



## STUDY SESSION

### Agenda Item # 1

## AGENDA REPORT SUMMARY

**Meeting Date:** July 10, 2018

**Subject:** Update on Miramonte Avenue Path, Project CF-01006

**Prepared by:** Aruna Bodduna, Transportation Services Manager

**Reviewed by:** Susanna Chan, Public Works Director

**Approved by:** Chris Jordan, City Manager

**Attachment(s):**

1. Previous Outreach Efforts Summary
2. Sections of each master plan regarding Miramonte
3. Minutes from CSC meetings regarding Miramonte

**Initiated by:**

City Council, Capital Improvement Program (CIP) Project CF-01006

**Previous Council Consideration:**

April 12, 2016; November 14, 2017 and June 12, 2018

**Fiscal Impact:**

\$330,000 (CIP budget)

\$1,000,000 (Grant funding)

**Environmental Review:**

Categorically Exempt

**Policy Question(s) for Council Consideration:**

- On December 8, 2015, Council Adopted the “Complete Streets Act of 2008” (Assembly Bill 1358) that requires the planning of road projects to accommodate the need of all users: motorists, pedestrians, cyclists, and transit. Does the Council support the Miramonte Avenue Path project that complies with this policy?

**Summary:**

- Currently, Miramonte is classified as a Class III bike route
- Miramonte Class I path identified as priority projects in Council adopted 2012 Bicycle Transportation Plan and 2015 Pedestrian Master Plan
- Miramonte Class I path identified in Council adopted CIP 2012-2016
- Loyola Elementary School and Blach Intermediate School Recommendations included installation of high visibility crosswalk with enhancements such as actuated beacon
- Received \$1,000,000 federal grant funding in 2017



**Subject:** Update on Miramonte Avenue Path, Project CF-01006

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- Outreach for the current project includes Special Complete Streets Commission (then Bicycle and Pedestrian Advisory Committee) on August 24, 2016, Public Meeting on January 22, 2018, Complete Streets Commission on January 24, 2018
  - Project concept design presented at the August 2016 meeting included raised pathway with curb and gutter
  - Currently in Caltrans approval process to request authorization for construction bid notice. Once this is received, project is ready for bid.

**Staff Recommendation:**

This is a study session. By consensus, the City Council should provide direction to staff regarding this project.



**Subject:** Update on Miramonte Avenue Path, Project CF-01006

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### **Purpose**

To provide an update on Miramonte Avenue Path Project.

### **Background**

Miramonte Avenue in Los Altos is a two-lane, north-south Collector Street that connects Loyola Corners commercial district, the residential neighborhoods in Los Altos, and unincorporated Santa Clara County with many commercial centers in Mountain View. The current speed limit on Miramonte Avenue is 25 mph.

Currently, Miramonte is classified as a Class III bike route. Roadway shoulders and informal asphalt concrete or unpaved paths provide walking spaces along Miramonte Avenue. Concrete sidewalks exist south of Loraine Avenue. Miramonte Avenue also provides access to Loyola Elementary and Blach Intermediate Schools. Private schools such as, St. Francis High School and Miramonte Christian School are also served by Miramonte Avenue.

The goal of the Miramonte Avenue project is to provide and improve accessible walkways, add accessible curb ramps at intersections, add bicycle facilities and enhance school crosswalks. Currently, pedestrians and bicyclists utilize the striped shoulders that offer little protection from conflicts with vehicles.

This project was identified in the Blach Neighborhood Traffic Study, the Los Altos Bicycle Transportation Plan (adopted 2012), and Pedestrian Master Plan (adopted 2015) and is currently listed as a Tier II project in the County Bicycle Expenditure Program. In the current adopted 2012 Los Altos Bicycle Transportation Plan (BTP), Miramonte Avenue is identified as a Priority Bikeway with a recommended Class I pathway facility improvement. In fact, a Class I pathway was discussed in earlier versions of the Bicycle Transportation Plan and the 2010 Blach Neighborhood Traffic Study. All the studies and plans discussed here had extensive outreach either in the form of special commission meetings, public meetings and committee/commission/council meetings as indicated in Attachment 1. The Miramonte Avenue Class I facility is also identified in the Valley Transportation Authority Bicycle Expenditure Plan (BEP) 2040. The BEP 2040 is a long-range bicycle planning document that incorporates and focuses on cross-jurisdictional and regionally important bicycle facilities. The Miramonte Avenue improvements are considered in this category because of its connection with Foothill Expressway to the south and El Camino Real/Shoreline Avenue to the north.

On April 12, 2016, Council approved a contract with Bellecci & Associates to provide professional engineering design and construction support services for the Miramonte Avenue Path, Project CF-01006. It includes storm drain, pedestrian and bicycle access improvements along Miramonte Avenue, between Fremont Avenue to the south and the City limit with City of Mountain View to the north.



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On December 8, 2015, Council Adopted the “Complete Streets Act of 2008” (Assembly Bill 1358) that requires the planning of road projects to accommodate the need of all users: motorists, pedestrians, cyclists, and transit. Miramonte Avenue Path project design was developed in compliance with the Complete Streets Policy.

As part of the project, three design concepts for bicycle and pedestrian improvements were prepared and presented at a Special Complete Streets Commission (then Bicycle and Pedestrian Advisory Committee) on August 24, 2016. The design concepts included alternatives: (note, all improvements are proposed in the public right-of-way)

- Alternative #1 Class I Pathway
- Alternative #2 Class II (bike lanes) with an accessible walkway
- Alternative #3 Class III (bike route) with an accessible walkway

In the staff report and at the meeting, staff indicated on-street parking may be impacted with the addition of bike lanes on Miramonte Avenue. All three alternatives presented included a raised pedestrian pathway with curb and gutter. It should be noted that under existing conditions, concrete curb and gutter already exists in some segments along this roadway.

At the August 2016 meeting, Alternative #2 was favored by the Commission, which includes Class II bike lanes and an accessible pedestrian walkway. The proposed pathway and bike lanes would have a regional impact on improving pedestrian and bicycle access by connecting the existing bicycle lane along Miramonte Avenue in Mountain View to Foothill Expressway. It would also improve pedestrian and bicycle access to and from schools such Loyola, Blach, and Oak, and public parks such as Heritage Oaks Park and McKenzie Park.

Based on the feedback received at the August 2016 meeting, the project team conducted parking studies during daytime and evening hours at three separate occasions. Daytime parking counts from 2016 observed 3 cars parked on the street, and evening parking counts in January 2018 observed no cars parked on the street. The current design accommodates parking in some portions along Miramonte Avenue.

The estimated project cost for the entire Miramonte Path Project is \$3.7 million. The City had an opportunity to pursue a \$1 M federal grant for this project in mid-2017. Staff, along with the consultant team, identified project limits that could fit in with this grant amount. The grant application received support letter from Los Altos School District and City Recreation Department.

