



# TOWN OF PORTOLA VALLEY

7:30 PM – Special Joint Meeting of the Town Council and Planning Commission  
Wednesday, October 5, 2011  
Historic Schoolhouse  
765 Portola Road, Portola Valley, CA 94028

## SPECIAL MEETING AGENDA

### 7:30 PM – CALL TO ORDER, PLEDGE OF ALLEGIANCE AND ROLL CALL

Vice Mayor Derwin, Mayor Driscoll, Councilmember Richards, Councilmember Toben, Councilmember Wengert  
Commissioners Gilbert, McIntosh, Chair McKitterick, Von Feldt and Zaffaroni

### ORAL COMMUNICATIONS

Persons wishing to address the Town Council on any subject may do so now. Please note however, that the Council is not able to undertake extended discussion or action tonight on items not on the agenda.

### CONSENT AGENDA

- (1) **Approval and Acceptance** of revised letter to San Mateo County regarding the lower Alpine Road C-1 trail (2)

### REGULAR AGENDA

- (2) **Welcoming Remarks from Mayor Driscoll**
- (3) **Overview of Council / Planning Commission / Liaison roles from Town Attorney Sloan**
- (4) **Discussion: Effective and Ongoing Communications between Council and Planning Commission**

*There are no written materials for items 2, 3 & 4.*

### WRITTEN COMMUNICATIONS

- (5) **Town Council Weekly Digest – September 30, 2011** (4)

### ADJOURNMENT

#### **ASSISTANCE FOR PEOPLE WITH DISABILITIES**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Town Clerk at (650) 851-1700. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting.

#### **AVAILABILITY OF INFORMATION**

Copies of all agenda reports and supporting data are available for viewing and inspection at Town Hall and at the Portola Valley Library located adjacent to Town Hall. In accordance with SB343, Town Council agenda materials, released less than 72 hours prior to the meeting, are available to the public at Town Hall, 765 Portola Road, Portola Valley, CA 94028.

#### **SUBMITTAL OF AGENDA ITEMS**

The deadline for submittal of agenda items is 12:00 Noon WEDNESDAY of the week prior to the meeting. By law no action can be taken on matters not listed on the printed agenda unless the Town Council determines that emergency action is required. Non-emergency matters brought up by the public under Communications may be referred to the administrative staff for appropriate action.

#### **PUBLIC HEARINGS**

Public Hearings provide the general public and interested parties an opportunity to provide testimony on these items. If you challenge any proposed action(s) in court, you may be limited to raising only issues you or someone else raised at the Public Hearing(s) described in this agenda, or in written correspondence delivered to the Town Council at, or prior to, the Public Hearing(s)



# Town of Portola Valley

765 Portola Road  
Portola Valley, CA 94028  
(650) 851-1700

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September 29, 2011

Ms. Carole Groom, President  
Board of Supervisors  
San Mateo County  
1<sup>st</sup> Floor  
400 County Center  
Redwood City, CA 94063

Subject: Acceptance of Funds for Construction of the C-1 Trail

Dear Supervisor Groom:

The Town Council of Portola Valley held a hearing on September 28, 2011, regarding the offer from Stanford University to San Mateo County of approximately ten million-dollars for completion of the C-1 trail in the unincorporated area of the county. The council heard arguments in favor of and in opposition to acceptance of the offer. At the conclusion of the hearing, the council voted to take a “neutral” position since the area affected is not within the Town limits and is a decision for San Mateo County to make.

The Town Council did, however, want to provide the following comments to the San Mateo County Board for consideration in your deliberations on the C-1 trail issues:

- 1) Portola Valley’s General Plan and San Mateo County’s Bikeway Plan both include bike paths from Arastradero Road to Junipero Serra Boulevard. The portion of the C-1 Trail located from Arastradero Road to the town limits of Portola Valley is nearing completion and is already being used;
- 2) The design for the new C-1 Trail was prepared by the Town, independent of Stanford. The trail conforms to the values of the Town and was reviewed by Town committees and staff prior to its approval. Portola Valley’s experience in designing and completing the path has been very satisfying. Throughout the design, review, and construction phases, Stanford’s staff has been cooperative and responsive;
- 3) The present trail presents significant safety and environmental concerns. The existing trail is in poor repair and is threatened in locations of being undermined by creek bank erosion on Los Trancos Creek. Also, it was emphasized that residents of Stanford Weekend Acres currently have problems of safety when entering or leaving Alpine Road due to limited sight distance and speeds on this heavily used two-lane road. While taking a neutral position on the issue of whether San Mateo County should accept Stanford’s offer of approximately 10

million dollars, the Council recommends that in any event the existing trail be repaired and upgraded.

4) If the Board determines that a C-1 trail serving the lower Alpine area is desirable, we urge you to consider detailed trail designs and routings that remediate existing safety hazards to the greatest extent possible and proactively address environmental concerns.

Thank you for the opportunity to provide the position of the Town on this important project.

Yours truly,

Maryann Derwin, Vice Mayor

cc. David Holland, Assistant County Manager

There are no written materials for items 2, 3 & 4.

## TOWN COUNCIL WEEKLY DIGEST

Friday – September 30, 2011

- 
- ☐ 1. E-mail from/to Steve Toben to/from Sylvia Gegaregian regarding Aircraft Noise – September 27, 2011
  - ☐ 2. Memorandum to Town Council from Tom Vlasic regarding Redwood City Saltworks Project Update – September 26, 2011
  - ☐ 3. Memorandum to Town Council from Leslie Lambert regarding Phillips Brooks School Update – September 26, 2011
  - ☐ 4. E-mail to various from Sheri Spediacci regarding Letter from Brisbane City Councilwoman Sepi Richardson – ABAG Election – September 27, 2011
  - ☐ 5. Letter to Town Council from Phyllis Quilter regarding Stanford C-1 Trail – September 28, 2011
  - ☐ 6. Letter to Angela Howard from Jon Silver regarding Stanford C-1 Trail – September 28, 2011
  - ☐ 7. Memorandum with attachments to Town Council from Sharon Hanlon regarding Additional Correspondence Received Regarding the C-1 Trail – (21 pages) September 29, 2011
  - ☐ 8. Information regarding Update on Vehicle License Fee Litigation – September 29, 2011
  - ☐ 9. Memorandum to San Mateo County Sheriff's Department from Sharon Hanlon regarding Town Center Reservations for October, 2011 – September 29, 2011
  - ☐ 10. Month End Financial Report for the Month of September, 2011
  - ☐ 11. October 2011 Meeting Schedule
  - ☐ 12. Notice regarding the Household Hazardous Waste Collection Event on October 8, 2011
  - ☐ 13. Action Agenda – ASCC Field Meeting – Monday, September 26, 2011
  - ☐ 14. Action Agenda – Special Town Council Meeting – Wednesday, September 28, 2011

### Attached Separates (Council Only)

- ☐ 1. Invitation to attend Community Gatepath's Power of Possibilities Recognition Breakfast on Thursday, October 20, 2011
- ☐ 2. Comcast California August 2011

**Subject:** FW: For Digest please

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

From: Steve Toben [<mailto:stoben@florafamily.org>]  
Sent: Tuesday, September 27, 2011 12:15 PM  
To: 'Bert Ganoung'  
Cc: 'David Burow'  
Subject: Noise complaint

Hi Bert,

I'm forwarding a complaint I received Monday from a Portola Valley resident named Al Gegaregian. I spoke with him yesterday afternoon, and I understand you have spoken with him too. He poses a question that I would describe as relating to how wide a corridor exists for flights coming over Portola Valley and Woodside. I don't recall the dimensions of the Woodside VOR "gate in the sky" that you have used in the past. Mr. Gegaregian is essentially arguing that there should be some intentional distribution of flights within the prescribed corridor so that a particular neighborhood is not disproportionately affected. I am not suggesting anything that would shift noise to another city, but Mr. Gegaregian's inquiry causes me to wonder if there is any ability to bring in flights at different locations over the ground within the corridor. This question is somewhat distinct from the issue of arrival altitude.

If this question is better posed to Steve Alverson, you are welcome to forward it along. Thanks.

Regards,

Steve

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

From: Sylvia Gegaregian [<mailto:sgegaregian@yahoo.com>]  
Sent: Monday, September 26, 2011 9:17 AM  
To: [stoben@portolavalley.net](mailto:stoben@portolavalley.net)  
Subject: Aircraft Noise

Hello Mr. Tobin,

My name is Al Gegaregian, I have been a Portola Valley resident for the the past 23 years, and reside at 14 Valley Oak St. Portola Valley has been a wonderful peaceful place to live until about the last year. It seems that the local air traffic controllers have chosen Portola Valley as a navigational point to the route the majority of departing and arriving flights to and from the west and south, and arriving flights from the north. I can hear at least 200 plus flights fly over the area on a daily basis, at altitudes that have made the noise a constant irritation, which has effected the quality of my life. I know it was not always like this, and unless something is done possibly even more traffic will be routed this way. I also know that the the Town has in place a Noise Ordinance in order to establish reasonable limits on noise pollution.

I have contacted the SFO Noise Council, Bert to be specific, to log a complaint on the excessive number of overflights, but he said nothing has changed in their normal routing patterns. I know that this is not the case.

He suggested that I contact you since you are a member on the SFO council representing Portola Valley.

What I would like to propose, is to ask the SFO council to install an additional noise monitoring device near my vicinity in order to substantiate my claim of the excess number of obtrusive noise producing overflights.

I also know that these flights have to be routed somewhere. I would suggest that it is only fair that the flights be spread out over the neighboring communities so that one area is not singled out as the dominant path.

Would you please help me with this matter? I would appreciate it if you could contact me to discuss this problem. Please contact me at (650) 851-3962, or if you prefer by email.

Sincerely, Al Gegaregian



# MEMORANDUM

## TOWN OF PORTOLA VALLEY

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**TO:** Town Council  
**FROM:** Tom Vlastic, Town Planner  
Karen Kristiansson, Principal Planner  
**DATE:** September 26, 2011  
**RE:** Redwood City Saltworks Project Update

### **Purpose and Summary**

The purpose of this memorandum is to keep the town apprised of the status of the Redwood City Saltworks project, including information about the next opportunity for public input and comments. In January of 2011, the town council forwarded a letter and resolution on the project to Redwood City in response to the Notice of Preparation (NOP) for the anticipated Environmental Impact Report (EIR) for the project. The applicant has indicated to the City of Redwood City that they will revise the project description based on the many comments received during the scoping period. City staff expect to receive the revised description later this year or early next year, and will then review the project internally, issue a second NOP, and hold a second scoping period. The town will have a minimum of 30 days, and probably longer, to review the second NOP and comment on the revised project before an EIR is actually prepared.

### **Detailed Discussion**

In May, 2009, the City of Redwood City received an application for a general plan amendment and rezoning for a 1,436 acre site. The project would include 8,000-12,000 dwelling units, one million square feet of office space, and 140,000 square feet of commercial space, as well as community facilities including schools, a fire station, sports fields, and "restoration" of approximately 436 acres of tidal marsh.

