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Dear City Council Members,

I live just off D St on Grossland Way and will be one of the people strongly affected by this proposal. I am entirely in favor of it. I know we will have more people parking on our street, but that is a small inconvenience when balanced by safer crossings, better bike lanes, and slowed traffic on D St.

This is only a try-out. If it doesn't work as well as hoped, it can be undone. We all deserve to see how the D St corridor can be transformed.

Please pass this resolution

Please support Petaluma Public Works' vision for bike lanes on D Street. Check out this video made by the community: <https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2FgMWKV-H65I&data=05%7C02%7Cdfernandez>.

[bolt+40cityofpetaluma.org%7C97c0t283246aa045e08dc557be258%7C3251706cb8d9413492bda04acbb79d0%7C0%7C0%7C638472949869853579%7Cunknown%7CTWfpbg3ds38ejYJwoMcwLjAwMDAALCBtQJlqvV2haMzdlLCBTI1k1haWwLiCLXVCv6Ma0%3D%7C0%7C%7C%7C&sd=Zckg6CL5TOLEB%3DBqea4P9rGaKzUwXyxl%2FAWAAbdu94%3D&reserved=0](#)

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,
Deborah May-Buffum

From: [Debra Regan](#)
To: [-- City Council](#); [-- City Clerk](#)
Subject: Against 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 12:05:59 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 do not ruin one of our most prestigious streets by putting bicycle lanes in. These bicycle lanes are for a few people, not the majority. The money could better be spent on filling potholes and fixing the streets and not for a very small minority in town.

Thank you,

Debra Regan

From: [emily brown](#)
To: [-- City Council](#)
Subject: Make D Street and 5th Street Safer- April 8th Vote
Date: Thursday, April 4, 2024 8:45:32 PM

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I believe constructing a bike lane on D Street and 5th Street is nothing but a positive addition to the city of Petaluma. Furthermore, implementing a four-way stop sign system at these notoriously dangerous intersections will drastically minimize collisions.

Thank you,

Emily Brown

From: [Fina Wheeler](#)
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: Saturday, April 6, 2024 11:53:52 PM

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Dear City Council Members, 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). 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, [YOUR NAME]

From: [George Beeler](#)
To: [Kevin McDonnell](#); -- City Council
Cc: -- City Clerk
Subject: Re: Support Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 2:22:32 PM
Attachments: [PastedGraphic-1.pdf](#)

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Dear Mayor McDonnell,

Thank you for responding so quickly. I appreciate you saying that transportation "mode Shift" is a necessary Climate Action. I agree.

Thank you for sharing that "the two main push backs I get are 1) B St is just as functional and has lanes, and 2) people will lose street parking on one side of the street." And you asking "what would you reply to these folks?"

My responses are:

1. Yes B Street has recently been somewhat improved for bicycles but it is not a thoroughfare like D Street, being a major artery to Marin County and beyond. D Street has heavy bicycle traffic and a history of monthly accidents.
2. Yes it is inconvenient for the D Street neighborhood to lose street parking on one side of the street but I observe and city staff correctly states, that with the large lots and ample driveways very few cars are typically parked on the street. It will unfortunately cause Sunday church goers attending the Methodist Church to walk further from side streets but more handicapped parking could be provided on 5th Street.

Another way cities have saved residents money, increased convenience, reduced parking needs and made streets safer is by having shared vehicle programs like Zipcar. Large vehicles on the streets are reduced because neighbors do not need to own a cargo van or SUV for the few times a year they need one. Retired couples like Ellen and me could get by with one car instead of two. Small cities have them. Zipcar website lists Rohnert Park.

Your colleague in working towards a sustainable and equitable society!

A. George Beeler, Principal Architect
NCARB [REDACTED]
Licensed California [REDACTED], New York [REDACTED]

AIM ASSOCIATES

Architecture and Integrated Design Team Management
[REDACTED], Petaluma, CA [REDACTED]

[REDACTED] x2 [REDACTED]

Community service:

California Technical Forum

Safety Assessment Program Evaluator CA OES

ReLeaf Petaluma

Sonoma County Peace Crane Project

Former Business Operations Committee, Sonoma Clean Power

Past President and Worship Associate, Unitarian Universalists of Petaluma

Begin forwarded message:

From: Kevin McDonnell <kmcdonnell@cityofpetaluma.org>

Date: April 2, 2024 at 8:34:13 PM PDT

To: George Beeler [REDACTED]

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

Thanks for writing. I have been asking where the voice of Petaluma Climate Activists was in this conversation. For me the strongest argument for is Climate - mode shift.

As an avid cyclist, both for recreation and transportation, as well as acknowledging "mode Shift" is a necessary Climate Action, I am a supporter of projects such as the proposed D St lanes.

However, the two main push backs I get are 1) B St is just as functional and has lanes, and 2) people will lose street parking on one side of the street.

If I can ask - what would you reply to these folks?

