

## COMPLETE STREETS COMMISSION MEETING AGENDA

6:00 PM - Wednesday, March 26, 2025

Los Altos Community Center - Sequoia Room

**PARTICIPATION:** Members of the public may participate by being present at the Los Altos Community Center - Sequoia Room located at 97 Hillview Avenue, Los Altos, CA during the meeting. Public comment is accepted in person at the physical meeting location, or via email to **transportation@losaltosca.gov**.

**REMOTE MEETING OBSERVATION:** Members of the public may view the meeting via the link below, but will not be permitted to provide public comment via Zoom. Public comment will be taken inperson, and members of the public may provide written public comment by following the instructions below.

Webinar ID: 893 2924 6432 | Passcode: 622195

#### https://losaltosca-gov.zoom.us/j/89329246432?pwd=KYwu6IIAM2Q7OTMYAPib8CXUI5M5Yb.1

**SUBMIT WRITTEN COMMENTS:** Verbal comments can be made in-person at the public hearing or submitted in writing prior to the meeting. Written comments can be mailed or delivered in person to the City Clerk's Office or emailed to **transportation@losaltosca.gov**.

Correspondence must be received by 2 PM on the day of the meeting to ensure distribution prior to the meeting. Comments provided after 2 PM will be distributed the following day and included with public comment in the packet.

**PLEASE NOTE:** Commissioner Venkatraman will participate in the meeting via videoconference from the site listed below. The meeting agenda will be posted at the videoconference site, which is accessible to the public. Anyone wishing to address the Commission from the videoconference site will be provided with an opportunity to do so.

Location: 25 Hutchins Road, Thomas Town, Bangalore 540084, India

CALL MEETING TO ORDER
ESTABLISH QUORUM

PLEDGE OF ALLEGIANCE

#### 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. Please complete a "Request to Speak" form and submit it to the Staff Liaison. Speakers are generally given two or three minutes, at the discretion of the Chair. 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 noticed on the agenda before any discussion or action.

#### INFORMATIONAL ITEMS

1. Santa Clara County Active Transportation Plan

Presentation on the Active Transportation Plan by Santa Clara County.

#### **CONSENT CALENDAR**

2. Approve minutes of the regular meeting of February 26, 2025.

#### **DISCUSSION ITEMS**

3. Work Plan: The Commission will continue with the 2025 work plan and subcommittee discussion.

#### **COMMISSIONERS' REPORTS**

#### POTENTIAL FUTURE AGENDA ITEMS

#### **ADJOURNMENT**

#### SPECIAL NOTICES TO 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) 947-2720.

If you wish to provide written materials, please provide the Commission Staff Liaison with 10 copies of any document that you would like to submit to the Commissioners in order for it to become part of the public record.



# Santa Clara County Active Transportation Plan

The City of Los Altos Complete Streets Commission Meeting

March 26, 2025





alta



# **Agenda**

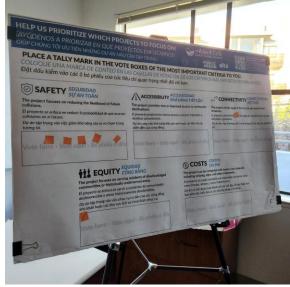
Agenda Item 1.

SANTA CLARA COUNTY

- Project Overview and Community
   Engagement
- Plan Vision and Goals
- Needs Assessments
- Infrastructure Improvements
- Project Prioritization
- Community Feedback Results
- Next Steps
- Q&A / Discussion









# Project Overview and Community Engagement



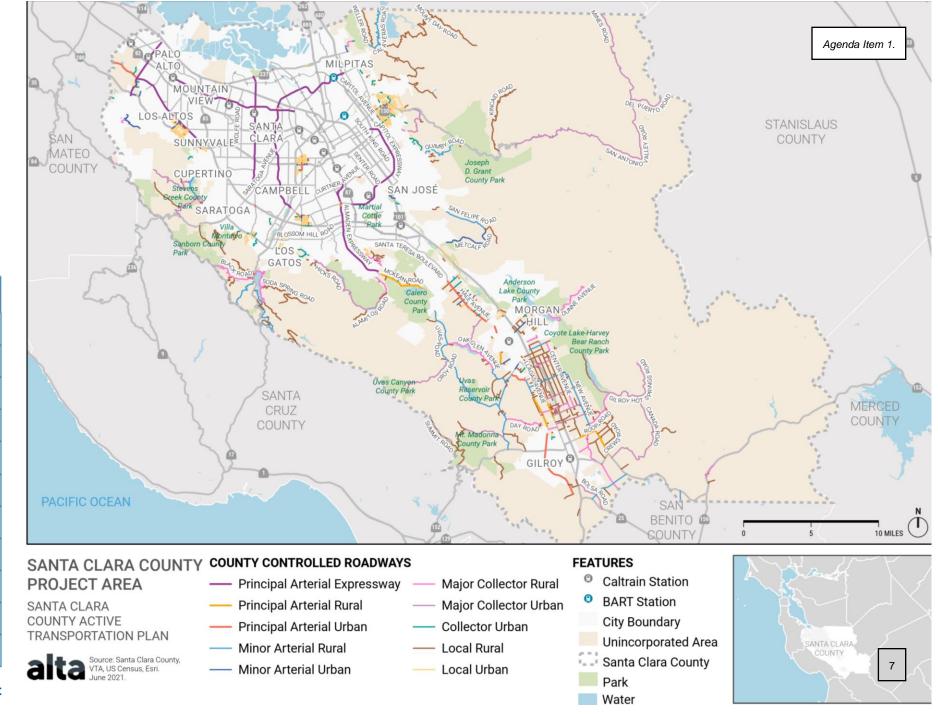
alta



## **Project Overview**

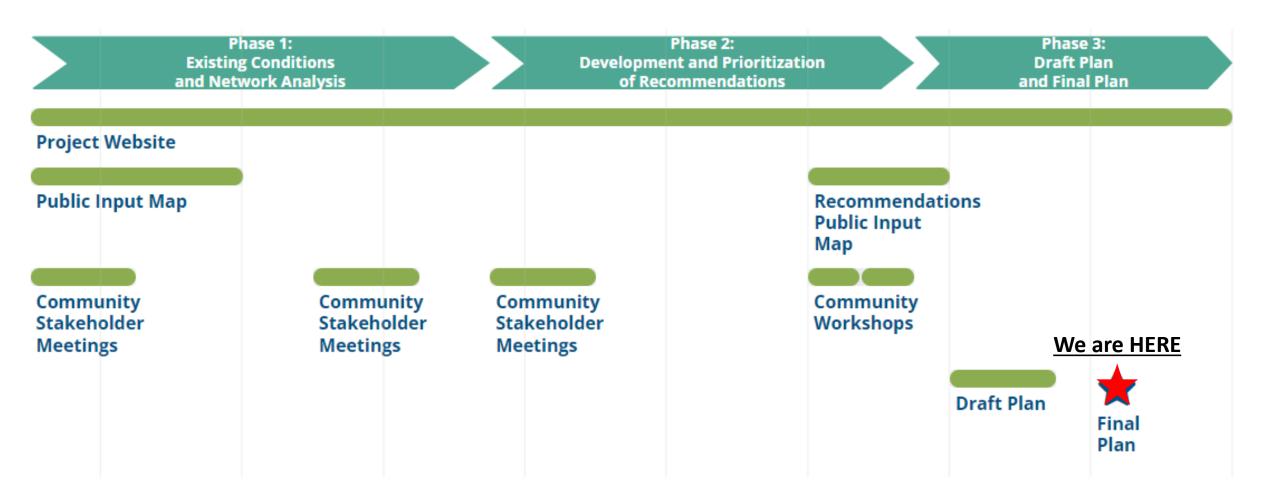
Focusing on county
expressways and roadways
in unincorporated areas of
the county

