



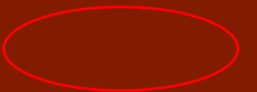
Penngrove Traffic Study

Townhall Meeting

May 4, 2023



Study Background



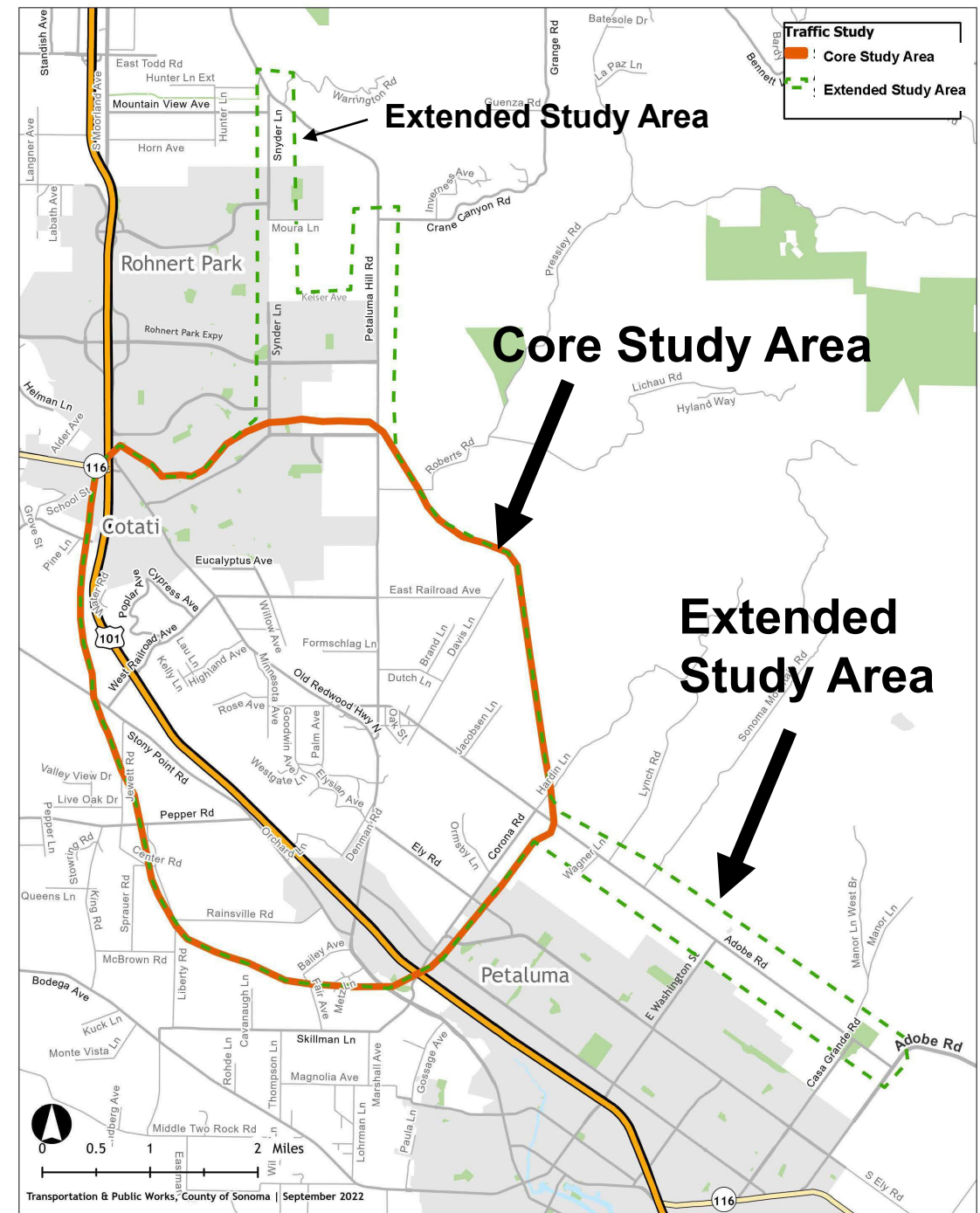
Study Background

Study Purpose

Review traffic, mobility and safety conditions to identify transportation improvements that will benefit the community of Penngrove and surrounding areas. The study focuses on the following key travel corridors: Old Redwood Highway, Adobe Road, Petaluma Hill Road and Railroad Avenue.

