



# CITY COUNCIL STUDY SESSION - COMPLETE STREETS MASTER PLAN AGENDA

5:00 PM - Tuesday, March 22, 2022  
*Telephone/Video Conference Only*

---

**Please Note: Per California Executive Order N-29-20, the City Council will meet via Telephone/Video Conference Only.**

---

**Telephone: 1-650-242-4929 Meeting ID: 146 486 0475**

**<https://webinar.ringcentral.com/j/1464860475>**

**TO PARTICIPATE VIA VIDEO:** Follow the link above. Members of the public will need to have a working microphone on their device and must have the latest version of Ringcentral installed (available at <http://www.ringcentral.com/download.html>). To request to speak, please use the “Raise hand” feature located at the bottom of the screen.

**TO PARTICPATE VIA TELEPHONE:** Members of the public may also participate via telephone by calling the number listed above. To request to speak, press \*9 on your telephone.

**TO SUBMIT WRITTEN COMMENTS:** Prior to the meeting, comments on matters listed on the agenda may be emailed to [PublicComment@losaltosca.gov](mailto:PublicComment@losaltosca.gov). Emails sent to this email address are sent to/received immediately by the City Council. Please include a subject line in the following format:

**PUBLIC COMMENT AGENDA ITEM ## - MEETING DATE STUDY SESSION**

Correspondence submitted in hard copy/paper must be received by 2:00 PM on the day of the meeting to ensure distribution prior to the meeting. Correspondence received prior to the meeting will be included in the public record. .

Public testimony will be taken at the direction of the Mayor, and members of the public may only comment during times allotted for public comments.

## AGENDA

**MEETING CALLED TO ORDER**

**CONFIRM QUORUM**

**PUBLIC COMMENT ON AGENDA ITEM(S)**

**DISCUSSION/ACTION ITEM(S)**

- 1. Complete Streets Master Plan:** Review the comprehensive updates to the Complete Streets Master Plan following the extensive and insightful input received from Council, Complete Streets Commission, Climate Action Planning Commission, Staff, and the public. **Adopt, by Resolution, the Complete Streets Master Plan and find that the Council’s action is exempt from review under the California Environmental Quality Act (“CEQA”)** pursuant to CEQA Guidelines Sections §15262 – Feasibility and Planning Studies, §15301 (c) – Existing Facilities, § 15304 (e) - Minor Alterations to Land, §15306- Information Collection, §15322 – Educational or Training Programs Involving No Physical Changes. (M. Lee)

## 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.

Agendas Staff Reports and some associated documents for City Council items may be viewed on the Internet at <http://www.losaltosca.gov/citycouncil/online/index.html>. Council Meetings are televised live and rebroadcast on Cable Channel 26.

On occasion the City Council may consider agenda items out of order.



**Meeting Date:** March 22, 2022

**Subject:** Study Session and Adoption for Complete Streets Master Plan Final Draft

**Prepared by:** Marisa Lee, Transportation Services Manager

**Reviewed by:** James Sandoval, Engineering Services Director

**Approved by:** Gabriel Engeland, City Manager

**Attachment(s):** Revised Draft Complete Streets Master Plan located at:  
[https://losaltoscompletestreets.com/wp-content/uploads/2022/03/LosAltos\\_CSMP\\_FinalDraft\\_v1.pdf](https://losaltoscompletestreets.com/wp-content/uploads/2022/03/LosAltos_CSMP_FinalDraft_v1.pdf)

**Initiated by:** Transportation Services Department

**Previous Council Consideration:**

- City Council Project Award on May 12, 2020, Agenda Item #5
- Study Session #1 on November 9, 2021
- Contract Amendment on January 11, 2022

**Fiscal Impact:**

The City awarded a contract to Alta Planning + Design on May 12, 2020 in the amount of \$165,426 for development of the Complete Streets Master Plan (CSMP). On January 11, 2022 the City Council approved Amendment #2 to authorize the not-to-exceed amount of \$14,000, totaling an amount of \$179,426 from the Annual Bicycle/Pedestrian Access Improvements Project (TS-01052), to complete a comprehensive edit of the Draft CSMP. This included incorporation of the majority of the comments received from Council, the Complete Streets Commission, the Climate Action Planning Commission, Staff, and the public, including additional sections and structural changes. Sufficient funds were available for this Amendment within the approved CIP budget. This City Council Study Session is to receive the Council-requested follow-up update following the requested comprehensive update on the Draft Report of the CSMP, with no additional fiscal impact for receipt and adoption of the Final Report.

