



# VTA's Complete Streets Policy

Presentation to Town of Los Altos  
Complete Streets Commission  
March 28, 2018

Presented by Lauren Ledbetter,  
Sr. Transportation Planner, VTA

# VTA Complete Streets Policy & Resolution



- Adopted December 2017
- Formalizes internal practices
- Establishes new practices
- Enhances transparency
- Meets 2016 Measure B Complete Streets requirements

[www.vta.org/complete-streets](http://www.vta.org/complete-streets)

# To what types of projects would this apply?



- Freeway interchange redesign
- Transit capital improvements
- Other possibilities...

# How Does VTA Define *Complete Streets*?

Streets that are planned, designed, funded, constructed, operated, and maintained for the safe travel of all users, of all ages and abilities.

Streets where designs are context sensitive, which incorporate a balanced network approach...

...and which prioritize safety, comfort, and convenience of pedestrians, bicyclists, transit riders, while still providing safe accommodations for other roadway users.

# VTA's Complete Streets Policy: Principles & Practices

- All divisions
- Revise existing procedures and plans
- Serve all users
- Context sensitive
- Maintain or enhance networks
- Incorporate technology
- Be consistent with adopted plans
- Maintain transportation infrastructure
- Seek and respond to public input – including BPAC review
- Seek opportunities to build Complete Streets infrastructure
- Design using latest and best practices

# Exceptions

- Need to incorporate planned pedestrian, bicycle, transit infrastructure into VTA-led capital projects...
- With some exceptions
  - Cost
  - Legal prohibition
  - No existing/future need
  - Detrimental environmental social impacts
- Approved in writing by division head, made publicly available

# Pedestrian Access to Transit Plan

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# Mission & Vision

## Mission

To improve the safety, comfort, and convenience of the walking environment for VTA's customers.

## Vision

A safe, comfortable, and convenient walk to transit for all customers.





