

April 12, 2016

To: Menlo Park City Council

Subject: An Oak Grove Bike Corridor Is Not the Best Community Bike Investment

I am writing to request the City Council reconsider its apparent pursuit of an east-west bike corridor on Oak Avenue between University and Middlefield as this project appears to be unnecessary, costly, have significant negative impacts and has drawn attention away from more important needs of the Menlo Park bike community. It also could not be completed until mid-2019 at the earliest - more than three years from now – when Station 1300 is completed.

Instead, I recommend you adopt two strategic priorities. First, eliminate the unsafe and stressful conditions that currently exist on busy streets already popular with bicyclists AND motorists, ones where bikes must share lanes with heavy and faster vehicle traffic. These conflict-producing streets include

- **University** Avenue between Middle and Santa Cruz Avenue.
- **Menlo Avenue** between University and El Camino Real
- **Ravenswood** between El Camino Real and Laurel.
- **Oak Grove** between El Camino and Laurel.
- **Glenwood** between El Camino Real and Laurel.
- **Middle** between University and the Safeway shopping plaza.

Next, create a core bike network grid that provides convenient, safe and stress-free east-west and north-south connectivity and serves bicyclists who live in every Menlo Park neighborhood. The three natural east-west bike corridors are Valparaiso-Glenwood (to Laurel), Menlo-Ravenswood and Middle. The new north-south bike corridors would include University and Alma-Garwood Way.

I recommend that you read my comprehensive analysis at <http://bit.ly/mpbikenetwork>.

I oppose the Oak Grove bike corridor for many reasons.

- An Oak Grove bike corridor effectively duplicates the one that already exists on Valparaiso, one that will be improved in 2016. The budgeted improve-ments to Valparaiso and Glenwood will enable bicyclists at the north end of Menlo Park to safely, conveniently and comfortably ride to destinations between Middlefield and Alameda De Las Pulgas using Laurel, Encinal, Glenwood and Ravenswood.
- An Oak Grove bike corridor would not be convenient for bicyclists who ride between places either near or south of Ravenswood, Menlo and Santa Cruz. For example, either from Middle to Burgess Park or Linfield to Downtown.

- An Oak Grove bike corridor would eliminate about 150 street parking places, ones that would increase in value once Station 1300 is completed.
- An investment in a central Menlo-Ravenswood bike corridor would serve a greater number of bicyclists and could be completed as early as 2017. It would also eliminate less than 60 street parking spaces. A cycle path between Alma and Laurel would also benefit riders and motorists.
- Station 1300 will increase vehicle traffic on Oak Grove and make it less appealing for bike riding.

I DO support protected bike lanes on Oak Grove between El Camino and Laurel, as these would serve bicyclists travelling to and from Station 1300.

I welcome the opportunity to discuss these ideas at your convenience.

Thank you for considering my requests.

Dana Hendrickson

A handwritten signature in cursive script that reads "Dana e Hendrickson".

Editor  
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