

**Bicycle and Pedestrian Advisory Committee (BPAC) Questions
April 26, 2023**

4.1 El Monte Avenue Corridor Study

1. Question: Under Alternative 3, what is the width of the proposed buffer bike lanes along El Monte?

Answer: The El Monte Avenue Corridor Study focuses on developing conceptual plans to evaluate the corridor to determine space allocation for new improvements within the available roadway width. Specific details of the improvements will be finalized during design. Preliminary analysis indicates that for a majority of the corridor, there is space to accommodate a minimum of a 6' bicycle lane and 3' buffers. During the design phase, staff will evaluate where these can be made wider.

2. Question: Under Alternative 3, what is the plan for preventing the buffered bike lanes being used for parking or as de facto loading zones? What has/hasn't been working on other streets with no parking and bike lanes wide enough to park in (e.g., Evelyn, Middlefield & Truman during the day)?

Answer: Bike lanes will either have striped buffer or raised buffer, where feasible. The buffered area would be raised in locations that do not conflict with driveways or crossings. Staff will consider implementing flexible posts/delineators, rubber or concrete curbs, or green street element, if feasible, during design. Red curbs and/or no parking signage will also be evaluated in those locations where striping is used to provide clear requirements for vehicles.

3. Question: Under Alternative 3, what were the intentions behind having the right turning cars from Southbound ECR -> Southbound El Monte and from Northbound El Monte -> Southbound ECR cross the bike lane (i.e., not a protected intersection)?

Answer: Per the National Association of City Transportation Officials (NACTO) guidelines and California Manual on Uniform Traffic Control Devices (CA MUTCD) standards, a through bicycle lane should not be positioned to the right of a right turn only lane or to the left of a left turn only lane. A bicyclist continuing straight through an intersection from the right of a right-turn lane or from the left of a left-turn lane would be inconsistent with normal traffic behavior and would violate the expectations of right- or left-turning motorists. Bicycle slots are provided for in Alternative 3 that allow through bicyclists to not conflict with turning vehicles. For those bicyclists turning right, bicyclists would use the vehicle lane, an allowed use, to turn right. During design, staff will look at implementing protected intersection treatments, where feasible.

4. Question: Under Alternative 3, what speed limit would the road diet allow us to reduce El Monte to?

Answer: Speed limits are typically established on the basis of an Engineering and Traffic Survey (E&TS) based on speeds of actual free-flow traffic conditions, and therefore a speed limit reduction cannot be implemented on the basis of future proposed improvements. The most

effective way to reduce speeds is through speed management strategies and roadway design similar to those being proposed in this project. Upon full implementation of roadway changes and once the improvements have been in place for a few months, staff will conduct a new E&TS to determine if El Monte Avenue is eligible for speed limit reductions. This is what occurred after the Calderon Avenue bike lanes were installed – the improvements help reduced speeds and a recent E&TS resulted in a reduction in the posted speed limit from 30 MPH to 25 MPH.

5. Question: How is the design of the El Monte / Springer Rd / Jay St intersection managed between the cities of Mountain View and Los Altos? In particular, how is the decision made to keep or remove the slip lanes at this intersection?

Answer: The majority of the intersection, including the slip lanes to and from El Monte Avenue, is in the City of Los Altos and is a decision to be made by Los Altos. City staff has been in constant communication with the City of Los Altos and they are aware of the three proposed corridor-wide alternatives, including the road diet concept. In addition, both cities plan to look for opportunities and funding to potentially extend the project limits to include the intersection of El Monte Avenue and Springer Road, if possible, to better transition to the recent bike improvements that the City of Los Altos has completed along El Monte Avenue.

6. Question: - Under Alternative 3, what is the purpose in maintaining 2 left turn lanes from El Camino to El Monte, given that El Monte narrows to 1 relatively quickly?

Answer: Based on feedback from previous community meetings and the responses from the online survey, there is a strong opposition from the community with regards to removing one left turn lane from El Camino Real to southbound El Monte Avenue. Queuing from a single left turn lane on El Camino Real could spill into the existing El Camino Real through lane and create scenarios for rear end collisions and/or abrupt, unexpected lanes changes. In addition, El Camino Real is a Caltrans owned and operated facility, where Caltrans will require additional traffic studies and analysis for the operational impacts of the removal of the left turn lane and diverted traffic along El Camino Real corridor. This will add significant time (several years) to the project timeline.

7. Question: I seem to recall in the 2020 BPAC meeting we also had a lot of discussion on Escuela & El Camino intersection, and that BPAC was generally happy with the proposed improvements at Escuela/El Camino. I do not see that intersection deeply discussed in this memo (other than being a part of the study area), is that because there are no additional proposed changes to El Camino/Escuela since the 2020 BPAC meeting?

Answer: Correct. Staff does not propose any additional changes to the El Camino/Escuela intersection over what was reviewed by the BPAC in 2020. Improvements along El Camino Real between Escuela Avenue and El Monte Avenue are consistent with the design concept from the El Camino Real Streetscape Plan which will include high-visibility crosswalks at each intersection, Americans with Disabilities Act (ADA)-compliant curb ramps, green bike lanes at conflict areas, striping and signage improvements, removal of the slip lane from eastbound El Camino Real to southbound El Monte Avenue, and maintaining two left-turn lanes from westbound El Camino Real to southbound El Monte Avenue. Staff has also recommended that Caltrans provide protected left turns in the northbound and southbound directions to eliminate conflicts between

pedestrians/bicyclists and left-turning vehicles. However, since El Camino Real is owned and operate by Caltrans, this change will require Caltrans review and approval.

