



City of Mountain View

Minutes

Bicycle/Pedestrian Advisory Committee

Wednesday, February 22, 2023

6:30 PM

Atrium Conference Room, Mountain View City Hall

1. CALL TO ORDER

Chair Kuszmaul called the meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) to order at 6:30 p.m.

2. ROLL CALL

Staff members present: Transportation Planner Brandon Whyte, Transportation Manager Ria Hutabarat Lo, Assistant Public Works Director Damian Skinner, Public Works Director Dawn Cameron, Sunnyvale Principal Transportation Engineer Angela Obeso, Consultant Tracy McMillan (NN Engineering), Consultant Dave Dickinson (WMH), and Corinna Kimball-Brown (NN Engineering).

Present 5 - Committee Member Lada Adamic, Committee Member Terry Barton, Committee Member Valerie Fenwick, Vice Chair John Stone, and Chair James Kuszmaul

3. ORAL COMMUNICATIONS FROM THE PUBLIC

Four members of the public were present.

Whyte shared a message from the Police Department relating to a fatal collision involving a woman who was walking on El Camino Real on February 9, 2023, and BPAC members observed a moment of silence for her.

John Scarborough noted that most Los Altos High School (LAHS) students live north of El Camino Real and cross El Camino Real and the Caltrain tracks at Rengstorff Avenue. Most students travel across El Camino Real and then head south at Distel Drive. He requested consideration of paseos and improved facilities in conjunction with upcoming development at 2100 El Camino Real and the El Camino Real repaving project.

Adit Chintamaneni from LAHS Green Team expressed concern about the intersection of El Camino and Rengstorff, which he noted is heavily used by students riding to school but not well designed for cyclists. He shared feedback from a survey of 15 students who commented that the southbound bike lane is blocked by right-turning vehicles in the vicinity of El Camino. He stated that students expressed concern about close encounters with cars and a lack of distinct and city-wide bike facilities with dividers.

4. MINUTES APPROVAL

4.1 Approve Meeting Minutes

MOTION: Approve the BPAC meeting minutes of January 25, 2023.

Fenwick/Barton - 5/0/0 - passed.

Yes: 5 - Committee Member Adamic, Committee Member Barton, Committee Member Fenwick, Vice Chair Stone, and Chair Kuszmaul

5. UNFINISHED BUSINESS

6. NEW BUSINESS

6.1 Active Transportation Plan Update

McMillan presented an update on the Active Transportation Plan (ATP) and invited input on a draft project vision and guiding principles.

Public comment:

None.

Committee comment:

Adamic supported the suggested vision statement. She requested that crash analysis include Stevens Creek Trail, that the plan be concise and readable, that the term bicycles include e-scooters, and that analysis be done on the impact of autonomous vehicles on pedestrians. Adamic also expressed skepticism about the ATP process since the last plan identified Rengstorff as needing Class IV protected bikeways, which have not been implemented. Finally, she expressed gratitude for a review of the Fire Code.

Stone preferred a more pointed vision statement like "reduce single occupant vehicle trips and make things safe." He concurred with feedback from the Active Transportation Plan Advisory Committee (ATPAC) meeting held at 5 p.m. on February 22, 2023. The ATPAC feedback included prioritizing schools, safety, regional connectivity, accessibility, and bringing the community engagement to the community.

Barton noted that Costco removed their bike racks required for development, seemingly without consequence. He requested that the plan emphasize measurement, focus on shifting peak trips, provide incentive programs, and think big. Barton requested that the ATP not just be regionally innovative but nationally. He also asked that elements like bike parking requirements be more clear.

Fenwick appreciated the integration of the bicycle and pedestrian master plans. She raised concerns about the impact of scooters on sidewalks and requested data-driven standards on sidewalks, addressing pinch points such as utility poles. Fenwick appreciated the holistic consideration of codes and reiterated the need to maintain required bike parking and that the ATP be a shorter document. Fenwick also stated her support for increased data on trails.

Kuszmaul requested that the plan include a prioritized list with rough funding. He also requested a shorter vision statement focused on the Council's Strategic Priorities. He also supported the ATPAC comments, including a primary focus on safety, increased focus on accessibility, and enabling commerce such as deliveries by modes other than cars.

6.2 Bernardo Avenue Undercrossing Project

Obeso and Dickinson provided a presentation on the Bernardo Avenue Undercrossing,

including project background, design alternatives, feedback from other agencies, and a recent community meeting.

Public comment:

John Scarborough preferred the eastern option. He requested a design similar to Homer Avenue in Palo Alto, with an open layout, separate pedestrian and bicycle space, a skylight in the expressway median, and an arched design.

Committee comment:

Fenwick, Barton, Stone, and Kuszmaul expressed a preference for the eastern alignment.

