

Transportation Policy Framework

Draft for Public Review

January 2024

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Overview

This Public Draft Policy Framework was prepared for review by the Petaluma community. The first two sections provide important context and are identical in each of the draft policy frameworks. The “Introduction” section briefly explains general plans, Petaluma’s General Plan Update project, policy frameworks, project next steps, and key terminology. The “Policy Framework Foundations” section summarizes the analysis and community input that informed this policy framework.

The remaining sections are the core of this document that the City would like the community to review. The first of these sections, “Summary of Framework Approach,” summarizes the overall approach to the topic addressed by this framework. Next is the main body of the framework, the “Goals, Policies, and Actions” section, which is organized into several goals. Each goal, in turn, has several related policies. And many policies have actions that implement those policies.

Introduction

General Plans

State law requires that each city “adopt a comprehensive, long-term general plan for the physical development of the county or city.” This general plan must contain an “integrated, internally consistent and compatible statement of policies” that appropriately responds to local conditions and circumstances. General plans are organized into different “elements,” or chapters, like conservation, housing, and land use. There is no required time interval at which jurisdictions must update their general plans, though Housing Elements must be updated every eight years.

State law stipulates that capital improvements and certain other planning policies, such as specific plans, zoning actions, development agreements, and subdivisions, must be consistent with the general plan. The general plan also includes policies that relate to a wide variety of matters under local jurisdiction, which can guide future decision-making.

Petaluma’s General Plan Update

The current Petaluma General Plan was adopted in 2008 and last updated in 2012, and it accounts for a planning period through 2025. Petaluma has experienced a great deal of change since then, so the City initiated an update to the General Plan internally in 2020, and brought a consultant team on to assist with the project in 2021.

Petaluma’s updated General Plan will address many topics, including: natural environment, hazard mitigation, historic preservation, land use, urban design, housing, mobility, parks, facilities, the arts, economic development, and environmental justice. To meet State deadlines, the Housing Element was completed, adopted, and certified by the State in early 2023. Concurrently with the General Plan Update, the City is also developing a Climate Action Plan, the “Blueprint for Carbon Neutrality” (Blueprint); the team has worked to align the two concurrent efforts and will continue to align greenhouse gas reduction strategies with the General Plan elements as the Blueprint moves through the adoption process.

For more information about General Plans and Petaluma’s General Plan Update process, go to <https://www.planpetaluma.org/>.

Policy Frameworks

Purpose and Structure

Policy frameworks such as this one outline the proposed General Plan goals, policies, and implementation actions for each topic addressed by the General Plan. They were developed based on:

- The existing General Plan (<https://cityofpetaluma.org/general-plan/>)
- Key findings from the Existing Conditions Reports (see the “Policy Framework Foundations” section below)
- State requirements and guidance
- Related technical, policy, and programmatic resources
- Extensive community input (<https://www.planpetaluma.org/getinvolved>)
- The Vision, Pillars, and Guiding Principles developed based on community input (see the “Policy Framework Foundations” section below)
- Input from the General Plan Advisory Committee (GPAC) (<https://www.planpetaluma.org/gpac-page>)
- Input from City committees, boards, and commissions, and
- Guidance from City staff and consultants.

Topics Covered

There is a draft Policy Framework for each of the following topics:

- Natural Environment
- Safety
- Flood Resilience
- Land Use & Community Character
- Transportation
- Infrastructure & Utilities
- Public Facilities
- Parks & Recreation
- Historic Resources
- Arts, Culture, and Creativity
- Economic Development
- Noise
- Health Equity and Environmental Justice
- Implementation & Governance.

There are many connections among the topics covered in different frameworks. Generally, the following topics are addressed as follows. This list includes overarching topics and subtopics, and then lists the frameworks that address this topic in brackets. This is not a comprehensive list of topics covered or of intersections among frameworks:

Climate Change

- Greenhouse gas reduction (Blueprint for Carbon Neutrality, Parks & Recreation, Transportation, Infrastructure & Utilities)
- Mode shift, active transportation, EV charging, vehicle miles traveled (VMT) (Transportation)
- Green building¹ (Land Use & Community Character, Public Facilities, Infrastructure & Utilities)
- Low impact development² (Natural Environment, Infrastructure & Utilities)
- Climate adaptation (Safety, Flood Resilience, Land Use & Community Character, Health Equity & Environmental Justice)
- Just transition³ (Economic Development)

Ecosystems

- Habitats, wildlife corridors, & open space (Natural Environment, Parks & Recreation, Transportation)
- Urban forestry⁴ (Parks & Recreation, Health Equity and Environmental Justice)

Petaluma River and Tributaries

- Ecology, habitats, & wildlife corridors (Natural Environment)
- Flooding (Safety, Flood Resilience)
- Adjacent land uses (Land Use & Community Character, Parks & Recreation, Historic Resources)
- Trails and transportation (Transportation)
- River Access and Enhancement Plan (Parks & Recreation, Flood Resilience)

Stormwater, Water Supply, and Wastewater

- Watershed and river protection (Natural Environment)
- Flood control (Flood Resilience, Parks & Recreation, Safety)
- Public water, water conservation, drought, & wastewater systems (Infrastructure & Utilities, Safety)

Transportation

- Mobility network⁵, accessibility⁶, safety, and VMT (Transportation, Parks & Recreation, Economic Development, Safety)
- Public realm⁷ (Land Use & Community Character, Noise)

15-Minute Neighborhoods

- Types, locations, and characteristics (Land Use & Community Character)
- Mobility networks, design, and safety (Transportation)

Equity (in addition to the Health Equity and Environmental Justice Framework)

- Tribal collaboration⁸ (Natural Environment, Historic Resources)
- Equitable transportation (Transportation)
- Park and public facilities access (Parks & Recreation, Public Facilities)
- Recreation program access (Parks & Recreation)
- Cultural equity (Arts, Culture, & Creativity)
- Economic justice⁹ (Economic Development)
- Community engagement (Parks & Recreation, Implementation & Governance).

Next Steps

The Public Draft Policy Frameworks will be reviewed by the public, Petaluma committees and commissions, the GPAC, and the City Council. Community input and related direction from the City will inform the Draft General Plan, which will also be reviewed by the community before it is presented to the City Council for adoption. A Program Environmental Impact Report (EIR) will be prepared and approved along with the updated General Plan. For the most up-to-date project information and schedule, go to <https://www.planpetaluma.org/>.

Key Definitions

When reviewing the Policy Frameworks, keep in mind these definitions:

- **Goal:** a general statement that expresses the outcomes towards which planning efforts are directed; often a topic-specific component of the Vision
- **Policy:** a statement of intent or direction that contributes toward achieving a goal and that guides decision-making
- **Action:** a specific activity, procedure, program, or project aimed at implementing a policy.

Policy Framework Foundations

Existing Conditions Key Findings

The Existing Conditions Reports for Petaluma’s General Plan Update serve as the technical analysis of diverse dimensions of the city’s status as evaluated in 2021. They provide a detailed analysis of current conditions and provide a data-based foundation for policymaking. The nineteen Existing Conditions Reports as well as a summary presentation can be downloaded from the “Plan Documents” section of the project website: <https://www.planpetaluma.org/documents#ecr-final>.

The following key findings from Existing Conditions Reports informed the preparation of this policy framework:

The City and regional roadway networks comprise 20 percent of the total land within the City of Petaluma. This presents an opportunity to rethink how this resource best serves the City.

