

## Melissa Thurman

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**From:** Roberta Phillips <robertaphillips1@gmail.com>  
**Sent:** Friday, May 10, 2024 2:48 PM  
**To:** Public Comment; City Council  
**Subject:** San Antonio Rd project May 10.2024 Council Meeting Public Comment  
**Attachments:** Final OBAG3 Application - N San Antonio.docx (1).pdf; Berkley safe streets.eml

Dear Council Members

Consent Item #6 on the May 10,2024 City Council Meeting asks that Council approve a resolution to move forward with installing protected bike lanes along San Antonio Rd from Foothill Expressway to El Camino along with additional lighting and other road changes. The City applied for a \$7,298,096 grant from One Bay Area Grant ( OBAG 3) which is attached. The application states that : This project seeks to create...protected bikeways by installing bollards ( vertical structures) , narrowing vehicle lanes, and slowing down traffic.

San Antonio Rd is an emergency evacuation route. Cars need to be able to pull over to the right to allow fire trucks and ambulances to pass. Installing protected bike lanes ( bollards) and slowing down traffic will result in slower response time. This is a major public safety hazard . Road diets have shown in other cities that fatalities and accidents involving pedestrians and bicyclists increase. Please see the link to the YouTube video below . It provides the data that projects such as the San Antonio Rd Project increase fatalities and accidents by more than 100%.

The City of Berkeley is struggling with the question " Can a city both increase bike and pedestrian safety and keep emergency response time down? Their City Council just allocated \$200,000 to investigate . See Attached link below.

It is very tempting for the City to have a goal to receive more than seven million dollars from MTC. The goal however should be to provide public safety for all modes of transportation . Bicyclists need to be safe. People driving cars need to be safe. People needing emergency services need to feel safe. We cannot have a trade off where one group has a higher level of safety than another.

I made a public records request a week ago requesting the City of Los Altos provide the data on accidents or fatalities on San Antonio Rd involving pedestrian and bike accidents or fatalities over the past three years. According to Captain Krauss of the Los Altos Police , there have been no fatalities in the past ten years. I suspect that there are no serious vehicle accidents involving cyclists or pedestrians. I am waiting for this accident data. I believe this data is critical to decision making and planning for the city.

The OBAG application has a section on Public Outreach. It states that " Public outreach specific to the project including comments received at public meetings or hearings , feedback from community workshops or surveys responses" has happened. In fact there has been no community outreach, workshops or surveys done for this specific project.

The OBAG grant is for seven million dollars. How much will the City of Los Altos need to contribute or match ?

I am concerned with the process of receiving grant money before there are specific plans , community input and the knowledge that the project will actually improve public safety.

Sincerely

Roberta Phillips

650-941-6940

<https://www.berkeleyside.org/2024/05/06/berkeley-fire-department-road-safety-emergency-response>

<https://www.youtube.com/watch?v=K-Pjyp3G5ek>



**One Bay Area Grant (OBAG 3) – County & Local Program**  
 Santa Clara County *Template Application Form (v1)*

Project Information	
Project Name:	N San Antonio Road Protected Bikeway and Complete Streets Project
Project Sponsor:	City of Los Altos, CA
Sponsor Single Point of Contact:	Marisa Lee
	650-947-2626 mlee@losaltosca.gov
Project Location:	N San Antonio Road
Brief Project Description:	This project consists of protected bikeways along N San Antonio Rd connecting key commercial areas, residential areas, Civic spaces, schools, Community Center, Library, Downtown Los Altos, new high-density housing, Caltrain, and El Camino Real transit lines. This project seeks to create safer, more comfortable streets for all users by implementing complete streets best practices including protected bikeways, better integration between transit and bicycles, enhanced crosswalks, preservation of existing sidewalks, and narrowed vehicle lanes. This corridor is a suggested route to school for two public schools in Los Altos. It is one of the few north-south corridors that traverses the entire city. This project also includes pavement rehabilitation in order to restore and maintain the existing roadway network, as well as streetscape improvements such as streetlights.
Program Eligibility	
<b>Federal Fund Eligibility</b> <i>Is the project eligible for federal transportation funds?</i>	Select the OBAG 3 federal fund source(s) for which the project is eligible:  <input checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (See <a href="#">FHWA fact sheet</a> ) <input checked="" type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See <a href="#">FHWA fact sheet</a> ) <i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the <a href="#">OBAG 3 webpage</a>.</i>
<b>Eligible Project Type</b> <i>Is the project an eligible project type?</i>	Select the eligible project type(s) (refer to <a href="#">MTC Resolution No. 4505</a> for detailed eligibility guidelines):  <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b><i>Growth Framework Implementation</i></b></p> <input type="checkbox"/> PDA Planning Grant  <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> <a href="#">Growth Geographies</a>)   <p><b><i>Complete Streets &amp; Community Choice</i></b></p> <input checked="" type="checkbox"/> Bicycle/Pedestrian Infrastructure  <input type="checkbox"/> Bicycle/Pedestrian Program  <input type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program  <input checked="" type="checkbox"/> SRTS Infrastructure  <input type="checkbox"/> Safety project  <input type="checkbox"/> Safety Planning efforts  <input checked="" type="checkbox"/> Complete Streets improvements  <input checked="" type="checkbox"/> Streetscape improvements  <input checked="" type="checkbox"/> Local Streets and Roads Preservation  <input type="checkbox"/> Rural Roadway Improvement  <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an <a href="#">Equity Priority Community</a> (EPC)  <input type="checkbox"/> CBTP/PB Project Implementation         </div> <div style="width: 45%;"> <p><b><i>Climate, Conservation, &amp; Resilience</i></b></p> <input type="checkbox"/> Transportation Demand Management (TDM) Program  <input type="checkbox"/> Mobility Hub  <input type="checkbox"/> Parking/Curb Management  <input type="checkbox"/> Car/Bike Share Capital  <input type="checkbox"/> Open Space Preservation and Enhancement  <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland  <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP)   <p><b><i>Multimodal Systems Operations &amp; Performance</i></b></p> <input type="checkbox"/> Transit Capital Improvement  <input type="checkbox"/> Transit Station Improvement  <input type="checkbox"/> <a href="#">Transit Transformation Action Plan</a> Project Implementation  <input type="checkbox"/> Active Operational Management  <input type="checkbox"/> Mobility Management and coordination         </div> </div>



