

The Good



Castro St, pedestrian crossing warning sign in center of street



Shoreline Park, here the hill at the amphitheater. All trails are also open for bikes.

The Bad



Calderon Av near El Camino, new bike lanes on both sides are good, but this curve into the cars' line of way is dangerous. That would usually require plastic pylons as barrier cars will try to avoid. They won't avoid driving over the bike lane when no one is around. Especially dangerous here with a smaller curve also on the other street side.

The Ugly



Castro St train crossing. Guests of restaurants can walk without barrier protection onto the rail tracks as in this direction no crossing gate is placed. The street is closed for car traffic and then used for walking by visitors.

From: [Jessica Yeh](#)
To: [BPAC Communication](#)
Subject: 6.1 Vision Zero Action Plan / Local Road Safety Plan --- public comment
Date: Wednesday, March 30, 2022 11:54:09 AM

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Dear Whoever concerned----

I am writing to voice my concern again for accidents at intersections when cars turn right on red lights. I am asking the city to **NO RIGHT TURNS ON RED LIGHT at MAJOR intersections** (Grant X ECR, Phyllis X ECR, Shoreline X ECR and even more based on collision statistics), especially during school commute hours.

This item was not addressed on the Vision Zero plan I heard from 3/24 Vision Zero meeting. I hope it can be addressed ASAP. Andre's life lost in a tragedy should alarm everyone of this issue even more!

Thanks so much again!

Jessica Yeh, MV long-term parent and resident

From: [Isaac Stone](#)
To: [BPAC Communication](#)
Subject: Agenda Item 6.1
Date: Wednesday, March 30, 2022 1:57:11 PM

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Staff report is good.

Here is the problem: Our roads are unsafe now. If the city continues to do things the way it has been - roads will remain unsafe for decades.

Table 6 had 5 criteria and 16 bullet points. It is missing ranking. Is a fatal crash sight higher or lower priority than a site by a school? Too many priorities is the same as no priorities.

Too much time is spent doing analysis and studies and community outreach, while the roads remain unsafe.

Other cities make quick, effective changes. Mountain View does traffic studies.

*If the engineers say nothing can be done, then nothing is done.

*If residents complain about parking, nothing is done.

*If staff doesn't have time, nothing is done

How many years ago did a road diet get approved for California St? How long has that street remained unsafe, despite

* Severe Crashes

* Proven Effectiveness

* Equity (lowest income area of MV I believe)

* Ease of Implementation (can do a quick build with just paint)

I have been following the vision zero plan since last year, and I have not seen anything yet that shows this situation will change.

So, for Q1 in the report: I want to see a proposed action to make the process faster. Much faster.

thanks,

Isaac stone

From: [Jenn Bernat](#)
To: [BPAC Communication](#)
Subject: Agenda item #3 -- public comment
Date: Wednesday, March 30, 2022 12:03:39 PM

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

With a recent spate of students being injured as they bike to school there is a groundswell of cyclists and parents who want to help improve safety on our streets for bikes and pedestrians. Can you tell us how we can help, beyond attending B/PAC and Vision Zero meetings?

Thanks so much,
Jenn Bernat, Latham Street



Mountain View Coalition for Sustainable Planning
c/o Aaron Grossman



Silicon Valley Bicycle Coalition
96 N. Third Street, Suite 375
San José, CA 95112

March 30, 2022

City of Mountain View Bicycle Pedestrian Advisory Committee (B/PAC)
City Hall, 500 Castro Street
PO Box 7540
Mountain View, CA 94039-7540

Re: Vision Zero Action Plan/Local Road Safety Plan

Dear Chairperson Fenwick and B/PAC members:

The Mountain View Coalition for Sustainable Planning (MVCSP) and the Silicon Valley Bicycle Coalition Mountain View team appreciate the opportunity to respond to the agenda item on the Vision Zero Action Plan and Local Road Safety Plan coming to the B/PAC on the 30th.

We have reviewed the agenda item materials, and we have the following comments we would like to share with you.

