

## CEO\_BoardFeedback

---

**From:** Joe Totah <joetotah@gmail.com>  
**Sent:** Saturday, February 1, 2025 9:25 AM  
**To:** CEO\_BoardFeedback  
**Subject:** Dr. Phil on Sanctuaries

**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 Supervisors Corzo, Canepa, Mueller, Gauthier and Speier,  
Here is Dr. Phil McGraw addressing the deportations of illegal immigration criminals:  
<https://youtu.be/TYwlbOmzb8Q?si=MCyElTihzRWC3Ujq>

I would urge each of you to watch this. Those they are deporting are very bad people who cause harm to their own people and the American people. These include child molesters, those committing sexual assault, murder and everything in between. What they further point out is that by being a sanctuary county, you are further causing harm to the residents of our own county. While not all of the current Board is responsible for the sanctuary county, by not removing the sanctuary county, the current board is on the hook for putting the residents in danger. No doubt the order by the Trump administration will make us safer, but what is your agenda for protecting criminals? Please watch this, Dr. McGraw is very pro-immigration.

While this is not your issue since you can't do anything about this, I am 100% in support of a legal immigration program for unskilled workers. This is the right way to do this as we have many great people from all over the world who can contribute to our workforce. I am further in support of giving a pathway to a green card for illegals who have been honorable other than coming here illegally. As Dr. Phil states, we need immigrants, and I am right there with him. But supporting criminals is downright wrong and a huge majority supports the ICE removals regardless of political party. You are putting our citizens in harms way when you continue to affirm that sanctuary county policy. Don't you represent us?

One thing Dr. Phil points out is, why are you doing this? Why are you protecting these criminals? Wouldn't the beheading of San Carlos woman Karina Castro be enough for you to understand how bad this is (yes, the murder was an illegal)? How about all the rapes that occur because you are protecting these illegal criminals. One has to wonder what is going on that we don't know of for you to protect these illegal criminals.

Again, please watch Dr. Phil:  
<https://youtu.be/TYwlbOmzb8Q?si=MCyElTihzRWC3Ujq>

Thank you,  
Joe Totah  
San Mateo

## CEO\_BoardFeedback

---

**From:** Gerd S from RWC <gerdwithpulse@gmail.com>  
**Sent:** Friday, January 31, 2025 2:15 PM  
**To:** clerk@cityofsanmateo.org; planningcommission@cityofsanmateo.org; Senator.Becker@senate.ca.gov; prcommission@cityofsanmateo.org; sandicommission@cityofsanmateo.org; citycouncil@cityofsanmateo.org; CEO\_BoardFeedback  
**Subject:** Public Comment about Humboldt Bike Lanes  
**Attachments:** 20240408\_Where did Vera Bike Blvd go - RWCPulse.pdf; 20250126\_I have a Dream ... and San Mateo is creating a nightmare - RWCPulse.pdf; 20250128\_Why US Fire Chiefs say NO to Bicycle Boulevards - RWCPulse.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.

---

To clerk and staff: Please also add this email and attached PDFs into public comment of the next possible council meeting. No need for reading aloud, if San Mateo is doing such, just add it to public record please.

To the City Council of San Mateo,  
many opponents of the bike lanes are making one big mistake. They don't argue for more "parking", they argue **against** bike lanes.  
So it's not the arguments residents in a liveable community would make, this is the argument the car companies have been making for the last 100 years: "We don't want to share space".  
The Home/Car Owner Association (HCOA) also seems unwilling to compromise. The only thing acceptable is to go back in time and give every homeowner that one spot in front of their house back.  
Nothing else is acceptable.  
But going back in time isn't helpful either. Before the project was implemented many residents shouted: **We do NOT have enough parking in this neighborhood.**  
So even taking down the lanes now and going 2 years back in time, the city would just arrive at the same outcome: **We do NOT have enough parking in this neighborhood.**  
So two years of wasting time and money would essentially lead to: **No progress has been made.** That would be an embarrassment to this city council and all San Mateo Democrats.

### **Bike Lanes MUST stay**

The council really has no real leeway here. North Central has been declared a **County Equity Focus Area**. The city itself called it **Equity Priority Area**. MTC calls it **Community of Concern**.  
The explanation behind these names is simple: **if children and families in affluent neighborhoods in Berkeley, Menlo Park, Alameda, Emeryville, etc deserve real bike lanes, then this must be even more true in low-income, equity focus areas like North Central.** That is called Transportation Equity and Diane Papan, Rich Hedges and various other council members signed off and ratified it for the foreseeable future.  
If you want to change that, this city council needs to create and ratify new plans or portray the image of people that can't read and follow a few simple plans.  
Currently these bike lanes fulfill very public promises made in all these plans:  
- C/CAG Equity Action Plan ( <https://ccag.ca.gov/plansreportslibrary-2/equity-framework> )  
- San Mateo's Strive General Plan 2040 created with "the extensive input of 6,000 San Mateans" ( <https://strivesanmateo.org/general-plan-2040> )  
- Board of Supervisors "Shared Vision 2025" about livable, healthy, sustainable communities. ( <https://www.smcgov.org/bos/shared-vision-2025> )  
- Superior Court of California Civil Grand Jury Report 2022: "Making Bicycling Safer in the County" ( <https://sanmateo.courts.ca.gov/system/files/grand-jury/2023bikesafety.pdf> )

- YIMBY Action: High-Density Housing requires High-Density Transportation Options first. The best, cheapest, fastest high-density transportation options known to traffic engineers are bike lanes and bus lanes. That's it. Nothing else works as well.

I recommend reading all these plans - they are already paid for and ratified. No additional "studies" and "research" or "outreach" - where only the "plight of the loud car-owners is heard. 6,000 San Mateans already said "build bike lanes". North Central bike lanes are basically a referendum on your city manager Alex Khojikian, if he can execute a simple plan. It is also a referendum on the county's Chief Equity Officer, the county's Office of Sustainability, on all San Mateo Democrats.

To quote your own Climate Action Plan:

**"Additional bicycle lanes:** San Mateo published the 2020 Bicycle Master Plan, which proposes the development of **an additional 45 miles** of bicycle lanes to achieve **a target of 101 bicycle lanes citywide**.

Improved bike infrastructure and increased connectivity of the bicycle network can reduce VMT as residents are encouraged to replace vehicle trips with bicycle trips. Since its publication, approximately 6 miles of bicycle lanes have been completed."

According to that quote you have 6 miles of measly bike lanes and instead of adding on 45 miles, your city manager wants to take away 1.6 miles of bike lanes, correct?