**Environmental Review:**

The CSMP project is exempt from review under the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines §15262 – Feasibility and Planning Studies, §15301 (c)

City Manager  
GE

**Reviewed By:**  
City Attorney  
JH

Finance Director  
JF



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA  
Categorical Exemption**

---

– Existing Facilities, § 15304 (e) - Minor Alterations to Land, §15306- Information Collection, §15322 – Educational or Training Programs Involving No Physical Changes.

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

Does the Council approve the updated draft of the Complete Streets Master Plan which includes incorporation of over 150 comments from City Council, the Complete Streets Commission, the Climate Action Planning Commission, City Staff and the public? Does the Council wish to adopt the Plan?

**Summary:**

- The first Draft Complete Streets Master Plan focused on Four Primary Elements:
  - Updated & Integrated Bicycle & Pedestrian Networks
  - Suggested Walking & Biking Routes to Schools and Suggested Infrastructure Improvements
  - Concept Plan Line Drawings to help provide vision and initiate community discussions on future street improvements
  - Summary of community outreach conducted to develop the Final Draft of the Plan
  
- With the approval of Amendment #2, City Council approved Alta Planning + Design to do a comprehensive update to the first CSMP Draft Report. This amendment included the following:
  - Minor text edits to the Draft Plan
  - A visual legend for bikeways at critical points in the document (e.g., Appendix B: Bikeway Recommendations)
  - Fixing of legibility issues with tables and concept plans
  - Addition of an Executive Summary
  - Addition of new projects to the network map and associated tables, including computation of new cost estimates, re-running prioritization, and amending the respective Appendix tables
  - A glossary of terms
  - A design guide for retrofitting existing street typologies in Los Altos to include Complete Streets elements

**Staff Recommendation:**

Receive the update on the Final Draft Complete Streets Master Plan, including the revisions and the additional materials and sections. Adopt the Final Draft Plan.



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA  
Categorical Exemption**

---

**Purpose**

The purpose of this Study Session is to review the updates to the Draft Complete Streets Master Plan that have been incorporated as a result of the first Council Study Session in November 2021. Since that time, the majority of the comments received from the City Council, the Complete Streets Commission, The Climate Action Planning Commission, City Staff, and the public have been incorporated into the document. This included about 60 comments from the City Council, about 70 comments from the Complete Streets Commission, about 5 comments from the Climate Action Planning Commission, or over 150 total comments.

The comments resulted in the following summary of updates:

- Minor text edits to the Draft Plan
- A visual legend for bikeways at critical points in the document (e.g., Appendix B: Bikeway Recommendations)
- Fixing of legibility issues with tables and concept plans
- Addition of an Executive Summary
- Addition of new projects to the network map and associated tables, including computation of new cost estimates, re-running prioritization, and amending the respective Appendix tables
- A glossary of terms
- A design guide for retrofitting existing street typologies in Los Altos to include Complete Streets elements

The purpose of the Complete Streets Master Plan remains the same: to establish a community supported long-term vision for improving walking and bicycling in Los Altos by updating the previous Bicycle and Pedestrian Master Plans. The CSMP provides a strategy to develop a comprehensive bicycling and walking network to provide access to transit, schools, and Downtown alongside support facilities like bicycle parking and pedestrian amenities. These network improvements are paired with education, encouragement, enforcement, and evaluation programs.