Thanks

Kevin McDonnell

Mayor, City of Petaluma

From: George Beeler [REDACTED]

Sent: Tuesday, April 2, 2024 1:58 PM

To: -- City Council <citycouncil@cityofpetaluma.org>

Cc: -- City Clerk <cityclerk@cityofpetaluma.org>

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

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[Learn why this is important](#)

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EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Dear Mayor McDonnell and Councilmembers,

As a resident living close to D Street I ask you to please support
Public Works' vision for bike lanes on D Street as part of the D Street
Traffic Calming Quick Build project. Check out this video made by
the community: <https://youtu.be/LgMWKV-H65I>

D St has an average of one collision per month. Car crashes are the
single biggest cause of death for kids. Petaluma prides itself on being
a family friendly town — voting for bike lanes is the clear way to
support families and their children. Studies show that bike lanes calm
traffic and reduce fatalities/injuries for all users (drivers, pedestrians,
cyclists, seniors with mobility aids). Voting for bike lanes would
signal that you value the safety and lives of Petalumans above
parking conveniences.

Staff's parking study, and my experience as a neighbor shows D St's
on-street parking is underutilized (average 14% used). Please
reallocate some of those empty parking spots into safe bike/mobility
lanes that tens of thousands of Petalumans, from kids to seniors, will
enjoy.

Improved infrastructure like this will encourage active transportation
throughout our town. Walking, cycling, and rolling are fun and
healthy ways to navigate our city while reducing car trips (helping
achieve our Climate 2030 goal). Please improve this infrastructure for
our future generations.

**Your colleague in working towards a sustainable and equitable
society!**

A. George Beeler, Principal Architect
NCARB [REDACTED] Certification
Licensed California C9542, New York 13740

AIM ASSOCIATES
Architecture and Integrated Design Team Management
[REDACTED], [Petaluma, CA](#) [REDACTED]

[REDACTED] x2 [REDACTED]

Community service:
California Technical Forum
Safety Assessment Program Evaluator CA OES

ReLeaf Petaluma
Sonoma County Peace Crane Project
Former Business Operations Committee, Sonoma Clean Power
Past President and Worship Associate, Unitarian Universalists of
Petaluma

|

From: [Harley Butler](#)
To: -- City Council; -- City Clerk
Subject: (LEGAL NOTICE) Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Thursday, April 4, 2024 3:51:48 PM

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Dear City Council Members

I strongly suggest you validate the various solicitation emails that are being sent from paid ads targeting local Petaluma residents. The suggested email is pasted below and I would expect you have received a number of these already. These are highly concerning to me, and preying on people who cannot decipher the difference between calming street traffic (the core initiative) and bike lanes. Essentially these are two different topics and are considered by the courts as misleading documentation (similar to current presidential political campaigns).

I would encourage you to carefully monitor what's going on here. Tricking people on the pretense that a bike lane is an answer to slowing traffic that includes big-rigs, large trucks, SUV's at above 30mphs is negligible practice.

Thank you,

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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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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,
[YOUR NAME]

--

Harley Butler
[REDACTED]

From: [heather kurland](#)
To: -- 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 1:31:42 PM

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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,
Heather Kurland

[REDACTED]

From: [Holland Foote](#)
To: [Nicolette Thompson](#), [John DeStefano](#), [Bernadette Beyer](#), [Mike Hestley](#), [Karen Hestley](#), [Deborah DeStefano](#), [Janice Corder-Thompson](#)
Cc: [Eric Smith](#), [Diana Thompson](#), [John DeStefano](#)
Subject: Full Response to 3/8/24 Argus Editorial on D Street Traffic Flow/Bike Lanes
Date: Friday, April 5, 2024 2:18:47 PM

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Dear City of Petaluma Mayor, Council, Manager and Others,

Below please find my full response to the 3/8/24 Argus Editorial on the subject Please note a significantly pared down version appeared in the Argus today, Friday, April 5th I would also like to provide the following addition which I should have included in my commentary originally:

If we as Petalumans REALLY want to improve safety and traffic flow on D Street as well as other major roadways around town, then we need to build BOTH cross town connectors, Ranier AND Catfield!! Please hurry, ideally they would be in place and functioning already!

Thank you for your time

Sincerely,

Holland Foote

[REDACTED]
Petaluma, CA
[REDACTED]

<https://go02.safelinks protection outlook.com?url=https%3A%2F%2Fcityofpetaluma.org%2Fcontact%2Fjanice-corder-thompson%2F&date=0F%7C82%7C&forward=bb0f4dc1c0cityofpetaluma.org%7C0ca1e31856b84c1358c08a555f0b99%7C3251706cb094134926a68b78b09%7C0%7C0F%7C0847265403019%7C&uacow%7CTWYpbGZab3d8eyJWJmMCM4wLjAwMDAALCQJj0v2h0MzILCBRTJ0k1haWwLCEXVCi0M6f%3D%7C0%7C%7C&data=g0HD7Wco6AZduA0M0VWoywCZyWcXpGqsh00ag%3D&reserved=0>