Most trips in Petaluma are made by private vehicle, reflecting auto-oriented and suburban trends that have dominated land use and transportation patterns for decades, and the distance between Petaluma and other major job centers. Approximately 73 percent of Petaluma residents drive to work alone, compared to 77 percent in Sonoma County and 64 percent for the entire Bay Area. Approximately 30 percent of trips in Petaluma are less than two miles in length—that is a reasonable walking and biking distance. Higher proportions of people driving alone can **result in traffic congestion during peak hours of the day, as well as higher vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions**, which run counter to the City’s climate goals and policies. In Petaluma, two-thirds of GHG emissions come from transportation. **Transformative strategies are needed to align the transportation network with the City’s Climate Emergency Framework and meet the City’s climate neutrality goal by 2030.**

Within Petaluma, geographic features such as the Petaluma River, transportation infrastructure including the Sonoma-Marín Area Rail Transit (SMART) right-of-way, and U.S. 101 are **physical barriers** that constrain crosstown travel for all modes and **result in higher levels of vehicle congestion on key roadways** that provide access through the center of the city, such as East Washington Street, Lakeville Street, and East D Street. These barriers **are particularly acute for people walking and biking**, and existing gaps in the safe and low-stress bike and pedestrian networks in Petaluma inhibit people from walking or traveling by wheelchair, bicycle, or other micromobility device, particularly for groups of people who experience disabilities, children, older adults, people of color, and those in low-income communities.

To achieve the City’s desired future of carbon neutrality, Petaluma’s transportation network will need to be reoriented around prioritizing travel by **active transportation** (walking/wheelchair users, bicycles and other micromobility [scooters, shared mobility]) and **transit** as these are the most energy- and space-efficient modes of travel, requiring less energy input and roadway space and providing greater co-benefits on community outcomes such as health and safety. To account for times when travel by personal automobile is necessary, the addition of zero emission vehicles (ZEVs), including electric vehicles (EVs), to active transportation and transit represent the **low carbon modes of travel** that will help the City align the transportation system around the Climate Emergency Framework. The top opportunities noted in the existing conditions that can help achieve the transition from an automobile-oriented to a low-carbon transportation network include the following:

Focusing future growth around regional transit hubs (such as the current Downtown Petaluma SMART station and planned Petaluma North/Corona Station, Copeland Transit Mall, and Eastside Transit Center) and **improving connections for people walking and biking** to transit, schools, and key destinations could encourage low carbon travel by existing and future residents, employees, and visitors.

Approximately one-third of trips in Petaluma are less than two miles, and two-thirds of trips are less than five miles. Implementing recommendations from recent and ongoing plans to improve walking, biking, and transit in Petaluma, such as the Vision Zero Action Plan, Local Roadway Safety Plan, Active Transportation Plan, Senate Bill (SB) 743 Implementation / VMT Reduction Plan, and Short Range Transit Plan can help to shift shorter trips from the automobile to more energy- and space-efficient modes such as active transportation and transit.

Continued investment and buildout of the Petaluma Transit network by adding new routes, improving existing routes, increasing headways, and implementing capital improvements to the transit fleet and bus facilities will also help the City achieve its carbon neutrality goals.

The City of Petaluma will also need to consider and **adapt to emerging transportation technologies** (e.g., bikeshare/micromobility, microtransit, electric vehicles, ride-hailing, autonomous vehicles) and **potential transportation network disruptions**, including the increased frequency and severity of hazardous events like wildfires and flooding associated with climate change.

Required Element Updates

Specific changes to State law that affect the General Plan Update include the following:

- **Shifting transportation impact metrics from vehicle delay (LOS) to vehicle miles traveled (VMT)**, to align with SB 743 updates to the California Environmental Quality Act (CEQA) Guidelines. This encourages infill development and travel by more energy- and space-efficient modes like walking, biking, and riding public transit. The City's SB 743 Implementation Program has recently set ambitious VMT thresholds so that future growth supports the City's climate and greenhouse gas reduction goals.
- Adopting **Complete Streets** policies in the General Plan Update is required by Assembly Bill (AB) 1358, also known as the California Complete Streets Act of 2008. These policies address the safe accommodation of all users including bicyclists, pedestrians, motorists, freight operators, public transit vehicles and riders, children, older adults, and people who experience disabilities. These policies can apply to new streets as well as the redesign of existing corridors.
- Ensuring that transportation policies support safety element updates required by Assembly Bill 747 (Section 65302.15) to protect communities from unreasonable risks related to geologic hazards, flooding, and wildland and urban fires, and include **climate adaptation and resilience strategies, including evacuation routes for identified fire and geologic hazards**.
- Starting January 1, 2025, all General Plan circulation element updates must incorporate the Federal Highway Administration (FHWA) **Safe Systems Approach** based on 2022's Senate Bill 932. They must also have Vision Zero policies, develop traffic calming plans based on those policies, and regularly review progress toward those goals. Petaluma can be a leader in safety and simplify future updates by demonstrating compliance with these requirements in advance of the deadline.
- Implementing a zero-emission transit fleet as per the City of Petaluma Climate Action Emergency Framework and California Air Resource Board (CARB) Innovative Clean Transit (ICT) Regulation.

City's Evaluation of the Current General Plan

The current General Plan is important for visioning, goal setting, and strategy but does not directly impact the day-to-day work of all staff. With respect to transportation, staff look to the General Plan for guidance on land use policies, development review, and traffic engineering, although application, prioritization, and monitoring are lacking.

The current General Plan includes 53 transportation policies and programs, half of which address bicycle and pedestrian improvements.

City staff expressed a desire for General Plan language that is **actionable and that facilitates implementation**. City departments are currently too overstretched and understaffed to be able to implement new initiatives, and the General Plan's current broad language is not implementable for them.

Opportunities to improve the General Plan include focusing **on prioritizing accessibility and safety for all users and climate action measures in transportation improvements through Complete and Green Streets** and identifying **opportunities outside of private development to make improvements to City infrastructure**.

Related Vision, Pillars, and Guiding Principles

The Vision Statement, Pillars, Guiding Principles, and Supporting Concepts reflect community engagement input that occurred during the Visioning Phase of the General Plan Update in 2021. On February 17, 2022, the GPAC voted unanimously to recommend that the City Council accept these Vision materials as the guidance for the ongoing General Plan Update planning process, and the City Council accepted them on March 21, 2022.

- The Vision Statement describes the desired future conditions and characteristics of the city.
- The Pillars are the core community values.
- The Guiding Principles and Supporting Concepts provide the broad direction and pathways to achieve the vision and honor community values, with a focus on the community's specific challenges and opportunities.

The Vision Statement, Pillars, and Guiding Principles and Supporting Concepts can be downloaded from the "Plan Documents" section of the project website: <https://www.planpetaluma.org/documents#gpuvision>. Together, the Vision Statement, Pillars, and Guiding Principles and Supporting Concepts provide the basis for the goals, policies, and programs included in General Plan elements.

The following verbatim excerpts from the Vision Statement, Pillars, and Guiding Principles informed the preparation of this policy framework:

Vision

We invest in each other. We are a community where children and youth thrive, families in all forms are supported, and our elders flourish as they age in place. We provide plentiful and varied housing choices, convenient access to healthy local food, and an educational system that builds leaders. We support all residents with accessible city services.

We are prosperous. We support our local businesses that provide jobs for our own residents and services to our city and region. Our economy is localized and self-reliant and builds wealth for residents of all socioeconomic backgrounds. We invite new businesses and development to join in our vision. Our city infrastructure and facilities are sustainably financed, resilient, and well-maintained.

We relish our spirited, distinctive neighborhoods where we live, work, and play. We enjoy active, animated communities throughout our city along with an energetic historic downtown. Our friendly, beautiful, and nature-filled streets, parks, urban forest, and accessible river, bike lanes and trails, and walking paths connect people and help keep residents healthy. It is safe, easy, and enjoyable to travel across and around town and to neighboring communities with human, electric, and hybrid transport.

We are forward-thinking leaders. By achieving carbon neutrality in 2030, we demonstrate that equitable, carbon-neutral, regenerative communities and economies are possible through action and collaboration with other cities, communities, and our region. We have adapted to climate change with a community-driven, whole systems, and nature-based approach to development.

Pillars

Climate Action, Resilience, and Sustainability. Petaluma is committed to bold action to achieve carbon neutrality by 2030 and to building resilience to climate change impacts, including sea level rise, rising temperatures, drought, and wildfire intensity. The General Plan must build climate-ready communities using science, technology, and bold ways of thinking to advance change in our relationship with the natural environment and to plan for current and future impacts.

