

Bicycle and Pedestrian Advisory Committee (BPAC) Questions March 27, 2024

4.2 Safe Routes to School Final Report 2019-2023

1. Question: Why is Mountain View HS not present in some of the student mode share plots/data?

Answer: Mountain View High School (MVHS) did not participate in the school survey. For this school year, we are working closely with staff from MVHS to make sure the study survey is conducted at MVHS.

6.1 Vision Zero Action Plan and Local Road Safety Plan

2. Question: "The City's Safety Corridors represent approximately 7% of the overall roadway network, well within the 20% limit established by the CVC." Is the limit of the form "a city shall not designate more than 20% of its network as safety corridors" or does it have some other meaning?

Answer: The limit definition is correctly interpreted. The roadway designation limit is set by CVC.

3. Question: Will there be a ranking of recommendations or are all prioritized corridors and intersections in Section 6 of equal priority?

Answer: Infrastructure projects are scored as shown in Figures 15 and 16 of Attachment 1. Staff will consider the highest scored corridors and intersections first when making recommendations to Council on inclusion of projects in the City's capital improvement program (CIP). In addition to the scores presented in Figures 15 and 17, staff will also consider implementation factors such as pavement quality. For example, a project that has a high VZAP score and is also scheduled for repaving in the next two to three years will be prioritized in grant writing and CIP efforts to allow for synergistic delivery of safety enhancements with repaving.

4. Question: How will the Active Transportation Plan use recommendations from the VZAP?

Answer: VZAP findings and recommendations become inputs to the Active Transportation Plan (ATP) as they further develop project and policy recommendations related to active transportation modes.

5. Question: How does the VZAP/LRSP relate to other plans like the ATP and AccessMV?

Answer: VZAP/LRSP provides infrastructure and non-infrastructure recommendations to enhance safety for all modes, specifically including pedestrians, bicyclists, motorists and passengers (there were no transit rider killed or seriously injured in traffic crashes). By comparison, the Active Transportation Plan (ATP) provides project, policy



and program recommendations to achieve a wider range of goals including connectivity, comfort, equity and sustainability for just the active transportation modes (walking and biking). AccessMV provided a framework for prioritizing previously identified infrastructure projects across all modes of transportation. Prior plans become inputs to later plans or updates. Given their complementary nature, staff would be open to amalgamating two or more of the plans in future updates.

6. Question: What funding sources are generally used for the vision zero non-infrastructure programs?

Answer: The City uses funds from the 2016 VTA Measure B Education and Encouragement program as well as City operating funds to support the Safe Routes to School program. The City is also using Sustainability Action Plan funds (CIP 20-99) for Vision Zero Marketing and Outreach.

7. Question: Are there currently any known staff or budget constraints for these programs?

Answer: As part of next steps, staff will develop a tracking spreadsheet for all recommendations and will work with the Vision Zero Working Group to prioritize actions and develop a realistic implementation schedule with consideration for current staffing and budget expectations for each of the respective departments or divisions.

8. Question: Is there a defined program priority - such that when there are staff or budget constraints it is pre-determined which programs will receive the limited resources??

Answer: See Question 5.

9. Question: Would this decision be up to the identified department (Public Works, Police, etc)?

Answer: Vision Zero priority actions will be communicated through the Vision Zero Working Group, and responsible departments or divisions will determine the timing for implementation of actions in the context of their ongoing workload and resources.

10. Question: Is the city working on a program for implementing AB-413 (daylighting law)?

Answer: AB 413 is already in effect per the California Vehicle Code (with warning citations only until January 1, 2025). No additional measures are required for implementation and enforcement of the regulation. Staff plan to provide public information to inform community members about the change. AB-413 becomes fully enforceable after January 1, 2025 with or without red curbs.

11. Question: For San Antonio (S-7) - Has Palo Alto or the county expressed interest or done any planning? Has the city reached out yet to try and coordinate some improvements?

Answer: This project is not yet in the planning stage. At the request of Palo Alto staff, City staff has included a proposed unscheduled project (US-15) in the City's 5-Year CIP to signal our interest in partnering on the project and provide matching funds to deliver complete street elements along this multi-jurisdictional segment. Staff is also monitoring progress on the Caltrain Business Plan as it relates to the location of a 4-track segment in North Santa Clara County.

12. Question: For North Whisman (S-15) - Whisman has a bridge over Central, so would the project end at the intersection with Whisman Station Dr?

Answer: Corridor termini are approximate only and are based on the Citywide network analysis. More logical project limits will be refined as individual projects are scoped for inclusion in the CIP.

