



PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk's Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email PublicComment@losaltosca.gov

From: [Jane Osborn](#)
To: [Public Comment](#)
Cc: [Transportation](#); [Marisa Lee](#); [Jim Sandoval](#); [Jaime Rodriguez](#); [Jane Osborn](#); [Jonathan Shores](#)
Subject: Public Comment, October 25, 2022, Item #4, Complete Streets Master Plan
Date: Tuesday, October 25, 2022 3:19:15 PM

Dear City Council Members and Honorable Mayor, Complete Streets Commissioners, and City Staff,

I just very recently learned that the Complete Street Master Plan is on the agenda for tonight's meeting.

I am re-sending a letter that I sent previously on March 22, 2022, (below), since that letter still appears to be relevant.

My impression is that the plan continues to be primarily a bicycle and pedestrian plan, and wonder if it would be more appropriate to call it a bicycle and pedestrian plan, in order to clarify for the community what is the nature of the plan.

The latest draft of the CSMP now contains a reference to the Collector Street Traffic Calming Master Plan, (which was developed and approved in 2011). This at least alerts the community to the fact that this plan exists and to the fact that there is an interest in traffic calming and that there has been some attempt to address this issue, at least in the past.

On the other hand, I would like to point out that it appears that there was no attempt to implement the traffic calming plan for at least seven years, until the city revisited this plan in 2018, and subsequently revised the plan and implemented traffic calming on Cuesta and some adjacent streets. I attended all of the community meetings that were held throughout this process, and was very impressed with the degree of community outreach that was conducted. It was very disheartening that there were unexpected problems with the outcome of the project.

Many of us who live on other streets have been waiting patiently (for eleven years) for our turn to have the traffic calming plan revisited and revised (as appropriate), or at least considered on our streets. I have to confess that some of my neighbors and I were a little envious of the fact that our neighbors in another part of the city were being given the opportunity to have a traffic calming project, while at the same time we were very happy for them since we were aware that they needed it badly.

I have mentioned in previous letters and comments over the years that many of us are hoping that the Traffic Calming Master Plan will be revisited and revised, as appropriate.

In addition, many of us would like to see the city attempt to address (or continue to address) the other two transportation issues I noted in my first letter, including to address cut through traffic, especially from heavy trucks; as well as to continue to address school traffic circulation issues and inequities.

Thank you very much for your consideration.

Respectfully,

Jane Osborn, Los Altos Resident

E. Jane Osborn, Ph.D. Nationally Certified School Psychologist, NCSP 24709. Licensed Educational Psychologist, LEP 1610. Cognitive and Developmental Psychology. Land Line: [REDACTED]

----- Forwarded Message -----

From: Jane Osborn [REDACTED]

To: City Council <council@losaltosca.gov>; publiccomment@losaltosca.gov <publiccomment@losaltosca.gov>; Transportation <transportation@losaltosca.gov>

Cc: Marisa Lee <mlee@losaltosca.gov>; Gabriel Engeland <gengeland@losaltosca.gov>; Jim Sandoval <jsandoval@losaltosca.gov>; Jaime Rodriguez <jrodriguez@losaltosca.gov>

Sent: Tuesday, March 22, 2022, 4:16:24 AM PDT

Subject: Public Comment, Study Session, March 22, 2020, Discussion of Complete Streets Master Plan

Dear City Council Members and Honorable Mayor, Complete Streets Commissioners, and City Staff,

For the past two and a half years, I have been following the evolution of the Complete Streets Master Plan. I have attended numerous (most) Complete Streets Commission meetings and public outreach meetings, both in-person and virtually.

I appreciate all the work that has gone into creating this plan, including the time devoted by Complete Streets Commission members in some of their meetings.

My impression at this time is that this current plan primarily is a Bicycle and Pedestrian Plan.

