

**From:** [andrew whalen](#)  
**To:** -- City Clerk; -- City Council  
**Subject:** Please Vote YES on D Street bike lanes and 5th St greenway  
**Date:** Monday, April 8, 2024 6:03:51 PM

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Hi City Council members,

My name is Andy Whalen, I'm a Petaluma resident and parent of 3 young children, ages 3, 6, and 8. We live on the west side at [REDACTED] and I take the kids on their bikes and mine around the neighborhood to get to school at McNear Elementary, to visit friends houses around the west side including D street, and along 5th street to get downtown for church, ice cream, and movies.

I'm very aligned with the City's vision for a bike friendly Petaluma where people can bike on any street to get access to anywhere they need to go. I also believe biking and walking are healthy and delightful alternatives to driving we must encourage to fight climate change. The City's adopted policies actually require us to achieve this. These pilot projects are critical and great way to get the ball rolling.

I would feel more confident taking them out on their bikes with better bike safety infrastructure. And some day I hope I can let them bike solo when they're older. These projects would go a long way toward that goal.

Thank you,  
Andy Whalen  
[REDACTED]

**From:** [Bruce Hagen](#)  
**To:** [-- City Council](#); [Peggy Flynn](#)  
**Cc:** [REDACTED]  
**Subject:** Thank you for staying up late with us!  
**Date:** Tuesday, April 9, 2024 2:00:20 AM  
**Attachments:** [image.png](#)

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Dear Councilmembers and City Manager, thank you so much for all the work (and anguish?) you put into the D Street decision. It was a tough one!

I can say this: Safe Streets Petaluma intends to work closely with both D Street supporters and opponents of the bike lane, both in the implementation of the trial, and in considering potential designs for the post-reconstruction. After tonight's adjournment, I talked with Pepper Fernandez about this, and showed her SSP's ideas for "Slow D Street" (below). She was very interested; we share a big concern about speeding and safety. I gave her my contact info, and expect we'll soon be in touch.

We are happy to include anyone from Public Works in these conversations.

Onward!  
Bruce

## Idea: *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

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



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.

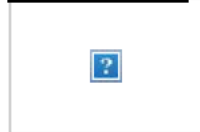


**CAR LANES** chicane (@ 20 MPH) between the on-street **PARKING** locations on either side of the street.  
**BIKE LANES** along the curb, are protected from car lanes by parking or by physical barriers.



Bruce Hagen

Safe Streets Petaluma



**From:** [Calandria Atkinson](#)  
**To:** -- City Clerk  
**Subject:** D Street traffic changes  
**Date:** Monday, April 8, 2024 6:04:10 PM

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Hi. Can't be in attendance due to having Covid. Comments below.

We have suggested this option for years. Nobody has listened or replied to our observations for 14 yrs! There are 4 traffic signals at D, El Rose & Sunnyslope Ave. Some years ago we had an electrical issue & no power. City put out 4 stop signs. Eureka! Traffic was slowed, no red light runners, safety greatly improved. CARS FROM THE HWY DIDN'T LIKE WAITING ON D SO WENT BACK TO THE HWY! LESS TRAFFIC! WHY NOT USE TRAFFIC LIGHTS IN PLACE & MAKE THEM A FLASHING 4-WAY STOP FOR 3 THREE MONTH TRIAL? NO EXTRA EXPENSE & SAFETY FOR ALL.

Bicycles should all go down B Street, just like a Tsunami Route. It's wider, less traffic, bike lanes in place. Logical fix. We have never had accidents or other traffic issues at Sunnyslope or El Rose, so video saying traffic incidents monthly is misleading/untrue. The neighbors have begged for speed humps for years along the "Sunnyslope Speedway", to no avail. Speed humps are found on many Eastside streets - why not here? Have been told Fire Dept. doesn't like them... but they are already in place on different streets. Why not on Sunnyslope? Red light runners fly down El Rose often. Very dangerous!!! Cutting off traffic coming in to town with 4 stop lights at that corner will definitely help safety and slow the traffic. Consider it!

