



City of Mountain View

Minutes

Bicycle/Pedestrian Advisory Committee

Wednesday, June 25, 2025

6:30 PM

Plaza Conference Room and Video Conference,
500 Castro St., Mountain View, CA 94041

1. CALL TO ORDER

Kuszmaul called the meeting to order at 630 PM.

2. ROLL CALL

Members present: Bonte, Kuszmaul (Vice Chair), Stone, Huang (joined during public comment at 6:33 PM).

Members absent: Barton (Chair).

Staff members present: Joseph Cervantes (Senior Civil Engineer), Robert Gonzalez (Principal Civil Engineer), Ed Arango (Assistant Public Works Director), Kathryn Robertson (Associate Civil Engineer) and Brandon Whyte (Transportation Planner).

18 members of the public were present, including 2 in person and 16 online.

Present 4 - Committee Member Serge Bonte, Committee Member Peggy Huang, Committee Member John Stone, and Vice Chair James Kuszmaul

Absent 1 - Chair Terry Barton

3. ORAL COMMUNICATIONS FROM THE PUBLIC

Scott Mace raised concern about Class 4 bike facilities along El Camino Real being marked with Class 2 bike lane signs, stating this is not indicated by state standards and causes confusion, as Class 4 facilities are not mandatory for cyclists.

Bruce England noted confusion about cars still parking on El Camino Real, blocking cyclists due to unclear signage and red curbs.

4. CONSENT CALENDAR

MOTION: Approve the consent calendar.

Bonte/Stone - 4/0/0 passed

Yes: 4 - Committee Member Bonte, Committee Member Huang, Committee Member Stone, and Vice Chair Kuszmaul

4.1 Meeting Minutes May 28, 2025

Approved via consent calendar.

4.2 BPAC Fiscal Year 2024-25 Work Plan

Approved via consent calendar.

5. UNFINISHED BUSINESS

No unfinished business.

6. NEW BUSINESS

6.1 Interim Pedestrian Mall Improvements (Castro Street Intersection Improvements), Project 23-49

Joseph Cervantes, Senior Civil Engineer, and Robert Gonzalez, Principal Civil Engineer, provided a presentation.

Public comment:

Kevin Lou supported the project, and suggested speed bumps before intersections to calm vehicle speeds, referencing effective examples on Villa Street.

Bruce England suggested avoiding the word "central" in naming the crossing to prevent confusion with other city locations, supported speed bumps, and hoped for a large oak tree at the California Street roundabout.

Valerie Fenwick appreciated the signalized intersections for clarifying right-of-way, but was confused about the central crosswalks potentially drawing people away from businesses. She liked the striping, bike racks, and modern equipment replacement.

Jim Evans expressed concern about pedestrians who might be "mindless or intoxicated" crossing at the intersections, asking for adequate address of this safety issue.

Mary Dateo requested using freed-up space for additional large trees for canopy to address the heat island effect.

Committee comment:

Kuszmaul appreciated the concept allowing continuous strolling and reiterated suggestions for speed bumps ahead of crosswalks and reducing posted speed limits on Villa St./Dana St. blocks. He expressed concern about activated spaces for live music. He also raised concerns about the crossing distance and delivery vehicles blocking, and inquired about the possibility of raised crossings in the final pedestrian mall design. Staff clarified current improvements are interim but signals could be reused.

Bonte emphasized ensuring the safety of children who might misunderstand the open space.

Stone noted the use of physical elements (bollards, spheres, fencing) and pedestrian signal heads (hand/walk signals) as indicators for crossing safety. He stated he supported the non-circulation space and central crossing, noting a preference for signals defaulting to red at off-hours. He questioned vehicle traffic on Villa Street and supported prioritizing pedestrian flow. Stone also supported considering speed limit reduction and speed humps post-implementation and highlighted the thermoplastic treatment as a visual cue for drivers. Finally, he expressed that it feels "silly" not to be allowed to bike on the pedestrian mall during off-peak hours.

MOTION: Recommend the Council transportation Committee (CTC) approve the concept intersection layouts for the interim pedestrian mall improvements, with the recommendation that the city revisit or look at signal timing, posted speed limits, and potential installation of speed humps once the project is implemented.

Kuszmaul/Stone – 4/0/0 passed unanimously by members present.

Yes: 4 - Committee Member Bonte, Committee Member Huang, Committee Member Stone, and Vice Chair Kuszmaul

6.2 El Monte Corridor Improvements, Project 21-38

Member Bonte recused himself and left the room, due to a real estate interest within 500 ft.

Kathryn Robertson, Associate Civil Engineer, provided a presentation on the project.

Public comment:

Kevin Lou strongly supported the removal of the Escuela Ave slipway, citing danger to pedestrians, and expressed concern about conflict zones in the bike lane at the southern corner of El Monte, suggesting a "cyclist traveling phase" in traffic lights.

Bruce England requested a commitment for a speed survey after project implementation on El Monte Ave, referencing past fatalities and state rule flexibility, and hoped for remedies to confusion at Escuela Ave/El Camino Real.