First, we would like to thank Staff for all of their work on Vision Zero initiatives undertaken to date and for preparing for the B/PAC meeting agenda item to be discussed at your March meeting. Note that our comments in this letter do not get into specific fixes and improvements as much as highlight particular themes and examples. We know that Public Works staff certainly have the expertise to make what we'd like to see realized in Mountain View. Further, we would like to see efforts on the part of the City expedited as much as possible. As you know, in at least some cases, the need is truly urgent.

With regard to the Staff Memorandum:

- In Tables 1–3, the column describing Common Crash Types might not be very useful. Rather, some discussion about the location would be better, even if drawing from crash type data in City records.

- In Table 4:
 - As covered in the line entry “Impaired Driving Policies”, would it be feasible to require last drink times for local businesses? Or to lobby for such allowances at the State level if not?
 - In line entries “Reduce Speed Limit by 5 mph” and “25 mph Business and Residential District”, we would like to see the MUTCD codes cited for both in future versions of this report. Are the described measures all that are available through AB 43? Mountain View should absolutely take full advantage of what the new codes allow.
 - Where pedestrian and bicyclist comfort is cited, we would like to see you include safety as well in future versions of this report.
- In Table 5:
 - In the line entry “Drivers runs off road and/or the wrong side of the road”, we would like to see rumble strip options for painted bike lanes include in potential countermeasures as well (as discussed in the MUTCD Section 6F.87)
 - In the line entry “Alcohol or drug intoxication”, as mentioned previously, would it be feasible to require last drink times for local businesses? Or to lobby for such allowances at the State level if not?
- Under Project Prioritization Criteria, for Proximity to Key Destinations, please include trails and other locations as identified for our existing and anticipated active transportation networks.
- For the questions under Discussion, we support your saying yes to the question “Does the B/PAC concur with the prioritization criteria for the LRSP?”
- Under Next Steps, we wonder how Staff settled on five for the number of grant-ready projects for the study.
- In Attachment 1:
 - We would like Staff to describe to B/PAC why some of the actions have a status of On hold or Unscheduled. What are the barriers for making these active?
 - The Safe Routes to School Program is very important, of course. Do Staff or B/PAC know if the schools learn which routes students use in practice? This information would be essential as input for ongoing City planning to make our roadways, walkways, and bikeways even more safe than they might be otherwise.
 - Under Education and Encouragement, and Enforcement, some items are listed as Completed. Shouldn’t all of those actions be considered Ongoing instead? They need to be active efforts from year to year to be adequately effective, correct?
- For all data represented in the memorandum, we encourage Staff to, as much as possible, refer to modern best practices versus local analysis when the benefits are clear and the cost is low.

With regard to Mountain View Vision Zero in general:

- The new Active Transportation Plan (ATP) should strongly reflect the intentions of the Vision Zero Plan and Local Road Safety Plan. Data and the solution set for these two plans provided to the B/PAC need to be associated with tangible steps the City will or can take. And the ATP is the ideal place for this, with elements of that plan rolled into project plans, including those in the Capital Improvement Program.
- The Neighborhood Traffic Management Program, even in its updated form, falls short of what we need in our city to realize Vision Zero goals. We ask that the B/PAC and City Council consider reevaluating the program. Among other enhancements, we need a means for requesting traffic calming measures beyond from those who live in a specific neighborhood, and we need a means for seeing what has been requested, and when, and what the City response was in each case. The community should be able to know how often requests are acted on or not. Where actions are approved by the City, this should be

done in a public hearing or meeting, so members of the public at large can be included in the discussion. Also, to realize Green Complete Streets and Slow Streets, and biodiversity visions for our city, additional landscaping should be considered the preferred means for calming traffic.

For more on this, see the MVCSP [letter](#) to the Council Transportation Committee from June 1, 2021.

