

From: [abigail.smyth](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 12:33:18 PM

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---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Dear City Council Members,

Please support Petaluma Public Works' vision for bike lanes on D Street to ensure and expand my safety, as well as every other person who uses D St, in whatever transportation mode they prefer.

I bicycle between downtown and midtown multiple times per week. D St offers the most expeditious and safer option. This is an exciting time to make it better for everyone!

Please find this quick-build proposal as an opportunity to test and assess to find what works best for our community. Learn and grow.

Petalumans of all ages and abilities deserve to ride bikes and other non-car options to their daily destinations. The current mobility infrastructure in Petaluma, especially on D Street, is insufficient to achieve this vision. Implementing Public Works' proposal of 1 mile of wide, safe bike lanes on D Street is a great start.

The City's vision is for a bike-friendly Petaluma where people can bike on any street to get access to anywhere they need to go. The City's policies actually require us to do so: Bicycle and Pedestrian Master Plan (2008), Complete Streets Policy (2016), Climate Emergency Resolution (2019), Vision Zero (2020).

Our Public Works staff proposed bike lanes on D Street as part of their required job to follow these policies. Not only will these bike lanes make the street calmer, slower, and safer – they are also essential for enabling the 75% mode shift from single-occupancy vehicles to more efficient options by 2030 (as discussed in Petaluma's Blueprint for Carbon Neutrality). If you are serious about climate action and citizen safety, the choice is obvious.

Petaluma is a town where many people and families want to bike, but don't (yet) feel comfortable doing it because the proper safe infrastructure hasn't been built. For example: the narrow bike lanes on B St are not a safe, flat facility for children and less experienced riders (and it's out of the way for many routes). Many studies show that once safe bike infrastructure is built, citizens will indeed use it.

Bike lanes on D Street will be a gift to the community. Please follow our City's policy by voting for them.

Thank you,

Abigail Smyth



From: [Adam Garcia](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Monday, April 8, 2024 8:33:00 AM

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Dear City Council Members,

Please support Petaluma Public Works' vision for bike lanes on D Street and across the City.

I recently rode my new bike down D Street with my 3.5-year-old kid to access Helen Putnam Park. While driving along, there weren't many parked cars, but a few parked poorly and took up the bike lane, forcing us to ride in traffic. We can do better.

Petalumans of all ages and abilities deserve to ride bikes and other non-car options to their daily destinations. The current mobility infrastructure in Petaluma, especially on D Street, is insufficient to achieve this vision. Implementing Public Works' proposal of 1 mile of wide, safe bike lanes on D Street is a great start.

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Thank you,
Adam Garcia

From: [Alexi Erenkov](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Monday, April 8, 2024 9:48:58 AM

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Dear City Council Members,

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Thank you,
Alexi Erenkov

From: [Amelia Richardson](#)
To: -- City Clerk; -- City Council
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Monday, April 8, 2024 9:33:18 AM

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Dear City Council Members,

For the last year I've worked at a lab near the DMV and biked to work using the SMART trail from Payran to South Point. This path has allowed me to reduce my carbon emissions dramatically by allowing me to bike instead of drive and take a shorter route. If I were to drive, I can take Washington and north McDowell, or Petaluma Blvd and corona. The smart trail is much more direct! I'm so appreciative of this trail and it's inspired me to try to bike other places around town. But a lack of bike lanes, including on D street, makes it more complicated and scary than the bike path.

Please support Petaluma Public Works' vision for bike lanes on D Street. Check out this video made by the community: <https://youtu.be/LgMWKV-H65I> Petalumans of all ages and abilities deserve to ride bikes and other non-car options to their daily destinations. The current mobility infrastructure in Petaluma, especially on D Street, is insufficient to achieve this vision. Implementing Public Works' proposal of 1 mile of wide, safe bike lanes on D Street is a great start. The City's vision is for a bike-friendly Petaluma where people can bike on any street to get access to anywhere they need to go. The City's policies actually require us to do so: Bicycle and Pedestrian Master Plan (2008), Complete Streets Policy (2016), Climate Emergency Resolution (2019), Vision Zero (2020). Our Public Works staff proposed bike lanes on D Street as part of their required job to follow these policies. Not only will these bike lanes make the street calmer, slower, and safer – they are also essential for enabling the 75% mode shift from single-occupancy vehicles to more efficient options by 2030 (as discussed in Petaluma's Blueprint for Carbon Neutrality).

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Thank you,

Amelia Richardson

From: [Barry Bussewitz](#)
To: [-- City Council](#); [-- City Clerk](#)
Cc: [Bjorn Gripenburg](#); [Ken Eichstaedt](#)
Subject: Agenda #13: Yes on Option 1 for D Street! "Resolution Selecting Design Alternatives for the D Street Traffic Calming..."
Date: Sunday, April 7, 2024 5:38:56 PM
Attachments: [D Street parking census Methodist Church Easter morning.pdf](#)

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Esteemed Council Members and Staff:

I am humbled by the quality of work that Gina Benedetti-Petnic, Ken Eichstaedt and Bjorn Gripenburg have put into the D Street Calming planning and for the documents in the packet for the April 8 Council meeting.

I heartily endorse the Option 1 proposal. This option is based on sound science and circulation research, extensive community outreach, community support, and our City policies for Complete Streets (2016), Carbon Neutrality (2019), and Vision Zero (2020).

I live a block down from D Street on Sixth Street, and I have had many conversations with D Street residents and other friends and neighborhoods in the D Street neighborhood. For those who still have objections to the Option 1 plan, I have encouraged them actually to view the plan. The City documents meet the counter arguments soundly.