The Project was split into two phases, Phase 1 includes improvements between north end of the City limits and Berry Avenue and Phase 2 includes improvements between Berry Avenue and Fremont Avenue. Staff selected Phase 1 to advance into construction for the following reasons:



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- It connects to the existing City of Mountain View Class II bike path (regional significance and connectivity)
  - It connects to the existing Class II bike path along Covington to Blach School (near school and connectivity)
  - It connects to the existing Class I path along Berry Ave (connectivity)
  - It ties to another planned school route improvements project at the intersection of Berry and Miramonte (connectivity)
  - It has minimal utility conflicts with PG&E power poles (project readiness)
  - It has the least impact on trees (project readiness)
  - The cost estimate for this segment fits within the maximum grant amount

Consultant prepared the design for the preferred alternative based on the feedback received at the previous outreach meeting in August 2016. The design includes raised decomposed granite pathways with curb and gutter. Parking spaces are provided along the pathway.

A public meeting was scheduled for January 22, 2018 at Hillview Community Center. The meeting notice was sent to property owners/residents within 500 feet of Miramonte Avenue and posted on various City media (Nextdoor, City Manager's weekly updates, City's social media channels, etc). This project was also presented at Complete Streets Commission meeting on January 24, 2018. Additionally, public comment review period was open until February 28, 2018 to gather public feedback. Attachment 1 provides previous outreach efforts summary.

The Phase I of the project is currently scheduled for construction in late summer or fall of 2018, following the Caltrans approval process.

### **Discussion/Analysis**

Miramonte Avenue Path project had extensive public outreach from inception of planning stage to design, as discussed above. This project is compliant with the Council adopted Complete Streets Policy resolution. Because the project is compliant with the policy and demonstrated public outreach, project was eligible to apply for federal grant funding, which was supported by the Council. Subsequently, project was successfully awarded the grant funding. By accepting the federal grant funding, City is committed to completing the project to include the complete streets elements.

### **Options**

- 1) Authorize Staff to continue with current design and construction of Miramonte Path, Project CF-01006.

**Advantages:** Complies with Council adopted Complete Streets Act of 2008 to provide accommodations to all road users and meet Federal grant funding obligations



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**Disadvantages:** None

- 2) Do not Authorize Staff to continue with current design and construction of Miramonte Path, Project CF-01006

**Advantages:** None

**Disadvantages:** The design project will not be completed and the City will lose the \$1,000,000 federal funds and potentially future grant funding opportunities for not delivering the project

**Recommendation**

This is a study session. By consensus, the City Council should provide direction to staff regarding this project.

## Attachment 1

Below is chronology of public outreach related to the Miramonte Project:

- Blach Neighborhood Traffic Study –(A study to address multi-modal circulation around Blach School. The Study recommended sidewalk and Class I Pathway on Miramonte Avenue)
  - June 15, 2010 – Special Council Study Session at Los Altos High School to discuss the study
  - September 13, 2010 – Los Altos School Board Presentation of the Study
  - January 4, 2011 – Special City Council Meeting – Motion made by Council direct staff to prepare future CIP worksheets based on the consultant recommendations approved by the Council
  
- Bicycle Transportation Plan (The Plan identified Class I pathway along Miramonte Avenue from City limit to Loraine Avenue and Class II bike lane from Loraine Avenue to Fremont Avenue)
  - BPAC Meetings
    - June 16, 2010 – BTP Kick-off
    - July 7, 2010 – Bike Tour with Consultant (no quorum, special meeting)
    - July 21, 2010 – Bicycle tour with Consultant update
    - September 15, 2010 – BTP update
    - October 20, 2010 – BTP Update
    - Feb 16, 2011 – Review and comment on draft BTP
    - April 20, 2011 – BTP Update
    - May 18, 2011 – BTP approval by BACP (recommendation to Traffic Commission)
    - June 15, 2011 – Evaluation of the Class II and Prioritize the projects in BTP
    - August 17, 2011 – Prioritize the priority projects proposed in BTP
    - June 20, 2012 – CIP update (BTP is now adopted)
  - Public Meeting - October 21, 2010
  - City Council Study Session – June 28, 2011 (Joint study session with Traffic Commission and BPAC)
  - City Council - April 10, 2012 – Adoption of Bicycle Transportation Plan
  
- Pedestrian Master Plan (Miramonte Class I Path Project was identified as a high priority project in this plan)
  - Farmers Market – booth setup on two different dates
  - April 2014 - Public workshop at Grant Park
  - BPAC Meetings – August 28, 2013; February 25, 2015
  - September 16, 2013 – Joint commission meeting with City Council
  - Walk audits in Spring 2014
  - City Council meetings discussed the Pedestrian Master Plan - September 25, 2012; October 9, 2012; June 25, 2013; April 8, 2014; March 24, 2015; May 12, 2015; and June 23, 2015
  - City Council – August 25, 2015 – Adoption of Pedestrian Master Plan

- Capital Improvement Program
  - Miramonte Class I Path Project was first included in the Fiscal Year 2013-2018 CIP adopted by the Council on June 25, 2013
  - Miramonte Project has since been included in the CIP as an active project
  
- Special BPAC/Public Meeting – August 26, 2016 – Presented design alternatives and selected Class II bike lanes with accessible walkway as the preferred alternative
  
- Public Meeting at Hillview Community Center – January 22, 2018 – Presented draft design, answered questions and solicited input from public
  
- Complete Streets Commission Meeting – January 24, 2018 – Presented draft design, answered questions, and solicited input from CSC. CSC supported the current design



### 2.1.7. Capital Improvement Program

The City maintains a project list as part of the Capital Improvement Program (CIP) - projects budgeted to be constructed five years into the future. Bicycle-related projects slated for construction (some are pending grant awards) totaling \$2.48 million are listed below and have been incorporated into this Plan's recommendations. This BTP includes the bicycle-related CIP projects in the proposed improvements chapter (Chapter 5).

#### 2012-2016

- All City Signalized Intersections, Intersection Bicycle Loops (\$115,000)
- Neighborhood Pathways (\$222,000)
- Carmel Terrace, Class I Pathway Design (\$85,000)
- Carmel Terrace, Class I Pathway Construction (\$280,000)
- Covington Road (south side), Covington Class I Pathway Design (\$75,000)
- Covington Road (south side), Covington Class I Pathway Construction (\$201,000)
- Grant Road along the frontage of Foothill Expressway, Class II Bicycle Lanes (\$65,000).
- Miramonte Avenue from Mountain View to Foothill Expressway Class I Pathway (\$1,656,000)<sup>9</sup>
- Portland Avenue, Class I Pathway (\$346,000)
- Springer Road – Berry Avenue, Class I Pathway (\$576,000)

## 2.2. Neighboring City Documents

Several communities similar in population density and land use surround Los Altos. Because of this close relationship, the City of Los Altos works to ensure that its bikeways connect with neighboring jurisdictions. This section identifies existing and potential inter-jurisdictional bikeway connections identified in neighboring communities' bicycle plans. Palo Alto, Mountain View, Sunnyvale and Cupertino (and Los Altos) are designated by the League of American Bicyclists as Bicycle Friendly Communities. Providing connections to these neighboring jurisdictions and completing the Los Altos bicycle network will help the area become a true bicycle region.