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Policy Alignment	
<p><b>Federal Performance Goals</b>  <i>How does the project support federal performance measures?</i></p>	<p>Select the <a href="#">federal performance measures</a> that are supported by the project:</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <b>Safety:</b> Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems.</li> <li><input checked="" type="checkbox"/> <b>Infrastructure Condition:</b> Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair.</li> <li><input type="checkbox"/> <b>Congestion Reduction:</b> Significantly reduce congestion on the NHS in urbanized areas.</li> <li><input type="checkbox"/> <b>System Reliability:</b> Improve the reliability of the Interstate system and NHS.</li> <li><input type="checkbox"/> <b>Freight Movement and Economic Vitality:</b> Improve the reliability of the Interstate system for truck travel.</li> <li><input type="checkbox"/> <b>Environmental Sustainability:</b> Maximize emission reductions from CMAQ-funded projects.</li> </ul> <p>Describe how the project supports the selected federal performance measure(s):  <i>Please describe</i></p>
<p><b>Plan Bay Area 2050 Strategies</b>  <i>How does the project align with Plan Bay Area 2050?</i></p>	<p>Describe how the project supports <a href="#">Plan Bay Area 2050</a> Strategies and/or <a href="#">Implementation Plan</a>:</p> <p>This project supports the following Plan Bay Area 2050 strategies: T1) <b>Restore, operate and maintain the existing system</b>, T8) Build a Complete Streets network and T9) Advance regional Vision Zero policy through street design and reduced speeds. Complete Streets projects strive to make roads safe and comfortable for all roadway users, of all travel modes. This project will enhance a key corridor in Los Altos to promote walking, biking, and other micro-mobility through the construction of safe, comfortable bikeways and intersections. Because of the specific countermeasures selected for this project, it will also improve the safety of community members, particularly vulnerable users walking or riding bicycles by providing protected bike facilities and more space between travel lanes and sidewalks. The project advances MTC strategies from the Implementation Plan by creating infrastructure towards advancing regional Vision Zero policy through design. Implementing protected bikeways that traverse busy thoroughfares, such as broad avenues, is a proven strategy to reduce cyclist fatalities and encourage more community members to use active modes to access local destinations and transit.</p> <p>This project maintains the existing corridor along N. San Antonio Road, which currently consists of two vehicle lanes in each direction, a bicycle lane in each direction, and a planted median. This project rehabilitates the pavement along the corridor, which is in need of repair. The route is home to a transit corridor. This project optimizes the route by adding protective buffers and vertical separation to the existing bike lane, while maintaining the other elements. This project would better integrate the bike facility with the transit operations by providing conflict markings and better-designed delineation where the two modes interact. Vehicles are fast-moving on this corridor and although an unprotected bike lane currently exists, it is not utilized to its full potential. The addition of protection for the bike lane is likely to lead to an increase in ridership as this corridor is a major connector between El Camino Real, other adjacent cities, several schools, civic spaces, downtown Los Altos, and Foothill Expressway.</p> <p>The project contributes to healthy and safe streets. It protects a lane for bicyclists, which would greatly enhance bicycle safety on this corridor. The addition of the vertical element would slow cars by visually narrowing the roadway, and one or both vehicle lanes would be narrowed slightly from the existing width of 11 feet, further reducing vehicle speeds and making the corridor safer for all roadway users.</p>





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<p><b>Regional Policy Alignment</b>  <i>How does the project align with other regional policies and plans?</i></p>	<p>Select the regional plans and policies with which the project is aligned:</p> <p> <input checked="" type="checkbox"/> <a href="#">Regional Safety/Vision Zero Policy</a> <input checked="" type="checkbox"/> <a href="#">Transit Oriented Communities</a> Policy  <input checked="" type="checkbox"/> MTC’s <a href="#">Equity Platform</a> <input type="checkbox"/> Blue Ribbon <a href="#">Transit Transformation Action Plan</a>  <input checked="" type="checkbox"/> <a href="#">Regional Active Transportation Plan</a> </p> <p>Describe how the project aligns with the selected regional plans and/or policies:</p> <p>This project aligns with the Regional Safety/Vision Zero Policy, MTC’s Equity Platform, the Regional Active Transportation Plan, and Transit Oriented Communities Policy.</p> <p>Pedestrian and bicyclist safety and transit access are they key components of this project. The proposed protected bikeways would facilitate access from key neighborhoods and new high-density housing developments to Caltrain stations and transit lines along El Camino Real. The project would also vastly improve connectivity for people walking and biking between important commercial and Civic areas, local businesses, neighborhoods, high-density housing, schools, and workplaces.</p> <p>This project aligns with the Regional Active Transportation Plan by creating and maintaining a safe environment for people walking, rolling, and bike riding. It provides connections to key destinations and corridors such as El Camino Real, downtown Los Altos, Foothill Expressway, several schools, Los Altos City Hall, Community Center, and Library. It would connect with the protected bike lanes along El Camino Real, approved by City Council earlier this year and planned for construction by Caltrans in Summer 2023.</p> <p>The project aligns with the Vision Zero Policy by creating a space for biking that enhances safety along a major corridor that connects multiple communities, schools, commercial areas, residential areas, and work places. By installing these improvements, Los Altos is actively using a proven, data-driven approach to reduce fatalities and injuries. This aligns with regional vision zero goals to protect all roadway users, particularly vulnerable users such as children and seniors walking or biking, and to engage and incentivize local jurisdictions in prioritizing safety and aligning funding investments with safety goals. This project is evidence-based and equity-focused in alignment with the Regional Safety/Vision Zero Policy.</p> <p>This project connects isolated communities with the region through human-scale transportation improvements, a huge part of the equity focus of MTC. The project will provide improved bicycle/pedestrian crossings better connecting to additional bicycle/pedestrian facilities across and along El Camino Real. This project centers the most vulnerable road users with the least mobility autonomy, giving access to low- to medium- income community members who may not be able to drive or afford a vehicle.</p> <p>It aligns with local planning efforts including the Los Altos Complete Streets Master Plan (CSMP), and ranked #1 priority project for bike improvements in the CSMP. It aligns with Los Altos’ Climate Action Plan as well. The project contributes to the regional planning framework by connecting people to areas that will have future growth in housing, jobs and transit.</p> <p>This project supports Transit-Oriented Development Policy by creating a viable means of traveling from neighborhoods along the corridor, and from many new housing developments planned or under construction in downtown Los Altos, along N San Antonio Rd to the Caltrain Station (connecting to Mountain View’s green bike lanes along the final short stretch of N San Antonio). It would also provide a safe route for these residents to travel to the transit lines along El Camino Real.</p>
<p><b>Regional Growth Geographies</b>  <i>Does the project support PBA 2050 Growth Geographies?</i></p>	<p>Indicate the project’s relationship to <i>Plan Bay Area 2050</i> <a href="#">Growth Geographies</a>:</p>



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<p><b>Check all applicable boxes</b></p>	<p><b>Priority Development Area (PDA)</b></p> <p><input type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within <a href="#">one mile or less of a PDA boundary</a>)</p> <p><input checked="" type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation  While this project does not fall in the regional PDA, it does meet those same standards for the City of Los Altos. This is a corridor where the city would like to see increased density and foot traffic, creating a clear network and linking key destinations. This corridor within the city connects retail, residential, downtown, the Community Center, the library, City Hall, restaurants, post office, banks, medical facilities, utilities, schools, gyms, fitness studios, salons, real estate, local markets. Dense, walkable corridors at the city-scale serve to improve MTC’s broader regional development goals and address the transportation, development, and service issues that have driven this process for the region.</p> <p><input type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy)  <i>Locally-adopted PDA plan reference</i></p> <p><b>Transit Rich Area (TRA)</b></p> <p><input checked="" type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see <a href="#">Growth Geographies</a> map)  This project corridor is located entirely within the most prominent Growth Geography area in Los Altos, designated a High-Resource Area. It connects the community in the foothills, isolated by the Foothill Expressway with limited crossings, to the transit-rich corridors along El Camino Real and Mountain View with improved bicycle access. What previously would have been a two-mile drive can be a relatively flat bicycle ride to access local bus routes and regional transportation hubs, like the Mountain View Caltrain stations. This project would provide a last-mile solution for all the neighborhoods along North San Antonio Rd who are trying to access transit on El Camino Real and at the Caltrain stations.</p> <p><b>Priority Production Area (PPA)</b></p> <p><input type="checkbox"/> Supports the preservation of a PPA (see <a href="#">Growth Geographies</a> map)  <i>Please describe</i></p>
<p><b>Equity Priority Communities</b>  <i>Does the project invest in historically underserved communities?</i></p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050</i> <a href="#">Equity Priority Communities</a> (EPCs):</p> <p><input type="checkbox"/> Located within and supportive of an EPC (see <a href="#">Equity Priority Communities</a> map)</p> <p><input checked="" type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community</p> <p>In Los Altos, much of the workforce does not live in the City. These teachers, artists, retailers, construction workers, medical technicians, food service workers, etc., are still a part of the community. By creating bicycle and pedestrian infrastructure that connects to these broader networks, Los Altos provides access for its workforce commuters, many of whom may not be able to afford a personal vehicle. By opening up transportation opportunities for low- and moderate-income members of the community who travel from all over the Bay Area to participate in the regional economy, Los Altos hopes to give many alternatives to personal vehicle purchases and single-occupancy trips. Additionally, this project serves the public schools in this region of Los Altos, which are attended by elementary and high school students from Mountain View and other Adjacent cities.</p>
<p><b>Local Housing Policies</b>  <i>Is the project located in a jurisdiction with policies that support affordable housing?</i></p>	<p>Indicate if the project is locate in a jurisdiction that has adopted policies which support the <a href="#">“3Ps” approach to affordable housing</a> by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the <a href="#">OBAG 3 webpage</a>.</p>