# Public Input



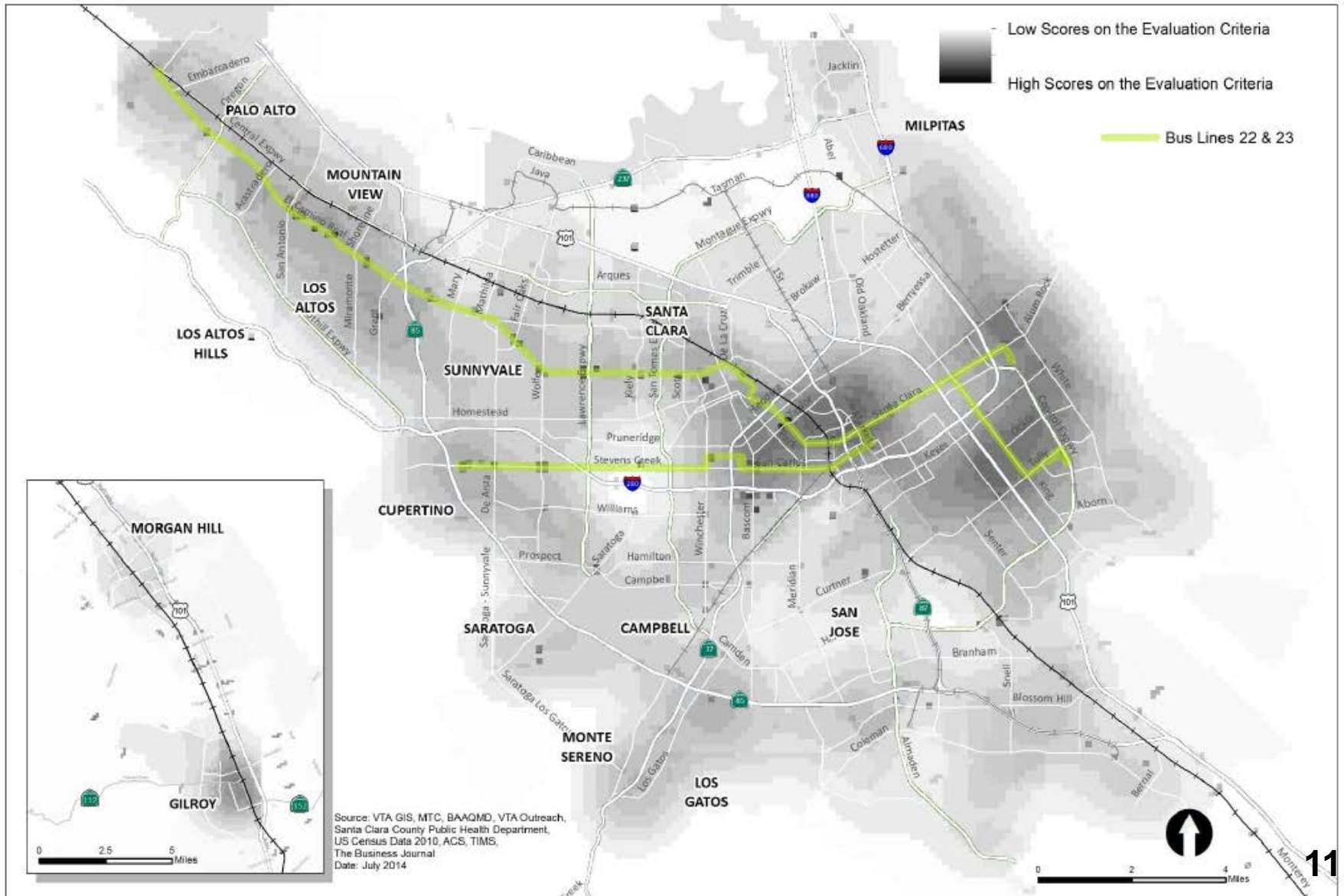
- Multi-lingual print & online survey
  - 475 responses
  - Buses, online, VTA Customer Service Center
- Presentations to local groups
  - San Jose Senior Commission
  - Gilroy Senior Center
  - GreenTown Los Altos
- Task Force
- Presentation to VTA/County BPAC and other VTA Committees

