

## Communication from Public

**Name:** Jamie Chen

**Date Submitted:** 09/24/2024 05:25 PM

**Council File No:** 22-1476

**Comments for Public Posting:** Widening streets will drive up the cost of housing by forcing developers to include something not at all related to housing in their projects. Widening streets reduces sidewalk widths, which will then remove trees in a city that needs more trees. We need more trees in order to create shade to reduce the urban heat island affect, sequester carbon, improve air quality, and improve the visual quality of the city. Smaller sidewalks are also much less likely to be ADA compliant and reduce pedestrian access and safety. Wider streets encourage drivers to speed in their vehicles and for disruptive people to start takeovers and disturbing the neighborhoods with burnouts and doing donuts. Wider streets encourage people to speed through turns at intersections, which is especially dangerous for pedestrians and bicyclists. Please have the City Attorney refer to AB 3177 which now prohibits street dedication in California. Thank you

## Communication from Public

**Name:**

**Date Submitted:** 09/24/2024 07:08 PM

**Council File No:** 22-1476

**Comments for Public Posting:** Dear Members of the Committee, I am writing to express my support for the motion directing the Bureau of Engineering to amend the Street Dedication and Improvement Investigation Criteria to promote safety, sustainability, and multimodal street improvements. Requiring developers to widen streets has several unintended consequences: • Environmental Impact: Widening streets often leads to the removal of mature trees, which are crucial for maintaining our urban canopy, improving air quality, and providing shade. • Safety Concerns: Wider streets can result in inconsistent widths that confuse drivers and pedestrians, making our roads less safe. In contrast, smaller roads naturally encourage drivers to adhere to speed limits, promoting safer neighborhoods. • Housing Affordability: Mandating street widening increases development costs, which can drive up housing prices at a time when affordability is already a significant concern in our city. I urge the committee to direct the City Attorney to analyze Assembly Bill 3177, recently signed by the governor. This bill prohibits certain road dedications statewide, and it's essential to align our city's policies with these new state requirements. It's time to move away from this wasteful and car-centric policy of automatically widening streets during development projects. Instead, we should focus on creating streets that are safe, sustainable, and accommodating to all modes of transportation, including walking, cycling, and public transit. Thank you for your attention to this matter. I hope you will take these points into consideration and support the motion to amend the current street dedication criteria.

## Communication from Public

**Name:** Christopher Yeh

**Date Submitted:** 09/24/2024 12:36 PM

**Council File No:** 22-1476

**Comments for Public Posting:** I am writing to support Item 2 (22-1476). Requiring developers to widen streets cuts down mature trees, leads to less safe streets with inconsistent widths, and drives up the cost of housing. Smaller roads are slower roads, encouraging drivers to go the speed limit. It's time to stop this wasteful and car-centric policy of automatically widening our streets during development. The committee should direct the City Attorney to analyze AB 3177, which the governor just signed and prohibits road dedications statewide, and provide guidance to the city based on the state requirements set by this bill vis-à-vis the existing plan.

## Communication from Public

**Name:** Gemma Vidal

**Date Submitted:** 09/24/2024 11:18 AM

**Council File No:** 22-1476

**Comments for Public Posting:** I'd like to support and ask for an amendment to this motion. The widening of streets does not help in reducing traffic at all; instead it leads to cutting off trees, inconsistent street widths which overall leads to less safe streets. With smaller roads it encourages drivers to drive slower. A city should be built for the people, not for cars. I ask in addition to support that the committee direct the City Attorney to analyze AB 3177, which the governor just signed and prohibits road dedications statewide, and provide guidance to the city based on the state requirements set by this bill vis-à-vis the existing plan.

## Communication from Public

**Name:** Nick Cron-DeVico

**Date Submitted:** 09/24/2024 04:52 PM

**Council File No:** 22-1476

**Comments for Public Posting:** I fully support this motion to update the Street Dedication and Improvement Criteria. For too long, we've had this policy where developers are required to widen streets during new projects, and it's doing more harm than good. Not only are we losing mature trees—which are so important for shading and cooling our neighborhoods—but we're also ending up with streets that have inconsistent widths, making them confusing and less safe for everyone. On top of that, it's increasing housing costs, which is something we absolutely don't need right now. Smaller roads, on the other hand, naturally slow down traffic. When streets are narrower, drivers are more likely to respect speed limits, which makes neighborhoods safer for pedestrians, cyclists, and everyone else. It just makes sense to rethink this approach and stop automatically widening streets every time there's a development. With the recent passing of AB 3177, which prohibits these road dedications statewide, it's even more crucial for the City Attorney to review this law and guide us on how to move forward in compliance with the state's new requirements. It's time for the city to move away from this wasteful, car-centric policy and focus on safety, sustainability, and smarter street improvements.