

Art Williams

From: Wagner, John <jwagner@one80.com>
Sent: Wednesday, November 22, 2023 3:02 PM
To: Aida Fairman; Art Williams
Cc: David Sauerhaft
Subject: Jardin Drive

Dear sirs:

I understand that there is a meeting of Complete Streets Commission on Wednesday November 29. Unfortunately, I have a dinner that evening and will not be available to express my concerns about the safety of the present design on Jardin in person. Hence, I am sending this email to you in the hopes that you will pass it onto the commission.

I have lived at 233 Jardin, just behind the tennis courts, for 50 years. There have been a few changes in the parking and bike lanes during that period, but none so radical as the recent one. And none so confusing and unsafe. I'd like to express some general and personal concerns.

1. I have read that this design was chosen to increase the foot and bicycle traffic going to the high school. It appears that it has failed in this objective.
2. Having cyclists and cars share one lane, too narrow for cars and wider than needed by cyclists, is very unsafe and causes traffic jams. A short story will illustrate this problem. One morning during the high school rush hour, two junior high school students were riding single file slowly towards Alvarado. A car was driving in the same direction. Since this combined car and bike lane is very narrow, without any shoulder, the cyclists could not pull over to allow the car to pass. (Nor did they have to since they had the same right to be in the lane as the car.) The woman driving the car could have crossed the double yellow lane to pull around them, but that would be illegal. And there were cars coming in the opposite direction, so it wasn't safe. So, the woman driving slowed down the bicyclist's speed and created a traffic jam with a long line of cars behind her.
3. On a personal note, I can no longer safely park my cars in my driveway. When I back out, I cannot see cars coming in either direction until I fully block the lane closest to my house and partially block the lane in the other direction. (I also must be very careful not to hit a car parked in the middle of the road.) I'm afraid that I will be broadsided one of these days by someone not seeing me quickly enough. An accident will open the town to potential lawsuits for the unsafe design of Jardin. I now don't park my everyday car in the driveway, but on Distel, to avoid this danger. There is still some danger, especially when its dark, to walk from the car to my front door frequently with my dog, as the road has no shoulder. I and my dog are walking in the combined bike/car lane.
4. The lanes are too narrow, especially for the garbage trucks and other large vehicles. They are usually driving on or over the double yellow lines.
5. People still walk along the combined bike/car lane. As there is no shoulder, so it's dangerous for both the cars and bicyclists.
6. Parking in the middle of the street creates multiple dangers.
 - a. There is no room for the driver to open the car door and exit. The driving lane is too narrow, so the door takes up much of the lane. At some time, a car is going to hit the door and very possibly the exiting driver.

- b. Cars not familiar with the new design are very confused by cars parked in the middle of the road. I've seen many drive in the wrong lane. (Shortly after the new design was operational, I even saw official Los Altos town vehicles drive in the wrong lane..)

7. With no shoulder on Jardin, the placement of garbage cans can block part of the lane.

In conclusion, I find the new design for Jardin very dangerous both for myself and others. I suggest you return to one of the earlier designs and simply designate certain parking spots by the tennis courts as pick up and drop off zones during the school time or designated morning and afternoon hours.

I'm happy to talk to the commission, city administrators or the council further is needed.

John Wagner

Managing Director | CA License #0776072

One80 Intermediaries

In California DBA One80 Programs & Insurance Agency, License #0H40842

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Art Williams

From: Day Hsu <dayhsu@gmail.com>
Sent: Wednesday, November 22, 2023 9:39 PM
To: Art Williams; Aida Fairman
Cc: Tim Hsu
Subject: Jardin Drive is dangerous!

Dear Los Altos Street Commission,

Unfortunately, we will be out of town when the Complete Streets Commission meets. Please forward this note to the members of the Complete Streets Commission.

The new design of Jardin Street has been bothering us since Day 1. The design is extremely confusing which easily causes accidents. There were a few times we almost collided with cars parked in the middle of the street. The new design also took away space for pedestrians to walk. We used to walk around the block every day. But, the street is now so narrow. Nor is the sidewalk a good answer. The sidewalk is too short and nobody crosses over to it when walking around the block. We now feel very unsafe walking and driving! Additionally, the current design has caused traffic jams and inconveniences for the nearby residents. It becomes very difficult for us to get out of the area during school start and ending times.

Please, let's fix it! Thank you,

Day & Tim Hsu
519 Distel Drive

Art Williams

From: Eileen O'Pray <eopray@yahoo.com>
Sent: Saturday, November 25, 2023 12:49 PM
To: Aida Fairman; Art Williams
Cc: David Williams; david.sauerhaft@gmail.com
Subject: Jardin Drive redesign - resident comments

Dear Members of the Complete Streets Commission:

We are writing to express our concerns about the unsafe recent redesign of Jardin Drive behind Los Altos High School. We will not be able to speak at the meeting on Wednesday, November 29th, and request that you share this letter with all members of the Commission.

We have lived at 279 Jardin Drive, behind the tennis courts and on the corner with Casita Way, since 2011. We have a child with whom we walk to Almond Elementary School regularly, and are very familiar with morning traffic patterns in the neighborhood surrounding both schools. We originally chose this neighborhood for our family due to the excellent neighborhood schools, and appreciate their value to the community.

