

Public Comments
BPAC Meeting 11-30-22

From: Chris Parry <[REDACTED]>
Sent: Monday, November 28, 2022 10:13 AM
To: BPAC Communication <bpac@mountainview.gov>
Subject: Nov. 30, 2022 BPAC Meeting, Agenda Item 6.2

I'm a longtime Mountain View resident (Waverly Park neighborhood), an avid bicycle commuter, and a parent of a sixth grader at Graham Middle School.

I'm writing to submit comments on Agenda Item 6.2 for the upcoming Nov. 30, 2022 BPAC Meeting. Specifically, I would like to request that BPAC and Mountain View Staff consider using a portion of TDA3 and Active Transportation Funds to augment Mountain View's existing network of protected bike lanes. From prior discussions with Mountain View city staff, I understand that the estimated cost for purchasing and installing raised rubber dividers and flex posts (e.g., the materials used for the protected bike lanes near Graham Middle School) costs slightly less than \$100,000/mile. Thus, there should be enough funds in the TDA3/Active Transportation Funds budget to create between 0 and 10 miles of additional protect bike lanes in Mountain View.

As discussed further below, I request that first priority be given to expanding the current plans to add protected bike lanes to California St. I understand that under the existing 2022-2023 CIP, there are plans to add protected bike lanes on California St. from Showers Dr. to Shoreline Blvd. The TDA3/Active Transportation Funds could be used to expand coverage on California St. from San Antonio Rd. to Showers Dr., to create a continuous protected bike lane reaching locations in the San Antonio Shopping Center.

I. Justification

My suggestions are based on the following top-level goals for city streets:

1. All Ages and Abilities. Streets should be designed such that bicyclists of all ages and abilities feel comfortable and safe riding to any destination in Mountain View.
2. Vision Zero. Streets should be designed to prevent all fatal and severe collisions.

Many of the preferred bicycling routes in Mountain View today are Class II bike lanes, often along roads with fast moving traffic. These routes are great options for experienced adult cyclists, but not ideal for children and inexperienced cyclists.

To make Mountain View roads safe for cyclists of all ages and abilities, it would be better to have a *network of continuous, uninterrupted protected bike lanes* running throughout the city. Using prefabricated dividers and flex posts (such as what is currently installed near Graham Middle School) seems like a cost effective way to quickly install additional protected bike lanes.

There are many streets throughout Mountain View that would benefit from protected bike lanes. In this email, I focused on California St. because there are already plans in place to add protected bike lanes from Shoreline to Showers Dr., and this project would be even more

effective if it ran all the way to San Antonio Rd. (to fully connect the San Antonio Shopping Center).

But as funds become available, there are many streets in Mountain View with Class II bike lanes and fast-moving vehicular traffic. Most of these streets would be safer and more accessible to cyclists of all ages and abilities if they were upgraded to Class IV lanes with some sort of physical barrier between cars and bicyclists. Likewise, there are a number of roads on the Safe Routes to School maps that could benefit from protected bike lanes (e.g., E. Dana from Calderon Ave. to Sylvan Park).

By using prefabricated dividers and flex posts, the City could significantly improve the current network of bike lanes in a cost effective manner.

Regards,

Chris Parry



From: Sybil J. Cramer <[REDACTED]>

Sent: Sunday, November 27, 2022 5:45 PM

To: Whyte, Brandon <Brandon.Whyte@mountainview.gov>

Cc: John Scarboro <[REDACTED]>; Chintamaneni, Adit <[REDACTED]>; Diana Crumedy <[REDACTED]>; Anthony Montes <[REDACTED]>

Subject: For Nov. 30th BPAC meeting

Dear Brandon,

I am unable to attend the BPAC meeting on Nov. 30th. Could you kindly include my comments below regarding an alternative Bike Route to avoid the dangerous segment of the bike path at the top of Rengstorff Ave turning Left onto El Camino? Our students who live in Mountain View and bike to Los Altos High School (LAHS) tell us they do not feel safe on this part of their commute — and also find it very stress-inducing — as cars are going fairly fast and crowding the bike lane for their turn onto El Camino.

