



METROPOLITAN
TRANSPORTATION
COMMISSION



Cool
Petaluma
2030



Petaluma Safe Routes to School (SRTS) Task Force

Meeting Announcement:

Date/Time: Thursday, February 15th, 2024, 4:00 pm-5:30 pm
Location: Petaluma City Hall, Council Chambers
11 English Street

Goals & Objectives:

1. Seek input from Task Force members and the public, in order to identify barriers to active transportation, opportunities for improvement and collaboration, and set priorities for future infrastructure projects within the city of Petaluma.
2. Provide a venue for sharing of program initiatives and projects in the city of Petaluma, as well as inter-agency collaboration.

Agenda:

1. Introductions

- a. Bjorn Gripenburg, Project Manager, City of Petaluma
- b. Pete Gang, Safe Streets Petaluma
- c. Elece Hempel, Executive Director, Petaluma People Services
- d. Jared Hall, Transit Director, City of Petaluma
- e. Walt Spiller, Traffic Sergeant, Petaluma Police Dept
- f. Ken Eichstaedt, Traffic Engineer, Public Works, City of Petaluma
- g. Nathan Spindel, Live Oak parent (lives close to Petaluma High School)
- h. Danny Alvarez, Boys and Girls Club
- i. Molly Nagel, Community Schools/Wellness Coordinator, Petaluma City Schools
- j. Ken Eichstaedt, Traffic Engineer, Public Works, City of Petaluma
- k. Catina Haugen, Principal, Meadow Elementary, Waugh School District
- l. Zoe Unruh, Multimodal Planner, SMART
- m. Drew Halter, Director, Parks and Recreation, City of Petaluma
- n. Deb Fox, Operations and Collaborations, Cool Petaluma

2. Partner Announcements

- a. Safe Routes to School Program update
 - a. SRTS Leadership meets with all SRTS 3 times a year to hear how their program is going. They just did mid-year meetings with all participating schools.
 - b. SRTS staff attended River Montessori Creator Faire on 1/20/24 to teach kids how to fix a flat/oil bike, etc. huge success
 - c. Ongoing: Walk & Roll happens monthly, Bike to School day enrollment open till 4/10/24, Learn to Ride Classes, Family Bike Workshop - June 22nd. (It gives free helmets!)
 - d. [Bike Train webinar](#) - March 13th
 - e. Upcoming SRTS Walk audits:
 1. Loma Vista Immersion Academy – March 21st, 8am-10am

2. La Tercera Elementary – April 16th, 8am-10am
3. Miwok Elementary – April 30th, 7:50am-9:50am
4. Casa Grande High School – June 3rd, 8am-10am

b. City of Petaluma:

a. Public Works projects:

1. Howard Street - There was a public meeting in council chambers about the upcoming utility and paving project.
2. On Feb. 29th there was a Community Meeting to kick off of the study for all the overcrossings of the 101: including the undercrossing at Rainer, Lynch Creek under crossing, Corona and the McKenzie overcrossing (by Target.) The goal is to gather the experience of people using those crossing for scoping and conceptual designs.

b. Police Dept:

1. OTS grant is mid-year. They are off to a good start with the DUI. There is a new OTS grant application is coming up.
2. CHP Marijuana Tax Grant for anti-DUI campaigns. That has sadly been successful.
3. The fatality on Lakeville finally has a resolution for the near-term.

c. Transit:

1. The purchase of electric buses is approved and on order, delivery in 2025. They are now doing infrastructure updates.
2. June they plan to launch a micromobility and free fare program.
3. Route 501 - PHS, PJHS & Grant is being reviewed for times. Possible Grant bus stop revision based on feedback. (*see appendix with emailed public comment from Grant staff*).

c. Other Partners (Cool Petaluma, Petaluma People Center, etc)

- a. PPCS - iRide Petaluma had 483 rides this week completed by volunteers driving seniors. With fare changes, they hope to be able to coordinate more rides on public transit.
 1. They are working on PTA coordination for walking the school bus, average 10 kids, 5-8 seniors walking
- b. Boys and Girls Club - They are launching a safety assessment. It includes working on an emergency operation plan, a new bathroom plans and full safety mode for next month.

