



COMPLETE STREETS COMMISSION AGENDA

6:00 PM - Wednesday, May 31, 2023

*Community Meeting Chambers, Los Altos City Hall
1 North San Antonio Road, Los Altos, CA*

Members of the Public may call (669) 444-9171 to participate in the conference call (Webinar ID: 812 9726 5367 and Passcode: 691803, or via the web at <https://losaltosca.gov.zoom.us/j/81297265367?pwd=ZzlTVHYwckdrWmFNSVlid2tTNDgyUT09> Passcode: 691803) Public testimony will be taken at the direction of the Commission Chair and members of the public may only comment during times allotted for public comments. Members of the public are also encouraged to submit written testimony prior to the meeting at Transportation@losaltosca.gov. Emails received prior to the meeting will be included in the public record. Participants who join the meeting with personal computer will have access to “raise hand” feature. Please use this feature when prompted by the Commission Chair for public comments. Participants who join by phone will not have access to “raise hand” feature.

CALL MEETING TO ORDER

ESTABLISH QUORUM

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Members of the audience may bring to the Commission’s attention any item that is not on the agenda but under the jurisdiction of the Commission. Speakers are generally given two or three minutes, at the discretion of the Chairperson. Please be advised that, by law, the Commission is unable to discuss or take action on issues presented during the Public Comment period. According to State Law (also known as “The Brown Act”) items must first be noted on the agenda before any discussion or action.

CONSENT CALENDAR

1. Approve CSC Meeting Minutes (6:05 pm)
 - a. PC/CSC Joint Meeting of March 23, 2023
 - b. CSC Regular Meeting of March 29, 2023

ITEMS

2. Countywide Active Transportation Plan Update – Discussion Item (6:15 pm)
Alta Planning + Design, in collaboration with Santa Clara County, will provide an update on the Countywide Active Transportation Plan and request Commissioner feedback.
3. Draft Transportation Capital Improvement Project (CIP) Budget – Update Item (7:30 pm)
James Sandoval, Public Works Director, will provide an update on the Transportation CIP Budget for the City.
4. Objective Transportation Standards (8:15 pm)
Marisa Lee, Transportation Manager, will provide an update on the Transportation Division’s approach, plan, and schedule for working with the CSC to develop Objective Transportation Standards in accordance with the City’s Housing Element Update.

COMMISSIONERS' REPORTS AND COMMENTS**STAFF ANNOUNCEMENTS/UPDATES****REQUESTS FOR POTENTIAL FUTURE AGENDA ITEMS****ADJOURNMENT****SPECIAL NOTICES TO THE PUBLIC**

In compliance with the Americans with Disabilities Act, the City of Los Altos will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the City Clerk 72 hours prior to the meeting at (650) 947-2610. Please leave a voicemail should no one answer.

Agendas Staff Reports and some associated documents for Commission meetings may be viewed on the Internet at <https://www.losaltosca.gov/cc>.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, and that are distributed to a majority of the legislative body, will be available for public inspection through the Commission Staff Liaison at the same time that the public records are distributed or made available to the legislative body.

If you wish to provide written materials, please provide them to the Commission Staff Liaison 3 days prior the scheduled meeting to ensure proper distribution and to be included with the public record.



JOINT PLANNING COMMISSION/COMPLETE STREETS COMMISSION MEETING MINUTES

7:00 PM - Thursday, March 23, 2023

*Community Meeting Chambers, Los Altos City Hall 1
North San Antonio Road, Los Altos, CA*

CALL MEETING TO ORDER

At 7:15 p.m. Acting Chair Ambiel called the meeting to order.

ESTABLISH QUORUM

Complete Streets Commission

PRESENT: Acting Chair Ambiel, Commissioners Gschneidner, Katz, and O'Yang
ABSENT: Chair Banerjee, Vice-Chair Venkatraman, and Commissioner Maluf
STAFF: Transportation Services Manager Lee, Development Services Director Zornes, City Attorney Houston, and Planning Services Manager Williams

PUBLIC HEARING

2. Bicycle Parking Regulations

Consideration of Zoning Ordinance Text Amendments adding bicycle parking regulations. The proposed amendments are exempt from environmental review pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines since there would be no possibility of a significant effect on the environment. *Project Manager: Zornes*

STAFF PRESENTATION

Development Services Director Zornes gave the staff report presentation and answered Commissioner questions.

Acting Chair Ambiel opened the public comment period.

PUBLIC COMMENT

No public comments.

Acting Chair Ambiel closed the public comment period and Commission discussion proceeded.

Action: Upon motion by Acting Chair Ambiel, seconded by Commissioner Gschneidner, the Commission moved to recommend approval to the Planning Commission of the bicycle parking regulations subject to the staff report findings and conditions with the following modifications:

- Inclusion of the changes to include specifications for outlets in terms of voltage to mirror the building code;
- Make the bicycle parking spaces at least 75 inches in length;

- Include the wording “well lit” into the requirements for long term storage;
- Increase the parking requirement to 1.5 bicycle parking spots per unit; and
- Include a minimum of one oversized bicycle parking spot in the requirements per development.

The motion was approved (4-0) by the following vote:

AYES: Ambiel, Gschneider, Katz, and O’Yang

NOES: None

ABSENT: Maluf, Venkatraman, and Banerjee

Following the vote, the Complete Streets Commission adjourned the meeting.

ESTABLISH QUORUM

Planning Commission

PRESENT: Chair Mensinger, Vice-Chair Ahi, Commissioners Beninato, Disney, Doran, Roche, and Steinle

ABSENT: None

STAFF: Development Services Director Zornes, City Attorney Houston, and Planning Services Manager Williams

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. Planning Commission Minutes

Approve the minutes of the regular meeting of February 16, 2023.

Action: Upon motion by Commissioner Steinle, seconded by Commissioner Roche, the Commission recommended approval of the minutes from the February 16, 2023 Regular Meeting as written.

The motion was approved (7-0) by the following vote:

AYES: Mensinger, Ahi, Beninato, Disney, Doran, Roche, and Steinle

NOES: None

ABSENT: None

PUBLIC HEARING

2. Bicycle Parking Regulations

Consideration of Zoning Ordinance Text Amendments adding bicycle parking regulations. The proposed amendments are exempt from environmental review pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines since there would be no possibility of a significant effect on the environment. *Project Manager: Zornes*

Development Services Director Zornes answered Commissioner questions.

Chair Mensinger opened the public comment period.

PUBLIC COMMENT

No public comments.

Chair Mensinger closed the public comment period and Commission discussion proceeded.

Action: Upon a motion by Commissioner Doran, seconded by Commissioner Steinle, the Commission moved to recommend approval to the City Council of the bicycle parking regulations subject to the staff report findings and conditions with the following:

- Keep the one bicycle parking spot per unit requirement;
- Increase the private school bicycle parking ratio to 1:4 students;
- Minor grammar edits in part of the ordinance; and
- Shield required lighting for short-term parking from adjacent properties.

The motion was approved (7-0) by the following vote:

AYES: Mensinger, Ahi, Beninato, Disney, Roche, Doran, and Steinle

NOES: None

ABSENT: None

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Roche reported on the February 28, 2023 City Council meeting.

POTENTIAL FUTURE AGENDA ITEMS

Development Services Director Zornes stated that there would be more upcoming Zoning Code text amendments for additional implementation ordinances for the Housing Element related to supportive and transitional housing.

ADJOURNMENT

Chair Mensinger adjourned the meeting at 9:27 PM.

Stephanie Williams
Planning Services Manager

MINUTES OF THE COMPLETE STREETS COMMISSION
REGULAR MEETING OF THE CITY OF LOS ALTOS,
HELD ON WEDNESDAY, MARCH 29, 2023 AT 6:00 PM
HELD AT COMMUNITY MEETING CHAMBERS, LOS ALTOS CITY HALL

PRESENT: Stacy Banerjee (Chair), Suzanne Ambiel, Steve Katz, Marisa Lee (Staff Liaison),
Cynthia O'Yang, Tom Gschneidner, Nadim Maluf, Suresh Venkatraman (Vice
Chair)

ABSENT: Neysa Fligor (Council Liaison)

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None.

CONSENT ITEMS

1. Complete Streets Commission Chair and Vice Chair Selection
Stacy Banerjee is nominated for Complete Streets Commission Chair and unanimously voted
by the Commissioners and selected as Chair.

Vote passed with 7-0.

Suresh Venkatraman is nominated for Complete Streets Commission Vice Chair and
unanimously voted by the Commissioners and selected for Vice Chair.

Vote passed with 7-0.

2. Approve CSC Meeting Minutes of January 25, 2023
Upon motion by Commissioner Suzanne Ambiel, seconded by Commissioners Katz, the
Commission moved to approve the January 25th meeting minutes.

Vote passed with 7-0.

INFORMATIONAL ITEMS ONLY

3. Los Altos Truck Routes Network Follow-Up
Jaime Rodriguez, Consultant with the City of Los Altos (Traffic Patterns) presented updates
on the Truck Routes and asked for input on truck route restrictions to be recommended to the
City Council.
Staff recommends per previous Complete Streets Commission input to not include
Homestead Rd as truck routes. Additionally, El Monte Ave (I-280 to Foothill Expy,

Downtown access) is proposed as “Limited Truck Route” which is an existing Truck Route for town of Los Altos hills.

4. El Camino Real Resurfacing and Protected Bikeway Project
This item is postponed to next Complete Streets Commission meeting.

ITEMS FOR ACTION/CONSIDERATION

5. Safe Routes to School Program - SchoolRoutes.org Mobile App
Marisa Lee, Staff Liaison and Jaime Rodriguez, Consultant with the City of Los Altos (Traffic Patterns) presented updates presented updates on the SchoolRoutes.org Mobile App. Three-tiered approach to help advertise this platform to the community starting in Spring 2023. Staff is seeking Complete Streets Commission’s input on the following items:
 - Does the commission overall support the outreach strategy proposed?
 - What portions of the promotion strategy does the Commission view as the most valuable?
 - Does the Commission have recommendations for additional methodologies or other promotional ideas for staff to consider?Commissioners provided input and suggestions to be incorporated into the promotion strategy.

COMMISSIONERS REPORTS AND COMMENTS

Chair Stacy Banerjee stated the Work Plan Subcommittee is officially disbanded. She updated the committee regarding City Council considering remote participation on Commission meetings within State laws. At the end, she declared County is working on the Active Transportation Plan and they have reopened the Expressway network and County unincorporated roads interactive map for collecting feedback.

STAFF ANNOUNCEMENTS/UPDATES

None.

POTENTIAL FUTURE AGENDA ITEMS

Bike to Anywhere Day and Bike to Work Day to be discussed during next meeting.

ADJOURNMENT

Chair Stacy Banerjee adjourned the meeting at 7:16 PM



Active
SANTA CLARA COUNTY



Santa Clara County Active Transportation Plan

Los Altos Complete Streets Commission

May 31, 2023



Santa Clara County
**PUBLIC
HEALTH**

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Before we begin...



www.activesantaclaracounty.org

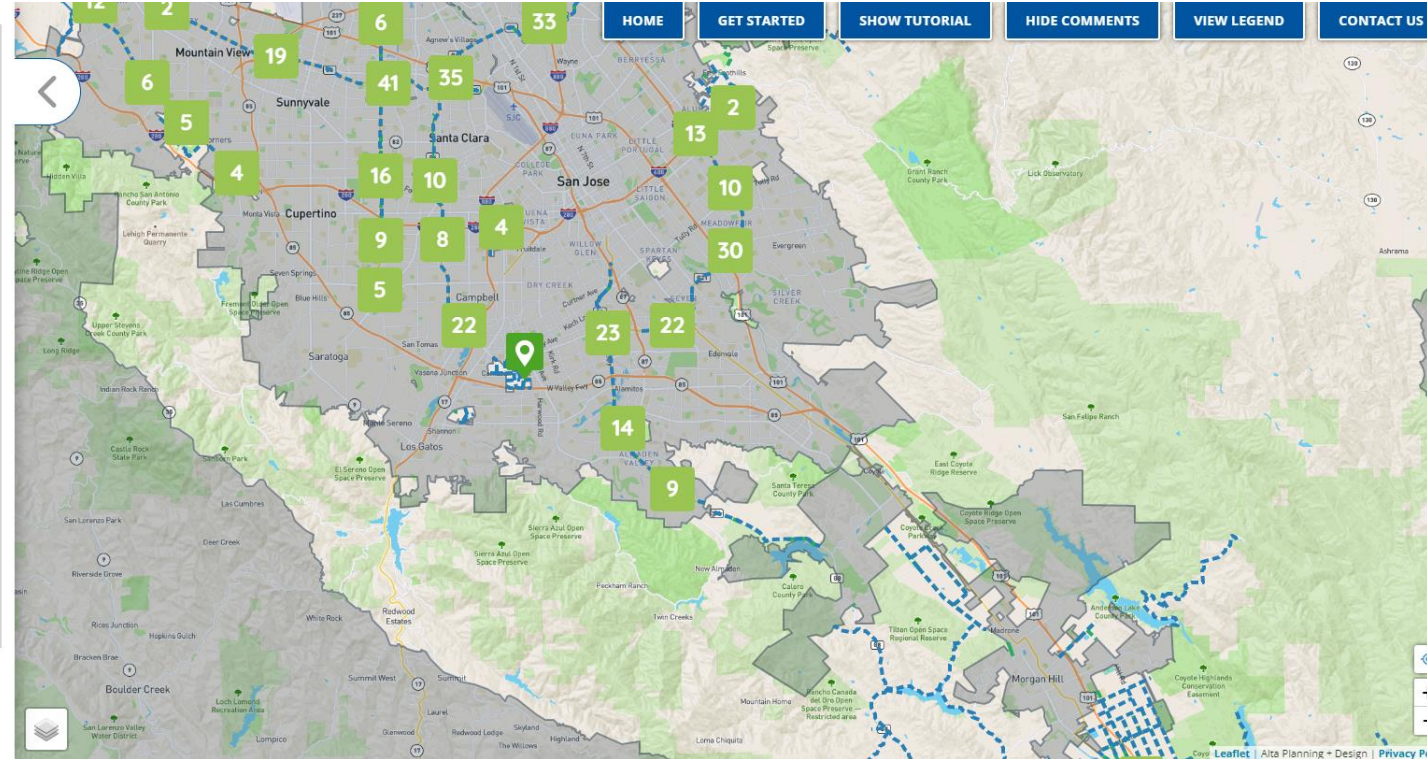
Recommendations for walking, biking and rolling in Santa Clara County

The interactive map below presents the draft infrastructure recommendations for the Santa Clara County Active Transportation Plan. Explore the walking and bicycling improvements across the County and provide your feedback.

Clicking on a draft project recommendation will launch a pop-up that will provide more information about the project. You can leave a comment, like, or dislike on any project recommendation.

