

From: [Aidan Manousos](#)
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: Monday, April 8, 2024 11:30:07 AM

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Dear Mayor McDonnell and Councilmembers,

I would like to voice my support for pilot bike lanes on D Street. As a Petaluma resident that likes to commute via bike, D street between Petaluma Blvd and Payran has been one of the areas of town I've consistently felt the least safe biking through. Unfortunately however, living on the southwest side of town, D Street is one of the only convenient thoroughfares to use to get to the east side, which makes it so much of Petaluma is not very accessible by bike for me.

I also want to bring attention to the recent street diet that was implemented on Petaluma Blvd S as an example of the positive change traffic calming projects can have on Petaluma. Before the street diet, I felt similarly unsafe biking on Petaluma blvd but, now with bike lanes in place and a safer traffic flow, I feel much more comfortable biking down that road, and use it as part of my commute to work in downtown Petaluma every day.

This is why I am in agreement with Safe Streets Petaluma that this pilot project needs to go forward.

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,
Aidan Manousos

From: [Alexandria F](#)
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: Monday, April 8, 2024 12:02:27 PM

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Dear Mayor McDonnell and Councilmembers,

Biking on D St is part of my commute, and under current conditions it sure is stressful! If I had kids, I would think twice before riding my bike on D at present--shouldnt we be making our cities as comfortable as possible for families and people of all ages to walk we and bike? Especially on a corridor that leads directly to a train station!

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.

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.

City 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.

Thank you!
Alexandria

From: [Carol Adelman](#)
To: [-- City Council](#); [-- City Clerk](#)
Subject: Comment on D Street Bike Lanes
Date: Monday, April 8, 2024 1:27:20 PM

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Dear City Council Members,

I live on 5th Street near D Street. I feel the Petaluma Public Works' vision for bike lanes on D Street isn't a safe plan for the following reasons:

1. D Street is a busy thoroughfare and encouraging bicyclists to use it is unsafe and gives them a false sense of safety. Let's keep it for cars & trucks - bicyclists can find a safer route for their rides.
2. D Street will never be calm and slow. The town is growing, not shrinking. This plan is unrealistic. Perhaps the time & energy could be spent on creating a bike safe area somewhere more appropriate.

Thank you,
Carol

From: [E.T](#)
To: [Kevin McDonnell](#); [John Shribbs](#); [Barnacle, Brian](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [Eric Danly](#); [Peggy Flynn](#); [Gina Benedetti-Petnic](#); [Janice Cader-Thompson](#); -- City Clerk
Subject: Article "How the Bike Lobby is Destroying our Environment"
Date: Monday, April 8, 2024 11:12:52 AM
Attachments: [Carol Becker article March 23.pdf](#)

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Dear council members,

As a biker with an open mind not willing to impose on anybody my personal views, I just wanted to let you read this article, in case you missed it. It was written in March 2023 in the "Hill and Lake" press in St Paul.

I like people who express an opinion, defend it, but listen to others.

She is that kind of person.

Respectfully

Eric TROMPIER

WHO IS CAROL BECKER OF MINNEAPOLIS?

DFL and Labor Endorsed.

Led the effort to get \$250 million to maintain our neighborhood parks.

Fighting for transparency in our budget processes.

30+ years in public finance, including seven years at the Minneapolis Budget Office

Doctorate in Public Administration and Masters in Public Affairs, with a minor in Finance. Teaches public finance, public policy, public administration and politics

Past Member DFL Executive Committee, DFL Feminist Caucus Board. Member Stonewall DFL.

10 Year Member: AFSCME 668; 6 Year Member: MAPE

Second out lesbian elected in Minnesota

CONTACT CAROL BAKER OF MINNEAPOLIS:



OPINION

By Carol Becker

The Bike Lobby is Destroying Our Environment

The bicycle lobby is one of the most destructive environmental groups currently in Minneapolis. While bike riding may be environmentally sound, changes driven by the bike lobby to promote walking and biking have, or will, substantially increase carbon emissions, pollution and the energy cost to travel.

