



SMCTA Board of Directors
Meeting of October 1, 2026

Correspondence as of September 30, 2026

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| 2. | Becker/Berman — an author and a date for Highways 35, 84 and 9 — see you Oct 20 |
| 3. | To our representatives — please be ready on Oct 20 to commit to this bill |
| 4. | Becker & Berman — Allen and Irwin did it in 346 days. Can you? |
| 5. | Please be ready on Oct 20 to commit to this bill |
| 6. | To our representatives — the bill for Skyline, La Honda Rd & Hwy 9 is written — bring us a timeline on Oct 20 |
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| 8. | Come to Four Corners on Oct 20 with a date — from a constituent |
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| 16. | Please be ready on Oct 20 to commit to this bill — Mountain Terrace, 6pm |
| 17. | SB 1297 took 346 days. What is your timeline for Highways 35, 84 and 9? |



18. Becker & Berman — please be ready on Oct 20 to commit to this bill
19. Oct 20: we are asking you to make this bill a priority
20. For our state legislators: the bill for our mountain highways is written — bring us a timeline on Oct 20
21. For our state legislators: come to Four Corners on Oct 20 with a date
22. RE: From Kings Mountain: parking everywhere, and people crossing Skyline on foot — one more example of the corridor problem
23. Come to Four Corners on Oct 20 with a date
24. A constituent ask — Oct 20: we are asking you to make this bill a priority
25. Sen. Becker, Asm. Berman — please come to Oct 20 ready to say how you will pass this
26. Becker & Berman — SB 1297 took 346 days. What is your timeline for Hwy 35, 84 and 9?
27. Please be ready on Oct 20 to commit to this bill
28. On Oct 20 we will ask you to commit to this bill for Highways 35, 84 and 9
29. For our state legislators: on Oct 20 we will ask you to commit to this bill for Hwy 35, 84 and 9
30. Becker/Berman — the bill for Highways 35, 84 and 9 is written — bring us a timeline on Oct 20 — from a constituent
31. Sen. Becker, Asm. Berman — Allen and Irwin did it in 346 days. Can you?
32. A constituent ask — please be ready on Oct 20 to commit to this bill
33. For our state legislators: SB 1297 took 346 days. What is your timeline for Highways 35, 84 and 9?
34. A constituent ask — the bill for Hwy 35/84/9 is written — bring us a timeline on Oct 20 — Mountain Terrace, 6pm
35. The bill for Hwy 35/84/9 is written — bring us a timeline on Oct 20
36. Becker & Berman — Oct 20: we are asking you to make this bill a priority



37. Sen. Becker, Asm. Berman — SB 1297 took 346 days. What is your timeline for Hwy 35/84/9? — from a constituent
38. A constituent ask — please be ready on Oct 20 to commit to this bill
39. To our representatives — on Oct 20 we will ask you to commit to this bill for the 35/84/9 corridor
40. Allen and Irwin did it in 346 days. Can you?
41. On Oct 20 we will ask you to commit to this bill for the roads to the coast — Mountain Terrace, 6pm
42. For our state legislators: the bill for Hwy 35, 84 and 9 is written — bring us a timeline on Oct 20
43. The bill for our mountain highways is written — bring us a timeline on Oct 20
44. Becker/Berman — SB 1297 took 346 days. What is your timeline for our mountain highways? — from a constituent
45. Please be ready on Oct 20 to commit to this bill
46. Becker/Berman — on Oct 20 we will ask you to commit to this bill for Hwy 35/84/9

From: Nikhil Sharma
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Cc: petition@safecorridorinitiative.com
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Date: Tuesday, September 29, 2026 2:57:35 PM

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To our state legislators, ahead of October 20:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. And it is the

only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

See you at Mountain Terrace on the 20th.

With appreciation,

I'm part of the community effort on Highways 35, 84 and 9.

The draft bill and the evidence for it: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

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Cc: [petition@safecorridorinitiative.com](#)
Subject: Becker/Berman — an author and a date for Highways 35, 84 and 9 — see you Oct 20
Date: Tuesday, September 29, 2026 2:59:14 PM

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To our state legislators, ahead of October 20:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched —

which is exactly what this bill ends.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

See you at Mountain Terrace on the 20th.

Sincerely,

I'm part of the community effort on Highways 35, 84 and 9.

The whole case, with the bill text and the sources: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

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Subject: To our representatives — please be ready on Oct 20 to commit to this bill
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To our state legislators, ahead of October 20:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation Program. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is

always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

We are not precious about the text. We are serious about the road, and about October 20.

With urgency,
Matthew Rascoff — Menlo Park
list@rascoff.com

I'm writing as one of the neighbors organizing for a safe corridor on Hwy 35, 84 and 9.
The bill, the map of where each camera would go, and the sources:
https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

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mzrascoff@gmail.com
<https://mzrascoff.com/>

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Subject: Becker & Berman — Allen and Irwin did it in 346 days. Can you?
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Senator Becker, Assemblymember Berman:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive

fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

We are not precious about the text. We are serious about the road, and about October 20.

Respectfully,

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I live on this corridor. The drafted bill, the camera locations and the crash record: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

En Cristo, no hay adios

Sent from Eric's iPhone

From: Sam Lee <samlee94087@icloud.com>
Sent: Tuesday, September 29, 2026 3:04 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Please be ready on Oct 20 to commit to this bill

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Senator Becker, Assemblymember Berman — and everyone copied here:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation Program. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

See you at Mountain Terrace on the 20th.

Gratefully,

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

The drafted bill, the camera locations and the crash record:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7C354552eeb2394906033f08df1e75a6ba%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263162947361844%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMlslkFOljoITWFpbCIsIlIdUljoyfQ%3D%3D%7C40000%7C%7C%7C&sdata=dtd7bHMRWC5rMf5%2Be5%2FqyUDg9iygP9eEfKctg%2FAyqPI%3D&reserved=0

Sent from my iPad

From: Donna Allen <dgallen81@gmail.com>
Sent: Tuesday, September 29, 2026 3:00 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: To our representatives — the bill for Skyline, La Honda Rd & Hwy 9 is written — bring us a timeline on Oct 20

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To our state legislators, ahead of October 20:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation Program. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

With appreciation,

I'm a constituent, and one of the residents working on safety for Hwy 35, 84 and 9.

The bill, the map of where each camera would go, and the sources:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7C4fb394078c844eca4cde08df1e75176a%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263163242684512%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoITWFpbCIsIlldUljoyfQ%3D%3D%7C40000%7C%7C%7C&sdata=VtVB8YQyo%2FLc7F3f0Alv7tqoFmhipqO2kLg09o0ynqI%3D&reserved=0

Sent from my iPad

From: Richard Blaine
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa,David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; kisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Please be ready on Oct 20 to commit to this bill — from a constituent
Date: Tuesday, September 29, 2026 3:07:55 PM

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Senator Becker, Assemblymember Berman:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every

weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

With thanks,

I'm one of the residents behind the Safe Corridor Initiative for Highways 35, 84 and 9. The whole case, with the bill text and the sources: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

