

Correspondence received ahead of the
August 15, 2024 Unincorporated San
Mateo County Bicycle and Pedestrian
Advisory Committee Meeting

From: Janet Davis

Sent: Tuesday, August 13, 2024 7:21 PM

To: Vanessa Castro

Cc: Ann Stillman ; Vanessa Castro ; Michael Callagy ; Lennie Roberts

Subject: Fw: August 15, 2024 San Mateo County BPAC Meeting: In-Person and by Video Conference

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I just saw a copy of the BPAC agenda for tomorrow's meeting in which Alpine Road is to be discussed, and one item refers to the "multi-use" path along Alpine Road. **That is not, and never has been a multi-use path.** It has always been a neighborhood path and was never dedicated as a trail. Because neither the county nor the city of Menlo Park has done anything to deal with the traffic problem in the area between I-280 and Junipero Serra, high speed cyclists have taken over our path, endangering local residents: at least one of whom was seriously injured by a cyclist. When Stanford and Menlo Park agreed to widen the intersections at Alpine and Sand Hill, Larry Horton of Stanford assured residents of Stanford Weekend Acres that there would be **pedestrian** access to Sand Hill via the underpass since the widening had taken away the path that ran alongside Alpine, across JSB and thence to Sand Hill. **te** (Stanford then called the section from Sand Hill to Rural Lane a multi-use trail in the vain hope that the County would designate the entire length of Alpine as part of the C-1 trail that **they** had promised to put in Santa Clara County) These cyclists have created such dangerous conditions on the path that many residents are afraid to use it. There have even been E-bikes going the wrong way at 30+ mph. The last time I read the DMV manual it is illegal for cyclists other than kids and seniors to ride a bike on a pedestrian path. Stanford Weekend Acres residents have an extremely hard time even getting access to the road, and much of the day cannot make a left turn. Some of the dangers to motorists driving Alpine also arise from the aggressive cyclists in pelotons that ride in extremely large groups that take up not only the bike lane but the roadway itself, sometimes even endangering slower cyclists using the bike lane.

The final insult to Stanford Weekend Acres residents is that proposed plans for Alpine Road seem to be driven by cyclists and residents of Ladera and Portola Valley with absolutely no notice to the people most at risk: i.e. the residents of Stanford Weekend Acres.

The PATH from Rural Lane to La Cuesta is just that: A PATH. It is NOT a multi-use trail, and that was finally decided by the BOS at the end of the lengthy discussions concerning Stanford's abortive attempt to create the C-1 trail along Alpine. Any attempt to change that status will be met with opposition.

Joel Slavit

From: Janet Davis
Sent: Wednesday, August 14, 2024 12:56 PM
To: Joel Slavit
Cc: Ann Stillman; Vanessa Castro; Michael Callagy; Iennie
Subject: Re: August 15, 2024 San Mateo County BPAC Meeting: In-Person and by Video Conference

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Just refer back to the lengthy (about 12 years) of meetings and discussions with the BOS about the Stanford proposed C-1 trail and what was decided. Alpine road has **NO MULTI-USE PATH THROUGH STANFORD WEEKEND ACRES.** The county even refused Stanford's bribe of \$10+ million dollars to create one. Any such proposal to change this will be fought tooth and nail by residents who have had just about enough of cyclists and speeding motorists endangering their lives and damaging their properties.

Joel Slavitt

From: Ron Snow
Sent: Wednesday, August 14, 2024 11:55 AM
To: Vanessa Castro; Joel Slavitt
Subject: BPAC - Agenda Item 12 - Santa Cruz/Alameda Project

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Dear BPAC members,

The following is the outcome of meetings with community neighbors, cyclists, and with Supervisor Ray Mueller and County Executive Mike Callagy earlier this year. There were several key safety issues identified in those meetings regarding the DPW design plans for the Santa Cruz and Alameda de las Pulgas safety project, including an emphasis on the "Y" intersection of the two roads.

