



**BICYCLE/PEDESTRIAN ADVISORY
COMMITTEE**

AGENDA

REGULAR MEETING - WEDNESDAY, AUGUST 26, 2015
PLAZA CONFERENCE ROOM AT CITY HALL - 500 CASTRO STREET
6:30 P.M.

1. **CALL TO ORDER**

2. **ROLL CALL** – Committee members Marc Roddin, Kalyanaraman Shankari, Greg Unangst, and Vice Chairperson Bruce England.

3. **ORAL COMMUNICATIONS FROM THE PUBLIC**

This portion of the meeting is reserved for persons wishing to address the Committee on any matter not on the agenda. Speakers are limited to three minutes. State law prohibits the Committee from acting on nonagenda items.

4. **MINUTES APPROVAL**

Minutes for the June 24, 2015 meeting have been delivered to Committee members and copies posted on the City Hall bulletin board. If there are no corrections or additions, a motion is in order to approve these minutes.

5. **UNFINISHED BUSINESS** – None.

6. **NEW BUSINESS**

6.1 **CALIFORNIA STREET/ESCUELA AVENUE/SHORELINE BOULEVARD
COMPLETE STREETS FEASIBILITY STUDY, PROJECT 14-41**

Overview:

The Committee will review and provide input on the draft alternatives developed as part of the California Street/Escuela Avenue/Shoreline Boulevard Complete Streets Feasibility Study, Project 14-41.

Recommendation:

Provide input on the draft alternatives developed as part of the California Street/Escuela Avenue/Shoreline Boulevard Complete Streets Feasibility Study, Project 14-41.

7. COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS

No action will be taken on any questions raised by the Committee at this time.

7.1 STAFF COMMENTS

7.2 COMMITTEE COMMENTS

8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, September 30, 2015 B/PAC meeting at 6:30 p.m.

9. CALENDAR

- Wednesday, October 28, 2015 B/PAC Meeting
- Wednesday, November 18, 2015 B/PAC Special Meeting

10. ADJOURNMENT

HK/3/PWK
915-08-26-15A-E

AGENDAS FOR BOARDS, COMMISSIONS, AND COMMITTEES

- The specific location of each meeting is noted on the notice and agenda for each meeting which is posted at least 72 hours in advance of the meeting. Special meetings may be called as necessary by the Committee Chair and noticed at least 24 hours in advance of the meeting.
- Questions and comments regarding the agenda may be directed to the Public Works Department at (650) 903-6311.
- Interested persons may review the agenda and staff reports at <http://laserfiche.mountainview.gov/Weblink/Browse.aspx?startid=28815> and the Public Works Department counter beginning at 5:00 p.m. the Friday evening before each regular meeting. Staff reports are also available during each meeting.
- **SPECIAL NOTICE – Reference: Americans with Disabilities Act, 1990**
Anyone who is planning to attend a meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the Public Works Department at (650) 903-6311 48 hours in advance of the meeting to arrange for assistance. Upon request by a person with a disability, agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format.
- The Board, Commission, or Committee may take action on any matter noticed herein in any manner deemed appropriate by the Board, Commission, or Committee. Their consideration of the matters noticed herein is not limited by the recommendations indicated herein.
- **SPECIAL NOTICE –** Any writings or documents provided to a majority of the Bicycle/Pedestrian Advisory Committee regarding any item on this agenda will be made available for public inspection in the Public Works Department, located at 500 Castro Street, during normal business hours and at the meeting location noted on the agenda during the meeting.

ADDRESSING THE BOARD, COMMISSION, OR COMMITTEE

- Interested persons are entitled to speak on any item on the agenda and should make their interest known to the Chair.
- Anyone wishing to address the Board, Commission, or Committee on a nonagenda item may do so during the “Oral Communications” part of the agenda. Speakers are allowed to speak one time on any number of topics for up to three minutes.



DRAFT

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

REGULAR MEETING - JUNE 24, 2015
PLAZA CONFERENCE ROOM AT CITY HALL - 500 CASTRO STREET
6:30 P.M.

1. CALL TO ORDER

Vice Chairperson England called the meeting to order at 6:31 p.m.

2. ROLL CALL

Members Present: Committee members Marc Roddin, Kalyanaraman Shankari (arrived at 6:37 p.m.), Greg Unangst, and Vice Chairperson Bruce England.

Staff Members Present: Sayed Fakhry, City Traffic Engineer; Linda Forsberg, Transportation and Business Manager; and Helen Kim, Transportation Planner.

Public Present: Thirteen (13) members of the public were present.

6:33 3. ORAL COMMUNICATIONS FROM THE PUBLIC

- Pat Noyes shared concerns and recommendations regarding the Grant Road/Bryant Avenue intersection.
- Mitchell Harnett shared a need for additional bike parks and bicycle safety education classes.
- Kathy Stiles shared concerns regarding the Grant Road/Covington Road intersection.
- John Scarboro shared that at its June 2015 meeting, the Environmental Planning Commission (EPC) discussed having an EPC representative report to the Bicycle/Pedestrian Advisory Committee (B/PAC).
- Anurag Mishra shared concerns regarding school routes and intersections near Monta Loma School.

6:40 4. **MINUTES APPROVAL**

Motion—M/S Roddin/Unangst—Carried 4-0—Approve the minutes of the April 29, 2015 meeting.

5. **UNFINISHED BUSINESS**—None.

6. **NEW BUSINESS**

6:41 6.1 **ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON—REMAINDER OF 2015 CALENDAR YEAR**

The Committee nominated Bruce England as Chairperson.

Motion—M/S Unangst/Roddin—Carried 4-0—To approve Bruce England as Chairperson for the remainder of the 2015 calendar year.

The Committee nominated Kalyanaraman Shankari as Vice Chairperson.

Motion—M/S England/Roddin—Carried 4-0—To approve Kalyanaraman Shankari as Vice Chairperson for the remainder of the 2015 calendar year.

6:46 6.2 **TRAFFIC ENGINEER UPDATE**

The Committee received an update from the City's Traffic Engineer regarding current and recently completed bicycle and pedestrian improvement projects and provided input regarding bicycle/pedestrian issues. The City's Traffic Engineer responded to the Committee's questions.

SPEAKING FROM THE FLOOR WITH SUPPORT, QUESTIONS, AND/OR RECOMMENDATIONS

- Valerie Fenwick
- Kathy Stiles
- Serge Bonte
- Bill Cranston
- Patrick Moore
- Jayalakshmi Raffill
- John Scarboro
- Anurag Mishra

8:00 **6.3 IMPROVEMENTS TO WEST MIDDLEFIELD ROAD/INDEPENDENCE AVENUE AND THADDEUS DRIVE**

Member Unangst recused himself from participating in Item 6.3 due to a potential conflict of interest and left the dais during the discussion.

The Committee discussed and provided input regarding the proposed crosswalk improvements at West Middlefield Road/Independence Avenue and Thaddeus Drive intersection, to be funded by Fiscal Years 2013-14 and 2014-15 Transportation Development Act (TDA) Article 3 Funding. The City's Traffic Engineer responded to the Committee's questions.

SPEAKING FROM THE FLOOR WITH SUPPORT, QUESTIONS, AND/OR RECOMMENDATIONS

- Patrick Moore
- Bill Cranston
- Kathy Stiles

8:33 **6.4 APPOINTMENT TO THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY BICYCLE & PEDESTRIAN ADVISORY COMMITTEE**

Member Unangst returned to the dais.

The Committee discussed and provided input on the Mountain View B/PAC appointment to serve on the Santa Clara Valley Transportation Authority (VTA) Bicycle & Pedestrian Advisory Committee (BPAC) and the Transportation Planner responded to the Committee's questions.