3. Site Assessments & Travel Plans

a. Petaluma High School: [Post-site assessment report](#)

- i. The audit focused on the area immediately surrounding the school and how people access the campus.
 1. Campus access points: not a lot of parking on campus, so a lot park near the access points - see report
 2. There were 4 primary challenges:
 - a. Fair Street - speeding fair, outside pick up and drop off, during there was yielding
 - i. Residents noted that at Douglas and Fair there are close calls by cars. The issues is due to the parking lot use. The suggested fix is daylighting and flashing beacons.
 - ii. It was also noted that at the parking lot kids turn left instead of right and there is a sign that

it is right turn only. It needs striping to help. PD needs to know who put it up the sign for enforcement as the PD needs to prove in court it is a city sign for it to hold up. Turns out this is a District issue, but the City can help. There is little direction on how to enter and exit the parking lot. The City could red curb between the driveway and add left turn to help. Jared noted Casa did similar work that helped their situation.

- iii. Is it possible to apply the Garfield template - no middle line, or is it possible to increase the edge lines?
 - b. Broadway and Bassett - Student parking on it and the school added a stop sign. It was suggested to add cross walks, prohibiting parking. The City will be refreshing the the double yellow lines and dashed guideline, as well as daylighting curbs
 - c. Hayes/Webster - at the public exit for track needs crosswalks and daylighting curbs.
3. Lowering speed limits - new state law allows lowing speeds around schools - going to council in April - 500ft from school perimeters.
4. It was noted that we need for traffic calming for PHS and Casa
5. Does bike parking get looked at? Yes! Need to offer to be a resource for picking better bike racks and helping sight them.
 - a. great to have them have a standard rack at the district level.
 - b. Add to walking audit/report - count bikes and number of bike racks or whether they are old and need to be upgraded.

4. Other SRTS issues, concerns & opportunities

- a. *Read letter from Grant - see appendix*
- b. *Read letter from parent at PJH (Matthew Greco) – see appendix*
- c. *Katina, principal at Meadow Elementary School commented that another crosswalk is needed, but questioned whether it would have an impediment to flow at the next intersection at Yarberry. Since there is a already crosswalk, but needs one to cross Maria.*
- d. *Nathan Spindel lives a block away from high school and wants bike lanes on D Street. He is looking for folks to participate in a video and letters.*
- e. *Pete Gang added that there a bike repair sessions at Mary Issac. Is it possible to do this for kids who have a bike but can't ride? Great partner opportunity with Wheelman pre-bike to school day in May.*

5. Next Meeting & Adjournment at 5 pm

The next meeting of the Petaluma Task Force is scheduled for Thursday March 21st, 4pm-5:30 at the Petaluma Community Center, 320 McDowell Blvd.

**SRTS issues and concerns may also be emailed pre- or post-meeting to Christina Panza, SRTS Director & Task Force Facilitator at christina@bikesonoma.org*

APPENDIX: WRITTEN PUBLIC COMMENTS

- Shantina Willits, Grant Elementary
- Matthew Greco, Parent, Petaluma Junior High School

From: Shantina Willits <swillits@petk12.org>

Sent: Friday, January 19, 2024 9:30 AM

To: Christina Panza <christina@bikesonoma.org>

Cc: Saranya Bahlert <sbahlert@petk12.org>; Kristen Welch <kwelch@petk12.org>

Subject: Grant Elementary

Good Morning Christina:

We were wondering if you could help us with a safety issue we are having at Grant. Please see attached photo. The red zone by our crosswalk is the area the Petaluma City bus uses as their stop. As you can see this is very close to the crosswalk as well as in a neighbor's driveway. There are multiple safety issues: several students waiting for the bus cause congestion on the sidewalk for our students that are walking to school. This is causing our students to often step into the street to get around them. Another issue is the bus stop now conflicts with new California law AB 413, the "daylighting" law. Although it is not legal to go around a stopped bus, drivers are doing this anyway, unable to easily see if pedestrians are attempting to cross the street. Please know that we have a crossing guard on duty every school day from 7:50-8:05 and again during pick up hours, to assist in the safety of our students.