Before diving into the issues further below, I wanted to juxtapose what your draft BPAC letter states for the Complete Streets project for Hillside Blvd in Daly city:

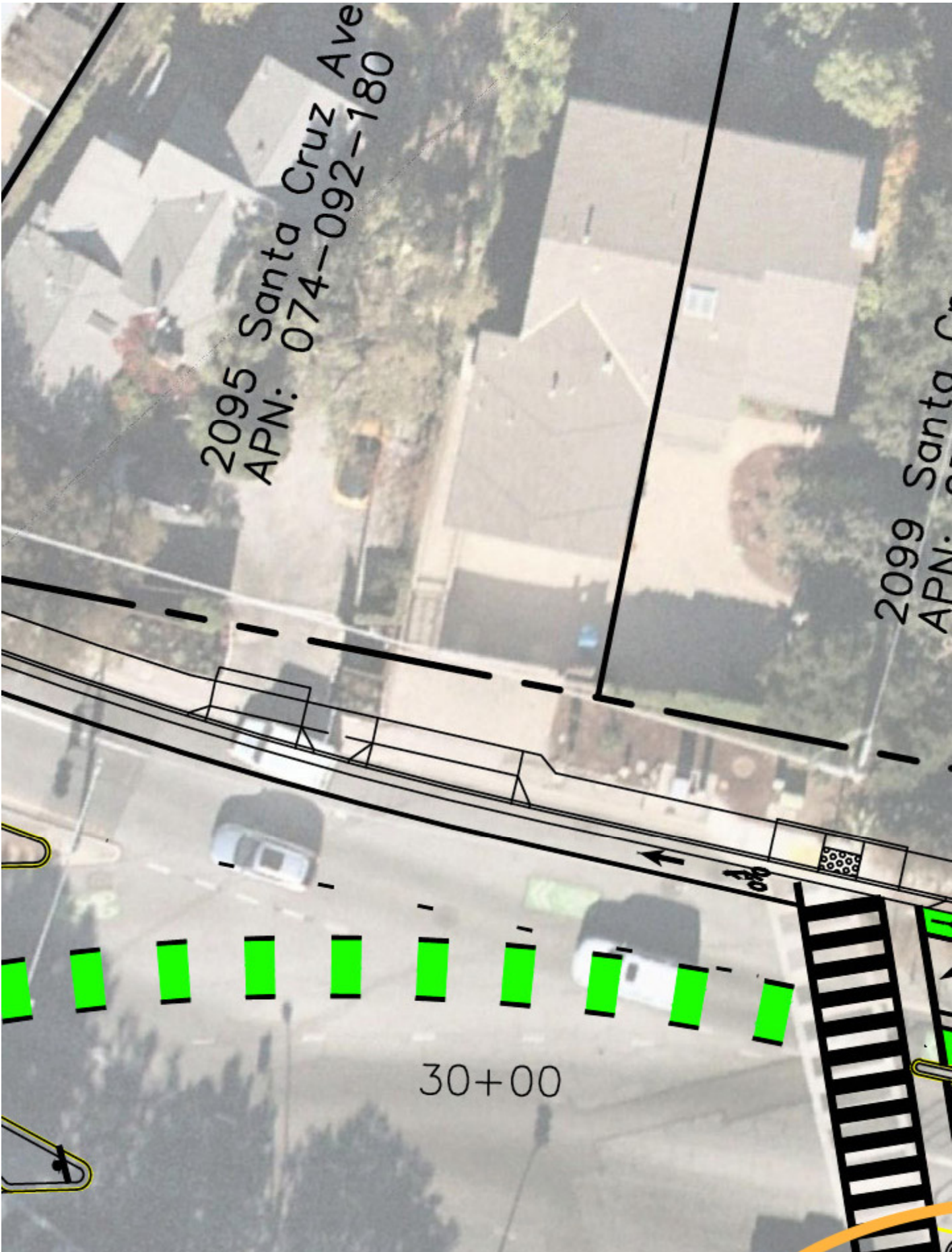
"...proposes to reduce the number of motor vehicle lanes, re-align sharply skewed intersecting streets to reduce lengthy pedestrian crossing distances, provide more protected space for people walking and biking, and add green infrastructure."