13. Question: For SR-9: Any details on NACTO/PROWAG adoption? What other best-practice guidance is being looked at?

Answer: This action will be considered as part of next steps. Other best practice guidance that could potentially be looked at includes the Massachusetts Department of Transportation Separated Bike Lane Planning and Design Guide.

14. Question: What evaluation criteria is being used when considering what best practices to adopt?

Answer: Evaluation criteria for best practice guidance has not yet been defined and will be considered in the context of the VZWG. Potential criteria might include effectiveness in enhancing safety, useability of the details, suitability to Mountain View, and appropriateness of the source.

15. Question: Page 4-13 of the Draft Action Plan has the following: *"Error! Reference source not found. provides a quick reference guide of the most common fatal and severe crash types in Mountain View and the countermeasures that could be used to address them.* What was the reference source?

Answer: Appendix B.

16. Question: When were the RRFB added at the Latham/Showers intersection?

Answer: The Rectangular Rapid Flashing Beacons (RRFBs) at Latham/Showers were installed in March 2023.

17. Question: In "Non-Infrastructure Recommendations" there is a bullet referencing "Enforcement efforts that focus on behaviors associated with fatal and severe injury crashes." Is the implication that items in Table 4 that involve enforcement do focus on these behaviors (RU-8, RU-9, RU-10, RU-11, SP-3, etc.)?

Answer: Yes.

18. Question: Do we have any analysis that makes us confident that the planned actions will be sufficient to meet our 2030 Vision Zero goal?

Answer: Actions have been selected based on effectiveness in enhancing safety and systemic analysis of crash types and locations that have resulted in fatalities and severe injuries. The analysis does not include modeling of future crash locations, numbers, and levels of severity as well as exogenous factors that might affect the achievement of the City's 2030 Vision Zero goal.

19. Question: Tables 1 - 3: Are these tables in any sort of order? (ie priority, anticipated work start, etc)?

Answer: The tables are sorted based on the prioritization method described in Chapter 5 of the Draft Report (Attachment 1).

20. Question: Page 10: "Enforcement efforts that focus on behaviors associated with fatal and severe injury crashes". Could you expand on what this means? what behaviors will be targeted? Will this be done by MVPD?

Answer: Behaviors include failure to yield to pedestrians and automobile right of way, pedestrian violation, unsafe speed and driving or bicycling under the influence of alcohol or drugs. For more information, refer to Chapter 2 and Appendix A.

6.3 Draft Fiscal Year 2024-25 Work Plan

21. Question: "For item B in BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN – DRAFT Fiscal Year 2024-25, which Precise Plans are being worked on during the 2024-2026 period that the BPAC could provide input for?

Answer: The City recently started work on the Downtown and Moffett Boulevard Precise Plans. However, City Council has not yet approved scopes of work for these projects. The scopes of work and project schedules will determine whether and when advisory bodies will provide input.

22. Question: For item C, what is a past example of a BPAC agenda item that fits this description?

Answer: Item C gives BPAC the opportunity to provide input on "the City roadway system and bikeway/pedestrian facilities for bicycle and pedestrian suitability and recommend improvements". This can occur in relation to specific projects, as well as plans and programs. Examples of past agenda items include Grant/Sleeper Intersection project, the Capital Improvement Program (CIP), the Pavement Management Plan, and the Active Transportation Plan.

23. Question: For item E, what is a past example of a BPAC agenda item that fits this description? At what venue (city council meeting?) and stage of a project would the city council request input from BPAC on a private development application?

Answer: According to the work plan, the City Council needs to instruct staff to bring an item BPAC for consideration before it goes to the City Council for review.

24. Question: Can milestones be changed as part of the discussion for the agenda item? Is that how they were arrived at previously?

Answer: Milestones are arrived at via discussion with the project manager of a given project. Milestones can be discussed at the BPAC meeting, and input will be provided to the appropriate project manager. However, no guarantee of changes per BPAC input is provided.

25. Question: There is a "May 2025" in the draft work plan next to the active transportation plan, but it is listed as April in the draft tentative agenda. Should these two align?

Answer: The ATP is slated for completion in May 2025 plan as listed in the work plan. The TAL will provide BPAC with their final review of the document in April 2025 and there will be several previous reviews by BPAC before April 2025. The dates listed are designed to align in this fashion.

26. Question: The draft work plan references to things like "Quarter 1" - are those Fiscal quarters or calendar year quarters?

Answer: Calendar year.

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

27. Question: Is there a non-editable version of this report stored somewhere? (to preserve history of what was presented at a point in time).

Answer: The VTA BPAC update is a presentation and verbal comments are preserved as part of the meeting's audio recording. In addition, the VTA BPAC has its own minutes, which are available at <https://santaclaravta.iqm2.com/Citizens/>.