The document retains the same implementation section, which describes prioritization and phasing for these projects and programs to ensure implementation is manageable and fundable. The updated plan includes minor modifications to the bicycle and pedestrian network maps and the “Los Altos Loop” – an interconnected crosstown network that utilizes low-stress streets and high-quality bikeways. The updated plan includes the same Walk n Roll Maps that highlight suggested walking and biking routes to all schools servicing the Los Altos community (17 total); and School Improvement Maps which highlight both near-term and long-term infrastructure improvements



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA  
Categorical Exemption**

---

focused on improving walking, biking, and driving infrastructure surrounding each school (12 total). The maps have been re-formatted for user friendliness.

The plan includes 20 Concept Plan Line drawings, whose purpose have been clarified since the previous draft. Some of the drawings received support from the public outreach process, while others did not. Plans that did not receive support have been marked as such in the updated document. The purpose of the drawings was to identify potential bicycle or pedestrian project opportunities at a number of key locations or corridors around Los Altos. The set of Concept Plan Line Drawing locations were proposed by staff and Complete Streets Commissioners and then discussed and vetted through a public process at Complete Streets Commission meetings. The Concept Plan Line drawings that will be considered for future use will be used to initiate future neighborhood focused planning discussions for future street improvements. These drawings, located in Appendix E within the Complete Streets Master Plan, are considered vision drawings at this stage, and are not plans for development or construction. These drawings are intended to help guide and initiate discussions with residents. If these areas were to be chosen for a Capital Improvement Project at a future time, a separate community engagement effort would be completed to guide the design. A summary of community outreach over the past year (including a summary of online input) is included within the plan.

An adopted CSMP with approved projects and improvements puts the City in a position to be eligible to apply for federal, state, and regional grant opportunities related to complete streets and transportation safety.

### **Background**

The City Council approved a consultant agreement with Alta Planning + Design to help initiate the development of the Complete Streets Master Plan in May 2020. The project was not initiated until the Fall of 2020 due to staff turnover in the Transportation Division, and the City initiated the project with Alta Planning + Design in October 2020.

Development of the plan occurred from Fall 2020 through Fall 2021.

The Complete Streets Commission reviewed the elements of the Plan at every step of the way and extensive public outreach was conducted throughout this time via online community meetings and an interactive map webtool.

The Draft Plan was available for public review from October – December 2021.



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA  
Categorical Exemption**

---

The Complete Streets Commission reviewed the Draft Plan during its September 29, 2021 meeting. The commission voted unanimously to forward the Plan to City Council for a Study Session.

A City Council Study Session was conducted on November 9, 2021 during which the Council provided feedback on the Draft Plan and requested a future follow-up Study Session to review the updates.

In previous meetings and study sessions, Council provided comments suggesting a hope that the CSMP would address congestion. While a CSMP indirectly impacts congestion by providing walking and biking alternatives to driving, congestion management does not fall under the scope of Complete Streets Planning. Congestion in Los Altos is being addressed in other planning efforts including citywide traffic modeling, Level of Service and Vehicle Miles Traveled planning projects, and Transportation Demand Management initiatives.

### **Discussion/Analysis**

The Consulting team worked closely with City Staff to implement the feedback received from the Complete Streets Commission, the City Council, the Climate Action Planning Commission, City Staff, and the public. A summary of each chapter is below. Updates resulting from the recent round of revisions are described in **bold**.

**Chapter 1: Introduction** outlines the CSMP purpose. It includes the vision statement and goals to realize that vision. The chapter also includes performance measures so that progress toward reaching each goal can be evaluated on a regular basis and prompt adjustments to strategies in the plan. **New additions to this chapter include a “Quick Guide” for user reference, a List of Figures, a List of Tables, a List of Abbreviations, a Glossary of Terms, an Executive Summary, and a definition of a “Complete Street.”**

**Chapter 2: Existing Conditions** provides a brief inventory of present-day walking and bicycling conditions in Los Altos, including maps of existing bikeways, development patterns that encourage or discourage active modes of transportation, employment clusters and commute patterns. The chapter also examines the geographic distribution and factors leading to motor vehicle collisions with people walking and bicycling. **Updates to this chapter include minor text edits, and the addition of definitions of bikeway classifications.**