[Glossary of improvements](#)

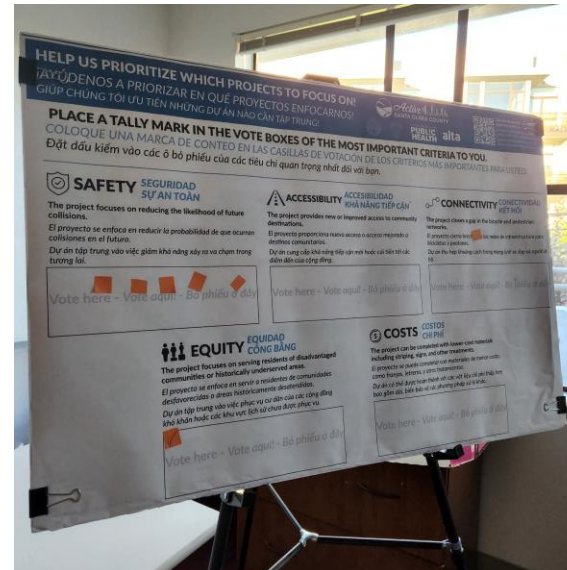
Are there corridors or intersections that don't have a recommended project, but you think should? Use the "Add a route" and "Add a point" buttons below to mark these locations on the map.



Comment period closes **June 16, 2023!!**

Agenda

- Project Introduction
- Existing Conditions
- Phase 1 Community Outreach Summary
- Needs Analysis Findings
- Bicycle Facility Recommendations
- Pedestrian Facility Recommendations
- Program and Policy Recommendations
- Next Steps





Project Introduction

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Project Introduction

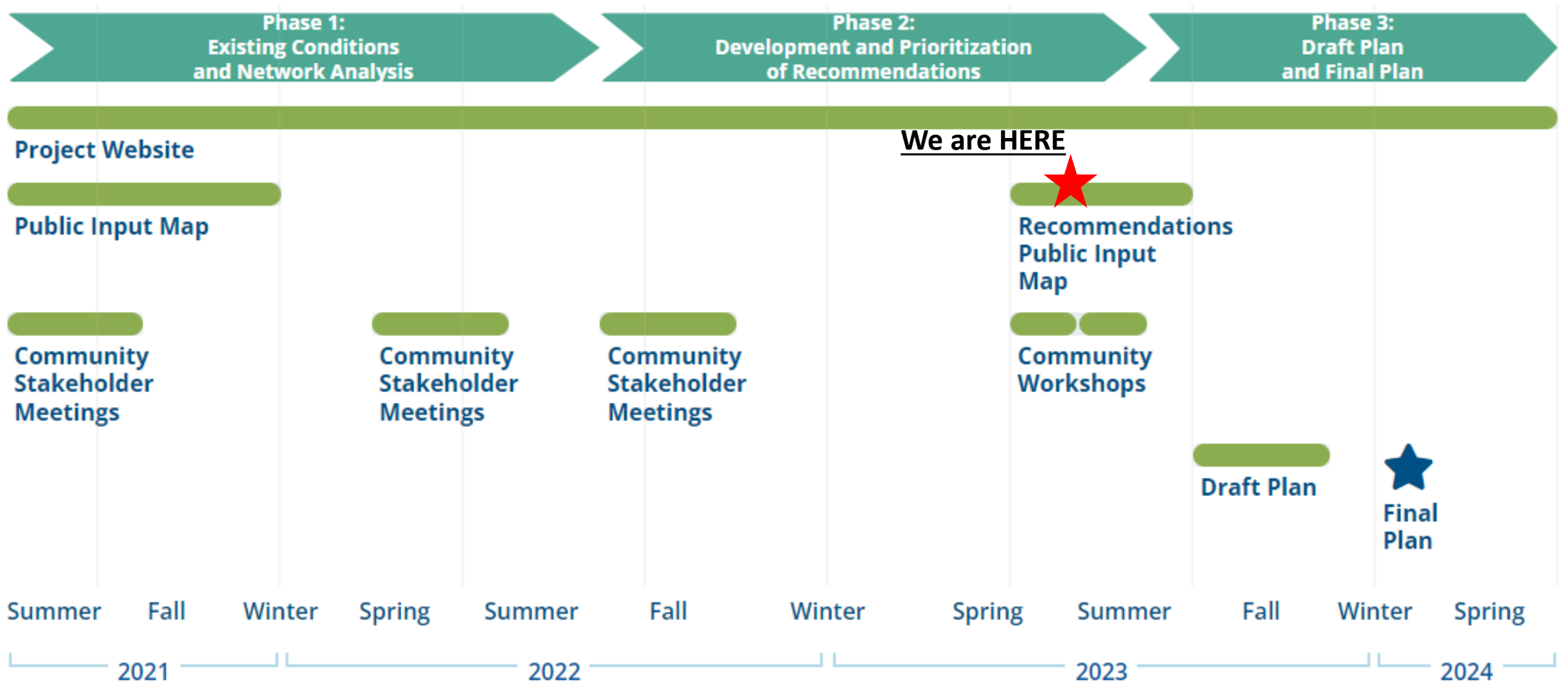
Focusing on county expressways
and roadways in unincorporated
areas of the county

Tasks

- Existing Conditions
 - Safety Analysis
 - Background review
 - Socio-economic analysis
- Public Engagement
- Network analysis
 - OD Analysis
 - LTS (bike and ped)
 - Gap analysis
- Project Definition



Project Timeline



We are HERE



Final Plan

Existing Conditions

Health and Equity Analysis



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MTC Equity Priority Communities (NORTH)

- Highest concentration of Equity Priority Communities is within the City of San José
- In south County, the City of Gilroy also has multiple Equity Priority Communities
- There are three Equity Priority Communities within unincorporated County:
 - Alum Rock – higher
 - Stanford – higher
 - Burbank – high



MTC EQUITY PRIORITY COMMUNITIES

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

alta Source: Santa Clara County, VTA, US Census, Esri, MTC, June 2021.

CONCENTRATION OF EQUITY PRIORITY COMMUNITIES (by Census Tract)

- Highest
- Higher
- High

FEATURES

- County Controlled Roadway
- ▨ Unincorporated Area
- ⋯ Santa Clara County



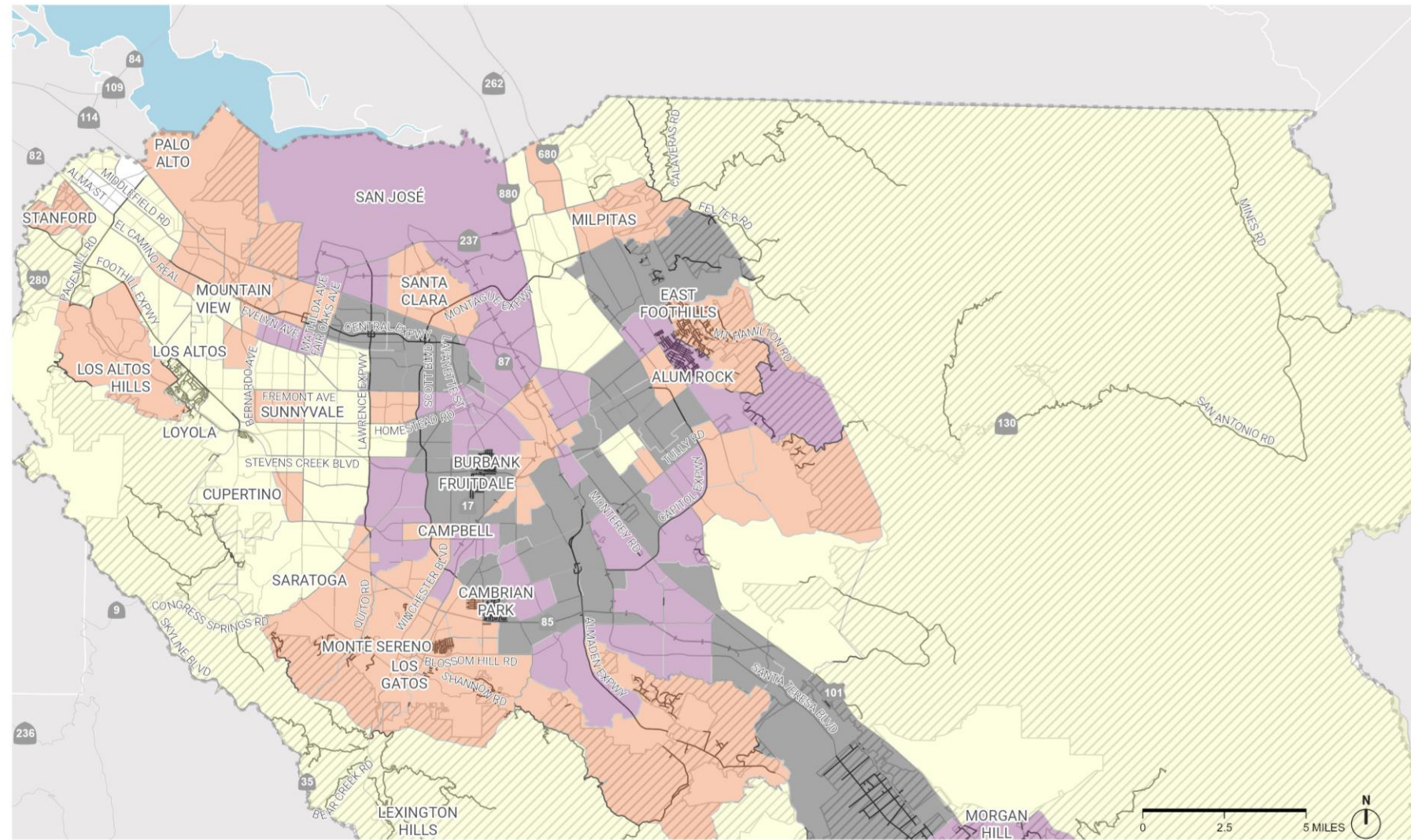
Health Analysis Composite* (NORTH)

Communities with the Highest Health Risks

- East San José
- South San José
- Burbank/Fruitdale
- Cambrian Park
- East Foothills
- Communities in close proximity to highways and expressways

* Composite map combines all health analysis indicators into one index

Existing Conditions



COMPOSITE HEALTH ANALYSIS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

alta Source: Santa Clara County, VTA, US Census, Esri, MTC, ACS 2018, October 2021.

Composite Health Analysis (By Small Area/Neighborhood)

- High Health Needs
- Medium Health Needs
- Low-Medium Health Needs
- Low Health Needs

FEATURES

- County Controlled Roadway
- Unincorporated Area
- Santa Clara County



Source: Santa Clara Public Health Department – Health Status Statistics – Small Area Neighborhood

Existing Conditions

Safety Analysis



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Introduction

Pedestrian & Bicycle Collisions (2015-2020)*

Network screening analysis used to identify:

- Collision hot spots at intersections and along roadway segments
- Locations of fatal and severe injury collisions
- Pedestrian- and bicycle-involved collision locations

Collision hot spots were categorized into:

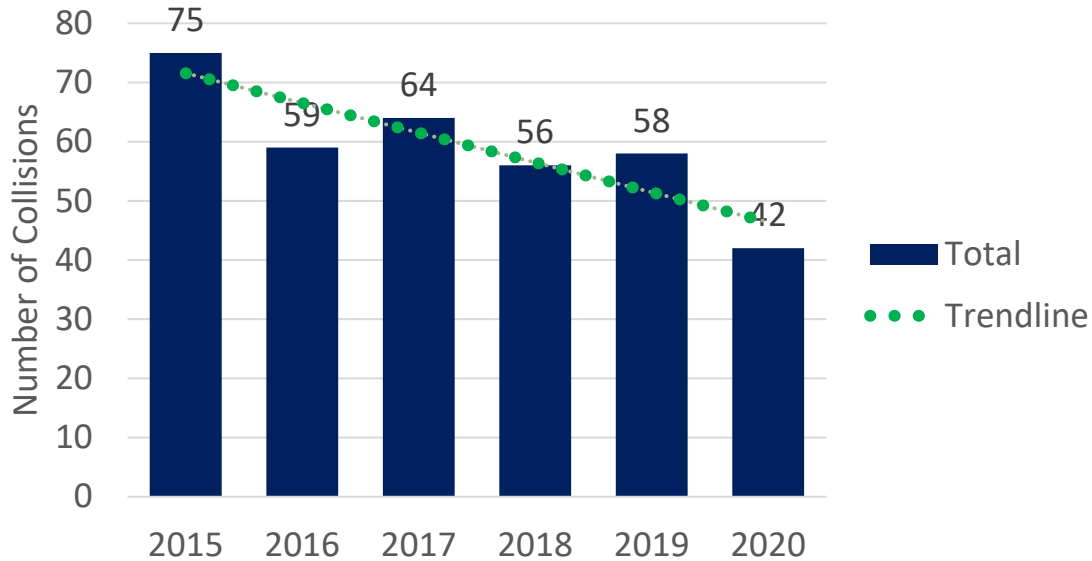
- Intersection collisions
- Roadway segments collisions

** Source: Crossroads (Jan 2015 – Dec 2020)*

Pedestrian & Bicycle Collisions (2015-2020)



Collisions by Year



Source: Crossroads Traffic Collision Database 2015-2020

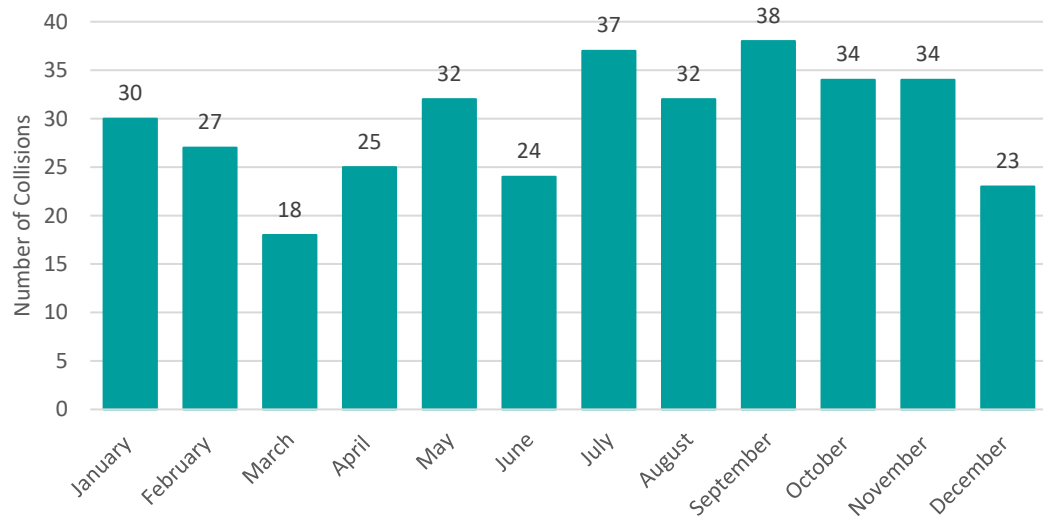
Fatal Collisions

Stated Cause	Fatal Collisions			Percent of Total
	Pedestrian	Bicyclist	Total	
Pedestrian Violation	9	0	9	36%
Traffic Signals and Signs	2	0	2	8%
Improper Passing	1	1	2	8%
Unsafe Starting or Backing	1	1	2	8%
Impeding Traffic	1	0	1	4%
Improper Turning	1	0	1	4%
Other	1	0	1	4%
Other Hazardous Movement	1	0	1	4%
Unknown	1	0	1	4%
Driving Under the Influence	0	1	1	4%
Other Improper Driving	0	1	1	4%
Unsafe Speed	0	1	1	4%
Wrong Side of Road	0	1	1	4%
Automobile Right of Way	0	1	1	4%
Total	18	7	25	100%

