

From: tessa.woodmansee
To: [Hill, Shannon](mailto:Hill.Shannon)
Subject: Re: Downtown West Mix Use PlanGP19-009 PDC19-039 pd19-029
Date: Monday, November 25, 2019 2:33:15 PM

[External Email]

Thanks Shannon...is that the only eir or is there going to be more opportunities to comment and have the eir people respond to each of our comments !

Tessa

On Mon, Nov 25, 2019 at 10:15 AM Hill, Shannon <Shannon.Hill@sanjoseca.gov> wrote:

Good morning Tessa,

Thanks for submitting your comments. They will be forwarded to the environmental consultant for scoping considerations.

Best regards,

Shannon Hill, Planner

Planning, Building & Code Enforcement | Environmental Review Section

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From: tessa.woodmansee [REDACTED]
Sent: Friday, November 22, 2019 10:44 PM
To: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Subject: Downtown West Mix Use PlanGP19-009 PDC19-039 pd19-029

[External Email]

Dear Shannon,

public comments should be allowed to midnight of the date due as it was with other EIR reports to help community participate the standards should be the same like other 'EIR was till midnight of the closing day.

So here are more comments about the environmental impact of Downtown West mix use plan.

- * Car free downtown and car free google village!
- *. Google's buses should all be electric no google buses that are not. electric.
- *. Googles bus depot on Stockton Avenue must all use broadband backup beepers self adjusting by Brigade Electronics- the only manufacturer of broadband backup beepers.
- *. Google's bus depot run by Royal Coach Tours must be a good neighborhood by reducing their light pollution and noise pollution they have a gate that is very noisy and needs to be upgraded and silent when it opens and closes. There shall be no public address on the google bus depot.
- *. Stockton Avenue needs traffic calming and this street needs to become a grand boulevard to the google campus. The street needs roundabouts three of them from Taylor street to The Alameda.
- *. Taylor Street needs traffic calming and take out the curve by the Alameda where many accidents have occurred. Taylor street going west from Coleman needs to block the side road that splits Taylor street that is very dangerous. This split section needs to be closed off for safety.
- *. Taylor street needs a bike lane separated from traffic between Coleman and to Bascom when it turns to Naglee
- *. Taylor street underpass needs to be redesigned like Coleman avenue in Campbell where the pedestrians are separated from the cars the least we can do is put up a 3 foot concrete barrier to protect pedestrians from cars that invade sidewalks.
- *. Taylor street underpass needs to have a wood, metal or concrete roof so that pigeons do not nest up in roof rafters.
- *. Taylor street needs a 3 foot barrier from Stockton to the entrance of the Coleman Shopping center the Taylor street entrance needs protection and separation from entering traffic raise the sidewalk gutter for protection as cars going east on Taylor swoop into the shopping center.
- *. Julian Street needs a bike land and pedestrian corridor that is Americans with Disabilities compliant.
- *. Stockton Avenue should not be a truck route. All truck traffic should use Coleman and then the Julian street to get to Stockton Avenue
- *. The horrible logo for the sharks with gang messaging for the sharks as they kill their opponents in their belly needs to be removed and other more natural architectural details added to the Whole Foods modern 7 foot wall facing stockton ave
- *. Stockton Avenue needs a cross walk at Shiele

*. Taylor street and Stockton Avenue crosswalks and intersections need to remove the free right turn pork chop design that make this intersection deadly.

All corners need bulb outs and traffic calming and identification of crosswalks to slow traffic.

*. Taylor Street and Stockton Avenue needs a lefthand turn signal to control the left hand turn pocket on northbound Stockton Avenue controlling the traffic and separating the left turning traffic from the pedestrians and oncoming vehicles. This intersection is very dangerous and the left turn goes west on Taylor Street and as the sunsets in the west drivers have been blinded by sunsetting and have hit bicyclists.

*. All corners on Stockton Avenue need striped crosswalk marking and the corners need to be bulbed out to avoid the fast turning off of Stockton Avenue into the residential streets. Zebra striped crosswalks on all intersections off of Stockton Avenue..

It's not your imagination — crosswalks around San Francisco are being upgraded more rapidly to the “continental” striping style, also known as “ladder” or “zebra-striped” crosswalks, to make people more visible to drivers when they're crossing the street.

