Public Correspondence Received Ahead of the April 20, 2023 Unincorporated San Mateo County Bicycle and Pedestrian Advisory Committee Meeting

Public correspondence received included comments on the following:

- The Santa Cruz Avenue and Alameda de las Pulgas Improvement Project
- Cañada Road

 From:
 Ron Snow

 To:
 Vanessa Castro

 Cc:
 Ron Snow

Subject: Fwd: AB 43 local control of speed limits - Caltrans policy + Norco risk analysis

 Date:
 Thursday, April 20, 2023 3:17:41 PM

 Attachments:
 page22image461538720.png

page22image513091008.png page22image513091216.png page22image513091520.png page22image513091824.png page22image513092128.png

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Vanessa,

Could you please distribute to all BPAC. We seem to have a problem with getting a safe speed limit established on several streets in West Menlo Park.

- > West Menlo Business district on Alameda de las Puglas (Avy to Varparaiso)
- > N.Santa Cruz Ave north of "Y" interesection

This is an email a neighbor sent to DPW and Supervisor Ray Mueller.

Ron

Begin forwarded message:

From: Nate Gardner

Subject: Fwd: AB 43 local control of speed limits - Caltrans policy + Norco risk analysis

Date: April 20, 2023 at 10:25:37 AM PDT

To: Anthony Lum <alum@smcgov.org>, dvo1@smcgov.org, dshu@smcgov.org

Cc: Gregory Faris, Ron Snow

Hi All,

Does DPW know that the speed limit on SCA/ADLP can legally be set to 20MPH and contiguous streets set to 25MPH?!?! Please see the chart and text below. This 85% misconception is pretty frustrating when even the most draconian interpretation of AB 1938 says that the speed limit can be set to 12.4 MPH BELOW the 85th percentile.

Best, Nate

Begin forwarded message:

From: Nate Gardner

Subject: AB 43 local control of speed limits - Caltrans policy + Norco risk

analysis

Date: April 19, 2023 at 5:49:44 PM PDT

To: Ray Mueller

Hi Ray,

It was great to see you last night! I did want to follow up on AB 43 (not SB 43) as the 85%

misconception is so frustrating! The following is extracted Caltrans policy from https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ctcdc/ctcdc-agenda-item-21-16-080422-a11y.pdf:

Existing Law:

Establishes speed limits of 15 mph when traversing railroad crossings, at specified intersections, and in alleys, and of 25 mph in any business or residence district, near schools and near senior centers. These speed limits do not need to be justified by an ETS.

COMMENTS: 1) Author's Statement "Last year th

1) Author's Statement. "Last year the Governor signed my bill AB 43 to give

cities more flexibility to lower speed limits. Unfortunately, some have interpreted AB 43 in a manner that removed pre-existing authority to deviate from the 85th percentile speed, an interpretation that would give cities less, not more flexibility on setting speed limits. AB 1938 simply codifies the pre-existing authority on setting speed limits and clarifies that the additional authority granted by AB 43 was meant to supplement, not supplant, that authority."

Table 2B-101(CA) Standard Application of Speed Limits per California Vehicle Code (Sheet 1 of 2)

Speed	Determined by	Roadway Facility	CVC Section
15 mph	State or local authority	Railroad grade crossing with obstructed view Uncontrolled highway intersection with obstructed view An alley	22352.a.1
15 & 20 mph	State or local authority	Where the prima facie speed of 25 mph is more than is reasonable or safe Narrow street not exceeding 25 feet other than a State Highway in a business or residential area or in a public park Road near a school or senior center facility	22358.3 & 22358.4
25 mph	State or local authority	 Any highway other than a State highway in any business or residential district A street contiguous to senior citizen facility other than a State highway Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use facilities 	22352.a.2 & 22357.1

major North American cities and transit agencies formed to exchange transportation ideas, insights, and practices and cooperatively approach national transportation issues.

SCA <u>NACTO Conflict Density Analysis</u> - With the new construction of Cardinal Ct., SCA has 1) no Sidewalks 2) bicycle traffic in the traffic lane AND 3 T intersections - i.e. High Conflict density.

SCA <u>NACTO Activity Level</u> - Since it's a bike route, SCA is a mixed use/safety corridor and at least moderate activity. SM County measured ~9000 car trips in Dec 22 and I wonder if that bumps activity level to high.

