

Public Comments
BPAC Meeting April 26, 2023
Special Joint Meeting with Los Altos Complete Streets Commission

From: Kavita Aiyar <[REDACTED]>
Sent: Tuesday, April 25, 2023 7:38 AM
To: BPAC Communication <bpac@mountainview.gov>
Subject: Official Public Comment for April 26, 2023, BPAC Meeting

Good morning BPAC members

I'd like to bring a couple of concerns to your attention.

1) Crossing at El Camino / Castro (at corner where Chase Bank is)

Many cars coming down Castro and looking to turn right onto El Camino at the Chase Bank corner end up rolling through both the crosswalk on Castro and the one on El Camino before stopping. I see this many mornings as I'm walking my dog to Eagle Park. I've spoken to the crossing guard who is positioned in front of Chase Bank and he has expressed his concern as well. Placing a crossing guard at a busy intersection, while an important step, is not enough to consider it "Safe" for kids (or dog moms!), and I'd like to see additional measures taken here.

2) New speed bumps on Cuesta

I've noticed the new speed bumps (almost like tables) that are on Cuesta, and positioned in a staggered fashion. I understand this was to help out the Fire Department, but what I noticed as a driver is people crossing over into the oncoming lane to avoid the bump. I even saw someone crossover to overtake a driver who had slowed down to drive over the bump. I'm concerned this speed reduction implementation is causing unexpected safety hazards and curious about what could be done to help alleviate the problem.

Thank you for your consideration.

Best,

Kavita Aiyar

Mountain View

From: J H [REDACTED] >
Sent: Monday, April 24, 2023 9:12 PM
To: Galang, Darwin <Darwin.Galang@mountainview.gov>
Cc: BPAC Communication <bpac@mountainview.gov>
Subject: El Monte Avenue Corridor Study

Dear Mr. Galang,

Many thanks to you and your colleagues for the productive community meeting in July 2022 about the redesign of the El Monte / El Camino / Escuela intersection and El Monte corridor. Attendees had many insightful comments and it was clear that residents overwhelmingly want traffic in this area to be slower and safer.

Here are a few comments on the proposals. (I refer to the three pdf files showing Alternatives 1-3 dated 4-18-23.)

0. It's very difficult to read yellow text on a white background. Could you change the color of the yellow text in a white box (which is in the files for Alternatives 1 and 2).

1. El Monte

I strongly favor Alternative 3 - one car lane in each direction with a middle left-turn lane, keeping all left turn access to side streets. Besides the well known traffic-calming benefits of car lane reduction, this makes it possible for cyclists to turn left off of El Monte because we only need to cross one lane of car traffic and can wait in a dedicated left turn lane. It's also much easier for pedestrians to cross if they only have to deal with one lane of traffic coming at them from each direction.

Alternative 2 shows barriers preventing left turns onto Spargur and Pilgrim, but their placement is such that it is physically possible to turn left onto these streets. If this alternative is implemented, a few impatient drivers will probably do just that (even though it's dangerous and illegal).

2. Cyclists turning left from El Monte onto El Camino

The proposals show a green bike lane that goes straight across El Camino, leading to a narrow opening between two barriers and forcing a sharp 90 degree left turn into the bike lane. This design is potentially dangerous.

Many cyclists cannot navigate such a maneuver without slowing to a crawl and changing our approach angle (such that we're not staying in the green path), or getting off our bikes. If two or more cyclists are crossing, this bottleneck could cause a pileup. And with a big group — such as a lot of LAHS students biking home after school, or a club bike ride — a long line of people will be standing with their bikes in the middle of El Camino waiting to shuffle through to safety.

Getting across an intersection before the light turns red is always a concern for cyclists. No one wants to have to stop or dismount in the middle of a busy intersection. I think most cyclists won't attempt the proposed maneuver. Instead we will take a normal curved path and join the bike lane at the end of the barrier. This may cause confusion for car drivers who expect bikes to always stay in the green bike lane.

