

MINUTES OF THE COMPLETE STREETS COMMISSION OF THE CITY OF LOS ALTOS,
HELD ON WEDNESDAY, JANUARY 22, 2020 AT 7:00 PM AT LOS ALTOS CITY HALL-
COMMUNITY CHAMBERS, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS,
CALIFORNIA

PRESENT: Nadim Maluf (Chair), Suzanne Ambiel (Vice Chair), Stacy Banerjee, Jenny Lam, Tom Madalena (Staff Liaison), Jaime Rodriguez (Transportation Consultant)

ABSENT: Randy Kriegh, Paul Van Hoorickx, Herprit Mahal

PUBLIC COMMENTS

1. Audrey Cheng – Vast majority of student support option B on Almond Avenue. Option B addresses many of the current safety concerns.
2. Leo Lin – Supports implementing the option B on Almond Avenue. Suggests switching the position of bike lane directions.
3. Galen Rosenberg - Strongly encourages improvements to be implemented as soon as possible. Jardin Drive is another street that has safety concern.
4. Theron Tock – In support for bike improvements for students. Suggests that the cycle track to be extended further and have a rubber curb to create a physical separation from cars. Questions if it makes sense for bicycles to ride on sidewalk as it is legal in California.
5. Jon Keeling – Favors having bike lanes on both sides of the road rather than having it on one side. El Monte Sidewalk Gap Closure project is not being addressed. The crosswalk on Almond Ave. and El Monte Ave. is a big safety issue.

ITEMS FOR CONSIDERATION/ACTION

1. Item 3, Development Project Review of 461 Orange Avenue, is removed.
2. Minutes

Approve Minutes of regular meeting on November 20th 2019.

Upon motion by Commissioner Banerjee, seconded by Commissioner Kriegh, the Commission approved the Minutes of regular meeting on November 20th with the following edits.

- Corrections from October meeting minutes changes are made.
- Revise to correct the approved vote numbers.

Approved with the following vote:

AYES: 3. NOES: 0. ABSTAIN:1. ABSENT: 3. Passed 3-0

3. Capital Improvement Program Status Update:

Jim Sandoval, City's Public Works Director, presented the pavement management program report and Tom Madalena, Transportation Services Manager, presented the update on the Capital Improvement Programs.

Questions from Commission:

- Does deferred maintenance budget referred to the cost of shorter life expectancy treatments?
 - Correct. However, there are some road that have no other options but to choose deeper treatments.
- How many times can a street receive the 2" overlay?
 - We can't keep repaving a street with 2" overlay because it'll affect the geometry of the street. In this situation, we will need to grind down the street. There are a lot of factors that need to be looked at such as level of service, groundwater table, and existing conditions.
- If we keep our roads in good conditions by keep applying seals on top, what is the life span of the road?
 - Outside of extreme occurrences, I've seen a road maintained for twenty plus years.
- Does the report look at how swales impact the roadway? If not, will it be something the City will investigate in the future?
 - This report does not look at that kind of details. It is an evaluation tool of the road condition. Every road that we prioritize to receive treatment will look at combining other elements to improve the entire system such as incorporating striping and sidewalk improvements.
- Are there any grants available for pavement improvements?
 - Not aware of current grants available for pavement. SB1 and Measure B provide maintenance funds of pavement.
- Has the increase in load on commuter streets been looked at for the analysis? And how does that impact the wear of the load?
 - Arterials are designed for higher level of service and have thicker base and pavement sections to alleviate that extra loads. The City has been doing a really good job of maintaining arterial streets as the average PCI is 77.
- How about the collector streets since people use collectors as the arterials get overloaded?
 - Have not had a chance to review degradation rates for arterials and collector streets.
- For the PCI 73 target scenario, even if we increase the budget by 800k per year, will we still be 20M behind in six years? Will 800K be pulled from other projects to approve this funding?
 - Yes, that's correct.