ROADWAYS CLASSIFICATION	MILES
Principal Arterial Expressway	62
Principal Arterial Rural	11
Principal Arterial Urban	18
Minor Arterial Rural	59
Minor Arterial Urban	23
Major Collector Rural	53
Minor Collector Rural	90
Collector Urban	20
Local Rural	201
Local Urban	98
Total	635



## **Project Timeline**





# **Outreach Steps to date**

- Outreach to date
  - Presentation to the Project Technical Advisory Group (TAG)
     on various occasions
  - Project Website, Interactive Map
  - Pop-Up Events Viva Calle, Morgan Hill Friday Night Music Series, Gilroy Farmers Market, Gilroy Art Walk
  - Community Workshop & Meetings Cambrian Community Council, Veggielution, Community Services Agency, WeHope Dignity of Wheels, CARAS
  - Presentation to All the Cities June 5, 2024
  - Administrative DRAFT plan provided to Cities , Stanford &
     VTA for review and comment August 5 30, 2024
  - Mountain View/Palo Alto BPAC August 28, 2024
  - VTA BPAC on multiple various meeting dates
  - Presentation to the County Roads Commission on various multiple meeting dates
  - Presentation to the Housing, Land Use, Environment, and Transportation Committee - on various multiple meeting dates
  - Public DRAFT plan Public comment for 1 month October
     21, 2024 December 8, 2024
  - Presentation to the San Martin Planning Advisory
     Committee January 2025
  - Staff will present to the County Sustainability Commission meeting – January 2025
  - Staff has presented to the City of Los Altos Complete
     Streets Commission twice on May 2023 and March 2025





## **Community Engagement Summary Themes**



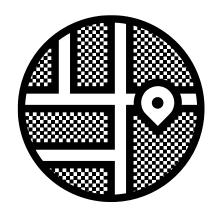
SAFETY

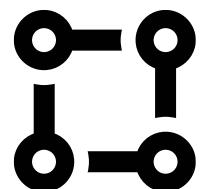
IMPROVED ACCESS
TO COMMUNITY
DESTINATIONS

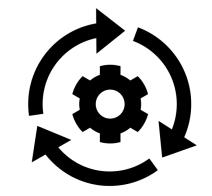
**CONNECTIVITY** 













## **Vision**



The Santa Clara County Roads and Airports Department will strive to enhance mobility and safety by creating a well-connected and equitable network of bicycle and pedestrian facilities inclusive of safe roadway crossings, on-street bicycle accommodation, and off-street facilities designed for a wide variety of users and trip purposes. These enhancements will be achieved through a collaborative **process** with the community, other County agencies, and local jurisdictions. The Department will also strive to address issues of equity, improve health and safety, encourage mode shift, and enhance the quality of life for residents and visitors to Santa Clara County.

## **Plan Goals**





#### **Goal: Equity and Social Justice**

Provide a multimodal transportation system that prioritizes the needs of all individuals, regardless of race, gender, age, disability, or socioeconomic status.



#### Goal: Health, Well-Being, and Sustainability

Advance public health, environmental quality, and economic prosperity by providing inviting sidewalks, bikeways, and trails that encourage frequent use and improve access to other non-vehicle modes of travel.



#### Goal: Access, Connectivity, and Multimodal Consistency

Provide a well-connected multimodal transportation network that offers safe, comfortable, and convenient mobility options for all residents and visitors of Santa Clara County.



#### Goal: Public Safety and Comfort

Provide a safer and comfortable environment for pedestrians, cyclists, and active transportation users on county roads with projects, policies, and programs.



#### Goal: Collaboration and Community Partnership

Develop a consistent and predictable multimodal network through a collaborative process that builds and maintains trust with local jurisdictions and the community at large.





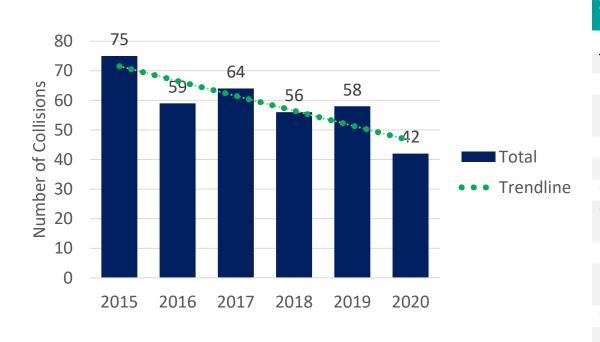
alta



## Pedestrian & Bicycle Collisions (2015-2020)



## Collisions by Year



## **Fatal Collisions**

Stated Cause	Fatal Collisions			Percent
Stateu Cause	Pedestrian	Bicyclist	Total	of 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	1009