Alternative suggestions for D Street. Leave parking as it is. Have lived on [REDACTED] Traffic issues usually down around 6th. WE NEVER SEE BICYCLISTS OBEY ANY OF THE ACCEPTED TRAFFIC RULES! NEVER!

THEY BREEZE THRU STOP SIGNS, WEAVE IN & OUT OF TRAFFIC & DON'T SEEM TO FEEL THEY MUST SHARE THE ROAD AS WELL. BICYCLE SAFETY RESTS WITH THEM AS WELL, NOT JUST DRIVERS. CARS ARE NOT ALL TO BLAME. TAKE BIKES OFF D STREET! The concept of islands or ped changes are not right. McDowell has bollards & stick outs that impede traffic & make it impossible for traffic to safely pull over for fire/police or ambulances. Street cleaning doesn't happen so bicyclists have to ride around bollards due to trash in the cycle lanes. Not good. Any ideas to fix that issue? Fire & ambulances roll up D Street mainly to Rehab hospital every day. If the parking is changed, where are drivers to pull over to get out of the way? Rethink it.

I STREET NEEDS A DRASTIC FIX NOW!!! CARS SPEED UP & DOWN I STREET DAILY. THEY ROLL THRU STOP SIGNS ALL THE TIME. THERE'S NO CROSSWALK ON 8TH STREET, SO REAL POSSIBILITY OF PEDS, MOMS/KIDS, DOG WALKERS ET AL GETTING HIT ON A DAILY BASIS BECAUSE THEY JAYWALK TO GET ACROSS. PARTS OF I STREET IN FRONT OF A FEW EXPENSIVE HOMES DO NOT EVEN HAVE SIDEWALKS. THESE FOLKS PAY TAXES - WHY DON'T THEY HAVE A SIDEWALK? FIX IT! OUR P.D. CAN'T BE THERE ALL THE TIME TO PATROL, SO OTHER TRAFFIC MEASURES MUST BE IMPLEMENTED & SOON. We walk

D/Sunnyslope to I Street & down toward the Boulevard every day & it just keeps getting worse. It is significantly worse than D Street! (D for Dangerous! I for Insane!)

Thanks for considering the points given here. We love this town & want safety & sanity.  
M. Atkinson/Sunnyslope Ave.

Sent from my Verizon, Samsung Galaxy smartphone

**From:** [David Garti](#)  
**To:** [-- City Clerk](#)  
**Subject:** Bike Lanes for D Street  
**Date:** Monday, April 8, 2024 5:11:08 PM

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Dear City Councilmembers,

Thank you for your continued leadership to make Petaluma a city where all bicyclists can feel safe to ride. Please vote to approve the proposed bike lanes on D Street!

Much appreciated,

David Garti  
Commissioner, City of Petaluma Climate Action Commission



**From:** [jack haye](#)  
**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 3:19:22 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,  
Jack Haye and Drew Washer-Haye

**From:** [Joel Klabo](#)  
**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 7:24:21 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,  
Joel Klabo



**From:** [Sonic-AltPerlis](#)  
**To:** [-- City Clerk](#)  
**Subject:** Presentation from April 8 council meeting  
**Date:** Tuesday, April 9, 2024 12:20:19 AM

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Hi. Here are the remarks which I wasn't able to complete at the meeting yesterday. I am submitting them for the record.

Thanks,  
John Perlis

## April 8 Council Comments D Street Calming

- Hi. My name is John Perlis, and I have lived at 419 D St. for 32 years.
- To start I'd like to compliment the Task Force on some of their proposed traffic calming measures, especially their solution for 5th and D street which has been crying out for action for a long time. I live right there. I have seen the collisions.
- I will leave it to others to discuss the illogic of mixing bikes and large trucks or the damage that losing access to the street frontage of their homes does to homeowners, contractors etc.
- I will instead point out some of the existing challenges associated with living on D St.
- **D street is a double gateway**
  - To the south it is the gateway to West Marin so we get the heavy truck traffic with its attendant noise and pollution and we also get a lot of joy riders - some with modified exhausts - both cars and motorcycles - not infrequently in large and deafening groups especially when the weather is nice.
  - To the north it is the gateway to a cross river connector - the D street bridge - so we get extra traffic in that direction too, which backs up to 6th street and beyond during heavy periods such as when school lets out in the afternoon. This backup is seriously exacerbated by the set up of traffic lights at D St. and the boulevard where west bound cars turning right on red onto D St. are allowed to finish filling up the blocks between the boulevard and First street leaving D St. traffic nowhere to go.
- My request to council is this: whether or not it is your decision to inflict bike lanes on us as well, please