Equity, Justice, and Demographic Changes. Current demographic trends indicate Petaluma will have an older, more diverse population well into the future. Petaluma has committed to advancing social and economic justice to create an inclusive and equitable City in which all can thrive. The General Plan must prioritize supporting those who have been most affected by injustice and inequity and advance bold action in terms of housing, transportation, public spaces, and intergenerational and multicultural programs in order to take advantage of opportunities and meet challenges as they arise.

Participatory Decision-Making and Government Transparency. Success in these endeavors will depend on an engaged community that participates in decision-making and a government that is open and transparent. The General Plan must reflect the perspectives of Petaluma's diverse population, ensuring that opportunities to engage in public dialogue are accessible to all and setting the stage to address and solve future challenges with integrity, creativity, and collaboration.

Guiding Principles

1. Achieve carbon neutrality by 2030 and equitably foster a sustainable and resilient community in which today's needs do not compromise the ability of the community to meet its future needs.
4. Promote social and economic justice to address structural social and economic inequities and racism.
6. Physically and psychologically integrate and connect the East and West sides of town.
7. Create a welcoming, affordable, accessible, and age- and family-friendly city.
10. Enhance Petaluma's historic downtown by preserving its historic character, expanding pedestrian and bicycle access and safety, providing public gathering spaces, and promoting a diverse mix of uses.

12. Prioritize cycling, walking, transit, and other transportation alternatives over automobiles.
13. Ensure infrastructure supports infill development and addresses the impacts of climate change.
16. Be a leader in advancing these guiding principles within the region and beyond.

Key Themes and Definitions

The following themes and terms are presented throughout the Goals and Policies sections to address the City's Vision, Pillars, and Guiding Principles.

Reimagine Petaluma's Transportation Network for a Low Carbon, People-Oriented Future: To achieve the City's desired future of carbon neutrality, Petaluma's transportation network will need to be reoriented around people over vehicle travel. This perspective recognizes that people may choose to walk, bike, ride transit, or drive an automobile for different trips and purposes, and the transportation network will need to be designed to provide choices rather than be designed around the automobile. This also means prioritizing travel by **active transportation** (walking/wheelchair users, bicycles, and other micromobility [scooters, shared mobility]) and **transit** as these are the most energy- and space-efficient modes of travel, requiring less energy input and roadway space and providing greater co-benefits on community outcomes such as health and safety. To account for times when travel by personal automobile is necessary, the addition of zero emission vehicles (ZEVs), including electric vehicles (EVs) or other low-/no-emission vehicle technologies that may arise, to active transportation and transit represent the **low carbon modes of travel** that will help the City align the transportation system around the Climate Emergency Framework. Appendix A presents the Draft Street Typology Framework that will guide the establishment of Street Typologies in the Draft General Plan Mobility section.

Safe, Equitable, and Inclusive Mobility: The City will seek to eliminate the functional and/or structural mobility barriers that people experience due to racism and other systemic marginalization, cost burdens, and other forms of exclusion by adopting a **Safe, Equitable, and Inclusive Mobility** approach to transportation. This recognizes that when people's right to movement is restricted and they are exposed to a disproportionate amount of transportation emissions (e.g., GHG, noise, etc.), their personal health and well-being, productivity and belonging, and happiness are negatively affected.

15-Minute Neighborhoods: Transportation and land use integration that allows everyone, in every neighborhood, to meet most of their daily needs within close proximity to their home. This means creating a human-scale city composed of vibrant, people-friendly, and complete neighborhoods, connected by quality public transport and pedestrian and bicycle infrastructure and amenities that residents want or need to access commercial, recreational, and community opportunities and resources. Success requires achieving safe, comfortable connections that facilitate travel by people of all ages and abilities in a manner that garners near-term physical and mental health benefits and longer-term public health and economic benefits via reduced carbon emissions.

Age Friendly: This framework of policies and practices ensures that members of the community are able to continue to live full lives in their community. Through a transportation lens, this refers to public transportation services that meet their needs and facilities that protect older adults who walk, bike, and use other micromobility modes. These efforts contribute to an increased quality of life and safety for all, but particularly members of the community as they age.

All Ages and Abilities Bikeway Design: All ages and abilities bikeways offer a safe, comfortable bicycling experience that accommodates and appeals to people of all ages and physical abilities. This is

achieved by providing bikeways that are physically separated or protected from vehicle traffic on busier streets or shared with traffic on low traffic/low speed streets. All Ages and Abilities Bikeway Design must account for the needs of people riding traditional bicycles, scooters, as well as all forms of e-bikes, including e-trikes, e-cargo bikes, and e-cargo trikes (referred to collectively as **e-bikes**).

Green Streets and Pedestrian and Bicycle Priority Streets: These streets prioritize green infrastructure and the safe, comfortable movement of pedestrians and bicyclists. Vehicle access is typically local access and designed for slow speeds, particularly on shared streets that allow the mixing of vehicles with people walking and bicycling. Functioning not only as transportation corridors but also as linear parks, Green Streets can create a green network of parks across the City. Joint functions of travel and ecology can be served by providing multiuse trails, seating, open space, and stormwater management.

Complete Streets: Complete Streets are designed and operated to enable safe access for all ages and abilities and ensure people walking, bicycling, riding transit, or driving can safely move along and across roadways. Complete Streets rely on a set of tools or treatments that create a more balanced and resilient transportation system including wide sidewalks that allow pedestrians to walk comfortably; safe bicycle lanes or paths that enable people of all ages and abilities to ride comfortably, separated from faster-moving traffic; street crossings that are safe for all users and provide sufficient time for older adults and people with disabilities to cross with ease; dedicated bus lanes that make public transit a reliable, efficient, and attractive transportation option; narrow travel lanes to slow automobile traffic; and traffic calming elements such as curb extensions, roundabouts, and other landscaping that increase safety and enhance the environment for those who travel via active modes. Appendix A presents additional context on how complete streets will be prioritized within the Street Typology Framework.

Vision Zero: A strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all by 2030, per City Resolution No. 2022-075 N.C.S.

VMT: VMT, or vehicle-miles traveled, refers to the distance a car travels regardless of how many passengers are inside. One car traveling one mile generates one VMT, while four cars traveling 10 miles generate 40 VMT. With the adoption of California Senate Bill 743 in 2013, VMT replaced Level of Service as the metric used to determine CEQA impacts in the Transportation category, aligning transportation impact quantification with greenhouse gas emission goals and climate resilience objectives.

Summary of Framework Approach

The Transportation Policy Framework sets the foundation for reimagining Petaluma's transportation network to embody the General Plan's guiding principles (Goal TP-1). This includes transforming roadways into complete and green streets to enable low-carbon travel and help the City implement the Climate Emergency Framework (Goal TP-2) while providing equitable access for all (Goal TP-3). Prioritizing safe and healthy mobility for all (Goal TP-4) will help the City comply with state requirements to incorporate the safe systems approach and ensure safe access for daily life and during emergencies. Integrating land use and transportation planning (Goal TP-5) and creating processes to ensure timely and efficient implementation (Goal TP-6) recognizes the need for the City of Petaluma to operate in a coordinated and holistic manner to achieve the bold action envisioned in this framework.

Goals, Policies, and Actions

Goal TP-1: Petaluma's Transportation Network

Reimagined

As one of the City's largest assets, with approximately 20 percent of the City dedicated to roadway space, reimagining Petaluma's transportation network represents one of the greatest opportunities to embody the General Plan's guiding principles.

Policy TP-1.1: Develop a reliable and connected transportation network that fulfills the City's Vision

Develop a reliable and connected transportation network with a hierarchy of modal priorities for roadways so that moving around Petaluma can simply become more enjoyable, efficient, safer, and fun.

Action TP-1.1.1: Prioritize citywide mobility of people rather than single-occupancy vehicles in transportation and land-use based planning and decision-making. Develop a modal priority map that prioritizes travel modes and their interconnectivity in the following order: 1) walk (walking and persons with disabilities); 2) micromobility (bicycles [standard and e-bikes] and scooters); 3) transit and shuttle; 4) drop-off and pick-up (ride share and taxi); and 5) auto (motorcycle, carpool/vanpool, carshare, and SOV).

