



City of Mountain View

Minutes

Bicycle/Pedestrian Advisory Committee

Wednesday, April 2, 2025

6:30 PM

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

Special Meeting

1. CALL TO ORDER

Barton called the meeting to order at 6:33 p.m.

2. ROLL CALL

Members present: Barton, Kuszmaul, Bonte, Stone (arrived 6:38 p.m.)

Members absent: None

Staff members present:

Transportation Planner Priyoti Ahmed, Transportation Manager Ria Hutabarat Lo, Acting Economic Vitality Manager Amanda Rotella, Senior Analyst Nancy Doan, Senior Project Manager Joy Houghton, Principal Civil Engineer Robert Gonzales, Assistant Public Works Director Allison Boyer, Assistant Public Works Director/City Engineer Ed Arango, Public Works Director Jennifer Ng.

Seven members of the public were present including none in person and seven online.

Present 4 - Committee Member Terry Barton, Committee Member Serge Bonte, Vice Chair John Stone, and Chair James Kuszmaul

Absent 1 - Committee Member Lada Adamic

3. ORAL COMMUNICATIONS FROM THE PUBLIC

Bruce England noted that the Council Policy Procedures Committee has indicated that Council and other Committees have dropped the hate speech item.

4. MINUTES APPROVAL

4.1 Meeting Minutes March 11, 2025

Approve the BPAC meeting minutes from March 11, 2025.

MOTION – Kuszmaul/Bonte – 3/0/0 (Stone absent)

Yes: 3 - Committee Member Barton, Committee Member Bonte, and Chair Kuszmaul

5. UNFINISHED BUSINESS

No unfinished business.

6. NEW BUSINESS

6.1 Advisory Body Input on the Fiscal Years 2025-26 and 2026-27 Council Work Plan Potential Projects

Rotella provided a presentation on the 2026-27 Council Work Plan.

Public comments:

Bruce England noted that the CIP, ATP and Dark Skies Ordinance are not on the list. He also asked that active transportation funding not be used to increase Pavement Condition Index, and he asked for clarification on smart meters. He commented that PRC members felt they didn't have sufficient information to make recommendations.

April Webster noted community concerns regarding the CIP. She requested realignment with City values, reaffirming green complete streets as a top priority, considering a road diet on Moffett Boulevard, meeting MRP 3.0 requirements using bioswales and roadway features, and updating construction standard details. She noted that MRP 3.0 requirements can be met on Moffett Blvd via a TIP amendment. She also noted that details such as lane widths and curb radii should align with DIB 94 and NACTO Guidelines.

Silja Paymer seconded prior comments specifically including potential pavement conversion as part of the required five acres of new green space. She highlighted the tendency of the City to cut green elements through the design process, and reinforced requests for updated design standards. She also requested a policy to make it easier to implement road diets or closures like Wasatch Drive via the Neighborhood Traffic Management Program (NTMP). She requested reducing pavement area by a quantifiable amount.

Committee comments:

Barton expressed hope that the charter amendment (Item 8) includes a lifetime term limit of eight years on Council. He noted that incumbents can attract funding and promote entrenched viewpoints. He hoped that smart water meters (Item 7) provide real time information to users and suggested a carbon tax to offset vehicle charging costs. He hoped the committee members were aligned on supporting Stevens Creek Trail (SCT) (Item 1).

Stone noted that R3 Zoning standards (Item 3) include neighborhood serving retail, which aligns with BPAC goals. He also supported SCT (Item 1), an AV shuttle (Item 11), and a revenue measure (Item 8) to support pedestrian/bicycle items.

Bonte favored less ambiguity with respect to direction of change. He noted that pickleball (Item 16) represented even more pavement. He appreciated the Downtown storefront program (Item 12) to draw more foot traffic downtown and appreciated the Design Standards item (10), which will free up time for other items.

Kuszmaul noted conflicting opinion on SCT (Item 1) because other bicycle and pedestrian safety projects may have a greater safety benefits. He echoed support for the R3 Update (Item 3) which is important for walking and biking via increased density and new paseos. He also saw value in charter amendments (Item 9) and revenue measures (Item 8), including potential pay for Council members so they don't have to work full-time alongside their Council role. He saw the relevance of design standards (Item 10), and noted that Pavement Condition Index (PCI) item (13) would allow a discussion on long-term financial implications of increasing PCI and reducing the quantity of pavement in the City.

Barton supported:

1: SCT which he expects will attract trips off the road at a regional level;

10: Design Standards with the caveat that it includes bike parking standards, driveway curb lips; and

8: Revenue since pedestrian and bicycle projects drop off when revenue is low.

He would not support 13 (PCI) since it might encourage more driving, and 11 (AV shuttle) since he didn't think the City needs to be a pilot-er or early adopter. He also noted 10 (design standards) including California Building Standards. He also discussed 3 (R3 Zoning) particularly when it reduces street width and supports neighborhood retail.

Bonte supported:

1: SCT, which he noted will not provide significant connectivity within Mountain View but will help people commute from Sunnyvale and Cupertino rather than people living near R3 around Rengstorff Ave. However, he felt it was a valuable park facility. He suggested funding this as a park including Shoreline funds since it connects, rather than active transportation.

12: Downtown storefront program, noting the effectiveness of these programs in attracting foot traffic .

10: Design Standards, which he considered valuable including areas adjacent to buildings such as parking and sidewalks.

Stone supported:

10: Design Standards, which could help with bike and pedestrian design such as driveway widths, bike parking placement.

3: R3 Update, including neighborhood retail.

8: Revenue measure to build more projects on the Local Road Safety Plan.

