

## Appendix A: Comment Cards

### 1. Alternative 1

- Please fix the westbound (to 280) El Monte at 2 straight lanes – it's great that most (all?) plans have 2 lanes going straight
- Don't eliminate free running right turn from Foothill to El Monte going out to 280
- Triple left from El Monte to "north" or "west" Foothill will be a wreck of weaving for right turn on San Antonio. Already very dangerous
- Additional turns onto El Monte will TRIPLE the traffic on El Monte

### 2. Alternative 2

- love the squared corners – they should all be squared

### 3. Alternative 3

- Residents on Cuesta between El Monte and Springer believe that improving traffic on this intersection (El Monte & Foothill) will only put more traffic on neighborhood streets.
- If westbound El Monte can't turn right on red (advisable; re: bikes on cross walks and cross merge desire for El Monte to Palo Alto) then allow second lane to turn right or go straight
- Favor Alternative 3 if feasible & safe. Do not favor squaring corners.
- Getting rid of trees is a good idea for speed & vision.

### 4. Other Comments

- Do not redirect cars into residential areas; priority should be focused on Los Altos residents
- Change road grade or surface at San Antonio & Foothill to reduce roll-over risks for turning vehicles (Problem is worst upon wet surface)
- Increase signal visibility at that intersection (many head-on or "T-bone" collisions, particularly at night)

**1. Alternative 1**

- Pre-printed upon display
  - **Common features (to Alternatives 2 & 3)**
    - Auxiliary lanes ease traffic in AM & PM
    - Squaring northwest Foothill/El Monte corner improves pedestrian access through sound wall
    - Adding 500 feet of 2<sup>nd</sup> through westbound El Monte lane will help Covington
    - Bike slot added on northbound Foothill at San Antonio
  - **Pros**
    - Square corners enhance pedestrian crossing
    - Less backup for northbound Foothill
    - Triple left turns serve 2025 conditions
  - **Cons**
    - Truck turn challenges with triple left turn on eastbound El Monte
    - Tree removal with northbound double right turn lanes at San Antonio
- Attendee-submitted
  - **Likes**
    - A big YES to 2 right turn lanes onto San Antonio
    - Big YES for all 4 squared corners!
    - No turn on red south Foothill to west El Monte
  - **Dislikes**
    - Competing interests. Residents – 1 lane; commuters – 2 lanes
    - Don't like the bulb-outs here [at the corner]. Forces bicycles into traffic.
    - Eastbound El Monte (straight) backs up past University, making it difficult to turn right on El Monte from University
    - Double right turn will create additional ped conflicts
  - **Suggestions**
    - Have you looked at the traffic backup here heading north on El Monte?
    - Need signage [for triple left] to tell cars which left lane to use (San Antonio vs Foothill)
    - Think about traffic & bikes entering at the corners.
    - Provide pedestrian facility eastbound El Monte

**2. Alternative 2**

- Pre-printed upon display
  - **Common features (to Alternatives 1 & 3)**
    - Auxiliary lanes ease traffic in AM & PM
    - Squaring northwest Foothill/El Monte corner improves pedestrian access through sound wall
    - Adding 500 feet of 2<sup>nd</sup> through westbound El Monte lane will help Covington
    - Bike slot added on northbound Foothill at San Antonio
  - **Pros**
    - Square corners enhance pedestrian crossing

- 3 southbound through lanes on Foothill at San Antonio increases throughput at intersection
    - 2 southbound right turn lanes at El Monte serves 2025 traffic conditions
  - **Cons**
    - Truck turn challenges with southbound double right turn at El Monte
    - Does not square southeast corner right turn at El Monte
    - Third through lane on southbound approach at San Antonio could create weaving issues (right turn trap lane at El Monte)
- Attendee-submitted
  - **Likes**
    - Love squared corners
    - Love pedestrian sensors
    - Trees at El Monte – line of sight issue on northwest corner
    - An absolute must: 1 lane to . . . 2 through lanes
  - **Dislikes**
    - Cars tend to force their way right from the left lane after turning southbound on Foothill from San Antonio. Adding the extra right turn lane may make this more chaotic
    - Square all four corners for consistency for bikers/walkers
    - Increasing traffic from southbound foothill onto west El Monte without squared corners will cause a constant 2 lane flow of cars – making it almost impossible to back out of houses on northwest El Monte & University
    - Make all [corners] same & remove slip lane.
    - Please keep the free-running in the AM at least.
  - **Suggestions**
    - Time the signal to coordinate with Foothill signal
    - Have you looked at traffic volumes at El Monte? Especially when you add extra lanes?
    - Allow U-turns coming eastbound on El Monte at Foothill to go westbound and access 4 lanes on northwest side with El Monte (between Foothill & University Ave.)
    - How will the San Antonio/ East El Camino housing impact San Antonio traffic and therefore these plans?
    - If trees are removed, will they be replaced somewhere else?
    - At what point does a grade separation become cost-effective for either cars or bicycles in an intersection?
    - Figure out a way to keep traffic on 280 & get traffic to slow down. I also want less cut through in the neighborhoods.

