



# City of Mountain View

## Minutes

### Bicycle/Pedestrian Advisory Committee

---

Tuesday, November 30, 2021

6:30 PM Video Conference with No Physical Meeting Location

---

#### Special Meeting of the B/PAC

This meeting was conducted in accordance with City of Mountain View City Council Resolution No. 18618 in accordance with Assembly Bill 361. All members of the Bicycle and Pedestrian Advisory Committee participated in the meeting by video conference, with no physical meeting location.

#### 1. CALL TO ORDER

Chair Adamic called the meeting to order at 6:30 p.m.

#### 2. ROLL CALL

Staff members present: Transportation Manager Ria Hutabarat Lo, Transportation Planner Priyoti Ahmed, Assistant Public Works Director Damian Skinner, and Transportation Planner Brandon Whyte.

**Present** 5 - Committee Member Terry Barton, Committee Member James Kuszmaul, Committee Member Kalyanaraman Shankari, Vice Chair Valerie Fenwick, and Chair Lada Adamic

#### 3. ORAL COMMUNICATIONS FROM THE PUBLIC

Nine members of the public were present.

Angela Anderson indicated she would like to see improvements to a crosswalk at Rengstroff and Junction Ave. She had a near-miss at this location. She requested a pedestrian beacon be installed.

Bruce England stated the bike lane construction on Calderon has been problematic, with signs that are difficult to see blocking the bike lanes. He also noted there are poles and posts located in the middle of the sidewalk on Calderon, making walking difficult.

Holger Isenberg noted that some projects are over-engineered, like the crossing on Gladys Ave and Easy Street. He also felt the new traffic light on Church and Castro has made crossing more of an obstacle stating the light is too long, and the sensors do not always detect his bicycle.

#### 4. MINUTES APPROVAL

##### 4.1 Approve Meeting Minutes

Approve the B/PAC meeting minutes of September 29, 2021.

**Yes:** 5 - Committee Member Barton, Committee Member Kuszmaul, Committee Member Shankari, Vice Chair Fenwick, and Chair Adamic

## 5. UNFINISHED BUSINESS

None.

## 6. NEW BUSINESS

### 6.1

#### Pedestrian Master Plan—Annual Review

Whyte provided an introduction to the Pedestrian Master Plan (PMP) review process, including a consolidated and condensed summary of past comments. Whyte also introduced the Active Transportation Plan (ATP) and requested input for both the PMP and the new ATP.

Public comment:

Bruce England inquired if there is a place on the City website for feedback. He stated he does not like the phrase "eight to 80." All ages should be used instead. He stated more public restrooms are needed in Mountain View – not having them will hamper our active travel progress. He requested to see that all the graphics in the ATP show greenery.

Kevin Ma emphasized there should be measurable goals. He also stated that all projects need cost estimates. He supported the quick-build process. Finally, he requested a joint meeting with the City Council and BPAC to discuss the ATP.

Eric Nordman requested the ATP to reference existing technical guidelines, including those by the Valley Transit Authority, rather than repeat their creation.

Silja Paymer appreciated that staff is looking at overall policies. She felt that traffic-calming improvements need an overhaul. She stated that the Safe Routes to School program evaluations should be based on the pick-up and dismissal traffic volumes. Silja supported the creation of bike and pedestrian pass-throughs at cul-de-sacs and traffic diverters for cars but not bicycles and pedestrians. She requested that staff consider the Dark Skies Initiative, allowing for less street lighting. She supported rounded curbs and ideas to address the dips in the sidewalk caused by driveways. Finally, she supported the idea of integrating the bike and pedestrian plans via the ATP, stating they are not contradictory forms of transportation.

Isaac Stone requested that traffic volume data be provided as a reference to collision data. He also wondered if yield streets are good for cyclists or not.

Jerry Steach stated he did not understand why BPAC and community members focus on high-traffic thoroughways like El Camino Real for bicycle traffic when so many alternatives on parallel side streets exist.

John Callon expressed that he was underwhelmed by what is happening on Calderon, stating the part to Villa is great, but the route up to El Camino is not safe. He supported the idea of the City as an international reference. Regarding Safe Routes to School, he said we really need to involve the schools. Lastly, he wondered if Castro's downtown pedestrian zone project can be leveraged to make downtown more inviting to cyclists.

Committee Comments:

Shankari, Fenwick, and Adamic supported the idea of a bold vision for a world-class

walking and cycling city.

Fenwick, Kuszmaul, and Adamic requested that the ATP look to provide quality access to restrooms and trash cans across the City.

Fenwick requested the option to have rolled curbs installed, while Barton indicated he does not support rolled curbs.

Barton requested a definition of micro-mobility and wondered if electric-powered vehicles should be included; Kuszmaul expressed support for e-bikes as part of the ATP.

