

From: [Marion Beach](#)
To: [Council, City](#)
Subject: Bike Safety
Date: Monday, February 13, 2023 11:38:53 AM

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Hello

I saw the aftermath of an 11 year old biker hit by a car in the crosswalk on his way to Greene middle school in the morning at Hamilton and Waverly last year. It was the car's fault. The bike lanes don't seem very clear to me.

I will be at the meeting today to ask you to please consider amending the Community Health and Safety and Climate Change priorities to include a stronger road safety policy.

Thank you for your hard work,
Marion Beach

From: [Elaine Uang](#)
To: [Council, City](#)
Subject: Strong Support for Safe Streets
Date: Monday, February 13, 2023 8:23:07 AM

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Dear Palo Alto City Council,

I'm writing in strong support of a Safe Streets policy to empower more Palo Altans to feel comfortable using climate friendly, human powered mobility options (bikes, scooters, walking etc)

Sixteen years ago, my husband and I moved to Palo Alto specifically because it was the most walkable and bikeable community on the Peninsula. Eight years ago, as part of the Comprehensive Plan update, I emphasized the need for our Transportation Element to explore programs like Vision Zero so we could build on our walkability and bikeability.

In the last eight years, it has pained me to see how little progress we have made to reduce single occupancy car use. Despite recognizing the need to take climate action, the social and economic value of shared streets during the pandemic, Palo Alto still privileges and allows cars to dominate the design of our streets, at the expense of the safety of our pedestrians, cyclists and other human powered vehicles. This is unacceptable.

With our flat topography and gorgeous weather, we should be able to reach 30% ped bike mode share for daily activities by 2030. But to do so, we need safer streets and zero pedestrian and cycling injuries. Please take action today and advance a Safe Streets policy to protect and expand human powered, climate friendly mobility in our city.

Respectfully,
Elaine Uang

From: [Bette](#)
To: [Bart Anderson; Council, City](#)
Subject: Re: Support for Safe Streets petition
Date: Monday, February 13, 2023 7:12:47 AM

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Dear Bart

This is excellent. The artistry is in the brevity

I love you

[Sent from the all new AOL app for iOS](#)

On Sunday, February 12, 2023, 11:49 PM, Bart Anderson <bart.bbpo8@gmail.com> wrote:

As a bicyclist on Palo Alto streets for 45 years, I strongly support this petition.

As an environmental journalist, I feel it's vitally important to get people walking and bicycling.

What Palo Alto does is watched by the rest of the world since it is recognized as a source of innovation. The UK bicycle journalist Carlton Reid wrote me when I told him where I lived:

"Mmmm. Palo Alto. Home of the Bicycle Boulevard, and 1970s bike activism led by Ellen Fletcher."

Let's continue with this tradition.

Bart Anderson
360 Grant Ave, Palo Alto, CA 94306
Resilience.org

From: [Robert Neff](#)
To: [Council, City](#)
Subject: AA1: Add Safe Systems Policy development to Safety Priority
Date: Sunday, February 12, 2023 10:59:56 PM

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Feb 12, 2023

Honorable Palo Alto City Council Members,

In agenda item AA1, you are choosing priorities and objectives to support them for the coming year.

As part of the “Community Health and Safety” priority, I hope you will add “Development of a Safe System policy for all road users.” as an action.

I understand that the city has received a “Safe Streets for All” grant, which requires a local match, so this year’s action may include starting on the policy, and also making the small match for that grant to fund the policy development.

Why? Because I know about too many fatalities and injuries to pedestrians and cyclists in the past 10 years, without a policy of identifying and improving our streets to reduce injury in the future. We have seen pedestrian fatalities on busy streets like Embarcadero and El Camino, on calmer streets Charleston and Lytton, and even on neighborhood streets South Court at El Dorado, and bike fatalities on both quiet neighborhood streets, and at El Camino intersections. CalTrans has upgraded the pedestrian crossings of El Camino Real, but the streets and intersections controlled by the city of Palo Alto have generally not been reviewed in response to their hazards.

With a Safe System policy, I hope that our city will take a hard look at our existing streets, and implement well known design approaches that can lead to zero serious injuries or fatalities for any road or sidewalk user.

Thank you for your service to our city of Palo Alto

Robert Neff
On Emerson near Loma Verde
Palo Alto

From: [Kara Davis](#)
To: [Council, City](#)
Subject: In support of the Safe Systems approach for transportation planning
Date: Sunday, February 12, 2023 9:33:51 PM

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Dear Council Members,

I am writing to voice my strong support of the Safe Systems approach to planning and policy for transportation in Palo Alto. The death of Paul LeFargue in 2020 haunts me to this day and could have been prevented if we had safer intersections and crossings for the many commuters who chose to go by bike or by foot.

As we return to the busy streets and the empty days of the pandemic are behind us, we need to put our efforts toward keeping our kids safe on their way to school, home, activities, etc. Please don't let us need to comfort parents in our communities that have lost children who were merely trying to go home or to school.