### 3. Alternative 3

- Pre-printed upon display
  - **Common features (to Alternatives 1 & 2)**
    - Auxiliary lanes ease traffic in AM & PM
    - Squaring northwest Foothill/El Monte corner improves pedestrian access through sound wall

- Adding 500 feet of 2<sup>nd</sup> through westbound El Monte lane will help Covington
    - Bike slot added on northbound Foothill at San Antonio
  - **Pros (Combination of Alternative 1 & 2)**
    - Square corners enhance pedestrian crossing
    - Less backup for northbound Foothill
    - Triple left turns serve 2025 conditions
    - 3 southbound through lanes on Foothill at San Antonio increases throughput at intersection
    - 2 southbound right turn lanes at El Monte serves 2025 traffic conditions
  - **Cons (Combination of Alternative 1 & 2)**
    - Truck turn challenges with triple left turn on eastbound El Monte
    - Tree removal with northbound double right turn lanes at San Antonio
    - Truck turn challenges with southbound double right turn at El Monte
    - Does not square southeast corner right turn at El Monte
    - Third through lane on southbound approach at San Antonio could create weaving issues (right turn trap lane at El Monte)
- Attendee-submitted
  - **Likes**
    - [Alternative] 3 is a great start. Plenty of turns
    - Having two through lanes will really help. Right now people use the right turn lane to try to cross into the one lane – very dangerous
    - I think Alternative 3 is the preferred alternative. It is the most forward-looking alternative.
  - **Dislikes**
    - Need to color code lanes & slots to clarify flows of cars, bikes, and people [pedestrians]
    - Concerned that double right will be unsafe for cyclists going straight
    - Cars that don't want to turn right will be forcing their way into the left two lanes
    - 2 through lanes on El Monte was a serious traffic speed issue for El Monte neighborhood . . . this is a safety issue for school crossing as well.
    - New inside second right turn lane onto southbound El Monte – can a driver turn right on red? If so, it might cause a collision with cars crossing Foothill from El Monte.
  - **Suggestions**
    - Is it possible to stripe only one right turn lane at San Antonio & El Monte, but leave room for two? Add 2<sup>nd</sup> lane in 2025 if needed
    - Reduce traffic flow by at least 50% by changing 280 access on El Monte to be NORTHBOUND only
    - If possible, use green to show conflict areas for bike/autos to help alert drivers
    - Soundwall along Foothill east side – may need a barrier for traffic
    - Stripe receiving bike lane
    - Add signage that lanes have changed, please, to alert drivers that there are no free rights any longer

- With tight turns, need to control timing (“don’t turn on red”)

#### **4. Other Comments and Questions**

- Do not redirect cars into residential areas!
- Traffic turning left onto El Monte from San Antonio is susceptible to rollover/fish-tailing due to road gradient. Problem is particularly bad when pavement is wet.
- Don’t forget Foothill College!
- Does County have any existing intersections with triple left turns?  
Yes. Almaden Expressway & Blossom Hill Road and Capitol Expressway & Aborn Road

## Appendix C: Email Submissions

From: Harry Guy [REDACTED]  
Sent: Wednesday, June 28, 2017 2:47 PM  
To: Susanna Chan <schan@losaltosca.gov>  
Cc: Chris Jordan <cjordan@losaltosca.gov>  
Subject: BPAC agenda item 3 tonight - Foothill Expressway Improvement Project

Hi Susanna,

This email is for you and also for the BPAC Commissioners, so I would appreciate if you would forward to them for me - thank you.

I live on University Ave at the corner of Sherman St, and as you and BPAC Commissioners are aware, in the past few years, our previously-peaceful local road has become a significant cut-through for commuters and others trying to escape the chronic backups on Foothill Expressway. The backups often begin at Edith as you travel SW on Foothill, then worsen as you get to Main, then San Antonio and El Monte.