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- Protect** current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).  
 The City of Los Altos follows all State laws regarding protecting residents from displacement. The current Housing Element of the General Plan includes policy on “Preservation, Conservation, Rehabilitation, and New Construction.”  
 The updated/new Housing Element is currently being drafted with extensive community input and is scheduled for adoption in 2023. It provides more up-to-date and thorough policy on the 3 P’s, including but not limited to: policy on the diversity and density of housing types, rezoning for RHNA shortfall, higher density housing in commercial and office districts, new affordable housing units, inclusionary zoning, affordable housing in-lieu fees, funding assistance, and compliance with current State Law.  
 City of Los Altos Housing Element 2015–2023:
  - Program 1.1.2 – Help secure funding for housing assistance programs.
  - Program 3.1.1 – Support efforts to fund homeless services.
  - Program 6.1.1 – Discourage senior-only housing from converting to other uses.
  - Program 6.1.2 – Assist seniors to maintain and rehabilitate their homes.
  
- Preserve** existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).  
 City of Los Altos Housing Element 2015–2023:
  - Program 3.2.2 – Recognize the statutory requirements for transitional and supportive housing.
  - Program 3.2.3 – Provide incentives and amend the City’s Zoning Ordinance for compliance with statutory requirements for single-room occupancy residences to address the needs of extremely low-income households.
  - Program 4.1.1 – Monitor condominium conversion.
  - Program 4.1.2 – Conserve small houses in areas of small lot sizes.
  
- Produce** new housing at all income levels.  
 City of Los Altos Housing Element 2015–2023:
  - Program 1.2.1 – Support rezoning from office to medium-density multifamily.
  - Program 2.1.1 – Encourage diversity of housing.
  - Program 2.1.2 – Implement multifamily district development standards.
  - Program 2.2.1 – Provide development incentives for mixed-use projects in commercial districts.
  - Program 2.3.1 – Implement density bonuses.
  - Program 4.2.1 – Facilitate new construction of second dwelling units.
  - Program 4.3.1 – Assist in the development of affordable housing. Includes the following actions:
    - + Transfer the City’s annual CDBG allocation to the County for projects that serve the Los Altos community.
    - + Provide funding to participate in a multi-jurisdictional housing finance program (such as a Mortgage Revenue Bond or Mortgage Credit Certification Program).
    - + Apply for state and federal funding on behalf of a nonprofit, under a specific program to construct affordable housing including persons with physical disabilities or developmental disabilities.
  - Program 4.3.4 – Continue to encourage maximum densities.
  - Program 6.2.1 – Provide senior housing density bonuses and development incentives.

**Community Support**



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<p><b>Community Support</b>  <i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p> <p>-----          ----</p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input checked="" type="checkbox"/> Public outreach responses <b>specific to this project</b>, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.</p> <p>This project ranks as the #1 prioritized project in the Complete Streets Master Plan, scheduled for adoption this fall. The 2022 Los Altos Complete Streets Master Plan process included a community survey, interactive map, and conceptual design review. Additionally, there were four Complete Streets Master Plan Task Force meetings, eleven Complete Streets Commission meetings, three City Council Study Sessions, and three community workshops.</p> <p>Specific to this corridor, the City received many requests and wishes to be able to more safely bike and walk to the destinations along N San Antonio Rd, including the library, community center, and local businesses and restaurants. Some comments from residents included:</p> <p>"The existing Class II bike lanes north and south on high-speed San Antonio Road are inadequate and discourage bicycle commuting."</p> <p>"Need safer biking path to / from Caltrain Station alongside San Antonio Rd."</p> <p><input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan. This project ranks as the #1 prioritized bicycle infrastructure project in Los Altos' Complete Street Master Plan, scheduled for adoption this fall. Prioritization was based on the vision and ranking criteria developed through months of community outreach, stakeholder outreach, and Complete Streets Commission discussion. <b>San Antonio Rd is also called out as a priority corridor for bicycle improvements in the Los Altos Bicycle Transportation Plan, adopted in 2012.</b></p> <p>Indicate if the project has demonstrated support from <b>communities disproportionately impacted by past discriminatory practices</b>, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the <a href="#">OBAG 3 webpage</a>. Community support may be demonstrated through one or more of the following:</p> <p><input checked="" type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process, <i>or a local plan that includes the proposed project.</i>          The City of Los Altos utilizes a Pavement Management Program (PMP) to maintain its 112 miles of streets. The Los Altos Complete Streets Master Plan recommends the implementation of miles of bicycle improvements and infrastructure recommendations. This project ranked #1 among hundreds of bicycle improvements. This project would create a safe route for all residents of the community, including residents, workers, and students, to reach key destinations in Los Altos by bicycle.</p> <p><input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities.  <i>Description of CBO endorsement</i></p>
<p><b>Deliverability &amp; Readiness</b></p>	
<p><b>Project Readiness</b>  <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p>The project is ready to move forward and be delivered. All the improvements will be implemented within the public right-of way, therefore there will not be any right-of-way impacts, and there are no anticipated environmental clearance issues.</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p>



