

CHAPTER 1: INTRODUCTION

1.1 PETALUMA BICYCLE PLAN GOALS

- Goal 1:** Create and maintain a safe, comprehensive, and integrated bicycle and pedestrian system throughout the City.
- Goal 2:** Develop facilities, policies and standards by which Petaluma and the surrounding Planning Area can reduce auto-dependency, acknowledging that to do so will improve the livability of Petaluma and environs.
- Goal 3:** Ensure that the Bicycle Plan is implemented in a timely fashion.
- Goal 4:** Incorporate bicycle and pedestrian access as part of the initial planning and design process for all development proposals and capital improvement projects.

“If you build it, they will come.”
(Asphalt Nation, pg. 15.)

1.2 HISTORICAL BACKGROUND

This Bicycle Plan is the result of changing priorities in our nation.

Federal Policy

In 1991, our Federal representatives passed the “Intermodal Surface Transportation Enhancements Act” (ISTEA), with the intention of directing more of the nation’s transportation funds toward non-motorized

transportation modalities, if that is the desire of local jurisdictions.

“ISTEA changed how the Federal government allowed us to plan and spend. It has been called ‘the cusp of a revolution’... From the Interstate era to the ISTEA era. We are at a transition.”
(Speech by Larry Dahms of MTC, Santa Rosa, 6/14/93.)

“A key difference between this and past federal transportation bills is ISTEA’s flexibility: it gives local jurisdictions decision-making power over the money allocated, and lets them use all eligible funds for, say, bicycle projects if that’s what they want. On the other hand, all money can also be used for freeways if local decision-makers decide that’s best.” (Katie Scarborough, Transportation Solutions, March/April 1993.)

In 1998 the bill was renewed, this time as **TEA-21**, meaning “ISTEA for the 21st Century.

Bay Area Policy

The Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) for the San Francisco Bay Area’s 9 counties. In 1993 MTC began requiring every local jurisdiction that receives Transportation Development Act (TDA) Article 3 funds--which are funds earmarked for bicycle/pedestrian improvements--to have a Bicycle Advisory Committee.

To remain eligible for future TDA Article 3 funds, each Bicycle Advisory Committee must develop a comprehensive bicycle planning document to identify and prioritize

bicycle improvement projects in their respective jurisdictions.

In 1993, to comply with these requirements, the Petaluma City Council established the Petaluma Bicycle Advisory Committee (PBAC). This Petaluma Bicycle Plan satisfies the requirement of MTC, allowing the City of Petaluma to continue to receive Federal and State money for bicycle/pedestrian-related improvements.

In this document, the term “bicycle/pedestrian” is used to refer to improvements which benefit bicycles or pedestrians or both, while the term “automobile” is used to refer to any motorized vehicle including cars, trucks, vans, buses, sport utility vehicles, motorcycles, etc.

There has been a county-wide movement to shift emphasis away from strictly automobile-related improvements, toward bicycle and other less environmentally damaging transportation improvements. For example:

- July 1994: Employers in Sonoma County with 100 or more employees were required to comply with the Bay Area Air Quality Management act's (BAAQM's) Trip Reduction ordinances to reduce reliance on the automobile.
- Autumn 1994: The Sonoma County Transportation Coalition and the Sonoma County Alliance (two groups on opposite sides of transportation issues) sent a letter to Supervisor Mike Cale, Chairperson of the Sonoma County Transportation Authority (SCTA), indicating their intent to work together for a balanced transportation solution. “Balance” meant spending transportation monies not just for highway, but to include other modes of transportation such as passenger rail, bus, bicycle, and pedestrian.
- January 1995: Unanimous vote by Golden Gate Bridge, Highway and Transportation District Board of Directors to complete

the purchase of the Northwestern Pacific Railroad Authority (NWPRRA) Right-of-Way... *“The Board is now committed to completing purchase in 90 days. Board members were startled when their vote, ending a long and bitter stalemate, prompted applause among the spectators.”* (Transportation Solutions, Winter/Spring 1995.)

City Policy

In Ordinance No. 2080 N.C.S. in January 1999 permitting small-motor electric bicycles to be considered “non-motorized vehicles,” the Petaluma City Council stated: *“This Petaluma City Council finds that over-dependence on automobiles is harming the health of residents, the peaceful ambience of our community and the surrounding environment.”*

1.3 THE WRITING OF THIS PLAN

The Petaluma Bicycle Plan was written by the Petaluma Bicycle Advisory Committee and a member of the City of Petaluma’s Planning Division. This group consisted of eleven people: seven bicycle advocates appointed by the City Council, one representative from the Planning Commission, one representative from the City Council, one representative from the Music, Parks and Recreation Commission and the Community Development Director of the Petaluma Planning Division.

For the past six years the PBAC has done the following: met in public, posted meetings; regularly ridden throughout the City, noting problem areas and keeping in mind how bicycle circulation could be improved; studied numerous local documents as well as bicycle plans from throughout the State and nation (See Appendix B); solicited comments from local, County and State officials and agencies; and actively solicited public opinion. The PBAC then wrote the Plan which is before

you. This Bicycle Plan is consistent with, expands upon and carries out the Goals, Objectives, Policies and Programs of the Petaluma General Plan 1987-2005, as can be seen in Appendix D. This plan specifically fulfills Petaluma General Plan 1987-2005 Program 29 from Chapter 10, which states: “Update the existing plan and/or adopt a new and comprehensive Bicycle Use and Facilities Plan and implementation program.”

1.4 THE SIGNIFICANCE OF THIS PLAN

Inclusion in the General Plan

Upon adoption of this Bicycle Plan by the City Council, the Goals, Objectives, Policies, Programs and Priorities of this document will become part of the General Plan.

Upon adoption into the General Plan, the Bicycle Circulation Map and explanatory Matrix 1999 with Priorities, contained in Chapter Six, will replace the bicycle improvement portion of the 1992 Circulation Map which preceded them.

Inclusion in City of Petaluma’s Code, Ordinances and Standards & Specifications

The PBAC reviewed the City of Petaluma Municipal Code, the City of Petaluma Zoning Ordinance, and the City of Petaluma Department of Engineering Design and Construction Standards & Specifications. The PBAC drafted new or clarified old Code, Ordinances and Standards & Specifications as necessary. Appendix A of this document lists the relevant City of Petaluma Code, Ordinances and Standards & Specifications with regard to bicycles and bicycling. These Code, Ordinances, Standards & Specifications will provide the “teeth” by which this Bicycle Plan will be carried out on a daily basis by staff.

For a complete listing of all City of Petaluma Code, Ordinances and Standards & Specifications, contact the Petaluma Planning Division.

“We must organize something that will outlive our enthusiasm.” (Patricia Tuttle Brown, 1/10/99.)

1.5 CURRENT CONDITIONS

Currently, bicycling in Petaluma is a rewarding, but often dangerous endeavor. There are limited safe bicycle routes to get from one end of the City to the other. Even short rides to logical, nearby destinations such as schools, transit, parks and neighborhood shopping can be circuitous, difficult or dangerous.

Physical Features

Much of Petaluma is reasonably flat, a feature that makes bicycling a viable alternative once safety and circulation issues are remedied. There are scenic and natural settings throughout town. There are several very popular recreational routes just outside of town.

“Few communities are fortunate to have Petaluma’s rich physical attributes—the river as an historic means of commerce and trade, the intrinsic charm of the 19th century architecture, the backdrop of Sonoma’s coast range.” (River Walk, City of Petaluma, 1986, pg. 5.)

Petaluma has some challenging geography as well. It has hills on the west, and a major freeway, navigable river and rail line all running through its center. The hills in the west are both daunting to climb and bordered by arterial roads which are bicycle-unfriendly. While tremendous assets for our City, these physical features discourage casual bicycling

and force riders onto arterial routes with high-speed traffic and unsafe conditions.

Existing Facilities

“Existing bicycle facilities are very disjointed. Routes to major destinations such as downtown, parks, and schools are limited or non-existent. Bicycle routes have not been constructed according to the recommendations of the 1974 Bicycle Study.” (Petaluma General Plan 1987-2005, Chapter 10, pg. 106.)

Although many bicycle lane improvements exist throughout Petaluma, improved segments are often unconnected, poorly marked or have not been built to current standards, and most improvements are along busy streets. There are few off-street paths safe for children.

Bikeways are divided into four classes, which are defined below:

Class I Bikeway (Bicycle/Pedestrian Path)

A bicycle/pedestrian path is physically separated from motorized vehicular traffic by an open space or barrier. On occasion, these bicycle/pedestrian paths may provide access only for pedestrians or for bicyclists who walk their bicycles where safety issues dictate.

Class II Bikeway (Bicycle Lane)

Bicycle lanes are designated on roadway shoulders by striping, signs, and/or pavement markings for preferential use by bicyclists. They are separated from motorized vehicle travel lanes by a solid white and are located outside the travel lanes. Motor vehicles and pedestrians are prohibited from using bicycle lanes.

Class III (Bicycle Route)

On Class III bicycle routes, bicyclists share traffic lanes with motorized vehicles. These routes are designated with a “Bicycle Route” sign.

Bicycle Boulevard

A City street, usually determined to be key to bicycle through-traffic, in which bicycles have been given precedence over cars by means of barriers, traffic calming, stop signs aimed at car travel, etc.

The freeway is perhaps the most formidable obstacle to east/west cross-town connection of bikeways. Existing crossings are all on busy streets except the Kenilworth Pedestrian Bridge which is closed most of the time. Potential crossings at Lynch Creek, Washington Creek, East Washington Creek, the southern rail crossing of Petaluma River and the rail under-crossing of Highway 101 near the Corona Reach Specific Plan Area are all opportunities.

Public perception of Petaluma bikeways is poor. Many citizens are frustrated because of the auto-oriented, streets and the lack of continuous, safe routes. (See Appendix F) School children in our City have to cross or use streets with inadequate shoulders, inadequate routes or no access for safe riding. Many employers and merchants neglect to offer bicycle parking or other facilities to bicycle riders. Fear of a stolen bicycle and safety concerns are currently two large deterrents to riding.

Although Petaluma is seriously lacking in bikeway facilities, it is rich in possessing a visionary General Plan that includes a comprehensive Petaluma River Access and Enhancement Plan with multi-use trails. The City Planning, Engineering, Park and Recreation, Public Works, Fire and Police Departments are supportive of bikeway planning and improvements. In addition, there is a general public consensus supporting a sustainable, friendly small-town character, all

of which will help us move toward a bicycle/pedestrian friendly future.

Over-Riding Concerns

There are three overriding concerns regarding bicycle circulation and safety in Petaluma:

- 1) **Dangerous Cross-Town Connections:** Cross-town connections are limited and dangerous. Due to the physical layout mentioned above, there are very few ways to travel safely on a bicycle either east/west or north/south. At present, the two primary and historic routes to do so, Washington Street and Petaluma Boulevard, are dangerous for bicycles.
- 2) **Lack of Neighborhood Connections:** A second concern is the lack of bicycle and pedestrian connections between neighborhoods, commercial centers, streets, parks and schools. Specifically, there exist numerous dead-ends, private roads, cul-de-sacs and fences precluding bicycle and pedestrian through-access. Schools do not always permit nearby-neighborhood access directly to and through school property even if public streets and school property abut. These barriers thwart attempts to increase walking and bicycling and force pedestrians and bicyclists onto busy automobile arterial and connector streets. This lack of neighborhood connection is a concern from the perspective of community cohesion.
- 3) **Lack of Child-Safe Bikeways:** A third concern is the lack of safe bikeways for children. For parents to allow children to bicycle to school and other destination points, safe *off-street* as well as clearly-marked *on-street* lanes must exist. Until such time as safer bikeways for children exist, the volume of auto traffic from parents driving children will remain high.

1.6 INSTITUTIONALIZING FOLLOW-UP FOR BICYCLE/PEDESTRIAN ISSUES AND FOR THE BICYCLE PLAN

“ A great many bicycle plans were ...developed in the aftermath of the 1973 oil crisis, and most of them remain on the shelf and unimplemented. The potential exists for the same fate to befall the new generation of plans created 20 years later.” (Bicycle and Pedestrian Planning Under ISTEA, pg. 23.)

The test of any Plan is how it is implemented. With a strong implementation program, this Plan will not simply remain a Plan, but become a series of bicycle and pedestrian projects built according to this Plan. In addition the Plan’s directives will guide how future building or renovation will include bicycle/pedestrian access and amenities.

Funding

The Petaluma Bicycle Plan can only be implemented if funding is available. Bicycle facilities are funded from the full range of financial resources available to the City of Petaluma. The task of identifying, securing and managing the variety of funding sources for bicycle/pedestrian facilities will require the joint efforts of the City Council, the Bicycle Coordinator/PBAC and all City departments.

Bicycle Coordinator/PBAC

As used in this document, the term “Bicycle Coordinator/PBAC” is used to mean *both* the City Planner, who will coordinate bicycle and pedestrian planning with enough planning hours available to do the job (the “Bicycle Coordinator”) *and* the Petaluma Bicycle Advisory Committee itself: either the chair or another member designated as the point

person for a particular issue. Thus, communication with the “Bicycle Coordinator/PBAC” shall mean sending communication to *both* the Bicycle Coordinator and to the Committee.

Providing Follow-up

Why this thoroughness with regard to Bicycle Coordinator/PBAC communication? The 1974 Bicycle Plan was a comprehensive document. Had there been a City Bicycle Coordinator and a Petaluma Bicycle Advisory Committee, the review process would undoubtedly have implemented a 4,800 foot Class I Bicycle/Pedestrian Path along the rail line next to Lakeville Street and Highway, the east side of Petaluma would be criss-crossed with off-street 10 foot wide Class I Bicycle/Pedestrian Paths and there would be a Class I Bicycle/Pedestrian Path from Kenilworth Junior High School to Payran Street through the Fairgrounds property.

Had both the 1974 and 1987 Bicycle Plans been implemented, there would be bicycle paths along a number of Petaluma creeks inviting the public to bicycle or walk along these rural amenities in our urban landscape.

This 1999 Bicycle Plan needs to be implemented. In order to do this, it is essential that there be institutionalized follow-up, funding and involvement by the public. This Plan is written to ensure construction of the improvements as development and redevelopment occurs.

1.7 PATHWAY TO SUSTAINABILITY

The great complexity of the interaction between our industrial economy, society, and the natural environment assures that planning mistakes will occur, with resulting unforeseen consequences for any given community. When these unforeseen consequences are contrary to desired results, the healthy response for a society is to consider changing the planning strategy. The need to change planning strategy is the motivation behind ISTEA and TEA-21, behind MTC’s requirement that there be Bicycle Committees, behind the City’s desire to curb “over-dependence on the automobile”: to alter the way in which communities are planned in order to produce more healthy, livable communities. This is the path to sustainability.

The Petaluma Bicycle Plan responds to the negative elements of conventional transportation planning by attempting to level the playing field for the most socially and environmentally responsible modes of transportation available today: **bicycles** and **feet**. Adoption and implementation of this Plan, both in its spirit and specifics, will provide immediate benefits for Petaluma citizens today, and preserve benefits otherwise lost to citizens in the future.

CHAPTER 2: SAFETY AND EDUCATION

2.1 INTRODUCTION

“Provide for the maximum safety of each bicycle rider.” (Petaluma General Plan 1987-2005, Chapter 10, Objective K.)

“I dread my kids someday riding these utterly hectic streets. It’s a nightmare.” (Respondent, PBAC survey, Winter 1998.)

*“The key word is **safety**. Some bicycle lanes are so full of dirt and glass it’s not safe.” (Respondent, PBAC survey, Winter 1998.)*

2.2 THE LINKS BETWEEN SAFETY, EDUCATION AND MAINTENANCE

Achieving the safest possible bicycling environment is a task with many diverse elements. It includes proper bicycle etiquette through education of children and adults, as well as enforcement through regular police bicycle patrols within the City. Safety also means well-maintained streets and proper bikeway markings, regularly swept and well-lighted streets and bikeways, and continuous bicycle lanes. In addition, safety includes provision of Class I Bicycle/Pedestrian Paths for children and others for whom riding on Class II or Class III Bikeways is uncomfortable and it includes assurance that bicyclists/pedestrians need not have safety concerns regarding herbicide use.