Is it possible for you to reach out to the City of Petaluma regarding getting this bus stop moved to a safer location nearby?

Thank you so much for all you do to ensure the safety of our students, families and neighbors.

Shantina Willits,

Pronouns: she/her/hers

Sr. School Secretary

Grant Elementary School

200 Grant Avenue

Petaluma, CA 94952

(707) 778-4742 voice

(707) 778-4852 fax

Re: Safe Routes To School Program – Petaluma, CA
Public Comment
Petaluma Junior High School
Enforcement of Commercial Vehicles over 5 Tons Using Bantam Way

January 18, 2024

The Petaluma Safe Routes to School Program leads the public to comment their concern for the safety of the pedestrians who are primarily school children that use Bantam Way in front of Petaluma Junior High School between Western Avenue and Bodega Avenue. Very large freight carrying commercial vehicles over 5 Tons in weight, many of which are large gravel trucks and semi-truck tractor trailers, drive on Bantam Way daily as a bypass between Western Avenue and Bodega Avenue. This is in violation of the City of Petaluma Truck Route Map and the Petaluma Municipal Code, TITLE 11, CHAPTER 11.52 COMMERCIAL VEHICLES AND TRUCK ROUTES.

These large commercial trucks use Bantam Way throughout the day while the children are walking or riding their bikes to school, at play, waiting at the bus stop, waiting to be picked up, and walking or riding their bike home in the afternoon. Bantam Way has limited sidewalks for pedestrians. Sidewalks only exist from Bodega Avenue to the bus stop in front of the school staff parking lot. Sidewalks do not exist from the bus stop to Western Avenue which is approximately 50% of Bantam Way. Pedestrian Sidewalks do not exist on the entire west side county border of Bantam Way. The lack of sidewalks leads to children walking and biking in the street while large commercial trucks pass them in close proximity. The weight of these trucks limits their ability to stop in a timely manner and many of these commercial vehicles are hauling heavy freight stacked on a trailer. Moreover, these trucks have diesel engines emitting exhaust that may pose health risks to those with respiratory illnesses. For these reasons, among others, they pose a safety concern to the school children and local community. It is also in question if the road pavement was engineered to handle this kind of weight and traffic. The street is littered with potholes, uneven pavement, and the lane reflectors are constantly breaking and being replaced.

At the corner of Bantam Way and Western Avenue and Bantam Way and Bodega Avenue street signs are posted and clearly marked: COMMERCIAL VEHICLES OVER 5 TONS PROHIBITED. However, they are ignored by commercial truck drivers. Note: These violations are not referring to Recology garbage trucks, street sweepers, service vehicles, or USPS, Amazon, UPS, FedEx delivery trucks.

Could the City of Petaluma, Petaluma Unified School District, and Petaluma Police Department start enforcing these violations? In addition to the local administrative codes prohibiting the use of commercial vehicles on Bantam Way, common sense supports that a narrow road in front of a junior high school with limited sidewalks is an inappropriate truck route for large commercial trucks over 5 tons. Please provide a Safe Route to Petaluma Junior High School by enforcing the local Administrative Codes and Petaluma Truck Map.

Thank you for taking the time to read this concern. Your timely response to addressing these safety concerns would be greatly appreciated.