**In order to improve equity, you actually have to improve equity.**

The wrong decision and the whole world will learn if San Mateo Democrats really do understand Equity or if you really just have been 'virtue signaling' the whole time.

I give you a famous example of one city that is trying to take away bike lanes: Toronto.

First, this is why taking away bike lanes makes everything worse: [https://youtu.be/LE416\\_TBsM](https://youtu.be/LE416_TBsM)

Doug Ford about bike lanes: <https://www.youtube.com/watch?v=Qs0lWS4O7x0>

Doug Ford Law: <https://www.youtube.com/watch?v=KgFCQ7jEZxl>

Doug Ford's Bill: <https://www.youtube.com/watch?v=8-1vT0TmQjs>

I recommend the council against becoming the Internet's next Doug Ford: <https://www.youtube.com/watch?v=PF86-uOAS4U>

### **Proposal "Sharing the Road" - Part I**

Humboldt Street bike lanes are part of all these plans and they work already. They made the street and neighborhood safer already. They provide safer options for people that can't or don't want to drive. It's basically an ADA requirement these days to have multimodal lanes (bikes, scooters, wheelchairs, knee scooters, jogging strollers, even people with walkers prefer bike lanes over crooked sidewalks). This is what **Transportation Equity** and **Vision Zero** is all about. Let's compare that to **Redwood City**, which hasn't created any useful new bike lanes since 2016. What they did however was implementing miles and miles of **"Share the Road"** experiments and **"Traffic Calming"**. You would think Alex Khojikian has experience now with "Bike Boulevards", "Bike Routes", "Slow Streets", "Sharrows", "Traffic Calming" and such. But all his projects have failed. Not one "share the road" or "traffic calming" experiment in Redwood City led to a "Complete Street". Not one satisfies "Vision Zero" or "Sustainable Safety" requirements. Not one is ADA compliant or suitable for children or senior citizens. And since not one made any street safer, they are all very costly failures. Drivers don't like them, they don't want to share, which has led to much honking and many more road rage incidents. People riding bicycles already don't like them. And people that would want to ride bicycles aren't persuaded, which means none has led to a reduction in VMT.

As Redwood City's expert in all things Schools and Transportation, I will attach a few peer-reviewed blog posts I wrote for the local newspaper of record and here are links to many more.

- [List of organizations asking for bike lanes](#)

- [A Tale of Two Bicycle Cities](#)

- [Where did Vera Bike Boulevard go?](#)

- [Blog: Why US Fire Chiefs say NO to Bicycle Boulevards](#)

- [Blog: I have a Dream ... and San Mateo is creating a nightmare](#)

"Bike Boulevards" are an inside joke in this county's traffic departments. **Not even one city in America** has ever achieved bike mode share (BMS) increase or vehicle miles travelled (VMT) decrease through "Share the Road" experiments - none. Some of the cities that tried have switched to replacing them with real bike lanes. As your own **Climate Action Plan** states, only real **bicycle lanes** can lead to VMT reduction.

### **Proposal "Sharing the Road" - Part II**

As an avid driver myself, I can assure you I don't want to share the road with people on bicycles either. No driver in San Mateo, in the Bay Area, anywhere in America wants to "share the road" with anyone. Drivers complain when people drive 65 mph in the fast lane on a highway. Why would they be happy to drive 5mph behind children or senior citizens on "Bike Boulevards"?

The people proposing "Sharing the Road" are also the ones that would honk first. And they are the ones that want to "Own and Occupy Humboldt Street" for themselves. They do not want to share, they want to own:

- [The Big Bikeway Bluff](#)
- [The Bigger Bikeway Bluff](#)

### **Streets are made for Transportation - not private car storage**

Street space and therefore street capacity is worth thousands of dollars in this area. Here are a few road capacity numbers:

Capacity 10ft driving car lane: 1,000-2,000 vehicles per hour in one direction.

Capacity two 5ft bike lanes: 6,000-8,000 bicycles going both directions

Capacity 8ft storage lane: 1 car every 72 hours.

You see how private storage is extremely expensive and wasteful. Parking lanes are creating congestion, bike lanes are improving congestion. We need more bike lanes and less on-street free car storage..

### **More Information:**

- [Squatters, Rankers, and Dead Parkers](#)
- [RIP or RSVP to Parking](#)

### **Transportation Equity**

"Transportation Equity" ends with car ownership, once you own a car ... congratulations you made it. If low-income neighbors own too many cars, they can also own several cheaper cars and pay for their parking or walk a little. But it's usually not the low-income population that owns too many cars. And there are way too many high-end vehicles (Audi, Lexus, Tesla, Acura, ...) on Humboldt Street to make this a low-income equity issue about "private vehicle storage". So let's stop the sob stories and get real. Alex Khojikian and his team need to ramp up enforcement and install a permit system here. These high-end cars would disappear first or owners would pay for the luxury to park right in front of their home. Problem solved and the city could use the additional income to lower fees on other essential services like garbage or sewer rates, etc. Old, poor widows could offer empty garage or driveway spots through apps like [neighbor.com](#) and make some income. Now that is progress and that is equity.

Best Regards,

Gerd Stieler

Redwood City's School and Transportation Blogger

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



## PEEKING AT PLANS

**Blog: Why US Fire Chiefs say NO to Bicycle Boulevards***Ever heard of Move Over Laws, “Blockers”, Personal Protection Equipment?*by Gerd Stieler  
January 28, 2025 9:02 am

If drivers overlook the big red thing, how is the cyclists supposed to have a chance? Courtesy: Gerd Stieler

If Redwood City's new **fire chief, Baraka Carter**, is knowledgeable about data and statistics, he must advise against Redwood City's "Bicycle Boulevards" and recommend actual bike lanes instead. And so would any fire chief in California, where "sharing the road" experiments are plentiful.

**Can “Sharing the Road” experiments be made safe?**

"Bicycle Boulevards" are one big part of the **Big Bikeway Bluff**. That is what city managers do when they update the marketing material about "Transportation, Children, and Youth" but accidentally forget to do the real thing. As far as bicycle con-jobs go, "Bicycle Boulevards" play one league above "Bike Routes", "Slow Streets", and "Sharrows". And mainly because the name has a nicer ring to it. "Boulevard" sounds like a quiet, tree-lined street without air pollution. Portland calls the same thing "Neighborhood Greenway" to play with the tree theme as well. I have to admit, it is a very clever and sophisticated con, and it runs very deep. It is running for over 40 years now and counting.

