

Council Questions for May 5, 2026 CTC Meeting

Item 5.2: Middlefield Road Complete Streets, Project 22-01

Councilmember McAlister:

1. WHAT IS THE BREAK DOWN OF HOW MANY CICYLISTS USE MIDDLEFIELD, DURING COMMUTE HOURS, OFF COMMUNITES HOUR AND WEEKENDS OVER THE LAST 2 YEARS ON AVERAGE?

Daily bike volume for Middlefield Road is 138 riders per day. Data on cyclists was not categorized into commute/non-commute or weekend trip. [based on trip data from 2018]

2. HOW MANY CARS USE MIDDLEFIELD ON AVERAGE WEEKDAYS /WEEKENDS?

2025 ADT values for Middlefield Road, east of Moffett Boulevard, fall between 13,000 - 14,000 vehicles on weekdays and between 7,000 – 8,000 vehicles on weekends.

3. HOW MANY VEHICLE ACCIDENTS BEEN ON MIDDLEFIELD OVER THE LAST 5 YEARS?

In 2024, the Council adopted the [Vision Zero Action Plan](#), which identified Middlefield Road as part of City's High Injury Network (HIN) where there is a history of severe injury and fatal collisions. The collision data was obtained from the Transportation Injury Mapping System (TIMS), which is maintained by UC Berkeley. For the period from 2014 to 2019, there is a total of 26 collisions on Middlefield Road.

4. DOES THE EXISTING LIMITS ON PARKING ACCOMMODATE CYCYLIEST NOW?

The existing limits only accommodate cyclists during daytime hours. Vehicles can park curbside 7 p.m. – 2 a.m., blocking the bicycle lane during those times.

5. HOW MANY PARKING SPACES WILL BE REMOVED?

Approximately 193 on-street parking spaces will be removed.

6. DEFINE WHAT A LOCAL HIGH-INJURY NETWORK IS AND WHAT AGENCY CAME UP WITH THE TERM?

High Injury Networks (HIN) are continuous street corridors and intersections with a history of severe and fatal crashes over a period of time. The HIN allows the City to identify and prioritize corridors and intersections for safety improvements to reduce fatal and severe-injury collisions. In 2024, City Council adopted Mountain View's HIN as part of the [Vision Zero Action Plan](#). Middlefield Road is one of the HIN corridors.

The term “High Injury Network” or HIN has been in use in California for over a decade. According to a [2022 Federal Highway Administration Safety Data Case Study](#), San Francisco developed the first HIN in 2013.

7. WHAT IS A TIER 2 PRIORITY CORRIDOR, HOW IS IT DETERMINED?

Mountain View’s AccessMV Report included identification of priority corridors throughout the City and categorized them into four tiers with Tier 1 being the highest. Criteria established in this report includes:

- Connectivity/Walkability/Bikeability
- Equity
- Mobility
- Enhanced Safety
- Sustainability
- Consistency

Several segments of Middlefield Road scored in the Tier 2 rank.

8. WHAT IS A HIGH-STRESSFUL FACILITY?

Bicycle Level of Traffic Stress (LTS) measures how comfortable or stressful a roadway is for bicyclists based on traffic speed, volume, and the type of bicycle facility. Generally, higher vehicle volumes, higher vehicle speed, more vehicle lanes, and lack of physical separation from vehicles result in a more stressful facility. LTS is measured on a scale of 1 to 4, with 1 being the least stressful, and appropriate for bicyclists of many ages and abilities. Typically, multi-use trails and bikeways with physical separation from vehicle lanes are LTS 1. Shoulders or bike lanes on high-speed, multi-lane roadways would typically be LTS 4.

9. WHAT IS MEANT BY “IN-DESIGN”?

This means the project is in the design phase. The design phase includes developing the detailed construction drawings to allow a contractor to submit a bid for the installation of the improvements.

10. WHAT REQUIREMENTS DOES THE OBAG 3 EXPECT TO SEE?

The scope indicated in the OBAG-3 grant for the Middlefield Road Complete Streets project includes:

- Road resurfacing and restriping of Middlefield Road between Moffett Boulevard and Whisman Road;

- New Class IV protected bikeways on Middlefield Road between Moffett Boulevard and Bernardo Avenue, with Class II bike lanes or a multi-use facility over the State Route 85 (Highway 85) overpass; and
- Pedestrian and bicycle improvements at four intersections (Moffett Boulevard, Easy Street, Tyrella Avenue, and North Whisman Road).

11. WAS THE UPGRADE OF BIKE LANES TO CLASS 4 ONE OF THE REQUIREMENTS OR WERE THERE OPTIONS?

The upgrade to Class IV bike lanes was included in the OBAG grant application. The segment over SR-85 was identified for Class II bike lanes.

12. ARE VERTICAL DELINEATORS REQUIRED ON CLASS 4 LANE OR RECOMMENDED?

A Class IV bike lane is a bike lane that is on-street but separated from vehicular traffic. This can be via several types of vertical separation, with a form of channelizers being most common in Mountain View for visibility and cost-effectiveness.

13. WHAT IS THE DESIGN OF A PEDESTRIAN HYBIRD BEACON SIGNAL?

A Pedestrian Hybrid Beacon (PHB) signal is a traffic signal that when activated by a pedestrian or cyclist, has a flashing-then-solid red light that requires all approaching vehicles to stop and wait once activated (similar to a traditional traffic signal). The PHB remains dark if not activated. This is different from a pedestrian-activated, LED-enhanced crosswalk system. When an LED-enhanced crosswalk is activated, yellow warning lights flash along the border of the existing pedestrian crossing signs to alert vehicles to yield to the pedestrian in the crosswalk. All vehicles must yield for a flashing yellow light and be prepared to stop, but it does not require them to stop if the pedestrian has already proceeded safely across their travel lane.

