
From: Ross S. Heitkamp [REDACTED]
Sent: Monday, February 26, 2024 1:14 PM
To: City Council
Subject: Public Comment on Item No. 5

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Dear Honorable Mayor Showalter and esteemed council members,

I see you are doing a midyear status review of the budget which prompts me to write, but I don't think this really applies to that item because it isn't currently in the budget. I have learned that our neighboring city of Sunnyvale has a project to create the Evelyn Trail including several valuable crossing of the railroad tracks. Given that Evelyn continues right into Mountain View, past the Stevens Creek Trail and our downtown transit center, this seems like such a naturally valuable project for us to support.

It is a great opportunity to make a safe between Stevens Creek Trail and the Transit Center. I walked from the Farmers Market back to the trail last month and was rather shocked to discover that the sidewalk abruptly ended mid block with no crossing location before I got to the trail. I knew there is a well hidden cross signal by the trail, so walked in the curb the rest of the way rather than jay-walk across a 4 lane 35MPH road. But, seriously, what kind of broken transit network do we have that our best trail doesn't connect equally well to our major transit center? I was embarrassed that I hadn't realized this sooner.

Evelyn is a natural for doing a trail. I know I toured this with transportation guru, Brandon Whyte on one of his great bike field trips that showed us the future RR Crossings for bikes - not sure how I missed learning of the Evelyn Trail! The Railroad tracks, while a major obstacle, just like creeks, they create places with few sources of cross traffic allowing long, safe trails to be built. Further, Mountain View has built quite a bit of high density housing along this corridor with the expectation that residents would have fewer cars and take more transit.

Enough on that. I hope you are convinced. My second seed to plant/reinforce is prompted by your earlier consent calendar item on the realignment of the Hwy101 Shoreline offramp. But, when I looked at that, I see it for the Shoreline end. I would like to make sure you keep in mind that if the OTHER end of that offramp should be touched, where it passes over Stevens Creek, we really need to look at creating a proper underpass for the Stevens Creek Trail. That narrow little pathway is also the busiest section of the trail, connecting folks to the jobs in the north bayshore area. It has been the site of many accident with the blind corner at the bottom of a ramp going into a dark tunnel with speed. I would add to that the seasonal closures from flooding as additional reason, though I think this ranks way below the other considerations. I know this won't be cheap. That is why I think we need to keep it top of mind as other projects take place that might enable it to be addressed. Too bad it wasn't considered when that Hwy 85 interchange was rebuilt.

Thank you for listening.

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