The SFMTA has ditched its traditional crosswalk design comprised of two white lines along the length of a crosswalk, since [studies from the Federal Highway Administration](#) have shown continental stripes are much more effective at getting drivers to yield the right-of-way, said Ben Jose, spokesperson for the SFMTA's Livable Streets subdivision.

“Until recently, San Francisco primarily implemented continental crosswalks at mid-block and school area crosswalks,” Jose wrote in an email. “The SFMTA's current goal is to gradually enhance all crosswalk markings to the high-visibility continental marking pattern.”

The SFMTA adds the treatment whenever there's an opportunity like a street repaving, Jose said. Those are [occurring more rapidly](#) with the [bond funds made available by Prop B](#). I've recently spotted the new crosswalks on streets from Irving in my neighborhood, the Inner Sunset, to Powell Street in Union Square, one of [the busiest pedestrian streets in the country](#). (Finally!)

Walk SF Executive Director Nicole Schneider applauded the agency's move to adopt zebra crosswalks on a wide scale. “The ladder-style striping helps drivers

distinguish the crosswalk from other roadway markings much sooner than the old fashioned double lines,” said Schneider. “This is one example of a quick, cheap, and smart way to prevent pedestrian injuries.”

As a reminder, 964 pedestrians were injured on SF streets last year. This year, 12 have been killed. In 2011, motorists’ failure to yield to a pedestrian in a crosswalk was the most-cited cause of pedestrian injury, comprising 40 percent of cases, according to the SFMTA’s 2010-2011 Collisions Report [[PDF](#)].

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*. The buses by the Senior facility on Julian must not be parked near the intersections or on Stockton Avenue at all. The visibility crossing with these large trucks makes it very unsafe to cross the street going South on Stockton Towards Whole Foods. crossing Clinton Place is very dangerous because of trucks blocking that street. There should be not parking on Stockton Ave between Julian and Clinton Place. The trucks on Julian should also be at least 20 feet back to improve crossing visibility crossing Julian going northbound on Stockton Ave

*. The bicycle marking from Clinton Place to the Alameda are very poor and need to be darkened or brightened with green paint that is visible at night going to south on Stockton Avenue towards the Alameda.

*. Villa Street needs a bright street lamp on the West side of Stockton.

*. All trucks and buses doing business on Stockton Avenue must have the broadband self adjusting backup alarms to be a good neighbor and safer

*. Salvation Army should not be blocking stockton Avenue sidewalk and street with its dump truck operation that prohibits pedestrians and bicyclist from going safely across the sidewalk and street.

*. COleman avenue must be the truck route and Julian Street needs to be supported to take the traffic from Coleman then to Autums parkway then back to Stockton Avenue so Stockton Avenue is no longer the truck route from Taylor Street to Julian Street.

*People on foot could get a little more space at the corners of 14th and U NW, Benning Road and Minnesota Avenue NE, and M and Wisconsin in Georgetown. Those are a few of the concepts in a new analysis of how to make DC's most dangerous intersections safer.



Image from NACTO.

Transportation officials, local community and business members, bicycle and pedestrian advocates, and councilmember Mary Cheh toured five of the highest-crash intersections in August and September. A [new report](#) from DDOT recommends ways to make each safer.

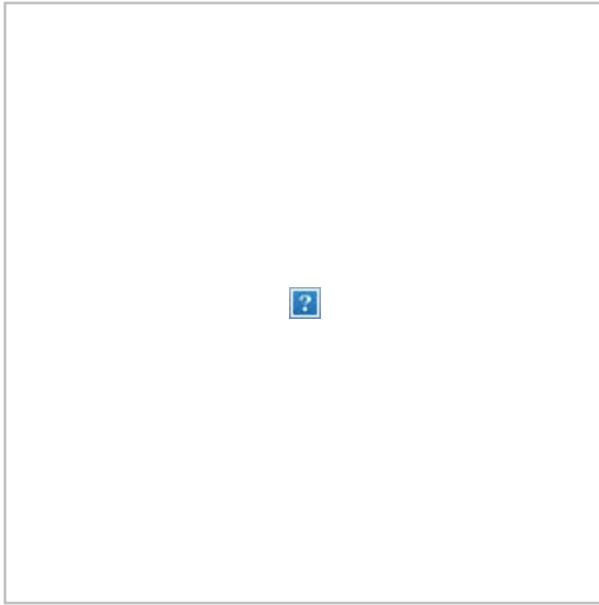
*. Google needs to hire a walking specialist for creating walkable neighborhoods as google builds.