Source: Crossroads Traffic Collision Database 2015-2020

## **Fatal & Serious Injury Collisions**

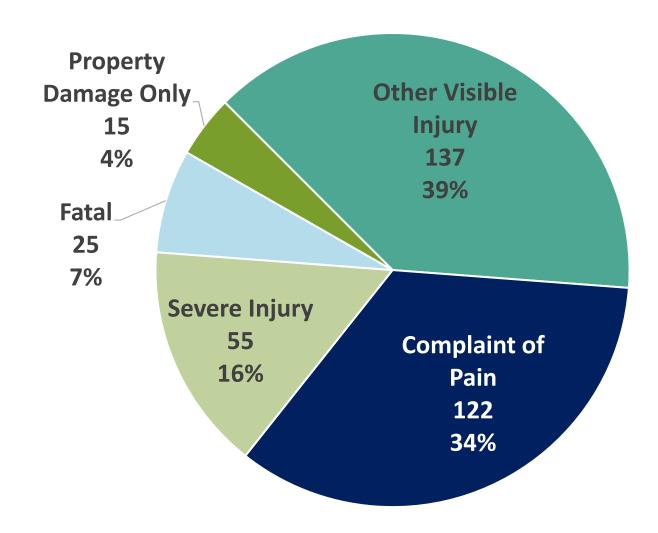


### 55 collisions resulted in severe injuries:

- 31 pedestrian collisions
- 24 bicycle collisions

### 25 fatal collisions:

- 18 pedestrian collisions
- 7 bicycle collisions

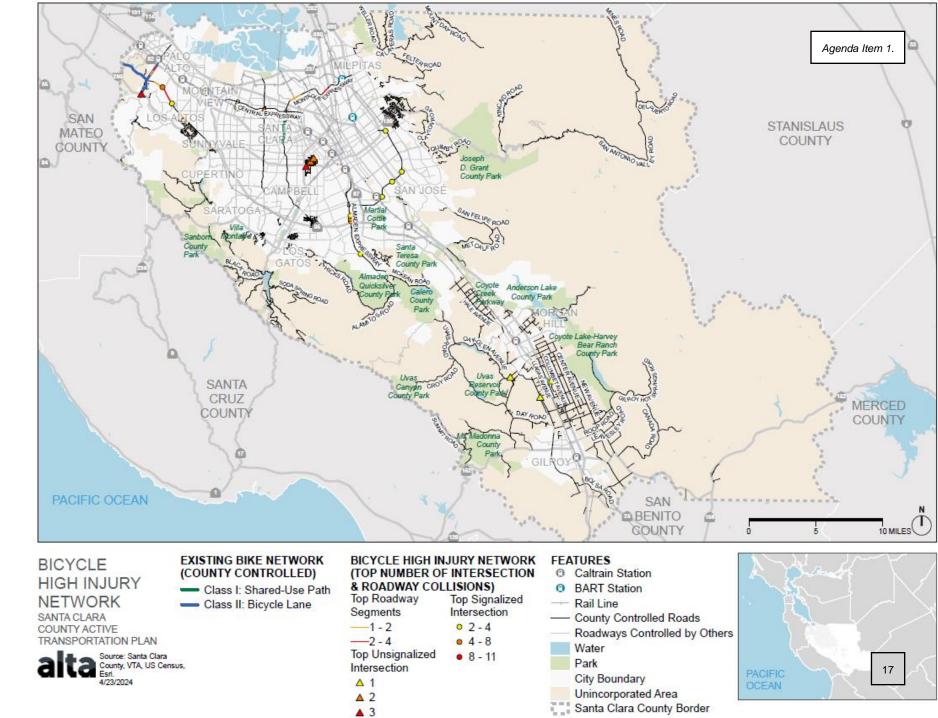


## High Injury Network

#### Corridors with most collisions:

- Capitol Expressway (25 intersections with 72 collisions)
- Almaden Expressway (15 intersections with 44 collisions)
- Foothill Expressway (10 intersections with 21 collisions)
- **Bascom Avenue** (7 intersections with 20 collisions)
- San Tomas Expressway (13 intersections with 18 collisions)
- Montague Expressway (12 intersections with 18 collisions)
- Lawrence Expressway (12 intersections with 15 collisions)
- Page Mill Road (7 intersections with 12 collisions)

Source: Crossroads Traffic Collision Database 2015-2020



## **Needs Analysis**



### **Completed Analyses**

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

## ---- South County -----





---- North County -----

# Infrastructure Recommendations



alta



## **Development of Recommendations**



Primary Network Gaps identified following robust data analytics:

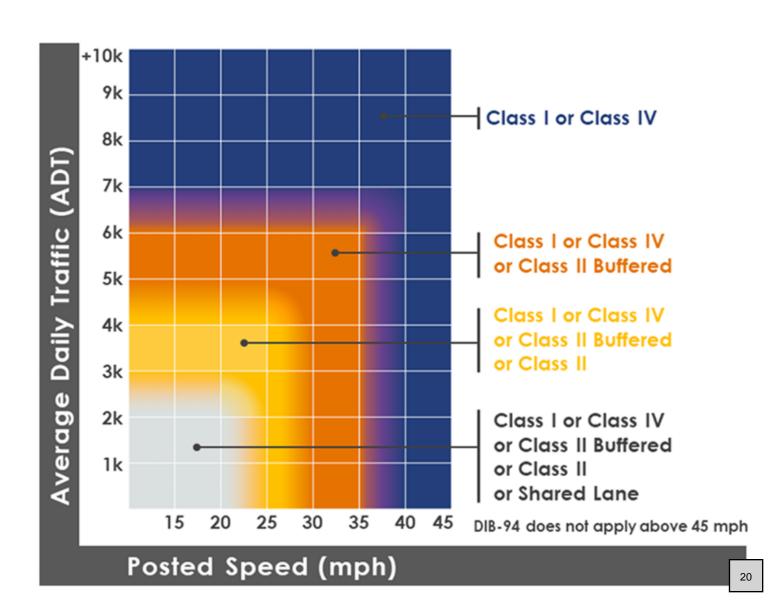
#### STATE AND FEDERAL/NATIONAL GUIDANCE

#### **ROADWAYS & INTERSECTIONS**

- High active trip potential
- Existing bike infrastructure
- BLTS & PLTS scores 3 or 4 (high stress)
- Incomplete / missing sidewalks on both sides of road
- Connection with rail station or regional trail
- High Need Area
- Within ¾ mile of a school

#### **COMMUNITY FEEDBACK:**

- Roadways with high speed and volumes are difficult to travel along and cross
- Improved safety for people walking and biking
- Safer connections with transit
- Safety, Safety, Safety



# Bicycle Facility Toolbox







CLASS III - SIGNED BIKE ROUTE



CLASS IIIB - BICYCLE BOULEVARD

**CLASS II - BIKE LANE** 



**CLASS IV - SEPARATED BIKEWAY** 



CONFLICT ZONE STRIPING



BIKE BOX12 13



PROTECTED INTERSECTION



PAVED SHOULDER WITH INTERMITTENT RUMBLE STRIP



#### **ADVANCE STOP MARKINGS** AND ADVANCE YIELD MARKINGS



#### **SIDEWALKS**





**CURB EXTENSION** 



PEDESTRIAN REFUGE ISLAND



**HIGH-VISIBILITY CROSSWALK** 



PEDESTRIAN CROSSWALK TIMING SENSORS



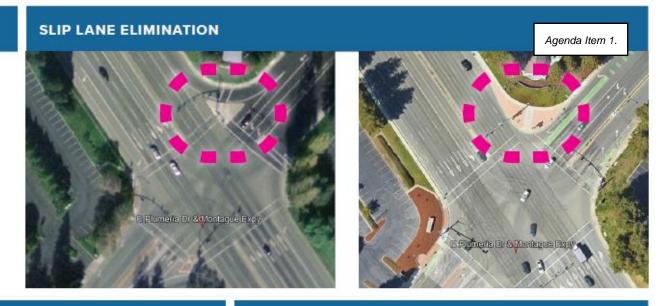
PEDESTRIAN HYBRID BEACON (PHB)



Source: MS Sedco

#### SLIP LANE RECONFIGURATION









**CURB RADIUS REDUCTION** 



PAVED SHOULDER WITH INTERMITTENT RUMBLE STRIP



# **Pedestrian Facility Toolbox**

## **Draft Plan Recommendations**



# THE COUNTY WILL USE THE EXPRESSWAY BICYCLE ACCOMMODATION GUIDELINES IN THE INTERIM Until Feasibility Studies are completed and follow recent state

Until Feasibility Studies are completed and follow recent state and federal guidance for facility selection and design.

