



PWC suggested changes to Circulation Element

Susan Welch [REDACTED]

Tue, Apr 23, 2013 at 10:22 AM

To: [REDACTED]

Hi Eileen,

Here is what I caught for suggested changes. I think we only voted on one of these (sharrows; Program 6.4), but my impression was that the members were in agreement with all the changes.

You probably got most of these (and more) and Nick's list is also very helpful.

Thanks for meeting with Nicole. I would join you, but I have a class in Palo Alto at that hour.

Sue

Suggested changes to Circulation Element from PWC:

Page C-4 Policy 1.1. Remove "to motor vehicles" and replace with "vehicular through traffic".

Page C-7 117. Remove last sentence and add "and equestrians" to the penultimate sentence (i.e., " This includes bicyclists, children, motorists, pedestrians, users of public transportation, seniors, AND EQUESTRIANS.

Page C-11 124. The last two sentences referring to pathways not bikeways should be moved to a different location.

Page C-12 JK asked that the definition of Sharrows be removed because we don't want them.

Page C-13 Program 6.1 (For committee discussion). PWC objects to marking bikeways unless we know exactly what is meant. It is not clear what the wording, "clearly signed bike designations" means. Suggest as an alternative placing signs at major entrances to Town that say, "Share the Road".

Page C-13 Program 6.4 (For committee discussion). PWC unanimously objects to placement of sharrows because of the cost; because roads are generally more narrow than recommended for sharrows (14 f); and because they are not consistent with the rural character of Town roads.

Page C-15 Policy 8.3 ~~Add text addressing problems with parking on Town roadways, such as use of Tepa as a parking lot for users of open space~~

Page C-17.

Changes to Bikeways Map (Map C-5)

—Remove multipurpose connecting routes (off-road path from O'Keefe to Robleda and route up Central/Sherlock to Moody Court). These routes include easements on private property and in some cases Town does not even hold the easements to allow public access. Off-road paths on private property are primarily for use of local residents and should not be shown as bikeways.

— Add the bike path on Foothill College campus

ATTACHMENT 6

- Remove the "bikeway" at the north end of Elena. The route to the left is an off-road path and is shown as a "major bikeway".
- Change designation of Paseo del Roble from "major bikeway" to "local bikeway"
- Show Old Page Mill Road

Susan Welch





Bikeways Map, Figure C-5 of Circulation Element

Nick Dunckel [REDACTED]
To: Debbie Pedro <dpedro@losaltoshills.ca.gov>
Cc: Eileen Gibbons [REDACTED]

Fri, Apr 19, 2013 at 12:04 PM

Debbie -

I have the following comments / suggested changes to the draft Bikeways Map, Figure C-5 of the Circulation Element:

The map should include the newly-incorporated areas.

The map should include some of the road system in adjacent towns.

It should show the bike route thru Palo Alto bypassing the dangerous section of Arastradero from Purissima to Fremont.

It should show the new bike route thru Palo Alto from Arastradero & Purissima to Foothill Expressway as a multipurpose path

It should show the new multipurpose path through Stanford land.

I think that Arastradero Road should be a regional pathway as it is heavily traveled..

The Moody Ct. - Central Ave. route (in green) is a less than ideal bike route as it is partly a dirt road;

The Elena to Page Mill route (the Fran Stevenson Path) is called a "major" route but it is at best a connecting multipurpose path. As I remember, it would be difficult to traverse by bicycle.

I suggest removing it.

Miranda is no less a local route than is Manuella and should be marked the same.

The bike path thru Foothill College appears to include the circular road around the college. I don't ever remember seeing bicycles going up the hill on the circular route.

The map should show the short bypass of the twisty section of El Monte around the parking lot of Foothill College.

The map should include Old Page Mill road as a major route.

Arastradero: There is a multipurpose parallel path from Purissima to La Cresta on the south-east side of Arastradero. It is about 20+ feet off Arastradero.

The map should show the mostly paved bypass of Page Mill Road from Matadero Ck. (nearly) to Three Forks Lane.

The bike path on Hilltop inexplicably stops at Bailey; it should continue on Bailey onto the multipurpose path along 280 to to Claussen Ct. to El Monte.

The map should include the route thru Dawnridge across a multipurpose path to Claussen Ct. to El Monte.

Instead of just showing schools on Figure C-2, I think schools should be shown on the bikeways map as the town is making a strong effort to provide bikeways to schools; including the schools on the bikeways map would emphasize this. In this regard, the multipurpose routes near Bullis should be included. Also the nearby Palo Alto schools that serve Los Altos Hills should be included: Gunn, Terman.

regards,

Nick

Debbie Pedro <dpedro@losaltoshills.ca.gov>

Fri, Apr 19, 2013 at 1:17 PM

To: Nick Dunckel <[REDACTED]>

[REDACTED] Nicole Horvitz <nhorvitz@losaltoshills.ca.gov>, Richard Chiu <rchiu@losaltoshills.ca.gov>

Thanks Nick.

From: Nick Dunckel [mailto:[REDACTED]]
Sent: Friday, April 19, 2013 12:04 PM
To: Debbie Pedro
Cc: 'Eileen Gibbons'
Subject: Bikeways Map, Figure C-5 of Circulation Element

[Quoted text hidden]

ND Notes on Draft April 10 2013 Circulation and Roadways Element

107

Los Altos Hills is ~~predominantly~~ a residential community

GOAL 1

this sounds more like a plan to achieve the goal of limiting town expenditures

Policy 1.1

The circulation system should be **impermeable** to motor vehicles ???

Policy 2.5

LOS B ? LOS C ???

Complete Streets 118

Isn't a senior one of the mentioned categories, probably a pedestrian?

Policy 4.1 & 4.2

Policies 4.1 and 4.2 are partially redundant and should be combined.

Policy 4.3

sentence is missing a verb: "maintenance agreements should be formed ..."

Bikeways 124

Should have **bike paths** on both sides? But under Regional Bikeways and Policy 6.5 it says there will be no bike lanes.

Maybe last sentence relates to pathways, not bikeways, and if so should be moved to a section on Pathways.

Network of bikeways should be part of Major Bikeways, Local Bikeways, and Multipurpose Paths.

Goal 6

Add Program to provide bikeways especially where they will assist students traveling to and from school.

Committee discussion:

Program 6.1: Major Bikeways

Program 6.4: local bikeways with sharrow markings

130: Add: In order to maintain the rural character of the Town, signage should be keep to the minimum required for safety..

Policy 9.5: needs a verb.

New streetlights shall be generally prohibited to avoid light spillover and nuisance to residents.

143: Cut-Through Traffic

The Page Mill Expressway operates at **LOS E to F ???** during the morning

Program 13.5:

Work with State (Caltrans) and County officials to increase the capacity of the Page Mill Expressway and I-280/ Page Mill Expressway interchange, **and to improve the safety of bicycle travel along Page Mill road through this intersection.**

Bikeways Map, Figure C-5 of the Circulation Element

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The map should include some of the road system in adjacent towns to facilitate the understanding of through-traffic.

The map should show the existing bike route thru Palo Alto bypassing the dangerous section of Arastradero from Purissima to Foothill Expressway as a multipurpose path.

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Elena between Robleda and La Barranta should be shown as Local.