Study Area

- Core study area includes Penngrove and extends north to Cotati Avenue and southeast to Corona Road
- Extended study area includes assessing travel conditions further north, including Snyder Lane in Rohnert Park, and further east on Old Adobe Road (to Frates Road)



Study Background

Goals

- Find solutions that respond to community concerns about traffic and safety on roadways within Penngrove
- Encourage community input to identify goals and objectives to help study potential transportation improvements
- Recommend physical improvement projects for further consideration.

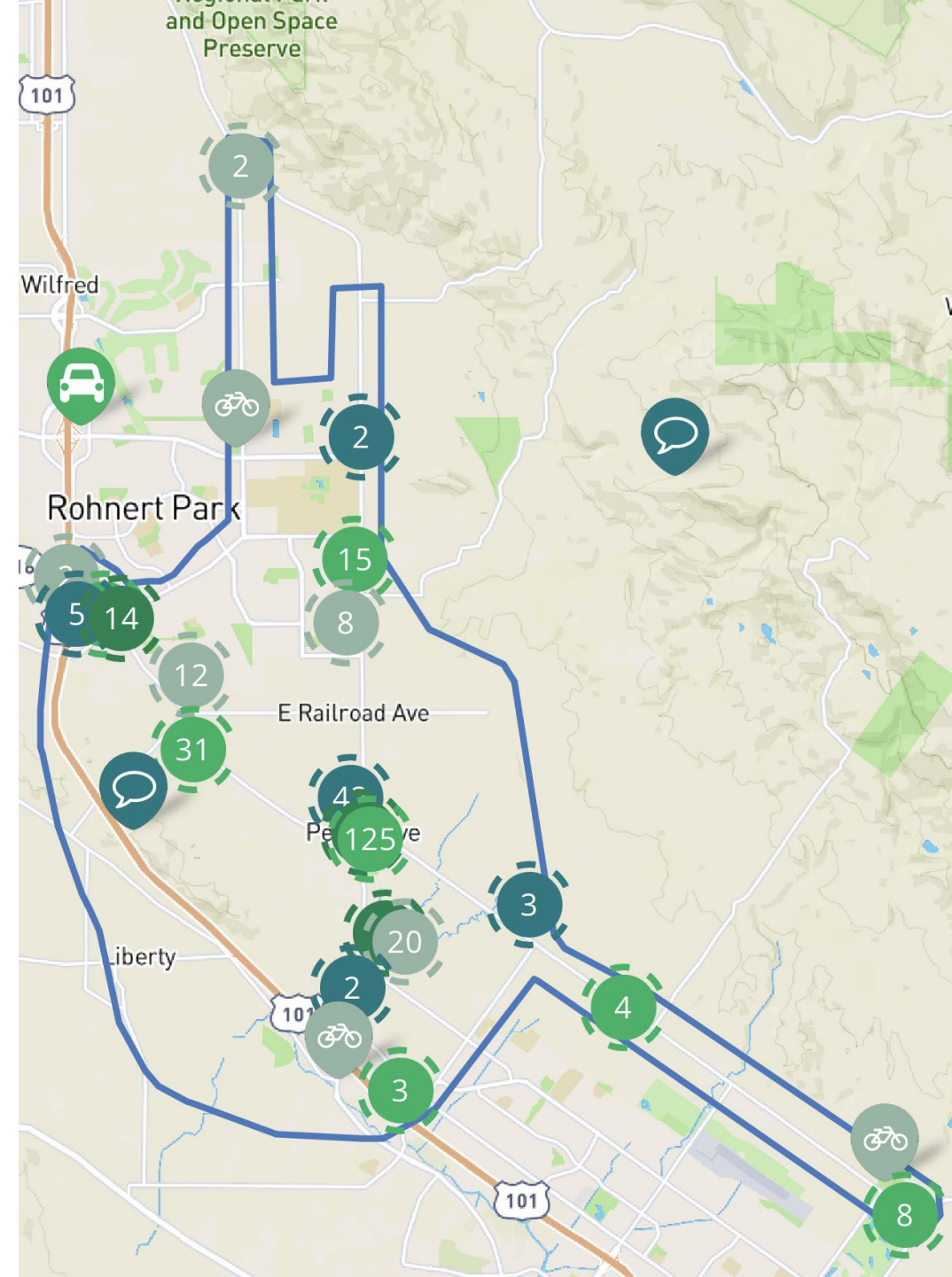
Project Timeline



Study Background

Website

- PenngroveTraffic.com has been online since December
- Initial comment period ends May 29th
- Interactive map provides opportunities to submit site-specific recommendations



