



**REGULAR MEETING of the
San Mateo County Bicycle and Pedestrian Advisory Committee (SMCBPAC)
Thursday, December 17, 2020
7:00 P.M.**

*****BY VIDEOCONFERENCE ONLY*****

Pursuant to the Shelter in Place Orders issued by the San Mateo County Health Officer and the Governor, the Governor's Executive Order N-29-20, and the CDC's social distancing guidelines which discourage large public gatherings, the regular meeting location of the SMCBPAC is no longer open for public meetings.

Public Participation

- * Written public comments may be emailed to jslavit@smcgov.org and should include the specific agenda item on which you are commenting, or note that your comment concerns an item that is not on the agenda or is on the consent agenda.
- * Spoken public comments will also be accepted during the meeting through Zoom.
- * Please see instructions for written and spoken public comments at the end of this agenda

1. WELCOME

2. ROLL CALL

3. PUBLIC COMMENT

This item is reserved for persons wishing to address the Committee on any SMCBPAC-related matters that are as follows: 1) Not otherwise on this meeting agenda; 2) Staff Report on the Regular Meeting Agenda; or 3) Committee Members' Reports on the Regular Meeting Agenda. Public comments on matters not listed above shall be heard at the time the matter is called.

Speakers are customarily limited to two minutes, but an extension can be provided to you at the discretion of the Committee Chair.

4. ACTION TO SET AGENDA

This item is to set the final regular agenda.

REGULAR AGENDA

- 5. Review and Approve November 17, 2020 Meeting Minutes** (Action)
- 6. BPAC Member Announcements and Discussion** (Information)
- 7. Kings Mountain Road Update** (Information)
- 8. Draft Final Unincorporated San Mateo County Active Transportation Plan** (Action)
- 9. Presentation on Sheriff's Office Safety Education, Engagement & Enforcement Efforts** (Information)
- 10. Presentation on In Search of Equal Protection Under the Law for Bicyclists and Pedestrians** (Information)
- 11. Discussion on BPAC 2021 Work Plan** (Action)
- 12. Election of Committee Chair and Vice-Chair for Calendar Year 2021** (Action)
- 13. County Updates** (Information)
- 14. Adjournment**

Instructions for Public Comment During Videoconference Meetings

During videoconference meetings of the SMCBPAC, members of the public may address the SMCBPAC members as follows:

*Written Comments:

Written public comments may be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to jslavit@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting, or note that your comment concerns an item that is not on the agenda or is on the consent agenda.
3. Members of the public are limited to one comment per agenda item.

4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 24 hours in advance of the meeting, it will be provided to the SMCBPAC members and made publicly available on the SMCPAC website along with the agenda. We cannot guarantee that e-mails received less than 24 hours in advance of the meeting will be read during the meeting, but such e-mails will still be included in the administrative record of the meeting.

*Spoken Comments:

Spoken public comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The December 17, 2020 SMCBPAC meeting may be accessed through Zoom online at <https://smcgv.zoom.us/j/98097726273>

The meeting ID is: 980 9772 6273. The December 17, 2020 SMCBPAC meeting may also be accessed via telephone by dialing US: +1 669 900 6833 (Local). Enter the meeting ID: 980 9772 6273, then press #.

2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the SMCBPAC Chair calls on the item you wish to speak, click on "raise hand." The SMCBPAC Chair will activate and unmute speakers in turn. Speakers will be notified shortly before they are called to speak.
5. When called, please limit your remarks to the time limit allotted.

Public records that relate to any item on the open session agenda for the Committee meeting are available for public inspection. Those records that are distributed less than 24 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Committee. The SMCBPAC's website has been designated for the purpose of making those public records available for inspection. The website is located at: <http://www.smcsustainability.org/livable-communities/active-transportation/>.

Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact Joel Slavit, Senior Sustainability Specialist at least 24 hours before the meeting at jslavit@smcgv.org. Notification in advance of the meeting will enable the County to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it.



San Mateo County Bicycle and Pedestrian Advisory Committee (SMCBPAC)

MEETING MINUTES

*****BY VIDEOCONFERENCE*****

Tuesday, November 17, 2020

7:00 P.M.

1. WELCOME

Chair Doherty called the meeting to order at 7:02 P.M. It was noted that BPAC members and staff would be connecting to this meeting either by video or audio. Chair Doherty then stated the process for public comment, noted the challenges of holding a BPAC meeting online and thanked everyone for their patience during this time.

2. ROLL CALL

Members Present:

Susan Doherty
John Langbein
Elaine Salinger
Frederick Zyda
William Kelly

Members Absent:

none

County Staff: Joel Slavit, Julia Malmo-Laycock, Christina Corpus

Joel Slavit conducted a roll call. A quorum was present.

3. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Before the public comment period proceeded, Mr. Slavit briefly explained procedural logistics for receiving public comment for virtual Zoom meetings.

Craig Davis, member of the public and founder of Cyclist Video Evidence.com, mentioned that cyclist safety on San Mateo County roads, including Kings Mountain Road, depends on equal protection under the law. Mr. Davis noted that his company is a legal advocate for three of their members who were victims of assault and reckless driving cases in San Mateo County involving the San Bruno Police

Department, the California Highway Patrol, and the San Mateo County Sheriff, including one case on Kings Mountain Road. He noted that in all three cases, the cyclist video reports and evidence were dismissed out of hand. He stated that the San Bruno incident also involved battery and hit and run. Mr. Davis said that the video evidence recorded a pick-up driver telling the cyclist that bikes do not belong on the road. He said the incident occurred in June and he has not heard if the driver was charged. Mr. Davis expressed concern that the driver may be endangering other cyclists in the County.

Mr. Davis said that in August, the National Highway Transportation and Safety Association released a publication on the role of law enforcement in support of pedestrian and bicyclist safety, an idea book. It highlighted his company's work in that many law enforcement officers do not have adequate training time focused on pedestrian and cyclist laws or issues. He said we need to ask, is there a systemic bias against cyclists or a lack of training? He said the San Bruno city liaison to the San Bruno BPAC, and the liaison's manager wouldn't allow him to speak to the San Bruno BPAC Chair regarding the San Bruno cycling safety policy in San Bruno. Mr. Davis said he subsequently was able to speak to the Chair through other connections, and that the Chair invited him to speak to the San Bruno BPAC. Mr. Davis said that the BPAC liaison, however, informed him that San Bruno management would need to approve his presentation and that he was prohibited from stating anything negative about City departments in his presentation or during the comment period following the presentation. Mr. Davis said his presentation was about five to seven minutes and discussion went on for forty minutes after that. After the presentation, the San Bruno BPAC chair told him it was the best presentation he had seen since he joined the BPAC in 2003 and that it was their highest attended meeting. Mr. Davis said subsequently he was informed by city management that their Zoom recording was for internal use only and he had to file a California public records request to obtain a copy of the recording. He said that San Bruno has a complete streets resolution and an approximate 200 page bike master plan and that they both state safety is their top goal. He noted concern over significant legal and administrative barriers against cyclist safety and asked if there is a bias against cyclists in San Bruno.

Glen Kirby, member of the public, spoke next. Mr. Kirby said he is an active cyclist and was struck by a pickup truck driver in San Bruno who left the scene before the police officer arrived. The driver told him that he didn't belong on the road. Mr. Kirby said the driver forced him out of the lane he was in. He said that even though he had a video recording of the incident, there were witnesses, and the police showed up promptly and were polite and cordial, there was nothing in the collision investigation procedures that the City used that would allow for the driver to be charged. Mr. Kirby said even though it was an assault and that the driver left the scene, it became clear to him that the investigative procedures that cities and counties use in California are not sufficient to protect cyclists. He said he spoke to the San Bruno BPAC and was speaking to the County BPAC tonight to ask if you want a jurisdiction where cyclists feel safe on streets, that work is needed to modify the municipal code or investigative procedures and perhaps work through the California league of counties or other jurisdictional organizations to try and strengthen the laws to protect cyclists. Mr. Kirby noted that even though in his case, where he wasn't injured and there was no property damage, there was no way for this aggressive driver to be charged. He noted that this was a major shortfall in the laws, which aren't there to protect cyclists.

Chair Doherty asked Mr. Davis for the name of his video company again. Mr. Davis restated the company name and that the company has been doing work that is focused in the Bay Area for over seven years and they have worked very closely with law enforcement. He stated that they have a partnership with the California Highway Patrol (CHP) in Castro Valley and the Chief of the Golden Gate Division, who recently retired. He noted that they work with law enforcement and government

agencies, that it's not adversarial but that they do highlight and hold accountable when things are broken. Mr. Davis said Mr. Kirby was one of his members, for which his company is the legal advocate.

Member Bill Kelly asked Mr. Slavitt if the Sheriff was going to be at an upcoming meeting. Mr. Slavitt said the Sheriff has been invited to speak at the December meeting and that Captain Jason Cavett, with the CHP, was in attendance at the meeting tonight and would be speaking during the Kings Mountain Road agenda item.

Member Elaine Salinger asked Mr. Kirby to further explain what happened to him. Mr. Kirby said he was cycling on Sneath Lane from the trail by BART and a driver came out of the Lowe's Home Improvement Center and struck him with the mirror of his truck and forced him off to the side of the road. He said he was legally riding in the lane and that the driver stopped at a right turn signal and struck him. He said he was able to keep his balance and that he caught up with the driver at the light, and that the driver rolled down his window and said that he should not be out in the road and then he drove off. He said there was an officer in a patrol car at that intersection, who witnessed the driver leaving the scene, and that a motorcycle officer came and took the report, looked at his video, and also took information from a postal driver who was a witness at the scene. Mr. Kirby said that he thought the driver would be cited.

