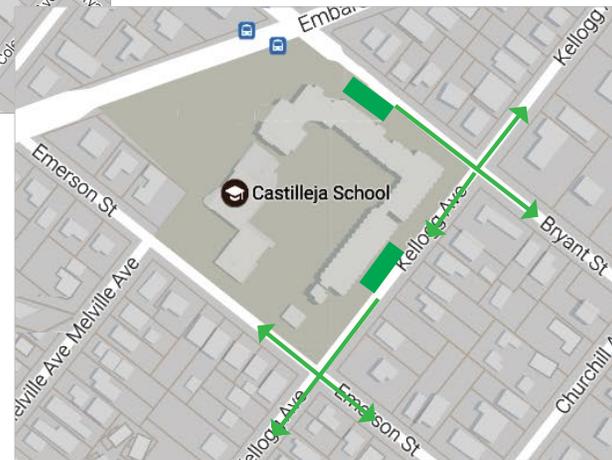
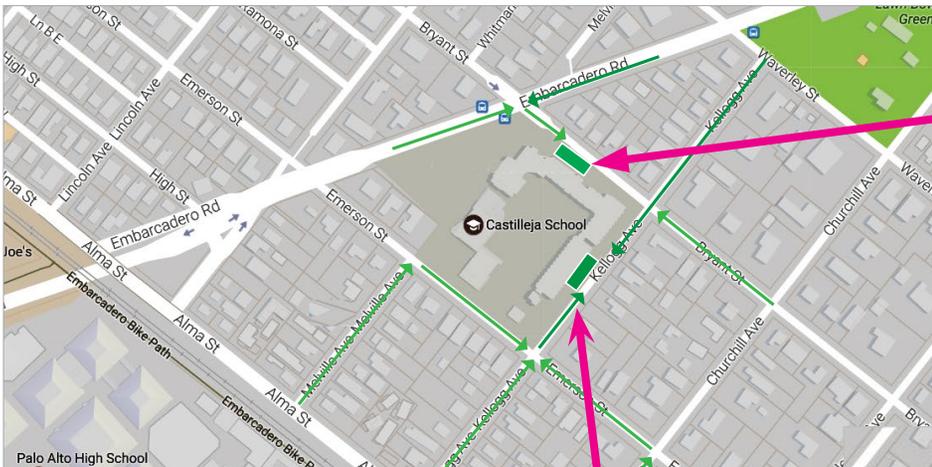


# Plan for People, Not Cars.

Castilleja can grow and prosper without a garage.

Current traffic control measures have been effective at minimizing the impact of traffic on the neighborhood. There are two dropoff and pickup stations that are completely off the street. One is located on Bryant and one on Kellogg. Dropoffs typically take less than 30 seconds. No left turns across traffic are required to access the stations. The stations occupy very little space.



Exiting from the dropoff areas is quick and efficient. Motorists have 3 exit options to choose from without the need for a traffic monitor.

# Plan for People, Not Cars.

Castilleja can grow and prosper without a garage.

The proposed garage would require ALL motorists to arrive at ONE location on Bryant (bike blvd) then turn right or left across bicycle and auto traffic to enter an underground garage, with no visibility as to what is ahead or how long it might take to get through the block-long garage.

Within days, people will be avoiding the garage and using side streets to drop off and pick up students, while the same thing is happening a couple of blocks away for Paly High School as the Southgate RPP goes into effect. Cars already park on Emerson, Kellogg, Coleridge, and Churchill to access Paly.



# Plan for People, Not Cars.

Castilleja can grow and prosper without a garage.

Castilleja's new proposal points the exit of the underground garage straight down Melville Avenue, but they say they will have traffic monitors out during peak school hours to direct ALL traffic to turn right and onto Embarcadero, where cars are already trying to merge into the right lane to access the garage on Bryant.

Instead of being able to get back on their way, ALL motorists would be forced to travel east on Embarcadero. They will be forced to turn onto Bryant or Waverley to try to get back on their route, potentially adding minutes to their trip. People will stop using the garage when it takes 30 seconds to drop them off on a side street and continue on their way.



Castilleja wants everyone to believe that traffic is only an issue during school hours and they only plan to have a traffic monitor at the exit during school hours.

The neighbors have lived with decades of permit violations where Castilleja now has more than 100 events per year, and they are planning events for up to 700 people next year. Plus, Castilleja runs a summer camp program. ALL of this traffic would have the option of leaping across Emerson onto Melville. The exit from the garage will not provide adequate visibility to make a left turn safely. Turning right or left onto Alma can take several minutes. Cars will be backed up, honking horns, all year long.