

Written Comments for
Regular Public Comment Section
- **Consent Agenda**
- **Non Agenda Items**



May 3, 2023

To: San Mateo County Board of Supervisors
Cc: San Mateo County Probation Chief John Keene
JJDCP

At its April 20 meeting, the SMC Dems passed a [Resolution to Improve Youth Service Center](#) urging the Board of Supervisors to adopt the recommendations in the 2022 annual inspection report undertaken by the Juvenile Justice Delinquency Prevention Commission (JJDCP), and to ask the Probation Department to implement them.

The inspection report recommended common-sense improvements in areas such as food service, health and hygiene, mental health services, and vocational services and was unanimously adopted by the JDCP on December 13, 2022.

We understand that the Board will hear from JJDCP and the Probation Department on June 13. We hope that you will adopt these recommendations and support the Probation Department in their implementation.

Thank you.

A handwritten signature in blue ink that reads "Karen Maki".

Karen Maki
San Mateo County Democratic Party Chair

CEO_BoardFeedback

From: Elaine Salinger <esalinger@icloud.com>
Sent: Sunday, May 7, 2023 6:59 AM
To: CEO_BoardFeedback
Subject: The Netherlands is an example of how to turn our county into a bike centric community
Attachments: The European Super League two years on Is it still an option.avif

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.

I urge all of the SMC supervisors and support staff to read this article. We can do this too if we and you, our elected officials, have the vision and political will to make this a reality. I am the SMC BPAC chair and I am submitting this as an individual because the Board has not discussed sending this, although I am sure everyone would be very supportive.

The world's cycling nation: How the Netherlands redesigned itself as a country fit for bikes



The Netherlands' transformation into a bike-friendly country has been decades in the making - Copyright Canva

By **Callum Tennant** • 08/10/2022

The Netherlands is famous for its cyclists, but how has the country managed to encourage so many people into the saddle?

The Netherlands has become the world's leading example of a cycling nation, and for good reason. The country has more bikes than citizens, and even the country's prime minister often cycles to work.

In 2018, more than a quarter of all trips were made by bike; a sharp contrast to the UK, France, and Ireland, where that figure drops to less than 5 per cent of trips.

For journeys under 7.5 km, that figure rises to more than a third.

So, how did the Netherlands become home to 23 million bikes and roads which have been redesigned to accommodate them?

- **These are the 10 most bike-friendly cities in the world (and 9 of them are in Europe)**

The birth of a cycling nation

By the 1970s, the cities of the Netherlands were, like most cities in Europe, clogged with cars.

A rapid rise in car ownership meant that by 1970, there were 100 cars per 500 inhabitants.

Dutch streets, many constructed during medieval times, were not designed for this kind of traffic, and the results were deadly.

[The European Super League two years on: Is it still an option?](#)

In 1971, more than 3,000 people were killed by vehicles, and almost 500 of these fatalities were children.

This sparked a movement called Stop de Kindermoord (Stop the Child Murder).

The public backlash against such high fatality rates also coincided with the oil crisis of 1973, when some members of the Organization of the Petroleum Exporting Countries, or OPEC, cut oil production and embargoed exports to certain countries.

When combined together, these two events were enough to persuade the Dutch government to put its car-centric urban planning days behind it.

- **Free public transport in Europe: Is the social experiment working or is it just a gimmick?**

Bike-centric planning: Cars are guests

Perhaps the most important action the Dutch government has taken to encourage people into the saddle is the creation of many miles of bike lanes.

Today, the Netherlands has more than 35,000 km of cycle paths; for context, the country's road network is only 140,000 km.

But the Netherlands didn't stop there, the country also has a series of roads used by cars and bikes where bikes have priority.

On many of these streets, you'll find signs stating "fietsstraat auto te gast," meaning cars are guests.

Dutch roundabouts are another example of where urban planning has become more bike and pedestrian focussed.

Around 60 per cent of roundabouts in Dutch cities have a physically separated circular cycle track that runs around the roundabout intersecting its exits.

In most urban areas, bikes are given the right of way, with cars expected to stop. Many junctions have also been redesigned to help reduce the risk posed to cyclists.



Dozens of bikes parked outside a train station in the Netherlands. [Canva](#)

Depending on the speed limit on a road before a junction, bike lanes are either meant to come closer to traffic to improve visibility or curve away, allowing cars to turn before they cross a bike lane.

Where bike lanes have the right of way, such as when vehicles turn off a main road into a side street, these lanes should be raised according to guidelines.

As well as having designed cities and roads which help cyclists from point A to B safely, authorities have also invested in bike parking.

In 2019, the Dutch city of Utrecht became home to the world's biggest multistorey bike park, with enough room for 12,500 bikes.