Safety also includes reminding drivers that all roads have a multi-modal function and that bicyclists and pedestrians have a right to use of the City streets. It must be noted that on all major arterials, bicyclists are routinely intimidated by motorists for no reason other than being a bicyclist riding on the road. One has only to commute on any of these roads for a few days to understand this important reason why more Petalumans do not ride bicycles. The following quotes came from persons attending the PBAC public input meeting of 2/7/98 held at the Petaluma Senior Center.

- *“Riding in Petaluma is more dangerous than riding a bike in San Francisco...The auto and truck drivers around here have a long way to go in respecting bicyclists.”*
- *“I have been run off the road deliberately and with laughter by kids in pickups.”*
- *“I’m still alive but this town has the worst appreciation for bicyclists. Especially Washington Street.”*
- *“My car was down for about one and one-half months...[during that time] I was amazed over and over how unsafe and unfriendly, to bikes, merchants and streets are.”*

Safety is clearly a vital issue in allowing bicycle travel to be a more widely-used transportation alternative. **Education** is an essential part of that, to ensure safe driving both by bicyclists and motorists. **Maintenance** of existing facilities is the underlying necessity for the physically-vulnerable bicyclist. To this end, this chapter has the following goals:

Goal 1: Ensure safe travel for bicyclists and pedestrians.

Goal 2: Promote adherence, enforcement and awareness regarding existing laws and bicycle safety procedures.

Goal 3: Provide regular road and bikeway maintenance.

2.3 OBJECTIVES, POLICIES AND PROGRAMS

The City, Education and the Police

Objective A: Acknowledge that school-age children are a large component of the cycling population and that their safety is of paramount importance.

Objective B: Support active Police Department enforcement of all bicycle traffic and safety laws, for children and adults, for motorists and bicyclists.

Objective C: Promote and be involved in bicycle education.

Objective D: Participate in administering a “School Principal’s Annual Bicycle/ Pedestrian Trouble Spots and Wish List” (See Appendix E) with every school, to support and assist the schools in developing “Safe Routes to School.”

Policy 1: The City shall acknowledge that Class I off-road Bicycle Paths are much safer for children, especially young children, than Class II Bicycle Lanes on City streets.

The General Plan stresses the importance of continuing to develop scenic, off-road bicycle routes:

Program 5: Chapter 10: *“Develop and implement a system of off-road bicycle paths.”*

Program 6: Chapter 10: *“Require new development and redevelopment to include bicycle routes.”*

Program 7: Chapter 6: *“Connect open spaces and activity centers with scenic and bicycle routes.”*

A well-known 1987 study from Seattle’s Engineering Department entitled The Burke-Gilman Trail’s Effect on Property Values and Crime concluded that increased bicycle/ pedestrian traffic on off-road areas actually increases safety and decreases crime rates for neighboring areas, even in those areas directly next to the paths.

Policy 2: The Police Department shall make it a priority to maintain a full-time, year-round bicycle patrol, with one Officer designated as the lead Bicycle Patrol Officer.

“In the Spring of 1992, the City of Petaluma’s Police Department began a pilot program in which officers used mountain bikes to patrol...The bikes were an immediate success; resulting in a large volume of arrests, reduced reports of violence and alcohol-related offenses, and considerable media exposure that reflected well on the image of the Petaluma Police Department.” (Petaluma Police Bicycle and Pedestrian Safety Program, Final Report, 1996.)

Policy 3: The Bicycle Patrol Officer shall have the responsibility of coordinating education of school-age children regarding bicycle safety.

Policy 4: The City shall encourage “positive reinforcement programs” to promote bicycle and motorist safety. This shall be coordinated by the Bicycle Coordinator/PBAC and the Bicycle Patrol Officer.

Program 1: The Bicycle Patrol Officer shall ride a bicycle on duty whenever feasible.

Program 2: The Bicycle Patrol Officer shall be encouraged to coordinate a bicycle safety fair or bicycle information program at all elementary and junior high schools during the first 60 days of the start of each school year.

“...Remind the students that 150 pounds of flesh are no match for 4,000 pounds of metal.” (National Bicycling and Walking Study, pg. 113.)

Program 3: The Bicycle Patrol Officer shall coordinate community-wide, stepped-up patrols at the beginning of each school year, targeting use of bicycle helmets and safe riding habits for school-age children. Warnings would be issued to children that strict law enforcement, ticketing and fines will follow.

Program 4: The City Staff, including the Bicycle Patrol Officer, the Traffic Engineer and the Bicycle Coordinator/PBAC shall assist the schools in developing “Safe Way to School” bikeways. All of these groups shall participate in evaluating and implementing the results of the PBAC’s “School Principal’s Annual Bicycle/Pedestrian Trouble Spots and Wish List.”

Program 5: Where feasible, mark the “Safe Way to School” bikeways clearly for each school, with signs or paint and/or color.

Program 6: The school districts should consider a volunteer parent bicycle escort service for students at each school.

Program 7: The Bicycle Patrol Officer shall regularly communicate with the PBAC.

Program 8: School officials, Police, Engineering and the Bicycle Coordinator/PBAC shall communicate regularly. A joint meeting with all parties shall occur at least annually.

Program 9: The school districts shall be encouraged to allow bicycle/pedestrian entry and exit to and from schools from all feasible surrounding neighborhoods rather than funneling all entry and exit through auto-oriented entrances and exits.

Program 10: The police shall make it a priority to regularly patrol school entry and exit points with bicycle patrols.

Program 11: The City, including the Bicycle Patrol Officer, shall encourage a scholarship helmet program to make helmets available to children.

Program 12: The City and the Bicycle Safety Officer shall encourage local merchants to develop a rewards program that will reinforce the helmet laws through small incentives.

Program 13: The Police should consider assigning bicycle patrol to all patrol personnel on a rotational basis (e.g. for 3 months) to educate police about the problems of bicycle circulation.

Program 14: The City shall encourage its employees to ride bicycles through provision of facilities and incentive programs.

Minimizing Bicycle/Car Conflict

Objective E: Acknowledge the right of bicyclists to utilize all roadways.

Objective F: Encourage and monitor safe driving habits for both bicyclists and motorists.

Objective G: Publicize existing, safe bicycle routes throughout the community.

Policy 5: The City shall post signs at community gateways, on major arterials and at potentially dangerous areas to remind both motorists and bicyclists to “Share the Road.” (See Figure 4)

Policy 6: The Police shall actively cite motorists who ride recklessly or aggressively around bicycles.

Policy 7: The Police shall actively cite bicyclists who ride recklessly or aggressively around autos.

Program 15: The City should develop a bicycle safety education program for bicyclists and motorists reminding both of their rights and responsibilities, including literature that can be distributed in schools and other public locations.

Seattle, Washington: *“The 1982 Bicycle Facility Evaluation Study found that: ‘The primary cause of current bicycle-car conflicts is behavioral operator failures...’ and that ‘bicycle safety training may ultimately be more effective than physical improvements in increasing bicyclists’ safety.’”* (Seattle Comprehensive Bicycling Policy, 1985, pg. 7 of Summary.)

Program 16: The City shall work with local driver education programs to emphasize to motorists that bicyclists have the same rights and responsibilities as motorists.

Program 17: The City should develop simple bicycle route maps to be distributed City-wide, showing safe routes, bicycle parking and support facilities for bicyclists.

Bikeways’ Maintenance

“A program combining street-sweeping, police patrol, and safety enforcement should be implemented as soon as a usable bicycle network is in place.” (Petaluma General Plan 1987-2005, Chapter 10, pg. 114.)

“Another serious problem is road maintenance...These conditions don’t affect cars much but they can be a nuisance, hazardous and dangerous for bicycle riders!” (Participant, PBAC Public Input Meeting, 2/7/98.)

Objective H: Perform street sweeping more frequently on dangerous or heavily-traveled bikeways, and whenever gravel and other debris accumulate on bikeways.

Objective I: Implement a Bicycle/Pedestrian Spot Improvement Program (See Appendix E) to ensure that basic safety standards are maintained for bicyclists, their bikeways and their facilities.

Policy 8: The City shall collaborate with the County to develop a system that provides safe maintenance for County roads, especially those entering City streets (e.g. Western Avenue, D Street, Corona Road, Petaluma Boulevard, etc.).

Policy 9: The City shall establish “levels of service” for all bikeways, clarifying how often maintenance is to be done and thereby clarifying the real cost for bikeways’ maintenance.

“Rick Blunden of Cal Trans reports an annual [maintenance] cost of \$4000/mile/year for bike paths and \$1000/mile/year for bike lanes.” (Western Trail and Bikeway News, 1995, pg. 5.)

“As we build bike trails and the rest, the CIP builds these things....We don’t get money for maintenance. So what we need to do is to establish ‘levels of service’ for maintenance (once a week, once a month, annual weed removal, etc.) for ...bicycle/pedestrian facilities. We may end up with a maintenance person responsible for bikeway maintenance.” (Allan Tilton, Traffic Engineer, City of Petaluma, February 1999.)

Policy 10: The City shall create a budget item in the Capital Improvement Program (CIP) for the Bicycle/Pedestrian Spot Improvement Program.

Policy 11: The Bicycle Coordinator/PBAC shall serve as a conduit for bicyclist concerns regarding facility maintenance. The Public Works Department and the Bicycle Coordinator/PBAC shall develop a procedure for submitting Bicycle/Pedestrian Spot Improvement Requests and for follow-up procedures.

Policy 12: According to the designated procedures for submission of and follow-up on Bicycle/Pedestrian Spot Improvement Requests, the appropriate City Department shall provide quarterly updates to the Bicycle Coordinator/PBAC regarding the Spot Improvement Requests.

Program 18: The Bicycle/Pedestrian Spot Improvement Program shall include, but not be limited to, the following:

- **Paving/Potholes/Grates:** Repairing potholes, removing raised markers, smoothing gutter and pavement edges especially where asphalt and concrete

meet, replacing dangerous sewer/drainage grates.

- **Lighting:** Repairing street light fixtures, replacing bulbs regularly.
- **Sweeping:** Promptly removing broken glass, excess gravel from bikeways. (In most neighborhoods street sweeping is performed once per month on the day after the regular garbage pickup. Contact City Hall for specifics about a particular neighborhood.)
- **Tree-Trimming/Vegetation Control:** Regular tree trimming and vegetation control along and on bikeways for physical safety and for traffic sign visibility. (See Chapter 2, Objectives J, K, & L)
- **Speed Hump Maintenance:** Repairing unsafe edges.
- **Signs:** Installing, repairing or replacing broken signs.
- **Curb Cuts:** Installing curb cuts or repairing dangerous curb cuts at intersections, driveway entrances, etc.
- **Paint:** Painting or repainting fog-stripping lane markings, loop detectors and all other bicycle-related markings.
- **Bicycle Parking Facilities:** Installing or repairing City-owned bicycle parking.

Seattle’s “Spot Improvement Program”

“[Seattle] budgets \$160,000 each year for its highly successful ‘Spot Improvement Program,’ a special initiative devoted to low-cost and small-scale improvements... Citizens recommend improvements through postpaid suggestion cards available at bike shops and City buildings. Within a matter of days, City maintenance crews

fix problems indicated on the 'report cards.' ...Seattle has a similar program for spot improvements to pedestrian areas." (The National Bicycling and Walking Study, pg. 88.)

Use of Pesticide, Herbicide and Fungicide for Maintenance

Objective J: Acknowledge that bicyclists and pedestrians are at risk of coming into contact with pesticide, herbicide and fungicide due to their position at the edges of roadsides, their direct skin contact with greenery and their more prolonged contact with the environment.

Objective K: Acknowledge the potential health risks associated with pesticide, herbicide and fungicide exposure. Decrease exposure to pesticide, herbicide and fungicide in our community, including on bikeways and other bicycle/pedestrian-related uses.

Objective L: Learn from other cities' policies and programs regarding appropriate pesticide use (e.g. school maintenance in Marin County, California, or park maintenance in San Francisco, California's Golden Gate Park).

Policy 13: To reduce use of pesticides, herbicides and fungicides, the City should fully commit to "Integrated Pest Management," a pest control technique that emphasizes non-toxic methods, such as caulking cracks, spreading mulch to combat weeds, etc.

Policy 14: The PBAC/Bicycle Coordinator shall pursue development of a signing program warning pedestrians and bicyclists of the use of chemicals along bikeways and within pedestrian areas. This includes roadsides, creeksides, paths, bikeways, railroads, culverts, sewers, parks, schools and any other locations in proximity to bicyclists and pedestrians.

Program 19: The Bicycle Coordinator/PBAC may request pesticides, herbicide and fungicide information from City, County and State agencies detailing locations and types of such chemicals used on roadsides, creeksides, paths, bikeways, railroads, culverts, sewers, parks, schools and any other locations in proximity to bicyclists and pedestrians.

Program 20: To protect pedestrians and bicyclists from unnecessary chemical exposure and to lower cost to the City of alternative methods of vegetation control, the City shall strive to implement creative, low-cost alternatives to "chemical vegetation maintenance" on bikeways and pedestrian areas, considering such ideas as organized weed-pulling by neighborhoods, students, or traffic offenders.

"Strive to reduce the impact of pollutants on the well being of Petalumans." (Petaluma General Plan 1987-2005, Chapter 11, Goal 2, pg. 117.)

CHAPTER 3: BUSINESS INVOLVEMENT

3.1 INTRODUCTION

The City of Petaluma is aware that to create a bicycle/pedestrian-friendly environment, Petaluma businesses will play a prominent role and that incentives will assist this end. In this document the term “Petaluma businesses” is used to mean any business entity, large or small, operating within the City. This includes public, private, City, County, State and Federal entities.

Transportation System Management (TSM) is defined in the Petaluma General Plan 1987-2005 as *“the use of bicycles, public transportation, carpools, walking, flexible work schedules and park-and-ride lots to reduce daily and peak hour traffic volumes”* and suggests that businesses who participate in TSM can be given reduction auto parking in the amount of spaces required.

The City of Petaluma encourages both large and small businesses to pay more attention to the numerous ways in which bicycle and pedestrian commuting can and should be fostered locally. The City recognizes that increased bicycle use provides the following benefits to businesses.

- Reduces the need for automobile parking spaces.
- Showers encourage employees to bicycle to work as well as allowing employees to pursue fitness during free time. Such facilities are recognized as an important part of a benefits package by prospective employees.

- Bicycle commuters arrive at work in good spirits and are more likely to be productive. Exercise relaxes the central nervous system, improves mood and sharpens mental activity.
- Bicycle commuters tend to arrive at work on time.
- Promoting bicycle commuting and exercise is good public relations. It shows that a company is concerned with the environment as well as the health and happiness of its employees.

Specific City of Petaluma Code, Ordinances, and Standards & Specifications pertaining to bicycles and bicycling are included in Appendix A.

“It is time to use financial incentives to...make a car-free existence irresistible.” (Asphalt Nation, pg. 313.)

Goal 1: Encourage Petaluma businesses to implement more bicycle- and pedestrian-friendly policies and improvements to facilitate bicycling and walking as transportation.

Goal 2: As a major employer and commute destination, City schools shall collaborate with the City to enhance the bicycle and pedestrian access to City schools.

Goal 3: The City government shall encourage and set an example to the business community by implementing the following

policies and programs for all City employees.

employees according to square footage. (See Appendix A)

3.2 OBJECTIVES, POLICIES AND PROGRAMS

Bicycling and Bicycle Parking

Objective A: In partnership, the City and the business community should support bicycling as an alternative mode of transportation because of the benefits to individuals, businesses and the community.

Policy 1: Encourage Petaluma businesses to provide convenient and secure bicycle parking. (See Chapter 4 for more on bicycle parking)

Policy 2: Encourage Petaluma businesses to provide clothes lockers and showers.