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<sup>9</sup> Funds dependent on securing competitive grant opportunities.

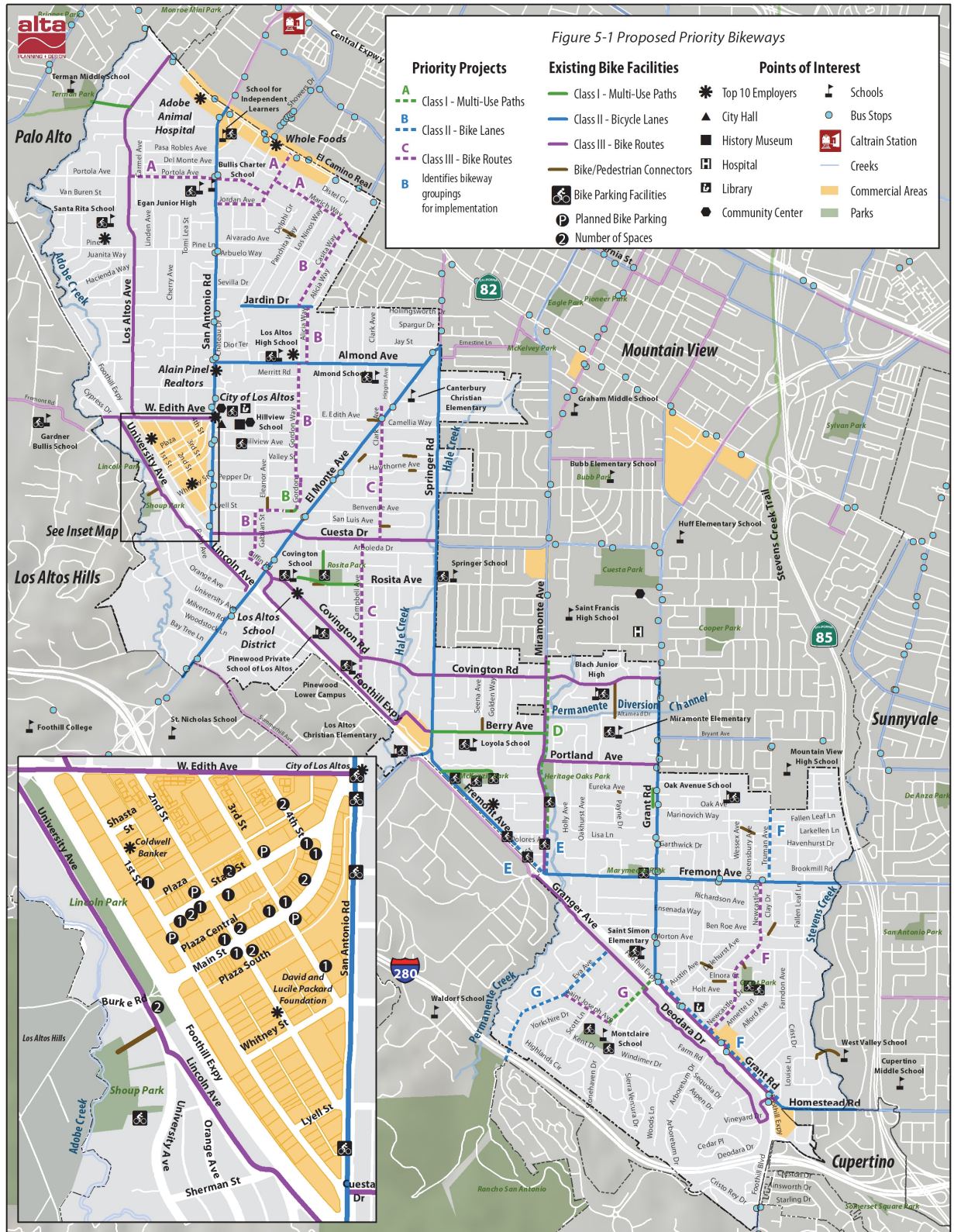


Figure 5-1: Proposed Priority Bikeways

### 5.3.2 Multi-Use Paths

Multi-use paths provide dedicated space for two-way pedestrian and bicycle travel separated from vehicular traffic. In Los Altos, existing facilities have generally been constructed as Suggested Routes to School projects, with secondary recreational and social walking benefits. These multi-use paths typically do not meet more stringent “Class I” design standards as established by Caltrans.

The Los Altos Bicycle Transportation Plan proposes seven Class I Pedestrian and Bicycle Paths that remain under consideration in this Plan. Table 5-2 lists these facilities as well as other trails proposed in the City’s Capital Improvement Program.

**Table 5-2: Recommended Locations for Multi-Use Pedestrian and Bicycle Paths**

Location	Start	End	SRTS	Notes / Comments
Berry Ave	Loyola Elementary	Miramonte Ave	Yes	Re-construct curb ramps on existing multi-use path.
Civic Center	Edith Ave	San Antonio Rd	No	Identified in BTP and CIP.
Covington Rd	Miramonte Ave	Blach Junior High	Yes	Construct multi-use path on south side.
Covington Rd	Miramonte Ave	Springer Rd	Yes	Identified as Class III in BTP.
Fremont Ave	Grant Rd	Stevens Creek Trail	No	Identified in BTP.
Grant Rd	Oak Ave	Fremont Ave	Yes	East side of street appears most feasible.
Grant Rd	Fremont Ave	Grant Rd	Yes	Identified in BTP.
Grant Rd	Crist Dr	Grant Rd	No	Construct multi-use path.
Miramonte Ave	Alegre Ave	Lorraine Ave	Yes	Permanente Creek on east side of roadway. Path could connect through Heritage Oaks Park. Also would connect existing Berry path with proposed Covington path.
Santa Rita Elementary	Santa Rita Elementary	Pine Lane	Yes	Direct connection to Santa Rita Elementary.
Springer Rd	Rosita Ave	Covington Rd	Yes	Identified as Class II in BTP.
Springer Rd	Cuesta Dr	Rosita Ave	Yes	Construct multi-use path on west side.
St Joseph Ave	Montclair Elementary	I-280 undercrossing	Yes	Roadway is wide (40’).