RESPONSE to 3/8/24 COMMENTARY - D Street Bike Lanes

With regard to Nicole Camacho's (Chair of Ped/Bicycle Advisory Cntee) article supporting D Street Bike Lanes dated March 8, 2024, I offer the following counter commentary As a walking, bike-riding, and motorist of Petaluma since May 2006, I respectfully disagree with the basis/premise of the proposal to eliminate parking on one side of D Street To what end? D Street already has bike lanes in both directions (along with parking) It's a SHARED road and main thoroughfare in/vnt of town for all kinds of residents and commercial businesses alike As has been noted in earlier Argus publications, the parallel B Street also has bike lanes/parking in both directions (just like D Street) and is wider and usually less congested Please use B Street if one wishes to avoid a more congested D Street, but don't take away much needed parking and traffic flow on D Street I live in West Petaluma, but not on D Street, though I drive it daily, often several times per day How often do I bike it? Once in a blue moon but couldn't agree more the pavement is in especially horrendous condition for bike riders

All too often I hear, see, and read about 'traffic calming' initiatives, safer streets organizations, and 'slow the fast down' campaigns, etc. but I don't see or hear about any recent increase in ped/bicycle/traffic accidents, injuries and/or fatalities (excepting Lakeville) to support all of the hype, let alone the drastic measures being proposed While, yes, safety is always a concern/goal, without hard evidence to indicate we are experiencing more problems, one has to wonder if such initiatives are purely self-serving (Chair of Ped/Bike Committee wrote 3/8/24 article) Surely there are WAY more motorists with an interest than bike riders; yet the bikers seem to get a lot more press Can't we all just get along?

One of the biggest issues facing Petaluma for years is traffic congestion and how long it takes to get from A to B, anywhere in Petaluma; and it's getting worse Have you tried running an errand or crossing town or getting to the freeway during rush hour or when school is letting out? May I suggest the question we Petalumans (city planners and traffic engineers included) should be asking is this: How do we safely increase traffic flow? If you will allow me some sarcasm, I am not sure how we can get traffic any calmer as D Street is already a parking lot during key periods cited above already If we can get traffic moving/flowing more efficiently, then perhaps there will be less congestion and pedestrians/bikers will be feel safer

I have been meaning to write this article for a long time The traffic congestion and road conditions in Petaluma are deplorable And while I cannot pave the roads, I can provide my opinion and try to persuade the walking, biking, and motorist public that we deserve better road/traffic management! The way I see it, the low-hanging fruit is to stop trying to "calm" traffic and try to increase the safe/smooth flow instead Limiting left turns at key intersections like D & 4th and D & 2nd comes to mind (hopefully preventing backups and gridlock at peak times; no left into post office parking lot; no left from Copeland/Weller onto D Street), allow more permissive left turns where safe to do so, and installing a green arrow to the right every time there is a corresponding green arrow to the left I have more but these are off the top of my head Please ask the citizens on NextDoor or any other local social media outlet We all have ideas that will improve traffic flow and safety!

Sincerely,

Holland Foote

[REDACTED]
Petaluma, CA
[REDACTED]

From: [Ian Conover](#)
To: [City Council](#) [City Staff](#)
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 3:05:52 PM

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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,
Ian Conover

Sent from my iPhone

From: [Irina Irvine](#)
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 1:43:47 PM

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Dear City Council Members,

As an avid cyclist and a concerned ecologist re climate change, I urge you to 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.

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Thank you,
Irina Irvine,
Avid Cyclist

Sent from my iPhone, please forgive any typos.

From: [Isabelle M Beardsworth](#)
To: -- City Council; [Kevin McDonnell](#); [Barnacle, Brian](#); [Janice Cader-Thompson](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [John Shribbs](#); -- City Clerk; -- City Attorney
Subject: City Council Agenda Monday April 8 2024 Public Comment
Date: Sunday, April 7, 2024 10:36:28 PM

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D St Street Traffic Calming & Active Transportation

5th Street Greenway Agenda Item #13

The “D St Street Traffic Calming” and “5th Street Greenway” are two more items in a radical agenda to transform Petaluma to a densely populated **Utopian city** area with **limited vehicular traffic**. This is not, and does not want to be, Portland! The “Plan” is already in force and only 2 “choices” have been made available and further imposed by the “City’s Pedestrian and Bicycle Advisory Committee,” The “committee” has already completed a **map** indicating the “D” and “B” Street throughways **aka bike lanes**. It remains to be seen if the “improvements” will incorporate puke green markings on the roadway and the matching bollards.

I take issue with the “Resolution No. 2024-XXX N.C.S”. and the “robust” **community involvement**”. The limited response from the workshops and surveys are a reflection on the fact that most people in this community do not think their input will make any difference. These were completed 18 months and 12 months ago and I do not see many of those items incorporated. Further, **84%**, the overwhelming **majority** of people, use **vehicles** on “D” Street than any other mode of transport, local residents need parking near their homes and the majority of those favoring bike lanes don’t live in the neighborhood. Clearly, if this is **Item # 13** on the **City Council** Agenda on April 8, 2024 it is not a high priority and designed to **limit public input**, with little time for “comments” and no citizen participation via Zoom (after 6 months).

