



DATE: February 24, 2021

AGENDA ITEM # 3

TO: Complete Streets Commission

FROM: Jaime O. Rodriguez, Interim Staff Liaison to Complete Streets Commission

SUBJECT: Complete Streets Master Plan – Vision Statement and Future Bicycle-Pedestrian Project Ranking Criteria Development

ATTACHMENTS: None.

RECOMMENDATION:

Participate in Complete Streets Master Plan Vision Statement and Future Bike-Pedestrian Project Ranking Criteria Development Process

INTRODUCTION

The City of Los Altos initiated the development of a Complete Streets Master Plan (CSMP) study project in the Fall 2020. The project includes four program elements:

1. Bicycle & Pedestrian Transportation Plan merge & update
2. Safe Routes to School Walk n Roll Map
3. Concept Plan Line Drawings Development
4. Community Engagement

Through the Fall 2020 the project consultant team, Alta Planning + Design, focused on existing conditions analysis, data gathering, and basemap development. Starting in January 2021 the project moved into a community participation phase with the start of submittal delivery by Alta Planning + Design including an existing conditions summary report and concept plan line drawings for the 18 plan line locations identified by the Commission and City Council.

The Complete Streets Commission requested at its January study session and regularly scheduled meeting a vision statement development session before any formal input on the Complete Streets Master Plan at a commission level is provided.

The commission also requested the development of selection criteria to help prioritize future projects and to help rank the 18 concept plan line projects. Selection of the concept plan line projects for the Complete Streets Master Plan is already complete based on commission input during the project Request for Proposals (RFP) stage and by City Council at the time of the project award to Alta Planning + Design. Accordingly, utilization of the commission-requested selection criteria for future projects will be focused on future bicycle and pedestrian

transportation projects within the Bicycle & Pedestrian Transportation Element of the Complete Streets Master Plan, along with other transportation corridors that are identified in the future for bike and pedestrian access and safety and complete streets improvements.

BACKGROUND

The public input process for the Complete Streets Master Plan project started in January 2021 with first of three workshops focused on the review of concept plan line drawings for the project. The second of the three workshops is taking place February 24, 2021, immediately before the Complete Streets Commission meeting. The third and final public workshop, which will be focused on concept plan line drawings, is scheduled for March 31st. This schedule tries to accommodate the Complete Streets Commission so that the commission can review and comment on documents at the same as the public and to allow the public additional opportunities outside of the workshops.

The 18 concept plan line drawings (see Table 1) are complete and plan to be shared with the Complete Streets Master Plan Task Force for their input prior to each of the scheduled workshops.

Alta Planning + Design is currently focusing on the development of the Safe Routes to School (SR2S) – Walk n Roll Maps and SR2S Improvement Maps. The Complete Streets Commission will have the opportunity to review drafts of the SR2S deliverables during a special study session of the commission scheduled for March 18, 2021.

DISCUSSION

The City opted to work with Alta Planning + Design to bring on additional staff to help the Complete Streets Commission complete its requested Vision Statement development process for the CSMP and to develop selection and ranking criteria for future complete streets and bicycle & pedestrian access and safety improvement projects.

The CSMP Visioning Process will be led by Sam Corbett with support from Jeff Knowles.

Sam Corbett and Jeff Knowles are both Principals at Alta Planning + Design. Jeff is the Alta Project Manager for the Los Altos CSMP project and Sam is the Project Manager for the Mountain View Comprehensive Modal Plan project. Both of them understand the existing infrastructure and interests in local bicycle and pedestrian issues.

City staff will be available during the vision statement process, as needed.