But in the end, all these different names stand for the exact same result: no bike lanes for children, no space for older citizens, and no safety for people with disabilities. Instead, they are just mixed in with 4,000 lbs. vehicles on 30 mph, car-lined streets. So the big question still remains: could "sharing the road" ever be made safe?

That is a clear "No" from Vision Zero, which requests separating speed and power. That is a clear "No" from "Transportation Equity," which requests more bike lanes coming to low-income neighborhoods. That is a clear "No" from any organization that has ever asked for bike lanes. In fact, no organization ever asks for more "Bike Routes" – everyone wants real separation and actual bike lanes.

And yet it's US bicycle advocacy groups – like **The League of American Bicyclists (LAB)** – that will tell people on bicycles that they are safe as long as they follow these rules:

- Ride like a vehicle
- "Take The Lane"
- Dress like a Clown
- Always wear a bicycle helmet

Statistically, this kind of advice is killing several hundred Americans each year. And since any real bicycle advocacy group will recognize this as bad advice, we can say something seems very off with LAB. Organizations like these have money, people and resources to develop better policies. In fact, much better information is available for free through many research projects done by different universities. ... or we could just ask any knowledgeable Fire Chief.

**US Fire Departments teach us “Take The Lane!” is really bad advice**

“Over a five-year period, nine Irving [fire] apparatus were struck while blocking at roadway incidents. Two of those [firetruck] vehicles, including Ladder 52, were totaled.” [2019 Irving]

In case of emergencies, fire departments would use their fire trucks as a way to block off the street. Basically, the fire trucks are “Taking the Lane” to secure the firefighters and others. In the transportation world there is nothing bigger, brighter, and more visible than a bright yellow or red fire truck with its flashing lights on. And yet, in 2019, an estimated 2,500 vehicles crashed into these “blockers” that are “taking the lane” to protect fire crews. That is 6.8 crashes daily or 16% of all fire truck collisions. **Tesla's vehicles** seem to have an especially bad relationship with fire engines. They constantly run into them. Who would want children riding in front of such technology?

“Emergency responders are trained to be extremely careful and vigilant in transport and when responding to roadside incidents... Despite these precautions, however, the rate of these collisions in recent decades has remained relatively unchanged, with fatal consequences.”

So if “Taking the Lane” and “Sharing The Road” are demolishing 2,500 parked fire trucks and countless more emergency vehicles, why would any city manager in San Mateo County assume this to be safe for children? Why would any respectable bicycle coalition recommend “sharing the road” experiments?

**How about “Wear Clown Gear” and Helmets**

Apparently, in 2022, vehicles struck and killed ca. 50 first responders. These are often large individuals dressed in bright gear with reflective material all around. They have better helmets than most children on bicycles would have. And yet, they have to be afraid of being overlooked, injured, or even killed by speeding, distracted drivers. They also know their *pedestrian helmets* make little difference when hit by a car.

We already talked about the statistics behind **bike helmets** and also the real intent of pushing for **bike helmets**. Just like bike helmets, firefighters use hard hats, not real ones. Hard hats protect you from falling debris or hitting your head at low-hanging objects. They offer, however, no protection against cars or trucks. It is ridiculous to argue that a 1-inch foam-based crumple zone protects firefighters or children from a 4,000 lbs. vehicle going 30 mph. No crash test dummy has ever survived such an impact. No agency is sacrificing expensive crash test dummies for tests where the outcome is predetermined. These companies value their crash test dummies more than cities value their children in San Mateo County.

## Move Over Laws

100% of states have Move Over Laws now. However, 33% of US drivers have no clue what that is.



Apparently drivers crash into 2,500 of these every single year. Courtesy: Gerd Stieler

A few statistics first:

- Over 12,000 roadway responses occur every day in the United States.
- Over 12,000 times per day, US emergency responders are under the threat of drivers hitting, clipping, or colliding with them as they drive by.
- The cost of all emergency vehicle crashes (including fire, police, and ambulance) in the U.S. is estimated at \$35 billion annually.
- 2020: ca 15,675 fire department vehicles were involved in traffic accidents, resulting in 550 firefighter injuries and seven firefighter fatalities.
- Yearly averages of emergency responders struck and killed on the side of the road: around 10 are in law enforcement, 4 in fire and rescue, and 40-50 are tow truck operators.
- 10% of all drivers polled admitted they have come very close to clipping a first responder or their equipment.
- “19% of drivers admit their own inattentive driving has probably put first responders at unnecessary risk.”
- “89% of drivers say they believe distracted motorists are a major source of risk to first responders.”

“Sadly, 49% of survey respondents said possibly being struck by a vehicle is ‘just part of the risk’ of being a first responder.” [Ouch!]

You might wonder: Is being hit by a car regarded also ‘just part of the risk’ of riding a bicycle in a “shared road environment.”

Answer: You bet it is. In fact, if you sue the city, the city attorney will make the exact same argument.

In a now famous case reported by **Embarcadero Media** – former 49er and Raider coach Greg Knapp was killed while riding his bike in San Ramon. The family is suing the city. This is what their defense attorneys were saying: “*Gregory Knapp acted with knowledge of all the facts and circumstances surrounding his injuries and assumed the risk of the matters causing the injury.*”

No city, no city council member, no city manager, and no traffic engineer will take responsibility for anything that happens due to subpar infrastructure. They will tell you it’s safe. But it’s not them taking the risk, and it’s not them taking responsibility either. It’s basically the government’s version of “The Coward’s Way Out” – which is why the family will win this case.

## And now back to our regular scheduled programming ...

Emergency responders have discovered that they are not even safe on a separate lane like a shoulder. Along many local streets and highways, cars are driven too fast and too distracted. No personal protection equipment (PPE) in the world protects anyone from a car driving 25 mph or faster. And on highways – where distracted and speeding drivers go >65 mph – more separation is required. These drivers even overlock flashing police cars, yellow tow trucks or fire engines. That is why all 50 US states now have Move Over Laws, which “*requires motorists to change lanes and/or slow down when approaching an authorized emergency vehicle that is parked or otherwise stopped on a roadway.*”

Just as (real) bicycle advocates have asked for protected and separated bike lanes, emergency responders have asked to implement Move Over Laws. In their case, lawmakers complied, while similar laws for people on bicycles are usually struck down – especially in “virtue signaling,” “green” California.

## In the Case US Fire Chiefs vs. The League of American Bicyclists (LAB)

Regarding advice to “**Ride like a vehicle**,” the fire chief witness says, “NO.”

Emergency Responders are driving actual vehicles and have a preference in terms of the right of way. They still get in thousands of collisions, causing billions of dollars in yearly damages.

