

Bicycle and Pedestrian Advisory Committee (BPAC) Questions January 29, 2024

6.2 Active Transportation Collision Report

Question: On the “Traffic Collisions” dashboard, for the Interactive Density Map, what does each “Beat” correspond to? Can you please provide a definition?

Answer: The city is divided into four beats. A beat is a geographical area patrolled by assigned officers.

Beat 1 is covered from: Central Expressway south to the Los Altos border; and from Shoreline Boulevard east to the Sunnyvale border.

Beat 2 is covered from: Central Expressway south to the Los Altos Border; and from Shoreline Boulevard west to the Palo Alto border.

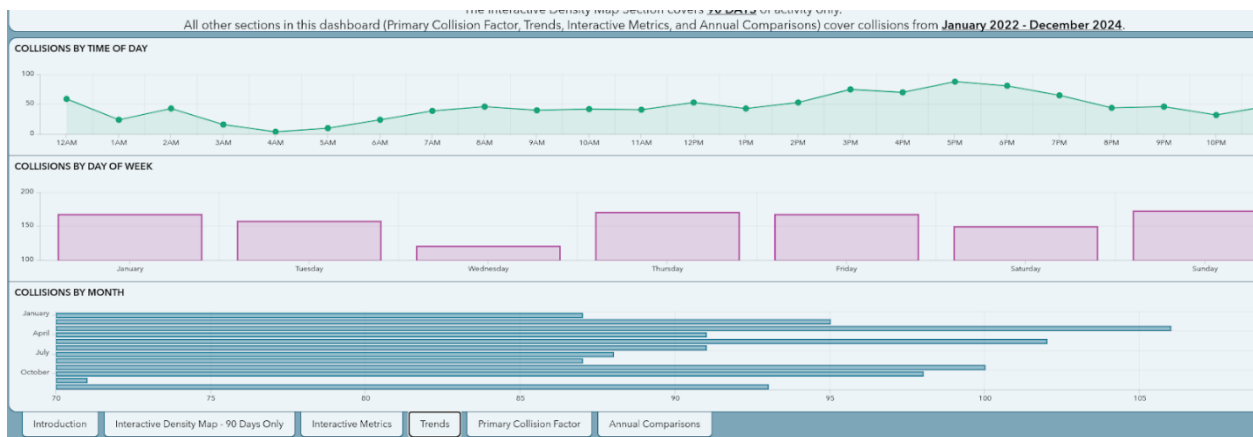
Beat 3 is covered from: Central Expressway north to the north border of Mountain View; and from Shoreline Boulevard west to the Palo Alto Border.

Beat 3 is covered from Central Expressway north to the north border of Mountain View; and from Shoreline Boulevard east to the Sunnyvale Border.

Question: It appears that none of the Vehicle/Bicycle or Vehicle/Pedestrian collisions from the past 2 years had any DUIs. Is this a correct interpretation of the data?

Answer: That is correct.

Question: The “trends” tab in the “Traffic Collisions” dashboard references “January” instead of “Monday” in the day-of-week chart. Is this expected?



Answer: This has been fixed. Thank you for pointing it out.

Question: Would it be possible to add to the maps the schools in Los Altos that mountain view kids attend? (Los Altos High School, Egan, Blach, Almond, Santa Rita....). This would be useful in identifying which collision in Mountain View might be on a route to school in Los Also.

Answer: We do not currently offer this on the dashboard, but we could look into it for further iterations.

Question: How can we see data about near miss collisions?

Answer: We do not currently offer this on the dashboard, but we could look into it for further iterations.

Question: Are there annual reports or data exports generated from this dashboard (something like we've seen in the past in spreadsheet form with lists of collisions), and if so, how could one access them?

Answer: We do not currently offer this on the dashboard, but we could look into it for further iterations.

Question: The collision report, is there a way to see just the ped/bike-involved collision data in the density map, annual comparison, trends, and primary collision factor tabs? I assume that even if I select a particular set of "involved parties" in the "interactive metrics" tab, that the other tabs still show all collisions, including vehicle on vehicle. Is that correct?

Answer: We do not currently offer this on the dashboard, but we could look into it for further iterations.

Question: What are the 2022, 2023, and 2024 aggregate numbers for collisions involving bicycles and pedestrians (separately), broken down by minor vs. major injury?