Since 2016 the community has worked for these vary same goals for the SCA/ADLP corridor, yet the current DPW design for our "Y" intersection fails on all counts but one count. One would hope that the goals stated for the Daly City project would apply to our Santa Cruz/Alameda corridor.

One of the key locations that issues were identified is the NB Bike Merge area at the "Y". The design plan DPW has, puts key stakeholders at risk:

- **Residents** at the "Y" access to/from properties is severely impacted and sightlines are reduced; there is no provision for trash and recycling nor postal delivery that doesn't create a danger to cyclists and pedestrians.
- **Pedestrians** have traffic pushed next to the sidewalk and have extremely long and angled crosswalks that not only have visibility issues but also require pedestrians to be in the roadway significantly longer when crossing;
- **Cyclists** (northbound) are required to use a bike merge design that is at the very most chaotic point in roadway (in all of south county)n- where 10,000 cars a day have to negotiate the Y and avoid 8" high medians. Adding to this confusion and danger is that the NB Santa Cruz lane for cars is sandwiched between a newly formed bike lane for Alameda and a bufferless bilke lane for Santa Cruz.
- **Utilities:** This location is a major service hub for virtually everything: Electrical, cable, traffic control, water, gas, and sewer - these all require parking for the frequent work the occurs here.

The following illustrations are not meant to be final engineering drawings, nor are they at exact scale, although they are using the design base DPW gave us and are close enough to validate concept within the given right of way. They serve as a means to get the community's concepts and objectives across and hopefully will allow for changes to make this a smoother and safer roadway. The community alternative is pedestrian and cycling safety centric. It does a much better job of improving safety and reducing risks than the DPW design. That goal, along with protections for residential safe access, is what this project was originally about.



2095 Santa Cruz Ave
APN: 074-092-180

2099 Santa Cruz Ave
APN: 074-092-180

30+00

Above from the 'current' DPW road design

Below, input from the community and local cyclists:

2095 Santa Cruz Ave
APN: 074-092-180

2099 Santa Cruz Ave
APN: 074-092-180



I am sure there would be changes, yet this community's suggestion of having high visibility on the road (green) and a longer merge area will make motorists much more aware that bikes are merging and allowed to share the road more safely. This should, and I think will, help slow traffic speeds, especially when cyclists are in the mix. Eliminating the extra weird bike lane in the current DPW design by making the merge longer, also reduces confusion and gets rid of the dangerous "bike sandwich" that was designed where the NB Santa Cruz vehicle lane has bike lanes on each side and one of the bike lanes has no bike buffer.

NOTE on DPW current design: On the SB Santa Cruz bike and traffic lane (just south of CampoBello), it seems weird and not clear why the proposed 8" high median is NOT used to keep vehicles from cyclists. Instead, the design forces traffic and bikes next to one another. Often when medians are used, they separate bikes from vehicles and since this is coming off of a curve, one would think that separation has some merit.

Another safety point is that while that median is extra wide and extremely long, it is not a safe refuge for pedestrians. Pedestrian safety would be much better served having a shorter crosswalk and narrower intersection by reducing that median to be 2' or less — actually, it may be even safer to eliminate it — and then make the crosswalk shorter. It is as long if not longer than what we have now.

I look forward to the BPAC meeting this Thursday night,

Ron

Joel Slavit

From: John Langbein
Sent: Wednesday, August 14, 2024 2:22 PM
To: Joel Slavit; Vanessa Castro
Cc: John Langbein
Subject: Aug BPAC meeting
Attachments: JL comments to bpac.rtf; CORRIDOR STUDY PROJECI.pdf

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.

Please find two attachments since I won't be attending the Thursday meeting.
Let me know if you encounter any problems with these files.

