



SMCTA Board of Directors
Meeting of October 1, 2026

Correspondence as of September 11, 2026

<u>#</u>	<u>Subject</u>
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| 1. | Parking everywhere, and people crossing SR-35 on foot — one example of a problem repeating corridor-wide |
| 2. | Before someone is hit: cars racing, people running across Highway 35 — one example of a problem repeating corridor-wide |

From: [M. Walker Wells](#)
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Cc: [petition@safecorridorinitiative.com](#)
Subject: Parking everywhere, and people crossing SR-35 on foot — one example of a problem repeating corridor-wide
Date: Thursday, September 3, 2026 2:24:37 PM

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To Caltrans District 4 and to the Midpeninsula Regional Open Space District:

Running pedestrians, racing drivers, parking on every shoulder — the new normal on the roads to the coast.

This is not an objection to the trail. It is a request to make reaching it safe, quickly, before the pattern of the last two weekends becomes normal.

The overflow has spread to the SR-92 pull-off near Skylawn, where families are crossing a fast highway on foot with nothing built for it.

This ridge was designated scenic for exactly what people are now coming to do here — walk it, ride it, look at it. The access simply has to catch up. Every one of these is within the ordinary powers of the agency being asked.

ASK 1 — CALTRANS: this one you can do now — restrict parking alongside the highway. A posted no-parking restriction at the SR-92 pull-off and the SR-35 shoulders is the quickest thing anyone can do here, and it addresses the cause rather than the symptom. If a full restriction needs study, an interim one does not. Please post it now.

ASK 2 — CALTRANS: signal now that the encroachment permit is a priority. The next step for the Purisima crossing is a Caltrans encroachment permit, which by Midpen's own account waits on the environmental review. If Caltrans wants revisions, say so now rather than after certification. Either way, please put a clock on it.

ASK 3 — CALTRANS: one crosswalk programme for the whole corridor.

The new Watershed trailhead is the clearest proof: it opened onto a state highway with no crossing, and no process was underway to give it one. Please go to the trail agencies rather than waiting for them to come to you. A single corridor-wide inventory of trail crossings would be worth more than a decade of individual permits. Roadside parking that costs sight distance or forces walking in the lane is not a Kings Mountain problem. It repeats the whole length of these highways.

A word to SFPUC and the Bay Area Ridge Trail Council, who are copied here: thank you. Opening this ridge to the public and funding a safe crossing of Highway 35 are both genuinely good work. What you should not have to do is carry the highway half of it alone — that is Caltrans' job, and Caltrans should be backing you far more than it is.

ASK 4 — MIDPEN: treat the crossing as the safety project it has become.

The board adopted the preferred design in November 2023, and the community still cannot find out when it will be built. The striping and beacon neighbours asked for in 2022 remain uncommitted. Please separate the Highway 35 crossing from the wider Purisima plan if that is what it takes to build it sooner, and give the community a construction date it can hold you to.

ASK 5 — MIDPEN: take a bigger role. Push Caltrans on crossings and parking alongside the highway.

The Purisima crossing shows Midpen can get a crossing designed and cleared by Caltrans. Please apply that capability along the rest of the corridor. Ask Caltrans for engineered crossings and posted parking restrictions wherever the Bay Area Ridge Trail meets these three highways. The corridor was designated scenic for the users Midpen serves. Making it work for them is also what makes it less inviting to race — and quiet enough to experience the place with more than your eyes.

In short: please support Add Safe Corridor Crosswalks — crossings built systematically across SR-35, SR-84 and SR-9, starting with the two on this ridge. It is what the scenic corridor was meant for.

Thank you,
Safe Corridor Initiative

I'm part of the Safe Corridor Initiative for Highways 35, 84 and 9.

