 (Strongly Support)



# Parking Data

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- Conducted three counts (weekdays, non-holiday, school in session) at 7 AM, 2:30 PM, and 12 AM
- Utilization ranged from 12-15% (14% avg.)
- Proposed configuration provides parking on side of street where parking utilization is higher

# Parking Data

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## 4<sup>th</sup> Street – 8<sup>th</sup> Street

Direction	Average # Cars	Average Utilization
Outbound	5	9%
Inbound	14.3	26%

## 8<sup>th</sup> Street – Laurel Avenue

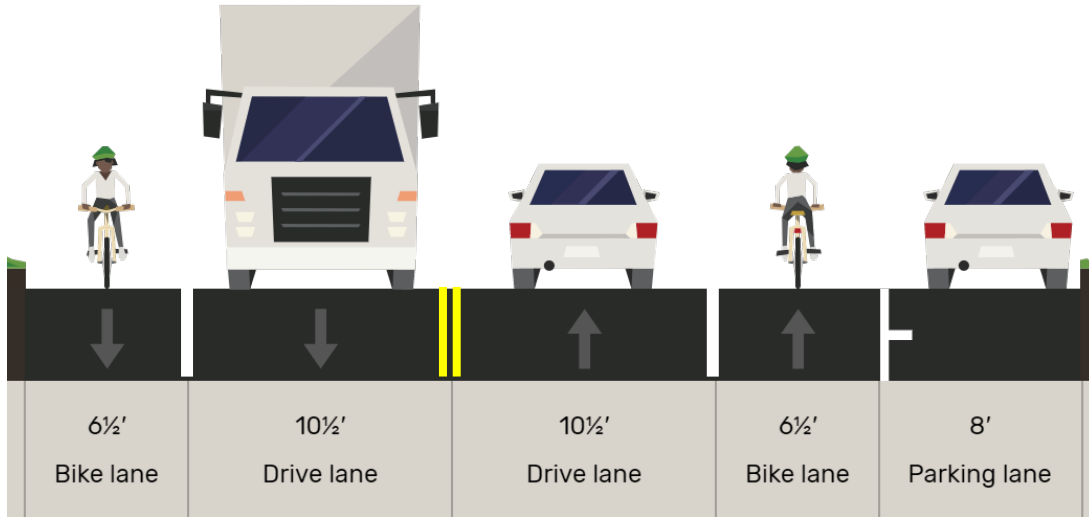
Direction	Average # Cars	Average Utilization
Outbound	6.7	12%
Inbound	2.7	5%