Dick Blaine
Cupertino Ca

From: [Steve Rempel](#)
To: [kevin.konig@asm.ca.gov](#); [execoffice@ctc.ca.gov](#); [Corzo, Noelia \[ncorzo@smcgov.org\]](#); [sergiol@campbellca.gov](#); [Melissa.White@sen.ca.gov](#); [Manuel.Leon@sen.ca.gov](#); [farra.bracht@asm.ca.gov](#); [SMC_SupMueller@smcgov.org](#); [SMC_SupGauthier@smcgov.org](#); [Canepa, David \[dcanepa@smcgov.org\]](#); [circulationcomm@woodsideca.gov](#); [trailscmm@woodsideca.gov](#); [townmanager@woodsideca.gov](#); [b.dombkowski@woodsideca.gov](#); [p.goeld@woodsideca.gov](#); [j.wall@woodsideca.gov](#); [d.brown@woodsideca.gov](#); [h.aburish@woodsideca.gov](#); [townhall@woodsideca.gov](#); [senator.becker@senate.ca.gov](#); [assemblymember.berman@assembly.ca.gov](#); [krista.wunsche@mail.house.gov](#); [mark.dennin@mail.house.gov](#); [ctaylor@portolavalley.net](#); [jhasko@portolavalley.net](#); [rflynn@portolavalley.net](#); [mhuffy@portolavalley.net](#); [dsmith@portolavalley.net](#); [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](#); [Fifth.District@santacruzcountyca.gov](#); [Tanisha.Taylor@catc.ca.gov](#); [paul.golaszewski@catc.ca.gov](#); [laurie.waters@catc.ca.gov](#); [timothy.sobelman@catc.ca.gov](#); [Peter Skinner](#); [snoack@pleasanthillca.org](#); [Stephanie.Moultonpeters@marincounty.gov](#); [MSalazar@sanbruno.ca.gov](#); [sjienez@fostercity.org](#); [hwolter@portolavalley.net](#); [Mates, Julia \[jmates@belmont.gov\]](#); [mark.nagales@ssfca.gov](#); [Patrick Gilster](#); [Sue-Ellen Atkinson](#); [ashiramizu@smcgov.org](#); [klisaj@smcgov.org](#); [eburkhalter@saratoga.ca.us](#); [traffic@portolavalley.net](#); [stephanie.dougherty@ots.ca.gov](#); [Cheung, Kaki \[kcheung1@smcgov.org\]](#); [tromell@bayareametro.gov](#); [harsimran.bains@dot.ca.gov](#); [marcella.rensi](#); [April Chan](#); [Public Comment](#); [schristensen@sccrtc.org](#); [leah.budu@dot.ca.gov](#); [susan.lindsay@dot.ca.gov](#); [pedro.quintana@dot.ca.gov](#); [tnewman@smcgov.org](#); [ashton.harris@dot.ca.gov](#); [dina.el-tawansy@dot.ca.gov](#); [duper.tong@dot.ca.gov](#); [shaila.chowdhury@dot.ca.gov](#); [doanh.nguyen@dot.ca.gov](#); [sergio.ruiz@dot.ca.gov](#); [lester.s.lee@dot.ca.gov](#); [rajesh.oberoi@dot.ca.gov](#); [aung.maung@dot.ca.gov](#); [amjad.naseer@dot.ca.gov](#); [Ramon.Ochoa@dot.ca.gov](#); [william.stevens.III@dot.ca.gov](#); [rommel.pardo@dot.ca.gov](#); [contact.us@calsta.ca.gov](#); [info-d5@dot.ca.gov](#); [petchebarne@chp.ca.gov](#); [OfficeOfTheSheriff@smcgov.org](#); [gboles@chp.ca.gov](#); [chris.clark@santacruzcountyca.gov](#); [ashwini.reddy@dot.ca.gov](#); [mcardinale@woodsideca.gov](#); [editor@almanacnews.com](#)
Cc: [petition@safecorridorinitiative.com](#)
Subject: Come to Four Corners on Oct 20 with a date — from a constituent
Date: Tuesday, September 29, 2026 3:09:58 PM

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To our representatives in Sacramento, and the offices copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often

enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

Respectfully,

I'm part of the community effort on Highways 35, 84 and 9.

The draft bill and the evidence for it: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Steve Nash
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa,David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; raiesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Sen. Becker, Asm. Berman — Allen and Irwin did it in 346 days. Can you? — from a constituent
Date: Tuesday, September 29, 2026 3:13:24 PM

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Senator Becker, Assemblymember Berman — and everyone copied here:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often

enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. And it is the only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

Do not waste time on another study - the data is clear on what to do next.

Sincerely,
Steve Nash

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I frequently use this corridor.

The bill, the map of where each camera would go, and the sources:
https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Rayna Eisenhut
To: SMC_SupMueller@smcgov.org; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov
Cc: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwolter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com; petition@safecorridorinitiative.com
Subject: Oct 20: we are asking you to make this bill a priority
Date: Tuesday, September 29, 2026 3:18:43 PM

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Senator Becker, Assemblymember Berman — and everyone copied here:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the

route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. And it is the only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

The draft is yours to edit. We wrote it so that carrying it would cost your office as little as possible.

I am a pediatric ICU nurse at Stanford and I am very invested in the safety of our community. First responders and frontline hospital staff see the catastrophic effects of inaction on the part of our elected officials. Please make this more of a priority to prevent another tragedy. Horrible accidents should not have to occur in order to make change. We can be proactive NOW. Listen to your constituents and do your job.

Gratefully,
Rayna Coccari — Woodside
reisenhut@gmail.com

I'm one of the residents behind the Safe Corridor Initiative for Highways 35, 84 and 9. The draft bill and the evidence for it: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Kevin Rennie
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa.David@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; i.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga.Margaret@margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; [Peter.Skinner; snoack@pleasanthillca.org](mailto:Peter.Skinner@snoack@pleasanthillca.org); Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[imates@belmont.gov\]](mailto:Mates.Julia@mates@belmont.gov); mark.nagales@ssfca.gov; [Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org](mailto:Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org); klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung,Kaki[kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; [marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org](mailto:marcella.rensi@April.Chan@Public.Comment@schristensen@sccrtc.org); leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Oct 20: we are asking you to make this bill a priority
Date: Tuesday, September 29, 2026 3:22:38 PM

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Senator Becker, Assemblymember Berman — and everyone copied here:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when. Additionally, SB 960 requires Caltrans to incorporate Complete Streets, including bicycle facilities, into highway planning, project development, SHOPP investments, performance measures, and reporting. For Highways 84, 35, and 9, this should be implemented as one coordinated bicycle-safety program across San Mateo and Santa Cruz counties, with a corridor-wide inventory of crashes, speeds, shoulder widths, sight-distance problems, pavement conditions, drainage hazards, and gaps in bicycle access. Caltrans should establish measurable four-year targets, publish the locations that will be improved, and explain any decision not to include bicycle facilities in a project.

The preferred design should be a context-sensitive combination of Class I shared-use paths and Class IV separated bikeways. Class I facilities should be prioritized through developed areas, near schools, town centers, parks, trailheads, and transit stops where a physically separated, off-highway path can be provided safely. Class IV separated bikeways—using vertical separation, protected buffers, raised areas, or other physical protection—should be prioritized along constrained highway segments and through higher-speed

areas where bicyclists otherwise must share narrow lanes or shoulders with vehicles. At Four Corners, Woodside, Felton, Ben Lomond, and Boulder Creek, the program should connect Class I and Class IV facilities across intersections with protected crossings, bicycle signals or detection, high-visibility markings, refuge islands, and accessible approaches.

Implementation should begin with a six-month safety and feasibility audit, followed by preliminary designs, cost estimates, right-of-way analysis, environmental review, and funding applications. Initial construction packages should address the SR-35/SR-84 Four Corners area, school and town-center sections of SR-84, Skyline SR-35 bicycle conflict locations, and the SR-9 r. Caltrans should combine the work with pavement, bridge, drainage, and safety projects and pursue SHOPP, Highway Safety Improvement Program, Active Transportation Program, Safe Streets and Roads for All, regional, and local funding.