# **Bicycle Network Recommendations**

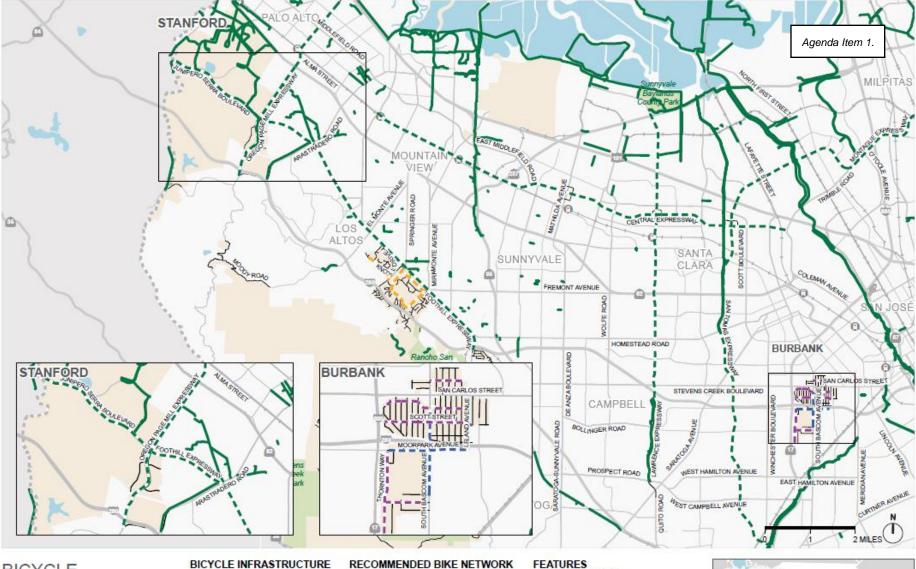
EXPRESSWAYS			
FACILITY	EXISTING (MI.)	PROPOSED (MI.)	TOTAL (MI.)
Class I - Shared-use Path	1.7	56.5	58.2
Total	1.7	56.5	58.2

NON-EXPRESSWAY ROAD	Agend	da Item 1.	
FACILITY	EXISTING (MI.)	PROPOSED (MI.)	TOTAL (MI.)
Class I - Shared-use Path	0	33.5	33.5
Class II - Bike Lanes	5.2	2.1	7.3
Class IIB - Buffered Bike Lanes	0.0	48.8	48.8
Class III - Bike Route	0.0	13.9	13.9
Class IIIB - Bicycle Boulevard	0.0	3.8	3.8
Class IV - Separated Bikeway	0.0	39.9	39.9
Paved Shoulder with Intermittent Rumble Strip	0.0	142.0	142.0
Total	5.2	210.1	25 3

## **Bicycle Network** Recommendations

EXPRESSWAYS			
FACILITY	EXISTING (MI.)	PROPOSED (MI.)	TOTAL (MI.)
Class I - Shared-use Path	1.7	56.5	58.2
Total	1.7	56.5	58.2

NON-EXPRESSWAY ROADWAYS			
FACILITY	EXISTING (MI.)	PROPOSED (MI.)	TOTAL (MI.)
Class I - Shared-use Path	0	33.5	33.5
Class II - Bike Lanes	5.2	2.1	7.3
Class IIB - Buffered Bike Lanes	0.0	48.8	48.8
Class III - Bike Route	0.0	13.9	13.9
Class IIIB - Bicycle Boulevard	0.0	3.8	3.8
Class IV - Separated Bikeway	0.0	39.9	39.9
Paved Shoulder with Intermittent Rumble Strip	0.0	142.0	142.0
Total	5.2	210.1	215.3



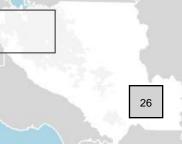
BICYCLE RECOMMENDATIONS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

**Existing Facilities** 

- Class I Shared-Use Path - Class I: Shared-Use Path Class IIB - Buffered Bike Lane
- Class II: Bicycle Lane
- Class III Bike Route = = Class IIIB - Bicycle Boulevard
- Class IV Separated Bikeway
- Paved Shoulder with Intermittent Rumble Strip

- Caltrain Station
- Rail Line
- County Controlled Roadway
- Roadways Controlled By Others
- Water
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County



## **Pedestrian Network Recommendations**



EXPRESSWAYS		
RECOMMENDATION TYPE	TOTAL (MI.)	
Class I - Shared-Use Path	56.5	
Total	56.5	

	NON-EXPRESSWAY ROADWAYS	
	RECOMMENDATION TYPE	TOTAL (MI.)
ı	Paved Shoulder	33.5
l	New/Improved Sidewalk - 1 Side	6.3
	New/Improved Sidewalk - Both Sides	0.7
	Sidewalk / Driveway Consolidation	0.2
	Total	40.7

## **Pedestrian Network** Recommendations **NORTHWEST**

EXPRESSWAYS		
RECOMMENDATION TYPE	TOTAL (MI.)	
Class I - Shared-Use Path	56.5	
Total	56.5	

NON-EXPRESSWAY ROADWAYS	
RECOMMENDATION TYPE	TOTAL (MI.)
Paved Shoulder	33.5
New/Improved Sidewalk - 1 Side	6.3
New/Improved Sidewalk - Both Sides	0.7
Sidewalk / Driveway Consolidation	0.2
Total	40.7



#### **PEDESTRIAN** RECOMMENDATIONS

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN



## INFRASTRUCTURE

**Existing Facilities** 

- Class I: Shared-Use
- Regional Trails

- Sidewalk 1 Side
- Sidewalk Both Sides
- Sidewalk Driveway Consolidation
- Sidewalk Gap Closure -Local Road

Mixed-Use Improvements

- Class I - Shared-Use Path

- Caltrain Station
- --- Rail Line
- County Controlled Roadway
- Roadways Controlled By Others
- Water
- Park
- City Boundary
- Unincorporated Area Santa Clara County Border



# Project Prioritization

Overview and Results



alta



## **Project Prioritization**

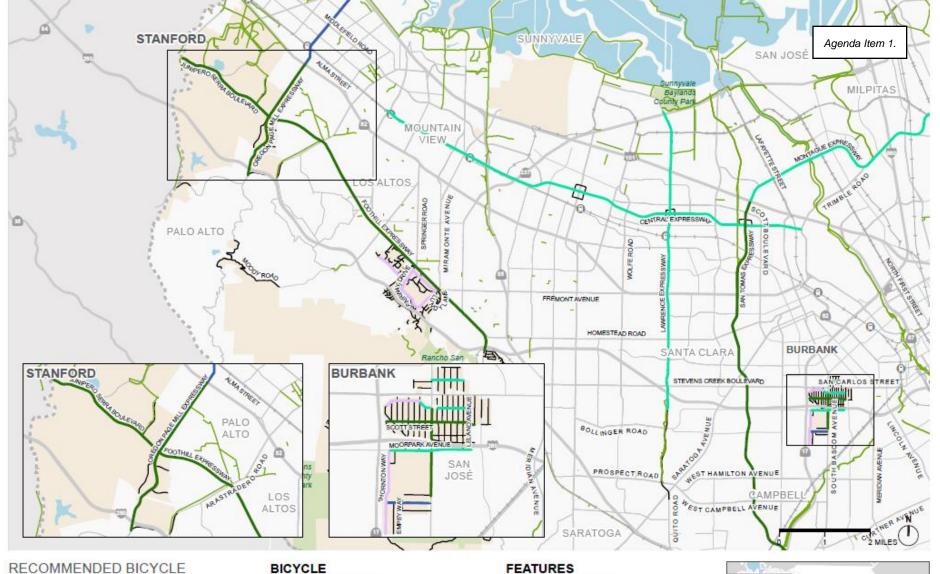
- **Highest** ideally first to be implemented
- Higher based on need and funding availability
- High based on need and funding availability
- Medium priority based on funding availability
- Opportunity based on funding availability or repaving/new developments occur