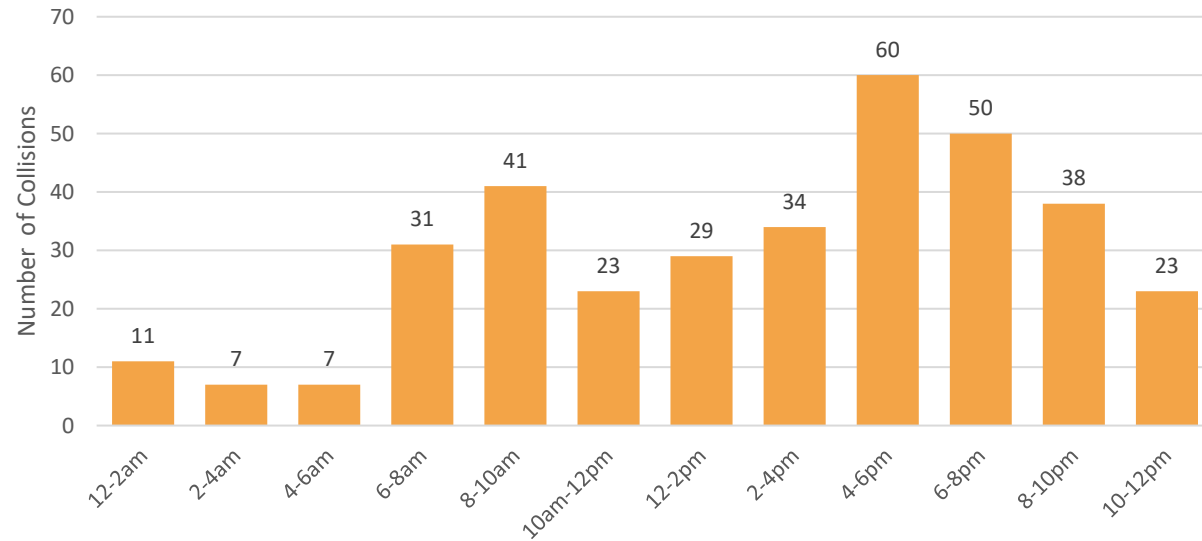
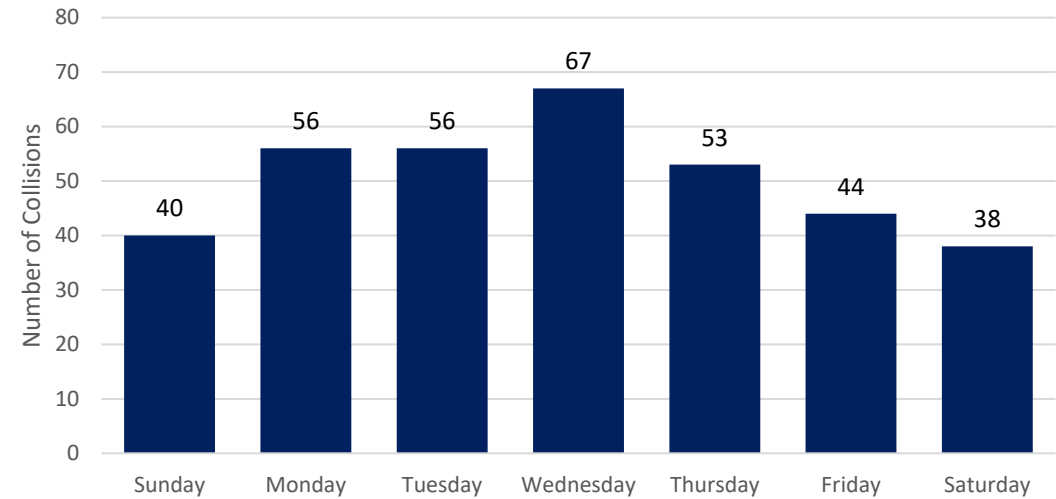
Pedestrian & Bicycle Collisions (2015-2020)



Collisions by Month



Collisions by Day



Collisions by Time of Day

Source: Crossroads (Jan 2015 to Dec 2020)

Fatal & Serious Injury Collisions

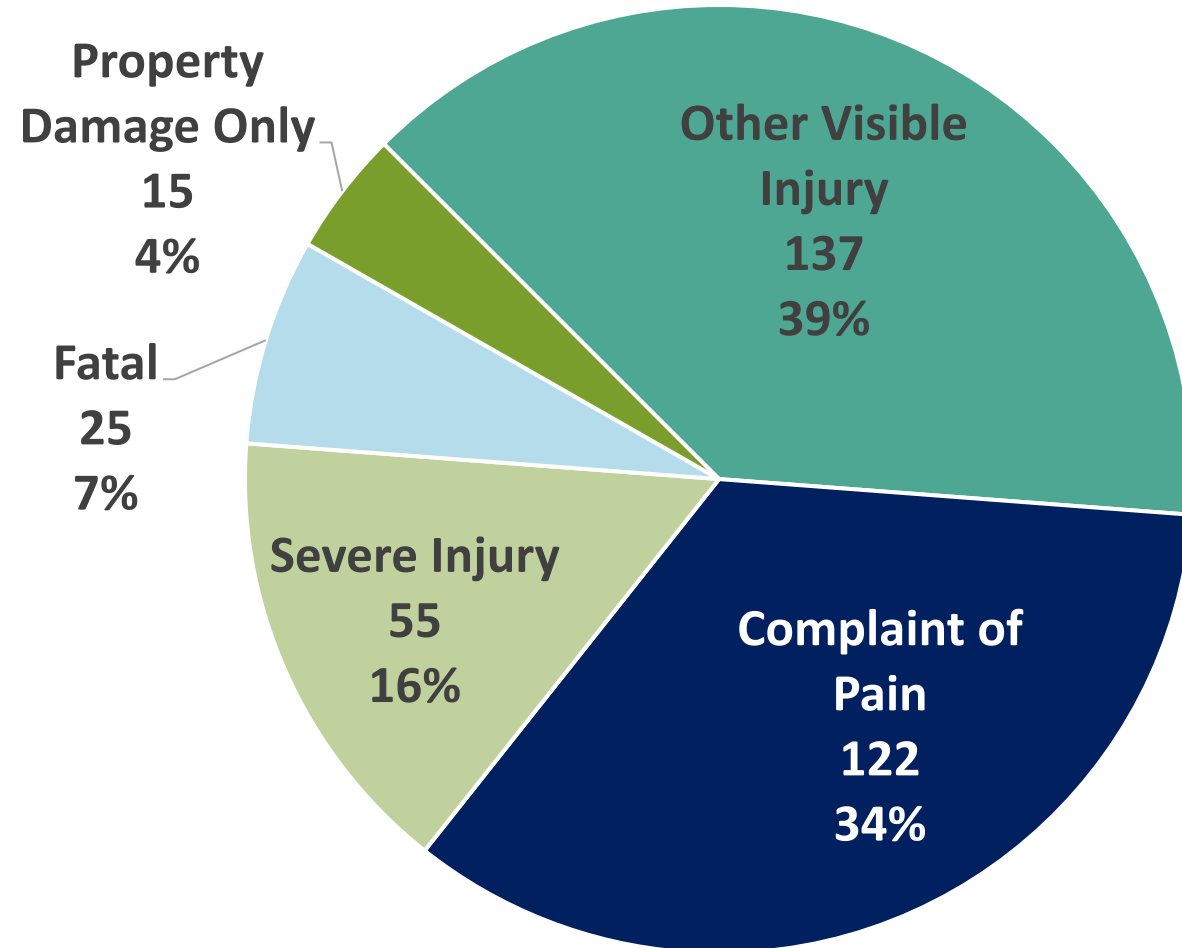


55 collisions resulted in severe injuries:

- 31 pedestrian collisions
- 24 bicycle collisions

25 fatal collisions:

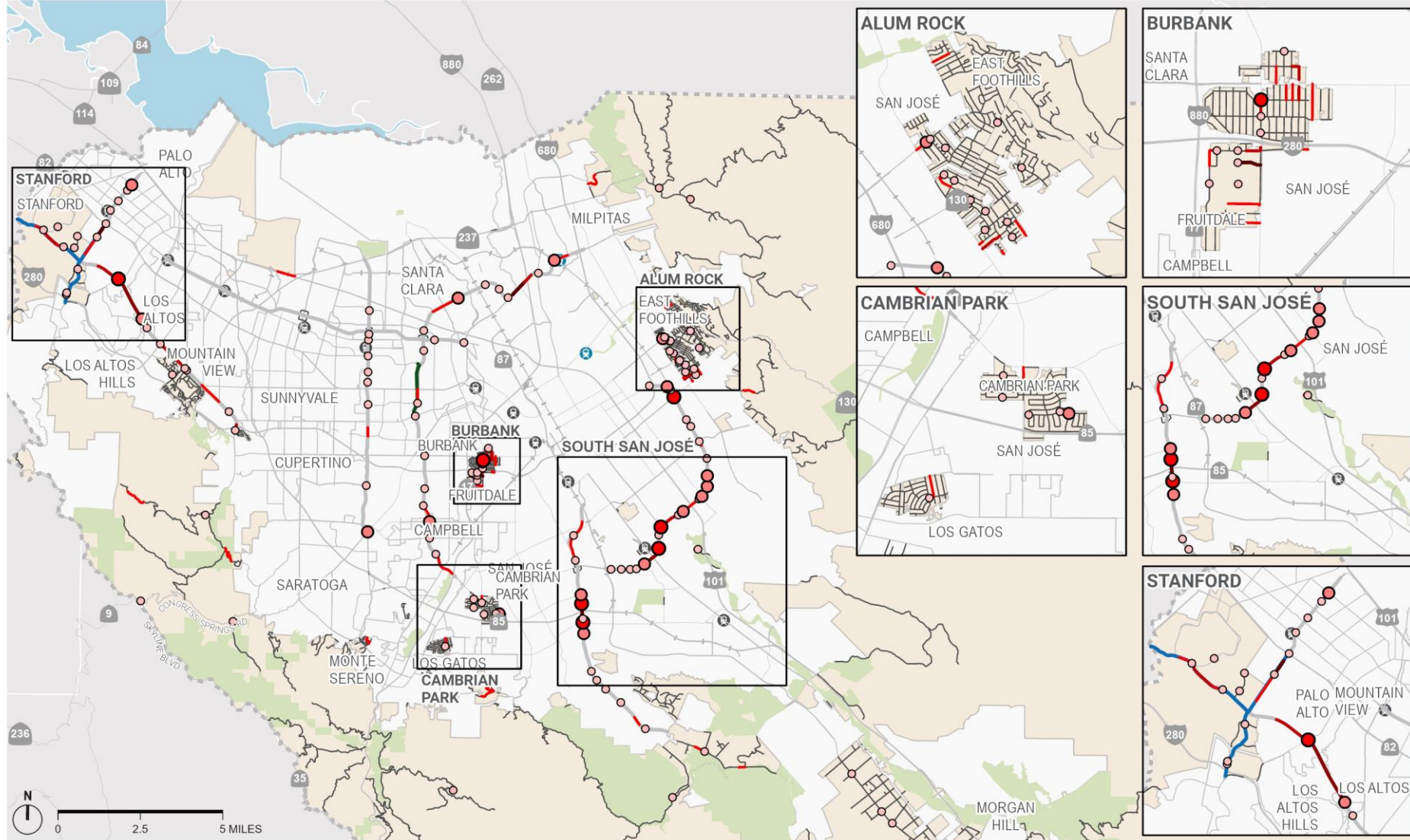
- 18 pedestrian collisions
- 7 bicycle collisions



Source: Crossroads Traffic Collision Database 2015-2020

Pedestrian & Bicycle Collisions (2015-2020)

NORTH



ALL PEDESTRIAN AND BICYCLE COLLISIONS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

Kimley-Horn

Source: Santa Clara County, VTA, US Census, Esri, July 2021.

- EXISTING BIKEWAYS (COUNTY CONTROLLED)**
- Class I: Shared-Use Path
 - Class II: Bicycle Lane
 - Class III: Bicycle Route
 - Class IV: Separated Bikeway

- FEATURES**
- BART Station
 - Caltrain Station
 - Park
 - City Boundary
 - Unincorporated Area
 - Santa Clara County

ALL BICYCLE AND PEDESTRIAN COLLISIONS (NUMBER OF INTERSECTION & ROADWAY COLLISIONS)

- | Intersection Collisions | Roadway Collisions |
|---|--------------------------------------|
| ○ 1 - 2 | — 1 |
| ● 3 - 5 | — 2 |
| ● 6 - 12 | — 3 |
| | — 4 |



Source: Crossroads Traffic Collision Database 2015-2020

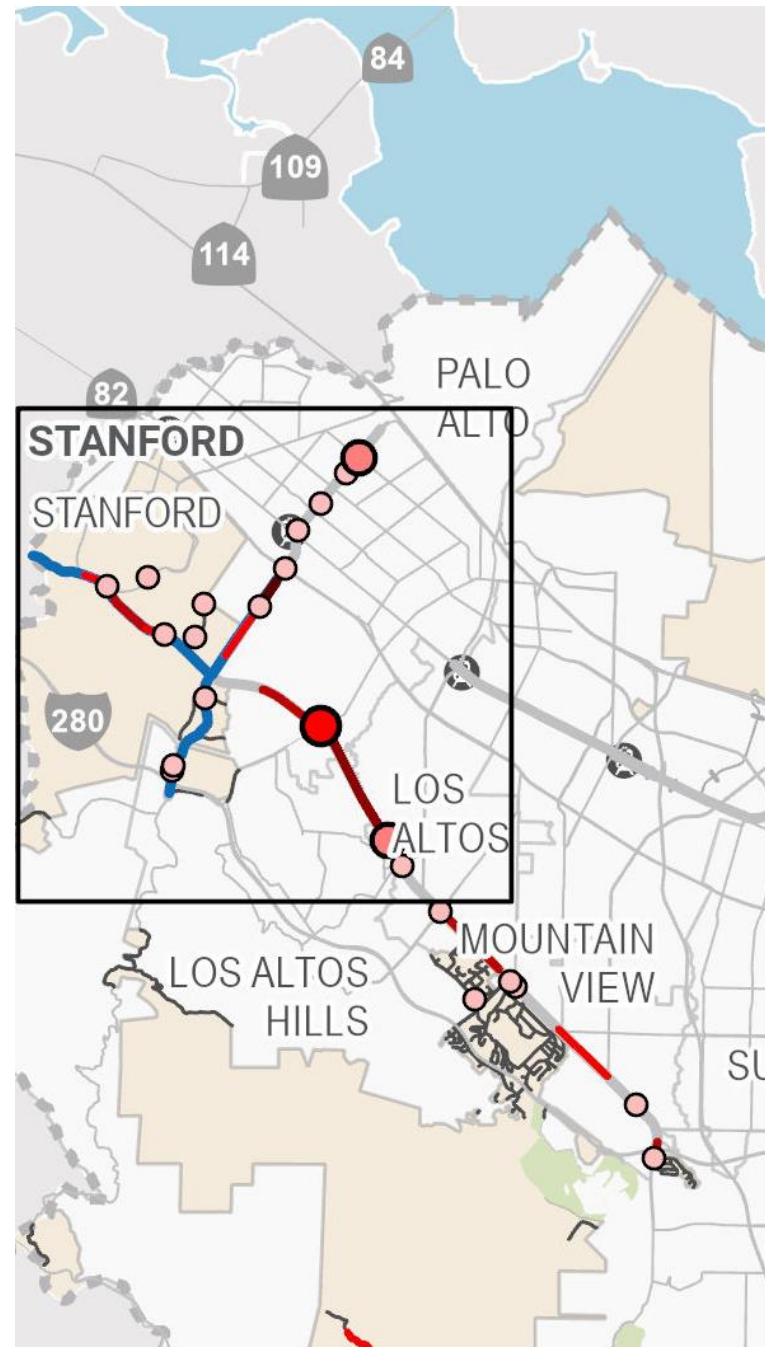
Existing Conditions

Corridors with most collisions:

- Foothill Expressway (10 intersections with 21 collisions)
- Oregon Expressway / Page Mill Road (7 intersections with 12 collisions)

ALL BICYCLE AND PEDESTRIAN COLLISIONS
(NUMBER OF INTERSECTION & ROADWAY COLLISIONS)

Intersection Collisions	Roadway Collisions
1 - 2	1
3 - 5	2
6 - 12	3
	4



Pedestrian & Bicycle Collisions (2015-2020)

Los Altos

Source: Crossroads Traffic Collision Database 2015-2020

High Injury Network (HIN) - Intersections



- More collisions occurred at or within 250 feet of an intersections than along roadway segments.
- Multiple intersections along **Almaden** and **Capitol Expressways** are included on the most frequent collision location lists.

