

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

From: [Janet Davis](#)
To: [CMO BoardFeedback](#)
Subject: Fw: BOS Meeting March 8 2022
Date: Friday, March 4, 2022 7:39:11 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.

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

From: Janet Davis <jadjad@sbcglobal.net>
To: Don A Horsley <dhorsley@smcgov.org>; warren slocum <wslocum@smcgov.org>; David Canepa <dcanepa@smcgov.org>; DAVID PINE <dpine@smcgov.org>; carole groom <cgroom@smcgov.org>; Mike Callagy <mcallagy@smcgov.org>
Sent: Friday, March 4, 2022, 07:14:25 PM PST
Subject: BOS Meeting March 8 2022

VERY VIGOROUS OBJECTION TO ITEM 27 AS TOTALLY IRRESPONSIBLE

27. Adopt a resolution authorizing the execution of an agreement with Kimley-Horn and Associates, Inc. to develop the North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study for a term of March 8, 2022 through September 30,

2024, in an amount not to exceed \$550,000.

First point:

This firm was hired to do a traffic study to ameliorate traffic on Alpine Road. They got so many facts completely wrong, and upset the entire population of Stanford Weekend Acres and Ladera so badly that the last meeting almost came to fist fights with a lot of shouting, and the meeting had to come to a close before a fight broke out. Nothing that they proposed made any sense. They even advised a roundabout near the freeway ramps. They advised a renovated bus stop on the west side of Alpine that had been shut down by the CHP because of the danger: high school kids were having to run across the road through traffic. The bus line had discontinued service for some time because of the OBVIOUS danger. KH also proposed a trail that would have gone through private property. The county authorized a grant of \$500K to the city of Menlo Park so that Kimley Horn could synchronize the lights at the intersections of Alpine and Junipero Serra and Sand Hill and Junipero Serra. This has either not occurred or it is completely screwed up since traffic cannot even go through the Alpine/Junipero Serra intersection when the lights are green. The entire area is a traffic nightmare. (Supervisor Horsley has photos)

Despite the above, this firm was also selected to consult on changes to the very dangerous Alameda/Santa Cruz corridor. They came up with plans that are not as safe as the plans presented by local residents, and again they made serious errors. In fact the work was actually done in detail by the neighbors. However, the BOS approved their plans, despite the fact that the firm showed no knowledge of how the corridor is used by the people who live there.

Basically KH seemed to have taken some textbook model with no reference to reality.

Second Point: This is a solution without a problem

Presumably no one at this firm lives in NFO and therefore has no knowledge of what the majority of people who do live there want. There is a *huge* difference between the South Fair Oaks area and the North Fair Oaks area. Most of the crime, alcohol problems, and gangs, occur in the NFO area around Middlefield Road, while the people who live in the area off El Camino have far fewer such problems. Before Caltrain fixed the fences, gangs would cross the RR tracks from the Middlefield area into the South Fair oaks area and there were a lot of gang problems, including shootings. Many feel that it is neither desirable nor necessary to have such a railroad crossing. There is access to ECR from Middlefield at 5th Avenue and RWC is making changes to the Woodside Road crossing. What is it that makes this crossing so vital? Middlefield has all the small businesses, the churches, the library, the medical center, schools, bus service, a little park, the community center, a multitude of restaurants and alcohol outlets, and to cap it all a brand new state-of-the art roadway with bike and pedestrian access. Plus RWC is considering a tram service along Middlefield. ECR on the other hand has virtually no small businesses, an auto store, large apartments, two memory/senior communities, an art store, a motel converted for the homeless, a huge hotel in the planning stages, an Italian pastry store, a horrendously dangerous and noisy road with no bicycle provisions, and very little pedestrian facilities, and a thoroughly inadequate bus service. The only possible draw might be the Target store. However, few people would go to Target on a bike or on foot.

BOTTOM LINE: In my opinion this is an utterly foolish waste of \$550,000 that could be better used on something else. Secondly, even if this project were to go ahead, IMHO, based on prior experience, Kimley Horn will not produce a competent product.

From: [Janet Davis](#)
To: [CMO BoardFeedback](#)
Subject: Item 27 BOS Mtg 3/8/22
Date: Sunday, March 6, 2022 9:22:42 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.

If Kimley Horn was the *sole* responder to the RFP this is a further indication that proposing the erection of a bridge over or under high powered electric lines for the railroad is a silly idea, especially given KH's pathetic prior performance with respect to Alpine Road and the Santa Cruz/Alameda corridor. Give the grant money back so that it can be used for a viable project!