Student pathway is currently — Rengstorff to left on El Camino then right onto Distel Drive — and on up to LAHS.

Suggested Alterations —

- 1. Remove the red curbed area that juts out into the bike path
- 2. Create an easement behind the (currently closed) businesses on the MV side of El Camino
 - This brings student cyclists (and pedestrians?) out via the driveway at Distel traffic light

Please, see photos below.

Thank you,

Sybil Cramer

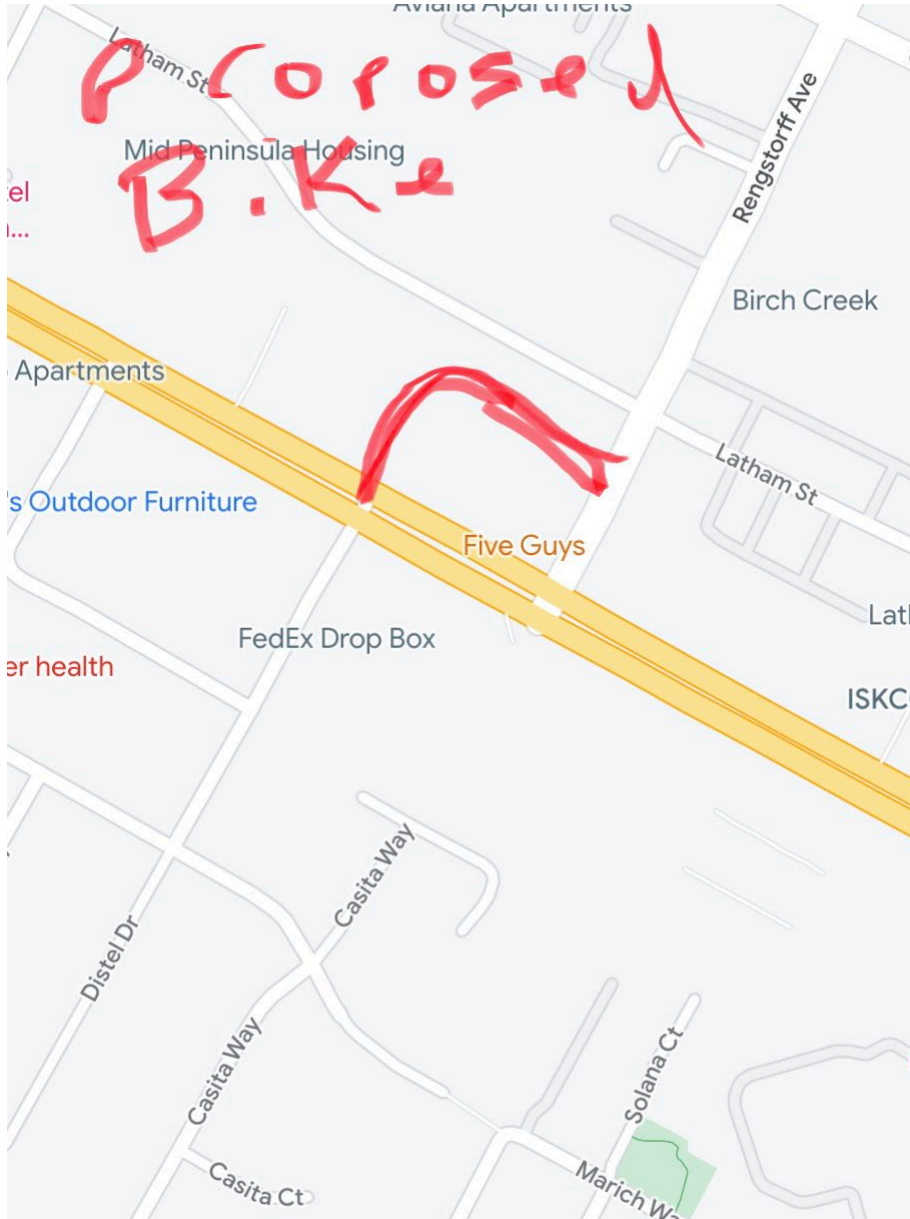
Parent Liaison LAHS Green Team

Former Chair, LAHS PTSA Sustainability Committee

NOTE Driveway with my red Volt parked — Would this be the entry? (to alternative bike route to light at Distel Dr)