make sure that the plans for D street address the residents' other traffic related concerns. First, could we please see some move to someday shift non-local commercial traffic to San Antonio Road? Second, could we please see some action to enforce traffic noise ordinances? Once a few thousand-dollar fines for modified exhaust systems or citations for excess noise are handed out, I believe word will get around the area and might have a salutary effect on the behavior of this particular group of sociopaths. Finally, could we please see to some plans to rebalance the traffic flow priorities at the boulevard so that D street traffic can move better? A change to signage prohibiting right turn on red from the boulevard onto D street headed north, would do the trick.

I thank the council in advance for your attention to these issues.

**From:** [Maureen Gottschall](#)  
**To:** -- City Council; [Kevin McDonnell](#); [John Shribbs](#); [Barnacle, Brian](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [jcarderthompson@cityofpetaluma.org](#); [Mike Gottschall](#)  
**Subject:** Statement - D Street Bike Lane Meeting April 8, 2024  
**Date:** Tuesday, April 9, 2024 8:12:43 AM  
**Attachments:** [D street bike lane Maureen Gottschall Statement \(4 8 24\).pdf](#)

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Dear Petaluma City Council,

I am deeply saddened by your decision to move forward with option 1 the removal of parking on D Street.

I am submitting my full statement that I had prepared to be included in the record from last night's city council meeting (4/8/24).

With the exception of Council person Nau and Healy, you failed to listen to the most impacted of your constituents. You could have very easily chosen option 2 and allowed more time to explore the residents of D Street's concerns. Instead, we were lectured on the sacrifice we must make for the community.

Just so we are all clear, I am listing those sacrifices.

- Reduced value of my home because we lost access to parking. The value that D street residents collectively lost is in the millions.
- Forced to walk across this dangerous street multiple times a day to reach my car. The nearest side street for us is four houses down from us. It is not realistic to think we will use it. My children will be crossing the street to get to their cars.
- Additional hazards, risks and blind spots when backing out of my home.
- Friends and loved ones will be forced to walk across the street to my home.
- My elderly handi-capped parents can not make the walk from around the block to get to my home. They will be walking across the street to get to my home.
- You have directly put everyone I care about in harm's way because D Street is still a trucking route. The trucking route needed to be addressed before the bike lane. The actions you took last night were an overreach and the cart before the horse.

Please see my attached statement.

Regards,

Maureen Gottschall

[REDACTED]

My name is Maureen Gottschall and I am a 21 year resident of D Street.

We have 4 drivers with cars in our family with 3 of them currently living at home. We have a very short driveway and use the street in front of our house daily to park our vehicles. This proposed bike lane and loss of parking will have a significant impact on our daily lives.

- We purchased our house as most people do to create a home for our family. We both work full-time and this is a big part of our long-term retirement plan.
- This measure would negatively impact the value of our home and cause financial stress to our main investment.
- We would have never purchased a home that did not have parking in front of it. We lived in SF for many years without sidewalk parking in front of our house. Having ease of access to my home is very important to me and my family.
- This will cost millions of dollars of lost value collectively to the homeowners of D street.
- For the benefit of few who may or may not live in our community who could easily take a left and use B Street. The hill on Sunnyslope is small. My own children and I would walk or ride bikes up that hill when we would go to their daycare. It is an easily accessible, walking and riding hill.
- B street is exactly what you think of when you think of the term "sharing the road"; parking, bike lanes and driving lanes.
- What would happen on D Street is not the same. This is not sharing the road, it is taking over the road.
- By losing 126 or so parking spots, you will force hundreds on a weekday and possibly 1,000's on a busy holiday to cross D street. My family alone will take 6 - 10 trips across the street daily.
- This increased pedestrian foot traffic across a trucking route, major artery to current and planned communities as well as an emergency vehicle route will increase the danger and harm to our community.
- I think of my parents who are elderly and have ADA parking placards for their vehicles. This has completely ignored them and provided no options for them.
- My family and friends with small children and strollers who normally park on my side of the street will be forced to cross at their own peril.
- My neighbors have an ADU as well which requires access to parking. They will be required to park across the street as well.
- Any benefit to slowing down traffic or calming it down is completely lost by the added layer of forced pedestrian foot traffic on D street.