# Criteria Used to Identify Focus Areas

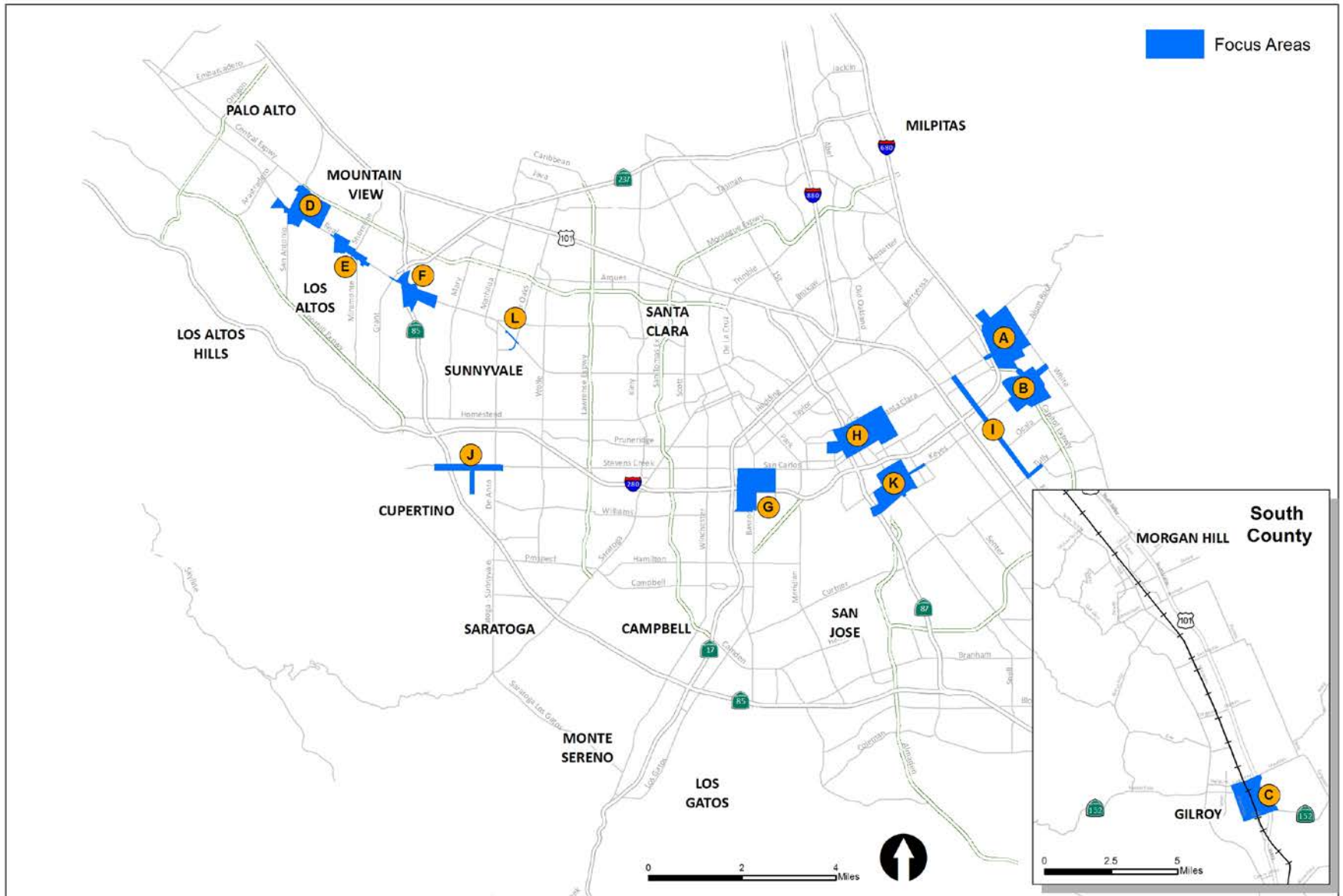
- Transit Ridership
- Barriers
  - collisions; physical barriers like creeks or rail tracks
- Socioeconomics
- Major Destinations
  - colleges, senior centers, major employees, government centers, etc.
- Housing Density
- Workers who commute by transit



