

From: [REDACTED]
To: [City Council](#)
Cc: [BPAC Communication](#)
Subject: 2/14/23 meeting agenda items 3 (Ms Ramos), 4.10 (intersection), 6.1 (Alta Housing), & non-agendized transportation data
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Attachments: [Terra Bella 2-1-23 PM.pdf](#)

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To: Mountain View City Council
From: Joel Dean, [REDACTED] Mountain View
Subject: 2/14/23 meeting -- Appointment of Council member Ramos, Alta Housing, intersection improvements, public transportation

Agenda item 3: I thank the Council for appointing Ms. Ramos, the strongest advocate for renters in the field of candidates, and less likely than a returning member to repeat the same old mistakes. It is unfortunate that the meeting at which she was chosen resembled a bloodless coup organized by the building trades and the Peninsula Young Democrats, abetted by the Foster City Historical Society. "Community for All" apparently means anyone can elect our City Council members, regardless of whether they live here or not. Opponents of Ms. Ramos' agenda will be sure to hold that against her if she seeks election next year.

Agenda item 4.10: The staff report states that the intersections of Middlefield Road with Terra Bella and San Pierre are under consideration for pedestrian and bike-oriented improvements. This is welcome, and long overdue. A young child was killed in a collision at San Pierre 25 years ago. Since then, there have been improvements in signage, but no flashing beacons. There is a lot of foot and bike traffic going to and from Crittenden, Stevenson and Theuerkauf Schools. While the pavement markings are yellow at Terra Bella, at San Pierre they are not. This intersection deserves at least as much attention as any of the others on the staff's list, including Grant/Sleeper.

Agenda item 6.1: The Alta Housing project at Terra Bella and Linda Vista is a step toward making the neighborhood more livable. Some of the same comments about the housing project at the Public Storage site apply to Linda Vista as well: the need for wider sidewalks, bike lanes, access to public transit, safer routes to schools, places to get something to eat besides tacos. It is important that these be implemented before negative factors can cause Terra Bella to deteriorate, those factors being the number of vacant office buildings and the squalor on the street. A short file of photos is attached to illustrate the current situation.

Non-agendized: There was no place for public comment on the meeting agenda. I hope this was an oversight rather than a policy statement.

On Wednesday the 8th, there were traffic counting devices on the Shoreline/101 overpass and at La Avenida. If that was for the spring Trip Cap report, it is too early and undercounts pedestrians, cyclists and scooters when it is done while we're on Standard Time. A twenty-dollar-cellphone traffic count showed little difference on the 8th from the pattern established in the late spring and fall: congestion on the northbound 101/85 exit backing up to the merge, prompting many North Bayshore drivers to exit southbound on Shoreline and make a U-turn at Terra Bella, and a few to turn right from a left-turn lane. This caused no problems on city streets south of La Avenida, because A.M. traffic on Shoreline, Middlefield and Terra Bella continues to be much lighter than it was pre-2020, and they are free of congestion. Note: the Fall 2022 Trip Cap report is overdue.

2022 year-end transit ridership figures are in. MVgo was down 76% and 75% from pre-pandemic levels in the 3rd and 4th quarter, respectively, while the Community Shuttle was down by only 17% and 7% in the same periods. VTA systemwide bus ridership was 76% of pre-2020 levels but is a cipher as far as North Bayshore is concerned. So is light rail ridership, as long as City Council resists even bike/ped crossings of Stevens Creek at Avenida and Charleston connecting with the VTA NASA station. A somewhat confusing article in the 2/13 Palo Alto Daily Post said Caltrain daily ridership was 12,513 in December, about 20% of the December 2019 level. The Caltrain website

said October daily ridership was 18,583 -- around 28% of 2019 level. Caltrain wags the whole San Francisco-San Jose corridor with a bobbed tail. The Community Shuttle should get more respect. The Shoreline Reversible Bus Lane is a solution without a problem.

On Thursday the 9th, DPW hosted a community meeting on the Transit Center GSAP. Anyone who came expecting a serious discussion of design and operational issues must have been disappointed. Instead, it all revolved around the so-called art which might adorn the undercrossing, which looked to be gaudy, garish, and distracting enough to be dangerous. I ask the Council to direct DPW to make all the slides and posters shown at the meeting available online. I also ask the Council to acquaint themselves with these visuals well before being ambushed with them a few days before they appear on your agenda.

Thank you for your attention.