

Public Correspondence Received Ahead  
of the August 17, 2023  
Unincorporated San Mateo County  
Bicycle and Pedestrian Advisory  
Committee Meeting

**From:** [George Burkhard](#)  
**To:** [Vanessa Castro](#)  
**Subject:** Item #8 on Thursday's meeting  
**Date:** Tuesday, August 15, 2023 3:41:39 PM

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Hello,

I wanted to comment that I support the idea of the Safe Shared Streets Pilot Program. As someone who commuted by bicycle 15.5 miles each way through San Mateo county, I regularly have close calls and some actual incidents, all which which are preventable through better driver education and/or people generally being aware that harassing cyclists will actually result in consequences. This program will greatly help move the needle by providing quantitative data and video evidence, so it should have a lot of value!

Thanks  
George

## Vanessa Castro

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**From:** Ron Snow  
**Sent:** Wednesday, August 16, 2023 12:56 PM  
**To:** Elaine Salinger; John Langbein; Joel Slavit; Vanessa Castro  
**Subject:** Cycling Death - Proposal to improve safety  
**Attachments:** Cyclist Death - Canada Rd ---- Should be a County wide lesson.eml

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BPAC Members, Note: Resending this to insure it is considered at Aug 17th BPAC meeting.

I wanted to followup on my proposal in April that BPAC formally define a policy for San Mateo County Public Works to follow that would require the majority of roads in county migrate to narrower 10' wide traffic lanes as a means of reducing speed and providing traffic calming. Additionally, the width gained by reducing vehicle lane width would be applied to make the bike lane safer. Adding a bike buffer paint stripe to provide better and more effective separation of traffic from cyclists should be a required consideration.

The death of Lester Legarda on Canada Rd is an example. At the April BPAC, I provided a comparison of Canada Rd with Whiskey Hill Rd, where Whiskey Hill traffic lanes were narrower as a result of an extra striping treatment to, in essence, separate the bike lane from the travel lane. It created a buffer strip between bikes and cars.

I visited the memorial for Lester. There, I noted another obstacle that contributes to an unsafe issue for cyclists: The drainage culvert that extends into the bike lane: This could have, and should have, been constructed with much better thoughtfulness, with an eye on safety for pedestrians and cyclists. It could have been:

- Implemented away from the bike lane so that lane could maintain full width
- Constructed with protections that would safely keep cyclists from falling in to it
- Evaluated to have a better or safer reflector to raise awareness



If Public Works had a required policy to improve cycling and pedestrian safety on all roads by requiring that popular cycling routes have narrower traffic lanes by painting a buffer strip between traffic and bike lanes (as done on Whiskey Hill). I believe it would help that all roads that are 35 mph or less should have traffic lanes no wider than 10'. The traffic calming benefits are solid and proven. I think if bikes are used on roads, it would help to have lower speeds on those roads.

I would hope that this could be a Board of Supervisors action to create and fund a program to start doing this now. The policy should be in affect for any pavement surfacing project and for any/all re-striping projects. For instance, Alpine Rd and part of Valparaiso are scheduled for re-surfacing and re-striping. These roads are 35 mph and 30 mph, respectively. Yet it is unclear if PW will make these traffic lanes 10'. It is unclear if they will add a bike buffer strip to better provide separation between cyclists and motorists. BPAC, I hope, with help to insure these re-striping plans create a much safer cycling and travel route.

There is cycling accident history on both Alpine and Valparaiso where cyclists have been struck by cars recently, so this should not be a request that gets a shrug and no action.

Additionally, there should be an active review of County roads for bike safety, where culverts in bike lanes and other similar obstacles, are identified (i.e. the site where Lester was killed) and scheduled for fixing. Fixing being that the obstacle won't narrow the bike lane and the obstacle no longer is a direct threat to cyclist safety.

I have attached the email I had sent to you all on 4/20 that discusses the traffic calming of narrower travel lanes and added safety of the bike buffer — a one step process that accomplished both objectives on Whiskey Hill.