The primary issue is to address the needs of the **local community**. The City of Petaluma is aware in this vicinity there is an **aging population** downtown neighborhood that primarily drive, sometimes walk but only minority can use bicycles. The City has not repaired, maintained and replaced **aging roadways** (aka pothole capital of the world). For example 8th Street has not been repaired and resurfaced in well over 25 years and yet the city had the money to patch sections for the purpose of painting a “bike” designation on the roadway (D to B Sts) on a hill with low visibility! #15 on the “Council Goal Alignment” seems pretty low on the scale of priorities for “improving streets and roads” in Petaluma.

“**Traffic Calming**” is a **misnomer** and it will have the reverse effect on traffic. “D” Street is a designated “arterial roadway” with a high volume of traffic and adding more pedestrian walkways plus unnecessary “bike crossings” will create more problems.

The foreseeable consequences: are increased driver frustration with traffic gridlock in town and greater speeding, increased traffic on surrounding “low traffic residential streets” thereby creating problems in other neighborhoods including vehicles seeking alternative routes and parking spaces if reduced more. We have experience the “calming” of **Petaluma Blvd North** to know it is **NOT**.

A low cost and common-sense approach would be to improve the current **crosswalks** and install **flashing lights**. These have been very effective for pedestrian walkways on Washington Street. If we desire increasing mobility, it is not difficult to walk 2 blocks to the next crosswalk. In the downtown area, many residents utilize **personal flash lights** for personal safety. The cross walk on D/8th Street has always been a hazard and many motorists do not stop as well as cyclists at the intersection. Any enhancements to the walkways should incorporate appropriate ramps for wheelchairs and other mobility equipment. I note, “**pavement management**” is **#84** on the City Council Goal Alignment scale.

“High Injury Network” designation does not provide sufficient data to analyze and must surely take into account the high volumes of vehicles. The “background” identifies

“**education**” and “**enforcement**” as issues. There are many young drivers from local schools utilizing “B” and “D” streets with frustrated parents and commuters using cell phones whilst driving. The issue of speeding is not at all addressed which could easily be. There is distinct lack of police enforcement and **policing downtown**. If the police department had a greater presence and issue traffic violations this would act as a deterrent. In addition, for example the temporary use of **speed signs** on 8th Street was very **effective** to educate drivers.

“D” Street is also noted as a “**freight route**” to provide commercial vehicles and trucks. These vehicles are necessary for commerce and it is not reasonable to assume there will be less vehicles or smaller vehicles in the future. They need wide lane access and good visibility on the street. Significant additional signage, “speed reduction lane markings”, physical hazards-such as “bulb-outs” and “median refuge islands” plus flashing lights will create more hazards with distractions for drivers likely resulting in more injuries. As a pedestrian, the thought of standing in the middle of the road aka the island as a target is frightening.

There are no reasonable **alternatives** using **public transit** in this vicinity. There is walking access to the train and to the bus transit station but it still requires walking. There is insufficient shopping for all an individual’s needs in the immediate area thus a car is still required and parking spaces adjacent to the residence. Many of the pedestrian walkways, sidewalks, are not safe and maintained well by the city. This is a quality of life issue for an aging population. These items need to be addressed before funds are expended for items of less significance.

Parking must remain a **priority for downtown** Petaluma. Many residents rely on public parking for their personal vehicles outside their residence. Eliminating parking spaces will significantly reduce the quality of life for many as well as parking for visiting family and friends. It will ultimately limit the **freedom of choice** to drive if no parking is available. I note the “parking analysis” was for a limited time period, not during the majority of the busy times of year nor the busiest, at weekends and many of the downtown events. Many of us have had to fight with the police department to obtain parking permits for limited parking areas adjacent. It is virtually impossible to find a parking space close by the residence many times.

There has been no consideration in this analysis of bicycle lanes nor parking to the **current construction projects** or **new projects** currently under review. This includes the River Place Apartments on Petaluma Blvd, Riverfront 2010 and the massive Oyster Cove residential development nor the Adobe Road Winery Riverfront. The recently approved huge redevelopment of the “**Overlay**” **district** and proposed “**Hotel**” would significantly impact the downtown area for traffic and parking. We are awaiting the comprehensive **CEQA** (California Environmental Quality Act Review) to determine the scope of the issue and how it will be “mitigated”.

The idea of a designated bike lane is a great **concept** but it is **not a viable** alternative to this high density traffic area nor should we eliminate parking space to the detriment of tax paying citizens. It is inconceivable the City has indicated the high accident frequency and expects it to be safer with bicycles in a lane. Many of the accidents are caused by speed and inattention and these will increase. There is a vocal minority of avid cyclists and many cycle clubs visit Petaluma but this cannot be imposed on the majority of citizens. This represents 50% of the roadway to cycling compared to the majority of vehicles. Cyclists are often a significant hazard on main arteries, riding 2 or 3 abreast, disregarding intersection signs and generally “sharing the road”. There are many alternative, lesser used and safer roads and hundreds of miles to ride in Sonoma County.