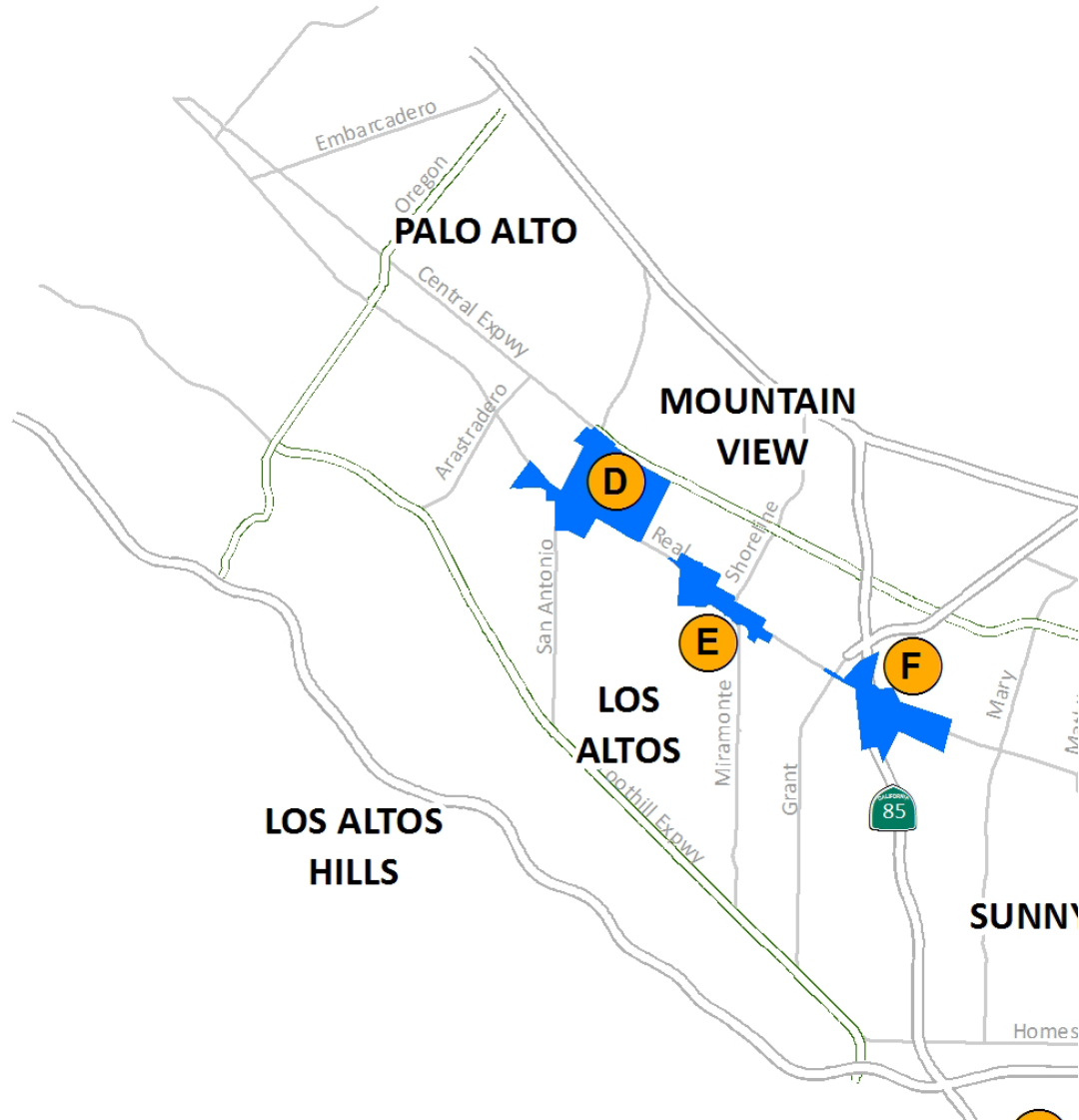
# Geographic Analysis



# Focus Areas



# Focus Areas - Los Altos Area



# Types of Recommended Projects

- Intersection improvements
- Corridor streetscape and sidewalk improvements
- Sidewalk gap closure
- Pedestrian accommodation at freeway ramps
- New or modified crosswalks
- Wayfinding improvements around major Transit Centers
- Railway crossing improvements



# Identifying Deficiencies: Example Focus Area D: Mountain View/Los Altos

Focus Area D: San Antonio (Mountain View/Los Altos)  
 Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies



\*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

\*\*Not all pedestrian deficiencies are mapped.