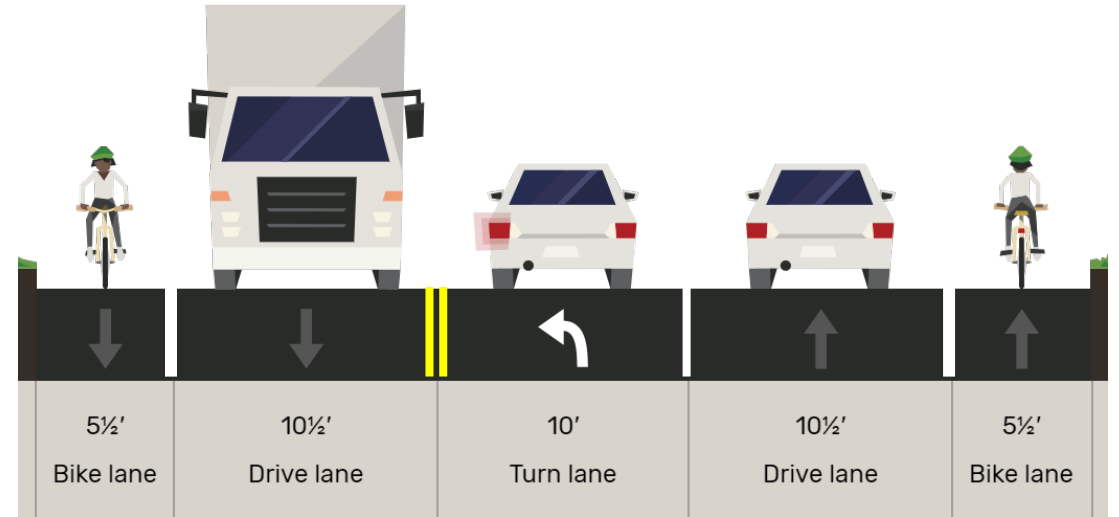
# Proposed Lane Configuration

## Petaluma Blvd. S to El Rose Dr./Sunnyslope Ave.

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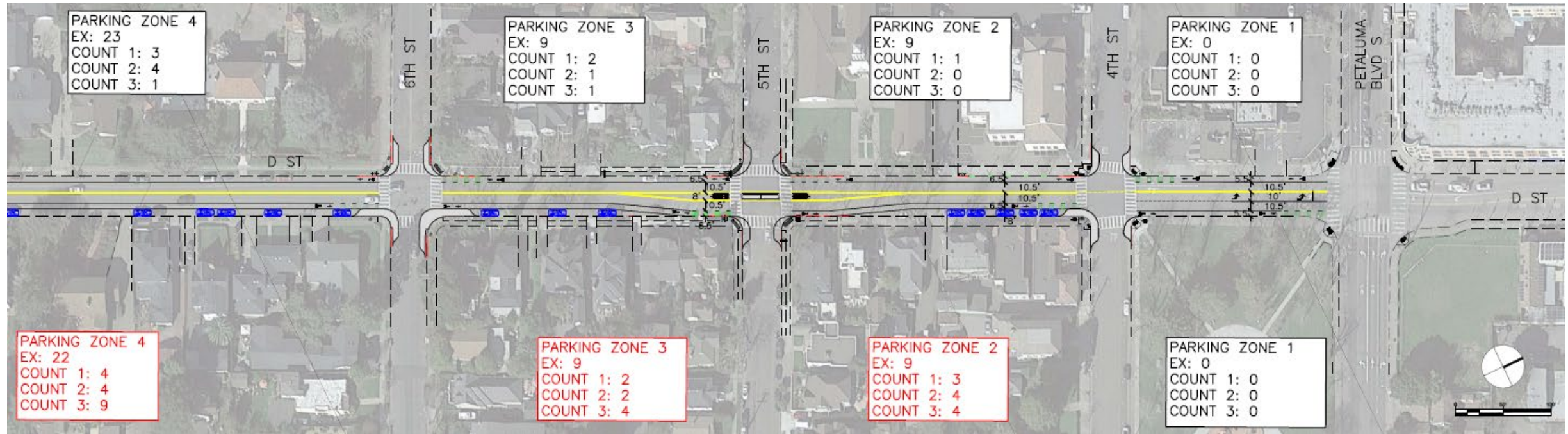
Typical configuration (parking on inbound side from 4<sup>th</sup> Street to 8<sup>th</sup> Street; outbound side from 8<sup>th</sup> Street to Laurel Avenue)