I am dedicated to doing our best for the future and our climate. I ride my bike all over town for shopping, business, community engagement and socializing. My wife and I take Petaluma Transit for appointments and entertainment. Option 1 does not asks anyone on D Street to do this; we are asking for a few of them on occasion to park in their driveway or walk a short distance.

Because I take their concerns and fears seriously, I did a count of parking spaces around the Methodist Church on Easter morning. While the Easter morning services were in full swing there and also at St. John's down the block, I identified 35 available curbside spaces within a block and one-half walk from the entrance to the Methodist Church during Easter Services. Most of these were less than one block away and did not require crossing a single street; this does not include the many spaces open at the Mail Depot or the Post Office, also without crossing a street. I have attached my data summary below.

Because it is so easy to take publicly-supported curbside parking for private use as an American entitlement, I know there will be aggrieved and blaming folks if parking is restricted to one side only, as Option 1 calls for. I assert that this is more than adequate for the need, especially with the excellent plans for calming down traffic and making street crossing much easier. So the choice for Option 1

may feel like one of the hard ones. This is one reason I intend to stand with you in public on Monday night and my voice and face to this important choice for our beloved Petaluma.

Thank you,
barry

Barry Albert Bussewitz

[REDACTED]
Petaluma, California [REDACTED]
[REDACTED]



D Street parking census Methodist Church Easter morning.

Census taken 11:30 to 11:50AM after the start of church service.

35 open spaces within 1 and 1/2 blocks of the Methodist Church.
Many closer.

28 of these open spaces available without crossing any street.

18 additional unmarked, unreserved spaces available at the Mail Depot, also not requiring crossing any street.

2 open spaces available in Methodist Church's own parking lot!

55 Therefore a demonstrated availability of 55 additional open parking spaces at the Methodist Church on Easter morning during services without parking on or crossing D St. This does not count any spaces at the Post Office, Napa Auto Parts, or marked for Disability parking.

Additional observation — Post Office lot, adjacent to Church with no street crossing.

12 Customer spaces at Post Office: 7 open, 5 taken;

12 Employee spaces: 5 open, 7 taken.

Occupants of 5 cars observed parking at Post Office and going to the church.]

From: [Bernie Album](#)
To: [-- City Council](#); [-- City Clerk](#)
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 3:37:30 PM

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Thank you,
[YOUR NAME]

From: [Beth Green](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 2:56:51 PM

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Dear City Council Members,

Please support Petaluma Public Works' vision for bike lanes on D Street.

Petaluma is a town where many people and families want to bike, but don't (yet) feel comfortable doing it because the proper safe infrastructure hasn't been built. **I am one of those people and I've noticed that I've become less healthy since moving here. I don't feel I can safely bike or walk to all the places I normally would. The town simply is not bike- or pedestrian-friendly in so many parts.**

To travel safely with my son, we must drive instead of riding our bikes. We tried biking to school and were run off the road on East D Street, near the train tracks. That was the last "Walk and Roll to School" day we participated in and I was the Walk and Roll coordinator at the time.

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Thank you and warm regards,
Beth Green

Sent from Gmail Mobile

From: [Bernie Album](#)
To: -- City Council; [Kevin McDonnell](#)
Subject: D Street Redesign
Date: Sunday, April 7, 2024 4:06:46 PM

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Mayor Kevin McDonnell and City Councilmembers:

The unsafe traffic problem on D Street is SPEEDING. The best way to slow traffic is by providing all the th changes planned in project design by public works.

Studies done by our federal and state traffic agencies show the following:

*The presence of bicycle riders and pedestrians causes traffic speed to slow

** Bulbout at intersections slow traffic

***No right turn on RED saves pedestrians and bicyclists from injury or death.

Please vote YES for the D-Street redesign as proposed.

Bernie Album

Petaluma CA

From: Beverly R Voloshin [REDACTED]

Sent: Sunday, April 7, 2024 2:40 PM

To: Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; John Shribbs <jshribbs@cityofpetaluma.org>; Barnacle, Brian <bbarnacle@cityofpetaluma.org>; Mike Healy <mhealy@cityofpetaluma.org>; Karen Nau <knau@cityofpetaluma.org>; Pocekay, Dennis <dpocekay@cityofpetaluma.org>; Janice Cader-Thompson <Jcaderthompson@cityofpetaluma.org>

Subject: D Street project: calm traffic, add crosswalks

Dear City Council,

I am a long-time resident of D Street, close to the dangerous intersection of 10th and D. I have run out of the house a number of times when I heard a crash to see if I could be of aid. I have talked with those in the accidents to see if they were injured, if they were in shock, if I needed to place a call for them—for an ambulance, a tow-truck, a friend to come and pick them up. I have directed traffic around a wreck, around broken glass and car parts, around a load of screws strewn in the street. I have helped to sweep up the messes, because no one from the City does that. I have sat with a motorcyclist who was clipped by a car to see if he had a concussion. I have seen a driver trapped in her vehicle that was flipped on its side. We had to place a towel over her head; the police carefully broke the driver's window and pulled her out.

We need to slow the traffic on D. We really, really need to slow the traffic. We need a crosswalk at D and 10th. We need to address the 5th Street intersection. Pedestrians need to be able to cross at intersections; as it is, drivers very rarely stop for pedestrians at intersections, but they will stop if there is a crosswalk.