Mr. Kirby said after a month of working with the police department, he learned from the CHP collision investigation manual, that bicyclists are at a disadvantage and that bicycle collisions are analogous with accidents. He said if he was in a motor vehicle when the other driver struck him, there would have been a procedure to write that up. He said that since he wasn't injured and there was no property damage, the police essentially said no harm, no foul. Mr. Kirby said he insisted the police take a report, which he said they did, and that they submitted it to the district attorney, however, he said he doesn't feel there will be priority given to his case. He said he feels the law and investigative procedures that many jurisdictions used to investigate cycling collisions are inadequate. He stated that the BPAC can be a strong advocate for changing laws both in the city and county as well as the state level through the legislature.

Member John Langbein asked Mr. Davis if he has tried working with advocacy organizations within the state, such as the California Bicycle Coalition, the California Association of Bicycle Organizations (CABO) and the Silicon Valley Bicycle Coalition?

Mr. Davis said yes to all three. He said the first case they worked on with the CHP in Castro Valley was similar to Mr. Kirby's, where a driver "threaded a needle" where there was a postal truck on Mr. Kirby's left and a curb on the right. He said the pickup truck forced its way in endangering the postal truck and Mr. Kirby. Mr. Davis also referred to Bear Gulch Road in San Mateo County, where they have another incident, and in Castro Valley seven years ago, which was one of their first cases working with the CHP. He said in the Castro Valley case, the CHP had to on-view every incident and they didn't have the authority to use video evidence and that a bill would need to be written and passed to do that. Mr. Davis said his company did that, working with state senators, and they went to the State Capitol and they were informed that the CHP does have the authority to use video evidence without being present.

Member Langbein said that the advocacy organizations seem to be divorcing themselves from enforcement. Mr. Davis said he agrees and that they still work with law enforcement and that bicyclists need to have equal protection under the law. He said it's important to work with law enforcement but that both drivers and law enforcement need to be held accountable.

Chair Doherty thanked Craig for his work and noted that as the BPAC moves to the Kings Mountain Road item, Captain Cavett will provide some more background information.

4. ACTION TO SET AGENDA

Chair Doherty introduced the item and asked if there were any requested changes or omissions from the agenda.

Motion: Member Kelly moved to approve/Chair Doherty seconded. The motion carried 5-0.

REGULAR AGENDA

5. Review and Approve October 15, 2020 Meeting Minutes

Chair Doherty introduced the item.

Motion: Member Kelly moved to approve/Chair Doherty seconded. The motion carried 5-0.

6. BPAC Member Announcements and Discussion

Member Kelly stated that Jen Wolosin, former chair of Parents for Safe Routes, and someone who has presented to the BPAC several times, has been elected to the City Council in Menlo Park, which is great news for Menlo Park and for cyclists and pedestrians as well.

7. Kings Mountain Road Discussion

Chair Doherty mentioned that this was an information item and that both Mr. Slavitt and Captain Cavett would speak.

Mr. Slavitt said he would provide an update on proposed road improvements on behalf of Khoa Vo, Deputy Director of Public Works, who was unable to attend the meeting. He said that the County is moving forward with signage and striping improvements from Huddart County Park to State Route 35 on Kings Mountain Road. Mr. Slavitt said the County would be providing a solid double yellow line with reflective markers placed on the lines and signage that says, "no passing zone", "winding road" and "share the road". He said work was moving on a fast track and that the anticipated start date, which could be subject to change, is slated for the first week in December. Mr. Slavitt said that one week before work starts, the County would be putting up three message boards to give advance notice to drivers and cyclists. He said the work would take place over two days, first to put down paint for striping, and then the reflective markers. He said if it rains, work would be postponed until the pavement is dry.

Chair Doherty noted that she and Mr. Langbein met with Mr. Vo and Mr. Slavitt and that it looks like a great quick response and really useful changes. She said that while there are other things that could be done, in light of current constraints, and the fact that this is moving so fast, that this a great solution.

Member Langbein noted that he had some reservations, mostly about the signs. He said that the Woodside Circulation Committee has been working on this problem for quite a while and that they have a project that's almost ready to go before their city council. He said that Woodside is proposing to complete striping, signs, and a half dozen short pullouts along their section of road. He said the Woodside section extends about a mile up Kings Mountain Road, beyond Trip Road, just before the

entrance to Huddart Park. He said that the signs they are proposing to put in are ones that populate Mt. Diablo Road and they say, "don't pass bicycles on blind curves". He said Mr. Vo disagreed with that suggestion because he thought having that sign would invite motorists to pass where there isn't a blind curve. Mr. Langbein said he thought that the Mt. Diablo signs are a better way of going and that the BPAC should consider writing a letter for a future agenda item. Mr. Vo had previously mentioned at the BPAC's October meeting and a subsequent meeting with Chair Doherty and Mr. Langbein that it would be a liability if the County encourages motorists to drive illegally, as passing on the left side of a double solid yellow lines is prohibited under State law.