The Minneapolis Bicycle Coalition generated over 44,000 emails in support of the Hennepin Avenue Redesign. This plan would reduce the number of automobile lanes on Hennepin from two to one in each direction. Cars travelling on Hennepin in this single lane would be hopelessly snarled in congestion, creeping from one stoplight to another. Most people would avoid Hennepin and travel longer, less direct routes. Both would massively increase carbon emissions, pollution and energy costs.

The Bicycle Coalition generated over 24,000 emails to change I-94 between the downtowns from an interstate to a boulevard. (<https://www.twincitiesboulevard.org/>) They also generated over 25,000 emails to change Olson Memorial Highway into a boulevard. (<https://www.ourstreetsmpls.org/olson>) Both would massively increase car-

bon emissions, pollution, and energy costs by forcing automobiles into either stop-and-go congestion or taking much longer routes.

Similarly, the Bike Coalition got provisions in the city's 10-year Transportation Action Plan and its Street Design Standards to give priority to bikers and walkers over automobiles, changes that have driven up pollution by increasing traffic congestion, stop-and-go travel and idling. Traffic signals are prioritized for pedestrians and bikes, not for efficient automobile travel. Streets and bridges have been narrowed to accommodate bike lanes, creating auto backups. Barriers and distractions have been put in roadways, forcing drivers to slow down and speed up repeatedly. Walking and biking have been prioritized over automobiles at freeway entrances, creating backups at locations with large numbers of vehicles. All of these changes have dramatically increased carbon emissions and pollution.

There are two arguments for these changes. The first is that people will shift from driving in such great numbers that it will offset the increases in carbon emissions and pollution. But the promised offset isn't happening.

Transit ridership declined 25% in the six years prior to the pandemic and is down another 50% post-pandemic. Most bike lanes are as empty as when they were built. There are a few more electric bikes, but if you can twist your wrist and go 25 mph, that makes you a motorcycle. The result is that all of the changes are just increasing carbon emissions, not lowering them.

The second argument for these changes is to improve pedestrian safety. But, after millions of dollars of investments, pedestrian deaths in 2021 were the highest in 24 years. This isn't surprising. When you look at 26th and Lyndale, there were 28 pedestrian accidents reported to police; 23 of them happened after July 2022, when the city redesigned the road from four lanes to three and added a turn lane in the middle to "improve" pedestrian safety. It isn't the first time government action had unintended consequences.

We can't kill the climate to save the climate. The city of Minneapolis needs to consider the climate impact of every change they make. They should be doing a carbon emissions and pollution analysis with every project they do. There are ways to promote biking, walking and transit without creating more carbon emis-

"Transit ridership declined 25% in the six years prior to the pandemic and is down another 50% post-pandemic. Most bike lanes are as empty as when they were built. There are a few more electric bikes, but if you can twist your wrist and go 25 mph, that makes you a motorcycle."

sions and pollution in auto travel. And hopefully, when these studies come forward, both drivers and the bike lobby will support changes that actually reduce carbon emissions and pollution.

Dr. Carol Becker holds a Ph.D. in public administration, served on the Board of Estimate and Taxation for 16 years and is currently teaching government and political science at St. Catherine University in St. Paul.

From: Critical JD <criticaljd@gmail.com>

Sent: Monday, April 8, 2024 9:46 AM

To: Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; John Shribbs <jshribbs@cityofpetaluma.org>; Barnacle, Brian <bbarnacle@cityofpetaluma.org>; Mike Healy <mhealy@cityofpetaluma.org>; Karen Nau <knau@cityofpetaluma.org>; Dennis Pocekay <dpocekay@cityofpetaluma.org>; Eric Danly <EDanly@cityofpetaluma.org>; Peggy Flynn <PFlynn@cityofpetaluma.org>

Cc: [REDACTED]

Subject: D Street Bike Lanes

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Dear City Council,

I reside in the D Street community and I have submitted a letter prior, but wish to reiterate I do not support the addition of bike lanes over parking nor the shrinking lanes for cars and trucks. It seems like a bad mix with repercussions. While I am an avid cyclist and utilize D Street quite often, there are so many other preferable and "safer" routes to down-town, so I am unclear why the determination for "expansion" of bike lanes on D Street in expense of removing parking. I do not think this will add to safety. Some points below.