The city published a Notice of Preparation and started the scoping period on October 12, 2010, and extended the scoping period to March 31, 2011. During this time, Redwood City held five scoping meetings and received 368 written statements. The comments received during the scoping period were summarized in a scoping report, which was released on August 19, 2011 and is available on the internet at:

[http://www.redwoodcity.org/phed/planning/saltworks/pdf/scoping/scoping\\_report\\_08-19-11.pdf](http://www.redwoodcity.org/phed/planning/saltworks/pdf/scoping/scoping_report_08-19-11.pdf)



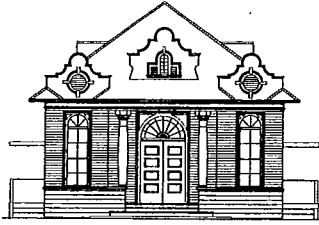
The Town of Portola Valley submitted a comment letter on the project in late January. The package sent to Redwood City included the comment letter from the town, Resolution 2512-2011 of the town council, and a number of letters from town residents. The August 2011 scoping report mentions that the town commented on the project, and the comments are contained in Appendix I, with comments received during February, 2011.

Blake Lyon of the Redwood City planning staff indicated in a phone conversation that the project applicant has said that they will revise the project description based on the issues identified during the scoping process. City staff do not know which direction the project will move in; the applicant has acknowledged the issues but has not provided any indication on how they will address those issues. The revised project description is expected later this year or early in 2012, and will be made publicly available soon after the city receives it. City staff will then issue a second Notice of Preparation and conduct a second scoping period, which will likely be longer than the state-mandated 30 days but shorter than the six months provided for the first scoping period.

As soon as the revised project description and information about the second NOP become available, we will notify the town so that both the town council and town residents will have an opportunity to review the revised project and provide additional comments. In the meantime, we will periodically check the project website to determine if any significant changes or new information becomes available that is relevant to town tracking of the project.

TCV/KK

cc. Angie Howard, Town Manager  
Leslie Lambert, Planning Manager  
Sandy Sloan, Town Attorney  
Nate McKitterick, Planning Commission Chair



# MEMORANDUM

## TOWN OF PORTOLA VALLEY

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**TO:** Mayor and Members of the Town Council

**FROM:** Leslie Lambert, Planning Manager

**DATE:** September 26, 2011

**RE:** Phillips Brooks School Update

This memorandum provides an update on the status of the Phillips Brooks School purchase of the 10+ acre parcel of land within unincorporated Santa Clara County, immediately east of Alpine Inn and Los Trancos Creek.

Staff received word from Mike Rantz, Board of Trustees Treasurer with Phillips Brooks School that the property was purchased as an investment and was placed on the market for sale in July 2011.

If you would like additional information, please let me know.

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**From:** Spediacci, Sheri [sheris@ci.brisbane.ca.us]  
**Sent:** Tuesday, September 27, 2011 2:12 PM  
**To:** 'atorres@cityofepa.org'; 'angela@portolavalley.net'; 'alouis@ci.millbrae.ca.us';  
'anna.brown@ssf.net'; 'ahipona@dalcycity.org'; 'caitlin.corley@colma.ca.gov';  
'CBonner@ci.sanbruno.ca.us'; 'cgroom@co.sanmateo.ca.us'; 'cboland@cityofsancarlos.org';  
'csmith@fostercity.org'; 'donna.ochoa@ssf.net'; 'jkoelsch@woodsidesetown.org';  
'jonis@belmont.gov'; 'o'connellk@ci.pacifica.ca.us'; 'krista.martinelli@ssf.net';  
'msroberts@menlopark.org'; 'Marge4Millbrae@att.net'; 'mkearney@burlingame.org';  
'mwarren@cityofepa.org'; 'myokoyama@hillsborough.net'; 'ngomez@cityofsanmateo.org';  
'RXRomero@co.sanmateo.ca.us'; 'shanlon@portolavalley.net'; Spediacci, Sheri;  
'svonderlinden@redwoodcity.org'; 'ssmith@hmbcity.com'; 'tcook@belmont.gov';  
'tdellasanta@ci.atherton.ca.us'  
**Cc:** Richardson, Sepi  
**Subject:** Correction: Letter from Brisbane City Councilwoman Sepi Richardson - ABAG Election

Hello Fellow City Clerks, In my rush I sent out the wrong version of Councilwoman Richardson's letter. Please forward this corrected version to your Mayor and Councilmembers instead, or in addition, if already sent. My apologies, Sheri

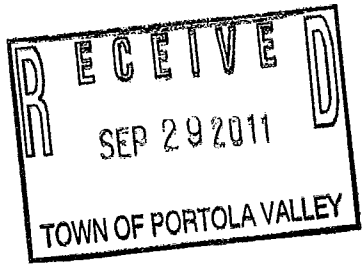
Hi,

I am running for the position of Vice-President of ABAG and would love to seek your Council's vote. The election will take in October. I represent San Mateo County on the Board of Directors of ABAG and serve as the Vice Chair of Finance and Regional Planning Committees, reflecting the interests of our communities on this regional body.

I am grateful for this vote.

Thank You.

Sepi



Phyllis Blum Quilter  
40 Sioux Drive  
Portola Valley, CA 94028

Mayor Ted Driscoll & Councilmembers  
Town of Portola Valley  
765 Portola Road  
Portola Valley, CA 94028

September 28, 2011

Dear Mayor Driscoll & Councilmembers,

Please do *not* to endorse further study of Stanford University's misguided C-1 trail in the area beyond the Town limits near Alpine Road. This project will not provide the mitigation which was required of Stanford to offset its massive new building. Construction of this so-called "trail" would cause regrettable environmental harm and would be a safety hazard because of its many road crossings.

Instead, please take this positive and farsighted position: ask San Mateo and Santa Clara Counties to establish a regional trails grant program. This would allow the Stanford money (which the University is obligated to provide) to be used to pay for beneficial projects in the local area. A trail going over the hill from the back entrance to SLAC and from there connecting to Stanford Hills Park close to Sandhill Road is one example. Another good trail project would be one near Arastradero Road providing a safe and beautiful route between Alpine and Page Mill Roads. A modest, environmentally friendly repair of the lower Alpine Trail would make it possible accomplish these other positive projects.

You have the chance to put forward an environmentally attractive – and regionally responsible – solution to this controversial dilemma. Your doing so would be in our Town's best tradition.

Sincerely,

*Phyllis B. Quilter*

6

**Angela Howard**

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**From:** Jon Silver [jon3silver@yahoo.com]  
**Sent:** Wednesday, September 28, 2011 6:40 PM  
**To:** Angela Howard  
**Cc:** Ted Driscoll; Maryann Derwin; Ann Wengert; John Richards; Steve Toben; TownCenter  
**Subject:** Please consider this an official request for all records pertaining in any way to...  
**Attachments:** LETTER to Town Manager, PVI\_JON C SILVER\_9-28-11.doc



[The letter below is also attached to maintain formatting.]

---

**JON C. SILVER** 355 PORTOLA ROAD, PORTOLA VALLEY, CA 94028

TEL or FAX: 650/851-7519 CELL: 650/868-4310 EMAIL: jon3silver@yahoo.com

Angela Howard, Town Manager  
Town of Portola Valley  
765 Portola Road  
Portola Valley, CA 94028

September 28, 2011

Dear Angie,

Please consider this an official request for all records pertaining in any way to our Town's consideration of taking a position regarding further study and/or building of the Stanford C-1 trail in the lands of San Mateo County. This request is meant to apply not only to all such letters and other written communications, but also to emails, text messages and all forms of "electronic" communication to, or between, any and all of the following: Stanford University, its staff and/or consultants, Town staff, consultants and volunteers, including Town Councilmembers. It also applies to notes of meetings and telephone calls regarding this potential official Town action.

Also, in particular, I would like to know why the Town is considering taking a position on the C-1 trail in the lands of San Mateo County at this time, when the Town chose to remain mute on two prior occasions when San Mateo County considered (and rejected) this "trail" in 2008 and 2010.

In addition, why did you as Portola Valley Town Manager attend and speak substantially in support of Stanford University's position on this issue at a San Mateo County meeting on this subject at Ladera Oaks Swim & Tennis Club on September 20 of this year?

Thank you for your help in this matter.

Sincerely,



# MEMORANDUM

## TOWN OF PORTOLA VALLEY

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**TO:** Mayor and Members of the Town Council

**FROM:** Sharon Hanlon, Town Clerk

**DATE:** September 29, 2011

**RE:** Additional correspondence received regarding the C1-trail

Following is additional correspondence received by staff regarding the C-1 trail item of the September 28 council agenda. This material was received either during or subsequent to the September 28 meeting.

Phyllis Blum Quilter  
40 Sioux Drive  
Portola Valley, CA 94028

Page 15 #6  
HANDOUT  
9/28/11 TC  
(Jon Silvera  
delivered)

Mayor Ted Driscoll & Councilmembers  
Town of Portola Valley  
765 Portola Road  
Portola Valley, CA 94028

September 28, 2011

Dear Mayor Driscoll & Councilmembers,

Please do *not* to endorse further study of Stanford University's misguided C-1 trail in the area beyond the Town limits near Alpine Road. This project will not provide the mitigation which was required of Stanford to offset its massive new building. Construction of this so-called "trail" would cause regrettable environmental harm and would be a safety hazard because of its many road crossings.

Instead, please take this positive and farsighted position: ask San Mateo and Santa Clara Counties to establish a regional trails grant program. This would allow the Stanford money (which the University is obligated to provide) to be used to pay for beneficial projects in the local area. A trail going over the hill from the back entrance to SLAC and from there connecting to Stanford Hills Park close to Sandhill Road is one example. Another good trail project would be one near Arastradero Road providing a safe and beautiful route between Alpine and Page Mill Roads. A modest, environmentally friendly repair of the lower Alpine Trail would make it possible accomplish these other positive projects.

You have the chance to put forward an environmentally attractive – and regionally responsible – solution to this controversial dilemma. Your doing so would be in our Town's best tradition.

Sincerely,

*Phyllis B. Quilter*

HANDOUT #6  
Page 16  
9/28/11 TC



Ladera Community Association, Inc.  
3130 Alpine Road, Suite #288-123  
Portola Valley, CA 94028

September 27, 2011

San Mateo County Board of Supervisors  
Hall of Justice  
400 County Center  
Redwood City, CA 94063

Re: Lower Alpine Trail

Dear Board:

The Ladera Community Association requests that San Mateo County move forward with plans to improve the Lower Alpine Trail.

The feedback we have received on this issue from our community has been strongly in favor of improving the Lower Alpine Trail. As it exists today, the trail is unsafe and badly in need of major repairs. The \$10.2 million offer from Stanford University to improve the trail could be used to materially improve these conditions.

