

## **COMPLETE STREETS COMMISSION MEETING AGENDA**

**6:00 PM - Wednesday, October 30, 2024**

***Los Altos Community Center - Sequoia Room***

**PARTICIPATION:** Members of the public may participate by being present at the Los Altos Community Center - Sequoia Room located at 97 Hillview Avenue, Los Altos, CA during the meeting. Public comment is accepted in person at the physical meeting location, or via email to [transportation@losaltosca.gov](mailto:transportation@losaltosca.gov).

**REMOTE MEETING OBSERVATION:** Members of the public may view the meeting via the link below, but will not be permitted to provide public comment via Zoom. Public comment will be taken in-person, and members of the public may provide written public comment by following the instructions below.

**Webinar ID: 874 6907 0405 | Passcode: 986599**

**<https://losaltosca-gov.zoom.us/j/87469070405?pwd=XAwdCulKs026UGyy0cKdBKOPXdzLun.1>**

**SUBMIT WRITTEN COMMENTS:** Verbal comments can be made in-person at the public hearing or submitted in writing prior to the meeting. Written comments can be mailed or delivered in person to the City Clerk's Office or emailed to [transportation@losaltosca.gov](mailto:transportation@losaltosca.gov).

Correspondence must be received by 2 PM on the day of the meeting to ensure distribution prior to the meeting. Comments provided after 2 PM will be distributed the following day and included with public comment in the packet.

**CALL MEETING TO ORDER**

**ESTABLISH QUORUM**

**PLEDGE OF ALLEGIANCE**

**PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

Members of the audience may bring to the Commission's attention any item that is not on the agenda. Please complete a "Request to Speak" form and submit it to the Staff Liaison. Speakers are generally given two or three minutes, at the discretion of the Chair. Please be advised that, by law, the Commission is unable to discuss or take action on issues presented during the Public Comment Period. According to State Law (also known as "the Brown Act") items must first be noticed on the agenda before any discussion or action.

1. **Written Public Comments**

**CONSENT CALENDAR**

2. **Election of Chair and Vice Chair:** The commission will elect and vote for a new Chair and Vice Chair to serve through September 2025. (~10 minutes)
3. **Minutes:** Approve minutes of the regular meeting of September 25, 2024. (~5 minutes)
4. **Calendar:** Approve the meeting calendar for 2025. (~5 minutes)

**DISCUSSION ITEMS**

5. **Ordinance:** Discussion of the e-bike and e-scooter ordinance. (~45 minutes)
6. **General:** Discussion on Covington Road. (~15 minutes)
7. **Subcommittee:** Streets Reconditioning Subcommittee Report (~30 minutes)
8. **Work Plan:** Discussion on the 2025 CSC Work Plan and forming a subcommittee. (~30 minutes)

**INFORMATIONAL ITEMS****STAFF REPORTS****COMMISSIONER REPORTS****POTENTIAL FUTURE AGENDA ITEMS****ADJOURNMENT****SPECIAL NOTICES TO PUBLIC**

In compliance with the Americans with Disabilities Act, the City of Los Altos will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the City Clerk 72 hours prior to the meeting at (650) 947-2720.

If you wish to provide written materials, please provide the Commission Staff Liaison with 10 copies of any document that you would like to submit to the Commissioners in order for it to become part of the public record.

MINUTES OF THE COMPLETE STREETS COMMISSION  
REGULAR MEETING OF THE CITY OF LOS ALTOS,  
HELD ON WEDNESDAY, SEPTEMBER 25, 2024 AT  
6:00PM

HELD AT LOS ALTOS COMMUNITY CENTER – SEQUOIA ROOM

PRESENT: Suresh Venkatraman (Chair), Steve Katz (Vice),  
Scott Pietka, Wesley Helmholz, Tom Gschneidner, Stacy Banerjee

ABSENT: Cynthia O’Yang

ATTENDEES: Art Williams (Staff Liaison)  
Steven Son (CIP Manager)

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

No public comments not on the agenda.

CONSENT CALENDAR

Approved minutes of the regular meeting of August 28, 2024. Commissioner Helmholz motioned to approve the minutes; seconded by Commissioner Katz. Unanimously passed.

Approved to cancel the regular meeting on November 27, 2024 and to have a special meeting on November 20, 2024. Commissioner Katz motioned to approve; seconded by Commissioner Helmholz. Unanimously passed.

DISCUSSION ITEMS

Streets Reconditioning Subcommittee Report:

Staff provided a presentation on the City’s pavement management.

Subcommittee provided an update on the subcommittee, including the discussion of the proposed list of streets that will be part of the next annual street resurfacing project. The subcommittee will continue to work with staff.

A resident provided a public comment.

INFORMATIONAL ITEMS

Staff provided safety updates regarding the work done/pending (lighted crosswalks/radar signal signs/maintenance).

STAFF REPORTS

Staff provided project updates on the current Annual Street Resurfacing and the El Camino Real Paving.

COMMISSIONERS’ REPORTS

Commissioner Pietka provided information regarding shoulders/sidewalks.

Commissioner Banerjee provided information regarding VTA BPAC (Homestead Subcommittee and County Active Transportation Plan).

#### POTENTIAL FUTURE AGENDA ITEMS

#### ADJOURNMENT

Chair Suresh Venkatraman adjourned the meeting at 8:20pm.



## 2025 Complete Streets Commission Calendar

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January – 1/29/2025

February – 2/26/2025

March – 3/26/2025

April – 4/30/2025

May – 5/28/2025

June – 6/25/2025

July – No Meeting

August – 8/27/2025

September – 9/24/2025

October – 10/29/2025

November – 11/26/2025

December – No Meeting

# E-bike and E-scooter policy

Agenda Item 5.



October 30, 2024



# Complaints and issues

1. The residents of Los Altos have been very vocal on the safety and the method of operation of the e-bike and e-scooter within the public right of way.
2. Residents of Los Altos have stated that they have personally experienced a number of near collisions with operators of e-bikes and e-scooter, especially in the downtown area.
3. Residents have observed numerous e-bike/e-scooter operators not wearing necessary protective helmets.
4. Residents have observed on numerous times, an e-bike having more than 2 people on one bike.
5. The public and Los Altos Police Department have observed blatant disregard for the law when operating within the public right of way.
6. The e-bikes and e-scooters are operating their vehicles at a high rate of speed.
7. E-bikes and e-scooter are driving anywhere they want.



# Current California Law Regarding Bicycles

What does the law state about e-bike and e-scooter?

Definition of electric bicycle

- CVC 231

- A bicycle is a device upon which a person may ride, propelled exclusively by human power, except as provided in Section 312.5, through a belt, chain, or gears, and having one or more wheels. A person riding a bicycle is subject to the provisions of this code specified in Sections 21200 and 21200.5. **An electric bicycle is a bicycle.**

Types of electric bicycle that are allowed by law.

- CVC 312.5

- (a) An “electric bicycle” is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts.
  - ❖ (1) A “class 1 electric bicycle,” or “low-speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides **assistance only when the rider is pedaling**, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
  - ❖ (2) A “class 2 electric bicycle,” or “low-speed throttle-assisted electric bicycle,” is a bicycle equipped with a motor that may be **used exclusively to propel the bicycle**, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.





