

From: [Cottage](#)
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: Saturday, April 6, 2024 4:05:03 PM

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Dear City Council Members,

I walk on D St. daily, and am often one step away from getting hit by speeding vehicles who do not honor crosswalks. I have three dogs and I'm quite visible. Please add traffic calming measures including bike lanes, stop signs and /or roundabout. D St. is a major route to the rural West Marin area and the truck traffic and commercial vehicles is exceptional. In addition, there's traffic at 10th /Fair at the high school and there needs to be a 4-way stop sign at that location as well as 8th where the crosswalk is unsafely angled. Often the parked cars block visual access to the crosswalk. The D street parcels are deep and there is plenty of room to keep these vehicles off the street.

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

Thank you,
M. Henderson

April 1, 2024

Dear Petaluma Mayor, City Council members and City Manager,

I am writing to you today to comment on the D Street Traffic Calming and Active Transportation Quick-Build Projects to be discussed at the April 8 City Council meeting. I want to encourage you to move forward quickly with the most extensive, visionary plan presented, in order to create a new, safer, much improved D Street corridor.

As a Petaluma City Schools Board Trustee and an active member on the Safe Routes to School Task Force, I want to encourage students and families to become less reliant on cars, and this requires us to provide them with safe biking and walking routes as alternatives to driving to their neighborhood schools. We have all experienced the chaotic dance that occurs every morning and afternoon at all of our schools throughout the school year; it is stressful and dangerous for everyone. Let's redesign our streets, including D Street, to be more pedestrian and bike friendly, which will make them safer, calmer, and slower.

I am pleased to see the proposed improvements all along D Street from the city limits to South Petaluma Blvd. D Street is the primary connector for our students and families who attend Petaluma High School and McNear Elementary. Unfortunately, D Street is an unpleasant, stressful place to be without a car, which discourages our families from using alternatives to cars to get to school

Of particular concern for our PCS families is the crossing at 10th Street: no crosswalk, obscured sight lines due to parked cars on the corners, no markers to slow down traffic. In order to create a safer, more walkable, bike friendly transit through this corridor, I believe the following elements in this D Street plan must be completed together, not in a piecemeal fashion:

- installing bulbouts and crosswalks at all intersections
- median refuge islands and flashing beacons at all intersections
- protected bike lanes along the D Street corridor

I am aware that such a drastically different D Street design will take time to be accepted by some in our city. But the benefits in going forward with an extensive redesign will be far-reaching and positive for our community, and will bring benefits we may not even envision yet.

Thank you for providing us with this inclusive process. I so appreciate that all of you are committed to creating a more livable, bike/pedestrian friendly, environmentally responsible City. I look forward to watching this process become reality!

Sincerely,

Mady Cloud
PCS Board Trustee

[REDACTED]
[REDACTED]

From: Marina Butler [REDACTED] >

Sent: Monday, April 8, 2024 8:47 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>

Subject: Bike Lane

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Good morning,

I'm deeply troubled by the idea of extending the bike lane on D Street. A family member, who was wearing a helmet, experienced a serious accident involving a big rig truck's rearview mirror. He was flung off his bike resulting in injuries that were severe and have caused long-term damage to his life.

While I support the concept of a bike lane, D Street's current traffic volume raises significant safety concerns.

I wouldn't feel comfortable allowing myself or my child to bike on this street, even with the presence of a bike lane. The potential dangers seem too great.

I urge you to carefully reconsider this decision before it is too late.

Best wishes
Marina

From: [Mary Davies](#)
To: [-- City Council](#); [-- City Clerk](#)
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 12:55:32 PM

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Dear City Council Members,

I'm writing in support of the test changes to D and 5th streets. I've made a point lately of walking up D St and riding my bike, and hardly anybody parks there! I worry that, if we can't even do a trial run to see if traffic slows and our community becomes safer on D St, what hope is there for more problematic improvements elsewhere? This should be a slam dunk. We say we care about our planet; surely a modest change like this is within our ability to accommodate. Please direct Public Works to get it done.

Thank you,
Mary Davies



From: [Matthew Chamberlain](#)
To: -- City Clerk; -- City Council
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 12:38:36 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,
Matt Chamberlain

From: [Meghan Kershner](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Monday, April 8, 2024 9:40:25 AM

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

Thank you,
Meghan Kershner

Date: 4/4/2024
From: Nathan Spindel
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street
Neighborhood Greenway and D Street Traffic Calming
Quick-Build Projects

Dear City Council,

I wish I could give this comment in person, but unfortunately this meeting was scheduled during PCS Spring Break. I know other families in the same situation.

My young family and I live one house off of [REDACTED] between [REDACTED]). We're homeowners and have lived in Petaluma for five years. We love walking and biking in our historic neighborhood and downtown; it's one of the reasons we moved to Petaluma.

I've advocated for safety improvements on D Street for three years — working closely with D Street Coalition, City Council, Public Works, and Safe Streets Petaluma. I'm excited to be at this juncture, finally voting on approving and installing the D Street Quick Build project! The improvements will be significant for our family and neighborhood.