**Petaluma Safe Routes To Schools
Petaluma Junior High School
Prohibited Commercial Vehicle Usage on Bantam Way**

**Figure 1: Bantam Way at Western Avenue
Street Sign: COMMERCIAL VEHICLES OVER 5 TONS PROHIBITED**



**Figure 2: Bantam Way at Western Avenue
Pedestrian Sidewalks Do Not Exist**



Figure 3: Bantam Way at Bodega Avenue
Street Sign: COMMERCIAL VEHICLES OVER 5 TONS PROHIBITED
Pedestrian Sidewalks Do Not Exist on West Side County Line of Bantam Way



Figure 4: Bodega Avenue at Bantam Way Eastbound on Bodega Avenue
Street Sign: COMMERCIAL VEHICLES OVER 5 TONS PROHIBITED ON BANTAM WAY



Figure 5: Bus Stop on Bantam Way
School children wait for the bus often spilling out into the gutter and road



Figure 6: Commercial Vehicle Over 5 Tons Using Bantam Way



Figure 7: Commercial Vehicle Over 5 Tons Using Bantam Way



Figure 7.1: Commercial Vehicle Over 5 Tons Using Bantam Way



Figure 8: Commercial Vehicle Over 5 Tons Using Bantam Way

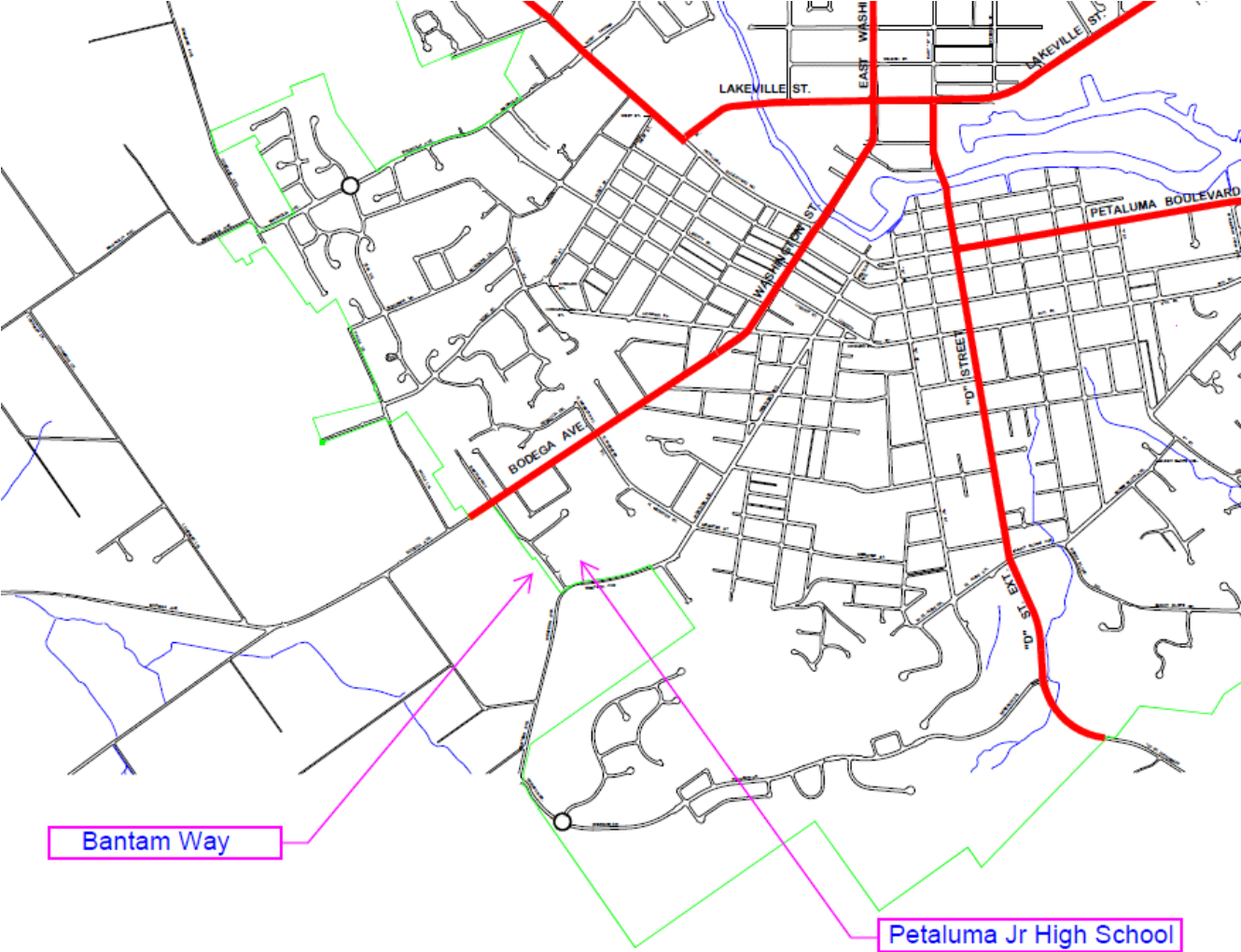


Figure 9: Commercial Vehicle Over 5 Tons Using Bantam Way



Figure 10: City of Petaluma Truck Route Map
Bantam Way Not On Petaluma Truck Route Map

<https://cityofpetaluma.org/documents/truck-route-map/>



PETALUMA MUNICIPAL CODE
CHAPTER 11.52 COMMERCIAL VEHICLES AND TRUCK ROUTES

<https://petaluma.municipal.codes/Code/11.52>

11.52.050 Truck routes—Designation.



Whenever any resolution of this city designates and describes any street or portion thereof as a street the use of which is permitted by any vehicle exceeding a maximum gross weight limit of five tons, the city traffic engineer is authorized to designate such street or streets by appropriate signs as "Truck Routes" for the movement of vehicles exceeding a maximum gross weight limit of five tons. Established "Truck Routes" will be identified separately from "State and Local Terminal Access Routes." "Terminal Access Routes" will be considered "Truck Routes" but "Truck Routes" are not "Terminal Access Routes" for purposes of over-length vehicles. "Truck Routes," "State Terminal Access Routes," and "Local Terminal Access Routes" will be identified on the approved city truck route map. (Ord. 2431 NCS § 1 (part), 2012.)