Based on this input from our community, the Ladera Community Association voted on September 23, 2011 to request the County to: a) develop a detailed trail plan that improves the quality and general safety of the trail while taking careful consideration for homes and communities along the trail, in particular Stanford Weekend Acres; b) in parallel, strongly consider traffic calming, improved bicycle lanes and other design changes to the Alpine Road corridor; and c) present the plans back to the community for final review.

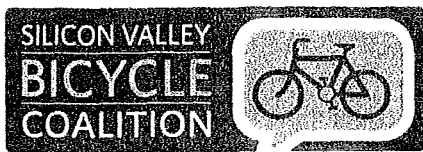
We understand Stanford has agreed to fund the planning process and EIR and that the community would have the opportunity to evaluate and provide feedback on the resulting plan before the County votes whether to approve it. We agree with this approach and request the County involve the LCA and our broader community to the greatest degree possible throughout this entire process.

Very truly yours,

Ed Berkowitz, President, The Ladera Community Association

Cc: Dave Holland, Assistant County Manager





Information for the Board of Supervisors

HANDOUT #6  
9/25/11 TC  
From - Ted Wong

1922 The Alameda  
Suite 420  
San Jose, CA 95126

Tel 408.287.7259  
Fax 408.213.7559

September 22, 2011

San Mateo County Board of Supervisors  
Hall of Justice  
400 County Center  
Redwood City, CA 94063

VIA EMAIL: [bos\\_webmaster@co.sanmateo.ca.us](mailto:bos_webmaster@co.sanmateo.ca.us)

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RE: Lower Alpine Trail

Dear Board:

As you are likely aware, the existing Lower Alpine Trail (between Ladera just west of 280 on Alpine Rd and the Junipero Serra Blvd intersection) has been badly deteriorated for years and exceeds even a minimal level of safety for travel. This multiuse trail is frequented by children on bikes and scooters, pedestrians, joggers, and commuters from Portola Valley, Ladera and Stanford Weekend Acres to Stanford, Menlo Park and Palo Alto. Stanford University, as part of its agreement with the County, has offered over \$10M to repair the trail and to redesign portions that are particularly hazardous.

The trail ultimately would link a trail nearing completion in the Town of Portola Valley with an existing trail in Menlo Park, adjacent to the Stanford Golf Course and Sand Hill Road. Silicon Valley Bicycle Coalition (SVBC) strongly urges you to take advantage of Stanford's offer to fund the repair of this trail. This will allow the County to design the trail itself – with thoughtful input from SVBC, residents, and engineers.

Founded in the late 1970s, SVBC has around 800 members and is one of the most respected bicycling organizations in California. We advocate for transportation infrastructure that allows people of all ages and abilities to get around by bicycle. Despite the fact that 'serious cyclists' are unlikely to use the trail directly, young and inexperienced bikers currently commute on the trail to and from local schools and the workplace.

The C/CAG Bicycle and Pedestrian Advisory Committee (B/PAC) recently recommended an Alpine Road/ 280 undercrossing bicycle-enhancements project to receive funding from the TA/TDA Article 3 bike/ped funding. For whatever reason, neither the TA committee nor the C/CAG board chose to follow this recommendation in their final determination of funding allocations, despite a recent no-fault cyclist fatality at this 280 undercrossing. Clearly this is not an interchange suitable for children and other vulnerable members of our community.

ADVISORY BOARD

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PRESIDENT AND  
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Corinne Winter

*The SVBC is a 501(c)(3)  
non-profit organization.*

<http://bikesiliconvalley.org>

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**From:** Rob Decker [RobDecker1@comcast.net]  
**Sent:** Thursday, September 29, 2011 12:04 AM  
**To:** TownCenter  
**Subject:** Past Pres, Ladera Community Assoc says: Do not encourage San Mateo County to accept Stanford's money  
**Attachments:** Trail S.M. Co research summary 9 21 11.doc; Trail Listserve PV MP comparison 9 18 11.doc

**Comments on Portola Valley's Decision to Encourage San Mateo County  
to Accept Stanford's Proposed Lower Alpine Road Trail Money**

**Rob Decker, Ph.D.**

**Past President, Ladera Community Association**

From PV's perspective it would be desirable if your existing trail system along Alpine Rd (including the new section between Arastradero Road and Ladera) could be connected to the existing trail running out from Stanford that ends a few hundred yards out from the intersection of Alpine Rd and Junipero Serra Boulevard. This potential connecting trail is identified in your Town trails plan. A sidewalk, although in disrepair, already exists for some of the distance between Ladera and Junipero Serra Blvd. This could provide the basis for the proposed trail.

Such a trail that connects P.V. to Stanford, M.P. and P.A. would encourage increased use by P.V. residents. It is of primary importance, therefore, that it be developed in a way that would not endanger the P.V. kids and families, who might use it for transportation and recreational purposes. And therein lies the rub.

A chain is only as strong as its weakest link. In this case, the trail from P.V. to the Menlo Park border near Junipero Serra Blvd would only be as safe as its most dangerous sections. I have compiled a summary of research on the safety of bicycle and mixed-use facilities in order to inform decision makers about the relevant findings from transportation researchers, government agencies, and experts on bicycling safety. The individual studies and compilations of research papers reference around seventy studies from around the world.

The evidence quite convincingly points to several dangers that P.V. residents would be exposed to as they traverse the proposed trail between Ladera and the Menlo Park border. One of these dangers is extreme.

*Inexperienced bicyclists and young people, as well as adults who cycle more often, for many reasons, experience greater risk of accident and injury when riding on two-way mixed use trails or side-paths along streets and roads. Accidents and injuries on side-paths occur with relatively high frequency:*

- *especially if bicyclists travel in the opposite direction to auto travel as would be the case when returning to Portola Valley*

"Don't put two-way bikeways on one side of a street. Such facilities cause serious conflicts at intersections and driveways. Two-way bike lane use has led to a number of fatal head-on collisions. And such facilities encourage wrong-way riding." Bicycle sidepaths: crash risks and liability exposure (evidence from nine studies)

- especially if the side-path crosses driveways, roads, and freeway off-ramps (The proposed path would encounter two freeway off-ramps, 5 roads, two parking lot entrances, the truck entrance to Boething Treeland, the dish parking lot, and over 20 driveways between the P.V. and Menlo Park town lines)

“Generally the most dangerous bicycle facility is a *sidepath* (a path beside the roadway). Such a path is essentially an asphalt sidewalk and it presents the user with the dangers of riding on sidewalks: a potential crash scene at every road crossing and at every driveway.” Chapter 1000, 1003, pp 697 – 708, *Bikeway Planning and Design*, of the CA Highway Design Manual

- especially if the facility is two-way, mixes pedestrians and bicyclists, and is less than 12 feet in width

“Experience has shown that if significant pedestrian use is anticipated, separate facilities for pedestrians are necessary to minimize conflicts. Dual use by pedestrians and bicycles is undesirable, and the two should be separated wherever possible.” Ibid

- Accidents and injuries increase if the above factors exist in combination.
- Higher traffic density and speed, and night time riding increase risk

Only complete separation of cycle and pedestrian paths from roads and cross-traffic can eliminate the risk of bicyclists and pedestrians being hit by cars. However the significantly increased incidence of bike – bike and bike – pedestrian accidents would remain.

The two I 280 north bound off-ramps, where they intersect and merge with Alpine Rd, are the perfect storm of conditions that are proven to be dangerous to pedestrians and cyclists:

- “At intersections [such as the I 280 off ramps], motorists entering or crossing the roadway often will not notice bicyclists approaching from their right, as they are not expecting contra-flow vehicles. Motorists turning to exit the roadway may likewise fail to notice the bicyclist. Even bicyclists coming from the left often go unnoticed, especially when sight distances are limited.” American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities
- When both motorists and trail users having a limited sight line
- When side-paths are constructed, bike accidents increase at intersections, including those with stop signs and signals, probably because trail users let down their guard expecting protection from painted cross-walks, warning signs, stop signs, or traffic lights, and assume safety from drivers who they believe will abide by rules of the road such as motorists must yield to people in crosswalks,

“For children cycling, risk of colliding with motor vehicle 2.7 times higher at intersections with a cycle track (which the child used) than at road-only intersections. Risk highest when traffic signals were present.” Cycle path safety: A summary of research (36 papers from around the world)

- Women and young people tend to account for most of the increase in accidents and injuries when new paths are constructed.

Can these dangers be reduced through planning and careful engineering. The answer is “yes” and “no”.

- Building a bike/ pedestrian bridge or underpass at the I 280 northbound off-ramps could eliminate the most dangerous situation. Most people with whom I have spoken (wishfully) think that stop signs or traffic signals would provide adequate safety although the research strongly suggests that the opposite is true.

- Some intersections and trail crossings can be eliminated. The risks of car – bicyclist accidents could be reduced in proportion to the number of such crossings eliminated. However, the construction of a 12 foot wide bi-directional path at an adequate distance from Alpine Road that avoids the majority of intersections listed above would not be possible given the constraining width between the creek and/or residences and Alpine Road.
- The risk of bike – bike and bike – pedestrian accidents and injuries will remain as long as the sidewalk/path is bi-directional, mixed use, and less than twelve feet wide with two-foot margins on each side.

In addition to the above safety issues, people arguing against the trail cite the following reasons to say no:

- The proposed trail would encroach on and compromise the privacy and quality of life of Stanford Weekend Acres residents whose back yards abut the existing sidewalk
- Increased pedestrian/bicyclist traffic on the trail would make getting onto Alpine Rd even more problematic for SWA residents and more dangerous for both residents and trail users
- Ethical objection: People hold that Stanford is trying renege on their promise to build two trails across their land as mitigation for gaining permission to build 2M sq ft of new housing and academic space on campus
- The proposed trail would not provide a recreational experience given that – unlike the new P.V. section -- it is immediately adjacent to Alpine Road for much of its length exposing people to noise, intense traffic, and exhaust emissions rather than the escape from urban conditions that families expect when they seek recreational experiences. I have attached a summary of the significant differences between the new P.V. section and the section between P.V. and Menlo Park.
- Lost opportunity cost if the \$10M is spent on a sidewalk rather than truly recreational trails near Stanford and P.V.
- Potential for environmental problems such as drainage into the creek from the expanded impervious surface of the trail, damage to the riparian corridors of Los Trancos and San Francisquito Creeks from the fortifications necessary to build the trail, environmental disruption if Alpine Road were moved into the hillside across from Stanford Weekend Acres.

Considering the aforementioned safety issues for which there is only partial remediation and considering the numerous legitimate objections listed above, I would recommend that the Portola Valley Town Council proceed as follows:

- Take no action at this time until the Council has had time to review the safety issues in the attached study and discuss the other relevant objections held by your neighbors in Ladera and Stanford Weekend Acres

OR

- Recommend that the San Mateo County Board of Supervisors turn down Stanford's money and send it back to Santa Clara County with the recommendation that a Regional Grant Program be created that could allocate mitigation money to recreational projects in both counties near Portola Valley and Stanford. The S.M. Co BOS formally proposed this to Santa Clara County when they last turned down the money.

