

**Bicycle and Pedestrian Advisory Committee (B/PAC) Questions
April 27, 2022, BPAC Meeting**

Item 6.2 El Camino Real Pedestrian and Bicycle Improvements – Update

Question:

Is the money for the protected intersection work that is separate from the repaving already allocated, or will that require new allocations from Council?

Answer:

The \$6,700,000 allocated by the City of Mountain View to assist with bicycle and pedestrian improvements on El Camino Real can be used outside of the Caltrans repaving project. New allocations of funds would not be necessary unless the planned improvements exceed the project cost.

Question:

Will more detailed plans for ECR be made available to the public at any point?

Answer:

That is unknown at this time.

Question:

Presumably, this will be covered by staff presentation, but a summary of the difference between "Protected Bikeway" and "Buffered Bike Lane" would be appreciated. Using consistent language (Class IV, etc) may be helpful here.

Answer:

All protected bikeways are Class IV bikeways. These are characterized by providing a vertical element in a median between the bikeway and the motor vehicle travel lane. The vertical element can include but are not limited to parked cars, planters, bioswales, a concrete median/curb, or flexible posts/bollards.

Buffered bike lanes are Class II bikeways with a painted buffer. Both conventional bike lanes and buffered bike lanes are considered Class II facilities. Buffered bike lanes are characterized by a painted space either between the motor vehicle travel lane and the bikeway rideable space or between car parking (if applicable) and the bikeway rideable space. This painted space usually has crosshatching to discourage bikes or cars from traveling there. Conventional bike lanes do not have any additional space other than the rideable bike lane.

Question:

Given the memo/city goal to either use Class IV protected bikeways and Class II where space is constrained, why are there Sharrows depicted on the approach to Miramonte?

Answer:

The project shown is a Caltrans Capital Asset Preventative Maintenance (CAPM) project. City staff provided Caltrans with the City's El Camino Real Streetscape Plan in order to understand which elements could be integrated into the repaving work. Caltrans staff has, in turn incorporated all elements that could be included without delaying the repaving project. Based on Caltrans' survey work, the roadway design near Miramonte does not provide enough width in this location to add Class II bikeways, without additional effort such as narrowing the median, which may delay the repaving project.

Item 6.3 Fiscal Year 2022-23 Capital Improvement Program

Question:

When will we see any details about "State Route 237/Middlefield Road Interchange Improvements, Project 19-65"? Is this the same project that received Measure B highway funding?

Answer:

The State Route 237/Middlefield Road Interchange Improvements are currently in the preliminary engineering phase, where VTA is leading the design effort and coordinating with the City of Mountain View, the City of Sunnyvale and Caltrans. Once the preliminary engineering phase is complete staff can provide an update to the Bicycle/Pedestrian Advisory Committee, anticipated in 2023. This project did receive \$16.2M in Measure B funding for construction.

Question:

Can you provide any reflection on how the existing pedestrian and bicycle master plans have influenced the current CIP?

Answer:

Projects listed in the 2015 Bicycle Transportation Plan and 2014 Pedestrian Master Plan were incorporated into AccessMV (along with projects listed in the Countywide Bike Plan and Caltrans District 4 Bike Plan and other plans). AccessMV evaluated bicycle and pedestrian needs in a coherent multimodal framework, which has informed the type and scope of project improvements funded and implemented through the CIP. This includes both standalone bicycle and pedestrian projects and bicycle and pedestrian improvements that are incorporated into maintenance or paving projects. Some examples of prioritized projects include California Complete Streets, Stierlin Bike/Ped Improvements (specifically the portion along Shoreline), and El Camino Real Pedestrian/Bicycle Improvements. These projects were incorporated into the FY2021-22 CIP. Since FY2022-23 is an "off-year" for the 5 Year CIP, it primarily consists of rolling forward projects.

Additionally, the plans have informed requirements imposed on development projects to help implement bicycle and pedestrian improvements identified in the master plans.

Item 6.4: B/PAC Fiscal Year 2021-22 Work Plan

Question:

I realize we aren't creating new workplan items, necessarily, at this time, but I would be interested in bringing up: <https://www.cambridgebikesafety.org/2020-cycling-safety-ordinance/> - and adding something similar to MV. Would this be the right agenda item? or would 7.2 be better? (the no action on 7.2 seems to mean 7.2 isn't a good place).

Answer:

Bringing this during item 6.4 is not ideal unless you propose to amend the current work plan. You could mention this information via 7.2 Committee Comments but would not be able to take action at this meeting.

Staff has made note of the comment, and will consider it during the Active Transportation Plan as part of the policy analysis and case study materials for consultants.

Question:

I also believe the city of Mountain View has a Standard Operating Procedure to try and accomplish the same effect ([adding] bike lanes, where feasible) - do you happen to know if that is documented as an SOP? Or just at direction of current staff?

Answer:

Page 89 of the Bicycle Transportation Plan indicates that "As the City plans new or improved bicycle facilities on, or major improvements to, City streets with vehicle speeds at or above 30 MPH, the City should give priority consideration to the installation of Class IV protected/ separated bike lanes/cycle tracks." In order to comply with this policy and achieve greater efficiencies, staff considers the feasibility of delivering bikeway facilities that are identified in the Bicycle Transportation Plan as part of roadway repaving as well as land development. Issues that affect this feasibility may include right-of-way availability, community support (such as if parking conversion is involved), treatment of a sufficiently long stretch of roadway, development nexus, and roadway geometry.