SCA NACTO Risk Matrix - Ideally SCA should be 20 MPH with appropriate design to facilitate that limit (e.g. 90 degree corner at the Y). County will narrow the traffic lanes to 10' (with the 2023 Pavement Preservation Project) but that's like Middle Ave. has been configured for years. It will not be enough! Given the way drivers traverse the Y and the poor design of the proposed medians, cyclists bearing right will be in constant danger. DPW/KH's comment that cyclists must be hyper vigilant there was especially galling.

Wishing you continued success, Nate

 From:
 Limor gmail

 To:
 Vanessa Castro

 Cc:
 safety@safer4us.com

Subject: Concerns re Santa Cruz/ Alameda project **Date:** Thursday, April 20, 2023 1:14:49 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Council members and biking committe members,

We ask that the County honor the agreements with Santa Cruz residents and retain the parking and the safety buffer it provides along all of Santa Cruz, between Sand Hill Rd and after the "Y" intersection.

Please understand that residents will need to live with the consequences of the project 24x7 unlike other interested parties.

We all want a safer route for bicycle and pedestrians in the Santa Cruz/Alameda corridor.

One extra item to mention is for County to implement the safety improvements for the North Santa Cruz (see <u>Safer4Us.com/n.-santa-cruz</u>) that will lower the speed limit, reduce the freeway wide lanes to narrower safer lane widths, and add a full SB bike lane. This all can be done with virtually no cost because County is re-striping the road as part of the pavement project.

Sincerely Limor Wilks From: <u>Janet Davis</u>
To: <u>Vanessa Castro</u>

Cc: safety@safer4us.com; Ron snow

Subject: Parking and side walks along Santa Cruz and Alameda

Date: Thursday, April 20, 2023 1:03:30 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Way back when, cyclists had proposed to Don Horsley the elimination of parking along Santa Cruz Ave. He was not aware that the residents had not been informed of this request, and he initiated neighborhood discussions about how to make Santa Cruz and Alameda safer. At that time, it is my distinct recollection (as a member of the Task Force) it was agreed that NO parking spaces were to be eliminated because they were and still are, sorely needed. At roughly the same time it was agreed that sharrows would be installed on the roads to give cyclists some degree of safety.

From: <u>John Langbein</u>

To: <u>Vanessa Castro</u>; <u>Ron Snow</u>

Cc: <u>Joel Slavit; Elaine Salinger; DPW SantaCruzAlameda; Krzysztof Lisaj</u>

Subject: Re: Safety on Santa Cruz Ave - SCA/ADLP Project --- Serious issues with Bike/Ped and Resident safety

Date: Thursday, April 20, 2023 3:48:39 PM

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Ron. and "DPW"

- 1) I'd like to see a sketch where parking currently exists and where the plans propose to remove parking.
- 2). The old parking agreement. My recollection, that when the task-force was initiated, that the County, ie, Joe LoCoco, searched for a record of such an agreement and did not find a paper record.

John Langbein

Dear Members of BPAC,

At the Tuesday DPW had a Public community meeting. While much was discussed there, it became obvious that DPW's recent changes to the redesign plan for NB Santa Cruz Ave needs to have major corrections. Two key points is that 1) County has ignored the binding agreements with property owners made decades ago when SCA was widened; and 2) ignored incorporating safety for all users, especially pedestrians, cyclists, and residents.

That agreement promised property owners that parking along NB SCA would be provided. For this SCA/ADLP project, DPW has ignored those agreements and during the meeting DPW and consultants said they were not aware of these important agreements. That should not have been the case, as Don Horsley and key members of DPW were made aware back in 2016/17 when the project started. As a result, the proposed parking removal was dismissed and all parking was allowed. This was the point when the SCA/ADLP Safety project started.

Important Note: Parking spots are not just necessary for parking along NB SCA, they also provide a critical traffic safety buffer for both residents and pedestrians.

For residents, they mitigate the sight line issues and provide visibility for property access. The curve of SB SCA is a problem as are the steep driveways that residents have to negotiate. Residents need to be considered in safety too. DPW should not use the old tagline that 'residents should not have purchased their homes there because they know it is dangerous and since they did, they have to live with it'. Not acceptable.

Another reason that parking strip is required is for all the other aspects of living: Trash pickup, recycling bins, delivery and USPS trucks, street sweeping, utility work trucks, and ability to have large service trucks enter properties. Access for people with disabilities is also something that should not be ignored.

Without a buffer area as provided by parking, all of that activity will block the cycling lane and traffic at times. Trash bins will either block the bike lane or the sidewalk, neither should be happening as a result of a \$6M 'improvement' project.