Cheers,  
Ron

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Ron Snow  
SantaCruz/Alameda For Everyone (SAFE)

## Vanessa Castro

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**From:** Ted Sapountzis  
**Sent:** Thursday, August 17, 2023 12:36 AM  
**To:** Vanessa Castro  
**Cc:** Mary Sapountzis  
**Subject:** Public comments for SMCBPAC Aug 17 meeting - Agenda Item 7

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Ms. Castro,

We have lived on Coleman Avenue since 1996, and while we both want Coleman to be a safe and slow street, we (plus many of our neighbors) have several concerns we would like to raise:

- The proposed changes to widen Coleman will have the opposite effect and result in faster and heavier traffic, making the street more dangerous for pedestrians, bicyclists, and motorists.
- The proposed alternatives appear to remove many mature trees in the right-of-way. These trees are what make our neighborhood so special.
- We feel our input has not been carefully considered.

We would like the study revisited to evaluate other alternatives.

Thank you for your consideration.

Best regards,

Ted & Mary Sapountzis

## Vanessa Castro

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**From:** Kay Hitch  
**Sent:** Thursday, August 17, 2023 10:03 AM  
**To:** Vanessa Castro  
**Cc:** Sal Arora  
**Subject:** Fwd: COMMENT-Coleman/Ringwood Aves. Transpo. Study Public Meet'g

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Hi Vanessa,

Please consider the fact that the Menlo Oaks neighborhood has no man made storm drainage.

Therefore any additional paving of Coleman will take away the natural percolation needed for our storm water to drain from the street area. The Coleman/Menlo Oaks Drive intersection has flooded and nearly encroached on neighbors' houses in the past.

Thank you!  
Kay Hitch

## Vanessa Castro

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**From:** gerd.stieler  
**Sent:** Thursday, August 17, 2023 4:44 PM  
**To:** Vanessa Castro  
**Subject:** Public Comment

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To the members of County BPAC,

Menlo Park has several big advantages of West Menlo Park and the Unincorporated County now:

1. The intersection Santa Cruz/Junipero Sera Blvd/Alpine Road now has green bike boxes.  
=> the Unincorporated County intersection Santa Cruz/Sand Hill Rd should have them too.
2. Menlo Park has 15mph school zones  
=> whereas Schools in the County (e.g. North Fair Oaks) don't have that. None of your schools have bike lanes either. Now you have an Equity issue on your hands and we are talking about Systemic Racism in Urban Planning. Currently that is your legacy.

### 3. Alpine Road

It's time to send a message to speeders along Alpine Road. The easiest and cheapest way to reduce speed is a reduced lane width of 10ft.

[https://nacto.org/docs/usdg/review\\_lane\\_width\\_and\\_speed\\_parsons.pdf](https://nacto.org/docs/usdg/review_lane_width_and_speed_parsons.pdf)

quote:

"Four percent of highway agencies have used 8 ft lanes on urban arterials, while 42 percent of agencies have used lanes of 9 ft or narrower, and 88 percent of agencies have used lanes of 10 ft or narrower."

"More than 67 percent of highway agencies that have implemented narrower lanes reported no adverse traffic operational or safety problems."

"With decreased lane width, drivers show improved lane keeping, more accurate steering behaviour and a reduction in driving speed usually results."

The space created by lowering the percentage of speeding cars can be giving to buffered bike lanes instead. That would send a positive signal to county residents.

best regards,

Gerd Stieler

<https://www.rwcpulse.com/blogs/peeking-at-plans>



## Vanessa Castro

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**From:** Janet Davis  
**Sent:** Thursday, August 17, 2023 12:18 PM  
**To:** Vanessa Castro  
**Cc:** Ron snow  
**Subject:** Bicycle AND PEDESTRIAN meeting tonight

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The Committee is for Bicycle **AND PEDESTRIANS**. Elaine's letter ignores residents' needs.

Ron Snow helped your organization but it has not been reciprocal. You have repeatedly tried to remove parking which residents need.

You have not advocated for pedestrians or residents. The "sidewalks" contravene the law and are a significant hazard.

When the houses along Santa Cruz and Alameda were built the owners had to pay substantial road fees. The cyclists pay nothing.