PROJECT CATEGORIES	PRIORITIZATION CRITERIA	DESCRIPTION	DATA (REFER TO Agenda Item 1.
Safety	Collision History	Safety metrics were higher criteria that were used to focus	SWITRS Data
	Stress Level	infrastructure investments on intersections and segments exhibiting the highest number of collisions for people walking and biking.	Pedestrian & Bicycle Levels of Traffic Stress
Health & Equity	High Health Needs Area	High-priority was placed on investing in high-equity and health need areas. These areas have historically had under-investment	Santa Clara County Health Department Data
	High Socioeconomic Needs Area	in public infrastructure.	Metropolitan Commission Equity Priority Community Data
	High Equity Needs Area		CalEnviroScreen Data
Connectivity	Proximity to Transit	Connectivity assessed the existing connectivity within the network	VTA, Caltrain, BART
	Active Transportation Demand	for active transportation to key destinations and along existing roadways.	Active Trip Potential
	Existing City and Regional Networks		Primary Network Gaps
Feasibility	Typical Existing Right-of-Way	This metric provided a planning level assessment of whether right- of-way acquisition may be needed for a project based on existing parcel lines.	Existing Parcel Data & Project Roadway Centerlines

# Bicycle Network Prioritization NORTHWEST

Bicycle Recommendations

- Highest-Priority
- Higher-Priority
- High-Priority
- Medium Priority
- Opportunity Project



RECOMMENDED BICYCLE IMPROVEMENTS (BY PRIORITY) SANTA CLARA

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

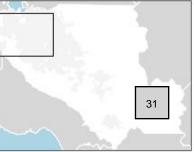


#### BICYCLE INFRASTRUCTURE

Bicycle Recommendations

- Highest-Priority
- Higher Driority
- Higher-PriorityHigh-Priority
- Medium Priority
- Opportunity Project

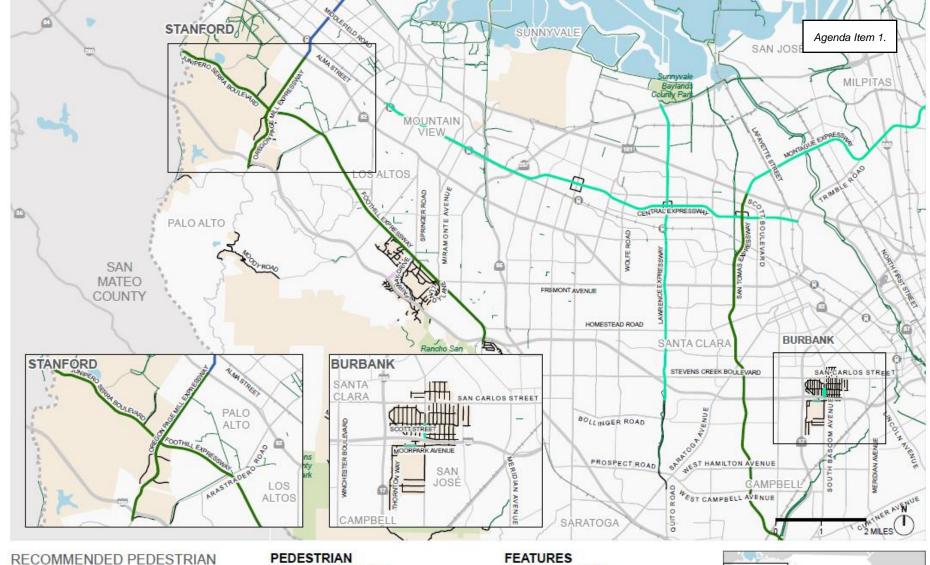
- Caltrain Station
- --- Rail Line
- Existing Regional Trails
- County Controlled Roadway
- Roadways Controlled By Others
- City Boundary
- Unincorporated Area
- Santa Clara County Border



## **Pedestrian Network Prioritization NORTHWEST**

Pedestrian Recommendations

- Highest-Priority
- Higher-Priority
- High-Priority
- Medium Priority
- Opportunity Project



**IMPROVEMENTS** (BY PRIORITY) SANTA CLARA

COUNTY ACTIVE TRANSPORTATION PLAN

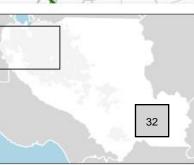


## INFRASTRUCTURE

Pedestrian Recommendations

- Highest-Priority
- Higher-Priority
- High-Priority
- Medium Priority
- Opportunity Project

- Caltrain Station
- --- Rail Line
- Existing Regional Trails
- County Controlled Roadway
- Roadways Controlled By Others
- City Boundary
- Unincorporated Area
- Santa Clara County Border



## **Generalized Costs**



## **Bicycle Improvements**

BIKEWAY CLASSIFICATION	COST PER MILE	ASSUMPTIONS
Class I –Shared-use Path <sup>19</sup>	\$\$\$-\$\$\$\$	Cost includes asphalt path, minor crossing improvements, and signal modification. Cost does not include right- of-way acquisition. Assumes 10' width and 4" asphalt section.
Class II – Bicycle Lane	\$-\$\$\$	Cost assumes signage and striping. Cost range depends on green conflict marking and traffic signal modification, including bike signal detection. Does not include pavement remediation or striping removal.
Class IIB – Buffered Bicycle Lane	\$-\$\$\$	Cost assumes signage, striping, and a painted buffer. Cost range depends on green conflict marking, traffic signal modification (including bike signal detection), and wayfinding signage. Does not include pavement remediation or striping removal.
Class III – Bicycle Route	\$	Cost includes signage and striping. Does not include pavement remediation or striping removal.
Class IIIB – Bicycle Boulevard	\$	Cost assumes signage, striping, and minor traffic calming (such as speed humps and up to three other elements such as medians, diverters, or a raised crosswalk). Cost range depends on low-cost items plus traffic circles, curb extensions, traffic signal modification (including bike signal detection), and wayfinding signage.
Class IV – Separated Bikeway <sup>19</sup>	<b>\$</b> \$\$-\$ <b>\$</b> \$\$	Cost assumes signage, striping, and a painted buffer with flexible delineators. Cost range depends on green conflict marking, traffic signal modification (including bike signal detection), and a raised concrete buffer.

## **Pedestrian Improvements**

PROPOSED IMPROVEMENT	GENERALIZED COST
Pedestrian Hybrid Beacon (PHB)	\$\$\$-\$\$\$\$
Construct Median Refuge	\$\$\$
Install / Upgrade Curb Ramps	\$\$\$
New / Enhanced Crosswalks	\$
Paved Shoulder with Intermittent Rumble Strip <sup>20</sup>	\$\$\$
Provide Advanced Stop Bar	\$
Reduce Turning Radius	\$\$\$
Sidewalk (new) <sup>20</sup>	\$\$\$
Slip Lane Reconfiguration	\$\$\$\$

# COMMUNITY FEEDBACK RESULTS

Insights from Engagement (200+ Responses)



alta



# **Background**



- The Active Transportation Plan engaged the community for over 5 years via a website, popups, and workshops.
- It additionally collected feedback for a one-month and two-week PULIC DRAFT commenting period, and over 200 unique responses were received,
- This presentation summarizes key themes and feedback trends.