The requested outcome should be a continuous, maintainable bicycle network—not isolated lanes—with annual reporting on completed Class I/Class IV mileage, bicycle crashes, serious injuries, speed conditions, intersection conflicts, and remaining gaps.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation Program. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

So this is what we will ask on October 20, and what we are asking now: will you introduce

this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

With thanks,

Kevin Rennie
Menlo Park
Private citizen

Sent from my iPhone

From: Yuval Fisher
To: kevin.konig@asm.ca.gov; excoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwolter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: For our state legislators: Allen and Irwin did it in 346 days. Can you? — Mountain Terrace, 6pm
Date: Tuesday, September 29, 2026 3:28:14 PM

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This is a form email, but I passionately care about this. SOMETHING HAS TO BE DONE. Sleeping on Skyline is out of control!!

To our representatives in Sacramento, and the offices copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation Program. And it is the only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

The draft is yours to edit. We wrote it so that carrying it would cost your office as little as possible.

With urgency,

I'm one of the residents behind the Safe Corridor Initiative for Highways 35, 84 and 9. The drafted bill, the camera locations and the crash record: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Nancy Reyerling <nanzo@me.com>
Sent: Tuesday, September 29, 2026 3:25 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; j.wall@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhuffy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwolter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Sen. Becker, Asm. Berman — on Oct 20 we will ask you to commit to this bill for Hwy 35/84/9

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Senator Becker, Assemblymember Berman — and everyone copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation Program. And it is the only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

We are not precious about the text. We are serious about the road, and about October 20.

With thanks,
Nancy Reyerling

I'm a constituent, and one of the residents working on safety for Hwy 35, 84 and 9.

The draft bill and the evidence for it:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7C807cd39b83a6491df91e08df1e787eac%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263177299372267%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIiOiJXaW4zMilslkFOIjoITWFpbGlldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=CTspp3hKzI6WeHCsrVVFULwtqfSomNZbps4kMFYHZE%3D&reserved=0

Sent from my iPad

From: [Eden Kung](#)
To: [Abe-Koga, Margaret](#) [margaret.abekoga@bos.sccgov.org]
Cc: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia](#) [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwolter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kkcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; MSalazar@sanbruno.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com; petition@safecorridorinitiative.com
Subject: Come to Four Corners on Oct 20 with a date
Date: Tuesday, September 29, 2026 3:31:34 PM

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To our state legislators, ahead of October 20:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation Program. What we want is not more tickets. It is for these roads to stop being known as

somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

The draft is yours to edit. We wrote it so that carrying it would cost your office as little as possible.

This area is beautiful to bike and hike in, but every time I go I'm afraid of dying.

Gratefully,
Eden Kung — Sunnyvale
eden.kung@gmail.com

I'm writing as one of the neighbors organizing for a safe corridor on Hwy 35, 84 and 9.
The drafted bill, the camera locations and the crash record: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: [Karin A Eckelmeyer](#)
To: [kevin.konig@asm.ca.gov](#); [execoffice@ctc.ca.gov](#); [Corzo, Noelia \[ncorzo@smcgov.org\]](#); [sergiol@campbellca.gov](#); [Melissa.White@sen.ca.gov](#); [Manuel.Leon@sen.ca.gov](#); [farra.bracht@asm.ca.gov](#); [SMC_SupMueller@smcgov.org](#); [SMC_SupGauthier@smcgov.org](#); [Canepa, David \[dcanepa@smcgov.org\]](#); [circulationcomm@woodsideca.gov](#); [trailscomm@woodsideca.gov](#); [townmanager@woodsideca.gov](#); [b.dombkowski@woodsideca.gov](#); [p.goeld@woodsideca.gov](#); [j.wall@woodsideca.gov](#); [d.brown@woodsideca.gov](#); [h.aburish@woodsideca.gov](#); [townhall@woodsideca.gov](#); [senator.becker@senate.ca.gov](#); [assemblymember.berman@assembly.ca.gov](#); [krista.wunsche@mail.house.gov](#); [mark.dennin@mail.house.gov](#); [ctaylor@portolavalley.net](#); [jhasko@portolavalley.net](#); [rflynn@portolavalley.net](#); [mhuffy](#); [dsmith@portolavalley.net](#); [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](#); [Fifth.District@santacruzcountyca.gov](#); [Tanisha.Taylor@catc.ca.gov](#); [paul.golaszewski@catc.ca.gov](#); [laurie.waters@catc.ca.gov](#); [timothy.sobelman@catc.ca.gov](#); [Peter Skinner](#); [snoack@pleasanthillca.org](#); [Stephanie.Moultonpeters@marincounty.gov](#); [MSalazar@sanbruno.ca.gov](#); [sjimenez@fostercity.org](#); [hwolter@portolavalley.net](#); [Mates, Julia \[imates@belmont.gov\]](#); [mark.nagales@ssfca.gov](#); [Patrick Gilster](#); [Sue-Ellen Atkinson](#); [ashiramizu@smcgov.org](#); [klisaj@smcgov.org](#); [eburkhalter@saratoga.ca.us](#); [traffic@portolavalley.net](#); [stephanie.dougherty@ots.ca.gov](#); [Cheung, Kaki \[kcheung1@smcgov.org\]](#); [tromell@bayareametro.gov](#); [harsimran.bains@dot.ca.gov](#); [marcella.rensi](#); [April Chan](#); [Public Comment](#); [schristensen@sccrtc.org](#); [leah.budu@dot.ca.gov](#); [susan.lindsay@dot.ca.gov](#); [pedro.quintana@dot.ca.gov](#); [tnewman@smcgov.org](#); [ashton.harris@dot.ca.gov](#); [dina.el-tawansy@dot.ca.gov](#); [duper.tong@dot.ca.gov](#); [shaila.chowdhury@dot.ca.gov](#); [doanh.nguyen@dot.ca.gov](#); [sergio.ruiz@dot.ca.gov](#); [lester.s.lee@dot.ca.gov](#); [rajesh.oberoi@dot.ca.gov](#); [aung.maung@dot.ca.gov](#); [amjad.naseer@dot.ca.gov](#); [Ramon.Ochoa@dot.ca.gov](#); [william.stevens.III@dot.ca.gov](#); [rommel.pardo@dot.ca.gov](#); [contact.us@calsta.ca.gov](#); [info-d5@dot.ca.gov](#); [petchebarne@chp.ca.gov](#); [OfficeOfTheSheriff@smcgov.org](#); [gboles@chp.ca.gov](#); [chris.clark@santacruzcountyca.gov](#); [ashwini.reddy@dot.ca.gov](#); [mcardinale@woodsideca.gov](#); [editor@almanacnews.com](#)
Cc: [petition@safecorridorinitiative.com](#)
Subject: An author and a date for the 35/84/9 corridor — see you Oct 20
Date: Tuesday, September 29, 2026 3:41:37 PM

Senator Becker, Assemblymember Berman:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs

changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

See you at Mountain Terrace on the 20th.

Yours sincerely,

Karin Eckelmeyer

I'm writing as one of the neighbors organizing for a safe corridor on Hwy 35, 84 and 9.

The drafted bill, the camera locations and the crash record: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Steve Cunningham <sscunnin@gmail.com>
Sent: Tuesday, September 29, 2026 4:01 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Please be ready on Oct 20 to commit to this bill — Mountain Terrace, 6pm

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To Senator Becker and Assemblymember Berman, and the offices copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

See you at Mountain Terrace on the 20th.

With appreciation,

I'm a constituent, and one of the residents working on safety for Hwy 35, 84 and 9.

