

**From:** Garrett Otto <[REDACTED]>  
**Sent:** Monday, December 9, 2019 7:20 PM  
**To:** Advisory Bodies  
**Cc:** Fukushima, Adam; Schwartz, Luke  
**Subject:** ATC - Froom Ranch Draft EIR  
**Attachments:** Pages from Draft EIR.pdf

Dear Committee Members,

Unfortunately I am unable to attend the meeting as I have another concurrent meeting to attend. After reviewing the Froom Ranch Draft EIR, I have the following suggestions for adjustments to the mitigation measures presented in the report.

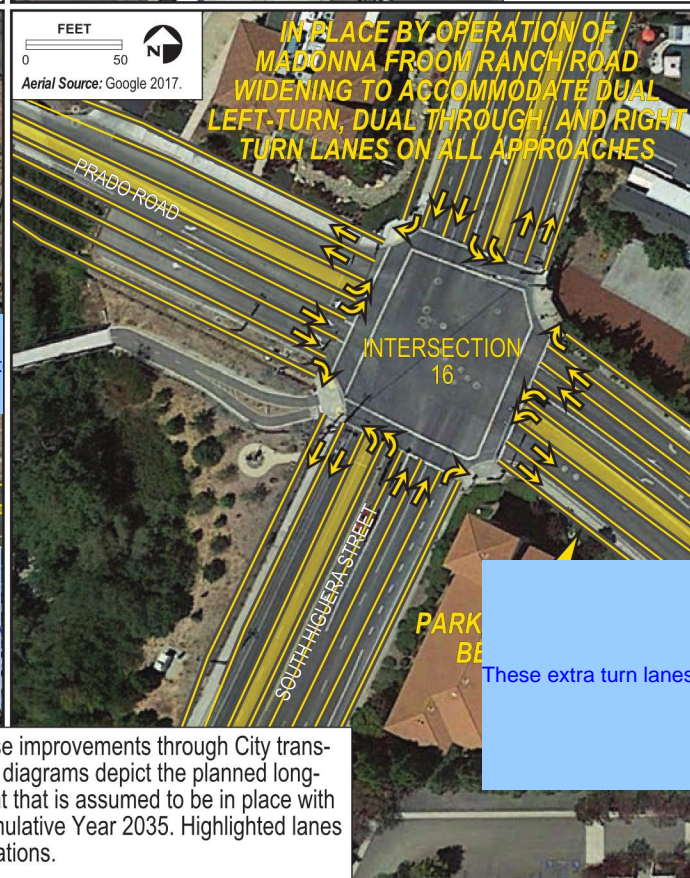
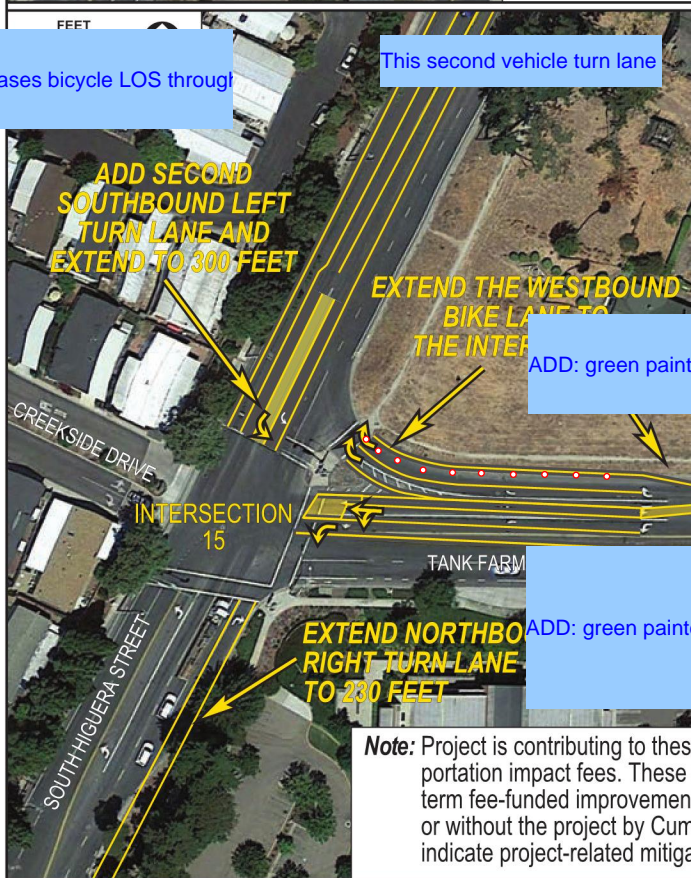
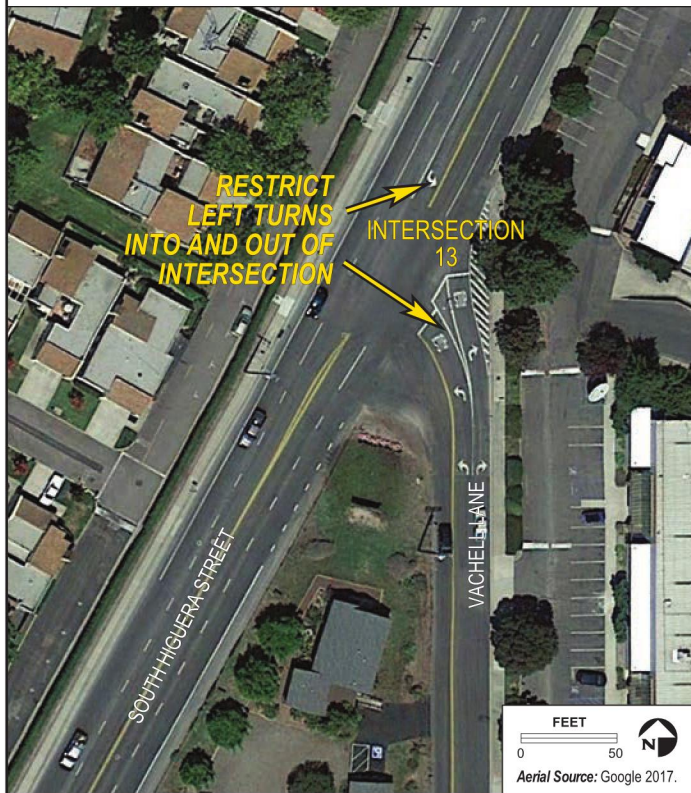
- Add a mitigation measure that requires dedicated coned-off bike and pedestrian lanes as part of any traffic control plans during construction efforts that impact access to bike lanes and/or sidewalks. Bicycles shall not be forced to merge into vehicle traffic during construction effort on LOVR. Use of "bike lane closed" and "sidewalk closed" methods as part traffic control plan shall only be allowed for short durations as a last resort if space cannot be accommodate in the vehicle travel lane.
- Proposed mitigation measures at S. Higuera and Prado to address Auto Queuing will significantly reduce the LOS for bicycle access at this intersection. These mitigation measure have potential to hard multimodal transportation options at this intersection. In order to add Class IV bike lanes on S. Higuera, a road diet is necessary. The new configuration of S. Higuera should only have one vehicle travel lane in each direction with a center turn lane. When you have two left hand turn lanes at this intersection will make it difficult to add in a Class IV bike lane along S. Higuera. Additionally 2 left turn lanes makes it much more difficult and stressful to merge into the left turn pocket by bike. Increasing the length of a single left hand turn lane should be used instead of dual left turn lanes. I would argue that vehicle queuing is acceptable impact compared to compromising multimodal access at this intersection and corridor. These mitigation should be revised to be consistent with the proposed Class IV bike route as part of the ATP. The mitigations should be revised such that improvements at Prado and S. Higuera shall be designed as a bicycle protected intersection similar and consistent to the instersection designed a Dalido and Madonna.