Council members, please vote for the Bike Lane Alternative on D Street. Here's why:

1. **I bike with my 4 year old child on D Street often. We want this safety improvement.** Living one house off D Street, we must ride on D Street to get to school, downtown, parks, the library, the farmer's market. It's a scary street to ride on now, with at least one collision per month. The proposed 6.5 foot wide bike lanes would be a massive safety improvement over the current situation (having to dodge in between moving cars and parked cars with inches on either side of us). Starting this August we will ride our bike on all of D St, from Grossland Way to Payran St, to commute to Live Oak school at the Fairgrounds. I implore you to make this entire route safe for us and the other families riding to the fairgrounds from the west side of town.
2. **The bike lanes are required by City policy.** Our City's policies require us to build safe bike lanes wherever possible, to make a connected bike network throughout all of Petaluma. See: Bicycle and Pedestrian Master Plan (2008), Complete Streets Policy (2016), Climate Emergency Resolution (2019), Vision Zero (2022), Local Road Safety Plan (2022), Caltrans Policy 37, MTC Resolution 4493.
3. **The bike lanes have popular support.** The City's surveys showed an overwhelming amount of support for bike lanes on D Street. Many of my neighbors on D Street (on the 900 block, 1000 block, 1100 block, 1200 block, 1300 block) are vocally willing to pilot the temporary removal of the

on-street parking in front of their homes. Additionally, I've gathered vocal commitment from neighbors on the side streets who don't mind if other people use the unused on-street public parking in front of their homes; from individual homeowners on 6th St, 8th St, Brown Ct, Grossland Way, 10th St, 12th St, and Sunnyslope Ave.

4. **The proposed bike lanes are safe.** At 6.5 feet wide, the proposed bike lanes meet code and follow NACTO engineering standards for the vehicle volume and speeds on the street. They are a huge safety improvement over the status quo; where on bikes my family routinely has a few inches between us and parked cars (in the 'door zone'). I don't think all bike lanes are safe and worth building, in fact [last year I publicly opposed new bike lanes on N McDowell Blvd due to safety concerns](#). I have no such concerns about the D Street bike lane proposal.
5. **These bike lanes are a temporary pilot.** If you are serious about meeting our Climate Ready 2030 goal, we need to test out innovative actions like this *now*. It can be reverted.

I performed 28 independent on-street parking counts between January 2024 and April 2024. I followed the exact methodology that the City did for their 3 parking counts on D Street. In summary: across all 28 counts, the average parking utilization was 14%, the lowest was 9%, and the highest was 20%. This parking is significantly underutilized and should be reallocated for bike lanes, to improve safety and access for all. You can view all of the data attached below this letter, and the [spreadsheet formulas](#). The counts are across a mixture of weekdays and weekends as well as different times of day.

I'm excited about the future of active transportation in Petaluma. We have a lot of work to do to achieve the City's vision and plans; and we have the right people and policies to get it done. These bike lanes on D Street are a symbolic and essential step in that direction.

Thank you for listening,
Nathan Spindel

| | Ex. Capacity | Average # Cars | | | | | | |
|------------|--------------|----------------|---|----------------------------|------------------------|--|--|--|
| 1 Outbound | 0 | 0.0 | Count and summary methodology exactly follows the City of Petaluma's parking count study from: | | | | | |
| 2 Outbound | 9 | 0.8 | https://storage.googleapis.com/proudcity/petalumaca/uploads/2023/05/D-St-Community-Workshop-04.26.23.pdf | | | | | |
| 3 Outbound | 9 | 4.7 | | | | | | |
| 4 Outbound | 23 | 3.6 | | 4th St - 8th St | | | | |
| 5 Outbound | 15 | 0.9 | Direction | Avg # Cars | Avg Utilization | | | |
| 6 Outbound | 24 | 3.5 | Outbound | 10.0 | 18% | | | |
| 7 Outbound | 34 | 1.9 | Inbound | 12.8 | 26% | | | |
| 8 Outbound | 0 | 0.0 | | | | | | |
| 1 Inbound | 0 | 0.0 | | 8th St - Laurel Ave | | | | |
| 2 Inbound | 9 | 3.0 | Direction | Avg # Cars | Avg Utilization | | | |
| 3 Inbound | 9 | 3.3 | Outbound | 5.4 | 9% | | | |
| 4 Inbound | 22 | 4.9 | Inbound | 2.8 | 5% | | | |
| 5 Inbound | 10 | 1.6 | | | | | | |
| 9 Inbound | 17 | 1.8 | Average % Utilized | 14% | | | | |
| 10 Inbound | 29 | 0.9 | Lowest % Utilized | 9% | | | | |
| 11 Inbound | 7 | 0.1 | Highest % Utilized | 20% | | | | |
| 12 Inbound | 5 | 0.0 | | | | | | |
| | | | Raw parking count data for this summary follows on next page/sheet | | | | | |