Nicole Horvitz

From: Peter Evans <[REDACTED]>
Sent: Monday, May 06, 2013 3:34 PM
To: Debbie Pedro; Nicole Horvitz
Cc: Deborah Padovan; 'John Radford'
Subject: FW: EIC Reply to Draft Circulation Element
Attachments: Compendium of Replies to Definition of Taaffe as a Major Bikeways.docx

Debbie and Nicole,

Here are the EIC's comments on the Circulation Element update.

Please let me know if you have any questions.

Peter Evans

From: Serena Giori [mailto:[REDACTED]]
Sent: Wednesday, May 01, 2013 7:16 PM
To: [REDACTED]
Subject: EIC Reply to Draft Circulation Element

Per your request, these are the conclusions of the EIC Committee after a review of the draft Circulation and Scenic Roadways Element Update. The memorandum by Heather Bradley and Justin Meek dated March 20th, 2013 is attached to the draft of the Circulation Element update. Memorandum and draft were delivered to EIC at the joint meeting with the Pathways Committee and EIC on April 3, 2013.

The memorandum by Ms. Bradley, M-group and Mr. Meek, M-Group states upfront that the Consultant team believes that "effective community engagement is an important part of this effort" and their work is dependent on it. Keeping this in mind, an informal poll of residents affected by the proposed changes - a diverse group that included bicyclists, non bicyclists, horse riders, older and newer residents, and people who regularly stroll along the pathways for exercise - resulted in a complete rejection of these changes. A compendium of the replies is attached. The core concerns raised were:

1. Safety for all of the users of the roads affected by the changes,
2. Undesirable legal implications for the Town and residents,
- 3 Cost,
4. Preserving the scenic qualities of Los Altos Hills. Qualities that are cherished by long-time and new residents, of all ages.

The concerns raised by the draft and its rejection by the residents were the basis for the discussion at the regular EIC meeting held on April 25th. All the members of the Committee agreed that the proposed changes to the current Circulation Element cannot be accepted because of the following reasons:

1. The proposed new "Major Bikeway" designations would codify and arguably endorse presently unsafe conditions. None of the identified roadways is really safe for bicycle traffic.
2. The implications of the "Major Bikeway" designation in the plan are not clear. For example, does this designation mean the town plans to compel or could be compelled to rebuild Taaffe to incorporate paved paths separated from the roadway or bike lanes adjacent to the vehicular travel lanes?

3. We question whether residents really want the shift in emphasis of the Circulation Element away from ‘preserving the narrow, winding roadways that maintain and enhance the scenic qualities of the town.’ The proposed revisions shift these ideas to “existing conditions” rather than goals, call for more signage and markings on the roadways, and call for expanding width restrictions to accommodate bicyclists.
4. We question the [existing] designation of Taaffe as a Connector road, specifically as this designation might direct emergency vehicle traffic over Taaffe rather than Altamont, which is the preferable route.
5. We think emergency vehicle access in the circulation element requires and deserves much more substantive treatment.

To conclude the draft document does not achieve its two main objectives of "meeting the needs of all users of roads for safe and convenient travel" and "effective community engagement" stated in the Memorandum attached to the draft update of the Circulation and Scenic Roadways Element of Los Altos Hills.

Respectfully submitted by EIC.

From: Trevor J Thompson [REDACTED]

You have my support for *not* designating Taaffe Road as a Major Bikeway. In fact you have my support for restricting bicycle access to area residents.

From: Davy Davidson [REDACTED]

I agree that Taaffe Road should not be designated as a Major Bikeway.

Davy Davidson, 26925 Taaffe

Yulin Fang [REDACTED]

Serena,

Thank you looking out for our neighborhood. I definitely agree with you that Taaffe Rd should not be identified as a bike way, much less a major bike way. We do not have enough width of the road to become a safe bike way. Often times, I needed to slow to stop for the bikers to pass away.

Please proceed with my full support.

yulin

michael elliot [REDACTED]

I agree that Taaffe should not be designated a major bikeway.

Mark Scheible [REDACTED]

We concur with the comments. Taaffe is not appropriate for a designation as a major bike path.

Due to the safety concerns highlighted by the neighbors, LAH must take into consideration the potential liability issues to both bike riders AND the automobile drivers.

Mark & Kathy

From: Al [REDACTED]

To: Mark Scheible [REDACTED]

Speaking as a long time cyclist, and ignoring for a minute that I live on Taaffe, I would be pretty unhappy with LAH if it so designated Taaffe. I rely on government body designations to not lead me into heightened safety problems with cars, and to not designate a street for high volumes of bike traffic when it cannot support it. Governments that do that are not doing me a favor.

There are not a lot of roads in LAH that really qualify for such a designation. Taaffe is already popular on the local bike clubs' maps and gets a fair amount of traffic. Some days it seems like more bikes than cars. To make it a major thoroughfare when it is probably already used a bit too much seems like a mistake.

Al Whaley

From: [REDACTED]

We have lived at [REDACTED] since 1989, and have seen our share of "dangerous" and "near accident" experiences on Taaffe Rd:

- 1) Skateboarders on the roadway,
- 2) Bicycles hidden from view as we round the blind curves,
- 3) Mothers walking their baby strollers on the road, again out of view as a driver rounds a curve

4) Runners using the road and not the path,

5) Horses using the path and causing the runners and walkers to divert to Taaffe Rd.

6) At least two "out of control" drivers who exited Taaffe Rd before the intersection of Elena, into the backyards of neighbors who unfortunately have their backyard to Taaffe, without a strong fence, and

7) Motorists in a hurry who try to pass pedestrians and/or bicyclists on this narrow road, endangering all who unwittingly come upon them.

This road can barely handle two cars in opposite directions who might pass at one of the blind curves. Add in one of the above and it's a recipe for a fatal accident.

We cannot stress enough the daily assortment of road issues that would be exacerbated by any change in the amount of traffic on this narrow road.

Designating Taaffe Rd as a major bike path would be a huge error; if anything, it should be designated as a "residences only" road.

I am a long-term bicyclist and my recommendation (which I use) is Altamont Road.

Thank you.

Gregg and Sandy Carse

[REDACTED]

[REDACTED]

From: Veronica Sullivan vs [REDACTED]

The biking issue is difficult. I recognize that it is a popular new craze but our local streets were not designed with bikers in mind. It is very difficult on Taaffe near Elena and between our house and the Allegra's where the curvature is tight and the visibility limited. In fact over the years there have been a number of accidents on the curve in front of Hoff's. I would prefer that Taaffe not be the designated bike route and would far rather see a speed bump. I do a lot of walking and I am appalled at how fast some drivers go on Taaffe between Elena and Altamont. Bikers simply adds to a dangerous situation.

Veronica Sullivan

From: Susan B. Miller [REDACTED]

I agree that Taaffe Road should not be designated as a Major Bikeway. I have personally sat at the corner of Taaffe and Dezahara with a biker who wiped out coming down the hill, waiting for the paramedics to arrive. The road is too hilly, curvy, and unsafe for bikers. Also, it is nearly impossible to pass a pack of them between Elena and Altamont when there is a group ride (i.e., Wednesdays around 11:30 a.m.)