# Current California Law Regarding Bicycles

- ❖ (3) A “class 3 electric bicycle,” or “speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and equipped with a speedometer.
- (b) A person riding an electric bicycle, as defined in this section, is subject to Article 4 (commencing with Section 21200) of Chapter 1 of Division 11.
- (c) On and after January 1, 2017, manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed, in a prominent location, to each electric bicycle. The label shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle, and shall be printed in Arial font in at least 9-point type.

The City of Los Altos may make and modify California Vehicle Code per section CVC 21100(3), CVC 21207

CVC 21200 provided all bicycle rider the same right as a driver of a vehicle including but not limited to provision concerning driving under the influence.



# Current California Law Regarding Bicycles

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CVC 21202 & 21208 states that if a bicycle is operating lower than normal speed of traffic moving in the same direction, it shall be ridden as close as practicable to the right-hand curb or edge of the roadway except:

1. overtake and passing, preparing for a left turn at intersections
2. necessary to avoid hazard
3. If the lane is too narrow for a bicycle lane and vehicle to travel

CVC 21204 states that a bicycle cannot ride more than the intended design of the bicycle.

Helmet requirement:

CVC 21212 states nobody under the age of 18 shall operate bicycle, a nonmotorized scooter or stakeboard, wear in-line or roller skates, nor ride upon a bicycle, a nonmotorized scooter, or a skateboard as a passenger, upon a street, bikeway without a helmet.

CVC 21213 – prevents a person under 16 years of age from operating a class 3 electric bicycle.



# Current California Law Regarding E-Scooters

## Definition of E-scooter

- CVC 407.5
  - (a) A “motorized scooter” is any two-wheeled device that has handlebars, has either a floorboard that is designed to be stood upon when riding or a seat and footrests in place of the floorboard, and is powered by an electric motor. This device may also be designed to be powered by human propulsion. For purposes of this section, a motorcycle, as defined in Section 400, a motor-driven cycle, as defined in Section 405, or a motorized bicycle or moped, as defined in Section 406, is not a motorized scooter.
  - (b) A device meeting the definition in subdivision (a) that is powered by a source other than electrical power is also a motorized scooter.
- CVC 21221
  - Every person operating a motorized scooter upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle by this division, including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs
- CVC 21223 – when operating at night, the scooter must be equipped with a lamp that is able to illuminate up to 300 feet in front, red reflector on the rear.
- CVC 21228 – If operating at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or right edge of roadway, except under the following:
  - Overtaking and passing another vehicles proceeding in the same direction,
  - Preparing for a left turn, the operator shall stop and dismount as close as practicable to the right-hand curb or right edge of the roadway and complete the turn by crossing the roadway on foot, subject to the same restriction placed on pedestrians.



# Current California Law Regarding E-Scooters

## CVC 21229

- Whenever a class II bicycle lane has been established on a roadway, any person operating a motorized scooter upon the roadway shall ride within the bicycle lane, except that person may move out of the lane under any of the following:
  - ❖ When overtaking and passing another vehicle or pedestrian within the lane or when about to enter the lane if the overtaking and passing cannot be done safely within the lane.
  - ❖ When preparing for a left turn, the operator shall stop and dismount as close as possible to the right-hand curb or right edge of the roadway and complete turn by crossing the roadway on foot.
  - ❖ When reasonably necessary to leave the bicycle lane to avoid debris or other hazardous conditions.
  - ❖ When approaching a place where a right turn is authorized.

## CVC 21230

- Unless other provision of the law, a motorized scooter may be operated in bicycle path or trail or bikeway, unless the local authority or the governing body of a local agency having jurisdiction over that path, trail, or bikeway prohibits that operation by ordinance.



# Current California Law Regarding E-Scooters

## CVC 21235

- The scooter must be properly equipped with brake,
- Operator of a scooter on a highway with speed limit greater than 25 mph, unless the motorized scooter is operated within a Class II or Class IV bikeway may by ordinance or resolution authorize the operation of a motorized scooter outside of Class II or Class IV bikeway on a highway with a speed limit of up to 35 miles per hour. The 15 miles per hour max speed limit for operation of a motorized scooter applies to operation of motorized scooter on all highway, including bikeway, regardless of higher speed limit.
- Operator under the age of 18 must wear a properly fitted and fastened bicycle helmet.
- It maybe not be operated without a driver's license or instruction permit.
- Operator of a motorized scooter may not carrying any package, bundle, or article that prevents one hand is upon the handlebars at all times
- Operator of a motorized scooter **may not** upon a sidewalk, except as may be necessary to enter or leave adjacent property.
- Operator of a motorized scooter that the handlebar is raised above the shoulder level
- Operator of a motorized scooter may not leave it lying in its side on sidewalk, park a motorized scooter on a sidewalk.
- Operator of a motorized scooter may not attached the operator or scooter on a roadway by means of a vehicle. (Hold on to a vehicle while operating the motorized scooter.)



# Field Observation

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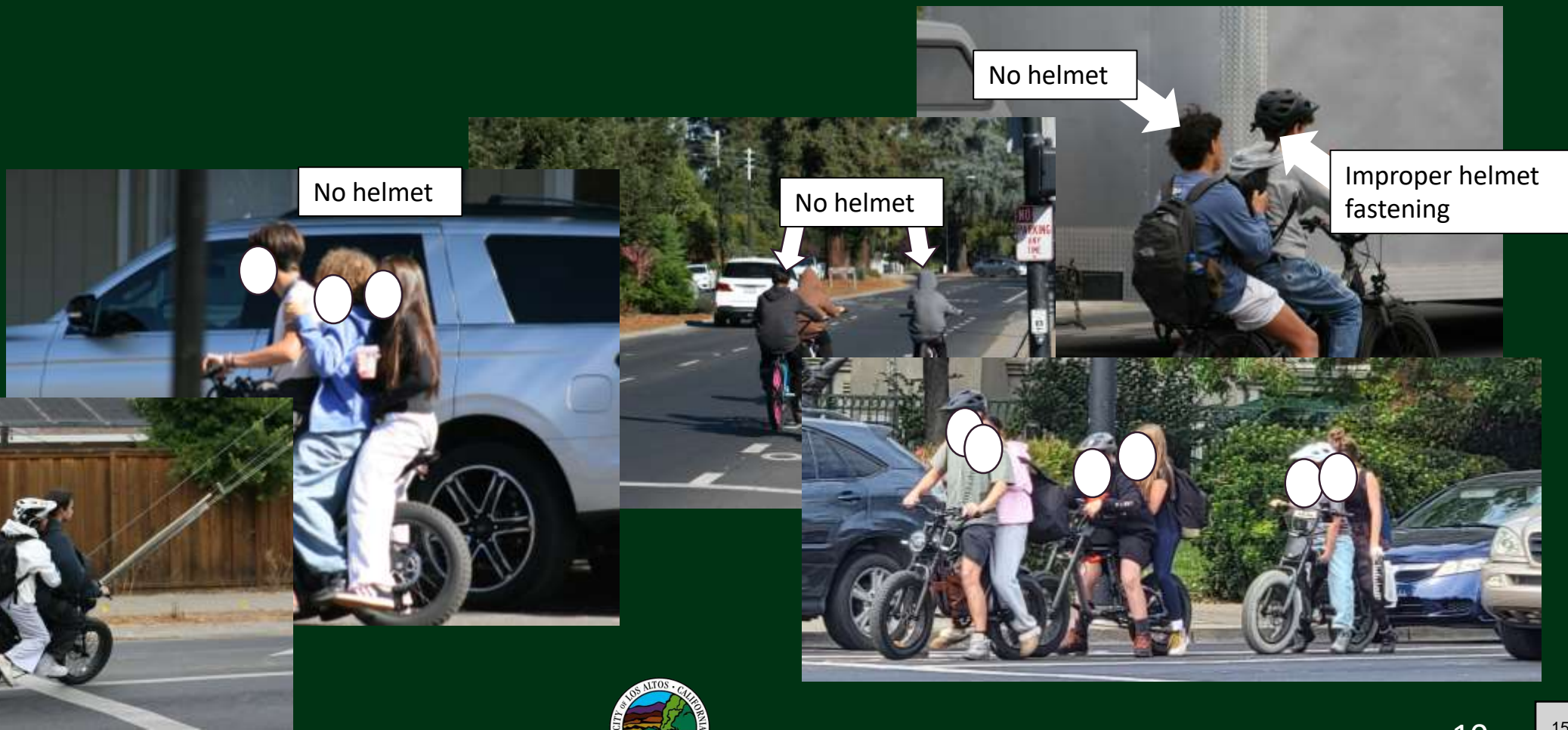
## Field Observations:

1. Most of the e-bikes that I have observed in the field are Class II e-bicycle.
2. Based on speed radar survey, the e-bikes are going between 15-20 mph. Most of the e-bikes are going 20 mph since Class II e-bicycle is restricted to that speed by the manufacture.
3. Most e-bicycle operators does have a helmet for themself. It is always the passenger without a helmet.
4. E-bicycle is used by young adults under the age of 16 years old.
5. E-bicycle operators are currently utilizing both the sidewalk and the bike lane whichever is more convenient.
6. It appears most of the e-bicycle operator are in compliance with most laws. When an e-bicycle operator is violating the law, they are very blatant about it.
7. E-bicycle and e-scooters are not the only one violating the law. I have seen a lot of bicycle and skateboard operating the law equally.



# Current California Law Regarding E-Scooter

No helmets:



# Current California Law Regarding E-Scooter

Disregard for the law:



Did not want to wait for the pedestrian so went around.



Wheelie turning left from Main St to San Antonio Rd



Hanging out at an intersection Main St/State St





# Current California Law Regarding E-Scooters

Riding the bicycle/e-bicycle/e-scooter any where:



It is not uncommon to see people riding on the sidewalk

Pedestrian yielding to bikes on the sidewalk



# Current California Law Regarding E-Scooters

## Request from Los Altos PD

1. All bicycles/e-bicycles and e-scooters are required to wear a helmet regardless of age.
2. Restrict bicycles/e-bicycles and e-scooters on all sidewalks only in the downtown and business districts.
3. All bicycles/e-bicycles and e-scooters is required to use the bike lane when available.
4. All bike lanes will have a speed limit of 15 mph.
5. All bicycles/e-bicycles and e-scooters carry only intended number of riders by the manufacture.
6. Require all bicycles/e-bicycles and e-scooters go with the direction of the traffic.
7. Reiterate the State Law

## Request from Public Works

1. All bicycles/e-bicycles and e-scooters are required to wear a helmet regardless of age.
2. Restrict bicycles/e-bicycles and e-scooters on all sidewalks.
3. All bicycles/e-bicycles and e-scooters is required to use the bike lane when available.
4. All bike lanes will have a speed limit of 15 mph.
5. All bicycles/e-bicycles and e-scooters carry only intended number of riders by the manufacture.
6. Require all bicycles/e-bicycles and e-scooters go with the direction of the traffic.
7. Reiterate the State Law



# Current California Law Regarding E-Scooter

## Sample e-bicycle/e-scooter ordinance

- Amend the City Municipal Code, Chapter 8.32 to add the following,
  1. Section 8.32.000 – Definition of a Bicycle will be added to the city’s municipal code as follows:
    - A bicycle is a device upon which a person may ride, propelled exclusively by human power, except as provided by California Vehicle Code Section 312.5, through a belt, chain or gears, and having one of more wheels. A person riding a bicycle is subject to the provisions of CVC Section 21200 and 21200.5. An electric bicycle is defined as a bicycle.
  1. Section 8.32.001 – Irregardless of age, all electric bicycle users and passenger must wear a helmet while utilizing a bicycle.
  2. Section 8.32.002 – The speed limit on all bicycle lanes shall be 15 miles per hours.
  3. Section 8.32.003 – No bicycle shall be ridden on the sidewalk. All bicycles shall be walked when a sidewalk or crosswalk is utilized.
  4. Section 8.32.004 – Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the section under CVC 21202.
  5. Section 8.32.005 – Bicycle shall always follow the direction of traffic.
  6. Section 8.32.006 – The number of passengers on a bicycle shall not exceed the intended design of the bicycle.



# Current California Law Regarding E-Scooter

## Sample e-bicycle/e-scooter ordinance

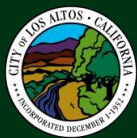
- Chapter 8.33 –
  1. Section 8.33.010 – Per CVC 313.5, a electric motorized board is any wheeled device that has a floorboard design to be stood upon when riding that is not greater than 60 inches deep and 18 inches wide, is designed to transport only one person, and has an electric propulsion system averaging less then 1,000 wats, the maximum speed of which, when powered solely by a population system on a paved level surface, is no more then 20 miles per hour. The devise may be designed to also be powered by human propulsion.
  2. Section 8.33.20 - Irregardless of age, all electric motorized board users must wear a helmet while utilizing the electric motorized board.
  3. Section 8.33.30 – Electric motorized board has the right to utilize the bicycle lane in the public right of way.
  4. Section 8.33.40 - The speed limit on all bicycle lanes shall be 15 miles per hour.
  5. Section 8.32.050 – No electric motorized board shall be ridden on the sidewalk. All electric motorized boards shall be walked when the sidewalk is utilized.
  6. Section 8.32.060 – Any person operating a electric motorized board upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the section under CVC 21202.
  7. Section 8.32.070 – Electric motorized board shall always follow the direction of traffic.
  8. Section 8.32.080 – The number of passengers on a electric motorized board shall not exceed the intended design.



# Questions

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- Thank you



**From:** [Bruce Dughi](#)  
**To:** [Transportation](#)  
**Subject:** Public Comment--5.Ordinance: Discussion of the e-bike and e-scooter ordinance.  
**Date:** Tuesday, October 29, 2024 3:26:56 PM

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Hello Complete Streets Commission,

I am disturbed by the misguided agenda item 5 presentation regarding e-bikes. If the presenter wants to change behavior, they should advocate for education in our schools and enforcement of existing law rather than try to pass new ones. E-bikes are extremely useful tools in reducing congestion and greenhouse gases. They are popular because they foster independence and they are fun/easy to ride. Let's work on education and enforcement.