| | 1 Outbound | 2 Outbound | 3 Outbound | 4 Outbound | 5 Outbound | 6 Outbound | 7 Outbound | 8 Outbound | 1 Inbound | 2 Inbound | 3 Inbound | 4 Inbound | 5 Inbound | 9 Inbound | 10 Inbound | 11 Inbound | 12 Inbound | Total Utilization | Day Type | Time of Day |
|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|-------------------|----------|-------------|
| Sun 1/7/24 2:30 PM | 0 | 0 | 5 | 4 | 0 | 7 | 1 | 0 | 0 | 2 | 3 | 4 | 1 | 4 | 0 | 0 | 0 | 14% | Weekend | Afternoon |
| Wed 1/10/24 8:30 AM | 0 | 0 | 4 | 4 | 2 | 4 | 2 | 0 | 0 | 3 | 3 | 4 | 0 | 5 | 3 | 0 | 0 | 15% | Weekday | Morning |
| Fri 1/12/24 9:00 PM | 0 | 0 | 4 | 4 | 0 | 4 | 1 | 0 | 0 | 3 | 3 | 6 | 2 | 1 | 1 | 0 | 0 | 13% | Weekday | Evening |
| Sat 1/13/24 3:30 PM | 0 | 0 | 4 | 3 | 0 | 3 | 3 | 0 | 0 | 3 | 3 | 6 | 2 | 2 | 2 | 1 | 0 | 14% | Weekend | Afternoon |
| Thu 1/18/24 9:00 AM | 0 | 0 | 5 | 3 | 2 | 3 | 2 | 0 | 0 | 4 | 2 | 4 | 0 | 1 | 2 | 0 | 0 | 13% | Weekday | Morning |
| Thu 1/18/24 10:00 PM | 0 | 0 | 4 | 3 | 0 | 2 | 2 | 0 | 0 | 3 | 4 | 5 | 0 | 0 | 2 | 1 | 0 | 12% | Weekday | Evening |
| Sat 1/20/24 8:00 PM | 0 | 0 | 6 | 5 | 1 | 1 | 1 | 0 | 0 | 1 | 7 | 5 | 0 | 1 | 1 | 0 | 0 | 13% | Weekend | Evening |
| Tue 1/23/24 10:30 AM | 0 | 0 | 3 | 2 | 1 | 4 | 3 | 0 | 0 | 5 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 13% | Weekday | Morning |
| Sat 1/27/24 10:00 PM | 0 | 1 | 6 | 3 | 0 | 3 | 1 | 0 | 0 | 4 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 11% | Weekend | Evening |
| Mon 1/29/24 12:30 PM | 0 | 0 | 4 | 4 | 2 | 3 | 2 | 0 | 0 | 3 | 2 | 7 | 1 | 3 | 1 | 0 | 0 | 14% | Weekday | Afternoon |
| Tue 1/30/24 8:30 AM | 0 | 0 | 5 | 4 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 1 | 1 | 0 | 0 | 11% | Weekday | Morning |
| Mon 2/5/24 9:00 PM | 0 | 2 | 6 | 5 | 0 | 3 | 3 | 0 | 0 | 2 | 3 | 6 | 2 | 4 | 1 | 0 | 0 | 17% | Weekday | Evening |
| Thu 2/8/24 1:00 PM | 0 | 6 | 5 | 3 | 2 | 6 | 3 | 0 | 0 | 5 | 1 | 5 | 3 | 2 | 3 | 0 | 0 | 20% | Weekday | Afternoon |
| Thu 2/15/24 9:00 AM | 0 | 0 | 5 | 3 | 3 | 3 | 3 | 0 | 0 | 2 | 2 | 5 | 1 | 3 | 1 | 0 | 0 | 14% | Weekday | Morning |
| Thu 2/15/24 10:00 PM | 0 | 0 | 7 | 2 | 0 | 3 | 0 | 0 | 0 | 2 | 3 | 6 | 0 | 4 | 0 | 0 | 0 | 12% | Weekday | Evening |
| Mon 2/19/24 2:00 PM | 0 | 0 | 5 | 2 | 0 | 1 | 2 | 0 | 0 | 3 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 9% | Weekday | Afternoon |
| Tue 2/20/24 8:00 PM | 0 | 0 | 7 | 2 | 3 | 2 | 0 | 0 | 0 | 2 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 13% | Weekday | Evening |
| Sat 2/24/24 2:00 PM | 0 | 0 | 4 | 7 | 0 | 5 | 1 | 0 | 0 | 0 | 5 | 5 | 2 | 3 | 1 | 0 | 0 | 15% | Weekend | Afternoon |
| Wed 2/28/24 10:00 AM | 0 | 1 | 3 | 8 | 1 | 3 | 3 | 0 | 0 | 3 | 5 | 6 | 1 | 2 | 2 | 0 | 0 | 17% | Weekday | Morning |
| Wed 2/28/24 9:45 PM | 0 | 0 | 4 | 4 | 0 | 2 | 1 | 0 | 0 | 2 | 5 | 6 | 1 | 1 | 0 | 0 | 0 | 12% | Weekday | Evening |
| Sun 3/3/24 1:45 PM | 0 | 2 | 5 | 6 | 1 | 2 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 3 | 0 | 0 | 0 | 14% | Weekend | Afternoon |
| Fri 3/8/24 1:30 PM | 0 | 1 | 2 | 1 | 2 | 5 | 3 | 0 | 0 | 4 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 14% | Weekday | Afternoon |
| Tue 3/19/24 10:45 AM | 0 | 2 | 4 | 3 | 1 | 6 | 1 | 0 | 0 | 6 | 3 | 2 | 4 | 2 | 0 | 0 | 0 | 15% | Weekday | Morning |
| Mon 3/25/24 10:00 AM | 0 | 0 | 4 | 2 | 1 | 3 | 3 | 0 | 0 | 3 | 3 | 6 | 2 | 0 | 1 | 0 | 0 | 13% | Weekday | Morning |
| Tue 3/26/24 6:45 PM | 0 | 0 | 4 | 4 | 2 | 5 | 3 | 0 | 0 | 2 | 4 | 5 | 2 | 2 | 0 | 0 | 0 | 15% | Weekday | Evening |
| Thu 3/28/24 10:45 AM | 0 | 4 | 5 | 3 | 1 | 5 | 1 | 0 | 0 | 6 | 5 | 4 | 2 | 1 | 1 | 0 | 0 | 17% | Weekday | Morning |
| Sun 3/31/24 2:30 PM | 0 | 2 | 6 | 4 | 0 | 5 | 2 | 0 | 0 | 3 | 5 | 3 | 2 | 1 | 2 | 0 | 0 | 16% | Weekend | Afternoon |
| Mon 4/1/24 2:00 PM | 0 | 1 | 5 | 3 | 0 | 4 | 3 | 0 | 0 | 3 | 3 | 7 | 3 | 0 | 1 | 0 | 0 | 15% | Weekday | Afternoon |



April 4, 2024

VIA EMAIL ONLY: edanly@cityofpetaluma.org

Eric Danly, Esq.
Petaluma City Attorney
11 English Street
Petaluma, CA 94952

Re: *D Street Traffic Calming Quick Build Project*

Dear Mr. Danly:

I write on behalf of organizations and residents who are concerned about the City of Petaluma's (the City) D Street Traffic Calming & Active Transportation Improvements Pilot Project and specifically about the proposal to remove parking from one side of D Street. While they are wholeheartedly in favor of making D Street safer, they are opposed to the removal of all parking as contemplated in Option 1 of the staff report relating to Agenda Item 13 (the Project). They support Option 2 with modifications for the reasons enumerated below.

