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From: Cooper wong [REDACTED]
Sent: Monday, September 11, 2023 8:20 PM
To: Sustainability & Infrastructure Commission
Subject: Road Safety around Aragon

Hi, my name is Cooper Wong. I am an Aragon High School student. I will be commenting at the commission meeting this week on biking and walking safety around campus. I would appreciate it if you had time to read this article [beforehand](#). Thank you very much!

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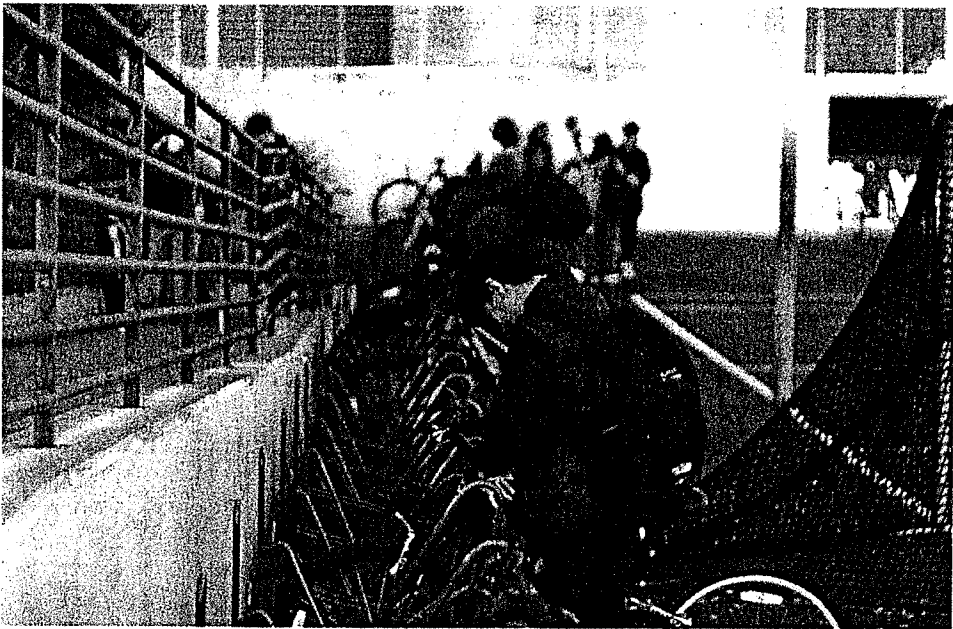
Cooper

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Features

Transportation: How do Aragon students get to school?

Charlotte Gregory (<https://aragonoutlook.org/author/24gregoryc/>) · December 8, 2022
3 min read



At Aragon, several students and teachers utilize alternate means of transportation such as biking and scootering to arrive or leave school instead of a car.

History teacher Jon Felder has been biking to school since he first started working at Aragon.

"I live ... on the other side of the city in the Shoreview neighborhood, and it's a good way for me to get across town," Felder said. "When I started working here before [COVID-19], there was a lot of traffic on Alameda.

There's all these schools, so it gets busy in the mornings and afternoons ... So I decided I would bike."

happy with it. OK

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For Felder, kicking off his morning with a bike ride to school helps prepare him for the long day ahead.

"I teach starting at 8:30 a.m., so one of the challenges is getting some energy before the first period," Felder said. "It's uphill from where I live to get to school, so that kind of gets the blood flowing [and] wakes me up."

While certainly an energizing experience, biking has its dangers. Sharing the road with cars, for example, has been a challenge for many bikers on campus. Some students described getting hit by a car, resulting in bruised hips and crutches over a few weeks.

"If you ride on the sidewalk, then you get yelled at by the people on the sidewalk," said sophomore Gerald Schwab. "If you're out in the street, then the cars honk at you."

In her experience, most traffic occurs within five minutes before and after school, making the majority of her trips to and from school fairly smooth.

Weather can be another obstacle. When San Mateo received a large amount of rain, some bikers used equipment to avoid arriving at school soaked.

"I've had to invest in a waterproof ... jacket and pants," said math teacher Craig Sipple, who uses a combination of biking and public transportation to get from San Francisco to Aragon each morning. "It does add a little extra to the commute, having to gear up, but ... if you invest in the right gear, you can stay dry."

