

Baumb, Nelly

From: Elizabeth Goldstein Alexis <ealexis@gmail.com>
Sent: Monday, May 3, 2021 1:56 PM
To: Council, City
Subject: Charleston/ Arastrado funding - Agenda Item 8

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

I am writing to ask that the city council please pull this item from the consent calendar and strongly consider fully funding the project now, rather than subject it to more delays and potential further cost increases.

1) Please pull this item from consent.

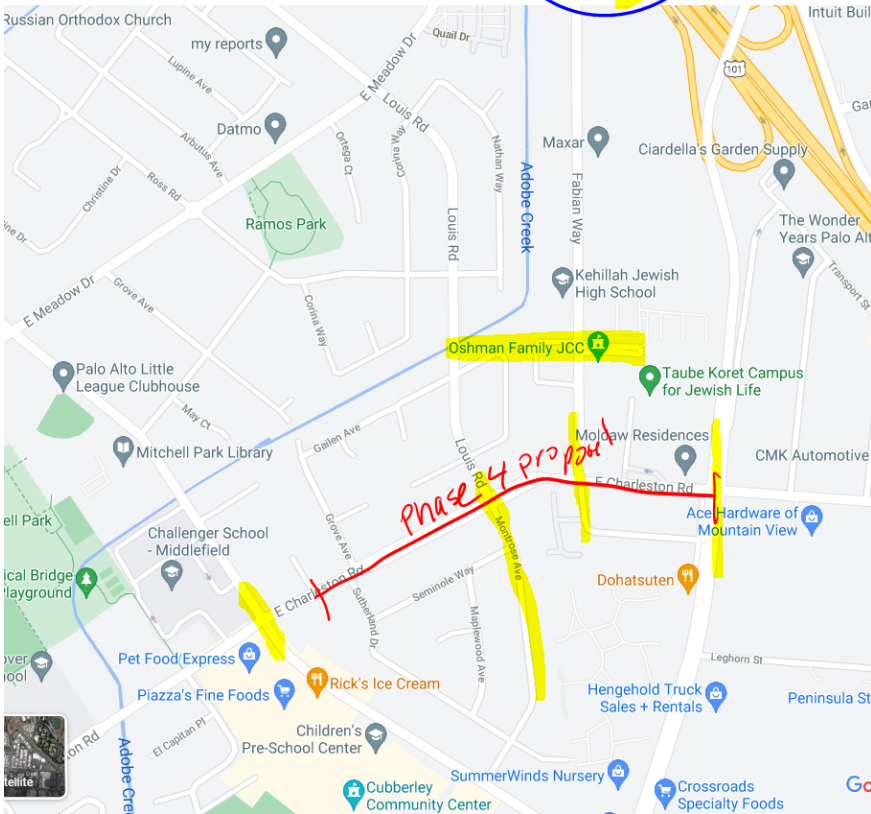
The city council should consider giving alternative direction to staff for the reasons I discuss below. I also have a concern that the title of the item " Review and Approve Fiscal Year 2021 Capital Project Budget Reductions of \$2.5 Million and Approve a Budget Amendment in the Capital Improvement Fund" did not convey the main subject of the item which is a proposal to delay construction of the Charleston/ Arastradero project and defer part of it for an unknown time period. The public may not know this is being considered on a consent calendar given the description in the agenda.

2) Get the project done now. Re-bidding will delay implementation of Phase 3 and there is no guarantee Phase 4 will ever get finished.

Despite the important safety issues involved, this project has dragged on now for decades. It is time to get this done - speeds are still too high on the road and the intersections near busy roads like El Camino, Alma, Charleston Road, Fabian Way and San Antonio Road continue to pose real hazards to people walking and biking. The proposed "phase 4" includes parts of Charleston that will be used by many to access the new Adobe Bike Bridge as well as Montrose/Louis - which is the bike route to and from Cubberley Community Center.

My daughter was hit by a car at the poorly designed El Camino intersection while biking home from Gunn. This is a project that is critical to making a street that people bike on and across safer NOW.

Adobe
lake
bridge



3) Attempts to save money may end up costing the city much more money. While the project came in over estimates, it was only 7%. The proposal is to re-bid the smaller project this summer - when there are no guarantees that prices will be better. In fact, it is possible that price increases could eat up the savings from deferring part of the project.

Thank you for your consideration.

Regards,
Elizabeth Alexis

Baumb, Nelly

From: philippe@nodiamonds.com
Sent: Monday, May 3, 2021 2:49 PM
To: Council, City
Subject: Charleston/ Arastrado funding - Agenda Item 8

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I am writing to ask that the city council **please pull this item from the consent calendar and strongly consider fully funding the project now**, rather than subject it to more delays and potential further cost increases.

