

Mountain View's Overwhelmed, Failing Infrastructure

And residents' declining quality of life



Tim Mather, Michelle Ohye (next door neighbors)
Both are Mountain View residents for > 20 years

What infrastructure is overwhelmed, failing?

- San Antonio Road



- Telecommunications (MNOs - mobile network operators)
- Wi-Fi
- Electric vehicle charging stations

San Antonio Road - daily; this is 10:40 AM



Exif data:

Camera

Apple iPhone 12 Pro

GPS Position

37.414903 degrees N, 122.103858 degrees W

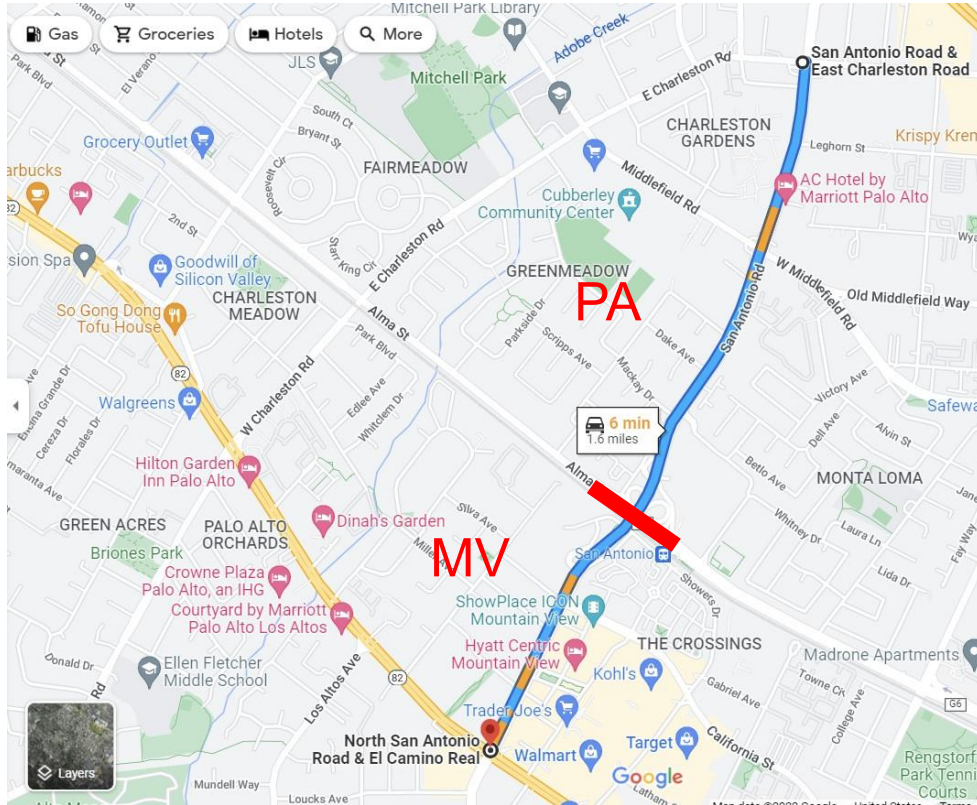
Date of Creation

2022:04:12 10:39:54

Resolution

2016x1512

Let's look at this 1.6 mile section of San Antonio Road



- East Charleston Road to El Camino Real
- Important because this is how many residents in this part of the city (and parts of Los Altos) get to / from Highway 101
- Even at the outset of the pandemic, the road was overwhelmed

No traffic analysis for San Antonio Road

- What coordination has the City of Mountain View done with the City of Palo Alto on this traffic problem?
- City of Mountain View's P-40 (San Antonio) Precise Plan does not contain a traffic analysis for San Antonio Road; it contains only a description of the current transportation infrastructure
- Far more attention has been paid to parking analysis than traffic analysis to get to that parking
- Addendum to the San Antonio Precise Plan EIR for Precise Plan Amendments, dated February 2022, acknowledges that the "...traffic volumes at affected intersections [on San Antonio Road, will not increase] **beyond 44,000 vehicles per hour;**" [Emphasis added; page #57] - that is an expected metric for Highway 85, *not* San Antonio Road

And yet, *magically*...