A better design would be standard dashed white lines that guide the left-turning cars, with a green dashed bike turning lane alongside the car lane and leading into the bike lane at the end of the barrier. The bike turning lane could be placed to the right of the car turning lane (so it makes a wider curve, keeping bikes more separated from cars).

3. Conflict between pedestrians heading to/from Panera and cars turning right from El Monte onto El Camino

Install a "watch for pedestrians both ways" or "right turn yield to pedestrians" sign. Time the walk light so that pedestrians have a head start going north across El Camino before the car signal turns green. Repaint all three crosswalks at this intersection with high-visibility stripes. Provide hand-held crossing flags for all three crosswalks.

Thank you again for your work on this important project.

Sincerely,
Jessica Hirschfelder

From: David LeHoty <[REDACTED]>
Sent: Tuesday, April 25, 2023 2:30 PM
To: BPAC Communication <bpac@mountainview.gov>
Subject: some feedback on BPAC for April 26th meeting

When going north on Springer, there is a stop sign and a crosswalk at the El Monte 'Y'. The limit line for this stop sign should be farther away from the leading edge of the crosswalk. Cars stop and go on weekday mornings when school is in session . . . and sometimes the bikes make an abrupt right turn from the bike lane to the crosswalk. It would be safer if there was more distance between the stop sign limit line and this crosswalk.

On El Camino going east in the right lane, the cars will cross the bike path on El Camino. When there is enough traffic, the cars can easily stop directly over the bike path going off to the right to enter El Monte. Some additional signage may help remind drivers about the bike lane crossing so this can be safer.

Best,

Dave

From: Thida Cornes <[REDACTED]>
Sent: Wednesday, April 26, 2023 10:20 AM
To: Whyte, Brandon <Brandon.Whyte@mountainview.gov>
Cc: MVStreetsForAll-board <mvstreetsforall-board@googlegroups.com>; mvcsp-discuss <mvmsp-discuss@googlegroups.com>
Subject: Official Public Comment for April 26, 2023, BPAC Meeting

Dear BPAC members,

I'm writing as an individual, a 24-year resident of Mountain View.

I want BPAC to review the progress of Safe Routes to Schools (SRTS) and Vision Zero annually and to prioritize Vision Zero projects along Safe Routes to School. This will make biking and walking safer not only for students but for many other people because SRTS cover many areas of Mountain View and travel to many amenities.

I'm pleased that we now have Priyoti, our Safe Routes to Schools Coordinator, who's doing a great job. However, Mountain View still has a lot of work to do in making biking and walking safe for all students to get to school.

This is tragically embodied by the death of Andre Retana while biking to school, whose parents begged that his death not be in vain. I don't want to see another student die.

Much of making our school routes safer is outside Priyoti's control because our Safe Routes to Schools don't meet our Vision Zero goals. I wish BPAC to track our progress towards these goals.

Thanks,

Thida Cornes

Pronouns: she/her

From: Michael Abramson <[REDACTED]>
Sent: Wednesday, April 26, 2023 11:48 AM
To: Thida Cornes <[REDACTED]>
Cc: Whyte, Brandon <Brandon.Whyte@mountainview.gov>; MVStreetsForAll-board <mvstreetsforall-board@googlegroups.com>; mvfsp-discuss <mvfsp-discuss@googlegroups.com>
Subject: Re: [mvfsp-discuss] Official Public Comment for April 26, 2023, BPAC Meeting

Also as an individual, I'd like to add a couple of points.

- The bike routes should be physically separated from vehicular traffic, otherwise they will never be truly safe.
- According to the data that informed Vision Zero, the only transportation mode with zero fatalities was public transit. So, if we really commit to Vision Zero goals, we must implement recommendations from Community Shuttle studies (plural, it was more than one) and go beyond them. The safe options for children commuting to/from schools shouldn't be limited only to biking.

Thanks
Michael Abramson