Given these needs, I, like many of my neighbors, appreciate the work that Pepper Fernandez and city staff did earlier on a plan to calm traffic on D Street.

D is an arterial and a truck route. The traffic is at times very heavy. I would love to have cyclists instead of heavy traffic and trucks on D Street, but we cannot eliminate the heavy traffic and trucks.

Thus, D is not good as a designated bike route:

1. If you have studied for a driver's test in recent years, you will know that drivers of large trucks have very large blind spots where they cannot see a cyclist. Eliminating parking will not help in this case.
2. The statistics for accidents on D are almost certainly an undercount, because most people only report an accident if there is an injury or if a vehicle needs to be towed.
3. The exhaust from the traffic is not what a cyclist wants to breathe.

The City should be concerned about being sued by injured cyclists if it makes this change despite guidelines for not designating truck routes as bicycle routes.

We have B Street, two blocks away, as a much safer street for bikes.

Thank you for your consideration.

Sincerely,
Beverly Voloshin



From: [Bob Stires](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 11:07:13 AM

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Bike lanes on D Street will be a gift to the community. Please follow our City's policy by voting for them.

Thank you,
Bob Stires

From: [Bruce Hagen](#)
To: -- City Clerk; -- City Council
Subject: Please support trial of bike lanes on D Street
Date: Friday, April 5, 2024 12:47:14 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Dear City Council:

I strongly support the proposed traffic calming and safety improvements to D Street and 5th Street, including the addition of a quick-build trial of Class 2 bike* lanes. I agree with and will not repeat the points made in letters from my fellow Safe Streets Petaluma members, Nathan Spindel and David Felix. I add my observations as a resident of Petaluma since 1981, former eight-year member of the City's Recreation, Music, and Parks Commission and Pedestrian and Bicycle Advisory Committee (and co-author of Petaluma's first Pedestrian and Bicycle Plan). I am also an everyday (utility) cyclist, occasional driver, and co-founder of Safe Streets Petaluma. My son and his young family live on Sunnyslope Avenue, two doors from D Street. (*Note: I use "bike" and "cyclist" to designate all non-automotive means of transport, including the fast-growing array of personal mobility devices).

I have four points to make, including a suggestion for a win-win outcome:

First and foremost, the D Street project should not be evaluated in isolation.

That gives too much weight to the opinion of a small group of D Street residents. Rather, **it should be judged as a critical piece of a *citywide network of low-stress bikeways*. And it is this *network* we need to meet our climate, safety, and equity goals.** This point is illuminated by Safe Street Petaluma's proposed [Park2Park Crosstown Bikeway](#), of which this project is an important part (see page 34 of the Staff's presentation, along with a map of the P2P, included below.) The P2P connects east (Washington Street Sports Fields) to west (Putnam Park Extension), passing through high density, lower income neighborhoods east of the freeway. The P2P will be an economic equalizer. Affordable and healthy mobility options will open up shopping, recreation, employment and education opportunities for historically underserved areas. The benefits to these Petalumans -- folks who, incidentally, are less likely to know about this pending decision -- should be included in what is weighed against the D Street residents desire for convenient (and extremely underutilized) parking in the public right-of-way.

D Street today is not a safe, low-stress bikeway. The "Class 3" (sharrow) bike lanes are the worst kind of bike route, forcing cyclists in and out of traffic lanes, dodging the mirrors of fast-moving cars and potential "dooring" from the parked

cars. I have 55 years of urban commuting experience, and I avoid it. But it is the most direct, intuitive route downtown. And it will connect, via the P2P, to the library, fairgrounds, Target, the 101 pedestrian bridge to the McDowell shopping centers, and out the Washington Creek Trail to Wiseman Park. I'd love to ride (and take my grandkids) on this route, once we have safe low-stress bikeways.

B Street is not an acceptable alternative. The substandard (four foot wide) bike lanes are crowded by a couple blocks of heavily used parking, with wide trucks and the dooring threat impinging on the bike lane. They are acceptable for the occasional local bike traffic, better than nothing, and certainly better than today's D Street. And there's no reason why we can't have more than one street with designated bike-only lanes. Let's face it: abandoning D Street for B Street would be a permanent physical detour around a temporary political traffic jam, not the bold action we need in this time of climate crisis.

The replacement of underground utilities, planned for 2025-26, guarantees that the bike lane test will be temporary. Depending on the test results, the City could then (in reverse order of my preference):

1. Replicate what we have now: no bike lanes. This is the worst possible outcome, from a safety point of view. Definitely not "grandkid friendly" ♂
2. Restore the Class 2 lanes and parking reductions from the test (if the test data justifies it). This represents a big improvement in cycling safety over option 1. But it still leaves cyclists with nothing but paint separating them from the cars and trucks. Those vehicles will then enjoy a wide, straight, and smooth asphalt "runway", encouraging high speeds and smartphone scanning. And it still leaves the two long swaths with no parking on one side of the street, the very thing which bike lane opponents have been fighting.
3. Build "Slow D Street" (see illustrations at [link](#) and screenshot below). It has high potential for a win-win outcome:
 - It addresses everyone's desire for safe pedestrian and bike* travel on D Street (*including the entire growing family of wheeled mobility devices). It does this with *barrier-protected* mobility lanes, the gold standard of on-street bike lanes.
 - It can be accommodated between the existing curbs.
 - It will be designed to slow cars and trucks to 20 MPH, with narrow lanes, landscaped [chicanes](#), corner bulb-outs, and crosswalks.
 - With additional trees, landscaping and other amenities, it would complement the historic beauty and grace of D Street and its historic homes.
 - It would include the other "traffic calming" intersection treatments and crosswalks that are part of the City's current plan for immediate work.

