

From: [Jeremy Hoffman](#)
To: [Lucas Ramirez](#); [City Council](#)
Subject: bike lane on Castro Street Pedestrian Mall
Date: Sunday, October 9, 2022 9:36:03 PM

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

I'm loving the designs for the pedestrian mall. I saw mention of bike parking, but I don't see any mention of bike access (as opposed to having to walk one's bikes). The parallel streets next to Castro are not particularly bike-friendly -- with lots of cars driving and parking, bikers are at risk of getting "doored."

Biking down Castro St at a leisurely pace would be a delight, and would increase use of the pedestrian mall and the businesses and programs there. My four year old is a burgeoning confident biker (see attached photo of him trying his first pedal bike), and I'd love to be able to bike down Castro St with him.

I'm hoping you will give full consideration to whether a (low speed) bike lane can be included in the design.

Sincerely,
Jeremy Hoffman, MV resident



From: [James Kuszmaul](#)
To: [City Council](#)
Subject: Public Comment on Item 7.2: Castro Street Pedestrian Mall-Various Actions
Date: Monday, October 10, 2022 9:04:18 AM

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Mayor Ramirez and Councilmembers,

I hope that you will proceed with the immediate actions staff has proposed to proceed with making the Castro Street Pedestrian Mall permanent. The pedestrianization of Castro Street has been amazing and I look forward to it become more permanent.

I do have a couple of comments for how we approach the permanent implementation. In the short term, I hope we can allow bicycles on Castro Street again. There is currently no other street in Downtown where I would be comfortable bringing a child or inexperienced rider, and until that is the case it seems absurd that we would stop people from taking advantage of one of our few car-free parts of the city.

More long-term, I want to express some concerns about a lack of long-term transportation planning for downtown. In particular:

1. Over time, more people will be circulating in and around downtown--partially because more people will be living in Mountain View and commuting to/from the transit center, but also because (hopefully) our downtown will grow and become more vibrant than it is now.
2. In the evening, our road network is already at capacity for cars (or so near capacity, it can't accommodate much more car traffic).
3. This means that the only ways to provide more people access to the downtown area are:
 1. Safer biking and walking (e.g., there are no places where it is particularly comfortable to cross Shoreline on foot or by bike currently, and no downtown streets have protected bike lanes). Hopefully this will be addressed, at least partially, by the ongoing Active Transportation Plan effort.
 2. More infill development in the downtown area (to allow more people easy walking access to downtown). Between existing planned developments and a downtown precise plan updated, hopefully we will have a plan for this.
 3. Improved bus access to downtown.
4. To expand on the issue of bus access, currently buses serving the Rengstorff/San Antonio area get mired in traffic between Shoreline and the downtown transit center, taking close to 10 minutes to go a distance that should be covered in 2-3 minutes. This is because buses, which can (and do) sustainably and safely transport 20-60 people per vehicle get stuck in traffic created by individuals driving themselves alone in cars (and many of those car trips are being taken along routes that could reasonably be taken by bus). However, I am aware of no plans to try to improve bus speed through Downtown. The planned Evelyn <-> Shoreline ramp would be a great opportunity to provide dedicated bus access to downtown, but the current plan appears to be to allow a small number of drivers to congest Evelyn, slowing down the far greater number of people who will be riding buses. There are a variety of ways to try to improve this situation,

and no solution need be perfect. But given how long capital projects can take, we should be starting to make plans for this now.

Thank you,

James Kuszmaul