We have observed significant confusion and dangerous conditions involving pedestrians, bicyclists, and motor vehicles since the street markings were changed earlier this year. Contrary to statements by Transportation Manager Marissa Lee, these allegedly "tried and true safety measures" are unfamiliar to Los Altos drivers, despite her assertion that they are "used nationwide and all over the world". (See *Los Altos Town Crier*, Aug. 2, 2023, p.5). Our specific observations and concerns are below.

1. Having cyclists, motor vehicles, and pedestrians share one narrow westbound lane is unsafe, particularly since there is no shoulder or sidewalk along that side of Jardin Drive. We have seen pedestrians and bicyclists nearly hit by vehicles driving too quickly and not paying enough attention in the shared lane. Even for attentive drivers, the congestion in the shared lane, particularly during morning and after school busy periods, increases the risk of accidents.
2. It has become increasingly dangerous to park our cars in our driveway or even step out of our driveway. When we back out, we cannot see cars coming in either direction until we fully block the westbound lane closest to our house and partially block the eastbound lane. We also must be very careful not to hit cars parked in the new parking lane in the middle of the street. The number of cars turning right onto Jardin Drive from Casita Way and dropping off or waiting for students exacerbates this problem. Similarly, a single step out of our driveway now places one in a fast-moving traffic lane shared by motor vehicles and bicycles since there is no sidewalk, shoulder, or bicycles-only lane, as there was previously.
3. The new parking lane in the middle of the street creates multiple dangers.
 - a. There is little room for a driver to open a car door and exit. The driving lane is so narrow that the door takes up much of the lane. A vehicle travelling eastbound may hit a car door and the exiting driver.

- b. Drivers not familiar with the new design are confused by cars parked in the middle of the road. In the past few months, we have seen many drive in the wrong lane and into oncoming traffic.
4. With no shoulder on westbound Jardin Drive, garbage and recycling bins can block part of the lane.
5. The crosswalk on Jardin Drive at Verano remains confusing. Although signposts are present and appear to be quite new, the crosswalk paint has faded. Since the other markings on Jardin Drive, just a few hundred yards away by the high school, are so bold, the faded crossing markings become dangerous because drivers cannot tell the crossing is there. We have seen drivers drive through oblivious to the crossing.
6. The new stop signs at the intersection of Jardin and Casita are welcome additions. Placing additional stop signs on Almond Avenue would also improve safety in the neighborhood, particularly during the concurrent morning drop-off period for Almond Elementary and Los Altos High School. Right now, the left turn from Alicia Way onto Almond Avenue is particularly dangerous due to foot and bicycle traffic heading to both schools (in opposite directions) and motor vehicles moving quickly. There is no way to easily avoid that left turn (or a comparable left turn from Avalon, Solana or Verano) for parents driving to Almond Elementary.

The drop-off/pick-up traffic on Jardin Drive became much worse once parents were no longer permitted to drop off or pick up students in front of Los Altos High School along Almond Avenue. This is one of several examples of narrowly-focused, piecemeal "solutions" that exacerbate traffic and related problems in other areas of the neighborhood. We strongly urge the Commission to approach the traffic issues thoughtfully and holistically this time, with neighborhood input. It is not in the best interest of the school and neighborhood communities to waste additional taxpayer funds on ill-considered "solutions" devised by consultants, the faults of which easily could have been predicted by neighborhood residents.

Please do not hesitate to contact us if you have any questions.

Sincerely,

Eileen O'Pray and David Williams

Art Williams

From: Denise Iwata <deniseiwata1@gmail.com>
Sent: Sunday, November 26, 2023 2:49 PM
To: Aida Fairman; Art Williams
Subject: Forward to Complete Streets Commission



Hello,

Please forward this information to the Complete Streets Commission, ideally prior to the meeting November 29th.

I live on the corner of Jardin and Valencia and have many observations following the installation of the new road markings on Jardin.

1. 90% of vehicles DO NOT STOP at any of the three stop signs on the corner of Jardin and Valencia. The signs are basically useless. Due to my location, I observe this throughout the day, every day of the week. The stop signs have become yield signs at best. Following the addition of more stop signs on Jardin, a higher frequency of cars speed through the Jardin-to-Valencia stop sign. Due to the dip in the road, these cars bottom out and scrape as they turn from Jardin onto Valencia.
2. Student bikers often bike in the car lane going East on Jardin (this means they ignore the specified bike line and rather ride in the car lane).
3. Students regularly drive in the middle of the road going East on Jardin from the high school towards Clark with disregard to cars. I have been stuck behind them many times.

4. The addition of the loading zone during school hours on Jardin is working, and many parents use this area to drop of kids. The double and triple parking along that stretch of road has greatly reduced. That said, I observe cars parked in the loading zone during school hours.
5. I regularly observe cars PARKED in the bike line across from the tennis courts on Jardin, usually under or in front of the No Parking signs. Please refer to the attached photo. Similarly, in the afternoons, cars park in the red zone by the tennis courts while waiting for their kids after sports rather than park in the loading zone.
6. Cars park "under" the No parking signs on Jardin heading towards Valencia.
7. Cars Park on the street corners blocking the view of approaching cars turning right of left onto Jardin.
8. I have observed delivery trucks getting confused with the shifting lanes by the tennis courts and drive on the wrong side of the road. (The recent Town Crier article stated residents should eventually get used to these marked lanes. What about drivers who are NOT local residents?
9. Often people stop me and ask what to do, where to ride their bike, where to walk, etc.

I look forward to hearing/receiving updates about improvement plans and hope resident input is taken into consideration.