Everything behind this — the draft, the eight locations, the data:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7C09b379808521483415cd08df1e7d9e90%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263197305250278%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoitWFlpbCIsldUIjoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=iN2PFs%2FhzllbmSGjyYRINrZWbo8FylpoR0ybqO%2FTuwl%3D&reserved=0

From: Tony Li <tony1athome@gmail.com> on behalf of Tony Li <tony.li@tony.li>
Sent: Tuesday, September 29, 2026 4:01 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: SB 1297 took 346 days. What is your timeline for Highways 35, 84 and 9?

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To our state legislators, ahead of October 20:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

Thank you,

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I live on this corridor.

The draft bill and the evidence for it:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7Cb0bc4448ff6e49a872bc08df1e7d8de5%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263197686392060%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiJlZlJlYXZ4MjMlIkFOljoITWFpbCisldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=v3Yiz4QqyuSUiWbfrncPbEAndQVgLANH8EW0fi524TA%3D&reserved=0

From: [roni patrone](#)
To: [kevin.konig@asm.ca.gov](#); [execoffice@ctc.ca.gov](#); [Corzo, Noelia \[ncorzo@smcgov.org\]](#); [sergiol@campbellca.gov](#); [Melissa.White@sen.ca.gov](#); [Manuel.Leon@sen.ca.gov](#); [farra.bracht@asm.ca.gov](#); [SMC_SupMueller@smcgov.org](#); [SMC_SupGauthier@smcgov.org](#); [Canepa, David \[dcanepa@smcgov.org\]](#); [circulationcomm@woodsideca.gov](#); [trailscmm@woodsideca.gov](#); [townmanager@woodsideca.gov](#); [b.dombkowski@woodsideca.gov](#); [p.goeld@woodsideca.gov](#); [j.wall@woodsideca.gov](#); [d.brown@woodsideca.gov](#); [h.aburish@woodsideca.gov](#); [townhall@woodsideca.gov](#); [senator.becker@senate.ca.gov](#); [assemblymember.berman@assembly.ca.gov](#); [krista.wunsche@mail.house.gov](#); [mark.dennin@mail.house.gov](#); [ctaylor@portolavalley.net](#); [jhasko@portolavalley.net](#); [Rebecca Flynn](#); [mhufy@portolavalley.net](#); [dsmith@portolavalley.net](#); [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](#); [Fifth.District@santacruzcountyca.gov](#); [Tanisha.Taylor@catc.ca.gov](#); [paul.golaszewski@catc.ca.gov](#); [laurie.waters@catc.ca.gov](#); [timothy.sobelman@catc.ca.gov](#); [Peter Skinner](#); [snoack@pleasanthillca.org](#); [Stephanie.Moultonpeters@marincounty.gov](#); [MSalazar@sanbruno.ca.gov](#); [sjienez@fostercity.org](#); [hwolter@portolavalley.net](#); [Mates, Julia \[jmates@belmont.gov\]](#); [mark.nagales@ssfca.gov](#); [Patrick Gilster](#); [Sue-Ellen Atkinson](#); [ashiramizu@smcgov.org](#); [klisaj@smcgov.org](#); [eburkhalter@saratoga.ca.us](#); [traffic@portolavalley.net](#); [stephanie.dougherty@ots.ca.gov](#); [Cheung, Kaki \[kcheung1@smcgov.org\]](#); [tromell@bayareametro.gov](#); [harsimran.bains@dot.ca.gov](#); [marcella.rensi](#); [April Chan](#); [Public Comment](#); [schristensen@sccrtc.org](#); [leah.budu@dot.ca.gov](#); [susan.lindsay@dot.ca.gov](#); [pedro.quintana@dot.ca.gov](#); [tnewman@smcgov.org](#); [ashton.harris@dot.ca.gov](#); [dina.el-tawansy@dot.ca.gov](#); [duper.tong@dot.ca.gov](#); [shaila.chowdhury@dot.ca.gov](#); [doanh.nguyen@dot.ca.gov](#); [sergio.ruiz@dot.ca.gov](#); [lester.s.lee@dot.ca.gov](#); [rajesh.oberoi@dot.ca.gov](#); [aung.maung@dot.ca.gov](#); [amjad.naseer@dot.ca.gov](#); [Ramon.Ochoa@dot.ca.gov](#); [william.stevens.III@dot.ca.gov](#); [rommel.pardo@dot.ca.gov](#); [contact.us@calsta.ca.gov](#); [info-d5@dot.ca.gov](#); [petchebarne@chp.ca.gov](#); [OfficeOfTheSheriff@smcgov.org](#); [gboles@chp.ca.gov](#); [chris.clark@santacruzcountyca.gov](#); [ashwini.reddy@dot.ca.gov](#); [mcardinale@woodsideca.gov](#); [editor@almanacnews.com](#)
Cc: [petition@safecorridorinitiative.com](#)
Subject: Becker & Berman — please be ready on Oct 20 to commit to this bill
Date: Tuesday, September 29, 2026 4:15:50 PM

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Senator Becker, Assemblymember Berman — and everyone copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation Program. The deeper problem is not any single driver — it is that this corridor has a reputation

as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

We are not precious about the text. We are serious about the road, and about October 20.

With thanks,
Roni Patrone
Skyline Blvd.
650 823-0825

I'm part of the community effort on Highways 35, 84 and 9.
The bill, the map of where each camera would go, and the sources:
[https://safecorridorinitiative.com/?
utm_source=email&utm_medium=email&utm_campaign=speedcams](https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams)

From: Cheryl Herms <cherylherms@yahoo.com>
Sent: Tuesday, September 29, 2026 4:16 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Oct 20: we are asking you to make this bill a priority

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Senator Becker, Assemblymember Berman:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

See you at Mountain Terrace on the 20th.

With appreciation,

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I live on this corridor.

Everything behind this — the draft, the eight locations, the data:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7C4f86e6ee856e4abaeca708df1e7fabfc%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263206032047571%7CUnknown%7CTWFPbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbiClldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=QyHomcrqs05sb9JxQo%2FOuk3Diby0J1KZdZ6YI2wnCFA%3D&reserved=0

Sent from my iPhone

From: Molly Stamos <mollystamos@gmail.com>
Sent: Tuesday, September 29, 2026 4:36 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: For our state legislators: the bill for our mountain highways is written — bring us a timeline on Oct 20

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Senator Becker, Assemblymember Berman:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

With urgency,
Molly Stamos

I signed the Safe Corridor petition for Highways 35, 84 and 9.

The drafted bill, the camera locations and the crash record:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7C66747f7dacee47ba53d008df1e827a52%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263218476020421%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMtIklkFOljoITWFpbCIsIlldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=sy1eGia1GCMXJ9JiKxCULLbauLsPlmm6MpUto71n30E%3D&reserved=0

From: [Cindy Crowe-Urgo](#)
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: For our state legislators: come to Four Corners on Oct 20 with a date
Date: Tuesday, September 29, 2026 4:51:56 PM

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To our state legislators, ahead of October 20:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the

funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

We are not precious about the text. We are serious about the road, and about October 20.