Motion – M/S Shankari/Roddin – Carried 4-0 – Recommend the appointment of Greg Unangst to serve on the VTA BPAC for the remainder of a two-year term ending June 30, 2016.

8:35 **6.5 FISCAL YEAR 2014-15 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN UPDATE**

The Committee reviewed the Fiscal Year 2014-15 B/PAC Work Plan and provided updates on their recent activities, including feedback from the public at the B/PAC's Bike to Work Day energizer station (see attached).

7. COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS

8:43 7.1 STAFF COMMENTS

- There were 18 bicycle-/pedestrian-related cases (12 resolved and 6 open) reported for the months of April and May in the City's Customer Relationship Management (CRM) system.
- Two Neighborhood Traffic Management Program (NTMP) projects, Cuesta Drive and Rose Avenue, were approved by the Council Transportation Committee at its April 13, 2015 meeting.
- Staff distributed to the Committee the Police Department's bicycle-/pedestrian-related accident and pedestrian-related enforcement data for January to March 2015 and the new Walking in Mountain View brochure.

8:45 7.2 COMMITTEE COMMENTS

- A Committee member shared updates regarding the Bike to Shop Day, Stevenson School Bike to School Day, Graham Middle School student bicyclists, Federal Highway Administration Guidelines on protected bike lanes, and Metropolitan Transportation Commission prioritization criteria.
- A Committee member shared information regarding the Mayor's quarterly meeting with the City advisory bodies, changes to mandatory ethics training requirement, Senior Advisory Committee's questionnaire on walking, and Senior-Friendly Community designation.
- A Committee member commented that the 2011 VTA regional bike map needs updating.
- A Committee member shared information regarding VTA's monthly educational webinars regarding bicycle-/pedestrian-related topics.
- In response to a member question, the Transportation and Business Manager stated there were no updates for the mobility coordinator position.

- In response to a member question, the Transportation Planner stated staff will provide the Committee with the applicable code(s) regulating bicycling on the sidewalk.

8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, August 26, 2015 B/PAC Meeting.

9. CALENDAR

Wednesday, September 30, 2015 B/PAC Meeting

Wednesday, October 28, 2015 B/PAC Meeting

Wednesday, November 18, 2015 B/PAC Special Meeting

10. ADJOURNMENT

The meeting was adjourned at 9:15 p.m.

HK/5/PWK

915-06-24-15mn-E

This was the feedback from the public at the BTWD energizer station.

1. Since we were at the transit center, several people had complaints about Caltrain support for bikes. In particular, bikes being bumped from trains, and lack of support for taking bikes with child seats attached. I explained that this is not a City issue.
2. It turns out that a lot of people bike down Evelyn from Sunnyvale and Santa Clara. Some comments on that route were: the construction work for the double tracking at Evelyn tears up the street a lot without adequate marking/guards, there is a lot of debris along the street (how often is the street swept), and is it possible to allow bicyclists to not stop at the red lights when there is no cross street (note that the train tracks are on one side of Evelyn)
3. There were a lot of riders on the Stevens Creek Trail, as expected. There were some questions on the 15 mph limit, and whether it would be enforced during off peak hours when there wasn't a lot of traffic. There was a request to officially allow riders on the trail after dark, since it is an important commute corridor, and it gets dark at 4:30pm during winter. There were also requests to educate other trail riders as well - in particular, pedestrians with headphones, and dog walkers with long, retractable leashes to ensure safety for bicycles.
4. There were several complaints about Castro street and how narrow it is. There were multiple suggestions to close part of Castro to cars to offer a better dining experience and a better route for bicycles.
5. There were several comments about the Moffett/Castro intersection and how dangerous it was right now. There was strong support for immediate changes to the intersection to improve safety. They also liked the idea of a scramble intersection to allow people to quickly and safely access Sterlin after 100 Moffett is built. Most people would also like to see a grade separation that that intersection in the long term.
6. There were general complaints about road debris and large number of flats, which I suggested reporting via Ask Mountain View.
7. There was a strong request for better cross-town and regional connections. Every single person that I talked to about protected bike lanes on El Camino thought that they were a great idea and said that they would use them.- There were a couple of comments around the selection of the bikeshare stations and how they did not cover enough of the city. There was one person who would particularly like to have bikeshare stations up at Shoreline.

Some particular intersections of concern were:

1. Stevens Creek trail and Moffett: curb cut to support right turn as opposed to cross- Leong and Moffett: sucks for pedestrians, no crosswalk
2. Mayfield and Central: Green light does not stay green long enough to make it across

Shankari

**MEMORANDUM**

Public Works Department

DATE: August 26, 2015

TO: Bicycle/Pedestrian Advisory Committee

FROM: Rey S. Rodriguez, Senior Project Manager
Michael A. Fuller, Public Works Director

SUBJECT: California Street/Escuela Avenue/Shoreline Boulevard Complete Streets Feasibility Study, Project 14-41

RECOMMENDATION

Provide input on the draft alternatives developed as part of the California Street/Escuela Avenue/Shoreline Boulevard Complete Streets Feasibility Study, Project 14-41.

PURPOSE

The purpose of this item is to provide the Bicycle/Pedestrian Advisory Committee (B/PAC) with an update on the California Street/Escuela Avenue/Shoreline Boulevard Complete Streets Feasibility Study (Study) and to hear the B/PAC's input on several questions related to the Study.

The Study is being developed, and staff is not seeking approval or a recommended alternative at this time.

BACKGROUND

The objective of the California Street/Escuela Avenue/Shoreline Boulevard Complete Streets Feasibility Study (Study), is to develop alternatives to create a safe, comfortable, and convenient environment for all modes of travel, including pedestrian, bicycle, automobile, and transit on California Street between Bryant Street and Showers Drive, Escuela Avenue between Crisanto Avenue and Latham Street, and Shoreline Boulevard between Montecito Avenue and El Camino Real (see Figure 1 below). For purposes of this Study, a Complete Street is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including

bicyclists, pedestrians, transit vehicles, and motorists, appropriate to the function and context of the street.



Figure 1 – Study Area

Existing Roadway Characteristics

California Street is 90' wide, with two travel lanes in each direction between Showers Drive and Oak Street and one travel lane each direction between Oak Street and Bryant Street. The posted speed limit is 35 miles per hour (mph). Some segments have landscaped medians while other segments have a double solid yellow line prohibiting left turns. Seven intersections provide left-turn pockets. Between Ortega Avenue and Showers Drive, a two-way left-turn lane is provided in the center of California Street. Bike lanes are mixed with segments having a bike lane between parking and traffic lanes, or in the gutter.

Shoreline Boulevard varies from 83' wide over Central Expressway to 113' wide in other areas. Between Montecito and Wright Avenues, there are two travel lanes in each direction and between Wright Avenue and El Camino Real, there are three travel lanes in each direction. The posted speed limit is 35 mph. Only the segment between Wright Avenue and Villa Street has a concrete nonlandscaped median. The remaining medians on Shoreline Boulevard are landscaped. Six intersections provide left-turn pockets and there are three median breaks for pedestrian crossings. Bike lanes vary with some segments having a bike lane between parking and traffic lanes and others with curbside bike lanes. Bike lanes are often situated in the gutter or adjacent to parked cars where a bicyclist can run into a suddenly opened car door, referred to as the "door zone."

In early 2015, pedestrian-activated LED flashing signage was installed on Shoreline Boulevard as part of the Shoreline Boulevard Crosswalk Improvements, Project 14-53, at High School Way, Mercy Street, and Dana Street. The enhanced signage has improved the visibility of pedestrians and bicyclists crossing Shoreline Boulevard.

Escuela Avenue is 40' wide between Crisanto Avenue and Latham Street and consists of two lanes. The majority of the street has parking on both sides. The posted speed limit is 25 mph, including a 15-mph school zone. The California Street intersection has a left-turn pocket and is signalized. Escuela Avenue does not currently have bike lanes, however, the street is a recommended bike route under the Public Draft Bicycle Transportation Plan.