Petaluma Boulevard South & El Rose Drive/Sunnyslope Avenue approaches

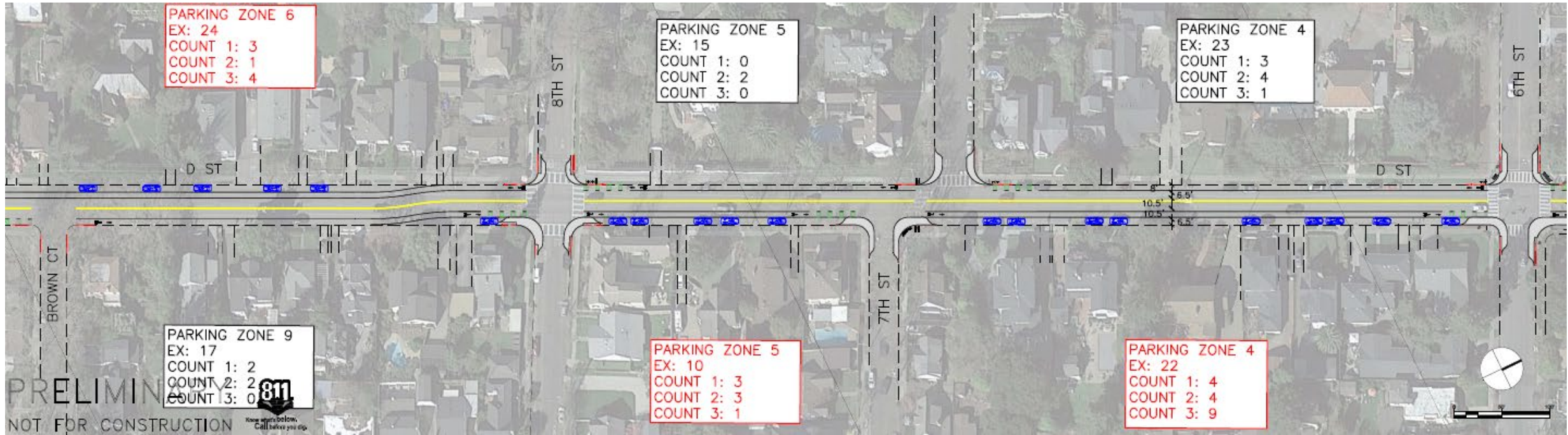
# Proposed Lane Configuration

## Petaluma Blvd. S to El Rose Dr./Sunnyslope Ave.



# Proposed Lane Configuration

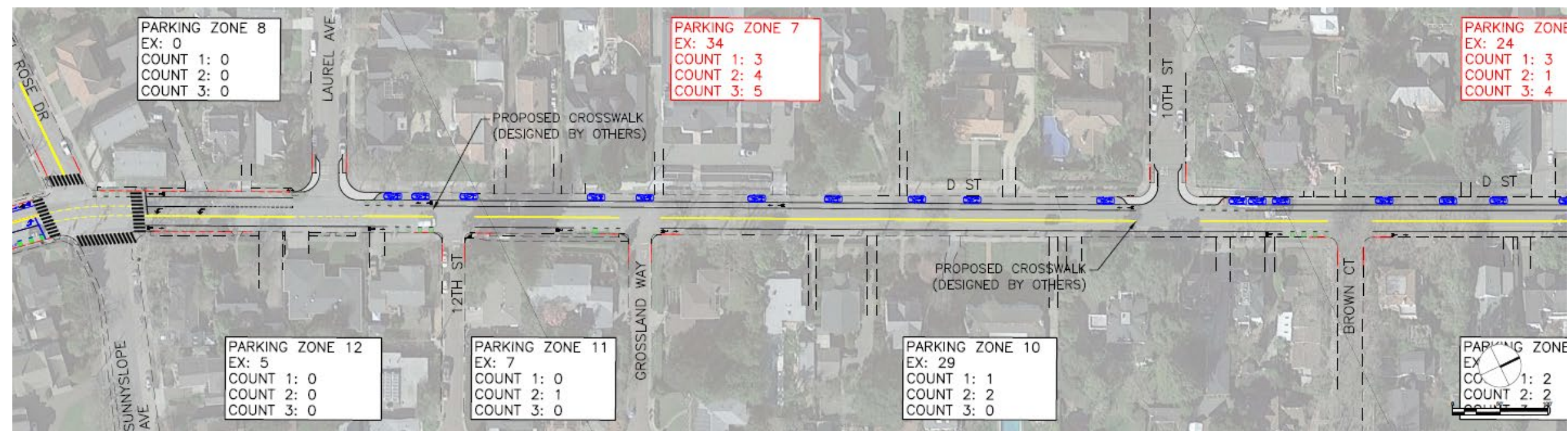
## Petaluma Blvd. S to El Rose Dr./Sunnyslope Ave.





