

September 9<sup>th</sup>, 2024

RECEIVED

SEP 09 2024

CITY CLERK

11:43 AM.

Dear City Council,

We are urgently requesting a thorough review of the D Street Traffic Calming & Active Transportation Quick-Build Project. The decision to conduct a pilot rather than a formal study, ostensibly to better understand the impacts before implementing the proposed calming measures on a residential truck route identified as one of Sonoma County's high-injury streets, is viewed as irresponsible.

Within just four weeks of the implementation of these safety measures, it has become evident that they have exacerbated rather than mitigated danger. The measures have increased risks for residents, families, visitors, children, the elderly, cyclists, pedestrians, truck drivers, delivery drivers, medical transports, and support services using D Street. It is unacceptable for the public to be treated as experimental subjects on such a complex residential truck route.

Moreover, this approach places the onus on D Street residents and users to act as de facto witnesses and data collectors for the city. In the worst-case scenarios, they are compelled to call the police to report immediate dangers; in the best-case scenarios, they submit incident reports to the city. This is not the public's responsibility, and none of us agreed to assume this role.

The analysis presented to the City Council on April 14, 2024, barely scratched the surface of the impacts these measures would have on the lives of residents and users of D Street. It is difficult to understand how this test that took years in the planning, backed by countless city staff hours, the expertise of consultants, the involvement of seasoned traffic engineer, expertise of a ten year Active Transportation Planner and Manager of the D St Project, a solid budget, a start date the city set, knowing all eyes are on this - result in such road change confusion, error, misrepresentations, lack of communication and "unintentional mistakes".

While the city is claiming they have already seen improvements with no data to back that claim. The situation for those experiencing it everyday has led to frustration and growing concerns about our community's safety. The confusing design elements, including the shifting of parking from one side to another, the 5th Street barriers, the median adjustments, the double-double yellow lines, the twists and turns, and the reduced lane sizes, have severely undermined confidence and trust in the city's ability to deliver a safe project for all.

Owing to this lack of trust, we are forwarding this communication to the City Council and submitting a detailed snapshot of some of the dangerous scenarios that have occurred on D Street since the inception of the pilot project. Enclosed is a summary, along with supporting documentation.

We appreciate your prompt attention to this urgent matter.

Sincerely,

Maureen Gottschall and other concerned residents of D Street

Examples of unsafe situations and impacts that occurred since the pilot on D Street was implemented:

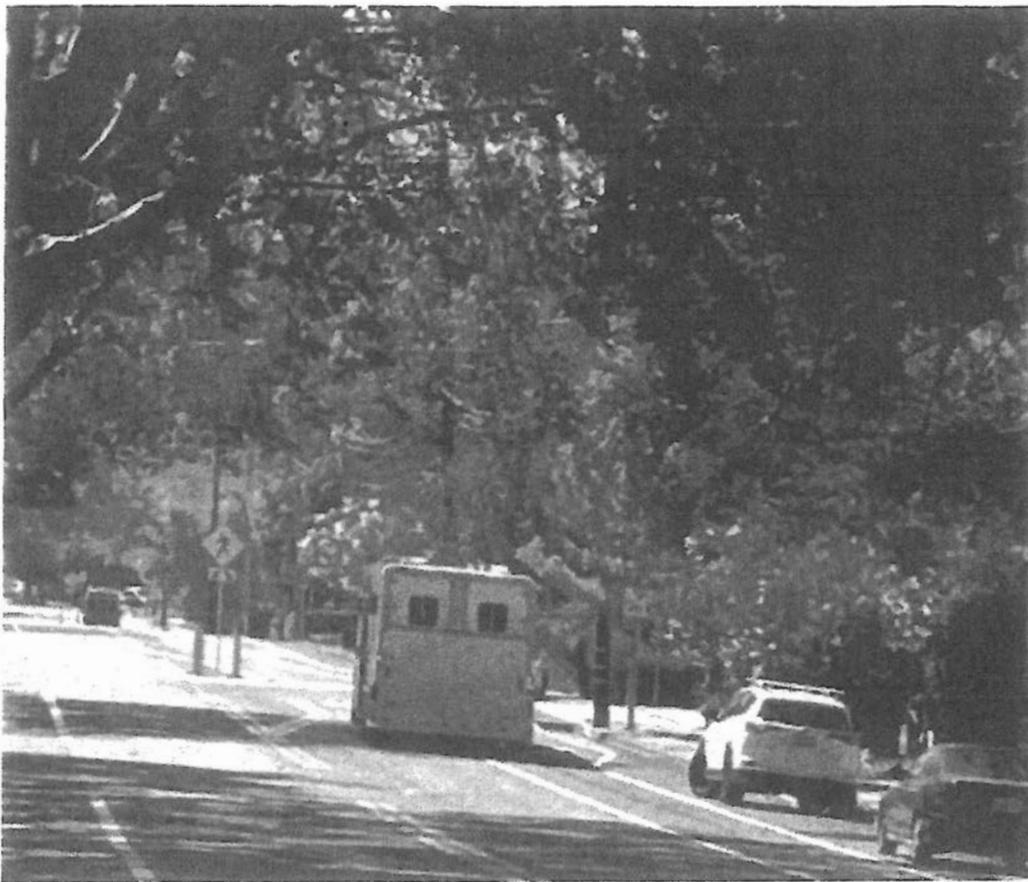
1. Due to the combination of lane reduction and double/double lane configurations, we have documentation of large trucks unable to navigate the abrupt lane shifting and most of the time their backend drifts halfway into the bike lane or across the double yellow lines on Tenth and D Street. This happens multiple times a day and the pictures submitted with this letter are examples of this.
  - New Measure Impact: Increased danger for collisions with trucks, vehicles and cyclists.
2. Motorists are turning onto D Street from 5th street and making U-turns in the middle of D Street to get around the barrier.
  - New Measure Impact: Increase danger for collisions with vehicles, pedestrians and cyclists.
3. At the same intersection of 5th and D Street vehicles crossing bike lanes to make U-turns using driveways while potential residents may be backing out.
  - New Measure Impact: Increase danger for collisions with vehicles, pedestrians and cyclists.
4. Elderly resident fighting terminal illness is forced to walk across the truck route with his cane or walker to get to his medical transport because he has lost parking access to his home and his driveway is too narrow (like most driveways on D) for a large vehicle to pull into.
  - New Measure Impact: Residents are forced into dangerous situations by walking across a truck route to reach their vehicles across or ride pick up. Increase danger for collisions with vehicles and pedestrians.
5. Tree services pulled into the bike only lane to remove trees. The large vehicle did not fit in the bike only lane so was partially blocking the street. Vehicles had to swerve into the other lane to avoid. Several near misses occurred.
  - New Measure Impact: Lack of coordination and communication by the city to local service providers of the changes and establish guidelines for those changes.
  - Increases the dangers for collisions with service contractors, vehicles and cyclists.
6. Every day cyclists are observed not obeying the traffic laws including excessive speed, riding on sidewalks (mostly minors that still do not feel safe to use bike lane) or riding opposite direction in the street while ignoring the bike lanes.
  - New Measure Impact: Confusion on the bike lanes usage combined with traffic violations increases the danger to pedestrians, cyclists and vehicles.