The following table summarizes the street characteristics.

Summary of Existing Street Design

	California Street	Escuela Avenue	Shoreline Boulevard
Public Right-of-Way Width (feet)	90	40	113 Over Central Expy = 83
Existing Travel Lanes in Each Direction	Showers to Rengstorff: 2 Rengstorff to Oak: 2 Oak to Bryant: 1	1	Montecito to Wright: 2 Wright to El Camino: 3
Posted Speed Limit (mph)	35	25	35
Bicycle Amenities	Bike Lanes	No Bike Lanes	Bike Lanes

Community Outreach and Input

Members of the public have had several opportunities to provide input regarding the Study, including:

- Community Biking and Walking Tour (September 27, 2014)

Nelson\Nygaard Consulting Associates (Nelson\Nygaard) staff led two walking groups and one bicycling group on a tour of the Study area to capture comments and observations regarding current conditions. Approximately 50 people participated in the event.

- Online Survey (October 2014)

The public was invited to participate in an online survey on the City website. A total of 465 comments were obtained, including all comments collected by Nelson\Nygaard directly from the community.

- Community Workshop (October 30, 2014)

City and Nelson\Nygaard staff provided a summary of the comments from the walking and biking tours. Large plans were available at the workshop for participants to provide more input on current conditions and concerns of the project Study area.

- Additional Outreach (October 6 to October 17, 2014)

Nelson\Nygaard staff, including bilingual staff, met with over 200 people at various locations and organizations in the Study area neighborhoods seeking additional input. The intent was to capture input from residents who are not likely to attend the meetings at City facilities, but congregate or attend meetings at other venues.

Key observations/comments from the community input received to date include:

- Improvements to pedestrian and bicycling facilities on Shoreline Boulevard over Central Expressway are a clear priority.
- The pedestrian environment can/should be improved by providing additional and well-designed street-crossing facilities, reduced street-crossing distances, and traffic-calming measures.
- Improved bicycling facilities (e.g., reducing door zone conflicts, wider bike lanes, left-turn opportunities, better connections to the Citywide bike network) will attract additional cyclists, including “interested but concerned” cyclists.

Data Collection

In addition to community input, existing street data was collected, including traffic speed and volume for California Street and Shoreline Boulevard, right-of-way dimensions, lighting intensity at intersections along California Street, and parking demand on Escuela Avenue.

The data collected was evaluated in conjunction with projected growth and traffic data that would impact these three streets. The analyses were used to develop the improvements for the project area.

Alternatives Development

The City retained Nelson\Nygaard to assist with the Study. Nelson\Nygaard has prepared three alternatives for each of the three streets to be studied. Each alternative seeks to minimize impacts to vehicle movement while adding progressively more improvements to facilitate bicycle transportation and pedestrian crossing. The alternatives also have varying costs and impacts to vehicle mobility and parking.

California Street

The alternatives for California Street are divided into segments between Showers Drive to Rengstorff Avenue, Escuela Avenue to Chiquita Avenue, and Mariposa Avenue to Oak Street and are shown in Attachments 1 through 3, respectively.

Alternative 1—Provides wider bike lanes and shortens pedestrian crossing distances including adding new midblock crosswalks. Design features include high-visibility crosswalks and bulb-outs at midblock locations between Showers Drive and Chiquita Avenue, and at corners between Showers Drive and Bryant Street for traffic calming.

Alternative 2—Relocates the bike lane adjacent to the sidewalk and shifts parking toward the drive lanes to provide a buffer. Design features include Alternative 1 proposed improvements and a road diet from four to three lanes, including buffered bike lanes and a two-way left-turn lane between Showers Drive and Chiquita Avenue.

Alternative 3—Includes a landscaped median and left-turn pockets at intersections. Design features include Alternative 1 proposed improvements, a road diet from four to two lanes, and parking protected bike lanes.

Escuela Avenue

The alternatives proposed for Escuela Avenue are divided into segments between Latham Avenue to California Street and California Street to Crisanto Avenue and are shown in Attachments 4 and 5, respectively.

Alternative 1 – Design features include bulb-outs at corners between Latham Street and Crisanto Avenue for traffic calming and a bike boulevard with sharrow markings.

Alternative 2 – Design features include Alternative 1 traffic-calming elements, bike lanes on both sides of the street, and parking removal on one side of the street.

Alternative 3 – Design features include Alternative 1 traffic calming elements, wider sidewalks with landscaping and urban design improvements, bike lanes on both sides of the street, and parking removal from both sides of the street.

Shoreline Boulevard

The alternatives for Shoreline Boulevard are divided into segments between El Camino Real to California Street, Dana Street to Central Expressway, and Central Expressway to Montecito Avenue and are shown in Attachments 6 through 8, respectively.

Alternative 1 – Design features include bulb-outs at corners for traffic calming, buffered bike lanes, dashed green painted bike lanes, and stop signs to be installed at on/off ramps at Central Expressway.

Alternative 2 – Design features include Alternative 1 traffic-calming elements, a road diet from six to four lanes, and wider, buffered bike lanes.

Alternative 3 – Design features include Alternative 1 traffic-calming elements and new sidewalk on the west side of the overpass, a road diet from six to four lanes, wider sidewalks between Villa Street and El Camino Real, and parking/landscaped protected bike lanes.

The table below provides a summary of the improvement alternatives.

Alt.	California Street	Range of Project Cost	Escuela Avenue	Range of Project Cost	Shoreline Boulevard	Range of Project Cost
1	<ul style="list-style-type: none"> • Traffic calming 	\$5.0M to \$7.0M	<ul style="list-style-type: none"> • Traffic calming • Bike boulevard 	\$2.0M to \$2.2M	<ul style="list-style-type: none"> • Traffic calming 	\$2.2M to \$3.0M
2	<ul style="list-style-type: none"> • Traffic calming • Road diet (4→3 lanes) • Median turn lane • Parking protected bike lanes 	\$13M to \$17.5M	<ul style="list-style-type: none"> • Traffic calming • Bike lanes • Parking removal on one side 	\$1.5M to \$2.5M	<ul style="list-style-type: none"> • Traffic calming • Road diet (6→4 lanes) • Buffered bike lanes 	\$5.7M to \$9.2M
3	<ul style="list-style-type: none"> • Traffic calming • Road diet (4→2 lanes) • Parking protected bike lanes • Landscaped median 	\$22M to \$28.5M	<ul style="list-style-type: none"> • Traffic calming • Bike lanes • Wide sidewalks • Urban design • No on-street parking 	\$6.6M to \$11.0M	<ul style="list-style-type: none"> • Traffic calming • Road diet (6→4 lanes) • Protected bike lanes and protected intersections 	\$13.7M to \$20.5M

Shoreline Boulevard Median Option

Members of the public have suggested bicycle/pedestrian improvements along the center median of Shoreline Boulevard. A median option for Shoreline Boulevard between Montecito Avenue and El Camino Real requires modification of traffic signals at the respective intersections to allow bicyclists to cross the intersection or to make left turns. Four additional traffic signals would be required in order to provide access for bicyclists/pedestrians. Overall, this option would add significant travel time for motorists and bicyclists/pedestrians from the increased traffic signal phasing and the number of signals.

In addition, this option would increase the number of conflict points at intersections relative to protected intersections under Alternative 3. For these reasons, the median option is not recommended to be carried forward.