OR

- If you recommend that San Mateo County take the money, I would urge the Council to strongly advise that the freeway bridge or underpass be constructed to eliminate an extremely dangerous situation for Portola Valley residents who will be encouraged to use the trail in increased numbers. Additionally, I would hope that the Council would encourage further identification of alternate routes -- perhaps along the north side of Alpine Road from Piers Lane to Stowe Lane -- that could bypass the many intersection hazards between I 280 and the Menlo Park border, and could reduce the negative impacts on Stanford Weekend Acres residents and the creek.

These recommendations are consistent with the Council's mandate to protect the safety of Portola Valley's residents, are consistent with Portola Valley's new bicycling safety initiative, and are respectful of the interests of your neighbors and the goal of seeking regional solutions to recreational issues.

Thank you very much for considering my ideas and for your attention to the attached safety research.

Sincerely,

Rob Decker

Past President, Ladera Community Association

## Research and Expert Opinion On Bicycling Safety Relevant to Lower Alpine Trail

Excerpts from government documents, publications of bicycling experts, and published bicycling safety research are offered for the consideration of people who wish to make informed decisions regarding the Lower Alpine Trail proposal that is before the San Mateo County Board of Supervisors. Links are provided to the original research and publications. Because the safety of all those who may use the proposed trail is at stake, I would strongly urge readers to follow a number of the links below and independently acquire the understanding necessary to make an informed decision.

### **Caveat**

The following summary and data are not intended to suggest to anyone that they should bicycle along Alpine Road or the proposed Lower Alpine Trail if it is constructed.

There may be dangers to anyone choosing to travel this route by bicycle or on foot by either bike lane or trail/sidewalk. The research suggests that only people who are old enough to learn the complex principles of effective and safe cycling and mature enough to observe, estimate, and simultaneously keep track of the paths of many vehicles, pedestrians, and other cyclists, and have mastered and are committed to applying these skills should bike on the proposed bi-directional trail or on public roads.

### **Introduction**

Following are the excerpts. Preceding them are links to references for those who want to learn more about the conditions that would exist if the proposed trail were built and for those who wish to learn more about bicycling safety. In a few instances, I have inserted my own or other peoples comments in brackets [ ] to clarify the relevance to the Alpine Road situation.

Rob Decker, Ph.D.  
September 22, 2011  
robdecker1@comcast.net

**Link:** [http://www.dot.ca.gov/hq/oppd/hdm/HDM\\_English-Complete-Streets.pdf](http://www.dot.ca.gov/hq/oppd/hdm/HDM_English-Complete-Streets.pdf)  
Chapter 1000, 1003, pp 697 – 708, Bikeway Planning and Design, of the CA Highway Design Manual

### **Excerpts:**

"Generally the most dangerous bicycle facility is a *sidepath* (a path beside the roadway). Such a path is essentially an asphalt sidewalk and it presents the user with the dangers of riding on sidewalks: a potential crash scene at every road crossing and at every driveway."

"Class I bikeways (serve) "the exclusive use of bicycles and pedestrians". However, experience has shown that if significant pedestrian use is anticipated, separate facilities for pedestrians are necessary to minimize conflicts. Dual use by pedestrians and bicycles is undesirable, and the two should be separated wherever possible."

"It is important to recognize that the development of extremely wide sidewalks does not necessarily add to the safety of sidewalk bicycle travel, as wide sidewalks will encourage higher speed bicycle use and can increase potential for conflicts with motor vehicles at intersections, as well as with pedestrians and fixed objects."

"A wide separation is recommended between bike paths and adjacent highways... Bike paths immediately adjacent to streets and highways are not recommended."

**Link:** <http://www.cyclecraft.co.uk/digest/research.html>

Cycle path safety: A summary of 36 research papers from around the world

**Excerpts:**

The authors who compiled the summary and provided links to the 36 studies state: " This list is intended to be without bias, but little evidence has been found to suggest that cyclists are safer on paths than on roads."

One study is of significance to families with children:

"Field survey of 14,000 schoolchildren between ages of 6 and 16 in five Swedish, one Norwegian and three Finnish towns. Children described road crashes in which they had been involved over the past year.

For children cycling, risk of colliding with motor vehicle 2.7 times higher at intersections with a cycle track (which the child used) than at road-only intersections. Risk highest when cycle crossings 8 to 15m from intersections and when traffic signals were present.

Overall risk of collision is 0.5 crashes/100,000km on the carriageway but 1.3 crashes/100,000km on a cycle track, rising to 2.8 when there are concurrent green signals for road and cycle track at junctions."

**Link:** <http://www.ehjournal.net/content/pdf/1476-069x-8-47.pdf>

Institute for Resources, Environment and Sustainability, University of British Columbia

The impact of transportation infrastructure on bicycling injuries and crashes: a review of the literature summarizes 23 papers.

**Excerpt:**

"Results to date suggest that sidewalks and multi-use trails pose the highest risk, major roads are more hazardous than minor roads, and the presence of bicycle facilities (e.g. on-road bike routes, on-road marked bike lanes, and off-road bike paths [Off-road paved or unpaved path or trail, *for bicycles only*]) was associated with the lowest risk".

**Link:** <http://www.bikexpert.com/bikepol/facil/sidepath/sidecrash.htm>

"Bicycle sidepaths: crash risks and liability exposure" Evidence from nine studies in the research literature and other links

**Excerpts:**

"The evidence that bicycling on sidewalks and similar facilities is more hazardous than bicycling on streets is overwhelming. Need to see that evidence? Here are some graphs, and links to studies posted on the Internet on this site and others:"

"1. Don't put two-way bikeways on one side of a street. Such facilities cause serious conflicts at intersections and driveways. Two-way bike lane use has led to a number of fatal head-on collisions . And such facilities encourage wrong-way riding."

"2. Don't designate sidewalk bikeways. These also cause serious car-bike conflicts at intersections and driveways, as well as conflicts between bicyclists and pedestrians. Eugene, Oregon, and other cities have found that sidewalk bikeways have extremely high accident rates."

**Link:** Personal email communication, 9/18/11, Alan Wachtel, Member, Institute of Transportation Engineers, Chair, California Bicycle Advisory Committee, Member, Palo Alto Bicycle Advisory Committee, Government Relations Director, California Association of Bicycling Organizations [I will provide entire email to anyone interested]

**Excerpts:**

Given the proposed trail's shared use, narrow width, and potential intersection conflicts, and the problem of access to and from it in the wrong-way (uphill) direction, it would be misleading to characterize it as somehow safe for recreational use of families and kids commuting to school in Menlo Park, especially for inexperienced bicyclists."

"The description of Alpine Road itself as extremely unsafe is also an exaggeration. The cause of the crash near the 280 overcrossing is still unclear, but despite allegations by the defense attorney, there's nothing unusual or dangerous about that intersection, though Caltrans is looking at improvements to signing and striping. There may also be scope for striping improvements on other parts of Alpine."

"San Mateo County's FAQ page says: "Under San Mateo County trail guidelines, the trail will be at least eight feet wide where practical," and "An eight-foot trail would fit the aesthetics of the area and meet the public need for multiple use." But even an eight-foot trail everywhere--not just "where practical"--fails to satisfy this minimum requirement, unless it also includes the two-foot graded area on each side. Even if the County chooses not to designate the trail as a bike path, it would clearly be inadequate to serve as one. This alone should disqualify the project as a bicycle facility. It may be suitable as a pedestrian trail."

**Link:** <http://www.bicyclinglife.com/Library/riskfactors.htm>

Famous Palo Alto study of bike accidents.

**Excerpts:**

"Bicyclists on a sidewalk or bicycle path incur greater risk than those on the roadway (on average 1.8 times as great), most likely because of blind conflicts at intersections. Wrong-way sidewalk bicyclists are at even greater risk, and sidewalk bicycling appears to increase the incidence of wrong-way travel."

"Bicycling on the roadway in the same direction as adjacent traffic, whether or not bicycle lanes are designated, is not associated with increased accident risk for any group. In fact, every group of bicyclists riding with traffic on the roadway, with one insignificant exception, incurs a risk equal to or less than the study average."

**Link:** <http://www.labreform.org/education/BikeDriving-Intro.pdf>

Power Point educational program that shows the best practices of experienced bicycle drivers

**Excerpts:**

"Common Bicycling Fallacies:

1. Danger from traffic passing from behind ("fear from the rear"). Most people think hit from behind (overtaking) is #1 but it is smallest slice and most of those occur at night.

About 90% are result of turning & crossing traffic.

2. Roads are for cars /Cyclists do not belong on the road /Greatest duty staying out of the way

3. Rules of the road do not apply /Cyclists do not need (or cannot learn)to follow the rules of the road.

"Crashes, who is at fault.

Most people think hit from behind (overtaking) is #1 but it is smallest slice and most of those occur at night.

About 90% are result of turning & crossing traffic.

About half of adult crashes are fault of cyclist, wrong-way riders is #1 cause.

Many "motorist fault" crashes occur on sidewalk or bikelane crossing (preventable).

Cyclists fare best when they act and are treated as drivers of vehicles"

**Link:** [https://bookstore.transportation.org/item\\_details.aspx?id=1529](https://bookstore.transportation.org/item_details.aspx?id=1529)

The 1999 American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities is the standard reference work for design of bicycle facilities in the United States. Unfortunately, it costs \$40 to download. It strongly warns against sidepaths, and gives a list of problems with them.

**Excerpts:**

"At intersections [such as the I 280 off ramps], motorists entering or crossing the roadway often will not notice bicyclists approaching from their right, as they are not expecting contra-flow vehicles. Motorists turning to exit the roadway may likewise fail to notice the bicyclist. Even bicyclists coming from the left often go unnoticed, especially when sight distances are limited."

"Signs posted for roadway users are backwards for contra-flow bike traffic; therefore these cyclists are unable to read the information without stopping and turning around."

[The problem with signs also applies to traffic signals, and is even more serious in connection with them because inability to see a traffic signal makes it impossible to determine when cross traffic may start. Special "wrong-way" traffic signals (usually, pedestrian "walk/don't walk" signals) must then be installed for the sidepath, but often no such signal is installed. Comment by John Allen



2003-2009 Member, Board of Directors, League of American Bicyclists, national bicyclists' organization, and member of its Education Committee.]

**Link:** <http://injuryprevention.bmj.com/content/early/2011/02/02/ip.2010.028696.full.pdf>

Risk of injury for bicycling on cycle tracks versus in the street

**Excerpt:**

"The relative risk of injury on cycle tracks was 0.72 (95% CI 0.60 to 0.85) compared with bicycling in reference streets. These data suggest that the injury risk of bicycling on cycle tracks is less than bicycling in streets. The construction of cycle tracks should not be discouraged."

