



**HIGHWAY 9  
SAFETY IMPROVEMENT PROJECT  
PHASE II**

Public Meeting, Wednesday, March 31, 2010, 6:30 pm  
Senior Center, 19655 Allendale Ave, Saratoga, CA 95070

## Oral Comments

#	Comment
01	Have site walk with public/users/agencies
02	Have a focus meeting to discuss public meeting
03	Better communication with public
04	Do not use previous contractor , he did poor work
05	Caltrans as decision makers should attend the public meetings
06	Coordinate future work with Caltrans
07	Could Caltrans relinquish Highway 9 to the city?
08	Ask Caltrans to reduce speed limit
09	How can the speed be enforced
10	Use law enforcement to <u>reduce</u> speeds
11	Need strict enforcement of speed limits
12	Flashing speed indicator signs will deter speeders
13	A problem is the speed of traffic with no barrier
14	The right turn from Hwy 9 to Fruitvale is dangerous because cars do not slow down
15	Existing lighted pedestrian crosswalks are too long and are not safe
16	More crosswalks the better. The Daves Avenue crossing is an ok location
17	Need to make lighted pedestrian crosswalks safe
18	Need to make crossings for side streets also
19	Put a crosswalk at Three Oaks <u>not</u> Daves Avenue
20	Maybe crosswalk should be Rose Avenue instead of Daves Avenue
21	Lighted pedestrian crosswalk at Daves Avenue has <u>safety issues</u> due to speeds
22	Second car can't see in pavement pedestrian crosswalk lights
23	Daves Avenue pedestrian crosswalk would be in conflict with speeding cars. Should narrow the roadway
24	Can Daves Avenue intersection be narrowed
25	Existing lighted pedestrian crosswalks are broken often
26	Put crosswalks at logical locations and often. Connect to school trail?
27	Should pedestrians be allowed on Hwy 9?
28	Reduce Hwy 9 down to 1 lane
29	Focus on <u>most</u> dangerous sections first
30	Provide a visual difference for asphalt curb (color)
31	No concrete sidewalk
32	Drainage issues with new curb/dike
33	Narrow area near Belle court
34	Is a berm used as a separation the right solution?



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35	Consider bulb outs at Daves Avenue
36	Use 8" curb height
37	Look into Roundabout at Quito
38	Consider a connection to Los Gatos Creek Trail
39	Have updated accident information been incorporated into the design?
40	ADA – Stops on stone wall
41	Use pervious pavement for paths
42	Previous design exceptions
43	PG&E wires vs. tree heights
44	Keep any retaining walls rural
45	Will right-of-way be needed for this phase?
46	Where is the physical separation between the vehicles and the pedestrians?
47	"Existing" path between Farwell and Three Oaks was damaged by trucks using it as parking
48	<u>Install</u> measures to prevent parking
49	What type of material will the path be constructed with?
50	Will the path stay off private property?
51	More alternatives for bike signs
52	Austin Way presents a problem with bikes vs. sun conflicts
53	Bike lane is still not safe
54	Austin Way intersection change needs to incorporate bikes
55	Widen bike lane versus lane widths
56	Trim vegetation so bikes and pedestrians don't have to encroach into pavement
57	Control vegetation
58	Involve arborist in the design
59	Need routine clean-up of Litter/debris on path/road