John Langbein

Sorry to miss the August BPAC meeting as I am on extended travel. I won't be home until late September. (Please accept the UK spellings)

Alpine rd I280 comments

Two configurations are presented, a roundabout and signalised intersections. Of the two, the proposed signalised intersection is much preferable; the roundabout is a disaster for cycling. For the roundabout alternative, if the cyclist chooses to "take the lane", then they will need to contend with motorists changing lanes and exiting — this is a two lane roundabout and unlike a single lane roundabout that one might see in most suburban locations.... The example that comes to mind is the dual roundabouts at the I80/rt89 intersection in Truckee. I believe the roundabout alternative is only being considered because it is a Caltrans requirement. Traffic wise, I doubt that the roundabouts will fix the basic problem being considered, that being to create gaps in traffic so the residents who live in Stanford weekend acres can exit their subdivision (the subdivision located between rt 280 and Juniper Serra.).

With the roundabout proposal, cyclists are expected to use a side-path crossing the on/off ramps at crosswalks. Given that motorists at these crosswalks are in a "freeway state of mind", I don't have much faith that they will yield to anyone using the crosswalk (and if they do yield, they run the chance of being rear-ended).

Although I believe the current configuration to be adequate from a cycling perspective, the proposed signalised design is Ok, too. The proposed signalised design gets rid of some turning motions for motorists that potentially interferes with the path for cyclists. Improvement to the design would include further tightening of turns for motorists. However, I would recommend that the configuration be that of Figure on page ES-11 of the Alpine rd study that was completed in 2017-18 interval. It has a much cleaner design for the buffered bike lanes (I shall try to attach a figure to this email, iPad limited, though). The configuration distributed for this meeting has some "odd" crossings for the bike lanes at the ramps to the freeway.

One question that I have is how these two proposals will modify the existing Alpine trail which is heavily used by pedestrians and novice cyclists.

In the support letter, I strongly suggest that the BPAC reject the roundabout proposal. Plus, recommend the configuration in Figure E3 of the Alpine rd study report.

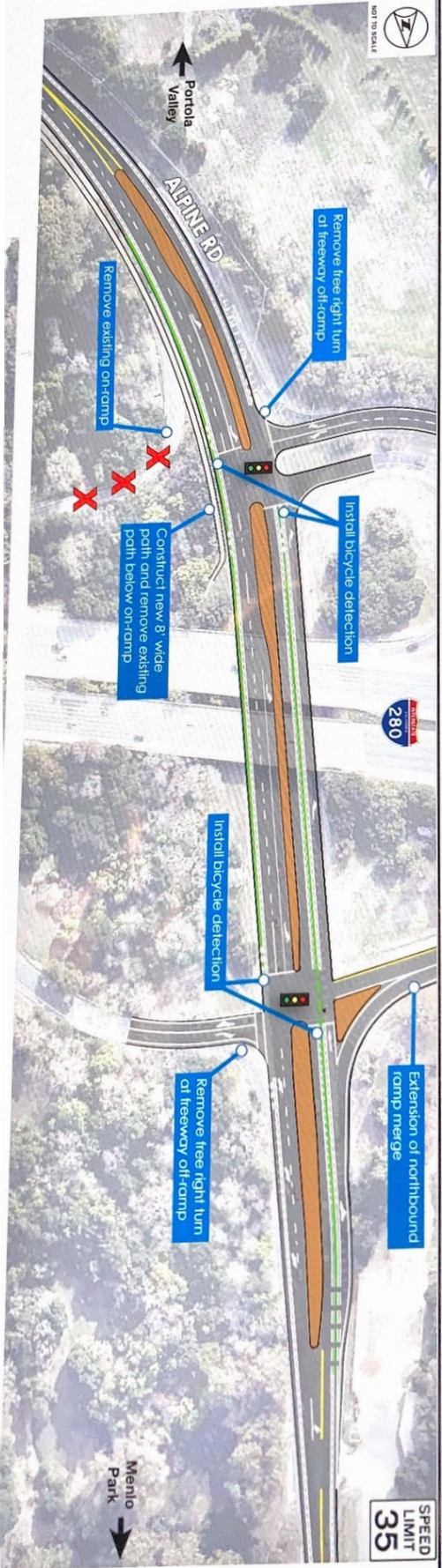
Santa Cruz ave comments.