- Because bicyclists and pedestrians are particularly vulnerable, and because, historically, infrastructure has favored motor vehicles, future infrastructure improvements should focus primarily on active transportation elements.
- Work on locations of specific concern should be expedited. For example, where fatalities have occurred and have high public attention. Public engagement and faith in the system is put at risk if locations such as Grant Road / El Camino, the El Monte Corridor, and California/Escuela are not addressed as quickly as possible.
- Speed limits above 25 or 30 mph on internal roadways should be lowered throughout the city. If it requires traffic calming measures and subsequent traffic studies to accomplish this, so be it.
- In particularly challenging locations, such as Grant Road / El Camino, right turns on red should no longer be allowed.
- What we do to realize Vision Zero and Local Road Safety should be highly visible and obvious. All who interact with our streets need to experience first hand what the measures are intended to accomplish. We can't assume that everyone will understand and appreciate the full scope unless they can see it for themselves as ubiquitous. So, for example, the improvements on California Street we learned about during a recent community ride with members of Public Works staff need to extend fully across the entire length. This could mean, among other changes, both reducing the number of traffic lanes to one in each direction and bringing down the posted speed limit.
- The means for reporting near-miss collisions reporting in Ask Mountain View and elsewhere needs to be better publicized. While it's great to have reporting tools available for this, we often hear from people in Mountain View that they weren't aware they could report these or find the process inconvenient or challenging. The more people who provide these reports, the more robust the data will be overall.
- As much as possible, we want to see City plans emphasize the need for pedestrian crossing priority, narrowed crossing points, and passive signal actuation in as many locations as possible.
- Safe and convenient pedestrian and bicycle crossings at intersections are essential. We would like to see as many intersections as possible constructed with narrow crossings, reduced turning radii, traffic calming measures, signal prioritization deemphasizing vehicles, and, for bicyclists, added indicators confirming the signal has been actuated (see, for example, blue light systems deployed in Portland, OR (<https://www.portlandoregon.gov/transportation/article/660377> and <https://bikeportland.org/2019/10/11/new-blue-light-for-bike-riders-part-of-detection-research-project-306124>) and the iTerris system (<https://www.iteris.com/products/pedestrian-and-cyclist/smartcycle>)).
- For pedestrian hybrid beacon (PHB) implementation, this can be confusing for bicyclists, and passing drivers, if signed only for pedestrians, and they might need to dismount to actuate the crossing lights.
- For any signal actuation by pedestrians and bicyclists, these should be set up as passive (no-touch). Due to the COVID pandemic, many crossings in town are now set up this way, and we should continue this trend with new additions.
- One important consideration is that narrow sidewalks are a violation of the ADA because wheelchairs can't pass along the sidewalk and they are also an impediment for parents with strollers (many of whom go onto the road because there is no other option, creating a potentially dangerous situation). Further, the addition of all these signs is truly a blight on our city streets. We suspect the voters did not foresee this (or fully appreciate) when they cast their votes for the new restrictions.

- To greatly improve walkability in Mountain View, pedestrian routes should incorporate trees and greenery. As AmericaWalks.org says, replacing asphalt with green space
 - Encourages walking and cycling
 - Creates new public space
 - Improves safety for pedestrians as well as drivers and their passengers

See <https://americawalks.org/turn-underutilized-asphalt-into-grass-and-other-uses/>

Thank you again for the opportunity to comment.

Sincerely,

Bruce England

for the Mountain View Coalition for Sustainable Planning and the Silicon Valley Bicycle Coalition Mountain View team

cc:

Priyoti Ahmad, Sustainability Transportation Planner

Brandon Whyte, Active Transportation Planner

Ria Lo, Transportation Manager

Dawn S. Cameron, Public Works Director

Kimbra McCarthy, City Manager

Heather Glaser, City Clerk

About Mountain View Coalition for Sustainable Planning

The Mountain View Coalition for Sustainable Planning is a local volunteer-based organization dedicated to making Mountain View as beautiful, economically healthy, transit, bicycle, and pedestrian accessible, and affordable as possible. MVCSP member interest and expertise covers areas such as housing, transportation, the environment, the economy, and beyond!

For more information, see <http://www.mvcsp.org>.

To contact us, send email to mvcsp.info@gmail.com.

About Silicon Valley Bicycle Coalition

Silicon Valley Bicycle Coalition is a non-profit, membership-based organization that works to create a healthy community, environment, and economy in San Mateo and Santa Clara Counties. SVBC coordinates the Mountain View Local Team of residents who are passionate about bicycling and making change in their community.

For more information, see <https://bikesiliconvalley.org/> and <https://bikesiliconvalley.org/local-teams/>

To contact us, send email to advocacy@bikesiliconvalley.org