

**From:** [REDACTED]  
**To:** [-- City Council](#); [-- City Clerk](#); [Peggy Flynn](#)  
**Subject:** RE: Subject: Council October 16 Workshop on Active Transportation  
**Date:** Wednesday, October 11, 2023 10:43:48 PM

---

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

1. D Street is a central connector to daily Petaluman destinations:

- Downtown Petaluma and beyond to Midtown/East Petaluma
- Public schools (McNear Elementary, Petaluma High, Valley Vista, Grant, Live Oak)
- Preschools in West Petaluma and Midtown
- Parks (Helen Putnam, Walnut, McNear)
- West Marin County

2. Historic D Street is the perfect place to show our values for the future of Petaluma.

3. Even with (unprotected) bike lanes on B Street, bike lanes are needed on D Street because it is more direct and convenient to connect the large residential neighborhoods of Westridge, Victoria, and Sunnyslope with Petaluma High School and Downtown.

4. People already ride bikes on D Street, let's make it safer for them.

5. If proposed painted bike/mobility lanes are implemented on D Street and turn out to be a disaster, they can easily be removed. Similarly, if bike/mobility lanes are working well, they can be improved upon further in the 2025 road reconstruction project.

6. Far fewer single occupancy vehicle trips is critical to achieving our city's Climate Ready 2030 goal. Building active transportation infrastructure to make that happen is necessary to get there. [Petaluma's Blueprint for Carbon Neutrality](#) discusses this in detail.

7. New protected bike/mobility lanes are coming on either end of D St, it is foolish to not connect the gap when we have the design, capacity, and funding!

- On D Street between Sunnyslope and Windsor there will be new protected bike lanes leading to the new D St entrance to Helen Putnam Park (with bike parking, bathrooms, playground)
  - On East D Street between the D St Bridge and Lakeville St there will be new protected bike lanes on East D St as part of the Oyster Cove development
1. Proper public process should be followed! City staff recommended new bike lanes on D Street in an April 2023 community meeting because it was the obvious conclusion based on a very thorough public process. Then City staff removed bike/mobility lanes because they were aggressively lobbied by a small group of D Street residents who didn't want to lose "their" street parking. City staff should NOT make political decisions. The decision to remove bikes is political: there is no valid reason to remove them other than resident dislike. Political decisions should be made by the Council at a public meeting. It is totally inappropriate for this decision to have been made at the staff level and must be rectified immediately by the Council taking a vote: accept the staff recommendation of bike lanes or cave to an outspoken minority. The Council letting this decision vacuum sit for as long as it has sends the wrong message about how our City operates.

Thank you for considering how important infrastructure changes are to promoting Active Transportation!

Traci Di Stefano

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 11, 2023 10:36 PM  
**To:** 'citycouncil@cityofpetaluma.org' <citycouncil@cityofpetaluma.org>; 'cityclerk@cityofpetaluma.org' <cityclerk@cityofpetaluma.org>; 'pflynn@cityofpetaluma.org' <pflynn@cityofpetaluma.org>  
**Subject:** Subject: Council October 16 Workshop on Active Transportation

*Dear Mayor, Councilmembers, and City Manager,  
I want to let you know that I strongly support Active Transportation improvements throughout Petaluma. A critical element are bike/mobility lanes, which are in line with Petaluma's policies and values. They will help reduce traffic speeds and give our residents (including kids and seniors) more fun, healthy, and climate-friendly options for getting around town.*

As a resident of B street for over 18 years, we walked and rode our child to McNear Elementary. The route was not bike-friendly and not safe for children to ride themselves to school safely. The

intersection of D Street and El Rose is especially dangerous. Cars speed through the lights, bombing in to town way above the speed limits. We did not feel our child was safe crossing D Street alone until he was in 4<sup>th</sup> grade. So many school kids are driven to school, when they could be walking and cycling in groups, safely, if Petaluma made the necessary changes to infrastructure. Marin County was one of the first in the nation to trial and adopt Safe Routes to School programs, and it works! We lived it, saw it in action, before we had a child or our own. Do the right thing, make D Street and all of its intersections safer for pedestrians and cyclists! The area kids could be riding and walking to Grant and McNear, as well as to Petaluma Jr High School and the High School too!!

Additionally,

Active transportation like cycling, walking, and rolling is a fun, healthy, climate-friendly, and age-inclusive way to move around town.

Bike/mobility lanes support not just cyclists but also kids on scooters, seniors on electric mobility devices, high school running teams, etc.

Petalumans of all ages and abilities deserve to ride bikes and other non-car options to their daily destinations. The current mobility infrastructure in West Petaluma is insufficient for all ages and abilities. Adding 1 mile of (ideally physically protected) bike/mobility lanes from D St & Petaluma Blvd to D St & Windsor is a great start.

Studies show that better bike/mobility infrastructure => people feeling more comfortable on bikes and other non-car modes => more people using the bike/mobility infrastructure.

Many relevant statistics and studies.

Bike/mobility lanes on D Street will reduce car traffic, calm the remaining traffic, and make it safer for drivers, pedestrians, cyclists and other street users

More bike trips = fewer car trips

More lane markings and more cyclists on the road = cars drive slower

The following Petaluma policies support adding bike/mobility lanes:

Complete Streets (2016)

Carbon Neutrality (2019)

Vision Zero (2022)

The City-conducted professional parking studies on D Street that showed street parking is severely underutilized (only 14% capacity is used on average). Consolidating on-street parking to create the space for new bike/mobility lanes will not impact neighborhood parking availability. Even during that handful of peak parking days for downtown events, there is still plenty of parking on side streets and fewer people will drive if bike/mobility infrastructure is improved.

Funding for adding bike/mobility lanes is already committed as part of the Quick Build project using monies from Measure U.

The city's public surveys conducted in 2022-2023 indicate the public wants new bike lanes on D St. D Street is a public street maintained by public tax dollars. Its design should reflect the highest and

best use for the majority of the residents of Petaluma.

Thank you,

Traci Di Stefano