Residents along University Ave are very grateful to BPAC, Staff and City Council for supporting the two important crosswalk improvement projects that will be completed by the start of the school year. These will provide very significant safety improvements for our kids and also for the many other pedestrians. BPAC, Staff and City Council were also key in getting the accelerated progress for the Foothill Expressway Improvement Project, with the City funding \$400k to help advance the priority and planning for this project. We would not be at this point without your efforts - thank you!

Specifically regarding the three alternative designs proposed by the County. I've reviewed them, and it seems that from this resident's view, admittedly untrained in traffic engineering and road design, ALT-3 appears to be the best plan. Simply put, it appears to provide for higher volumes of traffic through the two intersections without squeezing on bicycle or pedestrian spaces, relative to the other two alternatives. I'll defer to the professionals and more experienced reviewers at the County, yourself and BPAC to provide a more detailed technical review of the three alternatives.

I would like to raise some other points that I think are timely and related to the overall planning and preparation for the project construction. It is vitally important for the County and the City to engage in the development of an effective construction mitigation plan that will hopefully prevent any worsening of local conditions (in all directions around the construction area). If this is not done well, there is significant potential for gridlock to set in, in all directions, including downtown streets, local streets to the NE of San Antonio and El Monte, and also significant potential for gridlock on University Ave and Milverton, as drivers seek other paths. Mitigation plans should include advanced count data on Foothill, El Monte and San Antonio, AND also for key streets and potential cut-through paths that come off of those streets, like Main St, Edith, Gordon, Cuesta, University Ave, Milverton, and perhaps others.

The construction plan mitigation objective should be to prevent any further degradation of throughput and no worsening of conditions for other streets. What will the construction times be - 8:00 pm-6:00 am only? Or 9:30 am-2:30 pm? Or?? What mitigation actions will be taken to encourage drivers to stay on their normal routes, and what actions will be taken before start of construction to

deter drivers from driving on local streets in search of new routes? This is a critical area that needs to be started early, not done at the last minute or left up to the contractor to figure out. It needs to be done collaboratively, with City Staff (Transportation and PD) and BPAC actively participating, with the opportunity for public input along the way, not just at the end.

The construction impact mitigation plan needs to include an active monitoring plan throughout the construction period, collecting traffic data on Foothill, and also on all the other key streets identified above. With those data, there needs to be a thought-out plan for what data results will trigger a caution flag to the project that an adverse construction impact is being experienced that results in a pre-planned and escalating set of additional mitigation actions. A data point worth reviewing might be the after action report from the County project to rebuild the bridge over Foothill Expressway at Loyola Corners. Was the mitigation plan effective? What could have been improved and how? The mitigation challenges for this upcoming Foothill Expressway project are much more complex than the bridge project, and it is important that everyone recognizes how bad the experience could be for our city, if this aspect isn't planned and executed well.

All that gloom and doom aside, this is a very exciting and very much needed project, and we need to get it done with all due haste!

Many thanks to the City Staff, BPAC Commissioners and the County Staff for your diligent efforts that have helped us arrive at this point!

Best wishes,  
Harry

Harry Guy  
University Ave Resident

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From: Alan Arndt [REDACTED]  
Sent: Wednesday, June 28, 2017 5:30 PM  
To: Susanna Chan <schan@losaltosca.gov>; Victor Chen <VChen@losaltosca.gov>; Aida Fairman <AFairman@losaltosca.gov>  
Subject: Foothill Expressway Improvement Project

Dear Ms. Chan, Mr. Chen and Ms. Fairman,

I work on S. San Antonio Road, right next to the Cuesta/1st Street intersection, and commute along Foothill and El Monte. I am unable to attend the community meeting tomorrow night but I have some comments that I hope are helpful that I would like to contribute.

An additional lane on Foothill Expressway will certainly be welcome and will improve the traffic but how this is handled will certainly impact how effective this is.

- The shoulder for the bike path needs to remain and the bushes need to be trimmed regularly, particularly when the lanes will be narrowed a foot. Maintaining a 3 foot distance to the bikes is certainly an important safety aspect.