First, they are concerned about accessibility for the disabled and mobility impaired. The Petaluma United Methodist Church (the Church) is located between 4th and 5th Streets on the outbound side of D Street. There are 34 church attendees between 80 and 100 years of age. The Church has a mostly elderly congregation. Multiple members rely on devices to assist them with mobility – wheelchairs, walkers and canes. There is no access to the Church except from D Street so the argument that visitors to the Church can park around the corner on 5th Street and walk is problematic for people who are disabled or mobility impaired. In addition to the two weekly services held at the Church on Sundays – one at 11:30 a.m. and one at 1:30 p.m. - there are numerous other activities held at the Church. These include Al Anon meetings on Sunday evenings, AA meetings on Wednesday night and Thursday midday, Study Groups on Thursday evenings, a Quilting Group on Thursday mornings, Reiki on Saturday afternoon, and 4 or more special events per month. Finally, the Village Network of Petaluma operates out of the Church with activities and services for those over the age of fifty. The purpose of the Village Network is to navigate the opportunities and transitions of growing older and revolutionize the experience of aging. The visitors to and members of the Church are predominantly older persons who are far more likely to be disabled or mobility impaired. If parking is removed on the outbound side of D Street between 4th and 8th Streets as contemplated in Option 1 of the staff report, it makes it difficult

for people to access the church.

There are also residents of D Street who are disabled or mobility impaired. Removing parking from in front of their homes makes it difficult for Petaluma Paratransit and/or their private caregivers to access their homes. Requiring people with disabilities or impaired mobility to either walk around the corner to a side street or cross D Street to access Paratransit or their caregiver's vehicle is wrong.

As you are aware, the proposed project triggers the requirements of the ADA. Some examples of statutory authority relating to both the triggering of the ADA as well as the purpose and goal as it relates to persons with disabilities include the Code of Federal Regulations, section 35.121, which states each facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such a manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities if the construction was commenced after January 26, 1992. The definition of facility includes roads, sidewalks and parking. Another example of statutory authority is California Civil Code section 54 which states individuals with disabilities or medical conditions have the same right as the general public to the full and free use of the streets, highways, sidewalks, walkways, public buildings, medical facilities, public facilities and public places. California Government Code section 4450 has as its purpose to ensure that all buildings, structures, sidewalks, curbs and related facilities, constructed in the State of California by the use of any state, county or municipal funds, be accessible to and usable by persons with disabilities. There is also ample case law addressing the ADA and the duty of government entities when the ADA is implicated in public works projects. *Carolyn v. Orange Park Community Assn.* (2009) 177 Cal.App.4th 1090, 1091 held that individuals with disabilities or medical conditions have the same right to the full and free use of the streets, highways, sidewalks, walkways, public buildings, . . . public facilities, and other places. Removing parking from one side of D Street and installing bike lanes would impede the ability of individuals with disabilities from their right to the full use of D Street. The *Fortyune* case specifically addresses the issue of accessible on-street public parking. The Court held "local governments must maintain accessible on-street parking. *Fortyune v. City of Lomita*, 766 F.3d 1098, 1102 (2014). Finally, I encourage you to review *Sarfaty v. City of Los Angeles* (C.D.Cal. Aug. 12, 2020, No. 2:17-cv-03594-SVW-KS) 2020 U.S. Dist. LEXIS 146007, at *1.) In *Sarfaty*, the Court concluded that the installation of bike lanes and movement of pre-existing parking spaces constituted an alteration for purposes of 28 Code of Federal Regulations section 35.151 (b)(1), and that therefore, the City's on-street parking must, to the maximum extent feasible, be readily accessible to and usable by individuals with disabilities. Completely removing parking from one side of D Street to install bike lanes is a violation of the ADA and exposes the City to liability. My clients have consulted with ADA attorneys who have indicated a willingness to represent them in the event a lawsuit needs to be filed relating to this matter. As you are aware, if my clients were to prevail in that lawsuit, the City would be responsible for the payment of their attorneys' fees.

Second, they are concerned about public safety response times and general safety issues. Fire trucks and ambulances regularly travel on D Street from and to Fire Station Number 1. D Street is a relatively narrow street in an older part of town. If the only permitted use on one side of D Street is for bike lanes and all the parking is forced to the other side of the street, there will

not be room for cars and trucks to pull over to allow fire apparatus and ambulances to pass. This delays response times. Additionally, the Project raises general safety concerns. The Sonoma Vision Zero Action Plan was developed between 2019 and 2022 by the Sonoma County Transportation Authority in conjunction with the Department of Health Services to make Sonoma County safer for pedestrians, bicyclists and drivers by reducing accidents. In that plan, D Street was identified as a High Injury Network location. As pointed out in the staff report, D Street is a designated truck route. Mixing bicyclists and trucks is a recipe for disaster and exposes the City to liability for injury to or the death of a cyclist. Cyclists are always going to be on the losing side of an encounter with a truck. The staff report identifies D Street as an arterial roadway. Arterial roadways carry the most significant traffic volume in the City's street network. The staff report indicates average daily traffic volume of the busiest stretch, which is one of the places the Project proposes bike lanes, is 9000 vehicles per weekday. The staff report also indicates there is a problem with speeding on D Street. The staff report further summarizes collision history on the D Street Project corridor – 63 reported collisions in 4 years with 37 resulting in injuries and 2 resulting in severe injuries. Why would the City want to encourage cyclists to ride on D Street when safer alternative are available?