Many students and teachers find that the benefits of biking to school outweigh the potential disadvantages. For Sipple, the environmental benefits of biking were one of the main reasons why he sold his car and began using his bike as his primary means of transportation.

"[Biking] is a good way for me to get across town"

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Carbon dioxide, emitted by cars, is one of the main contributors to global climate change. When greenhouse gasses like carbon dioxide are released into the air, they trap heat in the atmosphere, creating a domino effect of environmental consequences such as melting ice sheets, habitat loss and endangered species.

According to a study conducted by the University of California, Los Angeles, moderate increases in bicycle use in place of cars could prevent an estimated six to 14 million tons of carbon dioxide from entering the atmosphere each year.

Beyond biking, there are other environmentally-friendly methods of transportation that students use to get to school instead of driving. For junior Edward Gomez, it's the electric scooter.

"It's a foldable scooter," Gomez said. "It's not too heavy — It's like 25 pounds. The charge time is around four to five hours ... It's really convenient."

When scootering to school, Gomez experiences some of the same troubles as bikers when it comes to sharing the road with cars.

"Cars just zoom by and typically don't stop," Gomez said. "There's no stop signs indicating that they should stop, or any speed bumps."

But while dangers on the road have been a challenge, Gomez has been able to avoid accidents and collisions by practicing caution. Outside of school, he also uses his scooter to travel to other places around San Mateo.

"I typically go shopping," Gomez said. "I sometimes go downtown or anywhere that's not ... too far."

Although both biking and scootering have their potential dangers, they are a feasible option for transporting people to and from school. The environmental, health and recreational benefits of these alternate forms of transportation are valued by many students and teachers alike.

"Biking to school is a wonderful thing," said sophomore Chloé Levadoux. "It's great for our planet, it brings people together and it creates community."

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From: Kristie Eglsaer [REDACTED]
Sent: Wednesday, September 13, 2023 11:03 AM
To: Sustainability & Infrastructure Commission
Cc: Andrea Chow; Sue-Ellen Atkinson; Nicolette Chan
Subject: SIC comments - Decarbonization, BPAC & Climate Action, and #WeekWithoutDriving

Dear SIC,

City Staff have done an amazing job preparing these reports and have been working hard!

Please see my comments and questions ahead of the upcoming meeting:

- Support Decarbonizing Existing Buildings
- Ped/Bike Update & Climate Action Plan
- #WeekWithoutDriving

<https://sanmateo.primegov.com/Portal/Meeting?meetingTemplateId=7550>

Support Decarbonizing Existing Buildings

Both I and my mother have experienced gas leaks at places we have rented in the city where we've had to call the company to come out. And having a gas stove caused major health concerns for my mom to the point where she had to move. Eliminating gas from buildings benefits human health and the environment.

Ped/Bike Update & Climate Action Plan

In the city's CAP, the reductions to come from ped/bike and transit are very small. Most reductions related to transportation are expected to come from TDM/TOD and clean fleet/EV. But even with all the reductions laid out in the plan, the transportation sector will still be the highest GHG emissions in San Mateo. Does the city know what needs to happen to bring the GHG emissions from transportation to zero? Why do ped/bike investments bring so little in GHG reductions for the CAP?

<https://www.cityofsanmateo.org/2769/Climate-Action-Plan>

#WeekWithoutDriving

This week San Mateo County is encouraging decision makers to try a #WeekWithoutDriving.

The goal of the #WeekWithoutDriving is for those who have the option to drive to understand the barriers and challenges that non-drivers face, with the goal to create better communities for all — to experience it yourself — not just walking, rolling or taking transit to eliminate a car trip, but for everything you do.

The Week Without Driving campaign is national this year (10/2-8), but San Mateo County's week (9/10-16) is different than the national dates due to the school district's fall break.

<https://americawalks.org/week-without-driving/>

<https://americawalks.org/campaigns/national-week-without-driving/>

More than one third of the population do not drive. This includes people who can't drive because of a disability, kids, teens and younger generations, immigrants, people with suspended licenses and to avoid drinking and driving, people who have aged out of driving, and many people with licenses who can't afford to own a car, pay for insurance, parking or gas.