Key Issues

Existing Conditions

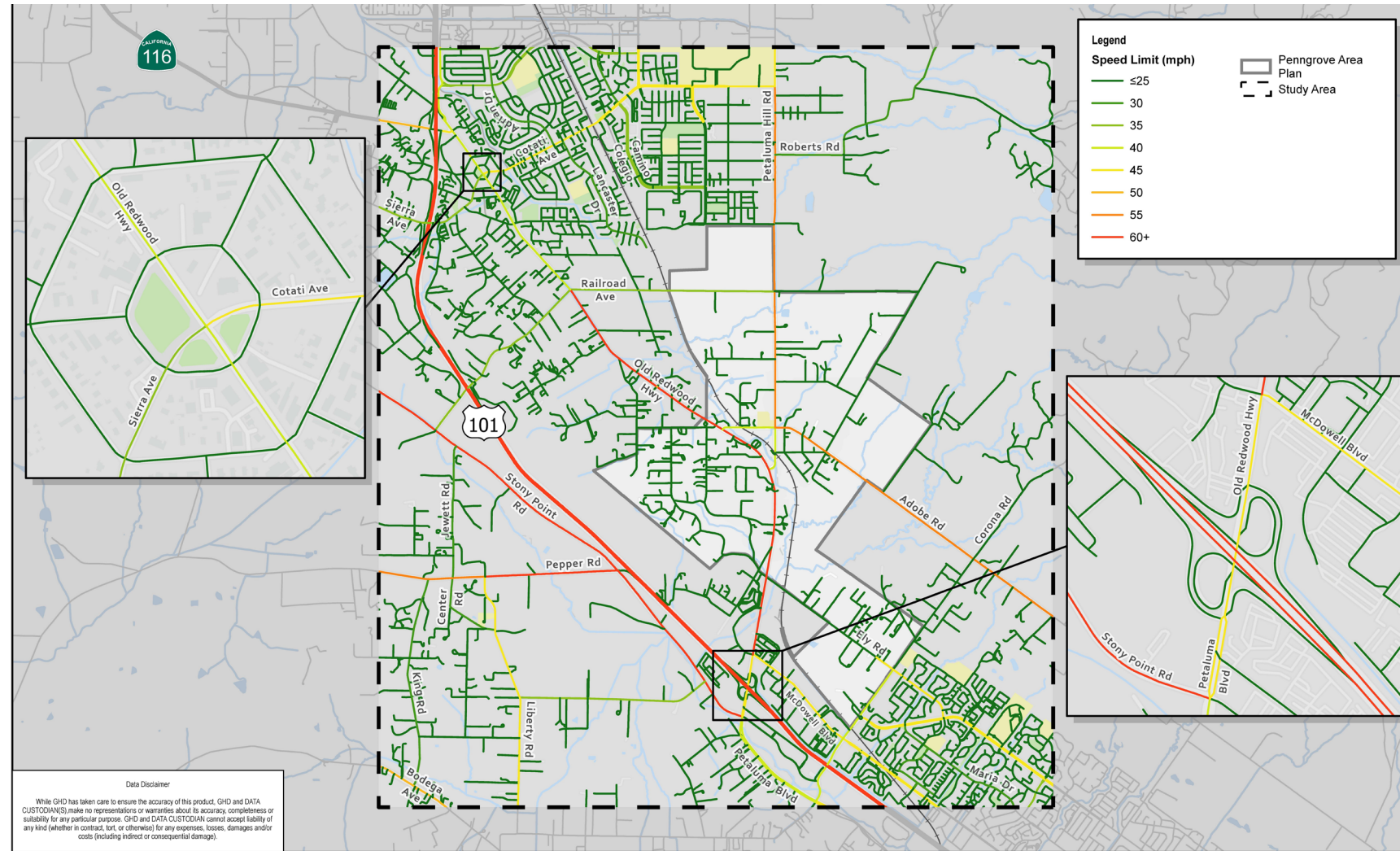
- High travel speeds
- Safety & collision concerns
- Regional pass-through traffic
- Peak hour congestion at choke points that include key Penngrove intersections and school drop-off/pick-up locations
- Major roads were originally designed as rural highways
- Lack of sidewalks on most segments

