



**BICYCLE/PEDESTRIAN ADVISORY  
COMMITTEE**

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**AGENDA**

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REGULAR MEETING - WEDNESDAY, MARCH 30, 2016  
PLAZA CONFERENCE ROOM AT CITY HALL - 500 CASTRO STREET  
6:30 P.M.

1. **CALL TO ORDER**

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

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 February 24, 2016 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 **PRELIMINARY REVIEW OF THE FISCAL YEAR 2016-17 CAPITAL IMPROVEMENT PROGRAM**

**Overview:**

The Committee will review and provide input regarding the inclusion of bicycle and pedestrian mobility-related projects in the Capital Improvement Program.

**Recommendation:**

Provide input regarding potential bicycle/pedestrian projects to be included in the City's proposed Fiscal Year 2016-17 Capital Improvement Program.

**6.2 MOUNTAIN VIEW CITY CODE CHAPTER 19, ARTICLE VI**

**Overview:**

The Committee will discuss potential revisions to Article VI of Chapter 19 of the Mountain View City Code and related topics.

**Recommendation:**

Provide direction to staff regarding potential revisions to Article VI of Chapter 19 of the Mountain View City Code.

**6.3 BROWN ACT REQUIREMENTS**

**Overview:**

A representative from the City Attorney's Office will provide an overview of the Ralph M. Brown Act (California Government Code Section 54950 *et seq.*) and respond to Committee questions.

**Recommendation:**

None – information item only.

**6.4 VALLEY TRANSPORTATION AUTHORITY (VTA) BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC) UPDATE**

**Overview:**

The Committee will receive a report from the City's VTA BPAC representative on the VTA BPAC agenda items.

**Recommendation:**

None – information item only.

**6.5 2015-16 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN UPDATE**

**Overview:**

The Committee will review the Fiscal Year 2015-16 Bicycle/Pedestrian Advisory Committee (B/PAC) Work Plan and provide updates on their recent activities.

**Recommendation:**

Provide updates to the B/PAC Work Plan as needed/appropriate.

**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, April 27, 2016 B/PAC meeting at 6:30 p.m.

**9. CALENDAR**

Wednesday, June 29, 2016 B/PAC Meeting

Wednesday, August 31, 2016 B/PAC Meeting

Wednesday, September 28, 2016 B/PAC Meeting

Wednesday, October 26, 2016 B/PAC Meeting

Wednesday, November 30, 2016 B/PAC Meeting

**10. ADJOURNMENT**

HK/7/PWK

915-03-30-16A-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**

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REGULAR MEETING - WEDNESDAY, FEBRUARY 24, 2016  
PLAZA CONFERENCE ROOM AT CITY HALL - 500 CASTRO STREET  
6:30 P.M.

1. **CALL TO ORDER**

Chairperson Shankari called the meeting to order at 6:30 p.m.

2. **ROLL CALL**

**Members Present:** Committee members Bruce England, Marc Roddin, Greg Unangst, Vice Chairperson Theron Tock, and Chairperson Kalyanaraman Shankari.

**Staff Members Present:** Linda Forsberg, Transportation and Business Manager; and Helen Kim, Transportation Planner.

**Public Present:** Eight members of the public were present.

3. **ORAL COMMUNICATIONS FROM THE PUBLIC** – None.

4. **MINUTES APPROVAL**

**Motion** – M/S Unangst/Roddin – Carried 5-0 – Approve the minutes of the January 24, 2016 meeting.

5. **UNFINISHED BUSINESS** – None.

6. **NEW BUSINESS**

6:32 6.1 **VISION ZERO ROAD SAFETY INITIATIVE**

The Committee received a presentation from representatives from Silicon Valley Bicycle Coalition and California Walks regarding the Vision Zero road safety initiative. The Transportation and Business Manager and the two representatives responded to Committee questions.

SPEAKING FROM THE FLOOR WITH SUPPORT AND/OR RECOMMENDATIONS:

- Valerie Fenwick
- Jack Miller
- Patrick Moore
- Cherie Walkowiak
- Thida Cornes
- Janet LaFleur

**Motion**—M/S Shankari/Unangst—Carried 5-0—Recommend the City Council: receive a presentation from Silicon Valley Bicycle Coalition and California Walks regarding Vision Zero; consider adopting a Vision Zero policy goal at its next two-year goal-setting session; and consider establishing an organizational and funding framework supporting a Vision Zero policy.

7:50

6.2 **FISCAL YEARS 2015-16 AND 2016-17 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 PROJECT FUNDING RECOMMENDATION**

The Committee provided input regarding the recommended City project to receive Fiscal Years 2015-16 and 2016-17 TDA Article 3 funding and related topics.

SPEAKING FROM THE FLOOR WITH SUPPORT AND/OR RECOMMENDATIONS:

- Cherie Walkowiak

**Motion**—M/S Tock/England—Carried 5-0—Recommend Project 16-27, Shoreline Boulevard/Villa Street Intersection Traffic Signal System—Major Replacement and Upgrade, to the City Council for Fiscal Years 2015-16 and 2016-17 TDA Article 3 funding.

8:15            6.3    **MOUNTAIN VIEW BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) APPOINTMENT TO THE VALLEY TRANSPORTATION AUTHORITY (VTA) BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC)**

The Committee discussed and provided input on the Mountain View B/PAC appointment to serve on the VTA BPAC.

**Motion** – M/S    Shankari/Tock – Carried 5-0 – Recommend to the City Council the appointment of B/PAC Member Unangst as Mountain View’s representative to the VTA BPAC for a two-year term ending June 30, 2018.

8:20            6.4    **VTA BPAC UPDATE**

The City’s VTA BPAC representative stated the VTA BPAC did not meet in February 2016.

8:21            6.5    **2015-16 B/PAC WORK PLAN UPDATE**

The Committee reviewed the Fiscal Year 2015-16 B/PAC Work Plan and provided updates on their recent activities.

7.    **COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS**

8:25            7.1    **STAFF COMMENTS**

- There were six bicycle-/pedestrian-related *Ask Mountain View* cases (two resolved and four open) reported for the past month.
- The 2015 and 2016 annual comments regarding the Pedestrian Master Plan are posted on the City web page.
- Updated quarterly bicycle-/pedestrian-related collisions data from the Police Department are posted on the City web page.
- The Senior Advisory Committee (SAC) confirmed a joint B/PAC – SAC meeting for September 28, 2016. The agenda items will be coordinated with staff and the Chairs of the two committees.
- At its February 9, 2016 meeting, the City Council approved the midyear budget report which included the reclassification and change of status

for the Mobility Coordinator position. Staff is authorized to begin the recruitment process.

- The League of American Bicyclists has a bicycle-friendly designation program available to businesses of all sizes and types. Staff will provide a link on the City web page. In response to a Committee member question, the Business and Transportation Manager indicated staff would check on a similar program for a walk-friendly designation program.

## 7.2 COMMITTEE COMMENTS

A Committee member shared information regarding the 2016 Silicon Valley Bicycle Coalition Bike Festival event.

A Committee member raised concerns regarding speeding electric bicycles.

A Committee member requested the Pedestrian Master Plan and Bicycle Transportation Plan be located adjacent to each other on the City web page and raised concerns regarding accessing the City's Laserfiche system, as well as planned PG&E work in the North Whisman area.

In response to Committee members' questions, the Transportation and Business Manager stated the consultant's scope of work for the Transit Center Study includes a meeting with the B/PAC that will be scheduled for a future meeting, and staff will check with the Police Department regarding the date its revised data presentation format was implemented.

## 8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, March 30, 2016 B/PAC meeting at 6:30 p.m.

## 9. CALENDAR

Wednesday, April 27, 2016 B/PAC meeting.

## 10. ADJOURNMENT

The meeting was adjourned at 8:43 p.m.

**MEMORANDUM**

Public Works Department

**DATE:** March 30, 2016

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Jacqueline Andrews Solomon, Assistant Public Works Director  
Michael A. Fuller, Public Works Director

**SUBJECT: Preliminary Review of the Fiscal Year 2016-17 Capital Improvement Program**

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**RECOMMENDATION**

Provide input regarding potential bicycle/pedestrian projects to be included in the City's proposed Fiscal Year 2016-17 Capital Improvement Program (CIP).

**DISCUSSION**

The City Council held its first Study Session regarding the Fiscal Year 2016-17 CIP on March 29, 2016. The memo for that Study Session is included as Attachment 1. The Study Session memo provides an explanation of the funding sources, expected available funding levels, requested projects, and constraints to developing the CIP.

Staff is requesting that the Bicycle/Pedestrian Advisory Committee (B/PAC) review and provide input regarding the inclusion of bicycle and pedestrian mobility-related projects in the CIP. The demand for projects exceeds the capacity of the limited funding and staff resources available; therefore, the City Council will be making decisions later in the process regarding which projects to include/fund in the CIP and which projects will need to be deferred to future CIPs for funding consideration.

One potential project was discussed by the B/PAC on November 18, 2015. On that date, the B/PAC discussed possible pedestrian-related improvements at the intersection of El Monte Avenue and Marich Way after the fatal pedestrian collision on October 22. Staff advised the B/PAC at that time that a traffic signal warrant study would be performed to evaluate whether a traffic signal is appropriate at the intersection. Such warrant studies provide an objective means of evaluating relevant factors at an intersection when considering a traffic signal. Installing a signal where one is not

appropriate can have unintended negative consequences because drivers may not expect the signal to be there. Under such circumstances, collisions may increase.