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA Categorical Exemption**

---

**Chapter 3: Community Engagement** chronicles how stakeholders like the CSMP Task Force and Complete Streets Commission along with hundreds of community members participated in shaping the recommendations in the plan. **Updates to this chapter include minor text edits.**

**Chapter 4: Safe Routes to School Plan** includes updated maps for students to use to plan their walking or rolling routes to school. This chapter also includes school improvement maps that identify short-term and long-term roadway and street crossing improvements to improve safety near schools. **Updates to this chapter include minor text edits and reformatting of Infrastructure Improvement Plans for user-friendliness and legibility.**

**Chapter 5: Recommended Improvements** describes and maps the types of infrastructure projects the City should pursue to meet the needs identified through data analysis and community input. **Updates to this chapter include the toolbox of effective Complete Streets improvements, and reformatting of the tables for user-friendliness and legibility.**

**Chapter 6: Programs** explains the existing and proposed non-infrastructure programs that the City should lead or support. Programs were selected to encourage more people to walk and bicycle, educate them on how to do it safely, and evaluate how the City is meeting its goals. **Updates to this chapter include minor updates to program descriptions after coordination with GreenTown for accuracy, as well as other minor text edits.**

**Chapter 7: Implementation** presents a strategy to evaluate and prioritize projects based on the goals established in Chapter 1, with input from the community, CSMP Task Force, and Complete Streets Commission. **Updates to this chapter include the addition of a diagram of the project delivery process, explanation of the Prioritization Methodology, weighted criteria, expanded explanation of funding sources, and the addition of Complete Streets Design Guidelines.**

**Appendix A: Community Survey Results** provides the full results of the Community Survey. **No changes to this section.**

**Appendix B: Bikeway Network Recommendations Table** provides a table of bikeway recommendations categorized as high, medium, and low priority. **Tables have been reformatted for user-friendliness and legibility.**

**Appendix C: Pedestrian Network Recommendations Table** provides a table of pedestrian network (walkway) recommendations categorized as high, medium, and low priority. **No changes to this section.**





Subject:            **Approval of Complete Streets Master Plan and accompanying CEQA  
Categorical Exemption**

---

**Appendix D: Spot Improvement Recommendations Table** provides a table of spot improvement (intersection crossing) recommendations categorized as high, medium, and low priority. **No changes to this section.**

**Appendix E: Concept Plan Line Drawings** presents visioning drawings for potential projects identified by City Council, Complete Streets Commission, and the City’s repaving plan. Concept plans were reviewed at three community meetings and published on the project website. Features of each concept plan that were largely supported by the community were included as specific recommendations in Chapter 5 and Appendices B, C, and D. **Changes to this section include the addition of background information including purpose of plan line drawings, how the streets were selected, how the drawings informed the Master Plan, a map of street locations, a table of which received support and which didn’t, as well as the date of the public outreach meeting in which they were discussed, and watermarks across drawings which will not move forward in order to reduce confusion.**

Some examples of added features are below.



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA Categorical Exemption**

# COMPLETE STREETS MASTER PLAN QUICK GUIDE

| Topic  | Where to find it  |
|--|---|
| Plan Purpose                                     | <b>Chapter 1: Introduction</b>  |
| Vision Statement                                 |   |
| Goals  |   |
| Performance Measures                             |   |
| Current Walking & Biking conditions              | <b>Chapter 2: Existing Conditions</b>   |
| Common Walking & Biking Destinations             |   |
| Employment/Commuting Patterns                    |   |
| Vehicle Collision History                        |   |
| Outreach Strategy                                | <b>Chapter 3: Community Engagement and Appendix A: Community Survey Results</b> |
| Project Website & Online Engagement              |   |
| Community Survey                                 |   |
| Complete Streets Master Plan Task Force Meetings |   |
| Complete Streets Commission Meetings             |   |
| Community Workshops                              | <b>Chapter 4: Safe Routes to School Plan</b>                                    |
| School Programs                                  |   |
| Suggested Routes to School Program Maps          |   |
| School Improvement Plans                         |   |



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA Categorical Exemption**

---

## ABBREVIATIONS

**ADA:** Americans with Disabilities Act of 1990

**CSMP:** Complete Streets Master Plan

**PROWAG:** Public Right-of-Way Accessibility Guidelines

**SRTS:** Safe Routes to School

## GLOSSARY OF TERMS

**Accessibility:** In general, accessibility refers to destinations, infrastructure, or other important areas being easily reachable for all members of a community. It is critical transportation networks are accessible so that anyone, regardless of age, income, or physical ability is able to get where they need to go.