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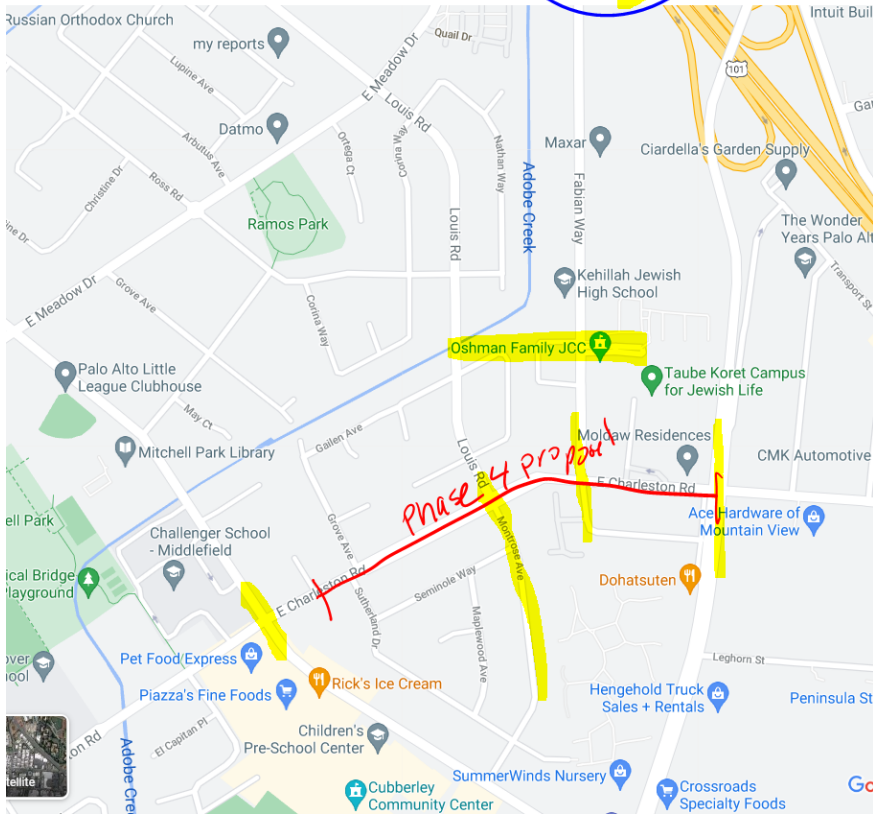
The city council should consider giving alternative direction to staff for the reasons I discuss below. I also have a concern that the title of the item " Review and Approve Fiscal Year 2021 Capital Project Budget Reductions of \$2.5 Million and Approve a Budget Amendment in the Capital Improvement Fund" did not convey the main subject of the item which is a proposal to delay construction of the Charleston/ Arastradero project and defer part of it for an unknown time period. The public may not know this is being considered on a consent calendar given the description in the agenda.

2) Get the project done now. Re-bidding will delay implementation of Phase 3 and there is no guarantee Phase 4 will ever get finished.

Despite the important safety issues involved, this project has dragged on now for decades. It is time to get this done - speeds are still too high on the road and the intersections near busy roads like El Camino, Alma, Charleston Road, Fabian Way and San Antonio Road continue to pose real hazards to people walking and biking. The proposed "phase 4" includes parts of Charleston that will be used by many to access the new Adobe Bike Bridge as well as Montrose/Louis - which is the bike route to and from Cubberley Community Center.

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Thank you for your consideration.

Regards,
Philippe Alexis

Baumb, Nelly

From: Claire Kirner <kirnerclaire@gmail.com>
Sent: Monday, May 3, 2021 11:28 AM
To: Council, City
Subject: Please Continue Full Funding of the Charleston-Arastradero Project

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Honorable Members of the Palo Alto City Council,

I have been informed that city staff has proposed to split Charleston/Arastradero Phase 3 in two parts in order to cut \$2 million from this year's budget. This would significantly delay the project which previously was scheduled to start construction this spring.

This proposal would be a large budget cut and merits full discussion. **Therefore, I am requesting that Council move this item off the consent calendar to allow for discussion.**

As a parent of two Gunn High School students (and one middle schooler), I worry about pedestrian and bike road safety. **I am asking Council to support funding the Charleston-Arastradero Plan 100% completion now.** Charleston-Arastradero serves eleven public and private K-12 schools. Foot-powered student commuters are vulnerable road users and road safety is important. Any delay means our students (and others) are at risk longer than necessary. This will fix gaps in the bike lanes the entire length of the corridor and improve safety at the highest injury collision intersections, Middlefield and El Camino Real, along with other safety improvements.