Signalized

Rank	Signalized Intersection	Ped	Bike	Total
1	Almaden Expwy and Cherry Ave	6	6	12
2	Capitol Expwy and Story Rd	6	2	8
3	Almaden Rd and Blossom Hill Rd	6	1	7
4	Capitol Expwy and El Seven Trees	5	2	7
5	Capitol Expwy and Senter Rd	6	1	7
6	Foothill Expwy and Arastradero Rd	1	5	6
7	Capitol Expwy and McLaughlin Ave	2	3	5
8	Capitol Expwy and S Capitol Ave	1	4	5
9	Capitol Expwy and Silver Creek Road	2	2	4
10	Aborn Rd an Capitol Expwy	0	4	4

Unsignalized

Rank	Unsignalized Intersections	Ped	Bike	Total
1	S Bascom Ave and Elliott St	7	2	9
2	McKee Rd and Ridge Vista Ave	4	0	4
3	Wyrick Ave and Leigh Ave	0	3	3
4	S Bascom Ave and Renova Dr	2	0	2
5	Moorpark Ave and Empey Way	0	2	2
6	Capitol Expwy and S Capitol Ave	2	0	2
7	Capitol Expwy and S Jackson Ave	0	2	2
8	S Bascom Ave and Elliott St	1	1	2
9	Flemming Ave and McVay Ave	1	1	2
10	Junipero Serra Fwy and Page Mill Rd	0	2	2

High Injury Network (HIN) – Roadway Segments



Rank	Road Segment	Pedestrian	Bicycle	Total Collisions
1	Montague Expwy	1	3	4
2	Renova Dr	4	0	4
3	Almaden Expwy	1	3	4
4	Page Mill Expwy	1	3	4
5	Capitol Expwy	2	1	3
6	Condit Rd	1	2	3
7	Foothill Expwy	0	3	3
8	Junipero Serra Blvd	1	1	2
9	Foothill Expwy	0	2	2
10	Millar Ave	1	1	2

Community Outreach Summary



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Phase 1 Outreach



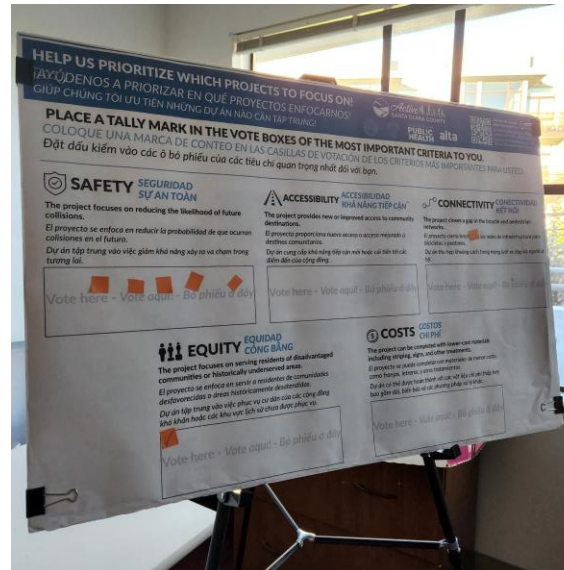
Phase 1 Goals

- Develop shared vision and goals for active transportation in the County
- Identify key corridors and destinations, active transportation infrastructure **gaps**, and **opportunities** for improvement



Phase 1 Strategies

- Project Website
- Interactive Map
- Pop-Up Events
- Technical Advisory Committee
- Stakeholder Meetings



Phase 1 Outreach



WWW.ACTIVESANTACLARACOUNTY.ORG

HOME **GET STARTED** **SHOW TUTORIAL** **HIDE COMMENTS** **VIEW LEGEND** **CONTACT US**

Tell us about walking, biking and rolling in Santa Clara County

Use the buttons below to provide feedback on destinations you'd like to walk, bike or role to, routes that function well or need improvement, and barriers to walking, biking or rolling (i.e., wheeled mobility devices, strollers, scooters, skateboards, etc.).

- Routes that work well or that you frequent**
- Barriers to walking, biking or rolling**
- Missing or damaged sidewalks**
- Missing or damaged bike trails**

Leaflet | Alta Planning + Design | Privacy Policy

Phase 1 Outreach



Phase 1 Outreach

Pop-Up Events / Meetings

- Viva Calle (Sept. 18, 2021)
- Morgan Hill Friday Night Music Series (Oct. 1, 2021)
- Gilroy Farmers Market (Oct. 2, 2021)
- Gilroy Art Walk (Aug. 19, 2022)

BICYCLE FACILITY TOOLKIT
INFRAESTRUCTURA PARA BICICLETAS
BỘ CÔNG CỤ CHO CỜ SỞ XE ĐẠP
自行車設施工具包

Active Santa Clara County PUBLIC HEALTH alta

Most Separation / Más Separación

CLASS I: SHARED-USE PATH / CLASE I: SENDERO PARA CICLISTA Y PEATÓN
 A completely separated right of way for the exclusive use of bicycles and pedestrians with minimized intersections with motor vehicles.
 Un sendero exclusivo para personas que caminan o andan en bicicleta. Estas rutas intentan evitar conflictos con automóviles.

CLASS II: BIKE LANE / CLASE II: CICLO-CARRIL
 A striped lane for one-way bike travel on a street. Green paint is typically reserved for conflict areas.
 Un carril designado para bicicletas en una sola dirección. La pintura verde es reservada para áreas que representan conflictos entre autos y personas en bicicleta.

CLASS III: SIGNED BIKE ROUTE / CLASE III: RUTA DE BICICLETA SEÑALIZADA
 Provides for shared use with motor vehicle traffic. Treatments include signs and pavement markings.
 Proporciona el uso compartido entre vehículos motorizados y bicicletas. Incluye letreros y marcas en el pavimento para alertar sobre la presencia de personas en bicicleta.

CLASS IV: SEPARATED BIKEWAY / CLASE IV: CICLOVÍA SEPARADA
 An on-street bike lane that is separated from traffic by a vertical barrier, such as a curb, median, bollard, or planter.
 Un carril para bicicletas en la calle que está separado del tráfico por un barrido vertical, como un bordillo, una mediana o bolardos.

CLASS V: BUFFERED BIKE LANE / CLASE V: CICLO-CARRIL CON ZONA DE BÚFER
 A conventional bike lane paired with a buffer space separates the bike lane from adjacent travel lane and/or parking lane.
 Un bicarril convencional combinado con un espacio intermedio (o búmer) entre el bici carril y el carril para estacionarse o el carril de circulación adyacente.

CLASS III: BIKE BOULEVARD / CLASE III: BULEVAR DE CICLISTA
 Streets with low traffic volumes and speeds, designated and/or designed to give bicycle travel priority.
 Calles con bajos volúmenes de tráfico y velocidades, designadas y diseñadas para dar prioridad a las personas en bicicleta.

PEDESTRIAN FACILITY TOOLKIT
INFRAESTRUCTURA PEATONAL
BỘ CÔNG CỤ DÀNH CHO NGƯỜI ĐI BỘ
行人設施工具包

Active Santa Clara County PUBLIC HEALTH alta

PATH IMPROVEMENTS / MEJORAS DE ACERAS / CÁI TIẾN ĐƯỜNG DẪN / 路径改进

SIDEWALK / ACERA / ĐƯỜNG ĐI BỘ / 人行道

SHADE TREES / ARBOLES DE SOMBRA / BÓNG CÂY / 遮荫树

PEDESTRIAN-SCALE LIGHTING / ILUMINACIÓN A UNA ESCALA PEATONAL / ĐÈN CHIẾU SÁNG DÀNH CHO NGƯỜI ĐI BỘ / 行人规模的照明

BUS SHELTER / REFUGIO EN LA PARADA DE AUTOBUS / MÃI ẮM XE / 候车亭

BENCHES / BANCOS / BẢNG GHẾ / 长凳

TRASH CANS / BOTES DE BASURA / THÙNG RÁC / 垃圾箱

CROSSING IMPROVEMENTS / MEJORAS DE CRUCES / CÁI TIẾN VƯỢT QUA / 交叉改进

CURB RAMPS / RAMPAS DEL BORDILLO DE LA ACERA / LỀ ĐƯỜNG ĐỐC / 路边坡道

CURB EXTENSION / EXTENSIONES DEL BORDILLO DE LA ACERA / TIỀN ỈCH HẠN CHẾ / 路缘扩展

PEDESTRIAN REFUGE ISLAND / ISLA PEATONAL / ĐẢO TỊ NẠN CHO NGƯỜI ĐI BỘ / 行人避难岛

HIGH VISIBILITY CROSSWALKS / CRUCES DE ALTA VISIBILIDAD / LỐI ĐI NGANG TẦM NHÌN CAO / 高能见度人行横道

RECTANGULAR RAPID FLASHING BEACON (RRFB) / CRUCE CON ADVERTENCIA PARPADEANTE / Đèn hiệu nhấp nháy nhanh hình chữ nhật / 矩形快闪灯塔

PEDESTRIAN-HYBRID BEACON / CRUCE PEATONAL ACTIVADO DE ALTA INTENSIDAD / ĐÈN HIỆU CHO NGƯỜI ĐI BỘ LẠI / 行人混合信标

Phase 1 Outreach



CBO Meetings

- Cambrian Community Council (May 2, 2022)
- Veggielution (June 11, 2022)
- Community Services Agency (June 15, 2022)
- WeHope Dignity of Wheels (June 26, 2022)
- CARAS (June 28, 2022)



Needs Analysis Findings



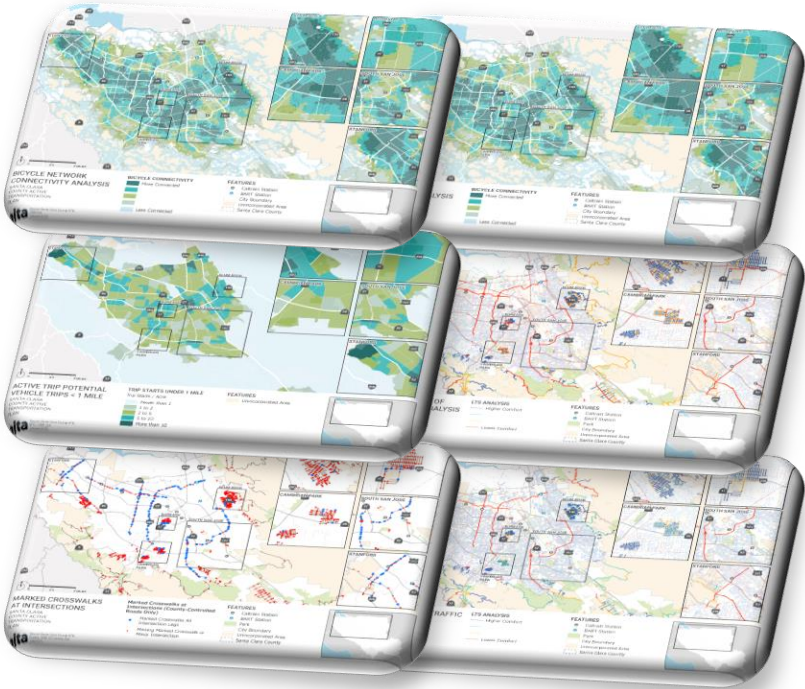
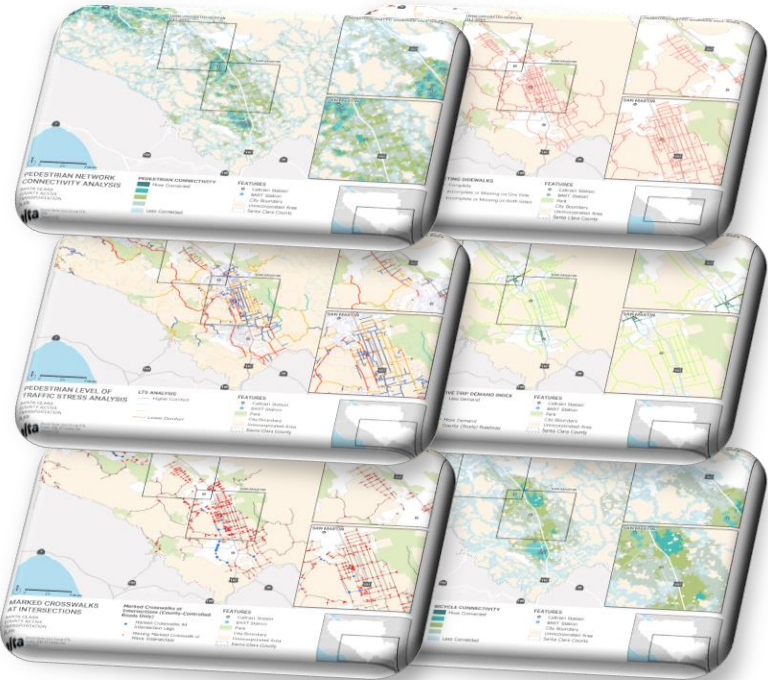
Needs Analysis



Completed Analyses

- Bicycle Level of Traffic Stress
- Pedestrian Level of Traffic Stress
- Network Connectivity
- Marked Crosswalks at Intersections & Crosswalk Spacing
- Active Trip Potential
- Existence of Sidewalks

