

From: [REDACTED]
To: [-- City Clerk](#)
Subject: Public Comment
Date: Monday, October 10, 2022 4:25:40 PM

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My name is Dana Teicheira and I have a background in marine and tugboat operations. I was a tugboat captain and the marine operations manager for Jerico Dredging, the predecessor of Lind Marine. I have run tugs and barges up and down the Petaluma River hundreds of times. I actually ran the tug that barged the Balshaw bridge and held it in place while the cranes picked it up and placed it on the shore.

About 15 years ago I was approached by the city of Petaluma to put in a proposal for a study of how wide a drawbridge needed to be at the Caulfield Lane crossing. I submitted a proposal but nothing came of this because shortly after that the 2008 great recession hit.

My question is why is a double bascule bridge? There is no longer any commercial marine traffic going past the Haystack (Smart) bridge. Since the dredge that worked on the river last year was able to get through the D street bridge I don't see the need and added expense of a 200' wide bridge width. I believe that a single bascule bridge, with an opening of between 70' to 80', would be adequate and safe for the pleasure boats that visit the turning basin (the D st bridge has a horizontal clearance of 65'), and could be built for far less than a double bascule bridge.

When I ran tugs up and down the river the existing Haystack landing drawbridge was a swing bridge with a horizontal clearance of 54'. That bridge was never a problem for a 65' tug pushing a 200' barge.

Thanks for allowing my input.

Dana Teicheira
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