Potential Improvements

For the improvements developed in the three alternatives for each of the streets, there are successive improvements for pedestrians and bicyclists with each added feature. An increased benefit for pedestrians and bicyclists occurs with implementation of the proposed alternatives, specifically traffic calming, road diets, buffered bike lanes, and protected bike lanes. In the road diet options, fewer traffic lanes decrease the level of service for vehicles and improve the level of service for pedestrians and bicyclists. It should be noted that growth in the City will result in a decreased level of service. A comparison of the level of service reflecting the difference in potential travel time impacts to motorists by implementing Alternatives 2 or 3 for California Street and Shoreline Boulevard is provided in the table below.

Year	California Street (between Showers & Bryant)		Shoreline Boulevard (between Montecito and El Camino Real)	
	No Project Peak Hour (WB/EB)*	Alternative 2/3 Peak Hour (WB/EB)*	No Project Peak Hour (NB/SB)**	Alternative 2/3 Peak Hour (NB/SB)**
2015	5.5 / 5.2 Minutes	+ 0.8 / +1.6 Minutes	3.3 / 5.3 Minutes	+ 0.4 / + 0.5 Minutes
2020	5.9 / 5.8 Minutes	+ 3.2 / + 7.1 Minutes	3.9 / 6.4 Minutes	+ 1.2 / + 3.4 Minutes
2030	7.0 / 7.4 Minutes	+ 4.5 / + 7.0 Minutes	8.6 / 14.0 Minutes	+ 3.7 / + 7.5 Minutes

* WB/EB designates westbound/eastbound

** NB/SB designates northbound/southbound

INPUT SOUGHT FROM B/PAC

To assist the Committee with input, staff suggests feedback on the following:

1. Has input from the community been addressed?
2. What are considered priority elements/features? Consider phasing by street.
3. What location should be addressed (e.g., Castro School vicinity, Villa Street, Central Expressway, etc.)?

NEXT STEPS

Based on comments received from the Bicycle/Pedestrian Advisory Committee, the consultant team will refine the concepts, and staff will present them to City Council in October 2015 for final selection and approval. The recommended alternatives will be considered in grant opportunities as well as future Capital Improvement Program planning for funding and implementation.

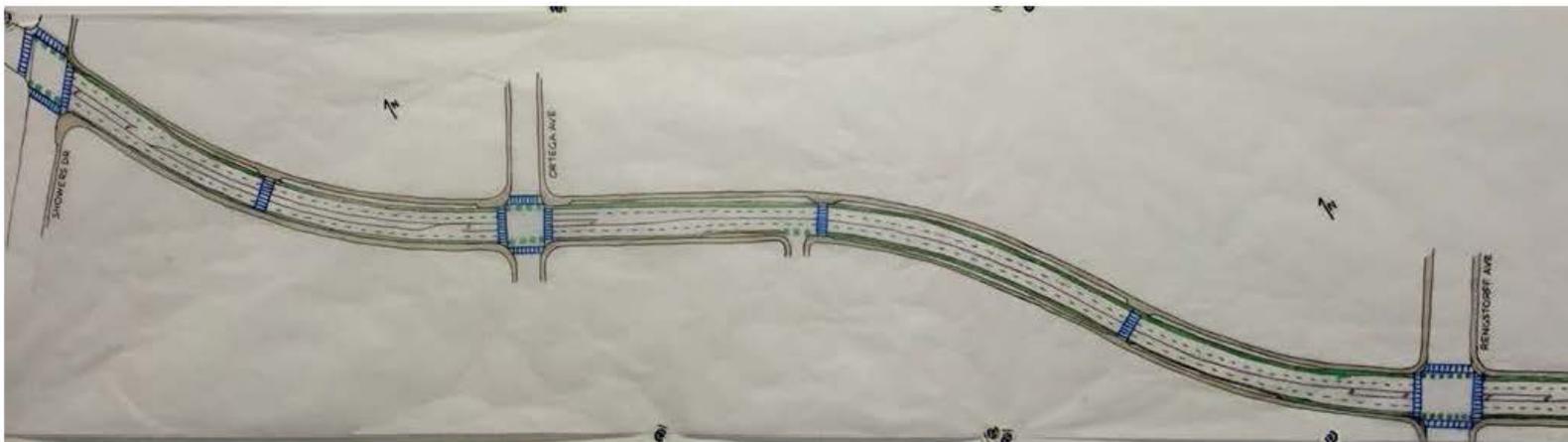
PUBLIC NOTICING

Noticing for this meeting include advertisements in the *Mountain View Voice*, announcements on the City's website, signage on City streets, and e-mails sent to all participants of the past public outreach processes and City neighborhood associations.

RSR-MAF/7/PWK
999-08-26-15M-E

- Attachments:
1. California Street – Showers Drive to Rengstorff Avenue
 2. California Street – Escuela Avenue to Chiquita Avenue
 3. California Street – Mariposa Avenue to Oak Street
 4. Escuela Avenue – Latham Street to California Street
 5. Escuela Avenue – California Street to Crisanto Avenue
 6. Shoreline Boulevard – El Camino Real to California Street
 7. Shoreline Boulevard – California Street to Central Expressway
 8. Shoreline Boulevard – Central Expressway to Montecito

California Street – Showers Drive to Rengstorff Avenue (Alternative 1)



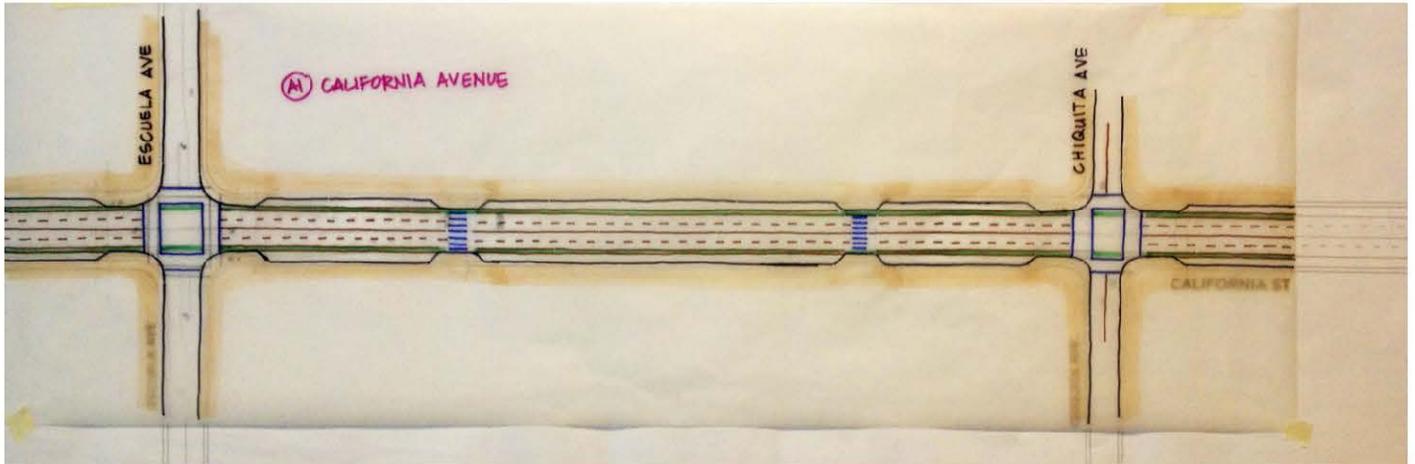
California Street – Showers Drive to Rengstorff Avenue (Alternative 2)



California Street – Showers Drive to Rengstorff Avenue (Alternative 3)



California Street – Escuela Avenue to Chiquita Avenue (Alternative 1)