Even Better REMOVE this red curb that juts out into Rengstorff as seen in Video in email and photos





Proposed
Bike

From: Serge Bonte <[REDACTED]>
Sent: Monday, November 28, 2022 2:15 PM
To: BPAC Communication <bpac@mountainview.gov>
Cc: Whyte, Brandon <Brandon.Whyte@mountainview.gov>; Lo, Ria <Ria.Lo@mountainview.gov>
Subject: re: 11/30/22 Meeting - Agenda Items 6.1 and 6.2

Dear BPAC

I will not be able to attend your meeting on Wednesday and wanted to share a few comments on these two agenda items.

6.1 Transportation Dashboard

The dashboard looks great BUT it seems imbalanced between Bike and Ped (sic). The Bike dashboard shows many (most?) planned and funded projects along with nice metrics to monitor how many are planned, built.... Sadly, the Pedestrian dashboard lacks any (most?) information about planned/funded projects nor metrics to monitor project.

While I understand the dashboard might be a work in progress, the imbalance is something I've observed throughout the years and one the City should strive to remedy.

6.2 Active Transportation Funds.

My preference would be to allocate the funds to existing projects (section 1 and 2) in order to expedite them. I have two concerns in using funds for new projects (section 3):

- it might only delay existing projects (funding and staffing defocus)
- the only projects proposed in section 3 are for bikes and it would only increase the imbalance noted in my previous comment.

If using Active Transportation Funds for new projects, I respectfully request you allocate an equal amount to new bike projects and to new pedestrian projects. If you need help identifying new pedestrian projects , here are a few ideas:

- missing marked crosswalks (for instance, to cross Mountain View Avenue and access the new path along McKelvey Park to Miramonte Avenue)
- no right on red signs and enforcements along safe routes to school (for instance, intersection of Castro and Miramonte -which I believe is fully controlled by Mountain View)
- sidewalk gaps (for instance, a few of them along Mountain View Avenue)

Sincerely,

Serge Bonte

[REDACTED], Mountain View

From: isaac <[REDACTED]>
Sent: Tuesday, November 29, 2022 9:49 PM
To: BPAC Communication <bpac@mountainview.gov>
Subject: Public comment on agenda item 6.2

When considering if and how to allocate the TDA 3 funds, I would encourage BPAC members to consider prioritizing improving the safety of the routes to school in the city.

Funding Gaps:

Recommendation (a) would improve bike access to Graham middle school, and Recommendation (b) would improve bike and ped access to Crittenden. The trail connection is better for two reasons: it meets the needs of both pedestrians and bicyclists, and there are many new multi-family developments on Colony and Amherst. However I could not find any specs on how the connection will look.

For project (d), I would really like to know what traffic calming is planned on Latham. In the CIP plan under 21-12 it lists "Street Lane Line and Legend Repainting". If it is just repainting then other options seem a better use of the funds.

New Projects:

Option (b). Curious why staff chose those streets. Of these, Phyllis and Whisman are the most appealing choices. Vargas elementary is on Whisman, and the current bike lanes feel very unsafe.

With the knowledge I have currently I feel the Colony St connection is the best of the proposed options. But I would like to know more about the proposed traffic calming on Latham, and the cost of adding protected bike lanes on Whisman & Phyllis.

thanks for your time

isaac stone

From: ncel168888 <[REDACTED]>
Sent: Tuesday, November 29, 2022 5:24 PM
To: Whyte, Brandon <Brandon.Whyte@mountainview.gov>
Cc: [REDACTED]; [REDACTED]
Subject: Public Comment for item 6.2

Public Comment for item 6.2

Proposal for bike lanes on Clark (Between Marich & Jardin)

Clark Ave is a main throughway for kids to ride their bikes from the east side of El Camino to commute to Los Altos High School. Bike lanes are needed to ensure the kids ride safely to and from school.