The City contracted with the engineering firm Kimley-Horn and Associates to conduct the analysis, which found that the intersection does not meet any of the relevant warrants.

The warrants are contained in the California Manual on Uniform Traffic Control Devices. The warrants that apply to this intersection are:

- **Warrant 1 (Eight-Hour Vehicular Volume)** is intended for application at locations where there is either a large volume of intersecting traffic (Condition A – Warrant 1A) or where the traffic volume on a major street is so heavy that the traffic on the minor intersecting street experiences delay or conflict in entering or crossing the major street (Condition B – Warrant 1B). The need for a traffic control signal shall be considered if an engineering study finds that one of the conditions (Condition A and Condition B) exists for each of any eight hours of an average day.
- **Warrant 2 (Four-Hour Vehicular Volume)** is intended for locations where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The need for a traffic control signal shall be considered if an engineering study finds that for each of any four hours of an average day the volume conditions are met.
- **Warrant 3 (Peak Hour)** is intended for use at a location where during any one hour of an average day the minor street traffic suffers undue delay when entering or crossing the major street. Warrant 3 is for unusual cases, such as office complexes, manufacturing plants, industrial complexes, or HOV facilities that attract or discharge large numbers of vehicles over a short period of time.
- **Warrant 4 (Pedestrian Volume)** is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.
- **Warrant 7 (Crash Experience)** is intended for use where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

All of the relevant volumes (Warrants 1, 2, 3, and 4) and number of collisions (Warrant 7) were too low to meet any of the warrants.

Staff is therefore recommending alternative improvements that would likely include a combination of pedestrian-activated warning lights at the crosswalk, additional signing and striping, and other improvements if appropriate. A \$250,000 project to fund these improvements is included in the Study Session for the March 29, 2016 Capital Improvement Program Study Session. Staff will provide the B/PAC an update on March 30, 2016 on any discussion of that project at the Study Session.

Staff will provide the B/PAC's input to the City Council when it reviews the full list of projects for proposed CIP in May.

Recent changes to the Fair Political Practices Commission (FPPC) Regulations affect this agenda item. Staff will structure the presentation to allow B/PAC members to participate as much as possible in the discussion and input portion of the meeting.

#### **NEXT STEPS**

Staff will present a Proposed Fiscal Year 2016-17 CIP to the City Council at a Study Session in May 2016. Final action on the CIP is scheduled for June 2016.

JAS-MAF/HK/7/PWK  
915-03-30-16M-E

- Attachments:
1. March 29, 2016 City Council Study Session CIP Memo
  2. El Monte Avenue and Marich Way Traffic Signal Warrant Analysis



## MEMORANDUM

To: Ashok Aggarwal, City of Mountain View

From: Nikita Petrov, P.E., Kimley-Horn and Associates  
Kwasi Akwabi, P.E., Kimley-Horn and Associates

Date: March 21, 2016

Subject: El Monte Avenue and Marich Way Traffic Signal Warrant Analysis

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### Purpose of Document

The City of Mountain View retained Kimley-Horn to conduct a traffic signal warrant analysis for the intersection of El Monte Avenue and Marich Way, using current California Manual on Uniform Traffic Control Devices (MUTCD) standards and guidelines. Based on this analysis, the existing intersection conditions do not satisfy applicable traffic signal warrants. This memorandum summarizes the signal warrant analysis and findings.

### Analysis

Kimley-Horn conducted a signal warrant analysis for the intersection of El Monte Avenue and Marich Way based on the 2014 California MUTCD standards and guidelines. The warrant analysis used existing traffic conditions data including collision data for the past five years and six months (May 1, 2010 through October 30, 2015), traffic volume counts, and an engineering and traffic survey. The traffic volume counts consisted of AM and PM peak hour turning movement and bicycle/pedestrian counts (collected on Thursday, January 21st 2016), and directional 24-hour tube counts (collected between Wednesday, January 20th, 2016 and Thursday January 21st, 2016). Raw count data collected as part of this analysis is provided in the **Appendix**.

Per MUTCD standards and guidelines, Kimley-Horn analyzed the following warrants:

- **Warrant 1 (Eight-Hour Vehicular Volume)** is intended for application at locations where there is either a large volume of intersecting traffic (Condition A-Warrant 1A) or where the traffic volume on a major street is so heavy that the traffic on the minor intersecting street experiences delay or conflict in entering or crossing the major street (Condition B-Warrant 1B). The need for a traffic control signal shall be considered if an engineering study finds that one of the conditions (Condition A and Condition B) exist for each of any 8 hours of an average day.
- **Warrant 2 (Four-Hour Vehicular Volume)** is intended for locations where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day the volume conditions are met.

- **Warrant 3 (Peak Hour)** is intended for use at a location where during any 1 hour of an average day the minor street traffic suffers undue delay when entering or crossing the major street. Warrant 3 is for unusual cases, such as office complexes, manufacturing plants, industrial complexes, or HOV facilities that attract or discharge large numbers of vehicles over a short period of time.
- **Warrant 4 (Pedestrian Volume)** is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.
- **Warrant 7 (Crash Experience)** is intended for use where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

The results of the warrant analysis are summarized in Table 1. Signal warrant worksheets are provided in the Appendix.

**Table 1: Traffic Signal Warrant Analysis Summary**

Intersection	Traffic Signal Warrant				
	Warrant 1 8-Hour Volume	Warrant 2 4-Hour Volume	Warrant 3 Peak Hour	Warrant 4 Pedestrian Volume	Warrant 7 Crash Experience
March Way & El Monte Avenue	Not Satisfied	Not Satisfied	Not Satisfied	Not Satisfied	Not Satisfied

## Findings

Based on the 2014 California MUTCD warrant criteria and current traffic volumes, none of the applicable signal warrants are satisfied for the intersection of El Monte Avenue and Marich Way. Based on these findings, installation of a traffic signal at this intersection is not warranted at this intersection.

## Appendix

## 24 Hour Tube Counts

**VOLUME**

El Monte Avenue south of Marich Way

Day: Thursday  
Date: 1/21/2016City: Mountain View  
Project #: 16-7046-003

DAILY TOTALS					NB	SB	EB	WB	Total							
					9,310	10,201	0	0	19,511							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL					
00:00	6	10	0	0	16	12:00	167	132	0	0	299					
00:15	3	10	0	0	13	12:15	177	149	0	0	326					
00:30	3	4	0	0	7	12:30	150	154	0	0	304					
00:45	1	13	7	31	0	0	8	651	140	575	0	297				
01:00	0	3	0	0	3	13:00	161	152	0	0	313					
01:15	4	2	0	0	6	13:15	153	156	0	0	309					
01:30	0	3	0	0	3	13:30	162	122	0	0	284					
01:45	5	9	2	10	0	0	7	19	146	622	185	615	0	0	331	1237
02:00	1	2	0	0	3	14:00	164	161	0	0	325					
02:15	4	4	0	0	8	14:15	146	158	0	0	304					
02:30	3	3	0	0	6	14:30	169	180	0	0	349					
02:45	1	9	3	12	0	0	4	21	163	642	158	657	0	0	321	1299
03:00	6	6	0	0	12	15:00	177	194	0	0	371					
03:15	1	2	0	0	3	15:15	173	173	0	0	346					
03:30	2	2	0	0	4	15:30	188	221	0	0	409					
03:45	1	10	1	11	0	0	2	21	171	709	218	806	0	0	389	1515
04:00	1	1	0	0	2	16:00	203	204	0	0	407					
04:15	0	2	0	0	2	16:15	180	196	0	0	376					
04:30	4	5	0	0	9	16:30	159	208	0	0	367					
04:45	1	6	8	16	0	0	9	22	165	707	242	850	0	0	407	1557
05:00	7	9	0	0	16	17:00	184	256	0	0	440					
05:15	5	6	0	0	11	17:15	154	244	0	0	398					
05:30	12	13	0	0	25	17:30	165	273	0	0	438					
05:45	19	43	17	45	0	0	36	88	167	670	251	1024	0	0	418	1694
06:00	14	15	0	0	29	18:00	175	243	0	0	418					
06:15	26	27	0	0	53	18:15	164	266	0	0	430					
06:30	29	45	0	0	74	18:30	130	182	0	0	312					
06:45	59	128	74	161	0	0	133	289	127	596	197	888	0	0	324	1484
07:00	77	65	0	0	142	19:00	119	164	0	0	283					
07:15	89	128	0	0	217	19:15	115	167	0	0	282					
07:30	133	180	0	0	313	19:30	81	146	0	0	227					
07:45	200	499	213	586	0	0	413	1085	81	396	102	579	0	0	183	975
08:00	215	228	0	0	443	20:00	87	106	0	0	193					
08:15	229	205	0	0	434	20:15	76	103	0	0	179					
08:30	258	169	0	0	427	20:30	90	78	0	0	168					
08:45	268	970	195	797	0	0	463	1767	44	297	67	354	0	0	111	651
09:00	169	143	0	0	312	21:00	57	74	0	0	131					
09:15	185	185	0	0	370	21:15	72	68	0	0	140					
09:30	192	153	0	0	345	21:30	60	65	0	0	125					
09:45	200	746	158	639	0	0	358	1385	43	232	49	256	0	0	92	488
10:00	192	122	0	0	314	22:00	34	62	0	0	96					
10:15	151	110	0	0	261	22:15	31	47	0	0	78					
10:30	127	137	0	0	264	22:30	26	38	0	0	64					
10:45	139	609	109	478	0	0	248	1087	19	110	28	175	0	0	47	285
11:00	135	116	0	0	251	23:00	18	27	0	0	45					
11:15	129	125	0	0	254	23:15	15	11	0	0	26					
11:30	159	153	0	0	312	23:30	8	12	0	0	20					
11:45	167	590	179	573	0	0	346	1163	5	46	13	63	0	0	18	109
<b>TOTALS</b>	<b>3632</b>	<b>3359</b>			<b>6991</b>	<b>TOTALS</b>	<b>5678</b>	<b>6842</b>			<b>12520</b>					
<b>SPLIT %</b>	<b>52.0%</b>	<b>48.0%</b>			<b>35.8%</b>	<b>SPLIT %</b>	<b>45.4%</b>	<b>54.6%</b>			<b>64.2%</b>					

