

Bicycle and Pedestrian Advisory Committee Meeting April 27, 2022
Comments

From: Edward Swierk [REDACTED]
Sent: Monday, April 25, 2022 11:45 AM
To: BPAC Communication <bpac@mountainview.gov>
Subject: Comments on April 27 meeting agenda item 6.2

Hello BPAC members,

I am writing to express my concern about some of the proposed bicycle and pedestrian improvements to El Camino Real.

In particular, the use of "sharrows" as the sole bicycle facility approaching major intersections (Grant Rd, Miramonte Ave, Rengstorff Ave) is completely unacceptable.

No one feels safe riding a bike in the rightmost travel lane at these intersections today. Painting a picture of a bike in the middle of a car lane will do almost nothing to improve either actual or perceived safety of those who do. We might as well paint "GOOD LUCK! YOU'LL NEED IT!" just feet from where a 13-year-old was killed riding his bike to school last month.

Making matters worse, the other, welcome improvements will rightly encourage more people to ride bikes on ECR, but also place more bicyclists into these high-risk situations. Having protected bikeways disappear into car lanes exactly when the going gets tough is a true bait-and-switch.

ECR is 8 lanes wide at each of these intersections. Surely it is possible to set aside half a lane for bicycles!

Thank you for advocating for true bicycle facility improvements, and against half-hearted measures like sharrows that hinder rather than help safety.

Edward Swierk

Mountain View

From: Serge Bonte [REDACTED]

Sent: Monday, April 25, 2022 6:29 PM

To: Whyte, Brandon <Brandon.Whyte@mountainview.gov>; ladamic@hotmail.com; Terry Barton <terry.barton@gmail.com>; Valerie Fenwick <bubb@bubb.org>; James Kuszmaul <jabukuszmaul@gmail.com>; shankari@damajash.org

Subject: 04/27/22 Meeting - Agenda Item 6.2 El Camino Real Pedestrian and Bicycle Improvements - Update

Dear BPAC.

I fully supported all the proposed Pedestrian and Bike Improvements on El Camino but was fairly disappointed to read that some sections will have sharrows vs. bike lanes and that the implementation will be phased : bike lanes first in 2023 and intersection improvements later TBD.

If I had to pick a sequence of improvements, I certainly would have started with the intersections first because until more people start to bike on ECR, that's where the existing safety issues are. Building bike lanes before improving the intersections will only get more cyclists into these dangerous intersections.

To make matters worse, there will be sharrows not bike lanes when approaching some of these dangerous intersections (Miramonte, Grant,...). That's not acceptable; the bike lanes will encourage cyclists to ride on ECRonly to have the bike lanes disappear before an intersection (with no alternative than to pedal through and hold on for dear life).

To make matters even worse, the intersections will be handled via future capital improvement projectsthat are nowhere to be found in the list of projects you will be reviewing in your next agenda item. If ECR intersections are not listed yet, can we really expect them to be built before the end of the decade?

While I support the overall project (high visibility crosswalks, more mid-block crossings and safe bike lanes), I think it's imperative you eliminate the proposed sharrows and plan for the intersection improvements to be built at most 1 or 2 years after the resurfacing project.

Sincerely

Serge Bonte

[REDACTED]

From: Ania Mitros <[REDACTED]>
Sent: Tuesday, April 26, 2022 3:52 PM
To: Whyte, Brandon <Brandon.Whyte@mountainview.gov>
Cc: Seth LaForge <[REDACTED]>
Subject: Official Public Comment for April 27, 2022, B/PAC Meeting

Hello Mr. Whyte,

I hear that there are discussions of painting bicycle lanes along El Camino to address how dangerous it is to bicycle there. I don't believe this is nearly enough.

Attached are two recent photos of how drivers treat the bicycle lane and sidewalk in front of Landels Elementary School. The cars in the photos are fully stopped. This is routine: Drivers pulling in to drop off and pick up their kids simply ignore the painted bicycle lanes. I've seen near misses when commuters try to go around the stopped cars, and my bicycling children have had to brake to avoid cars that forced their right of way into the bicycle lanes as pictured in the photos.



If parents picking up children ignore painted bicycle lanes... I don't expect drivers on El Camino to do better.

In my opinion, the best solution for El Camino would be to ensure safe ways for bicycles to cross El Camino, and good bicycle routes paralleling El Camino. For example, Shoreline Blvd has a great bicycle lane that disappears abruptly at the most dangerous place just north of Shoreline's intersection with El Camino, and no bicycle lane on Miramonte where cars routinely speed through the school zone along St. Joseph Catholic School. Crossing at Castro is better, especially with traffic reduced since the downtown blocks of Castro were

closed. The 237/Grant/El Camino intersection is so scary that I avoid it, though as a person who got serious about cycling over 20 years ago in Houston I'm not a timid cyclist. To make El Camino a safe bicycle corridor, we would need a separated bicycle lane with cones or curbs forcing physical separation between bicycles and cars, and even then intersections would remain a challenge.