Current Challenges



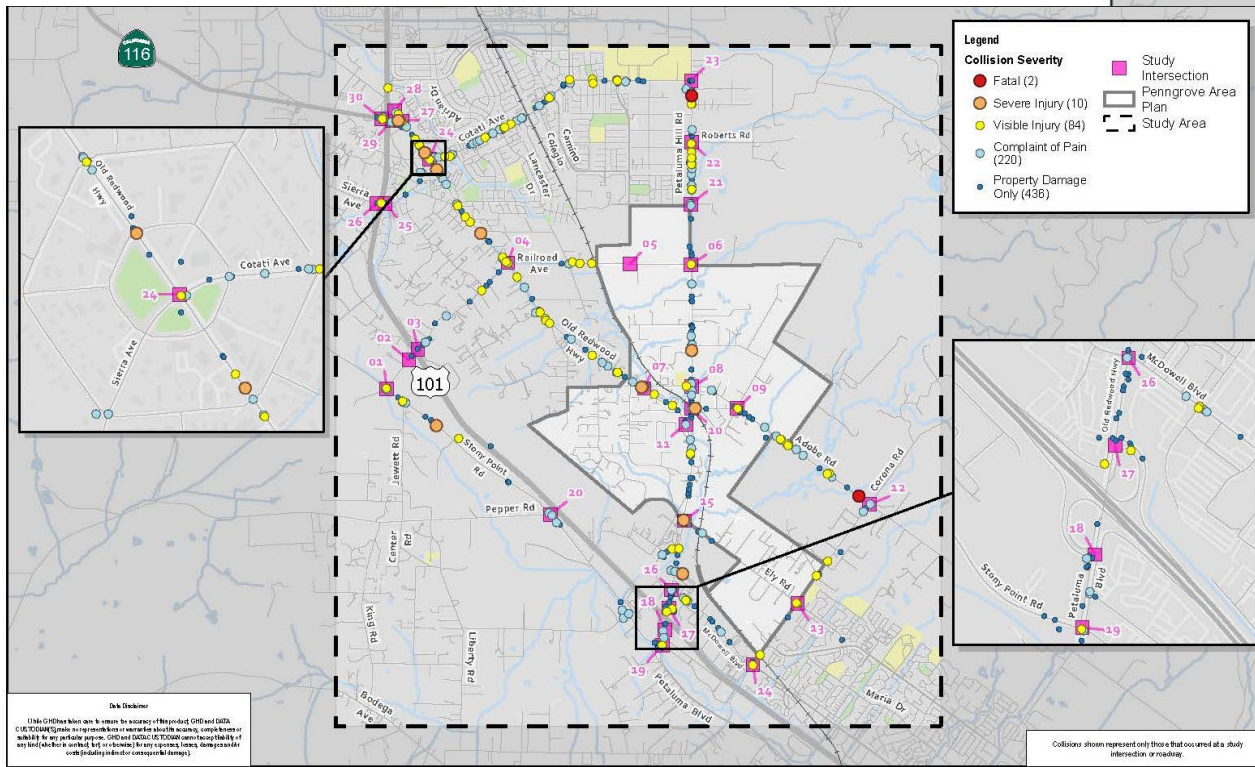