1. The observation by the Bicycle Committee that the parking is under utilized on D Street--only 14% utilized: If so under-utilized then there is already plenty of room for cyclists. Where is the issue? And why the expense to address a non-issue.
2. D Street is not that un-safe for cyclists. But it will never be safe for children or inexperienced riders, even with bike lanes. Statistics posted at the start of this issue last year or so, I believe were city statistics, showed there were no accidents involving Cars and Bikes on D Street--either it is not that unsafe or there are already better routes utilized, either way does not make the case for bike lanes.
3. Fixing and Maintaining D Street: re-pave and remark existing Bike Lanes and crosswalks will have an immediate safe effect for pedestrians, cyclists and cars/trucks etc etc.
4. Traffic Calming: Reduce and enforce the speed limit, and adding the other "calming" measures will greatly have an additional safe effect of Item 3 above.
5. Add signage "Bikes Allowed to Take Lane" in the more congested areas on D St, Between the Blvd and Lakeville for instance. Just a thought.
6. As for the argument for access to the new Helen Putnam entrance, fixing and maintaining the shoulders and streets above Sunnyslope/El Rose with very well marked, maintained shoulders would be a huge positive effort.

Thank you very much for your time

Respectfully,
John Dietz

From: [Julia Cort](#)
To: [Kevin McDonnell](#); [John Shribbs](#); [Barnacle, Brian](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [Janice Cader-Thompson](#); [Eric Danly](#); [Peggy Flynn](#); [Christopher Bolt](#); -- City Clerk
Subject: Expert Analysis of the bike survey and parking count
Date: Monday, April 8, 2024 11:48:17 AM
Attachments: [image001.png](#)

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Dear Council and City Clerk,

We asked the **California Survey Research Services, Inc.** a professional research firm located in Northridge, California, to review both city bike surveys and the parking count. They are experienced, reputable professionals in the field of surveys and studies. They conducted a general overview of the two bike surveys and provided guidance on the best practices that are needed when conducting such a research study. their conclusion is highlighted below.

Review and summary analysis regarding reliability and validity of Petaluma City Online Bike Survey #1 and Bike Survey #2 and Petaluma Parking Count:

When considering a survey, one must first know its purpose. For example, when a survey's data is intended to be used to gather data for information relied upon in a municipal policy change, such as road use or layout, reliable, valid data is crucial. Much like data used in litigation, policy change data must have a minimal margin of error in order for it to be reliable. Reliability means one that yields consistent responses from respondents each time asked. Validity looks at the extent to which a survey instrument measures what the surveyor is seeking the measure.

A key factor to include in a survey is the population of respondents who participated in the survey. For example, with a population of a town like Petaluma where there are 58,000 residents <https://www.census.gov/quickfacts/fact/table/petalumacitycalifornia/PST045222>, 261 respondents in survey two is less than ½ a percent of the total population and in survey 1 there were only 138 respondents which is even less of a percentage. Using data collected from less than half a percent of the population does not provide any information which can be relied upon in any way. It is not a survey at all, but rather a general poll which offers an idea, but no reliable data or information.

Another factor in providing accuracy is the questions themselves. Error in questions range from language bias, double negatives and confusing questions which lead the respondents to answer in a certain way which are not at all indicative of their true feelings or beliefs. <https://www.pewresearch.org/our-methods/u-s-surveys/writing-survey-questions/> An example of this is Q7 in the bike survey asking "are you opposed to no bike lanes?" Also, the question "How do you feel about no bike lanes and wide parking lanes in both directions?" There the respondent is asked to answer two questions in one which is an error and offers no reliable data since it is impossible to know to which question the respondent is answering. Many of the online survey questions were similar with wording that was confusing, misleading, biased and inherently invalid.