Regarding advice to “**Take The Lane**” the fire chief witness says “NO”.

If 2,500 drivers can’t see huge fire engines parked as “Blockers,” how can anyone make the case that a small child on a bicycle is safe to do the same?

Regarding advice to “**Dress like a Clown**,” the fire chief witness says, “NO.”

Drivers have something called “tunnel vision” or “selective attention”; they only see what they want to see. The opposing force is called ‘object fixation, which is when a driver crashes into what they are looking at. ‘Object fixation’ is why 50 states have Move-Over-Laws now to create separation. So “dressing like a clown” could make people more visible, but still puts them in more danger due to ‘object fixation’. People on bicycles need more separation as well.

Regarding advice on “**Bicycle Helmets**,” the fire chief witness says, “NO.”

Underwhelming Personal Protection Equipment (PPE) like hard hats have absolutely no chance against 4,000 lbs. vehicles. Only “**Transportation Clowns**” think otherwise.

## Conclusion

We have seen that “taking the lane” is highly dangerous to first responders. It is proven that Personal Protection Equipment (PPE) does nothing to protect against vehicle collisions. There are huge risks for first responders when operating around traffic. To protect them, they can hide behind million-dollar “blockers.” And 50 US states have laws to help emergency responders with the safety of separation through Move Over Laws. And still, these first responders are taking immense risks and are in constant danger. People on bicycles should not be expected to endure the same risk and danger.

California lawmakers need to do better and finally outlaw “sharing the road” experiments that even seem too dangerous for our first responders.

## Why fire chiefs always embrace bike lanes

In a future blog, we will be talking about the three worst enemies of every fire chief:

- Speeding Cars – those are the ones causing collisions.
- Driving Cars – those are the ones killing first responders.
- Parked Cars – those are the ones blocking fire lanes and hydrants.

Bicycles and bike lanes, on the other hand, are helping to reduce many of these risks and problems. That is another reason why any solid fire chief would recommend actual bike lanes.



These bike lanes also protect the first responders from being hit by cars. Courtesy: Gerd Stieler

### More Information

- [Firetruck Collisions](#)
- NSC: [Drivers even more distracted by Emergency Vehicles](#)
- Federal Highway Administration: [Move Over Laws](#)
- [Youtube: Tesla hits Walnut Creek firetruck](#)
- [Youtube: Driver slams into fire engine](#)
- [Youtube: Licking Township fire truck crash](#)
- [Youtube: First Responders Hit](#)

***Editor's Note:** The views and opinions expressed in all blog posts are those of the authors and do not necessarily reflect those of the Redwood City Pulse or its staff.*

## PEEKING AT PLANS

**Blog: I have a Dream ... and San Mateo is creating a nightmare***Sadly my Dream isn't shared by the County of San Mateo or the San Mateo City Council.*

by Gerd Stieler

January 21, 2025 11:06 am Updated January 24, 2025 11:09 am



Lorraine Motel in Memphis. Courtesy: Gerd Stieler Credit: Gerd Stieler

It's Dr. Martin Luther King Jr. week, a great time to talk about education and Safe-Routes-To-School. Last week, we discussed that **"School Choice"** has nothing to do with educational opportunity but was born out of all kinds of ulterior motives. This week, we do a reality check on our county's Democrats. Have they been using "Equity" mostly just in pre-election slogans, or can they actually follow through after election season is over?

We will be talking about "Safe Routes To School" and "Slow Streets," but most of all, we will be talking about the equity problem of "Bicycle Boulevards."

| *"The time is always right to do what is right."* [MLK]

**Time to get your program and your popcorn; this is a Drama in Four Acts.**

**Act 1: C/CAG is sharing the Dream**

| *"The function of education is to teach one to think intensively and to think critically. Intelligence plus character – that is the goal of true education."* [MLK]

In 2023, San Mateo County politicians were introduced to The Dream. They were taught how their old ways were rotten and that they had to change. Apparently, the politicians that were summoned to take the equity training were Diane Papan, Gina Papan, David Canepa, Lisa Gauthier, Davina Hurt, Karen Cunningham, John Goodwin, Stacy Jimenez, Christine Krolik, Alicia Aguirre, Michael Salazar, Adam Rak, Rich Hedges, Warren Slocum, Mark Nagales, Rico E. Medina, and a few more. It is unclear how San Mateo's City/County Association of Governments (C/CAG) decided that these people need the training. However, in the end, those students were explicitly mentioned in the disclaimer. We can also assume the framework has been read and ratified by all members of C/CAG, all city managers, all city council members and all San Mateo Democrats until an opposing paper with opposing views is ratified next time. Without this process, the Equity Framework wouldn't be worth [the paper it wasn't printed on](#).

**If any of the old and newly elected San Mateo County Democrats want to speak out against Equity ... speak now or forever hold your peace.**

**Question: Can you explain the plans behind Transportation Equity again?**

That is what this blog is for. So, after years and years of shirking the topic, the County finally took on the challenge of Equity and deserves our praise. Let us all look at the history of systemic racism in this county and how our county leaders are reckoning with said sad history.

| *In San Mateo County and across the nation, people of color and other underserved and underrepresented populations have and continue to face persistently unequal economic, health, and quality of life outcomes. Public and private institutions have historically contributed to these inequities through laws, policies, investment decisions, and other actions. C/CAG is taking steps to address Equity issues in San Mateo County.* [C/CAG]

**Can I get a Hallelujah for C/CAG, "historical inequities," and "taking steps"?**

| *"Equity entails removing systemic barriers and providing customized forms and levels of engagement and support for underserved and impacted communities to remedy past harms and underinvestment."* [C/CAG]

**Can I get a Hallelujah for C/CAG and "systemic barriers"?**

| *"C/CAG's project team conducted **Equity Focus Area (EFA)** mapping and data analysis based on C/CAG's program area themes, to identify social, economic, environmental, health, and quality of life inequities in the county"* [C/CAG]

**Can I get a Hallelujah for "Equity Focus Areas"?**

| *"My community has been underserved and neglected. We don't have any public parks. We don't have bike lanes. The lighting is scarce, and some streets are extremely dark at night. Sidewalks are non-existent in some streets. The community is dissected by two train tracks, therefore divided by those and other physical divisions."* [EFA Leader]

**Can I get an extra loud Hallelujah for "bike lanes in underserved and neglected communities"?**

Now we are all finally on the same page about the fact that Equity requires bike lanes in Equity Focus Areas. Amen. It looks like the County of San Mateo is finally getting it together and is really serious about equity – starting now!  
... wait, wait. **Starting now!**