It would be more judicious in its allocation of on-street parking. The parking clusters alternate between both sides of the street along the entire stretch (e.g. it might be designed to leave the on-street parking by the church)

- o Most important, it can unite the opposing "camps" to get behind a truly Petaluma-worthy and D Street-worthy project, setting a great precedent for the other mobility work needed to meet the goals of our community.

Slow D Street for Everyone

- Barrier-protected bike lanes on both sides
- Parking on both sides, alternating within blocks
- Gentle curves & narrow lanes slow cars down
- Design, construction would follow the 2024 test of Class 2 bike lanes.

- Safe Streets Petaluma 2024

Overhead view → shows curving "chicane" lanes bordered by parking & barrier-protected bike lanes. Bike lanes always at the curb, not exposed to traffic. The road's very design causes drivers to slow down, pay attention.

This schematic shows how the parking might alternate between SE and NW sides of the street.

CAR LANES chicane (@ 20 MPH) between the on-street PARKING locations on either side of the street.

BIKE LANES, along the curb, are protected from car lanes by parking or by physical barriers.

It's been said that we (baby boomers) are the first generation to experience the effects of catastrophic climate change, and the last generation who can do anything to prevent it. And, sadly, many of my fellow boomers don't seem to get this, and still put their desire for convenience (e.g. free public parking) above the interests of climate-safe, affordable, and healthy mobility choices for all Petalumans. But I have hope that, together, we can choose a different path. It's not too late.

Thank you for your attention and leadership.

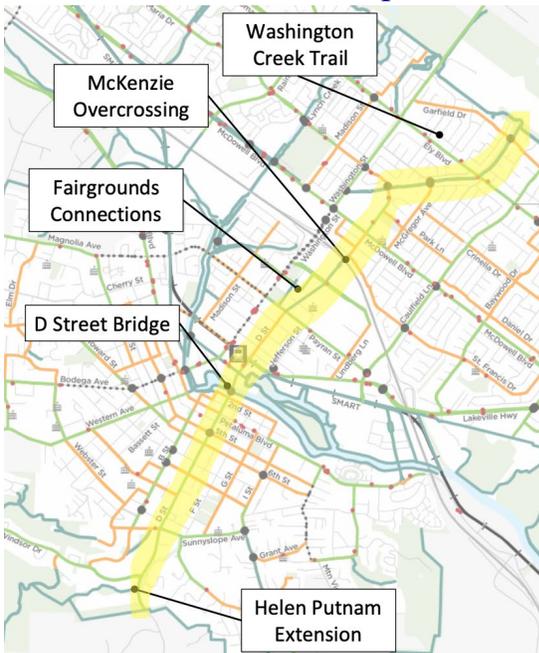
Bruce
 Bruce Hagen
[Safe Streets Petaluma](#)





