

To: City of Los Altos, California  
City Council and  
Complete Streets Commission

From: Bernard and Elizabeth Lilly

Re: Cuesta Drive-Arboleda Drive Traffic Calming Project  
and possible impact on San Luis Avenue

Date: May 26, 2019

We support calming traffic.

We just want to raise your awareness to any possible un-calming results on our street, San Luis Avenue, and to ask for the same consideration, that is, waived resident funding, if further calming projects will be needed.

We have lived on San Luis for 45 years.

Our section of the street is the oldest section and was accessed from Benvenue by way of Lerida or Amador before it was connected to Clark or El Monte. As a result of the east and west developments through the apricot orchards, our paving is not uniform in width nor does it follow a straight line. This requires attentive driving!

In the narrowest and oldest section there are a number of houses very close to the street. These homes are at 381, 386, 390, 398, 404, 419, 435, and 437. Without much landscaped space to buffer any noticeable increase in traffic the residents could feel more vulnerable. Passing cars would literally be at our doors. Now we believe that most of the traffic is our neighbors. Traffic diverted from Cuesta would probably be drivers looking for a faster way to proceed.

San Luis, now, is frequented by pedestrians (young and old), dog walkers, and cyclists primarily because it is **not** Cuesta. If San Luis were to take more car traffic it would be less safe for anyone not in a car.

Our deed states that there is a 40 foot right-of-way for the city street. We understand this to mean that there should be 40 feet of space to accommodate two way traffic as well as parking and walking space on both sides. This is not always the case because there are trees, power poles, mailboxes, meters, and landscaping that extend into this right-of-way. We would like to see some of the excessive landscaping removed or trimmed back to the fence line – especially at the corner of San Luis and Clark. The overgrowth is already a safety hazard and would be more dangerous with more traffic.

Thank you for your work to calm traffic and thanks for recognizing that San Luis Avenue is potentially in the impacted area.



May 28, 2019

Dear Los Altos City Council Members – Attached you will find a letter (Cuesta-Arboleda Council Letter.doc) regarding the Cuesta-Arboleda Traffic Calming project on tonight's agenda. In 36 hours, over a holiday weekend, we gathered 96 signatures from our neighbors on S. Clark, Paco, San Luis, Benvenue, Lerida, Ramon, and Amador.

This is the feedback our neighbors provided on the proposed project this weekend:

- Most people are not opposed to the idea of traffic calming on Cuesta and Arboleda. People are supportive of a version of the proposed traffic calming project, specifically these four items:
  1. Treatment for the crosswalk on Cuesta at Campbell Ave to improve pedestrian safety.
  2. New stop signs and crosswalks on Cuesta at S. Clark.
  3. New stop signs on Campbell at Rosita.
  4. Raised crosswalk at Arboleda, Covington school rear entrance.These improvements will help kids get to Egan, Los Altos High, and Covington safely.
- The majority of residents feel speed and cut-through traffic is already a significant issue on Paco, Benvenue, San Luis, and S. Clark, and we already need traffic calming on our streets. This project will make things worse! Not one person said they are OK with the current traffic situation on Paco, Benvenue, San Luis, and S. Clark.
- The stop sign on Campbell at Arboleda is illogical. There are only two homes on that block before Cuesta. Cars are already slowing down at that intersection for the stop sign at Cuesta.
- Waze re-routes traffic down Benvenue to Paco and Hawthorne to Paco when Cuesta backs up in the afternoon. The opposite happens in the morning. Cut-through commuter traffic is often dangerously fast on these straight, wide stretches of street, and this needs to be addressed.
- Based on the impacted area map, baseline traffic data (volume and speed), are missing for:
  1. S. Clark between Benvenue and Hawthorne.
  2. Rosita between Springer and Campbell.
  3. Springer between Paco and Rosita.
  4. Hawthorne between El Monte and S. Clark.
  5. Cuesta from Gabilan to El Monte.
  6. Giralda between Springer and S. Clark.If Hawthorne and Giralda are not considered impacted, we feel this is an oversight.