From: [Janet Davis](#)
To: [CMO BoardFeedback](#)
Subject: Public Comment - Housing Element
Date: Monday, March 7, 2022 12:08:59 PM

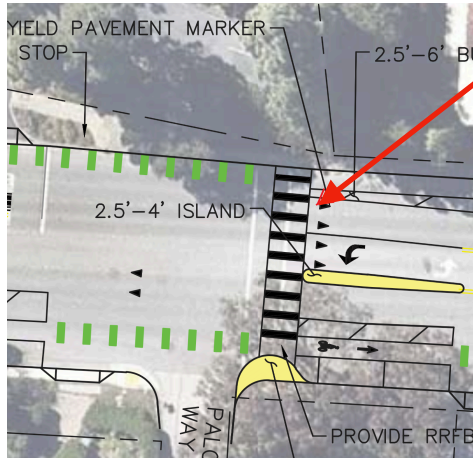
CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Portola Valley has *already had* 8 1/2 months of continual town community meetings, many community e-mails, constant committee activity, and significant outreach and involvement regarding public safety aspects of the Housing Element, and there have been multiple postings in public places etc. Even so, residents complain about lack of transparency, especially with respect to *already identified* potential lots for rezoning. Palo Alto and Menlo Park have had similar outreach. By contrast, the County of San Mateo, Planning Dept. has done absolutely **NOTHING** but post a "canned" questionnaire on its website. Presumably we can all look forward to a Housing Element effectively done behind closed doors with little to no public participation as happened previously. **This is an absolute disgrace.**

Ron Snow
SantaCruz/Alameda For Everyone (SAFE)
ronsnow@univpark.org
199 Stanford Ave
Menlo Park, CA 94025-6325 USA

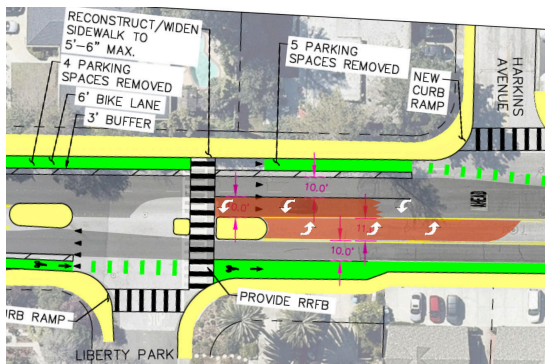
Direct: 650-949-6658

A Few Examples of Kimley Horn poor work quality



Kimley Horn's design of the Palo Alto Way crosswalk was amateurish. Note that the SB Advance Stop (shown as Yield Pavement Marker) is just inches from the crosswalk. No attention to the multilane threat that requires a much longer setback from the crosswalk.

While County PW later had KH increase the distance of the advance stop line from the crosswalk, it was just 20 feet, not enough to address the safety issue nor the multi-lane threat that has plagued this crosswalk.



The Alameda road design done by KH at Liberty Park is dangerous. It has a never used 4 lane construction - 2 travel lanes and 2 center turn lanes. Not seen anywhere we can find.

With the goal of creating a safer 4-3 road diet, this instead expands a 3 lane road into these confusing 4 misguided lanes. All done without any consideration for the geography of the road: It places obstacles inline with the travel path causing cars to swerve (or strike the obstacles); Does not consider the glare and lighting problems at this crosswalk used by students; It makes the crosswalk significantly longer when our safety goal is to make them shorter and safer.

Erroneous Data and Analysis:

KH has time and time promoted error riddled analysis. Stating that the Safety improvements we accomplished at the Y for NB Santa Cruz would hav created horrendous backups all the way back to Sand Hill, that residents would not be able to access their driveways. That did not happen, nor could it have happened. The community members invested an incredible amount of time showing how those KH numbers were not mathematically possible. The safety improvements showed not only was KH wrong, but traffic was substantially calmer, with less accidents, and significantly less chaos.

Lipstick on a Pig: One of the Most Serious!

KH's road design of the "Y" intersection at Santa Cruz Ave/Alameda is another example, but with so many errors and poor design that it can't be covered here. One element might point to the scope of the problem: With our road diet plan, we are removing 2 and 3 lanes from the road way at the "Y". That actually is removing from 25' to 35+' of width from the intersection, yet the KH intersection general design and footprint is the same as the current Y. KH keeps many of the dangerous elements that exist today. It doesn't address speed. It keeps the same problematic width. KH design keeps the 50mph designed slip lane and it's pedestrian safety is minimal. Given the opportunity to address the safety at this intersection, KH gets a grade of F.

Written Public Comments
for **Item No. 6**



EXECUTIVE COMMITTEE

SHERRI SAGER
Chair of the Board
Lucile Packard Children's Hospital Stanford

ARIANE HOGAN
Vice Chair
Genentech

ROBERT WEBSTER
Vice Chair
Bohannon Development Company

STEVE MINCEY
Past Chair of the Board
DES Architects + Engineers, Inc.