In earnest,
Cindy Crowe-Urgo — La Honda
brwthus@gmail.com

I'm part of the community effort on Highways 35, 84 and 9.
The draft bill and the evidence for it: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Susanna Chan
To: Lynne MacFarlane; kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; Ana Ruiz; Zoe Kersteen-Tucker; Stefan Jaskulak; Brittany Wheatman; Jane Mark; Jason Lin; Clerk; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwolter@portolavalley.net; Mates, Julia [imates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue- Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ridgetrail@sfwater.org; commission@sfwater.org; info@sfwater.org; janetmcbride@ridgetrail.org; ryanmack@ridgetrail.org; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: RE: From Kings Mountain: parking everywhere, and people crossing Skyline on foot — one more example of the corridor problem
Date: Tuesday, September 29, 2026 4:54:02 PM
Attachments: [image001.png](#)

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Ms. MacFarlane,

Thank you for reaching out and sharing your concerns with Midpen. We are working diligently to obtain the environmental clearance, project approvals, and permits necessary to implement the proposed trail crossing and parking improvements at North Ridge Parking Area at Purisima Creek Redwoods preserve. Consistent with the California Environmental Quality Act (CEQA), Midpen plans to release the draft CEQA document for public review this fall, with the goal of bringing the project to the Board of Directors for consideration of the CEQA findings and project approval late 2026/early 2027. Concurrently, Midpen has initiated the permitting process with San Mateo County and Caltrans, with the goals of securing the necessary permits and beginning construction during the 2027 construction season.

As a local land management agency that owns and manages several open space preserves along SR-35 and SR-84, Midpen remains committed to providing parking for preserve visitors and safe crossing opportunities at and near our preserves, where appropriate. We will also continue to work with law enforcement partners and Caltrans/County Roads, who have jurisdictions of the roadways/highways, to address problematic roadside parking as needed to help ensure traffic safety adjacent to our

parking areas. More broadly, Midpen supports corridor-wide efforts to improve traffic safety, including those led by Supervisor Ray Mueller and other state and federal elected officials representing the area. In fact, our Board recently adopted a resolution supporting the South Coast Traffic Advisory Panel's recommendations for improving traffic safety along rural highways in the region. This Resolution has been forwarded to the San Mateo County Board of Supervisors as they consider next steps to support the implementation of these recommendations.

We are already seeing positive progress on numerous fronts from the jurisdictions that have oversight or management responsibility over these highways. For example, Caltrans recently announced the upcoming improvements (five difference actions) to the Four Corners intersection that is scheduled for later this month. Equally impactful, Supervisor Mueller just announced a County contribution to fund an additional CHP officer to specifically patrol Highways 35, 84, and portions of 9 on weekends for one year.

As you are aware, proposed improvements within Caltrans' right-of-way require Caltrans approval. Caltrans staff have been responsive in providing early feedback on several Midpen projects along SR-35 and SR-84 that require their approval. We welcome efforts to streamline the encroachment permit process and will continue working closely with Caltrans to advance the proposed crossing at North Ridge Parking Area as efficiently as possible.

Thank you again for taking the time to share your concerns with us. We appreciate your interest in improving safety and access in this area.

Regards,



Susanna Chan, P.E.

Assistant General Manager

Midpeninsula Regional Open Space District
5050 El Camino Real, Los Altos, CA 94022

(650) 625-6520 Direct

openspace.org

From: Lynne MacFarlane <bainbridge.cyclist@gmail.com>

Sent: Saturday, September 19, 2026 11:49 PM

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Cc: petition@safecorridorinitiative.com

Subject: From Kings Mountain: parking everywhere, and people crossing Skyline on foot — one more example of the corridor problem

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To everyone with authority over SR-35 and the trailheads on it:

Chaos on the highway: people running across it, people racing along it, and parking everywhere. That is the new status quo on 35, 84 and 9.

The Skyline Watershed Ridge Trail is something this community wanted. The conditions on SR-35 and SR-92 since it opened are something nobody wanted.

This is the pattern every weekend since the opening: full lot, overflow onto two highway shoulders, and people crossing on foot wherever they happened to park.

Two of these asks are immediate. The rest are about how this corridor is run. None of them requires a new idea. None of this requires closing the trail or inventing anything new.

ASK 1 — CALTRANS: you can do this one now. Restrict parking alongside the highway. Sign it, clearly and on both approaches. That alone would change the picture. Only Caltrans can restrict parking alongside a state highway. The County and the trail operators cannot do this one.

ASK 2 — CALTRANS: say the encroachment permit can be fast-tracked. The Highway 35 crossing at Purisima has a design, a preferred alternative and a budget line. The remaining gate is the Caltrans encroachment permit. Please treat a designed pedestrian crossing on a scenic highway as the priority it is, rather than a routine queue item.

ASK 3 — CALTRANS: apply this to the whole corridor, proactively. Every trailhead on SR-35, SR-84 and SR-9 has the same geometry and the same risk. Only one of them has a designed crossing. 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. Wherever parking alongside these highways makes people walk in the road or blinds an approach, it should be posted and cleared as part of the same programme.

The land agencies are not the obstacle. SFPUC opened the watershed and the Ridge Trail Council co-funds the crossing at Purisima. They need Caltrans to meet them on the highway side, and so far it has not done enough.

ASK 4 — MIDPEN: prioritise the Purisima crossing for safety, and build it sooner. To be clear, the adopted plan is a good one: it cuts parking alongside SR-35 from ten spaces to three, adds defined no-parking zones, and nearly doubles off-highway capacity. The problem is not the plan. It is the pace. We are asking for a date, publicly stated, and for the crossing to be prioritised ahead of the elements that are not safety-critical.

ASK 5 — MIDPEN: lead on this. Individual residents cannot move Caltrans; you can. Midpen holds the relationship, the engineering capacity and the credibility. Kings Mountain holds the evidence. Together those are enough. Advocate for safe crossings and for parking prevention along SR-35, SR-84 and SR-9 — the two things standing between the public and safe access to this hill. The same measures that let families reach a trailhead safely make this a less rewarding place to speed — and let people on the trail hear birds rather than exhaust. Please make that case to Caltrans.

Restrict the parking alongside the highway, expedite the permit, build the crossings — and back a corridor programme so the next one does not take five years.

Gratefully,
Lynne MacFarlane — Capitola
(Long time Bay Area Resident/ Cyclist)

Bainbridge.cyclist@gmail.com

I'm one of the many neighbors watching what happens on this hill.

The evidence base and the funding routes, together: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=crossings

Lynne (Watanabe) MacFarlane

(831) 346-2743 cell

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From: Tony Stone
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Cc: petition@safecorridorinitiative.com
Subject: Come to Four Corners on Oct 20 with a date
Date: Tuesday, September 29, 2026 4:57:48 PM

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Senator Becker, Assemblymember Berman:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every

weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

See you at Mountain Terrace on the 20th.

Sincerely,

I'm a constituent, and one of the residents working on safety for Hwy 35, 84 and 9.

The drafted bill, the camera locations and the crash record: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Dan Cohen
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farrabracht@asm.ca.gov; SMC_SupMueller@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa.David@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga.Margaret@margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; [Peter.Skinner; snoack@pleasanthillca.org](mailto:Peter.Skinner@snoack@pleasanthillca.org); Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[imates@belmont.gov\]](mailto:Mates.Julia@imates@belmont.gov); mark.nagales@ssfca.gov; [Patrick.Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org](mailto:Patrick.Gilster@Sue-EllenAtkinson@ashiramizu@smcgov.org); klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung,Kaki[kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; [marcella.rensi; April.Chan; Public Comment; schristensen@sccrtc.org](mailto:marcella.rensi@April.Chan@PublicComment@schristensen@sccrtc.org); leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; raiesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: A constituent ask — Oct 20: we are asking you to make this bill a priority
Date: Tuesday, September 29, 2026 5:01:46 PM

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Senator Becker, Assemblymember Berman — and everyone copied here:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the

route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

Thank you,

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I live on this corridor. The drafted bill, the camera locations and the crash record: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Deborah Ellis
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa, David [dcanepa@smcgov.org]); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; i.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rlynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov]); mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org]); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@scrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Sen. Becker, Asm. Berman — please come to Oct 20 ready to say how you will pass this
Date: Tuesday, September 29, 2026 5:06:44 PM

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To our representatives in Sacramento, and the offices copied here:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it

came from, and anything unspent within three years goes to the Active Transportation Program. And it is the only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

The draft is yours to edit. We wrote it so that carrying it would cost your office as little as possible.