I have been disappointed that the plan does not seem quite "complete," due to not addressing some other transportation issues that I know are important to residents, based on having communicated with numerous residents over the years. Perhaps the city plans to address these issues in another manner. At this time, I would like to call attention to three issues:

1) In particular, it is my impression that the plan does not yet sufficiently address the apparent need for "traffic calming" that I believe is desired by many, many residents in various parts of the city.

In his reports to the CSC, the lead consultant from Alta explained that he used the projects listed in the prior Bicycle and Pedestrian Plans from 2012 and 2013 as a starting point for picking and prioritizing projects. My impression is that some of the projects already had been vetted and analyzed, and in some cases revised and/or already implemented. In some cases, this process seemed to involve going over some old ground, although I realize that this probably was related to the turnover of city staff, and loss of institutional memory for projects that had been previously hashed out or revised projects that presumably were still in the pipeline.

I have been wondering why the projects in the Collector Street Traffic Calming Master Plan of 2011 were not also included as a starting point in this process for determining projects and priorities..

Will the city be revisiting the Traffic Calming Master Plan at a future time?

I know for a fact that numerous residents in my own neighborhood repeatedly have requested that the city consider traffic calming measures, especially on Miramonte Ave., but also on Covington. Residents have made these requests repeatedly in written communications, and during public meetings, including formal meetings, informal meetings, and private conversations, such as during council meetings and open office hours.

I know that there is a desire on the part of many residents who live on Miramonte Ave. to have the street further considered for traffic calming. Most recently, this was expressed in entries, comments and up-voting done on the interactive map on the CSMP website. For example, a neighbor put an entry on the interactive map suggesting a raised speed table on Miramonte, at the intersection with Berry; and added that traffic calming is needed on Miramonte Ave. This entry received at least 12 "up-votes." It should be noted that in the Traffic Calming Master Plan of 2011, it was recommended that there be a traffic circle on Miramonte at the intersection with Eastwood, and a raised intersection on Miramonte, at Berry. At a council meeting in November 2011, staff was directed to construct a raised crosswalk at Berry, and work with residents on traffic calming elements.

It should be noted that residents in my neighborhood had been told for the previous 10 or 11 years that there would be a raised speed table at the location of Berry and Miramonte, (either a raised intersection, or a raised crosswalk). to make the crosswalk safer and more visible, as well as to provide a traffic calming measure or device at one of the locations that had been recommended in the Collector Street Traffic Calming Master Plan of 2011.

To be accurate, there were a few references in the recent draft plan to consider placement of traffic calming devices on some isolated locations or on part of a street segment, at a future time. I appreciated that there was a recommendation to consider placing some speed tables on Covington, in the vicinity of Blach School, at a future time, which I believe will be mostly well received by residents.

It seems likely that the city is unable to afford traffic calming projects at this time. However I wonder if it would have been advantageous and desirable to have such projects included in the CS Master Plan, for future consideration and possible implementation.

2) There is another issues that appear to have been somewhat overlooked in the proposed master plan, specifically to address some of the school vehicle traffic circulation patterns that are believed to be problematic.

Many residents believe that there is a problematic school traffic circulation pattern in my own neighborhood, which is in the Blach Jr. High attendance area, which provides a good example of this issue.

It is the impression of many residents that there are imbalances in traffic circulation patterns around Blach School, that resulted from redistributing and funneling all the traffic primarily onto one street (Covington) several years ago. This has created increased traffic circulation problems and congestion, especially on Covington, and particularly in front of Blach Junior High. The lopsided redistribution of traffic was orchestrated more than ten years ago, in response to requests from two different resident groups, who wished to have vehicle traffic

eliminated or reduced on their streets, by having the traffic re-directed to other streets. This (seemingly) inequitable and out of whack re-distribution of vehicle traffic appears to have improved the circumstances for students and residents traveling and living on some streets, such as Altamead and Carmel Terrace. However, this has been at the expense of the much larger number of students traveling on another street (specifically Covington), as well as at the expense of residents living on Covington.