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,310	10,201	0	0	19,511		
AM Peak Hour	08:00	07:30			08:00	PM Peak Hour	15:30	17:30	17:30		
AM Pk Volume	970	826			1767	PM Pk Volume	742	1033	1704		
Pk Hr Factor	0.905	0.906			0.954	Pk Hr Factor	0.914	0.946	0.973		
7 - 9 Volume	1469	1383	0	0	2852	4 - 6 Volume	1377	1874	0	0	3251
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	16:00	17:00			17:00
7 - 9 Pk Volume	970	826			1767	4 - 6 Pk Volume	707	1024	0	0	1694
Pk Hr Factor	0.905	0.906	0.000	0.000	0.954	Pk Hr Factor	0.871	0.938	0.000	0.000	0.963

### VOLUME

Marich Way west of El Monte Avenue

Day: Thursday  
Date: 1/21/2016

City: Mountain View  
Project #: 16-7046-002

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	895	686	1,581				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	1	1	12:00	0	0	13	13	26			
00:15	0	0	0	1	1	12:15	0	0	14	14	28			
00:30	0	0	0	0	0	12:30	0	0	17	9	26			
00:45	0	0	0	0	2	12:45	0	0	14	58	47	25	105	
01:00	0	0	0	0	0	13:00	0	0	11	13	24			
01:15	0	0	0	0	0	13:15	0	0	8	9	17			
01:30	0	0	0	0	0	13:30	0	0	13	13	26			
01:45	0	0	0	0	0	13:45	0	0	16	48	14	49	30	97
02:00	0	0	0	0	0	14:00	0	0	11	11	22			
02:15	0	0	0	0	0	14:15	0	0	10	8	18			
02:30	0	0	0	0	0	14:30	0	0	19	13	32			
02:45	0	0	0	0	0	14:45	0	0	17	57	14	46	31	103
03:00	0	0	0	0	0	15:00	0	0	21	15	36			
03:15	0	0	0	0	0	15:15	0	0	19	13	32			
03:30	0	0	0	0	0	15:30	0	0	18	19	37			
03:45	0	0	0	0	0	15:45	0	0	11	69	18	65	29	134
04:00	0	0	0	2	2	16:00	0	0	12	14	26			
04:15	0	0	0	0	0	16:15	0	0	13	14	27			
04:30	0	0	1	1	2	16:30	0	0	16	9	25			
04:45	0	0	0	1	1	16:45	0	0	23	64	13	50	36	114
05:00	0	0	0	1	1	17:00	0	0	20	17	37			
05:15	0	0	1	1	2	17:15	0	0	19	8	27			
05:30	0	0	0	4	4	17:30	0	0	16	19	35			
05:45	0	0	0	1	2	17:45	0	0	17	72	11	55	28	127
06:00	0	0	1	3	4	18:00	0	0	22	17	39			
06:15	0	0	1	2	3	18:15	0	0	25	18	43			
06:30	0	0	2	2	4	18:30	0	0	16	5	21			
06:45	0	0	6	10	6	18:45	0	0	13	76	10	50	23	126
07:00	0	0	4	8	12	19:00	0	0	9	11	20			
07:15	0	0	7	7	14	19:15	0	0	17	12	29			
07:30	0	0	10	14	24	19:30	0	0	4	6	10			
07:45	0	0	33	54	21	19:45	0	0	15	45	5	34	20	79
08:00	0	0	28	21	49	20:00	0	0	4	6	10			
08:15	0	0	16	10	26	20:15	0	0	7	4	11			
08:30	0	0	11	13	24	20:30	0	0	6	2	8			
08:45	0	0	27	82	20	20:45	0	0	9	26	2	14	11	40
09:00	0	0	15	14	29	21:00	0	0	10	1	11			
09:15	0	0	14	12	26	21:15	0	0	17	3	20			
09:30	0	0	13	7	20	21:30	0	0	11	4	15			
09:45	0	0	14	56	5	21:45	0	0	3	41	2	10	5	51
10:00	0	0	11	5	16	22:00	0	0	6	2	8			
10:15	0	0	6	10	16	22:15	0	0	9	0	9			
10:30	0	0	7	8	15	22:30	0	0	4	1	5			
10:45	0	0	10	34	8	22:45	0	0	2	21	3	6	5	27
11:00	0	0	19	14	33	23:00	0	0	4	0	4			
11:15	0	0	10	7	17	23:15	0	0	3	1	4			
11:30	0	0	22	11	33	23:30	0	0	4	1	5			
11:45	0	0	17	68	15	23:45	0	0	1	12	1	3	2	15
<b>TOTALS</b>			306	257	563	<b>TOTALS</b>			589	429	1018			
<b>SPLIT %</b>			54.4%	45.6%	35.6%	<b>SPLIT %</b>			57.9%	42.1%	64.4%			

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	895	686	1,581	
AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			17:30	15:00	17:30
AM Pk Volume			88	66	153	PM Pk Volume			80	65	145
Pk Hr Factor			0.667	0.786	0.708	Pk Hr Factor			0.800	0.855	0.843
7 - 9 Volume	0	0	136	114	250	4 - 6 Volume	0	0	136	105	241
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:30	16:45	16:45
7 - 9 Pk Volume	0	0	88	66	153	4 - 6 Pk Volume	0	0	78	57	135
Pk Hr Factor	0.000	0.000	0.667	0.786	0.708	Pk Hr Factor	0.000	0.000	0.848	0.750	0.912

### VOLUME

El Monte Avenue north of Marich Way

Day: Thursday  
Date: 1/21/2016

City: Mountain View  
Project #: 16-7046-001

DAILY TOTALS						NB	SB	EB	WB	Total	
						9,119	9,784	0	0	18,903	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	10	0	0	17	12:00	166	129	0	0	295
00:15	4	8	0	0	12	12:15	172	153	0	0	325
00:30	3	4	0	0	7	12:30	146	154	0	0	300
00:45	2	16	5	27	7	12:45	156	640	134	570	290
01:00	0	3	0	0	3	13:00	153	136	0	0	289
01:15	4	2	0	0	6	13:15	155	155	0	0	310
01:30	0	3	0	0	3	13:30	163	127	0	0	290
01:45	5	9	2	10	7	13:45	143	614	178	596	321
02:00	1	1	0	0	2	14:00	154	139	0	0	293
02:15	4	5	0	0	9	14:15	142	142	0	0	284
02:30	3	4	0	0	7	14:30	163	175	0	0	338
02:45	1	9	3	13	4	14:45	164	623	150	606	314
03:00	4	5	0	0	9	15:00	168	189	0	0	357
03:15	1	1	0	0	2	15:15	165	173	0	0	338
03:30	2	2	0	0	4	15:30	187	208	0	0	395
03:45	1	8	1	9	2	15:45	168	688	197	767	365
04:00	4	1	0	0	5	16:00	202	190	0	0	392
04:15	0	2	0	0	2	16:15	179	187	0	0	366
04:30	5	5	0	0	10	16:30	146	200	0	0	346
04:45	3	12	6	14	9	16:45	165	692	232	809	397
05:00	9	7	0	0	16	17:00	176	249	0	0	425
05:15	7	6	0	0	13	17:15	154	243	0	0	397
05:30	14	13	0	0	27	17:30	160	260	0	0	420
05:45	23	53	11	37	34	17:45	167	657	238	990	405
06:00	16	14	0	0	30	18:00	167	236	0	0	403
06:15	28	28	0	0	56	18:15	155	258	0	0	413
06:30	30	33	0	0	63	18:30	133	185	0	0	318
06:45	65	139	78	153	143	18:45	122	577	191	870	313
07:00	79	62	0	0	141	19:00	112	152	0	0	264
07:15	92	123	0	0	215	19:15	111	166	0	0	277
07:30	138	184	0	0	322	19:30	80	139	0	0	219
07:45	199	508	222	577	407	19:45	81	384	102	559	183
08:00	210	222	0	0	432	20:00	88	107	0	0	195
08:15	216	194	0	0	410	20:15	74	86	0	0	160
08:30	256	161	0	0	417	20:30	91	82	0	0	173
08:45	250	932	182	759	432	20:45	39	292	69	344	108
09:00	167	136	0	0	303	21:00	54	78	0	0	132
09:15	187	154	0	0	341	21:15	66	71	0	0	137
09:30	188	153	0	0	341	21:30	58	65	0	0	123
09:45	189	731	149	592	338	21:45	43	221	38	252	81
10:00	190	106	0	0	296	22:00	31	59	0	0	90
10:15	149	104	0	0	253	22:15	25	44	0	0	69
10:30	128	130	0	0	258	22:30	25	35	0	0	60
10:45	140	607	103	443	243	22:45	20	101	27	165	47
11:00	128	111	0	0	239	23:00	16	24	0	0	40
11:15	134	124	0	0	258	23:15	12	12	0	0	24
11:30	151	160	0	0	311	23:30	5	15	0	0	20
11:45	154	567	165	560	319	23:45	6	39	11	62	17
<b>TOTALS</b>	<b>3591</b>	<b>3194</b>			<b>6785</b>	<b>TOTALS</b>	<b>5528</b>	<b>6590</b>			<b>12118</b>
<b>SPLIT %</b>	<b>52.9%</b>	<b>47.1%</b>			<b>35.9%</b>	<b>SPLIT %</b>	<b>45.6%</b>	<b>54.4%</b>			<b>64.1%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						9,119	9,784	0	0	18,903