For pedestrians: There have been so many many accidents in this stretch of SCA/ADLP were over a dozen properties have been hit by cars. Think about that, for the property to be hit by a motorist, it means that vehicle had to jump over the sidewalk! Several of those not only damage the landscaping, fences, walls, but also crashed into homes. We need a buffer. In some of the other accidents, the reason the vehicle did not crash into the property was because it crashed into a parked car. Had that car not been there, it would have been yet another sidewalk - property accident.

The design county has modified is not safe. With trash and recycle bins either blocking cyclists or blocking pedestrians, it raises a big question: Why are we not putting safety for these users as a primary - top most - priority. We want more people cycling and walking, yet we are ignoring safety and giving some advantage to help motorists speed through the corridor, at the expense of other users.

There are other critical issues for this NB SCA section, but I think 1st focusing on this parking/buffer strip is a first step.

DPW has, over the last 3 years, refused to engage with the public, the very public that I assume is in the words "Public Works". DPW's process has not worked as they have developed a very unsafe modification that needs to be corrected. That was developed with zero public engagement. While all of the community engagement prior to 2020 seems not to have been referenced or used.

Success of this project is measured in safety favoring pedestrians, cyclists, and residents. Net Zero should be a real concept. Lets not make the mistake that was made in creating this corridor decades ago by having a motorist-centric view, where any compromise or decision was first for motorists and all the other users seem to have been ignored or just an after thought.

To correct these issues, the community wants to have a few representatives sit down with DPW engineers and walk through the design issues and correct the plan to deliver on the promise of safety. Please support this move to have these detailed meetings. Lets start by disucssing this NB SCA section and fix this section for the better - safety for all.

Ron				
			_ _ _ _	 ___
Ron Snow				
SantaCruz/Alameda	For Everyo	ne (SAFF)	

Regards,

 From:
 Lynn Porter

 To:
 Vanessa Castro

 Subject:
 Safety for all

Date: Thursday, April 20, 2023 11:20:55 AM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

To whom it may concern

I reside at 2103 Santa Cruz Ave and recently learned that the parking in front of my home and my neighbors will permanently be removed and a median will be placed. For my safety and others I ask you to reconsider these plans. My driveway is on a slant and because of that when backing up I can't see what's behind me til I get to the top of the driveway. The parking space gives me a safe place to stop for the on coming traffic and to give the bicycle folks the right of way.

As it is now, I wait for the stop to change 3 times before the traffic is safe enough for me to back up. A median in the street would only complicate matter's for me and the approaching bikers.

If there was a way to allow parking, place the green bike strip and reduce

the speed of traffic I think every one would feel and be safer.

I have lived in my house for many years and have never seen the county sheriff monitoring the speed of traffic..maybe that would help!

Thank you for your consideration.

Sincerely, Lynn Porter

Sent from my iPhone

From: Ron Snow
To: Vanessa Castro

Cc: Ron Snow; John Langbein; Joel Slavit; Elaine Salinger; DPW SantaCruzAlameda

Subject: Safety on Santa Cruz Ave - SCA/ADLP Project --- Serious issues with Bike/Ped and Resident safety

Date: Thursday, April 20, 2023 2:46:10 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Members of BPAC,

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That agreement promised property owners that parking along NB SCA would be provided. For this SCA/ADLP project, DPW has ignored those agreements and during the meeting DPW and consultants said they were not aware of these important agreements. That should not have been the case, as Don Horsley and key members of DPW were made aware back in 2016/17 when the project started. As a result, the proposed parking removal was dismissed and all parking was allowed. This was the point when the SCA/ADLP Safety project started.

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Another reason that parking strip is required is for all the other aspects of living: Trash pickup, recycling bins, delivery and USPS trucks, street sweeping, utility work trucks, and ability to have large service trucks enter properties. Access for people with disabilities is also something that should not be ignored.

Without a buffer area as provided by parking, all of that activity will block the cycling lane and traffic at times. Trash bins will either block the bike lane or the sidewalk, neither should be happening as a result of a \$6M 'improvement' project.

For pedestrians: There have been so many many accidents in this stretch of SCA/ADLP were over a dozen properties have been hit by cars. Think about that, for the property to be hit by a motorist, it means that vehicle had to jump over the sidewalk! Several of those not only damage the landscaping, fences, walls, but also crashed into homes. We need a buffer. In some of the other accidents, the reason the vehicle did not crash into the property was because it crashed into a parked car. Had that car not been there, it would have been yet another sidewalk - property accident.