**Active Transportation:** Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling.<sup>1</sup>

**ADA and PROWAG:** ADA Accessibility refers to whether or not something is accessible based on the parameters set by the Americans with Disabilities Act. It is commonly

<sup>1</sup>Center for Disease Control: [www.cdc.gov/healthyplaces/transportation/promote\\_strategy.htm#:~:text=Active%20transportation%20is%20any%20self.conditions%20in%20the%20United%20States](http://www.cdc.gov/healthyplaces/transportation/promote_strategy.htm#:~:text=Active%20transportation%20is%20any%20self.conditions%20in%20the%20United%20States).

referred to when assessing and developing transportation infrastructure. PROWAG refers to the Public Right-of-Way Accessibility Guidelines, which are under development, but not yet adopted. The guidelines set by PROWAG are more comprehensive, suitable for outdoor infrastructure, and ensure better access for more people.

**Advance Yield Lines:** Advance Yield Lines are triangular pavement markings placed in advance of a marked pedestrian crossing to alert motorists to the upcoming crossing. From the advance position, motorist visibility of the crosswalk is also improved. Advance yields have been shown to increase yield rates. Stop lanes are placed in advance of a stop sign and alert motorists of where they should stop. For an example image, see **page 110**.

**Bike Boxes/Green Bike Lane Approach:** Bike Boxes designate an area for bicyclists to queue in front of automobiles at signalized intersections. These designs increase visibility and reduce vehicle incursion into crosswalks. For an example image, see **page 108**.

**Bike Lane:** Dedicated lane for bicycle travel adjacent to traffic. Caltrans classifies Bike Lanes as Class II bikeways. For an example image, see **page 93**.

**Bike Route:** Signed bike routes on slow speed residential streets where bicyclists share the roadway with motor vehicles. Caltrans classifies Bike Routes as Class III bikeways. For an example image, see **page 93**.



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA Categorical Exemption**

## EXECUTIVE SUMMARY

### What is the purpose of the plan?

The Los Altos Complete Streets Master Plan (CSMP) establishes a community-supported long term vision for improving walking and bicycling in Los Altos. Building from the City’s previous Bicycle and Pedestrian Master Plans, this CSMP provides a strategy to develop a comprehensive bicycling and walking network to provide access to transit, schools, and downtown alongside support facilities like bicycle parking and pedestrian amenities. These network improvements are paired with education, encouragement, enforcement, and evaluation programs. This document also identifies a plan to implement these projects and programs through prioritization and phasing to ensure implementation is manageable and fundable. Future updates will be based on staff capacity and resources.

### What is in the plan?

#### Chapter 1:

Introduction outlines the CSMP purpose. It includes the vision statement and goals to realize that vision. The chapter also includes performance measures so that progress toward reaching each goal can be evaluated on a regular basis and prompt adjustments to strategies in the plan.

#### Chapter 2:

Existing Conditions provides a brief inventory of present-day walking and bicycling conditions in Los Altos, including maps of

existing bikeways, development patterns that encourage or discourage active modes of transportation, employment clusters and commute patterns. The chapter also examines the geographic distribution and factors leading to motor vehicle collisions with people walking and bicycling.

#### Chapter 3:

Community Engagement chronicles how stakeholders like the CSMP Task Force and Complete Streets Commission along with hundreds of community members participated in shaping the recommendations in the plan.

#### Chapter 4:

Safe Routes to School Plan includes updated maps for students to use to plan their walking or rolling routes to school. This chapter also includes school improvement maps that identify short-term and long-term roadway and street crossing improvements to improve safety near schools.