There are alternatives to this Project that are far superior to improve safety on D Street. If the City wants to slow traffic down and reduce accidents, add more stop signs, repaint the crosswalks and existing bike lanes, add bulb outs and add signage. Daylighting is a new law in California designed to improve pedestrian safety. Painting the curbs red within twenty feet of the crosswalks will aid in securing compliance with the new law and in the enforcement of the new law and increase safety and visibility at intersections for pedestrians, bicyclists and automobiles. Garfield Street is an excellent example of a recently completed City project that has resulted in slower traffic and increased bike and pedestrian safety. B Street would be an excellent alternative to D Street for bicyclists. It is wider than D Street, already has dedicated bike lanes and is less heavily travelled by cars and trucks. Signage directing bicyclists to and from D Street to B Street at Laurel would be fairly easy to install and would give bicyclists a much less congested and far safer route. This reduces potential liability for injuries on the part of the City. Eliminating parking on one side of D Street would also result in having many more pedestrians crossing D Street to access their cars on the other side of D Street. They are not all going to use the crosswalks and it brings to mind the 1980's video game Frogger only with pedestrians dodging cars and trucks instead of frogs. This scenario also exposes the City to liability in the event someone is injured.

Third, this Project raises economic and practical concerns related to parking. The Agenda Item includes 2 D Street Surveys and a parking utilization study. We have been advised that upwards of \$100,000 of staff time has been spent on this Project yet no independent professional surveys or parking studies were done. Were the surveys limited to residents of Petaluma? They do not appear to have been. They were done via Survey Monkey and include only responses from 261 people. Not only is that sampling way too small based on Petaluma's population, but allowing people who do not live and/or work in the community to skew survey results is inappropriate. Further, no traffic study has been done. Sending City employees out at odd times in the middle of the week (Tuesday and Wednesday) in the winter does not constitute a valid traffic study yet that appears to be the basis for the 14% average parking utilization number contained in the staff report. The average parking utilization was not evaluated during the spring, summer and fall months when

Eric Danly, Esq.

April 4, 2024

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multiple special events occur in the downtown area. It was not evaluated when the Farmers Market is open. It was not evaluated on Friday or Saturday evenings when residents and visitors gather downtown to dine. It was not evaluated on Sunday mornings when people attend church services. There are four or five churches in the immediate vicinity. Has anyone from the City reached out to the Petaluma Downtown Business Association or the Chamber of Commerce to discuss the economic ramifications to the business community? The removal of parking from one side of D Street impacts businesses and their employees' ability to access the businesses and residences on the other side of D Street. The Church and residences in that area are historic. Old historic buildings require considerable upkeep. Does the City really think it is a good idea to have contractors, landscapers, and repair persons walking across D Street with their equipment and deliveries because they are unable to park on one side of the street?

Parking has always been difficult in this part of town, both for people who live in the neighborhood and people who are visiting the neighborhood. Many of the people who live in the neighborhood do not have sufficient vehicle parking space on their property. If they have garages, the garages were often built many years ago and were designed to hold much smaller cars. Those residents, and their invitees, park on the street. Removing the parking on one side of D Street impacts the residents of the side streets and their invitees as well as the residents on the other side of D Street and their invitees.

Finally, we are concerned about the placement of this item as the very last item on a lengthy Agenda. There is quite a bit of public concern and interest in this Project and the placement of it as the last item on a long Agenda seems to be designed to limit public input on the item. It is unlikely the elderly and disabled residents who are opposed to Option 1 are going to still be in the Council Chambers at 10 p.m. when it finally comes up for the staff presentation, council comments, public comments and Council deliberation. It should be moved to earlier in the meeting to the first Agenda item under Public Hearings and Matters for Consideration.

We all want D Street to be safer for everyone. However, it appears the unintended consequences and the liability exposure to the City resulting from the proposed Project have not been adequately considered or evaluated. I encourage City staff and the City Council to evaluate all the consequences of the proposed Project and consider some of the alternatives outlined above.

Thank you for your consideration and if you have any questions regarding the foregoing, please do not hesitate to contact me.

Very Truly Yours,

O'BRIEN LAW, P.C.

Kathleen C. Miller, Esq.

Northern California Office
755 Baywood Dr., Suite 185
Petaluma, California 94954

Southern California Office
225 S Lake Avenue, Suite M-210
Pasadena, California 91101

Central Valley Office
980 9th Street, 16th Floor
Sacramento, California 95814

Eric Danly, Esq.

April 4, 2024

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cc: City Clerk Caitlin Corley
City Manager Peggy Flynn
Mayor Kevin McDonnell
Vice Mayor John Shribbs
Council Member Brian Barnacle
Council Member Janice Cader Thompson
Council Member Mike Healy
Council Member Karen Nau
Council Member Dennis Pocekay
Clients

Northern California Office
755 Baywood Dr., Suite 185
Petaluma, California 94954

Southern California Office
225 S Lake Avenue, Suite M-210
Pasadena, California 91101

Central Valley Office
980 9th Street, 16th Floor
Sacramento, California 95814

Phone: 707.789.6500 Fax: 707.789.6520

From: pam@mmsmarin.com
To: [Kevin McDonnell](#); [John Shribbs](#); [Barnacle, Brian](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [Janice Cader-Thompson](#); [Peggy Flynn](#); -- [City Clerk](#)
Subject: Proposed D St. Plan
Date: Sunday, April 7, 2024 4:23:25 PM

[Some people who received this message don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

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 trafficed 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
[REDACTED]

Sent from my iPhone

From: [apesmunsch](#) [REDACTED]
To: -- City Council; -- City Clerk
Subject: D street
Date: Sunday, April 7, 2024 9:53:02 PM

[Some people who received this message don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Petaluma is leading Sonoma County in modifying streets to encourage active transportation... please continue to lead the county!