Firstly, existing state laws already covers a couple of the requests.

3. All bicycle/e-bicycle and e-scooter is required to use the bike lane when available.
6. Require all bicycle/e-bicycle and e-scooter go with the direction of the traffic.

Secondly, a local municipality does not have the authority to modify state transportation laws as per precedent set in *Rumford v. City of Berkeley* (1982) 31 Cal.3d 546. So Los Altos has no authority for the following:

1. All bicycle/e-bicycle and e-scooter is required to wear a helmet regardless of age.
4. All bike lane will have a speed limit of 15 mph.

The only discretion Los Altos has it to restrict cycling on sidewalks as per CVC 21100(3).

2. Restrict bicycle/e-bicycle and e-scooter on all sidewalk.

Many of the bikes shown in the presentation include long seats intended for more than 1 person so not much to do about that. These bikes remind me of the motorcycles in Cambodia where whole families sit on a long seat.

5. All bicycle/e-bicycle and e-scooter carry only intendent number of riders by the manufacture.

Please listen to this presentation with caution and ask many questions. Thanks.

Bruce

Request from Public Works

1. All bicycle/e-bicycle and e-scooter is required to wear a helmet regardless of age.
2. Restrict bicycle/e-bicycle and e-scooter on all sidewalk.
3. All bicycle/e-bicycle and e-scooter is required to use the bike lane when available.
4. All bike lane will have a speed limit of 15 mph.

5. All bicycle/e-bicycle and e-scooter carry only intended number of riders by the manufacture.
6. Require all bicycle/e-bicycle and e-scooter go with the direction of the traffic.
7. Reiterate the State Law

CVC 21100(3)

(h) Operation of bicycles and, as specified in Section 21114.5, electric carts by physically disabled persons or persons 50 years of age or older, on public sidewalks.

From: Eric Muller  
 To: Transportation  
 Subject: Public comment, 10/30/2024 meeting, item 5, e-bike ordinance.  
 Date: Tuesday, October 29, 2024 3:36:58 PM

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Dear Commissioners,

This is a public comment on agenda item 5, e-bike ordinance, for the October 30, 2024 meeting.

I am only an ordinary driver/riders, and I may very well misinterpret the existing regulations. Please do not hesitate to educate me.

Slide 5: exception to a bicycle riding as close as possible to the right side of the curb or edge:

> 3. if the lane is too narrow for a bicycle lane and vehicle to travel

More precisely, the CVC states: if the lane is "too narrow" for a bicycle and a vehicle to travel safely side by side within the lane".

It is worth noting that this exception is widely applicable in Los Altos. A bicycle needs a 4ft of operating space (more if there are parked cars or lanes on the right), vehicles need to leave 3ft of space when passing a bicycle (CVC 21760), a typical car is about 6.8 ft wide (Tesla 3), and needs some room on its left, say 2ft, for a total of 15.8 ft. Many lanes are narrow enough to trigger that exception, and there are places where "taking the lane" is by far the safest thing to do (in particular when arriving in an intersection, without a continuous bike lane).

Slide 13:

> 2. Restrict bicycle/e-bicycle and e-scooter on all sidewalk > (everywhere in the city or only in some areas).

CVC 21235 already prevents e-scooters on sidewalks.

No problem with preventing bicycle/e-bicycle on sidewalks.

> 3. All bicycle/e-bicycle and e-scooter is required to use the bike lane when available.

CVC 21208 (bicycle/ebike) and 21229 (e-scooter) already require the use of a bike lane if it exists (and provides appropriate and necessary exceptions). There is no need for this rule in an ordinance.

> 6. Require all bicycle/e-bicycle and e-scooter go with the direction > of the traffic.

CVC 21650.1 (bicycle/ebike) and 21228 (e-scooter) already require that. There is no need for this rule in an ordinance.

> 4. All bike lane will have a speed limit of 15 mph.

CVC 22411 limits motorized scooters at 15mph.

Should this rule apply to shoulders?

Since it has been observed that most ebikes ride at 15-20mph, does this rule really make a difference?

Finally, as this is specific to Los Altos, I suppose it would require the installation of many signs; is the expense justified?

> 5. All bicycle/e-bicycle and e-scooter carry only intended number of > riders by the manufacture.

CVC 21235 already prevents passengers on e-scooters.

How can an officer know what the manufacturer specification is? There is no requirement that the maximum number of riders be somehow inscribed on the ebike (unlike the class, for example). The CVC mentions a "separate seat" for each rider, but there are clearly ebikes with a single, long seat, intended for two persons, so that CVC requirement is not practical. Or if it is, then this restriction is not needed in the city ordinance.

> 6. All bicycle/e-bicycle and e-scooter is required to wear a helmet > regardless of age.

Currently, bicyclists 18 and over do not need a helmet. I don't see any motivation (e.g. new safety study) or reason to change that. It would certainly discourage me from riding my bike, and push me to a car instead. I appreciate the concerns for my safety, but since my top speed is less than 10mph, and only when the wind is in my back, there isn't that much danger on my own. It would be vastly more effective to educate car drivers to share the road (speed limits, double yellow medians), as well as to engineer our streets to be more bicycle friendly (e.g. bike lanes that do not disappear suddenly without any indication, no parking in bike lanes, make shoulders more usable).

It is also worth noting that Seattle (King County), certainly a reference when it comes to bicycles, repealed its decades-old helmet law in 2022, after realizing that this is not the right tool to encourage safety.

So I strongly object to the requirement for bicycles and e-bikes, for bicyclists over 18.

Also, laws that vary unexpectedly from city to city are creating confusion.

Taking all the comments above into consideration, it seems to me that the CVC already restricts e-scooter appropriately and that an ordinance only needs to prevent bikes/ebikes on sidewalks.

Chapter 8.32 of the Los Altos city code, "Bicycles", is entirely about the registration of bicycles, and apparently mandates registration (in section 8.32.10, although I can't quite parse this paragraph). Since 2023, mandatory registration is prohibited by the CVC (39002 (a)), so is may be a good time to drop this chapter in its entirety.