Sincerely,

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I live on this corridor. Everything behind this — the draft, the eight locations, the data:

https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Aaron Mittel <amittel@icloud.com>
Sent: Tuesday, September 29, 2026 5:12 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Becker & Berman — SB 1297 took 346 days. What is your timeline for Hwy 35, 84 and 9?

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To our representatives in Sacramento, and the offices copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. And it is the only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

In earnest,

I'm writing as one of the neighbors organizing for a safe corridor on Hwy 35, 84 and 9.

The bill, the map of where each camera would go, and the sources:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7Cffc27e3e7cf64dd6ccac08df1e878ac9%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263240239654785%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOlJoiTWFlbCisldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=SSdRRKsECzBdavqPGrfJTP5MzIZpIVHPMQLB3IDIlho%3D&reserved=0

From: Luis Valente
To: kevin.konig@asm.ca.gov; excoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhuffy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwolter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Please be ready on Oct 20 to commit to this bill
Date: Tuesday, September 29, 2026 5:18:42 PM

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Senator Becker, Assemblymember Berman — and everyone copied here:

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You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone

knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

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So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

We are not precious about the text. We are serious about the road, and about October 20.

In earnest,

I'm one of the residents behind the Safe Corridor Initiative for Highways 35, 84 and 9. Everything behind this — the draft, the eight locations, the data:

https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

-luis

From: Christin New <new.a.christin@gmail.com>
Sent: Tuesday, September 29, 2026 5:26 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: On Oct 20 we will ask you to commit to this bill for Highways 35, 84 and 9

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To our state legislators, ahead of October 20:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

The draft is yours to edit. We wrote it so that carrying it would cost your office as little as possible.

With thanks,
Christin New

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I live on this corridor.

The drafted bill, the camera locations and the crash record:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7Cc564f775ffba4506aa1308df1e89709c%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263248452538658%7CUnknown%7CTWFPbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbCislldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=Ja1MzUZ8D5nMZLms%2BxjRamFWGddFgT0EqjDGtl%2BVXsw%3D&reserved=0

From: Cara <cara.sander@comcast.net>
Sent: Tuesday, September 29, 2026 5:50 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: For our state legislators: on Oct 20 we will ask you to commit to this bill for Hwy 35, 84 and 9

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To our representatives in Sacramento, and the offices copied here:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

See you at Mountain Terrace on the 20th.

Thank you,

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

The draft bill and the evidence for it:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7C738b522cac894362b75108df1e8cd2d9%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263265715221031%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIiOiJXaW4zMilSkFOljoITWFpbGlldUljoyfQ%3D%3D%7C40000%7C%7C%7C&sdata=y0Sur2NS9zj8rdpaEgXq1gq63%2B0fqjgLLrw8Dfmv5ik%3D&reserved=0

Sent from my iPhone

From: Ben Serio
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@ncorzo@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa,David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; [Peter.Skinner; snoack@pleasanthillca.org](mailto:Peter.Skinner@snoack@pleasanthillca.org); Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov); mark.nagales@ssfca.gov; [Patrick.Gilster; Sue-Ellen.Atkinson@ashiramizu@smcgov.org](mailto:Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org); kisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; [marcella.rensi; April.Chan@Public.Comment@schristensen@sccrtc.org](mailto:marcella.rensi@April.Chan@Public.Comment@schristensen@sccrtc.org); leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarn@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Becker/Berman — the bill for Highways 35, 84 and 9 is written — bring us a timeline on Oct 20 — from a constituent
Date: Tuesday, September 29, 2026 6:01:37 PM

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Senator Becker, Assemblymember Berman — and everyone copied here:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the

same road, by agreement with Caltrans, with nothing going to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

Allen and Irwin got there in 346 days from a standing start. We are asking you to beat that, with the hardest part already done.

In hope,

I'm part of the community effort on Highways 35, 84 and 9.

The bill, the map of where each camera would go, and the sources:

https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: eddie gee <cpoperator@yahoo.com>
Sent: Tuesday, September 29, 2026 6:21 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Sen. Becker, Asm. Berman — Allen and Irwin did it in 346 days. Can you?

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To our representatives in Sacramento, and the offices copied here:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. And it is the only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

We are not precious about the text. We are serious about the road, and about October 20.

With appreciation,
Edwin Gee

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I live on this corridor.

The drafted bill, the camera locations and the crash record:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7Ce65d5fbfccb44048e64d08df1e912bf8%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263281646243632%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoITWFpbCIsIldUIjoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=cGM5bvq89rgWShPLILBdE7GqWipqOIHsElilEafshq0%3D&reserved=0

Sent from my iPhone

From: Carole Kushnir
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@ncorzo@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa.David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga.Margaret@margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; [Peter.Skinner; snoack@pleasanthillca.org](mailto:Peter.Skinner@snoack@pleasanthillca.org); Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jimates@belmont.gov\]](mailto:Mates.Julia[jimates@belmont.gov); mark.nagales@ssfca.gov; [Patrick.Gilster; Sue-Ellen.Atkinson@ashiramizu@smcgov.org](mailto:Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org); klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung,Kaki[kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: A constituent ask — please be ready on Oct 20 to commit to this bill
Date: Tuesday, September 29, 2026 6:55:24 PM

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Senator Becker, Assemblymember Berman:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the

route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

We are not precious about the text. We are serious about the road, and about October 20.

With thanks,

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I live on this corridor. The whole case, with the bill text and the sources: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: James Ford
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@ncorzo@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa,David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duperr.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; raiesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: For our state legislators: SB 1297 took 346 days. What is your timeline for Highways 35, 84 and 9?
Date: Tuesday, September 29, 2026 6:59:02 PM

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To our representatives in Sacramento, and the offices copied here:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often

enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

We are not precious about the text. We are serious about the road, and about October 20.

In earnest,

James Ford
Mountain View, CA

I'm part of the community effort on Highways 35, 84 and 9.
The draft bill and the evidence for it: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Michel Pedreno
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@ncorzo@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa.David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; i.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga.Margaret@margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; [Peter.Skinner; snoack@pleasanthillca.org](mailto:Peter.Skinner@snoack@pleasanthillca.org); Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwolter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates.Julia@jmates@belmont.gov); mark.nagales@ssfca.gov; [Patrick.Gilster; Sue-Ellen.Atkinson@ashiramizu@smcgov.org](mailto:Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org); kisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung,Kaki[kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; [marcella.rensi; April.Chan@Public.Comment@schristensen@sccrtc.org](mailto:marcella.rensi@April.Chan@Public.Comment@schristensen@sccrtc.org); leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarnes@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: A constituent ask — the bill for Hwy 35/84/9 is written — bring us a timeline on Oct 20 — Mountain Terrace, 6pm
Date: Tuesday, September 29, 2026 7:01:11 PM

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To our state legislators, ahead of October 20:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation

Program. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

Gratefully,
Michel Pedreno

I'm one of the residents behind the Safe Corridor Initiative for Highways 35, 84 and 9. The draft bill and the evidence for it: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: [christian.riblet](mailto:christian.riblet@gmail.com)
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@ncorzo@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa,David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; kisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: The bill for Hwy 35/84/9 is written — bring us a timeline on Oct 20
Date: Tuesday, September 29, 2026 7:11:39 PM

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To Senator Becker and Assemblymember Berman, and the offices copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the

route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

We are not precious about the text. We are serious about the road, and about October 20.