- The 3rd lane (Options 2 & 3) on Foothill S. before San Antonio needs to be longer and should be marked as a turn-only from the start. With the other two lanes marked for thru traffic only. This should allow and encourage all turning lanes to be in the correct location as soon as possible.
- The 3rd left turn lane from El. Monte N. to Foothill N. is going to help, but could be quite limited because vehicles will have a difficult time moving in to fill that lane. As it exists now a number of cars will just sit in the #2 turn lane, blocking the #1 lane. Or when the light turns, not immediately move into the #1 lane to allow as many cars as possible to turn before the light. Ideally all 3 of these lanes should be much longer. Though University Avenue constricts this, if something could be done to extend the turn lanes longer that would help significantly.
- In regards to a 2nd thru lane from El Monte S across Foothill. Yes, this would help more cars through the intersection and presumably shorten the time needed for the cross light. However, it also means the Right turn lane from Foothill to El Monte is no longer exclusive, which will cause more backup on Foothill. There doesn't seem to be room for both. Though again, the University intersection causes problems. The timing of University needs to be synchronized with Foothill in all aspects.
- I think the removal of the unobstructed right turn (islands) on all directions of the Foothill/El Monte intersection is a large mistake. This forces traffic to slow significantly and makes any merge just that much more difficult. While not clearly improving safety. Making sure there are clear sight lines, and perhaps flashing signals for these pedestrian crossings could perhaps help much more, while not impeding the traffic flow.
- Lastly, probably the most important aspect is proper timing and coordination of all the traffic signals. Recent changes to the Cuesta/1st Street signal have been and remain a complete disaster. The old signal timing was MUCH better. I complained to the county after the new signals were installed, they revised the timing to be closer to the original and things were very good for a month or two. Then it changed again last fall. I again complained, they closed out the case as being resolved and it's been terrible for 6+ months.

The signal from San Antonio onto Foothill should be timed with the Foothill/El Monte signal such that traffic is flowing/clear on Foothill when the signal turns green.

The signal at Cuesta/1st Street needs to be timed with the San Antonio/Foothill light so that the southbound direction turns red just **\*before\*** the Foothill light, and does not turn green again until Foothill does. There is no point in two cycles of green for traffic to move forward 50 feet and stop. This gains nothing and completely messes with the cross traffic. The intersection is blocked constantly plus traffic from Cuesta/1st street never has an opportunity to get onto Foothill. Not only does this impede Cuesta/1st street significantly, but it also slows San Antonio traffic to Foothill as well.

Good luck and I look forward to the changes.

Sincerely,  
Alan Arndt

From: james wing <[REDACTED]>

Date: June 26, 2017 at 8:59:59 PM PDT

To: "masoud.akbarzadeh@rda.sccgov.org" <masoud.akbarzadeh@rda.sccgov.org>



Cc: "Ananth.Prasad@rda.sccgov.org" <Ananth.Prasad@rda.sccgov.org>,  
"Sadegh.Sadeghi@rda.sccgov.org" <Sadegh.Sadeghi@rda.sccgov.org>  
Subject: Foothill Expressway Capacity Increase Project

Hi Masoud,

Subject: Santa Clara County 6-29-17 Meeting, Foothill Expressway Improvement Project

I support Alternate 3 [dated 6/26/17] because it the best plan to keep PM commuter traffic on Foothill Expressway / San Antonio and not have them use University as a congestion bypass. I recommend the following improvements to Alternate 3 that provides increase capacity of Foothill Expressway / El Monte intersection:

- Increase length of eastbound Foothill Expressway inside [2nd] right turn lane by 176 feet or 8 cars. Total dual lane right turn buffer would then be 22 cars and that would more than fill up during PM commute. Lane width can be 11 feet in the inside right turn lane increased length zone because of reduced speeds, no bicycles / pedestrians and no imminent right turn.
- Increase right turn radius of both eastbound Foothill Expressway right turn lanes to El Monte to allow delivery / construction trucks, buses, and gardener pickups with trailers to stay in turn lanes. This corner has a high volume of large vehicles because it is the prime access to I-280.
- Provide adaptive software / cameras for pedestrian crosswalks to insure pedestrian crossing time is used efficiently. This Foothill El Monte intersection has a lot of runners and bicycle use. Daily pedestrian crossings are in the 150 to 200 range with 10 bicycles. Without adaptive software / cameras all pedestrian crossing times would be 36 seconds an increase of 8 to 12 seconds from current times. Large jump in time is due to increase in crosswalk length because of slip turn removal.
- Allow right turns on red at all corners.
- Relocate street light pole base to Lincoln side of sound wall to provide improved pedestrian waiting to cross visibility.

Thank you for your consideration!

Jim Wing  
Milverton Road  
Los Altos, CA