Not all decisions can be justified by having good intentions, even if they are aimed at achieving a greater good. Choosing a D street bike lane and eliminating residential parking will not calm our streets and it will cause undue financial damage to those residents. We already have a solution for biking on B street. This is not needed and benefits only a small group of people at the expense of the D street residents. I urge you to oppose it.

**From:** [Mike Gottschall](#)  
**To:** -- City Council; [Kevin McDonnell](#); [Peggy Flynn](#)  
**Cc:** [Maureen](#)  
**Subject:** Concerned Citizen about Historic D Street  
**Date:** Monday, April 8, 2024 9:47:51 PM

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Mayor Kevin McDonnell, City Council

I am virtually attending tonight's meeting and expressing my concerns about any action taken tonight that would alter the nature of Historic D Street. It's now after 9:30pm and I know many of my brave neighbors are now taking time away from their families and sleep to attend this session in person and ensure knee-jerk decisions are not being made by this council.

This is Petaluma. Historic streets hold significant cultural and architectural value. Adding a bike lane to D Street will permanently alter the character and aesthetic appeal of the street and compromise its historical integrity. The fact I need to state this is embarrassing.

I've watched this city take action after action over the last 20 years to prevent changes to historical buildings and as a homeowner have accepted those limits. I ask that you now not make quick determinations that would permanently change the nature of this treasured street. Even if this is presented as a "test run".

Once the paint is applied, it becomes permanent. You might as well tag our fences, hedges and steps as you paint lanes and further remove the rights of D Street.

Mike Gottschall  
[REDACTED]

**From:** [Jamie Platt](#)  
**To:** -- City Clerk  
**Subject:** D st public comment by 3 people  
**Date:** Monday, April 8, 2024 10:01:47 PM

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To the council members,

I live on [REDACTED] close to downtown. I have a driveway so I have a place to park. I ride a bike occasionally. But, not everybody who lives on D has access to parking like I do and I am concerned for when we have events, especially with the possible prospect of that hotel being approved without adequate parking in the future. I am all for bike lanes, pedestrian safety, and generally decreasing car use. So, I have no personal reason to oppose the bike lanes on D Street, except for safety and Petaluma's exposure to liability. My concern is the safety of regular riders. Those going to the store or library or on family outings, not the hardcore recreational bikers heading out on D street to do a ride in the countryside that would like to avoid the hill on B street. You know, B street, which is close and parallel to D st, wider, quieter, already with large bike lanes. When first I heard of this plan I thought great, maybe we can stop those giant double semi trucks screeching to a halt at the 6 th street light. Nothing like hearing air brakes, but no, it is a state road and Petaluma can not regulate the kind of traffic on this street. So this plan has Petaluma encouraging bikes onto the roadway on D street, breathing the exhaust, with a lot of semi- trucks, heavy commute traffic, and the fire department trucks with sirens blaring, encouraging traffic to pull into the bike lanes. Sounds like an invitation to a lawsuit for encouraging bike riders to get off the sidewalk, which they are already allowed to ride on, right into that traffic mess that is D street. I live on D street. I am retired and home all day. I see how few bikes use the street or even my sidewalk. I see the huge trucks and the traffic. NOT having bike lanes on D street is a good idea. It will discourage riders from this dangerous, exhaust producing, truck infested street. Instead please put some signs up to direct them to quiet wide B street. If the bike lanes are added, I see a lawsuit in Petaluma's future, or someone's injury or death which is worse!, invited by Petaluma's decision to do this. I don't want to see that happen, or pay for that law suit. And as a homeowner here, I will have to pay, either seeing someone hurt or killed in front of my eyes, and/or, when the city has to pay. Let's avoid the possibility. This is a crazy waste of money, especially when we have a viable all ready existing pathway two blocks away. Let's take that money and put in a more useful bike lane on a safer street for folks that just want to get around town, and save ourselves the very real potential for liability. Please continue with traffic calming as long as the changes do not cause trucks and cars to idle for long times spewing exhaust. If you do not decrease actual use by traffic, making the trucks and cars take longer only adds to greenhouse gasses.

