

From: James Kuszmaul [REDACTED]
Sent: Monday, April 10, 2023 6:06 PM
To: Kamei, Ellen <Ellen.Kamei@mountainview.gov>; Hicks, Alison <Alison.Hicks@mountainview.gov>; Matichak, Lisa <Lisa.Matichak@mountainview.gov>; , Public Works <Public.Works@mountainview.gov>
Subject: CTC Item 5.3 Transit Center Grade Separation Public Comment - fw ll aw

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Council Transportation Committee Members,

My apologies for the late public comment, but I wanted to provide a couple of brief comments on the grade separation item before you today:

- I think Serge Bonte's concerns about the necessity of the Evelyn -> Shoreline Ramp, as well as the desire to consider using it as a bus + emergency vehicle only lane are well-founded and should be considered.
- I am somewhat concerned by the comment that we don't need to provide bus stops around the Central Expressway / Moffett intersection due to low transit center usage, given that slow buses are likely part of the reason that people do not ride the train as much any more. Currently, most buses going to/from the transit center are slowed down by multiple minutes navigating through the downtown area, and if Evelyn is not made to be bus-only, then that will likely continue to be the case. When I last asked about the potential for making the Evelyn ramp bus-only, part of the reason I heard for not doing so was that the bus stops around Central / Moffett would allow for quick bus access anyways, so it was unnecessary. If we want people to be using the train station, we need the buses to be able to get to/from the station quickly. However, the desire to descope things to speed the project is understandable (hence the simultaneous interest in descopeing the Evelyn ramp).
- I would love to see the proposed pedestrian crossing at ~Castro & Evelyn by raised so that it is effectively flat for pedestrians, wheelchairs, strollers, etc., while forcing vehicles to slow down and treat it as a speed hump.
- I hope that the new Evelyn + Shoreline intersection will be designed in a way to actually be safe for cyclists and pedestrians crossing the railroad tracks via Shoreline.

Regards,

James Kuszmaul