Susan Miller

From: Gita Kashani g [REDACTED]

It's already really unsafe & extremely annoying.. The road is narrow & winy.. They bikers speed down without any visibility. It's asking for real bad trouble.

Absolutely not!

Thnx for taking a stand against this!
Gita K.

From: Adolf Pfefferbaum <[REDACTED]>

I agree that it is a dangerous route and should not be listed as a major bikeway.

From: gita kashani <[REDACTED]>
To: [REDACTED]

I like to add that it should actually be banned bc the road is so winy and narrow. They either hold up traffic going up or are shooting down like maniacs coming down.. With kids driving up this road, it's just a time bomb ready to explode ... I hate to see one of our teens get in trouble bc they can't handle the road so well and run one of these bikers over and their lives are over!

Let's plz take a serious step towards banning bikers from winy roads PERIOD!
gita k.
concerned mother.

From: Brad Kashani <[REDACTED]>

It's funny that just half hour ago my wife and I were driving thru Taffee which was crowded with many bikers speeding recklessly thru the narrow curves, and we were talking about how a road like this should be banned for bikers who dont live in the area. I know this is not practical, but to designate the road as a major bike trail would be insane.

We completely agree with your objection and will support it.
Brad & Gita

From: Subina <[REDACTED]>

Agree ! I don't want it designated as a major bike path. Too unsafe!

Subina

From: Darren Milliken <[REDACTED]>

I completely agree. It is far too narrow with steep hillsides and curves that would make it too dangerous to be designated as such.

-Darren

From: Andy Wu <[REDACTED]>

Hi Serena,

Thanks for bringing this to our attention. We completely agree with the others so far. Taaffe Rd is not safe to be designated as a Major Bikeway.

Regards,

Andy and Dawn Wu

[REDACTED]

From: Mary Telfer [REDACTED]
I too agree that Taaffe should not be a major
Bike path. Mary

From: Serge Plotkin [REDACTED]

Designating Taaffe rd as a "major bikeway" sounds like a bad idea.
Bad visibility, narrow and steep.
Came close to several accidents just recently.

-serge plotkin

From: Vivek Paul [REDACTED]
Having biked up Taaffe, it is definitely a fun ride, but also unsafe – there are many curves, and many of them blind. Taaffe is narrow enough that if a car attempts to pass a bicyclist by crossing the divider by even a little, it creates a serious accident risk. I would join the many other voices in resisting this move

Vivek

+ [REDACTED]
Also, marking a copy to Bommi & Jaya, who just purchased [REDACTED], so they can weigh in too

Vivek

[REDACTED]

Having biked up Taaffe, it is definitely a fun ride, but also unsafe – there are many curves, and many of them blind. Taaffe is narrow enough that if a car attempts to pass a bicyclist by crossing the divider by even a little, it creates a serious accident risk. I would join the many other voices in resisting this move

Vivek

[REDACTED]
(Sent from my mobile device, so brief)

From: Mary Telfer [REDACTED]
I too agree that Taaffe should not be a major
Bike path. Mary

On Apr 4, 2013, at 5:22 PM, Jaishri Ramesh <[REDACTED]> wrote:
I totally agree that it'll be a disaster if Taaffe's designated as a major bike path, for all the reasons Dave listed.

Jaishri

On Apr 4, 2013 5:18 PM, "[REDACTED]" wrote:

I agree, I have come close to accidents with bicycle riders too many times to mention. Taaffe is not appropriate for designation as a major bike path. It is too narrow, too steep and impossibly difficult to see around the many corners. Let me know what I need to do to press this point forward.

Dave

From: [REDACTED]
Serena,

I agree with your concern. Taaffe is narrow with many blind curves and no off-road access for bikes. It is already hazardous to bikers, and increasing bike traffic would further impact public safety.

Katy

From: [REDACTED]
Serena,

Both Manlio and I completely agree with your position. The current situation with cyclists invading Taaffe Rd from the early hours in the morning (when they descend the hill at crazily dangerous speeds!) to late evening is already untenable. I cannot even imagine how much worse it could get if it were to become a Major Bikeway. This is too narrow of a road to allow for the safe co-habitation of cyclists, drivers and walkers!!

Thank you for taking the leadership on this,
Titta

From Bill Sullivan

I have read all replies to Serena's message and cannot help but notice that they are the unanimously against designating Taaffe a major bikeway. Every responder cited safety as a concern. Taaffe is a narrow, windy road with areas of limited visibility. It has steep sections which mean that bikers going uphill will be going much slower than automobile traffic. It also means that going downhill some bikers will probably be going faster than is prudent or, perhaps, legal. I think that safety is a major issue, but there are other issues as well.

Before I take a position pro or con designating Taaffe a major bikeway on the town plan I would like to understand a few things about what the designation would mean. I have been out of town for several months and perhaps because of this I am not as current as most of you are about what the implications are. Some of my questions are:

1. Are there any financial or other liabilities the town incurs by designating Taaffe a major bikeway, ie. would the liability of the town be more exposed if Taaffe were a major bikeway?
2. Are there legal implications? For example, if so designated, would drivers have a legal obligation to give bikers a minimum distance between the biker and the car. Would bikers be allowed/disallowed to ride two or more abreast?
3. Are there financial implications, e.g. signs, bike lanes painted on the road (as if this is possible unless the road was widened)?

4. Would bike traffic really increase? Taaffe already is on bikers GPS routes. If it would increase, by how much?

Perhaps I am reading this into some of the comments but it seems to me that there are some people who find bikers a nuisance and don't want them on "our" road. I think this is not a realistic view: biking is increasing in popularity and my understanding is that in many places California law is being expanded to protect bikers and their rights. I understand that this trend doesn't mean that a community has to embrace biking by designating its roads as a major bikeway but neither do we have to have a kneejerk reaction against biking in and through our community.

One last thought. Biking is inherently dangerous. Sharing the roads with automobile and truck traffic makes it even more so. If bikers want to ride other than in the flatlands in the Bay Area are there "safe" roads? Page Mill, Altamont, Hwy 9, La Honda, Old La Honda, Moody: they are all narrow, dangerous roads. There are no good, safe alternatives that I am aware of for riding in the hills. What can make it safer for the bicyclists, pedestrians, animals and children is for us to obey the speed limits and drive with extra caution. From what I have observed, we don't always do this.

By the way, I am not a biker.

From bserventi

Katy and I also agree that Taaffe should not be a Major Bikeway. The narrowness and multiple blind curves have created problems not just for bikers but also for cars over the many years we have been here. Thank you for alerting us to this Serena.

Bob Serventi

From Yulin Fang

To Judy Hoff

FYI.

Beside the narrow road, there are two blind spots which are dangerous for both bikers and drivers: one is the turn from Elena and Taffee, and the other is the sharp turn at the end of the HP property.

Thanks.

Yulin

From Judy Hoff

Ted and I both agree with all our neighbors that Taaffe Road should not be designated as a major bikeway.

From lily shibuya

Dear Serena,

First of all thank you for devoting your time to the Environmental Initiatives Committee---sometimes volunteering for a committee can be a thankless job.

We support your opposition to the new designation of Taaffe Rd. as it is too narrow, winding and dangerous to accommodate the number of bikers already using the road. For the safety of all, the new plan should be turned down.