**Link:** <http://www.johnforester.com/Articles/Facilities/TransQuart01.htm>

From *The Bicycle Transportation Controversy*

*Transportation Quarterly*, Spring 2001, Vol 55 No 2.

**Excerpts:**

"Conclusions

1. Bikeways of practical, street-level design have not been shown to either reduce the accident rate at the same travel speed or to allow increased speed at the same accident rate, in comparison with cycling on the roadway with the rights and duties of drivers of vehicles.
2. The arguments of bikeway advocates have been shown to be without scientific basis.
3. Acquiring competence in cycling on the roadway with the rights and duties of drivers of vehicles has been shown to be by far the most effective means of reducing accidents to cyclists."

"In short, what bikeway advocates term the greatest danger to cyclists [motorist-overtaking-cyclist type], the motive for bikeways, is, at most ... 1.2% of accidents to cyclists. Even if that cause were entirely eliminated, the change would not make cycling sufficiently safer to justify the bikeway program." "Nighttime fatal car-bike collisions are over-represented in the [above] statistic as are higher nighttime motoring speeds, and [accidents on] high-speed roads."

**Link:** <http://www.johnforester.com/Articles/Education/elecpro.htm>

Elementary-Level Cyclist Training Program: Objectives, Techniques & Results

Study conducted in Menlo Park elementary schools that provides information about whether children age 8 – 12 can learn safe bicycling principles and, if so, at what age and experience level can they begin to safely make use of them on the street.

**Excerpts:**

"We will teach them the beginning of this kind of cycling as is necessary to ride on the streets around the school with much less traffic, so that they would be safe now and be ready to learn how to ride in more difficult traffic when they got older and needed to go to more places ... but we will teach only in easy traffic because these students are not yet old enough to operate in complicated situations. The students seemed to accept this premise.."

"The specific concepts learned are: riding on the right-hand side of the roadway, how to yield to crossing traffic when approaching a superior roadway, how to yield to overtaking traffic when moving laterally, destination positioning at intersections, and speed positioning between intersections."

"*Repeated practice* under conditions of gradually increasing complexity is the key to successful teaching of cycling. By the end of the 2-week sessions the teaching routine had become organized to repeat each action as many times as possible. I cannot emphasize this sufficiently. Most bike safety programs attempt to teach too many concepts, each with insufficient practice, if any at all. The result is the chaos that we see on the streets that produces the accident statistics. I have found that success comes from few concepts taught and practiced until proficiency is achieved."

**Link:** <http://www.bicyclinglife.com/Library/riskfactors.htm>

**Excerpts:**

"Table 5 compares the risks of bicycling on the sidewalk (including bicycle paths and crosswalks) and on the roadway (including bicycle lanes). Because the idea that sidewalk bicycling can be

dangerous may be unfamiliar or counterintuitive, Table 5 analyzes the risks for every possible combination of observed bicyclist characteristics (age, sex, and direction of travel). Table 5 demonstrates that sidewalks or paths adjacent to a roadway are usually not, as non-cyclists expect, safer than the road, but much less safe. This conclusion is already well established in existing standards for bikeway design, although in our experience it is not widely known or observed.”

“The aim of a well-designed roadway system should be to integrate bicycles and motor vehicles according to the well-established and effective principles of traffic law and engineering, not to separate them. This conclusion is in accord with the 1981 and 1991 AASHTO Guides and the California Highway Design Manual, and with our own experience as bicyclists. The goal of integration can be promoted through the use of wide, smooth outside lanes that encourage bicyclists to travel on the roadway rather than on an adjacent sidewalk or path.”

**Link:** <http://www.enhancements.org/download/trb/1636-011.PDF>

#### **Sidewalk Bicycling Safety Issues**

Bicycle route and safety data sets for 2,963 bicyclists in Canada  
Transportation Research Record 1636

#### **Excerpt:**

“The most interesting result of the analysis was the finding that sidewalk cyclists have higher event rates on roads than nonsidewalk cyclists. This suggests that educating cyclists to act more like experienced cyclists may be prudent. It is reasonable to suggest that more experienced cyclists are more comfortable with vehicular traffic or have learned by experience where the hazards exist. Whatever the reasons, sidewalk cyclists should not simply be taught that sidewalk cycling is dangerous and should, therefore, be discontinued. Attempts to teach cyclists effective cycling skills should be considered.”

**Link:** [http://www.trafitec.dk/pub/Road safety and percieved risk of cycle tracks and lanes in Copenhagen.pdf](http://www.trafitec.dk/pub/Road%20safety%20and%20percieved%20risk%20of%20cycle%20tracks%20and%20lanes%20in%20Copenhagen.pdf)

#### **Excerpt:**

“The increase in injuries due to construction of cycle tracks [one way wider bike paths separated from auto lanes by a low curb] and bike lanes arises because there are more injuries to pedestrians, cyclists and moped riders at junctions [intersections]. There has been an increase of 28%, 22% and 37% respectively for these three road user groups. The increase in injuries to women was 18%, whereas there was only a small rise in injuries to men.”

“...Cycle tracks and lanes which have been constructed have had positive results as far as traffic volumes and feelings of security. The radical effects on traffic volumes resulting from the construction of cycle tracks will undoubtedly result in gains in health from increased physical activity. These gains are much greater than the losses in health resulting from a slight decline in road safety.”

**Link:** <http://www.bikexpert.com/streetsmarts/usa/index.htm>

Free Online version of John Allen’s excellent, basic book Bicycling Street Smarts: Riding Confidently, Legally, and Safely

#### **Excerpts:**

“With very few exceptions, *the safest way to ride is as part of the traffic*, going with the flow of the normal traffic pattern. Bicyclists who ride this way get where they’re going faster and, according to scientific crash studies, have about five times fewer crashes than bicyclists who make up their own rules (J. Forester; *Effective Cycling*. Cambridge, MA, MIT Press, 1993).”

“Generally, the more you follow the normal traffic pattern, the safer and more predictable you become. The rules of the road set up a pattern for every situation, telling which driver has the right of way and may go and which one must wait. With very few exceptions, bicyclists have the same rights – and responsibilities – as motorists. “In this way, the rules of the road protect you by making it clear what you’re going to do next.”

**Link:** <http://bikesiliconvalley.org/programs/bicycle-education>

Local bicycle education from instructors certified by the League of American Bicyclists.

**Excerpt:**

"On our roadways, bikes are treated as vehicles. Simply knowing how to ride a bike is not the same as knowing how to operate a bike safely and legally."

"We know that the only way to make bicycling safer is by teaching people what their road rights are and how to use roads safely."

Whether you are new to cycling or have been pedaling for ages, Bicycle Education classes teach you about helpful insights and new skills on how to be safe on the road. Only instructors certified as League Certified Instructors teach our classes and they utilize the Smart Cycling education program of the League of American Bicyclists."

**Link:** <http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp0080.pdf>.

Topic 1003.1 of the Caltrans Highway Design Manual (HDM)

**Excerpts:**

"The minimum paved width for a two-way bike path shall be 8 feet. . . . A minimum 2-foot wide graded area shall be provided adjacent to the pavement." [This is a mandatory requirement, legally binding on the County, regardless of funding source.]

"Where heavy bicycle volumes are anticipated and/or significant pedestrian traffic is expected, the paved width of a two-way path should be greater than 8-feet, preferably 12 feet or more."

"At intersections, motorists entering or crossing the roadway often will not notice bicyclists approaching from their right, as they are not expecting contra-flow vehicles. Motorists turning to exit the roadway may likewise fail to notice the bicyclist. Even bicyclists coming from the left often go unnoticed, especially when sight distances are limited."

"Although the shared use path should be given the same priority through intersections as the parallel highway, motorists falsely expect bicyclists to stop or yield at all cross-streets and driveways. Efforts to require or encourage bicyclists to yield or stop at each cross-street and driveway are inappropriate and frequently ignored by bicyclists."

**Link:** [http://en.wikipedia.org/wiki/Segregated\\_cycle\\_facilities](http://en.wikipedia.org/wiki/Segregated_cycle_facilities)

Segregated cycle facilities: Wikipedia article that is labeled: "controversial and the content may be in dispute"

**Excerpts:**

"purpose-built bicycle-only facilities have the lowest risk of crashes and injuries...such bike-only facilities had lower risk than cycling on-road with motor traffic as well as off-road with pedestrians on sidewalks or multi-use paths. The highest risk of crashes and injuries were found to be on sidewalks and unpaved off-road trails"

"Remedial Measures: Segregated cycle facilities are one way to improve the perception of safety. There are other approaches, such as shared space, which improve actual safety. Various remedial measures have been developed in an attempt to reduce the risk along segregated cycle facilities: separate system of traffic signals for bicycle traffic; markings - either colored or sharrows continued through the intersection; bike boxes with no right turn on red lights for motorists, raised intersections, and elimination of car parking; raising the cycle track onto a speed ramp type structure where it crosses side roads. In addition, various road markings have been developed in an attempt to remedy the issue of increased junction collisions. Examples of these include the use of special road markings, e.g. "sharks teeth" or "elephants footprints", and treatments using red, green or blue colored tarmac. In the Irish university city of Galway stated that cyclists would be required to dismount and "become pedestrians" at every junction on the finished route."

Dear Neighbors,

You may have seen the new Portola Valley trail section. It is quite nice. The new trail is situated between eight and one hundred feet away from Alpine Road as it meanders toward P.V. The trees and bushes that separate it from the road create a more natural experience and provide an aesthetic screen and sound barrier. The trail's distance from the road reduces noise and auto exhaust exposure and provides an important safety buffer for bicyclists and pedestrians.

However, an expanded trail along Alpine Rd between Ladera and the Menlo Park border would **NOT** be equivalent to the new Portola Valley (PV) section. This is a false comparison. It paints a misleading, rosy picture that could convince people that the proposed section from Ladera toward Menlo Park (MP) could be beautiful, safe, family friendly, and free of the noise, exhaust, and safety issues that families want to escape when seeking exercise and a recreational experience.

I am in the process of compiling research and published opinion *from qualified experts* regarding the safety issues associated with the proposed MP trail section. I will post this on the Ladera listserve and the San Mateo County trail website when complete.

For now, I would like to point out **several essential differences between the new PV trail section and the proposed MP trail section** between Ladera and Menlo Park:

### 1. CROSSING AND TURNING TRAFFIC

“Generally the most dangerous bicycle facility is a *sidepath* (a path beside the roadway). Such a path is essentially an asphalt sidewalk and it presents the user with the dangers of riding on sidewalks: a potential crash scene at every road crossing and at every driveway.”

Chapter 1000, 1003, pp 697 – 708, Bikeway Planning and Design, California Highway Design Manual [http://www.dot.ca.gov/hq/oppd/hdm/HDM\\_English-Complete-Streets.pdf](http://www.dot.ca.gov/hq/oppd/hdm/HDM_English-Complete-Streets.pdf)

The PV section crosses **ONLY** the entrance to Ford Field and the Glen Oaks Equestrian center driveway.