Reference illustrations for Park2Park Crosstown Bikeway

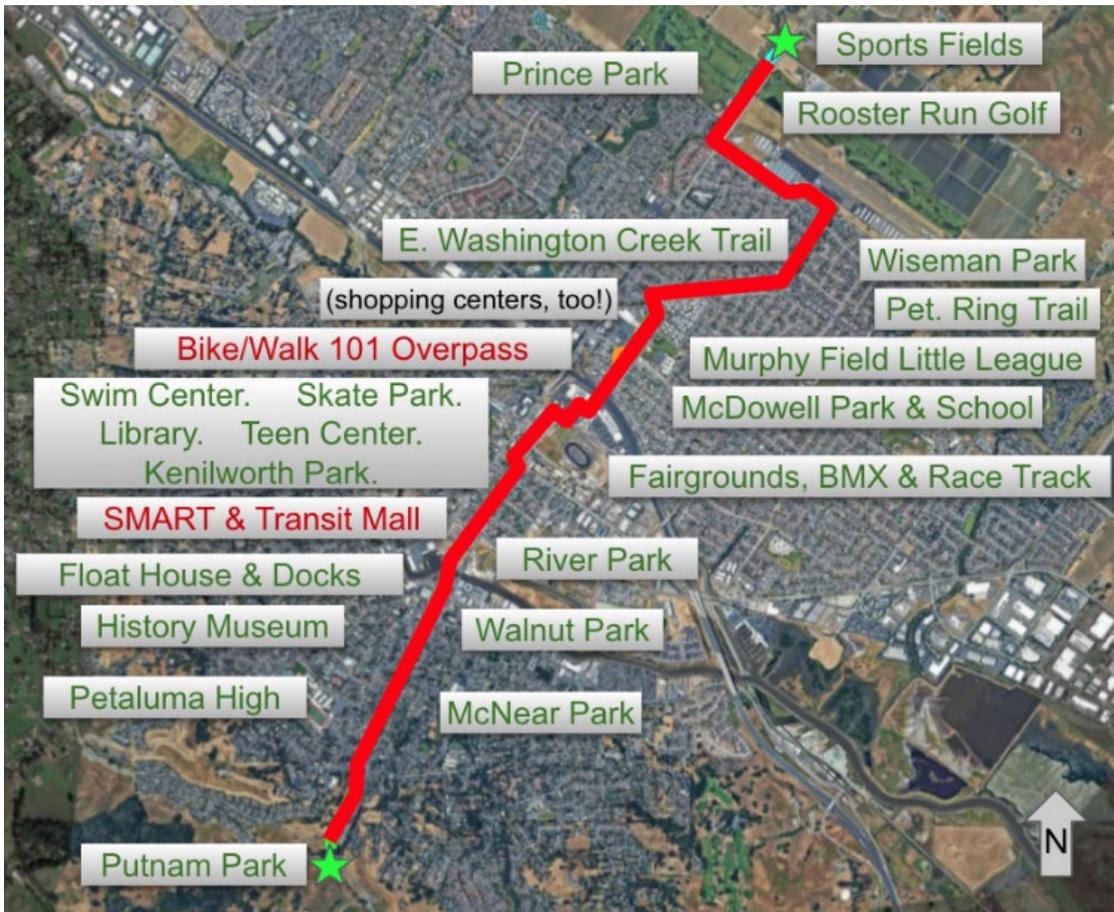
- From Draft Active Transportation Plan



Draft Active Transportation Plan – Proposed Bike Network

- Identified as priority in draft Active Transportation Plan
- Proposed crosstown bikeway leverages Washington Creek Trail, McKenzie overcrossing, Fairgrounds, and D Street bridge
- Provides connectivity to Helen Putnam Regional Park extension

- From Safe Streets Petaluma website





From: [Carol Messer](#)
To: [-- City Council](#); [-- City Clerk](#)
Subject: D St Bike Lane
Date: Sunday, April 7, 2024 5:15:36 PM

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To members of the City Council and City Clerk:

I am writing in support of the D St bike lane. The county already maintains a bike lane on D from the city limits out, and we need a safe approach to that bike lane. B St is nice but it does not connect to roads that cyclists ride, D St and Western. Please support this needed bike infrastructure.

Carol Messer
Petaluma cyclist

Sent from my iPhone

From: [Cathleen Sullivan](#)
To: -- City Clerk; -- City Council
Subject: Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Friday, April 5, 2024 1:25:55 PM

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---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Dear City Council Members,

Please support Petaluma Public Works' vision for bike lanes on D Street. I bike my 5 year old on D street to get to her daycare and I use D Street and 5th for various errands and outings on my bike. Petaluma has immense potential to be a bike friendly community but we cannot achieve this until we get more dedicated bike infrastructure!!

Check out this video made by the community: <https://youtu.be/LgMWKV-H65I>

Petalumans of all ages and abilities deserve to ride bikes and other non-car options to their daily destinations. The current mobility infrastructure in Petaluma, especially on D Street, is insufficient to achieve this vision. Implementing Public Works' proposal of 1 mile of wide, safe bike lanes on D Street is a great start. Traffic calming and other bike-friendly treatments on 5th are also critical to connect my neighborhood to downtown.

The City's vision is for a bike friendly Petaluma where people can bike on any street to get access to anywhere they need to go. The City's policies actually require us to do so: Bicycle and Pedestrian Master Plan (2008), Complete Streets Policy (2016), Climate Emergency Resolution (2019), Vision Zero (2020). Our Public Works staff proposed bike lanes on D Street as part of their required job to follow these policies. Not only will these bike lanes make the street calmer, slower, and safer – they are also essential for enabling the 75% mode shift from Single Occupy Vehicles to more efficient options by 2030 (as discussed in Petaluma's Blueprint for Carbon Neutrality). If you are serious about climate action and citizen safety, the choice is obvious. Petaluma is a town where many people and families want to bike, but don't (yet) feel comfortable doing it because the proper safe infrastructure hasn't been built. For example: the narrow bike lanes on B St are not a safe, flat facility for children and less experienced riders (and it's out of the way for many routes). Many studies show that once safe bike infrastructure is built, citizens will indeed use it. Bike lanes on D Street will be a gift to the community. Please follow our City's policy by voting for them. Thank you,

Cathleen Sullivan

[REDACTED] Petaluma, CA [REDACTED]

From: [chris c \[REDACTED\]](#)
To: [Kevin McDonnell](#); [John Shribbs](#); [Barnacle, Brian](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekey](#); [Janice Cader-Thompson](#); [Eric Danly](#); [Peggy Flynn](#); [Christopher Bolt](#); -- City Clerk
Subject: Argus Courier / Trucks and bikes on D Street
Date: Sunday, April 7, 2024 10:02:16 AM
Attachments: [IMG_4145.PNG](#)

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■ COMMENTARY ■

Trucks and bikes just don't mix

Installing new bike lanes on D Street would be dangerous for cyclists

By **DIANA FURCHTGOTT-ROTH**
FOR THE ARGUS-COURIER

None would expect a dangerous bike lane in beautiful Petaluma. But the City Council is considering building new bike lanes along D Street, a designated truck route with a fire station, named by Sonoma County's High Injury Network as a street with the most severe injuries.

The new lanes are unnecessary, since nearby B Street, which is not a truck route, already has dedicated bike lanes. The proposal, which is scheduled to come to the City Council for a vote on April 8, should be rejected on safety grounds.

Petaluma boasts that it is "Sonoma County's gateway to wine country and the Pacific Ocean." Tourists, unfamiliar with the area,

rent bicycles and will not know that the D Street bike lane is close to trucks and emergency vehicles. The city has a responsibility for the safety of residents and tourists that it spends funds to attract.

U.S. cyclists killed in crashes hit a peak of 966 in 2021, according to the latest data available. Crashes accounted for 85% of deaths, and over 60% of deaths happened when cyclists were biking along roads, rather than at intersections. In addition, almost 42,000 cyclists were injured in 2021, up 10% from 2020.