Thanks, again.
Mare & Lily Shibuya

Los Altos Hills Public Meeting Notes:

General Comments:

- Revisit language to change shall to should, ensure to encourage, etc. The overall approach should be a recommendation not a mandate. Lighter language allows for more flexibility when being applied to specific projects.
- Define various user groups such as regional for profession and experiences biker versus local paths for safe routes to school.
- Suggested program to inventory bridges, identify substandard bridges, and develop strategy to address safety concerns.

Private Streets

- Question raised about the funding mechanisms in place for roadways. Comment that if property taxes are used to fund improvements and maintenance then that pot should benefit the entire roadway network, not just public streets.
 - Any private to public roadway conversion program should be assessed to identify funding needs.
 - Concern that the Town would incur costs from Program 4.3.
 - Some funds are taxes some are grants. Comment to clarify what the funding sources are.
- Expressed concern that private roadway was frequently used for utility and service access, thereby contributing to the use, but not benefiting from any maintenance. Noted that it was a safety concern because of the narrowing ROW cross section.
- Policy 4.1 and 4.4: Concern that policy will result in Town being responsible for substandard roadways and bringing them up to standard. Concerns about cost of maintenance and or bring them up to standard. The Town doesn't need more bad roads.

Complete Streets

- Program 3.1 use of term ensure is too strong. There should be an opportunity for options in the best way to accommodate all users. Some roadways do not present an opportunity for improvements due to constraints (insufficient ROW), so programs should not be absolute.

- Mandate is to provide for complete street. 1) There has to be a discussion. 2) and a Plan. That is it. There is nothing that is specifically mandated, rather it is emphasized that the jurisdiction interpret how complete streets are applied.
- Clarification from project team that not each and every roadway have to meet complete street standards, but that the network on a whole provides for adequate opportunities for all modes of travel and users.
- Consider electric vehicle component for increased support of aging in place. Golf carts/ EVO and scooter access.

Bikeways

- Transient recreational bicycle facilities should not be the priority. The focus should be on serving local residents and meeting the needs of the Town such as safe routes to school. No special bicycle lanes should be planned to further accommodate these professional cyclists, in fact it should be discouraged.
- Sharrows: Recommendation to provide signs that inform cyclist and motorists alike of shared nature of roadways. For cyclists, one abreast, and for motorists, reminder to share the road.
- Program 6.3: Revise how this is written, move “when applicable” to the end of the program. Safety should be top concern. Remove mailbox reference.
- Pathways noted that roadway was updated to accommodate safe path to schools. Intent was to make it safe, but the for local residents. Fremont Path are one step in that direction. Noted that pathways serve local bicyclist, safe routes to school, and pedestrians.
- Path versus circulation. Allow responsible bike riding on existing paths.
- Consider program for signage to encourage regional cyclists to utilize the dedicated regional trails rather than the larger roadway network.

Pedestrian Facilities

- Concern about recent improvement to trail that introduced a perceived design conflict.
- Barn landscaping noted to be visually unappealing and an unnecessary waste of water.
 - Referenced to Policy 7.2.

Nicole Horvitz

From: Debbie Pedro
Sent: Friday, April 19, 2013 1:18 PM
To: Nick Dunckel
Cc: 'Eileen Gibbons'; Nicole Horvitz; Richard Chiu
Subject: RE: Bikeways Map, Figure C-5 of Circulation Element

Thanks Nick.

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Nick

Nicole Horvitz

Subject: FW: Fw: EIC and Pathway Committees Meeting April 3 2013

From: Serena Giori [mailto:[REDACTED]]
Sent: Thursday, April 04, 2013 9:46 AM
To: gcwaldeck@gmail.com; jradford2011@yahoo.com; Courtenay Corrigan; john.harpootlian@gmail.com; findrichlarsen@gmail.com
Cc: Peter Evans; Deborah Padovan; 'Aileen Lee'; 'April Anair'; 'Courtenay C. Corrigan'; Debbie Pedro; 'Jay Shideler'; 'John Harpootlian'; 'John Radford'; 'Kit Gordon'; 'Kjell Karlsson'; 'Lew Jamison'; 'Mark Jensen'; 'Mee-Ching Ng'; 'Raj Reddy'; 'Rick Weiss'; 'Sheela Veerina'; [REDACTED]; 'The Colmans'; [REDACTED]
Subject: Fw: Fw: EIC and Pathway Committees Meeting April 3 2013

For your information here is a comment from a long term neighbor.
Serena Giori

----- Forwarded Message -----
From: [REDACTED]
To: [REDACTED]
Sent: Wednesday, April 3, 2013 10:00 PM
Subject: Re: Fw: EIC and Pathway Committees Meeting April 3 2013

Serena,

I agree with your concern. Taaffe is narrow with many blind curves and no off-road access for bikes. It is already hazardous to bikers, and increasing bike traffic would further impact public safety.

Katy

In a message dated 4/3/2013 9:38:44 P.M. Pacific Daylight Time, sgiori@yahoo.com writes:

----- Forwarded Message -----
From: Serena Giori <sgiori@yahoo.com>
To: Peter Evans [REDACTED]; 'Deborah Padovan' <dpadovan@losaltoshills.ca.gov>; 'Aileen Lee' <[REDACTED]>; 'April Anair' <[REDACTED]>; 'Courtenay C. Corrigan' <cccorrigan@yahoo.com>; 'Debbie Pedro' <dpedro@losaltoshills.ca.gov>; 'Jay Shideler' <[REDACTED]>; 'John Harpootlian' <john.harpootlian@gmail.com>; 'John Radford' <jradford@radford.com>; 'Kit Gordon' <[REDACTED]>; 'Kjell Karlsson' <[REDACTED]>; 'Lew Jamison' <[REDACTED]>; 'Mark Jensen' <[REDACTED]>; 'Mee-Ching Ng' <mng@losaltoshills.ca.gov>; 'Raj Reddy' <[REDACTED]>; 'Rick Weiss' <[REDACTED]>; 'Sheela Veerina' <[REDACTED]>; 'The Colmans' <[REDACTED]>; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]
Sent: Wednesday, April 3, 2013 9:25 PM
Subject: EIC and Pathway Committees Meeting April 3 2013

Peter,

The updated version to the Circulation Element was not approved at the meeting. It was a good outcome because I have serious concerns regarding the new version, especially the inclusion of Taaffe Road in the plan as a Major Bikeway. This would be a change because in previous versions Taaffe was

identified only as a Connector Road not as a bikeway much less as a Major Bikeway. This identification places many people using the road (residents and other users, motorists, bicyclists, and walkers) at risk, because Taaffe has narrow and steep sections, with blind curves and a narrow pathway often lower than the road at blind curves and not protected, just to mention the most obvious features that make Taaffe not suitable for this designation. I know from conversation with neighbors that my concern is shared and I will poll my neighbors on this. Additionally, it should be understood that the new version of the Circulation Plan, once approved, is going to be posted on the web so that all of the public interested in bicycling will know about it, potentially increasing the number of cyclists and the risk to the community.

I need your advice on how to proceed.