The history and origins of this problem started several years ago, when the vehicle traffic was restricted (and reduced) on Eastwood by instituting a no right turn restriction for three hours in the morning. This was done in response to requests made by some residents of that street. (I recall this may have been around 2007, possibly earlier,) Then, two or three years later, school vehicle traffic was restricted or reduced also on Carmel Terrace and Altamead Road, at the request of some residents on those streets. This was accomplished by instituting a no student drop-off restriction about 12 years ago on the two streets at the back of Blach School. It should be noted that the no drop-off restriction was just supposed to be temporary, for about a year and then re-evaluated. Then in 2010, (as I recall), it was recommended that the restrictions should be lifted and that drop-offs be resumed once some improvements were made to the street--which was supposed to be in about 6 months time, as I recall. Several years later, these restrictions, which were supposed to be temporary, still are in place.

This redistribution of school traffic resulted in all (or most) of the vehicle traffic being pushed onto Covington Road. This had consequences, such as increasing congestion and chaos on Covington, especially in front of the school. I am aware of at least two accidents that occurred directly in front of the school in 2012 which involved a student being hit by a car. Fortunately, the cars were moving at very slow speeds.

The re-routing of most or all of the school, vehicle traffic onto Covington did not seem to make sense and seemed very inequitable for the students who use Covington and the residents who live there.

Covington is just as narrow and windy (or windier) than Eastwood or Carmel Terrace and Altamead Rd. Also, Covington is the route that serves the largest number of students traveling to schools either on bikes or on foot. The number of students who come from Berry and then go down Eastwood to Muir is a fraction of the number who use Covington. Similarly, the number of students who use Carmel Terrace and Altamead Rd., although substantial, appears to be half or less the number of students who use Covington. In view of these factors, what is the justification for dumping all of the school vehicle traffic onto Covington? Covington already has substantial commuter traffic that does not exist on the other streets. Furthermore, the amount of school vehicle traffic using Covington has increased since 2012, due to a Charter School campus for students in kinder through 5th grades having been placed on part of a field that fronts on Covington. It should be noted that the South Campus of the Charter School largely is a commuter school, rather than a typical neighborhood school. The children are brought from all over Los Altos and the hills--from North and South. Most of these children are brought to school in vehicles, since most are too young to walk or bike to school by themselves, especially from the longer distances.

In sum, the number of students walking and biking on Covington appears to have increased in the past several years. At the same time, the amount of vehicle traffic also has increased. It seems as if it is time to redistribute the school vehicle traffic more equitably and naturally, particularly in the interest of safety, including safety for the much larger number of students

using Covington. It seems as if it time for the other streets to share at least some of the school traffic load. Furthermore, this would help reduce Vehicle Miles Traveled (VMT), since some of the parents would be able to take a much shorter and more direct route, if they have the option to drive and drop off students on streets (such as on Carmel Terrace and Altamead.) that may be closer to their homes.

It is my impression that several people who live on Covington still are deeply concerned about the huge imbalance in the amount of school vehicle traffic on their street, which is in addition to all the commuter traffic. Many people in the greater neighborhood have concerns about the inequitable circumstances created for the much larger number of students who use Covington for school travel. Also, it is my impression that some of the residents on Covington are reaching a breaking point, due to this issue that has dragged on for years, and created an inordinate amount of traffic on their street. Many people feel there was no justification for redistributing the traffic in this manner in the first place. Prior to the changes being made several years ago, there were just as many issue with congestion and potentially dangerous situations, if not more so, on Covington, especially in front of the school, as on the other streets, including at the back of the school. Many people still are baffled and upset at the lack of rationale, justification and lack of fairness involved in creating some semi privatized streets, which provide special privileges and advantage to some residents and students, but at the expense of an even larger number of students who use another street--i.e.,Covington, who have been placed in greater potential peril as a result..