In May of this year, I had meeting with DPW about the proposed design. My main "objection" with currently posted design (Apr. 2024) was that the "weave" zone is too short at the Y where northbound Santa Cruz splits from the Alameda. It should allow for a 3 second period for cyclists and motorists to safely move into their desired lane. For a cyclist or e-bike is travelling at 20 mph, this requires about 5 or more car lengths (90 to 100 feet). More room for a longer weave zone can be realised by shortening the pocket lane for the left turn for Campo Bello. Examination of the current design shows that the pocket lane for turns onto Campo Bello is much too long for the amount of traffic on that uses Campo Bello.

I do like that the design now accommodates 8ft, rather than 7.5ft parking lanes where ever it was possible. The unfortunate reality is that vehicles that motorists now have have gotten larger over time.

Alpine Road

CORRIDOR STUDY PROJECT



Vanessa Castro

From: Alex Lew
Sent: Thursday, August 15, 2024 10:11 AM
To: Vanessa Castro
Subject: Public comment on SMCBPAC 8/15/24 Agenda items 10 and 11.

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August 15, 2024

To: SMC BPAC

Item 10 Hillside Blvd:

I support a road diet. I bicycle between San Francisco and Mountain View. I use the Bayway, Hillside, and Southgate bike routes. Hillside is my least favorite route because it isn't bicycle friendly. I have been doored on the narrower 2 lane section to the north of this project site.

Item 11 Alpine Road.

I am opposed to the rotary alternative. I ride with cycling groups around the Loop. This alternate gives cars the priority, especially the high volume of cars headed to Northbound 280 from Stanford. It does not address the needs of large volumes of cyclists on a very popular cycling route.

Alexander Lew

Vanessa Castro

From: Ron Snow
Sent: Wednesday, August 14, 2024 4:26 PM
To: Joel Slavit; Vanessa Castro
Cc: John Langbein; Elaine Salinger
Subject: BPAC - Agenda Item 12 - Santa Cruz/Alameda Cycling safety compromised

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 BPAC,

One of the other major safety issues facing cyclists with the current Santa Cruz/Alameda safety project DPW design is that vehicle centric thinking is degrading cyclist safety. One of the key reasons is due to not using the 10' lane width by randomly using wider lanes. The 10' lane request was voiced by BPAC in November 2020, when BPAC asked, via a letter to DPW, that all traffic lanes in the project, including the center 2-way turn/merge lane, be set at 10', thus providing the space need for buffered bike lanes.

By having all lanes 10', there is sufficient road width to have 5' bike lanes with a 2' traffic buffer. This is true for the majority of the corridor, starting at Menlo Commons near Sand Hill Rd all the way to just before Avy Ave (near the Dutch Goose).

First, looking at the surrounding area, 10' traffic lanes and 10' center 2-way turn/merge lane configurations have become the standard and are used throughout the local area:

- Entire length of Santa Cruz in Menlo Park — from Avy Ave to Downtown
- Virtually all of Alameda from Jefferson Ave to Woodside Rd in Redwood City
- The new pavement striping on Alpine Rd, all along Ladera and most of Alpine to MP city limits
- Proposed by Town of Atherton plans for the new work on Alameda near Las Lomitas school
- It seems the standard for the cities of Menlo Park, Palo Alto, and Redwood City

Yet, despite assurances, DPW's current plans show 10.5', 11', and 11.5' lanes intermixed with the 'standard' 10' lanes. Every single time these wide lanes are used in DPW's roadway design, the 2' bike traffic buffer is eliminated, often pushing the bike lane up against the curb. Yet the design specs show in these same locations that the 2' buffer can be accommodated in the existing roadway width if 10' lanes are used. The Santa Cruz/Alameda corridor for this project is virtually a 99% residential area and with all the other area center turn lanes at 10', it is not clear why the design randomly uses wider lanes. It seems that cyclists safety is being under cut by arbitrary and random wider lanes.

