

FREEMONT AVENUE PAVEMENT REHABILITATION PROJECT

PUBLIC COMMENTS FROM COMMUNITY OPEN HOUSE  
HELD ON WEDNESDAY, SEPTMEBR 23, 2020 AT 5:30 PM  
HELD OVER RING CENTRAL CONFERENCE CALL

From Connie to Everyone: 05:27 PM

What will be done with bike/ped. path in front of home behind large oak tree located close to Grant Rd. headed West. I have to walk on their gravel driveway.

From Shahin to Everyone: 05:31 PM

has the meeting started yet?

From Jill Lillie to Everyone: 05:32 PM

I'd like to make sure my mic is on mute... can you hear me? from Jill

From Shahin to Everyone: 05:32 PM

I don't hear you

From Jill Lillie to Everyone: 05:32 PM

thank you

From Jaime Rodriguez to Everyone: 05:32 PM

We will be starting in two more minutes, giving people a chance to log on. Thank you.

From Shahin to Everyone: 05:33 PM

do we know what time this meeting will end?

From suzanne ambiel to Everyone: 05:33 PM

Slated to end at 7:30

From Jaime Rodriguez to Everyone: 05:33 PM

I'd estimate 1- 1.5 hours for the entire meeting duration depending on questions at the end. We will stay on as long as there are questions though. Thank you.

From Shahin to Everyone: 05:34 PM

Thank you

From j to Everyone: 05:49 PM

are you going to physically widen Fremont to provide the buffer

From Shahin to Everyone: 05:51 PM

If you go over budget, will we be taxed more? We are already taxed too much in this city  
which trees would be taken out? some of the huge messy trees are a menace right now

From Bill to Everyone: 05:52 PM

some of the trees are a menace== that's nonsense

From Carrie's ipad (2) to Everyone: 05:52 PM

with a wider buffer does the city already own the additional property necessary? if not how do you expect to pay for the land?

From MJ to Everyone: 05:53 PM

The wider buffer vote was just barely more than the minimal buffer, so I do not see that as a clear choice

From Rick Baer to Everyone: 05:53 PM

The oak tree that the road swings around EB near Newcastle is a problem.

From Guest 1 to Everyone: 05:54 PM

I'm more concerned with bikes encroaching in the car lanes. I want to keep the trees, however, there are some trees in the way of the bike lanes and although there is a paved bike lane to go around the trees, bikers always steer into the car lane instead. Is there any plan to keep bikes in the bike lanes, especially with the narrower car lanes, it makes it more dangerous.

From kim to Everyone: 05:55 PM

Will Fremont be closed during the entire construction period? Can smaller sections be done to help residents to get out of the area especially around MVHS.

From Katheryn Curi to Everyone: 05:55 PM

Keeping that bike lane that swings to the right of the trees needs to be kept clear of debris and smooth will keep cyclists from swinging into the roadway.

From Carrie's ipad (2) to Everyone: 05:55 PM

for those of us that have driveways that come directly off Fremont are there going to be any diversions or barriers to our entering the street?

From johnhall to Everyone: 05:56 PM

Text message

From Michael Schuh to Everyone: 05:56 PM

The signage was really effective for me.

From KRISTEN WOODS to Everyone: 05:56 PM

Kristen: heard about this meeting via Signboards.

From Brian Tam to Everyone: 05:56 PM

Safe Routes To School

From Michael Good to Everyone: 05:56 PM

Sign board

From Rick Baer to Everyone: 05:56 PM

I agree with Katheryn that the issue is the debris

From barbara to Everyone: 05:56 PM

signboard

From gloebner to Everyone: 05:56 PM

street signage, text, letter...

From Ann Hepenstal to Everyone: 05:56 PM

Signage, CMWU

From Shahin to Everyone: 05:56 PM

I got a letter in the mail and I saw the signs placed on Fremont Avenue for tonight

From kim to Everyone: 05:56 PM

Texting and sign board

From trudell/oliver to Everyone: 05:56 PM

We saw the signs and got the text message- good communications

From JZoucha to Everyone: 05:56 PM

I'm not a Los Altos resident (rather a resident of Sunnyvale). However I saw the signs on Fremont Ave as I was bicycling past. Thanks for the update

From audrey fucilla carlson to Everyone: 05:56 PM

Would you please explain how the bike lane works for residents' driveways? For example, we have 2 driveways onto Fremont and we do want our ingress or egress limited.