Chair Doherty said that while it could be perfected, because the County is moving so quickly, we should see how it goes and then we may want to fine tune it later per Mr. Langbein's suggestions. Chair Doherty said that she was very pleased the County is moving forward and didn't want to stop the project. Mr. Langbein agreed and said the striping is permanent but that the signs could be changed any time.

Mr. Slavitt introduced Captain Cavett, who could speak to enforcement related concerns. Captain Cavett said he started September 1st in Redwood City, that he is the Captain and Commander and that he is familiar with Skyline and the surrounding area. He said they opened a Kings Mountain Road traffic complaint, which allows his supervisors to designate patrol officers to observe and assess the situation, and take enforcement action when observed. He said that there has been some graffiti on signs and on the ground and that he has communicated with County Roads to make sure this is cleaned up. Captain Cavett stated that since the traffic complaint was opened, several officers have gone to check the area out and have spent in total several days, five to six hours in the area and were able to issue one citation. He said most of the time the officers were observing and giving verbal warnings. He said that the officer who was assessing the traffic situation observed positive behavior for the most part, noticed cyclists were moving to the right of the lane, and signaling cars when it was safe to pass. He saw cars nicely passing bicyclists when it was safe to pass, not on a blind curve. One thing he said they noticed was that it is a little slower for cyclists going uphill but that the reward is turning around and going downhill. He said the speed limit in some of those areas was 25 miles per hour, with the fastest speed recorded for a vehicle going downhill was roughly 30 miles per hour. He said his officer has been there a limited amount of time and that officers would continue to be sent in the area to observe the situation. He said his officer observed cyclists going downhill between 17 and 25 mph, with some going between 25 and 34 miles per hour. Captain Cavett said they are doing what they can to observe things that they have received complaints on and take appropriate action.

Chair Doherty asked from Interstate 280 to the west, where does CHP have jurisdiction? Captain Cavett said the CHP has jurisdiction in all unincorporated County roads. He said that he specifically doesn't always know where city limits end and where County roads end, but his officers are well versed. He said Kings Mountain Road, from Skyline Road to the Woodside town limits, is the CHP's jurisdiction.

Chair Doherty asked if the CHP had jurisdiction on Skyline and west State Route 84. Captain Cavett said in the portions that are unincorporated, the CHP would have jurisdiction. He said the CHP has all the unincorporated area. He said the Town of Woodside takes up a lot of the area almost to where State Route 84 and Skyline meet up and that the town limits zig zag. Chair Doherty asked if there was an ongoing traffic complaint near Alice's? Captain Cavett said it has been an ongoing issue for years with motorcycles, vehicles or bicyclists. He has heard that people take their cars up there and they don't

necessarily obey all the traffic laws. He said his officers are up there constantly to try and prevent that activity. They didn't have a complaint until recently on Kings Mountain Road but now the officers are also going on Kings Mountain Road to get a better idea of what is happening there. Chair Doherty thanked Captain Cavett and asked him to come back anytime for future meetings and that the BPAC would love to hear how their work is going up there and to give an update. Captain Cavett said he would be happy to attend anytime.

Member Langbein asked what the speed limit was on Kings Mountain Road. He said in Woodside there is only one sign, which says 25 miles per hour, but he wondered what it was on the rest of Kings Mountain Road. Captain Cavett said near Woodside its 25 miles per hour but further up the mountain it is 35 miles per hour. He said obviously there is the speed rule of safer conditions and Kings Mountain Road is a very windy narrow road. If there is no speed sign, he said you have to drive for what is safe for the roadway considering pedestrians, equestrians and bicyclists as well as weather conditions.

Member Salinger stated that Mr. Kirby's story really struck her and looking at public member Sarah Coyle's chat comments, which says, "I have ridden Kings Mountain Road over 50 times and of the encounters I have had with drivers, most of them share the sentiment that we don't belong on the road, or to get off the road. Basically, we have no right to be there." She said she would like to hear Captain Cavett's point of view, as well as others. She said that there's a basic sentiment that even though there are share the road signs on these routes, drivers continue to believe that bicyclists don't belong on these roads. Member Salinger asked if there was a way to create signs that say, "share the road, it's the law." Captain Cavett said that bicycles have the same right as vehicles to be on the road. He said it's share the road for a reason and that he thought that a few bad apples maybe have tainted the barrel in the sense that most of the time when law enforcement is out there and doing enforcement, the black and white tend to put everybody on their best behavior. However, he said that whether in an unmarked vehicle or being on patrol, the majority of incidents that he sees show bicyclists staying to the right, and vehicles keeping a three foot distance. Captain Cavett did say there is the occasion where the bicyclists will stay within the lane in an area that impedes traffic and you can see drivers being patient but then they lose their patience sooner than they should. He said there is a way to make signs and the CHP can work with County Roads or Caltrans to make it possible. He said that the CHP does the best they can to educate drivers and cyclists when they have stops and in meetings like this on sharing the road and it goes both directions.