7. Many vehicles accelerate after stopping at 8th street stop sign heading west on D Street. This has been witnessed and captured by the speed alert signal after 10th street on D.
  - New Measure Impact: Calming measures are not working. Request for the speeding data prior to safety measures were put in place and after, so the public can see the comparison and the effectiveness. Increase danger for collisions for vehicles, cyclists and pedestrians.
8. Delivery trucks and vehicles parking in the bike only lanes.
  - New Measure Impact: Cyclist, delivery trucks and vehicles avoiding each other, increases danger for collisions with cyclists and vehicles.
9. Landscapers and other contractors were forced to park across truck routes while carrying or pushing heavy equipment to their clients home due to the removal of residents' parking.
  - New Measure Impact: Contractors with equipment forced to cross a truck route creating an increase in danger for collisions with vehicles and pedestrians.
10. Remaining parking on D street has 60 obstructions (trees, bushes and landscaping) from 4th to Sunnyslope.
  - New Measure Impact: Reduces existing parking by half that is accessible to a passenger. Drivers with children have to use the street side/bike lane to get their children out of the car. Passengers that are elderly using canes or walkers will have much less accessible parking. They also are forced to walk across the street to attain the closest proximity to home due to mobility issues. This increases the danger for collisions with pedestrians, vehicles and cyclists.
11. Residents backing out of driveways on the side that allows for parking have cars parked right up to their driveway causing blind spots for oncoming traffic and cyclist.
  - New Measure Impact: Lack of parking creating increase danger of collisions for pedestrians, cyclists and vehicles.
12. Ambulances and Fire Engines possibly delayed by the barrier and no left turn on 5th street. Ambulance pauses to go on the opposite side of the road to make a left on 5th street, so they can answer their call.
  - New Measure Impact: Possible delay to ambulance and fire trucks as they navigate the 5th street barriers. Danger in the delay to the rescue call or possible collision with a vehicle at the intersection. Need more understanding from the D street fire department.