#### Chapter 5:

Recommended Improvements describes and maps the types of infrastructure projects the City should pursue to meet the needs identified through data analysis and community input.



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA Categorical Exemption**

---

## PROJECT DELIVERY PROCESS

**1**

### **Budgeting**

*The city allocates money in its Capital Improvement Plan for priority projects in the CSMP. Additional funds are secured through external sources.*

**2**

### **Engineering Analysis**

*Additional data is reviewed to determine final feasibility of recommendations in the CSMP. Modifications are made if necessary*

**3**

### **Conceptual Design**

*The City starts the first phases of design with public input and completes the Project Approval and Environmental Document (PA&ED) phase.*

**4**

### **Detailed Design**

*The City completes the design with public input by producing construction plans, specifications, and cost estimates (PS&E)*

**5**

### **Construction & Maintenance**

*The City manages the construction of the project and notifies the public about progress. The City monitors the project for future maintenance needs.*



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA Categorical Exemption**

**Pedestrian Spot Improvement Toolbox**

**ROADWAY DESIGN**



**Curb Extension**

Curb extensions, or bulb outs, are extensions of the sidewalk and curb at the corners of intersections. They shorten the roadway crossing distance and make pedestrians more visible to motorists. They can also help calm traffic by narrowing the travel lane, and provide additional space for plantings and street furnishings.



**Curb Radius Reduction**

Shorter turn radii at intersections shorten the crossing distance for pedestrians and require vehicles to turn more slowly.



**Construct Sidewalk or Ped Walkway**

Constructing a sidewalk or pedestrian walkway can provide important connections and improve walkability by providing comfortable routes to important destinations.



**Modify Skewed Intersection**

Skewed intersections can often be realigned to improve safety. This typically involves changing the angles where roads meet, introducing traffic circles or curb extensions, or reducing corner radii to increase visibility, predictability, and reduce speeds.



**Neighborhood Traffic Circle**

Neighborhood traffic circles are raised, circular islands placed in the middle of local roadway intersections that control turning movements and help reduce vehicle speeds by forcing slow turns in a predictable manner. Additional benefits include reductions in local air and noise pollution from the



**Modern Roundabout**

Modern roundabouts are intersections where drivers travel around a central island in a counterclockwise rotation. Outside traffic yields to traffic already inside the roundabout, which does not stop moving before exiting.



**Subject: Approval of Complete Streets Master Plan and accompanying CEQA Categorical Exemption**

---

**Bikeway Toolbox**



**Shared-Use Path**  
Paths shared by people walking and biking that are completely separated from motor vehicle traffic. Caltrans classifies Shared Use Paths or Bike Paths as Class I bikeways.



**Bike Lane**  
Dedicated lane for bicycle travel adjacent to traffic. Caltrans classifies Bike Lanes as Class II bikeways.



**Buffered Bike Lane**  
Dedicated lane for bicycle travel separated from traffic by a painted buffer. Caltrans classifies Buffered Bike Lanes as Class II bikeways.



**Bike Route**  
Signed bike routes on slow speed residential streets where bicyclists share the roadway with motor vehicles. Caltrans classifies Bike Routes as Class III bikeways.



**Separated Bikeway**  
On-street bike lane separated from motor vehicle traffic by curb, median, planters, parking, or other physical barrier. The bikeway could be on either side of the street or combined to one side. These facilities are also known as Cycle Tracks. Caltrans classifies Separated Bikeways as Class IV bikeways.

**Recommendation**

Receive the update on the Final Draft Complete Streets Master Plan, including edits and additional materials and sections. Adopt the Final Draft Plan.