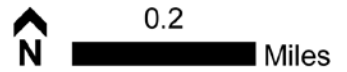
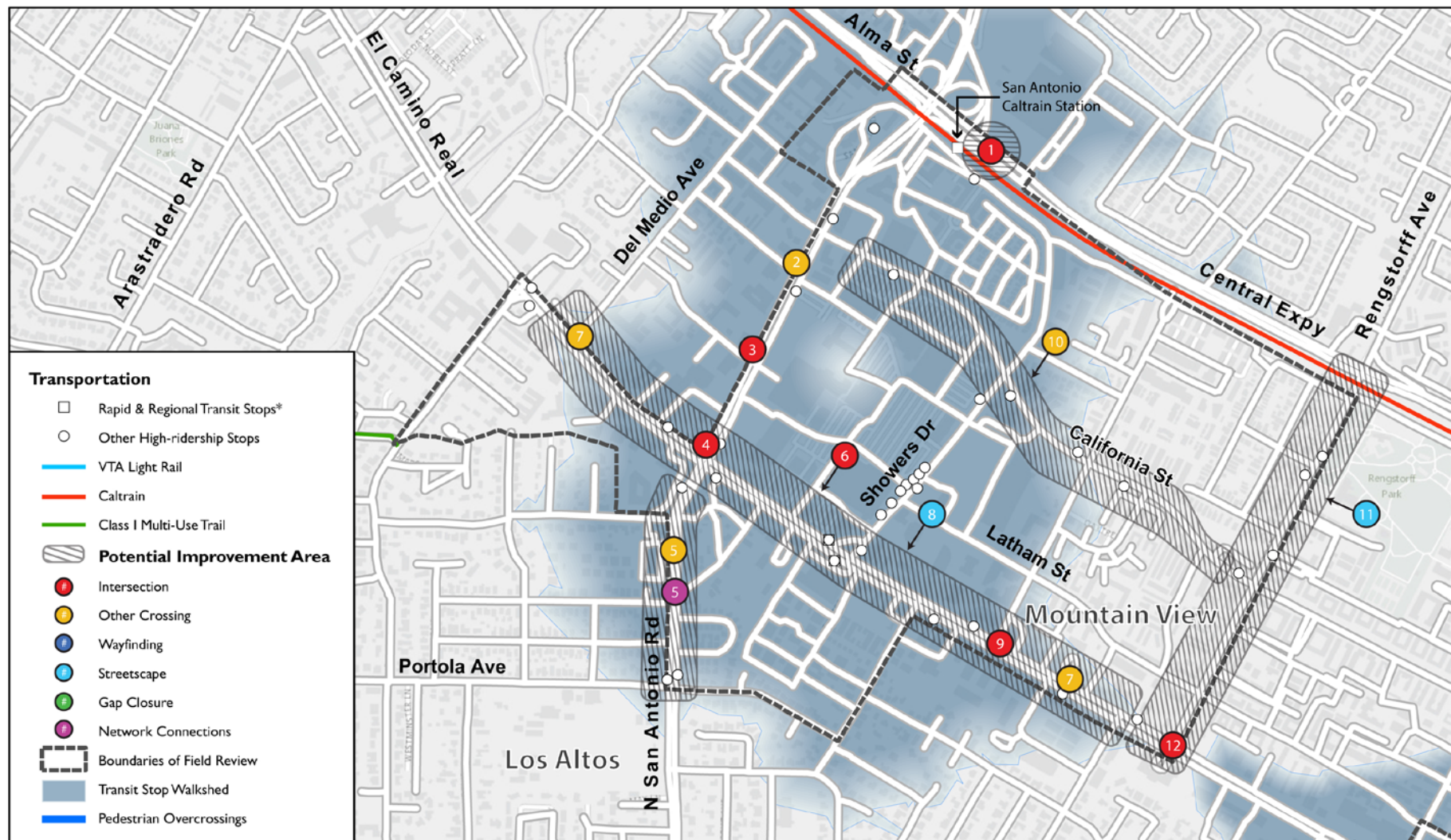


Figure 5.13: Focus Area D, barriers and infrastructure deficiencies

# Recommended Projects: Example Focus Area D: Mountain View/Los Altos

## Focus Area D: San Antonio (Mountain View/Los Altos) Potential Improvements by Project Type



\*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.14: Focus Area D, potential improvements



