

PEDESTRIAN MASTER PLAN ANNUAL REVIEW COMMENTS

2015 B/PAC Annual Review of Pedestrian Master Plan – February 25, 2015

A summary of the input received from the B/PAC and members of the public regarding the current PMP and their recommendations for improvements in future updates of the PMP is provided below.

- Next PMP update should include more specific/stronger language regarding:
 - Protecting pedestrians on streets and sidewalks (e.g., address bicyclists traveling on sidewalks, ensuring bicyclists abide by the law, the need for more enforcement, consideration of pedestrian safety if “Boise Stops” are permitted for bicycles, etc.);
 - Ensuring adequate lighting levels where pedestrians travel (e.g., lighting standards, areas with deficient lighting, etc.);
 - Improving crosswalks (e.g., flashing and/or in-roadway lighted crosswalks, particularly at crossing locations used by seniors and children);
 - Keeping sidewalks clear of obstructions (e.g., trash, overgrown landscaping, and parked cars);
 - Developing a plan to identify and remove unused driveways and curb cuts;
 - Specific, measurable goals that the City can achieve with local agencies and/or neighboring cities – reliance on “coordination” wording is inadequate;
 - Requirements/restrictions on sidewalk closures for construction projects (e.g., City, commercial, or residential) and the need to make information about sidewalk closures publicly available; and
 - A goal to have all projects that affect pedestrians posted on the City’s website.
- Lighting on Central Expressway needs to be addressed.
- Address how to balance increased economic growth/traffic congestion and pedestrian safety concerns.
- Future PMP updates should include more metrics and data for monitoring and identifying trends.

- Future PMP updates should include Safe Routes to Schools program information.
- The next PMP update should recommend that the B/PAC review City Code sections pertaining to bicycling, use of sidewalks, and allowable mobility devices on sidewalks and roadways. If required, funding for this effort could potentially come from Community Design for Transportation (CDT) Planning Grants.
- Pedestrian movements should be prioritized (e.g., longer cycles provided) at signalized intersections.
- Future PMP updates should be formatted to allow text copying in the PDF version (this cannot be done with the current version of the PMP).
- Future PMP updates should document accomplishments since the adoption of the previous PMP.
- Implementing a Vision Zero program in Mountain View should be addressed in the next PMP update.
- Information regarding Mountain View Community Shuttle routes and usage should be included in future PMP updates. Community Shuttle routes should recognize and accommodate pedestrian patterns.
- A sidewalk inventory should be included in future PMP updates.
- The next PMP update should include a recommendation to submit a Walk-Friendly Community application.
- Pedestrians are not just “able” or “disabled” – all challenges need to be acknowledged and addressed in future updates to the PMP.
- Future updates to the PMP should include a more robust list of reference sources, including, but not limited to:
 - National Association of City Transportation Officials (NACTO) Guidelines;
 - AmericaWalks.org;
 - WalkSteps.org;
 - WalkingInfo.org;

- Accessibility design guidelines cited by the State of California (<http://www.dot.ca.gov/hq/oppd/access/access.htm>);
- National Academies Transportation Research Board National Cooperative Highway Research Program (NCHRP) Report 797: Guidebook on Pedestrian and Bicycle Volume Data Collection (<http://www.trb.org/PedestriansAndBicyclists/Blurbs/171973.aspx>), which describes methods and technologies for county pedestrians and bicyclists, offers guidance on developing a nonmotorized count program, gives suggestions on selecting appropriate county methods and technologies, and provides examples of how organizations have used nonmotorized count data to better fulfill their missions;
- “Steps to a Walkable Community: A Guide for Citizens, Planners, and Engineers,” available through AmericaWalks.
- The most-current version of the City’s Bicycle Transportation Plan Update.

2016 Annual Review of Pedestrian Master Plan – January 27, 2016

A summary of the comments received regarding the current PMP and recommendations for improvements in future updates of the PMP are provided below.

- There is a general lack of details.
 - There is little in the way of specifics/actionable items to improve the pedestrian environment.
- Current goals and performance measures included in the document need to be improved.
 - Measures should be able to demonstrate trends.
 - Better metrics could demonstrate if/how the pedestrian environment is being improved.
 - Goals should be measurable.
- There is a disconnect between the document’s high-level goals and project scoring criteria – this needs to be addressed in the next PMP update.
- Areas of the City with deficient pedestrian infrastructure/facilities should be identified in the next PMP and prioritized for improvements.

- The PMP's goals/standards need to be applied to new projects.
- Future PMP updates should track pedestrian-related *Ask Mountain View* activity.
- Comments/suggested improvements received during the annual PMP review should be captured and made public.
- Need to identify a year for the completion of the next PMP update.
- Data/charts included in the current PMP should be updated annually as new data becomes available.
- Construction impacts on pedestrians should be addressed in the next PMP update.

B/PAC Actions/Direction

- Direct staff to provide annual updates to Figures 1, 3, and 5 in the current PMP to the extent new data is available.
- Target 2019 as the date for the completion of the next PMP update, subject to City Council funding. Staff will submit a Capital Improvement Program funding request for Fiscal Year 2016-17.
- Direct staff to ask the Police Department and VERBS contractor to provide quarterly walking/pedestrian data in both chart and graph formats to better demonstrate trends and how the City is meeting its performance goals. The data and graphs should be posted on the City's website. The next PMP update should include the data in both chart and graph formats.
- The next PMP update should include a mechanism for measuring a project's impacts on the pedestrian environment.

2017 B/PAC Annual Review of Pedestrian Master Plan – February 22, 2017

B/PAC Action/Direction

- Recommend updating the PMP comprehensively as was done with the Bicycle Master Plan, with a focus on improvements needed and desired.

2018 B/PAC Annual Review of Pedestrian Master Plan – March 28, 2018

B/PAC Action/Direction

- Provide more details for pedestrian improvements at San Antonio Center.
- Identify specific goals for increasing walking mode share.
- Increase the network of trails in the City.
- Install more audible signals.
- Identify performance indicators and measures of multi-modalism and complete streets.
- Create more pedestrian connections.
- Conduct regular surveys to query why people do or do not walk.
- Link all recommendations to connect to problems described in the existing conditions sections.
- Conduct a better assessment of where growth is likely to occur.
- Provide guidance on devices controlled by artificial intelligence and their deployment in the public right-of-way.

2019 B/PAC Annual Review of Pedestrian Master Plan – February 27, 2019

B/PAC Action/Direction

- Consider requiring two separate curb cuts per curb return.
- Add more marked crosswalks.
- Eliminate driveway cuts where there are no longer driveways.

2020 B/PAC Annual Review of Pedestrian Master Plan – February 26, 2019

B/PAC Action/Direction

B/PAC noted that the more terse comments over time do not reflect a lack of work to be done. Instead, the comments are cumulative, and members aim not to be repetitive. Some line items require significant work to be done when the plan is updated. New items from the 2020 review include:

- Addressing robots in the update.
- Removing ghost curb cuts where there is no driveway (e.g., Middlefield Road).
- Limiting driveways for businesses at new developments. Considering the suitability of curb styles (square versus rolled) on pedestrian mobility.
- Planning to proactively completing sidewalk gaps rather than waiting for significant remodels or regrettable events.
- Providing an ongoing program to fund the completion of sidewalk gaps, such as along Marich Way near El Monte Avenue.
- Starting the PMP update.