- That same report states on page #35 that:
- “The project proposes the following Transportation Demand Management (TDM) measures and strategies, which are **anticipated to reduce peak-hour traffic by approximately 30 percent**. [Emphasis added.] These measures include, but are not limited to:
 - Providing secure, transit-oriented building entrances
 - Enhancing transit stops, pedestrian crossings, and bicycle network through incorporation of shuttle stops and passenger loading zones, and supporting new bike signage, sharrows, and lanes
 - Constructing secure bicycle parking
 - Providing an onsite bicycle maintenance and repair station
 - Implementing a Bicycle Share program;....”

And, the traffic problem is only going to get ***much*** worse

- San Antonio Village Center Phase I: 330 apartment units
- San Antonio Village Center Phase II ([Hyatt Centric](#)): 167 hotel rooms
- 458 San Antonio Road ([The Dean](#)): 7 stories with 583 apartment units
- *2580 and 2590 California Street / 201 San Antonio Circle ([Landsby](#)): mixed-use development with 632 residential units and 20,000 square feet of commercial space with below-grade parking (not yet completed)*
- 744 San Antonio Road, Palo Alto ([AC Hotel by Marriott](#)): 144 guest rooms
- 750 San Antonio Road, Palo Alto ([Hotel Citrine](#)): 150 guest rooms
- *334 San Antonio Road (currently a Valero gas station): 5-story, mixed-use building with 62 condominium units and 2,003 square feet of ground floor retail with underground parking (not yet approved)*

Let's summarize that:

- That is an increase of **2,058** 'residential' units (i.e., apartments, condominiums, and hotel rooms) - that is just directly along San Antonio Road in < ten (10) years, not even 'nearby'
- These are all new, additional 'residential' units; none of these developments have replaced existing residential housing
- This is just from East Charleston Road to El Camino Real - a mere 1.6 miles
- Sources: [Planning Division Development Update, February 2022](#); [Mountain View Voice](#)

San Antonio Road traffic offset by CalTrain ridership?

- Several developments are proclaiming themselves close to CalTrain as an offset to increasing traffic
 - ["It is located within easy walking distance of the San Antonio station"](#) (Landsby)
 - ["Walk to San Antonio Caltrain Station"](#) (The Villages Residences @ San Antonio Center)
- Even though San Antonio (CalTrain) station is a limited station (i.e., no Baby Bullet service), it is the 17th busiest station already (out of 31 total stations)
- #233 train leaving San Antonio station northbound is already one of the fullest trains, over capacity @ 104%
- How much more passenger traffic are trains to / from San Antonio station expected to absorb?
- Source: [Caltrain 2019 Annual Passenger Count Key Findings](#) (latest available)

PG&E's capacity planning is completely unacceptable

Outage Date:	# of Customers Impacted	Outage Date:	# of Customers Impacted
May 20th, 2020		September 18th, 2021	Planned; 5.5 hours
August 27th, 2020		December 13th, 2021	2,227
January 19th, 2021		December 14th, 2021	1,771
March 24th, 2021	8,213	December 20, 2021	2,213
April 9th, 2021		March 27, 2022	2,223
June 3rd, 2021	2,213	April 11, 2022	4,851
July 12, 2021	2,218	Next?	?
Thirteen (13) outages in < two (2) years, running from ≈ 4 minutes to several hours			
"Customers" = households or businesses, not individuals. <u>Source</u> : PG&E voicemail messages			

Impact of PG&E's unacceptable capacity planning

- Beyond annoyance and inconvenience to existing PG&E customers in the area, the property manager for Crossings Condominiums stated in an HOA meeting on the evening of April 14th that PG&E has informed the 2580 California Street development (Landsby) that electrical power for the development will not be available until four (4) months after promised for opening [Tim was on the call.]
- For how many years has PG&E been aware of that development?
- What is the City's liaison to PG&E doing about these issues?

5G Telecommunications - no public access high band

- Check the MNOs (mobile network operators) own coverage maps
 - [AT&T](#) - midband only
 - [T-Mobile](#) - low band only
 - [Verizon](#) - midband only, with the exception of the Waymo campus (100 Mayfield Avenue, adjacent to San Antonio Road), which has high band for its own use
- The result: dropped calls, calls that never complete dialing, voicemail messages that arrive hours after being sent
- Certainly understand that this is not directly under control of the City; however, **the City should be pressuring the MNOs to increase capacity along the San Antonio Road corridor**

Wi-Fi

- Wi-Fi density is so high in newer housing developments, that latency often makes the networks unusable
- Not a City responsibility. However, the City should be running a public service campaign to educate and encourage residents' to upgrade to [Wi-Fi 6](#)
- **It's about the City working to improve residents' quality of life**

Scan & Analyze

Recommendation: multiple WIFI routers/access points are using the same channel as yours. That may cause digital traffic jams thus slow down your internet. We recommend you to change your channel to a less busy one.

