



DRAFT

**BICYCLE/PEDESTRIAN ADVISORY
COMMITTEE**

MINUTES

REGULAR MEETING - WEDNESDAY, NOVEMBER 28, 2018
PLAZA CONFERENCE ROOM AT CITY HALL - 500 CASTRO STREET
6:30 P.M.

1. **CALL TO ORDER**

Vice Chairperson Roddin called the meeting to order at 6:31 p.m.

2. **ROLL CALL**

Members Present: Committee members Kalyanaraman Shankari, Theron Tock, Greg Unangst, and Vice Chairperson Marc Roddin.

Members Absent: Chairperson Valerie Fenwick.

Staff Members Present: Assistant Public Works Director Dawn Cameron, Transportation Manager Ria Hutabarat Lo, Transportation Planner Nate Baird, and Consultant Transportation Project Manager Jim Lightbody.

Public Present: Four members of the public were present.

3. **ORAL COMMUNICATIONS FROM THE PUBLIC – None.**

4. **MINUTES APPROVAL**

Motion – M/S Unangst/Tock – Carried 4-0-1; Fenwick absent – Approve the minutes of the October 25, 2018 Special Joint Meeting with the City of Los Altos Complete Streets Commission with corrections as noted.

5. **UNFINISHED BUSINESS – None.**

6. NEW BUSINESS

6.1 TRANSIT CENTER GRADE SEPARATION AND ACCESS PROJECT

Jim Lightbody presented an overview and status update for the Transit Center Grade Separation and Access Project, with particular attention to design elements for the bicycle/pedestrian undercrossing across Caltrain and Central Expressway at Castro Street.

Public Comment:

Serge Bonte commented that twice as many people walk to Caltrain as ride bikes, so it needs to be easy for pedestrians to get to the train, with no detour for pedestrians coming up Moffett Boulevard (via 100 Moffett Boulevard). He also recommended that bike parking be placed underground for easier access from the north or the south, and that consideration be given to changing the plaza so as not to obstruct pedestrian access.

John Carpenter noted that he uses Moffett Boulevard to come downtown from Middlefield Road and Shoreline Boulevard. To have to travel underground at Central Expressway and the CalTrain corridor will delay his route. Consideration should also be given for VTA to extend the light rail to North Bayshore via Shoreline Boulevard in the future.

Committee Comment:

Committee members noted that people riding bicycles rarely walk their bikes through dismount areas. To encourage appropriate paths of travel, one Committee member, therefore, suggested that different surface treatments should be applied to distinguish the recommended bike paths of travel from pedestrian areas and paths of travel.

Committee members noted that the grade change and dismount requirement represents a degradation relative to the current situation for bicyclists traveling the Castro Street/Moffett Boulevard corridor, but not going to CalTrain or VTA light rail. In order to minimize barriers to the use of bicycles, Committee members requested that all stairs include bike channels and that ramp layouts minimize the use of switchbacks or sharp turns, which are difficult for bikes.

For those connecting to the Transit Center, Committee members requested that bike parking be provided on the north sides of Central Expressway and

that bike share parking areas be designated within the Transit Center area. Committee members also commented that particular attention should be paid to loading operations on the Moffett Boulevard side, and how those operate with pedestrian and bicycle movements. One member requested that the Transit Center design should not make it impossible for bicyclists to enter the station at grade from the north (via a curb ramp for bicyclists who travel through the intersection of Moffett Boulevard and Central Expressway), that bicyclists traveling east on Central Expressway not be subject to the stop light, and that the bike lane be placed on the curb side of the expressway bus/shuttle loading area. Another member requested that space be provided for stores and coffee stands within the underground portion of the Transit Center as is routinely done in Europe.

For the Adobe Building corner, Committee members preferred options with wider ramps; bright, open plazas; and paths of travel that are as straight and direct as possible. All members preferred Option 3. Committee members requested that some parking be provided under Option 3 to allow for ADA and catering access.

8:34 p.m. 6.2 **ADDITIONAL EDITS TO MUNICIPAL CODE CHAPTER 19, ARTICLE VI, PROPOSED REGULATORY FRAMEWORK**

Dawn Cameron, Assistant to the Public Works Director, presented an update regarding the latest edits to Municipal Code Chapter 19, Article VI, and the proposed regulatory framework.

Public Comment:

Serge Bonte supported the new framework's repeal of the seizing of bicycles. He would prefer that the framework require a walking speed from bicyclists on sidewalks over exercising reasonable due care. He also supported rules that would create clear liability for those who hit pedestrians, and he did not see the benefit of age exceptions to sidewalk riding prohibitions along Castro Street.

John Ulmen, the founder of Boosted Boards in Mountain View, supported language inclusive of a diverse range of devices in a clear and reasonable manner. He supports protecting pedestrians with clear, enforceable language.

Committee Comment:

Committee members discussed the proposed language for regulating the speed of bicyclists appropriately in varying contexts on sidewalks; the age exception for sidewalk riding restrictions; and the repeal of the Police authority to seize and hold bicycles.

Motion—M/S Tock/Unangst—Carried 4-0-1; Fenwick absent—B/PAC recommends City Council accept the language proposed by staff, including the directive to “exercise due care” but striking out the phrase “under the circumstances and conditions.”

Motion—M/S Shankari/Unangst—Carried 4-0-1; Fenwick absent—B/PAC recommends City Council lower the threshold for allowing children to ride where others are prohibited to those eight years old and younger.

Motion—M/S Unangst/Tock—Carried 4-0-1; Fenwick absent—B/PAC recommends City Council accept the repeal of the authority of the Police Department to seize and hold bicycles.

6.3 FISCAL YEAR 2018-19 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN

The Committee reviewed the Fiscal Year 2018-19 B/PAC Work Plan and provided updates on recent and upcoming activities.

7. COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS

7.1 STAFF COMMENTS

Staff reported that there have been 6 *Ask Mountain View* bicycle/pedestrian-related requests in the month of November. The Stevens Creek Trail has reopened. Vision Zero will go before City Council early in 2019.

7.2 COMMITTEE COMMENTS

Committee member Unangst reported on the VTA Bicycle & Pedestrian Advisory Committee meeting on November 7, 2018. The Committee prioritized pedestrians and bicycles for future station planning purposes, as well as placing car parking at the bottom of the priorities. The Committee also recommended to approve staff’s land use policy recommendation, as well as Multi-modal Improvement Plans for Mountain View and Santa Clara.

Committee member Shankari visited Pittsburgh and tried bike share there. She also tried e-scooters in Oakland.

8. **SET DATE AND TIME FOR NEXT MEETING**

Wednesday, January 30, 2019 B/PAC Meeting at 6:30 p.m.

9. **CALENDAR**

Wednesday, February 27, 2019 B/PAC Meeting at 6:30 p.m.

Wednesday, March 27, 2019 B/PAC Meeting at 6:30 p.m.

Wednesday, April 24, 2019 B/PAC Meeting at 6:30 p.m.

10. **ADJOURNMENT**

The meeting was adjourned at 9:41 p.m.