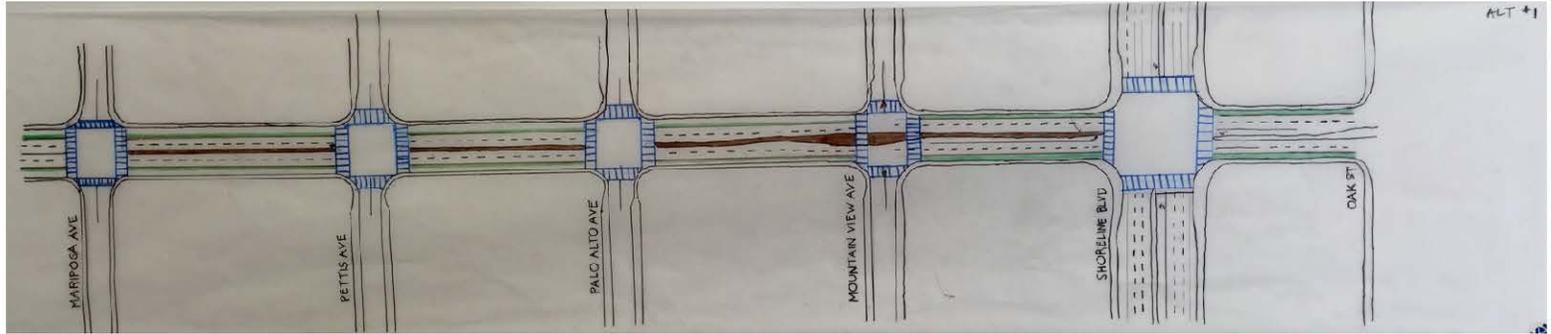
California Street – Escuela Avenue to Chiquita Avenue (Alternative 2)



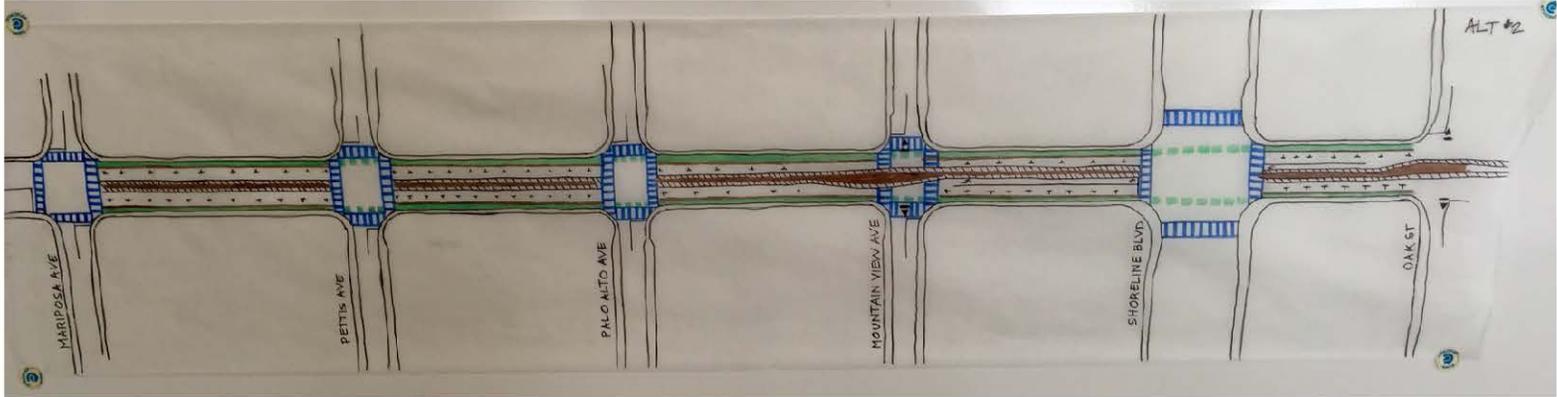
California Street – Escuela Avenue to Chiquita Avenue (Alternative 3)



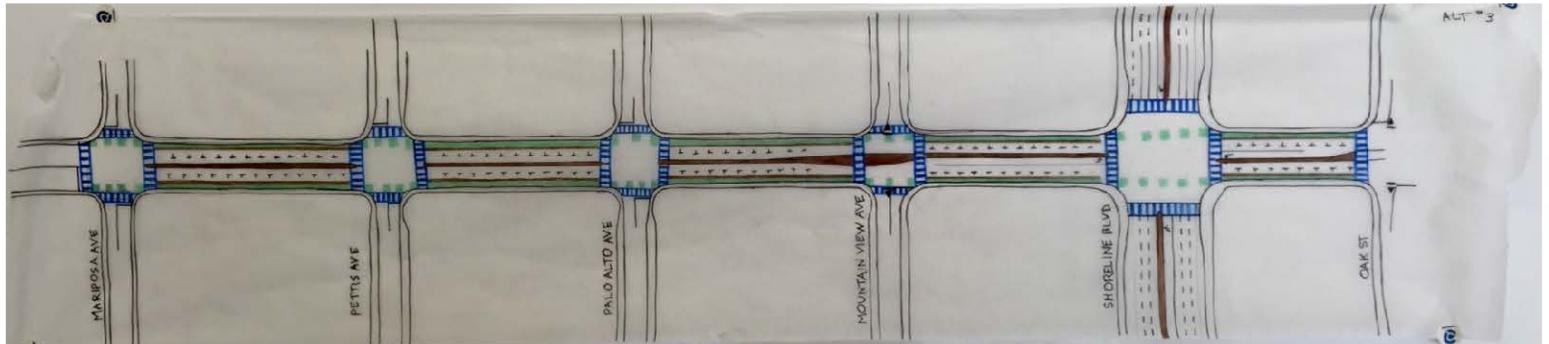
California Street – Mariposa Street to Oak Street (Alternative 1)



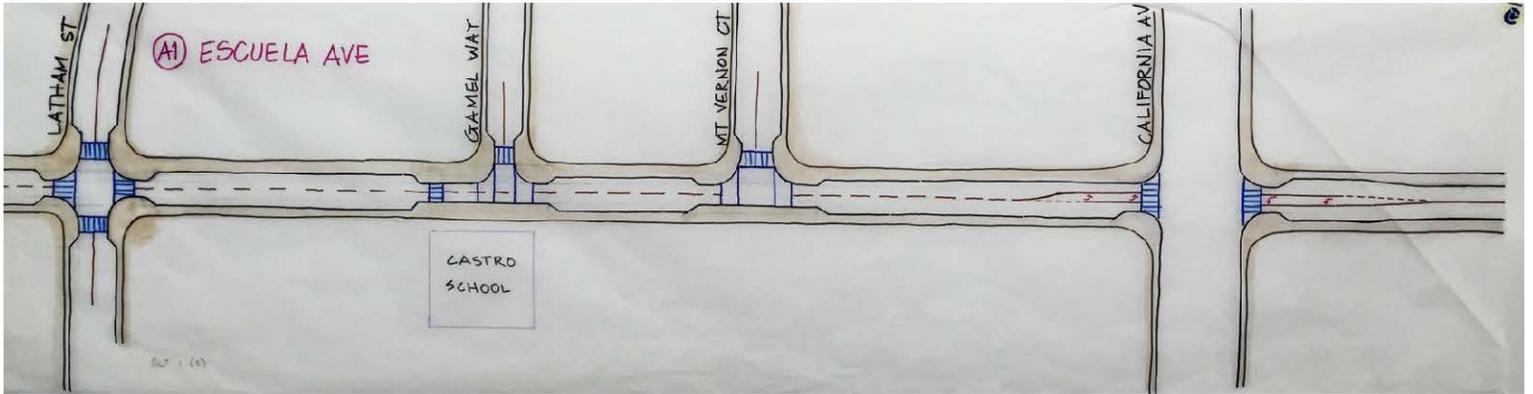
California Street – Mariposa Street to Oak Street (Alternative 2)