- Proposed mitigation at Tank Farm and S. Higuera indicate adding a second left hand turn lane to address Auto queuing. For similar reasons to the intersection at Prado, this mitigation will decrease bicycle LOS by reducing street space that could be allocated for Class IV bikeways. The mitigation should be altered to simply extend the left turn lane. In addition all bike lanes approaching and passing through the intersections shall be extended and painted green for higher visibility of cyclist traveling through the intersection. The right hand yield turn lane turning northbound from Tank Farm to S. Higuera should the bike lane extended through the intersection with protective post to provide extra level of protection for cyclist and reduce the turn radius of vehicles. The crosswalk should be restriped with high visibility paint and a flashing beacon to warn traffic of pedestrians in the crosswalk since it is otherwise "uncontrolled".

- Traffic models indicate potential volume increase on S. Higuera due to the project. A mitigation measure should be added to pay fair share or build Class IV infrastructure along S. Higuera.

I wish I had more time to review and provide additional comments. I have attached a page out of the Draft EIR which I marked up with the suggests I described above to help clarify. My comments are in blue.

Thank you,  
Garrett Otto

Note: Extension of Buckley Road to South Higuera is part of the overall mitigations strategy for South Higuera/Vachell Lane.



Note: Project is contributing to these improvements through City transportation impact fees. These diagrams depict the planned long-term fee-funded improvement that is assumed to be in place with or without the project by Cumulative Year 2035. Highlighted lanes indicate project-related mitigations.



**Partial List of Applicant Funded City Improvements to Transportation Network – Intersections 13, 14, 15, and 16**  
 [depicted improvements are not representative of final design plans, and may be constructed in conjunction with other projects in the area]

**FIGURE 3.13-3**