

## **CITY COUNCIL MINUTE CHANGE REQUEST – August 2, 2010 Minutes**

### **I see that my August 2, 2010 remarks at the Piedmont city council meeting have been reported as follows in the draft minutes:**

Sandra Pohutsky inquired why the project's true traffic analysis was contained in the Draft appendices and not main text body, questioned whether using a traffic engineer from Southern California provided the best outcome given his unfamiliarity with Moraga Canyon side streets and relayed rumors circulating that during the traffic engineer's collection of data, Piedmont police officers stepped up speed enforcement along Moraga Avenue and "slow" traffic signs were posted along the roadway. She requested that a comparison be made between the dates of the traffic survey and police ticketing activity on Moraga. She also felt that the mitigation measures contained in the Draft EIR were insufficient to provide adequate pedestrian safety.

### **Here is what I actually read at the meeting:**

A neighbor remarked about the draft EIR: It is so full of detail but it is so vague!

If you have not yet read the EIR, please know that the real traffic analysis is in the Appendix, not the report.

I said at the December scoping meeting that the person who prepares the traffic analysis must drive Moraga Avenue and all of the side streets, that a map, photos and data are not enough to assess traffic in this canyon.

I notice that the traffic analysis was prepared by a traffic engineer in Southern California. I doubt that he actually drove through the side streets around here, based on the suggestion that Oakland could install a traffic light at Moraga and Harbord as a solution for excessive sports field traffic from this project.

There are photographs in the back of the Traffic Appendix which show large signs slowing traffic and orange cones closing off part of the street. Was that the day a traffic engineer did visit? I have heard a persistent rumor that the Piedmont Police were focused on ticketing speeders on that same day. All of the dates of traffic data collection should be compared to police ticketing on Moraga Avenue to see if this rumor is true or not. If it is true, the data is compromised.

As is noted on page 240 the project has the potential to 'exceed the capacity of the existing circulation system.' The suggestion that scheduling drop off and pick up time of children throughout the time the fields are used and the suggestion that Piedmont Police issue more speeding tickets on Moraga Avenue would improve a bad situation, but not enough to make Blair Park a safe site for the traffic sports fields will – realistically - generate.

You will be receiving several long letters detailing significant problems with the EIR traffic section.

### **I ask that you make the following changes to the draft minutes:**

Sandra Pohutsky inquired why the project's true traffic analysis was contained in the Draft appendices and not main text body, questioned whether the traffic engineer from Southern California actually drove on Moraga Canyon side streets , noted that "slow" traffic signs were posted along Moraga Avenue on the day of the site survey, as shown in photographs in the Appendix, and relayed rumors circulating that during the traffic engineer's collection of data, Piedmont police officers stepped up speed enforcement along Moraga Avenue. She requested that a comparison be made between the dates of the traffic survey and police ticketing activity on Moraga. She also felt that the mitigation measures of staggered drop off/pick up times and increased speeding tickets as contained in the Draft EIR were insufficient for safety.

Thank you,  
Sandra Pohutsky