Exhibit 1

Incidents - August 23, 2024 - September 8, 2024

	Date	Name	Documentation
1 10th and D Intersection - Large Trucks Unable to Navigate shifting road	8/23/24, 9/6/24 and 9/8/24	Maureen G	Photos
2 Vehicles turning on D Street from 5th making U-Turn around barrier on D Street	9/3/2024	Karen T	Next Door
3 Vehicles pulling up cross bike lane into drive ways to make U-turns on 5th	9/3/2024	Lyn G	Next Door
Medical Transport can't pull in driveway. Parks across the street for terminal ill patient. Patient forced to walk across street with cane or walker due to loss of parking.	9/3/2024	Linda G	Next Door
Service trucks cutting trees down. Pulls into bike only lane and is halfway in the road. Vehicles going around them and into the other side of the road.	8/31/2024	Pam D	Email
6 Cyclists on regular bikes and motorized bikes not obeying the traffic laws	Multit - dates	Julie C, Loretta M, Maureen G, Nancy	Email
7 Many cars still speed down D st after 8th street - Documented on the Speed Monitor Equipment after 10th Street	Request - Speed data from the city from the speed monitor equipment on 10th.		
8 Delivery Trucks parking in bike lanes	8/28/24	Mike G.	Photos
9 Landscapers and Contractors having to park across the street from their clients and walk across the street.	9/5/2024	Julie C	Email
10 Remaining parking on D street has 60 obstructions (trees, bushes and landscaping) from 4th to Sunnyslope.	8/30/2024	Maureen G	Email
Residents backing out of driveways on the side that allows for parking have cars parked right up to their driveway causing blind spots for oncoming traffic and cyclist	08/26/2024	Julie C	Email
12 Ambulances and Fire Engines possibly delayed by the barrier and no left turn on 5th street.	8/31/2024	Karole K	Email



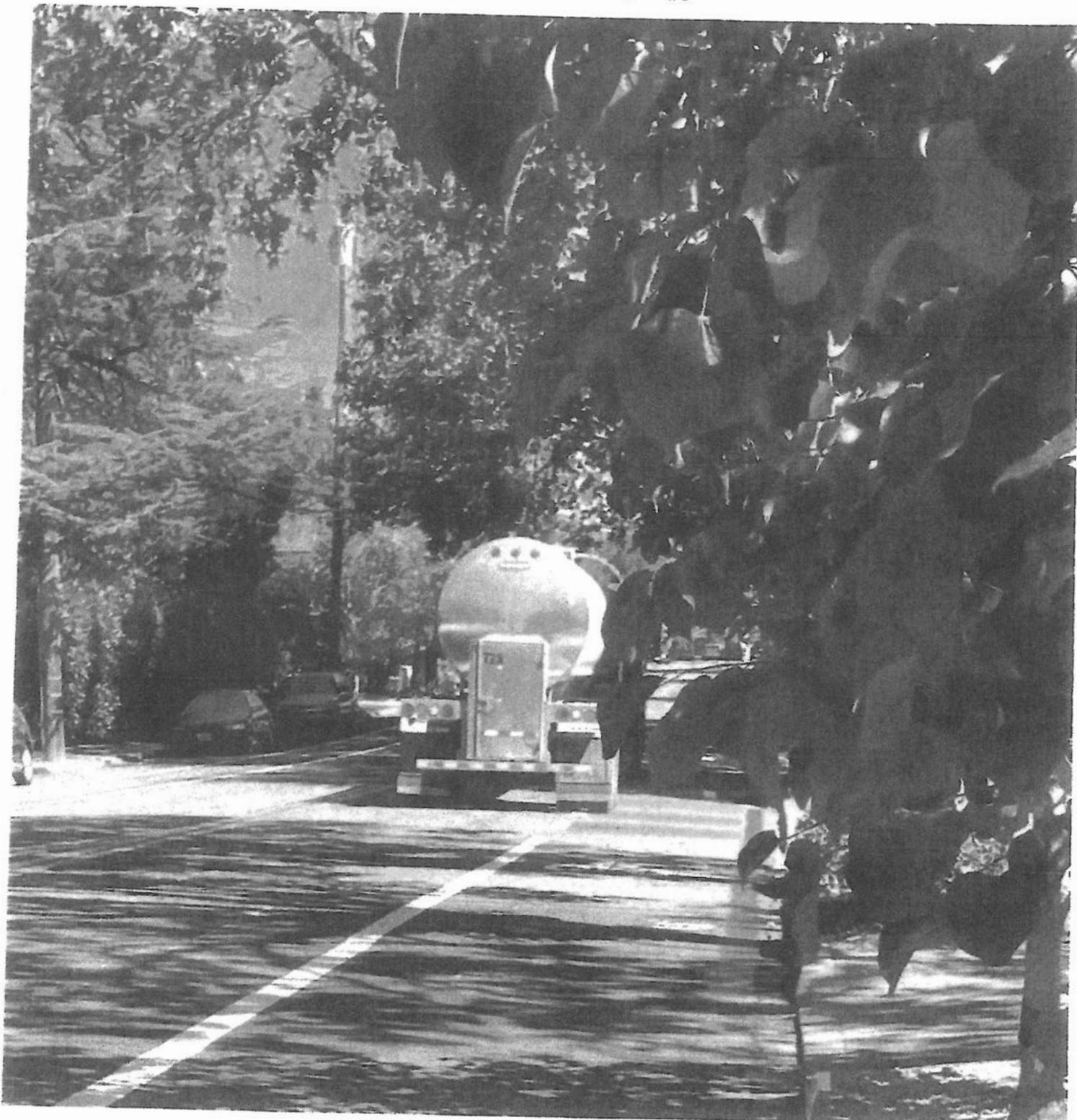
#1 - 10th & D - 9/8/24

Photo: Maureen G.



