



SMCTA Board of Directors
Meeting of November 5, 2026

Correspondence as of October 2, 2026

Subject

1. Please be ready on Oct 20 to commit to this bill
2. A constituent request: people crossing Skyline Blvd on foot to reach the new trail —
 one example of a problem repeating corridor-wide
3. Allen and Irwin did it in 346 days. Can you?

From: [andrew fischer lees](#)
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](#); [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](#); [Catherine Beni](#)
Subject: Please be ready on Oct 20 to commit to this bill
Date: Wednesday, September 30, 2026 5:41:59 PM

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Senator Becker, Assemblymember Berman:

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. My wife and I can't be there in person as we will be putting our little ones to bed, but we are deeply interested in the issue and will be watching the votes. We ask you 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.

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.

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.

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,
Andrew Lees and Catherine Beni
Parents of Maximus (7), Solomon (5), and Aurelia (1)

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

-afl

From: T Rutledge
To: SMC_SupMueller@smcgov.org; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov
Cc: 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_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; mark.dennin@mail.house.gov; aruiz@openspace.org; zkersteen-tucker@openspace.org; schan@openspace.org; sjaskulak@openspace.org; bwheatman@openspace.org; jmark@openspace.org; jlin@openspace.org; clerk@openspace.org; 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; 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; ridgetrail@sfwater.org; commission@sfwater.org; info@sfwater.org; janetmcbride@ridgetrail.org; ryanmack@ridgetrail.org; editor@almanacnews.com; petition@safecorridorinitiative.com
Subject: A constituent request: people crossing Skyline Blvd on foot to reach the new trail — one example of a problem repeating corridor-wide
Date: Thursday, October 1, 2026 7:36:43 AM

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To Caltrans District 4, Midpen, and San Mateo County:

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

The trail is welcome and should stay open. What needs to change is the road outside it, and some of that can change immediately.

What residents report from the opening weekends: cars lining both sides of SR-35 and SR-92, pedestrians sprinting across the highway, people standing in the centre turn lane while traffic passes at 50 mph on both sides, and cars parked over the fog line.

This hill was designated scenic for exactly what people are now coming to do here — walk it, ride it, look at it. The access simply has to catch up. Please do not let this wait for the next planning cycle.

ASK 1 — CALTRANS: post the no-parking restriction at 35/92.

The cars alongside the highway are what create the crossings. Restrict that parking and most of the pedestrian exposure disappears the same weekend. We are asking Caltrans to use the authority it already has, now, rather than after a collision makes it obvious.

ASK 2 — CALTRANS: publicly commit to fast-tracking this permit.

This crossing has been in planning since 2020. The last procedural hurdle is a Caltrans encroachment permit. Caltrans reviewed the consultant's findings, asked for more

information, received it, and had no further comments. There is no reason this permit should take years.

ASK 3 — CALTRANS: lead Add Safe Corridor Crosswalks on SR-35, SR-84 and SR-9. This corridor has trailheads, pullouts and vista points where people already cross on foot, and one designed crossing among them. The difference is not need — it is which agency filed paperwork. Under SB 960 Caltrans already owes pedestrian and bicycle facilities on state highway work. Please apply that corridor-wide and proactively, not project by project. One list should cover both: every trail crossing that needs building, and every stretch of verge where parking is unsafe.

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

ASK 4 — MIDPEN: prioritise the Purisima crossing for safety, and build it sooner. The partnership agreement dates from October 2020. Kings Mountain was consulted in July 2021, 2022 and again in 2022. The preferred design was adopted in November 2023. There is still no construction date. Midpen's plan already contemplates opening some components earlier than others. Please use that provision here.

ASK 5 — MIDPEN: you have standing with Caltrans. Please spend it on this corridor. Midpen is a public agency that already partners with Caltrans on highway crossings, with engineering staff, a traffic consultant and a track record. When residents write individually we are filed as neighbours. When Midpen asks, Caltrans takes a meeting. The ask is straightforward: more safe crossings, and no parking along the highway. Please carry it to Caltrans as a matter of public access. The corridor was designated scenic for the users Midpen serves. Making it work for them is also what makes it less inviting to race — and quiet enough to experience the place with more than your eyes.

Please make safe crossings a programme rather than a favour, and let this hill become what it was designated to be.

With thanks,
Theodore Rutledge Jr — Woodside

I'm among the residents pressing for a safe corridor on these highways.
Everything behind this — the data, the map, the specific fixes:
https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=crossings

From: Catherine Beni
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; 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_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; mhufly@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: Allen and Irwin did it in 346 days. Can you?
Date: Thursday, October 1, 2026 11:26:32 AM

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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.

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. 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.

In earnest,
Catherine Beni — Woodside

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