8. Question: With the improvements proposed in both this project and the ECR complete streets project, what would be a suggested way for bicyclists to go from low-stress Marich Way to low-stress Latham when going from Los Altos to Mountain View or vice versa. Currently (and then still in all the alternatives), bicyclists seem to need to go onto the sidewalk to activate the pedestrian beacon to cross El Monte at Marich to be able to then take El Monte to ECR to Escuela.

Answer: An alternative to the route mentioned above, bicyclists may also use the signalized crossing at Clark Avenue to access the future bike lanes along El Camino Real and/or cross at Escuela Avenue to access Latham Street.

4.2 Safe Routes to School

9. Question: Has the city been tracking any demographic data to determine levels of engagement from parents in the Safe Routes to School program across different schools, income levels, race, etc.? “Engagement” may include both the SRTS Coordinating Committee as well as any other outreach and surveying that the city may be doing.

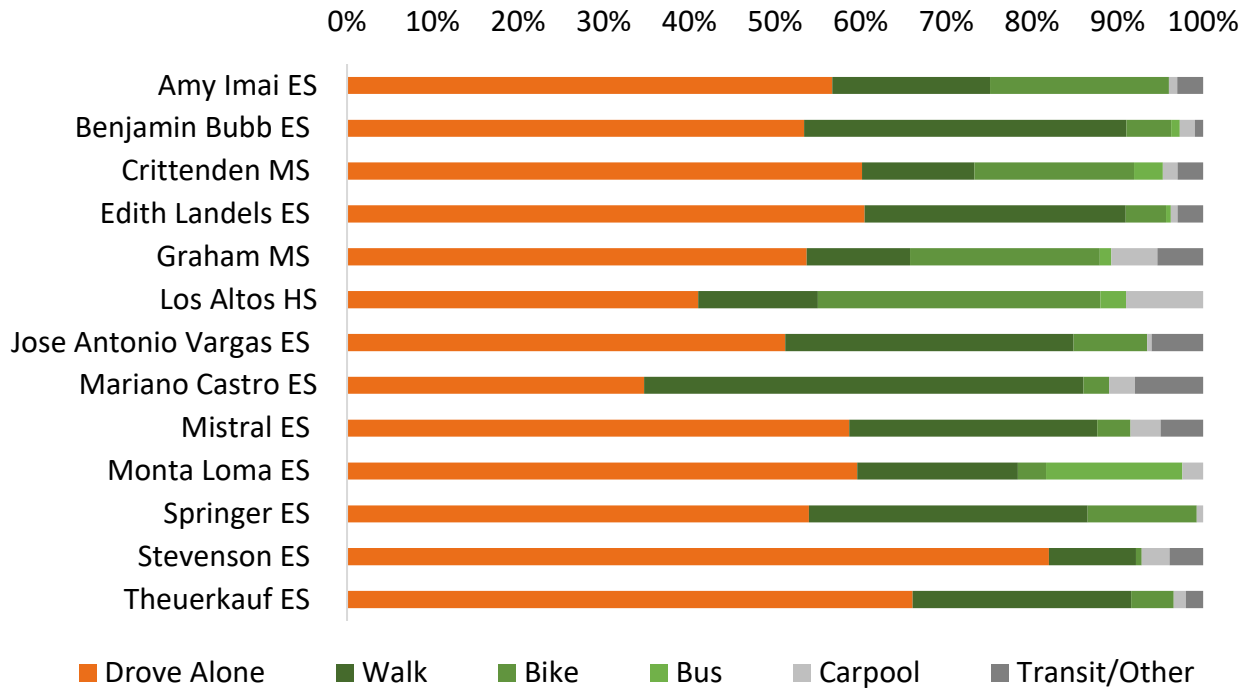
Answer: Currently, MV SRTS program does not collect any demographic information through surveys or coordinating committees. For the upcoming parent surveys, we can include optional demographic questions.

10. Question: Why didn’t Mountain View high School participate in the 2022 student tally?

Answer: All MV public schools were contacted to complete the survey. Mountain View High School (MVHS) has had recent staffing changes and did not respond to the survey request. Since the fall survey, MV staff has established a strong relationship with MVHS staff and will be coordinating with them for the upcoming student survey in Spring.

11. Question: For Figure 3 in the memo, is it intended that the colors for bus / carpool / “Transit/Other” be identical?

Answer: Yes. Bus, carpool, transit and other modes had low mode shares. To make the graph more legible colors were combined. A more detailed breakdown is provided below.



12. Question: Do we have any statistics or other information on how many students are travelling to/from school outside of regular hours (e.g., returning home late due to after-school activities, students doing weekend activities at school, etc.)?

Answer: The student survey asked how they (students) arrived at school and how they planned to leave for home. Both activities could happen outside of regular hours depending on students' after-school activities. The survey data does not break down their commute mode by time of day relative to the school schedule.

13. Question: How is PD involved in managing traffic enforcement along safe routes to school? E.g., ensuring that key bike lanes are kept free of cars?

Answer: The PD proactively patrols streets looking for violations and responds to complaints in order to increase compliance and enforce laws, as necessary.

24. Question: I had difficulty distinguishing the different shades of green in Figure 3 (between Bus/Carpool/Transit). Are they lumped in together?

Answer: Please see the response to Question 11 above.