*. I throughout the United States to understand that in most places, people prefer to get around by car: Over [76% of people](#), according to the most recent Census data, commute in an automobile, by themselves. Even in a city like [Seattle](#), known for a strong bus network and environmental commitments, nearly 30% of people drive to work solo. In places like [Oklahoma City](#), which seem to have been designed for the car, only 2.2% of people do not.

In addition to this being an environmental threat—pollution from vehicles is one of the leading contributors to climate change—it also makes for a fairly isolated, frustrating experience of the city. That was urban planner Jeff Speck's point when he wrote the book [Walkable City](#) in 2012. It wasn't strictly about the problems of car dependency or the benefits of walking; rather, it was a book about what makes cities work well for the people in them, and “walkability” seemed to be a word that resonated with people. Rather than the solitary experience of being alone in a car, walkability brought to mind people mingling in welcoming streets or in parks—essentially, bringing cities to life, and advancing their own well-being in the process.

In the last decade, urban designers and transportation planners have begun to think more imaginatively about how to increase walkability in cities. Speck, in his past work, has tried to make the case for why they should do so. But he realized that convincing planners and designers to create more walkable, livable cities left out some important voices—those of the

people they're creating city plans for.



[Photo: Island Press]“The planning of cities has

always had an impact on people’s lives,” Speck tells *Fast Company*. “But now, the difference is: People are beginning to see that they have a role in it.” Speck cites two reasons. One: As technology has sprung up to make everything from government to transit more accessible and responsive, people feel more connected to the systems around them, and more able to influence them. And two: Younger people, especially millennials, are gravitating more toward living in cities, based on the quality of life there. Around [64%](#) of young people who move pick a city on its livability before anything else, and only then look for a job. As a result, Speck says, they feel a sense of ownership over the place where they choose to live, and an urge to get involved with shaping it for the better.



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His latest book, then, is an effort, Speck says, to weaponize his previous work “for deployment in the field.” Called [Walkable City Rules: 101 Steps to Making Better Places](#), it breaks down the principles of good, livable urban planning and street design concepts into 101 digestible rules. He hopes, as he has done with his earlier work, that transportation planners and urban designers will read it and get something out of it. But really, Speck says, he compiled it for regular, albeit civically engaged citizens, so they can pinpoint specific improvements they want to see in their cities, and advocate most effectively for them.

“People were going to public meetings and demanding change and more walkable cities,” Speck says. “But they found that they were a little bit stranded when it came to details.” While citizens, intuitively, were waking up to the fact that they wanted more connected communities and safer streets, they often didn’t know what, exactly, they should be pushing for. Exactly how wide should a proposed bike lane be? What improvements would make crossing a wide street safer?

The “rules” in the book span a spectrum of complexity. There are simple suggestions for people to digest and recommend, like how to build great and safe crosswalks (when possible, use texture like pebbled paint or rumble strips to demarcate them, and use bright, high-contrast paint colors to stripe them directly onto roads). Reading the book, you can easily imagine feeling empowered to bring these recommendations before a planning committee that’s mulling street improvements in your neighborhood. Speck also drops in useful facts, like streets without dotted lines tend to encourage drivers to go more slowly, and that intersections with four-way stop signs are safer than those with traffic lights because they prevent drivers from trying to zoom through on yellow lights, and instead encourage more awareness.

But Speck also tackles the bigger questions, like what’s at stake in advancing urban walkability, in compact and direct chapters. The book opens with a section on how to “sell” walkability, and Speck breaks down how walkable cities improve overall prosperity, health, environmental outcomes, equity, and community cohesion. “Walkable and bikeable cities are more equitable cities,” Speck says. While good pedestrian infrastructure and bike lanes tend to be equated with more prosperous neighborhoods, bicyclists and pedestrians are more likely to be low-income. Speck reminds readers to approach these conversations with the facts, and let real needs (like stopping climate change and supporting equitable mobility) drive policy and design decisions.

Ultimately, it’s everyday people who have to live with the decisions that transportation agencies and urban design firms bestow on their cities. Speck’s book makes the case that they can, and should, have a say in those decisions, and how they shape the landscapes of where they live.

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