From johngate to Everyone: 05:56 PM

What, no oral input?

From Jim to Everyone: 05:56 PM

I got a letter.

From j to Everyone: 05:56 PM

street signing best notice

From josieharke to Everyone: 05:57 PM

Street sign

From wendygibson to Everyone: 05:57 PM

Heard about mtg via signboard on Truman and Fremont

From KRISTEN WOODS to Everyone: 05:57 PM

What statistics exist for the number of accidents that have occurred over the last few years at the intersection of Truman and Fremont?

From Bee-Ean to Everyone: 05:57 PM

I receive notice of this meeting in the mail but not text message

From jason to Everyone: 05:57 PM

Will the intense backup in traffic in both directions during commute hours be helped at all by this project? It can take 15-20 minutes to get to 85!

From Bill to Everyone: 05:57 PM

what happens to the islands currently in the middle o the street?

From Kristy H to Everyone: 05:58 PM

I don't see the crosswalks in this diagram.

From Bill to Everyone: 05:58 PM

Why are bike lanes so wide, 6 feet seems excessive

From Katheryn Curi to Everyone: 05:58 PM

One issue I have while running or walking along Fremont is drivers who are turning right, not looking to be sure it is clear. Is there a way to put signage to 'look both ways' before proceeding. I've almost gotten hit several times.

From Brian Tam to Everyone: 05:58 PM

A concern about removing the barriers protecting the bike lane is drivers encroaching. The barriers serve not only to stop drivers from coming into the bike lane, but also try to keep cyclists in the bike lane throughout Fremont

From Shahin to Everyone: 05:58 PM

there are some large dry pine trees that can cause damage in a storm and currently make a royal mess in our backyards

From johngrate to Everyone: 05:58 PM

Why is this being run by consultants and contractors rather than city manager staff.

From Guest 1 to Everyone: 05:59 PM

Will the speed limit on Fremont be changed after the project? It used to be 35MPH, then it was lowered to 30MPH. But most cars still drive at 35MPH.

From Shahin to Everyone: 05:59 PM

I have spoken to a lot of locals who would be opposed to the project if our taxes go up for it

From wendygibson to Everyone: 05:59 PM

So - no trees will be removed? Correct? And will any of the bare areas in the medians be replanted?

From johngrate to Everyone: 05:59 PM

These outside consultants do not know/understand the neighborhood.

From Brian Tam to Everyone: 05:59 PM

If we keep the foliage on Fremont, we need to add some form of lighting

From Rick Baer to Everyone: 05:59 PM

The barriers would also keep street sweepers out

From apple to Everyone: 05:59 PM

Looks good. Please do not make improvements that increase traffic on Fremont. Drivers use it to access Foothill Expressway when they should be using Homestead or 280. Please ensure improvements calm and reduce traffic especially through traffic. There is no commercial zoning along the road so it should be for residential use not thru traffic. Thank you.

From Brian Tam to Everyone: 05:59 PM

at night its really hard to see bicyclists

From suzanne ambiel to Everyone: 05:59 PM

If you are not talking, please put yourself on mute. We can hear you typing!

From Melissa Thomson & Elliott Capsuto to Everyone: 06:00 PM

Has there been any discussion about making the morning back-up at Belleville less problematic? Prior to COVID I spent 15 mins each day at 7:50am to get to Hwy 85 entry, which takes me 2 or 3 mins now. Better timing at Belleville? A light at Truman Ave onto Fremont?

From Katheryn Curi to Everyone: 06:00 PM

Most cars drive well over 35mph!!! It is a bit scary sometimes.

From laurelgiverson to Everyone: 06:00 PM

Can you tell us the percentages of traffic on Fremont Road that are by vehicle/bike/pedestrian?