By,  
Nancy, Jamie, and Ian



**From:** [pam@mmsmarin.com](mailto:pam@mmsmarin.com)  
**To:** [Kevin McDonnell](#); [John Shribbs](#); [Barnacle, Brian](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [Janice Cader-Thompson](#); [Peggy Flynn](#); [-- City Clerk](#)  
**Subject:** Re: Proposed D St. Plan  
**Date:** Monday, April 8, 2024 8:59:18 AM

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

No on D St. bike lane

Dear City of Petaluma Mayor, Council members and Managers,

I live a few houses off D St. and have had years of opportunity to interact with drivers, walkers and bikers there. Drivers are distracted. I would not want to encourage bike riding on D, bike lane or not. Asking residents, workers or delivery people to make more trips across D on foot isn't a safe either.

A recent new York Times Magazine article asked the question "Why are American Drivers so Deadly" It is worth a read but in case time is short the article questions why America's fatalities have risen to 1960 levels even with better traffic control measures. Their research showed that the answer is driver distraction from texting and built-in car screens.

Please direct bikes to B St. Yes, there is a slight incline but veteran riders will not be deterred and novice riders should not make the poor choice of trading a slightly flatter ride (on D) for safety.

Please vote No on the D St. bike lane.

Thank you for reading my email.

<https://www.nytimes.com/2024/01/10/magazine/dangerous-driving.html?searchResultPosition=1>



## Why Are American Drivers So Deadly?

After decades of declining fatality rates, dangerous driving has surged again.

[www.nytimes.com](https://www.nytimes.com)

Pam Couch



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**From:** pam mmsmarin.com

**Sent:** Sunday, April 7, 2024 4:23 PM

**To:** kmcdonnell@cityofpetaluma.org <kmcdonnell@cityofpetaluma.org>;  
jshribbs@cityofpetaluma.org <jshribbs@cityofpetaluma.org>; bbarnacle@cityofpetaluma.org  
<bbarnacle@cityofpetaluma.org>; mhealy@cityofpetaluma.org <mhealy@cityofpetaluma.org>;  
knau@cityofpetaluma.org <knau@cityofpetaluma.org>; dpocekay@cityofpetaluma.org  
<dpocekay@cityofpetaluma.org>; Jcaderthompson@cityofpetaluma.org  
<Jcaderthompson@cityofpetaluma.org>; PFlynn@cityofpetaluma.org  
<PFlynn@cityofpetaluma.org>; cityclerk@cityofpetaluma.org <cityclerk@cityofpetaluma.org>

**Subject:** Proposed D St. Plan

Dear City of Petaluma Mayor, Council members and Managers,

As a member of the Petaluma community who lives just a couple of houses off of D St., I travel quite a bit on both D and B. If biker safety is the concern, I suggest we focus on the B St. corridor as it is wider and much calmer than heavily trafficked D St.

Although I appreciate the consideration that went into the “slow the fast down” campaign, my experience has been not that traffic moves too quickly, but too slowly! Please, let’s focus on opening up traffic flow between the E and W side through Rainier and Caulfield thereby lessening traffic on D street for all. And, let’s focus on enhancing peaceful and bucolic B St. for bike riders.

Seems like a win for all people moving about our city.

Thank you for your work on behalf of our beloved city and thank you for taking my comments into consideration.

Pam Couch



Sent from my iPhone

**From:** [Steve Charlip](#)  
**To:** [-- City Clerk](#)  
**Subject:** NO BIKE LANES ON D STREET  
**Date:** Monday, April 8, 2024 11:46:25 PM

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Dear City Council,

I attended the city council meeting on April 8th and am against the proposed changes to bike lanes/parking on D street. Those changes will make the street very dangerous.