Jerry Maloney suggested only one refuge island at Hollingsworth Drive instead of two to ease left turns onto El Monte Ave during heavy school traffic.

Mary Dateo was excited about the signal light timing change at Escuela Ave/El Camino Real, suggested reallocating space from the 18ft northbound Escuela Ave bike lane to the 4ft southbound lane, and expressed worry about the long right turn lane at El Monte Ave/Jay St Street causing speeding and discomfort for cyclists.

Jim Evans supported the road diet and advocated for a lowered speed limit, also highlighting challenging sidewalk conditions on Todd St and high-speed issues at Jay St.

Terry Bush supported the road diet but was concerned about traffic impacts and difficulty for left turns from Hollingsworth Dr. onto El Monte Ave with the proposed refuge island.

Valerie Fenwick raised concerns about the dangerous exit from the Walgreens/Petco parking lot at Escuela Ave/El Camino Real, particularly for left-turning cars, and advocated for more bollards on El Camino Real.

Matthew Stangle echoed concerns about the refuge island at Hollingsworth Dr., suggesting a stop sign or pedestrian-assisted light if it must be there, and noted Pilgrim Avenue's high school traffic and the closeness of Escuela Ave and El Monte Ave.

Committee comment:

Stone noted public comments, including looking into the 18ft wide northbound Escuela Ave lane for potential space reallocation. Stone inquired if Caltrans requires a dedicated right turn lane off El Camino Real, as this affects corner design. Stone expressed concern about pedestrian crossings on El Monte Ave, particularly at Marich Way, and inquired about the feasibility of slightly raised crossings if the speed limit is lowered. He also suggested using plastic curbing to create bulb-outs at side streets to tighten turn radius and slow turning traffic.

Kuszmaul brought up the length of the right turn lane at El Monte/Jay Street, suggesting it appears longer than current. He questioned the absence of a protected left turn out of the Walgreens parking lot at Escuela Ave/El Camino Real, noting it presents similar problems. Kuszmaul expressed frustration about the inability

to implement similar safety improvements on the southeast corner of El Monte Ave/El Camino Real due to budget and drain inlet constraints, though staff noted additional city funds could potentially be used. Kuszmaul clarified the nature of the refuge islands at Hollingsworth as medians within the crosswalk.

MOTION: Approve the preliminary design with the recommendation of a protected left turn coming out of the parking lot onto El Camino Real and Escuela Ave, and ask that staff look into the cost of adding protected treatments on the east side of the El Camino Real and El Monte Ave intersection to mirror improvements on the west side, and to consider if possible protected elements on the Escuela Ave and El Camino Real north side, and potentially reducing the northbound Escuela Ave lane to give more space to the bicycle, and with the recommendation that the city perform a speed study along El Monte Ave after the project is implemented to be able to reduce the posted speed limits.

Kuszmaul/Stone – 3/0/0 passed

Yes: 3 - Committee Member Huang, Committee Member Stone, and Vice Chair Kuszmaul

Recused: 1 - Committee Member Bonte

7. COMMITTEE/STAFF ANNOUNCEMENTS, UPDATES, REQUESTS, AND COMMITTEE REPORTS

7.1. Staff Comments

Whyte provided updates: California Street pilot project has begun, including a midblock crossing and new temporary signs to help people understand parking and biking rules (e.g., "Park Wisely, Keep Bike Lanes Clear"). Micro Mobility hubs analysis is under review. Council supported transportation management concepts. Trail counters have been installed at five locations at no cost to the city, through a partnership with i8 Labs, capable of discerning different modes of traffic. Upcoming events include the Active Transportation Plan (ATP) update and the arrival of new mobile bike/ped counters for the California Street after-study, and continuation of the Terra Bella bikeway feasibility study.

Public comment:

None.

Committee comment:

Kuszmaul asked if the new trail counters count all traffic or specific types; staff clarified they can discern different modes like bikes, pedestrians, scooters, and motorcycles.

7.2. Committee Comments

Committee Comment:

Kuszmaul also inquired about the difference between parking and stopping in a bike lane; staff clarified that stopping for delivery is considered parking and is against the California vehicle code. Kuszmaul noted gravel in bike lanes and at crosswalks on El Camino Real and expressed concern about the confusing markings on California Street for biking and driving. Lastly, he suggested a future discussion with MVPD about parking/stopping in bike lanes, particularly concerning deliveries and ride-share services, to address complaints and potential tickets for delivery personnel.

Stone stated he would be providing updates on the VTA BPAC at future meetings due to council approval. He also noted concerns from a crossing guard at Rock Street and Rengstorff Avenue regarding reporting illegal driver maneuvers to the police department.

Bonte mentioned a new law being discussed in Los Altos regarding e-bikes and asked if Mountain View was considering similar measures; staff confirmed not currently. Bonte inquired about the mechanism for adding

items to the BPAC work plan; staff explained the process involves Brown Act constraints and requires approval for staff time, but suggestions can be made.

8. SET DATE AND TIME FOR NEXT MEETING:

Wednesday, August 27, 2025, at 6:30 p.m

9. CALENDAR

10. ADJOURNMENT

Meeting adjourned at 9:01 p.m.