# Proposed Lane Configuration

## Petaluma Blvd. S to El Rose Dr./Sunnyslope Ave.

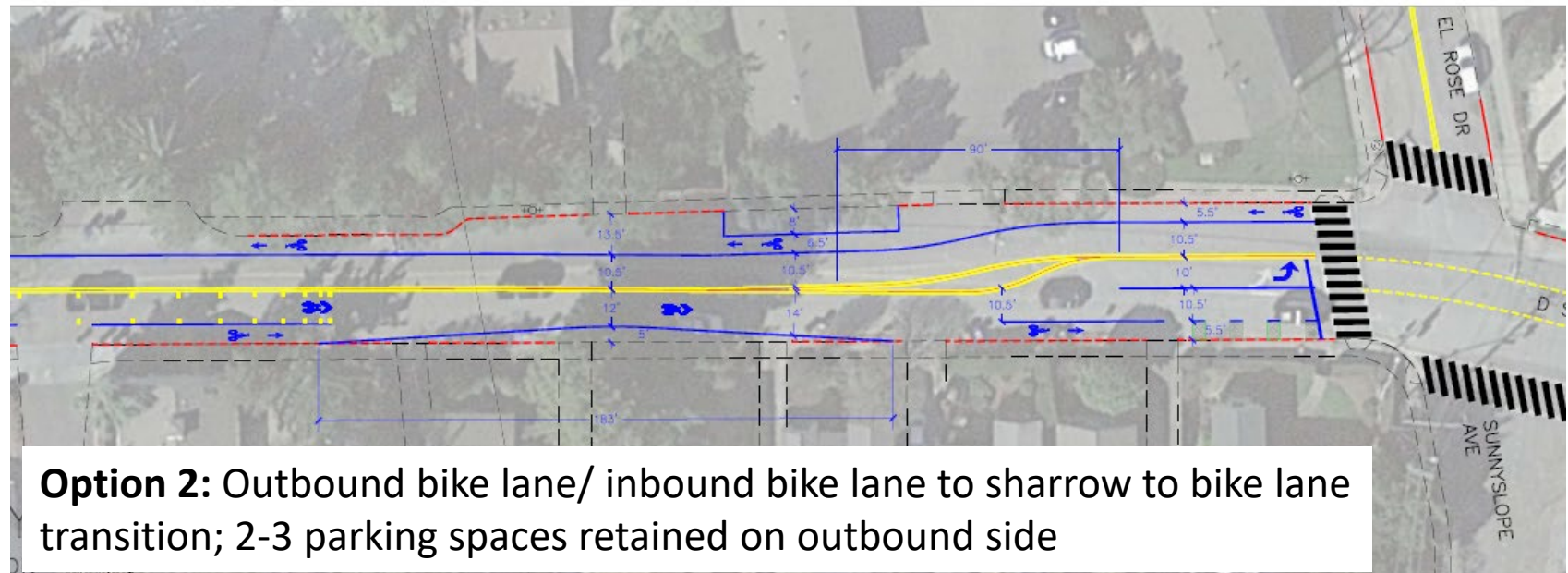
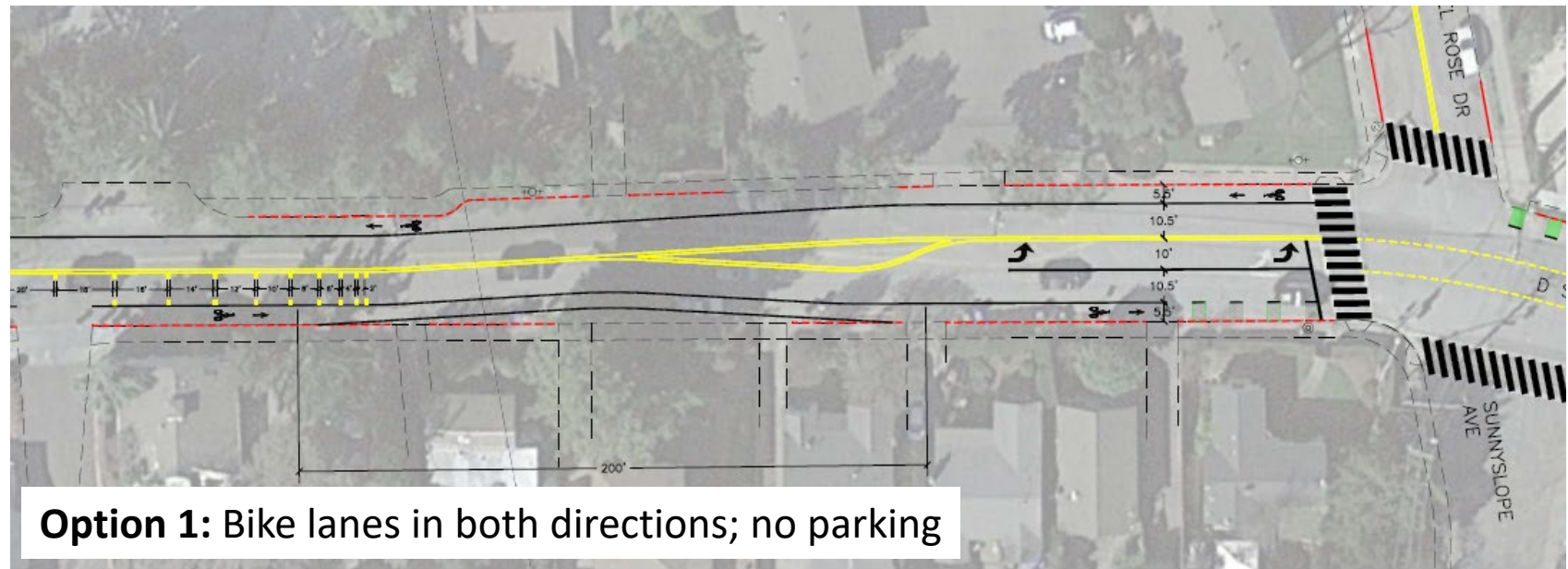