B street is a much better/safer location for bike riders since it is wider.

The Methodist Church on 5th street needs every existing parking space that it currently has and can't afford to loose any. Please don't cause them hardship by reducing their parking.

Thanks

Steve Charlip Petaluma Residence

**From:** [Stirling Trayle](#)  
**To:** [-- City Council](#); [-- City Clerk](#)  
**Subject:** D Street bike lanes  
**Date:** Monday, April 8, 2024 7:25:58 PM

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Dear council,

I want to voice my support for the proposed bike lanes on D Street. As an active cyclist in Petaluma for over 50 years, I've used D Street to leave and return to town on my bike hundreds of times. The traffic coming into town on D Street is too fast for the safety of cyclists and pedestrians. Coming from D St. Extension, an appropriately open and quick-paced road, the road abruptly transitions into a residential area with parked cars. It's understandable that people want to maintain that higher pace, but it's inappropriate for the area. There are many new ideas on how to structure an existing street to slow it down to make it safer with more useability for everyone. Please work to make changes in Petaluma to increase bike transportation safety. We should be working to encourage people to use their bikes to shop downtown, and safe streets are one of a number of things that will help do that.

Thank you - Stirling Trayle

Stirling Trayle  
[REDACTED]

**From:** [Tyler Hagen](#)  
**To:** [-- City Clerk](#); [-- City Council](#)  
**Subject:** Support for D Street Bike Lanes  
**Date:** Monday, April 8, 2024 6:48:38 PM

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

Hello,

I wish to voice my support for bike lanes on D Street. I live on [REDACTED] and ride on D Street regularly. Traffic calming, lower speed limits, physical barriers between bike lanes and car lanes, and severely reduced parking would all be excellent.

Thank you,  
Tyler

**From:** [Terry Kosewic](#)  
**To:** [-- City Clerk](#)  
**Subject:** D Street Bike Lanes  
**Date:** Monday, April 8, 2024 5:13:28 PM

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Dear City Clerk,

I am sorry I am unable to attend tonight's meeting, but I had made arrangements to attend my last Vietnam reunion months ago, and our flight to Knoxville is at 11:15 PM tonight, so we have to be at the airport.

I have lived at [REDACTED] since January of 1978. The beginning of my Petaluma civic involvement came that September when I joined Heritage Homes, and was on their board of directors for over 25 years. I was also a member of the 1985 General Plan update, on the Traffic Committee. In 1991 I was appointed to the Site Plan and Architectural Review Committee and served on that Committee for over 16 years, was also a Planning Commissioner for 2 years, and on the Petaluma Historic and Cultural Committee for 10 years after that. I was also a member of the City Center Specific Plan. That's over 28 years on Committees & Commissions, so I have an inkling of what works and what doesn't work in this city. For all the times that the bike committee has been before SPARC while I was on it, less than half of the time did their requests use common sense. There was a lot of wishful thinking and good ideas that proved to be either economically unfeasible or very impractical. The D Street bike lanes may improve safety for a few bicyclists, but will just make things totally unsafe for the residents.

At the beginning of residents' input I had asked how many bicyclists use D Street, and how many are expected to use it in the future. I have never received a response. I asked what is wrong with B Street, since it currently has bike lanes each way, and I doubt that it has 20% of the traffic D Street has. The best answer I received was it made the trip 2 blocks longer for those who wanted to go out D Street extension.

A comment was made by staff that they counted how many cars were parked on D Street at various times and there were not enough to require parking on both sides of the street. We have two vehicles that we drive as do most households. I am fortunate that we can park both cars in the back yard, but if someone parks next to left edge of my driveway, I cannot see any outbound traffic. Currently this seldom happens, so I am able to safely progress into D Street when I can clearly see a break in traffic in BOTH directions. If the entire north-west side of D Street is parked up, I will never be able to safely pull out of my drive way. Plus, when I have to stop in the lane of traffic to back into my driveway, since I will no longer have curb space to pull into, I will have to pray that I don't get rear-ended by someone who doesn't want to slow down. I am not brave enough to pull into my driveway and back out like my neighbors do, and I don't know how long it will be before they have an accident when



they will no longer have a clear line of sight.