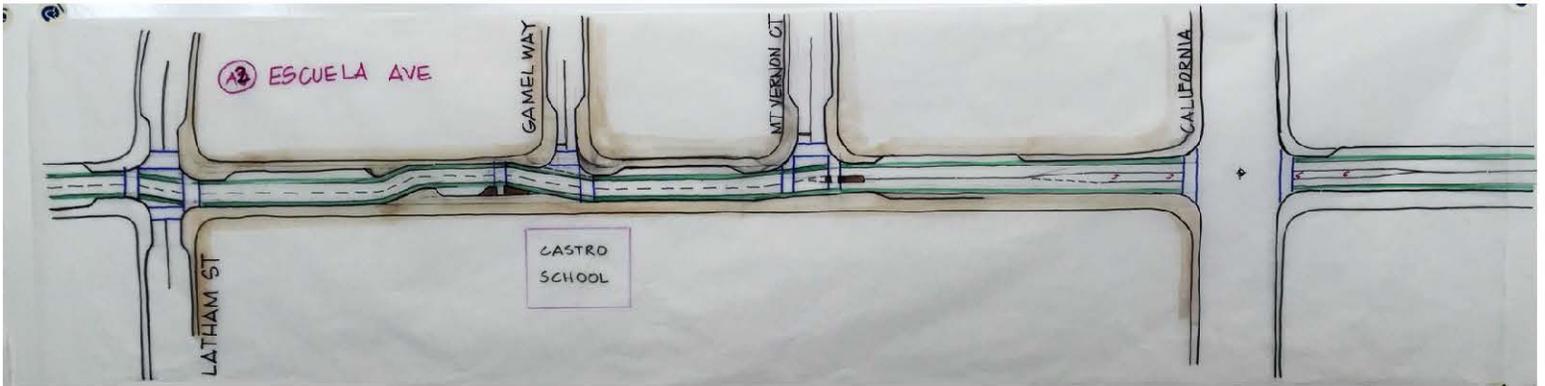
California Street – Mariposa Street to Oak Street (Alternative 3)



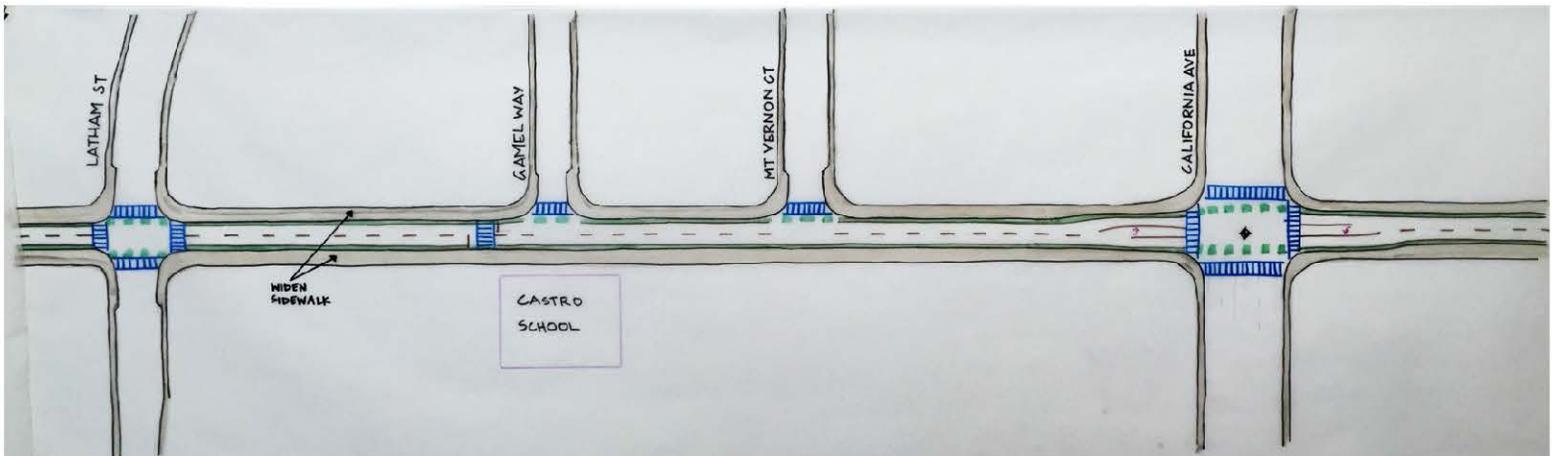
Escuela Avenue – Latham Street to California Street (Alternative 1)



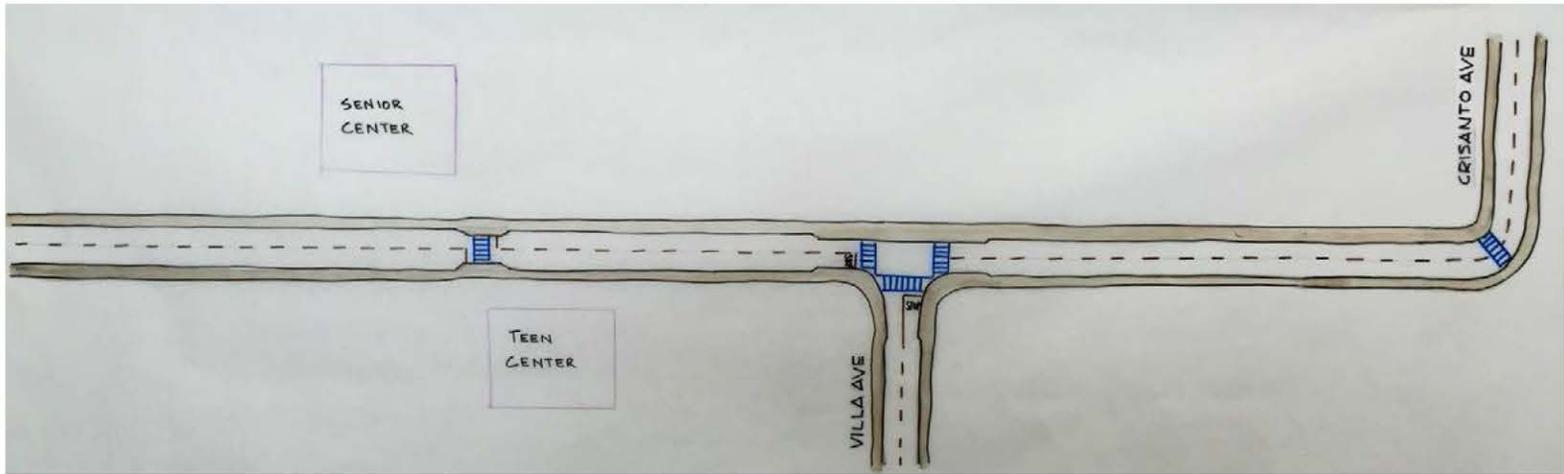
Escuela Avenue – Latham Street to California Street (Alternative 2)