----- South County -----



----- North County -----

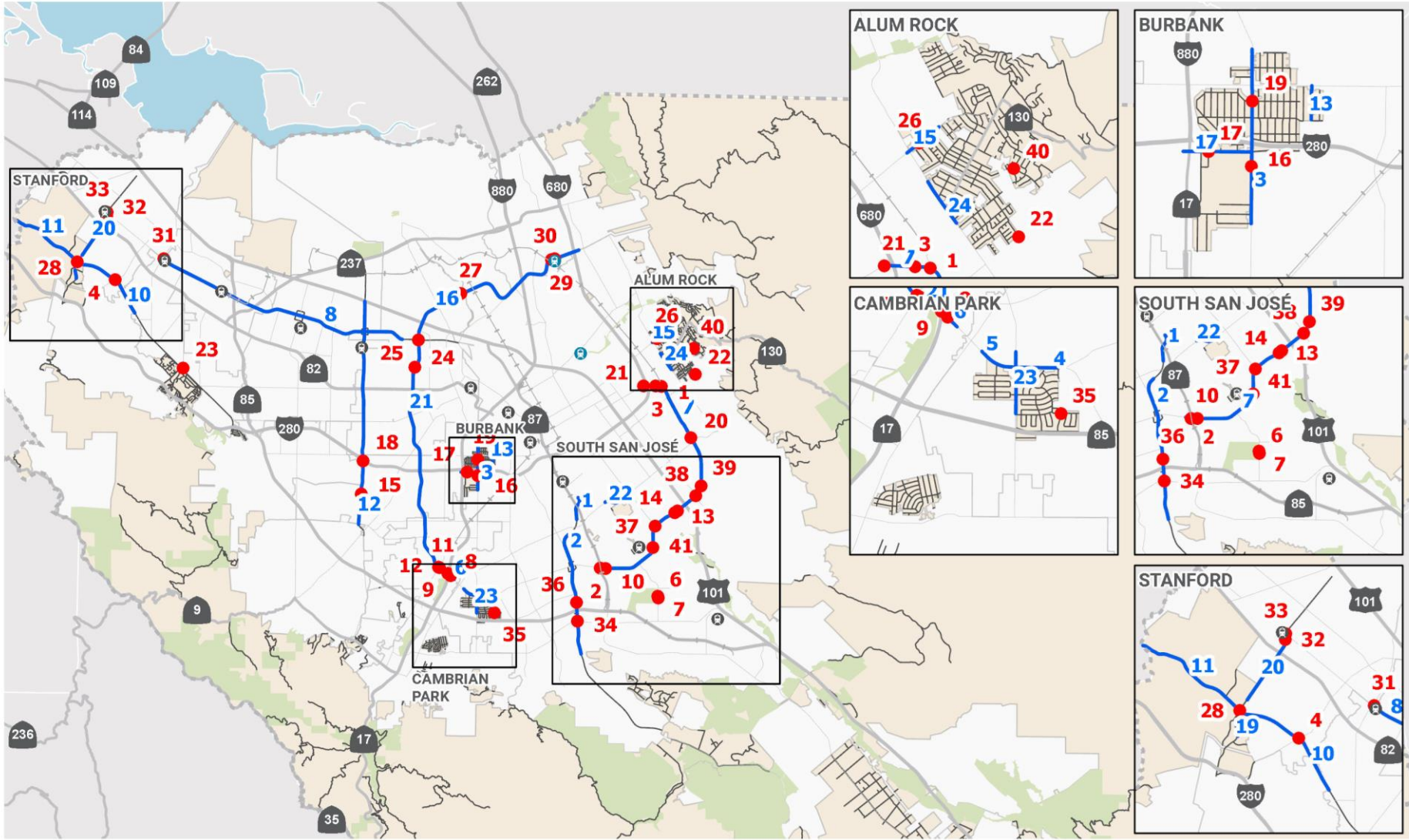
Primary Network Gaps

Roadway Network Gaps

- Expressways - 11
- Arterials - 9
- Other - 4

Intersection Network Gaps

- Expressways - 29
- Arterials - 6
- Other - 6



PRIMARY NETWORK GAPS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

IDENTIFIED GAPS

- Network Gap
- Intersection Gap

FEATURES

- Caltrain Station
- BART Station
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County



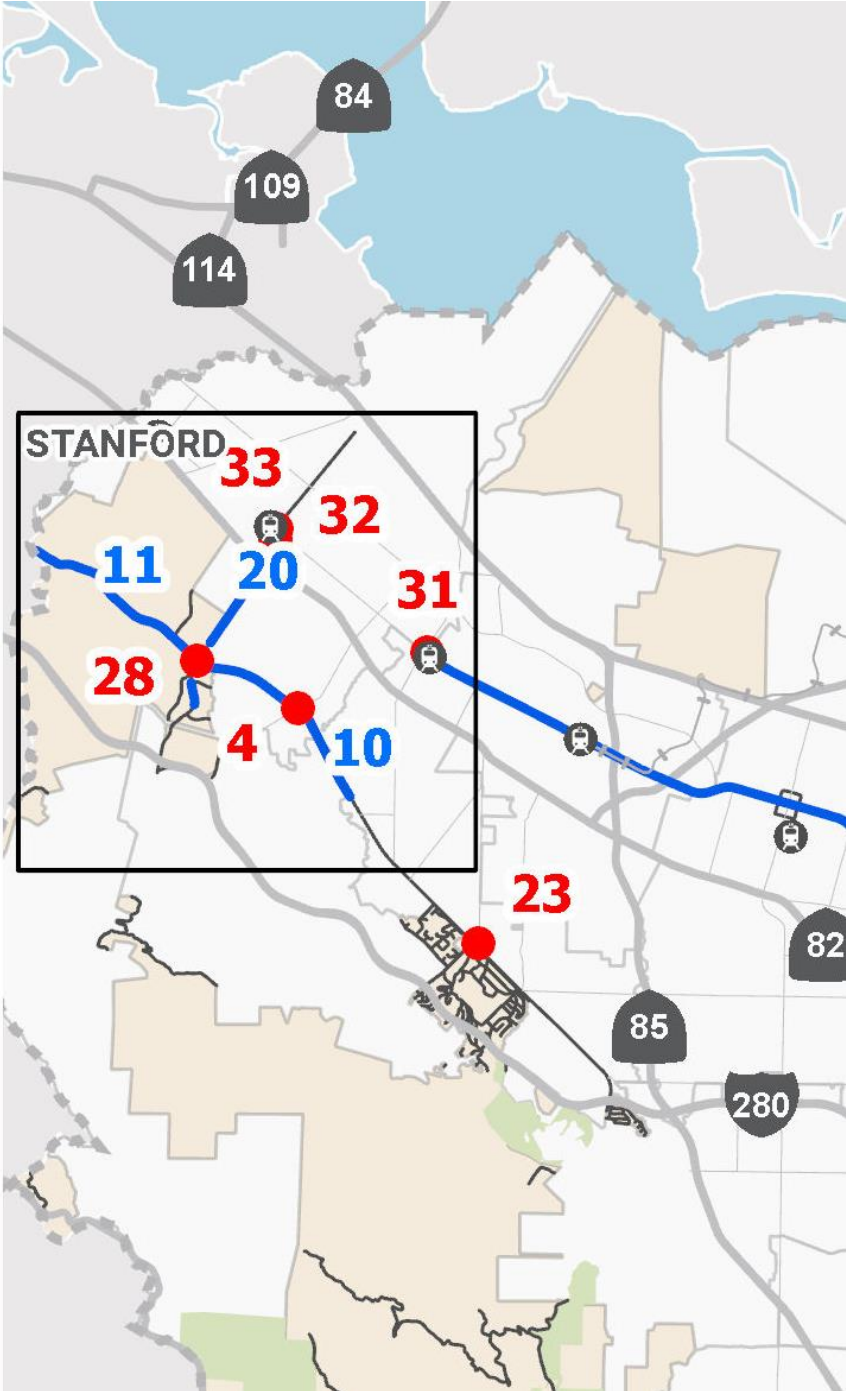
Primary Network Gaps

Roadway Network Gaps

- Foothill Expressway

Intersection Network Gaps

- Foothill Expwy and Magdalena Ave (23)



Bicycle Facility Recommendations

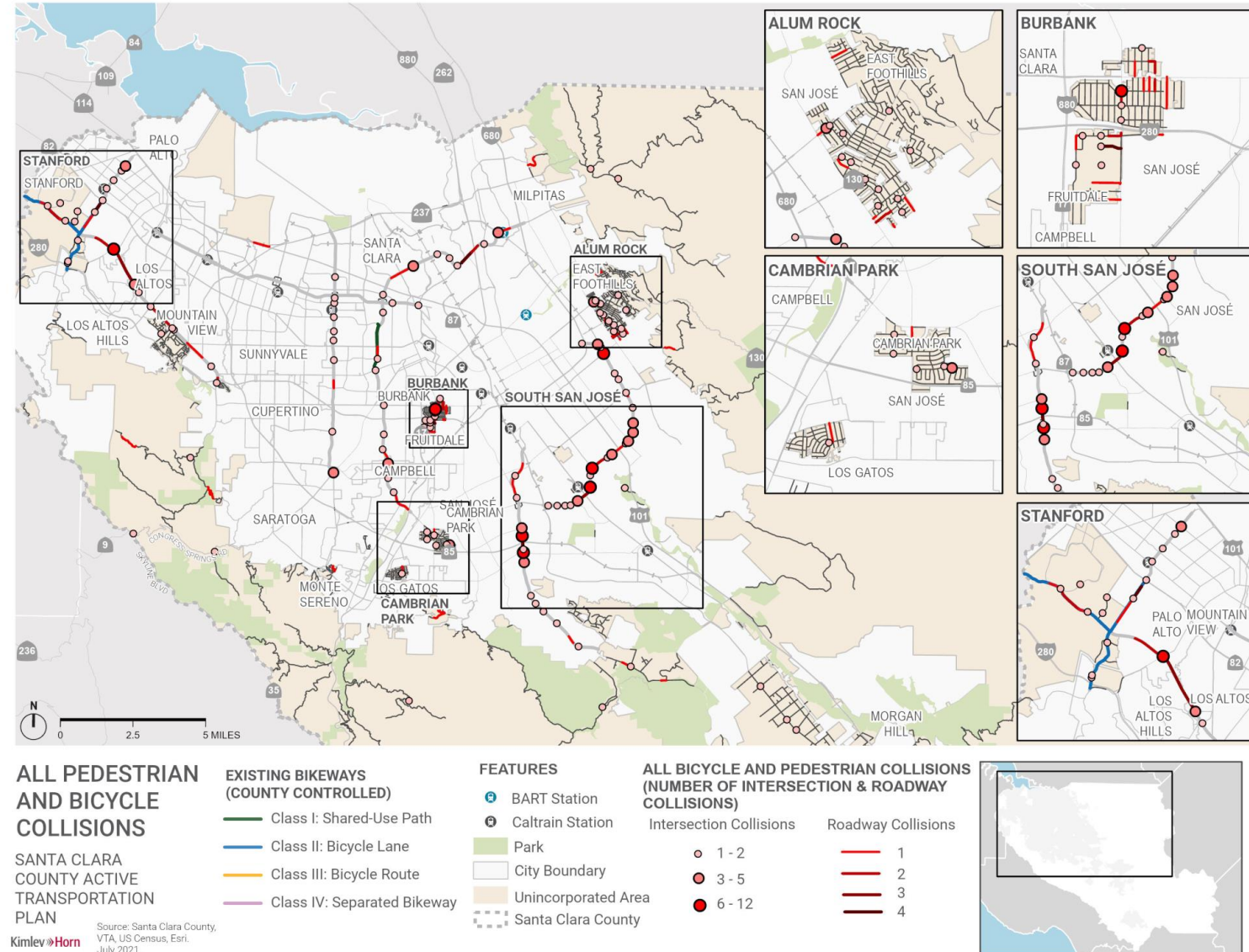


Development of Recommendations



Community Feedback:

- Roadways with high speed and volumes are difficult to travel along and cross
- Need to repair / replace missing sidewalks
- Improved safety for people walking and biking
- Safer connections with transit
- *Safety, Safety, Safety*



Development of Recommendations



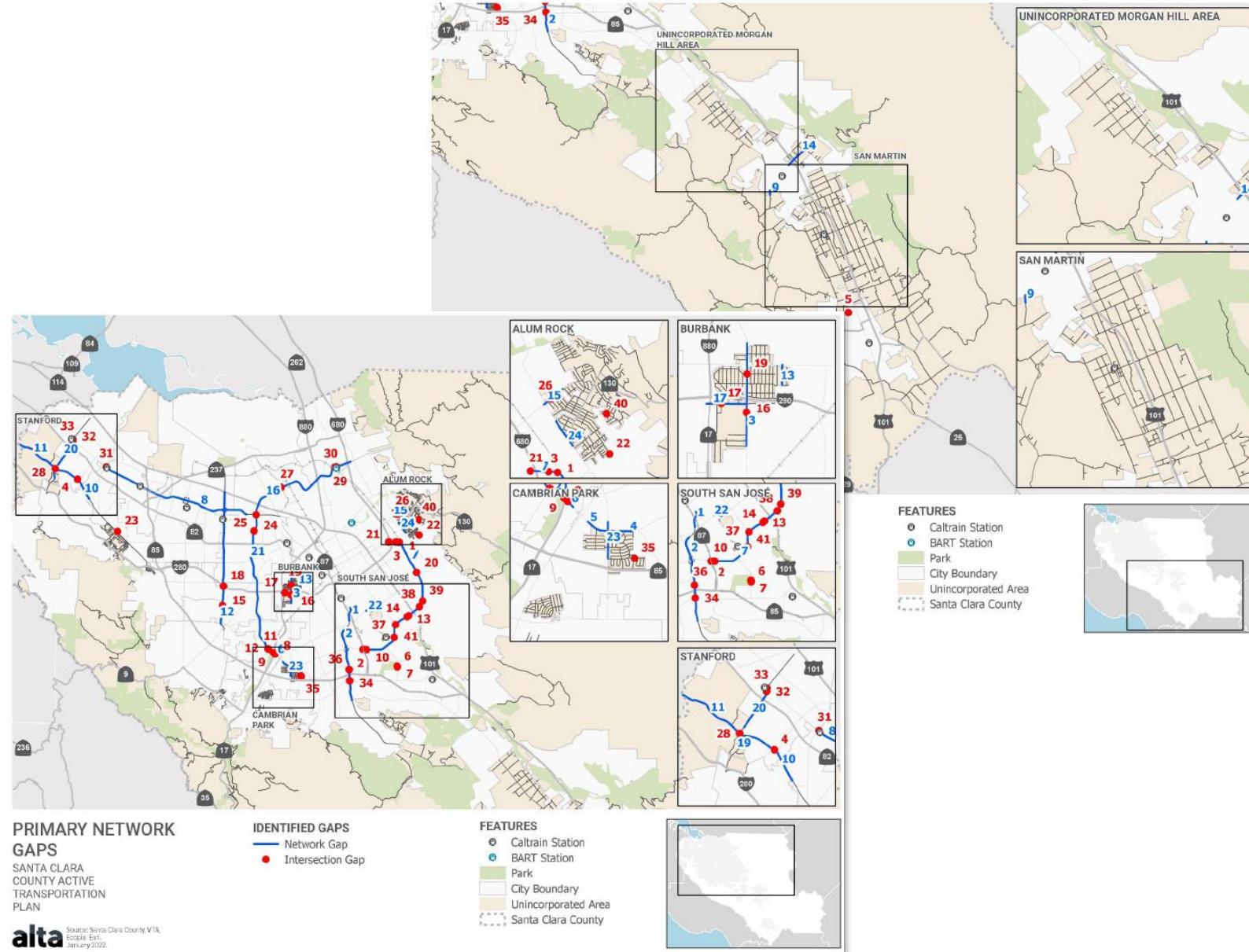
Primary Network Gaps identified following robust data analytics:

ROADWAYS

- High active trip potential
- Existing bike infrastructure
- BLTS & PLTS scores 3 or 4 (high stress)
- Incomplete / missing sidewalks on both sides of road
- More than ½ mile between marked crossings of arterials roads
- Connection with rail station or regional trail
- High Need Area (CalEnviroScreen)

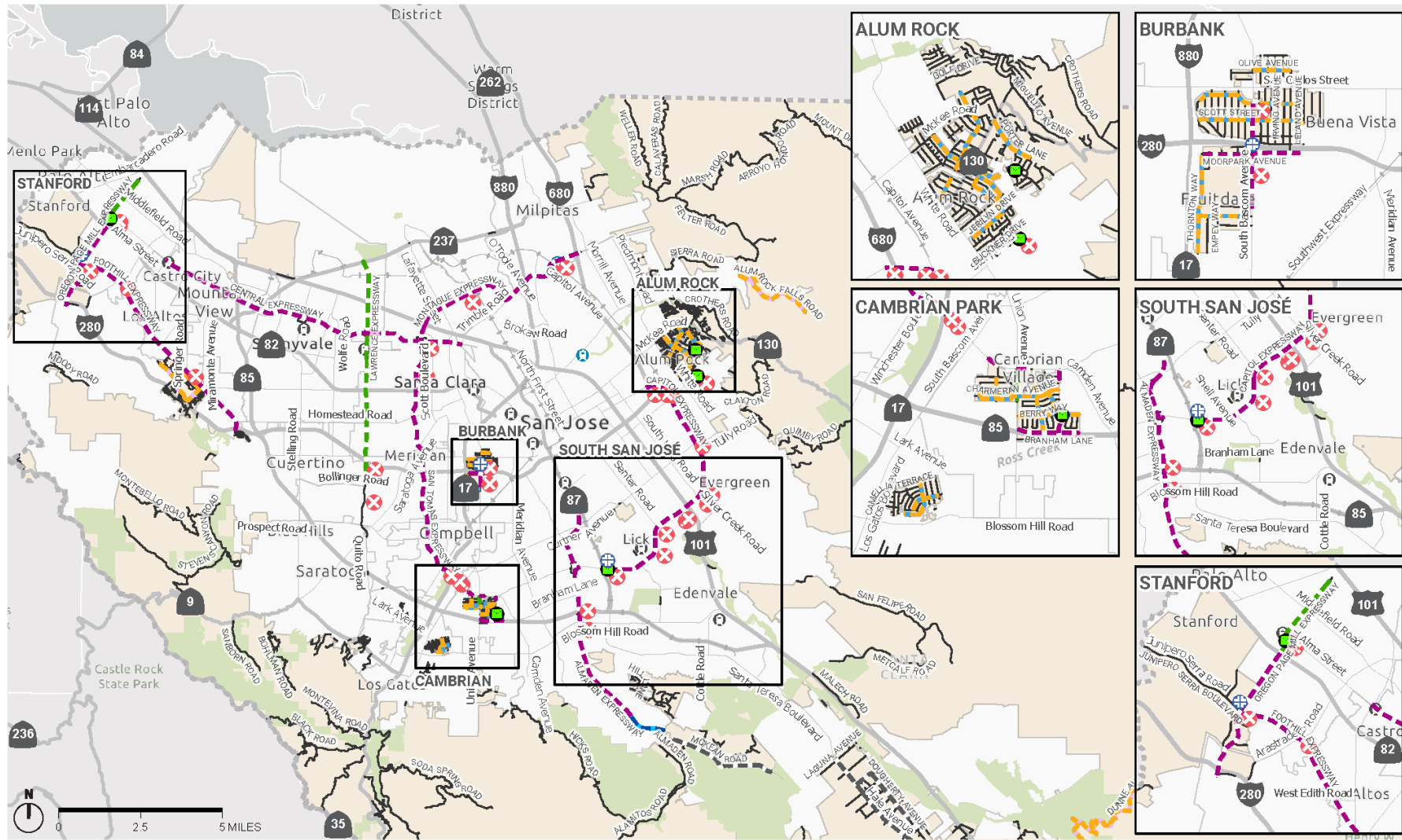
INTERSECTIONS:

- Within ¾ mile of a school
- High Active Trip Potential
- Missing marked crosswalks
- Part of HIN
- Connection with rail station or regional trail



Bicycle Network Recommendations

Recommended Improvement	Total (Mi.)
Class I - Shared Use Path	38
Class II - Bike Lanes	2
Class IIB - Buffered Bike Lanes	1
Class III - Bike Route	109
Class III - Bicycle Boulevard	15
Class IV - Separated Bikeway	53
Paved Shoulder	50
TOTAL	268



BICYCLE RECOMMENDATIONS SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

BICYCLE INFRASTRUCTURE

Recommended Bicycle Facilities

- Class I - Shared-Use Path
- Class II - Bike Lanes
- Class IIB - Buffered Bike Lanes
- Class III - Bike Route
- Class III - Bicycle Boulevard
- Class IV - Separated Bikeway
- Paved Shoulder

Bicycle Spot Improvements

- Bike Box
- Conflict Striping
- Protected Intersection

FEATURES

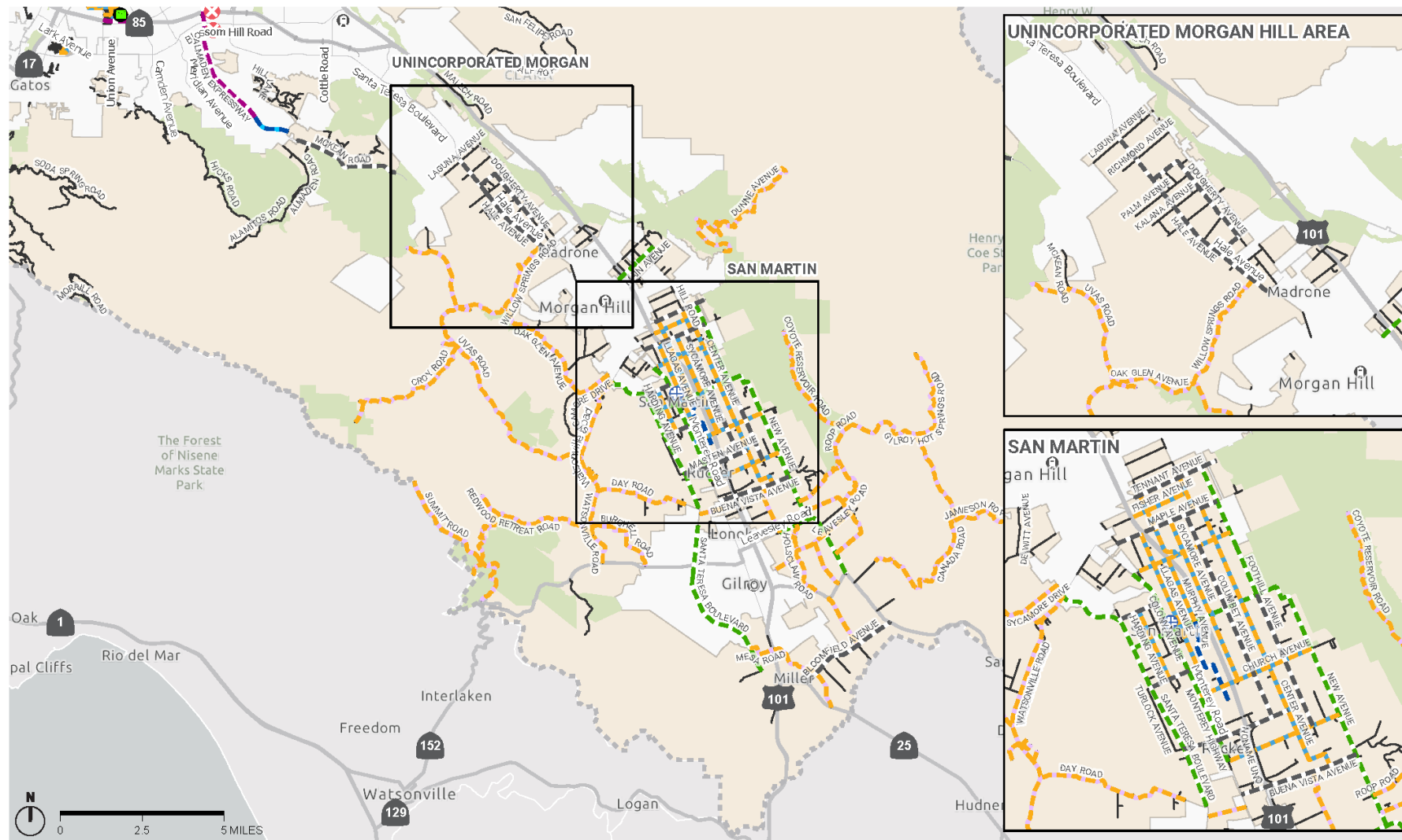
- Caltrain Station
- BART Station
- County Controlled Roadway
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County



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Bicycle Facility Recommendations

Bicycle Network Recommendations

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BICYCLE RECOMMENDATIONS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

alta Source: Santa Clara County, VTA, Kimley-Horn, OSM, September 2022.

BICYCLE INFRASTRUCTURE

Recommended Bicycle Facilities Bicycle Spot Improvements

- Class I - Shared-Use Path
- Class II - Bike Lanes
- Class IIB - Buffered Bike Lanes
- Class III - Bike Route
- Class III - Bicycle Boulevard
- Class IV - Separated Bikeway
- Paved Shoulder

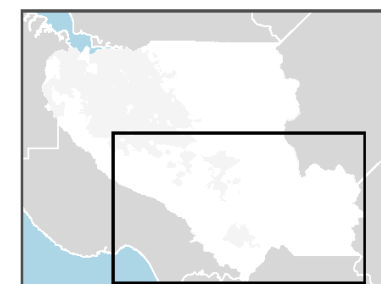
- Bike Box
- ⊗ Conflict Striping
- ⊕ Protected Intersection

FEATURES

- Ⓧ Caltrain Station
- Ⓧ BART Station
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County

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Bicycle Facility Recommendations



Bicycle Network Recommendations

Los Altos

Class III – Bike Route (2.96 mi)

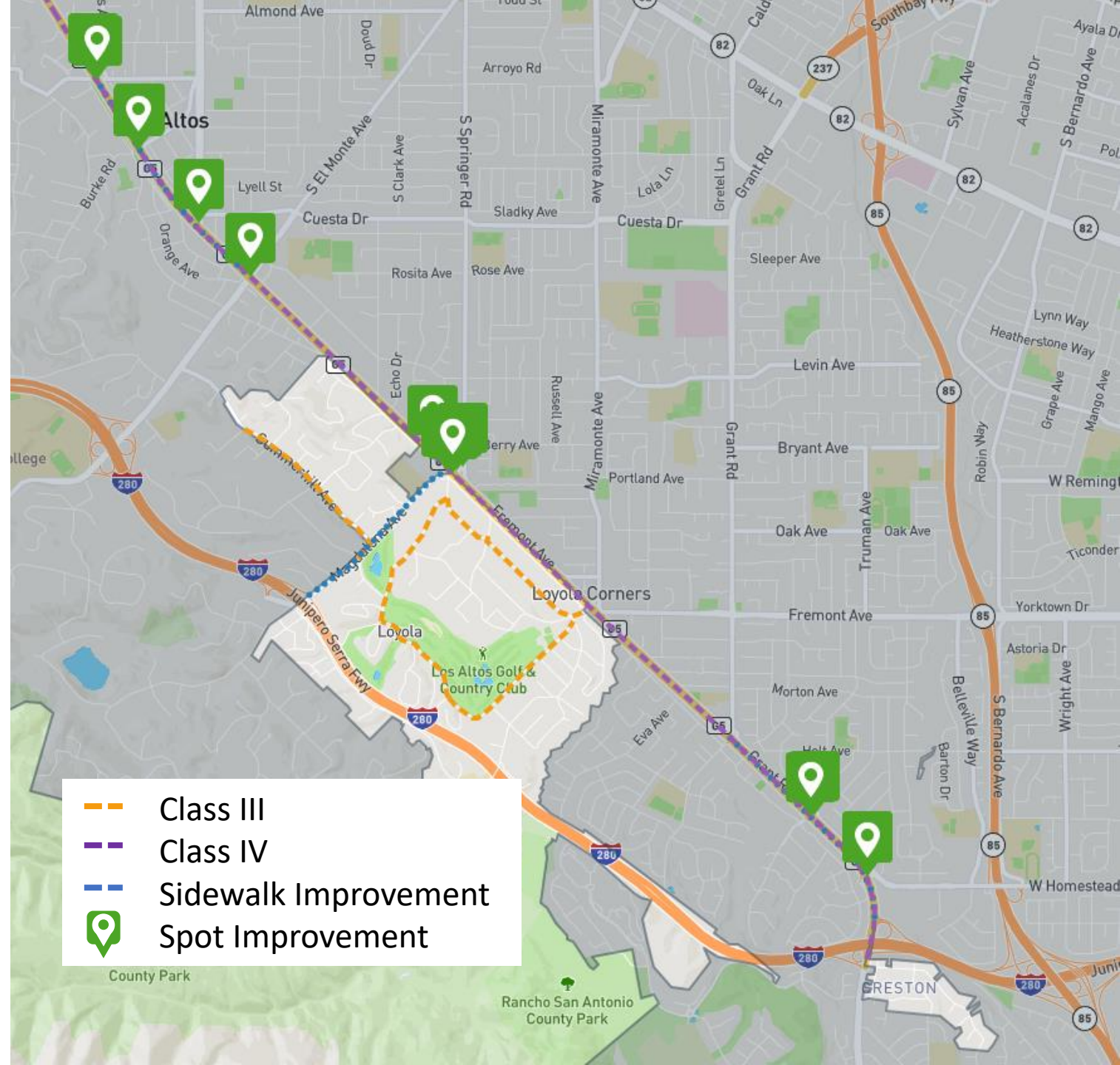
- Loyola Drive
- Fairway Drive
- Arbor Avenue
- Summerhill Ave

Class IV – Separated Bikeway (10.22 mi)

- Oregon Expressway/Page Mill Rd
- Foothill Expressway

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Bicycle Facility Recommendations