The only person killed along the corridor was an **ELDERLY PEDESTRIAN**

I drive that area almost every day and see bad drivers **and bad cyclists**. The sharrows contribute to much of the chaos and danger along the corridor

Athletes are not the only people on bikes. Kids and others are often endangered by high speed cyclists because of:

- Exceeding the speed limit of 25 mph
- Failure to stop at signs
- Failure to signal
- Weaving in and out of traffic
- Swearing at drivers and banging on cars
- Riding 2 or more abreast
- No helmets, dark clothing, ear buds & riding no hands
- Parking bikes at cafes blocking path
- Burley trailers with kids in dangerous situations

- E-bikes exceeding speed limits & passing other cyclists
- People who should not be on bikes
- Cyclists ignoring people trying to cross the road

There are several classes of nonvehicular transit (but you only address # one)

- Athletes
- Kids
- Older people
- E-bikes
- E-scooters & skate boards

Your organization would have more credibility if you advocated for rights of pedestrians, residents, and other than elite cyclists. The County's plan for the corridor is riddled with problems and hopefully you will be addressing the points that Ron is likely to broach tonight.

## Vanessa Castro

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**From:** KIRBY WILKINS  
**Sent:** Thursday, August 17, 2023 11:45 AM  
**To:** Vanessa Castro  
**Cc:** Ron Snow  
**Subject:** Santsa Cruz Ave.

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Hello, Vanessa:

I own my home at 2117 Santa Cruz Ave., and have lived here since 1990. So I have over 30 years of experience with the hazards of Santa Cruz Avenue on this short stretch between Sand Hill and the Y. Since there is already an excellent analysis of the dangers and possible ways to address the, I won't repeat them here.

This is a residential area, but doesn't feel like one because of the high speed four-lane traffic. I think this is an opportunity to make it feel like a residential area.

It is difficult to see how removing parking along Santa Cruz Avenue will make this a safer residential area. That parking now provides a buffer onto the street.

It's hard to see how sending all our visitors down Palo Alto Way to park on back streets will make anyone safer.

And for well documented reasons, it's hard to see how the proposed medians will make residents safer.

The one change the county has made, no right turn on red at the Y, has helped slow traffic. When the light is red. Otherwise cars continue speeding around a high speed corner which, as suggested, should be a low speed turn.

I'm simply asking the county to consider this as a residential area: for homeowners, cyclists, pedestrians.

I'm asking the county to think of people.

Kirby Wilkins

## Vanessa Castro

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**From:** Ron Snow  
**Sent:** Thursday, August 17, 2023 6:01 PM  
**To:** Vanessa Castro  
**Cc:** John Langbein; Elaine Salinger; Joel Slavit; Gerd.Stieler  
**Subject:** BPAC - Restripe new pavement for improved bike & pedestrian safety

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BPAC Members,

Our county is missing out on significant safety improvements that can occur from the County's pavement repairs and resurfacing projects. Improvements that cost virtually nothing. When such projects occur, it means these streets and roads require re-striping of the traffic, bike, and shoulder stripes. This is another example that if County DPW had a published guideline that required pre-defined safety improvements for cyclists and pedestrians, we could make needed progress, year after year.

For example Valparaiso near the Alameda de las Pulgas intersection is being re-striped. This is an area that has had many traffic incidents involving cyclists. It has a 30mph speed limit. It is part of the school route for local elementary and middle schools.

We have a chance to re-stripe the county portion of Valpapasio to have 10' traffic lanes and provide the recovered road width to add to a safer defined bike traffic buffer and better defined bike lane. It is not clear what county re-striping plans are as they did not share the requested re-striping plans, yet there was an indication that the traffic lanes would be defined at 11' wide. Why not 10'? Instead of 11' lanes, that extra 2' of width, 1' from each lane, could be a significant improvement to creating a much safer bike lane and walking area for that unincorporated Valparaiso section.

Another example that portion of Santa Cruz Ave between the Y intersection with Alameda up to Sharon Rd. This section currently has 12' lanes and poorly marked shoulders. Traffic moves much too fast for the area, exposing residents to high risk both when walking in the area and entering/exiting their driveways. Reducing the traffic lane to 10' widths, as the rest of Santa Cruz Ave has towards downtown (and will have with the safety project) will calm traffic speed and frees up extra width to provide a much needed bike lane for up-hill (SB) cyclists. This lane would separate the slower bike traffic from the vehicle traffic, reducing frustrations and pressure motorists impose on cyclists. Additionally, it would create a much more visible area for pedestrians, where families pushing strollers, riding bikes, and seniors have room and visibility to comfortably use. This simple re-striping step establishes a much needed bike lane in the most critical direction AND does not require any right of way increases — uses existing right of way.

