

From: [REDACTED]@ [REDACTED]
To: [Cameron, Dawn](#); [Dan.Coller](#); [REDACTED]
Subject: Fwd: Santa Clara County Circulation and Mobility Plan
Date: Friday, September 19, 2014 10:39:56 AM

-----Original Message-----

From: [REDACTED]
To: CirculationPlan <CirculationPlan@rda.sccgov.org>
Sent: Fri, Sep 19, 2014 10:30 am
Subject: Fwd: Santa Clara County Circulation and Mobility Plan

-----Original Message-----

From: [REDACTED]
[REDACTED]
<[REDACTED]>
Sent: Thu, Sep 18, 2014 11:21 am
Subject: Santa Clara County Circulation and Mobility Plan

SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLAN

On behalf of the San Martin Neighborhood Alliance Board of Directors, we have the following comments on the County's proposal for the County unincorporated road system.

We have attended the recent community meetings and have the following general comments. It appears that both the existing and proposed Circulation Plans are based on out-of-date assumptions and data from 1971. The 1971 plan established 110 and 92 foot wide future width lines/official plan lines (FWL/OPL) in San Martin based on the 1971 assumption that San Martin would become urbanized. This has not happened and is not expected to happen as the County General Plan recommends preserving the rural and agricultural character of San Martin. In addition, based on the information provided at the meetings, the County's traffic projections to 2040 do not support the proposed wider roadway dimensions and they are not supported, or justified, based on safety, environmental, community disruption, cost or financial feasibility considerations. Furthermore, we believe that the proposed widened roads would exacerbate the current safety problems including speeding and stop sign running.

We therefore encourage the County to reduce the 1971 FWL/OPL on most roads in San Martin to remain within the existing right-of-ways to maintain the rural character of our community. We believe the roads should be developed to a country/rural road standard rather than the current outdated urban design standards. The residents of San Martin suggested a similar Country road alternative as part of the 1995 San Martin Integrated Design Plan that could accommodate different modes of travel. The new Circulation Plan should include this alternative.

We would be pleased to meet with the County to discuss the new Circulation and Mobility Plan.

From: [Cameron, Dawn](#)
To: [Collen, Dan](#); [Michelle Hunt](#) [REDACTED]; [Shoe, Bill](#)
Cc: [Spuller, Janice](#); [Yeung, Ivana](#)
Subject: FW: Comment -Circulation and Mobility Plan
Date: Friday, September 19, 2014 11:39:07 AM

FYI.

Dawn
408-573-2465

-----Original Message-----

From: [REDACTED]
Sent: Friday, September 19, 2014 11:36 AM
To: Cameron, Dawn
Subject: Comment -Circulation and Mobility Plan

Hello Ms. Cameron,

Oh dear. I have not been a participant at the meeting nor active in all brew-ha-ha that the San Martin Alliance.

Honestly, I haven't even had time to give the plan a once over.

Public comment and feedback is required and needed.

I just quickly read some of the feed back comments via email. Oh dear.

Okay. I am a native. 57 years old. In the 60's and 70's we prayed for urbanization.

Well, attitudes have changed. Kind of the typical 'We moved here to enjoy the country atmosphere, we don't want anyone else here scenerio'.

On point. I am a Licensed Land Surveyor who spent her career working for the local engineering and land surveying firms.

I see comments requesting reduction of Future Width Lines. The commentors mean well. They do not want expansion, okay it wont happen today.

It will SOMEDAY. They don't understand how the County plans for the Future.

The proposed widths will be needed. Perhaps 30 years, 40 years from now, even 50 years.

All planning should be done to those Future width lines. It will happen some day.

Any dedications that have happened due to requirements....keep 'em, to hard to get them again.

When I was a kid, the over-passes for the 280-680 interchange were built before the actual freeways were. It was done for the future. The over-passes that went 'Nowhere' for 20 years were easy pot-shots for news reporters or whomever, who would critique budgets or what they perceived as silly or wasteful. Well, look at that interchange now! Those over-passes would have costs triple the amount if put off for the 20 years for the freeways...or the nightmare to shut down traffic to conduct such a project.

Please hold the future width line. The citizens may NOT like it....but change and progress is inevitable. Just because it's there, doesn't mean it get built there for 'now'.

Thank you so much for your time,
I apologize for not participating earlier, and not looking closer at this 'circulation plan'.
I am just winging it, so to speak.



From: [REDACTED]
To: circulationplan@countyroads.org
Subject: feedback re: 9/9 meeting
Date: Monday, September 15, 2014 2:29:57 PM

I attended the meeting on 9/9 that was held at Guglielmo winery.

I would like to request that when developing the new county road master plan that the following changes be considered:

* North Bound on Hill Road

This road receives a tremendous amount of traffic. There are bicyclists that share the road with many types of vehicles. If the road to Anderson is diverted thru a section of this road, even more will share the road. This is now part of the Wine Trail. One bike/pedestrian lane that is separate from the road on the east side of Hill would ensure a much safer option for all using the road. There is not room for bike lanes on both sides. However, if a lane was built on the east side of the road then cars would be separated from traffic and it would be safer for all. I live near Hill and Barrett. There have been fatal accidents at this intersection and severe injury accidents. I drive this road daily and am concerned that without improvements, more injuries will occur.