14. ARE THERE DIFFERENT DESIGNS FOR DIFFERENT CONDITIONS?

Yes. All PHB designs are site specific. For example, the PHBs on El Camino Real and Grant Avenue/Sleeper Avenue intersections are different and based on site conditions.

15. ON THE SENDING OF 1700 POST CARDS, WHAT WAS THE EXPECT TURN OUT?

16. HOW DOES 900 VEHICLES PER HOUR COMPARE WITH SHORELINE, OR CALIFORNIA OR EL MONTE?

An arterial is assumed to have a vehicle capacity of 900 vehicles per hour per lane (vphpl). Other arterials including Shoreline Boulevard, California Street, and El Monte Avenue would have the same assumed capacity.

17. ARE ANY TREES PLAN TO BE PLANTED?

Landscaping and tree planting is not included in the scope of work.

18. CAN THE SIDE WALKS BE MADE WIDER AND THE BIKES LANES SMALLER?

Sidewalk widening is not included as part of the project scope. Widening sidewalks is often challenging as it changes the location of the curb line and affects drainage.

19. WHAT IS A MULTI-USE PATH- BIKE AND PED?

A multi-use path is a two-way paved facility that is physically separated from vehicle traffic intended to be used by both cyclists and pedestrians simultaneously.

20. WILL THERE BE ANY CHANGES TO THE BUS STOPS?

No changes to the bus stops are included in this project scope.

21. DOES THE CITY SHUTTLE USE MIDDLEFIELD?

Yes, as well as two other transit services: the Santa Clara Valley Transportation Authority (VTA) buses and MVGo shuttles. MVGo is a service of the Mountain View Transportation Management Association that provides first- and last-mile shuttle services to Mountain View businesses in North Bayshore, East Whisman, and San Antonio Center.

22. WILL THERE BE ANY CONDUIT, FOR FUTURE, USE LAID?

No. Communication conduit installation is not part of the project scope. The project improvements do not require trenching or provide opportunities for similar scoped work for conduit installation.

SOME GENERAL QUESTION

Councilmember McAlister:

23. THE INTERSECTION AT CALIORINA AND RENGSTROFF, IS HARD FOR LARGE VEICHILE TO MAKE THE TURN, WILL THAT INTERSECTION BE REVIEWED?

Staff has reviewed this intersection and has made some revisions due to difficult right turns for northbound and southbound right-turning large vehicles.

Staff is currently also leading the Rengstorff Complete Streets Study to improve safety and accessibility for all modes of transportation. The intersection of California Street and Rengstorff Avenue is part of the study area. Staff will coordinate with the California Street project to ensure that large vehicles are able to safely make turns onto Rengstorff Avenue.

24. IS CYCLISTEST DATA BE COLLECTED ON CALIFORNIA AVE?

Yes, data will be collected.

25. WHAT ROAD CONDITION WARRENTS A “NO TURN ON RED”?

Intersections can be evaluated on a case-by-case basis to determine if the regulation is appropriate for the intersection. Some conditions that are considered in reviewing the intersection for these restrictions are: inadequate sight distance for turning vehicles caused by unusual intersection geometry, bike box placement, offset intersection geometry, exclusive conflicting signal phases, multiple intersection legs, unexpected conflicts that cannot otherwise be corrected, available roadway space, collision history, vehicle volumes, pedestrian volumes, or bicycle volumes.

Considerations are also given to the potential safety implications of the restriction. Improper “NO RIGHT TURN ON RED” restrictions may result in poor compliance. Consequently, having the sign which results in poor compliance may give other roadway users a false sense of security as they enter or exit the roadway. Furthermore, these restrictions may also lead to higher right-turn-on-green conflicts with pedestrians, vehicle queues impacting other crosswalks or bike facilities, unsafe vehicle maneuvers. Therefore, the No Right Turn on Red signs are treated as a targeted operational fix, not a default treatment for every busy intersection.

26. I KEEP HEARING ABOUT ROAD STANDARDS FROM TWO AGENCY. I DO NOT KNOW THEIR ACRONYM. ON STATE WITH A N. WHO ARE THEY?

You may have heard about the National Association of City Transportation Officials (NACTO). NACTO focuses on creating safe, sustainable, and equitable transportation networks and has developed design guidelines for streets. These guidelines provide a

variety of recommendations and design guidance and other resources for streets, biking, transit, and related urban mobility topics. Staff uses NACTO as well as other guidance documents and standards in evaluating street design elements. These include, but are not limited to, American Association of State Highway and Transportation Officials (AASHTO), California Department of Transportation (Caltrans) and California Manual on Uniform Traffic Control Devices (CA MUTCD).

27. WHAT ITEM IS COMING TO COUNCIL IN JUNE AND BPAC IN AUGUST? IS IT THE SAME ITEM?

Staff intends to bring the SR-237/Middlefield Road Intersection Improvements Project to the Council Transportation Committee's June 16, 2026 meeting. Following this, staff will present the project to BPAC in August.

The Active Transportation Plan is also going to CTC in June and BPAC in August. Staff intends to bring the Draft Active Transportation Plan to CTC at its June 16, 2026 meeting for input and recommendation to City Council. Staff presented the plan to BPAC on April 29, 2026, and the BPAC recommended the plan to the CTC with modifications. At the June CTC meeting, staff will present the Draft Plan, provide a summary of BPAC comments, and outline proposed responses to those comments. In July, staff will revise the plan based on comments from BPAC, CTC, and public input. Staff intends to bring the Final Plan to BPAC on August 26, 2026, for recommendation to Council, and to the September 22, 2026, City Council meeting as New Business for adoption.