I urge you to find ways to continue funding this project entirely now. Safety should be a top priority.

Sincerely,

Claire Kirner
3934 Nelson Drive
Palo Alto 94306

Baumb, Nelly

From: Evan Lurie <evlurie@stanfordalumni.org>
Sent: Monday, May 3, 2021 11:01 AM
To: Council, City
Subject: shift agenda Item #8 to regular agenda and reject staff proposal to split C/A into two projects

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Dear Council,

I send this message after a likely deadline has passed requesting you move Item #8 off the consent calendar to the regular agenda.

Item #8 regards slashing the budget for 2021 Capital Projects by \$2.5 million. From an adjusted budget of ~\$40 million, staff has concentrated budget cuts into just 4 of 16 approved projects. Cuts to just one of these four approved projects represents ~80% of total savings. Targeting savings into a single approved project merits transparent, public comment and explicit Council approval.

I am further concerned that staff's recommendation may result in increased city expenditures rather than a net savings. Staff's report confirms that the received estimate for the currently approved project came in 7% over budget, but it is a firm estimate. Splitting Charleston/Arastradero completion into two, rather than one project, will require new bids for each and substantially push out timing. Most project construction costs will continue to increase rather than decline, resulting in net spending far beyond the 7% increase the full estimate reflects today.

Finally, I note that slashing Charleston/Arastradero funding guts the 2012 Bicycle + Pedestrian Safety Plan. Councilmembers Burt and Tanaka are the only current members who served during plan adoption. In 2012, Jaime Rodriguez served as Chief Transportation Official while Curtis Williams was Planning Director. The C/A Plan has improved safety and increased bicycle utilization but it remains incomplete. City Planning and Transportation staff has undergone a complete turnover since then with Kamhi, Lait, Tanner, and McRee serving today. If Council slashes C/A funding now, the public deserves to hear why neither Council nor staff believe Bicycle + Pedestrian safety is today a compelling priority.

In conclusion, I am requesting thorough and public discussion of staff's recommendation on 2021 Capital Projects spend and that Council affirm its commitment to bicycle and pedestrian safety by completing C/A construction as budgeted for this fiscal year.

Thank you for your consideration.

Regards,
Evan Lurie
747 Marion Avenue

Baumb, Nelly

From: Frank Viggiano <fpviggiano@gmail.com>
Sent: Monday, May 3, 2021 8:07 AM
To: Council, City
Subject: Please fund completion of Charleston-Arastradero Phase 3

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Honorable Palo Alto Councilmembers:

I respectfully ask that the council votes to retain the completion of the Charleston/Arastradero corridor project Phase 3 in the current year's budget. This program has already been delayed, and each time this has pushed up the cost as the work needs to be re-bid again. In addition to the increased cost of the delay, the remaining work is critical to bicyclist and pedestrian safety, as well as creating a better driving experience for motorists. When cycling eastbound from Gunn High School, the bike lane abruptly disappears just before the El Camino Real intersection, forcing cyclists into the traffic lane. This is a particularly dangerous situation, since drivers may not be aware of the cyclist in the bike lane and not see them as they flow into the traffic lane in front of them. And the stretch from Louis Rd. to San Antonio Rd. is a cyclist's nightmare, with drivers cutting into the narrow bike lane on the curve. And then between Fabian and San Antonio there is no bike lane at all and the traffic lanes are packed with cars. I know the defects of that section all too well, having commuted through there by bicycle on a regular basis.

These stretches of roadway are a casualty waiting to happen. Let's take care of them before any tragedy happens.

Thank you very much for your consideration.

Regards,
Frank Viggiano
830 Talisman Dr.
Palo Alto

Baumb, Nelly

From: Maria Daehler <mariadaehler@gmail.com>
Sent: Monday, May 3, 2021 11:48 AM
To: Council, City
Subject: Move Agenda item 8 to regular agenda.

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear City Council members,

I am asking you to reconsider cutting funding for the Charleston Corridor bike commuters. As a parent of Gunn HS students and an aunt to a niece who was hit by a car while riding her bike on this corridor I am deeply concerned. I understand you may have many budget challenges this year but hope that the lives of our children are not compromised by this potential budget cut.

Thanks for all your work in running our city and particularly during this challenging time.