Respectfully,

(John) Terry Kosewic

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APR 08 2024

CITY CLERK

November 22, 2024

Dear Petaluma City Council Members

I am the Reverend Robert Herrmann and I serve as the pastor of Petaluma United Methodist Church. Our church has served the community of Petaluma from the corner of 5th and D Streets for the 82 years. We are proud to share that this congregation helped start COTS and PEP, ministries that continue to serve our homeless and low income siblings. We offer our location to various non profit groups such as the Village Network and 12 step groups that offer various important means of assistance to the Petaluma community.

I write to you now to ask that you vote against the installation of a bike lane on D street. Placing a bike lane on D street would eliminate vital parking spaces from the front of the church and would impede accessibility to our building by those who come here to receive services, attend meetings, participate in worship and work at ministries focused on making Petaluma a place where all are welcomed and loved.

Council members, the loss of the parking spaces would have an ill effect on so many community members who rely on the services that are offered at Petaluma United Methodist Church. May God bless you in your work.

Sincerely,

Reverend Robert Herrmann, pastor  
Petaluma United Methodist Church

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APR 08 2024

CITY CLERK

**D Street Access**

Good evening,

My name is Eric Grosser. My wife and I reside in the [REDACTED] neighborhood at the entrance to downtown Petaluma.

When we purchased our home in the spring of 2000, the D street bridge was out of service and our street was unusually quiet. Our real estate agent disclosed that D street is a busy trucking route and noise was to be expected. We were, and remain, OK with that.

However, nothing could have prepared us for the parade of humanity and all the wonderful people who we encounter on a daily basis. Patrons of the United Methodist Church, farmers market, parades and special events, neighbors out for a walk, drivers from west of town pulling over to check phone messages or ask directions, and of course Halloween.

D Street residents have always been happy to welcome visitors to our neighborhood. After all, the street does not belong to us.

In reality, our neighborhood has very limited off-street parking which mainly consists of narrow single lane driveways (if you are fortunate to have a driveway). My wife and stop our car at the entrance to our driveway to allow passengers to exit before pulling in to park. When my mother in-law was alive, we needed curbside parking to assist her in or out of our car and access her walker or wheelchair. People with limited mobility cannot be accommodated in a narrow driveway, and trekking across a busy street is not an easy option. This also applies to families with infants and young children.

Think about how valuable on-street parking is if you don't have any available off-street parking (by the way, I have counted 8-10 cars parked on our block mid-day every day for the past few months). If you don't have any friends or family with mobility issues yet, that could change in an instant. It could even happen to you.

The City of Petaluma is changing rapidly, and there are many proposed projects that are putting pressure on access and parking. These pressures are exacerbated by AB 413 which prohibits parking within 20 feet of crosswalks. Petaluma will lose hundreds or even thousands of parking spaces, some of which are currently striped for handicapped.

The changes proposed tonight will negatively impact the residents, visitors, delivery, service and emergency vehicles who use D Street, putting lives in danger.

I urge you, please don't isolate the residents of D Street from our homes and community with parking reductions. After all, it's your neighborhood too.

Thank you for your time

### **Additional notes and thoughts**

I also wanted to mention trash collection. I counted 25 bins on our block on a recent Friday. We are told we should not place bins in the bike lanes, and instead place them at the foot of our driveways. Think about the logistics for a minute. How can you enter or exit a driveway barricaded with trash cans if there is nowhere to pull over on the street and move them? Is it reasonable to expect residents to block their only entrance and egress from Thursday evening to Friday morning or later? Sometimes the cans don't all get emptied until mid-afternoon. Recology requires trash bins to be placed 3 feet apart in the gutter for pick up as negotiated with the City of Petaluma. The curb strip is not an option.