*Note: Site conditions may call for designs treatments outside of Caltrans design guidelines, which may limit funding opportunities.*

### 5.3.3 Walkway Enhancement & Major Maintenance

Many existing walkways in Los Altos are in need of enhancement or major maintenance. In many cases, this involves widening a walkway to accommodate higher pedestrian volumes or to accommodate pedestrians using mobility assisting devices. Some older walkways are need of significant maintenance to address pavement breaks or degradation.

**7.3.1 Community Priority Projects**

**Table 7-3: Community Priority Projects**

<b>Community Priority Projects</b>				
<b>Location/Corridor</b>	<b>Start</b>	<b>End</b>	<b>Treatment</b>	<b>Cost Estimate</b>
<b>Cuesta Drive Concept Plan</b>				
Cuesta Dr/San Antonio Rd at 1st St	--	--	Remove slip lane, square intersection, curb extension, new crosswalk	\$94,705
Cuesta Dr at San Antonio Rd	--	--	Traffic Calming Study	\$20,000
Cuesta Dr at Gabilan St	--	--	Intersection Improvement	\$63,011
Cuesta Dr	El Monte Ave	Gabilan St	Sidewalk Gap Closure	\$85,150
Cuesta Dr at El Monte Ave*	--	--	Curb extensions	\$124,020
Cuesta Dr	Clark Ave	Campbell Ave	Sidewalk Gap Closure	\$50,830
Cuesta Dr	Arboleda Ave	Springer Rd	Sidewalk Gap Closure	\$250,946
<b>Miramonte Road Shared Use Path/Trail</b>				
Miramonte Ave	Alegre Ave	Loraine Ave	Multi-Use Path	\$697,788
Miramonte Ave at Covington Rd	--	--	curb extensions at crosswalk	\$156,000
Miramonte Ave at Covington Rd	--	--	Traffic Calming Study	\$20,000
Miramonte Ave at Portland Ave	--	--	Traffic Calming Study	\$20,000
Miramonte Ave at Fremont Ave	--	--	Loyola Gateway, remove SB slip lane	\$58,630
<b>Grant Road Shared Use Path/Trail</b>				
Foothill Expy at Arboretum Dr	--	--	Intersection Improvement	\$117,910
Grant Rd	Crist Dr	Grant Rd	Multi-Use Path	\$503,150
<b>El Monte Ave Concept Plan</b>				
El Monte Ave at Springer Road*	--	--	Reconfigure intersection	\$165,230
El Monte Ave at Almond Ave	--	--	Square up intersection with curb extensions, consider traffic circle	\$120,120
El Monte Ave	Edith Ave	Almond Ave	Sidewalk Gap Closure	\$206,310
El Monte Ave at Clark Ave	--	--	Square up intersection	\$86,255
El Monte Ave	Hawthorne Ave	Edith Ave	Repair/expand sidewalk	\$87,360
El Monte Ave at Cuesta Dr*	--	--	Curb extensions	\$124,020
El Monte Ave	Foothill Expy	Cuesta Dr	Repair/expand sidewalk	\$200,460

\*Project cross-listed in Community Priority Projects

### 7.3.2 High Priority Projects

**Table 7-4: High Priority Projects**

High Priority Projects				
Location	Start	End	Treatment	Cost Estimate
Miramonte Ave	Alegre Ave	Lorraine Ave	Multi-Use Path	\$697,788
Grant Road	Crist Dr	Grant Rd	Multi-Use Path	\$530,150
Fremont Ave at Truman Ave	--	--	RRFB, re-stripe crosswalk	\$49,400
Miramonte Ave at Covington Rd	--	--	curb extensions at crosswalk	\$156,000
Fremont Ave at Altos Oaks Dr	--	--	Curb extension/trail extension	\$44,200
Springer Rd at El Monte Ave	--	--	Reconfigure intersection	\$165,230
Cuesta Dr	Arboleda Ave	Springer Rd	Sidewalk Gap Closure	\$250,946
Springer Rd at Fremont Ave	--	--	Reconfigure intersection, add median, lighting, connect to Berry Ave path	\$111,150
El Monte Ave	Edith Ave	Almond Ave	Sidewalk Gap Closure	\$206,310
El Monte Ave	Foothill Expy	Cuesta Dr	Repair/expand sidewalk	\$200,460
Covington Rd at Campbell Ave	--	--	Skewed intersection with blind corner especially SW) obscured further by vegetation; consider with proposed walkway/pathway options	\$67,535
Covington Rd	Miramonte Ave	Blach Jr High	Multi-Use Path	\$148,200
Covington Rd at Riverside Ave	--	--	Pedestrian refuge island or curb bulbs; possible traffic circle; gateway to Rancho from north	\$41,340
Foothill Expy at Edith St/1st St	--	--	Remove slip lanes	\$329,340
Main St at 2nd St	--	--	Stop warrant analysis	\$2,080
Marich Way	Distel Dr	Panchita Way	Possible phasing, low cost walkway concept (Sidewalk Gap Closure)	\$29,744
San Antonio Rd at Sherwood Ave	--	--	Square up SE corner; supports gateway function in Sherwood Area Specific Plan	\$39,000
Hawthorne Ave	El Monte Ave	Eleanor Ave	Repair existing sidewalk and fill gaps. Supports access to Los Altos High School, and pedestrians traveling to downtown	\$87,880
San Antonio Road	Almond Ave	El Camino Real	Opportunities for opportunistic sidewalk widening, tree root repair, and vegetation maintenance should be explored. Extents may be revised based on feedback.	TBD
San Antonio Rd at Paso Robles Ave	--	--	Traffic Calming Study	\$20,000
San Antonio Rd at Loucks Ave	--	--	Add RRFBs	\$19,500
San Antonio Rd at Portola Ave	--	--	Traffic Calming Study	\$20,000