From johngrate to Everyone: 06:01 PM

Why need 2 crosswalks ½ block apart at Austin and at Julie, with no other until Truman and no more other until Stevens Creek bridge.

From laurelgiverson to Everyone: 06:01 PM

Commenting on the Melissa

From suzanne ambiel to Everyone: 06:01 PM

Anyone who is typing we can hear you. Please put yourself on mute.

From j to Everyone: 06:01 PM

they may own the land but does the plan extend the existing pavement . Some of us have driveway on Fremont

From Brian Tam to Everyone: 06:01 PM

Do we know how durable is the cold recycle compared to our other option? if it lasts a few years longer it is a worth wile investment

From johngrate to Everyone: 06:01 PM

Dashed green blocks on bicycle lanes are scars on this lovely avenue.

From Kristy H to Everyone: 06:03 PM

Cyclists avoid the paths to the right when they are full of debris. Keeping it clear and paving it properly will keep bikes on the right.

From laurelgiverson to Everyone: 06:03 PM

Commenting on Melissa's concern about the back-up at the red light at Belleville. I've been told that part of that issue is due to the timing at the 85 intersection and the lights monitoring traffic flow onto highway 85. Have you contacted CalTrans and the City of Sunnyvale to see about making any improvements there?

From Rick Baer to Everyone: 06:03 PM

I'm a bicyclist that rides in traffic around the trees. I'm not going to ride around them into poorly maintained paths that could conceal debris and cause flats.

From johngrate to Everyone: 06:03 PM

No oral questions means consultants can ignore the difficult questions they don't want to address.

From Jim to Everyone: 06:04 PM

With this plan are pedestrians and bikes share the same lane?

From johngrate to Everyone: 06:04 PM

Why does project not include Loyola corner to Grant. Loyola Corners to Stevens Creek bridge should be consistent striping - not change across Grant.

From Me to Everyone: 06:04 PM

From Bee-Ean 05:55 PM

When and How was the survey sent to residents? I live on Garthwick Ct but don't believe I saw such a survey request.

From Shahin to Everyone: 06:04 PM

Will traffic be impacted in any way once we go back to normal after Covid19?

From Michael Good to Everyone: 06:04 PM

What other streets in this area have an 11-foot lane width so we can compare?

From gloebner to Everyone: 06:05 PM

I have commented several times — during previous community meetings, survey, etc. — on several items: 1) The Truman offset Newcastle intersection is complex with Truman/High School traffic making U-turns in front of Newcastle inhibiting Newcastle traffic from getting onto Fremont, Keep Clear needed in front of Newcastle as much or more so than in front of Truman; 2) the paths plan seems focused on cyclists and not pedestrians. How are pedestrians being protected from cyclists - this is a real issue...

From laurelgiverson to Everyone: 06:05 PM

Completely agree with John Grate that the dashed green blocks on bicycle lanes are terribly unattractive. I do care about bicycle safety and see the need for something - could we use white colored paint for the blocks instead of that terrible day-go green?

From Guest 1 to Everyone: 06:05 PM

Has anyone actually observed how bikes use the existing bike lanes? Seems you guys are not aware of how bikes always avoid the bike lanes that go around trees (and for good reason). Someone should spend a day just looking at the bikes along Fremont.

From Shahin to Everyone: 06:05 PM

is 11 feet for one way of traffic?

From johngate to Everyone: 06:05 PM

Survey Q's about buffer and flex posts did not appear for those who selected driving as their primary use.

From danialfaizullahoy to Everyone: 06:06 PM

Agree Dashed green blocks on bicycle lanes are scars on this lovely avenue.

From Shahin to Everyone: 06:06 PM

people who live here want to maintain the pretty rural look without too many neon colors added

From johngate to Everyone: 06:06 PM

Crosswalks at Austin and Julie are redundant. The Julie crosswalk offers opportunity for pedestrian refuge in divider. The one at Austin does not.

From Carol to Everyone: 06:06 PM

It appears we are doing bicycle lane buffers which will is crazy since its a one lane road.