Thanks for you attention,  
 Eric Muller  
 Los Altos resident

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[24](https://url.awam.click/v2/rU/_https://climatechange.tracker.org/jsc...YYArOmvye2Fsd09y2F6YTPvOjHMzEzNakxNDVjNTBmYjY5Snlh0jszRbYaaNTO3Yjz2YmRBM2U3YjAs0Dg0YWMZmM0NTUzTIINDkzNJIJmE0NTMSNjgSYTFBNYjZTczZg0YjYc5YTcwA6VDb0 updated June 6, 2024 remaining CO2 budget for a 50-50 chance at a 1.5C=2.7F world: 200 gigatonnes current emissions: 40 gigatonnes per year</a></p>
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**From:** [Nancy Williams](#)  
**To:** [Transportation](#)  
**Subject:** E-Bike Agenda Item Feedback  
**Date:** Tuesday, October 29, 2024 9:24:22 PM

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TO: Los Altos Complete Streets Commission  
 FROM: Nancy Williams, 1167 Laureles Dr., Los Altos, CA 94022

We have a serious and growing problem with young teens riding fat-tire e-bikes (like small mopeds) in a dangerous manner on city streets, sidewalks, and public paths such as the one that connects my neighborhood in north Los Altos with Gunn High School. These kids are too young for drivers licenses (or driving tests), have no fear because they're too immature to have had an accident, go really fast, pop wheelies, ride "no-hands," and seriously startle and jeopardize strollers and elderly walker-clutching folks from Bridgeport, the nearby senior living facility. I yelled at two of them the other day for reckless behavior and they turned around and started harassing me. (I won't do that again.) If they injure anyone they can just take off undetected because the bikes do not have license plates that could be tracked.

However, the Power Point proposal entitled "E-Bike and E-Scooter Policy" dated Oct. 30, 2024 is misguided. First, the proposal evinces ignorance of the different types of e-bikes and who is riding them:

- Class 1, pedal-assisted, which have motors that only operate when the rider is pedaling and which cease assistance when the bike reaches 20 mph – these are ridden almost exclusively by law-abiding adults, many of them seniors who formerly rode manual road bikes
- Class 2, throttle-assisted, which can be used without pedaling up to a max speed of 20 mph; some of the kids are riding these, and a few adult commuters
- Class 3, pedal-assisted, which can reach a speed of up to 28 mph and which can, with a few tools and parts, be modified to go much faster than that. This is what most of the children appear to be riding despite the fact that it is illegal for anyone under 16 to operate a Class 3. (I am told that if you google "remove the limiter on an e-bike" you will see many resources for disabling it.)

Second, the presentation states that most e-bikes seen in Los Altos are Class 2. This is entirely incorrect. The overwhelming majority are Class 1. I doubt, actually that the writer can even tell the difference between a regular manual road bike and a Class 1 e-bike; I have been an avid cyclist and member of the local Western Wheelers Bicycle Club for 35 years and I myself often cannot tell the difference as someone rides by me. The Class 1 riders are not the problem and penalizing them with any of the ordinance changes mentioned, including the nanny-state helmet or bike-lane speed requirements, would be unfair as well as patently contrary to state law. I would point out that as a society we should be encouraging people to get out and bicycle, not hamstringing their efforts to do so.

Third, the presentation recommends several ordinance changes that are counter to state law. As a taxpayer I worry about the City provoking lawsuits they would most certainly lose. However, we DO have the ability to enforce existing laws, such as children under 16 using Class 3 e-bikes, or anyone using Class 3's on sidewalks or off-road paths.

Enforcement of existing laws – not creating new ones – is what is needed. We need to "surgically" address only the problem of dangerous, irresponsible, and unlicensed kids on e-

bikes, and do with ordinances already on the books.

Nancy Williams  
(Los Altos resident for 35 years)

**From:** [Anne Paulson](#)  
**To:** [Transportation](#)  
**Subject:** Proposed e-bike and e-scooter ordinance  
**Date:** Tuesday, October 29, 2024 9:55:23 PM

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Dear Commissioners,

Before you is a proposal to regulate e-bikes, regular bikes, and scooters. We’ve seen a lot of young people zooming around recklessly on fast electric two-wheelers; it’s a real problem. However, the proposed regulations are not the solution, because the problem vehicles are too powerful to be classified as e-bikes, and state law already forbids using them the way we’re seeing. We don’t need new laws to address this problem. We need to enforce existing laws.

**E-bike lookalikes**

There are three kinds of bikes that might look like e-bikes.

**Class 1 and 2 e-bikes** are motorized bikes where the motor cuts out at 20 mph. They are legally treated like bicycles. These are the only motorized bikes that children under 16 are allowed to ride.

**Class 3 e-bikes** are bikes that can go up to 28 mph, but the rider has to pedal in order for the motor to engage. They can’t have a throttle that the rider can turn on to make the bike move without any pedaling. Only people 16 and over can ride Class 3 e-bikes on California roads. And all riders, even adult riders, must wear bike helmets.

Some **motorcycles and mopeds** may be confused with e-bikes. A cycle that has a motor more powerful than 750 watts, or that goes faster than 28 mph, or that goes faster than 20 mph without the rider pedaling, is not classified as an e-bike under California law, but instead falls into one of the more strictly regulated categories, like a moped or a motorcycle. For these vehicles, a rider needs to be 16 or over and have a driver’s license. And they must wear a motorcycle helmet, which, unlike a bike helmet, offers protection against a collision with a car or truck. The vehicle must be registered and have a license plate..

**The fat-tired electric-bike-looking vehicles in the photos are not e-bikes.** The presentation slides show fat-tired electric two-wheelers, and talk about the bad behavior of their riders, but these vehicles do not appear to be e-bikes under California law. The pictured vehicles typically can go faster than 20 mph without the rider pedaling, which an e-bike legally cannot do. Moreover, often those bikes have more powerful motors than an e-bike is allowed to have.

There might be “e-bikes” for sale that resemble the ones pictured, with fat tires and a long moped-style seat, that are legal e-bikes under California law, but I haven’t seen any. These faster vehicles most likely do not count as e-bikes under California law, and e-bike laws and other bicycle laws do not apply to them.

**Electric scooters**

**Scooter riders need to be 16 and have a driver’s license.** Unlike most e-bike riders, scooter drivers need to be 16 years old and must have a driver’s license. CVC §21235

**Scooter speed limit is 15 mph.** Scooters do not have to have speed governors like e-bikes, but the maximum speed limit for scooters is 15 mph. CVC §22411

**What should the City of Los Altos do?**

**Enforce the law.** Residents think there ought to be a law restricting these zooming electric cycles and scooters. And there is! Children on motorcycles/mopeds, children on Class 3 e-bikes, children without helmets on bikes, motorcycle/moped riders without driver’s licenses, motorcyclists/moped riders without helmets, motorcycles/mopeds without license plates, scooter riders going faster than their 15 mph speed limit, riders riding recklessly and swerving around—all of this is illegal right now. We need to increase awareness of these laws, and enforce them.

**Educate parents.** Parents are led to believe that overpowered cycles are e-bikes, and buy them online for their children. But they’re not legally e-bikes, they are much more dangerous than e-bikes, and children under 16 cannot legally ride

them on the street. And then, often, child riders and other riders use easily discoverable modifications to make these vehicles even faster. The city should publicize the laws regarding what is and is not an e-bike.