# Project Listings: Example Focus Area D: Mountain View/Los Altos

| Project- Focus Area D         |    |  |   |                | Existing Conditions Addressed  | Issue of Project Noted in a Previous Plan   |
|-------------------------------|----|--|---|----------------|--|---|
| Sub Area                      | #  | Name   | Description   | Type           |  |   |
| San Antonio Rd corridor       | D3 | San Antonio Rd/Fayette Dr intersection improvements                                | <ul style="list-style-type: none"> <li>• Stripe ladder crosswalks across San Antonio Rd</li> <li>• Tighten curb radius at SW corner and realign S leg of crosswalk to reduce crossing distance</li> </ul>   | Intersection   | <b>Issues</b> <ul style="list-style-type: none"> <li>• High pedestrian demand, skewed south leg of intersection</li> </ul>   | -   |
| San Antonio Rd/El Camino Real | D4 | San Antonio Rd/El Camino Real intersection improvements                            | <ul style="list-style-type: none"> <li>• Reconstruct curbs at all corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space</li> <li>• Stripe ladder crosswalks</li> </ul>   | Intersection   | <b>Issues</b> <ul style="list-style-type: none"> <li>• High speed right turns, low-visibility crosswalks</li> </ul> <b>Opportunities</b> <ul style="list-style-type: none"> <li>• Noted in <i>Los Altos Pedestrian Master Plan</i></li> <li>• Reduced curb radii and ladder crosswalks recommended in Mountain View's <i>El Camino Real Precise Plan</i></li> </ul> <b>Challenges</b> <ul style="list-style-type: none"> <li>• Multi-jurisdiction location; improvements would require coordination with Caltrans</li> </ul> | <ul style="list-style-type: none"> <li>• <i>Los Altos Pedestrian Master Plan</i></li> <li>• <i>El Camino Real Precise Plan (Mountain View)</i></li> </ul> |
| San Antonio Rd corridor       | D5 | San Antonio Rd corridor uncontrolled crossing improvements and sidewalk completion | <ul style="list-style-type: none"> <li>• At existing uncontrolled crossings of N San Antonio Rd/Pasa Robles Ave, consider adding Rectangular Rapid Flash Beacon or Pedestrian Hybrid Beacon to improve driver yield rates at existing uncontrolled crossings</li> </ul> | Other Crossing | <b>Issues</b> <ul style="list-style-type: none"> <li>• Pedestrians must cross five mixed-traffic lanes plus bike lanes at these locations</li> </ul>   | <ul style="list-style-type: none"> <li>• <i>Los Altos Pedestrian Master Plan</i></li> </ul>   |
| El Camino Real corridor       | D6 | El Camino Real corridor signalized intersection improvements                       | <ul style="list-style-type: none"> <li>• Improve intersections of El Camino Real and Del Medio Ave, Los Altos Ave, Jordan Ave, Ortega Avenue, Distel Drive</li> <li>• Stripe ladder crosswalks at all intersections</li> </ul>  | Intersection   | <b>Issues</b> <ul style="list-style-type: none"> <li>• High speed right turns, low-visibility crosswalks along corridor</li> </ul> <b>Opportunities</b> <ul style="list-style-type: none"> <li>• El Camino Real/Del Medio Ave intersection improvements are currently</li> </ul>   | <ul style="list-style-type: none"> <li>• <i>El Camino Real Bus Rapid Transit Draft EIR (VTA)</i></li> </ul>   |