There are many existing “Active **Transportation**” modes for **families**. They can easily access local parks and schools by sidewalks, single purpose and safe trails exist for pedestrians and bicycles as located on the current map of Petaluma. The City needs to maintain existing trails and ensure these locations are safe.

I do not think 5th Street needs a new “designation” “**Greenway**”, “**Bikeway**” or anything else. This is a **mixed-use** neighborhood with proximity to downtown shopping and dining with high pedestrian traffic. The foreseeable consequences of “traffic diversion” and “calming” will necessarily increase **traffic short cuts** to other roads. We are already experiencing **excessive speeding** on 5th Street with no police presence or monitoring. In Utopia, we would walk for all our needs but in fact the world of Amazon and Food Delivery services is alive, well and increasing. We may

anticipate this will exponentially increase with these changes. However, we understand this does not affect many of our council members and city planners.

Respectfully Submitted,
Isabelle Beardsworth

From: [James Tensuan](#)
To: -- City Council; -- City Clerk
Subject: D street needs better bike lanes
Date: Monday, April 8, 2024 7:38:29 AM

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

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

Hello,

I have lived and biked in Petaluma for the past three years. Each year I put about 2,500 miles on my bike -- most of those miles are done within city limits.

I love this town, but it frustrates me to no end that every time I get on my bike here I feel I'm truly in danger. I live on 6th and cross D street daily. At this intersection I've had more close calls (both on foot and on bike) than I've ever had anywhere else in my entire life.

I say this because as an experienced bike commuter and cyclist even I feel unsafe on D street. I could never in good conscience recommend a child or less experienced cyclist ride along this corridor.

When I walk along D street I see that most people park their cars in their driveways and that the street parking is severely underutilized. There's no reason we can't have a fully protected bike lane. Creating a safe passage for bikes on D street will create an easy and fast way for bike commuters to get across town -- rather than have to zig zag through the neighborhoods.

There's a myriad of reasons to stop driving. Many of which are obvious and undisputed, like the benefits to personal health and the environment. But the cost of driving is skyrocketing. Gas has hovered at just below 5 dollars a gallon for the past year and many are seeing their car insurance premiums shoot up. You can't even buy a cheap used car on Craigslist these days.

We have an opportunity here in town to clear up congestion and save people some money. We need more safe bike lanes, but especially along effective corridors like D street.

-- James

From: [Jason Beatty](#)
To: [Kevin McDonnell](#); [John Shribbs](#); [Mike Healy](#); [Barnacle, Brian](#); [Karen Nau](#); [Janice Cader-Thompson](#); [Dennis Pocekay](#)
Cc: -- City Clerk; [Bjorn Gripenburg](#)
Subject: City Council April 8th Item 13 - The Right Thing - Bike Lanes on D St
Date: Monday, April 8, 2024 6:05:17 AM

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

Dear Mr. Mayor and City Council Members,

If the city is serious about its goals of a *city that works for everyone*, an *environmental legacy we can be proud of*, and a *safe community that thrives* then installing proper bike lanes on D Street is a no brainer. A comprehensive study from the University of Colorado Denver which looked at accident data showed that cities that installed bicycle infrastructure improved the safety of all users on those reconfigured roadways. Separated and buffered bicycle lanes improved safety the most. With these changes, vehicle speeds tend to be lower, users are more certain of where they are supposed to be and where other users will be in the public right of way, and they provide a buffer between vehicles, bicycles and pedestrians.

Safer, consequently less stressful, and convenient bike and pedestrian infrastructure encourages more biking and walking and fewer vehicles on the road. Those who have most need of this infrastructure are those individuals and families which might not have a car, or a second car, and children of these families which need to find their own way to and from school while both parents are working.

The argument that B Street offers bike lanes as an alternative is likely being made by those who don't ride bikes frequently on B or D streets. Two of the things that make Petaluma a bicycle friendly town are that most places are less than a 20-minute bike ride away and the rides are mostly flat. If you 're going to downtown or the Smart station or across town from the neighborhoods east of D Street, using B Street instead of D Street would force cyclists on an inconvenient, longer route with a large hill at El Rose Dr. It's not a comparable solution.

Finally, having bike lanes on D Street is in the City's current General Plan and supports the Complete Streets and Safe Routes to School. Please move Petaluma forward in the direction of the City's goals and plans with improved bike and pedestrian infrastructure in the public right of way which improves safety for all users, promotes equity, and helps address the climate crisis.

Kind regards,

Jason Beatty

Former Director, Public Works and Utilities

From: [Jill Alofs](#)
To: [-- City Clerk](#)
Subject: Re: D St proposal
Date: Sunday, April 7, 2024 6:57:54 AM

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Can you please include this in the record.