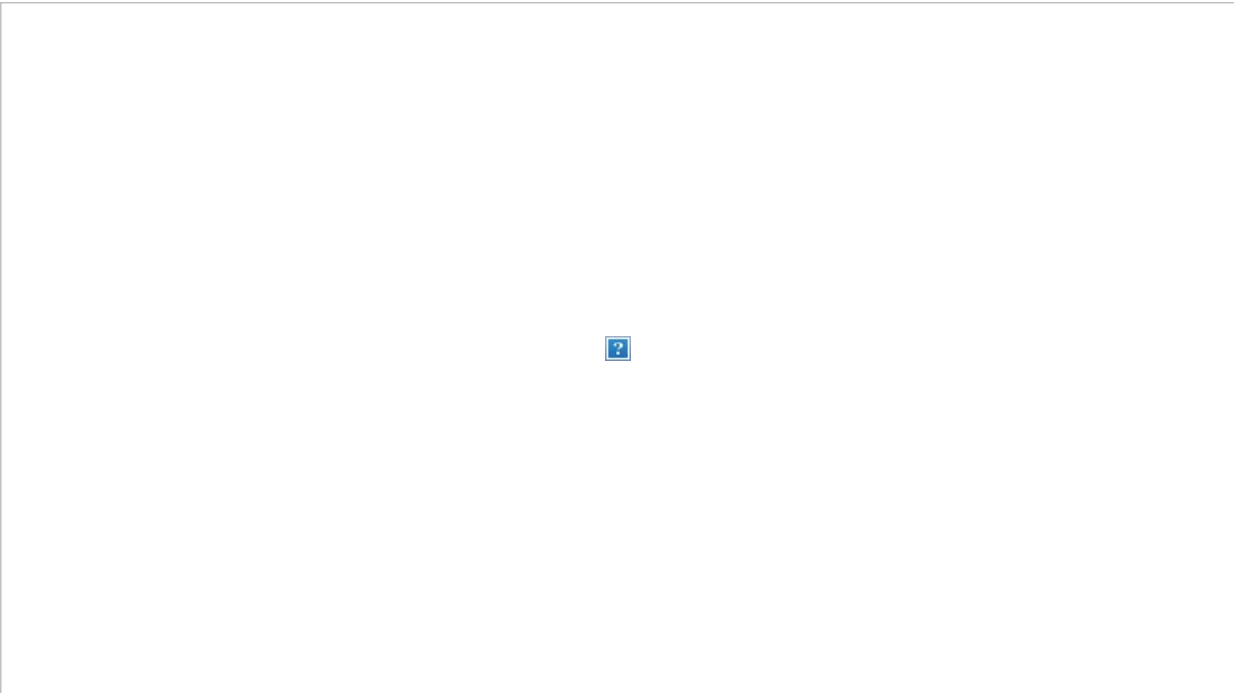
**Ban bike riding on downtown sidewalks.** Our downtown sidewalks get busy. It makes sense to ban sidewalk riding downtown, as Palo Alto, for example, already does.

**What shouldn't Los Altos do?**

**Don't pass an ordinance requiring bikes to use the bike lane.** California law already requires bikes to use an on-street bike lane if one is available.[CVC §21208] We don't need a duplicative ordinance.

**Don't reduce the bike lane speed limit to 15 mph.** The City of Los Altos has no authority to reduce speed limits in bike lanes. That authority is reserved to the state. State law (§21) and judicial decisions (e.g., Rumford v. City of Berkeley (1982) 31 Cal.3d 546) conclusively establish that cities are permitted to regulate bicycling (including e-bikes, which are considered a type of bicycle) only as expressly provided.

**Don't ban sidewalk riding (by bikes) outside downtown.** Have a look at this picture from the presentation. I don't know where it was taken, but I suspect it was near a school. We do not want to force those child cyclists to ride on that road, because there is plainly no room for them. We do not want the kid in the white adidas shirt on the road, where that silver car will try to squeeze past them. That's how crashes happen. We should provide safe bike facilities for these children, but until we do, we mustn't ban them from the sidewalk.



**Conclusion**

We have a real problem with overpowered electric cycles and scooters. But we don't need new laws to prohibit behavior that is already illegal. We just need to educate people about what a legal e-bike is, and enforce the laws we already have.

Sincerely,

Anne Paulson

No.	Priority	Recommended Year	Street Name	Begin	End	Road Classification	# ADA Ramp	No. Ramp (Assume \$30,000/ea)	Sidewalk	Safe Route to School	Current PCI	Length	Width	Area	Cost Est. Based on Bid (\$200/Ton overlay)	
1	1	FY 24-25	Springer Rd	Foothill	Berry	Collector	0	\$0.00	Y	Y	48	682	71	48,422	\$249,477.00	
2	2	FY 24-25	Springer Rd	Berry Ave	905 Springer Rd	Collector	7	\$210,000.00	Y	N/Y	57	1,956	50	97,800	\$754,550.00	
3	3	FY 24-25	Laver Ct	St. Joseph Ave	End	Residential	2	\$60,000.00	N	N	44	724	30	21,720	\$136,020.00	
4	4	FY 24-25	Shelby Ln	End	Cuest Dr	Residential	2	\$60,000.00	N	N	42	242	25	6,050	\$81,175.00	
5	5	FY 24-25	Stoneheave Dr	End	St. Matthew	Residential	3	\$90,000.00	Y	Y	49	1,816	38	69,008	\$331,528.00	
6	6	FY 24-25	University Ave	Edith Ave	Burke Rd	Residential	3	\$90,000.00	Y	Y	55	1,718	30	51,540	\$334,815.00	
7	7	FY 24-25	Loma Prieta Ct	Miramonte Ave	End	Residential	0	\$0.00	N	N	44	145	40	5,800	\$20,300.00	
8	8	FY 24-25	Alicia	Almond Ave	Jardin Ave	Residential	2	\$60,000.00	N	Y	54	1,281	39	49,959	\$234,856.50	
9	9	FY 24-25	Camellia Wy	End	Camellia Wy	Residential	2	\$60,000.00	N	Y	48	87	36	3,132	\$70,962.00	
10	10	FY 24-25	Newcastle	Grant	Mortan	Residential	3	\$90,000.00	Y/N	Y	51	2,508	40	100,320	\$441,120.00	
11	11	FY 24-25	Newcastle	Mortan	Fremont	Residential	0	\$0.00			56	1,542	40	61,680	\$215,880.00	
12	12	FY 24-25	Jay St	Clark Ave	El Monte Ave	Residential	5	\$150,000.00	N	Y	40	1,426	25	35,650	\$274,775.00	
												<b>Mile</b>	<b>2.68</b>	<b>Total budget</b>		<b>\$3,145,458.50</b>