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	n/a
<b>Deliverability</b> <i>Are there any barriers to on-time delivery?</i>	<p>Describe the project’s timeline and status, as well as the sponsor’s ability to meet the January 31, 2027 obligation deadline:</p> <p>The City of Los Altos will be able to meet the January 31, 2027 obligation deadline, and it is anticipated that upon design finalization, construction can commence rapidly.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p> <p>This project does not anticipate any additional risks, aside from possible COVID or supply chain setbacks that are generally affecting the broader construction industry, and will be working closely with construction contractors and county public health guidance to mitigate that risk. Material and labor sourcing will be included in the timeline, and public health orders will be followed as mandated by the county and state.</p>
<b>Project Cost &amp; Funding</b>	
<b>Grant Minimum</b> <i>Does the project meet the minimum grant size requirements?</i>	<input checked="" type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).  <i>Exception request to minimum grant size</i>
<b>Local Match</b> <i>Does the project meet local match requirements?</i>	<input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost. Los Altos will provide at least a 20% match of the total project cost using a combination of CIP funds, including Annual Bike and Pedestrian Access Improvements, Annual Concrete Repair, Annual ADA Improvements, Annual Street Striping, Annual Transportation Enhancements, and Annual Street Resurfacing.
<b>Additional Criteria</b>	
<b>Fix-It First Road Preservation</b> <i>Preservation of the local streets and roads on federally eligible arterials and collectors</i>	<input type="checkbox"/> Project meets the requirements for federal-aid eligible system. Confirmation is required through the Highway Performance Monitoring System and attached to the application prior to award of funds. <i>Please describe and include location map(s) indicating segment(s).</i>
<b>Project Benefits</b> <i>What are the merits of the project beyond adherence to PBA 2050 policies?</i>	<p>Describe the project’s benefits, such as addressing safety, gap closure or connectivity, VMT reduction, planned housing density with a transportation nexus, transportation to housing and/or jobs.</p> <p>The Los Altos N. San Antonio Complete Streets project will address safety, gap closure/connectivity, and VMT reduction through the construction of safe, comfortable bicycle and pedestrian infrastructure. The N. San Antonio corridor currently represents a significant barrier to safe travel by people walking, biking, or rolling from one end of the City to the other, including to key commercial destinations, residential areas, downtown, the library, the community center, city hall, and countless local businesses, restaurants, and stores. The improvements will create defined space, separating pedestrians and cyclists from motor vehicle traffic, eliminating conflicts due to speed differentials, and reducing chances of vulnerable road users being hit. This corridor will be safer for these vulnerable roadways users and will provide a connection where a gap currently exists. Additionally, because these improvements are specifically engineered for people walking or riding bicycles, this creates a new connection currently viewed by the public as not safe for people biking. This new connection could further incentivize travel and time spent without a personal vehicle. The area along the N. San Antonio corridor is currently seeing an influx of high-density housing development, and residents in these new developments may create additional demand for the car-free lifestyle that is convenient and attractive when living near downtown and along a corridor that is well-designed for bike and transit use.</p>



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	<p>The narrowing of existing vehicle lanes along N. San Antonio is also designed to reduce the speed of motor vehicles in the project area. This project will reduce the frequency and potential severity of injury collisions within the project area by reducing speeding. The effect of reducing vehicle lane widths from 12+ feet wide to 10 feet can reduce vehicle speeds by 6.6 mph (FHWA-SA-07-011, 2007).</p> <p>The Complete Streets project will also reduce congestion, as these improvements will likely increase the number of people walking and biking along this corridor between neighborhoods, commercial destinations, transit stops, and civic spaces. More families walking and rolling will reduce the amount of car traffic, thereby reducing related congestion on collectors, arterials, and local streets.</p> <p>Finally, this project will facilitate Los Altos community members and residents to be more sustainable by making different transportation modes more appealing, which plays a significant role in reducing congestion and encouraging walking/biking. All of these will reduce measured pollutants, including PM2.5, PM10, CO, VOC, and NOx, most notably those associated with on-road mobile source emissions.</p>
<b>Program Category(ies)</b>	Sponsors: please indicate in which program category(ies) you are applying. <input type="checkbox"/> Fix-it-First <input checked="" type="checkbox"/> Complete Streets <input checked="" type="checkbox"/> Safe Routes to School <input type="checkbox"/> Planning



**Project Cost & Funding**

**OBAG 3 Grant Request:**

<b>Total Grant Request</b>	<b>\$ 7,298,096</b>
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**Project Cost & Schedule:**

Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	\$0	\$0	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Environmental Studies (PA&ED)	\$0	\$0	<i>Secured fund sources, notes</i>	\$	\$	September 2022
Design Engineering (PS&E)	<b>\$ 1,403,480</b>	\$280,696	<i>Local City Funds</i>	\$1,122,784	\$	March 2023
Right-of-way	\$0	\$0	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Construction	\$7,719,140	\$1,543,828	<i>Local City Funds</i>	\$6,175,312	\$	July 2024
<b>Total</b>	<b>\$9,122,620</b>	<b>\$1,824,524</b>		<b>\$7,298,096</b>	<b>\$</b>	

**Project Investment by Mode:**

Mode	Share of project investment
Auto	35%
Transit	15%
Bicycle/Pedestrian	50%
Other	%
<b>Total</b>	<b>100%</b>

## Melissa Thurman

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**From:** Roberta Phillips <robertaphillips1@gmail.com>  
**Sent:** Friday, May 10, 2024 2:56 PM  
**To:** Public Comment; City Council  
**Subject:** Update San Antonio Rd Project

Dear Council members

Here is the link to the YouTube video .

<https://mail.google.com/mail/u/0/#search/anita%40atanda.com/FMfcgzGxStwJbMTfqCmGmvpmxrscbTr?projector=1>

Sincerely

Roberta



## Melissa Thurman

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**From:** Bill Hough <psa188@yahoo.com>  
**Sent:** Friday, May 10, 2024 3:47 PM  
**To:** Public Comment; City Council; Roberta Phillips  
**Subject:** [External Sender]Re: San Antonio Rd project May 10.2024 Council Meeting Public Comment  
**Attachments:** Project\_Authorization\_Report\_V2.pdf

Roberta.

With all the craziness going on in city politics, i can't get as upset about this. However, some answers:

"The OBAG grant is for seven million dollars. How much will the City of Los Altos need to contribute or match?"

See attached TIP report and add the two "Other local" fund lines.

Once the city gets a grant such as this one, it will look bad for the city to cancel it, so you will have an uphill fight. But good luck if you move forward.

" According to Captain Krauss of the Los Altos Police, there have been no fatalities in the past ten years."

In 2005, my best friend's father was struck and killed while crossing San Antonio, which is way there are flashing crosswalk lights on thar road.

On Friday, May 10, 2024 at 02:49:04 PM PDT, Roberta Phillips <robertaphillips1@gmail.com> wrote:

Dear Council Members

Consent Item #6 on the May 10,2024 City Council Meeting asksthat Council approve a resolution to move forward with installing protectedbike lanes along San Antonio Rd from Foothill Expressway to El Camino along with additional lighting and other road changes. The City applied for a \$7,298,096 grantfrom One Bay Area Grant ( OBAG 3) which isattached. The application states that : This project seeks to create...protected bikeways by installing bollards ( vertical structures) , narrowing vehicle lanes, and slowing down traffic.

San Antonio Rd is an emergency evacuation route. Cars need to be able to pull over to the right to allow fire trucks and ambulances to pass. Installing protected bike lanes ( bollards) and slowing down traffic will result in slower response time. This is a major public safety hazard . Road diets have shown in other cities that fatalities and accidents involving pedestrians and bicyclists increase. Please see the link to the YouTube video below . It provides the data that projects such as the San Antonio Rd Project increase fatalities and accidents by more than 100%.

The City of Berkeley is struggling with the question " Can a city both increase bike and pedestrian safety and keep emergency response time down? Their City Council just allocated \$200,000 to investigate . See Attached link below.

It is very tempting for the City to have a goal to receive more than seven million dollars from MTC. The goal however should be to provide public safety for all modes of transportation . Bicyclists need to be safe. People driving cars need to be safe. People needing emergency services need to feel safe. We cannot have a trade off where one group has a higher level of safety than another.