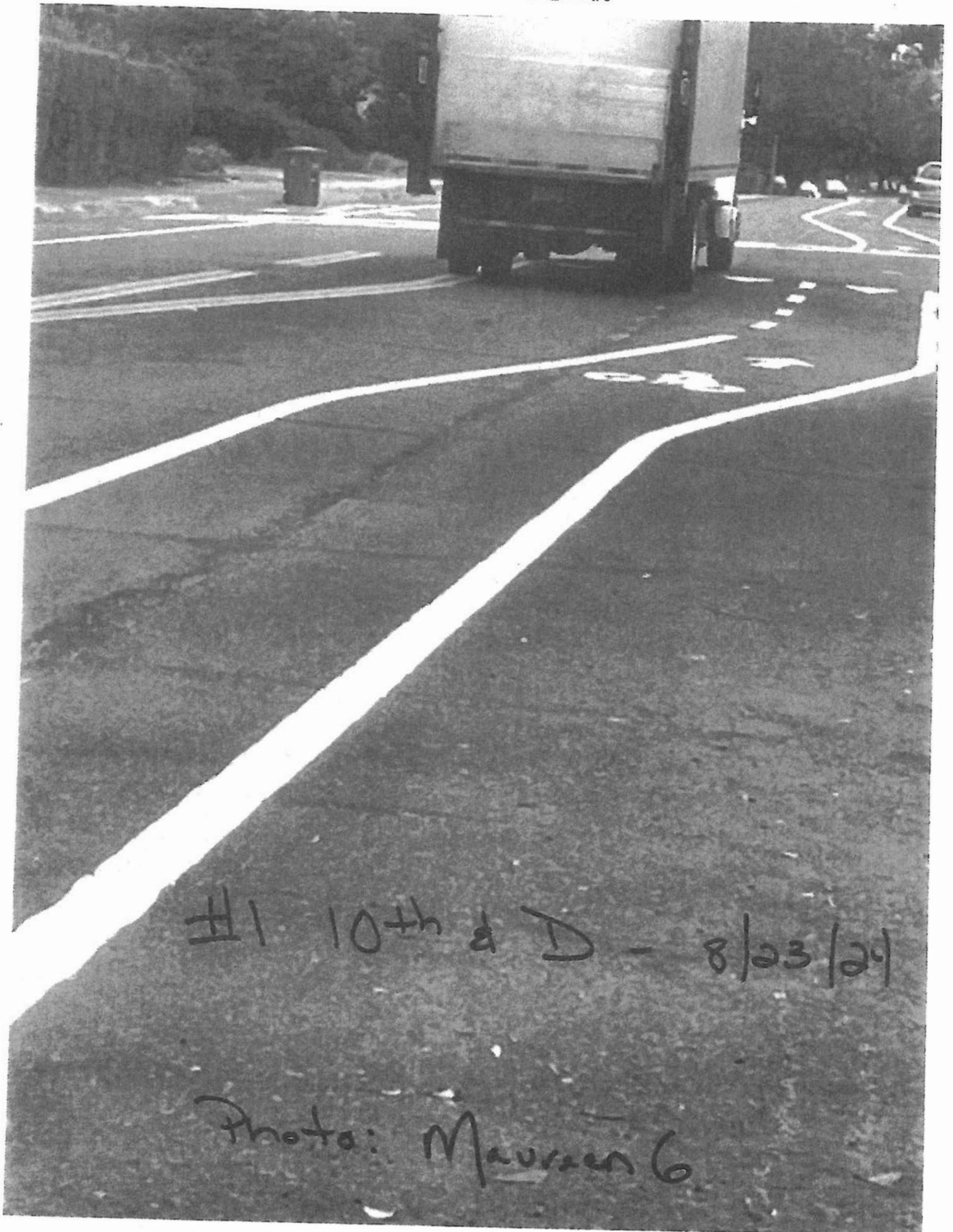
#1 - 10th & D - 9/6/24

Photo: Maurzen G.



# 1 10th & D

9/2/24 Maurcen G.



#1 10th & D - 8/23/24

Photo: Maurzen 6

9:24



< **M** **Maureen Gottschall**  
Sunnyslope McNear · 5 days ag... ⋮

↳ See 3 more replies

**K** **Karen T.** Walnut Park/Aqus/Wickersham Park ⋮

I saw a motorist turn onto D from 5th street and then make a U-turn in the middle of D street

6d 3 Sad Reply Share

**Lyn G** Walnut Park/Aqus/Wickers... ⋮

Karen and use our driveway if they can't quite complete that U-turn. Sure wish we had police patrolling.

6d 4 Like Reply Share

#2 & #3

9:41



**Maureen Gottschall**



Sunnyslope McNear · 5 days ag...