- What is deferred maintenance? How much can we deferred?
 - Deferred maintenance is getting every road in the system to a very good status.
 - How are neighboring cities maintaining streets better to have higher PCIs.
 - Palo Alto and Fremont have extensive slurry systems. They focus on local streets which are majority of the roads, whereas we focus on arterial and collector streets.
 - Explain the meaningful differences in target PCI numbers.
 - PCI 73 is a reasonable number that is better than most of the communities. In terms of condition of roads, 73 and 75 are close. It just means that more roads are treated on annual basis.
 - What is the cost of the pedestrian flags?
 - The cost has not been looked at yet but it will be looked into. Also, staff is investigating liability issues.
 - Please provide an update on First Street Streetscape Project. Intersection Access barrier removal project – when do we expect SFPUC issues to be resolved?
 - During encroachment permit application process, SFPUC required the City to take over the maintenance of the stretch east of Los Altos Avenue, which includes removing trees. It is a huge ask for a small project and the City’s legal council is reviewing this currently.
 - Where are the traffic signals that are maintained by the County?
 - Eight signals are maintained by the County, which are adjacent to Foothill Expressway.
 - How do we manage the CIP projects? What kind of project management tools are being used?
 - Each project managers have spreadsheet type of tracking system. Department is working on creating the compiled tracking system.
4. Annual Street Resurfacing Project – Striping and traffic calming improvements on Almond Avenue and Covington Road:

Jaime Rodriguez, City’s Transportation Consultant, presented the plan line drawings for Almond Avenue and Covington Road.

Questions and comments from Commission:

- What is the current PCI on Almond Avenue?
 - PCI on Almond Avenue between Gordon Way to El Monte Avenue is 53. From Gordon Way to San Antonio Road is 39.
- How would the two-way cycle track accommodate the cars turning right into Almond Avenue?
- How would the cars going eastbound make a left into the school driveway with cyclists coming behind them? How do we increase the safety of having a two-way cycle track? If

there is a barrier, how will residents access the driveway? Are there noise impacts from these barriers?

- Loss of parking spaces on Covington Road is not a concern since there are plenty of spaces within private property due to large parcels.
- Bike detections do not work currently at El Monte Avenue and Covington Road. They need to be replaced.
- Suggests looking into reducing the vehicle travel lane width to accommodate for wider two-way cycle tracks on Almond Avenue.
- Suggests providing more protection to cyclists turning right on Almond Avenue at El Monte Avenue intersection.
- Suggests providing signage to inform drivers of two-way cycle track on Almond Avenue.
- Suggests providing signage to guide parking vehicles to provide room to walk for pedestrians on Covington Road.
- Covington Road and Grant Road – what is the plan to improve the safety there?
- Supports the stop sign at the roundabout at Fremont Avenue. Are U-turns allowed at the roundabout?
- Suggests having curb extensions at other locations such as Covington Road near Miramonte Avenue.
- Ensure schools and school communities are properly notified.
- Suggests adding measures to prevent cars from blocking green bike lane conflict zones on Covington Road near El Monte Ave.
- Suggests adding more bike guidance measures at the Riverside Drive intersection.
- Suggests having double yellow lines and having extended green bike lanes.
- Suggests providing additional protections to two-way cycle tracks. Consider adding traffic lights that manage bike system separately from cars.
- Suggests reaching out to the homeowners of properties located on Almond Ave. from San Antonio Road to Valencia Avenue.
- Suggests looking into having a stop sign for cyclist at Valencia Avenue.

5. Fremont Avenue Pavement Rehabilitation Update:

Jaime Rodriguez, City's Transportation Consultant, presented the pavement treatment options and provided an update on the project.

Questions and comments from Commission:

- From the cost standpoint, the staff recommendation of microsurfacing with digouts makes the most sense.
- Does it make more sense to choose a more expensive option to get more service life?
 - The current budget for the project does not cover the treatment cost and it will use up most of the Annual Street Resurfacing program budget.

- Suggests looking into having neighboring cities that utilize the road to contribute to the construction cost.

INFORMATIONAL ITEMS

6. Monthly Staff Report

- Complete Street Master Plan will be on City Council meeting approval.
- Foothill Expressway Improvement project will be discussed at City Council meeting.
- Public open house to be held on February 4th to discuss the County's Foothill Expressway Improvement project.
- Request for Proposal for the Safe Route to School Coordinator work.
- Traffic signal controller upgrade was completed. As part of the update, early pedestrian release programs were implemented.

COMMISSIONERS' REPORTS AND COMMENTS

- VTA BPAC Meeting - Caltrans District 4 is doing pedestrian improvement plans and seeking inputs via Street Story.
- VTA County Public Health Department presented the countywide education encouragement program.

POTENTIAL FUTURE AGENDA ITEMS

- Establish 2020 Sub-committee for the Annual Work Plan.
- Discuss grant opportunities for transportation projects.
- Update on the Complete Streets Master Plan.

ADJOURNMENT

Chair Maluf adjourned the meeting at 10:14 PM