The country has also worked to allow a smooth transition between different forms of transport, with most train stations now having bike parks.

On top of this, some trains even have a special bike carriage or bike spaces within carriages.

- [E-scooters may be all the rage but are they good for the planet?](#)

Benefits of being a cycling nation

Once you dive into the benefits of cycling, it's easy to see why countries around the world are rushing to replicate Dutch success.

A 2016 study in the UK on the value of cycling found that it was not only beneficial to cyclists but also improved productivity, had a positive societal impact, and lowered health-related costs for the state.

A recent report by Decisio estimated the social export value of Dutch cycling is between €1.2 to €3.8 billion per year.

Bike manufacturing, sales, maintenance and rental together account for 13,000 full-time jobs in the country.

The Netherlands shows no interest in hitting the breaks on its cycling ambition any time soon.

At the end of last month, the Dutch Secretary of State for Infrastructure and Water Management wrote to parliament setting out her goal of getting an extra 100,000 people commuting by bicycle over the next two and a half years.

The department is also currently reviewing plans on how it might get bikes to the more than 200,000 children and young people who cannot afford one.

- [From speed limits to mandatory helmets: How countries in Europe are changing their e-scooter rules](#)

Hope for other countries

While the Netherlands might be the front runner, other countries and cities have shown that bikes can be quickly adopted.

In Seville, Spain, the number of trips being made on bikes rose from under 7,000 in 2006 to more than 70,000 in 2011.

Copying Dutch techniques, the city turned many car park spaces and converted them into raised and separated bike lanes.

Seville now has a whole network of cycle lanes, the first 80 km of which cost less than €20 million to construct.

The rapid expansion of temporary cycle lanes around the world during the pandemic shows that the Netherlands might not be as special as we think it is.

With enough political will, anywhere could become the next Netherlands.

<https://www.euronews.com/next/2022/09/17/the-worlds-cycling-nation-how-the-netherlands-redesigned-itself-as-a-country-fit-for-bikes>

Elaine Salinger, San Mateo County CCL Chapter Leader and chair of the SMC BPAC

650-533-3539

Written Public Comment(s)
for **Item No. 8**

May 6, 2023

RE: May 9th Agenda Item 8 Tobacco Retail Ordinances

Dear Board of Supervisors

I urge the adoption of Agenda Item 8, Tobacco Retail Ordinances, to promote the health and well-being of San Mateo County youth and adult residents.

I grew up in San Mateo County and I smoked cigarettes from age 17 until age 27. Retailers who provided tobacco products without properly checking ID was one of several avenues by which my friends and I were able to continue smoking. Some of the same retailers who sold me cigarettes in my youth are still in operation today.

With the rise of e-cigarettes and flavored tobacco, our ordinances must have strong sales restriction and enforcement mechanisms. I have reviewed the proposed ordinance and support the inclusion of two compliance checks per year.

Please do everything in your power to break the cycle of tobacco and e-cigarette product addiction.

Sincerely,

Edward Schlesinger
San Carlos, CA
Member/Organizer, Smoke Free San Carlos
Member, San Mateo County Tobacco Education Coalition

From: [Brian Davis](#)
To: [CEO BoardFeedback](#)
Subject: May 9th Agenda Item 8 Support
Date: Sunday, May 7, 2023 12:38:57 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.

Dear San Mateo County Board of Supervisors:

I am writing in support of the May 9th Agenda Item 8.

It is important to have a law that limits the availability of tobacco to youth. Tobacco is public health enemy number 1, killing 480,000 people in the U.S. every year, so anything that can be done to reduce the likelihood that underage youth will start smoking or vaping is worth doing.

But a law is only a piece of paper if it isn't enforced. Requiring that two compliance checks over a twelve month period be conducted to reduce the sale of tobacco products that the County and the State have disallowed, and to reduce sales to underage youth should be a basic expectation.

Two required compliance checks will bring the County up to the standard established by Santa Clara, and based on what is seen in other communities that properly enforce their tobacco laws, those compliance checks will result in fewer sales to underage youth.

Please adopt May 9th Agenda Item 8.

Thank you,

Brian Davis

From: [Amaya Wooding](#)
To: [CEO BoardFeedback](#)
Subject: 5/9/23 BoS meeting - Item 8 (TRL Updates)
Date: Monday, May 8, 2023 12:06:07 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 San Mateo County Board of Supervisors and staff:

Designating two compliance checks per tobacco retailer per 12 month period, with additional follow-ups in the event of a violation, will increase retailer adherence to the County's existing policies and result in a retail environment less capable of addicting youth to tobacco. Thank you for considering these updates.

Amaya Wooding