And I'd like to see a few permanent cones added to the bicycle lanes in front of Landels as a more visible reminder, since what's there presently is insufficient.

Respectfully,

Ania Mitros (recreational cyclist, bicycle commuter, and mom of kids who bicycle to school)

From: [REDACTED]
Sent: Tuesday, April 26, 2022 10:22 PM
To: BPAC Communication <bpac@mountainview.gov>
Subject: 4/27/22 meeting agenda item 6.3 (FY22-23 CIP)

To: Members of the Bicycle/Pedestrian Advisory Committee
From: Joel Dean, [REDACTED]
Re: Capital Improvement Program

Attached is a copy of comments on the CIP bike and pedestrian projects sent to City Council before its mid-April meeting.

I ask the B/PAC to consider recommending installation of slalom-type 'Slow Down' gates at the approaches to the US101 underpass on the Stevens Creek Trail. That section is extremely hazardous for reasons which are illustrated in a short video at https://photos.google.com/album/AF1QipOmyl0V-o0o5pdsytYIaMKzhRp4YnG53NLIWbaN/photo/AF1QipOL9_qCn_La1xReSx_WSKuf8_dCNqfXYUD8KBrD

The physical hazards are magnified by the fact that trail rules aren't enforced and are routinely flouted.

Thank you for your attention.

Attachment:

To: Mountain View City Council

From: Joel Dean, [REDACTED]

Re: CIP bicycle and pedestrian projects

After reviewing the list of active bicycle and pedestrian projects in the Capital Improvement Program, I have the following comments.

El Camino resurfacing: Nag Caltrans into prohibiting right on red, but nothing can ever make this a safe intersection for pedestrians and cyclists. Develop alternative routes for them.

Shoreline/Villa: The protected left phase will be a great improvement. A walkway on the west side of the overpass would be greater still.

Shoreline Blvd. bike/ped bridge over US101: A far-off and very expensive project which may not be as successful as hoped. The preliminary design indicates it will be almost 1000' longer than the existing sidewalk between Terra Bella and Pear Avenues. 20' of bike lanes and a 6' pedestrian lane will operate as 26' of bike lanes if they are not separated by physical barriers. DPW proposes a flyover of Shoreline at La Avenida to accommodate a movement which almost nobody makes, while doing nothing like it at Terra Bella, where bike and foot traffic is much heavier. The existing configuration forces cyclists and pedestrians to cross two freeway entrances on the east and one gaping entrance/exit on the west. Caltrans could mitigate these hazards by adding prominent warnings to their metering light installations when a pedestrian is in a crosswalk. Reconfiguration of the 101/85 northbound exit will add one more patch of quicksand if right on red is not prohibited at La Avenida. Fehr & Peers' contribution to the Google Framework Master Plan included a suggestion that right turns be allowed from two lanes of southbound Shoreline to the aforementioned gaping southbound freeway entrance. That would be a pedestrian- and cyclist-killer -- masterful indeed.

Stierlin Road: Very much needed, especially a protected left signal phase for walkers and bikers to cross Shoreline, who will increase in numbers as housing in this neighborhood gets denser.

Transit Center grade separation: This is overkill. Full closure of Castro at Central Expressway, prohibition of right on red, and a so-called "scramble" phase, in which motor vehicle traffic in all directions is stopped, would accomplish as much without tunneling. The project would replace a level bike/ped crossing having unlimited visibility and decent mode separation with ramps feeding unseparated bikes and pedestrians into a central concourse from three directions. Bicyclists will supposedly be 'encouraged' to dismount. Who is foolish enough to think that will happen?

Project 21-37 (Walkway on east side of Shoreline/Central Expressway overpass): The signs said this is a "Pedestrian Walkway". Since when did it become a "bicycle and pedestrian pathway"? Will this project morph it into a bikeway? Or a cycle track? If it includes intersecting the walkway with the ridiculous ramp from Evelyn Avenue to Shoreline, it is not an improvement but another insult to pedestrians.

Suggested projects pigeonholed by the City: Slalom gates on approaches to underpasses on the Stevens Creek Trail; prohibiting parking too close to dangerous intersections like Shoreline/Mountain Shadows; flashing beacons at unsignalized intersections with considerable pedestrian traffic like Middlefield/San Pierre.

Thank you for your attention.