

## PUBLIC COMMENT – Brawn

### Goal TP-1: Petaluma Transportation Network Reimagined.

The Goal needs to make orient on 2045 and the path to getting there. What will the population distribution be relative to transportation: Number of multifamily dwellings, vehicles per dwelling unit, parking required, means to secure bicycles, means to charge bike batteries, cartage (trucks, buses, and other large vehicles), autonomous vehicles.

The Goal needs to be associated with the resources to achieve the end product of the goal. Will the financial resources be from the General Fund, House Tax rebates to the city, gasoline/diesel taxes, vehicle taxes. This is essential to establish priorities because if the source is reduced, such as gasoline/diesel taxes, then the revenues to achieve the Goal are reduced leaving the Goal high and dry.

The Goal needs hyperlinks such as used in Wikipedia in order to easily jump to the source or supporting or dependent aspect. Right now, and without hyperlinks the access is VERY difficult. You folks presumably have paper copies. I try to negotiate it on my computer. For example, how do I move back and forth in this write-up

“Does the framework establish a clear path to transforming the City’s transportation system, reducing VMT, and removing barriers to safe walking, biking, and transit use?”

The framework establishes a modal hierarchy (Policy 1.1), includes actions related to developing complete and green streets (Actions 1.1.2 and 1.2.1), and includes a draft street typology framework in Appendix ....”

Critical to achieving the end result will be getting the vehicle delay (LOS) and Vehicle miles traveled (VMT) to ensure traffic mobility. This means the PTN needs to prioritize certain roads such as arterials to make sure they are being kept clear and usable by 4-wheel + vehicles and not blocked by safety features, obstacles, and other things. If this is not done, the traffic will ALWAYS go to the easiest routing. Do not mix heavy vehicles with bicycle lanes and expect the lane markings to somehow protect the bikers.

Zoning and traffic flow need revision in order to achieve traffic flow.

Long range re-designation of streets to be specifically unblocked by bicycle and other slow-flow traffic so Petaluma can be fed and get to work.

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