3) I believe there also is a great deal of interest on the part of residents throughout the city in reducing cut-through traffic, including the dramatic, rather sudden increase many residents have seen in the past 6 years or so of very heavy trucks that now are rumbling and roaring down our streets, sometimes at excessive speeds. Based on observations made by several residents, many (perhaps most) of these trucks appear to be using our residential streets (including collector streets, local collector streets, and sometimes local roads) as a short cut to get to destinations that are not within the Los Altos city limit, such as in Mountain View or beyond. Based on observations made by residents, many of these trucks appear to be violating the city's truck ordinance, since they do not appear to have either an origin or a destination in Los Altos. In some cases, this is very obvious, such as when you observe a big rig hauling a shipping container that appears to be destined for a seaport or an off loading site, and obviously does not make local deliveries.

Residents also see evidence of cut-through traffic from long distance commuters, who appear to jump off the highways, and use our city streets as a faster, more pleasant alternative to reach destinations that many of us believe are miles away on the other side of another city, rather than nearby, (which is the definition of cut through traffic). These long distance commuters tend to speed, since they are in commute mode. There probably is not much we can do about them cutting through our neighborhoods, since they are entitled to use our public roads. However, it would be nice if they at least could have the courtesy to not speed through our neighborhoods on their way to the far side of Mountain View. (or beyond). Perhaps some traffic calming devices could at least help slow down their vehicle speeds.

It should be noted that there has been an apparent decrease in cut through traffic from heavy trucks and long distance commuters on our street since COVID-19, in comparison to pre-COVID-19 numbers--which were quite high. However, there could be returns to previous levels of traffic in the future.

In sum, I am hoping that the city will consider addressing some of the transportation concerns that do not appear to be included in the current proposed master plan, which I believe are important to residents. I know of many residents that are hoping that the city will revisit the Collector Street Traffic Calming Master Plan, and perhaps expand these efforts to other streets, as needed, in a holistic manner. Also, I know of many residents that would appreciate the city trying to address some of the school traffic circulation issues and inequities, as well as attempting to reduce the number of heavy trucks that appear to be violating the city's truck ordinance and cutting through our residential neighborhoods.

Thank you very much for your consideration.

Respectfully,
Jane Osborn, Los Altos Resident

E. Jane Osborn, Ph.D. Nationally Certified School Psychologist, NCSP [REDACTED]. Licensed Educational Psychologist, LEP 1 [REDACTED] Cognitive and Developmental Psychology.

From: [Gabriel Engeland](#)
To: [Public Comment](#)
Subject: FW: Public Comment Agenda Item #4 - October 25, 2022 Approve Complete Streets Master Plan
Date: Tuesday, October 25, 2022 3:47:45 PM

This was caught in spam. Please add it to the public record.

Thanks,

Gabe

Gabriel Engeland
City Manager
City of Los Altos
(650) 947-2740 | www.losaltosca.gov
1 N. San Antonio Road | Los Altos, CA 94022

-----Original Message-----

From: Safe Routes DTLA [REDACTED]
Sent: Tuesday, October 25, 2022 8:53 AM
To: Public Comment <publiccomment@losaltosca.gov>; City Council <council@losaltosca.gov>
Subject: Re: Public Comment Agenda Item #4 - October 25, 2022 Approve Complete Streets Master Plan

The intended attachments were not included! Please find them attached, below.