Between the Portola Valley Town line and the Menlo Park Town line the MP trail section would cross the following:

- the main Ladera Oaks parking lot entrance;
- Road 3185/Ladera oaks overflow parking lot;
- Boething TreeLand truck entrance;
- a steep, curved, and narrow (Max 7") "tunnel" under the I 280 southbound on-ramp;
- two extremely dangerous freeway off ramps (**Can these be made safe? Please see below**);
- Piers Lane;
- the chaotic Dish parking lot at Piers Ln;
- five streets (Happy Hollow, Sneckner, Bishop, Wildwood twice, Stowe),
- an undetermined number of the twenty+ driveways.

Riding on a sidewalk/sidepath compared to riding on a road increases collision risk by a factor of:

- 1.8 (California; Wachtel and Lewiston 1994)
- 2.7 (Eugene, OR, 1979)
- 4.7 (California, 1974)
- 3.4 (Sweden; Linderholm 1984)
- 2.4-8.6 (Finland, Sweden, & Norway; Leden 1988)
- 3.9 (Denmark; Jensen, Andersen, Nielsen 1997)
- 1.7 to 5 (Germany; Schnull, Alrutz et al 1993)

**Riding against traffic on a sidewalk or bi-directional sidepath is significantly more dangerous.**

## **2. TRAIL DIMENSIONS**

The paved path of the new PV section measures 8' - 9" wide with unpaved path edges that add 2' - 3' on each side, totaling 12' - 14+' wide along its entire length. The path meanders between 8' and 100' away from Alpine Rd with many trail areas separated from the road by trees and shrubs that provide a natural experience, an aesthetic buffer, and a safety barrier from traffic.

The expanded MP trail section would be very different.

-- Across from the Ladera Shopper the sidewalk/trail would be up against the road and have to narrow to fit within an 8' wide area between pavement and the creek bank.

-- For a 60 yard stretch before the I 280 on-ramp there is less than 5' in places and less than 8' in other places with no room for a path edge.

-- It would narrow to 7' with no path edge where it goes under the I 280 on ramp -- this can not be widened without reconstruction of the freeway on ramp support structures.

-- The MP section would be immediately adjacent to the high traffic volume of Alpine Rd just north of the I 280 off-ramps where there is 5' between the creek embankment and pavement.

-- The MP sidewalk would have to squeeze between transformers that are 5' from the road or through the Dish parking lot that narrows to 12'.

-- Proceeding north, before the proposed area where Alpine Rd could be moved, there is a 60 yard stretch where the creek embankment is adjacent to the existing sidewalk and the sidewalk is adjacent to the road. This could not be rectified without also moving Alpine Rd in this additional area.

--The road would have to be moved into the existing hillside considerably more than proposed by Stanford to create an effect remotely equivalent to the Sand Hill section. Suggesting that the MP trail would be as resident friendly as the Sand Hill section is another false and misleading comparison since the total width of the Sand Hill section from residences to trail is approximately 140 feet with the trail separated from residences by a frontage road, four traffic lanes, four separate landscaped areas and medians, and a wall. Creating an equivalent "benefit" to SWA residents would require moving Alpine Road more than 100 feet.

-- The trail could be located for a short distance on the area between Wildwood Lane and Alpine to reduce the number of driveways intersected if mature oaks and Bay trees were cut and telephone poles and a transformer were moved, but the trail would be still within 8' of the roadway.

## **3. QUALITY OF RECREATIONAL EXPERIENCE**

The MP section, for much of its length, would hug a stretch of Alpine Rd that carries 25,000 cars and trucks per day (data used by Stanford -- other estimates are higher; traffic will likely increase with Hospital expansion). Only 10,000 cars per day travel Alpine Rd between Ladera and Portola Valley.

I would invite you to take a few seconds now to remember a wonderful recreational experience you have enjoyed with your family and friends. What did you envision: the beach, the Sierra, the LRD pool, the baylands? Did anyone imagine traversing a sidewalk along a polluted, noisy, and dangerous road, crossing freeway off ramps, exercising vigilance to avoid cars at each driveway and side road, and dodging bicyclists on an eight-foot wide sidewalk? Yet the Alpine Road sidewalk is being promoted as a family friendly, safe, beautiful, and enjoyable "recreational trail".

My hope for Ladera and the communities surrounding Stanford is that Stanford's 10 million dollars will be used to create a recreational experience that would be as beautiful, family-friendly, safe, and enjoyable experience as you just imagined: free from noise, exhaust and other forms of pollution, free from known serious safety hazards, and away from unpleasant urban traffic. I think this is what the majority of Ladera residents and families would want to do with the 10 million dollars. 10 M could buy truly recreational experiences for Ladera's families.

There *are* alternatives to an expanded sidewalk. It could happen if a group of dedicated people from Ladera, Portola Valley, Stanford Weekend Acres and other surrounding communities, as well as organizations like the Committee for Green Foothills, Stanford Open Space Coalition, and the Sierra Club (perhaps with the support of the LCA) could envision and commit to the creation of a truly recreational experience for all. If the money, intelligence, and bulldog conviction and energy that is being expended by Stanford and others to move a road and pave a sidewalk were expended on the creation of such a trail *near Ladera*, I know it would happen. Let's not squander this opportunity to create what we all want.

#### 4. EXPOSURE TO AIRBORNE POLLUTANTS

"Convincing evidence points to the deleterious effects of air pollution on the health of general populations. Increased morbidity and mortality rates from lung cancer, stomach cancer, emphysema, and other respiratory diseases have been noted for populations in highly polluted areas. Persons engaging in recreational activities near major concentrations of automobile traffic are probably subjecting themselves to particularly high levels of air pollution. The more vigorous the recreational activity the more hazardous may be the effect of the pollution. It is important that planners take these factors into account when making recreational land use decisions. "

"Roadside Air Pollution Hazards in Recreational Land Use Planning" Journal of the American Institute of Planners, pages 83-89 Michael D. Everett, Available online: 26 Nov 2007

#### IN SUMMARY

I would love to believe that the Alpine Road Sidewalk/Trail could be built without harm to our Stanford Weekend Acres neighbors and designed in a way that would provide a truly recreational experience that was safe, family-friendly, kid friendly, and enjoyable. Unfortunately, the trail right of way is, unlike the Portola Valley section, in close proximity to a noisy, polluted and dangerous combination of freeway off ramps, side streets, driveways and a parking lot that cannot be modified sufficiently to result in the fulfillment of that dream. Accepting money to produce a facility that is opposed by many and would pose serious safety issues -- especially for kids encouraged to use the sidewalk/trail by false representations about safe passage to school.

If the money goes back to Santa Clara County, it still must be used to mitigate the impacts of campus development "to replace and expand recreational opportunities in the foothills." This would generally be in the vicinity of Stanford, whether in San Mateo County, Portola Valley, Palo Alto (Arastradero Park) or Los Altos Hills (where Stanford has another trail offer as part of their required mitigation along Page Mill Road pending). It cannot be used for transportation, or campus recreational facilities.

Let's send the money back to Santa Clara County and begin the process of working with Supervisor Kniss to create a Regional Grants Program that would direct Stanford's 10 million dollars to worthwhile local recreational projects. A Regional Grants Program has not been created yet because Santa Clara County has an obligation through its agreement with Stanford to leave the offer open to San Mateo until December 2011 (and two years beyond if San Mateo County request the extension). San Mateo County has formally petitioned Santa Clara County to create the Program and Supervisor Kniss who represents Stanford and Palo Alto is in favor of this

solution if the funds come back to Santa Clara County. The probability that this Program will happen appears to be very good.

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**From:** Mary Hufty [hufty@mac.com]  
**Sent:** Wednesday, September 28, 2011 6:51 PM  
**To:** TownCenter  
**Subject:** Arrastradero spur trail for tonight's meeting!

Dear Council,

I am so grateful that you have not given up on a spur trail connecting the C1 trail to Arrastradero. That would be worth all this struggle and make the loss of rural trails seem almost worth it.

It is a critical connector in so many ways. In addition it is the only way the for PV and Ladera residents to get to the park without a car. it is the only way to connect the Juan Bautista de Anza Federal trail to its final destination in San Francisco from Tuboc, Arizona. See attached. this is a federal, state and county cooperative project which is extremely important historically and for sense of place in our outdoors.

Her is the link for your information.

[http://www.blm.gov/az/st/en/prog/blm\\_special\\_areas/hist\\_trails/anza.html](http://www.blm.gov/az/st/en/prog/blm_special_areas/hist_trails/anza.html)

Good luck tonight. sorry this took me so long to get to you!

Mary



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**From:** Ginger Holt [ginger@me.com]  
**Sent:** Wednesday, September 28, 2011 5:51 PM  
**To:** TownCenter  
**Cc:** Sharon Hanlon  
**Subject:** Lower Alpine Trail

**Importance:** High

I am a longtime resident of both Ladera and Stanford Weekend Acres, with an extended community of friends and associations throughout Portola Valley. I've been engaged with the Stanford C-1 Trail Mitigation since the GUP days over ten years ago.

As the county's official "community outreach" process draws to an end, I understand that the Town of Portola Valley may separately be weighing in on the lower Alpine trail decision. As you hopefully now know, many issues have raised and debated in this community process among those directly affected by the decisions. Here are a few considerations I would like to offer:

**There is not one "lower Alpine trail".**

The topography and conditions are radically different in the three distinct segments -- the Portola Valley trail is spacious, away from the road and natural. Ladera becomes slightly more congested but has some areas where it can meander, and faces very little cross traffic (for the most part). From Piers Lane to Stowe is a totally different situation:

**It is not recreational. It is not safe. It cannot be transformed into either.** Residents of Stanford Weekend Acres each have one way in and one way out. Traffic along Alpine has increased dramatically over the past several years, averaging over 25,000 car trips per day, so there's already extreme ingress/egress danger here. Adding a guard rail and a few signal lights will only provide an illusion of safety. There is nothing that can give this noisy, hazardous, exhaust-laden roadside sidewalk the illusion of true recreation.

**Stanford is not fighting this hard to add this pavement alongside Alpine Road as a "recreational amenity".**

**This is not good for the creek.** There is ample objective research supporting the negative impacts of armoring the creek in the manner that's been proposed. In addition, funneling new flows of people alongside the creek and adding to the impervious surface in this sensitive habitat is a bad idea.

**This is not a "gift".** It is contractual mitigation.

**Simple repair of today's footpath makes sense.** No one objects to re-surfacing today's path within it's current footprint. In fact, with the PG&E high pressure line running through this area, and with the investigative work on this line now underway, it's possible that the path will need to be undone and then re-surfaced as part of that project. It's worth investigation.

**With such basic definitional flaws, we don't need to waste more time or money on studies and/or EIRs.** Let's get the money working on it's original contractual purpose - "recreational trails crossing Stanford lands" -- or at least the first portion of that stated goal. The community is entitled to at least that much of the original mitigation. They certainly have not been denied the daily lifestyle impacts of Stanford's growth.

