

March 14th 2024

At the February 28th Complete Streets Commission meeting, commissioners supported staff moving the recommended design for Jardin Drive Redesign Project forward with the request for staff to consider the feedback received during the meeting and update the design appropriately without changing the planned construction schedule. The commission recognizes that meeting the planned construction schedule will address many identified safety issues with what is in place on the street today. The commission was under the impression that the recommended [re]design would next go to city council in March for approval given the timeline that was previously presented to CSC and presented to City Council for the February 27th study session. However, the commission found out after it heard the Jardin Project Redesign Item on February 28th that staff had updated the schedule and was no longer planning to take the design to council for approval. Staff indicated they are now only planning to take it to council when awarding the construction contract for city pavement projects in May.

When the commission discussed the Ad Hoc subcommittee as a separate agenda item following the Jardin Drive Redesign Project item on February 28th, it discussed the following purposes of the subcommittee:

- 1) Work with staff to review what feedback from the February 28th meeting can be incorporated into the design without changing the construction timeline.
- 2) Create a list of considerations to share with city council as they consider approval of the Jardin Drive project in March.
- 3) Work with staff to share some potential ideas for post-construction measurement and monitoring.

Vice-Chair Katz, Commissioner Helmholtz, and Commissioner Banerjee volunteered or were assigned to the sub-committee. The sub-committee met on Wednesday, March 6th and reviewed the draft list of critical items created by Vice-Chair Katz, and discussed next steps. Staff Liaison Art Williams attended the March 6th subcommittee meeting. The subcommittee decided given that staff is no longer planning to take the design to city council for approval, that it would no longer be relevant to create a list of considerations for city council (2). Staff said it would be valuable for the subcommittee to capture a list of feedback from the February 28th CSC meeting (1) and note the subcommittee ideas for measurement/monitoring (3) by March 15th, but did not discuss staff's specific plans or input on these. The subcommittee also discussed identifying any longer term potential future actions that came up as the CSC considered the redesign of Jardin Drive. The subcommittee completed a draft of the critical items document after its first meeting. The subcommittee shared this document with staff and made itself available to meet and further collaborate with staff on these items. The subcommittee has a meeting with staff on March 25th and will give an update thereafter.

Here is a list of some of the key items including safety concerns that were raised to staff at the February 28th CSC meeting (list was created based on sub-committee member recollections and notes and may not be complete). The list spans both design-focused items and collaboration with school focused items as feedback for staff. Of course, the subcommittee also wants staff to review any other resident and school community feedback, particularly any safety concerns, they receive.

DESIGN FOCUSED ITEMS:

- Seek LASD feedback on routes students take on or across Jardin to Egan Junior High School and Almond Elementary School and consider any design modifications for Jardin redesign based on this (with particular focus on the intersection of Jardin and Alicia).
- Explore the possibility with the high school of fewer hours/split schedule for the loading zone on Jardin as the loading zone may not be needed throughout the day. (For example, would a morning period plus an afternoon period of say 2-5pm work?/Would drivers of parked vehicles ensure their vehicles are not parked in the loading zone during afternoon pickup if a split schedule was in-place?).
- Confirm with the police department that all the parking restrictions in the redesign will be enforceable.
- Look at the driveways on Jardin and consider any concerns residents have raised.
- Is the bike lane the intended place for pedestrians to walk opposite the school?
- Consider the impact of the added no left turn sign carefully. How/where will the traffic flow instead and are any other design elements needed to safely manage new flow(s)?
- Review the design of the new bike entry/exit at the tennis court gate from a safety perspective given the commission assumption that for example students will exit mid-block at that location (or ride on the wrong side of street after exiting).
- Determine if the new piano key crosswalks and stop sign at Jardin & Valencia are warranted/recommended and if not consider their removal [if possible] given resident requests.
- Check if crossing guard is warranted along Jardin Drive (e.g. Jardin/Casita). (And, does the city's crossing guard program cover high school students/hours?)
- Talk to police about the need for police presence to conduct education/enforcement when the redesign opens.