Mr. Davis said that we have been working with Sargent McCarthy, who reports to Captain Cavett. He said that Sargent McCarthy said that they opened a Kings Mountain Road complaint and officers head up there and watch. Mr. Davis said that the biggest problem is you can't have enough officers to see when all these incidents happen. He said the only person who is always there is a cyclist, and the best evidence that you can have is video evidence and the way to solve this isn't with signs, it's enforcement. Mr. Davis said the only way to change a driver's behavior is to send a clear and unequivocal message that assault, and reckless driving will be enforced. He said video evidence is objective, it's irrefutable and not subjective. He said it's really a partnership with law enforcement, where they take seriously the video evidence. He said we tend to have incidents, from the video compilations on our site, that are so egregious they are beyond believe. He said that in Mr. Kirby's case, the guy hit him and if it was just a little bit more he could have been seriously injured or killed. Mr. Davis said that working together we can solve this but that it's not signs from our point of view. He said that law enforcement many times are not cyclists, and that they may not have that visceral feeling of being buzzed at speed by a multi-

thousand pound vehicle. He said that we have to come together on this and close that gap of understanding.

Mr. Davis mentioned that in LA there is a famous case called the Mandeville Canyon Case, where an emergency room doctor hated cyclists. He said the doctor had many interactions with cyclists and in one instance on Mandeville Canyon Road, which is much like Kings Mountain Road, the doctor slammed on his brakes and one cyclist went through his back rear window and the other cyclist went off the side of the road. He said that due to this person's pattern of behavior and because cyclists had been complaining about this person for a while, he was sent to prison for five years. He said that the district attorney told him that her example to the jury was that when you swing a baseball bat two inches from someone's head, nobody questions whether it's assault, but if a car comes within two inches there's questions as to whether it was assault or reckless driving. Mr. Davis says there's no question or debate about it. He said the intent of the three foot law was to create a safety zone and once it's pierced there is an increased threat and risk to cyclists. He said some cyclists are road warriors and will ride no matter what the threat is but that his group's goal is to increase the cycling population. He said the way to do that is to make people feel safe, not the road warriors because they will always ride, and they are less than one percent of the population.

Member Langbein mentioned that if you want to avoid the lower part of Kings Mountain Road, especially ascending, where it's curvy and where there is more traffic due to the Huddart Park, especially on a Saturday, there is a lower gate to the park that can be used, but you have to dismount from your bike because there is a boulder in the way. He said he suggested the County Parks Department remove the boulder and widen the entrance so cyclists can ride through there, especially for large groups. He noted that when you have large groups, folks won't want to dismount because it's inconvenient at best. He suggested that the Parks Department remove the boulder. Mr. Slavitt mentioned that he sent a message to Nicholas Calderon, County Parks Director, and that he was told Parks would look into this.

Steve Lubin, member of the public said that he has been riding on Kings Mountain for 59 years. He said when he heard Captain Cavett say cyclists staying to the right, that when he climbs on Kings Mountain and approaches a blind turn, he rides well into the lane to make it difficult for cars to pass because if you crowd to the right people will press by in unsafe places. He said several weeks ago when he was riding by a spot where it was unsafe to pass, where a highway patrolman was parked, the patrolman told him to stay to the right. Mr. Lubin said he won't do that. He said we need education on what safe riding is and that very few police understand that. He said the main reason why he was attending the meeting was in regard to the signage on Kings Mountain Road. He said that three years ago he rode up Mt. Diablo Road and saw the signs that said, "don't pass on blind turns" and he started lobbying the Woodside Circulation Committee to do something like that on Kings Mountain Road. He said the County should do that too and that the double yellow line doesn't make any difference because cars will pass when going up. He said what's important is that there be signage notifying the public that cyclists belong there and that passing on blind turns is really dangerous. He said he didn't think the signs that the County would be erecting would be effective or address the problem.

Chair Doherty asked Mr. Lubin if Woodside was installing the "do not pass on blind curve signs". Mr. Lubin said on the uphill side they were putting in similar signs and on the downhill side they were putting in signs that say "slow down" for everybody. He also said they are putting in turnouts for

bicyclists, which are moderately effective at great expense. He also said that Woodside hired Parisi and Associates to work on this and he suggested that the County Public Works Department look into it as Parisi Associates has researched it extensively.

