

From: John Brazil [REDACTED]
Sent: Sunday, April 9, 2023 10:49 AM
To: Hicks, Alison <Alison.Hicks@mountainview.gov>; Kamei, Ellen <Ellen.Kamei@mountainview.gov>; Matichak, Lisa <Lisa.Matichak@mountainview.gov>
Cc: Cameron, Dawn <Dawn.Cameron@mountainview.gov>; Lopez, Lorenzo <Lorenzo.Lopez@mountainview.gov>
Subject: 4/10/23 CTC item 5.1 - include bike blvd elements

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Honorable Council Transportation Committee (CTC) Members:

Regarding April 10, 2023 CTC item 5.1 (Latham Street Neighborhood Traffic Management Program), please be sure to include Bike Boulevard traffic calming features as defined in Figure 4-1 of the City's adopted [Bicycle Transportation Plan Update](#).

The staff report references only "speed humps and electronic speed feedback signs". [Bike Boulevards](#) generally must include traffic calming features that benefit people on bikes. Please ask staff to define and include such features in this project.

Thanks!.

John Brazil
Loreto St

From: [REDACTED]
To: [Hicks, Alison](#); [Kamei, Ellen](#); [Matichak, Lisa](#)
Cc: [Cameron, Dawn](#); [Whyte, Brandon](#)
Subject: re: 4/10/23 CTC Meeting Agenda Item 5.1 and 5.3
Date: Saturday, April 8, 2023 4:45:39 PM
Attachments: [image.png](#)

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Honorable Chair and CTC members:

I might not be able to attend your meeting on Monday but wanted to share some comments on two agenda items

5.1 Latham Street Neighborhood Traffic Calming

While I do own a condo -that we rent- on Latham Street that would benefit from the proposed traffic calming, I honestly don't remember receiving a card and/or voting. I also have no idea if my tenants did either. Regardless, I support the proposed traffic calming.

While I don't think you should deny the petition because the vote didn't clear the 35% participation rate, you should really work on getting these numbers higher for subsequent projects. Typically, neighborhood traffic calming projects are done in Single Family Housing neighborhoods. Door to door type outreach is easy and often welcomed, just ask any scouting organization. Latham street is not such a neighborhood, the majority of the residents live in apartments/condos , majority are renters with lower socio-demographics than the Mountain View average and a large percentage of the residents might not speak English. I think it's incumbent on the City to develop better, more inclusive outreach methods for such neighborhoods. It can be a challenge but some suggestions: engage with organizations that work in the neighborhood, put a ballot box in the lobby of each apartment/condo building, have community meetings at the HOA or building level, if not done already make sure all material is properly translated....

Such a more focused, more inclusive and more equitable outreach will be key for many upcoming projects such as the California Complete Street project. This project has generated lots of comments already, I don't think the commenters (including myself) are representative of the California Streets residents. The City should make every effort to get more representative feedback..

5.3 Transit Center Grade Separation and Access Project update

I might be as guilty of it as anyone but I think the community has not looked closely enough at the proposed ramp from Evelyn to Shoreline (that ramp alone represents a large portion

image.png



I am very concerned for the well being of any pedestrian or cyclist trying to go over the Shoreline overpass. As you can see from the image, they will need to deal with another complex intersection (at an incline) a mere few hundred feet after navigating another complex intersection at Villa. They will need to wait for yet another light (slowing down their journey) and watch carefully in every direction for dodging cars or buses making turns (including right on reds) in all sorts of directions. That traffic will also be primarily commute type traffic with drivers hurried to reach their office in time.

I'd like to consider some alternatives before someone gets injured (or worse)

- Is the ramp actually needed? Once you realign Evelyn, Evelyn will become the favored route to cross Castro to get to/from the transit Center. Couldn't the traffic then proceed to Villa via Franklin?
- Assuming you keep the ramp and its large cost, please consider making it a bus/shuttle/emergency services ramp only with the rest of the traffic going to/from Villa via Franklin. This would limit the traffic, the risks and the wait time for the pedestrians and cyclists along Shoreline. This would also speed up mass transit (an important goal for the City as demonstrated by the City investment in a reversible bus only lane at the other end of Shoreline). A win win?

Finally, the report asserts that one benefit of the ramp would be to limit Villa street traffic across the Castro pedestrian mall. I don't think it's accurate, once Evelyn is realigned, transit center traffic will cross Castro via Evelyn regardless of the ramp as it's a much more direct route. Also, to encourage more traffic to use the newly aligned Evelyn Avenue, the City could simply limit Villa crossing Castro to bikes. This would then also eliminate the need for a cumbersome traffic light for pedestrians enjoying the Pedestrian Mall. Another win win?

Sincerely

Serge Bonte
Mountain View

multi-use path of the west side of Shoreline Boulevard.

