

PUBLIC COMMENTS

CD-Lindy Chan

Subject: FW: El Camino Real Corridor Study (what I think)

From: Eric Eros

Sent: Thursday, June 01, 2017 1:22 PM

To: CD-Lindy Chan <lchan@redwoodcity.org>

Subject: Re: El Camino Real Corridor Study (what I think)

Hi Lindy,

Thank you for your kind words. I would be more than happy for you to share my thoughts with others. I have plenty of thoughts, but no way to present them to folks who have influence. I realize that some of these ideas would, should they prove helpful, need to be approved at the state level--something I certainly can't do effectively.

Other thoughts...In ten years we should expect a significant percentage of cars/trucks/buses to be autonomous/self-driven/smart. I would expect these to be 'boring' cars, owned by fleets (Hertz?) and used at need, summoned by phone. Ticketing by patrolpersons in cars would be less effective, and more traffic cameras would work better, instead. Traffic lights would still be useful, but communication between traffic regulation (when is the light three blocks ahead of you going to turn green, for instance), and the autonomous cars would be helpful, to optimize the flow of traffic. Buses...what's the average usage of buses in the county? Outside of commute hours, I would be surprised if buses had more than half-a-dozen riders on average. What's that... 3/4 empty? With autonomous buses, there wouldn't be the overhead of drivers, so smaller buses might become cost-effective (certainly fuel- and smog-effective), with a reserve for rush hours. Buses might be dispatched on demand, through phone requests and/or "push the button at the bus stop, and we'll send the nearest bus to you" buttons. And, if we're going to have autonomous autos, what can be done to set up streets to make these cars safer? For instance, you and I know that if someone's crashed into a stop sign, and only a stub is left, we still need to stop--but wouldn't a 'smart' car respond to "no sign, so I needn't stop?" A short-range (photovoltaic-powered) emitter at the base of all traffic-communication devices would work, RFID tags might work, an official government map/database of control points would work if a) it were mandatory that autonomous cars access the database, and b) the government maintained "beacons" so that companies couldn't claim that the cars didn't know where they were. And enforcing requirements for effective communication from emergency vehicles and autonomous cars would be nice, so in emergencies the road would rapidly clear in front of the emergency vehicles.

I think I've used enough of your time--thank you for listening.

Sincerely,
Eric Eros

From: Eric Eros
Sent: Friday, May 12, 2017 12:14 PM
To: CD-Lindy Chan <lchan@redwoodcity.org>
Subject: El Camino Real Corridor Study (what I think)

Ms. Chan (I don't say 'Dear' if I don't know someone (or if they aren't dear to me)),

Since you are looking into redoing El Camino Real, I would like to make some suggestions that don't fit your questionnaire. Five suggestions.

- 1) A google search on, say "ups left turn" will turn up various references on why UPS drivers don't make left turns. Less time, less gas, fewer crashes. Seems a good idea. If there were no left-turn lanes (and lights) at major intersections traffic would flow faster (no more waiting for those pesky left-turners). The roadway wouldn't need to be widened for a few extra years. The traffic lights would be cheaper. Some accommodation would need to be made for the (formerly) left-turners making 3 right-turns via adjacent streets.
- 2) The 15 feet on both sides of every driveway painted red, for better driver vision (I don't know that 15 feet is the ideal distance.)
- 3) Are the (I have no idea what they are called) streetlight buttons to push if you want the light to change to cross the street (I'm sure that's the name) too high for folks in wheelchairs? I have no idea, but if they are too high, my suggestion is to lower them, and if they aren't too high I have no suggestion.
- 4) In places on El Camino the sidewalk is too fissured for wheelchairs, baby strollers, crutches, etc. I think a repaired surface would be better, and safer. I am thinking in particular of the towards-downtown side of the street near Jefferson, going in the direction towards Woodside Road (away from Redwood Station.)
- 5) Traffic signals use old technology. We can do better, and at a lower cost. A traffic light is, in essence, an outdoor billboard displaying at any time a large circle of one of three colors (well, yes, maybe an arrow, maybe "Don't walk".) Consider an LCD display. Ruggedized. With a minor steel mesh in front of it. 2 x 4 feet? Display a big red circle for stop. Or display a big red octagon for stop. Or put a white "STOP" inside the red octagon. And a countdown timer display or a pulsing the display a bit just before it turns red to green. Yellow might be a triangle—as we have been taught that yellow triangles mean warning. Or not, as probably most motorists ignore yellow triangles. And yes, computers can crash. Perhaps one computer to run all the streetlights, and one to back up the first.