**Table E-2: Loyola Elementary School Recommendations**

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Golden Way at Altos Oaks Drive	<ul style="list-style-type: none"> <li>Parents park in the intersection, forcing pedestrians into the street.</li> <li>School walking route.</li> </ul>	<ul style="list-style-type: none"> <li>Restrict parking at northeast and northwest corners as well as at the T of Golden Way.</li> <li>Install high visibility crosswalk on west leg.</li> </ul>	City of Los Altos
2	Berry Avenue at Miramonte Avenue	<ul style="list-style-type: none"> <li>Difficult to see north from westbound Berry due to fence and angled crosswalk.</li> </ul>	<ul style="list-style-type: none"> <li>Realign southwest corner to align with northwest corner.</li> <li>Install high visibility crosswalk on south leg of Miramonte Avenue, with potential enhancements such as a median refuge or actuated beacon</li> </ul>	City of Los Altos
3	Berry Avenue from Springer Road to Miramonte Avenue	<ul style="list-style-type: none"> <li>Reported high speeds.</li> </ul>	<ul style="list-style-type: none"> <li>Stripe centerline along segment.</li> </ul>	City of Los Altos
4	Covington Road from Riverside Drive to Miramonte Avenue	<ul style="list-style-type: none"> <li>Limited pedestrian facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Review public ROW to evaluate feasibility of including pedestrian walkway.</li> </ul>	City of Los Altos
5	Foothill Expressway at Magdalena Avenue/Springer Road	<ul style="list-style-type: none"> <li>Challenging for pedestrians and bicyclists coming from Magdalena through Fremont.</li> <li>Non-standard pedestrian queuing area at convergence of 3 crosswalks.</li> </ul>	<ul style="list-style-type: none"> <li>Stripe the bike lane through the intersection.</li> <li>Install pedestrian refuge island.</li> <li>Consider providing a crossing guard at this intersection.</li> </ul>	City of Los Altos
6	Berry Ave at Russell Ave	<ul style="list-style-type: none"> <li>Key crossing area with two of four crossings uncontrolled.</li> </ul>	<ul style="list-style-type: none"> <li>Update Berry Ave SCHOOL XING signs to Assembly B with down arrow.</li> </ul>	City of Los Altos
7	Golden Way at Berry Avenue	<ul style="list-style-type: none"> <li>Truncated domes are missing.</li> <li>Key crossing area with two of four crossings uncontrolled.</li> </ul>	<ul style="list-style-type: none"> <li>Install truncated domes to bring ramps into ADA compliance.</li> <li>Update Berry Ave SCHOOL XING signs to Assembly B.</li> </ul>	City of Los Altos
8	Magdalena Avenue from Summerhill Avenue to I-280	<ul style="list-style-type: none"> <li>No stop sign south of Summerhill.</li> <li>Wide road, reported high speeds.</li> </ul>	<ul style="list-style-type: none"> <li>Conduct a stop warrant analysis at Hillview Road.</li> <li>Conduct a road diet feasibility study for Magdalena Ave.</li> </ul>	City of Los Altos
9	Miramonte Avenue from Berry Avenue to Loyola Drive	<ul style="list-style-type: none"> <li>Students bike on the wrong side of street (school side) due to high traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Install Class II bike lane per the Bicycle Transportation Plan.</li> </ul>	City of Los Altos
10	Russell Avenue from Covington Road to Berry Avenue	<ul style="list-style-type: none"> <li>No pedestrian facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Install pedestrian walkway on west side of the street.</li> </ul>	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
11	Springer Road at Berry Avenue	<ul style="list-style-type: none"> <li>• Vehicle queues block traffic.</li> <li>• Truncated domes are missing on south leg curb ramps.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider signal warrant analysis to improve traffic flow.</li> <li>• Install truncated domes on southeast and southwest corners.</li> </ul>	City of Los Altos
12	Springer Road from Covington Road to Foothill Expressway	<ul style="list-style-type: none"> <li>• Narrow/obstructed right-of-way, gaps in pedestrian facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Install sidewalks on both sides of the street.</li> </ul>	City of Los Altos
13	Berry Avenue at Brentwood Street	<ul style="list-style-type: none"> <li>• Community members expressed concern about bulbout at this intersection.</li> </ul>	<ul style="list-style-type: none"> <li>• Paint curb red.</li> </ul>	City of Los Altos
14	Berry Avenue in front of the school	<ul style="list-style-type: none"> <li>• Pedestrian visibility is obstructed by vehicles parked near the crosswalks.</li> </ul>	<ul style="list-style-type: none"> <li>• Prohibit parking adjacent to crosswalk on Berry Avenue.</li> <li>• Update Berry Ave SCHOOL XING signs to Assembly B.</li> <li>• Paint curb red.</li> </ul>	City of Los Altos
15	Loyola Elementary Drop Off Loop	<ul style="list-style-type: none"> <li>• Cars turning left onto Berry Ave during drop off and pick up add to the congestion and community safety concerns.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrict left turns out of the Loyola Elementary drop off loop during drop off and pick up times.</li> </ul>	Los Altos School District
16	Golden Way from Berry Ave to Altos Oaks Drive	<ul style="list-style-type: none"> <li>• Students travel north on Golden Way but there are no pedestrian facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Review public ROW to evaluate feasibility of including pedestrian facility.</li> </ul>	City of Los Altos
17	Altos Oaks Drive from Fremont Avenue to Miramonte Avenue	<ul style="list-style-type: none"> <li>• No pedestrian facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Review public ROW to evaluate feasibility of including sidewalks on Altos Oaks.</li> </ul>	City of Los Altos
18	Covington Road at Miramonte Avenue	<ul style="list-style-type: none"> <li>• School walking route.</li> </ul>	<ul style="list-style-type: none"> <li>• Install curb extensions per Pedestrian Master Plan.</li> </ul>	City of Los Altos
19	Springer Rd at Fremont Ave	<ul style="list-style-type: none"> <li>• School walking route.</li> </ul>	<ul style="list-style-type: none"> <li>• Reconfigure northbound approach to Springer per Pedestrian Master Plan.</li> </ul>	City of Los Altos
20	Miramonte Ave from Alegre Ave to Loraine Ave	<ul style="list-style-type: none"> <li>• School walking route.</li> </ul>	<ul style="list-style-type: none"> <li>• Install multi-use path per Pedestrian Master Plan.</li> </ul>	City of Los Altos
21	Loyola Drive/A Street at Frontero Ave/Granger Ave/Foothill Expressway ramps	<ul style="list-style-type: none"> <li>• School walking route.</li> </ul>	<ul style="list-style-type: none"> <li>• Realign intersection for access to Loyola Corners per Pedestrian Master Plan.</li> </ul>	City of Los Altos