Adamic requested consideration of less street lighting and support for the Dark Sky Initiative, while Kuszmaul requested a best practices analysis regarding street lighting.

Fenwick stated that she wants to ensure we have a budget to close the sidewalk gap and not place those costs on private citizens; Kuszmaul wanted to ensure the ATP addresses sidewalk gaps.

Shankari requested realistic goals that allow us to evaluate our progress. She also supported considering cost. She asked for “real bike boulevards” that prioritize bikes. She also wanted a plan to address sidewalk and bikeway closures during the construction process.

Fenwick indicated that the ATP needs to treat pedestrians and cyclists equally. She asked for the plan to address signage and street furniture blocking the sidewalk. She stated that driveways are uncomfortable for walking and requested that curb cuts be minimized and placed intelligently at the intersection.

Kuszmaul supported removing pedestrian pushbuttons and increasing the default pedestrian crossing time. He noted that the current ATP should indicate the timing for the next ATP update. He also requested that the plan include specific goals with timelines and a method to provide regular feedback. Additionally he stated support for “quick build” projects. He supported the concept of listing cross-sections in the plan. Finally, he supported the idea of the City lobbying for legislation at the state level.

Barton indicated he supported measured criteria to score projects and that he wanted to have clear definitions, specifically for bike boulevards, which should consider diverting traffic.

Adamic noted that residents also use streets for recreation, to build community, and for traditional transportation. She stated that pedestrian travel lends itself to this more than cycling or automobile travel. She requested that efforts be considered to address noise pollution and personal delivery devices.

## 6.2

### Safe Routes to School Program

Ahmed provided a review of the existing Safe Routes to School (SRTS) program and requested input for possible improvements for the future SRTS program.

Public comments:

Silja Paymer suggested removing the ability to drive up to the front of the school to discourage using a car when late. She stated the walkshed circles do not make sense due to the number of cul-de-sacs. Paymer also suggested that AskMV data be used to

find hotspots. Finally, she requested considering sidewalk usage on the selected route so as not to encourage biking in the opposite direction of motor vehicle traffic.

Committee comments:

All members indicated their support for SRTS. Additionally, all members questioned the historical travel data shown and requested a better plan to collect this data in the future.

Barton requested analysis regarding the culture of why people drive, stating it becomes “a chicken and egg issue where it’s too dangerous to walk thus people drive, and it perpetuates.”

Shankari requested that the SRTS maps be updated and include routes that should be avoided. She did not feel that the parent committee would have continuity because kids only attend the school for three years. She suggested a turnover plan. Finally, she stated that many kids use transit to get to school, which should be considered in the SRTS process.

Fenwick questioned the existing maps, stating that the walksheds do not consider barriers or dangerous obstacles. She requested creating a master list of infrastructure improvements to better connect neighborhoods, saying items on the list could be temporary.

Kuszmaul supported concepts beyond education because “kids will make mistakes, and they should not be life-threatening—infrastructure should allow for error.” Additionally, he supported the idea of a committee to tap parents’ energy; however, he did not want to exclude parents without the time to participate. Kuszmaul suggested information about road closures on routes to school be disseminated to students along with a safe alternative. He also stated his support for prioritized and quick infrastructure improvements. Finally, he requested data on how transit serves schools.

Adamic stated educating students is the primary goal. She suggested having kids teach kids and making sure they have input. She supported the idea of a bike rack inventory. Lastly, she questioned how requests for stop signs and other improvements are handled around schools.

### **6.3 B/PAC Fiscal Year 2021-22 Work Plan**

Whyte reviewed the FY 2021-22 Work Plan and provided updates on recent and upcoming activities.

No comments.

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

Adamic reported that Caltrain BPAC has an open position to fill and that braille signs are 50 percent implemented. She also said the Caltrain BPAC discussed bike and pedestrian facilities at BART stations. She reported that a new wayfinding subcommittee was formed to create more unified wayfinding signage for bikes.

## **7. COMMITTEE/STAFF ANNOUNCEMENTS AND COMMITTEE REPORTS**

### 7.1. Staff Comments

Whyte provided information on local bike rides: Permanente Creek and North Bayshore Trail ride (10/9/2021), Rancho San Antonio/ Stevens Creek Trail Extension ride (11/06/2021), and a Safe Routes to School ride for Graham Middle School (11/13/2021). He also reported that bike repair stations were sited at various locations across Mountain View as part of a grant from Santa Clara County. A staff update was also provided, mentioning Helen Kim's retirement and reviewing AskMV tickets.

### 7.2. Committee Comments

Adamic made book recommendations of Cities for People and Confessions of a Recovering Engineer.

Fenwick appreciated the Permanente Creek bike ride in October. She also stated her concern regarding personal delivery devices using trails.

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

Next meeting January 26, 2022 at 6:30 p.m.

### 9. CALENDAR

### 10. ADJOURNMENT

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