I made a public records request a week ago requesting the City of Los Altos provide the data on accidents or fatalities on San Antonio Rd involving pedestrian and bike accidents or fatalities over the past three years. According to Captain Krauss of the Los Altos Police, there have been no fatalities in the past ten years. I suspect that there are no serious vehicle accidents involving cyclists or pedestrians. I am waiting for this accident data. I believe this data is critical to decision making and planning for the city.

The OBAG application has a section on Public Outreach. It states that "Public outreach specific to the project including comments received at public meetings or hearings, feedback from community workshops or surveys responses" has happened. In fact there has been no community outreach, workshops or surveys done for this specific project.

The OBAG grant is for seven million dollars. How much will the City of Los Altos need to contribute or match?

I am concerned with the process of receiving grant money before there are specific plans, community input and the knowledge that the project will actually improve public safety.

Sincerely

Roberta Phillips

650-941-6940

<https://www.berkeleyside.org/2024/05/06/berkeley-fire-department-road-safety-emergency-response>

<https://www.youtube.com/watch?v=K-Pjyp3G5ek>

<https://www.berkeleyside.org/2024/05/06/berkeley-fire-department-road-safety-emergency-response>

## Melissa Thurman

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**From:** Douglas Gruehl <dwgruehl@gmail.com>  
**Sent:** Saturday, May 11, 2024 5:54 PM  
**To:** Public Comment  
**Subject:** San Antonio Road Project

A resounding NO to this proposed project.

San Antonio Rd is an emergency evacuation route. Cars need to be able to pull over to the right to allow fire trucks and ambulances to pass. Installing protected bike lanes ( bollards) and slowing down traffic will result in slower response time. This is a major public safety hazard .

Carpe Diem

Douglas W. Gruehl  
108 North Avalon Drive

## Melissa Thurman

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**From:** Pat Marriot <patmarriott@sbcglobal.net>  
**Sent:** Monday, May 13, 2024 10:10 AM  
**To:** Public Comment  
**Subject:** PUBLIC COMMENT ITEM#10 MAY 13, 2024

Council Members:

The staff report is confusing. In one place it says: "Whether in person or remote, members of the public may participate from anywhere in the world and are not required to live in the City of Los Altos to speak on any item on the agenda, or on items not on the agenda."

That's no longer true, since Council decided to eliminate Zoom comments last July.

The staff report asks, "1. Does the City Council want to allow remote public comments during Council meetings or to discontinue the practice?"

Again, you discontinued the practice in July, so the questions should simply be whether you want to ALLOW the practice again.

I hope you vote to allow remote public comment. Surveying every city in CA is not the way to make a decision. The issue is participation. Los Altos should be a city that welcomes public input, whether from those who are able to attend a meeting in person or those who are home-bound for a variety of reasons.

Thank you,

Pat Marriott



May 13, 2024

Re: May 14, 2024, Meeting, Agenda Item #9 (Zoning Amendments)

Dear Mayor Weinberg and Members of the City Council:

The League of Women Voters (LWV) supports policies that encourage the development of housing, particularly affordable housing. The League has supported SB 9 because it encourages the construction of smaller units, which are typically more affordable by design.

We support the Planning Commission and staff recommendation to increase the Floor Area Ratio (FAR) to 40% for lots not exceeding 10,000 square feet to incentivize lot splits. The League also supports the proposed changes that will bring the City's ordinance into compliance with state law. The proposed regulations regarding SB 9 should encourage development that will allow Los Altos to meet its Regional Housing Needs Assessment (RHNA) goals. We commend the City for its aggressive implementation of the Housing Element Update (HEU).

Please send any questions about this email to Sue Russell, Co-Chair of the Housing Committee, at [housing@lwvlamv.org](mailto:housing@lwvlamv.org).

Sincerely,

A handwritten signature in black ink that reads "Katie Zoglin". The signature is fluid and cursive.

Katie Zoglin, President  
Los Altos-Mountain View Area LWV

C: Gabe Engeland, City Manager  
Melissa Thurman, City Clerk  
Nick Zornes, Development Services Director  
Stephanie Williams, Deputy Director  
Jon Maginot, Assistant City Manager  
[PublicComment@losaltosca.gov](mailto:PublicComment@losaltosca.gov)

## Melissa Thurman

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**From:** Los Altos Residents <losaltosresidents@gmail.com>  
**Sent:** Sunday, May 12, 2024 7:17 PM  
**To:** Public Comment  
**Subject:** 123 People took the LAR Survey re Public Comments via Zoom May 2024  
**Attachments:** LOS ALTOS RESIDENTS SURVEY RESULTS RE PUBLIC COMMENTS VIA ZOOM - MAY 2024.pdf; LAR News Bite May 2024.pdf; Town Crier Online Article re LAR Poll Remote Public Comments at City Council & Commission mtgs 5-8-2.pdf

Dear Mayor Weinberg, Vice Mayor Dailey, and Council Members Lee Eng, Fligor, and Meadows:

Los Altos Residents (LAR) conducted a survey from May 3rd to 12th which asked whether residents of Los Altos would like you to restore their ability to make Public Comments remotely when attending a City Meeting remotely (via Zoom).

### **123 Persons responded to the LAR Survey**

### **117 (95%) are residents of Los Altos**

### **102 (82.93%) want Council to restore their ability to make Public Comments remotely when attending a City meeting remotely;**

Based on the responses from 123 persons, 95% of whom are residents of Los Altos, the overwhelming majority of respondents want the Council to restore their ability to make Public Comments remotely when attending a Council or Commission meeting remotely.

#### Background:

On May 3rd Los Altos Residents (LAR) sent its 1100+ subscribers a LAR News Bite that provided the Survey and the background explaining when and why the City stopped allowing Public Comments to be provided remotely when attending a Council or Commission meeting remotely. The News Bite described safeguards other nearby cities had initiated to prevent "Zoom bombing." On May 8th and 11th, sent the survey out again to its subscribers. The Survey was forwarded to private email groups by a number of residents and was circulated on Nextdoor.

On May 8th, the online version of the Los Altos Town Crier ([losaltosonline.com](https://www.losaltosonline.com)) featured an article about the LAR Survey and provided the link for its subscribers to respond to the LAR Survey.

The Survey Results are attached to this email along with the 68 comments.

The LAR News Bite is attached to this email.

The Los Altos Town Crier online article about the LAR Survey with a link to the survey is attached to this email.

Members of the Los Altos Residents Steering Committee submit this information to the Council with the hope that each of the Council Members will carefully read the Survey Results and Comments, the LAR News Bite, and the Town Crier article.

We hope that Council will listen to the voices of the residents who took the time to fill out this Survey based on LAR's promise to deliver the results of the survey to you, the Council Members elected to serve our needs.

Respectfully,

Freddie Wheeler  
Chair, Co-founder  
Los Altos Residents  
[www.LosAltosResidents.org](http://www.LosAltosResidents.org)



LOS ALTOS RESIDENTS

# ***LAR NEWS BITES***

**Take this Survey and Let Your Voice be Heard**

## **Do You Want to Make Public Comments When Attending Council and Commission Meetings Via Zoom?**

Los Altos Residents (LAR) is conducting a survey of residents to determine whether you want to make Public Comments when you attend Council or Commission meetings via Zoom.

The Council will revisit this issue on May 14th. To let the City Council know what you want them to do - take this survey.