Thank you
Denise Iwata

Art Williams

From: ROBERT SUTIS <bobsutis@pacbell.net>
Sent: Sunday, November 26, 2023 3:28 PM
To: Art Williams; Aida Fairman
Subject: Jardin Drive - Opportunity for Input to the Streets Commission

Please forward the following letter to the Complete Streets Commission:

Dear Council and Streets Commission,

If I venture a guess Jardin redesign might have started after loading and unloading for LAHS on Almond was prohibited.

However, the answer was not to seek redesign of Jardin without hearings and input from the local residents. And for studies on the problems and actual usage.

Those preferred processes remain needed.

To step back in time, years ago a very few residents of Jardin complained about speeding on Jardin. So, Los Altos and Mountain View roughly 7-10 years ago decided to canvas the neighbors. However, they sought input from only 17 residents.

Jointly, the cities put in speed bumps, an especially favored solution for any street by Mountain View which loves them.

One speed bump on Avalon and Jardin did not even seek the input from the homeowners on Avalon in front of which it is installed!

The promise was to revisit the speed bumps one year from the date of installation. That was never done; I inquired and never received a reply.

The speed bumps are a nuisance. And there is high school traffic only for a couple hours a day weekdays for less than nine months a year.

The speed bumps should be reviewed and hopefully removed if all the residents nearby agree.

The impact on residents who use Jardin but not for high school deserves attention.

But I digress.

The redesign of Jardin by the high school is an even worse decision.

What is the history of accidents over the last ten years, both in the nature of the accidents and the consequences of them?

What is the volume of traffic on Jardin daily? Is it not true that there is only mild traffic other than for the high school students' coming and going?

Have alternate solutions like occasional, unannounced police motorcycle patrols been considered?

Have signs been considered and tested prohibiting U-Turns instead of redesign of Jardin?

Why did the redesign make it more dangerous for pedestrians and cyclists who want to use the side of Jardin opposite the high school?

What other designs were considered and why were they rejected?

For example, red zones created at the corners of the cross streets where cars still park making it dangerous for those trying to turn on to them should have been one consideration.

And flashing cross walk signs instead of stop signs which operate when needed but not 24/7 - 365?

What is the purpose of the red loading strip? It is not needed if cars returned to parking next to the curb, which would leave room for a bike and pedestrian path on the side of Jardin opposite the high

school. A better solution both for safety — and for clarity of drivers not all of whom live in the neighborhood and may just be visiting or delivering goods.

And finally, LAHS is a public high school. Has any consideration been given to limiting parking permits for students? Either a lottery, or based on need? Or better yet, preference to those who carpool with their neighboring students? It could limit the need for parking in the LAHS lot and thus perhaps also on Jardin and cross streets. I know there are limits for minors driving with other minors.

Thank you.

I look forward to your thoughtful and fulsome replies.

Bob Sutis 371 N Avalon Drive

On Nov 22, 2023, at 2:31 PM, Roberta Phillips <robertaphillips1@gmail.com> wrote:

Hi All

1. If you are at the meeting you can cede your time to another speaker for a maximum of 5 minutes. When they call on you ,you need to let them know you're ceding your time or that someone else is ceding time to you.

2 This is a good time for you to write to the CityCouncil. Up until 2 weeks ago a person could speak from home via zoom by raising their virtual hand.. The Council made a decision not to allow that anymore. It makes it more difficult for people to participate in meetings.

Their email address is :

council@losaltosca.gov

Roberta

650-941-6940

Art Williams

From: roger.nixon@embeddedcpp.com
Sent: Sunday, November 26, 2023 3:54 PM
To: Art Williams; Aida Fairman
Cc: gwen.vezin@embeddedcpp.com
Subject: Re: Complete Streets Commission: Jardin Drive Design

Please forward this to members of the Los Altos Complete Streets Commission.

We live on Jardin Drive, at its corner with Los Ninos Way, so have seen close-up the impact of the new Jardin Drive road layout. We understand, and agree with, the goals of the recent layout changes. They are positive, but could benefit from some minor tweaks to the road markings / signs (some suggestions below).

Positives:

- Narrower lanes, and added stop intersections, have slowed most fast traffic, and reduced illegal parking (North side of Jardin Drive)
- Using a parking lane to protect the (bidirectional) bike lane (South side of Jardin Drive) works
- Wide corners (double white lines) to side roads have the potential to greatly improve visibility, and, thus, safety

Potential Improvements:

- Loading Zone
 - Only every other bay is marked, and the times are on (I hope temporary) trestles
 - Not clearly delineated from normal parking bays
 - Road markings merging into the loading zone, and different marking from other parking bays, would remove confusion
- Parking and bike lane separation
 - Currently by (I hope temporary) traffic cones. Bollards would be much better, and remind pedestrians to look before crossing.
- Side Streets
 - Wide corners (double white lines) need parking restrictions
 - LAPD believes that parking on, or inside, the double white lines is legal
 - Unclear why these corners are marked differently from the corner of Almond Avenue and Valencia Drive, when we assume that the intent (increases visibility) is the same
 - Parking restrictions on side streets would encourage some to walk or cycle, rather than driving relatively short distances

Otherwise, more frequent enforcement of the stop signs, and speed limit, when students are present, and later at night, would be welcome.

Please don't hesitate to contact us, should you wish to discuss this further.