We need to implement this as soon as possible. Since the Narrow Streets ordinance has passed, oversized vehicles are now allowed to park on Clark. This situation will be more dangerous for the bike-riding kids since it will push them further into the street. Oversized vehicles may also pose additional risks such as drug activities, unsanitary conditions, or other unlawful activities. Children should not be exposed to such conditions as they travel to and from school, especially those who walk to school. In the neighborhood, there are young families with small children who play in the front yard, walk/bike to Almond, walk/bike to Gemello Park, or walk/bike to West Valley Dance Studio (on El Camino). Gemello neighborhood has always been kids-friendly and we should continue to maintain the safety and security of the children in the neighborhood.

On Mon, Nov 28, 2022 at 11:03 AM Whyte, Brandon <Brandon.Whyte@mountainview.gov> wrote:

Nancy,

The topic is not exactly on the agenda. However, item 6.2 asks for ideas for certain funding sources that your project would qualify. You'll see from that agenda that there is a lot of competition. This is because these funds are very flexible and can be used relatively quickly.

Alternatively, the normal process is for evaluation via the Active Transportation Plan and then placement in the Capital Improvements Program. That process takes between 3 and 5 years to accomplish if your project is highly ranked. If your project is not highly ranked, it will likely happen with the next repaving project. Not sure when that is for Clark; I don't think it's scheduled.

Item 6.2 is more like 1 to 3 years.

In short, you'll want to advocate for your project both ways. The more often you do and the more people who speak for the project, the higher it will likely score in the ATP and maybe be selected for the TDA3 or Active Transportation Improvements funds (Item 6.2).

I think I owe you an email from last week; still trying to get caught up.

My apologies,

P.S. you can also send me written public comment in lieu of or in addition to the above. Just say “public comment for item 6.2” in your subject line, and then whatever you want in the body of the email.



Brandon Whyte

Active Transportation Planner

Public Works Department

650-903-6311 | MountainView.gov

[Twitter](#) | [Facebook](#) | [Instagram](#) | [YouTube](#) | [AskMV](#)

From: ncel168888 <[REDACTED]>
Sent: Saturday, November 26, 2022 8:29 PM
To: Whyte, Brandon <Brandon.Whyte@mountainview.gov>
Subject: Re: BPAC Meeting Nov 30, 6:30 PM

Hi Brandon,

Thank you so much for sending the invite. I haven't been to one of these meetings before. Do I need to bring up the bike lanes on Clark (Between Marich & Jardin), case number 63082, during the Oral Communication portion of the meeting? Or is the topic already on the agenda?

Thanks,

Nancy

From: [REDACTED] <[REDACTED]>

Sent: Tuesday, November 29, 2022 2:56 PM

To: BPAC Communication <bpac@mountainview.gov>

Cc: City Council <City.Council@mountainview.gov>

Subject: 11/30/22 meeting agenda items 3 (Public comment) and 6.1 (Transportation Dashboard)

To: Mountain View Bicycle & Pedestrian Committee

From: Joel Dean, [REDACTED]

Re: Traffic light at Central Expressway/Castro/Moffett; Transportation Dashboard

The signal at Central Expressway/Moffett/Castro is a threat to the lives and limbs of pedestrians and cyclists, as the attachment 1 video shows. There are four international 'no left or U-turn' signs prohibiting left turns from northbound Castro onto Central Expressway, but many drivers are oblivious to them. They may be confused further by the unusual 'straight on green arrow' signal shown in attachment 2. Castro Street now gets green lights when pedestrians and cyclists are still crossing the expressway on the west side of the intersection, and illegal left turns place them in jeopardy. The traffic controls at this location need to be upgraded to prevent needless collisions.

The County controls the signals. If an individual wants to request changes, he or she has to create an account, which requires filling out several screens of electronic red tape. I am have been unable to navigate through that maze, and I doubt seriously that the County would respond to a harmless individual anyway. I ask the B/PAC to consider, as soon as possible, whether changes to the intersection controls are necessary and to present their recommendation to City Council, in hopes that the County can be spurred into action.

As for the Transportation Dashboard, it is appalling to think the City might be using Redfin to determine 'Pedestrian Quality of Service'. If it is, that goes a long way to explaining DPW's consistent indifference to pedestrian issues.

Thank you for your attention.