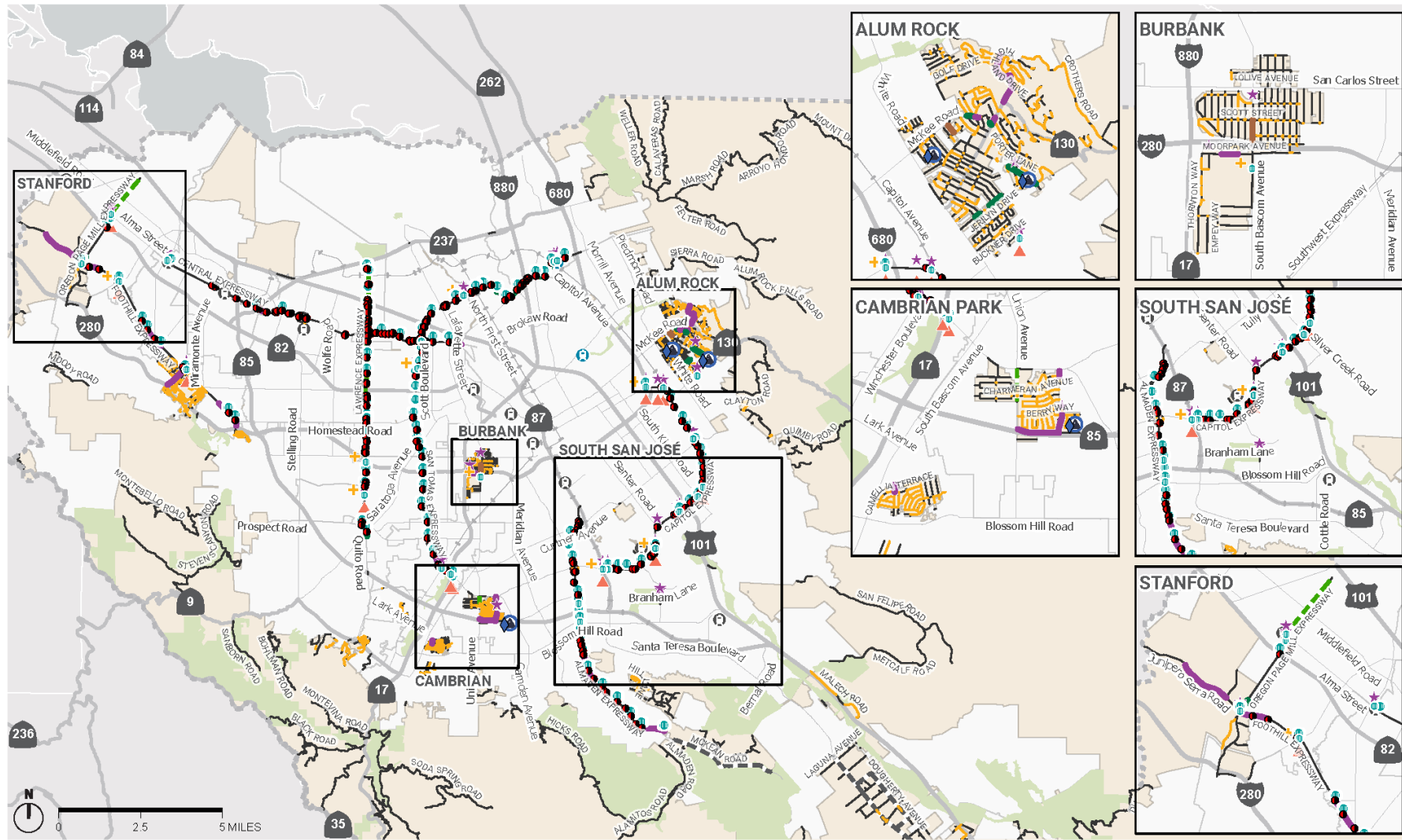
Pedestrian Facility Recommendations



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Spot Improvements (NORTH)

Recommended Improvement	Total
Slip Lane Reconfiguration	223
New/Enhanced Crosswalk	186
Install/ Improve Curb Ramps	38
Provide Advanced Stop Bar	34
Implement Conflict Zone Striping	31
Reduce Turn Radius	27
Construct Median Refuge	11
Consider PHB/ RRFB	4
Protected Intersection	4
TOTAL	558



PEDESTRIAN RECOMMENDATIONS SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

alta Source: Santa Clara County, VTA, Kimley-Horn, OSM. September 2022.

- ### PEDESTRIAN INFRASTRUCTURE
- Pedestrian Only Improvements**
- Sidewalks - 1 Side
 - Sidewalk - Both Sides
 - Sidewalk - Driveway Consolidation
 - Sidewalk Gap Closure - Local Road
- Mixed Use Improvements**
- Class I - Shared-Use Path
 - Class III - Bicycle Boulevard
 - Paved Shoulder (5 ft) + Intermittent Rumble Strip
- Pedestrian Spot Improvements**
- New / Enhanced Crosswalks
 - Slip Lane Reconfiguration
 - Install / Upgrade Curb Ramps
 - Reduce Turning Radius
 - Consider PHB / RRFB
 - Construct Median Refuge
 - Provide Advanced Stop Bar

- ### FEATURES
- Caltrain Station
 - BART Station
 - County Controlled Roadway
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 - City Boundary
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 - Santa Clara County

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Spot Improvements

Los Altos

Slip Lane Reconfiguration

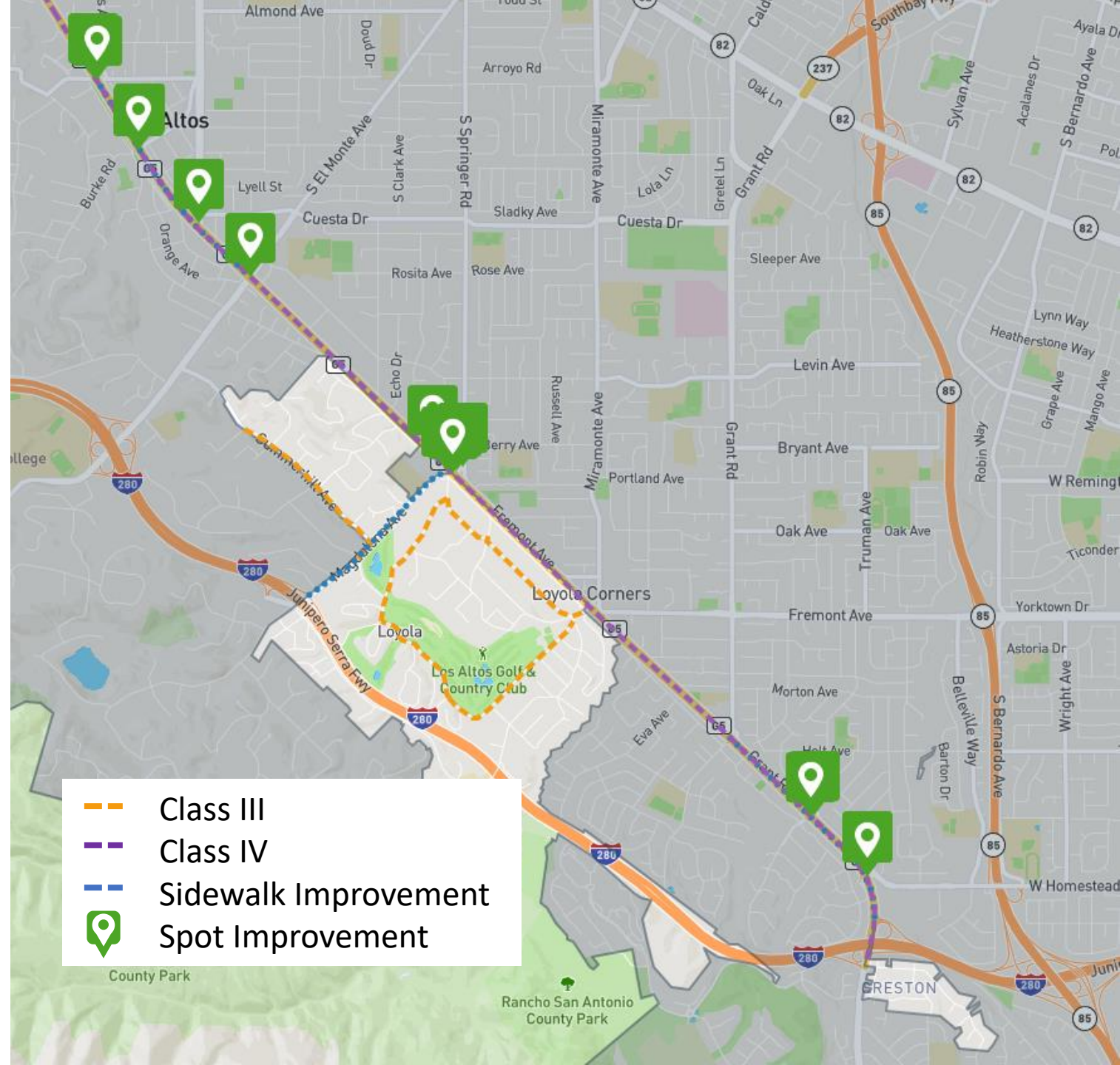
- Foothill Expwy and El Monte Ave
- Foothill Expwy and Magdalena Ave
- Foothill Expwy and Arboretum Dr
- Foothill Expwy and Vineyard Rd

Sidewalk on 1 side

- Magdalena Ave

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Bicycle Facility Recommendations



Pedestrian Recommendations

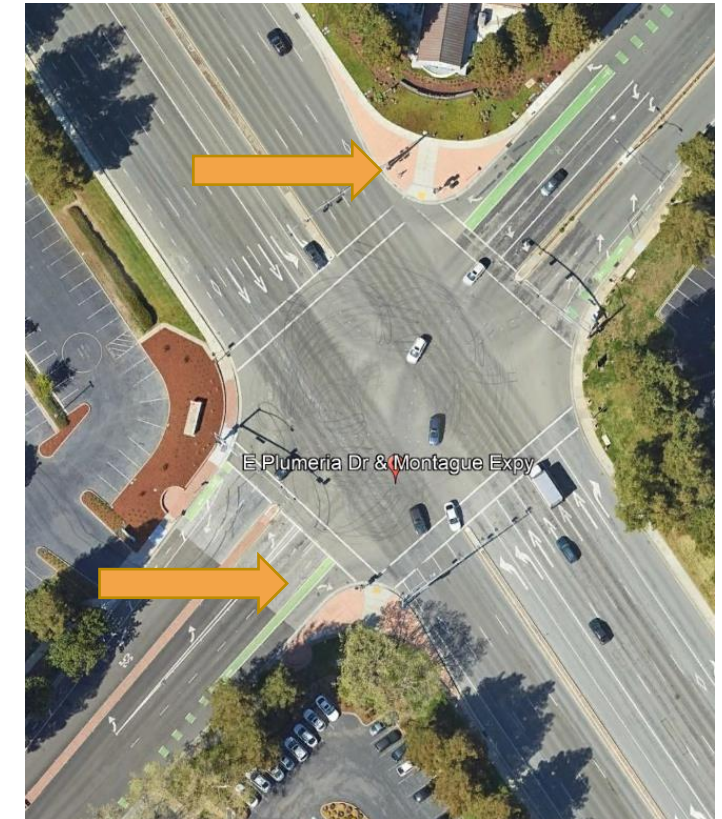
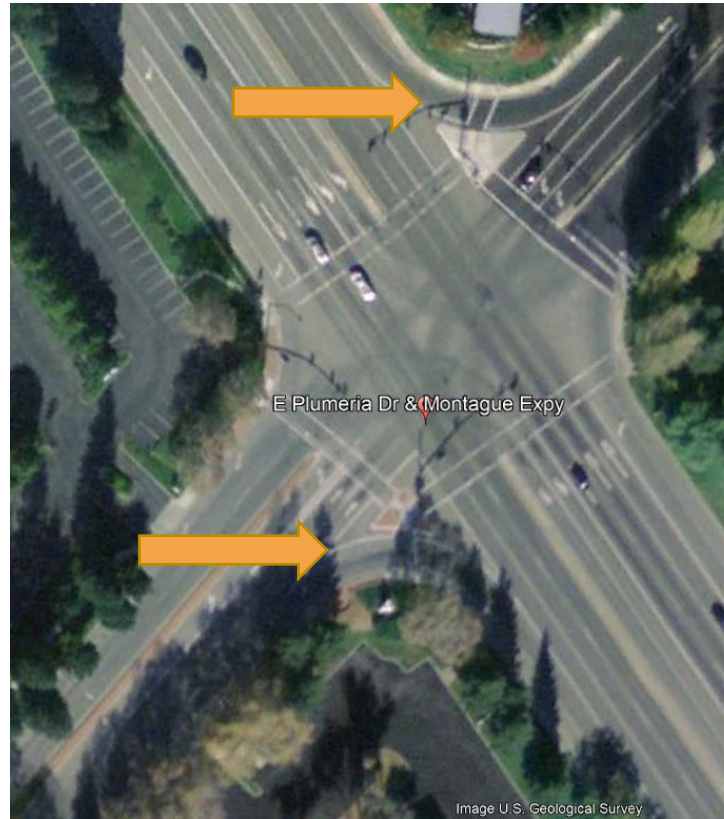
Slip Lane Elimination

Typical Application:

- Intersections with existing slip lanes
- Locations with high-speed turns and high pedestrian crossing volumes (or poor yield rates)

Design Considerations:

- Updated intersection designs can include:
 - Slip lane removal
 - Adjusting the angle the turn lane intersects the cross street – slowing turning vehicles
 - Reorienting the crosswalk to a 90 degree angle of the turn lane



Montague Expressway and Plumeria Drive (BEFORE and AFTER)

Pedestrian Recommendations

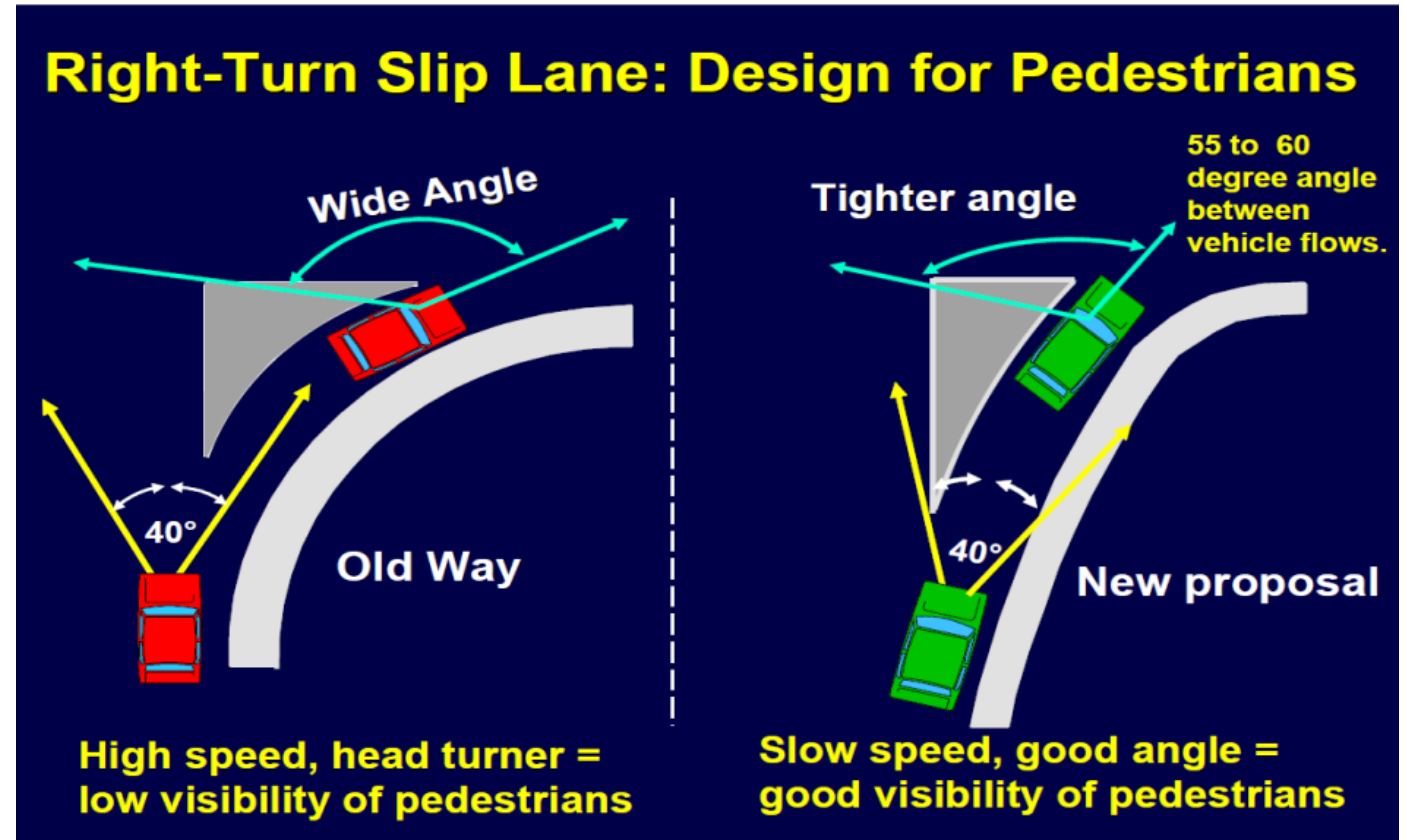
Slip Lane Reconfiguration

Typical Application:

- Intersections with existing slip lanes
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 - Reorienting the crosswalk to a 90 degree angle of the turn lane



FHWA

Pedestrian Recommendations

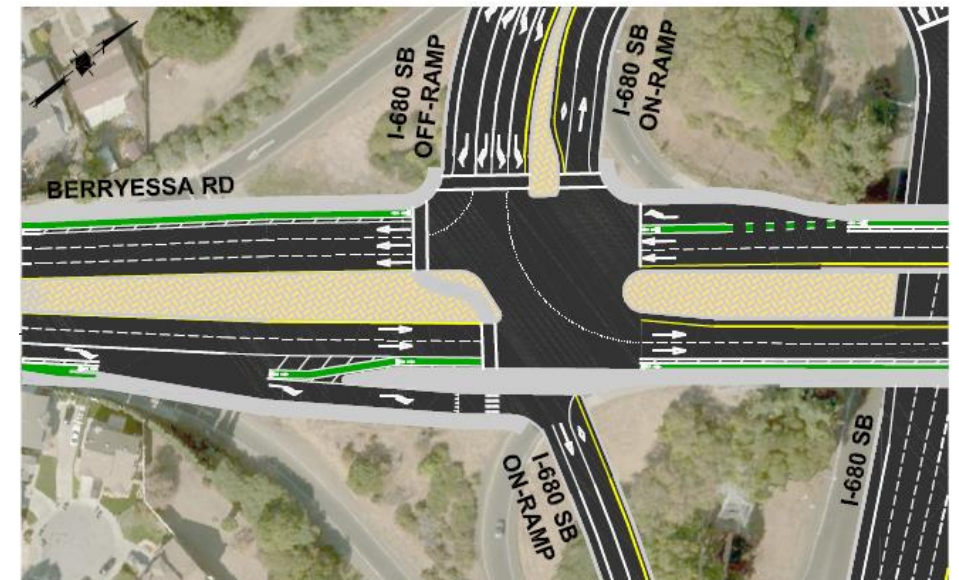
On/Off Ramp Reconfiguration

Typical Application:

- Locations with high-speed turns and high pedestrian crossing volumes (or poor yield rates)

Design Considerations:

- Updated intersection designs can include:
 - Ramp Consolidation
 - Adjusting the angle the turn lane intersects the cross street – slowing turning vehicles
 - Reorienting the crosswalk to a 90 degree angle of the turn lane



Berryessa Road and I-680 (EXISTING and PROPOSED). VTA

Program and Policy Recommendations



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Program & Policy Recommendations



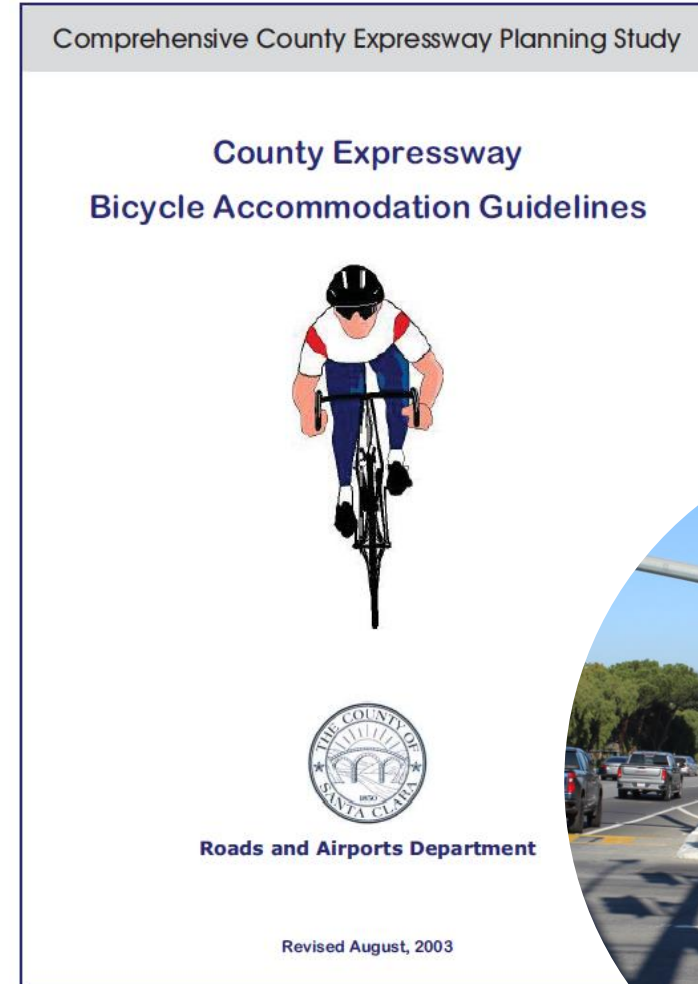
Equity

- Equity permeates throughout all program and policy recommendations
- Locations within Equity Priority Communities should be prioritized across all recommendations

Engineering

- Update the County Expressway Bikeway Accommodation Guidelines
- Curb Extensions at intersections
- Crossing Facilities
- Sidewalk and Curb Cut Improvement Program
- Slip Lane retrofitting policy
- End of trip facilities
- Quick-Build Project Implementation
- Tactical Urbanism and Slow Streets / School Streets
- Online information and service requests

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Source: Santa Clara County Roads and Airports Department



Program & Policy Recommendations



Encouragement

- Bike to Work / Wherever Days
- Bicycle Friendly Designation
- Pedestrian Friendly Designation
- Bicycle Friendly Business Program
- Open Streets
- Partnerships with Bicycle Organizations
- Partnerships and Coordination with other County Agencies in particular Public Health Department which leads the Education and Encouragement Program
- Wayfinding



**BICYCLE FRIENDLY
COMMUNITY**



**Viva
CalleSJ**
— SAN JOSE —
PARKS, RECREATION &
NEIGHBORHOOD SERVICES

Source: League of American Bicyclists; Walk Friendly Communities; Viva Calle

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Program & Policy Recommendations

Education

- Bike Trains to School
- Bicycle and Pedestrian Safety Campaign

Enforcement

- Bike Patrol
- Traffic Ticket Reduction

Evaluation

- Annual bicycle & pedestrian collision reports
- Bicycle & Pedestrian Count Program
- Active Transportation Online Portal
- School Safety Assessment



Source: I Love Biking

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Next Steps



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Next Steps



Project Website

www.activesantaclaracounty.org

Interactive Draft Recommendations Comment Tool

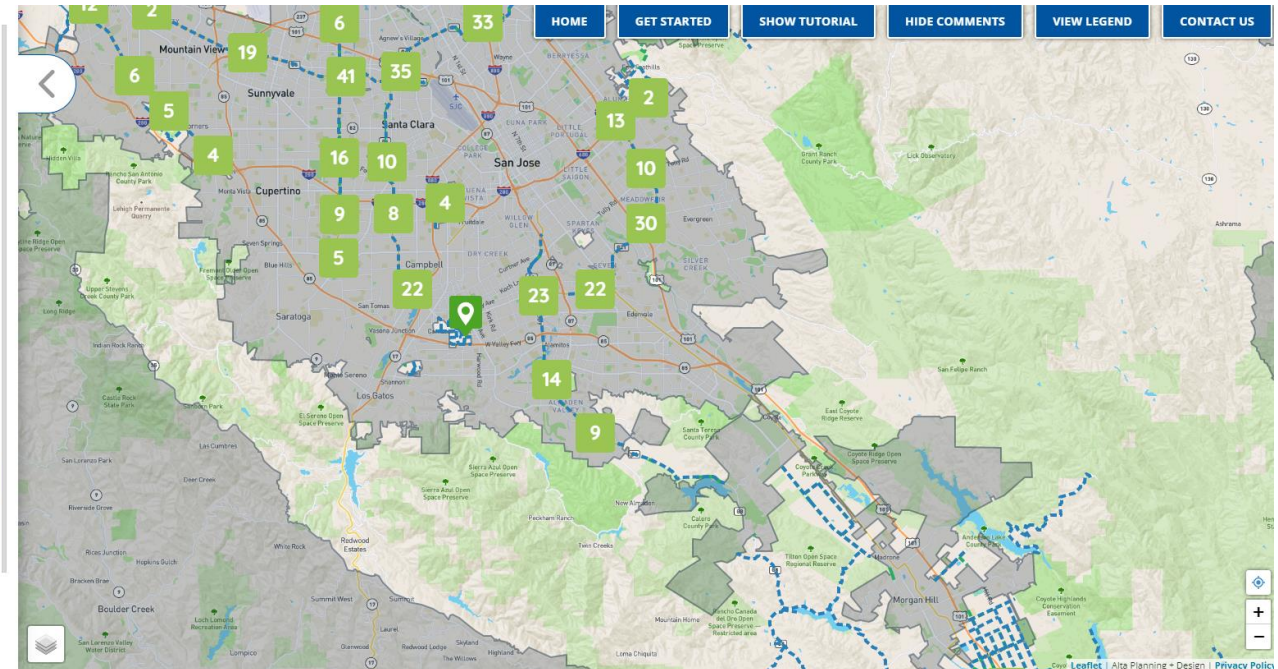
Recommendations for walking, biking and rolling in Santa Clara County

The interactive map below presents the draft infrastructure recommendations for the Santa Clara County Active Transportation Plan. Explore the walking and bicycling improvements across the County and provide your feedback.

Clicking on a draft project recommendation will launch a pop-up that will provide more information about the project. You can leave a comment, like, or dislike on any project recommendation.

Glossary of improvements

Are there corridors or intersections that don't have a recommended project, but you think should? Use the "Add a route" and "Add a point" buttons below to mark these locations on the map.



Comment period closes June 16, 2023!!



DATE: May 31, 2023

AGENDA ITEM # 4

TO: Complete Streets Commission

FROM: Marisa Lee, Transportation Services Manager

SUBJECT: Objective Standards

ATTACHMENTS: None

RECOMMENDATION:
Receive Update on Objective Standards Process

INTRODUCTION

The recently adopted 6th Cycle Housing Element 2023-2031 includes Program 3K - Standardize Multimodal Transportation Requirements - which requires streamlining the Development Review process for multi-family housing projects by adoption of development standards for multimodal transportation such as bicycle, pedestrian, parking traffic and public transportation issues. The Complete Streets Commission (CSC) will no longer be reviewing each project, and objective standards, developed by the CSC, will instead be used in the evaluation and approval of development projects.

Program 3.K: Standardize multimodal transportation requirements.

An application for City Council design review is subject to a multimodal transportation review by the Complete Streets Commission as part of the approval process in order to assess potential project impacts to various modes of transportation. The City will streamline the Development Review process for multi-family housing projects by adoption of Development Standards for multimodal transportation such as bicycle, pedestrian, parking traffic and public transportation issues. The development of standards will no longer require housing development projects to be reviewed by the Complete Streets Commission. The City Council will utilize previous recommendations and approvals as a basis for the creation of the development standards in consultation with the appointed Complete Streets Commission. A recommendation by the Complete Streets Commission on Bicycle Stall, Storage and Charging shall be made timely and considered at no more than two hearings; final recommendation to the City Council shall be made no later than May 2023.

Responsible Body: Development Services Department, Complete Streets Commission, City Council

Funding Source: General Fund

Time Frame: December 2023

Objective: See Program 3.H.

DISCUSSION

Bicycle parking and storage objective standards have already been finalized and adopted after joint review by the CSC and the Planning Commission (PC). It is now up to the Transportation Division and the CSC to generate additional transportation-related objective standards, as allowable by nexus and proportionality. Any standards completed by December 2023 will be integrated into the Zoning Code and enforced by the Zoning Administrator and Planning Commission after they are adopted. Objective standards may be added or edited at any future time with an ordinance.

Best practice for developing objective standards is to use evidence-based, reputable, published standards wherever possible, and the City plans to take this approach. City staff requests that Commissioners research objective transportation standards from other cities to develop a baseline knowledge and as a precedent study for commenting on and reviewing proposed standards for Los Altos throughout the review period.

In collaboration with the City's planning and legal team, and based on the previous compilation of frequently asked questions by the CSC during the last several years of development review meetings, Transportation Division staff has identified the following areas for potential Objective Standard development. City Staff will conduct precedent study research on each topic approved by the CSC, and will bring back few topic areas for discussion.

Potential items for objective standards:

- Access to the site, including:
 - Garage access
 - Recycling, compost, and garbage access
 - Emergency vehicle access
 - Pedestrian and bicycle access
 - Etc
- Garage standards:
 - Lifts
 - Lighting
 - Pedestrian access
 - Etc
- Driveway vehicle ingress/egress:
 - Site distance for driveway exits
 - Audio-visual signs for cars exiting driveway
- Building frontage:
 - Loading zone length
 - Curb management
 - Pedestrian scale lighting at building frontage
 - Curb cuts

Items covered by Standard details (rather than objective standards)

- Bus shelters (in collaboration with VTA)
- Sidewalk widths/design

Items brought up in previous design review but covered by other standards, and for which the city will therefore not be developing objective standards:

- Elevator size. Covered by ADA requirements and State Fire and life safety laws which provide adequate size for bicycle transport (24x84")
- Garbage pickup procedures. Covered by Mission Trails and it's will-serve letter
- Red Curbing. Likely deferred to County Fire

A proposed timeline for reviews, subject to change at staff availability and discretion, is listed below.

CSC Meeting Discussion	Topic
June 2023	Building Frontage
August 2023	Site Access
September 2023	Garage Standards
October 2023	Driveway Vehicle Ingress/Egress
November 2023	Standard Details

Staff asks Commissioners and the public to keep in mind that this is a first pass at developing objective standards, and that standards may be added or edited at a future time. This first pass does not need to be an exhaustive approach to developing standards, and Staff encourages the Commission to think of it as a first sweep of topics that will be 1. the most impactful and/or 2. Items that can be implemented easily at this time.

RECOMMENDATION:

1. Review the list of topics and propose additional requests for consideration, keeping in mind the previous presentation on nexus and proportionality. Staff will consult with legal and planning on additional requested topics.
2. Review the timeline and provide any comments.
3. Schedule your study sessions for personal precedent research on best practice and established objective transportation standards. Staff will provide suggested resources.