Policy 3: Encourage Petaluma businesses to provide financial incentive programs for employees who bicycle to work.

Program 1: Petaluma businesses should provide bicycle parking for both customers and employees in the form of racks, lockers, or inside storage.

Program 2: Outside bicycle parking should be placed as close to entrances as possible to ensure convenience and security.

Program 3: The amount of bicycle parking required shall be detailed in the City of Petaluma Zoning Ordinance. (See Appendix A)

Program 4: Existing businesses should be encouraged to provide clothes lockers and showers.

Program 5: New business developments shall provide lockers and showers for

Program 6: Businesses should reimburse employees for using their bicycle during work hours similar to when a personal auto is used during working hours.

Program 7: The City shall encourage local businesses with 100 or more employees to continue designating Transportation Coordinators, and will communicate yearly with these Transportation Coordinators. (See Appendix A)

Program 8: Businesses shall consider adopting bicycling incentives, such as the following:

- Formation of company groups such as Missoula Montana's "20% Club" which consists of employees in the City's Department of Public Works who pledge once-a-week to bicycle, walk carpool, and/or ride transit to work.
- Provide loaner bikes and helmets.
- Allow less formal dress for employees, in order to allow bicycling and walking to be a more feasible alternative mode of transportation to, from and within work.

The City Leads By Example

Objective B: The City shall lead by encouraging bicycle/pedestrian-friendly policies.

Policy 4: The City shall provide incentives where feasible for businesses that participate with City programs and shall lead by example. The City shall implement the following where feasible:

Program 9: The City of Petaluma shall discourage the use of the single-occupant automobile when the use of an alternative is available and feasible.

Program 10: The City of Petaluma shall reimburse City employees and officials for the use of privately owned bicycles while conducting authorized City business at least equivalent to the reimbursement for car driving. (See Appendix A)

Program 11: The City shall provide appropriate and secure bicycle parking for City employees.

Program 12: The City shall promote the use of clean air vehicles and non-motorized forms of transportation.

Program 13: The City shall make lender bicycles available for City employees and publicize the program to all City employees.

Program 14: The City should investigate the feasibility of free “lender” bikes for downtown and other areas. If feasible, implement a trial program.

Program 15: All City Departments shall be encouraged to survey themselves via the “Employer Survey: Support for Bicycle/Pedestrian Commuting” and the “Bicycle/Pedestrian Surveys Suggestion Form” on an annual basis and submit their findings to the Bicycle Coordinator/PBAC and Transportation Coordinator. (See Appendix E)

City Promotion of Bicycling and Walking in the Business Community

Objective C: Recognize those Petaluma businesses which promote bicycling/walking and encourage the ones that do not.

Policy 5: The City shall encourage the Petaluma Chamber of Commerce, the Downtown Merchants Association and any other local business advocacy groups to support and advocate for a more bicycle/pedestrian-oriented workplace.

Policy 6: The Bicycle Coordinator/PBAC shall solicit, as well as follow-up on, bicycle and pedestrian transportation feedback from local businesses, large and small, to facilitate better transportation choices within the City.

Program 16: The Bicycle Coordinator/PBAC should solicit, as well as follow-up on feedback, from management at all Petaluma businesses, utilizing an annual “Employer Survey: Support for Bicycle/Pedestrian Commuting.” This form shall request information regarding what incentives the company provides to its employees for bicycling and walking to and from work. (See Appendix E)

Program 17: The Bicycle Coordinator/PBAC should solicit as well as follow-up on feedback from owners and employees of all Petaluma businesses utilizing an annual “Bicycle/Pedestrian Survey and Suggestion Form.” This form shall request an assessment of bicycle/pedestrian facilities and needs in the community. (See Appendix E)

Program 18: The City shall devise a reward system for companies participating in Automobile Trip Reduction planning.

Program 19: The City shall communicate ideas about bicycle-friendly policies to Petaluma businesses, and shall, on an annual basis, distribute this Chapter of the Bicycle Plan to Petaluma businesses.

Program 20: The City shall encourage all schools within the Petaluma sphere of influence to recognize the importance of getting more students and teachers riding bicycles and walking to and from school.

Program 21: The City shall follow up on the “School Principal’s Annual Bicycle/Pedestrian Trouble Spots and Wish List.”

Program 22: The City shall encourage all schools within the Petaluma sphere of influence to facilitate public cross-town bicycle/pedestrian travel across school

properties and shall encourage regular police bicycle patrols of those areas.

CHAPTER 4: BIKEWAY AND FACILITY GUIDELINES

4.1 DESIGNATED BIKEWAYS

Goal 1: Ensure designated bikeways be built and maintained according to standards which maximize safety for bicyclists and pedestrians.

Considered a vehicle under California law, bicycles have the right to responsible use of virtually all roadway facilities in Petaluma and have the right to expect those roadways to be safe for bicycle use.

There is a place for designated bikeways as well, within Petaluma. The term “bikeway” is specifically used in this document to encompass all designated bicycle travel areas—whether “bicycle path,” “bicycle lane,” “bicycle route” or “bicycle boulevard.” (Definitions for these terms are located in Section 1.5 of Chapter One)

Designating certain areas as bikeways is not meant to segregate bicyclists, nor is it meant to preclude the use of bicycles on sidewalks. Riding bicycles on sidewalks, except as regulated by local jurisdictions, is permitted by California Vehicle Code 21206. Designated bikeways are meant to provide safe, direct and pleasant routes for bicyclists. Off-street bikeways are especially helpful for beginning bicyclists who are unaccustomed to riding in heavy auto traffic or for pedestrians looking to be away from auto emissions and congestion. By providing routes insulated to some extent from auto traffic (bicycle lanes), or providing routes in areas cars cannot travel (bicycle paths), bikeways also facilitate more

cross-town trip-making by bicycle and less by auto.

Where the term “bicycle/pedestrian path” or “bicycle/pedestrian access” is used in this document, such a path or area may prove to be pedestrian only in those places where bicycle access is not desirable. On the other hand, the path or area may prove to be for bicycles as well as pedestrians if it is deemed feasible and desirable by the City. In all cases, pedestrians shall be allowed access to these paths or areas.

4.2 OBJECTIVES, POLICIES AND PROGRAMS

General Guidelines

Objective A: Adopt appropriate new sections for and update the existing Petaluma Municipal Code, Petaluma Zoning Ordinance, and Street Design and Construction Standards & Specifications regarding bicycles and pedestrians.

Objective B: Build the bikeway system as outlined in this Bicycle Plan and expand the bikeway system wherever appropriate opportunity arises.

Policy 1: The City Code, Ordinances, and Standards & Specifications shall incorporate the Goals, Objectives, Policies, Programs and Priorities of this Bicycle Plan.

Policy 2: The City of Petaluma shall use the California Department of Transportation (**Caltrans**) Standards as a guide and consider alternative standards on a case-by-case basis which shall include review by the Bicycle Coordinator/PBAC.

Policy 3: All new and improved highways as well as arterial, collector and local streets shall include appropriate bicycle/pedestrian access.

Policy 4: If modifications or exceptions from the Goals, Objectives, Policies, Programs and Priorities of this Bicycle Plan are requested, the PBAC shall review and provide recommendations.

Policy 5: In all new development, bicycle/pedestrian access for travel should be considered.

Policy 6: On any public land, bicycle/pedestrian through-travel shall be considered an important priority.

Policy 7: Wherever there is disposal of any publicly-owned property within the City’s Urban Growth Boundary, the City shall assess the feasibility of retention of bicycle/pedestrian access.

Class I Bicycle/Pedestrian Paths

The term “Class I Bikeway” or “Bicycle/Pedestrian Path” is used in this document to describe a bikeway on which no motor vehicle or motorcycle traffic is allowed but which bicyclists share with pedestrians. On occasion, these bicycle/pedestrian paths may provide access only for pedestrians or for bicyclists who walk their bicycles where safety issues dictate.

Objective C: Establish Class I Bicycle/Pedestrian Paths whenever possible to facilitate safe and direct off-street travel.

“Trail users will gain a better sense of how the City fits into its geographic location, learn the town’s history and develop a better sense of how riparian systems work.” (Petaluma River Access and Enhancement Plan, 1995, pg. 47.)

Policy 8: Whenever opportunities for acquisition arise, review the status of railroad rights-of-way, natural waterways, flood control rights-of-way, and other public lands for potential designation as new bicycle/pedestrian routes and where appropriate pursue such designations.

Policy 9: Class I Bicycle/Pedestrian Paths shall exist in the Urban Separator wherever feasible to create a path system ringing the City.

Policy 10: On all Railroad rights-of-way, whether active or abandoned, wherever feasible the City shall establish Class I Bicycle/Pedestrian Paths which shall co-exist with rail use.

Policy 11: The City shall minimize the number of road intersections on Class I Bicycle/Pedestrian Paths and shall provide safe well-marked crossings for bicyclists at specific access points.

Policy 12: There shall be separate Class I Bicycle/Pedestrian Paths along all major roadways, wherever feasible.

Policy 13: Include bicycle/pedestrian signs where necessary.

Policy 14: Accessing the top of Petaluma’s ridges with bicycle/pedestrian paths shall be considered a priority.

Policy 15: The City shall encourage the County Bicycle Committee to pursue access for bicycle/pedestrian trail easements through local agricultural areas.

Policy 16: The City shall consider Class I Bicycle/Pedestrian Paths in any land designated as “floodplain” or “floodway.”

“Completion of the Boulder Creek path in 1987... was an innovative flood management project.” (Bicycle Systems Plan, Boulder, Colorado, 1995, pg. 13.)

Class II Bicycle Lanes

The term “Class II Bikeway” or “Bicycle Lane” is used in this document to describe marked lanes for bicycles on City streets. These bicycle lanes are to be marked with a stripe at the edge as well as recognizable pavement coloring inside wherever feasible. These are not areas for pedestrian travel.

Objective D: Establish a network of Class II Bicycle Lanes throughout the City for on-street travel.

Policy 17: Establish Class II Bicycle Lanes where appropriate and where designated on the Bicycle Circulation Map.

Policy 18: The City shall consider narrowing car travel lanes to allow for Class II Bicycle Lanes.

Eugene, Oregon has narrowed some collector streets, those with an Average Daily Traffic (ADT) of less than 6500 vehicles per day (vpd), to a 9½-foot wide automobile lane in order to accommodate bicycle lanes. In some instances they have narrowed other busier collector streets to a 10-foot wide car lane.

Policy 19: As new roads develop or existing roads are widened or maintained, Class II Bicycle Lanes shall be retained if existing, or added wherever feasible.

Policy 20: For safety reasons, the City of Petaluma shall clearly and distinctively mark

bicycle lanes. One method shall be used if it is a standard width bicycle lane (5 to 6 foot) and another if it is substandard. Substandard bikeways may include the road shoulder where separated from car lanes by “fog striping.”

Policy 21: Wherever Class II Bicycle Lanes cease, the City shall make every effort to accommodate the bicycle rather than simply leaving a gap including measures to guide bicyclists onto available sidewalks.

Policy 22: The City shall designate whether auto parking is or is not permitted in Class II Bicycle Lanes.

Program 1: The City shall vigorously enforce ticketing of illegally parked cars in bicycle lanes.

Program 2: The City should consider extending the colored Class II Bicycle Lane markings through the intersections, wherever appropriate.

Class III Bicycle Routes

The term “Class III Bikeway” or “Bicycle Route” shall be used in this document to describe bikeways in which bicycles and automobiles share the roadway and which are only marked with “Bicycle Route” signs.

Objective E: Establish Class III Bicycle Routes where appropriate and where designated on the Bicycle Circulation Map.

Policy 23: Bicycle Routes should be located to provide clear routes through neighborhoods where right-of-way is not available or a Class II Bicycle Lane is unnecessary.

Bicycle Boulevards

The term “Bicycle Boulevards” is used in this document to designate streets that are altered to give precedence to bicycles over autos. Although it is not one of the three most common bikeway design types (bicycle paths,

bicycle lanes or bicycle routes), the bicycle boulevard is emerging as a special type of bikeway.

As of February of 1999 the City of Berkeley, California announced a \$4.5 million dollar plan to create seven bicycle boulevards to serve as the backbone of the bikeway network throughout Berkeley: (Reference: Berkeley Bicycle Plan Draft, November 1998) An existing successful example of a bicycle boulevard is Bryant Street in Palo Alto.

Objective F: Develop and implement a network of bicycle boulevards to provide important connectors on which bicycles are given precedence.

Policy 24: The City shall consider these and other ideas to facilitate the success of its bicycle boulevards:

- Remove traffic control impediments and physical barriers to bicycle travel on bicycle boulevards wherever feasible.
- Provide two-way stops at the cross streets along bicycle boulevards to allow non-stop travel for bicycles along the bicycle boulevard.
- Install traffic barriers to serve as filters every few blocks to prohibit and discourage autos from using the street as a direct route.
- Install speed bumps for autos, which bicycles can bypass. This will discourage speedy auto traffic on bicycle boulevards.

4.3 STREET DESIGN, SIGNING AND LIGHTING

Goal 2: Recognize that all streets are bicycle travelways, that bicycles

may ride on all streets unless bicycles are expressly prohibited and that all streets need to be designed to include bicycle transportation.

4.4 OBJECTIVES, POLICIES AND PROGRAMS

Design Speed, Grades, Grade-Separated Crossings

Objective G: Install grade-separated crossings (overpasses and underpasses) for bicycle and pedestrians where necessary for safety or direct travel.

Objective H: Safety shall be of paramount concern when determining grade and design for grade-separated crossings.

Policy 25: The City shall consider and seek funding for “grade-separated crossings” where key bikeways cross busy streets, creeks and other difficult areas. Undercrossings and overcrossings shall be considered.

Intersection Considerations

Objective I: The City shall make bicycle and pedestrian safety improvements at intersections a priority.

Objective J: The City shall continue to use creative solutions to provide safe routes through intersections.

Policy 26: The City shall establish Codes, Ordinances, and Standards & Specifications to regulate treatment of bicycles at intersections. This shall include consideration of guiding bicycles through intersections and bicycle activation of traffic signals. (See Figures 1 and 2)

Policy 27: Bicycle routes used by younger children shall provide a “protective warning device” for crossing at major streets and at other locations where crossings may be needed. Examples include mid-block crossings near schools or frequently used facilities.

The term “protective warning device” is used in this document to indicate any human-engineered device which assists safe crossing of streets.

There are many alternatives to the traditional stop light. The City of Petaluma was one of the first cities in California to install in-pavement flashing warning devices for crosswalks and has also pioneered the use of passive cameras at intersections which detect bicycles and pedestrians and signal the light to change. The cameras transmit no image; they transmit their recognition of the presence of a person to the signal, which changes to allow crossing.

Policy 28: The City shall consider alternative intersection access and safety methods for bicyclists and pedestrians. Creative solutions, beyond the standard traffic signal, shall be explored when a bikeway/pedestrian crossing is needed.

Examples include:

- Periodic/detected all-way stop (“Pedestrian Scramble Light”).
- In-pavement flashing warning device at ground-level on crosswalks, activated immediately when pedestrians enter.
- Large landscape areas at the corners for pedestrian and bicyclist refuge.
- Colored or textured crossing areas for bicycles and pedestrians.

Policy 29: The “Intersection Configurations” in this document shall serve as guidelines for intersection treatment. (See Figures 1 and 2) The PBAC shall review and provide

recommendations on any requested modification to these guidelines.

Policy 30: Alternative pavement treatments with smooth transitions shall be installed where bikeways cross railroad lines.

Potential On-Street Impediments For Bicycles

Objective K: All on-street construction shall be built and maintained to avoid dangerous conditions for bicycle traffic.

Objective L: Care will be taken in the construction and maintenance of speed bumps, drainage ditches, manhole covers, sewer and drainage grates, and asphalt/concrete interfaces.