In light of increases in deaths and life-changing injuries, cities should keep cyclists safe. Some bike lanes are safer than others, but placing bike lanes in unsafe areas, such as on truck and emergency vehicle routes, can lead to harm.

One example of many: In 2022, State Department diplomat Sarah Langenkamp, who had recently returned from Ukraine, was killed in a bike lane on a major Maryland road. A Volvo flat-bed truck



The bike lane on D Street at 8th Street in west Petaluma is shared with street parking.

turned right into a parking lot and hit her. Although it was daylight, the driver in his high cab didn't see

Langenkamp on her bike.

A March 5, 2020, Engineering and Traffic Survey for the City of Petaluma concluded that D Street has "an above-average collision rate." It is clearly not a candidate for a bike lane.

Cycling can be unsafe even on quiet streets, and adding trucks compounds the danger. On residential streets such as D Street, it's impossible to structure bike lanes without pedestrians stepping into the lane to cross the street and delivery vans stopping to drop off packages, blocking bike lane access. Even when bike lanes are protected from car lanes with a line of parked cars or a physical barrier, cars and trucks make right or left turns across the lanes at intersections.

Jan Heine, editor-in-chief of *Bicycle Quarterly*, wrote over 10 years ago, "Any barrier that separates the cyclist visually from other traffic effectively hides the cyclist. This is counterproductive to safety." "This would be far worse on a truck route where the

truckers' elevated positions create many blind spots.

The D Street bike lane would harm the community by eliminating 120 parking spaces used by homeowners and members of the Petaluma United Methodist Church. Rev. Robert Herrmann is concerned that elderly and handicapped congregants won't have parking for access to Sunday worship or mid-week activities, such as Alcoholics Anonymous and quilting.

Cyclists should be discouraged from biking on truck routes. Petaluma should place bike lanes where fatalities and injuries will be minimized — both for residents and tourists.

Diana Furchtgott-Roth, former deputy assistant secretary for research and technology at the U.S. Department of Transportation, is director of The Heritage Foundation's Center for Energy, Climate and Environment and an adjunct professor at George Washington University.



Bikers get fresh air and sunshine at Helen Putnam Regional Park south of Petaluma.

Letters Continued from A6

knowledge dissemination and cultural enrichment. In an ever-changing world, the library is a truly special place where you can connect with others, learn new skills, and focus on what matters most.

One of the core themes of National Library Week is inclusivity. Libraries serve as democratic institutions that welcome people from all ways of life, regardless of age, background, or socioeconomic

status.

Sonoma County Library is committed to the idea that libraries are for everyone.

The programs we offer during National Library Week include succulent swaps, Tai Chi classes and AARP Tax Assistance. We also offer a unique program for young readers called Read to a Dog, where children build confidence in their reading skills by reading aloud to well-trained dogs who love to listen to stories in English, Spanish or any language. Find out about these programs and more

at [events.sonomalibrary.org](#).

National Library Week celebrates the vital role of library staff as information specialists and community leaders. Librarians are passionate advocates for intellectual freedom and access to information, helping you navigate a sea of resources.

National Library Week is an opportunity to recognize and appreciate the dedication and expertise of library workers who serve their communities.

Erika Thibault, director
Sonoma County Library



Commentary

Continued from A6

model: Connect, Move Naturally, Eat Wisely, and Right Outlook.

There will be cooking demonstrations and tastings, community art and connection activities, yoga and mindfulness, dancing and music, children's games, health education and screenings, books and resources, and more. Please register for this free event at bluezonesprojectpetaluma.com/kickoff.

This project is more than just a pathway to a healthier Petaluma; it's an investment in our future. Blue Zones Project Petaluma is sponsored by Healthy Petaluma District

Editorial

Continued from A6

watershed.

There was never a guarantee that water advocates would get here. Environmentalists, tribes, cities, agriculture, recreational users and other water interests fight for their share. Often, they remain at loggerheads as they stare down the reality of high demand and

BLUE ZONES COMMUNITY KICK-OFF

What: Blue Zones Project Petaluma Community Kick-Off Event

When: Sunday, April 14, 12-3 p.m.

Where: SRJC Petaluma Campus, 680 Sonoma Mountain Pkwy, Petaluma

Info: bluezonesprojectpetaluma.com/kickoff

and Foundation, the city of Petaluma, and Providence, owner and operator of our community hospital. By prioritizing preventative measures and fostering a culture of well-being, we will create a more vibrant and resilient community.

As healthcare costs decrease and productivity increases, Petaluma will solidify its reputation as a vibrant and desirable place to live, work,

and raise a family. This community's enthusiasm, engagement, and strong community spirit are essential to the success of our collective movement creating greater health and well-being for all.

Please join us in reshaping our future of health and well-being for all Petaluma community members.

Nichole Warwick is executive director of Blue Zones Project Petaluma.

diminishing supply. More droughts will come in a warming world.

Competing interests compromised and found a path forward that promises to serve multiple water needs. That's an encouraging sign for other dam removal projects that disrupt the status quo. Further north, dams in the Klamath River Basin are coming down, and have generated a great deal of controversy.

The Eel and Russian rivers plan won't resolve all of the region's water issues, nor will it make everyone happy in the end. What it will do is provide incremental progress toward a future in which Californians change their habits and ensure that water goes not just to industry, agriculture and homes but also back to the natural world where other species rely on it. Water is life.