Action TP-1.1.2: Adopt Complete Streets roadway design standards to ensure modal priorities, the Safe, Equitable, and Inclusive framework, and All Ages and Abilities Bikeway Design are accounted for in transportation planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities and products. Standards should allow for flexibility given existing constraints, costs, and conditions.

Action TP-1.1.3: Develop a Street Typology Framework with right-of-way allocation policies that recognize that street design (including sidewalks, bikeways, landscaping, and vehicle space) should prioritize safety, be sensitive to the mobility needs of adjacent land uses and the street's role in the citywide network, and support placemaking and economic development.

Action TP-1.1.4: Evaluate the relationship of traffic flow on safety, accessibility, livability, and the climate when assessing driver delay and traffic congestion.

Action TP-1.1.5: Partner with Sonoma Water and other utilities to make maintenance roads accessible for surface access/multimodal usage.

Policy TP-1.2: Develop Green Street Standards

Develop city roadway and streetscape standards that include "greening," including implementation and maintenance plans for converting unneeded rights of way or portions of rights of way (like travel or parking lanes) into green space.

Action TP-1.2.1: Create Green Street standards in coordination with Policy 1.1 that support the creation of a network of living streets and trails that offer tree canopy, greenery, carbon sequestration, and stormwater infiltration while also reducing paved surfaces that contribute to the urban heat island effect, involve higher levels of embodied carbon, and higher maintenance costs.

Action TP-1.2.2: Prioritize dedication of roadway space to active transportation (walking, biking, transit) to utilize the space as effectively as possible.

Policy TP-1.3: Leverage Opportunities Along the Petaluma River

Preserve and expand transportation and community development initiatives that leverage the Petaluma River as a unique transportation corridor for commercial, public safety, and recreational use.

Action TP-1.3.1: Increase ease of access and number of access points to the Petaluma River waterfront and nearby land uses that support active transportation and transit networks.

Action TP-1.3.2: Evaluate a Downtown ferry launch on the Petaluma River and provide service with connections to destinations such as the Caufield crossing, marina, Schollenberger Park, and others.

Action TP-1.3.3: Maintain access to the river for maintenance and public safety uses.

Goal TP-2: Climate Emergency Resolution

The use of clean, energy-efficient, active, and economically sustainable means of travel in Petaluma supports increased resilience and adaptation to climate change, improved air quality, reduced carbon emissions, and improved public health.

Policy TP-2.1: Enable Low-Carbon Travel

Work to eliminate greenhouse gas emissions by developing action plans to enable low carbon travel by all.

Action TP-2.1.1: Establish a GHG baseline and emissions reduction goals for the City through the Blueprint for Climate Neutrality that considers the construction and operation of the transportation sector and defines goals for the percent of trips taken by low carbon travel modes.

Action TP-2.1.2: Use the ongoing General Plan Mobility Element, Active Transportation, Blueprint for Climate Neutrality, and future Complete Streets Plan as tools to reduce carbon emissions from the transportation system in Petaluma.

Action TP-2.1.3: Continue to replace traditional fuel vehicles in the City's fleet with alternative fuel vehicles and/or zero-emission vehicles, as appropriate. When selecting alternative fuel vehicles consider the "full cycle" of emissions for the different fuel types.

Action TP-2.1.4: Investigate barriers to electric or renewable fuel vehicle adoption for industrial and agricultural uses.

Policy TP-2.2: Fulfill Blueprint for Carbon Neutrality

In coordination with Blueprint for Carbon Neutrality, develop a comprehensive package of incentives, disincentives, and actions to encourage the use of transit, e-bikes, and ZEVs.

Action TP-2.2.1: Encourage and enable City staff to use e-bikes, transit, and ZEVs for City business in coordination with City focused TDM program outlined in Policy 5.3.

Action TP-2.2.2: Install and maintain public-facing chargers for e-bikes and EVs throughout the City to ensure all residents have convenient access to support a low carbon lifestyle, in coordination with Policy 5.4 for charging at the curb.

Action TP-2.2.3: Establish standards for residential development and require pre-installing wiring necessary to support chargers for e-bikes and EVs, in coordination with Policy 5.2, and develop an incentive program for existing residences to install charging facilities.

Action TP-2.2.4: Develop a pricing model for e-bike and EV charging that makes it accessible to all members of the public regardless of socioeconomic status.

Action TP-2.2.5: Transition Petaluma Transit to zero-emissions fleets and support the transition of other transit providers to zero-emissions fleets.

Action TP-2.2.6: Work with regional partners and local businesses in the freight sector to develop and adopt zero-emissions freight vehicle standards for freight operations in Petaluma in coordination with Policy 5.5.

Action TP-2.2.7: As noted in Policy 5.3, implement a Transportation Demand Management (TDM) program to help increase education, awareness, and utilization of the active transportation system and minimize the need for parking.

Action TP-2.2.8: Explore the accommodation of e-bikes on public transit with transit agencies.

Action TP-2.2.9: Create a business education and incentive program to support existing businesses in installing and utilizing convenient bike parking for their customers and employees.

Action TP-2.2.10: Incentivize the use of e-bikes and other electric vehicles over ICEs.

Action TP-2.2.11: Develop an EV Charging Infrastructure Master Plan.

Policy TP-2.3: Use Climate-Focused Development Review

Support climate change mitigation and adaptation in development review practices.

Action TP-2.3.1: Require carbon neutrality or better from the transportation component of new development projects, in coordination with Policy 5.2 and the City's SB 743/VMT guidelines.

Goal TP-3: Equitable Access for All

Petaluma provides equitable access to a comprehensive, integrated, connected multimodal transportation system for all residents.

Policy TP-3.1: Adopt an Inclusive Mobility Framework

Adopt safe, equitable, and inclusive mobility as the guiding framework for thinking about transportation accessibility.

Action TP-3.1.1: Develop a framework that ensures residents of all ages, abilities, and socioeconomic status have access to a range of safe, abundant, affordable, convenient, and reliable mobility options that

effectively connect them to jobs, education, medical services, and other essential needs, thereby promoting improved quality of life and fostering economic growth.

Policy TP-3.2: Establish Seamless Multimodal Connections

Establish seamless connections between modal networks so users have access to abundant low carbon travel options that meet their unique needs.

Action TP-3.2.1: Adopt seamless transit policies and integrate transportation services across operators, geographies, and complementary modes via physical connections, interoperable payments, Mobility as a Service, and combined information resources.

Action TP-3.2.2: Develop mobility hubs consistent with MTC guidance tailored to the surrounding land use context that support last- and first-mile connections and reliable access to low carbon mobility, including through shared public micromobility of bikeshare and/or scooter share programs. Hubs should incorporate a variety of short- and long-term bike parking options.

Action TP-3.2.3: Develop microtransit/transportation network company partnerships to coordinate public access in a manner that supports safe, equitable, and inclusive mobility options for people of all ages and abilities and reduces demand for parking in high demand areas, such as Downtown, in coordination with Policies 5.3 and 5.4.

Policy TP-3.3: Connect East and West Petaluma

Physically and psychologically integrate and connect East and West Petaluma through frequent, safe, and comfortable connections across U.S. 101, SMART, and the Petaluma River for all travelers.

Action TP-3.3.1: Prioritize active transportation and transit when investing in infrastructure improvements to crosstown connectivity, including closing gaps in the transportation network on either side of U.S. 101, SMART, and the Petaluma River.

Action TP-3.3.2: Improve all Crosstown Connectors (transportation facilities that cross the Petaluma River, SMART Tracks, and/or U.S. 101) to provide walking and bicycling connections that accommodate people of all ages and physical abilities.

Action TP-3.3.3: Enhance crosstown access for emergency service providers through infrastructure and programmatic measures.

Action TP-3.3.4: Implement bus-related infrastructure such as bus rapid transit (BRT), intersection queue jump lanes, transit signal prioritization, and other transit focused infrastructure along corridors when possible, especially in high traffic and high congestion areas.

Action TP-3.3.5: Implement emergency vehicle priority equipment (EVP) on crosstown connectors, especially in high traffic and high congestion areas, preferably in coordination with BRT infrastructure.

