

From: [Bernie](#)
To: [Kevin McDonnell](#); -- City Council
Subject: Traffic Calming D I & Rainier Streets
Date: Saturday, October 14, 2023 4:31:50 PM

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Mayor Kevin McDonnell and Council Members,

Traffic calming and slow traffic is one of the main purposes for the proposed Bike Lanes on D, I & Rainer Streets. The type of project proposed for these streets are different because they are different in a number of ways including width.

D Street should have Class IV, protected bike lanes where feasible with parking on one side and bulb outs at intersections with cross traffic for pedestrians. For added pedestrian protection there should be on turn and red signs at the intersection with traffic lights. If the residents who live on D Street truly want slower traffic they should be willing to give up some of the public parking they now have available. . I Street, as we all know, is not as wide as D and providing Class IV bike lanes is more challenging.

I favor no parking on the southside,(downhill) eastbound travel lane between Sunnyslope Road and S.Petaluma Blvd.for Class IV continuous bike lane. Slowing down traffic is a major objective for the neighborhood, especially with children walking to school,traveling to neighborhood parks with playgrounds and playing in the neighborhood on the sidewalks.

At the same time bicycle riders will have improved protection from moving traffic. Rainier St should have Class IV bicycle lanes on both sides of the travel lanes for the same reason, traffic calming and slower speed. Residents living in the area complain about speeding vehicles traveling between Sonoma Mtn.Pkwy and N.McDowell. Providing protected bicycle lanes will cause all motor vehicles to slow down and at the same time provide added protection for bicyclists.

As a bike rider I favor the bike lane to be near the curb so that driver and passengers exiting parked cars are on the left side, thus avoiding conflicts with open car doors and the passengers while bikes can be traveling at 10-15MPH. There always is one person, the driver, exiting on the left and often no passengers exiting on the right is another consideration for bicycle travel to be on the right of the parked vehicles and next to the curb. At this same time, residents in the neighborhood should be expecting an big increase in bike riding on Rainier not only due to this prosed repaving and redesign improvements but the added new residents who will be living in the new housing currently under construction near the dog park on N.McDowell and Rainier Ave. Rising costs for fuel and carbon neutral goals may be another cause for increased bicycle commuting. Improvement currently fundered and planned or under construction on the Lynch Creek crosstown connecter hopefully will be another reason for more bikes on Rainier Ave.

Thank you for considering my many years of extensive bicycle riding experiences.
Bernie Album

Petaluma CA