

From: Mike Snow [REDACTED]
Sent: Friday, December 30, 2022 9:34 AM
To: info@bayareametro.gov
Subject: Objection for programming & Allocation Committee Mtg. 1/11/23

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration and understanding the long term dynamic.

Michael Snow
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