Thanks,

Roger Nixon & Gwen Vezin, 171 Jardin Drive, Los Altos, CA 94022

Art Williams

From: Laura Larghi <laura_larghi@hotmail.com>
Sent: Monday, November 27, 2023 10:02 AM
To: Transportation
Subject: PUBLIC COMMENT AGENDA Jardin Drive - MEETING DATE 11/29

Hi transportation team at Los Altos,

The new signage on Jardin Drive is very confusing and has already caused some collisions.

The signage is not clear, very unusual and impractical, also considering that a quarter of the students is new every year (i.e we have many students who have to adapt to this unusual traffic situation every year).

A crossing guard could help minimize the risk of further accidents at least in the short-term, but I have been told by the city of Los Altos that this is not possible.

The only solution I see is to change the signage.

I have two suggestions:

1. Turn both Jardin and Alvarado into one-way streets next to the school – and possibly move the parking to the opposite site of Jardin. Leave the bike lane next to the school.
2. eliminate the parking spots on Jardin and relocate them to one of the other streets (parking farther could also convince some people to leave the car home). This would leave Jardin with two lanes for the cars and a bike lane.

I really hope this will get resolved before other accidents happen.

Thank you and kind regards.

Laura

LAHS parent and co-chair of the Sustainability Committee at LAHS

To: The Complete Streets Commission
transportation@losaltosca.gov

From: Dave and Dawn Edgren
277 North Avalon Dr.
Los Altos, CA 94022

Regarding: Jardin Drive Complete Streets Project

Date: November 28, 2023

Dear Complete Streets Commission of Los Altos:

Please include the following written statement in the public record testimony at the COMPLETE STREETS COMMISSION MEETING scheduled for 6:00 PM - Wednesday, November 29, 2023:

We reside at 277 North Avalon Drive. We have resided there for 23 years. We have for these many years driven on Jardin Drive and continue to drive it frequently to this day. Our two daughters graduated from Los Altos High School so we have firsthand experience with the traffic patterns of cars, bicycles and pedestrians both when Los Altos High School is in session and during those times when the school is not in session. This longstanding experience puts us in a good position to provide an informed perspective on the recent street design project now present on Jardin Drive.

In short, the simple two-lane, two-way street configuration with a sidewalk and bike lanes and diagonal student parking that was present for many years along the back side of Los Altos High School adjacent to the playing fields and tennis courts was a much better design than the recently-installed configuration.

In particular, driving in the westbound direction on Jardin Drive is problematic because potential safety hazards abound.

Firstly, the present configuration orients cars parked on Jardin to be parallel parked in a lane dedicated for parking. The presence and placement of this parking lane shifts the eastbound driving lane nearer to the middle of the roadway. A sharp and pronounced jog exists on Jardin at the intersection of Jardin and Casita Way. The effect of this jog and the placement of the parking lane is that vehicles traveling eastbound can appear as oncoming vehicles to drivers traveling in the westbound direction. This situation is confusing, disorienting, and unsettling to westbound drivers. Moreover, this problem is particularly acute for drivers at night not familiar with this unusual and unexpected street design configuration.

Secondly, let's simulate a drive on Jardin traveling westbound starting from North Clark Avenue: The four-block span between North Clark and Alicia Way has a lane for cars but there is no lane marked for bike traffic. At Alicia, a dedicated bike lane suddenly and abruptly appears. This dedicated bicycle lane spans only a single block up to Casita Way. Then, at Casita, the dedicated bike lane abruptly vanishes and cars and bicycles are directed to merge into a common lane marked for both. This shared lane continues

until reaching Panchita Way at which point, the cars and bicycles are directed to unmerge back into separately dedicated lanes. These two dedicated lanes continue to Valencia Drive. This choppy, convoluted flow of car and bicycle traffic merging and unmerging back and forth between shared and unshared lanes over short spans is, frankly, a serious accident waiting to happen.

We urge you to restore Jardin Drive to the previous pedestrian-friendly, bicycle-friendly, and car-friendly configuration that worked so well to move traffic safely for so many years.

Thank you,
Dave and Dawn Edgren

Dave Edgren
Dawn Edgren

Art Williams

From: Paul & Kellie Keifer <pandkkeifer@att.net>
Sent: Sunday, November 26, 2023 10:21 PM
To: Art Williams; Aida Fairman; City Council
Cc: David.sauerhaft@gmail.com; Gabriel Engeland; Kellie Keifer
Subject: Resident concerns about Jardin Dr. - Keifer
Attachments: 231121_JardinDriveLetter_PAKeifer.docx

Letter about Jardin Dr., sent to:

awilliams@losaltosca.gov

afairman@losaltosca.gov

council@losaltosca.gov

cc: David.sauerhaft@gmail.com

cc: gengeland@losaltosca.gov

I would like this letter to be forwarded to the members of the Complete Streets Commission (CSC).

I detest most (but not all) of the Jardin Dr. design debacle.

We are long-time residents of Distel Drive in Los Altos. We have lived here for almost 20 years, and have lived in the area for almost 40 years. The current configuration of Jardin beside the tennis courts is a debacle, and has not been a success.

It is clear that the planners demoted concerns of residents and made a huge gift of a public street to school concerns. From my perspective, half of the street was gifted to the school. I regard the result to be wildly unsafe to all (residents, students, and parent-drivers dropping off).

I travel along that section of Jardin typically 2-12 times per day, at all hours of the day and night. I do not believe that the road is currently any safer than in the past, and I actually consider it far less safe than before. I have family members who don't like to drive that section anymore, and some go far out of their way to avoid it.