It is indeed sad to see how divisive this issue has become. We've witnessed a promotional campaign that has misstated the truth and misled many well intentioned people whom I believe are truly seeking the best for our area.

Those of us in Stanford Weekend Acres want our neighbors to know that we too would love enhancements to our local trail systems, and we too want our families to have safe recreational options right here in our area. But we are living this Alpine Road nightmare each and every day. We've poured over all the options, ideas and possibilities that put hikers and casual bikers along this stretch of Alpine Road, and landed on the inescapable conclusion — **it is not and cannot be made safe for "trail" users.**

Please do not support continued thrashing on this issue. Our County Supervisors have carefully reviewed these facts and made a well informed decision not once, but twice. Nothing has changed. By not moving on to development of **viable and valuable trail options**, the residents of this area are paying a tremendous cost. Please do not further delay our progress toward this goal.

I thank you for your time and consideration.

Respectfully,

Ginger Holt  
14 Homer Lane  
Stanford Weekend Acres

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Ginger Holt  
[ginger@me.com](mailto:ginger@me.com)  
phone 650/854.5172  
mobile 650/464.4658  
AIM thegingerh  
Skype gingerholt

**Michele Arana**

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**From:** Angela Howard  
**Sent:** Thursday, September 29, 2011 9:23 AM  
**To:** Michele Arana  
**Subject:** FW: MEMO: Chris McKenzie Update on VLF Litigation

For the digest.

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**From:** Jessica Stanfill [<mailto:jstanfill@cacities.org>]  
**Sent:** Thursday, September 29, 2011 8:45 AM  
**To:** Jessica Stanfill  
**Cc:** Bismarck Obando; Chris McKenzie  
**Subject:** FW: MEMO: Chris McKenzie Update on VLF Litigation

Dear Peninsula Division City Elected Officials and City Managers,

Enclosed below is a memo from Executive Director Chris McKenzie providing an update on the Vehicle License Fee litigation. If you have any questions or concerns, please let me know.

Sincerely,

Jessica Stanfill  
Regional Public Affairs Manager  
Peninsula Division, League of California Cities  
(650) 238-4111  
[jstanfill@cacities.org](mailto:jstanfill@cacities.org)



**TO:** California City Officials  
**FROM:** Chris McKenzie, Executive Director  
**SUBJECT:** Update on VLF Litigation

Last Friday at the League's Annual Conference the League board of directors unanimously approved filing a lawsuit against the state to challenge the last-minute "gut-and-amend" legislation that diverted \$130 million in VLF funds from cities in connection with the state budget. That late night raid of VLF funds was done to finance certain state public safety grant programs to cities, counties, special districts and even the state itself in direct violation of Proposition 22 and other parts of the state constitution. These grants were previously funded by the 0.15% VLF rate that expired on June 30, 2011.

I wanted you to know that this afternoon our petition for a writ of mandate was filed in Sacramento County Superior Court with the League and the City of Jurupa Valley, a new city in Riverside County, as the lead petitioners. The petition asks the court to order the State Controller and Director of Finance to allocate the VLF as provided under the law as it existed before SB 89 and AB 118 were so hurriedly passed in late June. A short while ago President Mike Kasperzak and I

advised the Governor and Legislative Leaders of this action by letter and the important reasons for it. Our Legislative Director, Dan Carrigg, also has advised their staff in person.

In our letter we explained how the \$130 million that was illegally diverted is needed for vital city public safety and other vital services. It also explains how the loss of special statutory allocations for four new cities and recently annexed inhabited areas will cause crippling losses in those cities as well and discourage the provision of municipal services to developed unincorporated areas.

Finally, we also shared our collective frustration by the lack of public transparency associated with the passage of one of the bills, SB 89. Affected cities were afforded no opportunity to review the bill in print or communicate with their legislators prior to its rushed approval by the Senate and Assembly. If even a minimal public process had been provided, legislators could have been made aware of the devastating municipal service impacts and potential constitutional infirmities.

We assured the Governor and Legislative Leaders of the League's continued willingness to work with them to enact a legislative solution that would restore city VLF funding and also fund these important public safety grant programs in a constitutional and sustainable way. You may recall that the League worked with other organizations during the final weeks of the legislative session to support ABx1 41 (Solorio), which proposed to fully restore VLF funds to cities and the County of Orange, while providing a secure revenue stream for important public safety programs. Regrettably, that measure did not move forward.

We will keep you advised of our progress on this this matter. Thank you for your support!



# MEMORANDUM

## TOWN OF PORTOLA VALLEY

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**TO:** San Mateo County Sheriff's Department  
**FROM:** Sharon Hanlon  
**DATE:** September 29, 2011  
**SUBJ:** Town Center Reservations for October 2011

Following is the current schedule of events for the Town Center and surrounding area for October 2011.

**October 2: Zots to Tots / Rossotti's to Town Center / 9:45 – 10:45 AM**

**October 2: PVSD 150<sup>th</sup> Anniversary Celebration / Town Center / 12:00 Noon – 5:00 PM**

**October 8: Household Hazardous Disposal Day / Historic Schoolhouse Parking Lot /  
By appointment only**

**October 15: Neighborhood Clean-Up Day / Ford Field / 8:00 – 11:00 AM**

**October 16: National Brain Tumor Society Bike Ride / Portola & Alpine / 8:00 AM – 1:00 PM**

**October 28: Council of Cities Dinner Meeting / Community Hall / 6:00 – 8:30 PM**



## MONTH END FINANCIAL REPORT

FOR THE MONTH OF: September 2011

C	Bank of America	\$	4,624.05
A	Local Agency Investment Fund (0.408%)	\$	7,752,312.16
S			
H	<b>Total Cash</b>	<b>\$</b>	<b>7,756,936.21</b>
F	05 General Fund	\$	2,275,630.19
U	08 Grants	\$	25,632.82
N	10 Safety Tax	\$	108,551.35
D	15 Open Space	\$	3,073,128.00
S	20 Gas Tax	\$	(1,323.75)
	22 Measure M	\$	(20,000.00)
	25 Library Fund	\$	415,320.50
	30 Public Safety/COPS	\$	36,763.92
	40 Park in Lieu	\$	6,199.53
	45 Inclusion In Lieu	\$	158,231.79
	60 Measure A	\$	34,390.72
	65 Road Fees	\$	345,634.06
	75 Crescent M.D.	\$	72,297.36
	80 PVR M.D.	\$	13,463.03
	85 Wayside I M.D.	\$	5,699.29
	86 Wayside II M.D.	\$	(108,940.90)
	90 Woodside Highlands M.D.	\$	182,915.39
	95 Arrowhead Mdws M.D.	\$	(1,799.67)
	96 Customer Deposits	\$	1,135,142.58
	<b>Total Fund Balance</b>	<b>\$</b>	<b>7,756,936.21</b>
A	Beginning Cash Balance:	\$	8,138,036.50
C	Revenues for Month:	\$	280,105.32
T	LAIF Interest Deposit (0.00%)	\$	-
I	<b>Total Revenues for Month:</b>	<b>\$</b>	<b>280,105.32</b>
V			
I	Warrant List 9/14/11	\$	(401,097.81)
T	Warrant List 9/28/11	\$	(150,302.84)
Y	Payroll	\$	(119,190.02)
R	<b>Total Expenses for Month:</b>	<b>\$</b>	<b>(670,590.67)</b>
E			
C	<b>Total JE's and Void Checks:</b>	<b>\$</b>	<b>9,385.06</b>
A			
P	<b>Ending Cash Balance</b>	<b>\$</b>	<b>7,756,936.21</b>

**FISCAL HEALTH SUMMARY:**

Unreserved/Spendable Percentage of General Fund:	61.11%
<i>Adopted Town Policy is 60%</i>	
Days of Running Liquidity of Spendable General Fund:	223
<i>GASB recommends no less than 90 days</i>	

Per CGC #53646 governing the reporting of cash and investments, the Town's investment portfolio is in compliance with its adopted Investment Policy. Based on anticipated cash flows and current investments, the Town is able to meet its expenditure requirements for the next six months.

# Town of Portola Valley

Town Hall: 765 Portola Road, Portola Valley, CA 94028 Tel: (650) 851-1700 Fax: (650) 851-4677

## OCTOBER 2011 MEETING SCHEDULE

Note: Unless otherwise noted below and on the agenda, all meetings take place in the Historic Schoolhouse, located at 765 Portola Road, Portola Valley, CA

### TOWN COUNCIL – 7:30 PM (Meets 2<sup>nd</sup> & 4<sup>th</sup> Wednesdays)

Wednesday, October 5, 2011 – **Special Meeting, Joint Town Council and Planning Commission**

Wednesday, October 12, 2011 – **Cancelled Meeting**

Wednesday, October 26, 2011

### PLANNING COMMISSION – 7:30 PM (Meets 1<sup>st</sup> & 3<sup>rd</sup> Wednesdays)

Council Liaison – Ann Wengert

Wednesday, October 5, 2011 – **Special Meeting, Joint Town Council and Planning Commission**

Wednesday, October 19, 2011

### ARCHITECTURAL & SITE CONTROL COMMISSION - 7:30 PM (Meets 2<sup>nd</sup> & 4<sup>th</sup> Mondays)

Council Liaison – John Richards

Monday, October 10, 2011

Monday, October 24, 2011

### BICYCLE, PEDESTRIAN & TRAFFIC SAFETY COMMITTEE

Council Liaison – Ted Driscoll

First Committee meeting tentatively scheduled for Thursday, January 5, 2012

### CABLE TV COMMITTEE – 8:15 AM (Meets 2<sup>nd</sup> Thursday) alternate odd numbered months

Council Liaison – John Richards

### COMMUNITY EVENTS COMMITTEE

Council Liaison – Maryann Derwin

As announced

### CONSERVATION COMMITTEE – 8:00 PM (Meets 4<sup>th</sup> Tuesday)

Council Liaison – John Richards

Tuesday, October 25, 2011

### CULTURAL ARTS COMMITTEE – (Meets 2<sup>nd</sup> Thursday of every month)

Council Liaison – Maryann Derwin

Thursday, October 13, 2011 at 1:00 PM

### EMERGENCY PREPAREDNESS COMMITTEE – 8:00 AM (Meets 2<sup>nd</sup> Thursday) in the EOC /

Conference Room at Town Hall

Council Liaison – Steve Toben

Thursday, October 13, 2011

FINANCE COMMITTEE

Council Liaison – Ann Wengert  
As announced

GEOLOGIC SAFETY COMMITTEE – 7:30 PM

Council Liaison – Ted Driscoll  
As announced

HISTORIC RESOURCES COMMITTEE

Council Liaison – John Richards  
As announced

NATURE AND SCIENCE COMMITTEE – 4:00 PM (Meets 2<sup>nd</sup> Thursday) alternate even numbered months

Council Liaison – Ann Wengert  
Thursday, October 13, 2011

OPEN SPACE ACQUISITION ADVISORY COMMITTEE

Council Liaison – Steve Toben  
As announced

PARKS & RECREATION COMMITTEE – 7:30 PM (Meets 3<sup>rd</sup> Monday)

Council Liaison – Steve Toben  
Monday, October 17, 2011

PUBLIC WORKS COMMITTEE

Council Liaison – Ann Wengert  
As announced

SUSTAINABILITY COMMITTEE – 4:00 PM (Meets 3<sup>rd</sup> Monday)

Council Liaison – Maryann Derwin  
Monday, October 17, 2011

TEEN COMMITTEE

Council Liaison – Maryann Derwin  
As announced

TRAFFIC COMMITTEE

Council Liaison – Ted Driscoll  
No October Meeting

TRAILS & PATHS COMMITTEE – 8:15 AM (2<sup>nd</sup> Tuesday of each month, or as needed)

Council Liaison – Ted Driscoll  
Tuesday, October 11, 2011 – 8:15 AM



Council members: The County asked us to post this at the Playground to alert visitors about this event.