Regards,
Serena

Nicole Horvitz

Subject: FW: Regarding Draft Circulation Element 2013
Attachments: Comments on Announcement.doc; 1358_bill.pdf; LAH Circulation Element DRAFT 06-12-13.pdf; Draft comments.doc

From: Broydo [mailto: [REDACTED]]
Sent: Friday, June 28, 2013 12:27 AM
To: Deborah Padovan
Subject: Regarding Draft Circulation Element 2013

Dear Deborah,
Please distribute this message with the four attachments to all members of the City Council and of the Planning, Traffic Safety and Pathways Commissions.
Samuel Broydo. [REDACTED]
[REDACTED]

Members of the City Council and of the Planning, Traffic Safety and Pathways Commissions, this is to comment and expressed my concern regarding the Draft Circulation & Scenic Roadways Element, 2013.

A community information meeting was conducted on June 13, where the Draft was distributed to the attendees. The purpose of the meeting, as announced, was to obtain inputs for the process of developing compliance with AB 1358. My comments sent on June 13 are attached in a file "Comments on Announcement.doc". I complain about the misleading wording of the announcement, which gives impression that everything in 1358 is mandated. The AB 1358 is attached in a file "1358_bill.pdf". I urge you to read it and see that no action is mandated, it is only up to the town (except to have a discussion and come up with a plan, which could even require no action at all). The Draft itself is an illustration of the eagerness to impose all kind of mandates on our town to make it even more attractive to the outside recreational bicycle traffic, while disregarding the inconvenience potentially imposed on the town folks. The Draft is attached in a file "LAH Circulation Element DRAFT 06-12-13.pdf". My comments and proposed changes are attached in a file "Draft comments.doc".

I thank you in advance for your attention,
Samuel Broydo. [REDACTED]
[REDACTED]

Nicole Horvitz

From: Broydo [REDACTED]
Sent: Thursday, June 13, 2013 11:20 AM
To: Nicole Horvitz
Subject: Comments on AB 1358 meeting

June 13, 2013

From Samuel Broydo, [REDACTED] [REDACTED]
To Nicole Horvitz

Comments on AB 1358, as applied to the Los Altos Hills Circulation and Scenic Roadways Element update project.

The announcement of the meeting contains the following sentence:

"The Act mandates goals, policies and programs to provide for "complete streets" which are balanced, multi-modal transportation network that meets the needs of all users of roads for safe and convenient travel."

There are only two things that AB 1358 mandates:

1. There has to be a discussion
2. There has to be a plan

There is nothing that is specifically mandated. Quite the opposite, it is emphasized repeatedly that the details and actions are completely up to the localities, as corresponding to their individual situation, needs and preferences.

The "complete streets" are not mandated, but only required to be kept in mind during the discussions. The degree to which this concept is applied, as far as specific actions are concerned, is completely in the hands of each local entity.

Bill AB 1358 is very general, it mentions public transportation, railways, military bases. It is attuned to the demands of the bicycle users in San Francisco, as represented by Leno, an Assemblyman from San Francisco. The Bill justifies the need for "complete streets", first and foremost, to reduce the green gases emission by cars, by encouraging people to travel to work and shopping on bicycles. The Bill also mentions an added benefit of bicycling as recreational activity.

The only aspect of the transportation that applies to Los Altos Hills is transient recreational bicycling, and this is the only thing that is relevant and has to be discussed, since the only other relevant aspect, the pedestrians, is already addressed by the pathways plan.

The Bicycle traffic through Los Altos Hills is recreational and transient. We have to be patient and accommodating, but no action inconveniencing the town dwellers should be taken. No special bicycle lanes should be planned. No money should be wasted on this transient bicycle traffic.

In conclusion, my only recommendation would be to erect signs at the entrances to our town saying "No cycling abreast. Ride as single file, close to the right edge of the road. Obey STOP signs"

Nicole Horvitz

From: Broydo <[REDACTED]>
Sent: Saturday, June 15, 2013 2:04 AM
To: Nicole Horvitz
Subject: Comments on AB 1358 meeting

Nicole,

Following the meeting, here my comments on the draft plan. Please pass it on to all the people working on this plan.

Sam

From: Samuel Broydo, [REDACTED] [REDACTED]

COMMENTS ON DRAFT CIRCULATION & SCENIC ROADWAYS ELEMENT 2013

1) Page C-1 104

Comment:

It is unnecessary and confusing to have a general and inaccurate description of the meaning of 1358. Sufficient to describe 1358 as applied to Los Altos Hills.

Propose:

104 should read as: "The California Complete Streets Act (Assembly 1358) mandates a discussion of the streets use for all relevant to Los Altos Hills modes of transportation, as well as inclusion of plans for appropriate actions in Town's General Plans."

2) Page C-2 108

Comment:

The last two lines contain the words "...facilitate safe ... use". There is no definition of "safe". In case of accident it enables the victims claim that something was not safe and that the town failed to facilitate safety.

Propose:

The 108 should end as: "... to address traffic problems and work toward ways to relieve traffic congestion, while addressing safety considerations as well."

3) Page C-3 GOAL 1

Comment:

The red line “To meet needs of all users” is not realistic and means trouble.

Propose:

Eliminate the red line from GOAL 1.

4) Page C-3 Policy 1.2

Comment:

The town should not be committed to “develop ... corridors for travel through”.

Propose:

Eliminate word “..develop and...”

5) Page C-3 Program 1.3

Comment: The Town should not commit to “develop” a concept of “complete streets”, but, instead, to discuss it.

Propose:

1.3 should read “ The Town should discuss a concept of “complete streets”, as applicable to its semi-rural resident charter.

6) Page C-8 Policy 2.1

Comment:

The word “adequate” is not defined and opens the Town to claims that this or that is not adequate.

Propose:

Eliminate word “adequate” in Policy 2.1

7) Page C-10 116

Comment:

The description of “complete streets” should be specific to Los Altos Hills. Terms “safe” and “attractive” are not defined and expose Town to endless claims of inadequacy. There is no need to split pedestrian into groups, like children, grownups, seniors, joggers etc., since this exposes Town to bickering.

Propose:

116 should read: “The term “complete streets”, as applied to Los Altos Hills refers to roadways enabling access and travel by the users: motorists, pedestrians, bicyclists and equestrians.

8) Page C-11 COAL 3

Comment:

It is too general and all encompassing (“and kitchen sink”)

Propose:

Goal 3 to be: “Implement “complete streets” concept, as applicable to Los Altos Hills environment and the residents.”

9) Page C-11 Policy 3.1

Comment:

No need and potentially troublesome to split pedestrians into sub-groups.

Propose:

Lines 2 and 3 in Policy 3.1 should read as “...options for all users: motorists, pedestrians, bicyclists and equestrians.”

10) Page-11 Policy 3.2 and Program 3.2

Comment:

This Policy and the Program are both redundant and grossly over-committing the Town.

Propose: Eliminate Policy 3.2 and Program 3.2

11) Page C-11 Policy 3.3

Comment:

The wording of commitment to safety is too strong and reckless.

Propose:

In Policy 3.3 replace the first word “Provide” with “Consider providing”

12) Page C-11 Program 3.1

Comment:

The wording is too strong and reckless.

Propose:

In Program 3.1 replace the first two words “Ensure that” with “Consider”.

13) Page C-12 Policy 4.1

Comment:

The word “should” is too committing.