Policy TP-3.4: Create a Low-Stress Walking and Bicycling Network

Create and maintain a safe, low stress, comprehensive, and integrated bicycle and pedestrian system throughout Petaluma that encourages bicycling and walking and is accessible to all.

Action TP-3.4.1: Enhance the safety, accessibility, and coverage of the low-stress bicycle and pedestrian network through an updated Active Transportation Plan that provides safe, convenient, and ADA-compliant access to all areas of the City, particularly key community destinations and transit hubs in coordination with policies related to safety outlined in Goal 4.

Action TP-3.4.2: Prioritize enhanced amenities for people walking in Downtown, transit-oriented districts, and neighborhood hubs (including centers of 15-minute neighborhoods) that include, but are not limited to, wide sidewalks, accessible crossing features, signage and wayfinding, street furniture, outdoor dining, crosswalks, drinking fountains, street lighting, street trees, and gathering areas.

Action TP-3.4.3: Provide amenities throughout the low stress/all ages and abilities bicycle network including, but not limited to, wayfinding signage, water fountains, service stations, and secure and convenient bicycle parking.

Action TP-3.4.4: Support economic vitality and VMT reduction goals by connecting commercial activity centers and local destinations to the citywide pedestrian and bicycle network, while raising awareness through wayfinding signage and marketing campaigns.

Action TP-3.4.5: Enhance trail and greenway connections throughout Petaluma, including working with the Bay Area Ridge Trail Council to implement a revised off-street route through the City with connections to regional destinations (e.g., Petaluma Adobe State Park, Jack London State Historic Park, Helen Putnam Regional Park, and Mt. Burdell) and completing a network of river and creek trails to expand car-free transportation and recreation opportunities along waterfronts. Create seamless connectivity between the City's trail and greenway networks by providing wayfinding signage and all ages and abilities bicycle and pedestrian connections where streets must be used to travel between trails and greenways.

Policy TP-3.5: Invest in Public Transit

Enhance the public transit network to serve citywide and regional travel needs and support transit-oriented communities.

Action TP-3.5.1: Expand the transit network through route additions and decreased headways as feasible.

Action TP-3.5.2: Implement bus rapid transit (BRT) and bus queue jump lanes on roads and intersections where buses are stuck in traffic to enhance Petaluma transit coverage, frequency, and seasonal regularity so it is convenient, serves key destinations such as education, shopping, and employment centers, and SMART, and serves the whole public in a safe, equitable, and inclusive manner.

Action TP-3.5.3: Implement the Petaluma portion of applicable local, county, and regional transit plans.

Action TP-3.5.4: Ensure that key transit nodes are designed as mobility hubs (including the future Corona SMART station) that serve the broader community by prioritizing access for people walking and bicycling.

Action TP-3.5.5: Improve transit amenities throughout the system including, but not limited to, ADA access, bus shelters, comfortable seating, lighting, safety improvements, passenger information, bicycle racks, benches, trash receptacles, and path connections.

Action TP-3.5.6: Provide transit service at a nominal cost, or no cost, to riders and incentivize its use by implementing programs such as specialized fare structures or community-transit passes.

Action TP-3.5.7: Evaluate the need for a Downtown Circulator or shuttle bus for short-distance travel throughout Downtown Petaluma.

Action TP-3.5.8: Collaborate with Sonoma-Marín Area Transit Authority (SMART) to increase the frequency and capacity of SMART trains, and integrate with other transit routes, creating a reliable alternative to internal combustion engines for intercity travel.

Action TP-3.5.9: Collaborate with Sonoma-Marín Transit Authority to create a comprehensive bicycle commuting, bike storage, and bike share system, creating a reliable alternative to internal combustion engines for intracity travel.

Goal TP-4: Safe and Healthy Mobility

Provide a transportation system that supports the health and safety of all roadway users, whether they are walking, traveling by wheelchair, bicycling, using another micromobility device, or driving.

Policy TP-4.1: Apply the Safe Systems Approach

Apply the Safe Systems Approach, in support of a Vision Zero goal, by prioritizing safety over automobile speed, capacity, and delay in transportation planning and engineering decisions and consistently communicate safety issues to the public. See Figure 1 to understand how vehicle speed affects fatality risk in collisions that involve a pedestrian.

Action TP-4.1.1: Apply the City's Vision Zero policy in concert with modal priorities and the safe, equitable, inclusive mobility framework to prioritize safety in transportation decision-making and ensure access to safe mobility options for all.

Action TP-4.1.2: Use empirical data analysis to focus the City's limited resources on areas most in need of safety improvements, recognizing that those most disproportionately impacted by traffic injuries and deaths are children, older adults, people of color, and residents of low-income communities.

Action TP-4.1.3: Take a proactive and systemic approach to safety by using tools and industry-proven safety countermeasures and strategies to identify and mitigate risks before collisions occur, prioritizing improvements for the high-injury network.

Action TP-4.1.4: When communicating about safety, refer to "collision" or "crash" to emphasize the event and avoid deflecting the shared responsibility held by all roadway users and transportation professionals to provide a safe transportation system.

Action TP-4.1.5: Ensure that communication and engagement around issues of roadway safety are culturally sensitive and accessible in Spanish.

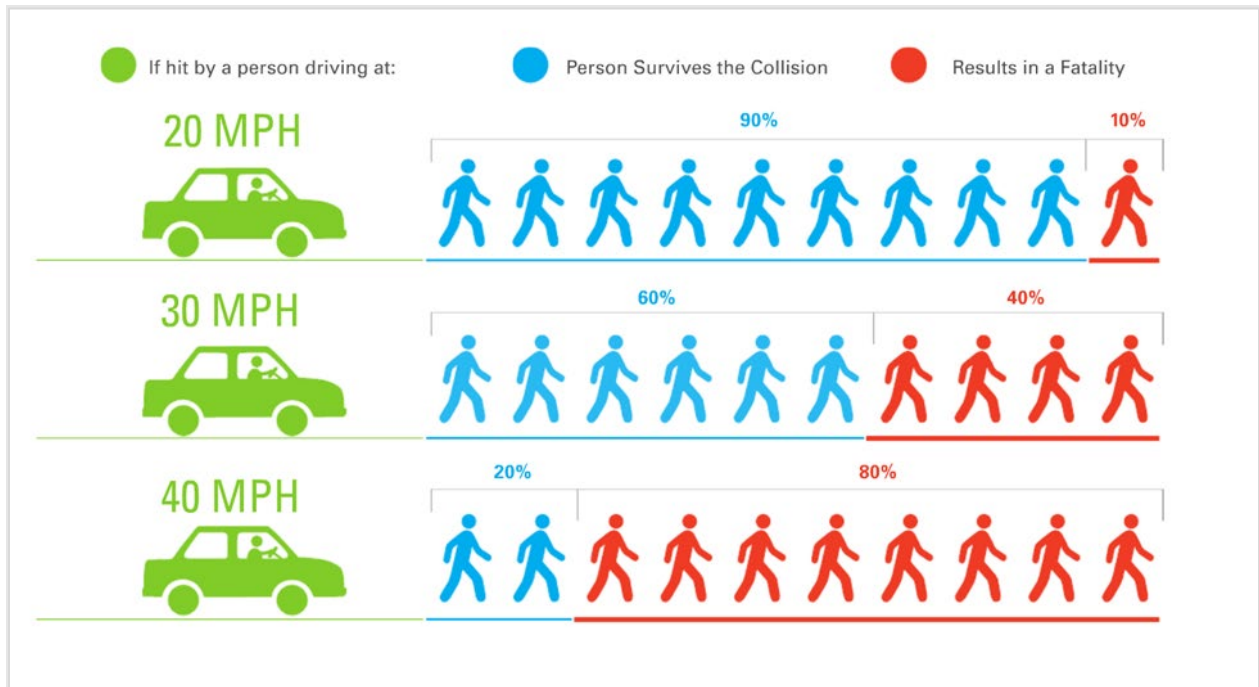
Action TP-4.1.6: Prioritize bicycle facilities that offer the greatest protection from motor vehicles (e.g., Class I multiuse paths and Class IV protected cycle tracks over Class II lanes and Class III routes) over vehicle speeds on designated bikeway networks.