AM Peak Hour	08:00	07:30			08:00	PM Peak Hour	15:30	17:30			17:00
AM Pk Volume	932	808			1691	PM Pk Volume	736	992			1647
Pk Hr Factor	0.910	0.910			0.979	Pk Hr Factor	0.911	0.954			0.969
7 - 9 Volume	1440	1336	0	0	2776	4 - 6 Volume	1349	1799	0	0	3148
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	16:00	17:00			17:00
7 - 9 Pk Volume	932	808			1691	4 - 6 Pk Volume	692	990			1647
Pk Hr Factor	0.910	0.910	0.000	0.000	0.979	Pk Hr Factor	0.856	0.952	0.000	0.000	0.969

## Turning Movement Counts

# ALL TRAFFIC DATA

(916) 771-8700

[orders@atdtraffic.com](mailto:orders@atdtraffic.com)

File Name : 16-7044-001 El Monte Avenue & Marich Way

Date : 1/21/2016

City of Mountain View  
All Vehicles & Uturns On Unshifted  
Bikes & Peds On Bank 1  
Nothing On Bank 2

## Unshifted Count = All Vehicles & Uturns

START TIME	El Monte Avenue Southbound					Marich Way Westbound					El Monte Avenue Northbound					Marich Way Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	61	3	0	64	0	0	0	0	0	3	73	0	0	76	6	0	4	0	10	150	0
7:15	0	120	7	1	128	0	0	0	0	0	3	91	0	0	94	2	0	5	0	7	229	1
7:30	0	176	8	0	184	0	0	0	0	0	8	126	0	0	134	9	0	7	0	16	334	0
7:45	0	202	15	0	217	0	0	0	0	0	18	186	0	0	204	10	0	13	0	23	444	0
<b>Total</b>	0	559	33	1	593	0	0	0	0	0	32	476	0	0	508	27	0	29	0	56	1157	1
8:00	0	196	15	0	211	0	0	0	0	0	15	199	0	0	214	8	0	12	0	20	445	0
8:15	0	188	9	0	197	0	0	0	0	0	9	217	0	1	227	2	0	9	0	11	435	1
8:30	0	159	5	0	164	0	0	0	0	0	8	258	0	0	266	6	0	10	0	16	446	0
8:45	0	158	17	0	175	0	0	0	0	0	17	234	0	0	251	10	0	10	0	20	446	0
<b>Total</b>	0	701	46	0	747	0	0	0	0	0	49	908	0	1	958	26	0	41	0	67	1772	1
16:30	0	190	10	0	200	0	0	0	0	0	15	145	0	0	160	4	0	8	0	12	372	0
16:45	0	220	16	1	237	0	0	0	0	0	7	156	0	4	167	8	0	6	0	14	418	5
17:00	0	230	12	0	242	0	0	0	0	0	12	163	0	0	175	9	0	13	0	22	439	0
17:15	0	231	15	0	246	0	0	0	0	0	7	152	0	2	161	8	0	6	0	14	421	2
<b>Total</b>	0	871	53	1	925	0	0	0	0	0	41	616	0	6	663	29	0	33	0	62	1650	7
17:30	0	252	10	0	262	0	0	0	0	0	11	152	0	1	164	6	0	16	0	22	448	1
17:45	0	231	11	0	242	0	0	0	0	0	7	160	0	3	170	6	0	8	0	14	426	3
18:00	0	219	14	1	234	0	0	0	0	0	11	165	0	3	179	3	0	12	0	15	428	4
18:15	0	242	15	0	257	0	0	0	0	0	11	144	0	0	155	5	0	14	0	19	431	0
<b>Total</b>	0	944	50	1	995	0	0	0	0	0	40	621	0	7	668	20	0	50	0	70	1733	8
<b>Grand Total</b>	0	3075	182	3	3260	0	0	0	0	0	162	2621	0	14	2797	102	0	153	0	255	6312	17
Apprch %	0.0%	94.3%	5.6%	0.1%		0.0%	0.0%	0.0%	0.0%	0.0%	5.8%	93.7%	0.0%	0.5%		40.0%	0.0%	60.0%	0.0%			
Total %	0.0%	48.7%	2.9%	0.0%	51.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	41.5%	0.0%	0.2%	44.3%	1.6%	0.0%	2.4%	0.0%	4.0%	100.0%	

AM PEAK HOUR	El Monte Avenue Southbound					Marich Way Westbound					El Monte Avenue Northbound					Marich Way Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	196	15	0	211	0	0	0	0	0	15	199	0	0	214	8	0	12	0	20	445
8:15	0	188	9	0	197	0	0	0	0	0	9	217	0	1	227	2	0	9	0	11	435
8:30	0	159	5	0	164	0	0	0	0	0	8	258	0	0	266	6	0	10	0	16	446
8:45	0	158	17	0	175	0	0	0	0	0	17	234	0	0	251	10	0	10	0	20	446
Total Volume	0	701	46	0	747	0	0	0	0	0	49	908	0	1	958	26	0	41	0	67	1772
% App Total	0.0%	93.8%	6.2%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	94.8%	0.0%	0.1%		38.8%	0.0%	61.2%	0.0%		
PHF	.000	.894	.676	.000	.885	.000	.000	.000	.000	.000	.721	.880	.000	.250	.900	.650	.000	.854	.000	.838	.993

PM PEAK HOUR	El Monte Avenue Southbound					Marich Way Westbound					El Monte Avenue Northbound					Marich Way Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	252	10	0	262	0	0	0	0	0	11	152	0	1	164	6	0	16	0	22	448
17:45	0	231	11	0	242	0	0	0	0	0	7	160	0	3	170	6	0	8	0	14	426
18:00	0	219	14	1	234	0	0	0	0	0	11	165	0	3	179	3	0	12	0	15	428
18:15	0	242	15	0	257	0	0	0	0	0	11	144	0	0	155	5	0	14	0	19	431
Total Volume	0	944	50	1	995	0	0	0	0	0	40	621	0	7	668	20	0	50	0	70	1733
% App Total	0.0%	94.9%	5.0%	0.1%		0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	93.0%	0.0%	1.0%		28.6%	0.0%	71.4%	0.0%		
PHF	.000	.937	.833	.250	.949	.000	.000	.000	.000	.000	.909	.941	.000	.583	.933	.833	.000	.781	.000	.795	.967

# ALL TRAFFIC DATA

(916) 771-8700

[orders@atdtraffic.com](mailto:orders@atdtraffic.com)

File Name : 16-7044-001 El Monte Avenue & Marich Way

Date : 1/21/2016

City of Mountain View  
All Vehicles & Uturns On Unshifted  
Bikes & Peds On Bank 1  
Nothing On Bank 2

### Bank 1 Count = Bikes & Peds

START TIME	El Monte Avenue Southbound					Marich Way Westbound					El Monte Avenue Northbound					Marich Way Eastbound					Total	Peds Total					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL							
7:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15	0	3	0	5	3	0	0	0	0	0	0	1	0	2	1	1	1	0	0	1	1	0	0	1	1	5	8
7:30	0	1	2	1	3	0	0	0	0	0	0	2	0	1	2	0	0	0	0	3	0	0	0	3	0	5	5
7:45	0	4	3	3	7	0	0	0	0	0	1	2	0	2	3	0	0	0	0	2	0	0	0	2	0	10	7
<b>Total</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>20</b>	<b>22</b>
8:00	0	3	0	1	3	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	5	3
8:15	0	3	0	2	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5	2
8:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45	0	2	0	1	2	0	0	0	0	0	1	2	0	1	3	0	0	0	0	2	0	0	0	2	0	5	4
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>11</b>
16:30	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	5	0	0	0	0	0	0	1	0	0	3	1	0	0	0	0	3	0	0	0	3	0	1	11
17:00	0	1	0	3	1	0	0	0	0	0	0	0	0	8	0	0	0	1	0	1	0	0	1	0	1	2	11
17:15	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	2	0	0	1	2	3	4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>27</b>
17:30	0	1	0	6	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	3	6
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
18:15	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	12
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>22</b>
<b>Grand Total</b>	<b>0</b>	<b>20</b>	<b>5</b>	<b>41</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>25</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>5</b>	<b>46</b>	<b>82</b>
Apprch %	0.0%	80.0%	20.0%			0.0%	0.0%	0.0%			31.3%	68.8%	0.0%			60.0%	0.0%	40.0%									
Total %	0.0%	43.5%	10.9%		54.3%	0.0%	0.0%	0.0%		0.0%	10.9%	23.9%	0.0%		34.8%	6.5%	0.0%	4.3%		10.9%						100.0%	