**Linda G.** [redacted] · Downtown Petaluma



Maureen, I was one of the individuals who spoke at the council meeting where unfortunately not all concerns were taken into consideration. Only Healy and Nau opposed the project, with Healy suggesting it be implemented as a trial. My husband, who has Parkinson's and occasionally requires a cane or walker, is now facing the inconvenience of having to cross traffic to access the paratransit services I signed him up for. This situation is not only frustrating but also poses a safety risk.

#4

6d 3

Like Reply Share



Maureen Gottschall [redacted]

**Fwd: Unsafe traffic situation on D St in Petaluma**

1 message

**DSt** <dstpetition@redacted>  
To: Maureen Gottschall <[redacted]>

Sun, Sep 8, 2024 at 7:02 PM

#5

----- Forwarded message -----

**From:** Pamela Dayton <[redacted]>  
**Date:** Tue, Sep 3, 2024 at 6:04 PM  
**Subject:** Unsafe traffic situation on D St in Petaluma  
**To:** <dstpetition@redacted>

To Whom it may concern,

I just want to make sure that you are aware that last week (Thursday I believe), there was tree work getting done on D St in between 6th and 7th Streets on what I would call the North side of the street. The trucks were obviously wider than the bike lanes and cars traveling up D on that side were crossing over the double yellow line. There were 3 trucks present and so each car had to drive across the lines for the length of 2 to 3 houses. This created an unsafe situation for driver, bikers, as well as the workers. I did tell the police and they asked if anyone was there directing traffic, to which I replied "no". Perhaps in the future if work like that is happening we need to make sure proper safety precautions are implemented.

Thank you,  
Pamela Dayton



Maureen Gottschall



**Fwd: Documenting the farce of the bike lane pilot program**

1 message

~~DSt <[redacted]>  
To: Maureen Gottschall <mmgottschall1@gmail.com>~~

Sun, Sep 8, 2024 at 7:00 PM

----- Forwarded message -----

From: None <[redacted]>  
Date: Tue, Aug 27, 2024 at 6:39 AM  
Subject: Re: Documenting the farce of the bike lane pilot program  
To: DSt <[redacted]>

Hi, Well it has been about a week, and so far I have seen 11 folks on bikes. 4 hard core recreational riders in spandex riding with the cars and trucks in traffic lane, 3 folks on the sidewalk, and 4 using the bike lane, all between 5th and 6th. On D

Moving our cars is a real pain and hard on car engines and polluting from starting and stopping after such a short time running. I have a driveway, but only single width. Thanks. Nancy [redacted]

Handwritten initials: H G



Maureen Gottschall [REDACTED]

**Fwd: cyclist violation**

1 message

**DSt** <[REDACTED]>  
To: Maureen Gottschall <[REDACTED]>

Sun, Sep 8, 2024 at 7:01 PM

# 6

----- Forwarded message -----

**From:** Loretta Mateik <[REDACTED]>  
**Date:** Sat, Aug 31, 2024 at 9:26 AM  
**Subject:** cyclist violation  
**To:** [REDACTED]

At around 8:50 PM last night (Friday aug. 30, 2024), while walking my dogs up D toward Sunnyslope, an ebike with two kids on it, NO lights and NO helmets, was in the middle of the vehicle lane. I first was aware of them about a block from Brown court.

They swung over to Brown Ct for only 15 seconds or so....then zipped back across the street INTO the vehicle lane and continued up D St.

I lost sight of them within about a block. But they were NOT using the 'bike lane' built for bikes but worse, they were NOT visible due to having NO lights (or not using them) and not using common sense (or abiding the laws) by not wearing helmets!

L



#6

8/23/2024

Photo: Maureen G.