COLLABORATION WITH SCHOOL FOCUSED ITEMS:

- Coordinate with the school on ingress/egress for bikes onto/off campus, including confirming the school's plans for the entrance/exit by the tennis courts.
- Work with the school on the creation of an education and outreach plan for students and parents—to launch with the opening of the redesign. Include street parking etiquette in this (for example: don't block someone's driveway, mailbox, garbage bins, etc.), and pick-up procedure etiquette.
- Work with school to create (and maintain) an updated map with how the different modes (walk, bike, drop-off, park) enter/exit campus and use it as part of the education process.

- Consider secure placement (limit potential for bike theft) for any new bike racks with respect to security of location and security of bike rack design, while facilitating ease of access (ingress/egress points) to campus for students.
- Encourage the school to maximize on-campus staff and student parking.

The subcommittee discussed monitoring. The subcommittee would like to understand staff's proposal around monitoring and give feedback on staff's proposal. Until such is made available, the sub-committee identified some areas it felt needed monitoring (listed below). As mentioned before, the subcommittee is available to collaborate with staff on this.

The subcommittee would like to request a Jardin monitoring status update be provided to the commission within the first year of the opening of the redesign. Because unexpected impacts may occur after the opening of the redesign, the subcommittee is anxious to have an update sooner rather than later and defer to staff to determine if for example this is at the approximate 3 month timeframe or 6 month timeframe. Depending on what is learned in this update, additional updates may be needed.

MONITORING

- Monitor the impact of the new no left turn sign from Casita onto Jardin. Monitor not only the specific intersection, but any other unintended consequences as drivers seek alternative routes.
- Monitor the drop-off/loading zone usage, including identifying any ongoing safety issues at the loading zone itself or any drop-off issues in the area. Also monitor the safety of students standing and being picked-up outside of the drop-off zone.
- Understand the effectiveness of police education/enforcement conducted after the opening of the redesign.
- Look at bicycle counts. (Is there an increase in the number of students walking/biking to school after the redesign is open?)
- Examine school community and resident feedback on the reopened redesign, including feedback from student (and other) bicyclists/pedestrians with focus on safety of traveling along Jardin, and into/out of LAHS and across Jardin for LASD students. Also look at feedback from drivers with focus of understanding any safety issues they are raising.

The subcommittee also noted some potential items for future consideration.

FUTURE CONSIDERATION ITEMS:

- Need to identify a designated suggested route for bicyclists to take from El Camino Real to Los Altos High School (specific streets), and then work to focus future city improvements for Los Altos High School students and other residents on that suggested route (streets such as Distel Drive, Marich Way, Casita Way could be considered for this route, also Jordan Ave). Such an effort would connect the improvements planned for El Camino Real and Jardin Drive, giving students an end-to-end route in the future.

- Talk with the City of Mountain View about extending the improvements on Jardin Drive into Mountain View, and even onto other Mountain View streets (such as Clark Ave and Marich Way) to connect to the improvements Mountain View has planned for El Monte Ave. and also El Camino Real.
- Consider taking a look at holistic parking restrictions on city streets around the entire school area when staff is ready to bring this item forward.
- Also identify the frequent student bicycle routes to Egan Junior High School and Almond Elementary School that students take through this area when biking to/from school and then work to focus future city improvements on these specific routes/streets. One route to Egan for many student bicyclists that was shared by a parent is:

From South Clark Ave/El Monte Ave area, they go behind Almond Elementary School from El Monte Ave to Edith Ave on the path, from Edith Ave they turn right onto Doud Drive, left zag onto Almond Ave briefly and then right onto Solana Drive, left onto Creeden Way, right onto Alicia Way, follow road/curve left onto Alvarado Ave, right onto Panchita Way, left onto path connecting Panchita Way to Delphi Circle, right Delphi Circle, left onto Portola Court, right zag onto Jordan Ave, left onto Portola Ave.

Other students biking to Egan may bike on Gordon Way, right onto Almond Ave briefly, left onto Alicia Way, and then follow the above route.

Students coming from the other direction may use streets such as Marich Way (entire street in both Mountain View and Los Altos), Distel Drive (between El Camino Real and Marich Way), Jordan Ave (between El Camino Real and Portola Ave) and Portola Ave. There may be additional routes frequented by many student bicyclists between the high school and El Camino Real.

These routes will need to be verified with the LASD school community.

That's the end of the subcommittee's report.