D Street needs real bike lines and less parking.

Protect our kids and all of us other vulnerable road users! We need to encourage more people to ride bikes and D Street is one of the main ways to get across town but has way too many accidents, and I personally had several close calls as I ride through there often on a bicycle.

If we are ever to reach our climate goals, the City of Petaluma climate goals, and at the same time achieve vision zero by 2030, adding more bike lanes, and less support for motor vehicles, is the only way to get there!

Please vote to make D Street a better place for humans, for people on bicycles, not a better place for motor vehicles!

Thanks,

Pat Munsch

From: [pedro gonzalez](#)
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 7:21:42 PM

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

Dear City Council Members,

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



Virus-free www.avg.com

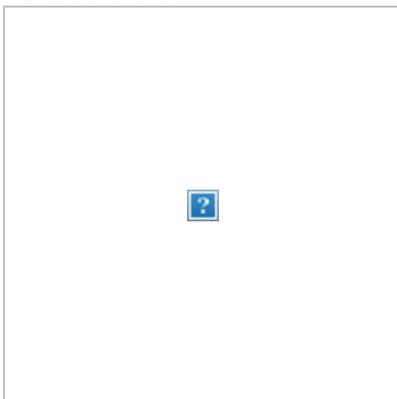
From: [Petaluma Motor Wheel](#)
To: -- City Clerk; -- City Council
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 3:10:16 PM

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

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

Dear City Council Members, Please support Petaluma Public Works' vision for bike lanes on D Street. 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,

Aaron Prentice
Petaluma Motor Wheel
petalumamotorwheel@gmail.com
petalumamotorwheel.com
415.794.9834



1

PETITION TO OPPOSE PARKING REMOVAL ON D STREET

PETITION SUMMARY AND BACKGROUND: The City of Petaluma presented a proposal to remove parking on one side of the D St. truck route to add bike lanes. We believe this would create a dangerous condition for the elderly and disabled as well as, for pedestrians, inexperienced bikers and many others.

ACTION PETITIONED FOR: We, the undersigned are concerned residents who urge our leaders to vote against the D Street truck route proposal of adding bike lanes and removing parking.

| Printed Name | Signature | Physical Address | Date |
|--------------------------|-------------------------------------|------------------|---------------|
| ROB HERRMANN | <i>Robert Herrmann</i> | [REDACTED] | April 3, 2024 |
| Karen DeLue | <i>Karen DeLue</i> | [REDACTED] | April 3, 2024 |
| Olivette Wright | <i>Olivette Wright</i> | [REDACTED] | 4/3/24 |
| ROB BICKMORE | <i>Rob Bickmore</i> | [REDACTED] | 4/2/2024 |
| Carol Anderson | <i>Carol Anderson</i> | [REDACTED] | 4-5-24 |
| Elizabeth Stallings | <i>Elizabeth Stallings</i> | [REDACTED] | 4-5-24 |
| Gyanna Malone | <i>Gyanna Malone</i> | [REDACTED] | 4-5-24 |
| Adda C. Hennings | <i>Adda C. Hennings</i> | [REDACTED] | 4-5-24 |
| SUE SARNO | <i>Sue Sarno</i> | [REDACTED] | 4-7-24 |
| Gwen Petro | <i>Gwen S. Petro</i> | [REDACTED] | 4-7-24 |
| Charlotte Peterson | <i>Charlotte Peterson</i> | [REDACTED] | 4-7-24 |
| Sharon Sibbot | <i>Sharon Sibbot</i> | [REDACTED] | 94954 4-7-24 |
| JUNE HUDNALL | <i>June Hudnall</i> | [REDACTED] | 94954 |
| RONALD & AODRAY PHILLIPS | <i>Ronald & Audrey Phillips</i> | [REDACTED] | |