“Where the asphalt and concrete meet, asphalt ridges higher than concrete jut up. Where auto drivers are exiting driveways, bicyclists are often forced into traffic and to cross those ridges, but could take a fall if the tires ride the ridge...I know machines exist which can easily cut the asphalt and thus level the road.” (Respondent, PBAC survey, Winter 1998.)

Policy 31: The City shall ensure that the edges of speed bumps are smooth, durable and gradually sloped.

Policy 32: Wherever feasible, retrofit speed bumps to reduce auto speed but allow bicycles to ride unobstructed.

Policy 33: Manhole covers, sewer and drainage grates and other metal objects imbedded in travel lanes shall be constructed or retrofitted to be flush with the street.

Policy 34: The interface of concrete and asphalt shall be built and maintained smooth and flush.

Signs

Objective M: Improve bicycle signage to enhance safety for all who use the City transportation network.

Objective N: Develop uniform signs to identify bicycle facilities and educate motorists of potential bicycle use on City streets.

Policy 35: All Class I, II and III Bikeways as well as bicycle boulevards shall be clearly marked for bicyclists, pedestrians and motorists.

Policy 36: The City shall strive to keep signs on all Class II Bicycle Lanes well maintained for safety reasons.

Policy 37: An evaluation of stop signs in Petaluma should be undertaken in order to determine the most effective and safe flow of traffic both for motor vehicles and bicycles.

The use of stop signs as a traffic management tool is not conducive to a good bicycling environment, except as warranted by traffic volumes on intersecting streets. Bicyclists are even more inconvenienced than drivers by unnecessary stopping. The use of yield signs or the installation of other traffic

calming measures are preferable ways to increase motorist awareness of crossing traffic, pedestrians, and bicyclists.” (Bicycle Facility Planning, American Planning Association, Pinsof and Musser, 1995, pg. 12.)

Policy 38: The Traffic Engineer shall install traffic control signs wherever necessary for safety. Requests to add or delete bicycle/pedestrian traffic control signs shall be routed through the Bicycle Coordinator/PBAC for review and recommendations.

Program 3: Install signs to remind motorists that bicycles and autos “Share the Road.” (See Figure 3) These signs should be installed at the community gateways, on busy arterials or in areas where Class II Bicycle Lanes suddenly merge with auto lanes.

Program 4: Install signs reading “Yield” where necessary, especially to replace stop signs considered detrimental to bicycle circulation.

Program 5: Install signs reading “Bicycle Crossing” (See Figure 4), to alert motorists of the presence of a bicycle crossing.

Program 6: Install signs directing bicyclists to the continuation of a bicycle lane or bicycle path (See Figure 5) where bikeways intersect, terminate or turn.

Lighting

Objective O: Install and maintain safe lighting on all bikeways.

Policy 39: Street lighting shall make visible the edge of the pavement on all bicycle paths, bicycle lanes and bicycle routes, where feasible.

Policy 40: For bicycle paths, lighting should be provided the same as that deemed

necessary for safety on pedestrian facilities in the area.

Policy 41: Street lighting for bikeways, or near to bikeways, shall be directed downward with light bulbs well covered to avoid direct glare.

4.5 BICYCLE SUPPORT FACILITIES

Goal 3: Provide for secure, protected parking facilities for bicycles, with the understanding that bicycles are vulnerable to theft, vandalism and the elements.

Goal 4: Acknowledge the right of bicyclists and pedestrians to have access to public benches, water, and bathrooms.

Goal 5: Provide bicyclist support facilities throughout the City.

4.6 OBJECTIVES, POLICIES AND PROGRAMS

Bicycle Parking

Secure bicycle parking is an essential component of encouraging more citizens to bicycle.

“A Baltimore survey of bicyclists reported that 25 percent had suffered theft, with 20 percent of those giving up bicycling as a result.” (Bicycling and Walking Study, pg. 25.)

Objective P: Ensure the provision of adequate public bicycle parking at important public facilities, parks, libraries, schools, shopping centers/areas and other locations with high bicycle-parking demands.

Objective Q: Improve the availability of secure bicycle parking, acknowledging that simple racks may not always be enough.

Policy 42: There shall be an appropriate mix of auto and bicycle parking in all commercial buildings or auto parking lots.

Policy 43: City Code and Ordinances shall clearly state requirements for bicycle parking. (See Appendix A)

“The City shall add to the Zoning Ordinance specific requirements and standards for the number, location and type of bicycle parking spaces to be provided for public and private developments.” (Petaluma General Plan 1987-2005, Chapter 10, Program 35.)

Policy 44: The City shall adopt standards providing up to 40% reduction in required parking in return for Transportation Systems Management (TSM) programs.

TSM is a comprehensive strategy dealing with the problem of development and the ensuing traffic generation, focusing on reduction of vehicle miles traveled (VMT) and distribution of the timing of trips to ease congestion rather than focusing on the expansion of highways.

Policy 45: The City shall consider special auto parking reductions for small growing businesses in exchange for employer-incentive programs encouraging bicycling and walking and discouraging driving.

Policy 46: Multi-family residential developments and businesses shall provide preferential parking spaces for bicycle parking.

Policy 47: Multi-family residential developments and businesses shall provide secure, visible, bicycle visitor parking.

Policy 48: Bicycle parking shall be required for all new apartments, industrial, commercial and retail centers and all new public facilities.

Policy 49: Bicycle parking shall be required for all renovations of apartment, industrial, commercial and retail centers and all renovations of public facilities.

Policy 50: The City shall continue to explore incentives for incorporating secure bicycle parking within existing developments for apartments, industrial, commercial and retail use.

Policy 51: On a case-by-case basis the City shall consider reducing automobile parking requirements if the development provides additional bicycle parking.

“European cities like Amsterdam cater to bicyclists...You get off the train and there is parking for 3,000 bikes. Getting on your bike is like tying your shoe. Everyone does it.” (Sierra Magazine, Sierra Club, September/October, 1998.)

Water, Restrooms and Benches

Objective R: The City acknowledges that bicyclists and pedestrians have a higher demand for public restrooms, water and benches and will make its best effort to plan accordingly.

“Planning for bicycling and walking involves more than just constructing bikeways and sidewalks. Providing ancillary facilities, such as bicycle parking, showers, lockers, and benches encourages people to use existing and proposed facilities.” (Bicycle and Pedestrian Planning Under the ISTEA, July 1997, pg. 79.)

Policy 52: Strategically placed water fountains shall be provided to make it easier for pedestrians and bicyclists to be outdoors and travel long distances.

Policy 53: Easily accessible and aesthetically pleasing public restrooms shall be provided wherever feasible.

Policy 54: At every opportunity the City shall install appropriate benches in public places.

Policy 55: The City shall require new and redevelopment projects to install public benches where appropriate.

Program 7: A map and matrix shall be created by the City identifying potential bench sites in public areas. This program shall aid the City in responding to citizen’s requests to donate benches and shall be added as a later amendment to this Bicycle Plan by the PBAC.

Bicycles and Transit

Objective S: Fully integrate walking and bicycling needs into all local transit decisions.

Objective T: Support efforts by other transit agencies to accommodate bicycles on public transportation.

Policy 56: Bicycles shall be allowed on public transit at all times.

Policy 57: Bicycle parking and bicycle circulation shall be high priorities at any transit stop or area.

Program 8: Provision of appropriate bicycle parking in the form of bicycle lockers, and/or guarded parking shall be provided to encourage commuters to use bicycles as a transportation link.

Program 9: The City shall encourage Caltrans to provide appropriate bicycle lockers at all Park and Ride lots.

“...While hard core bicyclists will continue to ride in spite of a lack of parking facilities, that next layer of riders teetering on the brink can be turned into regular users if secure, convenient parking is available.” (The Eugene Experience, Eugene, Oregon, 1981.)

Policy 58: The Central Petaluma Specific Plan area should be a model for bicycle and pedestrian access. Specifically, the Transit Center shall provide easy access from train or bus to bicycle or vice-versa so that commuters or visitors might not feel the need to use an automobile.

Program 10: The Central Petaluma Transit Center shall be encouraged to have bicycle maintenance and rental shops to encourage safety checks, for repair and for bicycle rental.

Program 11: The Central Petaluma Specific Plan area shall provide bicycle parking.

Program 12: To ensure safe use of bicycle lockers, the City shall have a policy in which the City retains a master key and the right to enter the locker at any time. (See Appendix H)

Program 13: Bicycle taxis to transport pedestrians shall be encouraged by the City in the Central Petaluma Specific Plan Area and throughout the City.

Program 14: Bicycle/Pedestrian support facilities shall be encouraged throughout the Central Petaluma Specific Plan area.

Program 15: The Central Petaluma Specific Plan area shall ensure safe direct links to all nearby Class I Bikeways, including the paths along the Petaluma River and Railroad rights-of-way.

“Provide at the earliest, most practical opportunity, pedestrian/bicycle access between transit terminals and the greenway trail system.” (Petaluma River Access and Enhancement Plan, pg. 72.)

CHAPTER 5: BUILDING A BICYCLE/ PEDESTRIAN- FRIENDLY COMMUNITY

5.1 GOALS

Goal 1: Ensure non-auto travel is considered early in all development decisions.

Goal 2: Acknowledge that improved bicycle/pedestrian access, routes and support facilities enhance the City's ability to become a sustainable community.

Goal 3: Provide bicycle/pedestrian access to and through neighborhoods even where automobile vehicle travel is limited.

Goal 4: Develop land-use strategies to help lower dependence on the automobile.

5.2 OBJECTIVES, POLICIES AND PROGRAMS

Prioritizing Connections

Objective A: Make bicycle/pedestrian through-travel--between and within neighborhoods, commercial areas, parkways, urban greenbelts and schools--a high priority in the City of Petaluma, even in those areas where auto access is restricted.

Policy 1: The City shall actively encourage public transit and bicycle/pedestrian-oriented development.

Policy 2: Design parking lots to provide safe and efficient routes for pedestrians and bicycles.

Program 1: The City shall encourage the retrofitting of existing cul-de-sacs, whenever possible, with Class I Bicycle/Pedestrian Paths to provide enhanced bicycle/pedestrian linkage between neighborhoods.

Program 2: Provide the maximum amount of bicycle/pedestrian outlets in any new development. The City shall encourage cul-de-sacs which provide bicycle/pedestrian through connections.

Pedestrian Needs

Objective B: Ensure that pedestrian needs are considered concurrently with bicycle needs wherever appropriate.

Policy 3: The City shall create a "pedestrian" component as a later amendment to this Bicycle Plan, taking into consideration more completely the specific needs of pedestrians.

Policy 4: The City shall add a subsequent section to this document entitled "Code, Ordinances, and Standards & Specifications regarding Pedestrians," to update and clarify

City regulations pertaining to the pedestrian modality.

Promoting Bicycling

Objective C: Promote bicycling for local citizens as well as visitors.

Objective D: Utilize bicycle tourism to showcase bicycle use throughout the City and to provide a potential economic base for more bicycle facilities within the City.

Policy 5: The City shall encourage local merchants to develop a rewards program for customers who bicycle to the merchant’s place of business.

Policy 6: The City shall encourage tourism by encouraging activities such as bicycle events.

Policy 7: The City shall promote and encourage events to involve and spotlight Petaluma bicyclists.

Policy 8: The City should promote historic and other City tours by bicycle.

Measuring Results To Know What Works

Objective E: Gather data wherever feasible to ascertain which bicycle and pedestrian improvements seem most effective in carrying out the Goals, Objectives, Policies and Programs of this Bicycle Plan.

Objective F: Attempt to increase bicycle commuting and pedestrian commuting each year by 5 percent.

Policy 9: The City shall continue to pursue ways to measure:

- The portion of the population receiving bicycle education and the results; and
- The portion of the population currently bicycling and how bicycle improvements

are improving or discouraging bicycle transportation; and

- The accident statistics with regard to bicycles, pedestrians and automobiles.

Policy 10: The City shall use the information gained from surveys from Petaluma businesses and school Principals (See Appendix E for Sample Forms) to learn more about what is working for the citizens who bicycle and assess which improvements gain more users for the bicycle transportation system.

Policy 11: The City shall examine the year 2000 census data and compare commuting statistics with the censuses of 1980 and 1990.

<u>Statistics</u>	
Commuting statistics from the 1980 and 1990 censuses indicate a number of important trends with regard to bicycle commuting.	
1)	The number of “Petaluma to Petaluma” commuters was up in 1990 by more than 2000 (to 8578 in 1990) and was the largest commute group by far.
2)	The number of persons living in “Sonoma County” and commuting to work in “Petaluma” was up in 1990 (to 3964) and was the second largest commute group.
3)	The number of “Petaluma to San Francisco” commuters was down by a small margin (to 2264 in 1990) in 1990 and of those, 30% used transit and 44% said they drove alone.
4)	The number of “Petaluma to San Rafael” commuters was up (to 2235 in 1990) and of those, 1.8% said they used transit while 76% said they drove alone.

Statistics continued

5) Within the Petaluma to Petaluma commute, in 1980 4.1% was done by bicycle and 6.2% by walking, whereas in 1990 the numbers had dropped to 2.5% by bicycle and 5.8% by walking. In addition, a massive 69% in 1980 commuted by driving alone - a figure that in 1990 had risen to 76% of Petalumans driving alone to work.

Since the largest commute was Petaluma to Petaluma, this is the group this Bicycle Plan can target.

Mixed Use Neighborhoods

For the purposes of this document, the term “Mixed Use” is used to describe mixing residential with retail, industrial, and/or office. The Petaluma General Plan 1987-2005 specifically states, “*The intent of Mixed Use is to allow housing along with commercial uses.*” (pg. 36)

The segregation of home from business is a modern phenomenon which contributes to the greatest auto traffic generator there is: the multiple errands of daily life.

“Local governments can take a major step in fostering a more balanced transportation system by encouraging mixed use zones and compact land use development.” (National Cycling and Walking Study, pg. 14.)

The General Plan encourages Mixed Use. (See Appendix D)

Objective G: Encourage Mixed Use throughout the City as a means of reducing car travel and increasing bicycle and pedestrian travel.

Policy 12: The City shall provide opportunities to create more combined “live and work” environments.

Policy 13: The City shall pursue redesignating existing land available for development to Mixed Use zoning.

Policy 14: The City shall allow more flexibility in parking regulations for Mixed Use development.

Looking To Other Cities For Inspiration

Objective H: Continue to solicit and review progressive ideas relating to bicycling and walking from throughout the world.

Policy 15: The City shall look to other communities for inspiration in the realm of bicycle and pedestrian improvements. (See References for more information)

- **DAVIS, CALIFORNIA.:** The United States city that lays claim to the highest level of bicycle ridership is Davis, California with 25% of the total population commuting to work by bicycle. Although more than 50 percent of students bicycle to classes, half of all bicyclists in Davis are non-student working citizens.
- **GRONINGEN, THE NETHERLANDS:** “[Groningen] was named the “world’s Best City for Cycling” in the May 1992 issue of Bicycling Magazine... The ‘woonerf,’ or living yard concept, was developed by the Dutch during the 1970’s. In woonerven, pedestrians and bicyclists are not segregated from motor vehicles, but they do have priority over the motor vehicles. Woonerven are characterized by street furniture, play areas, designated parking spots, different surface materials, and regular changes in the vertical and horizontal road alignment--all of which reinforce the notion that non-motorized users have priority.” (National Cycling and Walking Study, pg. 94.)

CHAPTER 6: PHYSICAL IMPROVEMENTS RECOMMENDATIONS

6.1 THE VISION IN WORDS

This chapter describes the City of Petaluma’s Bicycle Circulation Map and Matrix 1999 contained at the end of this chapter. The Map displays the proposed bikeways and bicycle improvements and the Matrix lists them alphabetically and includes Priorities for Implementation. The text of this Chapter describes basic Goals, Objectives, Policies and Programs supporting the Map and Matrix.

Goal 1: Establish a bikeways network that connects north and south, east and west and that interconnects residential neighborhoods, major activity centers and major employment centers.

Goal 2: Fully utilize creek corridors for bicycle/pedestrian needs.

