

Bicycle and Pedestrian Advisory Committee (BPAC) Questions October 26, 2022

Item 6.2 Personal Delivery Device Pilot Program Update

Question: Given that the bots are traversing walkable distances using pedestrian facilities at pedestrian speeds, how will the CO2 estimates account for some of the trips being substituted already being CO2 neutral?

Answer: The question will be answered during the October 26, 2022 BPAC meeting.

Question: Why not survey people in affected neighborhoods for their experience with the bots, beyond just providing contact information or waiting for AskMV tickets (Do they use the service? Do the bots affect how easy or enjoyable it is to walk to/from/in downtown? Have they had positive interactions? Have they had negative interactions? Did they ever step off the sidewalk or otherwise change their movement due to the presence of a robot? Would they like the program to continue?)

Answer: The question will be answered during the October 26, 2022 BPAC meeting.

Question: Is there a LoS (level of service) type measure that could be used to capture the bots' effect on pedestrian flow beyond safety and "operationality"?

Answer: The question will be answered during the October 26, 2022 BPAC meeting.

Question: Can you explain what "yield" means on the sidewalk? Are more precise instructions given to companies implementing the program? If so, what are they?

Answer: The question will be answered during the October 26, 2022 BPAC meeting.

Item 6.3 Pavement Management Program

Question: How did the city approach including bike/ped improvements in the Rengstorff/Latham Stoplight CIP project?

Answer: The Rengstorff/Latham Intersection Traffic Signal System – Major Replacement Project aims to replace the existing traffic signal. All the major components of the existing traffic signal are near the end of their useful life or do not meet current standards. When the City does a traffic signal replacement project, staff aims to improve the intersection for all modes of transportation, including infrastructure, operations and striping, but not including heavy civil engineering work (such as full redesign or changes to curb locations). The project will include:

- reconstruction of two curb ramps to conform to current ADA standards;
- installation of new traffic signals which will operate as an eight-phase traffic signals (protected left turns from each approach);
- high visibility crosswalks;

- green bicycle conflict markings through the intersection on southbound Rengstorff; and
- dashed green bike lanes approaching the intersection on Rengstorff Avenue.

Question: I've noticed (it is especially noticeable on California St between San Antonio and Showers where there is new paint alongside old) that the green paint in the bike lanes quickly darkens so that it is less distinguishable from regular pavement. What is the schedule for refreshing green bike lane paint?

Answer: Staff has noted this location and will be developing a maintenance plan for green bike lane markings as our network of green bike lanes grows.

Item 6.4 Transportation Policy and Legislative Update

Question: How have SB288/SB922 affected the city's approach to bike lane projects? Has it meaningfully sped up/reduced costs for the process?

Answer: [SB 288](#) has been in place for 2 years; and SB 922 was adopted on September 30, 2022. Prior to these bills, exemptions for certain pedestrian and bicycle projects were available under CEQA, and those exemptions have been used as a basis for following a Categorical Exemption process for projects like the El Camino Real Pedestrian and Bicycle Improvements Project. Staff is not aware of any instances where the City of Mountain View has invoked SB 288 (or SB 922) to streamline bike lane projects.