

## Bicycle and Pedestrian Advisory Committee (BPAC) Questions Special Joint Meeting with San Jose BPAC, August 22, 2022

### 6.1 Legislative Updates

**Question:** Do we have a feel for how what streets in Mountain View would qualify for the 5mph reduction from AB43?

**Answer:** Safety corridors in Mountain View will be defined after a definition is provided as indicated in AB 43.

**Question:** What metric is used by Section 22358.7 (a)(1) in determining what “one-fifth” of a city’s streets are for designating as “safety corridor”s?

**Answer:** The designation of safety corridors will be defined in the upcoming revision of the California Manual of Uniform Traffic Control Devices (CA-MUTCD) by Caltrans.

**Question:** Are “land or facility that generates high concentrations of bicyclists or pedestrians” (per 22358.7(a)(2)) counted towards the one-fifth of city streets?

**Answer:** No.

**Question:** What authority decides speed limits for: a) Central Expressway; b) El Camino Real; c) CA-85; d) US-101; e) CA-237

**Answer:** a) County of Santa Clara; b)-e) Caltrans

**Question:** When we implement traffic calming on a street, how will speed limits get set (before accounting for any of the new reductions that can be applied via AB43)?

**Answer:** When vehicle speeds are impacted by physical changes to the roadway, such as changes due to CIP projects or traffic calming measures as part of the City’s Neighborhood Traffic Management Program, engineering & traffic surveys may need to be reassessed before their renewal period expires. The updated engineering & traffic surveys can then be used to adjust speed limits if it is justified.

**Question:** What parts of Mountain View might qualify as a “business activity district”s as used in 22.358.9 (b)?

**Response:** Staff has not completed a legal analysis of AB-43. However, the California Vehicle Code ([Sec 235](#)) defines business districts as “that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.”