Thank you for your support and strong consideration.

Best,
Kara Davis

From: [Arnout Boelens](#)
To: [Council, City](#)
Subject: Safe Streets for Palo Alto
Date: Sunday, February 12, 2023 8:29:35 PM
Attachments: [safe_streets_for_palo_alto.pdf](#)

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Dear City Council members,

Attached to this email you find an electronic copy of the 16 letters of support, and 450+ petition signatures, in favor of the City of Palo Alto adopting a Safe System policy for road safety and setting an ambitious timeline for achieving zero severe injuries and fatalities on streets in Palo Alto.

For your reference, I also included my opinion piece in Palo Alto Online, the Palo Alto crash report I wrote for the years 2010-2019, and my public comment for tomorrow.

Kind regards,

Arnout Boelens
Palo Alto Council of PTA's Safe Routes to School chairperson

#####

Dear Mayor Kou and City Council members,

I am here today to ask you to start prioritizing our lives, and the lives of our children, over Level of Service and speeding.

My name is Arnout Boelens and I am the Palo Alto Council of PTA's Safe Routes to School chairperson. With me today, I have 16 letters of support, and over 450 petition signatures asking you to adopt a Safe System policy for road safety and to set an ambitious timeline for achieving zero severe injuries and fatalities on streets in Palo Alto.

In the last 70 years, road design in the US, including in Palo Alto, has centered around optimizing for Level Of Service. This measure aims to minimize the delays experienced by drivers.

Some examples of this include:

- Building 4 lane roads, like Embarcadero, that look like highways and encourage people to drive faster than the 25 mph speed limit.
- Installing traffic lights that create direct conflicts between motorized traffic and pedestrians who have the right of way.
- Neglecting to install widespread traffic calming on our residential streets, which leads to drivers speeding through our neighborhoods.

With the City receiving the Safe Streets for All Grant to develop a Safe System policy for all road users, the timing to adopt this policy is perfect. Please allocate the required \$40,000

match as part of the City's priorities on community's health and safety and climate change, and direct staff to start working on a Safe System policy as soon as possible.

As part of a Safe System road safety policy for Palo Alto we would like to see:

- Full integration of the Safe System principles into the Comprehensive Plan and the Bicycle and Pedestrian Transportation Plan update.
- That a severe or fatal crash would lead to a forensic analysis on how to improve road safety at that location beyond mere code compliance. This is not about assigning fault, but about how infrastructure improvements could prevent such a crash in the future.
- That the Safe System principles are applied to both new infrastructure and repaving projects. In addition to restriping, this includes hardscape road safety improvements. This way we do not waste good opportunities to make our roads safer.

People are vulnerable to injury and make mistakes. Let's do all that we can to create an environment that reduces risk of collisions and injury to all street users — people who walk, bike, drive and use transit. Let's make our local streets work better for everyone.

Thank you for considering my comments.

From: [David Coale](#)
To: [Council, City](#); [Shikada, Ed](#)
Cc: [Ciralsky, Philip](#); [Lait, Jonathan](#); [Abendschein, Jonathan](#); [Eggleston, Brad](#)
Subject: City Priorities
Date: Sunday, February 12, 2023 6:40:13 PM

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Hi Mayor and Council Members,

I always look forward to the city priorities meeting with the community, but somehow I missed it this year. While I did send in my thoughts on this, I am sending you this directly so that you might get a better feel for how these could all fit together in a shared vision of what Palo Alto can be.

City priorities

1) Climate change with a focus on electrification and transportation. This would include grid upgrades for electrification and updating the Bike-Ped plan and putting this in to place. With the very successful Ad Hoc committee's work, it is essential to see this through to the next step, commission or otherwise to ensure this vital work continues.

2) Transportation: Rail crossings and bike/ped infrastructure. This will dovetail into item one to get people out of their cars to reduce our fossil fuel use and make for a more livable city, less dependent on car travel of any kind. This would be guided by a Safe Systems approach for transportation planning at all levels where safety comes first. This includes three cross-town bike/ped crossings of Alma and the train tracks at Seal Ave, Matadero creek and south Palo Alto before the rail crossings go in. This would be a true game changer for safe bike and pedestrian travel in our city.

3) Housing for all. This also includes items one and two above and should be integrated as such. If Palo Alto can help house the people that work here and have safe ways of getting to work without a car, we will all be much better off; healthier and happier.

While these priorities have come up before in many ways, a truly integrated approach between all three with the goal of addressing climate change is what we need to make the city the best that it can be. The vision of a city that houses our teachers, city workers and essential workers in livable, walkable neighborhoods with vibrant town centers an easy bike ride away, all the while cohabiting our planet in a way that will ensure a livable Earth for generations to come, is a vision I think we can all get behind.