Action TP-4.1.7: Prioritize installing and/or upgrading appropriately designed and lit sidewalks and crosswalks for pedestrians near transit stops, schools, parks, commercial areas, and other activity centers.

Action TP-4.1.8: Develop crosswalk standards that account for paths of travel and nearby activity centers to enhance safety for people walking citywide.

Action TP-4.1.9: Prioritize street design and/or traffic device changes to reduce vehicle speeds at locations where 85th percentile and other outlier speeds are above the desired speed based on the street typology and use current California laws (such as Assembly Bill 43) to lower speed limits, particularly on high-injury corridors, in commercial districts, and near schools and parks.

Figure 1: Pedestrian Fatality Risk in Car Collisions



Source: [San Francisco Municipal Transportation Agency, 2022](#)

Policy TP-4.2: Prioritize Roadway Safety for Vulnerable Users

Prioritize roadway safety surrounding schools, parks, and in areas with a high concentration of youth and older adults, residential neighborhoods, and commercial activity centers.

Action TP-4.2.1: Enhance active transportation network connections to key community amenities and healthy spaces, particularly for groups including people who experience disabilities, children, older adults, people of color, and those in low-income communities.

Action TP-4.2.2: Engage all Petaluma schools in Safe Routes to Schools (SR2S) planning to increase school travel via active transportation and transit, reduce congestion and harmful pollutants around schools, and increase the safety and physical activity of students.

Action TP-4.2.3: Create slow zones that prioritize street design features to reduce vehicle speeds on streets adjacent to schools, parks, and areas with high concentrations of youth and older adults.

Policy TP-4.3: Prioritize Safe Intermodal Network Connections

Prioritize safe connections where multiple modal networks intersect.

Action TP-4.3.1: Ensure roadways have adequate safety measures for people walking and bicycling surrounding mobility hubs, transit nodes, or where bicycle and pedestrian networks intersect with streets that do not have traffic control devices or arterials, collectors, and rail and river crossings.

Action TP-4.3.2: Ensure roadways have clear signage and/or cautionary signals marking the location of bicycle and pedestrian network crossings and/or alignments.

Action TP-4.3.3: Ensure sightlines and visibility are provided, particularly for pedestrians and transit riders where crossing of arterials and connector roadways are needed.

Policy TP-4.4: Provide Multimodal Evacuation Routes

Provide multimodal emergency evacuation routes that align with the safe, equitable, and inclusive mobility framework.

Action TP-4.4.1: Continue to ensure that all neighborhoods have access to designed evacuation routes in an emergency.

Action TP-4.4.2: Continue to ensure that all emergency access routes required of new developments provide adequate access for people walking or traveling by wheelchair, bicycle, or other micromobility device.

Action TP-4.4.3: Identify new emergency evacuation routes and disaster resource access routes specifically for residents and visitors without personal motor vehicles who may be walking or traveling by wheelchair, bicycle, or other micromobility device, and provide for the installation of signage and wayfinding to support whole community use of these routes.

Action TP-4.4.4: Continue to ensure citywide access is provided for emergency services, and response times are monitored and maintained relative to an adopted minimum threshold.

Policy TP-4.5: Support Impartial Traffic Enforcement

Improve the safety of all roadway users by engaging in thoughtful and impartial approaches to traffic enforcement.

Action TP-4.5.1: Expand civilian resources to respond to traffic collisions to free up sworn peace officers to address public safety priorities.

Action TP-4.5.2: Implement proactive collision reduction strategies to enhance the Traffic Safety Program to reduce all traffic collisions (property damage, injury, fatal).

Action TP-4.5.3: Explore alternative enforcement strategies and establish a policy that clearly defines when traffic stops are used as an effective enforcement method to reduce collisions or address high crime areas.

Action TP-4.5.4: Evaluate the enforcement policy around riding a bicycle on the sidewalk when the street segment does not have a Class I multiuse path or Class IV protected cycle track.

Action TP-4.5.5: Continue to provide Racial and Identity Profiling Act (RIPA) data related to enforcement stops.

Goal TP-5: Integrated Land Use and Transportation Planning

Support holistic mobility planning by integrating land use development, transportation decision-making, and infrastructure priorities.

Policy TP-5.1: Integrate Development and Transportation Policies

Ensure land use and transportation policies work in concert with one another to incentivize compact, accessible, livable, and sustainable development that supports a high quality of life and vibrant economy.

Action TP-5.1.1: Integrate 15-minute Neighborhood objectives into land use and transportation planning to ensure all Petaluma residents have access to essential services within a 15-minute walk of their home.

Action TP-5.1.2: New and infill development is prioritized along existing transit corridors and within proximity to major mobility hubs.

Action TP-5.1.3: Require that active transportation be an integral part of land use-based planning processes and decisions from inception.

Policy TP-5.2: Align Land Use and Building Codes with Modal Priorities

Revise land use and building codes, and related planning, permitting, application, and project processing steps, to orient building and privately owned public space design to reflect the City's modal priorities and safe, equitable, inclusive mobility framework, and Complete Streets design standards.

Action TP-5.2.1: Require dedication of needed right-of-way for transportation improvements identified in adopted City plans, including pedestrian facilities, bikeways, and trails.

Action TP-5.2.2: Create guidelines that outline under what circumstances level of service calculations will be required for discretionary non-transit-oriented land use projects in the context of Policy 3.2.

Action TP-5.2.3: Update and/or create new impact fees to ensure new land uses pay their fair share for roadway use, congestion, pollution, and use of curb space of the vehicle trips generated by the project, accounting for transportation system operations, maintenance, and social costs through a VMT or other similar fee program.

Policy TP-5.3: Encourage Low Carbon Travel Through Transportation Demand Management

Use transportation demand management (TDM) strategies on a citywide basis to encourage and create incentives for the use of active transportation and transit.

Action TP-5.3.1: Adopt a TDM policy that creates tiers of required TDM measures for new development or major renovations based on the size and type of land use, monitor the effectiveness of these strategies, and update the programs as new ideas emerge.

Action TP-5.3.2: Develop and maintain a TDM program for City staff designed to reduce the City's carbon footprint.

Action TP-5.3.3: Evaluate the potential for a citywide TDM program that is publicly accessible to residents, employees, and visitors, with additional subsidies for low income and disadvantaged communities as a part of the safe, equitable, inclusive mobility framework, and conduct outreach to businesses to help prioritize last-mile connections for active transportation and transit outside the public right-of-way (e.g., secure and convenient bicycle parking, pathways, wayfinding signage, etc.).

Policy TP-5.4: Align Parking Policies with Climate Goals

Align parking and curb policies with multimodal accessibility and climate action goals.

Action TP-5.4.1: Complete a Parking and Curb Management Plan to inform new regulatory and design guidelines that consider the best use of curb space based on context, model priorities, and climate goals.

Action TP-5.4.2: Update off-street vehicle and bicycle parking standards to align with the City's climate and accessibility goals and regional requirements, such as replacing parking minimums with maximums, and requiring convenient and secure bicycle parking that accommodates e-bikes, cargo bikes, scooters, and other micromobility devices.

Action TP-5.4.3: Evaluate paid parking systems and policies that promote park-once-and-walk action in areas where demand is high in coordination with the Parking and Curb Management Plan. Align plan and anticipated revenues with the safe, equitable, and inclusive mobility framework to ensure pricing and modal options provide equitable access to key destinations and support a "Park-Once" town center.

Action TP-5.4.4: Develop guidelines to ensure City parking facilities are used efficiently through shared parking and smart management parking for all public garages, public parking at existing private parking facilities when feasible, and require new developments to make some or all of their parking publicly accessible.

Policy TP-5.5: Responsibly Support Local Freight

Support local freight systems that connect the local economy to the wider world while reducing the carbon footprint and managing the impact on the community.

Action TP-5.5.1: Designate efficient routes for freight trucks between industrial and commercial areas and the regional and state freeway system to minimize conflicts with other roadway users and incompatibility with other land uses.