Maria Daehler, MD

Here are the requests you have likely heard from other folks:

1. **Ask Council to support funding the C-A Plan 100% implementation now. Charleston-Arastradero serves eleven public and private k-12 schools. Foot-powered student commuters are vulnerable road users and road safety is important. Any delay means our students (and other people to) are at risk longer than necessary. This will fix gaps in the bike lanes the entire length of the corridor and improve safety at the highest injury collision intersections, Middlefield and El Camino Real, along with other safety improvements.**
2. **Please ask Council to move Agenda Item #8 to the regular agenda instead of the consent calendar. A budget cut like this deserves full discussion.**
3. **Use existing savings from projects that have not been appropriated for 2021, or ask staff if other current costs can be shifted to early 2022 instead of this fiscal year. Take an appropriate amount from this year's street paving program. Safety should be a top priority.**
- 4.

Baumb, Nelly

From: Robert Neff <robert@neffs.net>
Sent: Sunday, May 2, 2021 12:49 PM
To: Council, City
Subject: CIP Budget cuts / Charleston-Arastradero (Consent Calendar Item 8)

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Honorable City Council Members,

Please pull Item 8, the Capital Improvements Program budget cutting plan from the consent calendar for a council discussion, so that you can reconsider the proposed staging of the Charleston / Arastradero project.

In the proposed plan, the original stage 3 is split into stages 3 and 4, using the savings from not funding stage 4 to meet council's budget cutting goals.

An unfortunate side effect of not funding stage 4 this year is that stage 3 must go out for rebid, a process which will delay starting that project at least another 90 days, and missing the opportunity to make any progress on needed safety and connection improvements before school starts in the fall.

I encourage you to work with staff to avoid splitting and rebidding the project, enabling the safety improvements on both stages as soon as possible, leading to the connection and mode share improvements that follow from safer, less stressful streets. Can staff suggest other ways to free up funding and use the the current, in hand bid? Can other projects, not as far along, be delayed to the '22 cycle, or is alternative financing possible?

Is splitting this project going to save or cost money in the long term?

Thank you for your service to our city of Palo Alto.

--
-- Robert Neff
Emerson near Loma Verde
robert@neffs.net

Baumb, Nelly

From: forest light <forest129@yahoo.com>
Sent: Sunday, May 2, 2021 8:28 PM
To: Council, City
Subject: May 3 City Council Meeting; Consent Calendar: Agenda Item 8

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

To The Palo Alto City Council:

While we understand the budget circumstances faced by the city, we are asking you to please find a way to follow through on the city's commitment to provide continuous bike lanes the entire length of the corridor, especially through the El Camino state highway intersection. This was a key goal of the C-A Plan project. Phase 3 will improve the El Camino Real intersection, and the Middlefield-to-Fabian segments of the corridor.

Please do not cut or delay this project.

The latest Capital Improvement Project (CIP) budget cuts, including the staff recommendation for a \$2 million reduction to the Charleston-Arastradero Plan project (PE 130010) budget, are on City Council's Consent Calendar for Monday, May 3 at 5:50pm (Agenda Item 8).

We urge you to support funding the C-A Plan 100% completion NOW.

Please move Agenda Item #8 to the regular agenda instead of the consent calendar. A budget cut like this which puts the public and especially schoolchildren at risk of death or serious injury deserves full discussion.

Charleston-Arastradero serves eleven public and private k-12 schools. Foot-powered student commuters are vulnerable road users and road safety is important. Any delay means our students (and other people to) are at risk longer than necessary. This will fix gaps in the bike lanes the entire length of the corridor and improve safety at the highest injury collision intersections, Middlefield and El Camino Real, along with other safety improvements.

Please use existing savings from projects that have not been appropriated for 2021, or ask staff if other current costs can be shifted to early 2022 instead of this fiscal year. Safety should be a top priority.

The Staffs proposed phased extension rather than the conclusion of this project is seriously flawed.

Phase 3 will improve Los Palos/Arastradero to Alma (which includes the El Camino intersection) and Middlefield to Charleston Court (which is the first intersection east of Middlefield on the north side of Charleston). El Camino and Middlefield are the two highest collision spots on the corridor.

Phase 4 would implement Charleston Court to San Antonio.

A close read of the staff report indicates the budget reduction could result in delays of both phases 3 and 4. On page four, paragraph 1, the report says, "upon approval of staff's recommendation, staff will bring forward a contract amendment for the consultant to split the plans into two separate bid packages and will rebid Phase 3 this summer" Construction was supposed to start this Spring. Rebidding generally takes about 90 days, pushing Phase 3 into Fall when school starts--a bad time for construction on C-A. More delay and extension of safety risks.

It also appears worthy of re-emphasis that further delays will likely increase costs...

Can an appropriate amount be used from this year's street paving program?

Deferring the \$2M this year requires breaking Phase Three into yet two more phases, 3 and 4, delaying safety improvements that would avert injury collisions that occur today in these segments of the road.