## Key themes and feedback trends



- Bike & Pedestrian Infrastructure
- Connectivity & Accessibility
- Community Engagement & Planning
- Maintenance & Upkeep
- Urban Greening & Environment
- E-Bikes & Emerging Mobility
- Traffic & Enforcement

A special company to the Made   Company to conseque the company and recovered					
Court in summation on though the formation   No. No. Charge in the summation of the summa		_	FENAL DISPOSITION		
No. No. Internal Expension or comments to moments to moments   No. No. Internal Expension   No. No. Internal Expension   Pathor Expension   Pathor Decide					
No. Natural Experted at incommonship and processing of the Partner Astronomy Sequences (1997)   Foreign of the Sequences (1997)   Foreign of			C: Clarify to commenter no change to document		
Free Arms Expect   For			D: No Change to document per reason given to comment		
Public Design   Public Desig			N: No Action Required as comment is noted		
Public Design   Public Desig			P: Future Action Required		
December 9, 2014   County   Prof Page 7   County   Prof Page 8   Prof Page 8   Prof Page 9   Prof			•		
December 9, 2014   County   Prof Page 7   County   Prof Page 8   Prof Page 8   Prof Page 9   Prof	-				
December 9, 2014   County   Prof Page 7   County   Prof Page 8   Prof Page 8   Prof Page 9   Prof	-	_			
December 9, 2014   County   Prof Page 7   County   Prof Page 8   Prof Page 8   Prof Page 9   Prof		_			
December 9, 2014   County   Prof Page 7   County   Prof Page 8   Prof Page 8   Prof Page 9   Prof					
December 9, 2014   County   Prof Page 7   County   Prof Page 8   Prof Page 8   Prof Page 9   Prof					
Page   PF Page   Comment   Family Represed   Page   PF Page   Comment   Page   PF Page   Comment   Page   PF Page   PF Page			Public Draft		
Page   PF Page   Comment   Family Represed   Page   PF Page   Comment   Page   PF Page   Comment   Page   PF Page   PF Page			December 9, 2024		
Post Page   Post Page   Comment   Family Department   Family Dep	_		Percentage 1   1100		County Burnarya
This is a wonderfully artentioned goal, and I loops it fully becomes a reality.  4 May not to the real to see default of where the areas are made what precific streets are affected imported. No seem finance available. So mays showld be posting for the country in sections (quarter, agilar) to show better detail.  5 May to to the real to see default of where the areas are and what precific streets are affected imported. No seem finance available. So mays showld be posting for the country in sections (quarter, agilar) to show better detail.  5 May to to the real to see details of where the areas are and what specific streets are affected imported. No seem finance available. So mays showld be posting for the country in sections (quarter, agilar) to show better detail.  5 May to to the cent to see details of where detail.  5 Description of the country in sections (quarter, agilar) to show better detail.  6 Description of the section of precific greets areas are good. Showld be found that the segment of the country in the section of the section o	Day Bass	POF PARK	Francis Control of the Control of th	Fresh Primaries	
A Add hypertent lake from TOC to the network statement of the state of	out rape	ros rages		ram begroom	
May in too fix out to see details of where the seas are and what specific trevets are afflicted impacted. No zoom feature available. So maps should be posting for the country in sections (quarters, eighth) to show better detail.  No zoom feature available. So maps should be posting for the country in sections (quarters, eighth) to show better detail.  The section of specific project areas are good. Should be doing this type of thing on all maps.  These call out of specific project areas are good. Should be doing this type of thing on all maps.  This is exactles? We like the repostal collaboration and strongly encourage the country and local agencies to share data and community feedback flows provided and project areas are good. Should be doing this type of thing on all maps.  This is exactles? We like the repostal collaboration and strongly encourage the country and local agencies to share data and community feedback flows provided and strongly encourage the country and local agencies to share data and community feedback flows provided and strongly encourage the country and local agencies to share data and community feedback flows provided and the second of the strongly encourage the country and local agencies to share data and community feedback flows provided and the second of the strongly encourage the country and local agencies to share data and community feedback flows to the strongly and strongly encourage the country and local agencies to share data and community feedback flows to the strongly and the strongly encourage the strongly encourage the feedback flows to the strongly encourage the feedback flows and the strongly encourage a		2		N	
for the country in sections (quarters, eighth) to thow better detail.    Step in too far out to see details of where the areas we and what specific treets are affected imported. No noom feature available. So maps thould be posting for the country in sections (quarters, eighth) to show better detail.    Step in too far out to see details of where the areas we not such the country in sections (quarters, eighth) to show better detail.				A	Add hyperlinks
Map in too fir out to see details of where the swess are and what specific streets are affected impacted. No moon feature available. So maps should be posting to the the country in sections (quarters, eight) to show better detail.  These call out of greated greater areas are good. Should be doing this type of thing on all maps:  The section of the country in the country to avoid enhances and movely encountry to a country and section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing this type of thing on all maps:  The section of greater areas are good. Should be doing thing type of the greater areas are good. Should be doing the decision of this type of greaters are accordinately and the same time this great areas are good. Should be doing the greater areas are good. Should be doing to greater areas are good.	XVI	14	Map is too far out to see details of where the areas are and what specific streets are affected impacted. No zoom feature available. So maps should be posting	P	Zoomed in extents provided throughout document plus Funtre county plan would be to
for the country in sections (quarters, eightn) to show better detail.  These call out of specific propert areas are good. Should be done that you of thing on all maps.  The six secretary to revise transportations and strongly encourage the country and local agencies to these data and community feedback from persons curvey to revise the plants of them they plants of them development.  The six secretary is provide property to revise the plants of them they plants of them development.  The six secretary is provide property to revise the plants of them they plants of them development.  The six secretary is provide property to revise the plants are the plants of them they plants of them development.  The six secretary is provide property to revise the plants are they plant to the secretary and its persons.  A Add plant.  The six secretary is provide property and the six of			for the county in sections (quarters, eights) to show better detail.		create an interactive GIS map on its website showcasing the facilities that are propose
This is excellent? We have the regresal collaboration and isotopy encourage the country and local agencies to thave data and community feedback flows previous curvery to avoid refundations in the study phases of these developments.  Car of Stand Chara has a 201 hoveled plants and the study phases of these developments.  County Public Boath used to have a heavy-to-safety and a pedestrian safety report. Maybe they're a limit too old to still be a going concern. (2015 and 2027 perface).  See Stand Chara has a 201 hoveled public board of the same time this plan was not reviewed because it was being produced, however the rose officers with the same time this plan was not reviewed because it was being produced, however the rose officers with the same time this plan was not reviewed because it was being produced, however the rose officers with the same time this plan was not reviewed because it was being produced, however the rose officers with the same time this plan was not reviewed because it was being produced, however the rose officers with the same time this plan was not reviewed because it was being produced, however the rose officers and this ATP plan is Robby.  These plants were not part of the plan serview effort.  Description is considered in this plant because it is a Public department on-the facilities and this ATP plants is Robby.  A limit of the same facilities will be considered in this master plants and the plants were not part of the plants were not part of the plant serview effort.  These plants were not part of the plant serview effort.  These plants were not part of the plant serview effort.  These plants were not part of the plants were no	ocv .			Þ	Zoomed in extents provided throughout document plus Future county plan would be to create an interactive GIS map on its website showcasing the facilities that are propose
