

Public Comment - Consent Item 2.25 "US 101/Mabury-Berryessa-Oakland" - Council 6/11

Jordan Moldow <[REDACTED]>

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I ask that you remove Item 2.25 from Consent and defer it to a future meeting agenda (not on Consent), so that it can receive a staff presentation and a robust discussion. Extra millions of dollars should not be allocated to highway projects without staff presenting to the public/Council about the current progress they've made, the current designs, and presenting about why the extra funding is needed.

The Council should also continually re-evaluate projects like this that are not in line with our climate commitments. Massive highway projects like this increase the convenience of driving, which encourages more driving, and creates more emissions. Highway expansion projects have never alleviated congestion for more than a brief amount of time. And every new square foot of pavement we add, is a larger pavement infrastructure backlog that the city cannot afford.

The only way out of this vicious cycle is to invest in maintaining the roads we already have, and going all-in on building new pedestrian, cycling, and transit infrastructure.

Berryessa/Hedding and Mabury/Taylor already have bicycle facilities that cross US-101. They absolutely should be improved, but this project is unlikely to accomplish that. Crossing a highway interchange, plus riding alongside the increased traffic coming to/from the highway, will likely be less comfortable than present conditions. I'm a somewhat confident rider, and I will not bike across interchanges unless I am desperate and have no other options. I imagine that the average person would choose to drive a car, rather than bike, if they need to cross an interchange.

The sidewalk gaps should be filled. But building an interchange will likewise harm the pedestrian experience.

Highway 101 has divided our city into East vs. West for too long. The only way to bridge that divide is to lessen the impact that Highway 101 has on our residents. The way to do that is to have less car-dependent infrastructure, fewer interchanges, and more local-only crossings (especially bike/ped-only crossings).

Thanks,
Jordan Moldow
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