

4/6/21

Item 4.k

Julie Minot

From: Betsy Megas <dvortygirl@gmail.com>
Sent: Thursday, April 1, 2021 11:47 PM
To: Mayor and Council
Subject: Annual pavement maintenance (Tuesday April 6 council consent agenda item 4K)

Follow Up Flag: Follow up
Flag Status: Flagged

To the Mayor and City Council:

I am glad that we are maintaining our pavement throughout our city.

During pavement maintenance on any city street, we have an opportunity to re-stripe economically. Our Complete Streets policy and 2016 Measure B both incorporate this intention to implement bicycle lanes and safer, more comfortable streets for all.

Monroe Street appears as third priority for bicycle lanes in the city's 2019 bicycle plan update after only Pruneridge and El Camino. Besides going by one of our high schools, Monroe is a popular east-west connector to Reed and Evelyn into Sunnyvale and Mountain View. In my observation, it is heavily used by bicyclists. I've seen others riding there at 10pm when it was starting to sprinkle.

Yet there is no bicycle lane and none planned.

According to the staff report at a recent BPAC meeting, we'll have additional paint where the San Tomas trail crosses Monroe. While I am hopeful that better defining this non-standard crossing will reduce the number of drivers who run this light or stop partway into the intersection, I doubt the efficacy of this treatment in the absence of better traffic calming.



Wide streets with long straightaways such as Monroe invite speeding, which has proved fatal to at least two people on that stretch in recent years. In my scariest close call at the trail crossing, the driver of a white pickup sped through against a red as though there were no signal there at all. Lowering speeds gives drivers more time to see and react, and

it lessens damage and injuries in the event of a collision. Lowering speeds through street design is safer, less costly, more equitable, more consistent, and more effective than enforcement.

If we cannot add a bicycle lane and associated traffic calming features to Monroe yet, I hope we designed with the future in mind so we can soon complete the necessary studies, secure funding, and close this gap.

Let's make it a practice to identify locations for pavement maintenance enough in advance to complete studies, community outreach, and design so that improvements on all our streets can be implemented as part of construction. Otherwise, we will end up with more of the same, when the same is intimidating to those who might use active transportation, and occasionally deadly to those who do.

Many thanks,

Betsy Megas

Serving on City of Santa Clara and VTA BPACs, speaking for myself