1. The one bit of good news is that the three sets of new stop signs around the unsafe section are a good thing (on Casita Way, Panchita Way, and the extra stop signs on Valencia). But even after the first month of "acclimatization", I have seen 4 cars run the stop signs at Casita and Panchita at full speed; I could see that two of the cars were driven by students.
2. I still see parents dropping off their kids by pulling off and stopping on westbound Jardin. The redesign was clearly intended to stop the many parents who parked on what used to be the bike land on westbound Jardin (before and especially after school), but it still happens, and now it is even LESS safe.
3. Pedestrians still walk on the north side of westbound Jardin – both residents and students. Only now it is less safe, for pedestrians and drivers alike.

4. There are not sufficient sight lines to safely pull out from southbound Distel onto Jardin anymore, to go either east OR west. All you can do is “creep out” into the intersection and hope and pray that you don’t get hit. I haven’t gotten hit yet, but there have been many close calls.
5. Student pedestrians behave even worse now in the current Jardin configuration. Now that the school concerns take up half of Jardin, the student pedestrians walk more freely across and along the remaining traffic lanes. But we can’t see them as well anymore. Traffic engineers will say that “cars drive slower on narrower lanes”; but we now can also see that “student pedestrians wander more carelessly across narrower lanes”.
6. I have yet to see any bikes EVER using the new dedicated and protected bike lane on the south side of Jardin. (This street never had significant student bike traffic. Who thought it was a good idea to engineer this street so radically for a non-existent population?)
7. And all the orange cones now? First, they are ugly and are a visual blight upon the neighborhood. Second, if they need to be there, then the street design must not work well (which we all already know is true).
8. “No Parking” signs are erected, but they are never enforced, and some do not make sense. In particular I reference the “No Parking” sign on the south end of Casita Way on the west side of Casita (between 426 Casita Way and the stop sign; the “No Parking” sign points northeast, but to where? How far does it extend? The student parkers act like it only extends a few feet. Why is this never enforced by police?)
9. And the big picture question: why has the school been allowed to push all their traffic woes from Almond Ave. (where the drive-through in front of the school was specifically designed for dropoff) to Jardin? Why all the No Parking signs/areas on Alicia and Valencia, so as to push all the congestion to Jardin, Panchita, Distel, and Casita? This doesn’t seem right.

Paul Keifer
636 Distel Dr.
pakeifer@gmail.com

The attached Word document contains the same text that is in this email.

Art Williams

From: David Sauerhaft <david.sauerhaft@gmail.com>
Sent: Monday, November 27, 2023 2:27 PM
To: Art Williams; Aida Fairman
Subject: Please Forward: Complete Streets Commission Meeting November 29 - Jardin Drive
Attachments: Jardin Drive - 11-29-2023 Commission Meeting.pdf

Please forward this letter to the Complete Streets Commission for the November 29, 2023 Jardin Drive discussion.

(Please see the attached .pdf which is easier to read.)

My involvement with the Jardin Drive issue came about as I and my neighbors were talking. It became the center of conversation, how dangerous it is, our near misses, our fears that someone would get hurt. We could talk but knowing what we knew, we could never live with ourselves if we didn't bring this to the attention of the city. We didn't want to stand by quietly, wait and then somebody gets hurt or worse.

Our climate and geography are ideal for biking. I am a biker. I support biking. It is good for exercise. It is good for building community. It is green. It enables independence for children/students. Our two children walked and biked to Almond, Egan and LAHS.

Essential and more important than anything as we consider biking, is ensuring that biking is safe. Unfortunately, this is where the current design of Jardin Drive fails.

I have lived on Distel Drive for 29 years. When I first moved in there was no parking on Jardin. Parking was added and continually reconfigured depending on construction projects at the high school. Neither I nor any long-time neighborhood residents with whom I have spoken are aware of any serious accidents on Jardin in prior years. But as we look at the current design, it is only a matter of time before someone is hurt.

In the simplest sense we can look at Almond and Jardin. Both streets are equal in width.

- On Almond we have two-way traffic and a dedicated bike lane, plus pedestrian walking which is well confined to the sidewalk. There is no parking and there is no drop-off. The school has even closed and blocked the Almond turn-out drop-off into the school property.
- On Jardin we have two-way traffic, a dedicated bike lane, parking and drop-off, plus a short sidewalk, limited to the length of the school which poorly contains pedestrian walking. It's one too many. It does not all fit.

Choose a dedicated bike lane or parking and drop-off. Choose – we can have one; there is not space for both. The current design tries to squeeze it all in. Lanes have been narrowed. Shoulders have been eliminated. It does not work. It is dangerous. It is why parking and drop-off is not allowed on Almond. Also, to be clear, the problem is by no means limited to

when high schoolers come and go from school. The lines on the street do not disappear when school ends. The problems created are ever-present, 24x7.

Let's iterate through some of the issues.