LAR will provide the Council with the survey results before they revisit whether to allow Public Comments by those attending City meetings via Zoom. We will only provide Council with the Percentages for each answer and the comments. Names will not be shared with Council.

[CLICK HERE TO TAKE THE SURVEY](#)



or use QR Code



### Background:

On October 24, 2023, the Los Altos City Council held a closed session special meeting to discuss the nationwide spate of Zoom bombings, where extremists disrupt meetings with abusive hate speech and offensive images.

To stop these disturbances, Council suspended all Zoom and/or remote participation at city council and commission public meetings. That means you can observe these meetings but are no longer allowed to make a Public Comment from a remote location. To comment, you must send an email in advance of the meeting or attend in person.

This ruling has caused some concern about limiting public participation of residents with disabilities, caretakers, parents with young children, those who can't drive at night, among others with constraints that do not allow in-person attendance. Coincidentally, there has been a notable decline in Zoom attendance at City Council and Commission meetings.

Not all municipalities have taken these measures. Some are enacting safeguards to allow residents to participate without having to show up in person.

Neighboring cities like Atherton, Los Altos Hills, Mountain View, Menlo Park, Palo Alto, Los Gatos, Cupertino, and Sunnyvale, as well as Santa Clara County, continue to allow virtual participation.

To mitigate the problem, Atherton is disabling the Zoom chat feature and preventing remote callers from unmuting themselves or sharing screens. It also reserves the option to remove or suspend participants. Other cities are putting a time delay on remote comments.

Sunnyvale Mayor Larry Klein said, "The hybrid meetings provide a lot of value and that's why council made the decision in the long term to maintain that hybrid option."

It's important to let the Los Altos City Council know If you want to restore virtual participation in all city public meetings when they discuss this issue on May 14th.

To receive information about what's happening in Los Altos,  
sign up as a subscriber to Los Altos News Bites.

[LosAltosResidents.org](https://LosAltosResidents.org)

LAR News Bites is meant to keep residents informed about important city issues.

Let us know how we can best keep you up to date.

Please contact [losaltosresidents@gmail.com](mailto:losaltosresidents@gmail.com)

### **Los Altos Residents (LAR) Mission Statement**

To ensure Los Altos residents' interests are accurately assessed  
and represented by City Council, Commissions and Staff.

Thank you!

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[Learn more about LosAltosResidents.org](https://LosAltosResidents.org)

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# LOS ALTOS RESIDENTS SURVEY RESULTS

## MAY 2024

Q1



Name:

Answered: 118 Skipped: 5

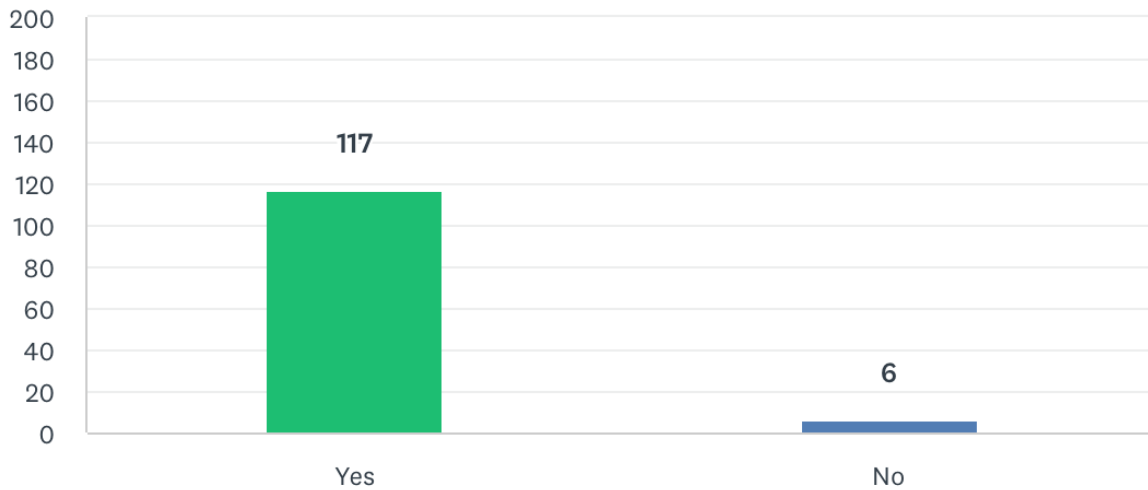
Q1 INFORMATION REMAINS CONFIDENTIAL.

Q2



I am a Los Altos resident.

Answered: 123 Skipped: 0



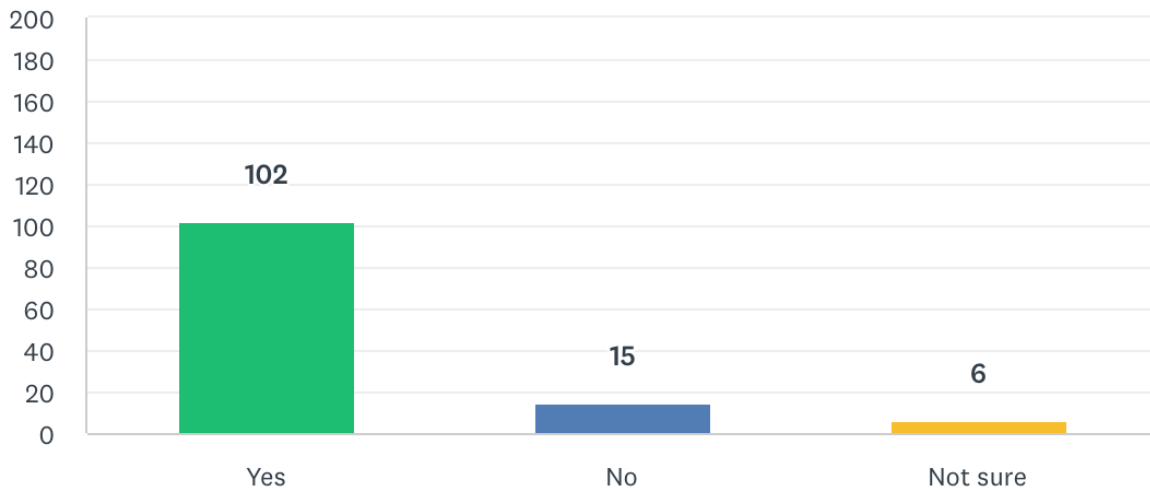
ANSWER CHOICES	RESPONSES	
Yes	95%	117
No	5%	6
<b>TOTAL</b>		<b>123</b>

Q3



I want to be able to attend a City of Los Altos Council or Commission meeting remotely (via Zoom) and provide my Public Comments at the meeting remotely (via Zoom).

Answered: 123 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	82.93%	102
No	12.20%	15
Not sure	4.88%	6
<b>TOTAL</b>		<b>123</b>

## COMMENTS

[Comments \(68\)](#)

We don't want to limit participation from those who can't drive at night, have small children or other responsibilities who cannot attend the meetings in person.

5/12/2024 05:03 PM

I am immune compromised and do not go to any indoor spaces. Thank you.

5/12/2024 02:43 PM

It would be great to use Zoom to attend meetings ! Thank you.

5/12/2024 02:14 PM

Parents with kids are not always able to attend City Council Meetings in person.