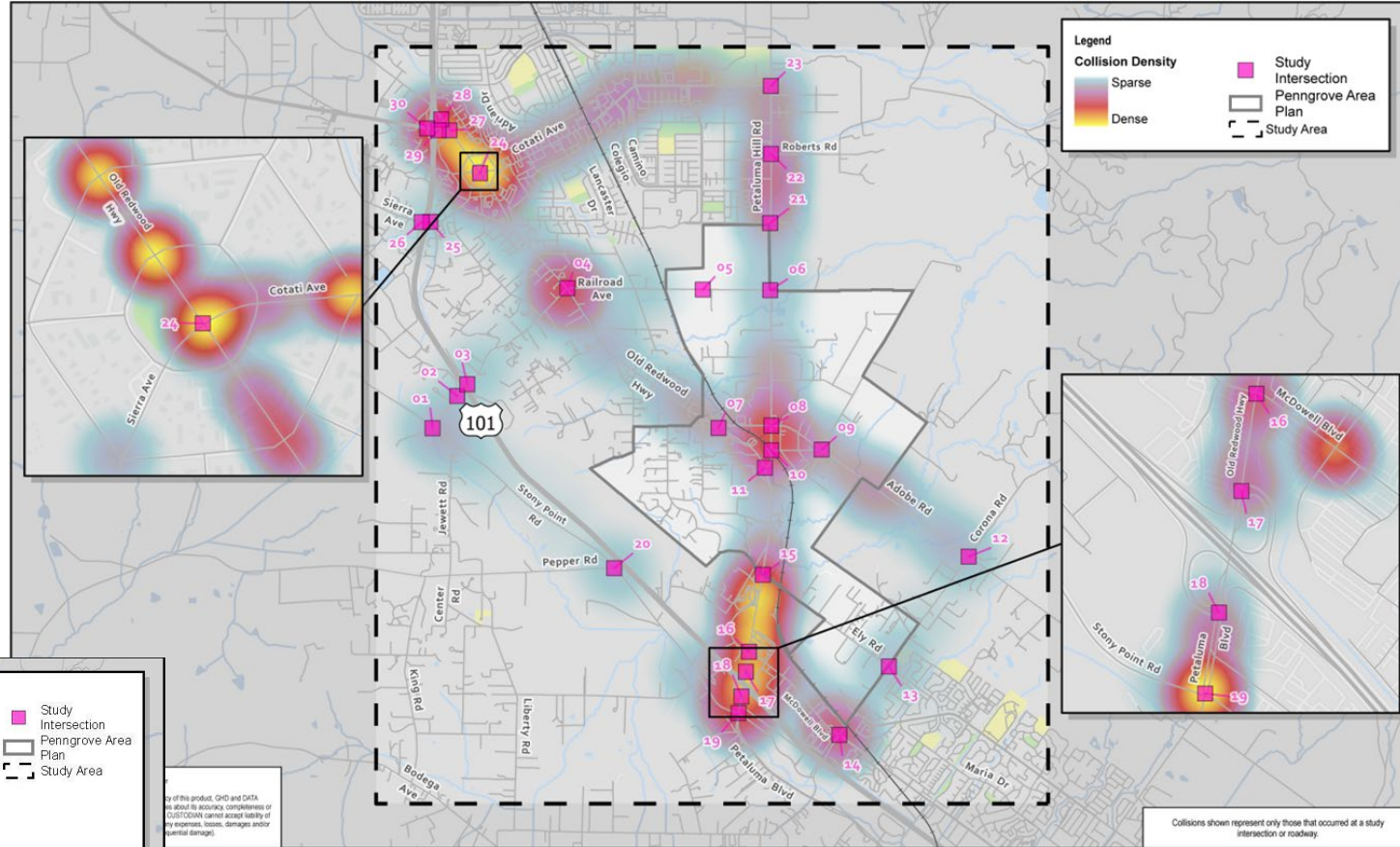
Existing Conditions