2

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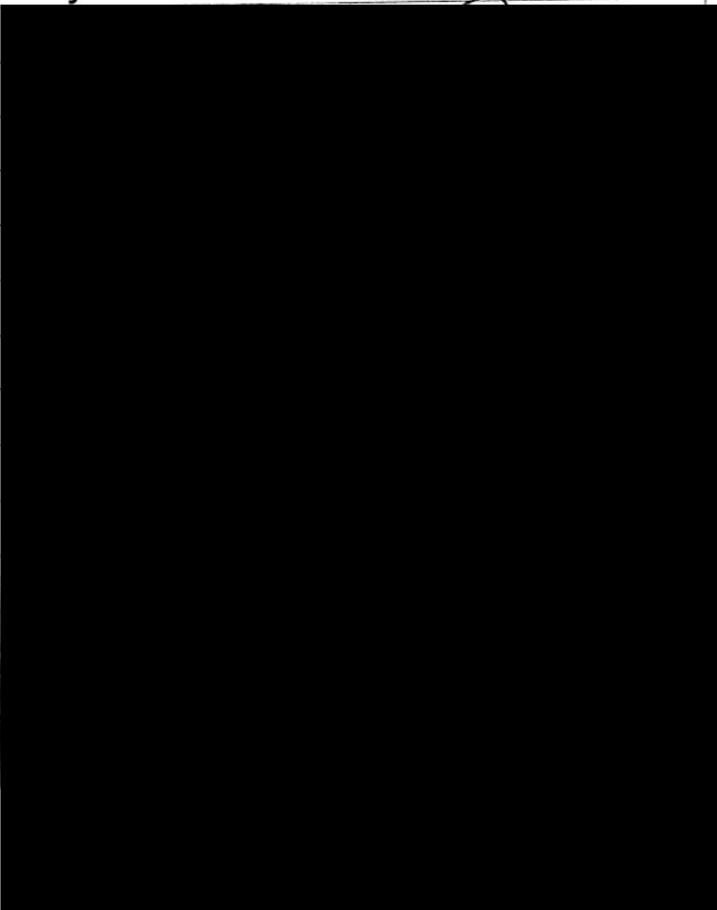
| Printed Name | Signature | Physical Address | Date |
|--------------------|--------------------|------------------|--------|
| Kristofer Nelson | <i>[Signature]</i> | [REDACTED] | 4/3/24 |
| Dorothy Pazamickas | <i>[Signature]</i> | [REDACTED] | 4/3/24 |
| Mark Benzoni | <i>[Signature]</i> | [REDACTED] | 4/7/24 |
| Korelei Sikorski | <i>[Signature]</i> | [REDACTED] | 4/7/24 |
| Judy Hillery | <i>[Signature]</i> | [REDACTED] | 4/7/24 |
| Harsh Shahbazan | <i>[Signature]</i> | [REDACTED] | 4/7/24 |
| SUKIRI | <i>[Signature]</i> | [REDACTED] | 4/7/24 |
| Cina S. | <i>[Signature]</i> | [REDACTED] | 4/7/24 |
| Bera Katiineba | <i>[Signature]</i> | [REDACTED] | 4/7/24 |
| Julius Mestabada | <i>[Signature]</i> | [REDACTED] | 4/7/24 |
| Henry Sawailan | <i>[Signature]</i> | [REDACTED] | ✓ ✓ |
| Paula Janki | <i>[Signature]</i> | [REDACTED] | ✓ ✓ |
| Kelera Talekawa | <i>[Signature]</i> | [REDACTED] | ✓ ✓ |

3

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PETITION SUMMARY AND BACKGROUND: The City of Petaluma presented a proposal to remove parking on one side of the D St. truck route to add bike lanes. We believe this would create a dangerous condition for the elderly and disabled as well as, for pedestrians, inexperienced bikers and many others.

ACTION PETITIONED FOR: We, the undersigned are concerned residents who urge our leaders to vote against the D Street truck route proposal of adding bike lanes and removing parking.

| Printed Name | Signature | Physical Address | Date |
|--------------------|---------------------------|--|------------|
| Patricia D. Cercos | <i>Patricia D. Cercos</i> |  | 4.7.24 |
| Noa Kamvers | <i>Noa Kamvers</i> | | 4.7.24 |
| Litia Yabakidua | <i>Litia Yabakidua</i> | | 4.7.24 |
| Apikali Ofia | <i>Apikali Ofia</i> | | 4.7.24 |
| Sereima Laba | <i>Sereima Laba</i> | | 4.7.24 |
| MEY/SELA LABA | <i>Mey/Sela Laba</i> | | 4.7.24. |
| Sevulani Mastasua | <i>Sevulani Mastasua</i> | | 4/07/2024 |
| Paula Taukei | <i>Paula Taukei</i> | | 04/07/2024 |
| Seni Senga Tauli | <i>Seni Senga Tauli</i> | | 04/09/2024 |
| Lusiama | <i>Lusiama</i> | | 4/7/24 |
| ARIETA TOROCI | <i>Arieta Toroci</i> | | 4/7/24 |
| PAULIASI IKANIVALE | <i>Pauliasi Ikanivale</i> | | 4/7/24 |
| JOSESE SIAVENOLA | <i>Josese Siavenola</i> | | 4/7/24 |
| AKISI HALADIDI | <i>Akisi Haladidi</i> | | 4/7/24 |

From: rkambampati@live.com
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 11:38:53 AM

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

Dear City Council Members,

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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,
Ravi Kambampati

From: [Revelle Mast](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Thursday, April 4, 2024 1:39:29 PM

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Thank you for the work you do,

Revelle Mast

Dear Mayor, Vice-Mayor and Council Members:

Thank you for your support of the D Street Traffic Calming Project.

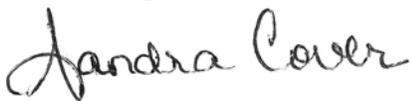
Safety is my first concern with putting bike lanes on D Street. I have three granddaughters and I worry about them biking down D Street along with the speeding cars, large trucks and heavy traffic with or without bike lanes. D Street is a dangerous street, and it doesn't make sense to encourage its use for bikes when there are much safer streets for bikes nearby. B Street has little traffic, is near PHS and already has bike lanes. Why not encourage the use of B Street and parallel streets to the south of D Street for a much safer ride across town?

D Street is a beautiful street in our historic district. Despite the heavy traffic, it is still a family-friendly street. To take parking away from one side will deprive home owners of safe access to their houses for visitors, children being dropped off after school or for play dates, and elderly friends and relatives. I am 80 years old and would find it very difficult and unsafe to park across the street or around the block from a destination on D Street that does not have street parking. This does not seem to be a safe decision or a fair decision for the homeowners.

The history and aesthetic of D Street is an important consideration when you add bike lanes that may require substantial street markings and other barriers between the cars and bikes. For generations, the residents of Petaluma have actively supported ways to protect the charm of the city and D Street is one of our most beautiful streets. I am hoping it will continue to be...