Safe Routes to Downtown Los Altos

On Mon, Oct 24, 2022 at 7:58 PM Safe Routes DTLA <[REDACTED]> wrote:

October 24, 2022

<https://lh5.googleusercontent.com/7RqOhCyzbyjeqhBvOO9t6KcqN1rgSU8Xw2IJQRxdUfFe9nYE7k424KjOO_ITdyWE6qzMw-9d3MLKiv5SbCytct4gnfsHWSQ19HrKfOz-yG8d4wzDNWP_hE-Ce8bLXJg2S4wXxcO_CmhQ07S0n1R1F4rxFOpS4xAzMGWooHzY8XpnDeILjv5bCDsIAA>

Dear Mayor Enander and Councilmembers Meadows, Filgor, Lee Eng, and Weinberg,

Safe Routes to Downtown Los Altos, a newly formed group of concerned local residents, would like to express our full support of the Complete Streets Master Plan (CSMP) being proposed by the Complete Streets Commission at the October 25th City Council Meeting. The master plan is a huge step towards improving safety in our City. We applaud the Commission for their excellent work and ask that the Council approve the plan with the following notes.

While we find that the CSMP puts forth an excellent set of recommendations, it does not fully address our concerns about the lack of safety and perceived safety at the W. Edith and Main Street crossings of Foothill Expressway. Local residents have already experienced severe accidents or near misses at these intersections while traveling to and from Downtown. Additionally, the W. Edith intersection is on a Safe Routes to School for children attending Gardner Bullis Elementary School, Egan Jr. High, and Los Altos High School where many children and families walk or bike to school on a daily basis.

Attached you will find a marked up plan of the Edith intersection including the immediate, short-term suggestions gathered from our community meeting on September 21, 2022. These suggestions were gathered from over 30 participants, many of whom have been waiting for decades for improvements, have previously provided feedback to the City and County regarding Foothill Expressway intersections, and are looking forward to tangible improvements that place a higher priority on bikers and pedestrians. While we acknowledge that we are not traffic engineers and that our suggestions may not be possible to implement, we hope that these ideas can be a springboard for finding additional safety enhancements for the W Edith intersection with

Foothill Expressway. Our notes and participant surveys were shared with City staff soon after the September meeting and we've asked them to be shared with the Complete Streets Commission as well.

We also acknowledge that the City Council and Complete Streets Commission have been working on these plans for many years, and this may seem like a last minute addition. While many in our group wish we had provided feedback earlier in the genesis and review of the CSMP, our feedback is still valuable to the City and should not be discounted due to timing. We want to ensure that the passage of this CSMP does not preclude the implementation of additional suggestions and changes that will immediately address near-term fixes as well as planning for long-term, big picture solutions.

As such, with that caveat, we support the adoption of the CSMP. We request that, after the Master Plan's passage, the Los Altos City Council directs staff to continue working with the Safe Routes to Downtown Los Altos team and the Santa Clara County Roads and Airports Department on additional short-term and long-term safety enhancements for the Foothill Expressway intersections adjacent to Downtown Los Altos. We also request that near-term improvements at the W. Edith at Foothill Expressway intersection will be included and installed before the end of 2022.

Please take action to keep our children, seniors, and families safe!

Sincerely,

Jill Woodford - Los Altos Resident

Harry Guy - Los Altos Resident

Marc Sidel - Downtown Los Altos Property Owner

Pilar Parducci - Los Altos Resident

Pete Dailey - Los Altos Resident

Taylor Robinson - Community Volunteer

Andrew Gutow, Los Altos Resident

David Smith, Los Altos Resident on the west side of Foothill

Kim Cranston, Downtown Los Altos Property Owner

Jennifer Denebeim, Los Altos Resident

Robert Hindman, Los Altos Resident

Shannon Geary, Los Altos Resident

From: [Jane Osborn](#)
To: [Public Comment](#)
Cc: [Marisa Lee](#); [Jim Sandoval](#); [Jonathan Shores](#); [Jane Osborn](#)
Subject: Comments regarding Item #4, Council Meeting, October, 25, 2022, Complete Streets Master Plan
Date: Tuesday, October 25, 2022 6:59:34 PM

Dear City Council, City Staff, and Complete Streets Commissioners,

I am re-sending an email I sent to the Complete Streets Commission and city staff on May 25, 2022, in regards to a discussion of routes to school that was on the agenda for the CSC meeting that evening. I copied the city council on that email.

