

From: [Jim Wing](#)
To: [Transportation](#)
Subject: CSC 04/10/25 Meeting Agenda Item 1 Main, State, University
Date: Tuesday, April 8, 2025 1:26:21 PM

Complete Streets Chair Helmholtz and Distinguished Commission Members

Subject: Comments on Main, State, and University Pavement Markings

I would like to thank staff for upgrading Pavement Markings on streets I walk every day! I have even spent many hours counting peak PM traffic on University. Design drawings show many welcomed pedestrian improvements. Would you please consider the following changes, that I have experienced near accidents?

Main

- Change **Main** Centerline “Paddles” to Green K-71 style at Red Berry Coffee midblock crosswalk because you can clearly see them in daylight and night. Car head light reflector is extra wide and they are recommended by California Vehicle Code for pedestrian safety use.
- Add Green K-71 Paddle to **State** centerline at **Main** intersection. Large number of both Main and State cars make turns at this intersection and do not seem to know where travel lanes are.
- Add “PED” to **Main** travel lane in direction to San Antonio ahead of crosswalk at **State**. Keep in mind that even cars parked parallel can hide pedestrians entering crosswalk.
- I agree with recommendation to stripe old Main / State colored cement crosswalks because the colors have faded over almost past 10 years

University

- **University / Burke** intersection crosswalks should be “ladder” style not “continental” as shown on drawing. Add two Green K-71 Paddles to University crosswalk centerline at Chamber of Commerce side. Traffic turning left “cuts” this corner. This has been successively done before
- **University / Milverton** add ladder crosswalk on University at intersection westside for daily 30 to 50 pedestrians to use. Right now, pedestrians do not where to cross.
- Refresh stop bar stripe for **Quinnhill Road** at University intersection. Quinnhill has medium traffic volume that often stop into University travel lane
- Refresh stop bar at **Presbyterian Church and School** exit to University. School has medium traffic volume.
- Paint **University** curb red 20 feet from Sherman / University corner. High volume of traffic from three churches use Sherman for left turns onto University in direction of El Monte. Parked cars block visibility of on-coming University traffic.
- Repair **University** damaged pavement in westbound travel lane from El Monte at Manresa entrance to Jesuit Retreat and Event Center. Root cause of damage is from double decker buses stopping to turn into Manresa / Jesuit entrance. Travel lane damage is about 25 feet long with muddy water “squirting up” when cars drive over after rains. Noticeable increased in damage from this year rains
- **Do not shift eastbound travel lanes at University / El Monte intersection to compensate for miss alignment of University travel lanes! The correct design change is to “phase-shift” University “thru / left” turn signal lights. County did**

“phase-shift” at Foothill intersections at Main and Edith to reduce accidents and congestion. The shift in lanes shown on drawings will cause PM commute intersection backups on eastbound University of at least 10 to 20 cars and not reduce 3 to 5 intersection accidents per year. Keep mind that University from Edith and Main is a PM commute cut-through street for traffic going to 280. I do not know if consultant or staff use traffic count data to support design. I have reported my traffic count data to County Airport & Roads and prior Los Altos staff.

I am disappointed that University Milverton Gap-fill CIP TS-01051 was deferred again this year. Been requesting this “Safe Routes to School” project for 21 years and will now have to wait until next year.

Thank you for your consideration! Jim Wing Milverton Road Los Altos

From: [Jim Wing](#)
To: [Transportation](#)
Subject: CSC 4-10-2025 Meeting Agenda Item 1 Pavement Improvement
Date: Wednesday, April 9, 2025 7:50:32 AM



706 University looking east to Milverton
Safe Route to School University-Milverton Gap Fill CIP TS 01051

To CSC Chair Helmholtz and Distinguished Commission Members,

Los Altos Council has required that pavement improvement projects like University - Burke to Anita to include “safe-route-to school” improvement projects like CIP TS 01051. Please consider following Council direction?

Los Altos Zoning Administrator and Planning Manager

At 706 University, developer has just purchased a 1950 two-bedroom home and is planning to “scrape” / build new home that will easily sell in current market. Would you please consider reclaiming most of University street right-away so that “safe-route-to school” students and pedestrians [some with dogs], going to / from Redwood Grove and Shoup Park will not have to walk in busy University travel lane?

Prior to homeowner front yard landscape project about 30 years ago, pedestrians and some dogs had full use of street shoulder right-away, that provided about 8 feet of safe walking space. Landscape project added about 3 feet of soil to front of grass area and a permitted retaining wall. Overgrown bushes shown in picture were planted on grass side of wall. Safe walking space was reduced to 6 feet. About 5 years later, most of retaining wall was extended without permit, leaving safe walking space of 4 feet. Over the years bushes planted behind original permitted retaining wall were allowed to grow into street travel lane leaving no safe space to walk.

University is a “safe routes to school” street as noted in Complete Streets Master Plan that requires a minimum of 5 feet for student walking space. Santa Clara County Plat Maps show that Los Altos right-away for 706 University is 28 feet from street center line.

Thank You for your consideration!
Jim Wing, Milverton Road, Los Altos



April 9, 2025

Dear Staff & Commissioners:

We have reviewed the agenda packet for the meeting dated April 10, 2025 regarding the FY24-25 Annual Street Resurfacing Project and have the following comments.

In general - we are in support of the grading and paving plans but want to make sure there are not missed opportunities for this plan to adhere to the Complete Streets Master plan, and past studies looked at by the Council and Commission.

1. In 2020 during Covid the commission considered one-way traffic for Downtown Los Altos [\[See maps attached\]](#) both in an East on Main, West on State route and vise-versa. Granted this was with the express goal of more social distance during the pandemic, but the plan itself should be considered, especially with the increased numbers of bikes downtown. If the council were to consider one-way traffic in this restriping plan - then travel lanes could be added for bikes in the downtown area which would make our streets safer for all users including pedestrians.
2. [The Complete Streets Master Plan](#) specifically calls out using raised crosswalks for pedestrian safety on pages 34 & 35. We believe all crosswalks in the downtown area should be raised crosswalks. In particular the following locations should be prioritized in this plan::
 - a. Main Street between 3rd and Edith [Sheet C2 page 9]
 - b. Intersection of State and Main [Sheet C2 page 9]
 - c. Intersection of State and 4th [Sheet C4 page 11]

If the existing colored concrete crosswalks are not to be modified - the notes in the plan are unclear if they are to be protected or modified, then at a minimum, any new crosswalks in the downtown that necessitate new curb cuts should instead be designed as raised crosswalks.

Furthermore, we recommend curb-level raised intersections at all 4-way stops on Main and State St for increased visibility and safety.

3. “Ladder” crosswalks should be the standard and used instead of “Continental”..
4. Safe Routes to School
 - a. Consider raised crosswalks at stop sign-controlled intersections as per page 34 & 35 of the Complete Streets Master Plan. For example, we feel these locations are of most importance:
 - i. University at Burke [Sheet C5 page 12] and University at W. Edith. [Sheet C4.28 page 57]
 - ii. Hawthorne and El Monte, on the north side of the intersection. [Sheet C13 page 20]

- iii. S.Clark and El Monte, with diagonal green conflict marking for bikes coming from the Almond shared use pathway toward S. Clark. [Sheet C15 page 22]
- iv. Berry and Springer, on the south side of the intersection as cars approach from Foothill [Sheet C4.22 page 51]

Sincerely,
Safe Routes to Downtown Los Altos Committee
Jill Woodford
Taylor Robinson
Marc Sidel
Harry Guy

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