

Moss, Julia

From: Aurore Sibley <aurore9@yahoo.com>
Sent: Friday, March 17, 2023 5:10 PM
To: City Council
Subject: Sidewalk on Kennedy Drive

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

I live in Capitola Knolls between Park Avenue and Saint Francis Avenue and I'm very pleased to hear that a sidewalk is being considered along this stretch of road where many middle school students walk and bike to and from New Brighton middle school each day. My daughter will be among the students there next year. I hope the initiative is approved.

Sincerely,
Aurore Sibley

[Sent from Yahoo Mail for iPhone](#)

Moss, Julia

From: Chris Hadland <chris_hadland@hotmail.com>
Sent: Saturday, March 18, 2023 9:09 AM
To: City Council
Subject: Sidewalk addition to Kennedy Dr - March 23 agenda item

Hello Council Member -

My wife and I have been residents in the Capitola Knolls condo association for over 22 years. Our condo looks straight out toward the area where the sidewalk is proposed, so I'd like to think that we have an unique perspective on the topic of adding a pedestrian walkway and changing the driving lanes.

We have been in support of a better pedestrian pathway in this location, since we purchased our home in 2000.

The stretch between Park Ave and Sir Francis is moderately traveled in the morning by young students on their way to New Brighton Middle school, from the neighborhoods on the other side of the freeway and Park Ave. Again, this corridor is moderately traveled by students going home in the afternoon. Once again, this corridor is traveled by the young kids that go to the skate and bike park on McGregor. For every adult that travels this stretch on foot or on a bike, there are 10 kids that have to navigate this stretch where currently no pedestrian pathway is provided.

With that said, I believe that it is imperative that we focus on providing a safe travel corridor, especially for our children.

The loss of parking is a minor point. On most days, there is enough parking on one side of the street, that if the other side were gone, the existing side could handle the volume.

One of the crucial times of travel is just before school starts, when parents are driving their kids to school, and other kids are riding their bikes and walking to school. In the current state, the kids are forced into the street because of parked cars on both sides. I believe that this can and should be corrected.

In my opinion, the problem with the current plan is that the bike lane will be subject to cars crossing over into the bike lane on the north side. Even with the car lanes current width, when a car is traveling eastbound (downhill), and cars are parked also facing eastbound, the traveling cars are forced into the westbound traffic lane because of the already narrow lane width, thus causing the westbound traffic to move toward the curb on the North side of the road. Remember that we have 18 wheelers and large dump trucks that drive this section of road too. (Artic Glacier Premium Ice Co and Earth Works to name a few). The current lane width is considerably wider on the North side of the street, then on the south side of the street. Once the proposed changes are made, particularly the reduced width of the car travel lanes, this will become even more of an issue. I am of the opinion that travel in the proposed bike lane will not be safe, especially since it turns into a "Sharrow" lane (shared bike and car) just before the entrance of the Capitola Knolls Sutherland lane entrance. Forcing a bike that is riding up the hill toward the stop sign at Sir Francis, to suddenly share the road with cars that are still traveling at a much greater speed than the bike (riding up the hill), is completely stupid. Most bicyclist that are riding up the hill are at a crawl as they approach the stop sign. I ask you to take your bike to this location and just before the entrance to Sutherland lane, jump on your bike and try to merge with

traffic coming up the hill in the same direction that you are traveling. You will get hit or at least honked at. As it is now, the kids have to share the road as they near the stop sign, but the lane is currently wide enough (just barely) that a kid on a bike and a car can share the width of the current lane. Once the lane is narrowed, that will increase the conflict.

I would like to propose that the parking be on the north side of the street, with the bike lane between the curb and the parking lane. The bike lane would then be protected by parked cars (or the parking lane). The opposite side of the road (the south side) would have the raised sidewalk for pedestrians on foot, and bikes would "share" the lane going DOWN the hill, where a bike can much easier keep up with the speed of the traffic. Sharing a lane going down a hill makes more sense, versus trying to share a lane while riding a bike up a hill makes much less sense.

If the "sharrow" idea heading up the hill prevails, then the bike lane and the NO PARKING needs to extend past the stop sign at the corner of Sir Francis. This now starts to impact the current parking of the residents in the neighborhood and I find this to be a less attractive option.

I find it disappointing that it appears that no neighbors were interviewed by Kimly and Horn, in order to get a perspective of the daily flow of traffic and pedestrians in our neighborhood.
Thank you for listening.

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