Bruce Dughi, member of the public from Alameda County said that he seconded the last commenters statement about riding to the right. He has taken classes that teach riding to the left of the lane instead of to the right when we know that passing is unsafe, such as around blind corners. He said the idea we need to ride to the right is a real issue of education with the police. He said the CHP has published documentation that says cyclists should take the lane when the lane isn't wide enough. Mr. Dughi said that the "bikes may use full lane" signs are pretty common, and they are Caltrans approved. He said those signs will also help educate law enforcement. He got pushback from a new CHP patrol officer in Alameda County about this, and he showed him their own literature and some of them do understand.

Chair Doherty said that she has always thought that a great way to educate on cycling with law enforcement would be to take law enforcement on a best of the blue race or a bike ride and that she is always looking for a bike organization to sponsor something like this. She said they took the Woodside Town Council on a ride around town and it changed the tenor of what it feels like to be on a bike.

Pat Dunn, member of the public, asked if Mr. Slavik saw the video he sent in from a few weeks ago that Peter Grace sent in. Mr. Dunn said he was part of that and there was a driver in the RAM truck that was swearing at people. Mr. Slavik said he did, and he included his e-mail as part of the public correspondence. Mr. Dunn said he was there with Mr. Grace and he said that behavior is more common now that it was four years ago. He said that what he has seen for roughly 30 years is that people are becoming less and less safe as they head up the hill. He said the most dangerous part, in his mind, is the part before Huddart Park, especially the first three quarters of it because it is narrower and tighter. Mr. Dunn said he drives in cars with his family members and when you're behind a bike, they start complaining and he understands the perception. He said for people to understand the concern, you need to get out in a bike and experience somebody being aggressive, or passing dangerously. He said if you're going six miles per hour up Kings Mountain Road you're not going to get hurt that bad but if someone is going 25 miles per hour down the hill and you get hit, people die. He also mentioned a concern regarding enforcement and said he rode a few times down Canada and Glenwood and there was a cop pulling cyclists over for running a stop sign and he didn't have an issue with that. He said you have to enforce this section (Kings Mountain Road), you have to catch people in the act passing dangerously. He said there is there is no place for a cop to even sit there.

Mr. Grace, member of the public, said he was the person who took the video on October 28th of this year. He said he filed a report with the CHP, tried to do so on the phone, but was told he had to do it in person. He said when he showed up at the Redwood City CHP office, was given a blank piece of paper, felt dismissed and that he is looking forward to the CHP stepping up. Mr. Grace said he also had some suggestions for Public Works and said there is graffiti on the road at Kings Mountain in two areas, one is on the back of a sign that says, "go home bikers" and the other is near the top at Stater Route 35 where someone sprayed offensive language on a rock along the road. He said he would like to encourage the enforcement agency to get rid of the graffiti as quickly as it arrives because he feels it legitimizes the sentiment. Mr. Davis also asked if sharrows could be placed on the road.

Sarah Coyle, member of the public, said she was with Mr. Dunn and Mr. Grace in the video. She said she was the ride leader for that group then and she was frightened. She said the driver slowed down and

she thought the driver was going to physically assault her group and that's not the first time it's happened. She said that more than 60% of the time on Kings Mountain Road a driver honks or shouts something out the window and she tries to mind her own business. She said what's really infuriating is when people shout obscenities, tell us we don't belong there and to get off the road, that's an assault. She said any altercation between a car and a cyclist will mean the cyclists will be the most damaged. She said the driver of the incident that Mr. Grace filled out the report for should have received a citation and there should have been a fine. She mentioned that there should be a sign that states there is a fine for trying to run bicyclists off the road, like there are signs for red light violations. She said that might prevent this because when a person is angry, the only thing that will stop them is if it's hurting their pocket book.

Mr. Slavik said that he was notified by Captain Cavett that his computer froze, and he was trying to get back in. Captain Cavett called in and said he only heard part of the discussion as his laptop wasn't working. Chair Doherty noted that everyone's comments will be considered and that we can add it to additional meetings. Member Langbein said since Captain Cavett wasn't able to hear all the comments, he wondered if Mr. Slavik could forward a recording of this to him. Mr. Slavik said that he would share the meeting minutes with him. Captain Cavett said he could return for the December 17th BPAC meeting.

8. Draft Unincorporated San Mateo County Active Transportation Update

Mr. Slavik said that he and Ms. Malmo-Laycock would speak to this item and the purpose was to provide a summary of comments received during the public comment period on the draft Active Transportation Plan that ran from October 9th through November 9th. Mr. Slavik said that he would summarize comments received from the BPAC, through meetings and in writing, and Ms. Malmo-Laycock would summarize other comments from members of the public. He said staff was in the process reviewing comments, but the goal is to have a final draft ready for the BPAC to act on at its December meeting. He noted that there were over 1,000 visitors to the Plan website and several hundreds of comments were received. He also said there were informal pop-in meetings and a Facebook Live event that had over 1,300 visitors after one day.