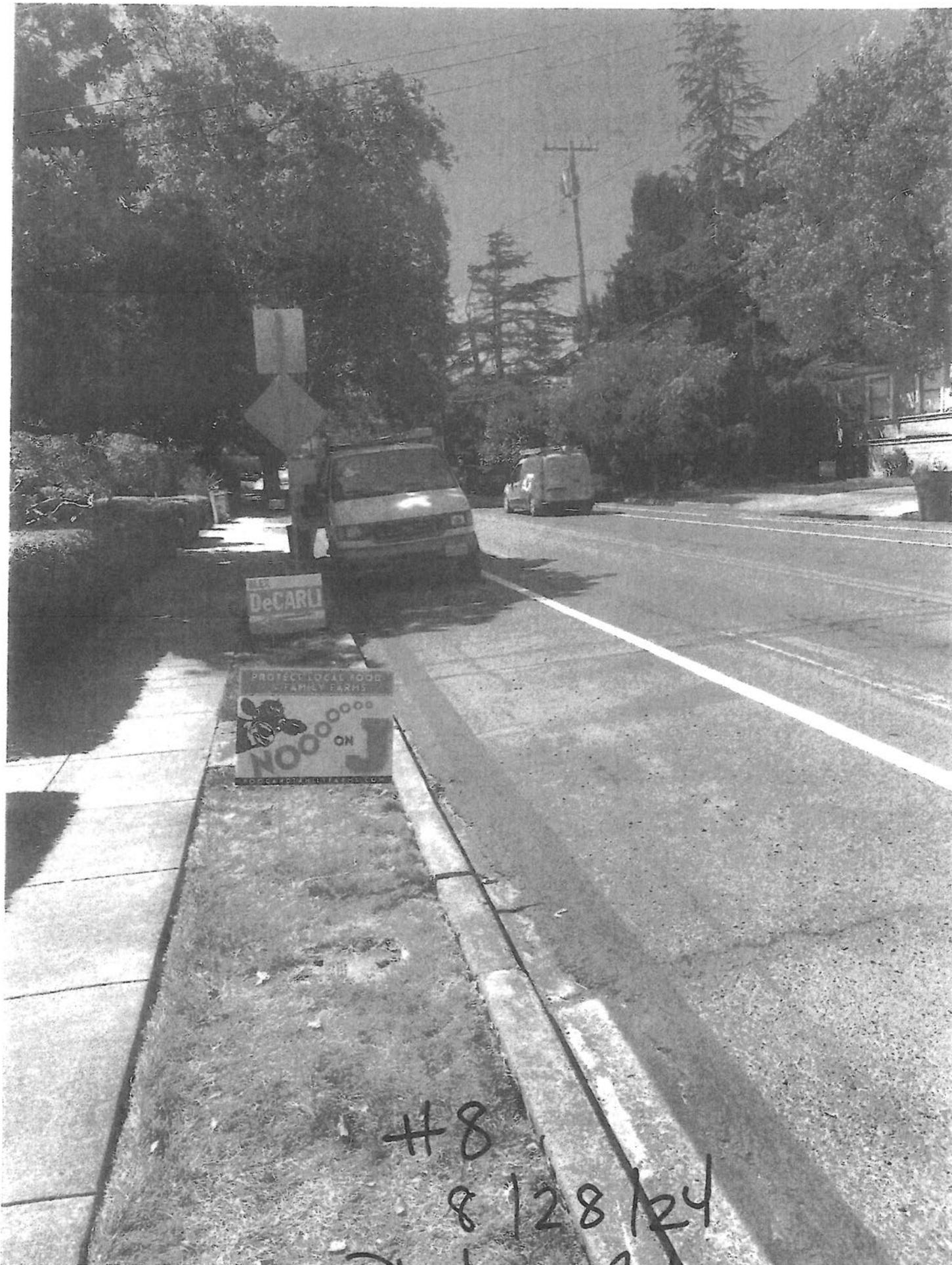
#6

**Subject:** Incident Report:  
**From:** Julia Cort <[REDACTED]>  
**To:** dstpetition@gmail.com  
**Date Sent:** Monday, August 19, 2024 8:02:47 AM GMT-07:00

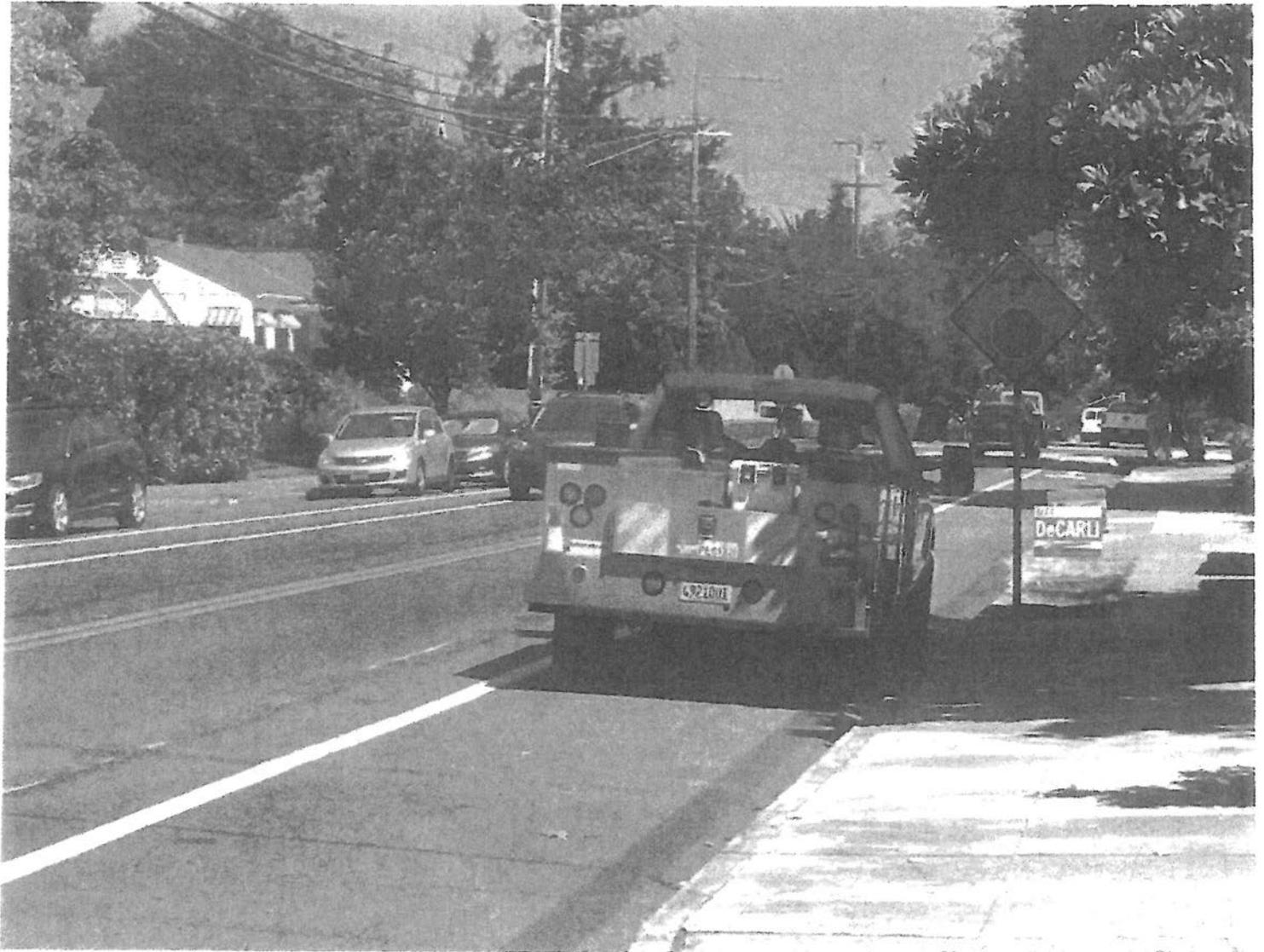
**Date Received:** Monday, August 19, 2024 8:03:06 AM GMT-07:00