**Act 2: Alexander von Humboldt comes on stage**

While the county was still working on an Equity Framework benefitting the Equity Focus Area (EFA) called the North Central neighborhood, San Mateo was prepared and pushed ahead. Mayor Rick Bonilla and his staff used grants from the U.S. Department of Housing and Urban Development (HUD) to undo some of the injustices done to North Central by previous city councils. In the racist past of this county, money from grants like this would often go to inner-city highways, jails or parking lots. But not this time. This time, the city promised to install bike lanes on various streets, most prominently on Humboldt Street. North Humboldt Street leads to several schools and connects this neighborhood through the 3rd Avenue bike lanes to recreational opportunities along the Bay. San Mateo's Sustainability and Infrastructure Commission also endorsed this Safe-Routes-To-School project. The commission cited the health, safety and environmental benefits for the neighborhood. So, basically, it is all the good stuff we would expect from a solid bike infrastructure project.

Nothing is controversial about better health, better education, less car violence, more safety, less air pollution, less congestion, and environmental benefits for low-income children, at least not for your average liberal San Mateo Democrat. So, in the end, then-Mayor Rick Bonilla pushed it through the council with a vote of 3:2. The two council members opposing equity for an Equity Focus Area (EFA) were council members Amourance Lee and Diane Papan – which might have been the reason Diane Papan received the special C/CAG equity training in the first place.

| “*Our lives begin to end the day we become silent about things that matter.*” [MLK]

Anyways, in the end, three city council members did what was right and expected of them, and Humboldt Street in the North Central Equity Priority Area got the long-promised safety upgrades. The kids finally received their equity bike lanes.

**Question: Can we quickly dive into the Equity Framework, please.**

Oh, sure, we can do that. So, according to C/CAG and the County Board of Supervisors, San Mateo County has several Equity Focus Areas (EFA). The North Central neighborhood is certainly one. Redwood City along El Camino Real and Woodside Road is also one. Big parts of North Fair Oaks, East Menlo Park, and East Palo Alto are also there. All these areas are along the 101 highway and have to deal with more car violence, more noise pollution, more air pollution and therefore higher rates of childhood asthma than other neighborhoods. **Anybody attacking those areas is basically attacking Equity and promoting what is known as Systemic Racism.**

All C/CAG politicians and city councils were introduced to all the numbers and were made aware of this injustice. And, of course, every present and future council member has promised to remedy this bad situation driven by systemic racism in our city halls – at least during election season, they did.

So, what qualifies a neighborhood to become an Equity Focus Area (EFA):

- Zero-Vehicle Households (15% threshold)
- Low-Income (28% threshold)
- People with a Disability (12% threshold)
- Seniors 75 Years and Over (8% threshold)
- Single Parent Families (18% threshold)
- Limited English Proficiency (12% threshold)
- Rent-Burdened Households (14% threshold)
- People of Color (70% threshold)

From that, we can tell that the North Central neighborhood has many low-income households with no car access. There are plenty of people with disabilities and seniors who can't or shouldn't drive anymore. EFA means that rent-burdened households, seniors with little retirement savings and single-parent families deserve better alternatives so they don't have to waste all that money on vehicles.

Why this last part is so essential becomes more apparent once you consider today's cost of owning and driving a car. A new car costs on average >\$50,000, a used car >\$30,000 and insurance in California is on average >\$2,300, with another adjustment coming from SB1107. The yearly cost of owning a car is now >\$12,000, and the per-mile cost easily exceeds \$2 for many models (source: AAA).

So just to make sure everyone gets the message: **Equity Priority Areas (EPA), Equity Focus Areas (EFA), Community of Concerns (CoCs)** – and whatever new names and definitions the county can invent for this – require and deserve bike lanes.

**Act 3: San Mateo County is still creating the same old nightmares**

Of course, the report and the training happened way back in 2023 and before the elections. Let's see if Equity is still in 2024 and after the election. So 2024 came and went, and just when the year changed to 2025, city manager Alex Khojikian and the San Mateo city council made the New Year's resolution to put more equity focus on the Equity Focus Area of North Central. Unfortunately, they are using the reverse psychology story again. They are walking back equity like they did with the infamous **Equity HOT Lanes**.

Our streets are made for Transportation. That is why San Mateo's municipal code requires 2-4 spots for cars in garages and driveways. But instead of enforcing the rules, the city manager shirks his responsibility and takes the easy route. He thinks it's OK to take valuable transportation space away from children and give it to the violators with cars. He wants to use more gas tax dollars to subsidize private car storage of a Home/Car Owner Association with too many cars.

| “*I have a dream that my four little children will one day live in a nation where they will not be judged by the color of their skin but by the content of their character.*” [MLK]

In America, this kind of behavior is called Systemic Racism in Urban Planning – you know, the thing these guys promised in 2023 to never, ever do again. Plenty of solutions would focus on the bike lanes and compromise between parking and driving lanes. What makes it very questionable is that the city manager and council did not make any strides even to consider any of those solutions. No, they seem to be aiming right at school children and working-class people and with no sign of any remorse or ethics.

**Act 4: What actually is Alex Khojikian proposing?**

Alex Khojikian is proposing the same failed infrastructure that he proposed as assistant city manager here in Redwood City. He is running the same Big Bikeway Bluff city manager Melissa Stevenson-Diaz has been pulling off in Redwood City. Redwood City's "solutions" come with nice names like "Slow Streets" (without making them slow), "Bike Routes" (unsuitable for children or older cyclists), and "Bike Boulevards" (that have zero benefits for cyclists). But these solutions never provide more safety.

So we in Redwood City already know that what Alex Khojikian is proposing is not safe for children.



# Safety of Bike Facilities



Walk Bike Cupertino agrees: Class III lanes (Bike Boulevards) offer no protection at all and Class IV lanes and Class I trails offer the most.

Any responsible city manager would aim toward the right side of this picture. That is what America's Bicycle Capital has been doing for 50 years. That is what Europeans and their Vision Zero plans are suggesting as well. Now, when a city manager moves to the left side of this picture – there is a name for that. Whenever children in a low-income neighborhood are concerned, going left is what America calls Systemic Racism in Urban Planning. We have seen this kind of behavior in Redwood City on **Vera Avenue Bike Boulevard** and **Roosevelt Avenue Bike Route**. In both cases old plans showed bike lanes and cycle tracks, but in the end all the kids got were “sharrows” aka “sharing the road” aka “non-infrastructure” aka “not safe” aka “systemic racism”.