Language in a survey must be specific, performed by a neutral party and without bias. Again, a municipal policy change relying on any data collected from these two “bike surveys” must be considered as having no reliable value with a vast margin of error. These are not surveys, but informal polls conducted using a lay person’s online tool. In order for a survey to offer any valid reliable data it must be conducted by a research professional, professionally analyzed by a research professional neutral party conducting multiple surveys over a period of time with a larger percentage of participants responding to unbiased questions that are neither confusing nor misleading.

Additionally, there was no panel filters for respondents such as where they live or if they are even residents in the area for which the survey is being conducted. No reliable valid data can be obtained from either of these two surveys. They are not surveys, but polls which offer no professional, unbiased statistical data. This survey was conducted as an open survey with no restrictions which means that anyone with the survey link could take the survey regardless of whether they live in Petaluma and the same person could take the survey multiple times on different devices ((i.e. cell phones, laptop, desktop, iPad).

The only data that can be relied upon are possibly the open-ended questions which asked respondents for comments and suggestions. Of these the overwhelming conclusion is respondents have D St concerns that are about issues other than bike lanes.

Conclusion:

A total of 79% of the respondents wrote about OTHER CONCERNS such as heavy traffic, dangerous crossings for pedestrians, parking, lack of police presence and speed. Only 21% wrote about bike lanes and of those, 15.5% wrote against bike lanes with only 5.5% writing for bike lanes on D St.

Open ended questions from bike survey #1 & #2:

Respondents:	151
Against Bike Lanes on D St:	24
For Bike Lanes on D St:	4
Other:	123

Concerns over speed, excessive traffic, loss of parking, pedestrian safety, safer alternate routes and the desire for added police.

Respondents:	78
Against Bike Lanes on D St:	20
For bike lanes on D St:	11

Other:	47
Respondents:	96
Against bike lanes on D St:	5
For bike lanes on D St:	7
Other:	84

Respondents:	52
Against bike lanes on D St:	9
For bike lanes on D St:	1
Other:	42

Total:

Respondents:	377
Against bike lanes on D St:	58
For bike lanes on D St:	23
Other:	296

In regard to the “parking count,” this too offers no data of any value. It was conducted by nonprofessionals on one day in winter, once at 7am and 2:30pm on a single day and once at midnight. Again, if seeking to be informed by data prior to any possible policy change in design and use on a municipal road the normal procedures must be followed. Bids would need to be obtained and a professional, unbiased group chosen to conduct a valid and reliable parking study. This would involve months of research over all seasons, days of the week and times, as well as the inclusion of transient use which gathers data about temporary parking for services and deliveries often parked for a short period of time. Once all the data has been gathered a full analysis must be conducted before a reliable valid conclusion can be obtained regarding D St parking utilization. Anything short of that is worse than misleading.

Julia Cort 

From: [Kathryn Shedrick](#)
To: -- City Council; -- City Clerk
Subject: Public comment on D/5th Streets for today's City Council meeting
Date: Monday, April 8, 2024 11:17:36 AM

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Dear City Council,

Thank you for the opportunity to share my thoughts about the proposed pilot projects on 5th and D Streets.

My name is Kathryn Shedrick. I have been a resident of West Petaluma for six years. Though a relative newbie in town, I have contributed to our community as a concerned humanitarian, environmentalist, activist, PTA member, and parent of two budding activists. I am a homeowner on 5th Street and strongly support the proposed changes on 5th. I am a proud YIMFY—Yes In My Front Yard—and I look forward to the transformation of 5th into our first Neighborhood Greenway. I am THRILLED that 5th has been selected and eager to do my part to work with our community to make it into a new type of public space that is worthy of emulation as we inch closer to 2030. The Fifth Street Greenway will be a major accomplishment of this City Council.

These days I am careful not to refer to 5th as “my street” because it smacks of elitism and entitlement. As Mayor Kevin reminded me last year during a stroll together down the street, my “ownership” on 5th ends at my property line. Though I am a resident of 5th Street, the street itself—including the right of way, buffer zone and parking spots—are not “mine.” (Residents of D Street would do well to remember this distinction.)