Answer: The dashboard was modified to be able to obtain this type of information.

Question: Which corridors have seen the greatest reduction in collisions?

Answer: The dashboard was modified to be able to obtain this type of information.

Question: What are the possible factors that could have contributed to the reduction in (all transportation mode) collisions between 2022 and (2023 + 2024).

Answer: This will require analysis of the data to come up with factors. I can provide a response at the next BPAC meeting.

Question: How do the 2023-2024 numbers compare to pre-pandemic (2018-2019).

Answer: The dashboard data starts from 2022. This will require further follow-up. I can provide a response at the net BPAC meeting.

6.3 Citywide Transportation Demand Management Ordinance-Framework

Question: Would the ordinance also apply to schools or medical facilities (like El Camino Hospital) or large retail?

Answer: The Ordinance aims to encompass all land use types expected to generate transportation impacts and operational effects. The determination as to whether a project is subject to the Ordinance will be dependent on its anticipated Average Daily Trip (ADT) generation. For example, all projects that generate 200 or more ADT will be subject to the ordinance. However, mixed-use residential projects with a retail component of less than 50K sf or less will be exempt from the ordinance (described on page 7 of the memo).

Question: Can the ordinance also be extended to events? For instance, in San Francisco, monitored bicycle parking is required for events with an anticipated number of participants greater than 2,000 per day, https://www.sfmta.com/sites/default/files/reports-and-documents/2018/06/1_sfmta_bicycle_parking_guidelines-updated-05-15-2018.pdf

Answer: The focus of the draft TDM ordinance framework is on developments, not events. If an event venue was requesting entitlements from the City, that land use would be required to comply with the ordinance and adopt a TDM plan that might include elements such as event transit, integrated ticketing, monitored bike parking, and parking pricing to meet trip reduction targets.

Event-related TDM could potentially be considered as part of future efforts such as the Downtown TDM Pilot Program, which will be explored as part of the Sustainability Action Plan after work on the Citywide TDM Ordinance is completed.

Question: In the menu of options (attachment 1) for TDM implementation, was there any thought in adding an option specific to walking? For instance, San Francisco has one: https://default.sfplanning.org/transportation/tdm/TDM_Menu_Options.pdf

Answer: The TDM Menu of Options is currently in draft form and will be refined based on input received from advisory bodies and stakeholders in Q1 and Q2 of 2025. The purpose of the menu of options is to provide a standardized list of TDM strategies that have demonstrated trip-reduction potential and are beyond what is already required through the City's established building design standards.

Question: How will the enforcement counts be performed? Is the City considering automating this with technology?

Answer: Project sites will be responsible for conducting their own driveway counts, and the City will provide a tool that will support survey delivery. Consistent with current practice, sites will submit an annual TDM report to the City to demonstrate compliance with their trip reduction targets and implementation of TDM strategies. While the current monitoring and enforcement activities rely on manual processes, future phases of work will explore potential tools and standard operating procedures to streamline and scale the program in the future.

Question: What is a “driveway count”?

Answer: A driveway count is a method of measuring the volume of vehicular traffic generated by a land use by counting vehicles entering and exiting access points to the site over a certain period of time. Driveway counts are currently required of many properties under existing TDM requirements and are an important method for confirming whether sites are in compliance with site-level trip caps and achieve their ADT targets accordingly.

Question: What does the “X%” for the “First/Last Mile transit” item indicate?

Answer: The placeholder of “X%” was used while further calculations were made to estimate the ADT reduction potential for the TDM strategy. The estimated ADT reduction potential for this TDM strategy was determined to be 5%.

Question: What does “Testing” in this row in the draft toolkit refer to?

Limit Parking Supply (Employment land use only)	% VMT Reduction = % Reduction of parking supply from minimum in City Code or ITE Manual × 0.5	10% At least 30% below the minimum required parking.	The percent reduction can be adjusted based on the % below minimums. C/CAG - 10% Testing - 9%
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Answer: This was a typo and will be removed.

Question: Why does the “Justification for Estimated Trip Reduction Potential” table in the refer to “Limit Parking Supply” as “Employment land use only”?

Answer: This was a typo in the Attachment. “Limit Parking Supply” is applicable to all land use types.