**Table E-4: Oak Avenue Elementary School Recommendations**

<b>ID</b>	<b>Location</b>	<b>Reported or Observed Challenge</b>	<b>Recommended Improvement</b>	<b>Lead Agency</b>
1	Marlborough Avenue from Oak Avenue to Ranchita Drive	<ul style="list-style-type: none"> <li>Walking route to school but no pedestrian facilities on a narrow roadway.</li> </ul>	<ul style="list-style-type: none"> <li>Prohibit on-street parking on the west side of Marlborough during school drop-off and pick-up times.</li> </ul>	City of Los Altos
2	Portland Avenue from Buckingham to Carvo Court	<ul style="list-style-type: none"> <li>South side of Portland Ave does not have pedestrian or bikeway facilities.</li> <li>Parked cars and trash bins block pedestrian access on the unimproved area outside the travel lane.</li> </ul>	<ul style="list-style-type: none"> <li>Prohibit on-street parking on the south side of Portland Ave during school drop-off and pick-up times.</li> <li>Install sidewalk.</li> </ul>	City of Los Altos
3	Truman Avenue from Oak Avenue to Fremont Avenue	<ul style="list-style-type: none"> <li>No pedestrian facilities.</li> <li>Community reported high vehicle speeds.</li> </ul>	<ul style="list-style-type: none"> <li>Install a pedestrian walkway on the west side of the street.</li> </ul>	City of Los Altos
4	Oak Avenue from Grant Road to Truman Avenue	<ul style="list-style-type: none"> <li>Community reported high vehicle speeds (eastbound), even with existing raised high visibility crosswalk.</li> </ul>	<ul style="list-style-type: none"> <li>Stripe centerline along the Oak Ave corridor.</li> </ul>	City of Los Altos
5	Grant Road from Altamead Drive to Portland Avenue	<ul style="list-style-type: none"> <li>No pedestrian facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Install a pedestrian walkway on the west side of the street.</li> </ul>	City of Los Altos
6	Grant Road from Oak Avenue to Fremont Avenue	<ul style="list-style-type: none"> <li>No pedestrian facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Install a pedestrian walkway on the west side of the street.</li> </ul>	City of Los Altos
7	Oak Avenue from Grant Road to Marinovich Way	<ul style="list-style-type: none"> <li>Large oak trees on north side of Oak impede pedestrian travel.</li> </ul>	<ul style="list-style-type: none"> <li>Install pedestrian walkway on north side of street, requires tree preservation per Pedestrian Master Plan.</li> </ul>	City of Los Altos
8	Oak Elementary back entrance	<ul style="list-style-type: none"> <li>The path is used by students but is not paved and gets muddy.</li> </ul>	<ul style="list-style-type: none"> <li>Pave the path at the back entrance of the school and around the field onto campus.</li> </ul>	Los Altos School District
9	Oak Avenue at Grant Road	<ul style="list-style-type: none"> <li>The light at Grant and Oak has cycles of green for cars before light turns for pedestrians/bikes, causing bikes and pedestrians to stack at the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Evaluate signal timing to provide more frequent walk phases.</li> </ul>	City of Los Altos
10	Wessex Avenue at connector path to Queensbury Avenue	<ul style="list-style-type: none"> <li>No signage to alert drivers that bikes may be riding onto Wessex Ave from the connector path.</li> </ul>	<ul style="list-style-type: none"> <li>Install Assembly D warning sign on Wessex Ave.</li> <li>Install flexible bollard at entrance to connector path.</li> </ul>	City of Los Altos
11	Grant Road at Fremont Avenue	<ul style="list-style-type: none"> <li>School walking and biking route at frequently used intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Conduct a count to determine eligibility for crossing guard.</li> </ul>	City of Los Altos
12	Covington Road at Miramonte Avenue	<ul style="list-style-type: none"> <li>School walking route.</li> </ul>	<ul style="list-style-type: none"> <li>Construct curb extensions per Pedestrian Master Plan.</li> </ul>	City of Los Altos



- |    |  |  |  |                   |
|----|--|--|--|-------------------|
| 13 | Miramonte Ave from Alegre Ave to Loraine Ave | • School walking route that lacks pedestrian facilities. | • Install multi-use path per Pedestrian Master Plan. | City of Los Altos |
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**Table E-10: Blach Intermediate School Recommendations**

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
1	Covington Road at Golden Way	<ul style="list-style-type: none"> <li>Reported driver noncompliance at existing high visibility crosswalks.</li> </ul>	<ul style="list-style-type: none"> <li>Install yield teeth.</li> <li>Install Rectangular Rapid Flashing Beacon (RRFB).</li> </ul>	City of Los Altos
2	Covington Road at Russell Avenue	<ul style="list-style-type: none"> <li>Difficult for residents to leave in the morning, contributes to lack of visibility of pedestrians and cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>Stencil KEEP CLEAR at the intersections.</li> </ul>	City of Los Altos
3	Covington Road at Covington Court	<ul style="list-style-type: none"> <li>Difficult for residents to leave in the morning, contributes to lack of visibility of pedestrians and cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>Stencil KEEP CLEAR at the intersections.</li> </ul>	City of Los Altos
4	Covington Road at Miramonte Avenue	<ul style="list-style-type: none"> <li>Reported need to improve traffic flow and reduce vehicular delay.</li> <li>Reported need to improve intersection right-of-way control and driver yielding</li> <li>Reported need to batch pedestrian crossings</li> <li>Reported need to reduce potential for speeding through the intersection on major street approaches.</li> </ul>	<ul style="list-style-type: none"> <li>Install 2 phase traffic signal.</li> <li>Add crosswalk across north leg.</li> <li>Add advanced stop bars.</li> <li>Build out corners to improve pedestrian and bicycle storage areas.</li> <li>Rest signal in all-red during off peak times.</li> </ul>	City of Los Altos
5	Eastwood Drive at Covington Road	<ul style="list-style-type: none"> <li>Reported high vehicle speeds entering Eastwood Drive.</li> <li>Lack of bicycle facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Tighten corner radii at Miramonte Avenue and Covington Road.</li> <li>Add shoulder stripe or bike lanes.</li> </ul>	City of Los Altos
6	Blach Intermediate School Entrance	<ul style="list-style-type: none"> <li>Wide turning radius on key school access point.</li> </ul>	<ul style="list-style-type: none"> <li>Tighten corner radius at western driveway on Covington Road.</li> <li>Widen sidewalk on west side of parking lot.</li> </ul>	City of Los Altos
7	Covington Road at Grant Road	<ul style="list-style-type: none"> <li>Reported vehicle encroachment into crosswalk.</li> </ul>	<ul style="list-style-type: none"> <li>Install advanced stop bars.</li> </ul>	City of Los Altos
8	Eastwood Drive at Muir Way	<ul style="list-style-type: none"> <li>Slow vehicle traffic to minimize conflicts with bicycles.</li> </ul>	<ul style="list-style-type: none"> <li>Consider constructing traffic circle.</li> </ul>	City of Los Altos
9	Eastwood Drive at Eastwood Court	<ul style="list-style-type: none"> <li>Vehicle/bicycle conflict points.</li> </ul>	<ul style="list-style-type: none"> <li>Consider constructing traffic circle.</li> </ul>	City of Los Altos
10	Eastwood Drive at Miramonte Ave	<ul style="list-style-type: none"> <li>Reported high vehicle speeds entering Eastwood Drive.</li> <li>Lack of bicycle facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Tighten corner radii at Miramonte Avenue and Covington Road.</li> <li>Add shoulder stripe or bike lanes.</li> </ul>	City of Los Altos
11	Altamead Drive	<ul style="list-style-type: none"> <li>Reported concerns with visibility of existing crosswalk. Missing curb ramps.</li> </ul>	<ul style="list-style-type: none"> <li>Enhance existing crosswalk at Miramonte School with high visibility striping and signing, add refuge island, and provide ADA-compliant curb ramps.</li> </ul>	City of Los Altos
12	Miramonte Avenue at Berry Ave	<ul style="list-style-type: none"> <li>Connection needed to Class I path on Berry Avenue. School walking route with no marked crosswalk on Miramonte Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>At Berry Avenue, install high visibility crosswalk with enhancements including media refuge and actuated beacon</li> </ul>	City of Los Altos