I am writing to voice my support for the proposed bike lanes as a component of the D Street quick build. Though our community agrees on the need for a safer D Street corridor, this modest change along a 0.6-mile stretch of a dangerous main thoroughfare has become divisive, expensive, and time- and energy-consuming for the Council, staff and community at large. Neither a “bike person” nor a resident/friend of historic D Street, I have studied the proposed project over the past 15 months in order to better understand both sides of the issue.

My main conclusion—confirmed after reading Diana Furchtgott-Roth's commentary in Friday's *Argus*—is that the larger American culture war is playing out right here in Petaluma. As on the Supreme Court, there are those who welcome change and decision-making in the context of the current, ever-evolving, and alarming state of affairs (acknowledged in our Climate Ready 20230 commitment), and those who want things to stay the same as our (white rich wig-wearing male) male) Founding Fathers (locally, our chicken farmers, ranchers, gold rush entrepreneurs) outlined in the Constitution 237 years ago. The latter treat Americans as children who can't be trusted to make decisions about our own bodies

and whether we choose to ride a bike on a certain street.

Zooming in to D Street today, we can agree that the current built environment (status quo) is not serving the needs of our community: trucks and tourists zoom down the street from the coast; traffic clogs the bridge; the school bike routes are labyrinthine; it's impossible for pedestrians to cross for large passages; sycamores and other shade trees are bursting through planting strips creating a hazard for peds, bikers, and cars. We need to change the street (or at least pilot the changes) so that it works for the **Petaluma of TODAY**, which is threatened by wildfires, flooding, contaminated water, a housing crisis, etc. and our schools face multiple threats of violence weekly. We can do better, Petaluma!

I appreciate the beauty, historic character, and iconic status of D Street. I admired it before I moved here, and I always show it off to out-of-town guests. It is one of the prides of our entire Petaluma community, not exclusively those who live on it. I understand that many D Street— and long-time Petaluma residents feel especially protective of it, and I applaud property owners for lovingly maintaining their homes, fences, yards and gardens for the enjoyment of everyone.

HOWEVER, I remind my fellow Petalumans that the street itself—including the sidewalks, buffer zones, parking lanes—belongs to the City and, by extension, the community. You, the members of the City Council, were elected to represent our entire community (only two of you may be elected in November to specifically represent the constituencies of District 5 and 6). I urge you to vote in a way that supports the needs of the majority of our community, not a select (and elite, wealthy and mostly white) few who happen to live on D Street. Please prioritize the people over cars by supporting a new type of built environment that allows for safe use by people inside and outside of cars. Furthermore, the City hired **Bjorn Gripenburg as our first Active Transportation** manager for a reason. As a young native Petaluman, biker, father, and well-educated Active Transportation expert who knows our streets and traffic patterns better than almost anyone in the world (and certainly better than the Heritage Foundation's Diana Furchtgott-Roth, who lives in Washington, DC), **he is uniquely qualified to make safety recommendations for our streets**. I believe that his studied proposal should carry more weight with you (his bosses) than the opinions of people whose chief qualifications are that they live on and love D Street—and certainly more than someone from the Heritage Foundation who lives outside of Washington, DC. The beauty of pilot projects is that they give the community time to evaluate proposed changes. Don't we owe it to ourselves to give these new changes a shot before shutting them down?

Finally, I ask that you each take a moment to reflect on your personal values, why you chose to serve on the council, and the council's priorities for this year. I assume that all of you value community, family, environment, health, well-being, safety—the pillars that make Petaluma such a “Cool” City, a Blue Zone and environmental leader. You may also value aesthetics, historic preservation and convenience. I do too. But if I asked you to raise your hand in front of attendees of tonight's meeting (don't worry, I won't use my 60 seconds for that!) and you had to publicly indicate one of these sets of values as **your core values**, which would you choose? What is most important to you? Which guiding values will serve your kids, grandkids, and future generations of Petalumans? Why did you run for Council?

What will be your personal legacy? **Will the record reflect that you prioritized the interests of the Heritage Foundation, the elite few of Petaluma, superficial aesthetics, and parking?**

Today you will show our community what your values and priorities are. Petalumans, especially those, like me, who live in Districts 5 and 6, will be paying attention—and voting in November.