- **High travel speeds**
- Key factors affecting travel speeds are:
 - ❑ Roadway design, including lane widths, intersection geometries, shoulder design, etc.
 - ❑ Lengthy distances between signalized intersections on long stretches of Old Redwood Highway, Petaluma Hill Road & Old Adobe Road
- **Speed limit requirements**



Existing Conditions

- **Safety & collision concerns**
 - ❑ Collision density is highest where major roads enter commercial districts (including downtown Penngrove)



...of this product, GHG and GHG...
 ...to be about to advance...
 ...of GHG cannot accept liability of...
 ...expenses, losses, damages and/or...
 ...damages.

Collisions shown represent only those that occurred at a study intersection or roadway.

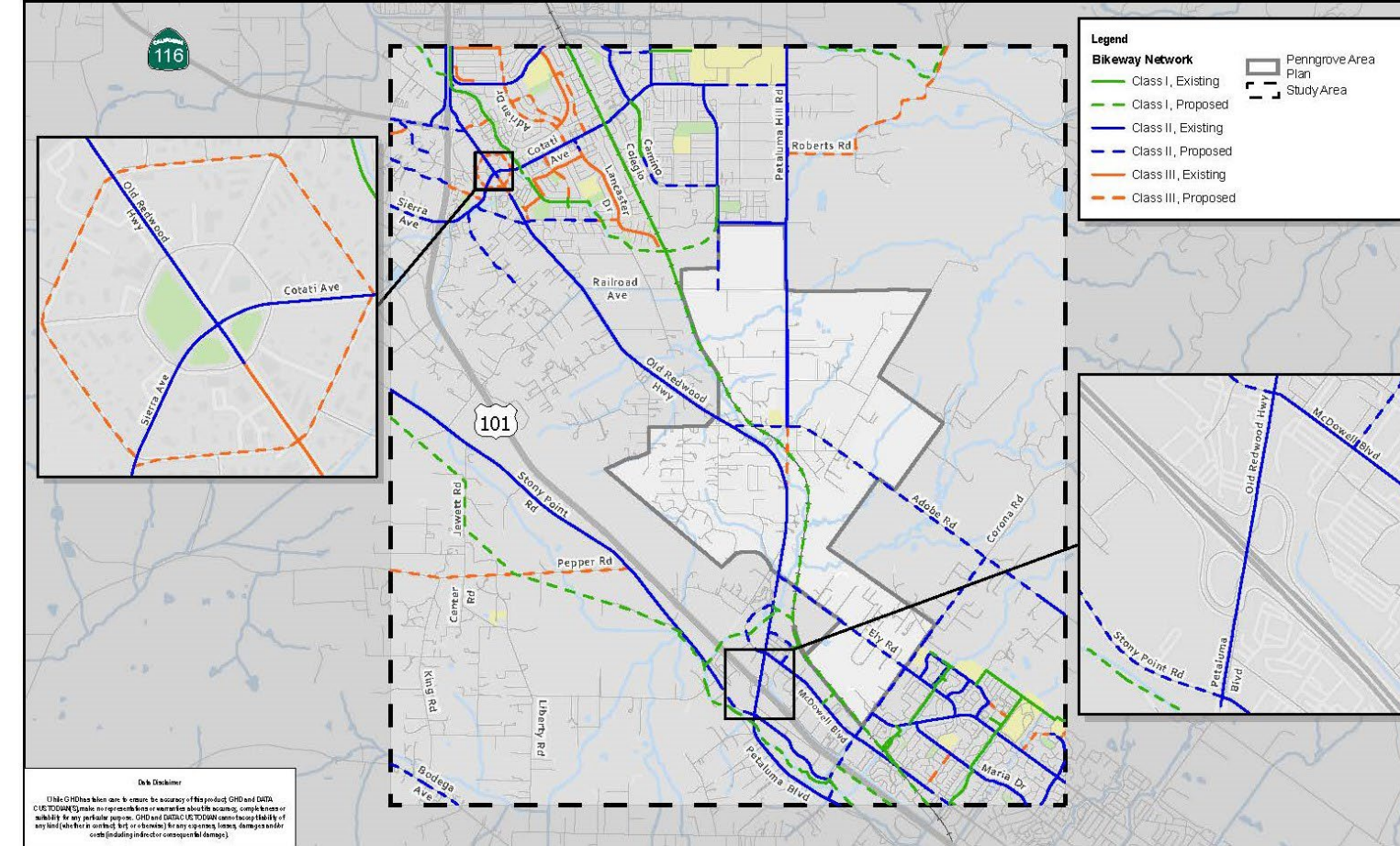
Collisions shown represent only those that occurred at a study intersection or roadway.

...of this product, GHG and GHG...
 ...to be about to advance...
 ...of GHG cannot accept liability of...
 ...expenses, losses, damages and/or...
 ...damages.

