

Bicycle and Pedestrian Advisory Committee (BPAC) Questions May 28, 2025

6.1 Active Transportation Collision Report

Question: Given the FLOCK cameras, do we have any sense of what percentage of vehicles have improper plates (e.g., missing front plates, obstructed plates, entirely unregistered vehicles)?

Answer: Will be discussed at the meeting.

Question: Does MVPD use information from school crossing guards to adjust traffic enforcement around school hours?

Answer: Will be discussed at the meeting.

6.2 Safe Routes to School Update

Question: Do the school crossing guards have ways to request increased traffic enforcement at problem areas that they identify?

Answer: The Safe Routes to School (SRTS) and Mountain View Police Department (MVPD) staff periodically check in with the American Crossing Guard Company, which staffs Mountain View's crossing guard locations. In the past, we have addressed feedback from specific crossing guards regarding location placement and the number of student walkers and bikers they assist daily. Any crossing guard can reach out to the American Crossing Guard Company or SRTS Coordinator Priyoti Ahmed to request support from the Police Department.

6.3 Transportation Development Act Article 3 Funding

Question: Can staff elaborate on the structure of CIP Project 23-03, corresponding to Option 4? From a review of the recent CIP items before Council, I see that project 23-03 has a budget of \$4.7 million, with encumbrances of ~\$417,000 as of January 2025. Where do the active transportation improvements referenced in Option 4 with a \$280,000 shortfall fit into the CIP?

Answer: SB-1 Streets(23-03) will repair localized roadway failures and apply slurry seal or pavement resurfacing treatments. The project will also provide active transportation improvements, including Americans with Disabilities Act-compliant curb ramps, high-visibility crosswalks, and adding green bicycle lane markings at conflict zones along high-volume corridors and schools, such as on Rengstorff Avenue, North Shoreline Boulevard, and Phyllis Avenue. On April 8, 2025, the City Council approved additional appropriations to close the funding gap, and there are now sufficient funds to construct the project. Construction is expected to begin in summer 2025 and be completed in fall 2025. Because there is no longer a funding gap and because SB-1 schedule no longer aligns with TDA3, Staff recommends allocating the funding to the Grant/Sleeper Avenue Intersection Improvements(21-39), where it can be utilized towards construction.

Question: Regarding Grant/Sleeper Intersections Phase 2 Rengstorff and Junction (21-39): Staff report states it might " potentially freeing up funds for another intersection in Phase 3.". Does it mean that Phase 2 (and the Rengstorff/Junction crossing) is already funded? And if some funds are freed up for Phase 3, what are the intersections covered in Phase 3?

Answer: On May 13, 2025, the City Council approved the Draft CIP Project list for Fiscal Year 2025-26 through 2029-30. The Draft CIP Project list becomes the staff-recommended budget, which will be presented to the Council for approval on June 24, 2025. The recommended budget will include additional funding to the Grant/Sleeper Intersections project (CIP 21-39) for the construction of 3 intersections: Rengstorff/Junction, West Middlefield Road/Terra Bella Avenue and Cuesta Drive/Bonita Avenue (Phase II). The Grant/Sleeper Intersection project is divided into three phases; however, since it is a single CIP number (21-39), all unspent funds will remain with the project and be applied to upcoming phases. Any offset of general funds from the TDA3 funding can be used for Phase III (West Middlefield Road/San Pierre Way, Cuesta Drive/Begen Avenue, East Dana Street/Pioneer Way).