FISCAL 2025-2026 Mill and Overlay																
13	1	FY 25-26	Oakhurst Ave	Fremont Ave	Portland	Residential	0	\$0.00	N	Y	45	2,617	26	68,042	\$238,147.00	
14	2	FY 25-26	Formway Ct	End	Almond Ave	Residential	0	\$0.00	N	N	40	300	22	6,600	\$23,100.00	
15	3	FY 25-26	Gabilan St	Cuesta Dr	Lyell St	Residential	2	\$60,000.00	N	N	44	532	29	15,428	\$113,998.00	
16	4	FY 25-26	Hawthorne Ave	Eleanor Ave	El Monte Ave	Residential	0	\$0.00	N	N	43	1,539	26	40,014	\$140,049.00	
17	5	FY 25-26	Larnel Pl	End	Granger Ave	Residential	0	\$0.00	N	N	43	281	35	9,835	\$34,422.50	
18	6	FY 25-26	Solana Dr	End	Almond Ave	Residential	2	\$60,000.00	N	N	40	982	27	26,514	\$152,799.00	
19	7	FY 25-26	St Charles Ct	St Matthew Wy	End	Residential	0	\$0.00	N	N	44	442	31	13,702	\$47,957.00	
20	8	FY 25-26	Traverso Ct	End	Traverso Ave	Residential	0	\$0.00	N	N	48	86	34	2,924	\$10,234.00	
21	9	FY 25-26	Carvo Ct	End	Portland Ave	Residential	0	\$0.00	N	N	43	378	24	9,072	\$31,752.00	
22	10	FY 25-26	Casita Ct	Casita Wy	End	Residential	0	\$0.00	N	N	41	260	30	7,800	\$27,300.00	
23	11	FY 25-26	Otis Wy	End	Mills Ave	Residential	0	\$0.00	N	N	41	392	31	12,152	\$42,532.00	
21	12	FY 25-26	Springer Rd	905 Springer Rd	Rosita	Collector	1	\$30,000.00	Y	Y	57	1,541	50	77,050	\$475,987.50	
22	13	FY 25-26	S CLARK AV	CUESTA DR	EL MONTE AV N	Residential	5	\$150,000.00	Y/N	Y	48	2720	27	73,440	\$407,040.00	
23	14	FY 25-26	GRANT PARK LN	HOLT AV	END	Residential	0	\$0.00	N	N	48	869	36	31,284	\$109,494.00	
												<b>Mile</b>	<b>2.45</b>	<b>Total budget</b>		<b>\$1,854,812.00</b>

FISCAL 2026-2027 Mill and Overlay															
24	1	FY 26-27	HAYMAN PL	COVINGTON RD	END	Residential	0	\$0.00	N	N	47	557	30	16,710	\$58,485.00
25	2	FY 26-27	LYELL ST	SAN ANTONIO RD	END	Residential	3	\$90,000.00	N	Y/N	47	1894	28	53,032	\$275,612.00
26	3	FY 26-27	OAKLEY DR	DALEHURST AVE	NEWCASTLE DR	Residential	0	\$0.00	N	N	48	352	30	10,560	\$36,960.00
27	4	FY 26-27	SOLANA DR	ALMOND AV	JARDIN DR	Residential	2	\$60,000.00	N	Y/N	44	1281	22	28,182	\$158,637.00
28	5	FY 26-27	SPRINGER TR	CLARK AV S	SPRINGER RD S	Residential	0	\$0.00	N	N	45	1295	31	40,145	\$140,507.50

No.	Priority	Recommended Year	Street Name	Begin	End	Road Classification	# ADA Ramp	No. Ramp (Assume \$30,000/ea)	Sidewalk	Safe Route to School	Current PCI	Length	Width	Area	Cost Est. Based on Bid (\$200/Ton overlay)
29	6	FY 26-27	VALENCIA DR	ALMOND AV	JARDIN DR	Residential	2	\$60,000.00	N	Y	45	1309	40	52,360	\$243,260.00
30	7	FY 26-27	VERANO DR	ALMOND AV	JARDIN DR	Residential	2	\$60,000.00	N	Y	48	1282	24	30,768	\$167,688.00
31	8	FY 26-27	YORKSHIRE DR	KENT DR	SCOTT LN	Residential	0	\$0.00	N	N	46	672	31	20,832	\$72,912.00
32	9	FY 26-27	ANCORA CT	End	Viamaderos	Residential	0	\$0.00	N	N	49	180	30	5,400	\$18,900.00
33	10	FY 26-27	N CLARK AV	Almond Ave	Jardin Dr	Residential	5	\$150,000.00	N	Y	49	1282	30	38,460	\$284,610.00
34	11	FY 26-27	Eastwood Pl	Covington Rd	End	Residential	0	\$0.00	N	N	50	480	30	14,400	\$50,400.00
35	12	FY 26-27	W Edith Ave	Gordon Wy	End	Residential	2	\$60,000.00	Y	Y	49	1656	31	51,336	\$239,676.00
36	13	FY 26-27	Morgan Pl	End	Spencer Wy	Residential	0	\$0.00	N	N	50	195	31	6,045	\$21,157.50
<b>Mile</b>												<b>2.36</b>	<b>Total budget</b>		<b>\$1,768,805.00</b>

FISCAL 2027-2028 Mill and Overlay															
37	1	FY 26-27	Penny Wy	Fallen Leaf Ln	End	Residential	0	\$0.00	N	N	49	232	35	8,120	\$28,420.00
38	2	FY 26-27	Ranchita Dr	Julie Ln	Marbarough Av	Residential	0	\$0.00	N	Y	50	434	40	17,360	\$60,760.00
39	3	FY 26-27	Sherman St	University Ave	Lincoln Ave	Residential	3	\$90,000.00	N	N	49	685	25	17,125	\$149,937.50
40	4	FY 27-28	Sierra Ventura Dr	Stonehaven Dr	Via Maderos	Residential	0	\$0.00	N	Y	48	2,020	40	80,800	\$282,800.00
41	5	FY 27-28	Woodview Tr	St Matthew	Windmer Dr	Residential	0	\$0.00	N	N	50	1,215	30	36,450	\$127,575.00
42	6	FY 27-28	B St	Fremont Ave	Miramonte Ave	Residential	2	\$60,000.00	N	N	53	379	32	12,128	\$102,448.00
43	7	FY 27-28	Delphi Cir	Jordan Ave	Portola Ct	Residential	2	\$60,000.00	N	Y/N	55	1,466	30	43,980	\$213,930.00
44	8	FY 27-28	Echo Dr	Fremont Ave	Covington Rd	Residential	2	\$60,000.00	N	N	50	900	24	21,600	\$135,600.00
45	9	FY 27-28	Mills Ave	El Monte Rd	End	Residential	0	\$0.00	N	N	52	654	31	20,274	\$70,959.00
46	10	FY 27-28	Muir Wy	Eastwood Dr	End	Residential	0	\$0.00	N	N	51	571	33	18,843	\$65,950.50
47	11	FY 27-28	Newcastle Dr	Grant Rd	Morton Ave	Residential	2	\$60,000.00	N	Y	51	2,508	40	100,320	\$411,120.00
48	12	FY 27-28	Robinhood Ln	Crooked Creek Dr	St Joseph	Residential	0	\$0.00	N	N	50	714	37	26,418	\$92,463.00
49	13	FY 27-28	Sheridan St	University Ave	Palm Ave	Residential	8	\$240,000.00	N	Y	53	649	25	16,225	\$296,787.50
50	14	FY 27-28	Siesta Dr	Fremont Ave	Garthwick Dr	Residential	0	\$0.00	N	N	50	664	33	21,912	\$76,692.00
<b>Mile</b>												<b>2.48</b>	<b>Total budget</b>		<b>\$2,115,442.50</b>