**RESOLUTION NO. 2022-\_\_\_****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS  
APPROVING THE PROPOSED COMPLETE STREETS MASTER PLAN AND  
MAKING ASSOCIATED FINDINGS PURSUANT TO THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**WHEREAS**, the Los Altos City Council has long acknowledged the benefits and value to the public health and welfare of reducing vehicle miles travelled and increasing transportation by encouraging walking, bicycling, and the use of public transportation; and

**WHEREAS**, the City Council also recognizes that the planning and coordinated development of complete streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability; and

**WHEREAS**, the California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, which the implementation of a complete streets policy may foster; and

**WHEREAS**, numerous local agencies in California have adopted complete streets policies, programs, and plans to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

**WHEREAS**, in furtherance of the foregoing goals, the City of Los Altos has an existing Bicycle Master Plan and an existing Pedestrian Master Plan, which help guide the City's transportation priorities and policies; and

**WHEREAS**, in May 2020, the City Council approved a consultant agreement with Alta Planning + Design to initiate development of a Complete Streets Master Plan (the "CSMP") to update the existing bicycle and pedestrian master plans; and

**WHEREAS**, the development of the CSMP occurred from Fall 2020 to Fall 2021; and

**WHEREAS**, on September 29, 2021, the Complete Streets Commission voted unanimously to recommend approval of the draft CSMP to the City Council; and

**WHEREAS**, the draft CSMP was available for public review from October to December 2021, and the City Council conducted a study session on November 9, 2021, at which time the Council provided recommendations and feedback; and

**WHEREAS**, the draft CSMP has been updated based on the City Council's feedback, and City staff now recommend approval of the CSMP as currently proposed; and

**WHEREAS**, the CSMP provides a long-term vision for bicycle and pedestrian facilities in the City of Los Altos, including recommended improvements, concept drawings, an implementation schedule, and other information to guide future City actions to develop a



comprehensive bicycling and walking network and to provide access to transit, schools, and Downtown; and

**WHEREAS**, the adoption of the CSMP is exempt from review under the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Sections 15262 (Feasibility and Planning Studies), 15301(c) (Existing Facilities), 15304(e) (Minor Alterations to Land), 15306 (Information Collection), and 15322 (Educational or Training Programs), in that the CSMP is primarily an informational and planning document; programs implemented through the CSMP will require future review and action by the City; implementation involves minor alterations to land and/or alterations to existing City facilities; implementation is intended to reduce vehicle miles travelled, traffic congestion, and production of greenhouse gas emissions; and none of the circumstances in CEQA Guidelines Section 15300.2 applies;

**NOW THEREFORE, BE IT RESOLVED**, that the City Council of the City of Los Altos hereby finds that the foregoing recitals are true and correct and adopts the proposed CSMP, available online at [https://losaltoscompletestreets.com/wp-content/uploads/2022/03/LosAltos\\_CSMP\\_FinalDraft\\_v1.pdf](https://losaltoscompletestreets.com/wp-content/uploads/2022/03/LosAltos_CSMP_FinalDraft_v1.pdf) and on-file with the City Clerk.

**I HEREBY CERTIFY** that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the \_\_\_\_ day of \_\_\_\_, 2022 by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

\_\_\_\_\_  
Anita Enander, MAYOR

Attest:

\_\_\_\_\_  
Andrea Chelemengos, MMC, CITY CLERK

**From:** [Jim Wing](#)  
**To:** [Public Comment](#)  
**Subject:** [External Sender]PUBLIC COMMENT AGENDA ITEM 01-MEETING DATE 03-22-2022 STUDY SESSION ON CSMP  
**Date:** Thursday, March 17, 2022 9:33:17 AM

---

Los Altos Mayor Enander and Distinguished Council Members,

Subject: Council 03/22/2022 Study Session for Draft Complete Streets Master Plan [CSMP]

**CSMP Needs Balance!**

**Draft CSMP presented by staff is not a workable master plan! It only contains two elements. Update of existing Pedestrian and Bicycle master plans to be multimodal are the only two. It does not contain a traffic element that is required for workable CSMP. Any change to our streets needs to consider all three elements. Los Altos is a small village with limited resources and must focus on priorities. We residents need all three elements [pedestrian, bicycle, and traffic] in plan to help you focus on priorities.**

**I recommend you continue correcting errors in draft plan for pedestrian and bicycle elements and modify Complete Streets Commission work plan to develop traffic element of CSMP based on “Complete Streets” multimodal concepts. Addition of traffic element will ensure CSC and staff work plans will include all three elements and provide “one stop shopping” for residents requesting improvements.**

