

**COUNTY OF SAN MATEO**  
**BICYCLE AND PEDESTRIAN**  
**ADVISORY COMMITTEE**

Department Liaison:  
San Mateo County Office of  
Sustainability  
455 County Center, 4th Floor  
Redwood City, CA 94063  
Phone: (888) 442-2666  
www.smcsustainability.org

August 20, 2020

San Mateo County Board of Supervisors - All  
400 County Center, 1<sup>st</sup> Fl.  
Redwood City, CA 94063

**RE: Santa Cruz/Alameda de las Pulgas Safety Improvements**

**Dear Members of the Board of Supervisors:**

The San Mateo County Bicycle and Pedestrian Advisory Committee has been tracking the progress of the County-appointed Task Force working to better accommodate all users of the Santa Cruz Avenue and Alameda de las Pulgas corridor in West Menlo Park. Their effort, spanning three years, is summarized in the report, written by the County's consultant, Kimley-Horn, titled "Santa Cruz Avenue and Alameda de las Pulgas Improvement Study". The BPAC recommends that the Board of Supervisors approve the recommendations contained in that report and, furthermore, aggressively pursue funding opportunities needed to implement the recommendations.

The Task Force's initial work centered upon a survey of the users of this corridor including motorists, bicyclists, pedestrians, and residents who live along the corridor. From the results of that survey and evaluating various options for modifying the layout of the roadway and its sidewalks, four major concepts, including "do nothing", were put forth to the community for more evaluation through a second survey completed in early 2020.

The end result of that survey and the final deliberations of the Task Force provides an excellent framework for improving this vital corridor to accommodate all users in accordance with the "Complete Streets" philosophy. To better accommodate pedestrians and bicyclists, the recommended plan removes one travel lane on Santa Cruz Avenue between Sand Hill and the Alameda, and two travel lanes on Alameda.

By removing one of the two existing southbound travel lanes on Santa Cruz Avenue, this provides space to accommodate widening the sidewalks and installation of bike lanes in both directions. In addition, it preserves most of the existing parking and the center turn lane valued by the residents who live along Santa Cruz Avenue.

With two of the four travel lanes being recommended for removal on the Alameda, the space will be allocated for a center turn lane, bike lanes in both directions, and widening of the sidewalks. A few parking spaces could be removed to better accommodate bulb-outs that facilitate crossing of the Alameda by walkers and school children.

**COMMITTEE MEMBERS:**

Susan Doherty, *Chair*  
John Langbein  
Fred Zyda

Bill Kelly  
Elaine Salinger



*An Advisory Committee to the San Mateo County Board of Supervisors*

In addition, there are some recommendations concerning improving the crossing of this corridor by pedestrians by shortening the distances by using bulb-outs and reconfiguring the crosswalks to be more perpendicular to the roadway.

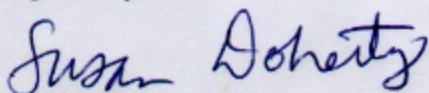
To encourage motorists to drive more slowly and closer to the posted 25 mph speed limit, the traffic lanes are recommended to be 10 feet wide, which we believe to be wide enough to accommodate fire engines. We encourage the combination of parking and bike lanes to be a minimum of 14 feet throughout the study area.

Traffic studies do suggest that travel times for motorist may increase modestly. But the traffic studies do not take into account either changes in driver routing in responses to the change, or the potential mode shift from car to bike usage, which should be expected once biking is safer. Overall we think the small traffic impacts are greatly outweighed by the safety and environmental benefits that the changes would create.

We recommend that the County aggressively pursue grants to implement the suggested improvements. Grant opportunities could include, but should not be limited to: San Mateo County Transportation Authority Measure A and W Bicycle and Pedestrian funds, TDA Article 3 funds, and the County's own Measure K funds. In addition, since this corridor is adjacent to Stanford, the County should request that Stanford contribute to implementing the improvements as this corridor is a benefit to Stanford employees and students that live in San Mateo County. Obviously, if Stanford re-applies for a new General Use Permit from Santa Clara County, then San Mateo County should be a key stakeholder via the Santa Cruz Ave project.

Lastly, we would like to emphasize to the Board the importance of acting now. The community outreach and inclusion in this process have been exemplary and have resulted in a proposal that has wide, if not universal support. The process has demonstrated that this corridor presents a present danger to local residents, to children making their way to school, to bike commuters headed toward Stanford and downtown Menlo Park, and to the numerous other users of the corridor. But the process has already consumed over three years. We think the time for study and analysis is concluded. It is time for action.

Respectfully,



Susan Doherty, Chair  
San Mateo County Bicycle and Pedestrian Advisory Committee

cc: Jim Porter  
Khoa Vo  
Carolyn Bloede