Goal 3: Expand the access to open land for bicycles and pedestrian travel.

Goal 4: Acknowledge the importance of keeping the downtown a central focus and design bicycle and pedestrian facilities to radiate out from there.

Downtown Is Important

(1987 Bicycle Plan: pg. 1)

“[The] most popular destination is ‘downtown’.”

(1998-2001, General Plan, Chapter 8, Objectives i, j, l and Policy 18)

- *“Reinforce the unique character of downtown.”*
- *“Emphasize downtown’s traditional role as the major commercial center.”*
- *“Attract visitors and shoppers downtown.”*
- *“Reinforce the pedestrian scale and character of the downtown.”*

6.2 OBJECTIVES, POLICIES AND PROGRAMS

East/West Connections

Objective A: Connect the east and west sides of the City via a bicycle/pedestrian network that includes safe and easily accessible routes.

Objective B: Utilize the numerous creek corridors running east/west to provide safe off-street routes for bicyclists and pedestrians.

Objective C: Emphasize bicycle/pedestrian improvements on the Washington/East Washington Corridor.

Washington/East Washington

Washington Street is the historic east/west connector. It is an essential transportation link unifying Downtown, the Central Petaluma Transit Center, Kenilworth Recreation area, the shopping Centers at McDowell Boulevard and Washington Street, Prince Park and bicycle routes to County roads. The intersection of Washington Street and McDowell Boulevard has been named for many years as the busiest and biggest trouble spot for bicycle and pedestrian travel in the City.

1972: *“Of 9,500 questionnaires regarding bicycling sent in the water bills in 1972, 2,114 were returned. The two most common answers to the question “what street do you most often use when bike riding” were Washington (655) and McDowell (585).” (1974 Bike Study, pg. 6.)*

1974: *“Of all the streets in Petaluma, the highest 24 hour volume traffic count was at Washington Street by Kenilworth School.” (Safest Route to School Study, pg. 12.)*

1993: *“The intersection of Washington Street and McDowell Boulevard was cited to be the most congested location within the City.” (Petaluma Public Opinion Survey, 1993.)*

1998: *“Washington Street — every part is dangerous — no area for bikes at all.”*

“Never attempt Washington and McDowell because it’s terrible.”

“Anywhere on Washington.” (PBAC Survey, Winter 1998.)

No matter what City-wide automobile traffic improvements are planned to relieve congestion, Washington Street/East Washington Street will still need attention to make bicycle travel safe.

Policy 1: Any improvements to the “Washington/McDowell intersection” shall include improvements from the Ellis Street/Kenilworth Recreation Center area to Sonoma Mountain Parkway. The City shall extend improvements to the county line in both directions.

Policy 2: The East Washington Street corridor shall provide safe and efficient travel both on street and off-street, to the extent feasible. The off-street bicycle/pedestrian path shall traverse west along Washington Creek from the path’s origin near Sonoma Mountain Parkway, pass under Highway 101 and then fork. One fork shall continue west to connect with the on-street East Washington Street bicycle lane, and the other shall travel north to connect to Madison Street and the Lynch Creek bicycle/pedestrian path.

Program 1: Discourage trail use within the Washington Creek channel during periods of hazardous high flood waters.

East/West Travel Through Corona Reach

The Corona Reach area is generally defined by Highway 101 on the east, Petaluma Boulevard on the west, Corona Road on the north and Lynch Creek on the south. It also includes one area on the east side of Highway 101 bordered by Rainier, McDowell and an industrial/office development to the south.

Policy 3: The City shall utilize the Corona Reach area as a vital transportation corridor connecting the east and west sides of Petaluma.

Program 2: The City shall follow the guidance of the Petaluma River Access and Enhancement Plan in developing this area.

Program 3: The City shall acknowledge that the natural setting present in the Corona Reach invites a special, aesthetic treatment of the area, and provides the possibility of being a recreation and tourist attraction.

Program 4: The City shall create pathways under Highway 101 utilizing existing creek corridors, easements and pathways for pedestrian and bicycle east/west connections throughout Corona Reach.

Program 5: There shall be safe, accessible bicycle/pedestrian access across and down to the Corona Reach area from any Interchange/Cross-town Connector that is built.

Southern Crossing

Policy 4: There shall be safe, accessible bicycle/pedestrian access across and down to the Petaluma River corridor if a “Southern Crossing” is built from Petaluma Boulevard South to Caulfield Lane.

Other Creeks and Crossings

Policy 5: Maintenance roads along County and City flood channels shall be utilized and/or developed for bicycle/pedestrian use.

PUBLIC OPINION POLL, 1995

“...open and develop maintenance roads as new regional trails alongside flood control channels (64% favor, 23% oppose)” (Public Opinion, Attitudes, and Priorities for Regional Parks and Recreation Facilities, Sonoma County Regional Parks Department, 1995, pgs. 2 and 8.)

Policy 6: Utilize all creek corridors, drainage areas and marshland to the largest extent feasible for public access. Where bicycle

access is not feasible, pedestrian access shall be considered.

Kenilworth Overpass

Policy 7: The City and its Police Department shall work with the school district and neighbors to open the Kenilworth Overpass for safe twenty-four hour bicycle access.

“The Kenilworth crossing of U.S. 101...needs nearby development near its west end, to provide for activity levels more conducive to safe passage across the bridge.” (Petaluma General Plan 1987-2005, pg. 106.)

“It’s a cheap way to get across [the Freeway] without spending money because it’s already built.” (Participant, PBAC Public Input Meeting, 2/7/98.)

Petaluma River Crossings

Policy 8: Any existing crossing of the Petaluma River shall provide bicycle/pedestrian access where feasible.

Policy 9: All new or rebuilt crossings of the Petaluma River shall include bicycle/pedestrian facilities.

Program 6: The Railroad Bridge by the Marina shall have a bicycle/pedestrian path constructed whenever it is upgraded.

North/South Connections

Objective D: Connect the north/south ends of the City via a bicycle/pedestrian network that includes safe and easily accessible routes.

Objective E: Fully implement a bicycle/pedestrian path wherever feasible along all Railroad rights-of-way.

Objective F: Fully implement the bicycle and pedestrian components of the Petaluma River Access and Enhancement Plan.

Objective G: Protect the rights of bicyclists to use Highway 101 south of Petaluma, until a fully functional north/south Rail Trail is completed along the Railroad right-of-way.

Objective H: Place special emphasis on implementing bicycle/pedestrian improvements to Petaluma Boulevard, since it is an essential and historic transportation link through downtown.

Railroad Access Opportunities

Policy 10: The City shall develop a railroad bicycle path, referred to as “**Rail Trail**” in this document, along the entire Railroad right of way within Petaluma’s jurisdiction.

Policy 11: The City shall support efforts to extend the Rail Trail north and south to connect to the adjacent cities and beyond, and shall support the vision of a unified bicycle/pedestrian Rail Trail extending through both Marin and Sonoma counties.

Policy 12: All City departments shall work with the agencies responsible for management of the Northwestern Pacific Railroad Authority (NWPRRA) right-of-way, in order to fund, design and construct the Rail Trail.

“A conceptual plan for a north-south bikeway using the NWPRR right-of-way has now been on the books for almost 20 years, but little has been done to realize this goal.” (Marin County North-South Bikeway Feasibility Study, 1994, pg. 1.)

Policy 13: The City shall be actively involved in any Railroad or highway upgrade to integrate concurrent construction of the Rail Trail.

Policy 14: The Rail Trail shall serve as a main artery to connect all existing east/west paths and adjacent neighborhoods. Special attention should be paid to bicycle/pedestrian connections within developing areas such as Corona Reach, the Central Petaluma Transit Area and the Petaluma Boulevard South Area.

Policy 15: The City shall develop bicycle paths on all spur lines to connect with their respective neighborhoods and with the main Rail Trail.

Program 7: Wherever feasible, have the Rail Trail on both sides of the Railroad tracks.

Program 8: Communicate clearly to the Sonoma County Transportation Authority (SCTA) the importance of this Rail Trail for travel both within Petaluma and between cities in Sonoma and Marin Counties.

Program 9: The preferred location for the bicycle/pedestrian connection between Petaluma and Novato is the Rail Trail.

“Utilize abandoned railroad rights-of-way to link open space lands and activity centers.” (Petaluma General Plan 1987-2005, Chapter 6, Program 4.)

Frontage Road Along 101

Policy 16: Utilize the maintenance road adjacent to the west side of Highway 101 in the Corona Reach area for bicycle/pedestrian use, making clear and safe connections to all east/west paths developed in the Corona Reach area.

Petaluma River Access and Enhancement Plan

“...The river corridor will again become the most significant unifying feature of the City.” (Petaluma River Access and Enhancement Plan, pg. 9.)

Policy 17: The City shall develop the full access trail system and other bicycle/pedestrian improvements detailed in the Petaluma River Access and Enhancement Plan.

Policy 18: The PBAC shall assist in setting priorities to implement the bicycle/pedestrian trails in the Petaluma River Access and Enhancement Plan.

Policy 19: Develop riverfront public access that at the same time encourages continued use of river-related heavy commercial/industrial activities such as the Jerico and Shamrock operations. Future river-side trails in these areas should be enacted at such time as existing industrial uses change or by mutual agreement between City and industrial businesses.

Petaluma Boulevard

Policy 20: The City should consider creating Class II bicycle lanes on the entire length of Petaluma Boulevard.

Urban Separator

The General Plan speaks strongly about the importance of the Urban Separator and its relationship with both recreational and transportation opportunities.

“The ‘urban separator’ is visible band of open space at the edge of allowable urban development...It provides an edge that buffers farmland from urban land and vice versa, serves as a recreational area, and acts as a key component of the City’s open space system.” (Petaluma General Plan 1987-2005, Chapter 4, pgs. 31-32.)

The General Plan also stresses the need to expand the Urban Separator.

“Continue to extend the urban separator whenever and wherever possible.” (Petaluma General Plan 1987-2005, Chapter 4, Objective H.)

“Use all feasible means to acquire and protect the urban separator.” (Petaluma General Plan 1987-2005, Chapter 4, Program 5.)

“The City shall extend the length of the urban separator where feasible, at a maximum width of 300 feet.” (Petaluma General Plan 1987-2005, Chapter 4, Policy 14.)

“Continue to identify scenic routes in Petaluma and non-vehicular routes in the urban separator.” (Petaluma General Plan 1987-2005, Chapter 6, Policy 5.)

Objective I: Establish bicycle/pedestrian access along any existing and future Urban Separator wherever feasible.

Objective J: Close gaps in the Urban Separator whenever and wherever feasible in a manner that supports bicycles and pedestrians.

Policy 21: The Land Use map should be amended to reflect the desire for a continuous Urban Separator.

Policy 22: The City shall provide pedestrian trails and benches in the Urban Separator wherever terrain is simply too steep to allow bicycle access.

Policy 23: As development and redevelopment occur, the City should require public access from the nearest street to the Urban Separator.

This Bicycle Plan considers the Urban Separator to be an important link which someday could and should ring the City. Since the General Plan Objective 4 H says to

continue to “expand the Urban Separator wherever possible,” this Bicycle Plan recommends revising the Land Use Map to modify the Urban Separator to eventually ring the City.

Open Areas

For the purposes of this document, “**Open Areas**” mean: parks, rights-of-ways, paths, open space, City owned property, utility corridors, publicly-used land, and school yards. It is hoped that all “Open Areas” will some day include bicycle/pedestrian access. (See page 16 for definition of “bicycle/pedestrian access”)

Objective K: Ensure that all accessible Open Areas promote an atmosphere friendly to bicycle/pedestrian access.

Objective L: Consider all parks to be destination points for bicycle travel and provide bicycle parking near the entrances of all parks.

Objective M: Acknowledge the need for Open Areas for passive recreational opportunities for walking or sitting as well as for active opportunities such as bicycling. Thus even small steep open space parcels can be valuable and important. Simple land preservation with public access and no improvements is also desired.

Objective N: Assure that Open Areas which may be too steep for bicycle riding by all bicyclists are nonetheless considered for bicycle/pedestrian access, recognizing that bicyclists may want to walk their bicycles through steep areas as part of a longer bicycle route.

Objective O: Ensure that available opportunities are pursued for creating Open Areas with bicycle/pedestrian access to and over ridgetops, and along waterways and scenic riparian areas.

According to the Public Opinion, Attitudes, and Priorities for Regional Parks and Recreation Facilities, Sonoma County Regional Parks Department, “*There's a consensus among county residents that they want passive park and recreation facilities that they can visit.*” (pg. 1.)

And when residents were asked how they judged the current need for a variety of recreation facilities that could or might be added to the Regional Parks system, “*The highest number [58%] said they wanted ‘more unimproved natural open space.’*” (pg. 7.)

Policy 24: The City shall strive to provide Class I Bicycle/Pedestrian Paths where feasible and appropriate in all rights of way, including, but not limited to, those of PG&E, City or County utilities, Sonoma County Water Agency, and the State Department of Fish and Game.

Policy 25: The Bicycle Coordinator/PBAC shall make recommendations regarding placement of bicycle parking in City parks and other Open Areas.

Policy 26: The City shall consider all Open Areas to be areas in need of benches.

Program 10: A list of potential bench sites in all public areas, including areas defined here as “Open Areas,” shall be added as a later amendment to this plan so that when a citizen wishes to donate a bench there are existing sites from which to choose.

Program 11: Safe bicycle travel to and through all Petaluma parks shall be a high priority.

Bay Area Ridge Trail and San Francisco Bay Trail

Objective P: Support the Bay Area Ridge Trail's and San Francisco Bay Trail's access

to and through the City, acknowledging the importance of regional trails connecting the nine Bay Area counties.

Policy 27: The City of Petaluma shall work with the County and cities along the Petaluma River Corridor to encourage river-oriented bicycle/pedestrian access throughout the entire Petaluma River corridor to San Pablo Bay, with enough space to serve equine access where feasible.

Policy 28: The City of Petaluma shall encourage the Bay Area Ridge Trail in its connection of Marin and Sonoma Counties from trails from the Marin County Trails Master Plan out of Mt. Burdell Open-Space Preserve north to Helen Putnam Regional Park. The Ridge Trail shall continue through Petaluma to the Old Adobe State Historic Park and connect via Lafferty Ranch Park to Jack London Historic Park.

Policy 29: The City shall encourage directional signs for the Bay Area Ridge Trail and the San Francisco Bay Trail.

Policy 30: The PBAC, in conjunction with the North Bay Trail Division of the Bay Area Ridge Trail Council, shall realign the Bay Area Ridge Trail within the City to provide off-road trail segments as they become available, with particular emphasis on the River Plan Area and the Adobe Creek Trail System.

“People used to live outside. It used to be a luxury to be inside. Now it is a luxury to be outside. This is an important thing to incorporate into our lives.” (Dee Swanhuysen, North Bay Trail director for the Bay Area Ridge Council, speaking at “Community Forum: Bikes, Trolleys, Trains and Trails,” 6/14/93.)

Schools

Objective Q: Encourage all schools within the City of Petaluma sphere of influence to consider their significant role both as large automobile traffic generators and as large land-owners with the capacity to provide much through-town bicycle/pedestrian travel.

Policy 31: The City Council, the Santa Rosa Junior College (Petaluma Center), and School Boards of Petaluma shall negotiate appropriate bicycle/pedestrian access routes through schools for the use of parents, children and community.

Policy 32: The City Council, the Santa Rosa Junior college (Petaluma Center), and School Boards of Petaluma shall meet regularly to work out issues of shared responsibility with regard to such issues as automobile traffic generation and bicycle/pedestrian access.

Policy 33: The routes shall be clearly signed where necessary to clarify restriction such as hours or usage, “walk bikes,” etc.

Policy 34: The Police shall regularly patrol all school bicycle/pedestrian routes and paths.

Alleys

Objective R: Utilize alleys and maintain them appropriately in order to route bicycles and pedestrians off the main roads wherever feasible.