AM PEAK HOUR	El Monte Avenue Southbound					Marich Way Westbound					El Monte Avenue Northbound					Marich Way Eastbound					Total					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL						
Peak Hour Analysis From 08:00 to 09:00																										
Peak Hour For Entire Intersection Begins at 08:00																										
8:00	0	3	0	1	3	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	5
8:15	0	3	0	2	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
8:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	2	0	1	2	0	0	0	0	0	1	2	0	1	3	0	0	0	0	2	0	0	0	2	0	5
Total Volume	0	8	0	6	8	0	0	0	0	0	1	6	0	3	7	0	0	0	0	2	0	0	0	2	0	15
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			14.3%	85.7%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.667	.000		.667	.000	.000	.000		.000	.250	.750	.000		.583	.000	.000	.000		.000	.000	.000	.000		.750	

PM PEAK HOUR	El Monte Avenue Southbound					Marich Way Westbound					El Monte Avenue Northbound					Marich Way Eastbound					Total					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL						
Peak Hour Analysis From 17:30 to 18:30																										
Peak Hour For Entire Intersection Begins at 17:30																										
17:30	0	1	0	6	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0
Total Volume	0	2	0	12	2	0	0	0	0	0	1	0	0	6	1	0	0	1	0	4	1	0	1	4	1	4
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			0.0%	0.0%	100.0%								
PHF	.000	.500	.000		.500	.000	.000	.000		.000	.250	.000	.000		.250	.000	.000	.250		.250					.333	

## Collision Data

**City of Mountain View  
Traffic Engineering**

**From 5/1/2010 to 4/30/2015**

**Total Collisions: 1  
Injury Collisions: 1  
Fatal Collisions: 0**

**Collision Summary Report**

**1/27/16**

**Page 1**

<b>4599372</b>	<b>2/9/2010</b>	<b>08:39</b>	Tuesday	EL MONTE AVE & MARICH WAY	0'	Direction: Not State	Daylight	Raining	Pty at Fault:
	Vehicle - Pedestrian		Pedestrian	Unknown		Hit & Run: Misde	Complaint of Pain	# Inj: 1	# Killed: 0
 <b>5080051</b>	 <b>1/31/2011</b>	 <b>09:33</b>	Monday	EL MONTE AVE & MARICH WAY	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Head-On		Non-Collision	Other Improper Driving		Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
<b>Party 1</b>	Bicyclist		North	Proceeding Straight	Male	Age: 30			
Veh Type: Bicycle		Sobriety: HNBD		Assoc Factor: Not Stated	Not Stated		Not Stated		

**Settings for Query:**

**Start Date: 5/1/2010, End Date: 4/30/2013 (on SWITRS Data)**  
**Start Date: 05/01/2013, End Date: 4/30/2015 (on PD Data)**  
**Street: EL MONTE AVE**  
**Cross Street: MARICH WAY**  
**Intersection Related: True**  
**City: Mountain View**  
**Sorted By: Date and Time**

**City of Mountain View  
Traffic Engineering**

**From 5/1/2010 to 4/30/2015**

**Total Collisions: 5  
Injury Collisions: 3  
Fatal Collisions: 0**

**Collision Summary Report**

**1/28/16**

**Page 1**

<b>5080051</b>	<b>1/31/2011</b>	<b>09:33</b>	Monday	EL MONTE AVE & MARICH WAY	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Head-On		Non-Collision	Other Improper Driving		Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
<b>Party 1</b>	Bicyclist		North	Proceeding Straight	Male	Age: 30			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
<b>5874952</b>	<b>11/3/2012</b>	<b>04:09</b>	Saturday	EL MONTE AVE & SPRINGER RD	14'	Direction: North	Dark - Street Light	Clear	Pty at Fault:1
	Sideswipe		Fixed Object	Driving Under Influence	23152A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
<b>Party 1</b>	Driver		East	Making Left Turn	Male	Age: 38			
	Veh Type: Passenger Car		Sobriety: HBD Under Influen	Assoc Factor: Not Stated	Not Required		Not Stated		
<b>14-000845</b>	<b>2/13/2014</b>	<b>16:26</b>	Thursday	EL MONTE AVE & EL CAMINO REAL	5'	Direction: South	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	B	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
<b>Party 1</b>	Driver		North	Making Right Turn	Male	Age: 90			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Inattention	Lap/Shoulder Harness Used		Cell Phone Not In Use		
<b>Party 2</b>	Pedestrian		West	Entering Traffic	Female	Age: 24			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
<b>14-003676</b>	<b>7/18/2014</b>	<b>18:15</b>	Friday	EL MONTE AVE & EDNAMARY WAY	43'	Direction: South	Daylight	Clear	Pty at Fault:2
	Head-On		Fixed Object	Unsafe Lane Change	A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
<b>Party 1</b>	Driver		South	Proceeding Straight	Female	Age: 78			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
<b>Party 2</b>	Driver		South	Changing Lanes	Male	Age: 22			
	Veh Type: Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Unfamiliar With R	Unknown		Not Stated		
<b>15-00270</b>	<b>1/15/2015</b>	<b>08:30</b>	Thursday	EL MONTE AVE & SPARGUR DR	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Not Stated	Auto R/W Violation	A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
<b>Party 1</b>	Driver		East	Entering Traffic	Female	Age: 56			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Inattention	Lap/Shoulder Harness Used		Cell Phone Not In Use		
<b>Party 2</b>	Driver		South	Proceeding Straight	Female	Age: 26			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		

**Sukkar, Brian**

---

**From:** Aggarwal, Ashok [redacted]  
**Sent:** Monday, February 22, 2016 2:39 PM  
**To:** Akwabi, Kwasi <[redacted]>  
**Cc:** Fakhry, Sayed <[redacted]>  
**Subject:** FW: El monte/Marich

Kwasi, These work sheets do help. Please consider the following comments and you may complete the report. Call me if you have any questions.

1. The collision data is for 5 years. Accordingly, change the 5 year period on page one of your memo under analysis.
2. **Add the fatal accident at El Monte and Marich in the raw accident data. Accident occurred on 10/22/15 at 6:35 am between a NB vehicle and a EB pedestrian within a marked crosswalk.**
3. Correct Warrant 2 (page 842); for warrant 7, I don't see 2 crashes in the last 12 months susceptible to correction, please double check the number; correct warrant 2 graph, correct warrant 4C-7 graph and correct warrant 4C-5 graph (page 838) as shown in the attachment.

Thanks

Ashok

## **Signal Warrant Analysis Summary**

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 1/21/2016

CALC \_\_\_\_\_ DATE \_\_\_\_\_

CHK \_\_\_\_\_ DATE \_\_\_\_\_

DIST \_\_\_\_\_ CO \_\_\_\_\_ RTE \_\_\_\_\_ PM \_\_\_\_\_

Major St: EL MONTE AVE Critical Approach Speed 35 mph

Minor St: MARECH WAY Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph.....  or  } **RURAL (R)**

In built up area of isolated community of < 10,000 population.....  } **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES  NO   
 (Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)															
	U		R		U		R									
	1				2 or More											
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1076	1729	1338	1052	1476	1516	1660	1466	Hour			
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	54	82	56	34	69	64	72	76				

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)															
	U		R		U		R									
	1				2 or More											
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1076	1729	1338	1052	1476	1516	1660	1466	Hour			
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	54	82	56	34	69	64	72	76				

**Combination of Conditions A & B** SATISFIED YES  NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED\* YES  NO

Record hourly vehicular volumes for any four hours of an average day

APPROACH LANES	2 or		3:00PM	8:00AM	5:00PM	6:00PM	Hour
	One	More					
Both Approaches - Major Street		X	1476	1729	1660	1466	
Higher Approach - Minor Street	X		69	82	72	76	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour  
 (Part A or Part B must be satisfied)**

SATISFIED YES  NO

**PART A**

SATISFIED YES  NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**PART B**

SATISFIED YES  NO

APPROACH LANES	2 or		8:00AM	Hour
	One	More		
Both Approaches - Major Street		X	1729	
Higher Approach - Minor Street	X		82	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

**WARRANT 4 - Pedestrian Volume  
 (Parts 1 and 2 Must Be Satisfied)**

SATISFIED YES  NO

**Part 1 (Parts A or B must be satisfied)**

Hours -->

A.	Vehicles per hour for any 4 hours	1076	1729	1586	1663
	Pedestrians per hour for any 4 hours	16	9	23	18

Figure 4C-5 or Figure 4C-6  
 SATISFIED YES  NO

Hours -->

B.	Vehicles per hour for any 1 hour	1076	1729	1586	1663
	Pedestrians per hour for any 1 hour	16	9	23	18

Figure 4C-7 or Figure 4C-8  
 SATISFIED YES  NO

**Part 2**

SATISFIED YES  NO

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/> No <input type="checkbox"/>