Mr. Slavik noted that the BPAC made it clear that they wanted to increase the prominence of a number of projects in the Plan, including the Dumbarton Corridor, the Crystal Springs Gap and improvements on the El Camino Real, calling out unincorporated County segments. In regard to Dumbarton Corridor, he noted that staff and the consultant were looking to include the designation of a multi-use path for it on the proposed bicycle network map and strengthen language referencing it. In regard to the Crystal Springs Gap, he stated that additional language would be added to the description of the project and that a multi-use path on the west side of Lower Skyline and State Route 92 would be added to the proposed bicycle network map.

Mr. Slavik noted there was concern with the terminology with some of the phrasing with projects ranked high, medium and low. He said ranking some projects low didn't send the right message, as all bikeways are important, and that staff was proposing to group projects into three tiers. Mr. Slavik emphasized the ranking of projects in Appendix D was an exercise based on data and that it was the first step in the implementation process. He said there are many other factors that can influence the timing of a project including community and political support, environmental constraints, project complexity, grant funding opportunities and roadway paving maintenance schedules.

Mr. Slavik also noted a few other miscellaneous concerns received. He noted a concern raised regarding collision statistics, which can be biased as some places have fewer accidents because riders avoid areas they perceive to be unsafe. He said there was a concern raised regarding language stating a desire to preserve parking and that the intent is to provide further community engagement for a number of recommendations, prior to implementation, which could include options that consider the removal of parking if needed to provide the optimal bikeway. He also noted a request that when streets are resurfaced with existing bike lanes, that consideration be given to narrowing vehicular lanes to eliminate door zone bike lanes. He wrapped up noting that errors regarding the number of miles for different bikeways would be fixed, that the consultant would look into providing greater color differentiation between the different bikeways, that staff was following up with the consultant regarding questions pertaining to bikeway costs, and key spot gaps noted on Lower Skyline and the Santa Cruz Corridor.

Several BPAC members noted that they were pleased to hear that a number of their recommendations were in the process of being addressed. Member Kelly asked if the BPAC would see the final draft at the next meeting. Mr. Slavik mentioned that was the goal. Member Langbein mentioned the need to add the Alpine Road study. Mr. Slavik said that language is being added to reference the study. Member Salinger thanked Mr. Slavik and Ms. Malmo-Laycock for their work and that the outreach was exemplary, and the plan was comprehensive.

Ms. Malmo-Laycock mentioned that a lot of comments came in on the interactive PDF of the Plan on the website and it was a nice way for people to see what their neighbors were saying about it. She said that there were comments for addressing the following key topics:

- cross-county connectivity, both north-south and east-west
- comments about safety and high vehicle speeds
- pedestrian specific improvement requests, and
- specific corridor requests

Ms. Malmo Laycock noted that the cross-county connectivity comments primarily showed support for corridors that included the Bay to Sea Trail, the Bay Area Ridge Trail, the Parallel Trail on the Midcoast, Dumbarton, and support for bikeways on El Camino Real that would require coordination with other jurisdictions. She said that staff would be sharing these comments with C/CAG to incorporate in their Bicycle and Pedestrian Plan as C/CAG is responsible for knitting together all of the recommendations from the different jurisdictions in the County. She said in terms of safety and high speeds, County staff heard a desire for different facilities on certain corridors such as Selby Lane, and Santa Cruz and Altschul Avenues, and that staff would be looking into that. She pointed out though that putting in bike lanes in some of these corridors, as opposed to bicycle boulevards, may require the removal of parking, which is a consideration particularly in residential areas that may be overparked. Ms. Malmo-Laycock also noted that, mirroring comments tonight on Kings Mountain Road, comments were received regarding speeding on State Routes 35 and 84 not only for enforcement but a need for safer infrastructure, primarily for recreational cyclists. She said comments were received for the need for uphill bike lanes and that ties to the importance regarding the need for dedicated space for cyclists and that this will be explored on a project by project basis during implementation.

Ms. Malmo-Laycock mentioned specific comments were received regarding the need for pedestrian improvements and that the Plan consultant would add those in the map of community spot gaps. She also noted there were a variety of comments regarding the dearth of sidewalks in unincorporated areas.

