Petaluma City Council,

Vote to defer consideration of the Sid-Commons Apartment Planning Commission denial Appeal Hearing on Feb. 3, 2020. The traffic study conducted by Scott Gregory (Memorandum) for the Sid-Commons Apartment building permit is unacceptable because it is not comprehensive enough to fairly evaluate the traffic impacts. The main objections for using this study at the Feb. 3 Council meeting is as follows:

1. Omissions of pedestrian and bicycle counts, especially during the beginning and end of the school day with four schools serving this neighborhood school district.
2. Traffic congestion created by the SMART Train crossing on Payran and the new pedestrian and bicycle path Trailhead.
3. No neighborhood emergency evacuations plans with application.
4. Conclusions not objectively substantiated.

For a fair hearing wait for a new comprehensive objective traffic study to be completed by the City of Petaluma. Please see the attached letter to the editor that was in the "Argus Courier" last month. If you have enough time attached is my detailed comments

Bernie Album
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Dear Editor

The Sid Commons Apartments project, proposing to build 205 units at the end of Graylawn Ave., should NOT be approved due to significant traffic impacts. Graylawn Ave. currently accommodates 1,000 vehicle trips per day. The Sid Commons project will more than double that by adding 1,500 vehicle trips per day, for a total of 2,500 cars per day through this quiet, neighborhood. All these cars funnelling onto Payran St. will create dangerous traffic conditions for drivers and bicyclists traveling cross-town on the new SMART bike trail and the Lynch Creek trail and for kids commuting to the four schools in the area. Payran St. which serves as an important cross-town connector, is already plagued by congestion and long wait times at signals. Adding an additional 1,500 cars per day, within such close proximity to the SMART train crossing, is both foolish and dangerous and should not be allowed.

The American Association of States Highway Transportation Officials (AASHTO) uses vehicle counts, road width, and speed limits to determine safe driving conditions. Using projected conditions for the Sid Commons project, traffic analysis under AASHTO clearly shows that both Payran St. and Graylawn Ave. would be considered unsafe for the volume of traffic projected. Why would our City Council members choose to put our citizens at risk by approving this project?

Bernie Album

Petaluma, 94954
Fehr & Peers submitted a “Memorandum” with Appendix 12C in 2019 to answer questions the Petaluma City Council members requested relevant to the Johnson Apartments building permit application. There are numerous misleading omissions and subjective conclusion submitted by Scott Gregory dated April 8 & 13, 2019.

1. Are the projected traffic counts from 2007 & 205 reflective of current (2019) NO
   The were 2,800 daily trips on Graylawn in 2019, and 8,992 on Payran in 2014.
2. The revised data from 2016 to 2019 indicates there may be more traffic generated in Sonoma county when comparing national and local data. This is most likely due to Sonoma County having a significant lower unemployment rate from 6.3% in 2016 to 2.4% in 2019. More people employed would generate more traffic, especially in the AM hours. It also means an increased impact for people trying to get to work on time.
All reported intersections have increased AM traffic counts causing more delays.
3. Not relevant to consider for area congestion to increase traffic flow.
* AASHTO definition for “traffic Calming is for slowing the flow of traffic.
4. Do traffic conditions on Graylawn Ave... exceed the City's livable streets standard?
YES: The City design standard is 2000 vehicles per day for a city streets. The total daily count reported in the DEIR of 2016, page 2 Table 2: Graylawn Ave. counts and projected Trips Summary is 2,800 or at least 800 over the City Standard**. This number would most likely be more in 2019. Traffic calming is intended to reduce travel speed and not used to provide traffic congestion relief. Furthermore, Graylawn Ave is 40' wide with two way travel lanes 11' wide and parking on both sides. The projected travel count and exceeds capacity recommended for safety in the manual published by the AASHTO and used by all traffic engineers and jurisdictions in the USA.

Subjective Conclusions:
1. The analyst declares all the turning movements from the other neighborhood streets “are unlikely to cause delays”. Arguable, a projection can be made that “likely will cause significant delays” especially due to other data counts noticeably omitted in the 2019 report. (see omissions).
2. Comments are subjective and should not be accepted for factual conclusion. Examples: “not enough to affect operations” “can adequately handle additional traffic”
MOST ambiguous misleading April 8, 2019 on page 5 “not substantial change intersection operations.” (see Economic Change below)

Economic Change that will impact traffic delays
As noted, there was AM traffic counts increased in 2019 from 2015. Most likely this reflects the unemployment rate decreased from 6.3% in 206 to 2.4% in 2019. This means that neighborhood residents commuting to work would be significantly impacted by delays related to increased traffic at all area intersections. Arriving to work
on time is more critical than arriving home at the end of a work day. Additionally, parents may also need to get students to school on time before commuting to work.

OMISSIONS:
1. A mass evacuation plan for Graylawn Ave. and all the neighborhood connecting streets entering arterial Payran St connecting East Washington and North Petaluma Blvd. (In the event of floods, earthquakes, fires, gas and hazardous material leaks) The State California Sea Level Rise Guidance legislation of 2018 recommends all jurisdictions consider sea level rise and flooding when making decision.
2. There are no pedestrian or bicycle counts in the 2016 and 2019 DEIR Traffic. Potential traffic conflicts requires assessment by all City agencies.
3. SMART train crossing Payran contributing to delays at the intersections of Payran & Graylawn Ave, N. Petaluma Blvd & Magnolia/Payran Streets
4. SMART Pedestrian and Bicycle trail between Payran Ave. & Sourthpoint Rd.
5. Pedestrian and Bicycle circulation Plan and project map. If this is required the project application is incomplete.

Counter Analysis
The traffic report for 2019 was paid for by the applicant to provide traffic analysis. He may view the data presented to be acceptable, or not substantially changed from 2016, or that additional traffic will not effect operations because he may not be in an objective position or live in the neighborhoods effected. It can be argued that the increased traffic exceeds road and intersection capacity and will cause unacceptable congestion and delays that may present dangerous driving conditions. Additional delays may be caused by the SMART light rail crossings throughout the day, increasing in the years ahead with expanded services as planned. If pedestrians, bicycle commuters are factored in, we may expect more causes for traffic delays at all crossings, a trail head, and all intersections. Seasonally some of these will be impacted more when four neighborhood schools are in session.. The Petaluma residents living in this neighborhood views the increased traffic to be a cause for significant delays and potential conflicts that may cause damage to property and possible bodily injury or deaths.

*American Association of States Highway Transportation Officers (AASHTO)
**City of Petaluma General Plan 2025, Department of Engineering Street Design and Engineering & Specifications Street Capacity 2025 Mobility (per AASHTO)