# Proposed Lane Configuration

## El Rose Dr./Sunnyslope Ave. to Michelle Ln.

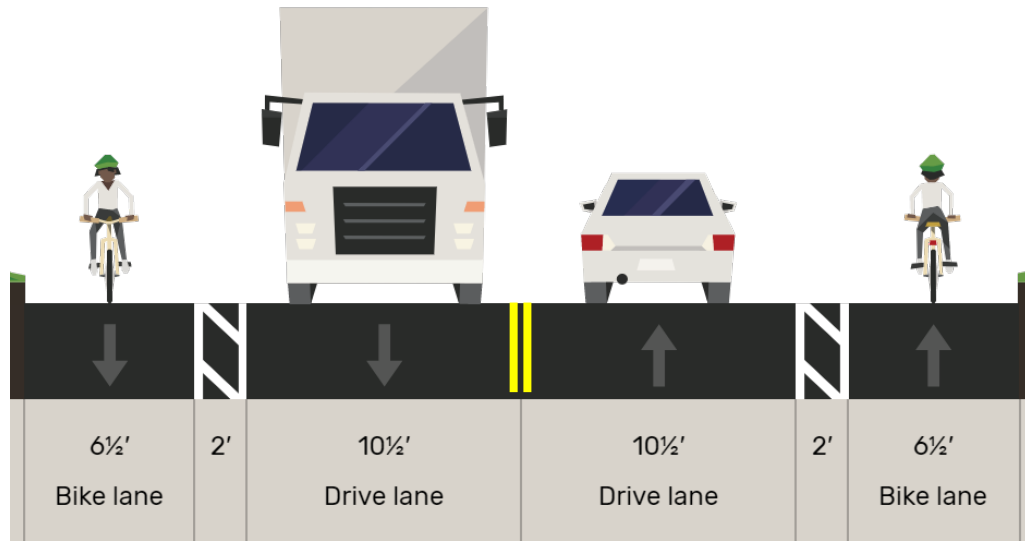
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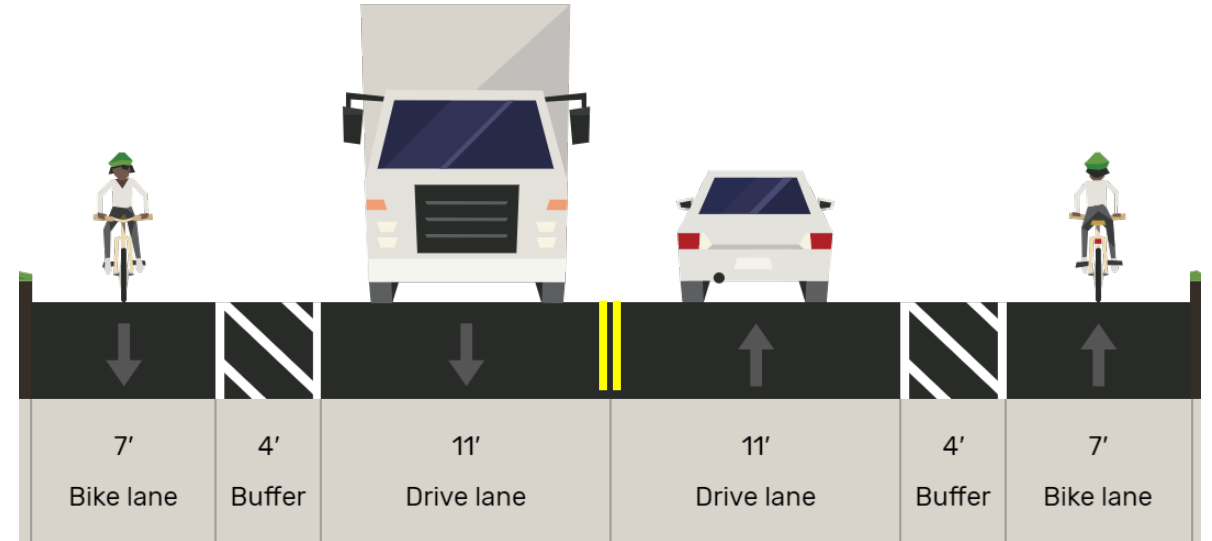
# Proposed Lane Configuration