From j to Everyone: 06:06 PM

Plan for dust control during the construction project?

From Bill to Everyone: 06:07 PM

never got a text, or letter, only saw signboard

From laurelgiverson to Everyone: 06:07 PM

To Gary Loebner's point, what is the pedestrian count and what is the cyclist count on Fremont Ave.? Important that we are addressing the needs of pedestrians (I happen to walk along Fremont frequently and see a LOT more pedestrians than I do cyclists).

From johngate to Everyone: 06:07 PM

Austin Ave crosswalk is crosswalk to nowhere. At the north end, just utility boxes. At the south end, it disappears into bushes.

From Ann Hepenstal to Everyone: 06:07 PM

On south side of Fremont Ave between Loyola Corners and Grant: some residents have "claimed" the edge of the street with landscaping or cones. Will that space now be used for the bike lanes?

From j to Everyone: 06:07 PM

Please clarify the amount for extra right way that will be used

From Shahin to Everyone: 06:08 PM

will we have more dust coming to our homes with more bikes and pedestrians and joggers? Dust is currently a big problem

From johngate to Everyone: 06:08 PM

Bike lanes are mostly for the benefit of through bicyclists to/from Sunnyvale.

From trudell/oliver to Everyone: 06:08 PM

Turning right from Fallenleaf onto Fremont going toward the bridge can be dangerous because of limited visibility of pedestrian or bike traffic due to foliage.

From laurelgiverson to Everyone: 06:09 PM

Saw the signboards, which were great. Text only came today - should have been sent a week ago and then another couple reminders.

From Carrie's ipad (2) to Everyone: 06:09 PM

again those of us that live on Fremont will lose any parking for guests, how do you resolve that?

From Jill Lillie to Everyone: 06:09 PM

will you please address noise level as my yard is on Fremont

From Rick Baer to Everyone: 06:09 PM

Automobiles don't respect the existing marked crosswalks, not to mention the implicit crosswalk at Fallen Leaf. Nothing short of LED signals will be sufficient. But a little more LAPD enforcement wouldn't hurt.

From j to Everyone: 06:10 PM

Ditto on comment: Austin Ave crosswalk is crosswalk to nowhere.

From Shahin to Everyone: 06:10 PM

I second the question about noise with backyards on Fremont

From Jill Lillie to Everyone: 06:10 PM

from my awesome block captain, Nicole

From Ann Hepenstal to Everyone: 06:10 PM

pre-COVID, it would take me about 25 minutes to go east on Fremont from Wessex Ave to 85. What steps are you taking to divert traffic from this area so that the situation will be improved?

From Kristin Morris to Everyone: 06:10 PM

I fully support the green striping that helps motorists be more aware of bicyclists, the day-glo is exactly what makes it effective. My husband commutes from our home in Los Altos to his office Cupertino (or did until recently) and he was hit at the corner of Fremont and Fallen Leaf by a motorist who paid no attention to the bike. Anything to make bicyclists AND pedestrians more visible on Fremont Avenue is a good step.

From Carol to Everyone: 06:11 PM

That is great area of concern--the traffic before COVID was horrible and will be again. Why narrow the lanes for motorists?

From Jill Lillie to Everyone: 06:11 PM

Would absolutely advocate for a safe crossing at Fallen Leaf Lane

From laurelgiverson to Everyone: 06:12 PM

Driving posts/vertical element would be an eyesore. Is it possible to add these at a later time if truly necessary for safety? Echo someone else's request for safety/accident information around the intersections along Fremont - this information would be super important in making these decisions. Is there a BIG problem with cyclist and/or pedestrian injuries or a minimal number of minor fender-benders?

From Jill Lillie to Everyone: 06:12 PM

Agree, Kristin Fallen Leaf and Fremont is very dangerous.... hope your husband is okay

From Rick Baer to Everyone: 06:13 PM

Traffic is bad because the queue for NB 85 is vastly insufficient. I don't know how this can be rectified without expanding the bridge.