I just recently learned that the CSMP is on the agenda for tonight's council meeting. The original letter to the CSC (below) still seems relevant. Please forgive that this is very last minute, but it took me a long time to find the original email (below).

I would like to add a few additional comments:

- On page 226 of the latest CSMP, there is a line drawing of one of the two options considered--the option that specified a raised crosswalk at the corner of Miramonte and Berry. It states that this option was abandoned due to lack of community support. I respectfully disagree that there is lack of community support from people in the neighborhood for a raised crosswalk, for the reasons I documented in my original email, below. Also, I would like to note additionally, that one of my neighbors posted a suggestion on the CS interactive map recommending a raised speed table at that intersection, and commented that we need traffic calming on Miramonte. As of December 2021, this suggestion received 12 up-votes (or likes) from people in the community. Looking at other posts on this interactive map, this may take the prize for the most up-votes of any suggestion made on the interactive map.
- The consultant concluded that community support for the all-way stop option at the Berry/Miramonte intersection was demonstrated at the January 2021 community meeting.. As I recall, this assessment was based on the opinion of two community members who called into the meeting to state (orally) that they liked the option with the all-way stop controls. A third person, who lives on that corner, stated that either option would OK, but she wanted to have *something* there. At that meeting the attendees were encouraged to express their opinions or ask questions in writing using the chat, since there was limited time, and there were four different projects all over town that were being discussed. My husband and I chose to use the "chat" for making comments and asking questions. (Due to lack of time, our questions were not answered.) We expressed skepticism and concerns regarding the stop signs, and I documented the history of support for the original idea of a raised speed table at that intersection. The circumstances of this meeting were difficult. I for one was still getting used to the virtual format, including writing in the chat. The community meeting was scheduled for 4 pm, prior to a 5:30 CSC meeting. I assume some people were unable to attend at this early time. It may not have been the most ideal circumstances for assessing resident's opinions. My impression is that the conclusion that there was strong community support for the all-way stop may have been an over-statement or over-assessment to some degree. It does not seem to mesh with my impressions from years of speaking with my neighbors. I do need to add one caveat, which is that in the past, the residents have not been supportive of the idea of using an RRFB as the pedestrian alerting system, due to concerns regarding noise and overly bright lights that have been observed first-hand by some neighbors in other locations that were using RRFBs.

Thank you very much for all of your time and hard work and for your consideration.

Respectfully,
Jane Osborn, Los Altos Resident

E. Jane Osborn, Ph.D. Nationally Certified School Psychologist, NCSP 24709. Licensed Educational Psychologist, LEP 1610. Cognitive and Developmental Psychology. Land Line: [REDACTED]

----- Forwarded Message -----

From: Jane Osborn <[REDACTED]>
To: Transportation <transportation@losaltosca.gov>; Marisa Lee <mlee@losaltosca.gov>; Jaime Rodriguez <jrodriguez@losaltosca.gov>; Jim Sandoval <jsandoval@losaltosca.gov>
Cc: Gabriel Engeland <gengeland@losaltosca.gov>; City Council <council@losaltosca.gov>; Jonathan Shores <[REDACTED]>; Jane Osborn <[REDACTED]>
Sent: Wednesday, May 25, 2022, 5:28:04 PM PDT
Subject: Comments regarding Item #4, School Route Improvement Project. CSC meeting, May 25, 2022

Dear Complete Streets Commissioners and City Staff,

Jon and I would like to provide some input in regard to the route to school improvement projects, specifically in regard to the proposed improvements at the intersection of Berry Ave. and Miramonte Ave. Also, we have some questions.

I should note that we live on Miramonte, two doors down from the Miramonte/Berry intersection, and we are knowledgeable about the school travel patterns used by students. Jon in particular spends a great deal of time out on the streets, bicycling around Los Altos (and beyond).

