



# City of Mountain View

## Minutes

### Bicycle/Pedestrian Advisory Committee

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Wednesday, February 26, 2025

6:30 PM

Plaza Conference Room and Video Conference,  
500 Castro St., Mountain View, CA 94041

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#### 1. CALL TO ORDER

Chair Barton called the meeting to order at 6:31 p.m.

#### 2. ROLL CALL

Members absent: None

Staff members present: Transportation Planner Aruna Bodduna, Transportation Manager Ria Hutabarat Lo, Assistant Public Works Director Ed Arango, Principal Civil Engineer Robert Gonzales, Assistant Engineer Nancy Chen, Senior Civil Engineer Joy Houghton, Marichrisse Hoang, Assistant Public Works Director Allison Boyer

Nine members of the public were present including zero in person and nine online.

**Present** 5 - Committee Member Lada Adamic, Committee Member Terry Barton, Committee Member Serge Bonte, Vice Chair John Stone, and Chair James Kuszmaul

#### 3. ORAL COMMUNICATIONS FROM THE PUBLIC

No public comments.

#### 4. MINUTES APPROVAL

##### 4.1 Meeting Minutes January 29, 2025

Approve the BPAC meeting minutes from January 29, 2025.

**Yes:** 5 - Committee Member Adamic, Committee Member Barton, Committee Member Bonte, Vice Chair Stone, and Chair Kuszmaul

#### 5. UNFINISHED BUSINESS

No unfinished business.

#### 6. NEW BUSINESS

##### 6.1 Moffett Boulevard Complete Streets, Project 24-03

Chen provided a presentation on the Moffett Boulevard Complete Streets project.

Public comments.

April Webster suggested that adjustments be made to consider a road diet, which she indicated is an effective and proven safety countermeasure that encourages lower speeds and also provides space for something more than flex posts. She indicated that she has observed low traffic levels and expressed concern that no traffic counts have been collected. She therefore requested counts so a data driven decision

can be made.

Mary Dateo asked that the City start to consider raised bikeways in situations where a protected bikeway is infeasible. She also indicated that the bike lane to the right of the right turn lane onto a freeway was suboptimal and would discourage utilization.

Silja Paymer indicated that she lived in this area and consistently noticed very low traffic levels. She therefore suggested a road diet in this location to provide complete facilities for bicyclists, pedestrians and green elements in addition to drivers.

Committee comments:

Kuzmaul indicated that cyclists who turn right onto Moffett Blvd from Steven Creek Trail are directed into traffic and requested a curb cut. He also requested features to slow motorists turning on or off Leong Dr/Moffett Blvd. He also noted that the layout of the Ameswell Hotel parking lot turning left onto Moffett Blvd should be made easier for cyclist. He noted that Google aerial view shows the road diet when construction was underway, which was more pleasant for bicyclists and pedestrians. He also requested consideration of pedestrian facilities on the southbound side of Moffett Blvd, which might be feasible with a road diet and would have fewer conflict points. He requested effort on SB 85 on-ramp which is challenging for bicyclists having to make their way crossing two lanes of high speed vehicles, and he would like to see right inside bike lanes such as at the RT Jones intersection so cars are not turning across the bike lane when cyclists are crossing. Along with a road diet, he suggested consideration of a crossing south of 85 where there is a long gap, however there are not many land uses. He asked if raising the bikeway would be expensive. (Houghton confirmed due to storm drainage changes.)

Stone noted that DIB 94 recommends one lane at 11' and one at 10.5', and NACTO recommends one at 11' and one at 10', which would provide enough space for change. He noted that there is a sidewalk on the west side till the SB 85 underpass, and he requested either a crossing at that location or sidewalk facilities to connect people to Stevens Creek Trail. He requested that staff consider ways to incorporate a road diet and way to fit it into the funding and project. He requested turning radii reductions to slow turning movement speeds.

Adamic appreciated the constraints in the project. She noted that Fairchild Dr/Leong Dr has a bike lane and humps, which was implemented. She felt a road diet would make sense, and asked for consideration of lower speed limits, which is too fast for suggesting this as a route. She noted that heading south Steven Creek Trail forks, which can be confusing for people.

Bonte appreciated the City obtaining funding to make these improvements happen and supported improvements including high visibility crosswalks, improved street lighting for pedestrians crossing, ADA ramps, and an advanced stop bar. (He noted that this was not done on El Camino Real.) He recommended improvements under the underpass where lighting is poor and the environment feels blighted. He also questioned the need for a turning lane from NB Moffett Blvd to Leong Drive, where he also suggested No Turn on Red (NTOR).

Barton indicated that he has regularly used this corridor. He suggested that a four-lane corridor near a trail head should be considered for a road diet and noted that traffic is very light. He suggested that paint and a road diet could be conducted in the project. He suggested a motion that: All efforts should be made to get a traffic count and consider implementation of a road diet as part of this project.