We live on Fairmede Ave in South Palo Alto, essentially "landlocked" in our Greenacres One neighborhood. What happens — or does not happen — on Charleston Arastradero is of critical importance to us. We have no other way in and out of our neighborhood than our two access points on Arastradero... And (in normal times) we travel it several times daily and know what is happening there.

Prior to the implementation of the C/A School Corridor Plan, our children went to school at Juana Briones, Terman and Gunn on foot and bicycles and had to contend with the ungoverned traffic on Arastradero.

Which, put plainly, was a daily source of ongoing danger for our young family.

The implementation of the first two phases of the C/A has, however significantly controlled and controlled and improved traffic flow, reduced/standardized traffic speeds and foot-and-bicycle safety on the C/A school corridor. Especially during the school traffic hours. And made it far more possible for us to safely access our neighborhood.

The most hazardous of the several hazardous intersections on the school commute corridor, are Middlefield/Charleston and El Camino Real/C-A. At El Camino, the bike lanes disappear completely on the eastbound and westbound approaches to the eight-lane state highway intersection. Yet safety is not mentioned as a critical element/issue for consideration in the staff report on this issue. It is clear that safety concerns should be heavily re-emphasized here since the most likely victims of such hazards are, in this instance, the city's schoolchildren.

(See bike/ped injury collision data from the 2012 City of Palo Alto Bicycle Pedestrian Transportation Plan <https://www.cityofpaloalto.org/civicax/filebank/documents/31928> , p. 4-13 and p. 4-15)

Thank you,

Michael and Judith Maurier
Fairmede Ave.
Palo Alto

Baumb, Nelly

From: Sonya Bradski <sonyangary@gmail.com>
Sent: Sunday, May 2, 2021 5:35 AM
To: Council, City
Subject: Charleston-Arastradero Plan Budget Cut On Consent Calendar

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear City Council Members,

I ride my bike on Charleston-Arastradero every single day. I have been supporting this project since my oldest daughter (who is now a college graduate) was in preschool. My youngest child is graduating from Gunn High School, so my children will never benefit from the bike safety improvements the city promised years and years ago. My husband and I still need them. We mostly bike for local trips, and Charleston Arastradero is the main road that connects our neighborhood to the rest of the city.

Why does this safety project need to be cut? It has been delayed so many times already. Please pull this off of the Consent Calendar and discuss it. Explain why cutting this project is necessary, because that is not clear in the report.

I have spoken at many City Council meetings and been to so many community meetings over many years on this. When is it going to be completely done? The staff report does not say.

Two sections have no bike lanes:

1. Charleston-Arastradero leading up to at El Camino Real both directions. It is hard, even for a strong rider, to merge with traffic here. The bike lanes should go all the way to and through the intersection. The pork chop islands need to go.. We have to cross seven state highway lanes here. That is not easy. Drivers can be impatient and rude when you take a

lane there. Why do drivers get two continuous through lanes and a turning lane at this intersection, but bicyclists get no lane at all?

2. On Charleston, the bike lanes disappear between Fabian and San Antonio. Both of those intersections are very difficult to ride, though I shop down that way. My husband used to bike to work at a start-up in that area. He had some very scary experiences near San Antonio.

I have friends who have been hit by cars on this road. Why delay this again? Please finish this project this year. This is a school route. What are we waiting for?

Thank you.

Sincerely,

Sonya Bradski



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Baumb, Nelly

From: pennyellson12@gmail.com
Sent: Saturday, May 1, 2021 11:53 PM
To: Council, City
Subject: Consent Calendar Item #8: Charleston-Arastradero Plan Budget \$2M Reduction

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Honorable City Council,

Re: Consent Calendar Item #8: Review and Approve FY2021 Capital Budget Reductions of \$2.5M and Approve a Budget Amendment in the Capital Improvement Fund

I am writing to ask you to do three things on Monday night:

1. **Please support fully funding the C-A Plan implementation now. Charleston-Arastradero serves eleven public and private k-12 schools. Foot-powered student commuters are vulnerable road users and road safety is important. Splitting the final phase will delay both Phases 3 and 4. Any delay means school commuters (and other people to) are at risk longer than necessary.**
2. **Please ask Council to move Agenda Item #8 to the regular agenda instead of the consent calendar. This change deserves discussion of questions below.**
3. **Use existing savings from projects that have not been appropriated for 2021, or ask staff if other current costs can be shifted to early 2022 instead of this fiscal year. Take an appropriate amount from this year's street paving program. Safety should be a top priority.**

Some Questions I Hope You Will Ask

BUDGET: On page 3 Table 1 in the Deferral to FY2022 column, it looks like there are many millions of savings in 2021 deferrals that are not accounted for in the FY2021 \$ Reduction Column. *If you include the FY 2021 budget reductions achieved by accounting for these deferrals, staff already has greatly exceeded (by millions) the \$2.5M reduction that Council directed at their last meeting on this subject. So why is the C-A cut necessary?* If I am reading the Table right, the city does not need to reduce the C-A budget to meet Council's requested \$2.5million in additional cuts. Please ask staff to clarify for the public where the money from those deferrals is going if not for FY2021 reductions.