Existing Conditions

- **Bikeways**

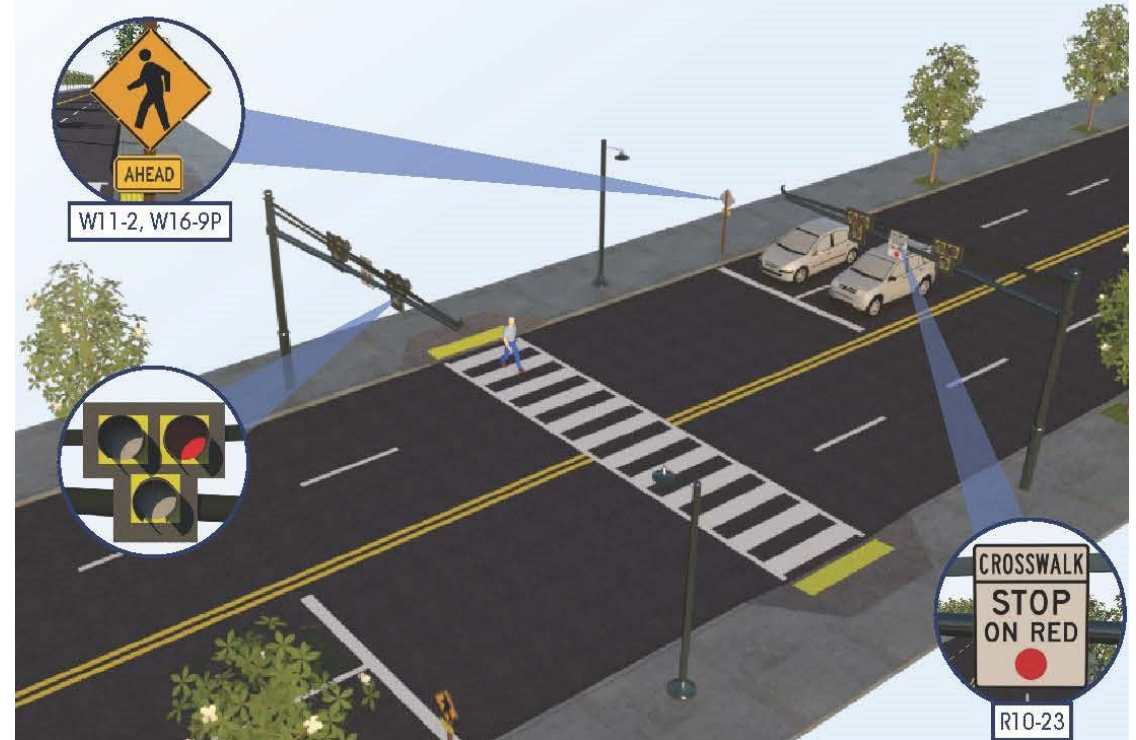
- ❑ Relatively limited accommodations on key streets today
- ❑ Upgrading bikeways (including buffer treatments) on key segments of Old Redwood Highway, Petaluma Hill Road and Old Adobe Road could be part of an overall strategy to reduce speeds (as in the photo example to the right)



Existing Conditions

- **Pedestrian Paths & Crossings**
 - ❑ Limited sidewalks
 - ❑ Most crosswalks are unmarked given high travel speeds
 - ❑ Providing signalized pedestrian crossings at select crosswalks (potentially including Pedestrian Hybrid Beacon crossings as shown on the the right) could be part of an overall strategy to reduce speeds and enhance walking conditions

Pedestrian Hybrid Beacon (PHB)