Policy 35: The City shall maintain alleys such as American and Telephone Alley in safe condition for bicyclists and pedestrians and sign accordingly.

Traffic Calming

“Studies in Germany indicate that the number of traffic fatalities involving pedestrian and bicycle collisions with automobiles decreased by almost 50% as a result of speed reductions from 50km to 30km (approximately 18 mph) in the experimental zones.” (Bicycle

Facility Planning, American Planning Association, pg. 12.)

Objective S: Acknowledge that “traffic calming” of cars -- and bicycles where relevant -- is an integral element to the success of the bicycling and walking transportation modes.

Objective T: Set a vision for future traffic calming in the City of Petaluma to promote safe modes of transportation.

Policy 36: The City shall install “Share the Road” signs (See Figure 3) to remind automobiles that bicycles are present and legal and to help calm traffic. Requests for such signs shall be routed by the Traffic Engineer through the PBAC for review and approval or to provide recommendations.

Policy 37: The City shall consider narrowing the streets and widening the sidewalks/bicycle lanes/shoulders whenever roads are upgraded.

Policy 38: The next Petaluma General Plan 1987-2005 update shall revisit the issue of street narrowing and street capacity for arterial, collector, and local streets.

Policy 39: The City shall examine the use of bicycle- and pedestrian-friendly traffic calming methods, including examination of the following ideas:

- **Vehicle-free Zones:** Create vehicle-free zones, where bicycles/pedestrians are acceptable.
- **Bicycle Roundabouts:** Use bicycle roundabouts. (In use by Davis, California)
- **Vehicle Roundabouts:** Encourage the use of roundabouts to calm automobile traffic in busy intersections. Roundabouts shall also accommodate Bicycle and pedestrian traffic. (See Figures 6 and 7)
- **Bicycle Boulevards:** Create one or more bicycle boulevards where feasible.

Bicycle boulevards are described in Chapter Four.

“Seattle, Washington has a popular neighborhood traffic control program that offers a number of traffic control designs, including circles. Installation is at the request of a minimum of 60% of the residents on the affected blocks. Findings of a study of 14 problem intersections in Seattle found that accidents both at the intersections and within a one-block radius decreased dramatically after the installation of traffic circles at the intersections...Cost of installation is approximately \$5,000 to \$6,000 each. Traffic circles are usually landscaped by the city; residents maintain the landscaping.” (Bicycle Facility Planning, America Planning Association, pg. 13.)

Bicycle Parking

Objective U: Require secure bicycle parking at strategic locations throughout the City.

“Bikes need parking places too!” (Participant, PBAC Public Input Meeting, 2/7/98)

Policy 40: The City shall designate specific areas in which bicycle parking is needed on the City of Petaluma Bicycle Circulation Map and shall make bicycle parking requirements clear in the Petaluma Municipal Code and the City of Petaluma Zoning Ordinance. (See Appendix A)

6.3 CITY OF PETALUMA BICYCLE CIRCULATION MAP 1999

The attached Bicycle Circulation Map 1999 replaces the Bicycle portion of the Circulation Map of 1992 and is the General Plan's current Bicycle Circulation document. The Map shows all specific on-street improvements mandated by this Bicycle Plan and lists all recommended Class I, II, and III Bikeways, as well as bicycle boulevards and Pedestrian-Oriented Areas. The map also may include recommendations for site-specific bicycle parking and specify road sign locations deemed necessary for safety.

6.4 BICYCLE PLAN PRIORITIES AND BICYCLE PLAN MATRIX OF PROPOSED BIKEWAYS 1999

All of the recommendations made on the Bicycle Circulation Map 1999 are listed alphabetically on the Bicycle Plan Matrix of Improvements and Priorities 1999. In addition, five project priorities are listed for the City of Petaluma.

PBAC PROJECT PRIORITIES

Northwestern Pacific Railroad (NWPR) “Rail Trail”
 Petaluma Boulevard
 Petaluma Waterways Trails
 Safe Ways To and Through Schools
 Washington Street/Creek Corridor

*Priorities listed in alphabetical order not preference.

BICYCLE PLAN MATRIX OF PROPOSED BIKEWAYS 1999

Route Segments	Improvement Type	Begin Point	End Point
On Street Bikeways			
2nd Street	Class II or Boulevard	B Street	H Street
6th Street	Class II	A Street	Mountain View Avenue
Albin Way/Marguerite Way	Class II	Crinella Drive	Caulfield Lane
B Street	Class II	2nd Street	Windsor Drive
Bantam Way	Class II	Bodega Avenue	Western Avenue
Baywood Road	Class II	Crinella Drive	Petaluma Marina
Bodega Avenue	Class II	Howard Street	City Limit
Burlington Drive	Class II	Lynch Creek	Washington Creek
C Street	Class II	Petaluma River Trail	Petaluma Boulevard North
Cader Lane	Class II	Shollenberger Park	Lakeville Highway
Casa Grande Road	a) Class I	Old Adobe Road	Ely Boulevard South
	b) Class II	Lakeville Highway	Rocky Memorial Park
Castle Drive	Class III	Urban Separator Path	Lynch Creek Path
Caulfield Lane	a) Class II	Garfield Drive	Weisman Park
**proposed southern crossing	b) Class II	Petaluma Boulevard South	Lakeville Highway
Cherry Street	Class II	Keokuk Street	Elm Drive
Colombard Road	Class III	Sonoma Mountain Parkway	Maria Drive
Copeland Street	Class II	Madison Street Extension Path	East D Street
Corona Road	Class II	Petaluma Boulevard North	Ormsby Avenue
Crinella Drive	Class II	McGregor Avenue	Casa Grande Road
D Street	Class II	Payran Street	City Limit
Dana Street	Class II	Woodale Drive	Webster Street
Edith Street	Class II	Petaluma River Trail	Madison Street
W. El Rose	Class III	Hayes Avenue	B Street
Elm Drive	Class III	Magnolia Avenue	Schuman Lane
Ely Road	Class II	Old Redwood Highway	Corona Road
F Street	Class II	Petaluma River Trail	Petaluma Boulevard North
Fairgrounds (through parking lot)	Class II	Payran	Kenilworth Park
N. Fair Street	Class III	Western Avenue	Brainerd Avenue

Route Segments	Improvement Type	Begin Point	End Point
On Street Bikeways			
First Street	Class II	Turning Basin	H Street
Frates Road	a) Class II	Calle Ranchero Drive	Old Adobe Road
	b) Class I	Ely Boulevard South	Old Adobe Road
G Street	Class III	1st Street	Sunny Slope Avenue
Gossage Avenue	Class III	Petaluma Boulevard North	Magnolia Avenue
Grant Avenue	Class II	Mountain View Avenue	I Street
H Street	Class II	Petaluma River Trail	Petaluma Boulevard North
Hayes Avenue/Hinman Street	Class II	Webster Street	B Street
Hayes Avenue	Class III	Webster Street	End of Hayes
Howard Street	Class II	West Street	A Street
I Street	Class II	Petaluma Boulevard South	City Limit
Kelly Lane	Class III	End of Kelly Lane	Melanie Court
Keokuk Road	Class II or Boulevard	Magnolia Avenue	Washington Street
Lakeville Highway	Class II	Caulfield Lane	Bay Trail
Mackenzie Avenue	Class II	Kenilworth Overpass	South McDowell Boulevard
Madison Street	Class II	Washington Creek	Lakeville Street
East Madison Street	Class II	Sonoma Mountain Parkway	North McDowell Boulevard
McGregor Avenue	Class II	Sutter Street	South McDowell Boulevard
Magnolia Avenue	Class I	Petaluma Boulevard North	Gossage Avenue
Maria Drive	Class II	Monroe Street	South McDowell Boulevard
McDowell Boulevard	a) Class II	Old Redwood Highway	Corona Road
	b) Class II	South Point Boulevard	McKenzie Avenue
	c) Class II	Fisher Drive	Lakeville Highway
	d) sidewalk	Corona Road	Old Redwood Highway
McNear Avenue	Class II	Petaluma Boulevard South	Country Club Park
Mountain View Avenue	Class III	Petaluma River	Purrington Road
Old Adobe Road	Class II	Casa Grande Road	Bay Trail
Old Redwood Highway	Class II	Old Adobe Road	Petaluma Boulevard North
Factory Outlet Mall entrance	Class II	Petaluma Boulevard North	Outlets
Paula Lane	Class III	Schuman Lane	Bodega Avenue
Payran Street	Class II	Petaluma Boulevard North	Caulfield Lane
Petaluma Boulevard North and South	Class II	Stony Point Road	Southern City Limit
Purrington Road	Class III	Mountain View Avenue	I Street
Rainier Circle	Class II	Pembridge Street	Sonoma Mountain Parkway
Rebecca Drive/Jasmine Lane	Class II	Bodega Avenue	West Street
Redwood Way	Class II	Old Redwood Highway	North McDowell Boulevard
Ridgeview Drive	Class III	Westridge Avenue	Sunny Slope Road
Riesling Road	Class II	Capri Creek Court	Mustang Court
Schuman Lane	Class III	Elm Drive	Paula Lane

Route Segments	Improvement Type	Begin Point	End Point
On Street Bikeways			
Shasta Avenue	Class I & II	Petaluma Boulevard North	Railroad Path
Skillman Lane	Class II	Petaluma Boulevard North	Cinnabar School
Sonoma Avenue	Class III	North Webster Street	North Fair Street
Sonoma Mountain Parkway	Class II	Rainier Avenue	East Washington Street
Southpoint Boulevard	Class II	Wood Sorrel Drive	DMV/Capri Creek Path
Stuart Dr./Kresky Way/St. Francis Drive	Class II	McKenzie Avenue	South McDowell Boulevard
Sunny Hill Drive	Class III	Sunnyslope Avenue	End of Sunny Hill Drive
Sunny Slope Road	Class II	Smith Drive	I Street
Sycamore Lane	Class II	White Oak Circle	Petaluma Boulevard North
E. Washington Street	a) Class II	Old Adobe Road	Prince Park
	b) Class I	Maria Drive	101 Interchange
	c) Class II	101 Interchange	Petaluma Boulevard North
Webster Street	Class II	Western Avenue	B Street
North Webster Street	Class II	Rebecca Drive	Western Avenue
Weller Street	Class II	Washington Street	East D Street
Western Avenue	a) Class II	Petaluma Boulevard North	Howard Street
	b) Class II	Webster Street	Windsor Drive
Westridge Drive	Class III	I Street	Ridgeview Drive
Windsor Drive	Class II	Cambridge Lane	D Street
Off Street Bikeways			
Adobe Creek	Class I	South McDowell Boulevard Extension	Old Adobe Road
Arroyo Park (parallel to Marylyn Circle)	Class I	Ely Boulevard South	Garfield Drive
Arroyo Park (parallel to Village East)	Class I	Ely Boulevard South	Garfield Drive
Capri Creek	Class I	McDowell Boulevard North	Petaluma River
	Class I	Old Adobe Road	Sonoma Mountain Parkway
Casa Grande High School	Class I	Juliet Drive	Casa Grande Road
Casa Grande High School	Class I	Crinella Drive	Casa Grande High School
Cedar Grove Property	Class I	Edith Street	Lakeville Street
Central Petaluma	Class I or Boulevard	Turning Basin	Proposed Washington Street Roundabout
Corona Creek	Class I	Old Adobe Road	North McDowell Boulevard
Corona Creek	Class I	Sonoma Mountain Parkway	Riesling North McDowell Boulevard
Corona Creek (parallel to Highway 101)	Class I	McDowell Boulevard North	Capri Creek Path
Fairgrounds	Class I	East D Street	Kenilworth Overpass
Grant Park	Class I	East Sunny Slope Road	McNear Avenue
Kelly Creek	Class I	Helen Putnam Park Path	Sunny Slope Avenue
La Tercera Elementary School	Class I	Baywood Drive	La Tercera Elementary School
Off Street Bikeways			

Route Segments	Improvement Type	Begin Point	End Point
Lynch Creek	a) Class I	Community Center	Petaluma River
	b) Class I	Old Adobe Road	Sonoma Mountain Parkway
Madison Street Extension	Class I	Madison Street	Petaluma River Trail
Mary Collins Elementary School	Class I	Cindy Lane	Mary Collins Elem. School
Miwok Park	Class I	Santa Clara Lane	Miwok Valley Elementary School
Northwest Pacific Railroad	Class I	Northern City Limit	Southern City Limit
Oak Hill Park	Class I	Howard Street at Oak Street	Rebecca Drive
Old NWPR Right of Way	Class I	Under US 101	Rocky Memorial Park
Pathway	Class I	Wood Sorrel Drive	Maria Drive
Pathway	Class I	Maria Drive	Merlot Court
Pathway	Class I	Sonoma Mountain Parkway/Capri Creek Path	Proposed Retail Adjacent to SRJC
Pathway (parallel Highway 101)	Class I	Lynch Creek Path	Deer Creek Path
Pathway (parallel Graylawn Avenue)	Class I	Bernice Court	Petaluma River Path
Pathway	Class I	Samuel Drive	Jessie Lane
Pathway	Class I	Magnolia Avenue at Elm	Jessie Lane
Pathway	Class I	Eddie Way	Sycamore Lane
Pathway	Class I	Magnolia Avenue	Cypress Hills Cemetery
Pathway	Class I	Sousa Court	Blossom Court
Pathway	Class I	Dana Street	Hayes Avenue
Pathway	Class I	English Street	Hayes Avenue
Pathway	Class I	Parkland Way	Sky Ranch Drive
Pathway	Class I	Rocky Memorial Dog Park	Adobe Creek Path/Shollenberger
Pathway	Class I	D Street	Sunnyslope Road
Pathway	Class I	Sunny Hill Drive	Sunnyslope Road
Pathway	Class I	Melanie Court	Kelly Lane
Pathway	Class I	Melanie Court	Halsey Avenue
Pathway	Class I	Glen Eagle Drive	Mountain View Avenue
Pathway	Class I	Bear Creek Court	Mountain View Avenue
Pathway	Class I	Hilligoss	N. Webster Street
Pathway	Class I	Brainerd Avenue	Valley Vista Elem. School
Petaluma Junior High School	Class I	Bantam Way	N. Webster Street
Petaluma High School	Class I	Fair Street	Webster Street
Petaluma River	Class I	Willow Brook Creek	Southern City Limit
Prince Park	Class I	Lynch Creek Path	Washington Creek Path
Rainier Extension	Class I	Rainier Avenue	Railroad Path
Stony Point Road	Class I	Old Redwood Hwy	Santa Rosa
St. Vincent's High School	Class I	Keokuk Street	Cherry Street
Off Street Bikeways			

Route Segments	Improvement Type	Begin Point	End Point
Sunrise Park	Class I	Wood Sorrel Drive (West end)	Sunrise Park Path/McDowell Path
Urban Separator	Class I	Wherever Appropriate	
	Class I	Capri Creek	Corona Creek
	Class I	Casa Grande Road	St Augustine Circle
	Class I	Photinia Place	Maxwell Property Path
East Washington Creek	a) Class I	East Washington Street	Municipal Airport
Washington Creek	b) Class I	Old Adobe Road	Petaluma River
Willowbrook Creek	Class I	NWPR Path	Petaluma Creek

CHAPTER 7: IMPLEMENTATION

7.1 IMPORTANCE OF IMPLEMENTATION

“A plan means nothing if it sits on the shelf. There are no good solutions unless they are implemented.” (Marilyn Smulyan, San Francisco Bicycle Advisory Committee, Speech in Oakland, 4/4/93.)

“The greatest challenge, even for the agencies that have developed strong bicycle and pedestrian plans, will be implementing these plans over the next few years...A gulf exists between LRP's [long range plans] and TIP's [documents actually budgeting the expenditure of money] which means that ambitious bicycle facility networks or pedestrian improvements are more likely to stay in the ‘unfunded’ portion of an LRP than become part of the TIP.” (Bicycling and Pedestrian Planning Under ISTEA, pg. 2.)