Table 1
Complete Streets Master Plan – Concept Plan Line Drawing Locations

No.	Street	Limits	Status
1	Almond Ave	San Antonio Rd to El Monte Av	Active Construction
2	Alvarado Ave	San Antonio Rd to Casita Way	Prelim. Drawing Complete
3	Casita Way	Jardin Dr to Marich Wy	Prelim. Drawing Complete
4	Clark Ave	El Monte Ave to Cuesta Dr	Prelim. Drawing Complete
5	Covington Rd	El Monte Ave to Miramonte Ave	Construction Complete
6	Covington Rd	Miramonte Ave to Grant Rd	Prelim. Drawing Complete
7	Distel Dr	Jardin Dr to El Camino Real	Pending
8	El Camino Real	Entire City Limits	Prelim. Drawing Complete
9	Gordon Ave	Almond Ave to Hawthorn Ave	Prelim. Drawing Complete
10	Grant Rd	Foothill Exp to Homestead Rd	Prelim. Drawing Complete
11	Jardin Dr	City Limits	Prelim. Drawing Complete
12	Jordan Ave	San Antonio Rd to El Monte Real	Prelim. Drawing Complete
13	Los Ninos Wy	Jardin Dr to Marich Wy	Pending
14	Loyola Corners	Fremont-Miramonte-A St	Prelim. Drawing Complete
15	Marich Wy	Jordan Ave to Casita Wy	Prelim. Drawing Complete
16	Miramonte & Berry Ave	Intersection Hot Spot	Prelim. Drawing Complete
17	Panchita Wy	Jardin Dr to Marich Wy	Pending
18	Valencia Dr	Arbuelo Wy to Almond Ave	Pending
Additional Plan Line Drawings for FY 2020-21 Street Resurfacing Program			
19	Campbell Ave	Cuesta Dr to Fremont Ave	Prelim. Drawing Complete
20	Eastwood Dr	Covington Rd to Miramonte Ave	Prelim. Drawing Complete
21	Fremont Ave	Springer Rd to Dolores Ave	Prelim. Drawing Complete
22	St Joseph Ave*	Foothill Exp to West Street End	Prelim. Drawing Complete

*Bid Alternate Project

To assist with this session, Alta Planning + Design has compiled vision statements from existing Los Altos planning documents as well as Complete Streets plans from other jurisdictions as examples (see Table 2). During the session, participants will be invited to draft and share their vision for Complete Streets in Los Altos, and will work together to identify a collective vision. Commissioners are invited to craft their own vision statement in advance of the meeting.

Table 2
Complete Streets Master Plan – Sample Vision Statements

Plan / Policy	Vision Statement
City of Los Altos Bicycle Transportation Plan (2012)	Improve bicycling conditions so that bicyclists of all skill levels feel welcome and comfortable in Los Altos.
City of Los Altos Climate Action Plan (2013)	Reduce 2005 baseline GHG emissions by 15% by 2020
City of Los Altos Pedestrian Master Plan (2015)	Los Altos is a walkable city where people of all ages and abilities easily, comfortably, and safely walk to downtown, neighborhood commercial centers, schools, parks, community amenities, transit services, and neighboring cities. As a viable travel mode, high rates of walking help reduce traffic congestion and the impacts of transportation on the environment. Recreational and social walking opportunities are provided in all areas of the City by a strategic and accessible network of walkways that connect neighborhoods and promote healthy, active lifestyles. A variety of context-sensitive walkway designs maintains and reflects the unique character of the city, whether it be a wooded, quiet residential neighborhood, downtown, or commercial/mixed-use areas.
City of Sunnyvale Active Transportation Plan (2020)	Sunnyvale is a Complete Streets Community where residents and commuters have the choice to bicycle and walk to meet their transportation needs on a connected, comfortable, and convenient network designed for all abilities and ages.
Monterey Bay Area Complete Streets Guidebook (2013)	“The community of [Jurisdiction] envisions a safe, balanced and environmentally-sensitive multi-modal transportation system that supports greater social interaction, facilitates the movement of people and goods, and encourages active living, mobility independence, and convenient access to goods and services for all users including but not limited to pedestrians, bicyclists, children, seniors, persons with disabilities, motorists, movers of commercial goods and transit.”
City of Phoenix Complete Streets Policy (2017)	Phoenix streets are designed and maintained to be safe, accessible, convenient, and comfortable for all ages and abilities and transportation modes at all times.