**WARRANT 5 - School Crossing  
 (Parts A and B Must Be Satisfied)**

SATISFIED YES  NO

**Part A  
 Gap/Minutes and # of Children**

SATISFIED YES  NO

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

Gaps < Minutes YES  NO

AND Children > 20/hr YES  NO

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

**Part B**

SATISFIED YES  NO

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)**

**WARRANT 6 - Coordinated Signal System (All Parts Must Be Satisfied)** SATISFIED YES  NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		Yes <input type="checkbox"/> No <input type="checkbox"/>

**WARRANT 7 - Crash Experience Warrant (All Parts Must Be Satisfied)** SATISFIED YES  NO

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	1	
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	

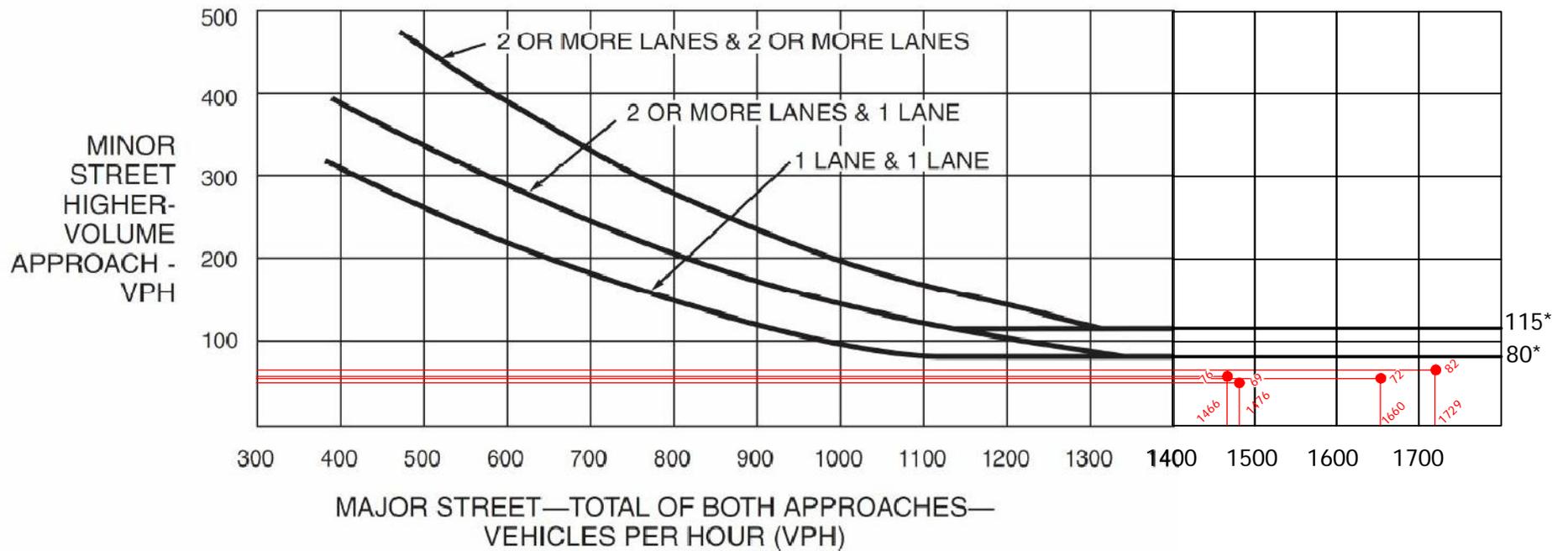
**WARRANT 8 - Roadway Network (All Parts Must Be Satisfied)** SATISFIED YES  NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES		✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.			Yes <input type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr			
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B	Yes <input type="checkbox"/> No <input type="checkbox"/>
Hwy. System Serving as Principal Network for Through Traffic				
Rural or Suburban Highway Outside Of, Entering, or Traversing a City				
Appears as Major Route on an Official Plan				
Any Major Route Characteristics Met, Both Streets				Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

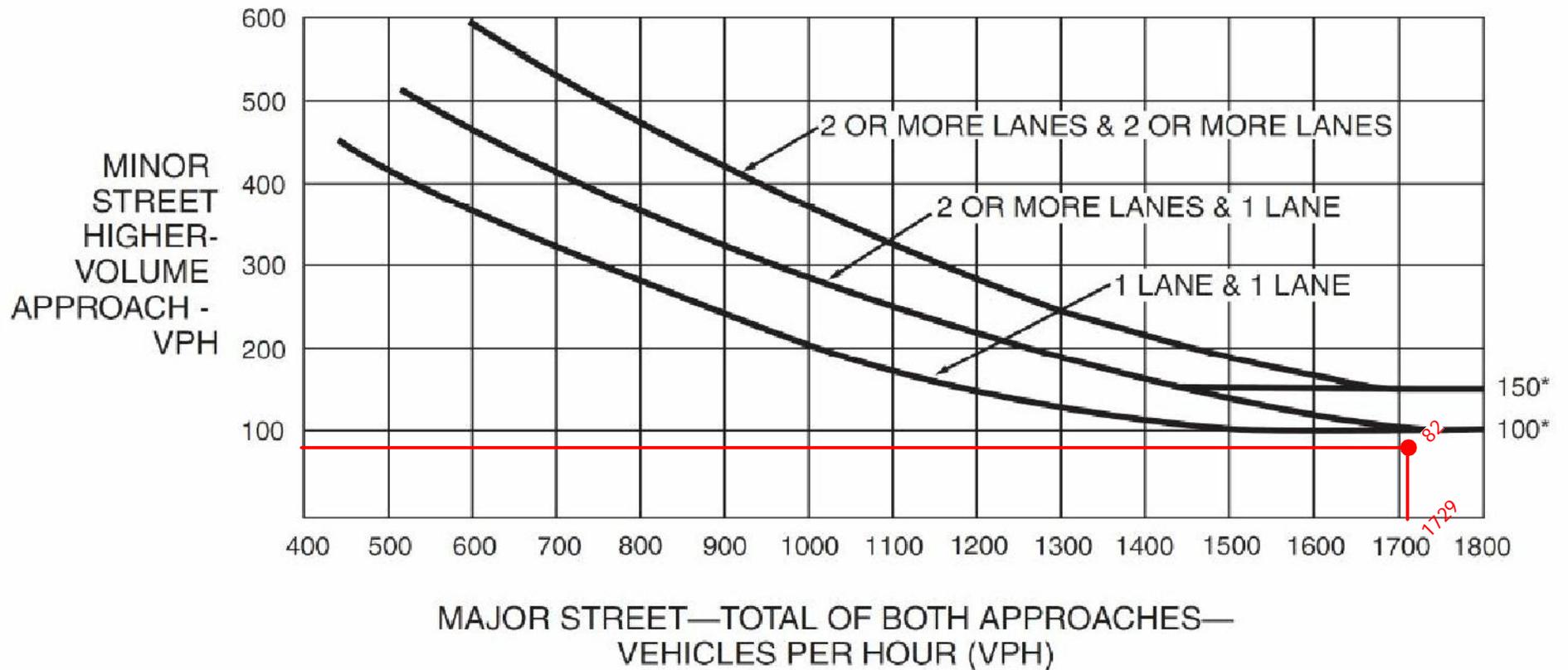
California MUTCD 2014 Edition  
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



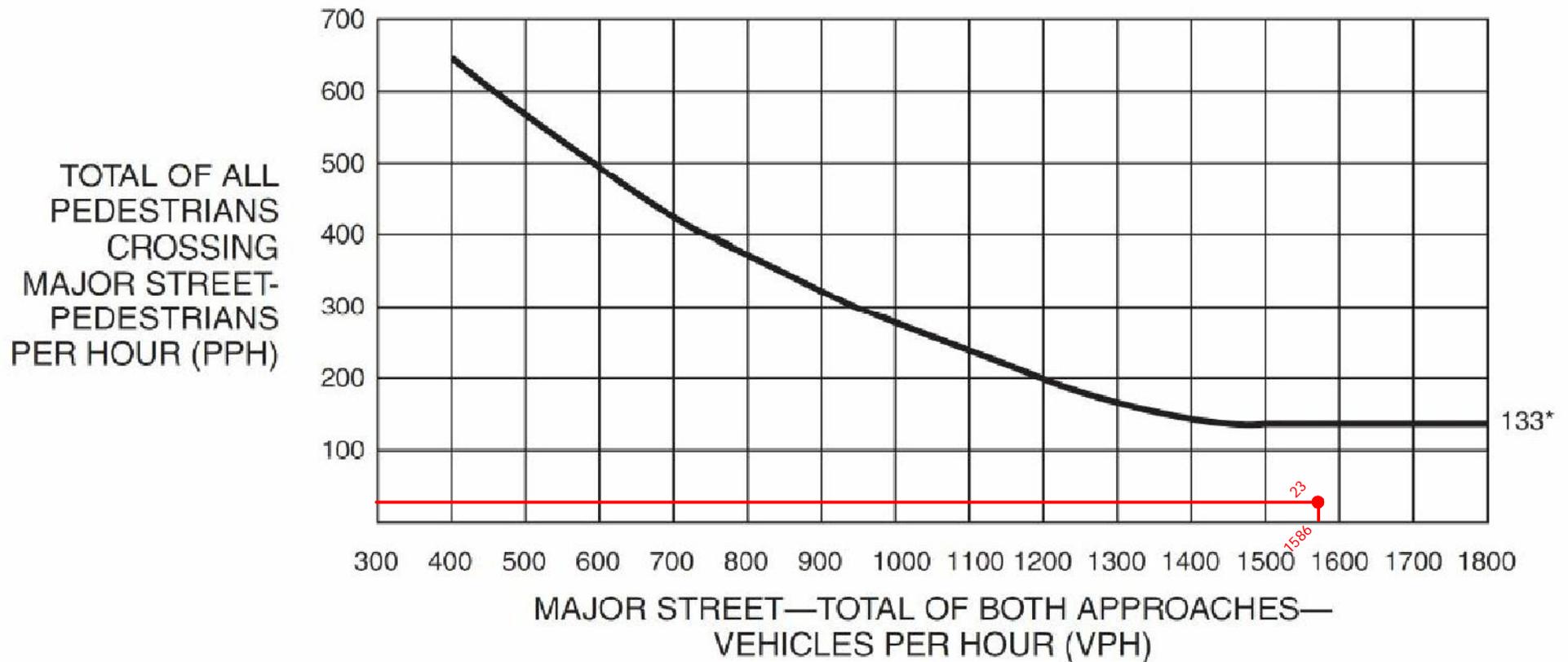
\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-3. Warrant 3, Peak Hour**