- With no shoulder and a narrow West bound lane,
 - Drivers turning from Distel Drive (as well as the other side streets) have extremely poor visibility of oncoming traffic.
 - All of this is made even worse as drivers park along the intersections, further impeding visibility.
 - The protected bike lane is only on the South side of Jardin Drive. Bikers on the North side are in a shared lane with cars. But that shared lane is now very narrow, and the visibility is poor. Hence, there is now a greater danger than ever for bikers on the North side of Jardin, e.g. West bound bikers.
- With the addition of center street parking, the drivable area is very narrow. Drivers who are parked and their passengers routinely open their doors and exit vehicles into the traffic lane, risking collision with oncoming traffic.
- Center street drop-off means that students leaving cars are walking right into the bicycle traffic.
- Drivers are routinely making illegal U turns along Jardin Drive to pull into / out of parking. Some of those making U turns are even worse, making 90 degree turns, pulling into the protected and biking area and then backing into a space.
- The narrow lanes and poor visibility now make it very dangerous for those who live opposite the high school on Jardin Drive as they try to back out of their driveways. Because these drivers can't see cars, bicycles, or pedestrians coming in either direction, they necessarily perform a very risky blind pull-out. In so doing they are also forced to physically block the road in both directions while backing out. In addition, the narrow lanes make it difficult to turn the intended direction when backing out. Further, with cars now parked so close in the middle of the street, they now risk backing into one of those cars when exiting their driveways.
- On garbage day Jardin Drive homes must place their cans out onto the street. But now with the very narrow lanes and no shoulder this creates an additional hazard.
- Walkers as well as runners are confused where to walk and run and can be seen in the now greatly narrowed traffic lanes, the bike lane, and sometimes on the sidewalk. We should keep in mind the sidewalk only extends the length of the school, so for walkers or runners the sidewalk is an entirely inadequate solution.
- Many, many walkers continue to walk along the North side of Jardin. But there is no shoulder which makes this now very dangerous. This gets even worse at night. And even worse still, students, dog walkers, etc. routinely enter the dense foliage on the North side and then surprise pop out into the drive area.
- Those in a wheelchair use to take advantage of the shoulder or wider road on Jardin to go about the neighborhood. But with the narrow lanes and no wheelchair access to the sidewalk for individuals coming from Distel or Los Ninos, these individuals are now either locked out from being a part of the community or what we have seen are individuals pushing wheelchairs in the driving or bicycle lanes.
- Students are being dropped off and picked up all over the place, often in the middle of the road, and not limited to the assigned drop-off/pick-up area.
- Parents often wait in their cars along the road for students coming out of school. This blocks traffic, impedes visibility, and also leads students to walk into traffic.
- The bike lane markings are in many ways nonsensical.

- At the East side entrance to the school, the bike lane crossing is comical as it goes into the sidewalk curb. Students ignore this and instead use the walking lane which allows for entry through the East side driveway.
- There are two-way bicycle markings on the East side of the street, one way on the West side of the street. Where is the bicyclist supposed to go? And, what happens when bicycling past the school boundaries is entirely unclear.
- View of the two new stop signs on Jardin Drive is impeded and not fully visible due to the angle of sight for the driver and foliage. The angle is because there is no shoulder.

Any design should also recognize some additional realities.

- At certain times of year, the morning sun shines in a way that makes it very difficult to see when heading East on Jardin Drive. This is especially hazardous with students going to school. This includes not only high schoolers but also Almond and Egan students who walk or bicycle to school.
- High school drivers are new to driving, less experienced, and often distracted which further increases the risk of an already dangerous situation. This is not intended as a criticism of high school drivers but is an important element of the discussion and why insurance rates are so high for this group of drivers.
- Any design must also consider e-bikes. We are seeing a few e-bikes already and they are travelling fast. We must recognize e-bike use is going to grow substantially. Do e-bikes belong in the bicycle lane or the vehicle lane? What additional hazards are created by their presence? How are they to be regulated and then enforced?

We should also consider the flow of bicycle traffic.

- The vast majority of bicyclists are coming from the streets perpendicular to Jardin, particularly Casita and some on Los Ninos and Panchita.
- Very little of the bicycle traffic traverses between the top and bottom of the tennis courts. Most students enter the school at either the top or the bottom of the tennis courts. Very few continue up or down Jardin before entering or leaving the school. Almost all the bicycle traffic comes from the side streets and most of the bicycle traffic enters at the East side of the tennis courts. Ironic is how little of the bicycle traffic actually uses the bicycle lane behind the tennis courts.

Spend some time on Jardin. Visit at different times of the day and night. This is all clearly visible. We come back to where we started. The space simply is not there to safely support two-way car traffic, a dedicated bicycle lane, pedestrians, parking and drop-off. It comes down to a choice: a dedicated bicycle lane or parking and drop-off. It is also imperative that parking be disallowed on the intersections with Jardin.

Thank you.

David Sauerhaft
470 Distel Drive

Art Williams

From: Eric Chiu <emchiu@yahoo.com>
Sent: Monday, November 27, 2023 9:54 PM
To: Art Williams; Aida Fairman
Subject: Feedback on Jardin Drive Complete Streets redesign

Hi,

I am emailing to provide feedback on the Jardin Drive Complete Streets redesign for the open hearing on Wednesday 11/29. I live at 462 Los Ninos Way (between Jardin and Alvarado).

The Complete Streets redesign of Jardin has been completely dangerous and confusing. I have seen many cars driving on the wrong side of the road, pedestrians almost getting hit by cars, as well as cars making dangerous maneuvers, especially during school hours.

When the lines were initially drawn, no one could figure out how the lanes worked which caused people to drive on the wrong side of the road. In addition, the lane opposite the high school has zero clearance so pedestrians regularly put themselves in danger when walking on the side of the road (I walk my dog around the block and have had cars come very close to hitting me and have heard similar stories from neighbors). In addition, there is no bike lane on that side which makes it dangerous for cyclists (the two-way bike lane is even more dangerous because bikes have to cross to the other side and the space is too narrow for two-way traffic).