Plan / Policy	Vision Statement
City of Burbank Complete Our Streets (Complete Streets Plan, 2020)	Everyone - people walking, taking transit, bicycling, driving, and all others - should be able to use streets safely.
San Mateo Countywide Sustainable Streets Master Plan (2021)	Municipalities across the San Francisco Bay Area are rethinking the way streets are designed to reduce carbon emissions, mitigate urban stormwater pollution, protect against flooding, and provide communities with bikeable and walkable streetscapes through the implementation of sustainable streets. Sustainable streets are right-of-way projects that integrate pedestrian, bicycle, and transit improvements with green infrastructure components like stormwater planters and pervious pavement.
City of San José Complete Streets Design Standards & Guidelines (2018)	<p>Guiding Principles:</p> <ul style="list-style-type: none"> • People-Oriented: Streets are public spaces and should be designed to make all users feel comfortable when traveling to their destination, be they on foot, on a bike, in a bus, in a car, or in some other travel mode. Streets should support safe, convenient travel and encourage a healthy community, as well as economic and social equity. • Connected: Streets should provide a linked network to the maximum extent possible: streets should be connected to their built and natural context to support neighborhood livability, compact and complementary land uses, economic vitality, public life, and placemaking within the City. They should also be connected to technology to enhance the travel experience and improve reliability. • Resilient: Streets should include “green” or sustainable design features that promote the environment, rather than detract from it: green elements can improve air and water quality, provide shade for comfort, help create great places, and generally support people-oriented transportation objectives. Streets should be adaptable to changing travel needs and land use patterns over time.

The commission’s requested selection and prioritization criteria for future projects will be focused on future bicycle and pedestrian transportation projects within the Bicycle & Pedestrian Transportation Element of the Complete Streets Master Plan. The vision statement development session will also include a discussion of prioritization criteria and weighting. Sample criteria are included in Table 3. Participants will be invited to provide feedback on sample categories, draft and share their own suggested criteria, and discuss weighting for prioritizing Complete Streets in Los Altos. We will work together to identify the preliminary prioritization criteria and ranking approach.

Table 3
Complete Streets Master Plan – Sample Prioritization Criteria

Sample Category	Sample Measurement
Safety (Safe Routes to School) 15%	<ul style="list-style-type: none"> • Project is along at least one Suggested Route to School • Project provides bicycle- or pedestrian facilities along a Suggested Route to School that do not currently exist
Safety (Collision Reduction) 15%	<ul style="list-style-type: none"> • Projects that are within close proximity (250 feet) of at least one bicycle/pedestrian-involved collision. • Projects that provide facilities on or alternative routes to locations where severe or fatal collisions have occurred. • Projects with a high crash reduction factor.
Connectivity 15%	<ul style="list-style-type: none"> • Projects that close gaps in the existing network/fill a gap in the pedestrian network, or create cross-town connections. • Projects that ensure connectivity to new and planned developments.
Comfort 10%	<ul style="list-style-type: none"> • Projects that provide greater physical separation from vehicles on high speed, high volume arterials and collectors.
Access to Key Destinations 15%	<ul style="list-style-type: none"> • Projects that connect people within 500 feet of a major transit stop, school, trail, library, grocery store, or large employer.
Community-Identified Need 10%	<ul style="list-style-type: none"> • Projects that were identified through multiple engagement efforts with unique stakeholders.
Equity 10%	<ul style="list-style-type: none"> • Projects that are located within a disadvantaged community (measure to be determined).
Climate Impacts 10%	<ul style="list-style-type: none"> • Projects that are in areas with high CalEPA Urban Heat Island Index scores. • Projects that include shade elements in areas with low tree canopy. • Projects that include stormwater capture elements in flood-prone areas.