An additional factor that degrades cyclists safety are median placement and width. The current design seems to have random and overbuilt medians that, due to their width and excessive length, reduce safety for pedestrians and cyclist and have a negative impact on residents. For example, on Santa Cruz Ave at Palo Alto Way, a new 2' wide median is designed to be placed in the middle of traffic lanes to define the SB left turn on to Palo Alto Way. That median doesn't currently exist. The proposed median is not wide enough to be a pedestrian refuge, nor would anybody want to be stuck in the middle of Santa Cruz Ave. That median creates a major problem for the school busses that use that turn, as the median will block the turn. As shown by County's fire truck turn analysis, long vehicles would have to use the main SB lane (in combination with the left turn lane) to make the turn. (Fire trucks of comparable length to busses and semi-trucks that currently use that turn). Without the median, all these long vehicles can easily make the turn without using the single SB traffic lane. With the median they create a traffic hazard in making the turn.

Vanessa Castro

From: Aaron Rosenbaum
Sent: Thursday, August 15, 2024 9:29 AM
To: Vanessa Castro
Subject: Alpine Road Corridor Improvement Project Public Comment

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I'm a San Mateo county resident (Hillsborough) and often bicycle on Alpine road. The roundabout alternative would be a disaster. Even when the majority of traffic is moving one direction, it's hard/dangerous for cyclists. Here with the mixture of 280 + straight through traffic, it'll be much worse. The dual traffic lights are a much better alternative. I would have much preferred a version where the bicycle lanes run with the road rather than with the sidewalks – not sure why that can't be done here as well (green painted, etc, like we have on many other roads in the county.)

Aaron Rosenbaum

Vanessa Castro

From: Janet Davis
Sent: Thursday, August 15, 2024 9:24 AM
To: Vanessa Castro
Subject: Fw: Alpine Road & Cyclists
Attachments: One of many Peletons on Alpine.mp4

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----- Forwarded Message -----

From: Janet Davis
To: Joel Slavit; Ann Stillman; Mike Callagy **Cc:** Ron snow
Sent: Thursday, August 15, 2024 at 09:05:23 AM PDT
Subject: Alpine Road & Cyclists

[Attached](#) is a movie of one of the many dangerous peletons that plague Alpine Road. The riders are aggressive, drive other cyclists off the road and interfere with vehicular traffic. Some riders (not in pelotons) have taken to riding the path at high speeds endangering pedestrians and other cyclists. These are the people pushing for additional bike corridors, not the ordinary cyclists. They often ignore traffic signs, and frequently get aggressive with motorists.

From: Roberta J Morris

Sent: Thursday, August 15, 2024 11:23

To: Vanessa Castro; Joel Slavit

Cc: Elaine Salinger; John Langbein

Subject: BPAC - Agenda Item 12 - Please move this item closer to the beginning of the meeting

Dear Ms. Castro and Mr. Slavit:

Please move the Santa Cruz/Alameda BPAC agenda item close to the beginning of the meeting.

Placing this agenda item so late, when it is so important to the community, so very very very long pending, so long handled with such disdain for the facts and the concern of the community to have the County reach an intelligent decision, is adding another insult to a heap of injury. The optics are beyond bad: The desire to avoid public input by running the clock is as cowardly as it is inexcusable.

Please. Do the right thing. Place this item early so it gets the time it deserves.

Thank you,
Roberta Morris

Vanessa Castro

From: Susan Russell
Sent: Tuesday, August 13, 2024 11:05 PM
To: Vanessa Castro; Joel Slavit
Subject: BPAC Meeting schedule

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Hello,

I am one of the many University Park residents who are concerned about the safety of the Santa Cruz/ Alameda Y intersection that is one of the topics of the Thursday meeting. I ask that you move this topic to the beginning of the meeting so that there is time for residents to ask questions and express their concerns.

Thank you for your consideration.

Sincerely,

Susan Russell