

From: [Daniel Roberts](#)
To: [City Council](#); [Daniel Gonzales](#)
Cc: [drieniroberts](#); [MGARDNER2366](#); [marcia.berchenko](#); [hellowatsie](#); [Andy Meakins](#); [Brook Meakins](#); [lukeschloeger](#); [d.charles.lane](#); [heidischloeger](#); [ikad](#)
Subject: Letter in Opposition to Proposed new Traffic & Parking Plan for Civic Center
Date: Tuesday, May 6, 2025 11:17:40 AM
Attachments: [image001.png](#)
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Dear Piedmont City Council and Public Works,

Please find attached my letter in opposition to the proposed Civic Center Parking Plan Modification.

This proposed plan should be tabled subject to proper study, review and public comment.

Respectfully,
Daniel Roberts



Daniel N. Roberts
Trusts, Estate Planning & Tax Counsel
Youngman Roberts Suen LLP
droberts@youngman.com
O. (925) 430-5885
C. (310) 430-0932

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From: Daniel Roberts <droberts@youngman.com>
Sent: Monday, May 5, 2025 4:36 PM
To: Daniel Roberts <droberts@youngman.com>

Subject: dnr letter



Daniel N. Roberts
Trusts, Estate Planning & Tax Counsel
Youngman Roberts Suen LLP
droberts@youngman.com
O. (925) 430-5885
C. (310) 430-0932

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YOUNGMAN
ROBERTS
SUEN LLP

Attorneys at Law
1470 Maria Lane
Suite 340
Walnut Creek, CA 94596

Tel. (925) 430-5885
Fax (925) 430-5807
EIN: 86-3977817
www.Youngman.com

May 5, 2025

VIA EMAIL

**Piedmont City Council
Piedmont Public Works**

**To: City Council of the City of Piedmont
Cc: Daniel Gonzales, Director of Public Works
Contact: dgonzales@piedmont.ca.gov
Email: citycouncil@piedmont.ca.gov**

**SUBJECT: REQUEST FOR COMPREHENSIVE TRAFFIC AND SAFETY REVIEW
AND PUBLIC COMMENT BEFORE IMPLEMENTATION OF DROP-OFF
REROUTING AND PARKING MODIFICATIONS IN PIEDMONT CIVIC CENTER**

Dear City Council and Mr. Gonzales,

I live on the 300 block of Bonita Avenue, Piedmont.

1. As a parent and concerned member of the community, I am particularly concerned that your proposed plan will close the Bonita Gate at Havens Elementary for drop-off and pickups. I anticipate that closing the Bonita Gate will reroute all traffic to Oakland Avenue and Highland, creating an additional bottleneck on Highland and further ensnarling local traffic during school rush hours.
2. I do not want our lovely and mostly safe block turned into a parking lot. Diagonal parking on such a narrow street will be particularly untenable if there are oversized construction vehicles interfering with our ability to exit our driveways. I am worried about my, and my family's vehicular safety getting in and out of our driveway from increased traffic and direct conflict with vehicles exiting diagonal parking spots backwards.
3. In addition, I urge the Council to consider the following arguments against immediate implementation of the proposed plan:

**A. THERE HAS BEEN NO TRAFFIC OR SAFETY STUDY IN
SUPPORT OF THIS PLAN**

To date, despite repeated requests from my neighbors, there has been no publicly disclosed traffic or safety study evaluating the impact of this plan on:

- Traffic congestion during peak school hours;
- Sight-line visibility at intersections and crosswalks;
- The safety of children, including those walking or biking to school;
- The increased volume and flow of vehicle traffic on Highland Avenue and adjacent streets;
- Emergency vehicle access or evacuation logistics;
- Consistency with:
 - o California's Manual on Uniform Traffic Control Devices ([CA MUTCD LINK HERE](#)) and
 - o Caltrans' Local Roadway Safety Manual [LINK HERE](#)

B. NON COMPLIANCE WITH PIEDMONT SAFER STREETS

The City's proposed plan does not appear to comport with the principles and objectives outlined in the City's Safer Streets Plan (PSS), which calls for data-informed planning and robust community engagement in traffic decisions, including sign off from the Pedestrian and Bicycle Advisory Committee.

- Piedmont Safer Streets Plan: [LINK HERE](#)
- Piedmont Bicycle Master Plan: [LINK HERE](#)

C. NON COMPLIANCE WITH CEQA

The City's proposed plan does not appear to have done any inquiry into the environmental impact of the proposed plan, including whether the plan is subject to or otherwise exempt from California Environmental Quality Act (CEQA) guidelines. In the absence of a clear exemption to CEQA, the City must prepare an Initial Study to assess:

- Traffic and transportation impacts, especially near schools
- Possible impacts on local air quality, noise, pedestrian safety, and environmental justice issues.

D. THERE HAS BEEN INSUFFICIENT PUBLIC NOTICE TO THE AFFECTED FAMILIES OF BROADER PIEDMONT

Whereas us few Bonita Avenue residents were provided a requisite “72 hour notice”, this notice has evidently not been shared with the hundreds of families living outside Piedmont Civic Center whose school commutes will be affected on a daily basis.

Redirecting drop-off traffic exclusively onto the gates at Highland and Oakland Ave—both of which are already narrow and congested corridors—without a complete analysis of the potential risks is not merely imprudent, doing so may increase the likelihood of preventable accidents. As residents who walk our children to school daily, we see firsthand the safety issues that already exist. Layering in additional traffic without structural improvements or policy adjustments is likely to exacerbate—not solve—these issues.

On behalf of myself, my family, my neighbors and my fellow Piedmont School parents, I respectfully request that the City:

1. Commission and publicly release a Traffic Impact And Pedestrian Safety Study, as well as environmental study reports, if applicable;
2. Hold a public workshop or hearing (or at least broad public notice) specifically focused on these changes;
3. Consider alternative designs or mitigations based on study results before any implementation proceeds. I strongly suggest you consult with my neighbor Marcia Lane, an engineer who has some excellent alternative solutions to the current plan.

Thank you for your attention to this urgent and deeply consequential issue. We support efforts to make our streets safer and comply with the various—but we must ensure that changes are backed by rigorous data and broad community support.

Contact info:
Daniel Roberts
[REDACTED], Piedmont, CA 94611

Droberts@youngman.com

Respectfully submitted,



Daniel Roberts, Esq.