## Michelle Ln. to City Limits

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Michelle Lane to Windsor Drive



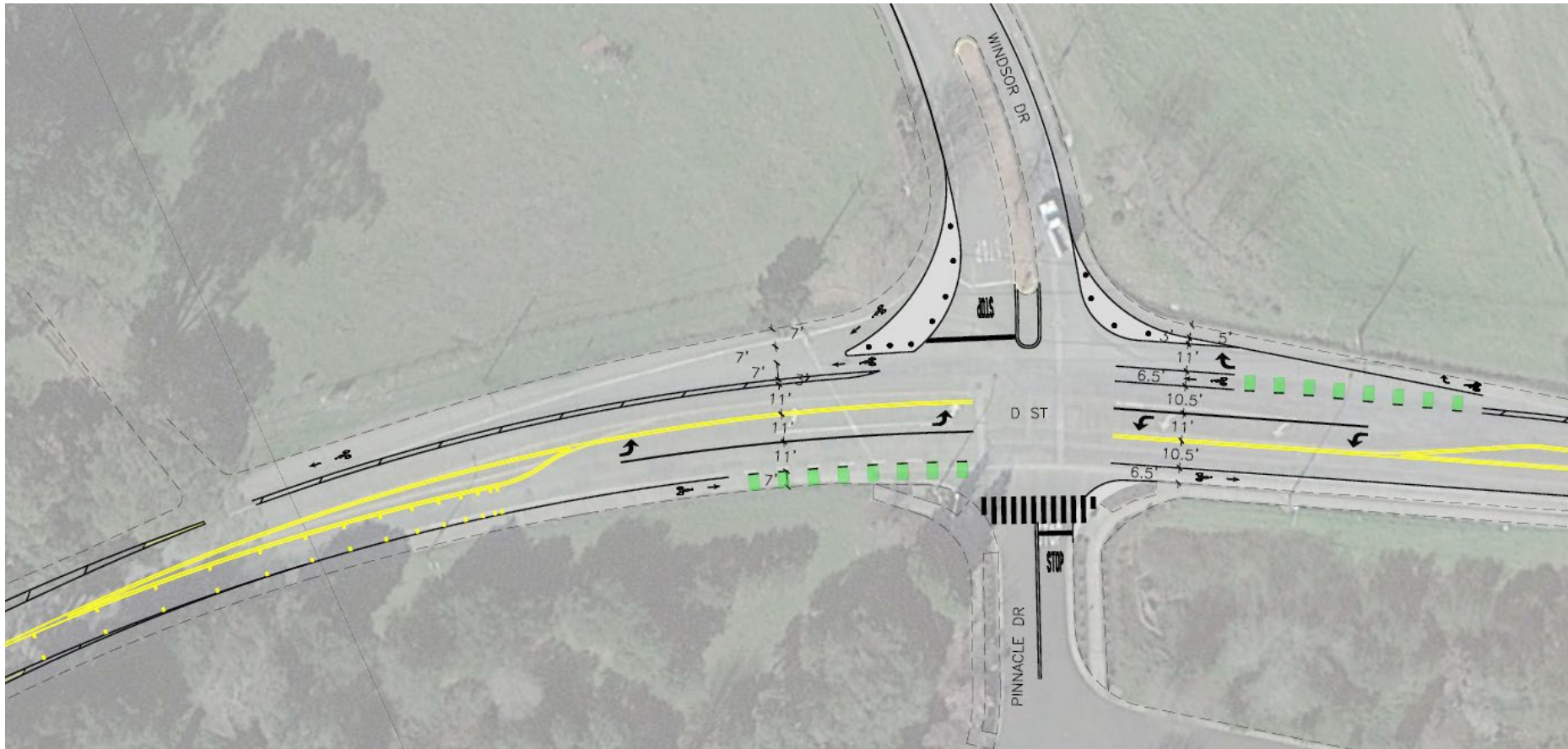
Windsor Drive to City Limits



# Proposed Lane Configuration

## Windsor Drive / Pinnacle Drive Intersection

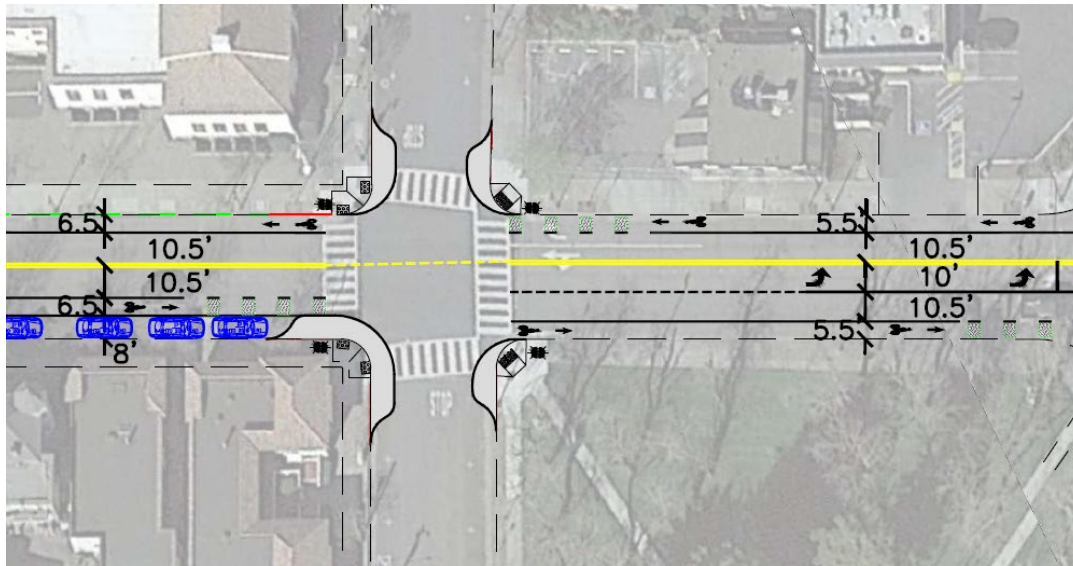
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# Intersection Improvements

## All intersections and crosswalks

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**Purpose:** Improve visibility and sight distance by prohibiting parking near intersections and crosswalks; shorten pedestrian crossing distance, improve visibility, and slow turning movements by installing curb extensions ("bulbouts") wherever parking is provided.



# New Crosswalks

## 10<sup>th</sup> Street & 12<sup>th</sup> Street

**Purpose:** Improve pedestrian connectivity and safety by accommodating desired paths of travel and providing signage and markings that make drivers aware of crossings.