ID	Location	Reported or Observed Challenge	Recommended Improvement	Lead Agency
13	Portland Avenue at Runnymead Drive	<ul style="list-style-type: none"> <li>Lack of crossing opportunity serving Heritage Oaks Park.</li> <li>Reported need for traffic calming device and improved visibility of/ protection of tree.</li> </ul>	<ul style="list-style-type: none"> <li>Study installation of high visibility crosswalk including enhancements such as median refuge and actuated beacon</li> <li>Extend median through Runnymead/McKenzie.</li> </ul>	City of Los Altos
14	Portland Avenue at Buckingham Drive	<ul style="list-style-type: none"> <li>Vehicles currently travel through crossing area before stopping, creating a potential conflict with pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Relocate stop bar on Buckingham Drive to behind pedestrian crossing.</li> </ul>	City of Los Altos
15	Carmel Terrace and north side of Portland Avenue	<ul style="list-style-type: none"> <li>Sidewalk gap leading to school.</li> </ul>	<ul style="list-style-type: none"> <li>Install sidewalk to close gap.</li> <li>Consider restricting parking during school hours.</li> </ul>	City of Los Altos
16	Grant Road at Portland Road	<ul style="list-style-type: none"> <li>Reported need to reduce cut through traffic on Carmel Terrace/Altamead Drive.</li> </ul>	<ul style="list-style-type: none"> <li>Work with Mountain View to evaluate potential signalization.</li> </ul>	City of Mountain View
17	Fremont Ave at Miramonte Ave	<ul style="list-style-type: none"> <li>School route.</li> </ul>	<ul style="list-style-type: none"> <li>Remove slip lane on northwest corner per Pedestrian Master Plan.</li> </ul>	City of Los Altos
18	Miramonte Avenue from Eastwood Drive to Covington Road	<ul style="list-style-type: none"> <li>No pedestrian facilities.</li> <li>No queuing area for pedestrian traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Extend east side sidewalk from Eastwood Drive to Covington Road.</li> <li>At Portland Avenue, bulb out the southeast corner and add advanced stop bars.</li> </ul>	City of Los Altos
19	Altamead Drive from Grant Road to Carmel Terrace	<ul style="list-style-type: none"> <li>Wide road with reported high speeds. Bicycle connection needed to Blach, MVHS, and Miramonte School.</li> </ul>	<ul style="list-style-type: none"> <li>Add shoulder stripe or bike lanes between Grant Road and Carmel Terrace.</li> </ul>	City of Los Altos
20	Grant Road from Portland Avenue to Bryant Street	<ul style="list-style-type: none"> <li>No pedestrian path.</li> </ul>	<ul style="list-style-type: none"> <li>Install path improvements.</li> </ul>	City of Los Altos
21	Grant Road from Eureka Avenue to Miravalle Avenue	<ul style="list-style-type: none"> <li>Sidewalk gap leading to school.</li> </ul>	<ul style="list-style-type: none"> <li>Install sidewalk to close gap.</li> </ul>	City of Los Altos
22	Grant Road from Oak Avenue to Fremont Avenue	<ul style="list-style-type: none"> <li>No pedestrian path.</li> </ul>	<ul style="list-style-type: none"> <li>Install multi-use path.</li> </ul>	City of Los Altos
23	Grant Road from Newcastle Drive to Los Altos boundary	<ul style="list-style-type: none"> <li>School biking route with frequent driveways and poor cyclist visibility</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize installing Class II bike lanes per Bicycle Transportation Plan.</li> </ul>	City of Los Altos
24	Covington Road	<ul style="list-style-type: none"> <li>Observed wrong way bicycle riding and scooting.</li> </ul>	<ul style="list-style-type: none"> <li>Provide class I path on south side.</li> </ul>	City of Los Altos

MINUTES OF THE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY, AUGUST 24, 2016 AT 7:00 P.M. AT THE LOS ALTOS YOUTH CENTER, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Wes Brinsfield (Chair), Randy Kreigh, Suzanne Ambiel (Vice-Chair), Jim Fenton, Nadim Maluf, Cedric Novenario (Staff Liaison)

ABSENT: Jerry Chester, one open seat

### PUBLIC COMMENTS

Mr. Gary Hedden, representing GreenTown Los Altos, provided comments promoting 3<sup>rd</sup> Street Green and a bike rodeo at Hillview Community Center

### ITEMS FOR CONSIDERATION/ACTION

1. Minutes

On a motion by Commissioner Ambiel, seconded by Commissioner Kriegh, the meeting minutes for July 27, 2016 is approved, including a provision to state any approved amendments for an agenda item on the meeting minutes. Passed 5-0.

2. Miramonte Avenue Bicycle and Pedestrian Improvements – Conceptual Design

Staff and the consulting project team, Bellecci and Associates, presented three design concepts for bicycle and pedestrian improvements on Miramonte Avenue. The design concepts included alternatives: (note, all improvements are proposed in the public right-of-way)

- Alternative #1 Class I Pathway
- Alternative #2 Class II (bike lanes) with an accessible walkway
- Alternative #3 Class III (bike route) with an accessible walkway

In addition, Fehr and Peers, a sub-consultant, presented an analysis called Level of Traffic Stress. This analysis evaluates how it feels for a bicyclist to traverse the corridor given the varying alternatives for the project. The result of their analysis yields that Alternative #2 - Class II option is more desirable for bicycle infrastructure.

The project team also recommended Alternative #2. This option was selected based on several factors:

- Provides improvements for both bicycle and pedestrian travel modes
- Provides the most continuous bicycle infrastructure improvements with the added benefit of vehicle-bike separation
- Least impactful to trees and utilities compared to Alternative #1, but not compared to Alternative #3
- More cost effective compared to Alternative #1, but not compared to Alternative #3

It should be noted that on-street parking may be impacted with the addition of bike lanes.

The commission expressed the following concerns as the project moves forward:

- Conduct a parking study of the area to understand parking impacts if Alternative #2 is selected.
- Value infrastructure continuity
- Accommodate all users of the road
- Try and improve Level of Traffic Stress score
- Facility maintenance
- Obtain more bicycle and pedestrian data for the corridor

The public in attendance expressed the following concerns regarding the project in general:

- Question and concerns regarding the Level of Traffic Stress analysis. Is it appropriate?
- Do nothing on Miramonte Avenue
- Concern over a Class I pathway. It is already difficult to get out of my driveway.
- Happy with existing conditions
- Don't want landscaped areas
- Concern of parking loss
- Concern regarding property being taken away
- Need tree trimming for improved visibility
- The existing AC berms are an issue and need to be more visible or raised
- Vehicle speed is more of an issue
- Concerns regarding rain run-off or an increase of rain run-off
- Supportive/in favor of improvements
- Need more clarification on the project and study details

On a motion by Commissioner Maluf, seconded by Commissioner Ambiel, the BPAC requests future evaluation of Alternative #2 with a request for additional clarification on the following:

- Parking impacts (study)
- Maintenance impacts to the City
- Evaluate ingress/egress for residential driveways
- How project would be landscaped, if desired
- Extend project scope to south city limits
- Maintain bicycle infrastructure continuity as much as possible
- Additional public input if feasible
- Report back to the commission

Passed 5-0.