From Carol to Everyone: 06:13 PM

What about people who don't or can't ride bicycles? There is no really decent public transportation from this area of Los Altos.

From kim to Everyone: 06:13 PM

I use the Austin Crosswalk, but many times the drivers don't slow down for a pedestrian. I have even been yelled at to get my "f\*\*\*ing ass" out of the his way! Drivers do speed in both directions.

From Kristin Morris to Everyone: 06:14 PM

Agree that it is important to keep pedestrian safety i mind. The "wider" bike lane will also make pedestrians safer. There is significant pedestrian traffic on Fremont, especially on Saturdays as observant Jews walk to services, and now with so many folks walking and running for exercise.

From Bee-Ean to Everyone: 06:14 PM

There are a lot of residents doing walks in the neighborhood so the wider bike lane is better to make it safer for people who doing walks, especially with Covid19

From Guest 1 to Everyone: 06:14 PM

What is the motivation to restripe Fremont and change the bike lanes? I second the call for examining the statistics. If it is not broken, there is no need to fix anything.

From Shahin to Everyone: 06:14 PM

there are more walkers now because people are home for Covid

From Ann Hepenstal to Everyone: 06:14 PM

What do the studies show is the ave speed on Fremont? Speed limit is 30 mph, but I am always tailgated when I drive 30--and when I turn off, they accelerate aggressively. Will these changes slow the traffic?

From johngate to Everyone: 06:15 PM

The objective for this lovely Avenue should be to MINIMIZE striping.

From Michael Schuh to Everyone: 06:15 PM

The striping plan linked to on the <https://www.losaltosca.gov/publicworks/project/fremont-avenue-pavement-rehabilitation> site shows 10' wide lanes. Please provide the current striping plan.

From Carol to Everyone: 06:15 PM

Traffic will again be very slow once COVID issue is resolved and everybody goes back to work and school.

From j to Everyone: 06:15 PM

Why are you not addressing comments on right of way usage and impact on driveways

From Rick Baer to Everyone: 06:17 PM

I wish we could have raised sidewalks on wide connectors like these to protect pedestrians and reduce pedestrian / bike conflict. I don't buy the "rural charter" argument.

From Jim to Everyone: 06:17 PM

Should there be a sign for bikes to yield to pedestrians. Frankly, I would rather have the bike go into the car lane than have the bikes encroach on pedestrians

From Carol to Everyone: 06:18 PM

Are we building these barriers because of regs from the State? IAre these the strings that are attached to the State monies?

From Guest 1 to Everyone: 06:19 PM

Shouldn't the speed survey be done before the project is decided so we know whether to narrow the car lanes or not, instead of doing a speed survey after the project is done???

From Shahin to Everyone: 06:19 PM

how exactly will the bike/pedestrian lane work? do you have a suggested picture to share so we see if it will increase foot traffic. Will this new lane contribute in any way to added crime for houses on Fremont?

From johngrate to Everyone: 06:20 PM

Neighborhood flyer said that there would later be a pedestrian/bicycle plan for the Avenue. That should be rolled up into this project, rather than redoing it all over again.

From Marianna Naverniok to Everyone: 06:20 PM

Entering Fremont Ave (Hwy 85 direction) via left turn from Fallen Leaf Lane during the rush hour (esp morning, when schools are open) is dangerous due to a constant flow of cars moving toward Grant Ave (even during the Belleville Way red light which is way too short to allow for the backup to clear and leave room for cars on side streets to enter Fremont). I once even saw a man getting out of the car and physically stopping cars with his body and hands spread out in the lane so his wife could turn left after about a 10-minute wait on Fallen Leaf Lane. That just proves it's a real problem that needs to be addressed. It appears that public in the survey indicated a desire to install traffic lights there (I'd say at least a raised clearly marked speed bump to slow the cars down). How likely are some of these suggestions going to be implemented?

From Carol to Everyone: 06:20 PM

We did provide feedback a year ago at a neighborhood meeting but obviously no one listened.

From Michael Schuh to Everyone: 06:20 PM

The survey said that the more expensive resurfacing option is more durable. How much more durable, if any, will it be? How much longer will it last than the less expensive option?