To make Petaluma a safer city for everyone, I believe there should be a sincere effort to slowdown the traffic on D Street, and redirect bikes to parallel streets.

Warm regards,

A handwritten signature in cursive script that reads "Sandra Cover". The signature is written in black ink and is positioned above the printed name.

Sandra Cover
Resident of Petaluma

From: [Shelby Kira Marvell](#)
To: -- City Council; -- City Clerk
Subject: Comment on Resolution Selecting Design Alternatives for 5th Street Neighborhood Greenway and D Street Traffic Calming Quick-Build Projects
Date: Sunday, April 7, 2024 3:48:22 PM

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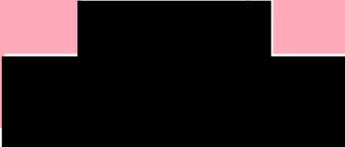
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Bike lanes on D Street will be a gift to the community. Please follow our City's policy by voting for them.

Thanks!

Shelby Marvell





SONOMA COUNTY BICYCLE COALITION

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Shaun Ralston, Open AI

Mark Soiland, Soiland Co.

Tim Zahner, Sonoma Valley

Visitors Bureau

(employers listed for identification purposes only)

EXECUTIVE DIRECTOR

Eris Weaver

MAIL

PO Box 3088

Santa Rosa, CA 95402

OFFICE

750 Mendocino Ave

Santa Rosa, CA 95401

PHONE

707-545-0153

EMAIL

info@bikesonoma.org

WEB

www.bikesonoma.org



April 5, 2024

Petaluma City Council

11 English Street

Petaluma, CA 94952

Dear Mayor McDonnell and Councilmembers:

The Sonoma County Bicycle Coalition supports Option 1 for the D Street pilot project, with continuous bike lanes on D Street and parking on just one side, in addition to pedestrian improvements and other traffic calming measures.

D Street is an important link between city neighborhoods, the countryside and the coast, and it is critical that it reflects a Complete Streets design that considers the safety of all potential users – pedestrians, bicyclists and vehicles.

We commend the city for demonstrating that existing parking on D Street is only used about 14 percent of the time, indicating that there is opportunity for infrastructure that accommodates more users on the corridor. The city's own surveys also have shown that maintaining parking on D Street ranks far below implementing pedestrian, bicycle and traffic calming improvements as community-wide priorities. There will always be residents that oppose the loss of any free street parking (or as we like to call it, publicly subsidized storage of private property); however, a public street belongs to the whole community of users and not just the people who live on it.

Petaluma has been a leader in Sonoma County regarding quick builds and pilot projects; the fact that the D Street project is temporary due to upcoming utility work is all the more reason to make this pilot a demonstration of the best, safest facilities possible!

We also look forward to the improvements described to designate 5th Street as a Neighborhood Greenway.

Safe mobility and connectivity are stated priorities of the Petaluma City Council. Given the ambitious goal of carbon neutrality by the year 2030, the city cannot afford to stall on projects that encourage mode shift. We urge you to approve both projects.

Thank you for your consideration.

Eris Weaver, Executive Director
Sonoma County Bicycle Coalition

From: [susan kirks](#)
To: -- City Clerk
Subject: Public Comment - Agenda Item 13
Date: Friday, April 5, 2024 7:19:23 AM

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

Dear Mayor and Members of the City Council,

This last item on the April 8 agenda would have been much better scheduled earlier in your meeting. With still no ability to comment via virtual meeting access, many residents who cannot attend your meeting in person, waiting for the last agenda item to be reviewed, will not be heard. Even if having completed a survey, that's opinion gathering - it's not participating in the decision making process. Equity is not supported.

Decisions about how we move around the city and community could be in relationship to our environment.

Here's an example of how your decisions impact members of our community in the D Street area:

The approval of the Scott Ranch development and the HPRP "Extension" will result in habitat destruction and your Council approved this with multiple EIR deficiencies and outstanding questions. Addressing those and instead taking a path to full conservation, no development and volunteer and education programs for the Kelly Creek property could have resulted in less traffic and less likelihood of added cyclists on D Street. This path of decision making was possible, but your Council appeared to not know how to create that.

Enhancing B Street bike lanes and looking at other bike lane enhancements like Western Avenue for west-east-west downtown movement would be safer and more balanced for all.

Another interface with D Street and cyclists is the unwise bike route of the Bay Area Ridge Trail (BART) from the D Street extension coming from Marin County directly into downtown Petaluma to the river. This reflects a political decision, not an environmental decision. A cyclist's most enjoyable Petaluma BART experience, would take Windsor from D Street over to Paula Lane (where PLAN was implementing a bike rack and amenities as part of our Nature Preserve project) and be a rural route along at least parts of the Ring Trail around Petaluma. The BART would guide cyclists through a rural experience, north and east, with accessory trails back to downtown and/or south Petaluma. Coming into Petaluma as a cyclist from Marin County on BART, there are also a deli and market for a quick stop-off north and east of Windsor Drive. Other cycling routes into downtown for those who want that are multiple from north of Windsor.

Approaching Petaluma's Bay Area Ridge Trail experience in this way would be congruent with thinking about and planning IN our environment and would not add cycling traffic to D Street.

When we consider issues like this through the lenses of Equity (optimal public participation)

and Environment (a broader, more connected view of how we live and move in the community), we can better serve Petaluma residents and visitors. We can also think in practical ways, more connected to our surroundings and less bureaucratic.

City management, legal and staff function as a bureaucracy.

Environment and Equity have been the two PILLARS of context for the General Plan update process. Unfortunately, neither has been a priority or even understood.

Susan Kirks
Petaluma