The design county has modified is not safe. With trash and recycle bins either blocking

cyclists or blocking pedestrians, it raises a big question: Why are we not putting safety for these users as a primary - top most - priority. We want more people cycling and walking, yet we are ignoring safety and giving some advantage to help motorists speed through the corridor, at the expense of other users.

There are other critical issues for this NB SCA section, but I think 1st focusing on this parking/buffer strip is a first step.

DPW has, over the last 3 years, refused to engage with the public, the very public that I assume is in the words "Public Works". DPW's process has not worked as they have developed a very unsafe modification that needs to be corrected. That was developed with zero public engagement. While all of the community engagement prior to 2020 seems not to have been referenced or used.

Success of this project is measured in safety favoring pedestrians, cyclists, and residents. Net Zero should be a real concept. Lets not make the mistake that was made in creating this corridor decades ago by having a motorist-centric view, where any compromise or decision was first for motorists and all the other users seem to have been ignored or just an after thought.

To correct these issues, the community wants to have a few representatives sit down with DPW engineers and walk through the design issues and correct the plan to deliver on the promise of safety. Please support this move to have these detailed meetings. Lets start by disucssing this NB SCA section and fix this section for the better - safety for all.

Regards, Ron

Ron Snow

SantaCruz/Alameda For Everyone (SAFE)

 From:
 Gunter Steffen

 To:
 Vanessa Castro

 Cc:
 safety@safer4us.com

Subject: Santa Cruz Ave, reconfiguration to improve safety and reduce speed

Date: Thursday, April 20, 2023 12:13:25 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Having used Santa Cruz Ave to commute by bicycle for practically the last 30 years I can only say that bicycle lanes on both sides of Santa Cruz Ave. are way overdue and should have been implemented years (even decades) ago. Nice to know that finally, 10 years after retiring, this may finally come to pass. Still, I wholeheartedly support this project with a few notable exceptions.

At Tuesday's DPW/Kimley-Horn presentation it was mentioned that a fair number of yet to be identified parking spaces on the north-bound side of Santa Cruz Ave between Sand Hill and the infamous "Y" intersection were to be removed. During the meeting it was pointed out that home owners along that stretch were promised onstreet parking in exchange for giving up part of their property frontage. Home owners agreed and are now threatened with having that benefit permanently removed. That is outrageous especially since quite a few viable and cost-effective alternatives had been previously proposed by a citizen advisory group (among others) and whose concerns and advice were supposed to be taken into account by Kimley-Horn as well as DPW. In this latest presentation, none of that seems to have occurred indicating that computer models absent local knowledge trump decades of accumulated local knowledge and concerns about neighborhood safety issues whether this refers to pedestrian, bicycle or traffic safety.

The other issue I am objecting to is the long median stretch that blocks access to and from many of the properties after Palo Alto Way and to the "Y". Again, viable and cost effective alternatives exist and should be considered and incorporated before going ahead with implementing the currently proposed project.

It is essential that community input vis-à-vis safety concerns be considered and addressed. To the best of my knowledge, there has yet to be a meeting between community members, DPW engineering staff and Kimley-Horn to discuss these concerns in detail and to hammer out an acceptable plan that addresses those concerns.

In your next meeting I would also ask you to prevail upon the county to implement the safety improvements for Northbound Santa Cruz Ave that will lower the speed limit, reduce the freeway wide lanes to narrower, safer lane widths, and add a **full** Southbound bike lane. This all can be done with virtually no cost because County is re-striping the road as part of the pavement project anyway.

Thank you for your consideration and kind regards,

Gunter Steffen

 From:
 Fe Gmail

 To:
 Vanessa Castro

 Cc:
 safety@safer4us.com

Subject: Santa Cruz Ave. safety improvements Date: Santa Cruz Ave. safety improvements Thursday, April 20, 2023 2:39:39 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello - following up from this week's community meeting, I would like to restate how important it is for the homeowners to keep the designated parking on Santa Cruz Ave (from Sandhill to the Y intersection). The parking space provides a safety buffer for the residents, easing access into and out of driveways onto the heavy traffic. We are simply asking that the original agreement be honored.

While it's unfortunate that the earlier drafts of the plan were not adequately circulated and the process proceeded without community input, it's time to take a small pause and listen to voices of the residents on and around Santa Cruz Ave.

Thank you.

Fe Otero

 From:
 Roberta J Morris

 To:
 Vanessa Castro

 Cc:
 safety@safer4us.com

Subject: Tonight"s Santa Cruz/Alameda -- BPAC meeting

Date: Thursday, April 20, 2023 3:27:31 PM

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear County,

I won't be able to attend tonight's meeting but I wanted to provide a comment.