She noted that even where there are sidewalks, spillover parking occurs on sidewalks with rollover curbs that makes pedestrian access difficult. She noted that there were a lot of comments regarding Coleman Avenue where folks were asking for further safety enhancements beyond a bike boulevard and that staff will be talking with our consultant about that. She also noted that some constituents had been in touch with Supervisor Horsley's Office about it and that it's on his radar. She said the takeaway is that this is a corridor that requires further study, where our Plan takes a bird's eye view of all the unincorporated County facilities. She acknowledged the importance of the concern, but staff would need to look into it further before recommending other alternatives. Ms. Malmo Laycock as said there were a lot of comments about the Crystal Springs Trail gap and that as Mr. Slavik mentioned, a shared use path will be included in that segment. There were comments referencing the referencing the SFPUC roadway in that area as well.

Ms. Malmo-Laycock also said that we heard a need for more walking and biking infrastructure in North Fair Oaks, especially on major corridors and that we need to focus on providing essential facilities for transportation and mobility in low income areas and not just focus on those used for recreation. She mentioned a lot of support for building facilities on Santa Cruz Avenue and the Alameda de las Pulgas, which is an ongoing project. She said the last few comments were on the need for safe bikeways on State Route 1 on the Midcoast, which is in the Plan, and a safe bikeway on Woodside. She noted that a Class IV facility is proposed adjacent to Woodside High School. Member Zyda said that he thought all of his comments were covered. Member Salinger said that she wished there was money for all of it.

Mr. Slavik noted that comments also came in regarding the need for a crossing of the railroad tracks in North Fair Oaks and that the County is in the initial stages of seeking funding for a second crossing and is proposing to include this in the section of ongoing high priority County projects. Mr. Kelly asked where this would be and Mr. Slavik said that from the North Fair Oaks Community Plan, possible locations include Berkshire or Pacific crossing over to Westmoreland. Member Langbein asked if there were other unincorporated areas where we need to think about grade separated crossings of Caltrain track for pedestrians and bikes. Mr. Slavik said while there are other potential grade separated crossings of the Caltrain Corridor in the County but for the unincorporated County, it's North Fair Oaks. Member Langbein suggested that these comments be forwarded to C/CAG since C/CAG is using the same consultant.

9. Draft 2021 BPAC Work Plan

Chair Doherty mentioned that the proposed Work Plan for 2021 that was distributed to BPAC members was based on last year's work plan and is subject to changes and revisions. She encouraged members to look at it, take it home for homework and to send thoughts on projects to add or comments to Mr. Slavik and then the BPAC consider action on the Plan at its December meeting.

Mr. Slavik walked through the work plan that was distributed to the BPAC explaining that the first three columns contained information on topics, projects, and actions/responsibilities pertaining to the 2020 work plan and as Chair Doherty noted, BPAC members can add or change anything for the 2021 work plan. Mr. Slavik noted that the 4th column, provided the latest status update for each topic area and he proceeded to address the status of activity the BPAC has undertaken through the calendar year as listed on the draft work plan.

Mr. Kelly asked what the Covid-19 pandemic had to do with the decision to not do a bicycle count this year. Mr. Slavik noted that staff had been directed to not encourage group activity due to liability

concerns. Mr. Kelly stated that when he participated he was by himself and it wasn't with anyone else. He said that it seemed that bicycle and pedestrian activity was up significantly this year and it would be good to get data on this. Ms. Malmo Laycock confirmed direction that staff received and mentioned there are other data sets that staff can consider looking to supplement the prior counts. Member Langbein asked about the difference between the County bike map and the one that C/CAG has produced over the years. Ms. Malmo-Laycock said the last C/CAG map that was produced came out after they prepared their last Bike and Pedestrian Plan and that staff can ask C/CAG if they will be printing a new map as part of the production of their bike and pedestrian plan update. She said the County map was a crowd-sourced map that was on the active transportation website and it was repurposed for our active transportation plan. She also said staff will be considering future plans for the map and that it would be good to get feedback from the BPAC for the best use for it.

Chair Doherty suggested that BPAC members transmit any comments, additions or omissions in an e-mail to Mr. Slavit.

10. County Updates

Mr. Slavit announced that the County's grant application in the amount of \$700,000 for the environmental and design phases of the Santa Cruz/Alameda de las Pulgas Corridor Improvements Project is being recommended for funding by the San Mateo County Transportation Authority, which will consider action on its recommendations at its December meeting.

Mr. Slavit also gave an update on the status of the two open alternate BPAC member positions, stating that Supervisor Groom and Supervisor Canepa interviewed prospective candidates and have made recommendations that will be considered for action by the Board of Supervisors at its December 8th meeting. Mr. Slavit noted that the two recommended candidates are from Districts 2 and 5 and currently there is no BPAC representation from those districts. He stated that, if approved as proposed, there would be greater BPAC representation throughout the County. He also noted the new members could potentially be sworn in and be on board for the BPAC's December meeting.

11. Adjournment

Motion: Member Kelly motioned to adjourn, Chair Doherty seconded. The motion carried 5-0.

The meeting adjourned at 8:46 P.M.