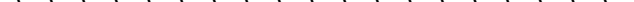
Alpine Road is another example, where DPW's refusal to share re-striping plans suppresses valuable input from cyclists and residential feedback, that could improve safety. Here, one **key improvement** would be to make the hillside bike lane on Alpine Rd (between Junipero Serra and 280 Hwy) be wider so that it is further away from the hill and therefore less subject to debris and hillside erosion that causes obstacles for cyclists. Currently this bike lane is narrow so when a rock or branch or other debris falls, it significantly blocks width of the bike lane. This bike lane could be wider by re-striping to allow more width for cyclists to navigate these road hazards without having to enter the fast moving traffic lane. If there were room, a bike buffer from traffic would also be another safety advance that would be welcomed. We already have history of traffic-bike accidents, injuries, and death along Alpine Rd. Lets do something to start addressing safety.

### Summary:

By BPAC recommending a published policy for DPW to follow on these and similar projects we could assure that these projects will always have safety improvements. The guideline policy assist DPW from making misguided decisions or

arbitrary - random traffic lane widths being created. It would insure that the future of county will have an improving network of roads that will have improved pedestrian and cycling safety and roads that are more consistent.

Thank you,  
Ron

  
 Ron Snow  
 SantaCruz/Alameda For Everyone (SAFE)

## Vanessa Castro

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**From:** Andrew Hsu  
**Sent:** Thursday, August 17, 2023 6:37 PM  
**To:** Vanessa Castro  
**Subject:** Comments for 8/17/23 SMC BPAC meeting

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Hi there. I'd like to enter two comments for tonight's meeting:

Public comment:

It's been nearly 4 months since the untimely passing of Peninsula Velo cyclist Lester Legarda on Cañada Road. I spearheaded a campaign via a San Mateo Daily Journal Op-Ed to lower the speed limit on Cañada Road from it's current 50mph (the portion in Woodside town limits is already 35mph). I, along with many cyclists in the community believe that lowering the speed limit along Cañada is a low-cost, low effort change that will greatly improve safety along this road at minimal inconvenience to drivers (they can always drive on 280). I am requesting an update on the status of lower the speed limit from Ray Mueller's office and am available to support his office's efforts to implement the lowered speed limit.

Agenda item 8:

I would like to voice my support for the "Safe Shared Streets Pilot Program".

Regards,

--> Andrew Hsu

Director Advocacy, Peninsula Velo cycling club

## Vanessa Castro

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**From:** Bruce Dughi  
**Sent:** Thursday, August 17, 2023 6:26 PM  
**To:** Vanessa Castro  
**Subject:** Re: Support for 8. Pilot Cyclist Camera Program

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As a reader for ATP (Active Transportation Program) grants, I believe this pilot project will provide a competitive advantage in highlighting safety issues for funding in San Mateo County. This is especially important for a wealthy county with few disadvantaged regions. Cheers.

Bruce

Sent from my iPhone

On Aug 17, 2023, at 4:46 PM, Bruce Dughi <wrote:

Hello,

In case I do not make the meeting, I want to express my support for the Pilot Cyclist Camera Program. Please vote to implement this program. I never leave home w/o a camera, usually both front and rear since many cars do not have front license plates. I reported >100 drivers for unsafe passing, a number of which were egregious. Cyclist Video Evidence has been instrumental in breaking down the barriers in changing dangerous driving behavior, first by implementing the 3' pass violation education letter and many other actions including dismantling law enforcement's "on view" argument. Cyclist Video Evidence fights extremely hard to make cycling safer for everyone.

I just submitted another 3' passing violation to the Incident Management System today where a driver decided to share my lane and pass within 40' of a stop sign, only to swerve in front of me and stop at the sign right in front of me!!! They decided to endanger me to get in front of me to save 10 seconds. Please vote yes. Cheers.

Bruce Dughi