This morning 7:45 a cyclist heading into town in bike lane Eastbound on D street crossed 8th to the westbound bike lane and continued while riding into traffic instead of riding the same direction with the traffic.

Sent from my iPhone



#8  
8/28/24  
Photo: Mike G



# 8

8/28/24

Photos: Mike G.

----- Forwarded Message -----

From: Julia Cort <[REDACTED]>  
To: Peggy Flynn <pflynn@cityofpetaluma.org>; Bjorn Gripenburg <bgripenburg@cityofpetaluma.org>; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; Brian Miller <bmillier@cityofpetaluma.org>; Jeff Stutsman <jstutsman@cityofpetaluma.org>; Publicworks <publicworks@cityofpetaluma.org>; cityclerk@cityofpetaluma.org  
Sent: Thursday, September 5, 2024 at 09:35:04 AM PDT  
Subject: For city council

Hello all,

This morning our neighbor directly across the street had their yard maintenance people working in their yard. They needed to park in front of our house with their extended truck. This means that the workers are walking across D Street with lawn mowers, weed eaters, blowers etc.

They always parked directly in front of the house before the removal of parking. How do you expect them to do their jobs?

Someone will get hurt.

This is not safe!

Another example of what a bad idea it is to remove parking for the majority so that the minority might have a designated bike lane on a busy truck route.

And why not ride on B Street???

Regards,  
Julia Cort

Julia Cort [REDACTED]

119



Maureen Gottschall <[redacted]>

**60 obstructions on the passenger side on D Street**

1 message

Maureen Gottschall <[redacted]>

Sun, Sep 8, 2024 at 10:48 PM

To: [redacted]

Hi D St,

This email is to confirm that I counted close to 60 obstructions on the current parking side on D street. These obstructions are bushes, trees and landscaping. It is almost half the current parking.

When I brought it up to Bjorn Gripenburg he said the passenger side access is not a legal requirement to determine a parking space. Regardless of this, it is still impactful and should be considered.. This means families with children in car seats are not able to get their children out on the sidewalk side of the street, but will have to go to the bike lane or street side. Also, elderly like my father who use a cane and walker will not be able to use those spaces. This is putting our most vulnerable elderly and children in harm's way by limiting the actual usable parking spaces for them to exit the vehicle safely.

Best,  
Maureen

# 10

----- Forwarded Message -----

From: Julia Cort <[REDACTED]>  
To: Peggy Flynn <pflynn@cityofpetaluma.org>; Bjorn Gripenburg <bgripenburg@cityofpetaluma.org>;  
cityclerk@cityofpetaluma.org <cityclerk@cityofpetaluma.org>; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>;  
bmiller@cityofpetaluma.org <bmiller@cityofpetaluma.org>; publicworks@cityofpetaluma.org  
<publicworks@cityofpetaluma.org>  
Sent: Monday, August 26, 2024 at 07:48:43 PM PDT  
Subject: Near accident D Street this morning about 11:15

Hello City representatives,

With the new parking restrictions, cars and trucks are parking exclusively on our side of D street on the 800 block and adjacent to both sides of our driveway. They are therefore totally blocking our view of the oncoming traffic in both directions.