<https://petaluma.municipal.codes/Code/11.52.050>

11.52.060 Trucks over five tons required to use truck routes.



When any such truck route or routes are established and designated by appropriate signs, the operator of any vehicle exceeding a maximum gross weight limit of five tons shall drive on such route or routes and none other, except as otherwise provided herein. (Ord. 2431 NCS § 1 (part), 2012.)

<https://petaluma.municipal.codes/Code/11.52.060>

11.52.070 Truck routes established for vehicles over five tons.



Those streets and parts of streets established by resolution of the city council for the movement of vehicles exceeding a maximum gross weight of five tons are declared to be truck routes. (Ord. 2431 NCS § 1 (part), 2012.)

<https://petaluma.municipal.codes/Code/11.52.070>

From: Matthew Greco <mattgreco@yahoo.com>
Sent: Friday, February 16, 2024 2:50 PM
To: Christina Panza <christina@bikesonoma.org>
Cc: Spiller, Walt <wspiller@cityofpetaluma.org>
Subject: Re: Petaluma Safe Routes To Schools - Public Comment

Hi Christina,

The Safe Routes to School Public Comment document dated 01/18/2024 voices a concern regarding commercial vehicles hauling heavy freight stacked on a trailer. The attached photo recently provided to me was taken of a semi-truck hauling staked hay driving on Bantam Way in front of PJHS.

Thank you for bringing these concerns to the Petaluma Safe Routes to School Task Force.

Matt

which is approximately 50% of Bantam Way. Pedestrian Sidewalks do not exist on the entire west side county border of Bantam Way. The lack of sidewalks leads to children walking and biking in the street while large commercial trucks pass them in close proximity. The weight of these trucks limits their ability to stop in a timely manner and many of these commercial vehicles are hauling heavy freight stacked on a trailer. Moreover, these trucks have diesel engines emitting exhaust that may pose health risks to those with respiratory illnesses. For these reasons, among others, they pose a safety concern to the school children and local community. It is also in question if the road pavement was engineered to handle this kind of