Reference Impacted Area Map:

[https://www.losaltosca.gov/sites/default/files/fileattachments/complete\\_streets\\_commision/page/48179/cuesta\\_drive\\_-\\_csc\\_-\\_032719.pdf](https://www.losaltosca.gov/sites/default/files/fileattachments/complete_streets_commision/page/48179/cuesta_drive_-_csc_-_032719.pdf)

Reference traffic and speed data at the April 24<sup>th</sup> meeting:

[https://www.losaltosca.gov/sites/default/files/fileattachments/public\\_works/project/48098/cuesta\\_drive - csc - 042419.pdf](https://www.losaltosca.gov/sites/default/files/fileattachments/public_works/project/48098/cuesta_drive_-_csc_-_042419.pdf)

- Mountain View implemented traffic calming on Cuesta's adjacent streets between Castro and Cuesta, for example Sladky and Barbara, before they implemented traffic calming on Cuesta and Rose. All parallel streets had traffic calming implemented so that traffic re-routing impacts would be minimal. We ask that the same happen in Los Altos.
- People would like to see the 750K proposed project budget include traffic calming for the entire impacted area, not just Cuesta and Arboleda. There was a lot of concern about the cost of the project for only two streets. For reference, the Mountain View Cuesta and Rose project budget was \$285K including design, project management, and construction. (Please see attached file Cuesta-Rose Traffic Calming.pdf)
- Residents should not be required to pay for traffic calming projects. Mountain View has a Construction/Conveyance Tax which funds their projects and we ask you to consider a similar tax to fund ongoing projects, not a parcel tax.



DATE: March 21, 2017  
 CATEGORY: Consent  
 DEPT.: Public Works  
 TITLE: Annual Traffic Studies/NTMP Improvements, Project 17-15 – Approve Plans and Specifications and Authorize Bidding

**RECOMMENDATION**

1. Authorize the transfer and appropriate the remaining balances of approximately \$49,331 from Project 15-15, Annual Traffic Studies/NTMP Improvements, and approximately \$127,139 from Project 16-15, Annual Traffic Studies/NTMP Improvements, to Project 17-15 Annual Traffic Studies/NTMP Improvements. (Five votes required)
2. Approve plans and specifications for Annual Traffic Studies/NTMP Improvements, Project 17-15, and authorize staff to advertise the project for bids.
3. Authorize the City Manager to award the construction contract to the lowest responsible bidder if the low bid is within the project budget.

**BACKGROUND**

In response to resident requests for traffic calming along Rose Avenue and Cuesta Drive, the City performed speed surveys in September 2013 and April 2014, respectively, that showed speed of traffic on both streets meets the Neighborhood Traffic Management Program (NTMP) criteria.

Following the NTMP guidelines, the City arranged a neighborhood meeting and conducted a postcard survey of the residents and property owners along both Cuesta Drive and Rose Avenue between Springer Road and Miramonte Avenue. The surveys tallied a supermajority (67 percent) approval by residents in both streets for the proposed traffic calming improvements identified during the neighborhood meetings. On April 13, 2015, the Council Transportation Committee (CTC) voted to approve the proposed improvements. This meeting was notified to all affected areas.

Due to the extent of proposed improvements, it was determined that multiple years of NTMP funding will be necessary to complete this project.

**ANALYSIS**

The CTC approved traffic calming improvements on Cuesta Drive and Rose Avenue are as follows:

**Figure 1 – Proposed Improvements on Rose Avenue**

- \* One raised, high-visibility crosswalk crossing Rose Avenue at Orangetree Lane along the Springer School frontage.



Figure 1 – Proposed Improvements on Rose Avenue

**Figure 2 – Proposed Improvements on Cuesta Drive**

- \* Raised, high-visibility crosswalk with Rectangular Raised Flashing Beacon (RRFB) warning lights and push buttons:
  - At Cuesta Drive and Plaza Court (crossing Cuesta Drive).
  - At Cuesta Drive and Fardham Way (crossing Cuesta Drive).
- \* Rubber curb bulbouts at the existing midblock signalized crossing along Cuesta Drive.
- \* Narrow rubber curb median island at Cuesta Drive and Springer Road.



Figure 2 – Proposed Improvements on Cuesta Drive

The following, Figures 3 through 5 show examples of a rubber curb narrow median island, a raised crosswalk, and an RRFB.



Figure 3 – Example of a Narrow Median Island



Figure 4 – Example of a Raised Crosswalk



Figure 5 – Example of an (RRFB)

The raised crosswalk with RRFB system will include pedestrian-activated LED beacons that will flash to allow pedestrians to cross the entire street. The LED beacons will be installed on the right- and left-hand sides of the road. The recommended project intends to notify drivers of the presence of pedestrians at each location and to lower the speed of traffic as well.