Stone noted that he would like to vote for the Local Road Safety Plan but it is not on this list. He also noted that he has read The Loop.

Kuszmaul supported:

3: R3, to help make it more possible for more people to walk and bike places

10: Design Standards

8: Revenue, with the hope that it will be implemented in such a way to enhance biking and walking.

He noted that he would support advancement of projects on the Local Road Safety Plan and noted that on-demand services tend to be a lot less efficient than fixed route.

The BPAC tally includes 10: Design Standards (4 points), 8: Revenue (3 points), 1: Stevens Creek Trail (2 points), 3: R3 Update (2 points), and 12: Downtown Storefronts (1 point).

6.2 Fiscal Year 2025-26 through Fiscal Year 2029-30 Capital Improvement Program

Houghton provided a presentation on the Capital Improvement Program including roll forward and additional projects.

Public comments:

April Webster noted a shift from green to grey streets based on the draft CIP and staff language on OBAG projects, which were selected as Complete Streets projects but described as pavement projects. She felt there was a false choice between pavement and quality of life, and requested terminology on green complete streets. She also requested that Middlefield and Moffett be upgraded to green complete streets.

Silja Paymer noted the renaming of Rengstorff Green Complete Streets without the “green”, while Shoreline Bus Lane project has not been renamed. She requested that the project spreadsheet make note of how much pavement is removed through green infrastructure elements.

Bruce England echoed Webster’s comments, noted that community members have been monitoring processes and requested appropriate naming. In addition to Rengstorff, California, and Moffett, he requested green elements on Dana Street including near Landels Elementary School.

Peter Saathoff-Harshfield noted that the cross culverts are useful for wheelchair users because they are completely level therefore he did not support removal of cross-culverts.

Committee comments:

Bonte requested that intersections along El Camino Real, including those in Los Altos like Rengstorff Avenue, be scored as part of the Active Transportation Plan. He noted that some intersections are near schools and located in poorer Census tracts. He shared the frustration of speakers and requested that City Council refrain from reshuffling items every other year so projects can be completed. He also requested a data-driven approach to prioritizing projects.

Stone asked if cross culverts would be replaced with diagonal or directional ramps. Arango indicated that providing two ramps may not make sense. Barton asked if it is possible to do a wide ramp across the corner. Arango indicated that the City is finding that these are already tight corners already, and there is a balance of vehicles encroaching on the sidewalk.

Stone wished to emphasize Rengstorff Avenue Green Complete Streets project. He was also supportive of the Citywide Bike Routes program, and he supported Council direction to evaluate deprioritizing North Bayshore Wayfinding Signage item.

Kuszmaul appreciated objective criteria (such as collisions, safe routes to school and volumes) for prioritizing projects such as protected intersections on El Camino Real. He noted that active transportation projects sometimes include other project elements such as water utilities, bus lanes and pavements, which makes it difficult to evaluate the value for money for active transportation items. He noted the high cost of Rengstorff Grade Separation and noted that it is difficult to take a long-term view and understand tradeoffs. He emphasized that delaying safety improvements has a real cost. He also felt that the Citywide bike route project and Rengstorff project would score well in grant programs, whereas Castro Grade Separation could be deferred.

Barton requested staff’s working spreadsheet with projects and applicable features such as being on the high injury network or a suggested routes to school. This would help to classify the project benefits and tradeoffs. He applauded improvements on California Street and other locations. He requested that Bicycle Counters be prioritized so the City can assess utilization effects of improvements.

Bonte asked to use counters that capture both bikes and pedestrians.

In summary, BPAC provided the following input:

Deprioritize cross culvert removal and North Bayshore Branding and Wayfinding;

Prioritize Rengstorff Green Complete Streets, El Camino Real Protected Intersections, Bike Counters, California Complete Streets, and Citywide Bike Routes;

Prioritize intersections within El Camino Real Protected Intersections based on a data driven process and explore opportunities to make improvements at intersections on El Camino Real northwest of Rengstorff Avenue; and provide space within 5-year CIP for priorities that emerge from the ATP process.

BPAC also requested the working spreadsheet on the active transportation projects including information on whether the project is on the high injury network, suggested routes to school and other items mentioned in the presentation.

6.3 BPAC Fiscal Year 2024-25 Work Plan

Lo provided updates on the 2024-25 Work Plan.

No public comment.

Committee comments:

Barton noted travel plans in June which might result in an absence. If we do not have another member, this could affect quorum with recusals.

6.4 Draft Fiscal Year 2025-26 Work Plan

Lo presented a draft Work Plan for 2025-26.

No public comments.

Committee comments:

Stone requested consideration of a secure bike storage program such as on private property and conversion of on-street vehicle parking spaces. Boyer noted that the ATP can address bike parking in the public right-of-way or incentive programs for retrofitting private development (item C).

Kuszmaul noted that No Turn on Red (NTOR) should be discussed as part of the ATP.

Bonte requested that BPAC provide input on the Dark Sky Ordinance (item B).

Barton expressed interest in exploring road design and culture.

BPAC accepts the proposed draft work plan with a request that the Dark Skies Ordinance come to BPAC (Kuszmaul/Bonte – 4/0/0 – passed)

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

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

7.1. Staff Comments

Lo provided updates including Bike to School Events, Earth and Arbor Day on April 19, and Council Appointments Committee.

No public comments.

No committee comments.

7.2. Committee Comments

No committee comments.

8. SET DATE AND TIME FOR NEXT MEETING:

Next meeting: Wednesday, May 28, 2025.

9. CALENDAR

10. ADJOURNMENT

Barton adjourned the meeting at 9:53 p.m.

Minutes prepared by Misty Gamez.