

From: [Jim Wing](#)
To: [Public Comment - PC](#)
Subject: PC Public Comment 11/17/2022 Meeting Future Agenda Item
Date: Thursday, November 10, 2022 7:55:23 AM

PC Chair Doran and Distinguished Commission Members,

Subject: PC 11/17/2022 Meeting Future Agenda Item. Traffic Congestion / Pedestrian Safety improvement for Foothill Expressway / Main / First intersection at Chevron Station corner



Would you please request future agenda item to review Traffic Congestion / Pedestrian Safety at Foothill Expressway / Main / First Street intersection at Chevron Station corner? Goal of review is requesting Council to provide construction drawing funds for Santa Clara County Airport / Roads Department Expressway Traffic Engineers project. Los Altos funding will raise priority for this County project, just as it did with Foothill Expressway / El Monte project.

This is not a new problem. County wants to do project because it will reduce traffic congestion on Foothill Expressway. Prior discussions with county expressway traffic engineers about pedestrian safety in slip-turn crosswalk and Foothill Expressway thru lane backups at right turn to Main produced a “root cause” design change solution. **Extend Foothill Expressway right turn deacceleration lane 300 to 400 feet and “no right turn on red” traffic signal.** This change will hold traffic on right turn deacceleration lane until pedestrians have crossed and short Main traffic buffer between Expressway / 1st is not full of cars. Santa Clara County owns right-away for deacceleration lane extension and is same design used for successful Foothill Expressway / El Monte project.

In 2017 / 2018, County Traffic Engineers considered “bundling” this change with Foothill Expressway / El Monte project. Measure B funding delay due to law suit, caused construction costs to increase and funding was lost. Main reason Foothill Expressway / El Monte was started so quickly after release of Measure B funds is Los Altos Council approved funds, for design construction drawings and project was “shovel ready” when Measure B funds were released.

For the past several years, Los Altos residents have written letters to County expressing their pedestrian safety concerns with this slip-turn. Cars exiting Foothill at high speeds have

difficulty slowing down and stopping for pedestrians in crosswalk. Following usage information is for you to consider as justification for improving safety and minimizing Foothill Expressway through lane backups:

- One to two hundred pedestrian's daily use this slip-turn crosswalk. The heaviest use is midmorning to midafternoon, Wednesday thru Sunday. This crosswalk provides downtown Los Altos access for 300 households within one-mile radius, 3 parks, 3 churches, 141 auxiliary downtown parking spaces on Lincoln, meeting halls at Shoup Park and Jesuit Retreat Conference Center. Many families with strollers and senior citizens use this crosswalk.
- Short distance traffic buffer on eastbound Main between Foothill Expressway and 1st often is full and causes midday gridlocked of Foothill traffic using slip-turn for access to eastbound Main. Due to very short Foothill right turn deceleration lane, right turning cars backup and block Foothill thru traffic lane. Foothill traffic making left turn to Main / 1st will often block Foothill thru travel lane. Most backups occur Wednesday through Friday at noontime.

I understand Planning Commission has not been accepting "Traffic" agenda items and recommend you accept Foothill / Main / 1st item. California local government law requires Planning Commission to be responsible for General Plan Traffic Circulation Element. Los Altos Planning Commission web page notes General Plan responsibilities.

Thank you for your consideration and hopefully you will make a strong recommendation to Council.

Jim Wing, Milverton Road, Los Altos