

**Bicycle and Pedestrian Advisory Committee Member Questions**  
**March 30, 2022**

**Item 6.1 Local Road Safety Plan / Vision Zero**

**Question:** Would love more explanation for why signalized intersections are a factor for crashes. I am imagining these intersections w/out signals and think they would be more dangerous (perhaps it just means more dangerous than a round a bout ?)

- **Answer:** The land use roadway factors are *associated* with a higher number of KSI crashes, but are not necessarily the *cause* of the crashes. For example, signalized intersections are more likely to occur in locations with higher traffic volumes, more lanes, higher speeds and other factors that also affect the number of severe injury crashes.
- **Answer:** One common crash type is at signalized intersections with permissive left turns is left turning drivers conflicting with pedestrian crossings.

**Question:** For most common crash type, for Amphitheater Parkway, it states: **Driver proceeding straight with bicyclist.** I am confused as to what movement/crash is happening here? I'm envisioning both driver and bicyclist going straight - is this where someone leaves a lane? Or is there a turn involved?

- **Answer:** The collisions near the Amphitheater included a driver veering into bicycle lane; a driver approaching straight colliding a bicyclist who was turning left or right.

**Question:** For North Rengstorff: We have had several residents come and complain about the school crossing at Rengstorff and Junction Ave (I've been nearly hit there myself!) - when I see cause of crash, and it mentions crossing between intersections - would that include this cross walk? Or presumably elsewhere between intersections?

- **Answer:** The common crash type along Rengstorff includes pedestrian crossing between intersections where is no crosswalk. The intersection of Junction and Rengstorff has a crosswalk and is a different type of location (intersection of a 35 mph and 25 mph roadway).

**Question:** Most of the streets in the High Injury network are main thoroughfares. Ellis stands out as an 'odd duck' - does the city know what is, overall, contributing to this street being so dangerous? (Maybe due to Ellis & Fairchild both being higher speed?)

- **Answer:** Ellis Street was identified in the Vision Zero analysis as part of the City's High Injury Network (HIN). Crashes along Ellis could have many contributing factors including the land use type, vehicle operating speeds, interchange/intersection complexity, freeway and light rail interactions, and visibility for drivers. The study will develop countermeasures for common crash types that include driver runoff.
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**Question:** Page 2 mentions “Identification of roadway and land-use factors associated with KSI crashes;”. What qualifies as a “land-use factor”?

- **Answer:** Land use factors are specified by [Local Road Safety Plan](#) requirements by Federal Highway Administration and include features such as number of lanes, lane width, median width/type, average daily traffic volumes, posted speed limit or operating speed, and adjacent land use types such as schools, commercial or alcohol sales establishments.
- **Answer:** The City does not have citywide data for the items on this list, except posted speed limit, intersection traffic control device and adjacent land uses.

**Question:** Does “Commercial areas and Precise Plan areas, including downtown Mountain View (60% of crashes, about 40% of land area).” mean crashes overall or KSI crashes in particular?

- **Answer:** This statistic refers to 60% of all crashes.

**Question:** In the “Driver Turning Right, Bicyclist Crossing (right hook)” row on Page 17, “No Right Turn on Red” is listed as a potential countermeasure, but is not included in the list of countermeasures. Is this deliberate?

- **Answer:** No Right Turn on Red (RTOR) is not included on FHWA’s shortlist of the most effective proven safety countermeasures, which was used to develop this list.<sup>1</sup> It is included in FHWA’s longer list of potential countermeasures that have been assessed.<sup>2</sup> The team will consider this feedback in the countermeasure toolbox.

**Question:** What are legal hurdles (e.g., EIRs) are there to implementing various engineering countermeasures, e.g.:

What types or project are and aren't exempted from CEQA? If SB922 (extension of CEQA exemption for bike lanes), will that meaningfully impact city plans?

I have heard about other cities being hesitant to implement “quick build” projects due to potential deviations from the MUTCD (or other concerns, although the MUTCD is the main thing I recall). Are there similar concerns in Mountain View? Namely, does concern about liability contribute substantially to project design costs and timelines?

- **Answer:** There are various legal parameters in which countermeasures are implemented. These include Title 23 of the Code of Federal Regulations and California Vehicle Code (CVC), which refer to the need for conformance with the Manual for Uniform Traffic Control Devices (MUTCD). The CVC also provides specifications for the manner in which certain countermeasures like reduced speed limits are implemented. Case law also suggests that there may be limited enforceability for certain countermeasures (such as speed safety cameras).

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<sup>1</sup> <https://dot.ca.gov/programs/safety-programs/proven-safety-countermeasures/countermeasures>

<sup>2</sup> <https://safety.fhwa.dot.gov/saferjourney1/library/matrix.htm>;

<https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/44.htm>

### **Item 6.3 TDA Article 3 Funding**

**Question:** What would the process be if we did want the TDA funding to be spent immediately?

- **Answer:** Steps required for TDA3 Funding:
  1. Include the project in a locally approved plan
  2. Develop and review the concept plan to the point that all contingent issues have been considered
  3. Review environmental and ROW issues and ensure they will not jeopardize the project
  4. Identify needed matching funds adequate to complete the project
  5. Identify staffing resources to complete the project
  6. Ensure the project is ready to implement and can be completed in 3 years

### **6.4 Work Plan/TAL**

**Question:** What is the planned work on the SRTS program? The Work Plan attachment just says “Fall 2021”.

- **Answer:** Mountain View Staff will respond to this verbally during the meeting.

**Question:** Are there Bike to School Days planned in 2022?

- **Answer:** Events are listed below
  1. Graham Middle School Safety Training – April 7, 2022
  2. Landels Elementary School Safety Training – April 26 and 27, 2022
  3. SRTS Coordinating Committee – April 12, 2022
  3. Citywide Bicycle Rodeo – May 21, 2022