On Tuesday, April 2, 2024 at 03:09:59 PM PDT, Jill Alofs [REDACTED] wrote:

Hello Peggy,

My name is Jill Trompier and I am one of the residents concerned about the possible addition of bike lanes to the designated truck route that is D St. I would welcome speaking with you if you have the time this week.

I did want to ask you a question please regarding some news I received today. I was told by a direct and reliable source today that **"to date, staff has spent well over \$100,000 in hours trying to get the proposed bike lanes added to D St."** This is a huge amount of taxpayer money being spent trying to have a proposal approved when there is already a safer, wider, existing alternative on B St that is not a truck route, and this matter isn't even done yet. This does not even include the \$30,000 or more estimated cost to implement a "test phase" whose purpose is said to be for "traffic and safety data collection to save tax payer money before the 2026 reconstruction." The national traffic engineer data on this subject has already been given to staff and all having the same experienced conclusion- "adding bike lanes to truck routes results in increased injuries and deaths." So, my question is why, why spend this amount of time and money in such a manner?

Experienced cyclist already know about this as they have told us that elevated trucks have more blind spots which is why they "take the lane" on a truck route, saying it is the only way they can to be seen. However, inexperienced riders don't know how to do that and, like the cycling tourists, they will rely on the city's designation of the bike lanes, presuming they are safe and not ever imagining they are being guided to a heavily used truck route named by the Sonoma County's High Injury Traffic Report as one of the streets with the most accidents and of the greatest severity of injury.

The city has been notified repeatedly about these increased risks and dangers adding bike lanes to the D St truck route would create. What happens if the bike lanes are added and there's an injury or death. The city, having already been put on notice of the inherent risks they'd be creating by adding bike lanes, would now be a factor in any such settlement or judgement and this too would fall to the tax payers to pay.

You'd know far better than I, but in the end it appears that it will likely cost tax payers at least \$150,000 in staff hours spent on this, plus \$30-\$50,000 for the cost of a "test phase," if approved. Hundreds of thousands of dollars, money which could have been spent to actually help the city and it's residents instead of trying to find a way for

mobile cyclists to remove parking access from the elderly and disabled residents seeking to worship or attend community meetings or to remove curb access from Paratransit users, all groups, unlike cyclists, that have no mobility options. There are also those who conduct their work and livelihood on D St who'd have to incur greater risks to do so if their parking were removed, not to mention the reduced parking it would impose for those seeking to support downtown businesses, Saturday Farmers Mkt, the year round town events etc.

We don't want this to divide the town, we support the city's plan to add bike lanes, but safety must come first and adding bike lanes to a designated truck route has been proven not to be safe. How can this enormous loss of staff time and tax payer money, and the imposed loss of access it would create for those who need it, not to mention the city's increased liability, all be for the greater good.

For a year now, since I became aware of this possible proposal, I have spoken with cyclists, local trucking companies and their drivers, the heads of the local business organizations, minority owned and minority employed D St service providers, Paratransit users, disabled and blind D St residents, traffic engineers from across the USA, the United Methodist Church Reverend Rob Herrmann and many of his congregation as well as going door to door to listen to the concerns of hundreds of residents (185 of whom signed a petition against this in less than ten days) as well as many conversations with Christopher Bolt and other staff members from May 2023 till March 2024. I did this not because I had extra time on my hands (I have 10 year old triplets) or because I wanted my thoughts on this to be confirmed, but because I wanted to listen to what others had to say so that I might better understand this from all perspectives. I support our community and it's goals, but I also want D St to be safe- for everyone, especially inexperienced cyclists and those who do not have mobility options. Thank you for your time.

My best regards,
Jill



From: [Jill Alofs](#)
To: [Kevin McDonnell](#); [John Shribbs](#); [Barnade, Brian](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [Peggy Flynn](#); [Gina Benedetti-Petnic](#); [Eric Danly](#); [Janice Cader-Thompson](#); -- [City Clerk](#)
Subject: Bike Lanes on Truck Routes- from the experts
Date: Sunday, April 7, 2024 5:14:46 PM

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Dear Council Members,

I wanted to update you on a request we made. We asked a transportation engineering group to please send out a nationwide email (this was unpaid in the name of seeking unbiased information from experienced transportation engineers) regarding any published guidance concerning bike lanes on truck routes. No position was presented, no group or town was identified only the request for information and guidance. The responses were unanimous- bike lanes on truck routes are dangerous due to their elevated position and blind spots and "ample professional data" is needed before embarking on any addition to a truck route. There were many such responses and I've included some here.

"Fundamentally, mixing bikes (with bicyclists having a wide variety of skill and knowledge of traffic operations) with large vehicles is a **toxic mix**. To evaluate the potential risk, I have used in the past, the methodology recently rolled out by FHWA to evaluate risk factors."