We cannot turn in our single lane narrow driveway and therefore we back out. We have been backing out for over 30 years.

This morning about 11:15 I was slowly backing out and trying to see past the parked cars and trucks while honking my horn. A driver came flying by heading east into town and almost crashed into me. I could not see him coming. If the parking was returned to both sides of the street this would not be so dangerous.

Please consider the inherent dangers here.  
Why can't we have bike lanes and parking as it was before?  
What's wrong with riding on B Street?

Regards  
Julia Cort

Julia Cort [REDACTED]



Maureen Gottschall

Fwd: Fire trucks and paramedics

1 message

Sun, Sep 8, 2024 at 7:01 PM

----- Forwarded message -----

From: Karole Kurnow <kkurnow@...>

Date: Sat, Aug 31, 2024 at 12:58 PM

Subject: Fire trucks and paramedics

To: <...>

# 12

Hi:

It never occurred to me until now (when this happened) that the new configuration of no left turn on fifth street from D Street effectively cuts off this whole neighborhood from speedy emergency service by the fire department and paramedics.

We actually bought our house here on D street partly so we could be near the fire department because I have life threatening food allergies and I need to be close to a hospital or emergency services.

So, today a fire truck needed to quickly access this area. They turned on the siren and came up the wrong side of the new divider and made the left turn that way (across the bike lane). Of course, I'm glad that they were able to quickly get care to whomever needed it. However, I am dismayed at the shortsightedness of whoever designed the project in such a way that we now have to wait extra precious minutes to get emergency care! Plus, it creates a potentially dangerous situation to have vehicles coming up the wrong way on the divide, even rarely.

It's different for us going about on our ordinary errands to have to divert due to the divider than to have emergency vehicles blocked from reaching those in need quickly. Has anyone checked with the fire department to see if they're concerned?

Thank you.

Sent from my iPhone

**From:** [Derek Douglas-Hecker](#)  
**To:** -- City Council; -- City Clerk; Bjorn Gripenburg; Peggy Flynn  
**Subject:** Thank you for the D Street Traffic Calming Pilot Project  
**Date:** Monday, September 9, 2024 10:42:38 AM

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

Dear City Council, members of Public Works, and City Staff.

Thank you greatly for the D Street Traffic Calming Pilot Project. My weekly routine requires me to cross D Street either by bicycle or by foot frequently, and the pilot installation's new crosswalks, improved signage, and refuge island has increased my visibility to drivers. I've noticed a lot more engagement in the form of "friendly stop and waves" over the old story of, "Sorry! Oops! I-didn't-stop-for-you-and-almost-hit-you-because-I-was-driving-too-fast <shoulder shrug>" incidents. Bravo to everyone, drivers and non-drivers alike for embracing a slower, safer D Street!

Over the past weeks I've seen a noticeable increase in the amount of foot and bicycle traffic near and on D Street: teenagers, families with small children, and elders. It warms my heart to see an increase in active mobility.

Thank you for listening to greater Petaluma's clamour for improved safe mobility for all our residents.

?d  
Derek Douglas-Hecker  
[REDACTED]

## **Petaluma City Council Meeting – September 9, 2024**

General Comments

Jesse Bradman, B.A, J.D.

Petaluma Resident since 2005



### **Topic – Protecting Our Environment and Our Health**

- 1.** Climate Crisis – Plastics disposal and degradation effect on the environment and health impact - GHG affect – Life Cycle Analysis – Plastics Recycle Rate
  
- 2.** Petaluma restaurants’ use of single-use plastic and non-recyclable or compostable carry-out containers / utensils
  
- 3.** Reduction of single use plastic specifically
  
- 4.** Reducing overall landfill waste by improving composting and recycling specifically
  
- 5. Petaluma Leadership Role:** Petaluma Zero-Waste Resolution – 2019 (General Concepts - 5 yrs) / Petaluma - member of Zero-Waste Sonoma – JPA / Petaluma adopting Zero-Waste Model Ordinance – PFAs, etc. / Other Sonoma County Jurisdictions Adopting ZW Ord + More Restrictive Modifications (Santa Rosa / Sebastopol)

**From:** [Josh Simmons](#)  
**To:** [-- City Clerk](#)  
**Subject:** Public comment for 2024-09-09 meeting of City Council  
**Date:** Monday, September 9, 2024 4:28:07 PM

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

To the Mayor and City Council of Petaluma:

I write to ask that the City Council promptly agendize a resolution, as it had once seemed open to, calling for an immediate ceasefire in Gaza, a return of all hostages Israeli and Palestinian alike, and the conditioning of further military aid from the US on the respect of humanitarian principles and international law.

We still have a bridge that is lit up every night in colors in support of Ukraine. There is a long history of local governments taking a principled stand to send a signal to the higher levels of government.

The best time to pass such a resolution was many months ago when local Jewish and Palestinian voices were calling for it. The second best time is now.

Thank you,  
Josh Simmons