SAFETY: Every year of delay has resulted in injury collisions on the corridor. See City of Palo Alto July 2012 Bicycle & Pedestrian Transportation Plan https://www.cityofpaloalto.org/files/assets/public/transportation/projects/bicycle-pedestrian-transportation-plan_adopted-july-2012.pdf bike and pedestrian collision data mapped on pages 4-13 and 4-15. The human cost of implementation delay in injuries and death has been and will be real. It is avoidable. The City Charter and Comprehensive Plan policies require that safety for all road users be a paramount consideration. Moderation of speed and turning movements, continuous bike lanes the entire length of the corridor, and visibility improvements at the major intersections with the highest injury collision numbers (Middlefield and ECR) will make a significant safety difference for people who drive, walk and bike. This project was originally scheduled to be completed in 2007. It repeatedly has been broken into phases, delayed by multiple trials, delayed by the last recession cuts, and delayed more recently by on-street pop-ups. The concept was unanimously approved in 2003 and subsequently approved unanimously in each of its various stages in 17 public hearings before the CC and PTC by Council. It has been through so many community meetings, I have lost count...and it would be a non-trivial task to look them all up.

This project, the mitigation for aggregate traffic safety impacts of nearly 1,000 units of housing, was approved in 2003, but the study that laid out existing safety problems on the corridor and proposed the road diet solution was completed in 1999. It was clear that adding so much housing on the corridor would exacerbate existing traffic safety problems. That was 21 years ago. The project is still not done and staff, who tells us that they really want to do the whole project now, presents us with yet another recommendation for further delay on the Consent Calendar. What is going on?

Deferring the \$2M this year requires breaking Phase Three into yet two more phases, 3 and 4, delaying safety improvements of both phases that, if implemented, would avert injury collisions that occur today in these segments of the road.

- Phase 3 will improve Los Palos/Arastradero to Alma (which includes the El Camino intersection) and Middlefield to Charleston Court (which is the first intersection east of Middlefield on the north side of Charleston). El Camino and Middlefield are the two highest collision spots on the corridor.
- Phase 4 would implement Charleston Court to San Antonio. Another location where bike lanes disappear and a location that is seeing increasing bike and pedestrian traffic because of the higher density housing, the JCC and new retail that has been built in this area in both Palo Alto and Mountain View over the last 20 years.

This project was the promised mitigation plan for the aggregate impacts of housing and other development in Palo Alto which we supported. That housing has been built and occupied for years. More housing proposals are being brought forward now in exactly the same area. Neighborhoods worked with the city and trusted the city would implement the promised mitigations in a timely way. The city, for its part, has delayed fulfilling their obligation repeatedly. I work on a lot of transportation projects. I know how much time it takes to plan and build them. This one has gone so far beyond what is normal and reasonable that I think it is fair to say the city has betrayed our trust. Multiple staff members assured me that I was wrong to think the city would delay it again. Yet, here we are--an item on the Consent Calendar – with another proposed delay.

Some Clarity Is Needed Regarding Delays--Project Timing and Safety

1. A close read of this report indicates the budget reduction could result in delays of both phases 3 and 4. On page four, paragraph 1, the report says, *“upon approval of staff’s recommendation, staff will bring forward a contract amendment for the consultant to split the plans into two separate bid packages and will rebid Phase 3 this summer”* Construction was supposed to start this Spring. Rebidding generally takes about 90 days, pushing Phase 3 into late summer or Fall when in-person school is likely to start in full capacity--a bad time for construction on C-A. We will have completely lost the advantage of doing construction with lower pandemic traffic volumes. Further, more delay translates to extension of safety risks to road users. Is this prudent and sensible?
2. The report is very unclear about when after 2021 Phase 4 would be implemented. The same paragraph says, *“Funding for Phase 4 will be discussed as part of the FY 2022 budget process and 2022-2026 Capital Improvement Plan development, but will not be reflected in the proposed budget.”* It will matter how council prioritizes the timing of Phase 4 right now. Will Phase 4 be at the top or bottom of the stack of priorities for that budgeting process? If Council is going to approve this reduction, though I think it would be wrong to delay this project any further, the community deserves a commitment on timing. Having waited more than two decades, we have waited long enough.