* Main east and West

* Tennent east and wEst

*Foothill...Tennent to Gilroy needs bike lanes

Thank you for considering these upgrades.

[REDACTED]
[REDACTED]
Morgan Hill,
[REDACTED]

From: [REDACTED]
To: circulationplan@countyroads.org
Subject: FW: Comments: Sta Clara County Circulation & Mobility Plan
Date: Wednesday, September 10, 2014 9:33:16 PM

Please change the broken email listed on some of your flyers!!

[REDACTED]

From: [REDACTED]
To: circulationplan@rda.sccgov.org
Subject: Comments: Sta Clara County Circulation & Mobility Plan
Date: Thu, 11 Sep 2014 04:03:55 +0000

Dear Sir/Madam:

Thank you for the opportunity to hear the presentation last night (9/9/14) at Guglielmo Winery regarding the unincorporated parts of South County. I have a few comments to contribute, regarding bicycle paths, roundabouts, and safety (mainly for kids).

I'm in favor of bicycle paths and routes - We live on a corner property with one side bounded by Foothill Blvd.; luckily our driveway fronts on a cul-de-sac. Foothill Blvd. is a forbidding street for bicycle riding and horseback riding, less forbidding for walking. I grew up in the East Bay, and rode to school from junior high on, through the city. I've ridden a lot of bicycle miles, and I don't feel safe riding on fast roads like Foothill and San Martin that don't have much room along the edge, often have cracked pavement edges, and are covered with gravelly debris outside the traffic lanes. My two school age (now at Live Oak High School) have never had a safe route to ride to any of the three schools they've now attended. I don't have a safe, continuous bicycle route to Morgan Hill where I work and shop.

The current bike usage does not reflect the demand; my family's an example. There are four riders, but only one of us rides at all near our house -- me. However, we take our bikes elsewhere, where all four of us ride. Since the Calif. Complete Streets Act calls for a plan accommodating "all users" I want to make certain that bicycle riders are adequately accommodated.

Concrete example: Hill Road, Main, and Condit Road near Live Oak High School. In the mornings before school, there is a backup on all three of these roads, as cars head to Live Oak, then fill the large parking lot. By contrast, if many of those kids rode bikes to school, there'd be way less of a backup. I sound like a crank, but there wasn't even a place to park at Berkeley High School (3,000 kids), only a handful drove, and there were no backups near the school at all. Hill Road could almost just be restriped for bikes and we'd be good to go.

Bike Path Routes - It sounds small, but it makes them much more attractive if riders don't have to stop, dismount, and wait longer than cars. I'd encourage use of roundabouts at intersections, which allows bike riders to keep some momentum. Even if full-on paths aren't constructed now, get residents used to the idea by: a) signing those streets which are/will have bike trails; and b) painting something along the edge of pavement to remind motorists it's a bike route. Then in 20-40 years when we actually get to build some paths, the intended use of that street will be accepted/ingrained.



I couldn't really see on the map I reviewed, but I hope there are plans to pave the SCVWD dirt paths that border the creeks/canals. These could be a great boon. In the communities I've spend time in, property values are higher next to foot/bike paths.

Roundabouts - These are great at reducing overall speeds, at accommodating bicyclists, and can't be defeated by simply ignoring them. Most of the accidents at intersections around here seem to involve people either running the stop entirely, or turning left in front of rolling-stoppers. Both of these aren't really possible with a roundabout. Plus they use less fuel and brake pad.

Safety (for kids mainly) - If we didn't front on a cul-de-sac, my kids might not even know how to ride a bike. I really don't encourage them to ride on Foothill at all. Road speeds are too high, with cars way too close to the bikes. We see too many cars skid off the road through inattention or being wasted. It's also hard to ride straight where there's gravelly debris in spots along the edge of pavement.



Horses - I heard some residents say they don't see horses in their neighborhood, and don't want more walkers/horses/bikers. We see horses, and I'd like to see more -- it's one of the remnants of the rural character that having safe paths will help to preserve, since horse people will want to live in the area, and be able to access the Bear Ranch without using a trailer.

I look forward to seeing these comments addressed in the plan. Thanks for the hard work!



San Martin, CA 95046



-----Original Message-----

From: 
Sent: Thursday, November 21, 2013 1:59 PM
To: Masoud Akbarzadeh
Cc: 
Subject: Pedestrian issues in SAH

Hello Masoud,

An issue has been raised regarding bicycles and pedestrians on the road ways in and around the San Antonio Hills area.

Many people walk the roads around the area, specifically around the Country Club golf course. The roads are also used extensively by bicycles and motor traffic.

As the roads in San Antonio Hills are maintained by the county, I wondered if you have encountered this situation in other areas of the county?

If so, have there been any solutions which might be applicable to our area?

For example, "Caution Pedestrian" signs , "Pedestrians walk facing traffic" , "Share the road" , "Bikes keep right" or "watch your speed".

With new laws regarding giving bikes 3 feet clearance there may be some areas where drivers would have to cross double yellow lines to pass a cyclist. Bikes also need to give pedestrians clearance forcing them out further in the lane.

SAH is currently reviewing the situation and would appreciate any comments you have regarding safety of our citizens.

Thank You,