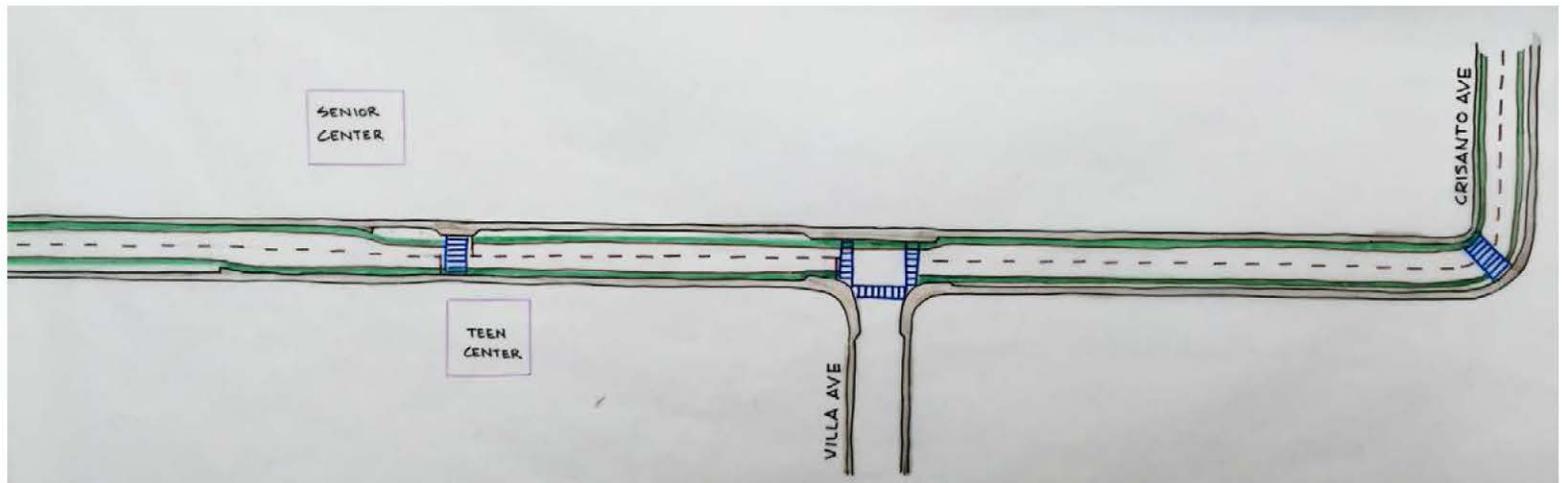
Escuela Avenue – Latham Street to California Street (Alternative 3)



Escuela Avenue – California Street to Crisanto Avenue (Alternative 1)



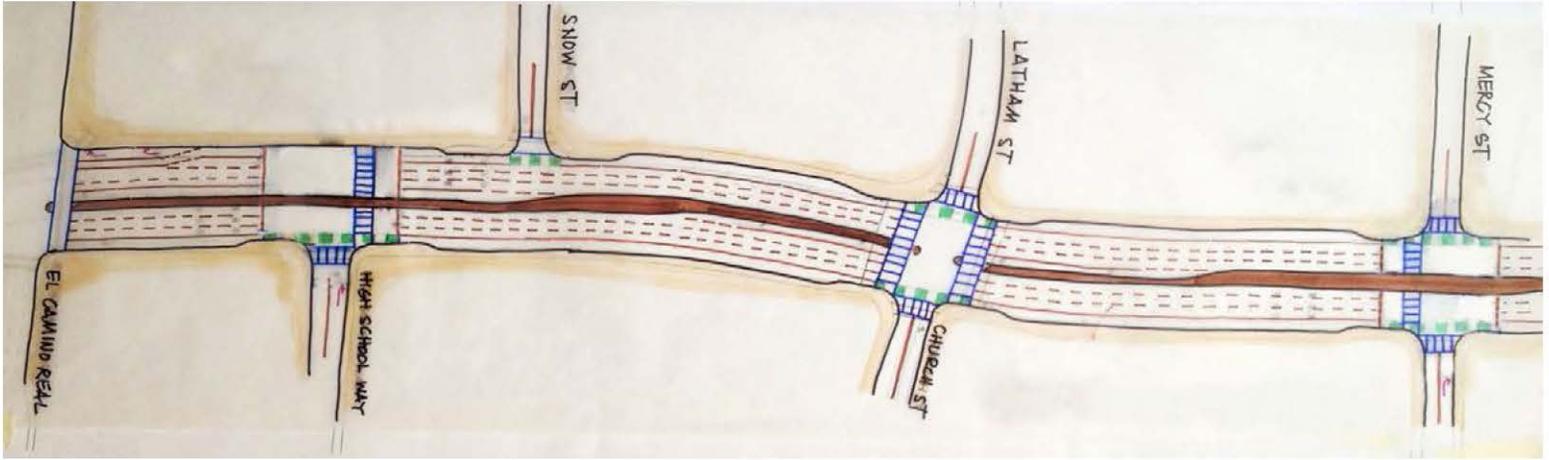
Escuela Avenue – California Street to Crisanto Avenue (Alternative 2)



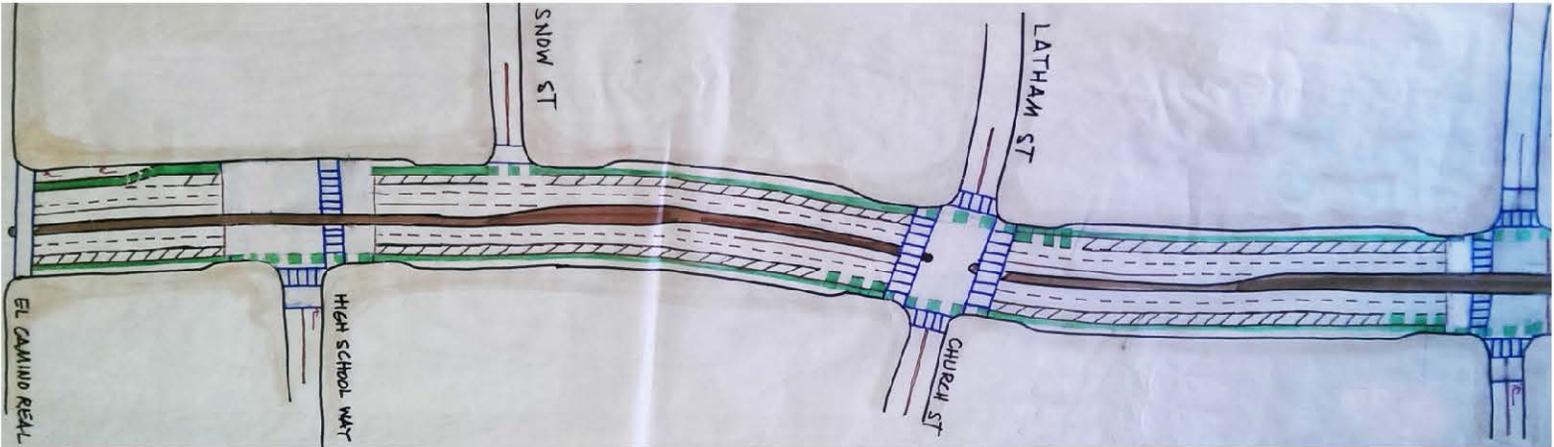
Escuela Avenue – California Street to Crisanto Avenue (Alternative 3)



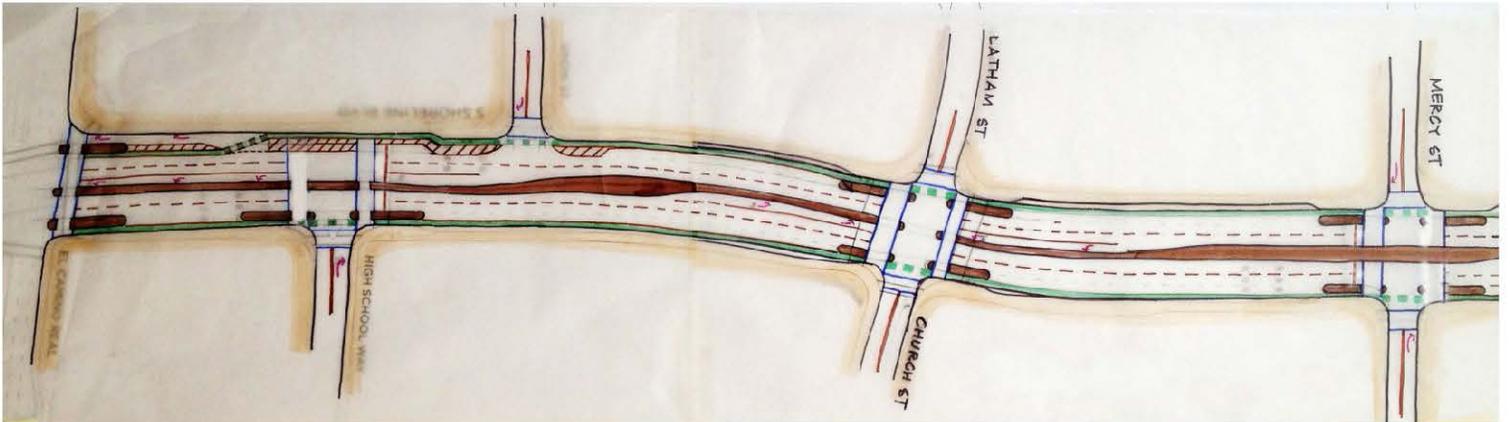
Shoreline Boulevard – El Camino Real to California Street (Alternative 1)