Goal 1: Ensure that bicycle and pedestrian planning becomes part of the community fabric and that this Bicycle Plan’s Goals, Objectives, Policies, Programs and Priorities are implemented.

7.2 OBJECTIVES, POLICIES AND PROGRAMS

Institutionalizing the PBAC

Objective A: Ensure that the Bicycle Coordinator/PBAC remain active and viable participants within the City of Petaluma.

Policy 1: As a vehicle for implementing the Petaluma Bicycle Plan, the PBAC shall continue to be funded as a committee.

“The presence of a regular committee with a body of wisdom shared by the continuing members provides a buffer against...losses [of staff]...Under the guidance of the committee, three bicycle coordinators [in ten years] gained their stripes and two traffic engineers learned to think bicycles.” (National Bicycling and Walking Study, as quoted by City of Eugene, Oregon, pg. 96.)

Policy 2: The City shall appoint a paid member of the City Planning staff as “Bicycle Coordinator” whose job shall include monitoring bicycling as well as pedestrian issues both within the entire transportation network and with regard to development and redevelopment.

Policy 3: The Bicycle Coordinator shall serve as liaison with the PBAC, and shall be allocated a sufficient number of hours to support the PBAC in its tasks and to follow up bicycle issues within the City and County structure.

Policy 4: The Bicycle Coordinator shall ensure that City staff provide pertinent documentation both to the Bicycle Coordinator and to the PBAC.

“...eight of the top ten cities for bicycling as rated in ‘Bicycling’ magazine have bicycling Program Coordinators.” (National Bicycling and Walking Study, pg. xii.)

Funding/Budget

Objective B: Use the Goals, Objectives, Policies, Programs and Priorities identified in this Bicycle Plan as a guide for developing bicycle transportation and a perspective when making automobile and other transportation decisions.

Objective C: Seek funding from all available sources to implement this Bicycle Plan.

Objective D: Involve the PBAC actively in funding decisions at the City, County and State levels.

Policy 5: The Bicycle Coordinator/PBAC shall participate in the regular updating of the Alternative Transportation element of Petaluma’s Capital Improvement Projects (CIP).

Policy 6: The Bicycle Coordinator/PBAC shall review and monitor MTC’s and the state Department of Transportation’s (DOT’s) improvement and funding plans as they pertain to bicycling and pedestrian issues. The Bicycle Coordinator/PBAC shall review the plans to ensure that they reflect the Goals, Objectives, Policies, Programs and Priorities of the Petaluma Bicycle Plan.

“Almost every MPO’s TIP that was reviewed listed highways to be built or rebuilt to standards that did not include provisions for bicyclist and pedestrians. Typically, two-or four -lane roads are being upgraded to five-lane highways without including shoulders, bike lanes, or wider outside lanes to accommodate bicyclists, or sidewalks and crosswalks to accommodate pedestrians. (Bicycle and Pedestrian Planning Under ISTEA, 1997, pg. 13.)

Policy 7: All City Departments shall ensure that bicycle facilities are implemented in conjunction with development.

Policy 8: All City departments shall ensure that bicycle/pedestrian improvements are

routinely included in all infrastructure projects.

Policy 9: The City shall actively pursue federal, state, regional, and local funding sources, as well as private funds through corporations, foundations and individuals, for the development of new and improvement of existing bicycle/pedestrian facilities throughout the City.

“Increased funding is a prerequisite to expanding efforts to increase bicycle transportation. The level of funds supporting bicycle program activities determines their success to a large extent.” (Seattle Comprehensive Bicycling Plan, Summary, pg. 9.)

Program 1: Secure matching funds with other agencies to build or improve bicycle/pedestrian facilities.

Program 2: The City Engineering Department including the Traffic Engineer shall meet with the Bicycle Coordinator/PBAC twice a year to review the Alternative Transportation Section of the CIP and develop a list of projects, their priority and the appropriate funding sources.

Program 3: The PBAC shall be actively involved in updating priorities for all bicycle/pedestrian projects.

Program 4: The Bicycle Coordinator/ PBAC shall semi-annually review the County CIP to compare its goals to the Petaluma Bicycle Plan projects and ideals.

Program 5: Develop inter-jurisdictional agreements as needed for acquisition, development and maintenance of bicycle facilities.

Program 6: All City departments shall work together with County agencies to form partnerships to secure funding for bicycle

projects which connect City and County lands and/or infrastructure.

Program 7: The City shall include bicycle/pedestrian needs in the calculation of all Traffic Impact Fees and for every project shall designate a certain amount of the Traffic Mitigation Fees for bicycle/pedestrian facilities.

Program 8: The City shall consider using a portion of the Transient Occupancy Tax for bikeways and other bicycle/pedestrian facilities with the understanding that visiting bicyclists are a desirable and increasing tourist group.

Program 9: Utilize Redevelopment Funds for bicycle/pedestrian amenities where appropriate.

“Encourage the use of City Redevelopment funds as necessary to complete planned public improvement programs.” (Petaluma General Plan 1987-2005, Chapter Eight, Program 42.)

Part Of The Information/ Decision-Making Flow

Objective E: Develop an institutional structure that gives the Bicycle Coordinator/PBAC review of all projects that will impact travel within the City.

Policy 10: The City shall provide clear, timely staff reports to the PBAC.

Policy 11: The City shall encourage continuing education and training for City staff to create awareness of bicycle and pedestrian needs and of the importance of planning for bicycle and pedestrian travel at the start of the process.

Policy 12: The City shall route development plans to the Bicycle Coordinator/PBAC in a timely fashion, allowing consideration of bicycle/pedestrian issues early in the process

as well as involving the PBAC in the ongoing and final review phases of projects.

Many projects spend months at staff level. There is obviously surprise if big changes are requested down the line after so much in-house discussion. A solution for the problem is PBAC involvement both earlier in the process and all along the way as changes occur.

Program 10: The PBAC shall be on the “Petaluma Planning Division Project Referral” List (See Appendix G) and shall review any project involving residential and commercial development, transportation improvements, pertinent Park and Recreation projects, and any other projects affecting travel within the City.

Program 11: The City shall provide the PBAC with a list of possible bicycle projects available for TDA Article 3 funding. The PBAC shall review and make recommendations for appropriate bicycle projects.

Program 12: The Bicycle Coordinator/ PBAC shall have regular contact with all City departments--Public Works, Transit, Planning, Engineering, Park and Rec., Police, Fire--and be provided notice of funding requests regarding construction and maintenance of bicycle/pedestrian facilities.

Program 13: Disposal of any public property within the City’s Urban Growth Boundary shall be sent to the Bicycle Coordinator/PBAC for discussion regarding the feasibility and desirability of retention of bicycle/pedestrian access.

Program 14: Any change to the City of Petaluma Municipal Code, the City of Petaluma Zoning Ordinance or the Street Design and Construction Standards & Specifications affecting travel within the City of Petaluma shall be referred to the Bicycle Coordinator/PBAC. For those

changes requiring referral to the Planning Commission or City Council, the proposed change shall be referred to the Bicycle Coordinator/PBAC before consideration by those bodies. For those changes which can be implemented by staff, the change shall be referred to the Bicycle Coordinator/PBAC before implementation.

“Amend the zoning ordinance to address the construction of bikeways and facilities in the planning review process,” (Petaluma General Plan 1987-2005, Chapter 10, Program 34.)

Program 15: A member of the PBAC shall become a member of the Traffic Advisory Committee.

General Plan Update

Objective F: Include PBAC bicycle/pedestrian input in the next Petaluma General Plan update.

Policy 13: The Bicycle Coordinator/PBAC shall provide formal input during the next Petaluma General Plan 1987-2005 update and help elicit public input on bicycle/pedestrian issues.

Policy 14: The overall outreach effort for the General Plan Update should solicit and encourage people with an interest in the bicycle/pedestrian transportation modalities.

Program 16: The “Transportation” section of the General Plan update should include expanded discussion of incentives to increase bicycle-commuting and other non-automobile-commuting, and incentives to reduce auto-commuting (Source: Palo Alto General Plan, Transportation Section). In addition, the street capacities for all types of streets should be made flexible to allow the Traffic Engineer to propose traffic calming measures such as street

narrowing without violating General Plan mandates.

Program 17: The “Economics” section of the next General Plan should present a vision which clearly ties the economic benefits of cycling and of reduction in automobile use to the economic goals of the General Plan. The Economics section should also discuss the economic benefits of mixed use, as it relates to the increase in bicycling and walking.

Program 18: The “Land Use and Growth Management” section of the next General Plan should include clear discussion describing the benefits which Mixed Use zoning can provide for the community. This section should include an amendment of the Land Use Map to reflect the desire for a continuous Urban Separator and to reflect a device for bicycle/pedestrian access along the Urban Growth Boundary wherever possible.

Program 19: The “Air Quality” section of the next General Plan should include the positive contribution to air quality of increased bicycling and walking and decreased automobile use.

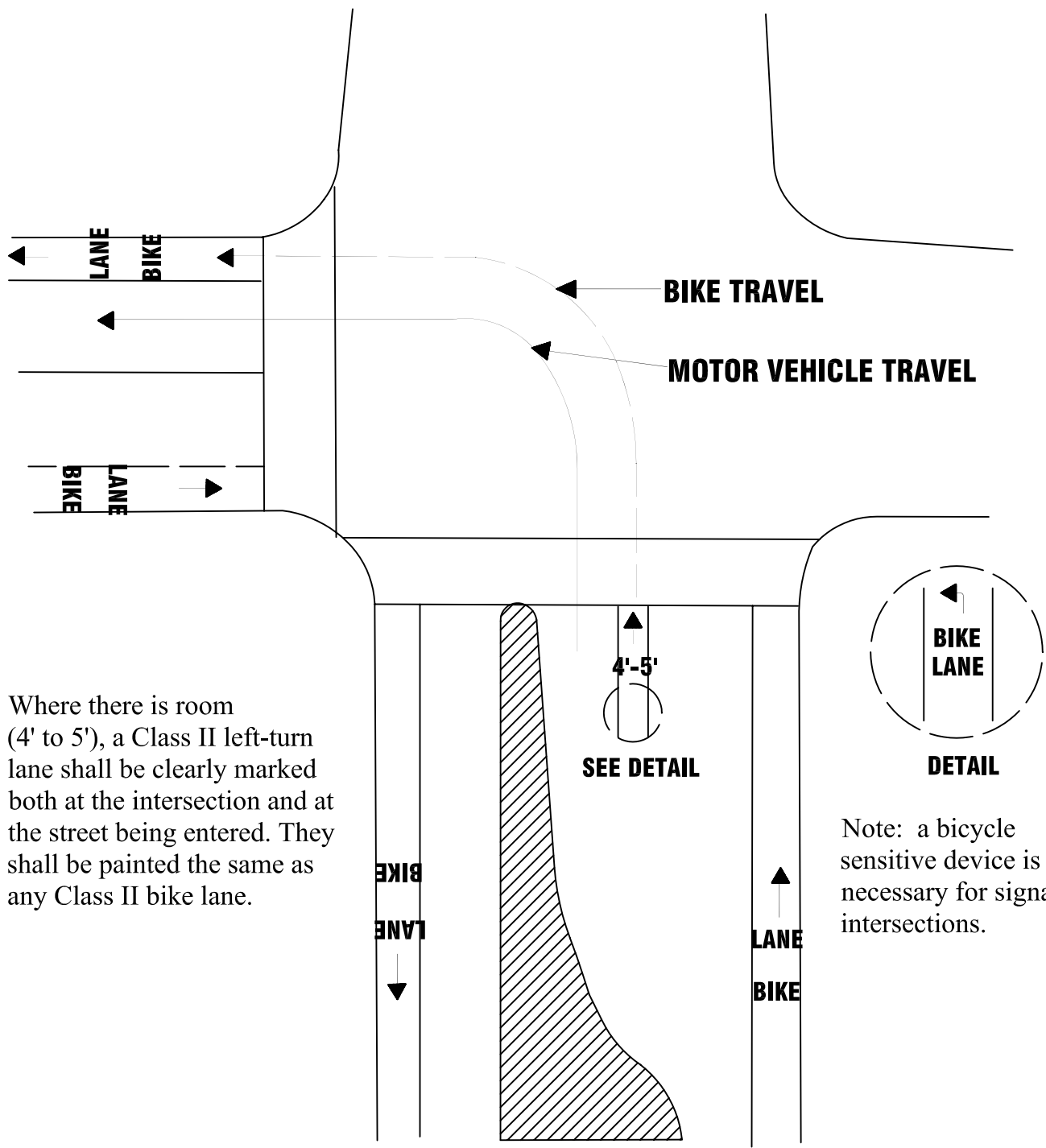
Program 20: The “Energy” section of the next General Plan should include the contribution of bicycling and walking to energy savings for the community as a whole, which in turn justifies expenditure for more bicycling/pedestrian modalities.

Updating Bicycle Planning

Objective G: Ensure that the Petaluma Bicycle Plan, Map and Matrix are regularly

updated and that all City Codes, Ordinances, and Standards & Specifications continue to reflect the Goals, Objectives, Policies, Programs and ideals of the Bicycle Plan.

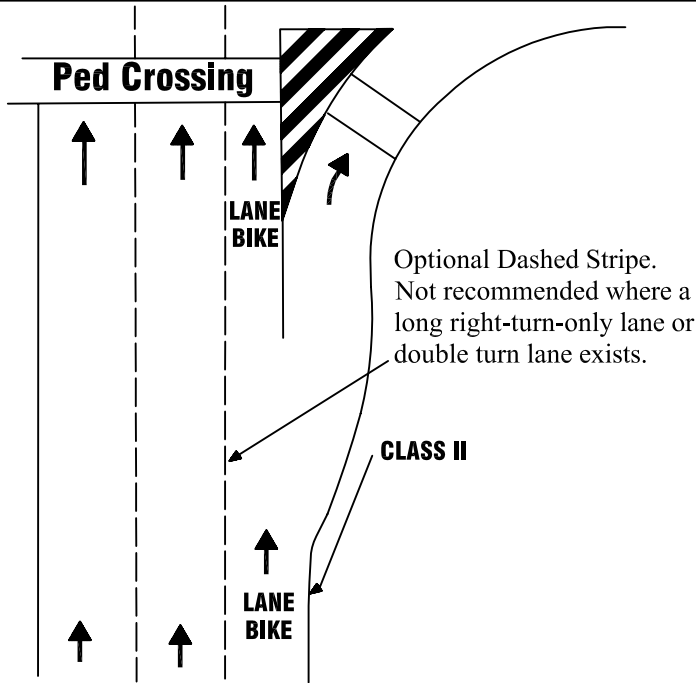
Policy 15: The Petaluma Bicycle Plan shall be updated every five years. The Map, Matrix and Priorities shall be updated annually.



Where there is room (4' to 5'), a Class II left-turn lane shall be clearly marked both at the intersection and at the street being entered. They shall be painted the same as any Class II bike lane.

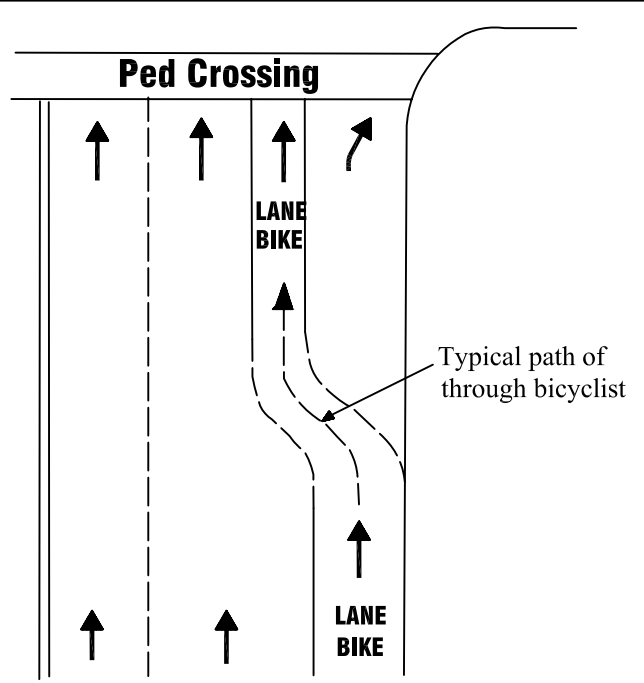
Note: a bicycle sensitive device is necessary for signalized intersections.