# Traffic Diverter

## 5<sup>th</sup> Street



**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 D Street on foot or bike

# Speed Feedback Signs

Inbound: Windsor Dr. & 12<sup>th</sup> St. / Outbound: 10<sup>th</sup> St.

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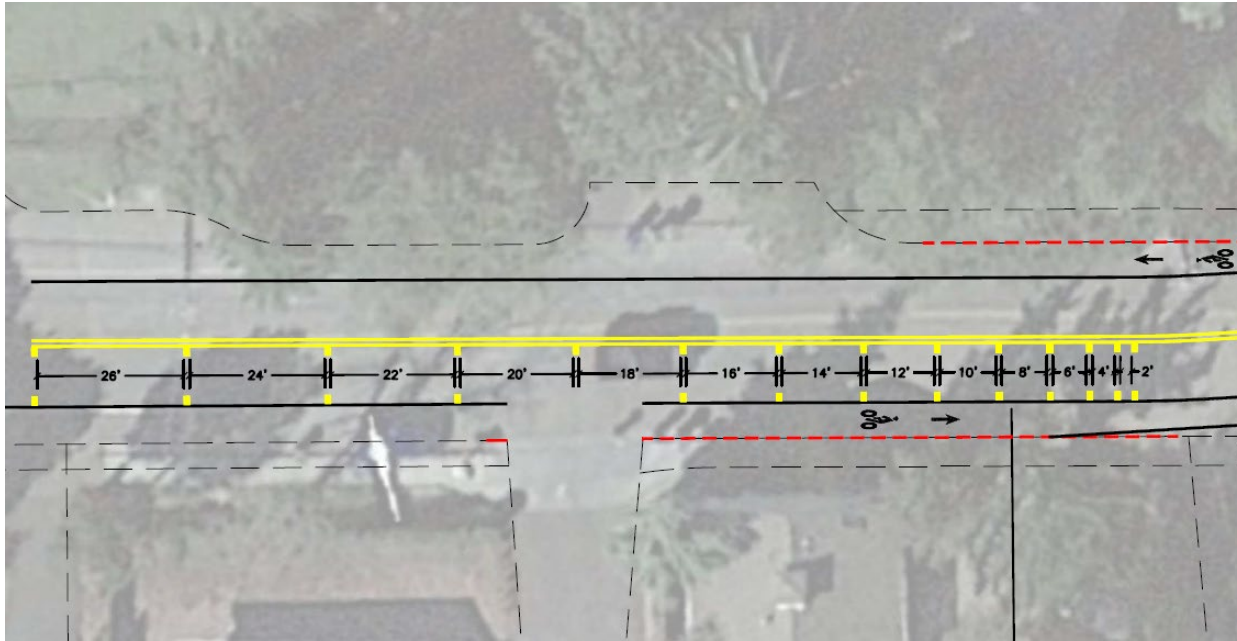
**Purpose:** Bring drivers' attention to their current speed relative to the posted speed limit.



# Speed Reduction Markings

Inbound: Windsor Dr. & El Rose Dr./Sunnyslope Ave.

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**Purpose:** Progressively reduced spacing gives drivers the impression that their speed is increasing.



# Follow-Up Items / Additional Analysis Needed

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- **Quick-Build Project:**

- Median refuge islands versus bulbouts at uncontrolled crosswalks (7<sup>th</sup> St., 10<sup>th</sup> St., 12<sup>th</sup> St.)
- Pavement condition south of El Rose Dr./Sunnyslope Ave.

- **Road Reconstruction Project:**

- Left turn lanes and signals at 6<sup>th</sup> Street
- New crosswalk at Michelle Lane
- Traffic restrictions at 4<sup>th</sup> Street

# Next Steps

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- Finalize quick-build design
- Solicit bids and award contract this summer (tentatively plan to package with 5<sup>th</sup> Street Neighborhood Greenway)
- Following installation, collect data and feedback to inform Road Reconstruction Project

## 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)



**Project Webpage:**

[cityofpetaluma.org/DStreetTrafficCalming](http://cityofpetaluma.org/DStreetTrafficCalming)

**Project Manager:**

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