Thank you for reading this letter and for your patience with the proposed projects. Thank you for making our City safer and better.

With gratitude and hope for the future,

Kathryn Shedrick

[REDACTED]

Kathryn Shedrick

[REDACTED]

From: [Elizabeth Platte-Bermeo](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Monday, April 8, 2024 10:54:09 AM

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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,
Liz Platte-Bermeo

From: [Richard DeLeon](#)
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 11:49:56 AM
Attachments: [D Street BZPP .pdf](#)

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Dear City Council Members,

On behalf of Blue Zones Project Petaluma, I am writing to express our organization's support of Petaluma Public Works' vision for bike lanes on D Street. This aligns with Blue Zones community transformations, where we optimize the built environment for natural movement.

Blue Zones Project is a community health and well-being improvement initiative designed to transform communities and environments in such a way that the healthy choice becomes the easy choice. Because healthier environments naturally nudge people toward healthier choices, we focus on improving health outcomes, enhancing quality of life and nurturing longer, happier lifespans by influencing people's life radius, the areas in which people spend most of their lives. Community members in Petaluma 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).

Additionally, The 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, this is a step toward that.

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.

As such, we support this project and commit to participating in collaboration with community members and other partner organizations to elevate and amplify their efforts. We will harness the power of our community network to support their initiatives, and, when needed, leverage the collective expertise of both local experts as well as our international network of Blue Zones experts to share evidence-based strategies. Please feel free to contact me if you have any questions or would like additional information.

We invite you to view this video made by the community: <https://youtu.be/LgMWKV-H65I>

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

Thank you,

Richard De León
Public Policy Lead, Blue Zones Project Petaluma

Gratitude,
Richard De León

RICHARD DE LEÓN
PUBLIC POLICY LEAD -
PETALUMA



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7

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@BLUEZONES

From: [William Ray Yeager](#)
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 4:25:54 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,
William Ray Yeager

From: Frances, Donald
To: Barnacle, Brian; chris.composerealtbady@cs.com; Kevin McDonnell; John Shribbs; Mike Healy; Karen Nau; Dennis Pocekay; Janice Cader-Thompson; Eric Danly; Peggy Flynn; Christopher Bolt; -- City Clerk; Sawhney, Jennifer
Subject: RE: Argus Courier / Trucks and bikes on D Street
Date: Monday, April 8, 2024 12:50:49 PM
Attachments: image001.png

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

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Just want to follow up and say that I've confirmed directly from the author that she does not live in Petaluma and has no apparent stake in Petaluma bike lanes other than ideological ones. The Argus-Courier's op-ed page is not meant to be a forum for national ideologues but for locals to discuss local issues, and the publishing of her piece was a mistake. I've already pulled the online version.

Please note this has nothing to do with her stance for or against bike lanes or anything else. Rather, I now see that her submission was a trojan horse intended to inject a Washington advocacy group's ideals into a local conversation, which was a first for me but something I should be guarding against.

Allowing that to happen was 100% my mistake and I never meant to imply anything untoward by anyone else. I don't even blame the author, who is free to make whatever weird submissions she likes to local newspapers -- it was on me to catch her true intention, and I didn't this time but will be more careful going forward.

Don

From: Barnacle, Brian <bbarnacle@cityofpetaluma.org>

Sent: Sunday, April 7, 2024 11:45 AM

To: chris; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; John Shribbs <jshribbs@cityofpetaluma.org>; Mike Healy <mhealy@cityofpetaluma.org>; Karen Nau <knau@cityofpetaluma.org>; Dennis Pocekay <dpocekay@cityofpetaluma.org>; Janice Cader-Thompson <jcaderthompson@cityofpetaluma.org>; Eric Danly <EDanly@cityofpetaluma.org>; Peggy Flynn <PFlynn@cityofpetaluma.org>; Christopher Bolt <cbolt@cityofpetaluma.org>; -- City Clerk <cityclerk@cityofpetaluma.org>; Frances, Donald <don.frances@arguscourier.com>; Sawhney, Jennifer <jennifer.sawhney@pressdemocrat.com>
Subject: Re: Argus Courier / Trucks and bikes on D Street