FIGURE 1
BIKE LEFT-TURN LANE **SCALE: 1" = 20'**



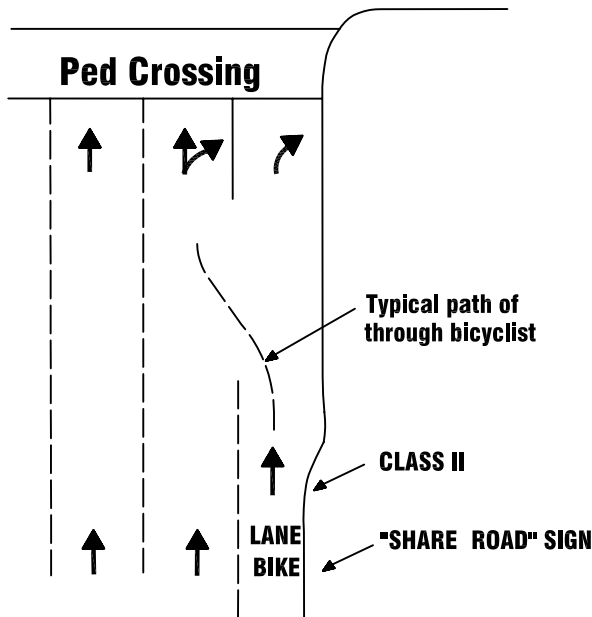
A: Where a Class II bike lane becomes an automobile right-turn-only lane.

Note: if there is room (4' to 5'), the Class II bike lane will continue straight through the intersection clearly marked and separated.



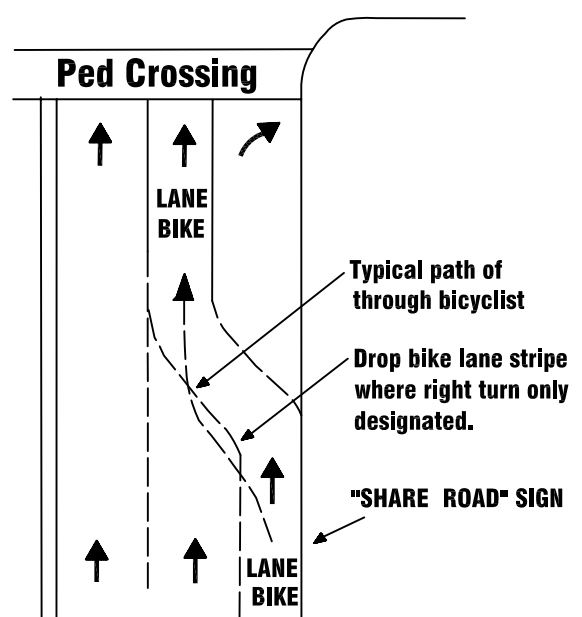
C: Where a shared Class II bike lane/parking area becomes a right-turn-only lane.

Note: The Class II bike lane shall be marked all the way up to the intersection with the bike lane having dashed lines at the point where cars must turn through it to turn right.



B: Where a Class II bike lane joins an optional double right-turn-only lane.

Note: if there is not room (not 4' to 5') for the Class II bike lane to continue through the intersection, the furthest-right car lane moving straight through the intersection shall be used.



D: Where a Class II bike lane becomes a right-turn-only lane.

Note: if room permits (4' to 5'), the Class II bike lane shall continue through the intersection for bikes going straight.

FIGURE 2

SCALE: 1" = 20"

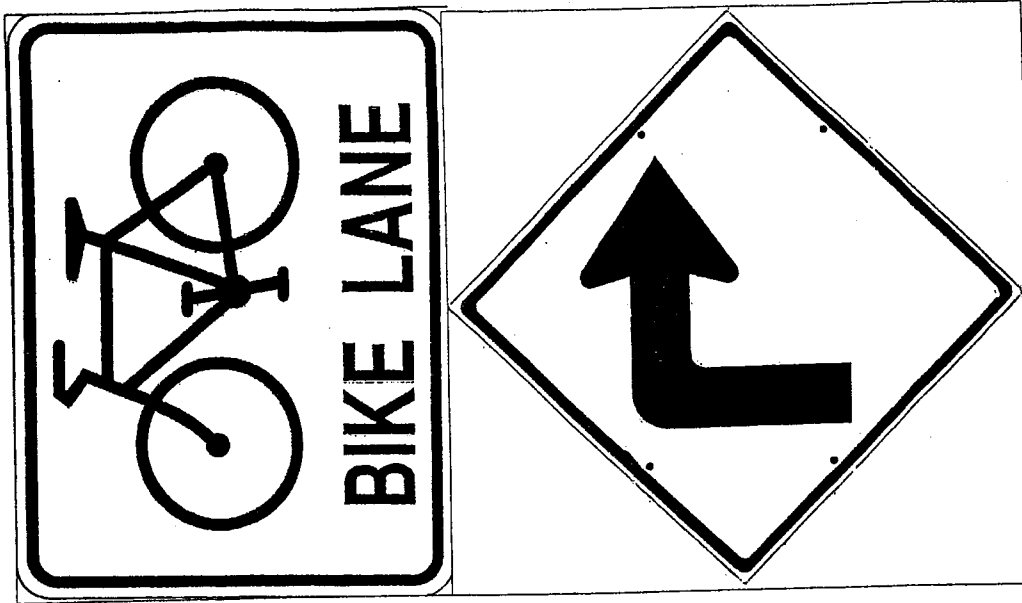


FIGURE 5

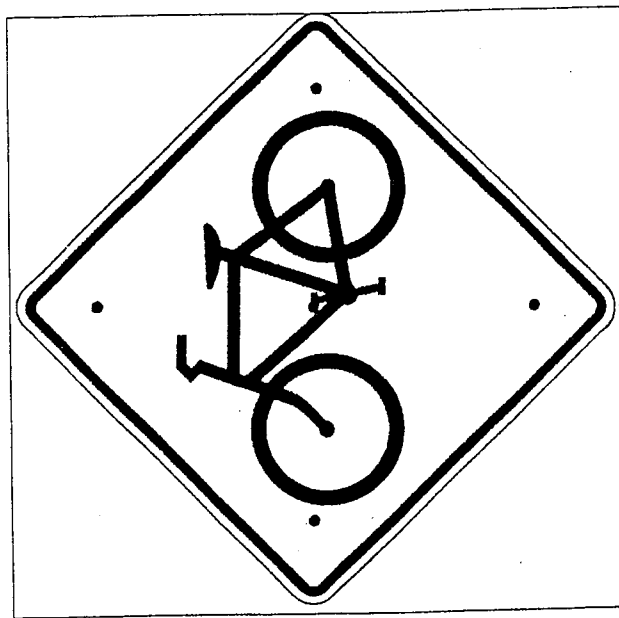


FIGURE 4

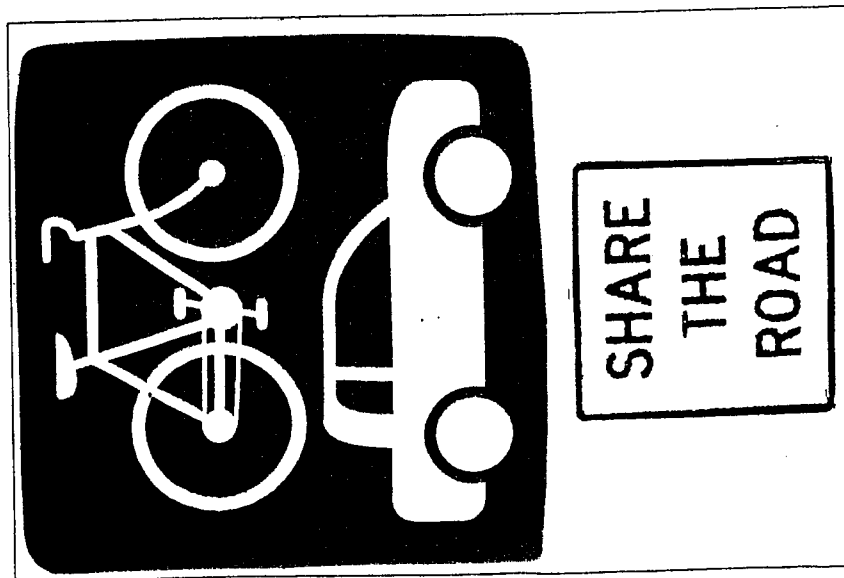
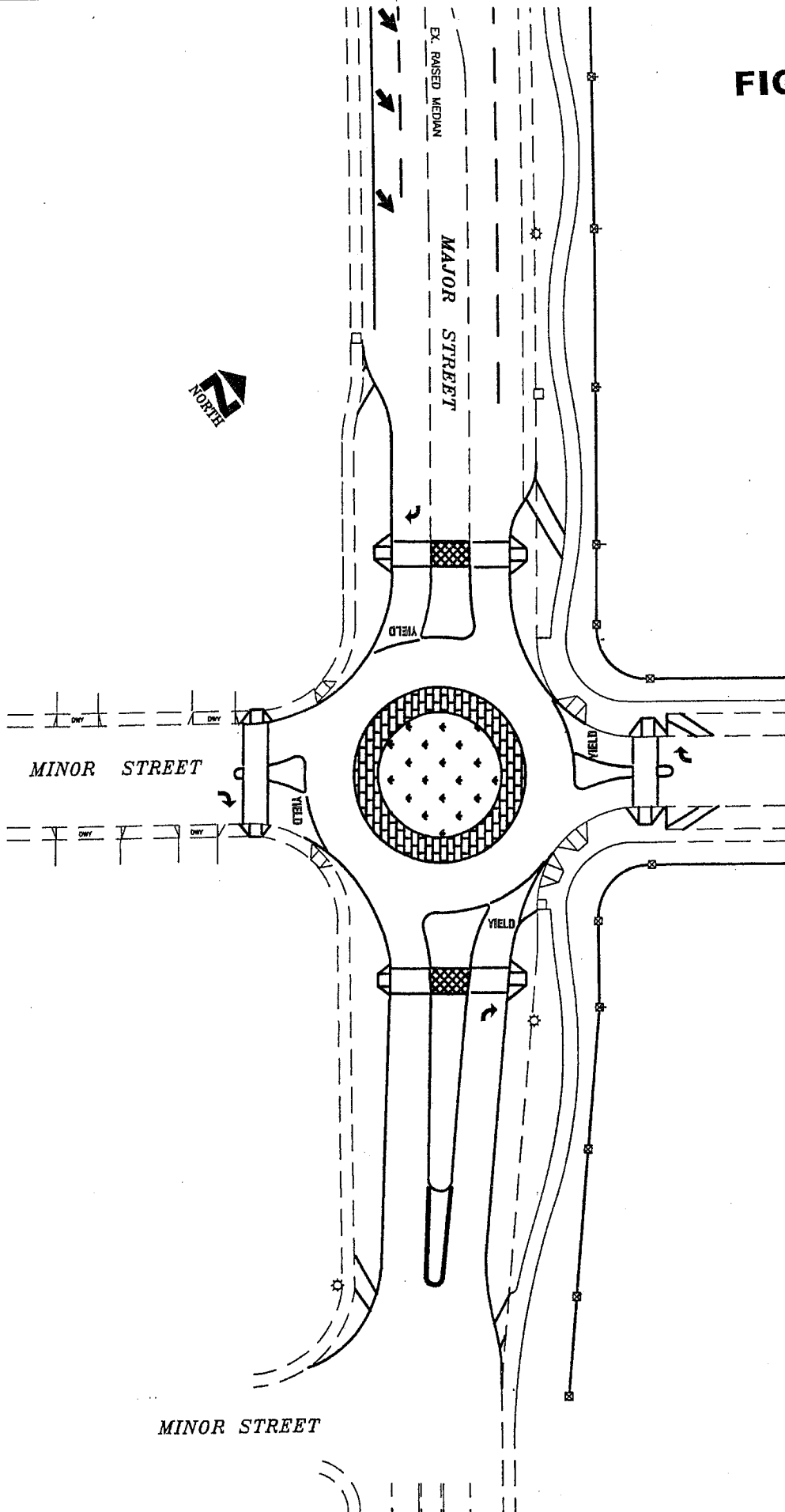


FIGURE 3

FIGURE 6



ROUNDABOUT

CITY OF PETALUMA
 DEPARTMENT OF ENGINEERING
 22 BARNETT STREET, PETALUMA, CALIFORNIA, 94954 / 707-779-1300

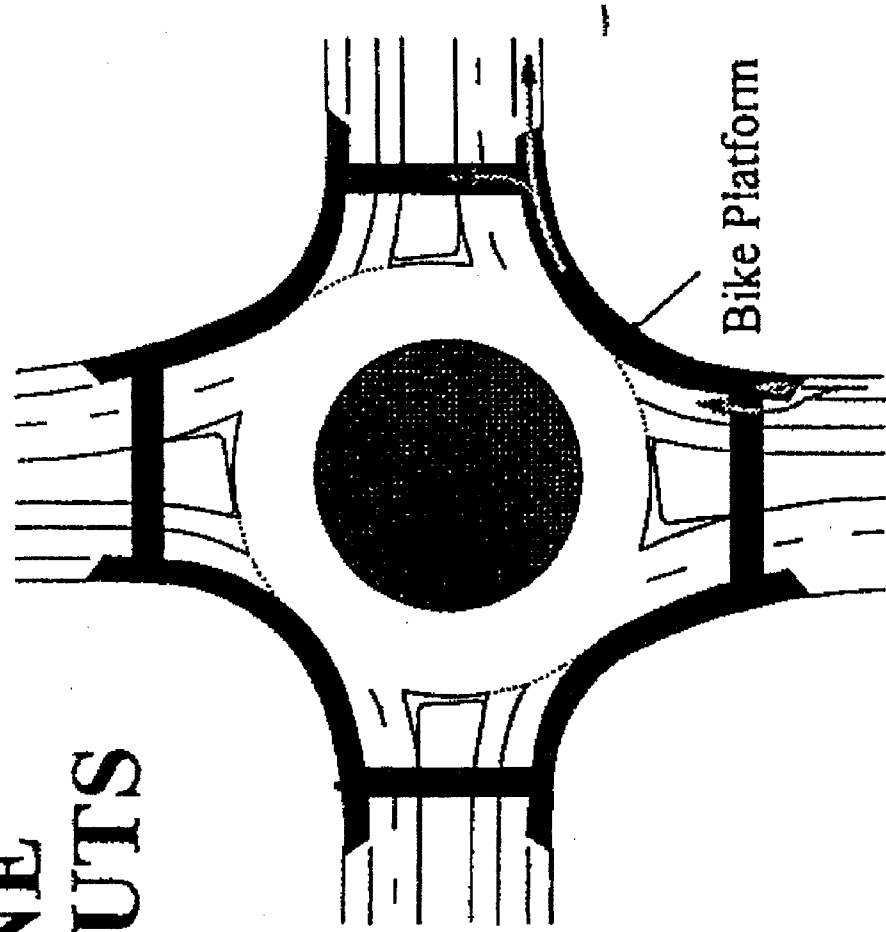
DESIGNED BY	A.G.T. & S.A.	DATE	SEPTEMBER 1999
DRAWN BY	A.G.T.	SCALE	As Shown
CHECKED BY	S.A.	2004 FILE	SMP49

NO.	1
DATE	
REVISION	
BY	



FIGURE 7

BIKE PLATFORM - MULTI-LANE ROUNDABOUTS



Dike path placed at rear of curb. For existing roundabouts, modifications to existing sidewalks and crossings may be needed. The bike platform is raised six inches and separated from vehicles with curb and gutter.

Bike Platform