SHARE YOUR OPINION

- Email letters to the editor of no more than 350 words to editor@arguscourier.com. Longer pieces — up to 650 words — may be considered for publication as a guest commentary.
- All letters must include the author's name, address and phone number. Addresses and phone numbers will not be printed. Names will not be withheld.
- Letters may also be sent to the Argus-Courier, P.O. Box 750308, Petaluma, 94975.

WOMAN'S CLUB

We look forward to meeting you!



Join our vibrant group of Petaluma women in our historic Craftsman style clubhouse!

Women are invited to attend an event as a guest.

Our April events include:

Scholarship Awards
LUNCHEON, April 11, 11:00 AM

&

Art Night & Scholarship Awards
DINNER, April 18, 6:00 PM

Watch for us in the
Butter & Eggs Day Parade
April 20, 2024!

For more information, visit:



Get the latest Petaluma news updates online at



Sent from my iPhone

From: [Barnacle, Brian](#)
To: [chris.compasswealthadvisors.net](#); [Kevin McDonnell](#); [John Shribbs](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [Janice Cader-Thompson](#); [Eric Danly](#); [Peggy Flynn](#); [Christopher Bolt](#); -- City Clerk; don.frances@arguscourier.com; [Sawhney, Jennifer](#)
Subject: Re: Argus Courier / Trucks and bikes on D Street
Date: Sunday, April 7, 2024 11:45:16 AM
Attachments: [IMG_4145.PNG](#)

Hi Chris,

Do you know what Diane's connection is to this project? I have been wondering how she heard about it and why would she take the time to comment on it... Her LinkedIn says she is in DC.

Her byline in the Argus sounds great, so I looked into her employer and policy positions on related topics. I found out that she worked under the Reagan and both Bush administrations. She is pro-fossil fuel and anti-EV. Her recent writing suggests we should expand fossil fuel production, that Trump should be back in the whitehouse, and that NYC should remove bike lanes and outdoor seating to make more room for cars to fill city streets. She written books about how "*Green Jobs Policies are Destroying America's Economy*". Her employer is a conservative polictical group that is anti-abortion, and thinks the Alabama courts got the IVF case right. It strikes me that Diane's politics are severely at odds with most of Petaluma's politics. She seems like a climate denier and a fossil fuel shill. Is this who we should listen to regarding Petaluma's transportation issues?

Best,
Brian

From: chris [REDACTED]
Sent: Sunday, April 7, 2024 10:01 AM
To: Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; John Shribbs <jshribbs@cityofpetaluma.org>; Barnacle, Brian <bbarnacle@cityofpetaluma.org>; Mike Healy <mhealy@cityofpetaluma.org>; Karen Nau <knau@cityofpetaluma.org>; Dennis Pocekay <dpocekay@cityofpetaluma.org>; Janice Cader-Thompson <Jcaderthompson@cityofpetaluma.org>; Eric Danly <EDanly@cityofpetaluma.org>; Peggy Flynn <PFlynn@cityofpetaluma.org>; Christopher Bolt <cbolt@cityofpetaluma.org>; -- City Clerk <cityclerk@cityofpetaluma.org>
Subject: Argus Courier / Trucks and bikes on D Street

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From: [chris c \[REDACTED\]](#)
To: [Barnacle, Brian](#); [Kevin McDonnell](#); [John Shribbs](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [Janice Cader-Thompson](#); [Eric Danly](#); [Peggy Flynn](#); [Christopher Bolt](#); -- [City Clerk](#); don.frances@arguscourier.com; [Sawhney, Jennifer](#)
Subject: Re: Argus Courier / Trucks and bikes on D Street
Date: Sunday, April 7, 2024 2:41:08 PM
Attachments: [IMG_4145.PNG](#)

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Brian,

Thanks for the response. I'm not sure how she came to hear about the project. We don't view this as being about climate or fossil fuels. For our group, it's about safety and the dis-enfranchised and under-represented of the community that will be negatively impacted if this is approved. I know nothing of her politics and as far as I can tell the article addressed primarily safety issues. From your email, you and I seem to be pretty much politically aligned. Just not on this issue.

Chris

Chris Cort, Chief Investment Officer
Compass Wealth Advisors
A Registered Investment Advisor



From: Barnacle, Brian <bbarnacle@cityofpetaluma.org>
Sent: Sunday, April 7, 2024 11:44 AM
To: chris [REDACTED] <[REDACTED]>; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; John Shribbs <jshribbs@cityofpetaluma.org>; Mike Healy <mhealy@cityofpetaluma.org>; Karen Nau <knau@cityofpetaluma.org>; Dennis Pocekay <dpocekay@cityofpetaluma.org>; Janice Cader-Thompson <Jcaderthompson@cityofpetaluma.org>; Eric Danly <EDanly@cityofpetaluma.org>; Peggy Flynn <PFlynn@cityofpetaluma.org>; Christopher Bolt <cbolt@cityofpetaluma.org>; -- City Clerk <cityclerk@cityofpetaluma.org>; don.frances@arguscourier.com <don.frances@arguscourier.com>; Sawhney, Jennifer <jennifer.sawhney@pressdemocrat.com>
Subject: Re: Argus Courier / Trucks and bikes on D Street

Hi Chris,

From: [cynthia.berhtram](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Monday, April 8, 2024 8:59:36 AM

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Dear City Council Members,

Please support Petaluma Public Works' vision for bike lanes on D Street.

My family of 4 enjoys cycling for recreation and for utility. We use our bikes to get around town for fun, but we also use bikes for shopping, getting to after-school activities, and as a means to get to playgrounds and parks around town. The city does not feel safe for riding yet, particularly for young kids. We use the sidewalks by default when riding with our kids, ages 4 and 7. D Street will add a key connector throughout town that we hope will be the beginning of a truly safe, sustainable, and fun tomorrow for Petaluma's kids.