15 This is excellent We like the regional collaborations and strongly encourage the country and local agencies to that wide data and community feedback flows previous unways to review demandancies in the study planes of these developments.  17 22 Carry of Stanta Class has a 2018 becycle plan, ton.  18 22 Country Public Health used to have a bicycle sufery and a pedestrian sufery seport. Maybe they've a limit too old to ttill be a going concern. (2015 and 2017 Medical products).  19 32 In this year's train marker plan ready to be included instead?  19 32 Menutain View also has:  "Vision Zero Action Plan and Local Read Sufery Plan  "Vision Zero Action Plan and Local Read Sufery Plan  "Vision Zero Action Plan and Local Read Sufery Plan  "Vision Lawrence Improvements."  "Active Transportation Plan (ACT)  Summarian View also has:  "Vision Lawrence Improvements."  "Active Transportation Plan (ACT)  Summarian View also has:  "Vision Lawrence Improvements."  "Active Transportation Plan and Local Read Sufery Plan  "All might to see that mention of decitic wheelchairs. Some chairs and mobility scooters go comparable speeds to bacycles and are better matched for blok lanes:  "And they are a transportation Plan (ACT)  Summarian View also has:  "A summarian View also has:  "A conference of the plan review effect."  These plans were not part of the plan review effect.  "A summarian View also has:  "A conference of the plan review effect."  These plans were not part of the plan review effect.  "A summarian View also has:  "A conference of the plan review effect."  These plans were not part of the plan review effect.  "A summarian View also has:  "A conference of the plan review effect."  "A summarian View also has:  "A conference of the plan review effect."  "A summarian View also has:  "A conference of the plan review effect."  "A summarian View also has:  "A conference of the plan review effect."  "A summarian View also has:  "A conference of the plan review effect."  "A summarian View also has:  "A conference of the plan r	5	20	These call out of specific project areas are good. Should be doing this type of thing on all maps.	N	Noned
17   32   Carry of States Clark his a 2018 beyold plan, too.   A Add plan.	16	31	This is excellent! We like the regional collaboration and strongly encourage the county and local agencies to share data and community feedback from	N	Noted
County Fubble Beable used to have a bicycle safety and a pedestrian infery report. Maybe they've a limit too old to tail be a going concern. (2015 and 2017 perhips)   This year's tradit marker plan ready to be included instead?   This year's tradit marker plan ready to be included instead?   This year's tradit marker plan ready to be included instead?   This year's tradit marker plan ready to be included instead?   This year's tradit marker plan ready to be included instead?   This year's tradit marker plan ready to be included instead?   This year has dependent as a part of the plan service of the state time this you wan being produced, however the two edition were continuated. The final read has produced the plan service of the plan	17	32		4	Add plag.
17 32 In this year's trails marker plan ready to be included instead?  18 In this year's trails marker plan ready to be included instead?  19 32 Mountain View also has  * Vision Zero Action Plan and Local Road Safety Plan  * El Camino Rail Pedestrian and Bicycle Improvements  * Active Transportation Plan (ATP)  See https://www.mesuntainview.gov/our-city/departments/public-works/totals-and-transportation-planning  19 34 In this '4' is type or lafforcer?  A Update forcests to be supercripted  19 34 A Another stray (7) number  4 Cycles forcests to be supercripted  19 34 In this '4' is type or lafforcer?  A Update forcests to be supercripted  19 A Another stray (7) number  A Update forcests to be supercripted  19 The strainment of the plan review effect to be comparable speeds to bacycles and see better matched for bake limes  Noted  19 A Another stray (7) number  A Update forcests to be supercripted  19 A Another stray (7) number  A Update forcests to be supercripted  19 A Another stray (7) number  A Update forcests to be supercripted  19 A Another stray (7) number  A Update forcests to be supercripted  19 A Another stray (7) number  A Update forcests to be supercripted  19 A Another stray (7) number  A Update forcests to be supercripted  10 A Road-early will conduct flexibility study for each Class I Shared-Up Pull project, and not number that they said weighted 200 pounds and went up to 60 mph, with a range of 100 miles. It's not legal, but I think it's going to be tough to enforce.  Where space permits, a separation between bakes and pedestrians in one option for shared facilities. Another is to encourage people to walk facing bicycle	17		County Public Health used to have a bicycle safety and a pedestrian safety report. Maybe they're a little too old to still be a going concern. (2015 and 2017	N	
* Vision Zero Action Plan and Local Road Safety Plan  * El Camino Real Pedestrian and Dicycle Improvements Project  * Marinomate Avenue Improvements  * Active Transportation Plan (ATP)  See Impulsement instance of Plan (ATP)  See Impulsement instance of electric works invade and transportation baseportation-planning    Part	17	32			included in this plan because it is a Parks department Plan for off-street facilities and this ATP
Tim glad to see this mention of electric wheelchairs. Some chairs and mobility scooters go comparable speeds to bacycles and are better matched for blue lanes.    Some special content of the superscripted	17	32	* Vicien Zero Action Plan and Local Ecoal Safety Plan  * El Camino Raul Pedentian and Bayrie Improvements Project  *Miramonte Avenue Improvements  * Active Transportation Plan (ATP)	D	These plans were not part of the plan review effort.
19 34 Another stray (?) number  Pedal bakes and even roller blades can go 25 uph and more, especially with a lattle trailwind or slope.  Pedal bakes and even roller blades can go 25 uph and more, especially with a lattle trailwind or slope.  T met connecte with an electric occoder that they said weighed 200 pounds and went up to 60 uph, with a range of 100 miles. It's not legal, but I think it's going to be tough to enforce.  Where space permits, a separation between bakes and pedestrians in one option for shared facilities. Another is to encourage people to walk facing bicycle	19	34	than ridewalks.	SI	Noted
19 34 Another stray (?) number  Pedal bakes and even roller blades can go 25 uph and more, especially with a lattle trailwind or slope.  Pedal bakes and even roller blades can go 25 uph and more, especially with a lattle trailwind or slope.  T met connecte with an electric occoder that they said weighed 200 pounds and went up to 60 uph, with a range of 100 miles. It's not legal, but I think it's going to be tough to enforce.  Where space permits, a separation between bakes and pedestrians in one option for shared facilities. Another is to encourage people to walk facing bicycle	19	34	Is this "4" a type or lefterer?	A	Update Sortunes to be superscripted
19 Tedal bikes and even roller blades can go 25mph and more, especially with a lattle trailwind or slope.    Direct - County will conduct feasibility study for each Class I Shared-Use Path project, and not manuscaled design denseans will be determined us a ton-by-case besis. For example, separate to be tough to enforce.    Where space permits, a separation between bikes and pedestrians in one option for shared facilities. Another is to encourage people to walk facing bicycle.	19	34		A	Update Sortuntes to be superscripted
to be tough to enforce.  Where space permits, a separation between bikes and pedestrians is one option for shared facilities. Another is to encourage people to walk facing bicycle	19	34	Pedal bikes and even roller blades can go 25mph and more, especially with a little tulwind or slope.	*	Noted - County will conduct feasibility study for each Class I Shared-Use Path project, and recommended design elements will be determined on a case-by-case basis. For example, separate
					grantening and another than the Committee of the Spinish products.