Respectfully,
Christian Riblet
Redwood City

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I live on this corridor. Everything behind this — the draft, the eight locations, the data:

[https://safecorridorinitiative.com/?
utm_source=email&utm_medium=email&utm_campaign=speedcams](https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams)

From: Cathy Gill
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa,David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; i.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner@snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi@April.Chan@Public.Comment@schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Becker & Berman — Oct 20: we are asking you to make this bill a priority
Date: Tuesday, September 29, 2026 7:31:00 PM

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To Senator Becker and Assemblymember Berman, and the offices copied here:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. What we want is

not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

See you at Mountain Terrace on the 20th.

Sincerely,
Catherine Gill

I'm a constituent, and one of the residents working on safety for Hwy 35, 84 and 9.
The whole case, with the bill text and the sources: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Chris Edwards
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@ncorzo@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa,David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner@snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwolter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi@April.Chan@Public.Comment@schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Sen. Becker, Asm. Berman — SB 1297 took 346 days. What is your timeline for Hwy 35/84/9? — from a constituent
Date: Tuesday, September 29, 2026 8:16:05 PM

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To our representatives in Sacramento, and the offices copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

Allen and Irwin got there in 346 days from a standing start. We are asking you to beat that, with the hardest part already done.

In hope,

I'm part of the community effort on Highways 35, 84 and 9.
Everything behind this — the draft, the eight locations, the data:
[https://safecorridorinitiative.com/?
utm_source=email&utm_medium=email&utm_campaign=speedcams](https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams)

Chris Edwards
San Carlos Business Owner



Digital . Offset Printing
Packaging . Event Graphics
650 619-3363

From: Fred R
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa.David@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; i.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga.Margaret@margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner@snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[imates@belmont.gov\]](mailto:Mates.Julia@imates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org; kisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung,Kaki[kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi@April.Chan@Public.Comment@schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; raiesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: A constituent ask — please be ready on Oct 20 to commit to this bill
Date: Tuesday, September 29, 2026 8:19:05 PM

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To Senator Becker and Assemblymember Berman, and the offices copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it. Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months. The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank. Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024. Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for. And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106

people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record. So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation. See you at Mountain Terrace on the 20th. Yours sincerely, Fred Rosenberg. I'm one of the residents behind the Safe Corridor Initiative for Highways 35, 84 and 9. The whole case, with the bill text and the sources: [26 killed on the roads to the coast — and its preventable](#)



26 killed on the roads to the coast — and its preventable

Highway 35, 84 & 9 through the Santa Cruz Mountains. The deaths cluster at the same few bends. Heres the plan — add your name.

Thank you,
Fred Rosenberg, deeply concerned La Honda resident

-

From: Richard Swent
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa,David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duperr.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: To our representatives — on Oct 20 we will ask you to commit to this bill for the 35/84/9 corridor
Date: Tuesday, September 29, 2026 8:19:33 PM

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To our state legislators, ahead of October 20:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund.

What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

Two cyclists have been killed on this corridor in fourteen months, and the most recent twelve months produced more collisions than any year measured. This is not improving on its own.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

Allen and Irwin got there in 346 days from a standing start. We are asking you to beat that, with the hardest part already done.

Respectfully,

I'm a constituent, and one of the residents working on safety for Hwy 35, 84 and 9.
The bill, the map of where each camera would go, and the sources:

[https://safecorridorinitiative.com/?
utm_source=email&utm_medium=email&utm_campaign=speedcams](https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams)

From: Jan Schachter
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farrabracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa.David@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga.Margaret@margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner@snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[imates@belmont.gov\]](mailto:Mates.Julia@imates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster@Sue-EllenAtkinson@ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung.Kaki[kcheung1@smcgov.org]); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi@April.Chan@PublicComment@schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; raiesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Allen and Irwin did it in 346 days. Can you?
Date: Tuesday, September 29, 2026 8:37:38 PM

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To our state legislators, ahead of October 20:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

This is a fraction of what it would cost to hold this corridor by patrol alone, and unlike patrol it does not evaporate when a budget cycle turns. The bill also closes the obvious objection about revenue: costs are recovered first, the surplus is restricted to traffic-calming on the route it came from, and anything unspent within three years goes to the Active Transportation

Program. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

See you at Mountain Terrace on the 20th.

With appreciation,

I'm one of the residents behind the Safe Corridor Initiative for Highways 35, 84 and 9. The drafted bill, the camera locations and the crash record: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

Jan Schachter
190 Golden Hills Drive
Portola Valley, CA 94028
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650 678-5404

From: Diane <dtoby520@gmail.com>
Sent: Tuesday, September 29, 2026 8:40 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jimates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: On Oct 20 we will ask you to commit to this bill for the roads to the coast — Mountain Terrace, 6pm

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Senator Becker, Assemblymember Berman:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

See you at Mountain Terrace on the 20th.

Thank you,

My name Diane Toby. I live on Meadow Rd, off Old La Honda. I'm 79 and have been riding the roads in question for thirty years. Today I rode from home and up King's Mt then down 35 to Old La Honda and home. I have witnessed extraordinarily terrible and dangerous behavior frequently over the years by drivers of both cars and motorcycles. I won't ride 35 on weekends. Our neighborhood has been co-opted. Please present this bill for passage and save lives.

Thank you,

Diane Toby

I'm writing as one of the neighbors organizing for a safe corridor on Hwy 35, 84 and 9.

Everything behind this — the draft, the eight locations, the data:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7C48117c698a13427dd98008df1ea498ac%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263366385484817%7CUnknown%7CTWfPbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOIjoITWfPbClslldUIjoyfQ%3D%3D%7C40000%7C%7C%7C&sdata=8BKCqVxZXZKW6GO%2F8Bp1CxmF6WkvE4%2BCbUUbo0OfrKo%3D&reserved=0

Sent from my iPhone

From: David Johnson <davidljohn11@gmail.com>
Sent: Tuesday, September 29, 2026 8:51 PM
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufy@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwoalter@portolavalley.net; Mates, Julia [jimates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: For our state legislators: the bill for Hwy 35, 84 and 9 is written — bring us a timeline on Oct 20

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To our state legislators, ahead of October 20:

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

Allen and Irwin got there in 346 days from a standing start. We are asking you to beat that, with the hardest part already done.

In hope,

I'm writing as one of the neighbors organizing for a safe corridor on Hwy 35, 84 and 9.

The draft bill and the evidence for it:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7Cd849799dde694ba761d808df1ea60927%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639263372502331432%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoilTWFpbCIsIlIdUljoyfQ%3D%3D%7C40000%7C%7C%7C&sdata=NjPlZafKIMAz0FuDYSJ5mhB8%2FQ1aMbYg8nlIVRtwVQE%3D&reserved=0

Regards,

DJ

David Johnson

Sent from my iPhone

From: [Alan Woo](#)
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farrabracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa.David@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga.Margaret@margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; [Peter.Skinner; snoack@pleasanthillca.org](mailto:Peter.Skinner@snoack@pleasanthillca.org); Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates.Julia@jmates@belmont.gov); mark.nagales@ssfca.gov; [Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org](mailto:Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org); kisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung,Kaki[kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; [marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org](mailto:marcella.rensi@April.Chan@Public.Comment@schristensen@sccrtc.org); leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: The bill for our mountain highways is written — bring us a timeline on Oct 20
Date: Tuesday, September 29, 2026 9:01:27 PM

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Senator Becker, Assemblymember Berman — and everyone copied here:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

You are starting further along than Allen was. The drafting is done, the sources are itemised, and the alternative shorter route — amending the existing pilot statute instead — is spelled out in the notes.