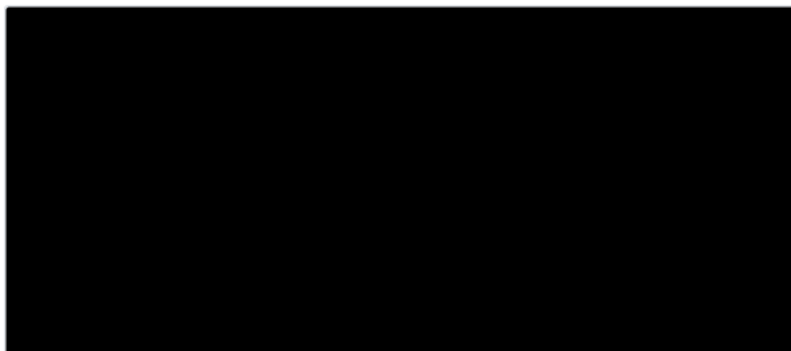
I'm weighing in as a Transportation Engineer and former chair of Seattle's Freight Advisory Board. As pointed out, increasing the level and number of exposures (conflict points) can be a statistical predictor of crash risk. As part of the Freight Board, and having significant pressure to reallocate lanes or add bike lanes on industrial truck streets, I have paid close attention to these types of collisions (sometimes lefts into industrial driveways or at intersections but often rights where there are two-way cycle tracks or protected bike lanes). They often gain media attention, result in fatalities, and are beloved members of the community. e.g. [Female cyclist fatally struck in Northwest Washington - The Washington Post](#). I was part of a collaboration with the City and Port of Seattle, and bike advocacy groups to hold truck/bike safety fair and create an educational video. ITE WA links to it on their website as well ([Videos – ITE Washington \(wa-ite.org\)](#)). Bicycles move at speeds in these vehicle blind spots that may make them harder to detect. Electrified vehicles using bike lanes (if permitted) may further exacerbate the issue. It may not be clear who has the right of way, especially with passive bike stopping ([Understanding the new Washington law that allows bikes to bypass stop signs | king5.com](#)). A Council Member and regular cyclist speaking at our safety conference noted she was at fault for hitting a vehicle at an intersection (all slow speeds, thankfully no injuries).

The City of Seattle has an exception for major truck streets in its complete streets ordinance. ([Complete Streets in Seattle - Transportation | seattle.gov.](https://seattle.gov/transportation/complete-streets))

Still, there remains a very strong desire for bike lanes through industrial areas. The new transportation director noted Seattle is unique in that its industrial manufacturing zone, adjacent to its natural deep-water port is a barrier between residential communities and their downtown and there is a significant desire for cycle routes through the industrial area. Commercial drivers are well aware of these blind spots and many take additional precautions near bike lanes - check and recheck. Large passenger vehicles - SUVs and Trucks are also coming under scrutiny for these blind spots including the [members of congress](#) and vehicle manufacturers. [Volvo is adding detection](#), specifically to detect bikes and peds on trucks as well as autos. This technology will eventually reach commercial fleets. It couldn't hurt that as part of incentives to provide conversion to zero emissions, vehicles also come with detection technology, especially for those owner/operators whose truck is also their small business.

Bike lanes through industrial areas should be developed **cautiously** to minimize exposure. If you can look systematically, create a separate facility for bikes or find the facility with the lowest potential exposure of trucks and bike conflicts. If you proceed, design for high visibility, and lower speeds at potential conflict points. Don't stop there, provide broad and advanced notification of installation, and continue education to cyclists, and drivers, even signs that alert riders they are entering an industrial area where they may need to make an effort to be seen, and finally push for safer vehicles.

I've also included a few minute video from a Pennsylvania cycling safety training group on cyclist safety when on a truck route. It's entitled "blind spots" [What cyclists need to know about trucks](#)



What cyclists need to know about trucks

The above video shows an example of what occurred locally on Oct 13, 2019, when a cyclist was killed in Petaluma. A big rig semi truck on Lakeville hit a cyclist as they traveled in the same direction. The article went on to explain that because of the weight and height and overall size difference a cyclist riding near a big rig has numerous risks including blind spots, right hook, left cross amongst others. It said that a loaded big rig can weigh as much as 80,000 pounds which is 400 times heavier than the average bike and rider.

This safety issue of blind spots was also addressed by Rep Raskin in May 2023.
<https://raskin.house.gov/2023/5/rep-raskin-implores-traffic-safety-agency-to-prioritize-pedestrian-safety-in-vehicle-ratings>

Finally, the US DOT Volpe Center is monitoring technology and conducting research with truck fleets regarding lateral protective devices to address "deadliest road crashes between large trucks and pedestrians and bicyclists." They view the addition of bike lanes on truck routes as **hazardous** and are trying to find new technology to reduce the number of severe injuries and deaths.

I think all this information from experts in the field of transportation engineering and truck safety, as well as experts in cyclists safety training, illustrate that adding dedicated bike lanes on a designated truck route is dangerous and not in the best interest of safety for anyone, including cyclists.