## The only viable “Bicycle Boulevard” in all of America ...

... is currently in Berkeley. Not on Bryant Street in Palo Alto, Morro Street in San Luis Obispo, Silver Avenue in Albuquerque, or Berkeley.

Google Maps shows the intersection of two Berkeley Bike Boulevards. Both have bike lanes, both streets have only one parking lane, and there is plenty of high-density housing in this area, too. High-density housing requires high-density transportation options like these bike lanes.



source: Google Maps (<https://maps.app.goo.gl/kMXersWEyXCGeMuF9>)

After years and years of experimentation, Berkeley finally got smart and found the only solution to making their “Bike Boulevards” viable. At the intersection of Milvia Street and Channing Way, we see two Berkeley Bicycle Boulevards, and both have nice green bike lanes now. We can see a mix of classes II, IIb, and IV, but no class III anymore. Berkeley recognized that they had to move more to the right side of the Cupertino chart to be safer.

## Let's repeat that: only real bike lanes work!

If Berkeley is saying that affluent school children and college students deserve bike lanes to be safer, then the County Board of Supervisors (BOS) should make that a county-wide rule.

“I have a dream that one day this nation will rise up and live out the true meaning of its creed: ‘We hold these truths to be self-evident, that all men are created equal.’ [MLK]

## Would the Good Reverend be happy with San Mateo?

Q: Would the Good Reverend be happy with C/CAG?

A: He would agree that Equity Frameworks mean nothing if they are not lived and enforced.

Q: Would the Good Reverend be happy with the County Board of Supervisors (BOS)?

A: He would agree that if BOS can attack a supposedly independent Sheriff, why not go after systemic racism committed by city managers?

Q: Would the Good Reverend be happy with the City of San Mateo?

A: This depends on Vision Zero city sides with the children, their bike lanes, the rich Home/Car Owner Association (HCOA), and their private car storage.

## ... To Be Continued

This is a watershed moment for San Mateo Democrats. Let's take a breather and let's see how this is developing in February.

## Actors to watch on the city council of San Mateo:

- Mayor Rob Newsom Jr.
- Deputy Mayor Adam Loraine
- Lisa Diaz Nash
- Nicole Fernandez (newly elected)
- Danielle Cwirko-Godycki (newly elected)



Actors to watch on the Board of Supervisors:

- David Canepa (Board President)
- Noelia Corzo (Vice President)
- Ray Mueller (from Menlo Park – a rich community where leaders did provide bike lanes for children from affluent families)
- Lisa Gauthier (newly elected from East Palo Alto – an EFA where leaders did not provide bike lanes for children from low-income families)
- Jackie Speier (newly elected)

“In order to improve on Equity, you actually have to improve on Equity”  
[Zarathustra]

More Information

- [C/CAG's Equity Action Plan](#)
- [C/CAG's Equity Framework Report and Training](#)
- [C/CAG's reverse equity story about HOT Lanes](#)
- Blog: [Squatters, Rankers, and Dead Parkers](#)
- Blog: [RIP or RSVP to Parking](#)
- [Some history of “Bicycle Boulevards”](#)

*Editor's Note: The views and opinions expressed in all blog posts are those of the authors and do not necessarily reflect those of the Redwood City Pulse or its staff.*



Blog: The Big Bikeway Bluff

PEEKING AT PLANS

# Where did Vera Bike Blvd go?

... or how the “Mother of all Bicycle Boulevards” got US into this mess

by Gerd Stieler  
April 29, 2024 10:43 am



Listen to this article now

10 10 1.0x

00:00

13:16



Vera Bicycle Boulevards right at the Red Morton Veterans Memorial Building / Senior Center (April 2023). (Courtesy: G. Stieler)

“What is the only difference between a Bike Boulevard and a regular street? Hopefully there are fewer cars to honk at you.” [Zarathustra]

## What happened to RWC’s first Bike Blvd?

While investigating the plans of this project from 2010, this **Signature Project** of our Transportation Advisory Committee (TAC), the **Original Slow Street**, the core achievement of RWCMoves, WalkBikeThrive and Vision Zero, the **Community Benefit** of both the Elco Yard and **Sequoia TOD** project, the **First Safe-BikeRoute-To-School** ever, I noticed this award-winning project does not even exist.

My sources tell me it was closed off a few months (or years?) back to build the Red Morton Senior Center, and apparently, nobody noticed. There was no huge public outcry, nobody spoke at the city council, no discussion on social media, and no signs pointing to “Road Work” or “Detour.” The project simply just vanished. So I’m very sorry, but there is no Vera Bicycle Boulevard to talk about now.

“Berkeley’s bike boulevards are fictions.” [BerkeleySide 2019]

Last week, I focused on why the Last Generation and everybody else needs bike lanes. The missing Vera Bike Boulevard gives us a chance to find out what or who got us into this whole ***Bicycle Boulevard*** and ***Slow Street*** mess in the first place.

“Don’t call this a ‘bike boulevard’. It’s actually about automobiles — like everything else in America, the only and last civilization on earth built entirely around the automobile.” [Urban Milwaukee 2017]

## The Invention of the Bike Lane

Germany invented the bicycle in 1817 (Karl Freiherr von Drais), the automobile in 1886 (Carl Benz and Gottlieb Daimler) and by 1893, they had bike lanes so motorists could go faster. The Dutch took those bike lanes and improved on the concept. By the 1930s, they started focusing on the safety of people riding bicycles. While the German motives might have been more car-centric and the Dutch looked more people-centric, in the end, the separation benefited everybody.

“And God looked at all the things they made, and behold, it was very good.”

## The “Un-Inventioning” of Bike Lanes

A few British cyclists thought they were smarter by pooh-pooing this separation. In the early 1930s, the UK also had millions of people on bicycles who would have benefited from bike lanes as well. However, UK bicycle elitists invented “bicyclism” mostly to make money. But they also didn’t want to share narrow bike lanes with the slow-cycling “riff raff.” Together with traffic planners and city builders, they came up with the idea of calling bicycles “vehicles” and pushing them onto regular streets. Through this marvelous idea, these elitist cyclists would own the biggest “bikeway network” in Europe and do it in the fastest possible time.

A small California university town in the US looked at the Netherlands and liked it very much. However, a British subject named John Forester introduced Palo Alto to the UK version, and Palo Alto liked their version better. All Palo Alto had to do was invent the “**Share the Road**” sign and call themselves ***California’s Bicycle Capital***. Many other US cities looked at Davis and Palo Alto, saw Davis’ version was better, but Palo Alto’s version is easier ... and chose Palo Alto’s version. There was just one problem with that approach. British and Americans on bicycles kept dying at a higher rate than people in those other countries.