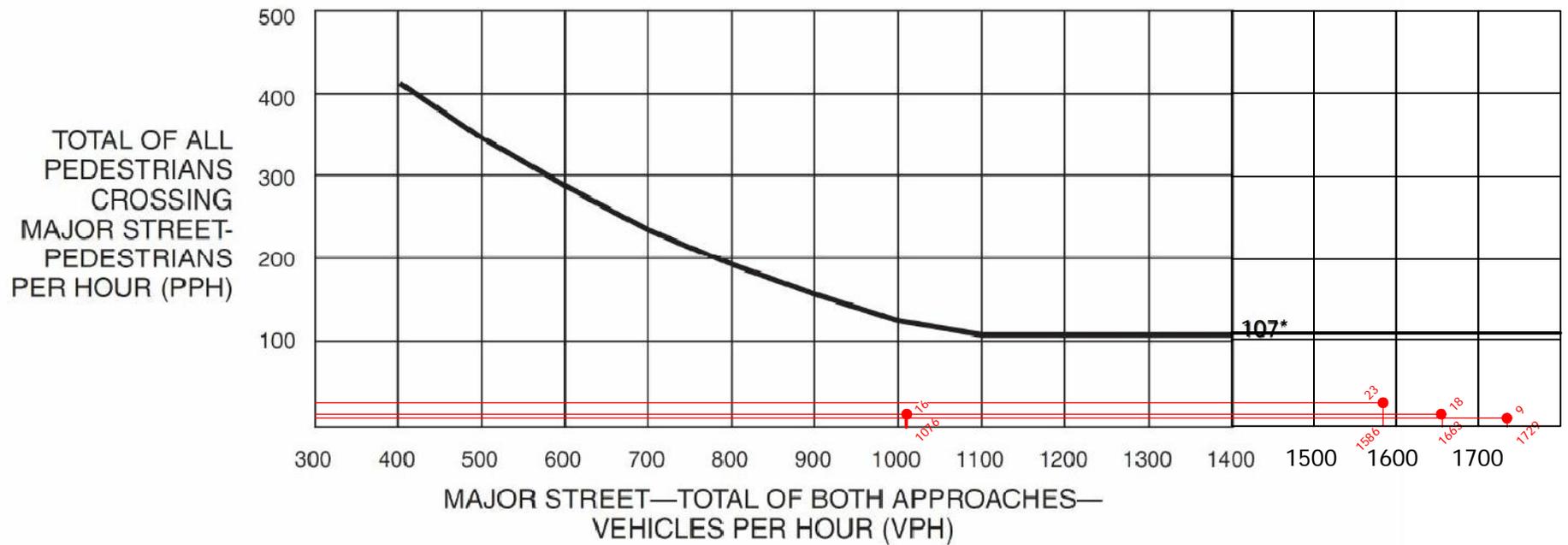
\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-7. Warrant 4, Pedestrian Peak Hour**



\*Note: 133 pph applies as the lower threshold volume.

**Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume**



\*Note: 107 pph applies as the lower threshold volume.

**MEMORANDUM**

Public Works Department

**DATE:** March 30, 2016

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Helen Kim, Transportation Planner  
Linda Forsberg, Transportation and Business Manager  
Michael A. Fuller, Public Works Director

**SUBJECT:** Mountain View City Code Chapter 19, Article VI

---

**RECOMMENDATION**

Provide direction to staff regarding potential revisions to Article VI of Chapter 19 of the Mountain View City Code.

**BACKGROUND**

Article VI of Chapter 19 of the Mountain View City Code (Attachment 1) regulates the use of bicycles, roller skates, coasters, and electric personal assistive mobility devices (EPAMDs) on sidewalks, roadways, and other facilities within the City.

One of the work items on the Bicycle/Pedestrian Advisory Committee's (B/PAC) Fiscal Year 2015-16 Work Plan is to review Article VI and identify suggested revisions to the City Code to improve the pedestrian and bicycling environment in Mountain View.

To revise the City Code, the City Council must adopt an ordinance. The process required to adopt an ordinance includes:

- The introduction/reading of the proposed ordinance revising the City Code at a Council meeting.
- A second reading/adoption of the ordinance by the Council at a regular meeting.
- A minimum 30-day period for the ordinance to become effective.

## ANALYSIS

The California Vehicle Code (CVC) regulates the use of vehicles, including bicycles, on streets and highways in California. Streets and highways include ways that are publicly maintained and open to the public for vehicular travel. Cities and other local jurisdictions, such as the City of Mountain View, may only regulate vehicles and other conveyances, including bicycles, on highways for purposes of travel as State law expressly authorizes.

### Areas that May Be Regulated by the City

State law expressly authorizes the City to regulate the riding of bicycles upon public sidewalks. In addition, the City may regulate bicycle parking and operation on pedestrian and bicycle facilities so long as the regulations do not conflict with State law.

### Potential Mountain View City Code Revisions

Currently, Mountain View City Code, Chapter 19, Article VI, sets forth several regulations applicable to bicycles. Several of the City Code provisions are preempted under State law and staff recommends they be revised or repealed as discussed below.

- **Section 19.51 – Riding bicycles on sidewalks prohibited.**

**No person shall ride a bicycle upon any sidewalk in the business district.**

No definition of business district is included in this code section or article. The B/PAC may wish to direct staff to:

1. Revise the code section/article to include a definition of a business district.
2. Draft new language allowing or prohibiting riding a bicycle on the sidewalk in other locations in the City.

- **Section 19.52 – Method of riding upon roadways.**

**The rider of any bicycle on the roadway shall ride as nearly as practicable to the right-hand curb or edge of the roadway.**

The CVC regulates the operation of bicycles on roadways and preempts any City Code regulations regarding the operation of bicycles on roadways.

Staff recommends this code section be repealed.

- **Section 19.53 – Number of persons allowed to ride upon bicycles.**

**It shall be unlawful for the operator of a bicycle, when upon a public right-of-way, to carry another person upon such bicycle; provided, however, that this prohibition shall not apply to bicycles which are built for two persons to ride and propel the same.**

City Code Section 19.53 regulates the number of persons allowed to ride a bicycle on public sidewalks and roadways. If the B/PAC wishes to have the City continue to regulate the number of persons allowed to ride a bicycle, staff recommends this section be amended to only address the number of persons allowed to ride bicycles on public sidewalks because the CVC regulates bicycle riding on roadways.

The B/PAC may wish to identify and recommend other potential requirements for riding bicycles on public sidewalks that could be added to this code section.

- **Section 19.56 – Authority to seize and hold bicycles, etc.**

**A police officer may seize and hold any bicycle, tricycle, roller skates, coasters, or similar devices belonging to any person violating the provisions of this article for a period of thirty (30) days.**

This section, as it is currently written, does not include due process protections. The B/PAC may wish to recommend staff draft language to:

1. Repeal this code section.
2. Amend the code section to include due process protections.

The B/PAC may identify other provisions in Article VI for possible amendment or repeal consistent with State law.

### **NEXT STEPS**

Based on the input received from the B/PAC, staff will begin drafting proposed revisions to Article VI and return to the B/PAC at a later meeting with the proposed changes.

Once the B/PAC has reviewed and developed recommendations regarding the proposed revisions, staff will prepare and present an ordinance to the City Council for their consideration/action.

HK-LF-MAF/7/PWK

915-03-30-16M-E-1

Attachment: 1. Article VI of Chapter 19 of the Mountain View City Code

cc: DCA, PO—Jaeger

**CHAPTER 19 – MOTOR VEHICLES AND TRAFFIC**

**ARTICLE VI. - BICYCLES, ROLLER SKATES, COASTERS AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES (EPAMDs)**

SEC. 19.51. - Riding bicycles on sidewalks prohibited.