It is time for the city to fulfill its obligations to the neighborhoods that are served by this impacted school commute corridor. At minimum, the project should be taken off the Consent Calendar so these questions might be addressed.

Thank you for considering my comments.

Penny Ellson



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Baumb, Nelly

From: Arnout Boelens <a.m.p.boelens@gmail.com>
Sent: Sunday, May 2, 2021 11:49 AM
To: Council, City
Subject: Charleston/Arastradeo phase 3

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear City Council members,

We are writing to urge you to take Charleston/Arastradero phase 3 off of the consent calendar and approve the complete funding of this project.

- Since all the bids are in and this project is ready to go, splitting up the project and starting the bidding process all over again deserves a full discussion.
- If the City of Palo Alto is looking to save money, it does not make sense to split this project in two. This will create extra overhead and construction costs will only increase as the economy picks up steam.
- With all the projects in Table 1 that are deferred to FY 2022 staff already has saved much more than \$2.5m, so there does not seem to be a reason for additional budget cuts.

Please fully fund Charleston/Arastradero phase 3, so the whole corridor has continuous bike lanes. With the end of the pandemic in sight, traffic is picking up again and Palo Alto needs to offer its citizens a viable alternative to driving. In addition, the climate crisis is one of City Council's priorities for this year and by cutting an active transportation infrastructure project City Council would actively work against its own priorities.

Kind regards,

Nicole, Arnout, & Ava Zoeller Boelens

Baumb, Nelly

From: Kirsten Flynn <kir@sustainablehome.com>
Sent: Monday, May 3, 2021 10:17 AM
To: Council, City
Subject: Charleston/Arastradero bicycle safety phase 3

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Honorable city council members,

I am writing asking that you support full funding of Charleston/Atascadero phase 3 build out plans.

I know that we must add a great deal of housing to Palo Alto, and much of it will be along the El Camino Corridor. This makes sense because it has access to transit.

However additional housing will mean additional automobile trips Unless we make it safe for at least some of those additional families to use commute alternatives.

As we add density to the El Camino Corridor we need to make sure that bicycle transportation remains a viable way of our children getting to school. There are vehicle bicycle collisions involving school children along the Charleston/Arastadero Corridor every year, and two of the highest collision points are Middlefield an El Camino the two intersections that will be made safer in phase 3.

Do not delay phase 3 and four by making this cut. We need to create a safe space for transportation modalities other than cars for every trip.

I ask that this item be moved from consent calendar to the agenda. This item, which concerns the safety of our children and all bicycle commuters, deserves a full discussion.

Best regards,
Kirsten a. Flynn

Sent from my iPhone

Baumb, Nelly

From: Ken Kershner <ken@triomotors.co>
Sent: Sunday, May 2, 2021 3:56 PM
To: Council, City
Subject: Please Support the C-A Plan 100% implementation

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Council,

As a small business owner in Palo Alto, I am asking for you to support funding the Charleston-Arastradero Plan 100% implementation.

How will you feel if a student pedestrian or bike commuter is injured or killed because this infrastructure project is delayed?

Vision Zero is an empty goal unless it is supported with the resources to create safe routes. This C-A Plan will fix gaps in the bike lanes the entire length of the corridor and improve safety at the highest injury collision intersections, Middlefield and El Camino Real, along with other safety improvements.

Please move Agenda Item #8 to the regular agenda instead of the consent calendar, as it deserves full discussion.

Instead of cutting \$2M, fully fund the C-A Plan with existing savings from projects that have not been appropriated for 2021, or ask staff if other current costs can be shifted to early 2022 instead of this fiscal year. Take an appropriate amount from this year's street paving program. There are alternatives to cutting a top priority safety program.

To do otherwise is just lip service to Safety.

thank you,
Ken Kershner

--

Ken Kershner | Co-Founder & CEO
Cell 650-248-9059 | Email ken@triomotors.co
Trio Motors | Palo Alto

Baumb, Nelly

From: NTB <aarmatt@gmail.com>
Sent: Sunday, May 2, 2021 6:05 AM
To: Council, City
Subject: May 3rd Council Meeting: Charleston-Arastradero Corridor Project

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Mayor DuBois and Council Members,

Safety.

Safety for school kids.
Safety for bicyclists.
Safety for pedestrians.
Safety for drivers.

That was the driving force for the Charleston-Arastradero Corridor Project which began over fifteen years ago. With eleven schools along the length of this corridor, protecting our school children was a top priority. Phase 1&2 got completed but the project still is not finished. Important sections like the dangerous intersection of Arastradero/Charleston and El Camino have been left undone. Data attests to the negative results of having left these key sections unfinished. Delaying further is unconscionable.

It sends the message....the Council doesn't care about our safety.