Propose:

In Policy 4.1 replace word “should” with “may”

14) Page C-12 Policy 4.2 and Program 4.2

Comment:

Policy 4-2 is repetitive and redundant.

Propose:

Eliminate Policy 4.2, join Program 4.2 with 4.1

15) Page C-14 Major Bikeways

Comment:

The description of Major Bikeways is unreasonably committing and not adequate for Los Altos Hills.

Propose:

The first two lines of Major Bikeways definition should read as: “Within Los Altos Hills some streets may be designated as bikeways...”

16) Page C-14 Local Bikeways

Comment:

The second sentence states that “Widening and striping is not contemplated”. This can be misinterpreted as an indicating that it IS contemplated for other non-local bikeways.

Propose:

In Local Bikeways paragraph eliminate second sentence.

17) Page C-15 Sharrows

Comment:

Sharrows are not desirable and not applicable for Los Altos Hills. There is no need to explain what is Sharrows, since it creates an impression that the sharrows are planned.

Propose:

Eliminate description of sharrows.

18) Page C-15 Policy 6.1 and Program 6.1

Comment:

This is too general, undefined and generally “fuzzy”.

Propose: Eliminate Policy 6.1 and Program 6.1

19) Page C-15 Policy 6.3 and Program 6.3

Comment:

This is too grandiose and pretentious as well as inconsistent.

Propose: Eliminate Policy 6.3 and Program 6.3

20) Page C-16 Policy 6.4

Comment:

Avoid a definite word “safe”, since it is not defined and is over-committing.

Propose:

In Policy 6.4 replace the word “safe” with “safer”

21) Page C-16 Program 6.4

Comment:

No need for sharrows in Los Altos Hills.

Propose:

Replace the text of 6.4 with: “Post signs indicating the pathways to schools.”

22) Page C-18 Program 7.2

Comment:

Since the GOAL 7 is devoted to pedestrians, there should be no mention of the bicycles.

Propose:

Eliminate words “and bicycles” at the end of line 2 of Program 7.2

23) Page C-18 Programs 7.3, 7.4 and 7.5

Comment:

Those programs do not have relevant policies with the same numbers. Indeed: those programs are repetitive, too detailed over-committing and overall redundant.

Propose:

Eliminate Programs 7.3, 7.4 and 7.5

24) Page C-19 Policy 8.1

Comment:

The words "roadway network shell emphasize" is too strong and over-committing.

Propose:

The Policy 8.1 should read as: "The Town should emphasize the need for only minimal through traffic on local streets.

25) Page C-20 Policy 8.7

Comment:

The word "number" is not defined.

Propose:

Policy 8.7 should read as: "Parking vehicles on roadways shall be discouraged."

26) Page C-26 Policy 11.5

Comment:

The first 3 words are grammatically wrong and too strong.

Propose:

The first 3 words of Policy 11.5 should read as: " Drainage should minimize"

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

From: Broydo <[REDACTED]>
To: "nhorvitz@losaltoshills.ca.gov" <nhorvitz@losaltoshills.ca.gov>
Sent: Thursday, June 13, 2013 11:20 AM
Subject: Comments on AB 1358 meeting

June 13, 2013

From Samuel Broydo, [REDACTED] [REDACTED]
To Nicole Horvitz

Comments on AB 1358, as applied to the Los Altos Hills Circulation and Scenic Roadways Element update project.

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Nicole Horvitz

From: Jitze Couperus <jitze@couperus.org>
Sent: Monday, June 17, 2013 12:19 PM
To: Nicole Horvitz
Subject: [SPAM] Fw: Comment on Draft Circulation & Scenic Roadways Element of General Plan
Attachments: CirculationElementFigureC1.pdf; Detail.pdf; Initiative.pdf

Hi Nicole

Hi Nicole

Here is the re-send you asked for – Nancy suggests you also might check with Richard Chiu about updating the map – she thinks somebody may have already brought it to his attention and maybe its just the one that's printed in this spot of the General Plan that needs to be refreshed/updated

And I was incorrect update the incorrect version appearing in the town's newsletter, it actually was in the activity guide.

Jitze

From: [Jitze Couperus](#)
Sent: Friday, June 14, 2013 2:23 PM
To: nhorvitz@losaltoshills.ca.gov ; [Debbie Pedro](#)
Subject: Comment on Draft Circulation & Scenic Roadways Element of General Plan

Hi Nicole

This is a comment on the draft document from last night's meeting on Circulation & Scenic Roadways Element, but I'll copy Debbie as well because it pertains to some underlying map (GIS File?) that appears to be incorrect and that the town is using for multiple purposes. i.e. it is this underlying file that probably needs correcting rather than just the one in the shown in the Circulation & Scenic Roadways element of the General Plan

Attached are a couple of files to show the problem:

a) **CirculationElementFigureC1.pdf** – this figure C1 is on Page C-4 of last nights document - I have marked it up with a red circle on the problem area

b) **Detail.pdf** – This is an enlargement of the subject area snipped from "LAH Lands Use Map dated March 16 2010". This shows the extra parcels that should be marked as open space on (a) above – **BUT** – even this map has a problem I think – see the small chunk I have marked as "Suspect Triangle". If this isn't open space belonging to the town, then whose is it???