From Carrie's ipad (2) to Everyone: 06:21 PM

I think the amount of striping is excessive and will take away from the natural beauty of the area.

From laurelgiverson to Everyone: 06:21 PM

To me, rural character, beautiful foliage, thoughtful signage and nice lighting is an important part of this project - if I liked a lot of concrete and fewer trees, I would have bought a home on the other side of 85 in Sunnyvale.

From Marianna Naverniok to Everyone: 06:22 PM

Also, Fallen Leaf Lane @ Fremont. Just recently, trees very planted in the median (next to Hwy 85 direction Fremont Ave left turn lane into Fallen Leaf Lane) which blocks visibility into Hwy 85 direction

Fremont Ave traffic and will only get worse (and more dangerous) as the trees grow. Can they be removed?

From Carol to Everyone: 06:22 PM

Is Sunnyvale being cooperative about this?

From johngate to Everyone: 06:22 PM

RE: "I use the Austin Crosswalk, but many times the drivers don't slow down for a pedestrian." Use the Julie Ave crosswalk instead, ½ block away and with pedestrian refuge in the divider strip. Redundant Austin Ave crosswalk to nowhere should be eliminated.

From Shahin to Everyone: 06:24 PM

where will any money needed over \$2.1 mil come from?

From Michael Good to Everyone: 06:24 PM

4-5 years longer but what's the current life (e.g. what's the percent improvement?) It sounds like a great idea so I'd like to see the strongest case made for it.

From j to Everyone: 06:24 PM

no that was to get rid of the Austin crosswalk, Julie is only 90 feet away and safer for pedestrians

From johngate to Everyone: 06:25 PM

Austin crosswalk also endangers pedestrians proceeding on Austin. For drivers turning right on Austin, bushes make it a blind turn, unable to see pedestrians on Austin.

From Rick to Everyone: 06:25 PM

Can we revisit the roundabouts from a couple years ago ; build in roundabouts?

From Michael Good to Everyone: 06:26 PM

Roundabouts are absolutely insane at the traffic volume on Fremont.

From Shahin to Everyone: 06:27 PM

will this project attract other bikers and pedestrians from outside the area? A lot of us do NOT want more noise in our backyards

From johngate to Everyone: 06:29 PM

Loyola to Grant striping should be the same across Grant to Stevens Creek Bridge. If Loyola Corners to Grant is outside of scope of project, just stripe Grant to bridge the same Loyola to Grant.

From Kristin Morris to Everyone: 06:29 PM

How revolutionary - a pedestrian path is called at SIDEWALK! Yes, please give us one.

From laurelgiverson to Everyone: 06:29 PM

What ways are there to discourage the cut-through traffic on Fremont - how can we make cutting through the neighborhood as unappealing as possible? Speed bumps? Other options?

From Michael Schuh to Everyone: 06:30 PM

Truman has 10' wide lanes between Fremont and Oak. Those lanes are too narrow. Many cars have trouble staying in those lanes. 11' will be better. 12' would be better.

From Carol to Everyone: 06:30 PM

Yes we need sidewalks on Fremont more than bicycle barrier lanes.

From Michael Good to Everyone: 06:30 PM

I think the point is that drivers should be able to have feedback about barriers.

From Jim to Everyone: 06:31 PM

I agree, the green striping seems overkill and ugly. I can see it at major intersections (grant/Fremont) but not all these side streets

From j to Everyone: 06:31 PM

Austin crosswalk ends at drain on one end and the other end in cable, telephone boxes. Trucks are frequently have trucks parked for work and make the pedestrians to walk in the street to get around. Only need Julie crosswalk which is safer and only one house away.

From Carol to Everyone: 06:32 PM

They added bicycle barriers, bumpers, and brightly colored crosswalks on some streets in Palo Alto. Really looks ugly.

From suzanne ambiel to Everyone: 06:32 PM

Can you clarify why the requirement for green paint in conflict zones? As I understand it, this color is required by state and federal standards - I see it in many cities (Palo Alto, Mountain View Sunnyvale, etc).