Lastly, the school drop off on Jardin has increased the traffic in the neighborhood 10x over the past few years. It was originally supposed to be temporary until the new high school buildings were finished. There is plenty of parking at the high school and drop off really should be on Almond Avenue which was designed as the front entrance for the school. Teenage drivers regularly hit 60mph driving down Los Ninos and Panchita. Parents are even worse, sometimes making illegal u-turns on Jardin as well as driving way too fast early in the morning because they are running late for drop off. There is also no attendant from the school directing traffic so the situation becomes a free-for-all.

I would like Jardin returned to its original design because the new design is dangerous. Also, I would like school drop off to move back to Almond Avenue because Jardin was never designed to handle that much traffic.

Thank you,

-Eric Chiu

Eric Chiu 650-291-8394 emchiu@yahoo.com

Art Williams

From: Anita Enander <anitae@atanda.com>
Sent: Wednesday, November 29, 2023 1:44 PM
To: Aida Fairman; Art Williams; Complete Streets Commission
Subject: CSC - PUBLIC COMMENT AGENDA ITEM 1 - November 29, 2023

Dear Commissioners, Ms. Fairman, and Mr. Williams:

The changes made along Jardin, including the new stop sign location on Panchita, the new recessed cross-walk across Panchita, and the corner striping at the intersections of Panchita/Los Ninos/Distel with Jardin are dangerous. I will limit my comments to the Panchita intersection, as I have lived in the block of Panchita closest to Jardin for 45 years.

Full disclosure: I was on City Council when we approved the Complete Streets Master Plan and was familiar with the potential changes discussed at the staff outreach meeting on March 31, 2021, although I did not attend that meeting. I did thoroughly review the plan prior to its adoption.

Here is my assessment of the specific problems at the intersection of Panchita and Jardin. I hope this will contribute to improvements.

1. Parking on the southeast corner of Panchita (and Los Ninos and Distel) has always been periodically problematic. Placing the parallel lines has apparently made things worse. Vehicles occasionally parking illegally used to hug the curb; now, people believe that as long as they are "inside" the white lines, they are legal to park there (I've talked with several). These corners are now routinely parked, and the parked cars and new striping contribute to the problems below.
2. The shift in the eastbound lane on Jardin means cars travel on the former shoulder – virtually in the gutter. This results in two problems:
 - a. If a driver wants to turn right on Panchita, he/she must travel farther on Jardin before beginning the turn (to go around the new striping).
 - b. Because the vehicle is already "closer" to the right side of the street on Jardin, the driver must execute a more acute turn with a much smaller turning radius to complete a safe turn onto Panchita (note: this is NOT a 90-degree intersection; it is almost 120 degrees). Also, rather than decelerating to make the right turn onto Panchita, the driver is now ACCELERATING from the stop sign as they enter the turn. Practically, MANY cars making this right turn drift into the southbound lane on Panchita. This contributes to the third problem.
3. A wide crosswalk was installed across Panchita, resulting in having the stop sign and limit line for cars wanting to turn from Panchita onto Jardin being back at least 15 feet from the "corner" and previous limit line. Cars traveling west on Jardin don't see the car stopped or approaching the stop on Panchita (see 2a above) – this is especially problematic if there is a car parked on the apex of the corner ("inside" the new double white lines – see #1 above).

My estimate is that visibility has been reduced at least 100 feet compared to when the stop limit line on Panchita was closer to the corner (as it remains on Los Ninos and Distel). The Panchita driver could see traffic approaching on Jardin, and the Jardin driver could see the car on Panchita. If the driver on Jardin isn't aware of the car on Panchita or if the driver fails to make the now very tight, acute turn onto Panchita (see 2b above) while accelerating away from the stop sign, the car will drift into the southbound lane on Panchita.

I have almost been hit twice while at or approaching the Panchita sign when drivers failed to negotiate the turn from Jardin onto Panchita. This is a problem whether or not there is a car parked on the corner, as the driver turning onto Panchita is trying to drive around the painted lines. Also, because the Panchita car is set farther back when stopped because of the new crosswalk, it is at the apex of the turn being executed by the Jardin driver, whereas previously the Panchita car was farther toward Jardin and out of danger. Now, someone at the Panchita stop has no place to go!

I hope the above is helpful in describing the specific, new dangerous conditions so effective corrective design can be implemented. Although I have not addressed pedestrian and bicycles, you can be certain that the dangers posed by driving are applicable to walkers/bikers as well. As an aside, the Complete Streets Master Plan called for NO changes on Panchita. The residents thus were surprised to see the new cross-walk and changed location of the stop sign, and the new corner markings, place us at greater risk. I do not believe we were given any notice or opportunity to comment on these deviations from the Master Plan.

Thank you for your continuing service to our city and for working to improve safety for all users of our streets.

Anita Enander

517 Panchita Way

P.S. I will drop off an annotated "Google Earth" map for staff prior to the meeting.



— old line of sight
— new line of sight

Google maps shows "old" Jardin striping but new corner and stop sign lines in addition to old stop limit line

Frow, Anita Erunder

— old line of right —
— new line of right —

Art Williams

From: PETER SZALAY <pgszalay@me.com>
Sent: Wednesday, November 29, 2023 1:41 PM
To: Juno Szalay
Cc: Art Williams; Aida Fairman
Subject: Re: Traffic disaster surrounding Los Altos High School

Hi,

I would like to reiterate my wife's concerns below. I've witnessed the dangerous situation as cars don't have a proper drop off lane which the high school has closed. I believe reopening that and/or creating a different drop off lane (such as the road connecting the front to the back of the high school that is parallel to Alicia Way adjacent to the houses would be a good remedy. I believe there is a way to route bicycle traffic to keep them out of harms way. I've witnessed several near misses between cars and bicyclist at the Alicia / Almond intersection. This can all be avoided with some intelligent planning and would be happy to provide inputs on a plan.