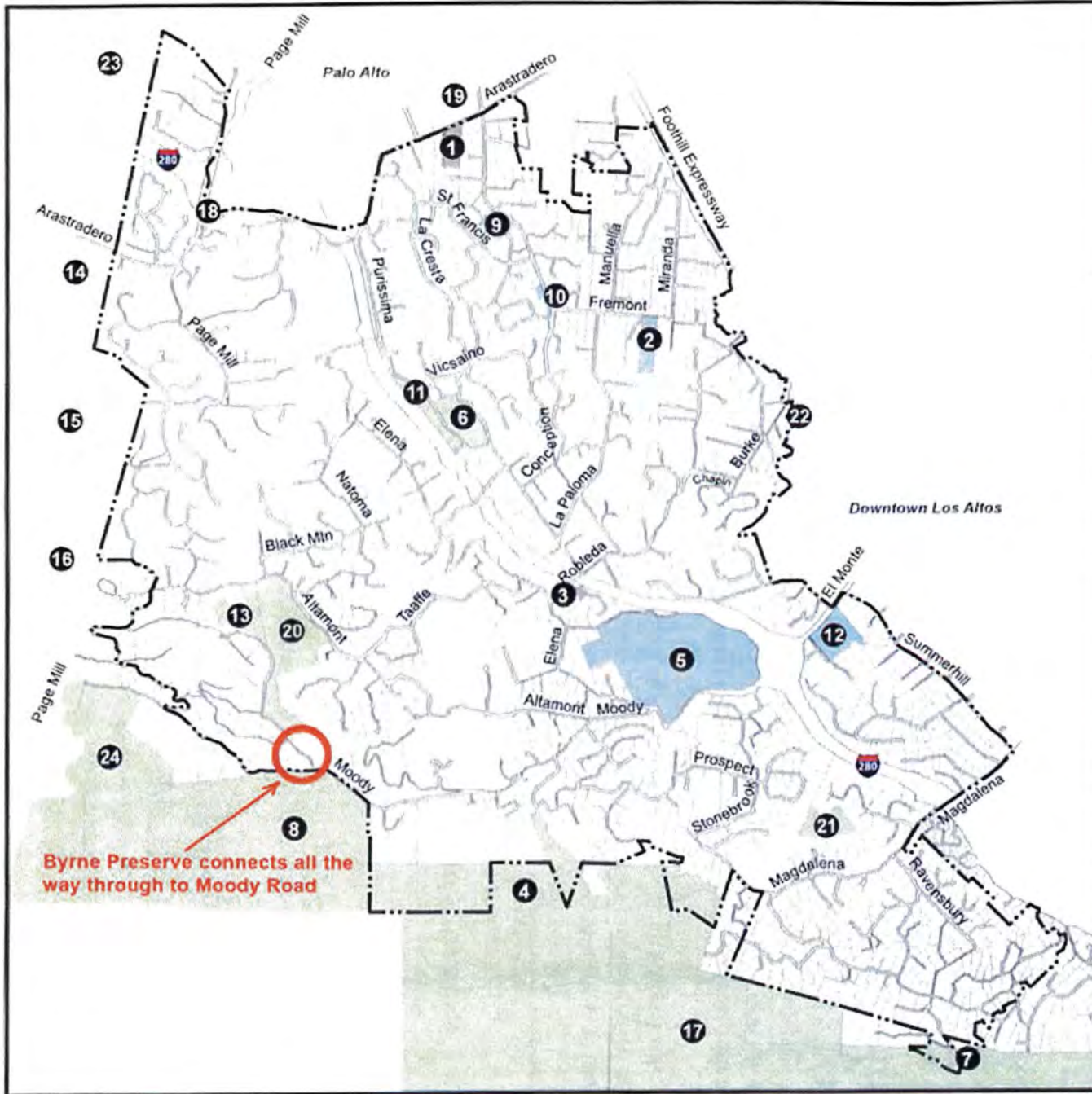
c) **Initiative.pdf** – only partly germane to this discussion, this is the map identifying such spaces in the Open Space & Public Recreation Initiative from 2002 – unfortunately this is just a scan of the paper document and is not detailed enough to pick out the "suspect triangle" – but it does show the overall shape of Byrne Preserve

going all the way down to Moody Road on the south, and the bulge up to Byrne Park Lane and Deer Springs Way on the east

The map used in the draft of the Circulation & Scenic Roadways Element has also appeared in a number of other places (e.g. in a recent edition of the town's newsletter) where this oversight was not too important, but we probably should go back and fix the underlying file(s) used for these purposes before the problem propagates even further – and even that “suspect triangle” should probably be looked into and fixed on the master land use map

Jitze

Red - New text & deleted original text
 Green - Original text moved
 Black - Original text



