Council Transportation Committee Member Questions
April 20, 2021 CTC Meeting

Item 5.1 Grant Road and Sleeper Avenue Intersection Study

What is the history of collisions at this intersection? Please include details such as what collided (i.e., pedestrian, bicyclist, vehicle) and the direction the parties were going and the cause of the collision.

2016 – 1 collision (2 vehicles)
- Rear end from vehicle traveling southbound on Grant Road. Primary collision factor was unsafe speed.

2017 – 1 collision
- Vehicle traveling on wrong side of road hit fixed object while travelling westbound on Sleeper Ave

2018 – 1 collision (2 vehicles)
- Rear end from vehicle traveling northbound on Grant Road. Primary collision factor was unsafe speed.

2019 – 2 collisions (Both vehicle with bicycle)
- Vehicle sideswiped bicycle. Vehicle and bicycle traveling northbound on Grant Road while bicycle changes lane. Bicycle found at fault
- Vehicle broadsides bicycle. Vehicle traveling northbound on Grant Road while bicycle makes westbound left turn from Sleeper Avenue. Bicycle found at fault.

How many collisions were the result of a vehicle turning left from Sleeper onto Grant Road?

No collisions were caused by a westbound vehicle turning left from Sleeper Avenue onto Grant Road.

What option do the residents most impacted by restricting left turns onto Grant prefer?

This question was asked at the community meeting. The majority of feedback received was in support of the restriction to enhance the safety for pedestrians by eliminating the vehicle left turn conflict from Sleeper Avenue with pedestrians crossing in the southern crosswalk. However, residents that use the left turn voiced concern that peak hour counts do not properly represent the number of people turning left from Sleeper Avenue onto Grant Road because most people avoid that left turn during peak hours of the day.

Does the PHB also face and control vehicles going West on Sleeper turning onto Grant, i.e., if a pedestrian pushes the PHB button to cross Grant Road does it control vehicles on Grant in both directions as well as Sleeper?

The Pedestrian Hybrid Beacons are only active for vehicles along both directions of Grant Road. The vehicles along Sleeper Avenue will be controlled by a stop sign. If the vehicle left turn is restricted from Sleeper Avenue and the pedestrian crossing of Grant Road is on the south side of the intersection as shown in the recommended Alternative #2, there will be no vehicle/pedestrian conflicts for westbound Sleeper Avenue right turns to Grant Road.

Item 5.2 AccessMV: Comprehensive Modal Plan

Is there a policy, law, etc. that requires the city to do "complete streets"?

The California Complete Streets Act of 2008, aka AB 1358, requires cities to include "complete streets" policies in their general plans. In addition, the Metropolitan Transportation Commission (MTC) and Valley Transportation Authority (VTA) require all local agencies to adopt Complete Streets resolutions to be eligible for various federal, state, and local grant funds, including VTA's 2016 Measure B Sales Tax funds. The City of Mountain View adopted the Complete Streets resolution in 2013.

Was tree canopy included in assessing the quality of pedestrian quality of service?

No, it was not part of the pedestrian quality of service analysis. However, a tree canopy analysis was included in the AccessMV report as part of existing conditions for pedestrians (see Section 3.1.2 on page 25).

What are pass-ups on buses?

A pass-up is when an in-service bus drives past a passenger waiting to board due to the bus being over capacity.

There are a lot of "wrong side of road" collisions. What does this really mean? Can you provide some examples?

Wrong side of road is a collision factor indicating that one of the parties involved in the collision was on the wrong side of the road, i.e. driving or bicycling against the flow of traffic.

Page 95 of the Draft Access MV plan is missing the lower 2/3 of the page. Where can I find the complete map? Page 96 is blank. Is it supposed to be?

There was a glitch in importing the map into the document. Attached is the full map for Figure 4-3 Network Gaps on page 95. Page 96 is intentionally blank for pagination purposes.

Figure 4-3 Network Gaps