



DATE: March 30, 2022

AGENDA ITEM # 6

TO: Complete Streets Commission

FROM: Marisa Lee, Transportation Services Manager

SUBJECT: Hetch Hetchy Trail Crossings

ATTACHMENTS: Concept Drawings for Hetch Hetchy Trail Crossing

RECOMMENDATION:

Receive update on design for Hetch Hetchy Trail Crossings

INTRODUCTION

The Hetch Hetchy path is a bike and pedestrian multi-use path that traverses a small portion of Los Altos City and connects to Palo Alto on Arastradero Road. The trail is San Francisco Public Utilities Commission (PUC) right-of-way and provides PUC and the City access for maintenance vehicles. The current path crossings at Estrellita Way and Los Altos Avenue are old, and do not meet current ADA requirements. The City would like to reconstruct these crossings to meet ADA requirements and to enhance this connector. This project provides the opportunity to add additional features at both crossings for both bicycles and motorists.

BACKGROUND

The CSC discussed this project at their January 2022 meeting and received an array of potential alternatives for crossing enhancement features including signage, striping, bollards, and speed control measures. The CSC and the public provided comments on their preferences for the various features at each crossing location. Staff was asked to incorporate this feedback into a plan and return to the CSC in March.

Previously, this project underwent consideration by the Complete Streets Commission and City Staff a few years prior. At that time, Staff was not able to attain an encroachment permit from PUC for ramp improvements. A raised crossing was considered at Estrellita Way to solve the ADA issue without requiring an encroachment permit. Residents on Estrellita Way were concerned that bikes would traverse the crossing at high speeds, causing a safety issue. They felt that the current condition of a rolled curb helped slow the bicycle speeds. At that time, the CSC decided to postpone the project. Staff has since been able to reach an agreement with PUC for an encroachment permit and Staff has drawn plans for ramps on both sides of the crossings at both Estrellita Way and Los Altos Ave. Staff recommends ramps at the Estrellita Way crossing, rather than a raised crossing, due to very low vehicle volumes on the street, which is a dead-end cul-de-sac.

DISCUSSION

This is an opportunity for the Complete Streets Commission to review the design for both bicycle and vehicle traffic control at the crossings of Estrellita Way and Los Altos Avenue. These designs are based on the feedback received from both the Commissioners and the public at the January Commission meeting.

Recommended Signage and Pavement Markings for Bicycles and Vehicles

Based on input received in the previous meeting, the proposed signage and striping would include the following.

For vehicles approaching the crossing:

- High visibility crosswalk markings
- “Bike and Ped Crossing” signage assembly at the crossing
- Yield markings (“Shark’s Teeth”) in advance of the crossing with “Yield Here to Bikes and Peds” Signage
- “Bike and Ped Crossing Ahead” warning signs in advance of the crossing

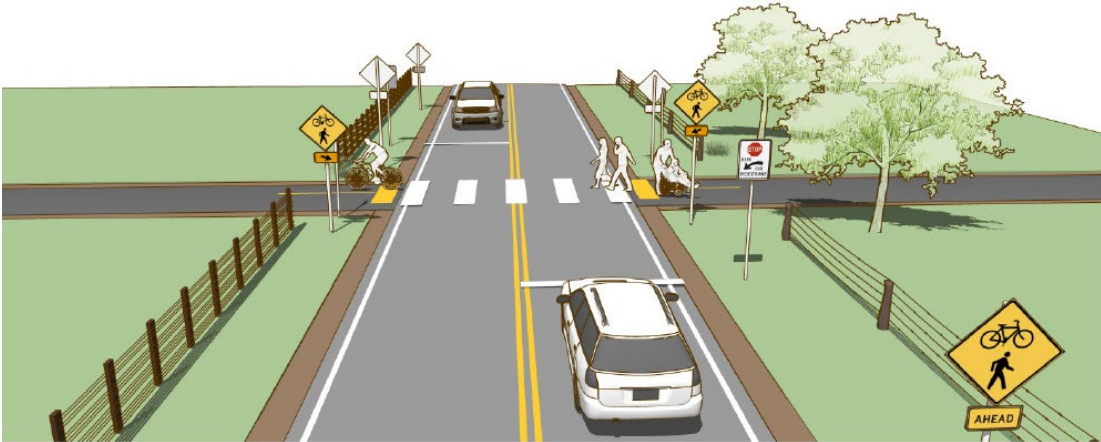
For bicycles approaching the crossing:

- “Stop” signs and markings at the crossing
- “Slow, Crossing Ahead” Signage in advance of the crossing
- Option for “Watch for Oncoming Cars” and “Cross with Caution Cars May Not Stop” signage
- Optical speed bar pavement markings
- Reflective removable bollard

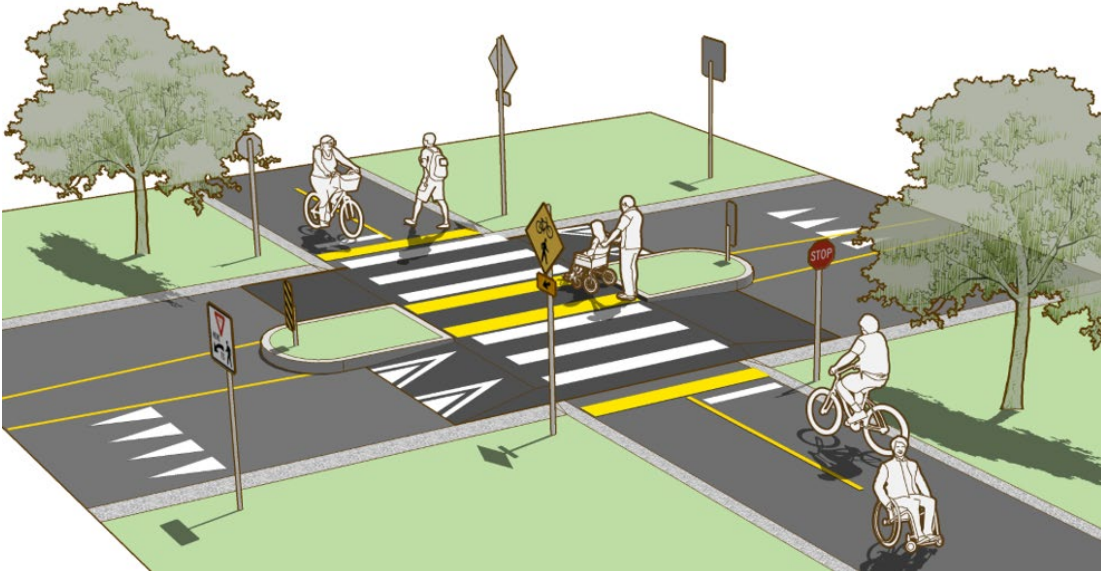
Signage and markings establish right-of-way and traffic control designations for both bikes and vehicles approaching the crossing. This methodology is recommended by the National Association of City Transportation Officials (NACTO).

Bollards can have the effect of slightly slowing bicycle speeds, as bikes will need to navigate and make a slight lateral shift in anticipation of the bollard. Bollards will be effective at preventing unauthorized vehicles from entering the path. The bollard would be removable, so that authorized vehicles could remove it to access the path for maintenance. The bollard would also have reflective elements for night time riders. This treatment is widely used in the area, including at the western terminus of the Hetch Hetchy path at Arastradero Road in Palo Alto.

Recommendations were made based on the following guidance diagrams from NACTO.



Reference: NACTO



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