Almost all Los Altos residents have issues with cut-thru commuter traffic on residential streets. Los Altos has good traffic “bones” like San Antonio, Foothill Expressway and bordered by 280, 85, and El Camino. Main traffic plan element challenge is to keep traffic on those high capacity roads and not jumping off onto residential streets. Another challenge is increase of traffic from residents in new very high-density housing zones like Sherwood Triangle, Downtown triangle, Loyola Corners, Woodland, and Homestead. Also increase of residential traffic due to AB9 type projects. One of the key requirements of obtaining traffic grants is having a master plan. It is possible that high-density housing developers will fund traffic enhancements if there is a plan.

Los Altos has struggled for many years to provide a Commissions / Staff Resource that will focus on traffic. Twenty-five years ago we had a Traffic Commission that had a very light focus on traffic. After more than 10 years it was dissolved and moved to Planning and Traffic Commission who had almost no interest in traffic. After a few years, traffic was moved to Complete Streets Commission where traffic issues do not very often appear on agendas. Giving CSC responsibility to develop traffic element for CSMP will help them focus more on traffic.

Thank you for your consideration!

Jim Wing, Milverton Road, Los Altos



## PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk's Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email [PublicComment@losaltosca.gov](mailto:PublicComment@losaltosca.gov)

**From:** [Roberta Phillips](#)  
**To:** [City Council](#); [Public Comment](#)  
**Subject:** Complete Streets MasterPlan March 22 Study Session  
**Date:** Sunday, March 20, 2022 2:51:50 PM

---

Dear Council Members

The Complete Streets Master Plan is really a Bicycle Master Plan

The report recommends as their highest priority spending \$4,000,000 on separated/buffered bike lanes. Given our budget challenges, this is an exorbitant amount of money, especially because it is not, and has not been a priority in our CIP budget. Street paving, sidewalk repairs and traffic calming should be a higher priority. Fixing the flashing crosswalk broken inroad lights should be a higher priority. Adding police officers for enforcement would be a better way of protecting drivers, pedestrians and cyclists.

The report does not address how the traffic flow will be impacted. There is no data on this topic. If no right turn on red is imposed as it is on the corner of San Antonio Rd and Almond Avenue, it will back up traffic and have a big impact on traffic flow. The bike protected bike lanes will impair ingress and egress from the many driveways along these suggested bike routes.

The report does not address the additional new housing units required under RHNA requirements along with the growing population. Many reports tell us that a car helps lift people out of poverty. Better than any other method, subsidy or payments. We are required to provide 501 very low income housing units under our RHNA requirements for cycle #6.

The report tells us that over 99% of Los Altos own cars and drive less than 10 miles to work. The 99% should not suffer for the less than 1% of bicyclists in Los Altos.

Please see the articles below.

Sincerely

Roberta Phillip [REDACTED]

<https://www.iihs.org/news/detail/some-protected-bike-lanes-leave-cyclists-vulnerable-to-injury>

<https://www.uzetalaw.com/post/parking-protected-bike-lanes-can-create-disability-barriers-and-violate-the-ada>

**From:** [Tony Li](#)  
**To:** [Public Comment](#)  
**Subject:** Complete Streets Master Plan  
**Date:** Friday, March 18, 2022 6:35:02 AM

---

Hi,

I write today in support of the proposed El Camino bicycle lanes in the Complete Streets Master Plan.

Our citizens need safe places to bike. El Camino is a major thoroughfare for the community and as it stands today, is extremely hazardous to cyclists. See the recent death in Mountain View:

<https://www.nbcbayarea.com/news/local/injuries-reported-after-bicyclist-truck-collide-in-mountain-view-police/2840245/>

As a member of the Los Altos Senior Commission and Western Wheeler's bicycle club, please accept the Complete Streets Master Plan. Our citizens need the protection and our city needs to be more bicycle friendly. Our seniors thank you. Our bicyclists thank you.

Thank you,  
Tony Li  
Grant Park