Best regards,
Jill Trompier

From: [Kate Greenspan](#)
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 9:17:50 AM

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Dear City Council Members,

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

I take my son to school each day by bike, and often have to take a circuitous route in order to stay safe. A safe path on D St would be an amazing resource to my family and our community. I often hear from other parents that they would love to bring their kids to school by bike, but do not feel safe enough to commute out of their cars. A safe bike lane on D street would be a great step to getting more cars off the road, especially during times of congestion like school drop off/pick up!

Thank you,
Kate Greenspan

From: [Kelly Bond](#)
To: -- City Council
Cc: -- 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 9:07:38 PM

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

Dear Mayor McDonnell and Councilmembers,

Please support Public Works' vision for bike lanes on D Street as part of the D Street Traffic Calming Quick Build project. Check out this video made by the community:
<https://youtu.be/LgMWKV-H65I>

D St has an average of one collision per month. Car crashes are the single biggest cause of death for kids. Petaluma prides itself on being a family friendly town — voting for bike lanes is the clear way to support families and their children. Studies show that bike lanes calm traffic and reduce fatalities/injuries for all users (drivers, pedestrians, cyclists, seniors with mobility aids). Voting for bike lanes would signal that you value the safety and lives of Petalumans above parking conveniences.

Staff's parking study shows D St's on-street parking is underutilized (average 14% used). Please reallocate some of those empty parking spots into safe bike/mobility lanes that tens of thousands of Petalumans, from kids to seniors, will enjoy.

Improved infrastructure like this will encourage active transportation throughout our town. Walking, cycling, and rolling are fun and healthy ways to navigate our city while reducing car trips (helping achieve our Climate 2030 goal). Please improve this infrastructure for our future generations.

Thank you,
Kelly Bond

From: Kris Nelson [REDACTED]
Sent: Sunday, April 7, 2024 11:33 PM
To: Eric Danly <EDanly@cityofpetaluma.org>
Subject: D Street Bike Lane Proposal.

You don't often get email from [REDACTED]. [Learn why this is important](#)

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

My name is Kristofer Nelson.

I am a member of the Petaluma United Methodist Church on D street. As you may know, our church is part of the route of the proposed bike lane to run along D street.

I am writing to encourage you not to vote in favor of the proposal.

I am sure you have heard from numerous individuals asking the same.

The reason I ask this of you is because there are many of our church community who are elderly and have mobility issues. Putting in a bike lane would create hardship for these folks. They would have to park further away from the church and walk longer distances to attend services. Our elder members deserve consideration in this issue as many of them have been longtime residents of Petaluma.

Declining membership has hit all of the churches in the county and Petaluma. Making it hard for our congregation to attend services may well be the death knell for our church.

Not only do we hold services here for our congregation, but also a Fijian congregation as well.

We also have offices for helping the unhoused, we host weekly meetings for AA groups.

Petaluma United Methodist Church is the oldest congregation in the town of Petaluma. We were founded 3 years before Petaluma became a city.

Please do not approve this bike lane proposal.

Kristofer "Kris" Nelson
Liturgist / Congregation member
Petaluma United Methodist Church.
Grand 3rd Vice President
Native Sons of the Golden West
Petaluma-Nicasio Parlor [REDACTED]
[REDACTED]

From: [Kristin Walter](#)
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: Thursday, April 4, 2024 8:56:27 PM

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Dear City Council Members,

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 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,
Kristin Walter

Read about Crew's new feature, [CREW COMMONS](#). Crew's New [Digitalisation and curriculum Grant](#) for organizations in Environmental Sustainability & climate action, and Register for the September series Masterclass [here](#).

From: [Lia Goldman Miller](#)
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 11:13:55 AM

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

Dear City Council Members,

I have been in awe of all the progress in our town within the last few years. I am grateful to all of you and the city staff for working so diligently to listen to the community and to get change started as quickly as possible to upgrade, update and invest in a strong and health conscious town for years to come.

I participated in Live Oak Charter School's "walk and roll to school" day on 3/14 and it was so inspiring. I was very touched to see several of you there supporting along with COOL Petaluma reps! I loved the experience so much that I am continuing to bike on Thursdays. The health benefits I have already experienced are indescribable for both me and my kids. Along our route, we have waved and said hello to countless people. We have gotten to enjoy the beauty of our town in a much slower and intentional way. We can actually "stop and smell the roses (and jasmine!)" along our way to school and home. We notice sights and sounds that we have never had the time to when zooming along. The kids arrive with energy and calm. I only hesitated attempting this for years because of safety concerns on D street (and Payran). But now I say "chicken or the egg"?! Do we wait for the streets to be safer or do we hop on bikes and show that instead of living in a town that *could* be bikeable, we want to live in a town that *is* bikeable. And that is why....

I ask you to 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).

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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, and with much bike bell ringing and horn honking,
Lia Goldman Miller

From: [Lisamarie Eldredge](#)
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 5:42:20 PM

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

Dear City Council Members,

As a practical bicyclist for over 40 years in Petaluma, I endorse improved road design for bicycling, support the proposed bike lanes for D Street and enthusiastically sign this letter to you.--Lisamarie Eldredge

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). 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,
Lisamarie Eldredge