Hi Chris,

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

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

Best,
Brian

From: chris

Sent: Sunday, April 7, 2024 10:01 AM

To: Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; John Shribbs <jshribbs@cityofpetaluma.org>; Barnacle, Brian <bbarnacle@cityofpetaluma.org>; Mike Healy <mhealy@cityofpetaluma.org>; Karen Nau <knau@cityofpetaluma.org>; Dennis Pocekay <dpocekay@cityofpetaluma.org>; Janice Cader-Thompson <jcaderthompson@cityofpetaluma.org>; Eric Danly <EDanly@cityofpetaluma.org>; Peggy Flynn <PFlynn@cityofpetaluma.org>; Christopher Bolt <cbolt@cityofpetaluma.org>; -- City Clerk <cityclerk@cityofpetaluma.org>
Subject: Argus Courier / Trucks and bikes on D Street

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A7

A ARGUS-COURIER • FRIDAY, APRIL 5, 2024

A7

■ COMMENTARY ■

Trucks and bikes just don't mix

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

By DIANA FURCHTGOFF-ROTH
FOR THE ARGUS-COURIER

One would expect

rent bicycles and will not know that the D Street bike lane is close to trucks and emergency vehicles. The city has a responsibility for the safety of residents and tourists that it spends funds to attract. U.S. cyclists killed in crashes hit a peak of 966 in 2021, according to the latest



Langenkamp on her bike. A March 5, 2020, Engineering and Traffic Survey for the City of Petaluma concluded that D Street has "an above-average collision rate." It is clearly not a candidate for a bike lane. Cycling can be unsafe even on quiet streets, and adding trucks compounds

truckers' elevated positions create many blind spots. The D Street bike lane would harm the community by eliminating 120 parking spaces used by homeowners and members of the Petaluma United Methodist Church. Rev. Robert Herrmann is concerned that elderly and

In a dangerous bike lane in beautiful Petaluma, But the City Council is considering building new bike lanes along D Street, a designated truck route with a fire station, named by Sonoma County's High Injury Network as a street with the most severe injuries.

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

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

data available. Crashes accounted for 85% of deaths, and over 60% of deaths happened when cyclists were biking along roads, rather than at intersections. In addition, almost 42,000 cyclists were injured in 2021, up 10% from 2020.

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

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



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

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

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

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

handicapped congregants won't have parking for access to Sunday worship or mid-week activities, such as Alcoholics Anonymous and quilting.

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

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



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

Commentary

Continued from A6
model: Connect, Move Naturally, Eat Wisely, and Right Outlook.

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

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

BLUE ZONES COMMUNITY KICK-OFF

What: Blue Zones Project Petaluma Community Kick-Off Event

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

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

Info: bluezonesprojectpetaluma.com/kickoff

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

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

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

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

Nichole Warwick is executive director of Blue Zones Project Petaluma.

Editorial

Continued from A6

watershed.

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

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

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

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

SHARE YOUR OPINION

■ Email letters to the editor of no more than 350 words to editor@arguscourier.com. Longer pieces — up to 650 words — may be considered for publication as a guest commentary.

■ All letters must include the author's name, address and phone number. Addresses and phone numbers will not be printed. Names will not be withheld.

■ Letters may also be sent to the Argus-Courier, P.O. Box 750308, Petaluma, 94975.

Letters

Continued from A6

knowledge dissemination and cultural enrichment.

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

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

sonic status.

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

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

at events.sonomalibrary.org.

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

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

Erika Thibault, director
Sonoma County Library



PETALUMA WOMAN'S CLUB

We look forward to meeting you!



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

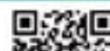
Women are invited to attend an event as a guest.

Our April events include:

Scholarship Awards
LUNCHEON, April 11, 11:00 AM
&
Art Night & Scholarship Awards
DINNER, April 18, 6:00 PM

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

For more information, visit:



Get the latest Petaluma news updates online at



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