

October 16, 2023

Re: Item #13 - 2040 General Plan

Dear Mayor Lee and Members of the City Council,

Our comments will be on the Circulation Element since our neighborhood has been focused on this reclassification of 5th and 9th to Arterial status which we do not support.

The Admin Report states the need to coordinate the street classifications with Caltrans and the Highway Administration through the Complete Streets Plan. The Complete Streets Plan is in its infancy stages, and the outcomes on street reclassifications may be years away. This is a huge task.

Our neighborhood is not a stakeholder in the North Central Complete Streets Plan. We had to give up 10 parking spaces on one block on S Humboldt for the bike plan so we are interested in reducing the traffic not increasing the traffic impacts for the bicyclists on 5th, 9th, and S Humboldt for safety. There are high accident numbers at 4th at S Humboldt and too much traffic is being funneled to one exit. 2 more arterials will make 5 for our small neighborhood with maximum build-out to 2040. We need to address our existing problems first.

Public Works did a trial with speed humps on S Fremont and S. Eldorado Streets which reduced the cut-through traffic on those streets. This was a very successful program. We would prefer to remain as local and collector streets and have a trial with speed humps on 5th and 9th Avenues. Our original request for traffic calming started with Arch Perry the Director of Public works over 30 years ago for 5th Avenue. We have always experimented in our neighborhood since our neighborhood streets are designed in a grid.

The current Neighborhood Traffic Management Plan (NTMP) has a very high bar and needs more flexibility. The families with children, the seniors, the pedestrians, and bicyclists need a safer environment from our neighborhood to Downtown, Central Park or riding a bike to school. The children from our neighborhood go to Sunnybrae, Borel and Aragon. A safe route to these schools is important.

The on-site parking has been reduced in all the new development projects within a 1/2 mile from Transit. One new project has no on-site parking. We can see the construction workers, Downtown employees, and tenants from Windy Hill park in our neighborhood. The Circulation Element needs to include an easier RPPP for residential parking protections.

In listening to the last S & I Commission meeting, the traffic numbers have actually increased in the TDM program since 2016, in the Bay Meadows and other developments. In reality, small businesses cannot afford to pay for Caltrain tickets for their employees and they will end up driving to work. Follow-up is needed for enforcement of the TDM through the Conditions of Approvals.

We need an interim plan for more residential protections with speed humps before the Kiku Crossing Garage opens. The developer fees need to be targeted for traffic calming, pedestrian lighting, and the RPPP for the neighborhoods that are impacted. We need an equitable portion of the CIP funding to come to neighborhoods. We have been waiting for a long time.

Six grade separations in one area will bring too much traffic impacts to the Equity Priority Neighborhoods. Either reduce the number or consider the Hayward Park Station and Peninsula Avenue as other areas in the future.

Thank you.

Best,

Laurie Watanuki