The Y intersection has been a problem for the area's homeowners, including the many of us who walk and bicycle around our neighborhood. I'm a proud pedestrian myself.

I urge the County to honor its past agreements with homeowners to retain parking. It's the right thing to do. And it's wise and good for safety: the parked cars provide a safety buffer, not just for driveway users but for all of us, whether we're in cars, walking, or cyclng, because drivers slow down and go more carefully when there are cars on the side of the road.

The biggest threat to all of us who own, live, walk and bicycle around here is, of course, the speed of the vehicles on Santa Cruz and Alameda. There are several ways to deal with that and they could be done as part of the current pavement project, thus costing very little for the County: lowering speed limits; narrowing the lanes; and installing a full bike lane for cyclists going toward Sand Hill.

Thanks.

Sincerely yours,

Roberta Morris

Ron Snow; Joel Slavit; Elaine Salinger; John Langbein; DPW S Cyclist Death - Canada Rd ---- Should be a County wide lesson Thursday, April 20, 2023 3:27:37 PM CyclistSafbused with English

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Members of BPAC,

The recent death of a cyclist on Canada Rd near Filoli Gardens is yet another wake up call. In this case, county public works policy moving forward can be part of the solution. I know there is not 'one' solution, but there are steps and policy that can change past mindsets and improve safety for cyclists on many of our roadways.

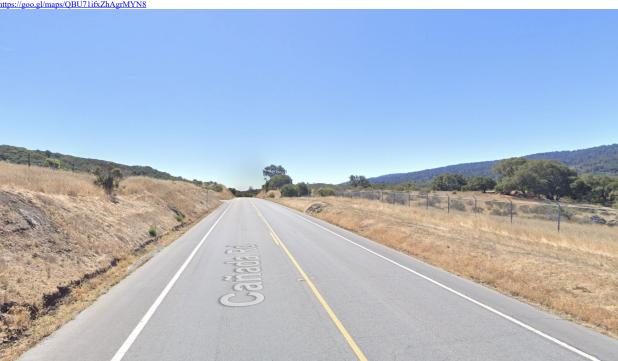
There are road treatments that cost very little the will greatly help - not solve - but greatly help reduce accidents. A key provision is to change wide vehicle travel lanes to be narrower and adding a buffer between the bike lane and the travel lane can be done in many areas, including Canada Rd.

Compare the road treatment on Whiskey Hill Rd with Canada Rd. Whiskey Hill has narrowed the travel lane by adding an extra strip to create a bike buffer



https://goo.gl/maps/2ZRC9fcwjzzxV5ER0

On Canada Rd, there is no such safety buffer to separate cyclists from traffic AND the traffic lane is far wider than the speed limit requires. That wide lane encourages motorists to speed. https://goo.gl/maps/QBU71ifxZhAgrMYN8



By just adding that extra stripe to create a bike lane buffer, as is shown in the Whiskey Hill photo, we **address several key issues** to make the road safer. Moves traffic away from cyclists AND creates a road that naturally reduces speed due to a more narrow traffic lane. While this doesn't guarantee cars will drive slower, it is better than having freeway wide lanes that seem to encourage extra speed and that has that faster traffic right next to the bike lane.

I hope others will weigh in on this simple concept. Adding bike buffer striping is simple, low cost, and effective.

IMPORTANT NOTE: The County Pavement Preservation project will be require re-striping of key roads. And this gives an excellent safety opportunity to greatly improve cyclists

safety. Valparaiso is a good example as is N. Santa Cruz Ave north of the "Y" intersection down to where Santa Cruz crosses Sharon Rd.

For Valparaiso, the buffered bike lane stripe could easily be done while also narrowing the traffic lane to 10' like the rest of Menlo Park's major streets.

For N.Santa Cruz Ave, those current freeway wide traffic lanes could be reduced by 2' to create narrower calmer 10' lanes. While DPW has said this is being considered, what could included is to adjust by 6" the current edge (aka shoulder) stripe and combine with the 4' gained by traffic lane narrowing to create a much needed 5' bike lane SB - the up hill direction. This will slow traffic and provide much needed safety for up hill cyclists.

Please recommend that DPW <u>always</u> consider the addition of that extra stripe to define the bike lane buffer and result in narrower traffic lanes. I would hope that this could be an ongoing project to apply this treatment to current roadways throughout county.

Thank you, Ron

SantaCruz/Alameda For Everyone (SAFE)