Please move Agenda item 8 to the regular calendar. The cuts being proposed deserve thoughtful discussion.

Please make 100% completion of the Charleston-Arastradero Corridor Project a top priority. Skipping on to other projects while this important safety project gets pushed aside once again is unacceptable. It needs to be finished and finished now. Completion of this project is long, long overdue.

Respectfully submitted,

Nina Bell
Los Palos Ave

Baumb, Nelly

From: William Robinson <williamrobinson@goldenworld.com>
Sent: Sunday, May 2, 2021 1:46 PM
To: Council, City
Subject: A Crossing Guard appeals: please finish Chas-Arastradero Project

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

In 1987-1995 my two children attended Gunn. At that time Charleston-Arastradero was a dangerous racetrack.

Please don't waffle on completing the road calming and safety improvements on Phase 3. Spend CIP money NOW for completing the Charleston-Arastradero Safety Improvements.

As a PAUSD Crossing Guard since 2017, I have witnessed BOTH: 1. Safety improvements in Phase 1 and: 2. DANGER remaining in sections of unfinished Phase 3.
I served as Crossing Guard at three intersections along C-A: Middlefield, Alma and Coulombe. Middlefield and Alma need improvement. Phase 1 improvements at Coulombe make it SAFER for all: motorists, cyclists and walkers.

*'Rob' William Robinson 650-464-8933
Resident 52 years Wilkie Way*

Baumb, Nelly

From: James Pflasterer <jimpf@sbcglobal.net>
Sent: Sunday, May 2, 2021 9:25 PM
To: Council, City
Cc: Boelens, Arnout; Gold, Audrey
Subject: Charleston-Arastradero Phase 3 Funding

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Honorable City Council members,

I am Jim Pflasterer, speaking on behalf of the Palo Alto Council of PTAs Traffic Safety Committee to voice our continued support for the Charleston/Arastradero Plan Phase 3 funding. We urge you to take Charleston/Arastradero phase 3 off of the consent calendar and approve the complete funding of this project.

Phase 1 and Phase 2 improvements have been in place for years now and have been a welcome improvement for the safety and pedestrians and bicyclists, and students of all ages in the corridor. Phase3 Roadway improvements are planned in the remaining segments of the Charleston-Arastradero Corridor on Arastradero Road from Los Palos Avenue to El Camino Real and W. Charleston Road from El Camino Real to Alma Street, and E. Charleston Road from Middlefield Road to San Antonio Road. Two of the most dangerous intersections along the corridor - El Camino Real/Charleston-Arastradero, and Middlefield/Charleston will receive much needed changes and enhancements. Improvements at those intersections will greatly enhance the safety and allow easier navigation for bikes and peds in the years to come.

Immediate approval of full funding should be done because:

- This project is ready to go, splitting up the project and starting the bidding process all over again deserves a full discussion on the implications.
- If Council is looking to save money, it does not make sense to split this project in two. This will create extra overhead and construction costs will only increase as the economy picks up steam.

Over many years, corridor school site PTAs have consistently supported the Charleston-Arastradero project so students can walk and ride safely to school. We urge you again to ensure that funding is available for phase 3 this year, as planned. Please allow this project to move forward without any further delay. This way the whole corridor will have continuous bike lanes, and further unnecessary injury crashes can be prevented.

We thank you for considering our comments.

Jim Pflasterer
Palo Alto PTA Safe Routes to School Chair
Gunn High School Safe Routes Traffic Safety Representative

Baumb, Nelly

From: bretande@pacbell.net
Sent: Sunday, May 2, 2021 9:45 PM
To: Council, City
Subject: Please fully fund Phase 3 of Charleston/Arastradero now : May 3rd Council Meeting

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Honorable Mayor and Council Members,

Our community needs the improvements to the Charleston/Arastradero corridor to be implemented as planned. I use this corridor often by both bike and automobile because it is a convenient east/west route with many destinations (shops, schools, community facilities, neighborhoods along the way from San Antonio to Foothill). The approach and crossings at Middlefield and El Camino are crowded and confusing and can cause quite some anxiety as one approaches and crosses by bike. I have seen more than one close call during my rides there. I am careful but also feel lucky to have not had any run ins (or overs).

This corridor is in dire need of improvements in terms of safety and marking at the busiest intersections. It needs to provide a continuous, safe path for bikes with traffic calming/management along its entire length. Please remove this item from the Consent Calendar so the full funding can be reconfirmed for this worthy project. It has been a long awaited highlight on both our Comprehensive and Sustainability and Climate Action Plans. The final phase of this project is not the place to cut or defer spending and in any case such a decision would deserve full discussion by council.

Sincerely,

Bret Andersen, Palo Verde Neighborhood