### 3. Bicycle Transportation Plan

Commissioners Chester and Maluf provided an update on their work on the subcommittee. In general, the subcommittee agreed that the BTP would benefit from a revision. The subcommittee will strive to obtain high level vehicle and bicycle data as a start. Some initiatives that could be packaged with the BTP include Vision Zero and a merging of the Pedestrian Master Plan and BTP into one document.

4. Bicycle/Pedestrian Education – Event Planning

Commissioners Brinsfield and Ambiel provided an update on their work on the subcommittee. The subcommittee came to a conclusion that a non-governmental agency, such as GreenTown Los Altos, provides the optimal conditions for an open-exchange type forum where residents and members of the commission (as members of the public) can participate. In the event the subcommittee could not find a willing organization to host this education event, the subcommittee suggests a staff report be presented a commission meeting. The commission generally supports the subcommittee to identify an outside organization willing to host such an event.

**INFORMATIONAL ITEMS**

5. Monthly Staff Reports

Staff liaison updated the Commission on related City Projects.

**ADJOURNMENT**

Chair Wes Brinsfield adjourned the meeting at 10:21 P.M.

MINUTES OF THE COMPLETE STREETS COMMISSION (FORMERLY THE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION) OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY, JANUARY 24, 2018 AT 7:00 P.M. AT THE LOS ALTOS CITY HALL-COMMUNITY CHAMBERS, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Suzanne Ambiel (Chair), Wes Brinsfield (Vice Chair), Jerry Chester, Steve Hindman, Randy Kriegh, Nadim Maluf, Lynette Eng (Council Liaison), Susanna Chan (Staff Liaison), Aruna Bodduna (Staff Liaison)

ABSENT: Jim Fenton

**Special Presentation-Downtown Vision Project Update-** Postponed due to absence

### PUBLIC COMMENTS

Resident Stacy Banerjee invited commission members to a Community Meeting on February 9, 2018 at Montclair Elementary regarding Foothill Expressway crossing safety; Caltrans bicycle plan; Sunnyvale VERBS grant to address bicycle and pedestrian safety and congestion near Homestead High School.

### ITEMS FOR CONSIDERATION/ACTION

1. Minutes

Upon a motion by Wes Brinsfield, seconded by Nadim Maluf, the Commission approved the minutes of November 29, 2017, with amendment, by the following vote: AYES: Six. NOES: None. ABSTAIN: None. ABSENT: Fenton. Passed 6-0

2. Miramonte Avenue Path Project (TS-01033)

Staff introduced design consultant Dan O'Leary from Bellecci and Associates to present the design for Miramonte Avenue Path Project. Dan gave an overview of the project, limits of work and goals of the project. Discussed existing conditions, provided synopsis of August 2016 BPAC meeting. He further discussed the reasons for selecting the limits for Phase 1 of the project from city limits to Berry Avenue. Construction of the Phase 1 project is funded through federal grant. Dan provided details on the Phase 1 project design elements including parking under existing and project conditions, drainage aspects and minimal utility impacts.

Questions/Comments: Commissioners had questions and comments about parking concerns, utility concerns between Phase 1 and 2, roadway narrowing and the potential impacts to traffic, safety for bikes and pedestrians for both formal pathways and informal pathways, and about the raised and non-raised crosswalks and the possibility of making both crosswalks raised.

Public Comments:

Resident Johnathan Shore liked the raised crosswalk to help slow traffic and liked the light system at ground level to draw attention to the peds/bikes that would be using it. He also had concerns about runoff and the prospect of conducting hydrologic studies to evaluate the runoff.

Resident Jane Osborne had concerns about the raised sidewalks and potentially unsafe situations it may cause to the elderly/disabled/bicyclists that will be using them. She also had concerns about how

the raised sidewalks may affect drainage with water pooling in yards because the sidewalk would block drainage.

Resident Vivianna Bardina stated that the residents do not want this project with the loss of parking. She also had concerns about increased emissions.

Discussion: Commissioners are in favor of this project, understand the resident concerns about the parking loss, emphasized that the project would benefit community at large and provides connectivity for other modes of transportation. The increase in safety outweighs the concern for the loss of parking spots. Commissioners would like to look into closing the gap from Covington to city limit to the north. Commissioners raised concern about outreach communication for the public and needing to make sure that the residents are informed about the projects that are happening in the City.

### 3. Workplan Sub-Committee Report

Chair Ambiel reported that the sub-committee created a task list and then, after reviewing the charter, grouped the task list with the appropriate charter item.

- Advise on multimodal solutions to transportation
  - In-plan CIP, or country requested projects-already exist
- General traffic calming and mitigation
- Policies and Vision Zero
  - Application for a bike friendly community
  - Vision Zero policy development and implementation
- Planning
- Education and Outreach
- Bike to Work Day

Public Comment: None

Discussion: Commission members would like to use the current list as a starting point to take to City Council for direction on prioritization as the agenda for the year is full through November. Should more sub-committees be created, or meeting dates added to accommodate increase in workload?

## INFORMATIONAL ITEMS

### 4. Monthly Staff Report

Staff reported that there is a professional services agreement for design services for six safe routes to school projects. Staff said that the City Council continued to have traffic safety as their priority as discussed at the Council retreat. Results of the community survey were shared (also available on City's website). Staff attended Sunnyvale Safe Routes to School Meeting on January 24 and listed about the upcoming meetings:

- Montclair School Principal and PTA on February 1
- Montclair Parents PTA meeting February 9-county and staff attending
- TSCN Meeting February 8

## COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Kriegh reported on the City Council meeting of January 9<sup>th</sup>. Commissioner Chester reported on the City Council meeting of January 12<sup>th</sup> and a VTA webinar from January 23<sup>rd</sup>.



Commissioner Brisfield reported on the Planning Commission of January 4<sup>th</sup> and the VTA BPAC meeting of January 10<sup>th</sup>. Commissioner Hindman reported on the City Council meeting of January 23<sup>rd</sup>.

### **POTENTIAL FUTURE AGENDA ITEMS**

- Special meeting the week of February 12<sup>th</sup> regarding safe routes to school-have a quorum
- Study session with City Council on Workplan

### **ADJOURNMENT**

Chair Suzanne Ambiel adjourned the meeting at 9:17 P.M.