No.	Recommended Year	Street Name	Begin	End	Road Classification	# ADA Ramp	No. Ramp (Assume \$30,000/ea)	Sidewalk	Need Crack Seal	Safe Route to School	Current PCI	Length	Width	Area	Cost Est. Based on Bid (\$3/sq ft)	Note
<b>FY 24-25 Micro-surfacing</b>																
	FY 24-25	Main Street	State St	Foothill Expy							71	1,565	50	78,250	\$234,750.00	
	FY 24-25	State St	First St	Main							65	1,130	35	39,550	\$118,650.00	
	FY 24-25	University Ave	210' s of Lincoln Ave	Sheridan St						Y	76	1,584	35	55,440	\$166,320.00	
	FY 24-25	University Ave	El Monte Ave	Anita Ave						Y	74	2,420	40	96,800	\$290,400.00	
	FY 24-25	University Ave	Sheridan St	El Monte Ave						Y	64	1,862	27	50,274	\$150,822.00	
	FY 24-25	University Ave	Burke Rd	210' s of Lincoln Ave						Y	52	482	29	13,978	\$41,934.00	
	FY 24-25	<b>El Monte</b>	<b>Cuesta Dr</b>	<b>Clark Ave</b>						Y	77	3,364	40	134,560	\$403,680.00	May have to move to FY 26-27
											<b>Miles</b>	<b>2.35</b>		<b>Total</b>	<b>\$1,406,556.00</b>	

<b>FY 25-26 Micro-surfacing</b>																
	FY 25-26	Santa Rita Rd	Los Altos	Portola Ave					Y	Y	70	875	19	16,625	\$49,875.00	
	FY 25-26	Santa Rita Rd	Portola Ave	End						Y	74	680	20	13,600	\$40,800.00	
	FY 25-26	Portola Ave	Dixon Wy	Los Altos Ave						Y	70	1,424	21	29,904	\$89,712.00	
	FY 25-26	Kent Dr	Regent Dr	Andover Wy					Y	Y	65	249	40	9,960	\$29,880.00	
	FY 25-26	Kent Dr	Andover Ave	Stonehaven Dr					Y	Y	58	1,072	41	43,952	\$131,856.00	
	FY 25-26	Kent Dr	St Joseph Ave	Regent					Y	Y	61	815	41	33,415	\$100,245.00	
	FY 25-26	<b>St Joseph Ave</b>	<b>Eva Ave</b>	<b>End</b>					Y	Y	53	1,980	39	77,220	\$231,660.00	May have to move to FY 26-27
	FY 25-26	<b>Morton</b>	<b>Newcastle to</b>	<b>Grant</b>						Y	70	2,420	38	91,960	\$275,880.00	May have to move to FY 26-27
	FY 25-26	Grant Rd	Fremont Ave	City Limits						Y		5,017	44	220,748	\$662,244.00	
											<b>Miles</b>	<b>2.75</b>		<b>Total</b>	<b>\$1,612,152.00</b>	

<b>FY 26-27 Micro-surfacing</b>																
	FY 26-27	Miramonte	Loraine	Portland Ave						Y	73	1,756	35	61,460	\$184,380.00	
	FY 26-27	Miramonte	Portland	Eastwood Dr						Y	75	1,197	35	41,895	\$125,685.00	
	FY 26-27	Miramonte	Eastwood Dr	City Limit						Y	62	1,222	35	42,770	\$128,310.00	
	FY 26-27	Gordon Wy	Hawthorne Ave	End						Y	60	840	40	33,600	\$100,800.00	
	FY 26-27	Ranchita Dr	Marbarought Ave	Julie Ln						Y	50	434	40	17,360	\$52,080.00	
	FY 26-27	Altamead Dr	Carmel T	Lammy Pl						Y	64	716	40	28,640	\$85,920.00	
	FY 26-27	Altamead Dr	Lammy Pl	Grantg						Y	69	621	40	24,840	\$74,520.00	
	FY 26-27	Bridgton Ct	Mt Hamilton Ave	End						N	74	425	30	12,750	\$38,250.00	
	FY 26-27	Burke Rd	Foothill Expwy	City Limits						N	69	381	37	14,097	\$42,291.00	
	FY 26-27	Fremont	Dolores Ave	Miramonte Ave						Y	73	968	34	32,912	\$98,736.00	
											<b>Miles</b>	<b>1.62</b>		<b>Total</b>	<b>\$930,972.00</b>	

<b>FY 27-28 Micro-surfacing</b>																
	FY 27-28	Fremont Ave	Campbell Ave	Riverside Dr						N	58	1,236	33	40,788	\$122,364.00	
	FY 27-28	Los Altos Ave	Edith Ave	Yerba Santa Ave						Y	74	2,739	36	98,604	\$295,812.00	
	FY 27-28	El Monte Ave	Almond Ave	Springer Rd						Y	75	1,046	40	41,840	\$125,520.00	
	FY 27-28	El Monte Ave	Cuesta Dr	Clark Ave						Y	77	3,364	40	134,560	\$403,680.00	
											<b>Miles</b>	<b>1.92</b>		<b>Total</b>	<b>\$947,376.00</b>	



TO: Steven Son and the Los Altos Complete Streets Commission  
[sson@losaltosca.gov](mailto:sson@losaltosca.gov), [transportation@losaltosca.gov](mailto:transportation@losaltosca.gov)

October 28, 2024

Dear Mr. Steven Son and Complete Streets Commission,

We are writing on behalf of Safe Routes to Downtown Los Altos to urge you to include significant and impactful pedestrian and bicycle safety improvements in the 2025 Complete Streets Commission Work Plan utilizing AB43 to reduce speed limits, creating a more people friendly town, reducing carbon emissions, and saving lives. Specifically, we ask that the city focus on the following areas:

1. San Antonio Road
  - a. Prioritize the outreach and design process with urgency in order to utilize the [\\$7.3 million grant award](#). San Antonio Road bicycle and pedestrian safety improvements have been a top priority for the city for at least the past 13 years. Given the close proximity to downtown and city services and the fact that San Antonio Road is used daily for commuters as well as children riding to Los Altos High, Bullis Charter, and Egan Junior High School, safety improvements along this corridor cannot continue to be delayed.
  - b. In the interim, evaluate speed reduction options on San Antonio Rd from Foothill Expressway to Almond Avenue utilizing new powers under AB43. With the city's offices, the library, community center, and downtown Los Altos' many shops along this stretch of road, it is dangerous for pedestrians and cyclists with the current speed of vehicular traffic.
2. Foothill Expressway
  - a. Actively engage in [Santa Clara County's Foothill Expressway Multi-Modal Feasibility Study](#) in support of protected bicycle lanes and improved crosswalks and pedestrian protections through Los Altos. Main St, and Edith intersections on Foothill Expressway are particularly dangerous crossings to downtown, especially given the high volume of pedestrian and bicycle traffic. Both Edith and Main street intersections are regularly traveled by young students crossing Foothill on their way to and from Los Altos High School and Egan Junior HS, justifying special attention to these areas.

Thank you for your careful consideration of these critical issues.



Sincerely,  
Jill Woodford  
Harry Guy  
Jen Denebeim  
Marc Sidel

Safe Routes to Downtown Los Altos  
[www.saferoutestodowntown.com](http://www.saferoutestodowntown.com)