- The feedback received to date guided the Final Plan a notable example was the change of the retirement of the BAG to serve as interim guidance until feasibility studies are complete
- Next steps: Addressing priority concerns, continuing engagement, and refining strategies to guide the different Feasibility Studies that will happen in the future

## **Next Steps**



- The county has kicked off the Foothill Feasibility Study, and Roads Staff has reached out to this City Staff to collaborate on the community needs and shape the planning effort.
- Ample opportunity for the Los Altos community to provide feedback on the development of the project
- Adoption of this final Active Transportation plan by the Spring of 2025







Agenda Item 1.

PRESENT: Wesley Helmholz (Chair), Tony Li, Steve Katz, Tom Gschneidner

ABSENT: Suresh Venkatraman, Scott Pietka (Vice), Stacy Banerjee

ATTENDEES: Art Williams (Staff Liaison)

Steven Son (CIP Manager)

#### PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

No public comments were provided. In the beginning of the meeting. However, a student was allowed to provided a public comment near the end of the meeting.

#### CONSENT CALENDAR

Approved minutes of the regular meeting of January 29, 2025. Commissioner Gschneidner Li motioned to approve the minutes; seconded by Commissioner Li. Unanimously passed.

#### **DISCUSSION ITEMS**

Work Plan/Calendar:

Commission discussed the recent Joint Council meeting, Council feedback on the commission, and approved work plan. Commission decided to discuss the work plan subcommittee for the next meeting.

The work plan calendar was discussed by the commission.

#### INFORMATIONAL ITEMS

None

#### COMMISSIONERS' REPORTS

None

#### POTENTIAL FUTURE AGENDA ITEMS

Santa Clara County Active Transportation Plan Presentation

#### **ADJOURNMENT**

Chair Helmholz adjourned the meeting at 7:26pm.

	2025 Los Altos Complete	Streets Commission Work Plan					
Goal #	Goal	Projects (14 Total)	Anticipated Completion	Priority Source	⊙ Status	Assignment	Notes
1	Implementing and Improving Safe Routes to School (SRTS)	Updating SRTS Infrastructure - implement where applicable to 2025 CIP project list	Q2, Q3 2025	Complete Streets Master Plan & Safe Routes to School	Planned	City staff in collaboration with commission	- Advance complete streets projects for high priority areas around Los Altos schools. - Work will include getting community input on projects.
		SRTS Education	Ongoing work	Complete Streets Master Plan & Safe Routes to School	Planned	City staff in collaboration with commission & external group	Work with local schools and groups to educate the community on how to stay safe while getting around town.
		Wayfinder Maps & Signage - SRTS	TBD - end of 2025	Complete Streets Master Plan & Safe Routes to School	Planned	City staff in collaboration with commission	Explore the value of wayfinding and signage, such as for intended Safe Routes to School.
2	Downtown Safety Improvements	Review Traffic Calming Measures and Speed Limit Mechanisms	Q2 2025	Community, Commission, and Staff Input	Planned	City staff in collaboration with commission	Evaluate opportunities for traffic calming and speed limit changes for downtown Los Altos.
		Review Bike Parking locations; supporting additional bicycle types	Q2 2025	Community, Commission, and Staff Input	In progress	City staff in collaboration with commission	Find areas for bike parking to make it easier for Los Altans to bike in and around downtown.
3	Multimodal Transportation Safety	Complete E-Bike Ordinance	Q1 2025	Community, Commission, and Staff Input	In progress	City staff in collaboration with commission	Finalize a proposed ordinance clarifying the use of e-bikes in Los Altos.
		San Antonio Road improvements (w/improve bike lanes)	Ongoing work	Complete Streets Master Plan & Safe Routes to School	In progress	City staff in collaboration with commission	Develop a proposal for San Antonio Road street improvements and secure associated federal grant.
		Create Partnerships with Neighboring Agencies (County & Cities): Benchmark, Coordinate, and Fix Public Safety Gaps Based on City Boundaries/Jurisdiction	Ongoing work	Community, Commission, and Staff Input	In progress	City staff in collaboration with commission	Foster communication with neighbors (such as Palo Alto, Mountain View, Sunnyvale, Santa Clara County) in order to learn from them and coordinate better on projects.
		Update/Conduct a city wide radar survey	Q1 2025	Staff Plan	Planned	City Staff	Evaluate benefits of radar survey for enforcing local speed limits.
4	Road Maintenance and Improvements for Public Safety (and Implement Safe Routes to School Where Possible)	Implement 2025 Project List	Q2, Q3 2025	Street Condition Study; CIP Budget & Plan	Planned	City staff in collaboration with commission	Work through the 2025 project list for road maintenance and safety, while building in SRTS.
		Review and Update long term CIP project list	Q2, Q3 2025	Street Condition Study; CIP Budget & Plan	Planned	City staff in collaboration with commission	Build out the list of long-term CIP projects.
5	CSC Strategic Plans	Identify Gaps in Priorities - with respect to SRTS and CSMP Items in Past Budgets	Q1 2025	Complete Streets Master Plan & Commission Input	Planned	CSC in collaboration with City Staff	Uncover any gaps from recent prior years in SRTS and CMPS priorities, and address them for future plans.
		Leverage Traffic Calming Plan (AB 43)	TBD - end of 2025	Commission & Community Input	Planned	CSC in collaboration with City Staff	Evaluate how AB 43 could help Los Altos.
		Long-term & 2026 CSC work plan	Q4 2025	Complete Streets Master Plan & Commission Input	Planned	CSC Subcommittee + CSC in collaboration with City Staff	Create 2026 CSC work plan, and plan for out-years as well (think about ~5 year plan).

2025 Complete Streets Commission Calendar							
January	February	March	April	May	June		
Env. Commission Liaison	Joint Council Meeting (2/25)	County Active Transportation Plan Presentation	FY24-25 Annual Street Resurfacing Project - Draft Plans (April 10th Special Meeting)				
2025 Work Plan		2025 Work Plan					
E-Bike Ordinance	2025 Work Plan (post joint council meeting)		FY24-25 Annual Street Resurfacing Project - Final Plans				
	2025 Work Plan Calendar		2025 Work Plan	2025 Work Plan	2025 Work Plan		
July	August	September	October	November	December		
NO MEETING		2026 Work Plan?	Election of Chair/Vice Chair	SPECIAL MEETING?	NO MEETING		
		Cancel Nov. 27th meeting/Approve Special Meeting for November?					

#### **NOTES: Tentative Schedule for City Staff**

APRIL RFP for FY25-26 Annual Street Resurfacing (Design)

MAY RFB for FY24-25 Annual Street Resurfacing (Construction)

JUNE Award FY24-25 Annual Street Resurfacing (Construction)

Award FY25-26 Annual Street Resurfacing (Design)