Thank you for your attention on this matter, Peter Szalay

Sent from my iPhone

> On Nov 29, 2023, at 1:17 PM, Juno Szalay <JuPeLi@comcast.net> wrote:

>

> Please forward this email to the members of the Complete Streets Commission (CSC).

>

> I have lived at the corner of Alicia Way and Almond Avenue for the past 24 years and have witnessed the traffic situation surrounding the high school go from bad to worse. We are now at the point where it's just a matter of time before someone is seriously injured.

>

> With the recent bike track confusion, vehicle rerouting, and closing of the high school drop off loop, the number of near misses and crazy stunt driving has increased exponentially!

>

> I see cars turn the corner from Almond onto Alicia and stop – sometimes three abreast – to drop students off in the morning. Meanwhile, heading the other direction on Alicia, there are also cars stacked up, going left, right, and just stopped in middle of the road to drop off students.

>

> Once the students have gotten out of the car, drivers often perform illegal U-turns right at that intersection – with all of the traffic- despite the new signage.

>

> So now we have students dropped off in the middle of the street crossing at irregular spots, cars three breast each direction on a one lane road, illegal maneuvering, pedestrians, and cyclists in the mix.

>

> Wednesdays are especially scary! With Egan's late start, many students come down Almond and cut over on Alicia on their bikes, adding even younger cyclists to the mayhem.

>

> I invite you to grab a cup of coffee and come to my house in the mornings to see for yourself. As a side note, the craziness is not just limited to morning drop off – afternoon pick up can get just as wild.

>

> I look forward to hearing your solutions to this problem.

> Sincerely,

> Juno Szalay

>

> Pictures available upon request.

>

Art Williams

From: Juno Szalay <JuPeLi@comcast.net>
Sent: Wednesday, November 29, 2023 1:17 PM
To: Art Williams; Aida Fairman
Cc: PETER SZALAY
Subject: Traffic disaster surrounding Los Altos High School

Please forward this email to the members of the Complete Streets Commission (CSC).

I have lived at the corner of Alicia Way and Almond Avenue for the past 24 years and have witnessed the traffic situation surrounding the high school go from bad to worse. We are now at the point where it's just a matter of time before someone is seriously injured.

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I invite you to grab a cup of coffee and come to my house in the mornings to see for yourself. As a side note, the craziness is not just limited to morning drop off – afternoon pick up can get just as wild.

I look forward to hearing your solutions to this problem.

Sincerely,
Juno Szalay

Pictures available upon request.

Art Williams

From: Atossa Shafa <atossashafa@gmail.com>
Sent: Wednesday, November 29, 2023 1:17 PM
To: Transportation
Subject: Public comment agenda Item 1, Meeting date 11/29/2023

Hello. I am a parent at LAHS. I use the Jardin drop-off/pick-up areas daily and have been doing so for the last 2 years. Prior to that, I used to drop off on Alicia, before it was switched/recommended that we do so on Jardin Dr.

- I appreciate the signage that has been added for this school year. It is a much safer layout than last year.

- Conversely, because stopping or pulling over on Jardin is no longer possible, drop-off has to be on one of the side streets that is perpendicular to Jardin. This in itself is not the issue - rather, the issue is **the safety of the children as they cross Jardin**.

==> Currently, the crosswalk is closer to the Alicia side of Jardin, and there is none across from the tennis courts, where many, many drop-offs occur. The next one is much further down on Jardin, closer to the Valencia side. Therefore, my daughter has to zig zag her way through cars to cross at the tennis courts.

==> In addition, when they are crossing crosswalks, it's almost as if none of the drivers have taken the DMV test, and don't remember that you cannot drive through a crosswalk as a pedestrian is crossing. I see this happen so, so often that I now wait, blocking traffic for a second, to check in my rearview, that my daughter crossed the crosswalk safely. I would (i) appreciate that yellow familiar signage that says "State Law, stop for pedestrians" in the middle of the crosswalk and (ii) a higher motorcycle LAPD presence to start ticketing these offenders. This issue is not new - at Santa Rita, at Egan, these same issues happen - at crossing areas where there are no crossguards.

Thank you.
Atossa Shafa
LAHS Parent

Art Williams

From: Chintamaneni, Adit <100027497@mvla.net>
Sent: Wednesday, November 29, 2023 1:17 PM
To: Transportation
Subject: PUBLIC COMMENT AGENDA ITEM 1 Jardin Project- MEETING 11/29/2023

Hello,

I am reaching out on behalf of the Los Altos HS GreenTeam.

Here are a couple of issues that student bikers have observed:

- Many parents end up encroaching in or parking in the Bike Lane during pick-up, and as a result, students cannot safely access the Bike Lane. This issue is especially prevalent between East Driveway and Alicia.
- Furthermore, many parents also end up parking in the drop-off lane. It seems that they are confused because there aren't clear demarcations as to whether they can park there.

Hundreds of Los Altos HS students bike on Jardin, 2 times a day. This is a crucial road for student bikers, and the importance of keeping it a safe environment for bikers cannot be overstated.

Thank you.

Best,
Adit