Shoreline Boulevard – El Camino Real to California Street (Alternative 2)



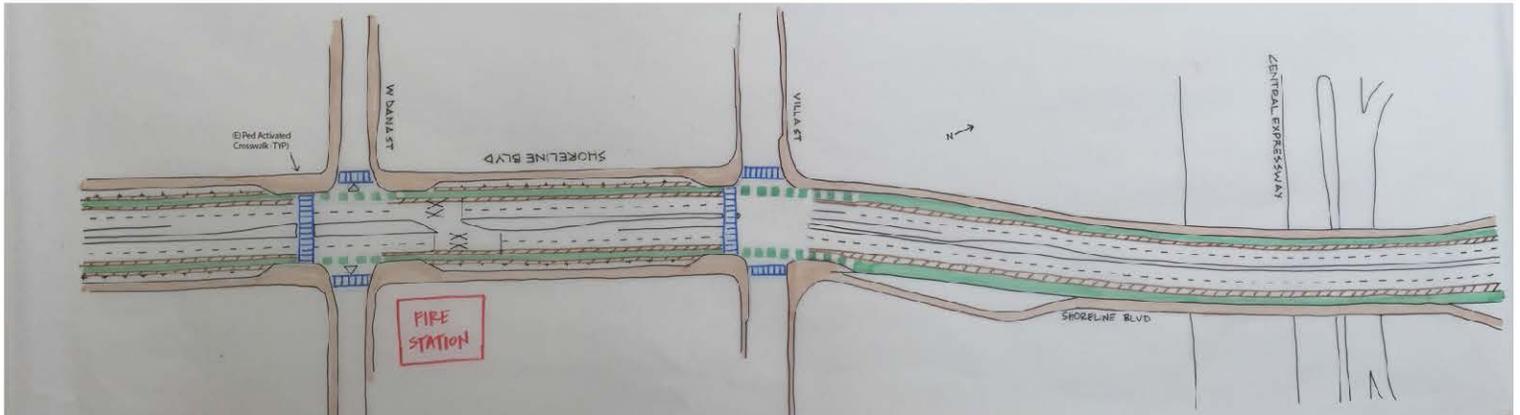
Shoreline Boulevard – El Camino Real to California Street (Alternative 3)



Shoreline Boulevard – Dana Street to Central Expressway (Alternative 1)



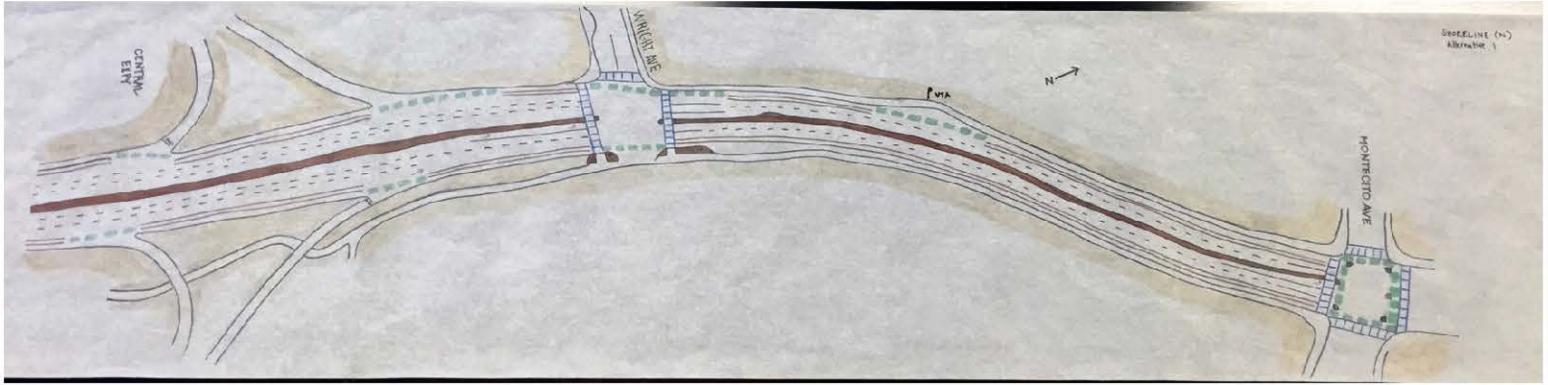
Shoreline Boulevard – Dana Street to Central Expressway (Alternative 2)



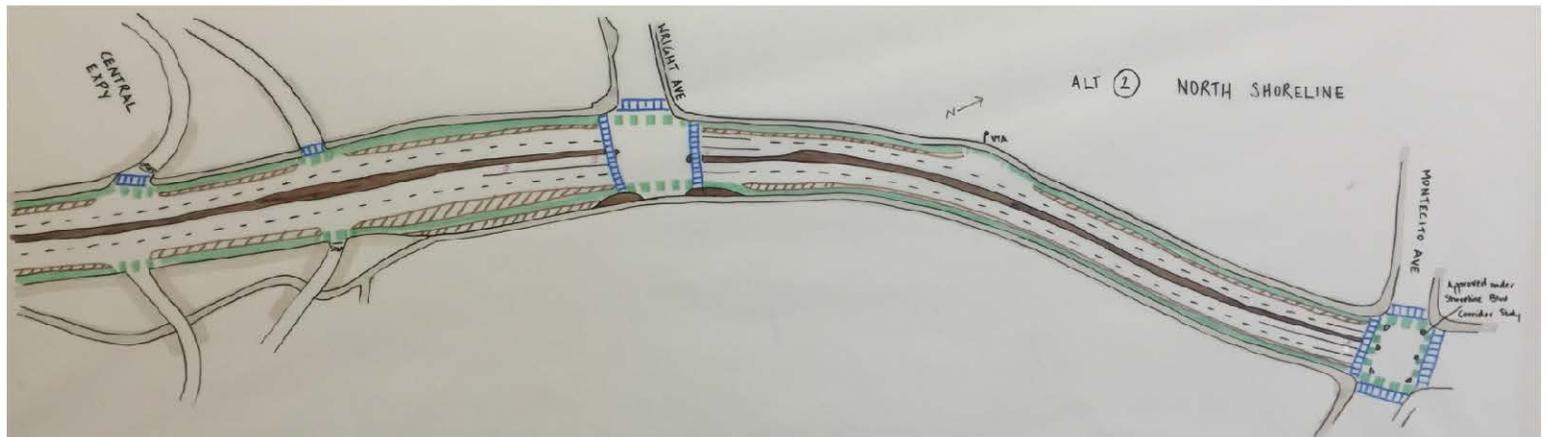
Shoreline Boulevard – Dana Street to Central Expressway (Alternative 3)



Shoreline Boulevard – Central Expressway to Montecito (Alternative 1)



Shoreline Boulevard – Central Expressway to Montecito (Alternative 2)



Shoreline Boulevard – Central Expressway to Montecito (Alternative 3)