<https://gnwwg.org/blog/how-many-people-do-not-drive/>

<https://usa.streetsblog.org/2021/08/30/why-we-cant-afford-to-ignore-the-needs-of-non-drivers-with-disabilities/>

<https://www.psychologytoday.com/us/blog/freedom-learn/202106/free-range-kids-movement-thats-gaining-ground>

<https://www.archdaily.com/934599/cities-for-play-how-to-design-stimulating-and-safe-cities-for-children>

<https://www.statista.com/chart/18682/percentage-of-the-us-population-holding-a-drivers-license-by-age-group/>

<https://www.washingtonpost.com/climate-solutions/2023/02/13/gen-z-driving-less-uber/>

<https://www.americanimmigrationcouncil.org/research/living-car-culture-without-license>

<https://insurify.com/insights/states-with-the-most-license-suspensions/>

<https://www.today.com/health/some-drunken-drivers-keep-returning-road-despite-repeat-offenses-t9526>

<https://www.washingtonpost.com/health/2022/04/24/aging-drivers/>

<https://www.itdp.org/2019/05/23/high-cost-transportation-united-states/>

<https://www.pbs.org/newshour/show/is-the-era-of-inexpensive-cars-over-why-auto-prices-are-on-the-rise-in-america>

<https://www.strongtowns.org/journal/2016/1/11/mothers-against-drunk-driving-should-also-be-against-zoning>

<https://www.pbs.org/video/surgeon-general-discusses-the-health-risks-of-loneliness-1683061123/>

<https://www.wri.org/insights/us-cities-multi-modal-transportation-benefits>

Thanks very much!

Best, Kristie

From: Anna Cwirko-Godycki
Sent: Wednesday, September 13, 2023 2:44 PM
To: Sustainability & Infrastructure Commission
Subject: Electric homes and Bike Lanes for San Mateo

Dear Commissioners:

ELECTRIC HOMES - great idea for the environment, but many reasons to delay implementation from January 2025 to at least 2030. A city can also set realistic expectations for the number of home conversions each year.

Reasons to delay:

- 1. Not clear on the specific details of the mandate.*
- 2. Not clear on whether energy bills will be higher or lower. There is lots of debate and no clear answer. Some studies suggest that expenditures will 2 or 3 times higher. Water heaters consume 45%-50% of energy needs for the home.*
- 3. Not clear on whether the electric grid is sufficient for all those who will be tied to the grid.*
- 2. San Mateo has citizens with various incomes, savings, financial resources. Unless this mandate is economically feasible to property and business owners it should not be a requirement. This mandate is intimidating and overwhelming. It will create undue hardship for many families, especially retirees on fixed incomes. Yes, there are rebates and interest free loans, but these must be clear to everyone, and a guarantee should be provided that if thousands of homes will be upgraded at the same time there will be sufficient funds and contractors. We heard that some people who converted their homes were unable to secure the rebates promised.*
- 3. Is there a feasibility study on availability of sufficient professionals to prepare the electric home?*
- 4. Is there a study on supply chain and availability of electric appliances?*
- 5. Will the electric home require additional maintenance?*

Such a major shift should not be a requirement in 1.5 years. A long period of public education and preparation is needed.

People need to know precisely what rebates and loans are available and the processes to obtain these. Non English speakers should have assistance with the paperwork.

BIKE LANES

While in theory I support the creation of bike lanes, I do not support them without careful consideration of the needs of the entire community, not just the bikers.

Reasons to delay:

- 1. Displacing parking places for residents, resulting in parking on lawns is unconscionable.*
- 2. Let's be real. San Mateo is not Copenhagen or Oslo in number of cyclists.*

3. Streets must be created with sidewalks, a lane for parking, a lane for bikes, and a lane for traffic.

4. Building bike lanes on current streets, such as Norfolk will create traffic jams. There are already traffic jams during high traffic periods (school drop off and pick up; entrance to 101 in the AM and PM).

5. Only a minority of residents use bike lanes

6. Bike lanes are often improperly designed, give, provide a false sense of security and are often dangerous to cars, bikers, and pedestrians.

Thank you for listening.

Anna Cwirko-Godycki