# Criteria for Project Evaluation Matrix

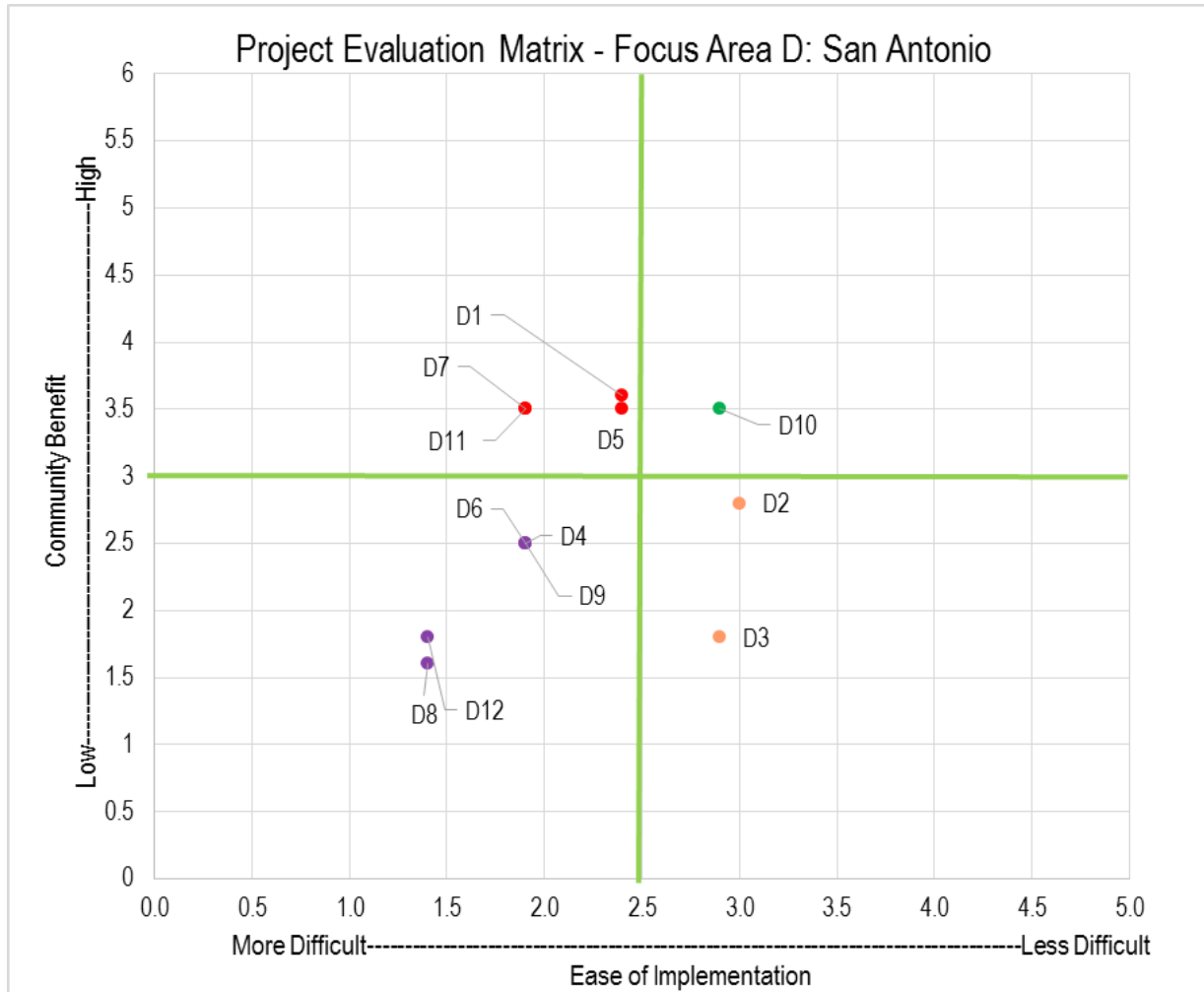
## Community Benefit

- Connectivity
- Safety
- Accessibility
- Activity
- Equity
- Community Support

## Ease of Implementation

- Funding Competitiveness
- Maintenance Cost
- Existing Funding
- Project Readiness
- Jurisdictional Complexity

# Project Evaluation Matrix



# Next Steps: Moving Projects off the Shelf

- ✓ Initial planning work completed by VTA
- Publicize and share plan
- Fund projects
- Advance multi-jurisdictional projects



*Santa Clara Pedestrian Undercrossing, opened June 2017*

Full Plan Document: [bit.ly/vtapedplan2017](http://bit.ly/vtapedplan2017)

On-line map of recommended project: <https://gis.vta.org/pedaccess/>

Responses to public survey: <https://tinyurl.com/pedplancomments>