Action TP-5.5.2: Develop the facilities and accessory transportation systems serving the airport/industrial zone to facilitate its role as a freight distribution center for Petaluma.

Action TP-5.5.3: Dredge the marina on a regular basis to maintain the Petaluma River as a viable route for commercial and freight transportation to/from Petaluma.

Action TP-5.5.4: Create a citywide plan for warehousing and cargo solutions that encourage electrification of the fleet and small electric vehicles and e-bike cargo solutions for residential neighborhoods.

Action TP-5.5.5: Periodically monitor designated truck routes and ensure they direct freight traffic away from residential areas and other sensitive land uses where possible, adhere to time-of-day restrictions that support the well-being of people who live on truck routes, and prohibit through truck traffic on streets other than identified truck routes.

Action TP-5.5.6: Integrate the Petaluma Airport and supportive industrial uses into the low carbon travel networks while supporting its continued operation as a transportation, recreation, and commercial freight asset.

Goal TP-6: Timely and Efficient Implementation

Provide the tools and resources necessary to efficiently implement mobility policies and maintain a high-quality, resilient transportation system.

Policy TP-6.1: Ensure Mobility Priorities are Implemented

Support implementation of mobility priorities by designing the Petaluma General Plan Update to guide City staff on the type of routine data-driven evaluation that will chart progress made toward the achievement of its goals.

Action TP-6.1.1: On an annual basis, the Public Works and Community Development Departments will measure and report outcomes related to the goals, policies, and strategies in the plan.

Action TP-6.1.2: On an annual basis, update the modal priority map (see Policy 3.2) to align with future infrastructure changes identified in Capital Improvement Programs (CIP).

Action TP-6.1.3: Coordinate across City departments to align mobility rules, regulations, and design standards with accessibility, climate, and safety goals, and the safe, equitable, and inclusive mobility framework, and clearly define roles and responsibilities for oversight, enforcement, and maintenance of the public right-of-way.

Action TP-6.1.4: Align the Petaluma CIP with mobility priorities by prioritizing projects based on how well they serve the achievement of climate, accessibility, and safety goals.

Policy TP-6.2: Employ Data-Driven Mobility Planning

Gather in-depth quantitative and qualitative information on the travel behavior of Petaluma residents to provide a reliable empirical foundation to plan solutions to transportation-related problems, and to monitor the effectiveness of transportation programs and policies and their effects on residents' mobility and the City's carbon footprint.

Action TP-6.2.1: Gather comprehensive travel data on a regular basis, including comprehensive resident surveys that also consider demographic data.

Action TP-6.2.2: Conduct robust Level of Traffic Stress bicycle and pedestrian network gap analyses on a recurring basis.

Action TP-6.2.3: Establish protocols for collecting bicycle and pedestrian traffic counts comparable to vehicle counts.

Action TP-6.2.4: The convenience and safety of all roadway users, air pollution, vehicle fuel consumption, and collision data shall be considered when analyzing and setting traffic lights and designing transportation systems.

Action TP-6.2.5: Assess the performance of the City's transportation system by measuring the movement of people and goods rather than merely the movement of vehicles.

Action TP-6.2.6: Analyze data from an equity lens to identify if certain racial, ethnic, age, disability status, or income characteristics are affecting patterns.

Policy TP-6.3: Engage Residents in the Transportation Planning Process

Empower local residents to help the City achieve its mobility goals through clear and efficient processes, engagement, and education.

Action TP-6.3.1: Develop and implement pre-approved templates and protocols the City can use to efficiently receive, prioritize, and implement traffic calming measures or curb use requests by residents or businesses.

Action TP-6.3.2: Establish a traffic improvement request system to receive, respond to, and track community requests for roadway changes.

Action TP-6.3.3: Encourage continuing education and training for City staff to create awareness of the modal priorities and the importance of incorporating safe, equitable, and inclusive mobility into all stages of the planning process.

Action TP-6.3.4: In coordination with the citywide TDM program in Policy 5.3, invest in marketing, education, and support to residents to increase the attractiveness and support for low carbon travel for all types of trips. This includes publicizing recommended travel low-stress and safe routes throughout the community and promoting the benefits of walking and bicycling through education programs and events such as Bike to Work Week and Walk and Roll to School Week.

Action TP-6.3.5: Coordinate with Petaluma schools to inform youth and their families about Safe Routes to Schools (SR2S) programs and garner support for shifting school travel from automobile to low carbon modes.

Action TP-6.3.6: Ensure that communication and engagement around mobility goals are culturally sensitive and accessible in Spanish.

Policy TP-6.4: Deliver Projects Efficiently

Respond to the climate emergency by improving the efficiency of project delivery while maintaining a high standard for the transportation network by prioritizing efficient solutions for construction, operations, and maintenance.

Action TP-6.4.1: Make quick-build options for traffic calming and safety infrastructure improvements routine by creating standard approaches and templates that can be delivered quickly and cost-effectively.

Action TP-6.4.2: Make the most of existing funds by prioritizing maintenance and repurposing of existing infrastructure, such as through narrowing vehicle travel lanes or road diets, or the development of new facilities.

Action TP-6.4.3: Establish a City joint-maintenance facility to streamline and improve efficiency for City-owned vehicles and facilities.

Action TP-6.4.4: Achieve parity in the allocation of resources to develop and maintain active transportation and transit facilities alongside those for motorized vehicles.

Action TP-6.4.5: Coordinate delivery of transportation improvements and routine maintenance to reduce costs and ensure maintenance and infrastructure enhancements are economically feasible.

Action TP-6.4.6: Establish priorities for transportation improvements and prepare an action program to implement them, prioritizing corridor projects and systemic safety projects.

Policy TP-6.5: Consider Creative Funding Strategies

Use creative strategies to identify funding sources to construct and maintain the transportation facilities identified in the Petaluma General Plan Update.

Action TP-6.5.1: Ensure transportation investments align with modal priorities, the safe, equitable, and inclusive mobility framework, and result in equitable access to multimodal infrastructure across the City.

Action TP-6.5.2: Ensure that calculations of transportation facility projects consider the lifetime costs of building and maintaining the project/facility, not just initial build costs.

Action TP-6.5.3: Pursue grant funding (e.g., ATP, Safe Streets for All) to support investments in the active transportation network and safety improvements.

Action TP-6.5.4: Engage local jurisdictions, and county, state, and federal agencies to construct regional improvements that support Petaluma's goals.

Action TP-6.5.5: Investigate additional funding tools that support the development of a stable, dedicated funding source for the long-term maintenance, operation, and management of mobility projects and services.

Appendix A: Draft Street Typology Framework

Below are the street and roadway standards that will apply in Petaluma until the City adopts Complete Streets design standards consistent with Policy 1.1. These standards are based on the local context of Petaluma, the goals for complete streets and systemic safety, and roadway standards from Caltrans¹⁰, Federal Highway Administration (FHWA)¹¹, and the National Association of City Transportation Officials (NACTO)¹².