Please follow our City's policy and commitment to human-centered transportation and addressing the climate emergency by voting for bike lanes on D Street.

Thank you,
Cindy Berhtram

From: [Colleen Barclay](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Monday, April 8, 2024 10:16:54 AM

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Dear City Council Members,

Please support Petaluma Public Works' vision for bike lanes on D Street. Your commitment to testing this redesign of such a crucial street is so important, and would signal that our city is really serious about reducing car dependency.

I first moved to Petaluma in 1984, sent 2 kids through the public school system, and am a lifelong cyclist for both recreation and transportation. And yet I never felt comfortable and confident about riding with my kids on the city streets — and definitely not on D Street, even though it was often the most direct route to where we wanted to go. So I'm extra excited about this great start on a safe, low-stress network for active mobility. I see ever-increasing numbers of families using bikes, and they deserve our support. For that matter, anyone who walks or drives on D Street also deserves a safer, more pleasant experience, which the traffic-calming effects of the proposed design will encourage.

Let's do this! Please remember that a bike-friendly city is a human-friendly city, something that is being demonstrated in other cities around the nation and elsewhere. Thanks so much for your service and consideration.

Sincerely,
Colleen Barclay

From: [David Felix](#)
To: [-- City Council](#); [-- City Clerk](#)
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Friday, April 5, 2024 10:13:17 AM

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Date: April 5th, 2024

From: David Felix

Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects

Dear City Council,

The decision to advance safe streets for D street and 5th street is an opportunity for an inflection point in Petaluma towards achieving your climate and safety goals.

You have declared a climate emergency and set ambitious goals of climate neutrality and vision zero objectives by 2030 - that is less than 6 years away. Without taking bold and decisive actions, these goals will be impossible to reach.

You may have seen the City of San Francisco getting ripped apart for making similar goals but not implementing enough changes to actually achieve them.

Link: <https://missionlocal.org/2024/03/sf-vision-zero-lacks/>)

The Petaluma Blueprint for Carbon Neutrality was published over 6 months ago and lays it out pretty well:

- P8
 - *Nearing our climate goal will require an almost complete transformation of our local economy*
 - *transition 75 percent of all travel trips to modes other than SOVs*
- P34
 -

67% of total emissions are from transport

- P61- 62
 - *Limit the amount of parking available*
 - *create scarcity*
 - *add inconvenience to SOV trips*
 - *disincentivizing driving.*
- P65
 - *Foundational to meeting the City's carbon neutral target is to **redesign the City's streets around people rather than vehicles***

Let me also remind you of Article 8, section 54 of your charter: *Said city, by and through its council and other officials, shall have and may exercise all powers necessary or appropriate to the municipal corporation and the general welfare of its inhabitants, which are not prohibited by the constitution and which it would be competent for this Charter to set forth particularly or specifically, and the specifications herein of any particular powers shall not be held to be exclusive or any limitation of this general grant of powers.*

Unfortunately, we have seen time and time again that you are unwilling to make these hard decisions.

For example, the community supported bike lanes on Petaluma Blvd South between E and H Street, but you caved to a vocal minority and put parking on both sides with no bike lanes. Sharrows in the drive lane most definitely do not follow your guidelines of complete streets. Sharrows in the drive lane are dangerous for cyclists and also dangerous for drivers. Sharrows in a drive lane are not bike lanes - they are drive lanes for cars. Suggesting that cyclists should share that space creates a hazardous situation that endangers everyone. This kind of design is not in the best interest of the general welfare of Petaluma inhabitants. The City should eliminate the use of sharrows in drive lanes as a matter of policy. D street can be the line in the sand where you avoid this dangerous design precedent and instead choose a safe and complete option of class 2 or

ter bike lanes only.

ou are serious about achieving the goals you have set, and you are following your charter, you
ve a clear choice here today. Be bold. Be decisive. Be the progressive leaders we need you to
. Take the actions needed to achieve your goals, and to follow your Charter. Read the
commendations in the Blueprint - you must begin to redesign the City's streets around people
her than vehicles.

ll the vocal minority of residents on D street that their property does not extend into the street.
u must accept the fact that you cannot make everyone happy. You have to make hard decisions.
at is why you were elected. That is your job.

street can be a turning point, if you have the backbone and fortitude to do what is needed for the
eater good and general welfare of Petaluma's inhabitants. All of them, not just a vocal minority.

ase, do your jobs to achieve the climate and safety goals that you have committed to.

spectfully,



avid Felix



RE. D ST. BIKE LANES

4/4/24

David Meyers

Dear City Council.

I write in strong support of your wise plan to create bike lanes on D St. because:

1. Heavy traffic on D makes it a safety issue.
2. Lanes will allow safer connectivity between SMART station, Downtown + new Helen Putnam entrance.
3. D is a major route for cyclists now going west to Pt. Reyes, to new San Antonio Creek 101 Underpassing + return loop to Petaluma.
4. Parking on D is minimal. Today at 1:00 pm I counted only 10 cars parked on the right side of D between 6th St. and Sunnyslope, a distance of over 1/2 mile!
5. The large + stately homes on D have their own

Parking
6. B St. will not be used by cyclists because it is unfamiliar, leads no where, has a hill to climb + requires detour from the route west.

Respectfully, David Meyers

Petaluma, CA 94952