“And God looked at all the things they made, and behold, this did not look good.”

## The Emperor wears Clown Gear

All these injuries and fatalities did not mean these guys would acknowledge Davis-style bike lanes as the solution. Instead, these cyclists in the UK, The Commonwealth, and the U.S. kept doubling down on all kinds of nonsense, like ...

- **The Big Bikeway Bluff** – where “traffic planners” made Class III the rule instead of the exception
- **The Magical Bike Helmet** – an 1-inch plastic crumple zone that protects cyclists from 6-ton vehicles.
- **Bicycle Education For Adults** – I believe they teach “duck, cover and roll.”
- **Clown Gear** – is ideal for victim shaming. We laugh if you wear it and about you, if you don’t.
- **Disco Flashing Lights** – in honor of the Bee Gees.
- **The Bicycle Horn** – or you just keep shouting at cars, “On Your Left!”
- **Traffic Calming** – how about if we use slow cyclists to “calm down traffic”?
- **Traffic Calming** – if we punish drivers more, they will switch to cycling, right?
- **Taking the Lane** – this is like a *fraternity hazing ritual* or maybe a new *TikTok Dare*.
- **Hope and Pray** that everything works out
- ... and of course **Thoughts and Prayers** when it predictably goes wrong.
- 

“And God looked at all the things they made, and behold, this was bad to the bone.”

## Well There’s Your Problem

“Vehicular Cyclists” and traffic planners making and supporting all these bad decisions led to the suppression of ridership and increased injuries and fatalities. Whereas European cities now have bike mode shares of 10%, 20% and growing, UK and America are around 1% and shrinking. And while European downtowns have become more and more people-centric, America’s business-centric downtowns are struggling. Even the American Mall – “The Goddess of Car-Centricity” –

is dying. And all the while, politicians love to talk about how they are fighting in the name of air pollution, Global Warming, and Transportation Equity and how they want to create a better world for our children. So right about now, American city planners should take a few cues from cool cities in the Netherlands, Denmark, or Germany on how to turn things around by adding bike lanes. And while they constantly put the words **Bike** and **Lane** in many plans, like **Madmen** they just return back to the old Marketing Machine.

*“In Emeryville, bike boulevards are being used to enhance the ease of and encourage the use of automobiles at the expense of bicycling.” [Emeryville Tattler 2010]*

## Ramping up The Marketing Machine

Instead of adding a few cheap and easy bike lanes to create a solid bike lane network, U.S. traffic planners, their expensive consultants, and “Vehicular Cyclists” are constantly in brainstorming mode. How can we sell Class 3 like it was a Class 2 Bikeway?

*“Sharrows – as installed in Chicago during the study period – provide a false sense of security to bicyclists. When a bicycle lane or other separated facility is provided, the bicyclist is granted dedicated space. This dedicated space lowers the risk of collision with a motor vehicle.” [ScienceDirect 2018]*

Now, let’s remember that Class 3 Bikeways are supposed to be used very rarely, on very short stretches of very narrow streets, where there is really no other way than slowing down all traffic and somehow sharing the road for the only acceptable reason. They should be used as the exception and not the rule.

So remember: **short, slow, narrow, rare, exception, exemption.**

## Ellen Fletcher Bicycle Boulevard

This “**Mother of all Bike Boulevards**” is also known as a *Nothingburger*. The street width would allow 5 lanes for cars. It’s a long, straight, 4-mile stretch of a 30 mph street with clear views encouraging speeding. It’s 40 blocks of STOP-sign-free intersections, and there are only 3.5 modal filters to prevent cars from taking advantage of this. All these modal filters are in the southern part, and none is through downtown. So, there is nothing short, slow, narrow, rare or exceptional about this contraption. Over the years, Palo Alto has even removed some safety features instead of adding them.

But because the city council, the city traffic planners, groups like the League of American Wheelman, and the more local Silicon Valley Bicycle Coalition (SVBC) celebrated this contraption like sliced bread, the ***Bryant Street Bicycle Boulevard*** became the root of all evil Class 3 Bikeways.

Since council members, traffic engineers, and vehicular cyclists found a “compromise” that only works if people wear clown gear and helmets, it has not become a crowd-pleaser. It seems to feature anything but bicycles.



## Ellen Fletcher Bryant Street Bike Blvd - First bike blvd in the US



But many U.S. cities still liked to statistically fill out their bike plans and claim success—just as Palo Alto and its “Vehicular Cyclists” did. So did many consulting companies or organizations that should have known better. We are talking Berkeley, Vancouver, Seattle, NACTO, Toole Design, Fehr and Peers, lobby.org, University of North Carolina, etc.

Other cities – like Philadelphia or Tucson – weren’t so enamored by the name ...

*“‘Bike boulevard’ sounds like a major street to me. And just having ‘bike’ as the first word is a nonstarter in Philadelphia.”*

*“If a city hasn’t yet ventured into the ‘bicycle boulevard’ realm, I’d recommend against that terminology.”*

... but they still liked the concept.

## The Emperor has no Clothes

Portland became a world-renowned bicycle city once it started installing bike lanes. It lost that status when traffic planners and bicycle advocates stopped caring and followed Palo Alto’s lackadaisical example. Instead of “Bicycle Boulevard,” they liked “Neighborhood Greenways,” which sounds like Class 1 Bikeways leading through a nice park or along some river, but of course, that was just more advertising.

Eventually, it suppressed ridership, and Portland was thrown out of the Copenhagenize Index. With Bike Lanes, Portland went from 1% to 6%; with “Neighborhood Greenways,” it fell back to more like 3%.

*“For one, we’re concerned that Portland residents are so good at getting around by bike that they’ve forgotten what it’s like for newbies. We’re not doing the work to get new people on bikes. In fact, at council meetings we have actually heard experienced riders arguing against the addition of protected bike lanes. They’ve been cycling on streets for a long time and they figure that because they’re okay with it, everyone should be okay with it.”* [remorseful Portland Bicycle Advocate]

Despite its failure in Portland, other cities and organizations latched onto that name, like BikeMore, Alta Planning, PBIC, East Bay Bikes, etc.