Arango indicated that the project has a federal grant and he would prefer not to reopen and risk the grant. He also noted that the City has constrained paving funding and Council has identified raising Pavement Condition Index (PCI) as a priority.

•Kuszmaul clarified with staff that Caltrans is managing the federal funds, which flow through MTC. Arango indicated that it would take 6-9 months to do a scope change.

•Barton indicated disappointment that a road diet was not initially considered.

MOTION: BPAC requests that the City evaluate the potential for a road diet for Moffett Boulevard Complete Streets project given the low apparent traffic volumes and high potential safety benefits, noting that BPAC does not wish to substantially delay the project or endanger the grant funding. Barton/Stone – 5/0/0 – passed

MOTION: BPAC recommends considering the following design elements without substantial cost increase:

- Moving right turn lanes to the left of bike lanes or eliminating right turn slip lanes by adding NTOR;
- Adding an additional curb cut from Stevens Creek Trail NB to Moffett Blvd NB to improve bike safety;
- Evaluating new crosswalk south of SR 85 on-ramp;
- Narrowing the left lanes to NACTO standards;
- Adding crossing improvements including ADA compliant curb cuts, advance stop bars and improved lighting; and
- Improving lighting under SR 85.

Kuszmaul/Stone – 4/0/1 (Adamic abstain)

## **6.2 Pavement Management Plan**

Gonzales provided a presentation on the pavement management program, noting that the 3-year average network PCI of 67 and active and planned projects as provided on the website. This year, the consultant also evaluated the City's trail network which was found to have a PCI of 65. He also noted funding sources. He noted that improvements such as striping, pavement markings, complete street improvements and green street elements can be added to repaving projects. He indicated that the annual budget is \$5.8 million, and \$14 million per year for five years would be required to reach PCI 71.

Public comments:

•Bruce England noted that he experiences road segments where the bike lane is in worse condition than the vehicular lanes, with seams, crumbling pavement, faded or cracking paint, and debris. He asked if bikeway condition could be differentiated from the rest of the street.

•Silja Paymer noted that the active and planned projects maps tend to consistently delay projects. She also suggested considering more road diets, with green elements maintained by residents, so as to reduce ongoing repaving costs. She also suggested imposing taxes on construction such as by PG&E and the Water District.

•April Webster reinforced the suggestion of reducing lanes and asphalt in the City to provide long term cost improvements. She also noted that increase shade could potentially extend pavement life.

Committee comments:

•Kuszmaul suggested that the Trail PCI map be added to the website. He also asked about cost drivers and interventions that would improve pavement longevity such as shade, reduced paving as well as reduced VMT.

•Stone asked if PCI could be graded differently for vehicle and bicycle lanes, which is particularly important along school routes.

•Adamic noted that the bikeway in front of Graham Middle School is bumpy, which can make it uncomfortable particularly for women. Likewise, she noted that speed bumps could also be uncomfortable for users. She also appreciated the PCI assessment for the trail network and suggested prioritizing paving on

bikeways.

•Bonte asked if PCI was evaluated for parking facilities, which he felt was less important than transportation corridors.

•Barton expressed appreciation for the presentation, and noted that the right side of the roadway is often in worse condition than other lanes.

### **6.3 BPAC Fiscal Year 2024-25 Work Plan**

Lo presented updates on the Work Plan and TAL.

No public or committee comments.

### **6.4 Santa Clara Valley Transportation Agency (VTA) Bicycle & Pedestrian Advisory Committee (BPAC) Update**

Adamic provided updates from VTA BPAC including preparation for the World Cup events at Levi's stadium, updates on the Equitable VMT Mitigation program, and sites for transit-oriented development.

No public or committee comments.

## **7. COMMITTEE/STAFF ANNOUNCEMENTS, UPDATES, REQUESTS, AND COMMITTEE REPORTS**

### **7.1. Staff Comments**

Lo provided updates on recent and upcoming projects.

Public comments.

•April Webster noted that Caltrans is considering installing Kwik Kurbs in June and completing the facilities by September 12, 2025. Additionally, Caltrans indicated that the City could request NTOR.

Committee comments:

•Adamic was pleased with the speed reduction, but was concerned about people adhering to the speed limit on the downhill side of Dana Street.

•Bonte asked if there would be enforcement of no parking on El Camino Real. Barton noted that PD did not think the barricades are sufficient for enforcement. Bonte asked what would be needed for enforcement.

### **7.2. Committee Comments**

No comments.

## **8. SET DATE AND TIME FOR NEXT MEETING:**

Next meeting: March 11, 2025 (special meeting).

## **9. CALENDAR**

## **10. ADJOURNMENT**

Barton adjourned the meeting at 9:20 p.m.

Minutes prepared by Misty Gamez