

From: Bruce  
To: City Council -- City Clerk: Peggy Flynn  
Cc: Bruce  
Subject: Safe Streets Petaluma Comments for tonight's Active Transportation workshop, October 16, 2023  
Date: Monday, October 16, 2023 12:58:06 PM  
Attachments: Proposed D Street with 2-way Class 4 AND parking.png

---Warning: Use caution before clicking any attachments THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM ---  
Dear Mayor McDonnell, City Council, and City Manager:

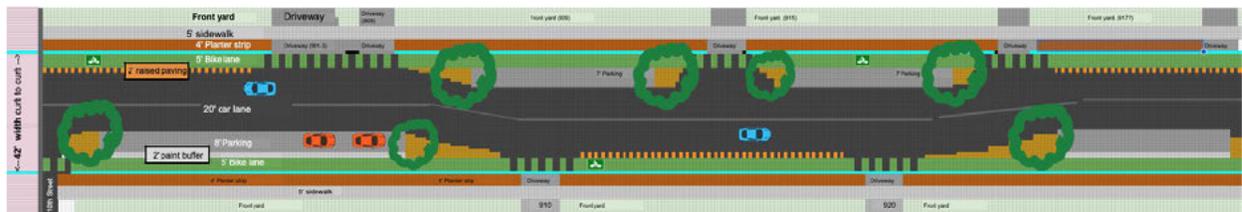
Thank you for understanding the many aspects and implications of "safe streets", and making it a high priority for Petaluma Thank you for holding this workshop at a critical juncture in our quest for a climate-safe community I offer a summary of recommendations, followed by a few personal observations

Recommendations:

- Recognize your Public Works Staff for a job well done: in the past year, and in preparing for tonight's meeting There is a large and challenging task
- Formally endorse and direct Staff to pursue the recommendations from City Thread and the Accelerated Mobility Playbook (AMP), especially:
  - Step 0: identify and build 5 miles of low-stress mobility network by the end of 2024 This should be an explicit and highly visible goal (e.g. feature a status report on a web page with a map and progress thermometer)
  - Step 1: Finish the Active Transportation Plan by April 2024, including a goal of 25 miles of network by 2026 Give this the same visibility and priority as the first 5 miles
  - Step 2: Align Partnerships: work with a newly created Petaluma Complete Streets Coalition as a "coalition of everyone", based on recognition that everyone (all ages, physical/economic abilities, and modes of transportation; yes, including car drivers!) benefits from increasing mobility choices Expand communications to Petalumans about how each project contributes to the larger goals of climate readiness, economic opportunity, and public health and safety
- Assess the need for and capability of expanding the staff to accomplish the AMP goals, particularly in Active Transportation project design and execution, either by hiring or long-term contract
- Enlist AMP task-specific support from PBAC, including their ad-hoc groups Provide outreach to and stipends for Petalumans representing underserved groups and geographies to have meaningful and effective participation
- Draft and approve an updated Complete Streets Policy, based on the Bay Area Metropolitan Transportation District definition Ensure that policy is integrated into all City Departments that influence mobility work
- Explore and remove institutional barriers to AMP buildout, including
  - streamlining public engagement/feedback and project design and construction contracting processes (e.g. in-house creation of rough drafts of project element designs to share with community, with support from PBAC ad/hocs and using tools like Streetmix; amend the City Charter to allow design/build contracts)
  - Continue and create new partnerships with established community organizations like Cool Petaluma, Petaluma Downtown, Chamber of Commerce, Sonoma County Bicycle Coalition/Safe Routes to Schools, Releaf Petaluma, Rebuilding Together Petaluma, Petaluma People Services, and Daily Acts)
  - Consider a further consulting engagement with City Thread for guidance here
- Working with City Communications staff and partners (especially schools), ensure street users understand how to interpret and use new and existing facilities that may be unfamiliar (e.g. place signs with QR codes directing travelers to web pages with project overview and element descriptions)

Observations:

- A Washington DC friend of mine blogs about national energy issues, including local opposition to clean energy projects NIMBYism is bad for kids, he says Adults have the power, the time, and the money to influence policy "The youth have none of these What they have is fear, anxiety, and an increasing feeling of helplessness regarding their climate inheritance" They see the news
- We have heard "nobody bikes/(walks/scoots/etc) here; this is a solution looking for a problem" This year I have watched two dead adult deer being dragged off I Street ("Interstate I") near Grant and McNear Elementary schools This spring I experienced a close call with my granddaughter, in the exact same location, riding to kindergarten in a bike trailer And the car collisions with people seem to be upticking, which leads me to
- Over the past two years I have witnessed a boom in bike riders, especially younger people with children I believe it is due in large part due to the climate crisis It's bound to continue In the Netherlands, now known as a bicycling paradise, it took an epidemic of child deaths (the "kindermoord") for them to do what we are setting out to do now: make the streets safe for everyone, and stop the killing Who among us needs to wait for that?
- Bonus: Below, as an example of win-win thinking outside the box, is a concept for a D Street treatment that includes Class 4 bike lanes in both directions and parking on both sides of the street Slowing cars from 35 mph to 20 mph would add only a minute of (very pleasant) drive time between Petaluma Blvd and El Rose It would be the westernmost leg of a "Park2Park Crosstown Bikeway", connecting Prince to Putnam We should investigate including a demo or quick build like this in the first phase of the D Street project



That's all for now Thanks for your good work!

Bruce  
Bruce Hagen  
Safe Streets Petaluma