Some cities didn’t like the words “bicycle boulevard” or “neighborhood greenway,” and for various reasons, they invented more names for the ‘Un-inventing of Bike Lanes’:

**Calm Street, Neighborway, Neighborhood Boulevard, Neighbor Way, Greenways, Local Street Bikeway, Quietway.**

By now, we can be pretty sure different cities have different trademarks on these Class 3 Bikeway names ... and T-Shirts. And once all involved parties pretend to buy into the scam, your scam can go bigger:

“It makes sense. [After we’ve communicated that it’s fundamentally part of a bike network] we can layer on walking, we can layer on public space.”  
“Local street bikeway: It doesn’t get any more intuitive than that. Just simple and dry. ... You’re going to know what that is just by hearing that.”

All these streets are still car-centric, with little or no features that invite people to switch to bicycles. It’s all about filling up “Bike Plans” and “Climate Action Plans” to look like a green or healthy city without becoming one. But adding insult to injury, the traffic planners have always been using Active Transportation grants and funds to pay for these car-centric projects, basically defrauding those taxpayers who approved the funding in the first place.

**Slow Streets**

Case in point: Slow Streets. During the pandemic, when it became very clear that resilient cities must have bike lanes, Oakland and Redwood City gave us the “Slow Streets” and more “Bicycle Boulevards”. And as usual in Redwood City, cars are encouraged to drive 30 mph and more on both of them and even faster around schools.

“Sharing the Road” is a dangerous policy and increases the risk for the most fragile, which are people walking and cycling, especially children and seniors. People on bicycles and especially slow-riding children are used as traffic calming devices similar to Speed Humps or Chicanes. But when kids actually do test that theory and try to share the road – all social media hell breaks loose. Let’s face it, Americans are just not good at “sharing” or “caring”.


“So why are speed humps on a ‘bike boulevard’? Because the ‘bike boulevard’ is about automobile traffic.” [Urban Milwaukee 2017]

It’s been over 100 years since the invention of bike lanes, it’s time to bury the philosophy of “Vehicular Cycling” or “Driving your Bike”.


**More Information:**

- [Emeryville’s Bicycle Boulevard Scam](#)
- [Berkeley’s Bike Boulevard Fiction](#)
- [Milwaukee thinks Bike Boulevards are a bad idea](#)
- [Bike Boulevards don’t even work in Palo Alto](#)
- [ScienceDirect about Safety and Sharrows](#)


**Editor’s Note:** The views and opinions expressed in all blog posts are those of the authors and do not necessarily reflect those of the Redwood City Pulse or its staff.



What The Last Generation needs for Earth Day



Squatters, Rankers, and Dead Parkers



Blog: The Big Bikeway Bluff



## CEO\_BoardFeedback

---

**From:** Aram James <abjpd1@gmail.com>  
**Sent:** Tuesday, February 4, 2025 6:29 AM  
**To:** dennis burns; Binder, Andrew; Jeff Rosen; Robert. Jonsen; Sean Allen; Raymond Goins; Pat M; CityCouncil; board@pausd.org; board@valleywater.org; Jay Boyarsky; CEO\_BoardFeedback; BoardOperations; Reifschneider, James; Emily Mibach; michael.foley@cityofpaloalto.org; eric.figueroa@cityofpaloalto.org; Bill Newell; Braden Cartwright; Stump, Molly; Daniel Kottke; Henry Etzkowitz; Enberg, Nicholas; Gerry Gras; April Wagner; Tom DuBois; Karen Holman; citycouncil@mountainview.gov; Jeff Hayden; Jeff Conrad; Lotus Fong; WILPF Peninsula Palo Alto; <michael.gennaco@oirgroup.com>; Mickie Winkler; John Burt; Marty Wasserman; EPA Today; Anne Cribbs; planning.commission@cityofpaloalto.org; ParkRec Commission  
**Subject:** Trump's war on cops

**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.

---

Trump's war on cops

Trump, GOP own pardoned Jan. 6 rioters

[https://edition.pagesuite.com/popovers/dynamic\\_article\\_popover.aspx?guid=a5a7df33-d511-4e66-a3c7-cd8323a44160&appcode=SAN252&eguid=07cc71d2-ffac-428f-a901-24aa1dce3914&pnum=25#](https://edition.pagesuite.com/popovers/dynamic_article_popover.aspx?guid=a5a7df33-d511-4e66-a3c7-cd8323a44160&appcode=SAN252&eguid=07cc71d2-ffac-428f-a901-24aa1dce3914&pnum=25#)

For more great content like this subscribe to the The Mercury News e-edition app here:

## CEO\_BoardFeedback

---

**From:** mckee0586@sbcglobal.net  
**Sent:** Saturday, February 8, 2025 10:33 PM  
**To:** Redwood City City Council; GRP-City Clerk; MGR-Melissa Stevenson Diaz  
**Cc:** CEO\_BoardFeedback  
**Subject:** 2/8/25-SHERIFF CHRISTINA CORPUS CASE SOME ??'S

**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.

---

### GOOD EVE. RWC CITY COUNCIL AND SMC BOARD OF SUPERVISORS

I as a resident of redwood city have been following this sheriff recall case in media and in newspaper and by residents of san mateo co. opinions.

HERE are some things to think about: My feeling is that there is something in this sheriff recall case that is not being revealed by the sheriff and or other dept employees,

First of all, when sheriff corpus was first sworn in she was well liked and had county leadership support, but then something changed here and there was chaos ever since: ad then there was a woman deputy I believe who resigned and sued the sherrieff office/county not to long ago.

IS IS POSSIBLE THAT SHERIFF CORPUS AS A WOMAN LEADER IN MALE DOMINANT ORGANIZATION , WAS SEXUALLY HURASSED OR ASSULATED HERSELF AND HAS BEEN THREATENED TERRIBLY HERSELF? AND SHE IS KEEPING IT ALL IN? SHE WON'T TALK THIS ANOTHER CLUE THAT SOMETHING IS NOT BEING REVEALED SURROUNDING THIS BAD SCANDAL.

IF this is true, then sheriff corpus maybe a VICTIM HERSELF AND MAY NOT BE RESPONSIBLE FOR WHAT ALL HAS HAPPENED AND MAYBE THE REASON SHE FEELS SAFE WITH HER FRIEND ANELLE AS HER ASSISTANT.

I HAVE NO KNOWLEDGE OF THIS BEING THE CASE, BUT IT APPEARS THAT THERE IS MORE TO THIS SCANDAL/ISSUE THEN IS BEING REVEALED. I HOPE IF THERE IS HIDDEN AGENDA THAT IT BECOMES KNOWN TO THE BOARD OF SUPERVISORS PRIOR TO THE MARCH '25 RECALL.

SANDRA MCKEE  
SENIOR RESIDENT OF  
REDWOOD CITY