



City of Mountain View

Minutes

Bicycle/Pedestrian Advisory Committee

Wednesday, January 29, 2025

6:30 PM

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

1. CALL TO ORDER

Chair Stone called the meeting to order at 6:32 p.m.

2. ROLL CALL

Staff members present:

Transportation Planner Karen Gauss, Transportation Manager Ria Hutabarat Lo, Assistant Public Works Director Ed Arango, Public Works Director Jennifer Ng, Crime Analyst Carly Kakis, Lieutenant Fernando Maldonado, Transportation Planner Ben Pacho, Principal Planner Diana Pancholi, Steer Project Manager Julia Wean, Steer Project Analyst Nathalie McCarvel.

Ten members of the public were present including three in person and seven online.

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

3. ORAL COMMUNICATIONS FROM THE PUBLIC

None

4. MINUTES APPROVAL

4.1 Meeting Minutes December 12, 2024

Approved the BPAC meeting minutes from December 12, 2024.

Yes: 4 - Committee Member Adamic, Chair Kuszmaul, Committee Member Barton, and Vice Chair Stone

Abstain: 1 - Committee Member Bonte

5. UNFINISHED BUSINESS

No unfinished business.

6. NEW BUSINESS

6.1 BPAC Members Manual and Election Process for 2025 Chair and Vice Chair

Lo provided a presentation on the BPAC Members Manual and the election of Chair and Vice Chair.

Committee comments:

Adamic asked staff to share the Members Manual presentation.

Members indicated that tradition suggested that Vice Chair would become Chair. Barton indicated that he was willing to serve as Chair.

MOTION: Elect Terry Barton as BPAC Chair, and James Kuszmaul as BPAC Vice Chair for 2025.

Kuszmaul/Stone – 5/0/0 -passed.

6.2 Active Transportation Collision Report

Kakis provided a presentation on MVPD's new transparency dashboard.

Public comments:

Bruce England asked staff to not replicate TIMS functionality. He also indicated that near miss data is valuable in highlighting areas with repeated near misses and items not captured in collision reports like texting(while driving)?. He noted that bicycle theft might also include theft of bike components.

Valerie Fenwick shared that she has expressed support for near miss data for a decade and emphasized the value of the data even if it is not complete. She highlighted AskMV tickets she has submitted for near misses at Polaris Ave/Wright Ave and Middlefield Ave/Farley St intersections, where she also cited infrastructure issues like stop signs behind a tree, missing sidewalks, and missing bike lanes. She expressed frustration that she has not received responses to her near miss AskMV tickets.

Committee comments:

Stone expressed gratitude for the dashboard and indicated that the committee uses the data when weighing project elements. He supported consideration of information that might be incomplete including public comment and near miss information.

Bonte echoed Stone's comments and emphasized the usefulness of map visualization of areas of concern in the City. He supported the inclusion of schools on the map, and requested the addition of Los Altos schools with Mountain View students (including Almond,Oak,Santa Rita and Covington Elementary, Egan Junior High, Blach Intermediate and Los Altos High).

Adamic appreciated the dashboard and requested the data be downloadable or exportable. She noted that she had submitted a near miss report for a student who was almost hit in a Shoreline Boulevard crosswalk after pressing the button and starting to walk their bike across the street. She requested that data go back to at least two years before COVID to help understand trends. She also noted that MVHS Principal asked parents to report near misses so requested that the tickets be sent to the right place and recorded.

Kuszmaul appreciated the dashboard and improvements incorporated before the meeting. He asked that data be exportable and noted that BPAC uses the data when making suggestions on infrastructure and enforcement, and tracking progress toward Vision Zero. He expressed interest in how PD is organized and spends resources on parking and traffic enforcement. He noted that he is skeptical of near miss and 911 call data, but still found value in the data.

Bonte asked about the use of cameras to understand collisions and near misses in specific locations. He also noted that no data is perfect, and he requested the incorporation of near miss data in the dashboard. He also endorsed the idea of allowing exports of information.

6.3 Citywide Transportation Demand Management Ordinance-Framework

Pacho provided a presentation on the Citywide TDM Ordinance.

No public comments:

Committee comments:

BPAC generally supported the staff recommendation on the framework as part of the City's larger effort to reduce vehicle miles traveled and requested emphasis on validated strategies and ensuring that the framework incentivizes desirable transit-oriented development.

Stone appreciated that the draft framework builds off existing rules and metrics. He noted that he has reviewed the CAPCOA report, including formulae for trip reduction. He highlighted that some of the most effective trip reduction strategies include transit proximity, and asked staff to ensure that the ordinance does not disincentivize transit-oriented development by incorporating transit-proximity into baseline ADT, resulting in a more difficult targets for desirable developments.