5/12/2024 12:58 PM

We cannot move out of CA, just because CA has earthquakes, and there are big ones. We cannot stop driving, just because there are car accidents, and I am sure we all had a few. We cannot stop online public comments / speeches in meetings, just because some bad speeches happen or may happen. As a director of a 700 unit HOA, with unhappy residents / homeowners, we do NOT stop online public comments / speeches in Board meetings, even though comments could be irrelevant, unpleasant, not to my liking, waste time, etc. The examples could go on and on. Thank you.

5/12/2024 09:34 AM

Residents should be able to make a public comment via Zoom. We did it for years without a problem. City staff could assign a "gatekeeper" to immediately cut off anyone spouting hate speech. To inconvenience residents by forcing them to provide their comment in writing or by attending the meeting is like making every flyer remove their shoes because of one incident decades ago. Bring back comments via Zoom.

5/12/2024 08:13 AM

I have never attended a meeting, but I suppose if I wanted to, I would attend in person.

5/12/2024 04:20 AM

If there was a topic before the LA City Council or a Commission that concerned me, I would like to hear/see the meeting and share thoughts/concerns.

5/11/2024 09:54 PM

The same time limit should be imposed without the ability to transfer time to another speaker.

5/11/2024 04:55 PM

I have no clue what the survey is about right now at this moment Please feel free to talk or comments you have no

5/11/2024 01:28 PM

I have work commitments and meetings in the evenings. I am able to attend council meetings on-line but I am unable be present in person.

5/11/2024 12:55 PM

Community discourse is critical to understanding what our residents want. Council needs to recognize this. They are not elected to enact what their special interest groups want but to respect and recognize comments from the community.

5/11/2024 12:52 PM

I have experienced unexpected and long delays with PG &E for which we would need policies to make the interaction with them more acceptable. We cannot be dependent on a monopoly doing whatever benefits them and not the customers.

5/11/2024 12:23 PM

It should be possible to enact the kind of safeguards other municipalities have put into effect to allow remote comments without disruption.

5/10/2024 08:46 AM

There are safeguards which other cities employ to avoid disruptive speakers. I urge the LACC to investigate and decide on a method which allows for live speech which respects people and time. Thank you.

5/8/2024 10:19 PM

Keeping Nazis at bay and the public safe is priority number one. Given the current spike in antisemitism, Zoom meetings should be indefinitely postponed until sanity prevails.

5/8/2024 08:54 PM

I appreciate the opportunity to occasionally share my opinion

5/8/2024 08:37 PM



1) I am concerned about the continued potential to spread viruses, such as COVID and RSV, in enclosed public spaces. High levels of COVID still are being measured in the waste water, at times. In particular, I am concerned about the risk for people to contract "Long COVID," which still is being seen in at least 10 percent of cases, and can be very devastating. I have noticed that most people attending meetings no longer are wearing masks or "social distancing." 2) It is interesting that at least one council member has commented that we should be using any technology that is available to us--including some that are controversial, such as placing 5G facilities close to homes--since we are living in the "...heart of Silicon Valley." This seems like one area where we should take advantage of a tech alternative that is available. To not use a safe technology that is available seems hypocritical in this regard. 3) Attending council meetings and commenting in person can be a hardship for many people, especially elderly people--due to increased likelihood of mobility issues and difficulty driving in the dark. Also, some people are unable to leave home due to care-taking responsibilities. The use of Zoom has increased the ability for many people, such as the elderly, to fully participate in and have access to civic meetings, which includes making public comments. 4) Making a public comment via email is not always successful. On at least one occasion, I sent an email that I particularly wanted to make public, and it was not included in the agenda packet, even though I sent it at least a couple of days prior to the deadline. 5) It seems as if there are ways the city could ensure increased decorum and accountability from participants, such as having them sign up to make a public comment on line--in the same manner that is required when making public comments in person (by filling out a speaker card).

5/8/2024 08:16 PM

For people working or having other commitment outside of Los Altos on the Commission meeting dates, the ability to dial in remotely, and make Public Comments is great.

5/8/2024 08:08 PM

It is important to provide a way for everyone to participate in the Council meetings. In person or via ZOOM. We live in a society where we value our freedom to vote and to voice our opinions. Unfortunately, we must also tolerate those who enjoy disrupting meetings, for the sake of the above freedoms. Perhaps, a method can be employed to cut off the most onerous ZOOM Bombers.

5/8/2024 06:23 PM

Transparency and trust in government is important for many reasons, not the the least of which is civic engagement. Without civic engagement, trust in government is eroded regardless of the reasons, thus it is paramount for every elected leader to do all she/he can to PROMOTE civic engagement. It also just looks bad to silence residents who wish to participate remotely. Current citizen engagement compared to a decade ago in Los Altos is paltry and honestly profoundly sad and worrisome. Not wanting to do something about this makes the council look complacent.

5/8/2024 05:10 PM

Zoom is a great option to expand civic participation. One assumes that the Council has the ability to maintain the appropriate limits and deal with any disruptive or overly negative comments. I like the idea of turning off the chat feature which can be very distracting. When people have something to say they can raise their hand.

5/8/2024 04:43 PM

I am a 49-year resident senior with mobility challenges. I would sometimes appreciate the opportunity to provide remote comments as it can be hard to attend in person. Thank you for your consideration.

5/8/2024 03:50 PM

Zoom is a gift when it comes to attending these meetings. They can be long and tedious to sit through in person, so watching and participating from home is great. It also allows residents that can't leave their home because they have young children or aging parents to care for the opportunity to participate. A zoom caller should be given the same consideration as an "in person" speaker.

5/8/2024 03:28 PM

I think a person should attend in person to make a public comment.

5/8/2024 02:10 PM

But there should be a policy which allows abusive callers to be cut off. I realize crafting the specifics for this are challenging given First Amendment considerations....

5/8/2024 12:53 PM

The more the merrier IMO

5/8/2024 11:53 AM

Zoom calls are now proven to be completely unnecessary. Council and Commissions provide plenty of opportunities to express one's opinion on any topic, individually or to all of them in advance. If a resident has opinions on one or more topics they may and do contact council or Commissioners in advance and send letters or email. Emails are printed for the whole public to read. Speaking aloud doesn't make an opinion more valid.

5/8/2024 10:43 AM

I've found it hard to make it to city meetings due to my work and family schedule, but would be able to participate more via Zoom, and would love to take a more active part in our community.

5/8/2024 10:08 AM

I can send my comments to the council before the meeting. I trust they read all emailed comments.

5/8/2024 10:08 AM

Allowing all residents to participate is important. The Council should control who speaks and have the ability to cut someone off if they are either not a resident or are being disruptive.

5/8/2024 10:07 AM

This is an important part of ensuring everyone in the community has an opportunity to participate in discussions on topics placed before City Council.

5/8/2024 09:52 AM

In case I am ever infirm, I would still like to provide input in matters that are important. Thank you

5/8/2024 09:38 AM

I have a disability that makes it difficult to get around sometimes. It would be nice to participate at the meetings via Zoom.

5/8/2024 09:35 AM

I believe remote zoom attendance gives bad actors an opportunity to behave badly and don't want to subject those who are trying to conduct business to this. Attending meetings in person was standard until the pandemic and I see no reason to continue pandemic related measures now, especially since it gives opportunity for people to abuse the process.

5/5/2024 06:19 PM

I believe it has become standard procedure for individuals to participate remotely in meeting, regardless of whether they are civic or corporate meeting. Times have progressed, and remote participation is now pro forma.