In December 2021 and March 2022, I submitted a number of comments using the CSMP website. I have been wondering, who monitors or reads these comments? Since I am not sure who sees these comments, and there is limited time to write this email, I am copying and pasting the various comments I submitted via the CSMP website to a wider group of people. Some comments were made on the interactive map, in response to suggestions made by other people. Other comments were submitted using the "comment" feature on the CSMP website. I am hoping this will provide some historical context for that intersection, as well as document some of the concerns, (which I believe are shared by other residents).

We are surprised that the proposed project at Berry and Miramonte still is being listed as a Loyola School project, rather than a Blach Junior High School Project. This gives the incorrect impression that there are elementary aged (Loyola) students crossing at this location. Everyone in the neighborhood knows that this crossing is used predominantly by Blach students (as noted below). In addition to my written comments, this was clarified during a public comment made by my neighbor who lives at that corner, and has a "ringside seat" to what goes on at that intersection. This public comment was made at a previous CSC meeting during which school route improvements were discussed. **I was wondering, is there a reason why this project still is being listed as a Loyola School project?**

If someone has knowledge that there are (or will be) elementary aged students crossing at this intersection, then it is my professional and personal opinion that the city should provide a crossing guard at this intersection. I am aware that there is a shortage of crossing guards. I would like to suggest that city consider providing crossing guards with better financial compensation for their service. They provide an invaluable service to the community. There is research that shows that they not only increase safety at an intersection, but they also provide an educational benefit by modeling correct crossing behavior.

Also, we had some concerns regarding the manner in which it was determined that there was community support for placing stop signs at this intersection, rather than implementing the original, long standing concept and plan for putting a raised speed table (such as a raised crosswalk) at that location, and bringing the SW curb forward--in order to improve visibility and provide some traffic calming, all of which improve safety. I should note that at several neighborhood meetings attended by groups of 6 to about 35 residents, there was universal support for this original concept. I have documented this history in my comments submitted to the CSMP website, (below). **We believe that the stop signs will have some negative consequences, such as increasing vehicle speeds between signs, substantially increasing air pollution and noise (which are harmful to health), and possibly increasing congestion and back-ups.**

My impression is that some of the city staff preferred the stop sign option right from when the idea was first introduced in January 2021, probably since this would provide the quickest, easiest and cheapest solution. I am aware that the city is experiencing financial challenges, and that this probably is the primary motivation for dropping the original concept and replacing it with the stop sign option. **We are hoping that the original concept (including the raised crosswalk or raised intersection) could still be kept on the back burner for such a time in the future that there would be more funding available and this concept could be revisited.**

.....

As noted above, below, I have copied and pasted several comments I submitted to the city via the CSMP website. Some comments were written on the interactive map, and other comments were submitted using the "comment" option on the website. Most of the comments are in reference to the Berry/Miramonte Intersection. A couple of the comments are in reference to the Miramonte/Covington intersection.

Comments submitted via the CSMP website on Dec. 10th, 2021:

- **Regarding the intersection of Berry and Miramonte Avenue:** Residents have been told for 11 years that there would be a raised speed table at this intersection. Originally, a raised intersection was recommended, as specified in the Collector Street Traffic Calming Master Plan of 2011. More recently, a raised crosswalk was recommended. A plan (TS-01036) was presented to BPAC and residents for also bringing the SW corner forward to improve visibility. These plans were never implemented. Everyone I know on Miramonte would like traffic calming.

- Followup to earlier comment: **TS-01036 was presented to the BPAC & residents on Feb. 22, 2017.** A "high visibility" crosswalk at this location had been funded in the CIP--I think for \$250,000-- in the CIP for at least 3 years, as I recall. Plan included raised crosswalk, to

improve visibility and safety for students crossing, as well as to provide some traffic calming. Plan also included bringing forward the SW corner and stop line, to improve visibility, e.g, for turning left from Berry.

