

Vanessa Castro

From: Ron Snow
Sent: Sunday, November 3, 2024 9:16 AM
To: Vanessa Castro; Alex Zhang
Cc: Elaine Salinger; Joel Slavit; John Langbein
Subject: BPAC/DPW -- Canada Road -- Your attention needed

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BPAC and DPW (Please distribute to all BPAC members)

I want to bring your attention again to the completed Canada Rd project. During the BPAC meeting of October 17, DPW announced the completion of the Canada Rd project. DPW made significant improvements for cyclists. Good to see that occur.

I feel there are some important items to address and followup is needed. Some of these items were brought up at the BPAC meeting and other points may be new or had been brought up at past meetings.

1. The direction of parking was brought up in prior reviews of the project, where the issue of cars backing up into traffic was viewed as a safety issue — It seemed that the orientation of parked cars was to be changed to address that problem and improve safety: That was not done in the project thus far.
2. **Pedestrian safety** at the intersection of Edgewood & Canada was left incomplete. It seems important that pedestrians have the protection of a crosswalk when crossing Edgewood. A crosswalk has the advantage of providing more awareness for both motorists and cyclists that pedestrians could be using the intersection.
3. There seems to be, in my observation, a very dangerous condition for motorists at the intersection of Edgewood & Canada. The cursory view by an Edgewood driver can give a general feeling that all traffic directions stops. Looking at the Canada crosswalk, advance stop lines, and large traffic signs facing away to Canada drivers, it gives an impressing and expectation that all traffic stops. While there is a double arrow sign indicating Canada's cross traffic, it may not be enough to give clear awareness that Canada traffic doesn't stop. This needs to be addressed before this condition materializes into actual accidents. The MUTCD has recommendations (see below).
4. Dangerous NB Canada Rd. drainage culvert was not addressed. It is just north of Edgewood road at the locations of the recent cyclist's death. The culvert may have contributed to that deadly accident. The drainage culvert still reduces the bike lane by half, often with cyclists having to enter the traffic lane to avoid it and the dangerous edge it forms. It seems that a solution could (and should) be put in place to reduce the danger and widen the bike lane to full width.
5. Some of the input County received for this project was to narrow that wide intersection crossing at Edgewood Rd. The 'pork-chop' island was removed and that is a good improvement; however, the corners have extra wide radius that allows vehicles to turn at a much faster speed and makes the intersection width, especially for pedestrians, extra wide. The painted shoulder line helps to reduce the radius, but the intersection is still very wide and vehicles tend to cut over those painted shoulder lines. A sharper radius of the actual corners would be a key step in reducing the

width, as would have the elimination of the right turn lane from Edgewood onto NB Canada. Slower turning speeds - shorter crossing distance.

I want to encourage you to visit the Edgewood intersection and to also turn north on Canada an 1/8 of mile or so to the site of the accident that killed the cyclist so that you can observe that culvert that imposes into the bike lane.

Here is a drivers view of the intersection and I hope you visit the intersection to make your own assessment. At first impression, many drivers may think the cross traffic stops. There are lots of visual clues to support this perception: There is a stop limit line at the intersection for SB Canada traffic, NB Canada traffic has a high visibility crosswalk and signage that, for the Edgewood driver's first glance might register as a stop signs facing Canada traffic (not stop signs). Even the massive entrance towers and walls on the east side help define the geometry and add to the impression.





There is a similar sign on NB approach

While the sign is not a Stop sign, an Edgewood drivers impression may add to feeling that this interese is an all-way stop.

MUTCD has this sign that would improve driver's awareness, especially if it was close to the associated stop sign. It could be across the intersection to improve the existing double arrow sign, but may be not as effective as next to or on the Stop sign.



**CROSS TRAFFIC
DOES NOT STOP**

Here is a photo of the drain culvert where the deadly cyclist accident occurred. It reduces the bike lane by about half. Could/should this unsafe situation be addressed? During my observations, cyclists enter the travel lane to avoid the danger.