PAUL CASIAS
Vice Chair of Finance
My-Business-Advisor LLP

ELAINE BREEZE
Secretary
SummerHill Apartment Communities

ROSANNE FOUST
President & CEO
SAMCEDA

DIRECTORS

EMYLENE ASPILLA
San Francisco International Airport

FRANK BARTALDO
Heritage Bank of Commerce

NORMAN BOOK, JR.
Carr McClellan

KEN BUSCH
Sares Regis Group of Northern California

Carol Donnelly
Embarcadero Capital Partners

SHELLEY DORAN
Webcor

WILLIAM GRAHAM
Sequoia Hospital, A Dignity Health Member

GREG HURD
BKF Engineers

RICK KNAUF
Colliers International

SUNIL PANDYA
Wells Fargo

FRANK R. PETRILLI
Coblentz Patch Duffy & Bass

MARIO PUCCINELLI
Recology San Mateo County

NIRAJ SINGH
Kaiser Permanente

JONATHAN SCHARFMAN
Real Estate Executive

LUCY WICKS
Stanford University

EMERITUS ADVISOR TO THE CHAIR

T. JACK FOSTER, JR.
Foster Enterprises

March 2, 2022

Honorable President Don Horsley and Members of the Board of Supervisors
County of San Mateo
400 County Center
Redwood City, CA 94063

RE: *Anchor Framework Resolution*

Dear President Horsley and Members of the Board,

For seven decades, the San Mateo County Economic Development Association (SAMCEDA) has been a leading voice for the economic engine that is San Mateo County. SAMCEDA believes in the power of a strong economy driven by an appreciation of what that engine provides to our ecosystem on the Peninsula.

By working with employers of all sizes and industries, engaging with our public sector and our elected leadership, recognizing that we have 21 individual jurisdictions (20 cities and one county) and collaborating and communicating with the Chambers of Commerce, non-profit organizations and our educational institutions, SAMCEDA tackles the most difficult challenges through goal-oriented solutions.

SAMCEDA appreciates the opportunity to write in support of the proposed *Anchor Framework Resolution* that will be presented on March 8, 2022. SAMCEDA was first introduced and became interested in this *Framework* in late 2019, recognizing the role that our members play in the local economy as large employers. We invited San Mateo County Health to present to our *Public Policy Committee* in January 2020 on the *Anchor Institution Framework*. At the time of the presentation, the *Framework* was being utilized by the County Health Department and we commend the County for seeing the value in expanding it across the County institution.

SAMCEDA's mission to promote business issues that enhance and sustain the economic prosperity of our region and its local communities aligns with the key components of the *Anchor Framework* and we are pleased to offer our support and partnership on these efforts. Specifically, we see the *Anchor Framework* as another way to further our mission in the following ways:

- SAMCEDA is committed to supporting strong workforce development and fostering upward mobility for the workforce across all sectors. One of the key components of the *Anchor Framework* includes building personnel pipelines through inclusive hiring. By building these pipelines and reducing barriers to entry, more individuals can participate and benefit from the vast employment opportunities San Mateo County has to offer and in turn, strengthen our economy.
- SAMCEDA is committed to enhancing economic prosperity for all and believes that a healthy business community translates to a healthy community. The *Anchor*



EXECUTIVE COMMITTEE

SHERRI SAGER
Chair of the Board
Lucile Packard Children's Hospital Stanford

ARIANE HOGAN
Vice Chair
Genentech

ROBERT WEBSTER
Vice Chair
Bohannon Development Company

STEVE MINCEY
Past Chair of the Board
DES Architects + Engineers, Inc.

PAUL CASIAS
Vice Chair of Finance
My-Business-Advisor LLP

ELAINE BREEZE
Secretary
SummerHill Apartment Communities

ROSANNE FOST
President & CEO
SAMCEDA

DIRECTORS

EMYLENE ASPILLA
San Francisco International Airport

FRANK BARTALDO
Heritage Bank of Commerce

NORMAN BOOK, JR.
Carr McClellan

KEN BUSCH
Sares Regis Group of Northern California

Carol Donnelly
Embarcadero Capital Partners

SHELLEY DORAN
Webcor

WILLIAM GRAHAM
Sequoia Hospital, A Dignity Health Member

GREG HURD
BKF Engineers

RICK KNAUF
Colliers International

SUNIL PANDYA
Wells Fargo

FRANK R. PETRILLI
Coblentz Patch Duffy & Bass

MARIO PUCCINELLI
Recology San Mateo County

NIRAJ SINGH
Kaiser Permanente

JONATHAN SCHARFMAN
Real Estate Executive

LUCY WICKS
Stanford University

EMERITUS ADVISOR TO THE CHAIR

T. JACK FOSTER, JR.
Foster Enterprises

Framework supports this mission with its focus on establishing accessible purchasing systems through local sourcing as well as its focus on equitable place-based investing. Ensuring that all businesses within our community can succeed and are afforded access to opportunities, will only result in a stronger and healthier community.

Although San Mateo County is one of the wealthiest counties in the country, there remains much work to be done to ensure that every resident and business in San Mateo County can thrive and share in the overall prosperity experienced by so many. We believe that this framework will be a central component to that endeavor and look forward to supporting this work.

Best Regards,

Rosanne Foust
President & CEO, SAMCEDA