Just in case you think I am anti-bike, my wife and I are no strangers to bicycling. In 1999, we rode all the way down the coast of California from Mill Valley to the Mexican border. Since our trip, life has become faster and drivers more distracted. It also seems that post pandemic behavior is to ignore traffic laws and treat stop signs as if they are optional. I began to reconsider riding bicycles on the street years ago after a friend was crushed to death under a big rig making a right turn. I stopped riding permanently after an angry driver intentionally wrecked a group of cyclists out on D Street/Point Reyes Road near the cheese factory. While I do not believe motorists are out to harm cyclists, the risks are real and the small guy always loses. I honestly do not understand the point of encouraging bicycles to share a route designated for heavy commercial vehicles. At the western edge of town, D street becomes a challenging road for serious riders willing to assume the risks past McEvoy olive ranch. There is no point in trying to ride a loop back to town on San Antonio Road and I Street, as neither have shoulders and pavement is horrible. Below Petaluma Blvd, D Street becomes very congested and involves crossing the drawbridge which is unsafe if wet with rain or fog. The addition of more infill on the east side of the bridge will only increase vehicle traffic and push backups to 6<sup>th</sup> Street or beyond.

I am an avid walker who enjoys the west side of town, but I prefer not to walk on D Street when possible because it is just too darned noisy most of the time. Why would I want to bike in that environment either?

Let's face it folks, Petaluma is near capacity on most of its surface street infrastructure. Cramming more uses and narrowing lanes on a commercial designated road is a bad idea. Let's stop wasting time and taxpayer money trying to make D Street something it is not.

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APR 08 2024

CITY CLERK

March 5, 2024

H  
Petaluma City Council

My name is Hiram Ceja  
I own a landscape design business that services many customers in Petaluma, a large group of those people who live on and around D Street. I have trucks and employees around that area at least five days a week and sometimes on weekends for larger install projects.

here  
I am writing this letter to express my concern for the safety of myself and my employees. On a weekday, I have an average of 8 guys working on and around D Street. I have worked in Petaluma for 22 years and Petaluma residents make up a huge part of my business' income. D Street is dangerous for us with parking. Cars speeding, large trucks, people running stop signs. If parking is taken away my guys will be in significantly more danger while working. Most D Street homes do not have driveways big enough for the owners and us to park our cars in at the same time. My guys will have to be going back and forth across traffic with lawn mowers and other large equipment. We work in ALL weather; we don't stay home when it rains or is freezing cold.

I am asking you to think about the people who work on D Street daily and our safety. I don't think adding bike lanes is a good idea if it means parking will be removed. D Street is way too dangerous for bikers, I know because I work on it daily.

Hiram Ceja

Hiram Ceja Landscaping  
[REDACTED]

There are already very wide bike lanes along D Street. It allows about 2.5-3 feet for a bicyclist to go around any parked car. There are very few bicyclists going by each day. The prohibition of parking on one side would increase safety issues for pedestrians who would have to park on one side and cross the street to get homes on the opposite side. They are not going to walk to the corner to cross. Some examples: The Paratraveler would not be able to pick up handicapped residents from directly in front of their homes. Imagine the elderly or those using canes, walkers, or wheelchairs trying to safely cross the street. Young children arriving to visit grandma might try to run across the street in their excitement. Gardeners would have to haul their equipment across the busy street to work. Delivery drivers would have to cross the street to make deliveries.

Parking usage may have been under counted along some parts of D. Weekdays, it is already very difficult for residents to safely pull out of their driveways, with their vision of oncoming traffic often obscured by parked cars and large trees, especially near Sixth Street. If all cars were forced to park on one side, those living on that side would have a horrible problem trying to get out.

Changing the parking would not solve the problem of the amount of cars using the street and the speed at which they travel. There is a huge problem at 4<sup>th</sup> and D with cars trying to cross D and not being able to see oncoming cars. At 5<sup>th</sup>, you have people running the stop sign or thinking the cars on D must stop as well, so they try to cross, in front of an oncoming car. Those cause traffic collisions. I don't think I have heard of any bicyclists getting hit along D Street. What are those statistics?

I'll end with one question, how would the Mayor and Council Members like it if they lived on D Street, and someone took away the parking in front of their homes.

Sincerely,

Linda Gallagher, 

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CITY CLERK