• **The plan for this intersection is listed as a Loyola School improvement. It is more correct to list this as a Blach School Improvement. This is predominantly a route for Blach students, who go down the multi-use path and then turn down Eastwood to Muir. Theoretically, there would not be Loyola students (and they are not observed) crossing here, since students who live on the Eastside of Miramonte--from Fremont down to Covington--are in the Oak School attendance area.**

• **Regarding the Miramonte/Covington Intersection:** There is a resident on this corner who has observed extensively. She has suggested that a speed table on the Southbound approach to this intersection could significantly improve safety.

Submitted on the master plan website at 4:54 PM on Dec. 10th, 2021. Did not receive confirmation.

• **BERRY/MIRAMONTE AVE. CROSSING:** Residents have been told for 11 years that there would be a raised speed table at this intersection--either a raised intersection or a raised crosswalk. Originally, a raised intersection was recommended, as specified in the Collector Street Traffic Calming Master Plan of 2011. More recently, residents were told that a raised crosswalk was being recommended--- starting in June 2016; again in February 2017, (when BPAC and residents were presented with plan #TS-01036); and continuing through 2018. The expectation that there would be a raised crosswalk continued until January/February 2021. From June 2016 until Jan 2021, residents assumed that the plan was for a raised crosswalk, which also including structural changes to the SW corner (building it out) in order to improve visibility and shorten the crossing distance. Then "out of the blue," in Jan. 2021, another alternatives was suggested, which included the suggestion for an all way stop--which was very unexpected. By February, 2021, when the list of "hot spots" was updated, the only treatment specified was for an all-way stop. The raised crosswalk was no longer even listed as a possible alternative. Anyone looking at this list. would assume that an all-way stop is the only alternative being recommended, and was a "done deal.". On a list of Loyola School Improvements, it is the only treatment listed. **BTW. It is more accurate to put this on the list of Blach School Improvements, since it is used predominantly by Blach students, and Loyola students are not observed to be crossing there, and would not be expected to cross there, since the students on the East side of Miramonte are assigned to Oak School**

A "high visibility" crosswalk at the Berry.Miramonte location had been funded in the CIP for at least three years, starting. around 2014 (to the best of my recollection). As I recall, it was funded for \$250,000.

• **At a BPAC meeting on February 22. 2017, a specific project plan (TS-01036) was presented to the BPAC & residents . This plan included a raised crosswalk, to improve visibility and safety for students crossing, as well as to provide some traffic calming. The plan also included bringing forward the SW corner and stop line (or stop bar), to improve visibility, and shorten the crossing distance. An RRFB also was recommended--although residents had concerns about the RRFB, and also felt it was not necessary since the other changes would be sufficient to make the intersection safer.**

Residents were told that construction for TS-01036 would begin around March or April 2017.
. This never happened. This project was never implemented

It should be noted that residents of the area, including on Miramonte, are very interested in (and supportive of) traffic calming --and have expressed a desire to have traffic calming for years. At a council meeting in November 2018, staff were given some directions from council, which included a raised crosswalk at Berry, and traffic calming elements on Miramonte Ave.

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Comments Added March 7, 2022:

RE. Miramonte/Covington intersection:

There used to be a sign at this intersection reminding people of the State Law giving right of way to pedestrians. This appeared to have a traffic calming affect. It was removed during a construction project about three years ago, but never replaced. Residents of the area noticed an increase in running the sign, vehicle speeds., and heavy trucks speeding down the street in late PM and early AM. Please re-install this sign.

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In sum, Jon and I appreciate all the time the CSC and city staff have invested in creating and refining the master plan.

Thank you very much for your time and consideration.

Best regards,
Jane Osborn

E. Jane Osborn, Ph.D. Nationally Certified School Psychologist, NCSP 24709. Licensed Educational Psychologist, LEP 1610. Cognitive and Developmental Psychology. **Cell: 650-346-6390. Land Line: 650-967-5167 (Preferred Option)**