Adamic expressed appreciation for mitigation strategies, but did not support the concept of burdening new development with additional analysis, work and process requirements, while existing developments are grandfathered in. She suggested policies to align incentives correctly so that the TDM Ordinance would not be needed, such as a fee per person for building out transportation infrastructure, or a tax per parking space, to incentivize implementation of transit and bike infrastructure. She noted the effectiveness of parking fees at Stanford University.

Kuszmaul echoed concerns about cost burdens on new developments, and misalignment of incentives. For example, he commented that development further from transit should not be rewarded with higher baseline trip estimates that result in less effort to reduce trips by a certain amount. Likewise, developments in transit-oriented areas with no parking minimums, should not be penalized by not allowing such strategies to count toward trip reductions. Finally, he supported the use of a cost per trip penalty to ensure that penalties scale with projects, and steeper fines apply for more egregious non-compliance.

Bonte appreciated standardization of TDM conditions of approval across the whole of Mountain View. He expressed skepticism about self-reporting of compliance and favored automated methods such as 24/7 driveway cameras. He was also skeptical about strategies such as bike share, which did not seem practical in Mountain View, and requested confirmation that services like Uber not be included as "rideshare".

Barton expressed a preference for more solutions where people pay for externalities such as through priced parking. He therefore suggested that the city consider pricing on- and off-street parking and limiting parking supply. He expressed concern about TDM Plans providing a band aid for these issues and developers circumventing good faith trip counts. He commented on the need for long-term culture change and noted the effectiveness of Stanford's TDM strategy based on a foundation of priced parking.

MOTION – Kuszmaul/Stone – 4/1/0 (Adamic opposed) - – BPAC supports staff continuing to develop the recommended TDM framework as a part of the city's continued effort to reduce vehicle trips and to avoid unintended incentives to desirable development like transit-oriented development .

6.4 Vision Zero Outreach, Marketing, and Engagement, Project 20-99-Update

Gauss provided a presentation on the Vision Zero Marketing and Outreach efforts.

Committee comments:

Kuszmaul supported use of contingency for a campaign to discourage bike lane blocking and suggested that this also address parking in the sidewalk. He also requested linkages such as following marketing campaigns with PD enforcement, linking campaigns to infrastructure projects, and messaging new laws like

corner day lighting. He also suggested use of collision and near miss data to guide future campaigns.

Stone felt there was value in educating the public on infrastructure project elements such as LPs, protected bikeways and how they make people safer so people understand what's going on and why.

Adamic felt the campaign was very well-executed and cute, but was skeptical about effects on behavior. She mentioned work in Bologna, Italy where the speed limit was reduced from 30 kph to 20 kph, with clear positive impacts on pedestrian-vehicle collisions.

Barton appreciated the campaign and would like future campaigns focused on specific actions such as not parking in bike lanes, creating advocates and a more educated population.

Bonte liked the campaign and thought it was a wise choice to pick the owls. He suggested providing information for the next effort on the new day lighting laws and requested linking efforts to enforcement (on things like day lighting, sidewalk parking, crosswalk encroachment and bike box encroachment). He also noted that the routes to school sometimes go to Los Altos and requested that these routes be considered.

6.5 BPAC Fiscal Year 2024-25 Work Plan

Lo presented updates on the Work Plan and TAL.

Public comments:

Max Bosel highlighted items related to at-grade railroad crossings. He cited a National League of Cities Vision Zero strategy related to quiet zones and encouraged BPAC to consider this issue.

Committee comments:

BPAC members discussed the timing of the Castro Grade Separation Interim Improvements project and Arango clarified that this item would come to BPAC in six to nine months.

Barton suggested public input on the interim concepts.

6.6 Santa Clara Valley Transportation Agency (VTA) Bicycle & Pedestrian Advisory Committee (BPAC) Update

Adamic provided updates from VTA BPAC including information.

No public comments:

Committee comments:

Kuszmaul expressed thanks for the summary.

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

7.1. Staff Comments

Lo provided updates on El Camino Real project, new EVs for the Mountain View Community Shuttle, an Active Transportation Plan community meeting on March 5, 2025, and new Assistant Public Works Director Allison Boyer.

No public comments

Committee comments:

Bonte noted that it can be difficult to know which category to select for AskMV items.

Barton requested education campaign on taking action.

Adamic and Barton also noted that they had biked on El Camino and it already feels better than before the repaving/restriping.

7.2. Committee Comments

No public comments.

No committee comments.

8. SET DATE AND TIME FOR NEXT MEETING:

Next meeting: February 26, 2025.

9. CALENDAR

10. ADJOURNMENT

Barton adjourned the meeting at 10:22 p.m.

Minutes prepared by Misty Gamez.

Minutes approved as presented.