LOS ALTOS HILLS

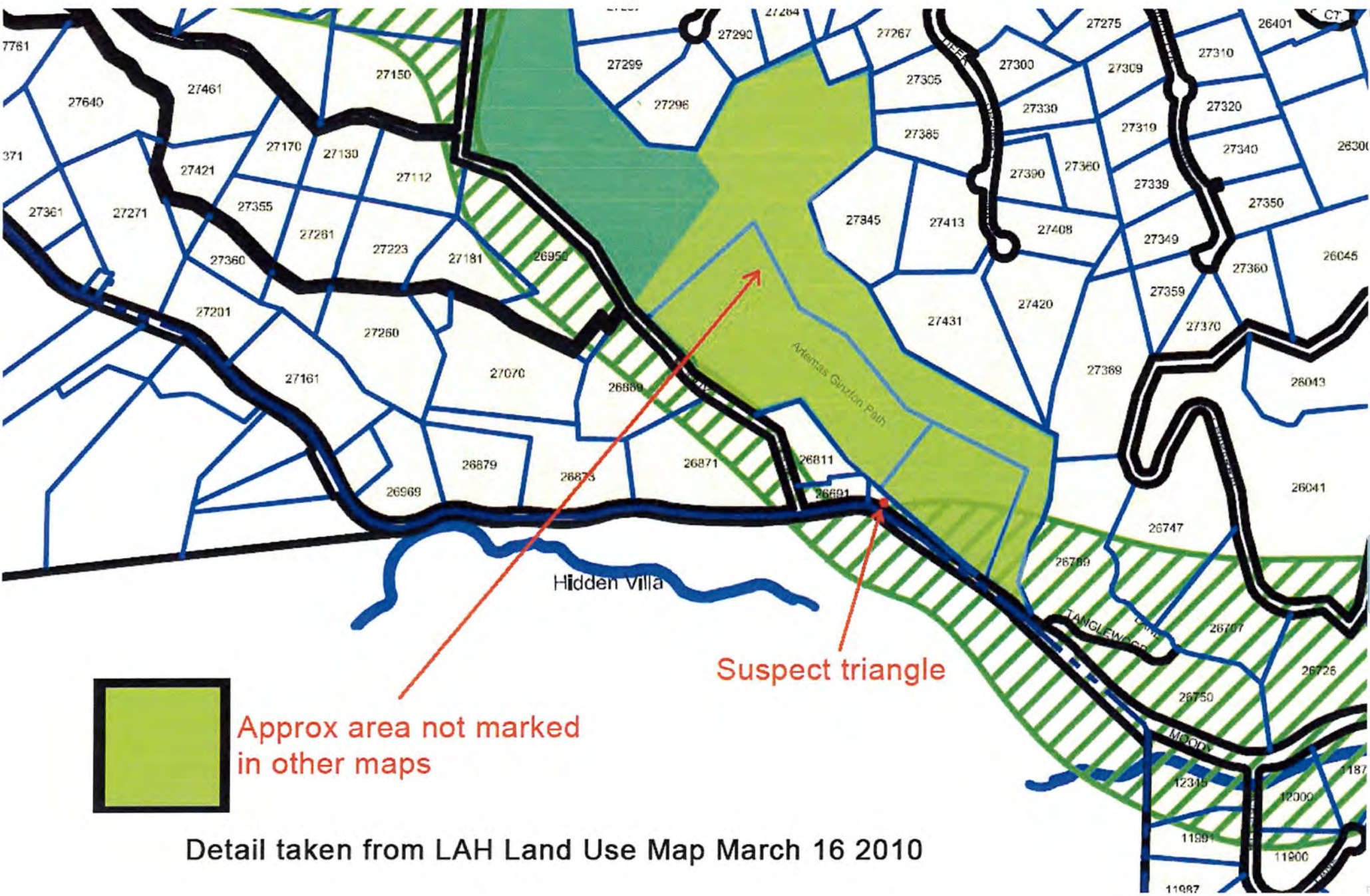


NON-RESIDENTIAL DESTINATIONS

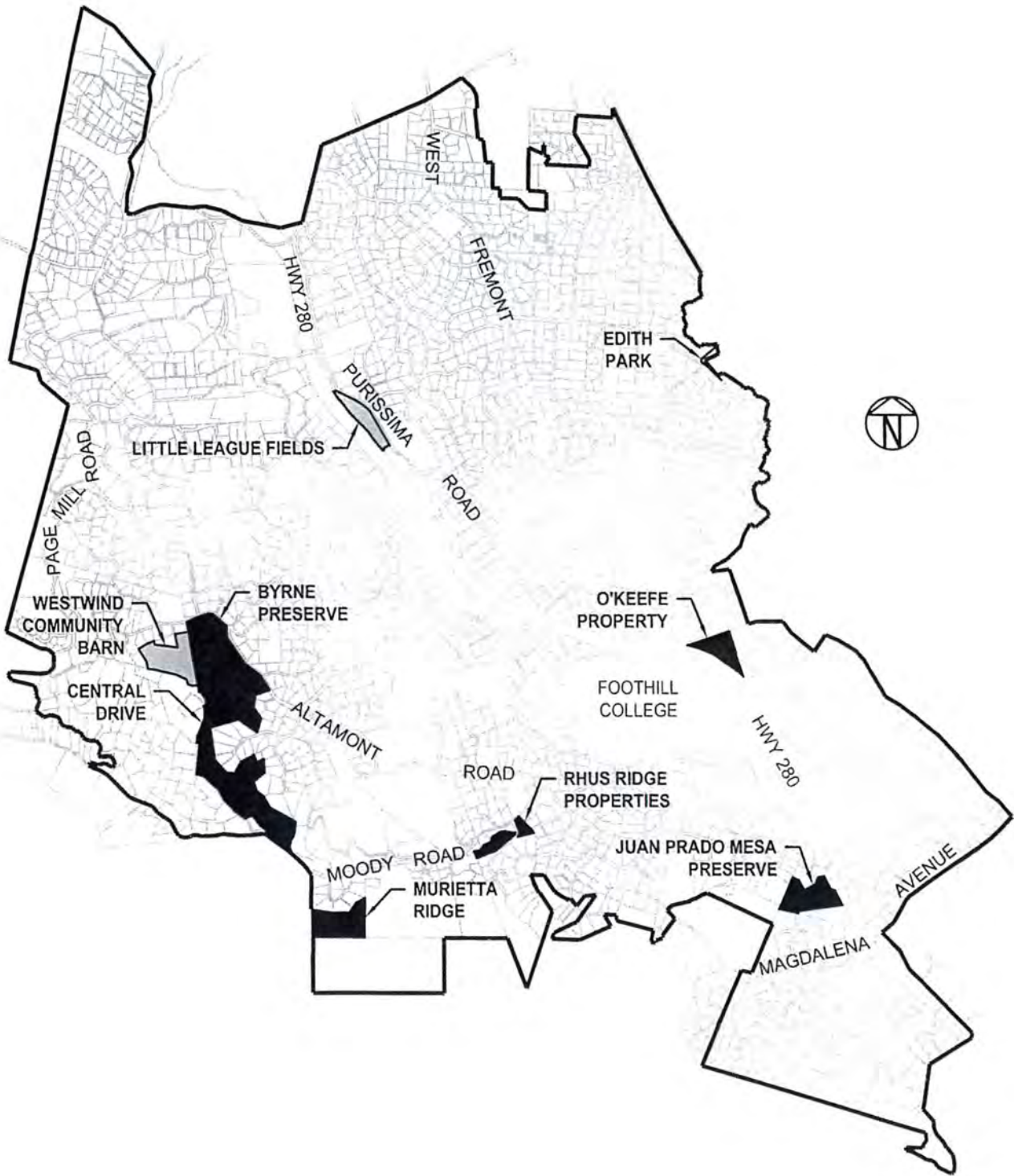
- City Limit
- 1 Congregation Beth-Am
- 2 Gardner Bullis School
- 3 St. Lukes Chapel in the Hills
- 4 Duveneck Windmill Pasture
- 5 Foothill College
- 6 Fremont Hills Country Club
- 7 Full House Farm
- 8 Hidden Villa Open Space
- 9 Pinewood School (upper campus)
- 10 Town Hall & Purissima Hills Water District
- 11 Town Riding Ring, Little League Fields
- 12 St. Nicholas Catholic School
- 13 Westwind Community Barn
- 14 Arastradero Preserve
- 15 Palo Alto Hills Golf & Country Club
- 16 Foothills Park
- 17 Rancho San Antonio Open Space Preserve
- 18 Page Mill Road Park-and-Ride
- 19 Stanford Research Park
- 20 Byrne Preserve
- 21 Juan Prado Mesa Preserve
- 22 Shoup Park
- 23 Stanford Lands
- 24 Foothills Open Space Preserve



Figure C-1



Detail taken from LAH Land Use Map March 16 2010



MAP SHOWING TOWN-OWNED PROPERTIES AFFECTED BY THE LOS ALTOS HILLS OPEN SPACE AND PUBLIC RECREATION INITIATIVE

Source: Town-Owned Property Map, Town of Los Altos Hills Planning Department, September 2002

THE READOPTION AND REDESIGNATION OF GENERAL PLAN LAND USE DESIGNATIONS BY THE LOS ALTOS HILLS OPEN SPACE AND PUBLIC RECREATION INITIATIVE ARE ILLUSTRATED AS FOLLOWS:



OPEN SPACE PRESERVE



PUBLIC RECREATION

Nicole Horvitz

From: Debbie Pedro
Sent: Friday, June 21, 2013 1:44 PM
To: ddstruthers@att.net
Cc: Nicole Horvitz
Subject: RE: Circulation Element of General Plan

Hi David,

Thanks for your comments!

Debbie

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

From: [REDACTED] [mailto:[REDACTED]]
Sent: Thursday, June 20, 2013 9:21 PM
To: Debbie Pedro
Subject: Circulation Element of General Plan

Hi Debbie,

I attended the public input meeting regarding the Circulation Element. I expressed concern about the wording of Program 6.3. The way it was worded seemed to imply that the Town would "implement roadway design which provides safe transitions for bicyclist at the edge of the paved surface ..." only when applicable. I would like to suggest an alternate wording:

Goal 6

Program 6.3 : Implement roadway design which provides safe transitions for bicyclists at the edge of the paved surface, including minimal use of curbs and obstructions. Designs which interfere with safe transitions, such as curbs or other obstructions, must be justified.

Nicole Horvitz

From: Bob & Pat Kirkpatrick <[REDACTED]>
Sent: Sunday, July 07, 2013 11:09 AM
To: Nicole Horvitz
Cc: Samuel Broydo
Subject: Roadways

Nicole,

Assembly Bill 1358 was written with the goal of reducing greenhouse gas emissions.

It suggests a greater use of bicycles. Has there been a count of the number of bicycles found at Town schools during a school day? Except for these school kids, I believe virtually all other bicycling is recreational and an increase or decrease of recreational cycling, one might think, will have little effect on green house gas emission. In our Town with curvy roads, when a motorist encounters a cyclist, many drivers will take advantage of a passing opportunity by using maximum acceleration followed by hard breaking creating excess green house gas emissions.

In Los Altos Hills, the intent of Assembly Bill 1358 is not met and more bicycles would be counter productive.

Recreational bicyclists ride where they want. A regional or local roadway designation has no practical meaning. I believe Figure C-3 and any associated verbiage must be removed from the Roadways document. The map is not useful to residents and would only encourage non-resident bike traffic.

The thorough and timely comments by Sam Broydo and a general reduction in perceived commitment must be implemented in the draft.

G R Kirkpatrick