The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane

mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

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So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation.

The draft is yours to edit. We wrote it so that carrying it would cost your office as little as possible.

In hope,

I'm a constituent, and one of the residents working on safety for Hwy 35, 84 and 9. The bill, the map of where each camera would go, and the sources:

https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: Kyle Chrzanowski
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@ncorzo@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa, David [dcanepa@smcgov.org]); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates, Julia [jmates@belmont.gov]); mark.nagales@ssfca.gov; Patrick.Gilster; Sue-Ellen.Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung, Kaki [kcheung1@smcgov.org]); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April.Chan; Public.Comment; schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Becker/Berman — SB 1297 took 346 days. What is your timeline for our mountain highways? — from a constituent
Date: Tuesday, September 29, 2026 10:28:45 PM

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To our state legislators, ahead of October 20:

This is a heads up, not an ambush. On Tuesday, October 20, from 6 to 7:30pm, both of you are listed as attending the community traffic meeting at Mountain Terrace at Four Corners. We will be there, and we are going to ask you — in that room, in front of the community — to commit to carrying the speed-camera bill for State Routes 35, 84 and 9, and to say when you will move it.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. And it is the

only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

Thank you,

I'm part of the community effort on Highways 35, 84 and 9.

The drafted bill, the camera locations and the crash record: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

From: thanretty@yahoo.com
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@ncorzo@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa.David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; i.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga.Margaret@margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter.Skinner@snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[imates@belmont.gov\]](mailto:Mates.Julia@imates@belmont.gov); mark.nagales@ssfca.gov; Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung,Kaki[kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi@April.Chan@Public.Comment@schristensen@sccrtc.org; leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; raiesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Please be ready on Oct 20 to commit to this bill
Date: Tuesday, September 29, 2026 10:36:53 PM

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To our representatives in Sacramento, and the offices copied here: We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline. We are asking because there is a precedent, and it is exact. On October 17, 2023, a driver travelling 104 miles per hour killed four Pepperdine students on the Pacific Coast Highway. Senator Ben Allen introduced SB 1297 four months later, with Assemblymember Jacqui Irwin as coauthor. The Governor signed it on September 27, 2024 — 346 days after the crash. Allen and Irwin had to draft their bill. You do not. Ours is written, published, and formatted as a Senate bill as introduced — the bill number, the date and the author are the only blanks on the face page. A companion document lists every placeholder and every source. The bill takes nothing new. It extends the same pilot the Legislature has already granted to seven jurisdictions, one of them on a Caltrans state highway, and it carries every safeguard across intact: citations only at 11 mph or more over, a 60-day warning-only period, a civil penalty with no DMV points and no report to insurers, an 80 percent reduction for indigent recipients, rear plate only, images destroyed in five business days if no citation issues, and a flat ban on facial recognition. Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. What we want is not more tickets. It is for these roads to stop being known as somewhere you come to drive fast. That reputation is the product, and the product only works while the road is unwatched — which is exactly what this bill ends.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against. So this is what we will ask on October 20, and what we are asking now: will you introduce this bill, and when? If something in it has to change first, say what. If the shorter route — amending the existing statute — is easier to carry, say so and we will back that instead. What we need from the meeting is an answer, not another presentation. We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship. With urgency, I'm one of the residents behind the Safe Corridor Initiative for Highways 35, 84 and 9. Everything behind this — the draft, the eight locations, the data:

[https://safecorridorinitiative.com/?](https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams)

[utm_source=email&utm_medium=email&utm_campaign=speedcams](https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams)

From: Richard Herms
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@ncorzo@smcgov.org); sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farrabracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; [Canepa, David \[dcanepa@smcgov.org\]](mailto:Canepa.David@dcanepa@smcgov.org); circulationcomm@woodsideca.gov; trailscmm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ctaylor@portolavalley.net; jhasko@portolavalley.net; r.flynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](mailto:Abe-Koga.Margaret@margaret.abekoga@bos.sccgov.org); Fifth.District@santacruzcountyca.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; [Peter Skinner; snoack@pleasanthillca.org](mailto:Peter.Skinner@snoack@pleasanthillca.org); Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwlter@portolavalley.net; [Mates, Julia \[jmates@belmont.gov\]](mailto:Mates.Julia@jmates@belmont.gov); mark.nagales@ssfca.gov; [Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org](mailto:Patrick.Gilster@Sue-Ellen.Atkinson@ashiramizu@smcgov.org); klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; [Cheung, Kaki \[kcheung1@smcgov.org\]](mailto:Cheung,Kaki[kcheung1@smcgov.org); tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; [marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org](mailto:marcella.rensi@April.Chan@Public.Comment@schristensen@sccrtc.org); leah.budu@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; raiesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com
Cc: petition@safecorridorinitiative.com
Subject: Becker/Berman — on Oct 20 we will ask you to commit to this bill for Hwy 35/84/9
Date: Wednesday, September 30, 2026 9:40:13 AM

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To Senator Becker and Assemblymember Berman, and the offices copied here:

I'm a cyclist and have seen the speeding issues on Skyline personally for over 30 years. This is the best opportunity to help correct this problem that has continued way too long.

So that nothing on October 20 comes as a surprise: at the community traffic meeting at Mountain Terrace at Four Corners, 6 to 7:30pm, we will be asking each of you whether you will author the drafted speed-camera bill for Highways 35, 84 and 9, and by when.

Two of your colleagues have already shown what this looks like when it is treated as urgent. Allen and Irwin took the Pepperdine crash of October 2023 to a signed speed-camera law in under twelve months.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

Nothing in it is novel or loosened. Every privacy and equity provision is carried over from the enacted framework deliberately, so that this bill does not reopen ground the Legislature settled in 2023 and 2024.

Compare the two ways to do this. Patrolling a corridor this long, hard enough and often enough to change behavior, costs officer time without end and stops working the day the funding does. A fixed system costs what it costs and does not get tired. And this bill is written

so the program funds itself — costs recovered first, everything after that spent on calming the same road, by agreement with Caltrans, with nothing going to a general fund. And it is the only measure on the table that changes the corridor's reputation rather than just policing it. These roads are marketed as a driving destination — forum threads on where the enforcement sits, commercial photographers at the bends selling people the shot of themselves at speed, vista points used as staging for weekend runs. All of that depends on the road being effectively unwatched. Patrol never changes that, because everyone knows it is intermittent. Permanent enforcement does: a road where every run is photographed stops being worth the drive, and the reputation is what brings people here to do this in the first place.

Fourteen months ago a cyclist was killed at Four Corners. Three months ago another was killed five miles south. The last twelve months were the worst on record for collisions on this corridor. That is the clock we are measuring against.

On October 20 we will ask for a yes, a no, or a condition — and a date. Any of those is more useful to this community than another progress update.

We would rather hand you a finished draft than a complaint. Take it, rewrite it, put your name on it — we care about the outcome, not the authorship.

With appreciation,

I'm a constituent, and one of the residents working on safety for Hwy 35, 84 and 9.
The draft bill and the evidence for it: https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=speedcams

Richard Herms
rich_herms@yahoo.com
408-888-5744