No person shall ride a bicycle upon any sidewalk in the business district.

(Ord. No. 175.587, 1/25/60.)

SEC. 19.52. - Method of riding upon roadways.

The rider of any bicycle on the roadway shall ride as nearly as practicable to the right-hand curb or edge of the roadway.

(Ord. No. 175.587, 1/25/60.)

SEC. 19.53. - Number of persons allowed to ride upon bicycles.

It shall be unlawful for the operator of a bicycle, when upon a public right-of-way, to carry another person upon such bicycle; provided, however, that this prohibition shall not apply to bicycles which are built for two persons to ride and propel the same.

(Ord. No. 175.587, 1/25/60.)

SEC. 19.54. - Use of roller skates, in-line skates, skateboards, bicycles, and coasters in business districts or any city-owned parking structures.

No person shall skate with roller skates or in-line roller skates, or propel any coaster-brake wagons or vehicles or skateboards or ride bicycles upon and along any sidewalk in any business district or in any city-owned parking structure, except riding a bicycle is allowed in city-owned parking structures for the limited purpose of accessing bicycle parking.

(Ord. No. 175.587, 1/25/60; Ord No. 12.92, 5/12/92.)

SEC. 19.55. - Use of coasters, roller skates, etc., on roadways prohibited.

No person upon roller skates, or riding in or by means of any coaster, toy vehicle, or similar device shall go upon any roadway.

(Ord. No. 175.587, 1/25/60.)

SEC. 19.55A. - Electric personal assistive mobility devices.

- (1) No person shall use or operate an electric personal assistive mobility device (EPAMD) as defined in Chapter 38, Section 38.1 of this code, upon and along any sidewalk in the city.
- (2) Any use of public roadways or thoroughfares for commercial purposes, such as tours or other similar events, shall obtain a temporary use permit (TUP) in accordance with Article 36. The use of EPAMDs in city parks and facilities is governed by Chapter 38, Section 38.13.

(Ord. No. 14.08, § 2, 12/9/08.)

SEC. 19.56. - Authority to seize and hold bicycles, etc.

A police officer may seize and hold any bicycle, tricycle, roller skates, coasters, or similar devices belonging to any person violating the provisions of this article for a period of thirty (30) days.

(Ord. No. 175.587, 1/25/60.)

SEC. 19.57. - Bicycle parking spaces.

- a. The city traffic engineer is hereby authorized to designate and establish bicycle parking spaces for use at such places and during such times as he may deem suitable and necessary. The city traffic engineer may also authorize the placing of bicycle parking racks in the spaces so designated.
- b. When official signs or markings restricting parking to bicycles only are in place, bicycles shall be parked only in such places, and no person shall park or stand any vehicle other than a bicycle or other two-wheeled vehicle in such a space. It shall further be unlawful to park any bicycle on any sidewalk except as hereinabove specified.

(Ord. No. 175.587, 1/25/60.)

**BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN**  
**Fiscal Year 2015-16**  
**(As of February 24, 2016)**

Title and Description	Key Milestones	Date (per milestone)	Current Status/Notes
<i>Ongoing Work Items</i>			
A. Review, prioritize, and recommend bicycle and pedestrian projects for annual TDA Article 3 funding application cycle.	Preliminary review of potential projects.  VTA call for projects announcement.	Fall 2015  February 2016	Complete. Discussed at the B/PAC's November 18 meeting.  Complete. Discussed at the B/PAC's February 24, 2016 meeting.
B. Provide input into the development and review of comprehensive bicycle/pedestrian facility plans and regulations (e.g., General Plan Mobility Chapter, Precise Plans, City Code revisions, and Zoning Ordinance bicycle parking requirements).	As required/requested.		Work Plan Item 10 – Review of Article VI of Chapter 19 of the City Code is scheduled for initial discussion by the B/PAC on March 30.
C. Review City roadway system and bikeway/pedestrian facilities for bicycle and pedestrian suitability and make recommendations on improvements.	Ongoing	Ongoing	
D. Make recommendations on capital improvements to bicycle/pedestrian facilities.	Annual Capital Improvement Program (CIP) development and approval process.	Spring 2016	CIP discussion scheduled for the B/PAC's March 30 meeting.
E. Review private development project applications requiring General Plan, Precise Plan, and/or zoning amendments (Gatekeeper projects).	As directed by City Council.		

Title and Description	Key Milestones	Date (per milestone)	Current Status/Notes
F. Review public projects to ensure adequate consideration of the needs of bicyclists, pedestrians, and the disabled.	As identified by staff.		
G. Promote bicycle and pedestrian safety via the City website and programs (e.g., VERBS).	Ongoing	Ongoing	
H. Coordinate with City departments and advisory bodies, other Santa Clara County jurisdictions, and transportation-related agencies (e.g., VTA, Caltrans) on pedestrian and bicycling matters.	<p>City representative attend monthly VTA BPAC meeting.</p> <p>Request/schedule a joint meeting with one other City advisory body (e.g., Senior Advisory Committee, Youth Advisory Committee, Environmental Planning Commission, or Parks and Recreation Commission) to discuss mobility-related issues.</p> <p>Attend/participate in Association of Pedestrian and Bicycle Professionals (APBP) webinar events offered through the VTA (subject to B/PAC member availability).</p> <p>Pursue as opportunities are identified.</p>	<p>Ongoing</p> <p>October 2015</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Joint B/PAC – Senior Advisory Committee meeting scheduled for September 28, 2016.</p>

Title and Description	Key Milestones	Date (per milestone)	Current Status/Notes
<i>Fiscal Year 2015-16 Work Items</i>			
1. Continue to provide input/direction during the Bicycle Transportation Plan (BTP) update process.	Review final draft BTP (including modifications requested by the Council during its July 7 review).	September 2015	Complete. Discussed at the B/PAC's September 30 meeting.
2. Provide input on potential pedestrian improvements along Middlefield Road between the private development at 700 East Middlefield Road and the Middlefield Light Rail Station (carryover from the B/PAC's Adopted Fiscal Year 2013-14 Work Plan).	CDD request for B/PAC review/input.	TBD	
3. Promote and participate in events to encourage bicycling and walking (subject to B/PAC members' availability).	Farmers' Market Walk to School Day(s) Arbor Day Annual Spring Parade Bike to School Day(s) Bike to Work Day Thursday Night Live	Ongoing Fall 2015 March 12, 2016 April 23, 2016 May 2016 May 12, 2016 July 9, July 23, August 6, 2015, and Summer 2016	Shankari participated. England and Roddin participating. England and Unangst participating. Shankari coordinating. July 9 – England, Roddin; July 23 – Unangst, Shankari; August 6 – England, Roddin. Summer 2016 – TBD.

Title and Description	Key Milestones	Date (per milestone)	Current Status/Notes
	CNC Meetings: <ul style="list-style-type: none"> <li>• Cuesta/Phyllis/Springer Neighborhood</li> <li>• Other neighborhoods</li> </ul>	October 15, 2015  TBD	England and Roddin attended.  B/PAC members have also participated in various VERBS-related programs, including school rodeos, turkey trot/walk, ABC, and other events.
4. Annual review of PMP document.	B/PAC agenda item.	February 2016	Complete. Discussed at the B/PAC's January 27, 2016 meeting.
5. Monitor PMP performance measures, trends, and targets to assess improvements in the City's pedestrian environment.	Update data on students walking to school.  Update data on students receiving pedestrian safety education.  Update data on pedestrian/vehicle and pedestrian/bicycle collisions.  Update pedestrian safety-related vehicle enforcement measure data.	4 times/school year  4 times/school year  Quarterly  Quarterly	Next update in April 2016.  Next update in April 2016.  Distributed at February B/PAC meeting.  Distributed at February B/PAC meeting.

Title and Description	Key Milestones	Date (per milestone)	Current Status/Notes
6. After Council adoption of the BTP update, distribute final document to bicycle/pedestrian advisory bodies in Sunnyvale, Los Altos, and Palo Alto.	Distribute final document after City Council adoption.	November 2015	Complete. Provided web links to other cities in December 2015.
7. Monitor data regarding students biking to school.	Update data on students biking to school.	4 times/ school year	Next update in April 2016.
8. Develop a proposed work plan (including required staff resources, schedule, and cost estimate) for applying for a Walk-Friendly Community (WFC) designation.	B/PAC review and action on proposed work plan.	Spring 2016	Work plan can serve as the basis of a Fiscal Year 2016-17 Operating Budget or capital improvement project request.
9. Provide input regarding programs, events, and activities to be offered during the next 3-year VERBS program at local schools.	Safe Moves presentation to the B/PAC.	October 2015	Complete. Discussed at the B/PAC's October 28 meeting.
10. Review of Article VI of Chapter 19 of the City Code pertaining to bicycling, use of sidewalks, and allowable mobility devices on roadways and sidewalks.	Initial discussion with City Attorney's Office and Police Department staff.	March 2016	Scheduled for the B/PAC's March 30 meeting.
11. Receive report and provide input regarding the Police Department's procedure for collecting and reporting data on bicycle- and pedestrian-related collisions.	Agendize for B/PAC discussion.	October 2015	Complete. Discussed at the B/PAC's October 28 meeting.