

From: [Jim Wing](#)
To: [Public Comment - PC](#)
Subject: Public Comment PC 11/17/2022 Meeting Future Agenda Item
Date: Thursday, November 10, 2022 7:30:11 AM

Planning Commission Chair Doran and Distinguished Commission Members

PC 11/17/2022 Meeting, Public Comment Item Not on Agenda, Request for future agenda item.

This future agenda item request is for PC to discuss two existing traffic plans that PC shares joint responsibility with Council / CSC. Both were developed and approved by Los Altos Planning Commission using California Local City Government Law that requires Planning Commission to have shared responsibility for Los Altos General Plan Circulation Element.

Subject: Canceling Collector Street Traffic Calming Plan and Neighborhood Traffic Calming Plan

Please request future agenda item to recommend canceling Collector Street Traffic Calming Plan [CSTCP] and Neighborhood Traffic Calming Plan [NTMP]. Both plans have proven to not resolve “root cause” of traffic problems. Some problems can be or already have been resolved by using Complete Street Master Plan [CSMP]. Most Collector Street traffic problems are caused by “cut-thru commuters” not local traffic. Designs using CSTCP tools were done for 4 of Los Altos 12 collector streets and all were rejected by residents. In the past 25 years, residents have submitted over 45 NTMP petitions for help. Only 3 ½ have been built. Most disturbing problem with NTMP is process can cause neighbor discontent with other neighbors.

Please add another future agenda item for PC to develop lines of communication with Santa Clara County Airport and Roads and Caltrans for their traffic congestion projects on roadways adjacent to Los Altos. Congestion on their roads causes commuters to “jump off” and use Los Altos residential streets as congestion by-pass. Recent change to Foothill Expressway / El Monte is a “root cause” solution that addressed “jump off” problem. One future Caltrans “root cause” project is changing southbound 280 lane reduction for start of carpool lane, from El Monte to St Joseph Bridge. Before 280 Carpool lane, southwest Los Altos did not have a “cut-thru commuter” problem. These are “root cause” positive changes for Los Altos.

Collector Street Traffic Calming Plan is obsolete because its 12 projects are already complete, included in CSMP, or rejected by public. Majority of plan contains obsolete traffic data that cannot be used as basis for recommendations. Plan appendix contains detailed Fremont design that was rejected by public. Following is current status of all 12 Los Altos Collector Streets:

1. **Almond Avenue:** construction complete except for possible two-way bike lane, speed table [2], narrow lanes, school 15mph zones, ped / bike improvements, San Antonio traffic signals, car speeding lighted sign
2. **Covington Road:** construction complete, stop signs [4], ped / bike improvement, Narrow lanes, Miramonte intersection, El Monte intersection, Riverside intersection, school 15mph zones, Bach drop-off
3. **Cuesta Drive:** construction in progress, San Antonio intersection complete, San Antonio intersection design based on CSTCP rejected by public, stop signs [4]
4. **El Monte:** construction complete, narrow lanes, ped / bike improvement, stop signs

- [4], 4]and Foothill Expressway intersection capacity increase. Stop lights [2]
5. **Fremont Avenue:** construction complete except for Loyola Corners, narrow lanes, ped / bike improvements, stop signs [3], stop lights [4], both schools rebuilt with drop-off / pick-up zone on site not on Fremont, first design based on **CSTCP** rejected by residents
 6. **Grant Road:** in CSMP, ped crossing speed table, stop sign [2], stop light [2]
 7. **Los Altos Avenue:** in CSMP, Hetch Hetchy ped crossing, stop signs [4]
 8. **Main Street:** streetscape construction complete, stop signs [2 added], Main / 1st intersection to be part of 1st Phase 2 Streetscape.
 9. **Miramonte Avenue:** **CSTCP** plan rejected by residents and million-dollar grant returned, stop sign, [2]
 10. **Springer Road:** in CSMP, joint effort with Mountain View at El Monte intersection, first design based on **CSTCP** rejected by residents as not workable, ped crossing speed table, stop signs [4]
 11. **St. Joseph Avenue:** in CSMP and construction contract approved by Council
 12. **West Edith:** in CSMP, joint effort with San Clara County [Foothill Expressway] pending, stop light.

NTMP is a 25-year-old concept that has proven not to work in Los Altos and would be a waste of time in trying to improve because it does not provide root cause solutions. With over 47 applications since 1997 only 3 and 1/2 have been constructed and are questionable if they solved problem. Traffic Commission, Consultant, and Staff both spent over 4 years and could not make any helpful improvements. Main reasons applications failed are: not root cause solutions, “whack-of-mole” [traffic would move to adjoining street], local streets did not meet 85percentile speed or volume threshold, neighbors did not agree on changes, and not all neighbors are willing to pay. Keep in mind that our limited Los Altos staff had to spend several man-months of time in resident meetings doing this type of program. I recommend you cancel this plan and have staff work on “root cause” solutions. Constructed projects since 1997:

1. Restricted hour no right turns sign Miramonte to Eastbrook. Root Cause solution is Blach drop off zones at Covington / Carmel Terrace and Miramonte / Covington intersection
2. Three speed humps in 700 block of University. Traffic Commission approved project was 50% scaled back because 45% of neighbors would not pay, Root Cause solution is capacity increase Foothill Expressway / El Monte / San Antonio.
3. South Clark chicanes, Almond to Jardin. Root Cause solution is Caltrans adding no left turn South Clark to El Camino.
4. Two Speed Humps only in one block of two block long Loucks. Second block residents did not want to pay for installation in their block. Project only half done.

Thank you for your consideration!

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