David Coale

From: [Mary Arnone](#)
To: [Council, City](#)
Subject: Comments on Bryant Street Bike Boulevard
Date: Sunday, February 12, 2023 12:49:35 PM

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Dear City Council,

On May 4, 2021, I was riding my bike on the Bryant St. Bike Path towards my home in Mountain View. A car failed to stop at the Tennyson St. crossing, thus hitting me and sending me by ambulance to Stanford ER. This accident has dramatically impacted my life even today.

The Bryant St. Bike Boulevard is not as safe as it appears. Intersections where cars are supposed to stop are not well enough marked. Additionally, the Boulevard is too car-friendly in the downtown area. It needs to be unfriendly to park in, with more signs to make drivers aware that this is a BIKE Boulevard. Today's drivers have a cell phone within an arm's reach and are distracted. The roadway around this bike Boulevard should not look like any other street if it is to be a safe place for commuters, school students, and folks trying to decrease their dependence on cars. Additionally, police should be vigilant about enforcing the bike right of way. Note: the driver who struck me was not ticketed in spite of my fractures.

Please make this Bike Boulevard more BIKE friendly than car friendly.

Thank you for reading.

Respectfully yours,
Mary Arnone
1970 West Middlefield Road

Pax et bonum

From: [QNick](#)
To: [Council, City](#)
Subject: Fwd: Petition to protect bike lanes in Palo Alto
Date: Sunday, February 12, 2023 11:18:32 AM
Attachments: [petition_signatures.csv](#)
[petition_comments.csv](#)

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Hello everyone,

I'm forwarding my petition to this email as I want to present it tomorrow on City Council meeting at 3:40PM as part of agenda item AA1 "Approval of the 2023 City Council Priority Focus Areas, and Objectives Areas, Objectives, and Respective Major Projects for Calendar Year 2023"

----- Forwarded message -----

From: QNick <qnick@gmail.com>
Date: Mon, Dec 12, 2022 at 1:57 PM
Subject: Petition to protect bike lanes in Palo Alto
To: <CityMgr@cityofpaloalto.org>, <Transportation@cityofpaloalto.org>
Cc: <greg@gregtanaka.org>, <info@vickiforcouncil.com>, <ed@edlauing.com>, <julieforpaloalto@gmail.com>

Hello,

My name is Nikita Kutselev, I live in Palo Alto, and with this petition I'm trying to push you into increasing the speed of improving the bicycling infrastructure in the city. Currently it goes way too slow, and sometimes even in the wrong direction.

I understand that you feel the pressure from the car owners, who are entitled to use the city land for free as parking spots for their third cars, and maybe afraid to lose their votes. But this fear is groundless. When people see how much better a city becomes with protected bike lanes instead of parking spots, you will easily get all their votes, including votes from car enthusiasts.

Also, I encourage you to watch this wonderful video about how removing excessive parking benefits the city. <https://www.youtube.com/watch?v=mXLqrMljdfU>

The petition link: <https://www.change.org/p/protect-bike-lanes-in-palo-alto>
People signatures and comments attached to this email.

From: [Deborah Goldeen](#)
To: [Council, City](#)
Subject: Safe Systems/Safe Streets Petition
Date: Saturday, February 11, 2023 11:15:02 AM

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Every time I about to ride off on my bike, someone will make the comment, “Now you be careful!” or “Be safe!” My standard reply is that my personal safety is not the only factor I consider when making decisions and that I also consider climate change. But the truth is, there is only one thing that makes any real difference in safety for riding a bike: Infrastructure.

Cars are getting zippier (think Tesla) and more maneuverable. They come with tinted drivers side window and drivers are, as often as not, following audio directions, not focusing on the road. Cyclists and pedestrians need that infrastructure more than ever.

I’m convinced that electric assist bikes are going to save the world, but that can’t happen if it’s not safe to bike. Please support the Safe Systems policy.

Thanks

Deb Goldeen
2130 Birch, 94306
(650)799-3652

From: [Jeffrey Lu](#)
To: [Council, City](#)
Subject: support for road safety policy
Date: Friday, February 10, 2023 7:15:26 PM

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Hi,

I am writing in support of establishing a people-first road safety policy in Palo Alto. Palo Alto has been a leader in supporting non vehicular transportation options, but progress has stalled and road safety concerns have become increasingly pronounced. Palo Alto is overdue to establish a road safety policy to ensure the safety of all road users, particularly the most vulnerable road users.

Road safety policies have already been adopted by the state and federal governments, and cities around the US and the world have effectively used road safety policies to lower or even eliminate traffic fatalities.

Thank you for your consideration.

Jeffrey Lu

From: [Brinda Govindan](#)
To: [Council, City](#)
Subject: road safety
Date: Friday, February 10, 2023 2:06:32 PM

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Please support the safe streets road safety policy. We should be a city with ZERO road fatalities.

Thank you,
Brinda Govindan