Barton and Adamic requested that no chicanes or bollards be used in the project, stating they can be hazardous.

Stone and Kuszmaul requested that the eastern alignment connect to Mary Avenue and the Mary Manor mobile home park to the project's east.

Fenwick and Kuszmaul stated a preference for better lighting, such as skylights in the median.

Fenwick indicated she did not favor intermediate bike ramps and requested an effort to smooth the project's corners.

Barton asked that the design team preserve flexibility for future bicycle and pedestrian options. He also requested that an overlay be added to planning documents to ensure future connections to this facility.

Adamic stated she had no preference between the eastern and western alignments. She requested that bikes and pedestrians be separated if possible and supported a design like Homer Ave in Palo Alto.

Stone requested narrower travel lanes and wider bike lanes on Evelyn.

Kuszmaul requested a low-stress way to turn from Central Expressway north to Bernardo and that right-turning cars not intersect with bike lanes on Evelyn. Lastly, he stated his appreciation for the wide configuration, which should alleviate conflicts.

MOTION: Recommend the eastern alternative.

Fenwick/Stone - 4/0/1 - passed - Adamic abstained.

Yes: 4 - Committee Member Barton, Committee Member Fenwick, Vice Chair Stone, and Chair Kuszmaul

Abstain: 1 - Committee Member Adamic

6.3

Vision Zero Action Plan/Local Road Safety Plan

McMillan provided a presentation on the Local Road Safety Plan.

Public comment:

None.

Committee comment:

BPAC members were generally supportive of the recommended prioritized corridors and intersections.

Stone, Barton, and Adamic appreciated the identification of Rengstorff Avenue as the highest priority. Stone noted that the Rengstorff has a narrower width and may require lane reduction and that the undercrossing at Rengstorff should be cohesive and provide access to Rengstorff Park. Adamic stated that the current [railroad] crossing is very challenging and used by many students. Barton indicated his appreciation for the data-driven process and noted that he has witnessed collisions on Rengstorff. Barton stated that the corridor has many destinations and is an equity-priority area. Finally, Barton indicated concerns about the bike lane dropping off at the Caltrain tracks.

Stone stated he is pleased with recent improvements on Middlefield and noted the need for pedestrian improvements on Old Middlefield Road, near Independence Avenue. Stone recommended that a constraints analysis be completed to better analyze what may prevent us from achieving the goal of Vision Zero. He requested that if turn radii, lane widths, speed limits, and other factors prevent the achievement of the goals, then that should be stated.

Adamic noted the need for data to understand total ridership at given locations. She requested that Dana Street be prioritized, stating it lacks appropriate bicycle and pedestrian facilities and connects the Sylvan Park neighborhood to several schools. She suggested a traffic signal at Independence and Middlefield. Adamic requested that staff consider what alternative routes are available for corridors. She stated her appreciation for the leading pedestrian intervals throughout the City. Finally, she emphasized that the plan should aim to increase the number of pedestrians and bicyclists.

Fenwick requested that the City utilize right-on-red restrictions where there is a lot of pedestrian traffic. She also asked that the City avoid pinch points on the sidewalk so as not to force wheelchair users onto the street.

Barton supported providing education on how to move through difficult intersections.

Kuszmaul indicated that the list is coherent. He supported the use of absolute numbers for fatal and severe collisions, noting that Council has adopted a policy to eliminate fatal crashes by 2030. He concluded by stating that the City is unlikely to complete these projects at the current pace of execution.

6.4

BPAC Fiscal Year 2022-23 Work Plan

Whyte provided an update on the work plan and tentative agenda list.

Public comment:

None.

Committee comment:

None.

6.5

Santa Clara Valley Transportation Agency (VTA) Bicycle & Pedestrian Advisory Committee (BPAC) Update

Adamic provided an update on the VTA BPAC including a bus stop balancing and bus stop improvements project by VTA. She also noted that VTA has good bike parking design standards outlined in the Bicycle Technical Guidelines.

Public comment:

None.

Committee comment:

None.

7. COMMITTEE/STAFF ANNOUNCEMENTS, UPDATES, REQUESTS, AND COMMITTEE REPORTS

7.1. Staff Comments

Lo and Whyte provided information on Safe Routes to School, walk audits, and Smart Cycling training.

Public comment:

None.

Committee comment:

Fenwick stated her disappointment that people are requesting bike lanes on streets with RVs for reasons other than improved active transportation access and safety.

7.2. Committee Comments

Adamic commented on a visit to Pasadena, stating Pasadena has a nicer city hall and tree canopy than Mountain View but is less accessible by bicycle.

8. SET DATE AND TIME FOR NEXT MEETING:

9. CALENDAR

10. ADJOURNMENT

The meeting was adjourned at 9:47 p.m.

Submitted for approval by Brandon Whyte.

Approved on March 29, 2023.