The estimated project cost is as follows:

Construction	\$209,000
Construction Contingency	21,000
City Design and Project Management	21,000
City Inspection	<u>16,000</u>
Subtotal	267,000
City Administration @ 6.5%	<u>17,500</u>
TOTAL PROJECT COST	<u>\$285,000</u> (rounded)

Plans and specifications for the project are complete and available for viewing in the Public Works Department. If Council approves the recommended actions, construction is expected to begin in June 2017 and be completed by August 2017.

#### HSCAL IMPACT

Annual Traffic Studies/NTMP Improvements, Project 17-15, is funded with \$131,000 from the Construction/Conveyance Tax Fund. To provide sufficient funding for the project staff recommends transferring the remaining balances from the annual NTMP project from the two previous years (\$19,331 from Project 15-15 and \$127,139 from Project 16-15). With the recommended transfers, total funding is \$307,500 (rounded), which is sufficient to fund the improvements.

#### ALTERNATIVES

1. Do not proceed with the project.
2. Provide other direction.

#### PUBLIC NOTICING

Agenda posting, e-mail notices to original petitioners, and posting on social media.

#### Prepared by:

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#### Reviewed by:

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Dear Los Altos City Council Members –

We are residents of San Luis Avenue, Benvenue Avenue, South Clark Avenue, and Paco Avenue, herein the “Adjacent Streets” to Cuesta Avenue. We are writing in regards to the proposed Cuesta-Arboleda Traffic Calming Project. While we do support traffic calming measures for Cuesta, we are disappointed that several suggestions and concerns submitted were not fully considered.

As residents and property owners of Adjacent Streets, we hereby request the following:

1. Funds be set aside in the budget now to address any consequences of the Cuesta-Arboleda Traffic Calming Project on the Adjacent Streets. Property owners on Adjacent Streets should not be expected to pay for any portion of traffic calming to mitigate impacts from this project, and mitigation efforts should not be delayed due to funding issues.

2. Impacts to Adjacent Streets shown by the traffic studies done at six months post-implementation should be addressed immediately, and outside of the regular traffic calming process. A property owner on Benvenue Avenue requested the traffic model projection data from the City of Los Altos so that we could see what the projected impacts will be, but the data was not provided. We hereby request:

- That any and all traffic model data showing projected impacts to Adjacent Streets be published for public viewing online as soon as it becomes available.
- That any and all traffic data collected after the Cuesta-Arboleda project implementation be posted online within 14 days.
- That any increase of 10% volume OR 2 mph speed on any block be considered triggers for traffic calming for that entire street. Resident signatures should not be required. Since we are not being asked to sign to Opt-In to the Cuesta-Arboleda Traffic Calming Project, we should not be required to Opt-In to a project to mitigate its impacts. Therefore, we hereby request an exemption to the regular traffic calming process.
- That traffic studies be conducted on all Adjacent Streets at 12 months and 24 months in addition to 6 months post-implementation. To ensure accuracy, any and all traffic studies should exclude summer break, third week of May until Labor Day weekend, as well as school holiday weeks in November, December, February, and April.

3. During construction on Cuesta Avenue and Arboleda Avenue, we hereby request:

- That traffic be detoured to El Camino Real and Foothill Expressway via designated collector streets.
- That Adjacent Streets have signage posted prior to any detours stating “No Thru Traffic”, forbidding through traffic, enforced by LAPD. Most of the Adjacent Streets do not have sidewalks or curbs, making it very dangerous for kids walking and biking to school and residents walking or biking. Last week during the Cuesta Avenue detour to San Luis Avenue, children walking/biking on South Clark Avenue to Covington School could not cross the street to safely get to school. Cars refused to stop for them. Several vehicles were seen driving close to 50 mph down San Luis Avenue and Benvenue Avenue, some driving so recklessly that they drove onto people’s yards to navigate corners and curves. Traffic backed up over a block as vehicles struggled to turn left onto El Monte without a signal. Residents were unable to back out of their driveways to get to work.

4. We hereby request Table 8: 85<sup>th</sup> Percentile Speed Collection Data within Project Area, Page 15 of the Cuesta Drive/Arboleda Drive Focused Corridor Analysis by Alta Planning & Design in the May 28, 2019 City Council Agenda Packet be updated to include Benvenue Avenue. We request that the updated chart shall be published online for public view by June 4<sup>th</sup>, 2019.

Thank you for your thoughtful consideration.