The evidence, and what the money could actually pay for: <https://safecorridorinitiative.com>

From: Chris Makler <chris.makler@gmail.com>
Sent: Friday, September 4, 2026 7:56 AM
To: SMC_SupMueller@smcgov.org; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov
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Subject: Before someone is hit: cars racing, people running across Highway 35 — one example of a problem repeating corridor-wide

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To Caltrans, who owns the road, and Midpen, who is building the crossing:

Chaos of people running across the highway, drivers racing along, parking everywhere. That is the status quo we are writing about on SR-35, SR-84 and SR-9.

Opening six miles of watershed to the public was the right call. The highway around it was not made ready, and it shows.

The overflow has spread to the SR-92 pull-off near Skylawn, where families are crossing a fast highway on foot with nothing built for it.

None of this is an argument against the trail, or against the road. It is an argument for finishing the job. They are modest asks, and the moment to act on them is now.

ASK 1 — CALTRANS: restrict parking alongside the highway around the new trailhead now.

Please post the restriction now, rather than waiting for a study to confirm what residents are already watching. A temporary restriction while the permanent design is built would be entirely reasonable and entirely within your power.

ASK 2 — CALTRANS: expedite the Purisima crossing encroachment permit.

The next step for the Purisima crossing is a Caltrans encroachment permit, which by Midpen's own account waits on the environmental review. We are asking for a commitment on timing, not on outcome: say how long the review will take, and hold to it.

ASK 3 — CALTRANS: adopt Add Safe Corridor Crosswalks for 35, 84 and 9.

The Ridge Trail crosses SR-35 repeatedly, and SR-84 and SR-9 carry the same pattern: parking on one side, trail on the other, and nothing built to cross. Purisima is the only one anyone has applied for. Please work proactively with Midpen, SFPUC, the County and the Bay Area Ridge Trail Council to identify every trail crossing on SR-35, SR-84 and SR-9 and treat them as one programme — rather than waiting for each agency to arrive separately with an encroachment permit. Please inventory the dangerous verges too. Roadside parking that forces walking in the traffic lane or costs drivers their sight distance is the same problem repeating along all three highways.

Thank you to SFPUC for opening the Peninsula Watershed, and to the Ridge Trail Council for funding the crossing work. Neither is the problem here. The problem is that Caltrans, which owns the road, is not meeting them halfway.

ASK 4 — MIDPEN: please give the crossing a construction date, and make it early.

Neighbours asked Midpen in 2022 for "roadway striping and advanced warning beacon for the trail crossing." Four years on, not one piece of crossing hardware is committed — the design sits with Caltrans at a permit stage that has not begun. Give it a date, protect that date, and tell people what would put it at risk.

ASK 5 — MIDPEN: press Caltrans for safe access wherever trails meet these highways.

Residents can report what they see. Midpen can put it in front of Caltrans as an agency with a design team behind it. Please do that. What to press for: crossings at the trailheads, and keeping the highway verges clear. Neither is exotic, and both are entirely in Caltrans' gift. Worth saying plainly: designing these highways for the people Midpen brings here also makes them less appealing to anyone treating them as a racetrack — and much quieter. Right now you can hear the road from deep inside the preserves. Preserving open space ought to include preserving what it sounds like.

Support the programme, restrict the parking alongside the highway, and build the crossing that is already designed. Those three things would change this hill.

There were hundreds of cars this past weekend. Go up and see for yourself!

Sincerely,

Chris Makler — Woodside

chris.makler@gmail.com

I'm part of the Safe Corridor Initiative for Highways 35, 84 and 9.

The evidence base and the funding routes, together:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3DCrossings&data=05%7C02%7Cpubliccomment%40smcta.com%7C80af18fbd514edea0f408df0a94ba50%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639241307389574184%7CUnknown%7CTWfPbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoITWfPbCislIdUljoyfQ%3D%3D%7C40000%7C%7C%7C&sdata=1Y9Uo32gPQVOo8KgYDEKv6HO4zVOZ6addTzTqWnMSTs%3D&reserved=0

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