From Shahin to Everyone: 06:36 PM

you will never reduce the number of cars on Fremont Ave. Please think long-term. Covid won't last forever

paved street helps noise, but what about noise from people on those pathways?

From julie to Everyone: 06:37 PM

I see that others have asked about why this isn't extended to the stretch of Fremont between Grant and Loyola Corners, and apologize that I missed the response. Is that being discussed? A lot of kids ride their bikes to Oak and MVHS from the Heritage Oaks area, and for years both parents and kids have felt it was unsafe.

From Shahin to Everyone: 06:37 PM

I have seen other areas where kids sit on paths and smoke pot or aggregate in other ways when a nice area is provided

From j to Everyone: 06:38 PM

Yes the City has enough right of way for this project, but is the existing pavement going to get wider.

I am consider about the impact on my driveway. It is already dangerous to get on to Fremont.

From Shahin to Everyone: 06:40 PM

I also would like to know why this project ends at Grant Ave. Thank you

From johngate to Everyone: 06:40 PM

Yes, some pedestrians use Austin crosswalk, but if eliminated, using Julie crosswalk instead is such a simple, minimal adjustment, and safer for them with a divider refuge. The graph shown at the beginning of the meeting showed about equal use of Austin and Julie crosswalks. Why does the outside consultant so fervently defend keeping the redundant Austin crosswalk to nowhere?

From barbara to Everyone: 06:46 PM

I'm seeing some of the same people continue to ask questions that cover the same areas over and over. Please provide room for others to comment as well.

From j to Everyone: 06:49 PM

Ditto, only makes sense:

Yes Thanks Johngate. I agree:Yes, some pedestrians use Austin crosswalk, but if eliminated, using Julie crosswalk instead is such a simple, minimal adjustment, and safer for them with a divider refuge. The graph shown at the beginning of the meeting showed about equal use of Austin and Julie crosswalks. Why does the outside consultant so fervently defend keeping the redundant Austin crosswalk to nowhere?

From a\_gruspe to Everyone: 06:54 PM

Is there room for Median Acceleration Lanes, especially on Fallen Leaf Lane? This is a dangerous intersection

From j. wilde to Everyone: 06:54 PM

Pre-Covid navigating Truman/Newcastle and Fremont Ave was horrendous. Please keep this intersection as a high priority.

From johngrate to Everyone: 06:54 PM

Why does the Pleasanton consultant just shut down the Austin crosswalk issue by saying "we are not planning to remove any crosswalks". Totally closing to ignore South Los Altos community's input on this forum.. I guess we have to appeal to whomever on the city staff manages his work.

From Katheryn Curi to Everyone: 06:54 PM

FYI... I use the Austin crosswalk a lot! :)

From j. wilde to Everyone: 06:56 PM

1. I think green striping would definitely help drivers respect the bike lane I choose safety over aesthetics. 2. Cleaning up and repaving the existing dedicated pedestrian path should be a priority. 3. I don't think pedestrians and bikes should share a mixed-use path.

From Los Altos Resident to Everyone: 06:56 PM

Fallen Leaf and nearby is full of NIMBY bicycle haters who would like their street to be completely private. Ignore them!

From barbara to Everyone: 06:57 PM

Thank you for an excellent summary. I appreciate the efforts to keep the spirit of the fremont ave area while improving bicycle safely.

From johngrate to Everyone: 06:58 PM

RE: "FYI... I use the Austin crosswalk a lot! :)". Walk a ½ block over and use Julie crosswalk! It's safer for you!

From Katheryn Curi to Everyone: 06:58 PM

Thanks John for the suggestion, I will look into it.

From audrey fucilla carlson to Everyone: 06:59 PM

How can I find the survey on the site? Please give a specific link

From Michael Good to Everyone: 06:59 PM

losaltosca.gov/fremontavesurvey - I just filled it out.

From Me to Everyone: 07:00 PM

Here is the link to the survey: [www.losaltosca.gov/FremontAveSurvey](http://www.losaltosca.gov/FremontAveSurvey)