Existing Conditions

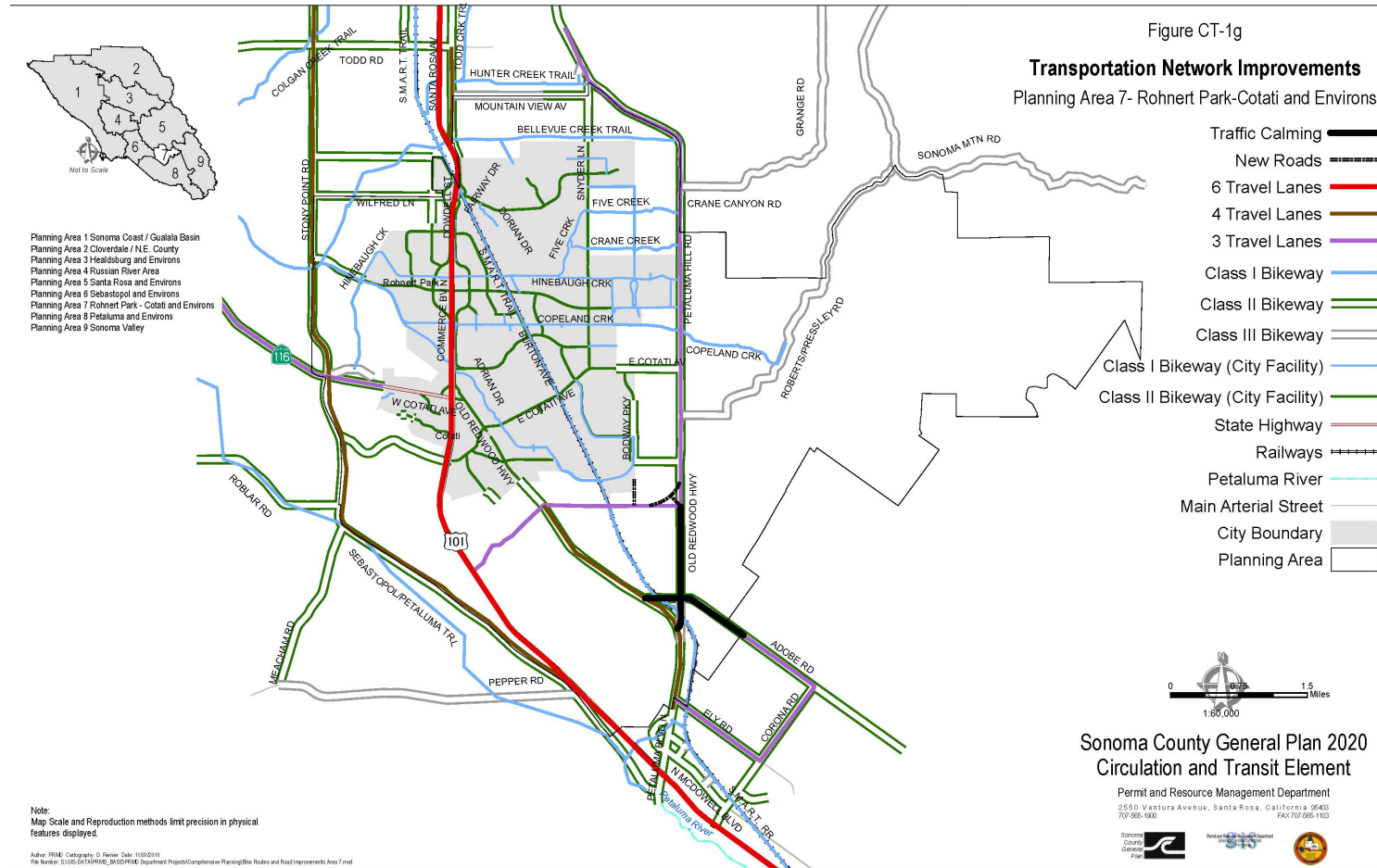
- **Traffic volumes**
 - ❑ 35,000 daily vehicles travel through and to/from Penngrove via Old Redwood Highway, Petaluma Hill Road-Main Street and Old Adobe Road
 - ❑ Roughly 70 percent is regional pass-through traffic
 - ❑ Peak hour choke points in central Penngrove
 - ❑ Traffic volumes have been relatively flat since 2007, as countywide growth rates have slowed since the 90s



County General Plan

Long-term Plans

- **Sonoma County's General Plan identifies long-term roadway improvements (not yet funded)**
 - ❑ Implementation has been largely contingent on future development occurring (but development has slowed in recent decades)
- The long-term (unfunded) improvements include:
 - ❑ **Railroad Avenue:** widen to include a center turn-lane & shoulders, and add southbound on-ramp to US 101
 - ❑ **Petaluma Hill Road:** traffic calming south of Railroad Avenue to encourage traffic to use Railroad Avenue (and discourage traffic through Penngrove)
 - ❑ **Old Adobe Road:** traffic calming to discourage traffic from cutting through Penngrove
 - ❑ **Old Redwood Highway:** widen to 2 lanes in each direction



Next Steps

Next Steps

- Web survey at PenngroveTraffic.com (May 11 to 29)
- Draft Study with Recommendations by late summer
- Community Workshop #2 (date TBD)



Questions and Comments



*** Thank You**

→ ghd.com