- Vehicle lanes shall not exceed 11 feet wide and the preferred width is 9 feet on local neighborhood streets, 10 and 10.5 feet elsewhere where possible except in locations with high transit or truck use. Vehicular facilities shall be designed for to match the desired vehicle speeds of the street typology and should not exceed two travel lanes (not including left turn lanes) except for arterials that exceed 18,000 vehicles per day and serve as transit and emergency service provider or evacuation access routes. The Safe Systems Approach described in Policy 4.1 shall be used when setting speed limits on roadways consistent Assembly Bill 43 (Friedman, 2021). In accordance with Policies 4.1, 4.2, and 4.3 and Assembly Bill 43, 20 or 25 mph shall be the prima facie speed limits for qualifying roadways and speed limits of 15 mph are appropriate in certain settings, such as on shared streets.
- Pedestrian rights of way shall be provided on both sides of all roadways and shall be a minimum of 8 to 12 feet wide, including a walking “through zone” free of obstructions (5 feet minimum; 7 feet preferred), and a furnishing and planting zone (3 feet minimum; 5 feet preferred) that includes street trees or other greenery, stormwater control measures, and furnishings such as benches, lighting, trash cans, utility boxes/cabinets, and bicycle parking (see Figure 2 for examples of these zones and features). Use of bioswales shall be considered to address runoff locally. Sidewalks or walking areas may meander. Directional curb ramps should be implemented where possible. Curb radii shall be tightened to help slow traffic. Exceptions include industrial or alleyway contexts, where right-of-way or furnishing or planting zones may not be appropriate, shared streets, or existing local neighborhood streets that provide limited access (e.g., short cul-de-sacs). Wider sidewalks with “through zones” of 8 to 12 feet should be considered or in downtown or commercial areas or adjacent to schools, shopping centers, or community centers, which should include “through zones” of 8 to 12 feet per Caltrans’ and NACTO guidelines. Wherever building frontages or other vertical elements (such as stairs, railings, or outdoor seating) exist directly adjacent to the sidewalk, two feet of clear space should be provided and not included in the “through zone” width described above. All intersections shall be designed with ADA access, safety, and comfort for people walking with crossings design in accordance with the future crosswalk standards identified in Policy 4.1.
- Bicycle facilities should be provided where indicated by the Active Transportation Plan and the designation of facility type should provide all ages and abilities amenities design per the FHWA Bikeway Selection Guide and NACTO Designing for All Ages & Abilities Guide. All intersections with designated bicycle facilities shall be designed for the safety and comfort for people bicycling consistent with the Active Transportation Plan. In some locations, bikeways may be recommended at sidewalk level as either Class I multi-use trails, where people walking and biking share the trail, or as Class IV protected bike lanes that provide separate spaces for people walking and biking. For Class I facilities, refer to Caltrans Highway Design Manual Chapter 1000,

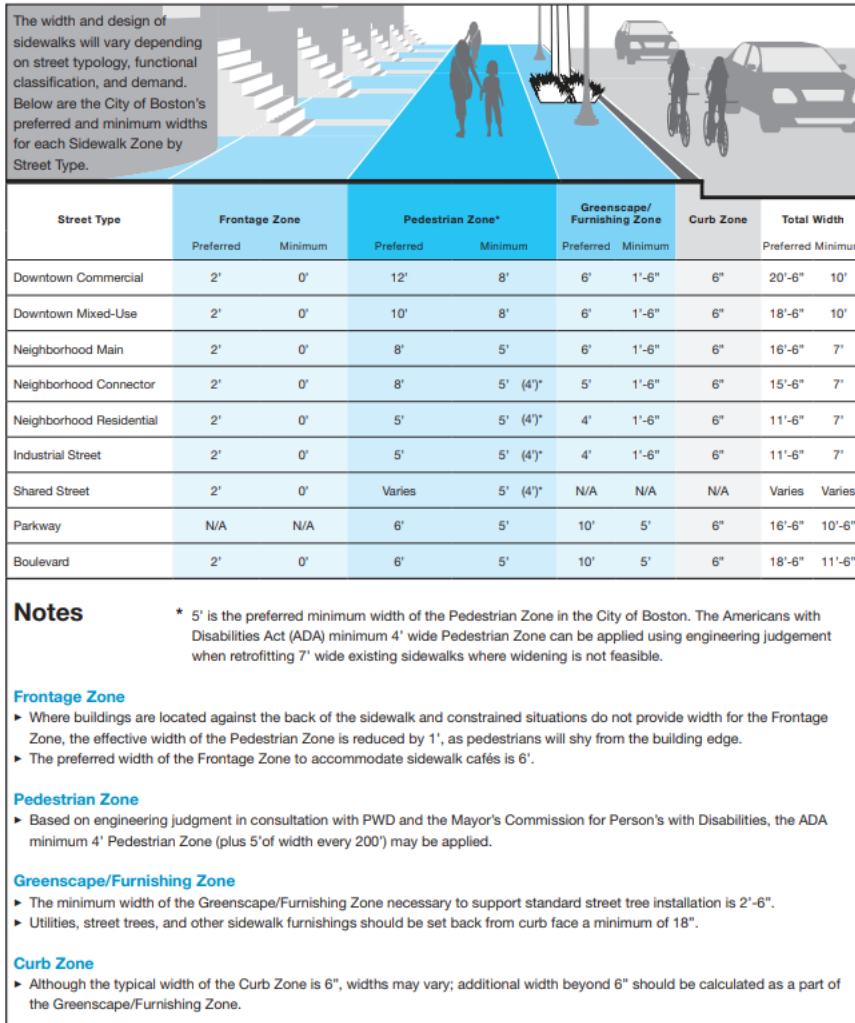
Topic 1003.1 for minimum and preferred widths. For Class IV facilities, refer to Caltrans Design Information Bulletin 89-01 for minimum and preferred widths.

- Transit facilities within roadways should be prioritized according to locally adopted transit plans and in accordance with Policy 3.5.
- Parking and curb policies will be consistent with the future Parking and Curb Management Plan identified in Policy 5.4.

Petaluma identifies the functional classification of roadways consistent with FHWA and Caltrans guidance, including arterials, collectors, and local roadways.^{13,14} In addition to these categories, Petaluma has identified a type of local roadway "Neighborhood Greenway" that prioritizes access for people walking and bicycling and may include shared streets features and thus should encourage low motor vehicle speeds and low motor vehicle volumes.¹⁵ A map and descriptions of Petaluma's functional classifications and street typologies based on the land use context will be prepared after the completion of the City's Active Transportation Plan in 2024. Traffic calming measures may be implemented on any Street Type based on its inclusion on the City of Petaluma High Injury Network and Local Road Safety Plan hot spot map or based on newly reported safety issues.

Figure 2. Preferred and Minimum Widths for Sidewalk Zones

Preferred and Minimum Widths for Sidewalk Zones



Source: https://nacto.org/wp-content/uploads/2016/04/1-6_BTD_Boston-Complete-Streets-Guidelines-2.4-6-Sidewalk-Widths_2013.pdf

Notes

- ¹ Environmentally responsible and resource-efficient planning, design, construction, operation, maintenance, renovation, and demolition of buildings
- ² Techniques to increase water infiltration, reduce runoff, and improve water quality
- ³ The protection of workers' rights and livelihoods while economies are shifting to sustainable production, combating climate change, and protecting biodiversity
- ⁴ The management of trees in urban settings
- ⁵ The system of streets, walkways, trails, and railroads used to move goods and people
- ⁶ The ease of reaching destinations by people of all abilities
- ⁷ Public space that is open and accessible to the general public, including roads, trails, public squares, and parks
- ⁸ Communication and coordination among local government and Native American Tribes
- ⁹ Creating opportunities for every person to have a dignified, productive, and creative life
- ¹⁰ For example, Caltrans' *Design Information Bulletin 94: Draft Complete Streets Contextual Design Guidance* ("DIB-94", April 2023) provides guidance and establishes standards for complete streets, which in some cases supersedes the standards in Caltrans' Highway Design Manual (HDM). The DIB-94 provides guidance and standards on the design of comfortable, convenient, and connected facilities that maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility and provides minimum expectations based on context.
- ¹¹ For example, FHWA's *Bikeway Selection Guide* provides input on appropriate types of bicycle facilities, which can be found here: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
- ¹² For example, NACTO's *Urban Street Design Guide* (accessible here: <https://nacto.org/publication/urban-street-design-guide/>) provides guidance on how to design lane widths and other roadway features for roadway safety.
- ¹³ Federal Highway Administration. "Highway Functional Classification Concepts, Criteria and Procedures, 2023 Edition." U.S. Department of Transportation: Federal Highway Administration. February 2023. <https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf>. Accessed 2023.
- ¹⁴ California Department of Transportation. "Functional Classification (FC)." Caltrans. <https://dot.ca.gov/programs/research-innovation-system-information/office-of-highway-system-information-performance/functional-classification>. Accessed 2023.
- ¹⁵ Federal Highway Administration. "Accessible Shared Streets." U.S. Department of Transportation: Federal Highway Administration. October 2017. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/accessible_shared_streets/. Accessed 2023.