



TA Community Advisory Committee
Meeting of July 7 2026

Correspondence as of June 5, 2026

Subject

1. Thank you for the letter supporting Belmont's Alameda de las Pulgas Multimodal Safety Project Segment 1.
2. Thoughts on items

From: [Giuliano](#)
To: [April Chan](#); [cacsecretary \[@smcta.com\]](#); [Public Comment](#)
Cc: [Josh Sun](#); [Belmont Pubic Works](#); [Mates, Julia \[imates@belmont.gov\]](#)
Subject: Thank you for the letter supporting Belmont's Alameda de las Pulgas Multimodal Safety Project Segment 1.
Date: Tuesday, June 2, 2026 1:19:27 PM

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Executive Director Chan,

Thank you for the SMCTA's letter of support for Belmont's Alameda de las Pulgas Multimodal Safety Project Segment 1. This segment is much improved over prior iterations, including fully protected bike lanes from one end of the segment to the other, on both sides of Alameda.

While significant issues remain within this segment and the project overall, I'm confident they can be corrected as the project moves forward. This entire project is a critical part of the Safe Route to School network, with 4 schools directly on Alameda, and another less than a half a mile away. This entire project needs to include protected class 4 bike lanes so that students (and others) can traverse Alameda safely. Segment 1 is a **great** start!

Thank you!

giuliano

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Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

From: [Giuliano](#)
To: [cacsecretary \[@smcta.com\]](mailto:cacsecretary [@smcta.com]); [Public Comment](#)
Subject: Thoughts on items
Date: Wednesday, June 3, 2026 3:45:56 PM

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Hi all,

The CAC lost quorum at last night's meeting. I enclose here my thoughts on the items we could not hear or discuss.

- Item 10. Report of the Chair

Barbara, thank you for this fantastic report, focusing on an important topic of great concern throughout the county!

We need to make roads safe. Kids and adults ride on sidewalks only because roads are not safe.

According to studies like the Mineta Study, Injuries and ER visits are rising at half the rate of increased e-bike usage. **The issue is two fold. First, roads are not safe and cars do not drive safely.** These are responsible for the vast majority of crashes, injuries, and deaths. This is the "low hanging fruit". **This is where the smallest and easiest changes will result in the biggest impact.** 2) **Secondly, makers and sellers lie about what is an e-bike. This must be fixed. SB1167 is the only bill tackling the real problem: it will treat marketing illegal e-moto as e-bikes as false advertising, subjecting manufacturers, sellers, and other violators to sanctions.**

RE: the Burlingame crash that killed Ayden Fang.

This was not a "chain reaction e-bike crash". This was a car crash where the e-bike rider was an additional victim. The car driven by the 16 year old first cut off the e-bike causing that crash, then the driver panicked, drove onto the sidewalk killing Ayden. I really appreciate your concern, and I think you understand the issue. But your wording could easily be misunderstood to assign primary responsibility to the e-bike rider.

RE: What is being done

In addition to what you noted::

- **The Belmont PD also hosted an e-bike presentation.**
- **The Silicon Valley Bike Coalition regularly offers e-bike classes. They should be regularly consulted when municipalities host an e-bike event.**
- **Walk Bike Roll California (WalkBikeRollCA.org) is leading efforts to integrate cycling education into the K-12 curriculum. They should be regularly brought in when K-12 ebike education is discussed.**
- **9 (Board 12a) Legislative Update**

While this was covered in session, we were directed to address questions about specific bills to the cacecretary email. So here it is ;->

SB 1167: Why do we not take a position on this, or at least watch it? It is the only bill that deals with the cause of this issue. It is not the kids at fault. It is not the parents at fault. **The cause is the lies made by manufacturers, retailers, and others in the sales process.** It is the only bill supported by cyclists from local organizations like the SVBC to state wide groups like CalBike.

- **10. Chair's Report**

Barbara, thank you for this fantastic report, focusing on an important topic of great concern throughout the county! Some pedantic comments follow.

We need to make roads safe. Kids and adults ride on sidewalks only because roads are not safe.

According to studies like the Mineta Study, Injuries and ER visits are rising at half the rate of increased e-bike usage. The issue is two fold. Roads are not safe and cars. This is the primary issue. Secondly, makers and sellers lie about what is an e-bike. **SB1167 is the only bill tackling the real problem: it will treat marketing illegal e-moto as e-bikes as false advertising, subjecting manufacturers, sellers, and other violators to sanctions.**

RE: the crash that killed Ayden Fang in Burlingame.

This was not a “chain reaction e-bike crash”. This was a car crash where the e-bike rider was an additional victim. The car driven by the 16 year old first cut off the e-bike causing that crash, then the driver panicked, drove onto the sidewalk killing Ayden.

RE: What is being done

In addition to the actions you list, further info and actions:

- **The Belmont PD also hosted an e-bike presentation.**
- **The Silicon Valley Bike Coalition regularly offers e-bike classes**
- **Walk Bike Roll California (WalkBikeRollCA.org) is leading efforts to integrate cycling education into the K-12 curriculum.**

- **11. Staff Report**

Thanks to Executive Director Chan for sending a letter to US DOT in support of Belmont's Alameda de las Pulgas Multimodal and Safety project phase. This project is a major improvement over prior versions, adding protected bike lanes on both sides of Alameda through the entire project scope, from the San Carlos border to El Verano Avenue. While this project has some flaws, those can be corrected before implementation starts.

- **12. Member Comments**

- Summer will be here soon. Summer equinox and Fathers' day on June 21!
- The CAC often asks questions which the staff is unable to answer. We are told that staff will look into it and provide the answer later. This happens only rarely. I've reached out to Executive Officer Skinner. He tells me this is not an issue he can address, that direction to do this can only come from the board. This is deeply

surprising to me. How can the CAC function without answers to fundamental question. But, so be it: **Can the board direct staff to implement a process where when they state that answers will be provided later, that they can then do so?**

- I'm impressed by the financial tracking, accountability, and transparency surrounding TA project finances. And befuddled by the lack of the same for project outcomes.

Where claims are made about performance outcomes, sponsors must be held to account. Metrics must be described, and means to measure metrics before and after the project must be described and executed.

When projects fail to meet their objectives, the financial impact is far larger than even large financial errors. The entire project's allocation has been squandered. Near \$2B+ has been planned for various 101 projects to reduce congestion, VMT, GHG. The data we have so far are showing that the completed 101 projects have failed to deliver these objectives. That is \$2B+ that has and will be wasted, that could have been allocated to other projects that would more likely have met their goals.

We often see project proposals before the CAC stating lofty and persuasive goals. Safety. VMT reduction. Climate change reduction. Pollution reduction. Active Transport improvement. Mode shift. Etc. These claims can sometimes seem performative rather than sincere. Any claim can be made, if the sponsor knows it will not actually need to even try to achieve them.

For example, from the June 4 Agenda Packet's Executive Director's Report, various projects are described.

For the Moss Beach project, what safety and congestion metrics will be tracked?

For the Peninsula Shuttle Strategy, what metrics will it use to determine first/last mile connectivity improvements?|

For the Ravenswood/ECR project, what metrics will be used to determine pedestrian usage and safety?

Thank you,

giuliano

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