# **NOTICE**

**Saturday, October 8, 2011  
Historic Schoolhouse Parking Lot**

**Household Hazardous Waste (HHW)  
Collection Event**

- 1. This is a One Day Event only.**
- 2. HHW drop-off is by APPOINTMENT ONLY.**
- 3. The Parking Lot next to the Historic Schoolhouse will be closed for parking.**
- 4. Some fumes may be generated by the HHW event.**

Questions? Elizabeth Rouan, San Mateo County, Household Hazardous Waste Program:  
(650) 655-6202  
Barbara Powell, Interim Assistant Town Manager:  
(650) 851-1700, x. 218



**TOWN OF PORTOLA VALLEY  
ARCHITECTURAL AND SITE CONTROL COMMISSION (ASCC)  
Monday, September 26, 2011  
Field Meeting (time and place as listed herein)  
7:30 PM – Regular ASCC Meeting  
Historic Schoolhouse  
765 Portola Road, Portola Valley, CA 94028**

**ACTION**

**FIELD MEETING\***

4:00 p.m., 50 Pine Ridge Way Field session for preliminary consideration of plans for residential redevelopment of this property. (ASCC review to continue at Regular Meeting)

**7:30 PM - REGULAR AGENDA\***

1. Call to Order: **7:31 p.m.**
2. Roll Call: Aalfs, Breen, Clark, Hughes, Warr (**Breen absent. Also present: Tom Vlasic Town Planner; Carol Borck Planning Technician; Leah Zaffaroni Planning Commission Liaison**)
3. Oral Communications: **None.**

Persons wishing to address the Commission on any subject, not on the agenda, may do so now. Please note, however, the Commission is not able to undertake extended discussion or action tonight on items not on the agenda.

4. Old Business:
  - a. Request for Re-Approval of Plans – Architectural Review and Site Development Permit X9H-609, 40 Antonio Court, Larson **Project reapproved as submitted.**
  - b. Follow-Up Review – Proposed Final Landscape Plan and New Proposal for Driveway Entry Gate, 5922 Alpine Road, Letteroff *Continued to October 10<sup>th</sup> Meeting* **Application continued to 10/10/11 meeting.**
5. New Business:
  - a. Architectural Review and Site Development Permit X9H-633, Residential Redevelopment, 50 Pine Ridge Way, Gilbert **Commission provided comments and feedback to project team for design adjustments. Review continued to 10/10/11 meeting.**
6. Approval of Minutes: September 12, 2011 **Approved as submitted.**
7. Adjournment **8:30 p.m.**

\*For more information on the projects to be considered by the ASCC at the Special Field and Regular meetings, as well as the scope of reviews and actions tentatively anticipated, please contact Carol Borck in the Planning Department at Portola Valley Town Hall, 650-851-1700 ex. 211. Further, the

start times for other than the first Special Field meeting are tentative and dependent on the actual time needed for the preceding Special Field meeting.

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**PROPERTY OWNER ATTENDANCE.** The ASCC strongly encourages a property owner whose application is being heard by the ASCC to attend the ASCC meeting. Often issues arise that only property owners can responsibly address. In such cases, if the property owner is not present it may be necessary to delay action until the property owner can meet with the ASCC.

**WRITTEN MATERIALS.** Any writing or documents provided to a majority of the Town Council or Commissions regarding any item on this agenda will be made available for public inspection at Town Hall located 765 Portola Road, Portola Valley, CA during normal business hours.

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### **ASSISTANCE FOR PERSONS WITH DISABILITIES**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Technician at 650-851-1700, extension 211. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting.

### **PUBLIC HEARINGS**

Public Hearings provide the general public and interested parties an opportunity to provide testimony on these items. If you challenge a proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing(s) described later in this agenda, or in written correspondence delivered to the Planning Commission at, or prior to, the Public Hearing(s).

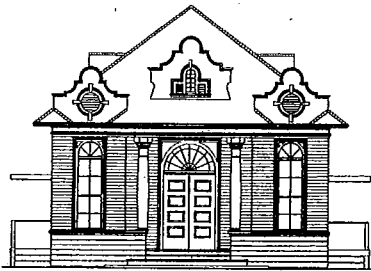
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This Notice is Posted in Compliance with the Government Code of the State of California.

Date: September 23, 2011

CheyAnne Brown  
Planning Technician

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# TOWN OF PORTOLA VALLEY

**7:00 PM – Special Town Council Meeting**

**Wednesday, September 28, 2011**

**The Sequoias, Hanson Hall**

**501 Portola Road, Portola Valley, CA 94028**

## **Note: Special Meeting Time and Location**

### **ACTION AGENDA**

#### **7:05 PM – CALL TO ORDER AND ROLL CALL**

Vice Mayor Derwin, Mayor Driscoll, Councilmember Richards, Councilmember Toben, Councilmember Wengert

**All Present**

#### **ORAL COMMUNICATIONS**

Persons wishing to address the Town Council on any subject may do so now. Please note however, that the Council is not able to undertake extended discussion or action tonight on items not on the agenda.

**Regarding the C-1 trail issue on tonight’s agenda, Carol Espinoza, resident of Ladera, reminded the Council that Portola Valley should not represent Ladera in this matter.**

(1) **PRESENTATION** – Recognition of 30 year Anniversary of John “Skip” Struthers, Maintenance Coordinator

**Upon receiving the proclamation from Mayor Driscoll Skip said it has been a pleasure to work for the Town, residents and staff.**

#### **CONSENT AGENDA** (7:10 pm)

The following items listed on the Consent Agenda are considered routine and approved by one roll call motion. The Mayor or any member of the Town Council or of the public may request that any item listed under the Consent Agenda be removed and action taken separately.

(2) **Approval of Minutes** – Regular Town Council Meeting of September 14, 2011

(3) **Approval of Warrant List** – September 28, 2011

**Approved 5-0**

#### **REGULAR AGENDA** (7:15 pm)

(4) **Recommendation by Sustainability & Resource Efficiency Coordinator** – Acceptance of Award and Master Services Agreement for Electric Vehicle Charging Stations at Town Center

(a) Enter into an Agreement with Coulomb Technologies for Acceptance of Award and Master Services Agreement for Electric Vehicle Charging Stations at Town Center

**Approved 5-0**

(5) **Recommendation by Town Manager** – Approval of Agreement for Town Manager Executive Search Consultant (7:25 pm)

(a) Enter into an Agreement with Ralph Andersen and Associates for Town Manager Executive Search Services

**Approved 5-0**

#### **COUNCIL, STAFF, COMMITTEE REPORTS AND RECOMMENDATIONS** (7:30 pm)

(6) **Discussion and Council Action** – Proposed letter to San Mateo County regarding the lower Alpine Road C-1 trail

**Council agreed to take a neutral stance on this issue. Revised draft letter to be agendize at the October 5 special meeting**

(7) **Recommendation by Councilmember Toben and Town Attorney** – Response to 2010-2011 Grand Jury Report “County Officials Need to Make Noise about Aircraft Noise” dated July 6, 2011 (9:00 pm)

**Approved 5-0**

**(8) Reports from Commission and Committee Liaisons (9:01 pm)**

*There are no written materials for this item.*

**Vice Mayor Derwin – Newsletter Committee working on the November 15 publication. Sustainability Committee reported that 55 people have signed up for the Acterra High Energy Homes program, reviewed Acterra High Energy Home software and will report back the findings to Acterra, Smart Strip guide is almost complete, continue working on the roofing “Did you Consider” flyer and announced that the Tuesday Speaker Series, named Tuesday Harvest, begins in November. Kamala Harris was unable to attend the September Council of Cities dinner so her associate Suzy Loftus attended and reported on realignment of public programs from state to county control (AB109). Maryann joined a subcommittee of HEART.**

**Councilmember Richards – Conservation Committee discussed individual open space parcels in town, working on update to the native plant list, Habitat Protection vs. Fire Clearance class to be held October 4, landscape class that the water company is offering.**

**Councilmember Wengert – Planning Commission looked at request for a pervious sports court, proposed lot line adjustment at Alpine Road and Simonic trails with unresolved easement issue, continued public hearing on wireless communication facilities ordinance that will come before the Council within the next month and preparation of the Joint Special meeting with the Town Council scheduled for October 5.**

**WRITTEN COMMUNICATIONS (9:18 pm)**

**(9) Town Council Weekly Digest – September 16, 2011**

**#1 – Mayor Driscoll reported that the bell concern at Corte Madera has been resolved**

**(10) Town Council Weekly Digest – September 23, 2011**

**#2 – Council congratulated Jeff Aalfs who was seated in the audience**

**#6 – Councilmember Toben remarked that the aircraft signage at Town Center is too aggressive**

**ADJOURNMENT: 9:25 pm**

**ASSISTANCE FOR PEOPLE WITH DISABILITIES**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Town Clerk at (650) 851-1700. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting.

**AVAILABILITY OF INFORMATION**

Copies of all agenda reports and supporting data are available for viewing and inspection at Town Hall and at the Portola Valley Library located adjacent to Town Hall. In accordance with SB343, Town Council agenda materials, released less than 72 hours prior to the meeting, are available to the public at Town Hall, 765 Portola Road, Portola Valley, CA 94028.

**SUBMITTAL OF AGENDA ITEMS**

The deadline for submittal of agenda items is 12:00 Noon WEDNESDAY of the week prior to the meeting. By law no action can be taken on matters not listed on the printed agenda unless the Town Council determines that emergency action is required. Non-emergency matters brought up by the public under Communications may be referred to the administrative staff for appropriate action.

**PUBLIC HEARINGS**

Public Hearings provide the general public and interested parties an opportunity to provide testimony on these items. If you challenge any proposed action(s) in court, you may be limited to raising only issues you or someone else raised at the Public Hearing(s) described in this agenda, or in written correspondence delivered to the Town Council at, or prior to, the Public Hearing(s).