Thank you,
Eric Eros

CD-Lindy Chan

From: artoninvestment
Sent: Wednesday, May 10, 2017 1:45 PM
To: CD-Lindy Chan
Subject: El Camino Real Corridor Plan

Dear Linda,

We have been in business since 1968 at 570 El Camino Real, Redwood City and own other properties in Redwood City located at 515, 543, 565, 610, 620, 630, and 636 El Camino Real, and we are concerned about losing parking spaces for our tenants and their customers. At this point in time we don't see any economic benefits to change what is barely acceptable for all merchants on El Camino Real. We cannot afford to lose parking spaces unless the City provides alternative parking plans.

Fen Arton, President
Arton Investment, Inc.

CD-Lindy Chan

Subject: FW: bicycling on El Camino
Attachments: image001.png

From: Dianne B, Dean M
Sent: Tuesday, February 28, 2017 9:24 PM
To: Council-Alicia Aguirre
Cc:
Subject: bicycling on El Camino

Dear Council-member Aguirre,

I have been a Redwood City resident for the past 18 years and am a member of a single-car family. My daily commute from Redwood City to Menlo Park includes a section of El Camino Real. El Camino is the quickest way for me to get to my destination. Currently, I encounter fast moving traffic, parked cars, and parked dumpsters as obstacles to my journey. The improvements suggested by the El Camino Corridor plan would help make my daily commute a safer and more pleasant experience and would benefit the community Redwood City by creating a bicycle/pedestrian friendly space with easier access to destinations on El Camino. My husband and I also have taught our 13-year old daughter methods of alternative transportation and our location in Redwood City allows her to bicycle or walk to most of her daily activities. Narrowing of El Camino and providing more accommodations for pedestrians would help my daughter on her lone journeys to downtown and to the library.

Sincerely,
Dianne L. Brien

CD-Lindy Chan

Subject: FW: RWC bike story

Hi Emma,

I saw the request for feedback on redevelopment priorities and wanted to write in. I apologize for any errors, but we are currently sleep deprived.

My wife and I are new home owners in Redwood City. We have a newborn who is 2 days old today. We attended an El Camino Real citizen meeting last year, but did not have the opportunity to follow up due to many other life issues.

I'm writing in this busy time period of our life to say that we are EXTREMELY interested in class 4 bike lanes being prioritized. The rising population density makes biking ideal and safe for our Mediterranean climate. To move onto the next generation, it is our hope that we model livability after Copenhagen and Amsterdam.

While my wife and I both car commute for work north and south, respectively, we strongly desire safe local bike paths. Bike lanes on the road do not propagate bike travel because of the stress from traveling with cars. We hope that our daughter can safely ride in a cargo bike or alongside us in the future years throughout the peninsula, and especially in our home town of Redwood City.

I just want to say that I think there are misconceptions in civic leadership roles about who (what types of citizens) wants protected bike lanes. I think it's sometimes said that working and tax paying individuals value car infrastructure more than what can be seen as superfluous bike lanes. In this light, and just to add to our story, I am a pilot of a major airline and my wife is a skin cancer surgeon. We're both regular people and taxpayers who value looking towards the future and putting the many benefits of cycle transit ahead of short term views of status quo.

Thank you for hearing our family's message.

Respectfully,

Stefan, Sandra, and (baby) Lucy