5/5/2024 02:07 PM

If people are ill, I would much prefer them being home making comments, as opposed to in Council Chambers spreading their illness. If people are physically unable to attend the meetings, attending via Zoom makes the playing field fair for all.

5/4/2024 06:50 PM

Options to make everyone's feedback count for residents of Los Altos. Folks may not be able to attend in person or may be persons with disabilities or autoimmune compromised.

5/4/2024 06:17 PM

Hi, we support a Zoom Meeting participation option, with the appropriate safeguards in place to avoid hacking and abusive on line behavior. Thanks.

5/4/2024 01:41 PM

To build community all voices must be heard. To deny residents who might not be able to attend meetings (ex: the elderly, those who don't drive at night or have young children at home, and disabled persons) is denying their right to participate in the democratic process.

5/4/2024 11:43 AM

I want to attend meetings in person and make comments live at the time. I have no interest in Zoom meetings.

5/4/2024 07:30 AM

We should continue to allow real time zoom participation, not harder!

5/4/2024 06:57 AM

Why be on the sideline? We used to fill out cards, which could be replaced with an online form to avoid anonymous commenting and to focus on the agenda. Thank you.

5/4/2024 02:32 AM

I believe City Council and staff need every opportunity to hear the public. This is important for every voice to be heard including all people living under different circumstances where it's not easy to be physically present in the chambers.

5/3/2024 07:29 PM

Meetings often run long. It is difficult to sit through long meetings and the schedule is not predictable- lots of delays. Elderly do not have easy access to in person meetings. Restricting meetings to live only is restricting resident input and thereby free speech.

5/3/2024 04:08 PM

As a caregiver I cannot leave my loved one alone to attend in person.

5/3/2024 04:00 PM

Think about folks who don't drive, are physically incapacitated, are elderly, or have kids who require care etc. Terrible idea to prevent them from joining city council meetings.

5/3/2024 03:47 PM

Opinions from all citizens, regardless of hardships to attend a meeting, or health fears, are the basis of a democratic government.

5/3/2024 03:08 PM

Question 3 should be two separate questions IMO. I DO want to be able to view Council and commission meetings remotely (e.g. Zoom). I DO NOT favor changing the current requirement that public comments must be either in-person or submitted in writing. Those of us who are not able to show up in person at a meeting can still provide our input with written comments, so our voices are heard. Meetings are already quite long and re-introducing remote public comments will significantly reduce the efficiency of meetings without significant public benefit IMO.

5/3/2024 02:34 PM

A time delay (allowing the organizer to intervene and suppress inappropriate content) seems to be a reasonable compromise.

5/3/2024 02:33 PM

I think there needs to be a balance. Ceding time should not be allowed. If you can't make your point in 60 seconds, you don't deserve more time.

5/3/2024 01:56 PM

I live on the very edge of Los Altos and Cupertino and so I am affected by your council decisions and consider Los Altos my home town as well.

5/3/2024 01:38 PM

I would probably be willing to comment just in writing, i.e. by chat.

5/3/2024 01:32 PM

This should be our right to do so in the new world.

5/3/2024 01:21 PM



I'd be ok with zoom comments but I don't want people to cede time to each other - especially on Zoom. It wastes so much time and (mostly older) people don't know how to do it properly and efficiently so that meetings last much longer than necessary.

5/3/2024 01:02 PM

I'm a home owner in Los Altos, and I'm interested in social and civic activities. Since I'm 70 years of age, I prefer not driving at night. The zoom access for council meeting public comment is very helpful, when needed.

5/3/2024 12:57 PM

Please enable zoom for city council and commission meetings both to view and to participate via public comments.

5/3/2024 12:57 PM

Potential for zoom bombing as seen in other cities.

5/3/2024 12:56 PM

Thank you for putting together this survey. Many elderly residents can't attend meetings in person but have valuable opinions and history about our town. Please make it easy for them to be heard.

5/3/2024 12:56 PM

there are issues from time to time that affect surrounding cities. As a caregiver, i am not always able to attend. Remote comments really help me stay involved.

5/3/2024 12:51 PM



Cutting off remote participation is not fair to older residents, disabled people and their caregivers, parents with young children, those who can't drive at night. Neighboring cities have collaborated with other communities and the CA League of Cities to develop best practices to allow Zoom comments in spite of occasional trolls. I urge Los Altos to reverse the decision that limits public input.

5/3/2024 12:49 PM

I don't have a computer and I enjoy doing things in person not Zoom.

5/3/2024 12:36 PM

We used to be able to make comments via Zoom by raising our hands and being told how many waiting before us. I heard council had a secret meeting and voted to not include comments from Zoomers. Is that true? Don't forget we, the residents, are paying your salaries. We need to be treated with dignity, respect, honesty and transparency. Thank you

5/3/2024 12:32 PM

I'd like to view Council meetings via Zoom, but it seems reasonable to require me to show up and speak in person if I want to speak at a meeting.

5/3/2024 12:26 PM

I am often out of town and would like to be able to participate in council meetings.

5/3/2024 12:25 PM

It is 2024. Why is this even an issue?

5/3/2024 12:22 PM



**From:** Los Altos Town Crier newsroom@latc.com  
**Subject:** Blessing of the pets | Remote meetings?  
**Date:** May 8, 2024 at 2:08 PM  
**To:** Freddie Wheeler freddiep99@yahoo.com



# Los Altos Town Crier

Community News for Los Altos, Los Altos Hills and Mountain View since 1947

*The Town Crier Weekly Email Edition is a subscriber's look into the news of Los Altos, Los Altos Hills and Mountain View with news not included in the print edition.*

[Check out this week's print edition online or in local newsstands.](#)

## Bless the beasts at the Pet Parade



Town Crier File Photo

*Foothills Congregational Church hosts its annual "Blessing of the Animals" event in 2022 in the spirit of St*



Foothills Congregational Church hosts its annual Blessing of the Animals event in 2022, in the spirit of St. Francis, the patron saint of animals.

Festivities at the 77th Kiwanis Pet Parade include a new wrinkle this year: A special blessing

At the conclusion of the downtown Los Altos event May 18, pets of all faiths can receive an individual blessing by David Green, minister of Foothills Congregational Church. Green will be on hand 10:30 a.m. to noon at Veterans Community Plaza, to bless animals of all shapes and sizes.

The plaza is located at the corner of Main and State streets in Los Altos. The event is free and open to all.

– *Town Crier Report*

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## Poll asks participants to comment on remote public comments

Want to make public comments when attending Los Altos council and commission meetings via Zoom? Right now, this is not an option. But it could change.

The council is scheduled next Tuesday (May 14) to review whether the city should bring back remote public comments through online apps such as Zoom. Citing hate speech and possible public threats against staff, council members agreed last October to ban remote comments at meetings.

The advocacy group Los Altos Residents (LAR) is conducting a poll to determine opinions on allowing remote comments at meetings. [Click here to take the poll.](#)

Neighboring cities, including Mountain View and Los Altos Hills, still allow remote public comments, even though the Mountain View City Council was victimized by “zoom bombing” at a March 26 meeting.

But advocates of remote meetings said banning such comments removes a readily available option for those looking to participate in open government. Some potential speakers, they said, are people with limited mobility or people who cannot attend in person due to a lack of childcare options.

“Coincidentally, there has been a notable decline in Zoom attendance at city council and commission meetings,” the advocacy group said.

– *Town Crier Report*