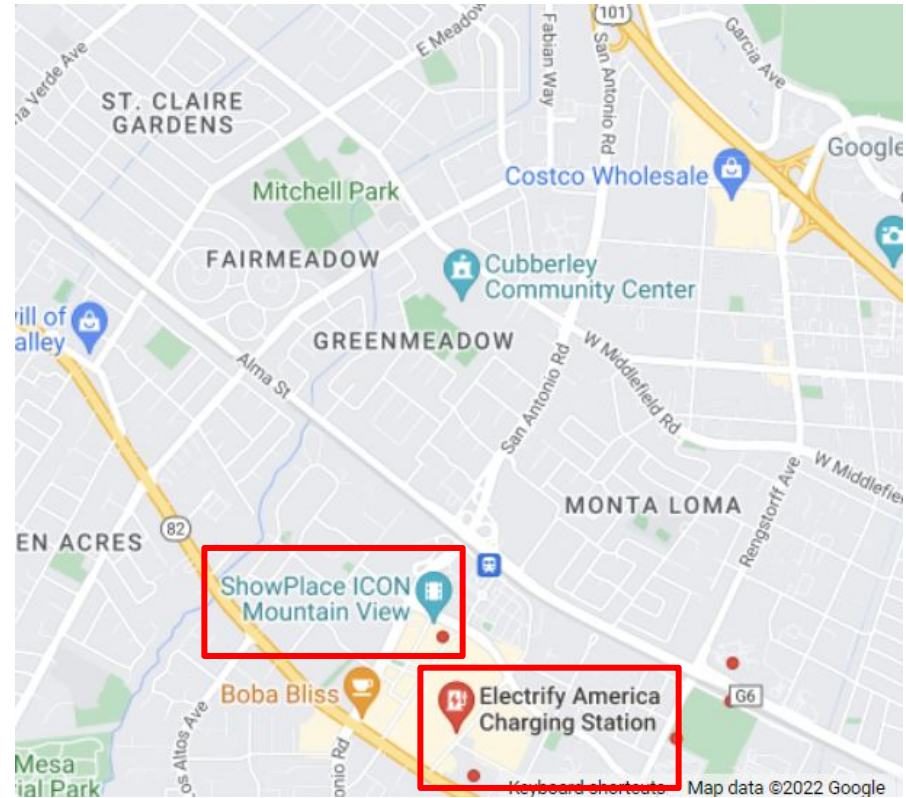
Network	Signal	Channel	Band	Security	Uptime
ORBI353	-50dBm 	6	2.4GHz	RsnaPsk	13d 12h 39m
ORBI353	-50dBm 	40	5GHz	RsnaPsk	13d 12h 39m
Unknown	-50dBm 	6	2.4GHz	11	13d 12h 39m
✓ CitizenFour	-50dBm 	6	2.4GHz	RsnaPsk	3d 4h 31m
NETGEAR00	-53dBm 	11	2.4GHz	RsnaPsk	3d 9h 6m
Unknown	-55dBm 	157	5GHz	11	13d 12h 39m
Jimmy	-56dBm 	4	2.4GHz	RsnaPsk	3d 1h 55m
Unknown	-59dBm 	6	2.4GHz	11	3d 4h 28m
daeman14	-59dBm 	6	2.4GHz	RsnaPsk	3d 4h 28m
Unknown	-59dBm 	6	2.4GHz	11	3d 4h 28m
Unknown	-63dBm 	6	2.4GHz	11	3d 9h 14m
Unknown	-63dBm 	6	2.4GHz	11	3d 9h 14m
Sesame Street 2.4	-63dBm 	6	2.4GHz	RsnaPsk	3d 9h 14m

Ssid : CitizenFour Signal : -50dBm Security : RsnaPsk
Bssid : 00:ace0:3e:5d:e0 Channel : 6 Encryption : Ccmp
Status : InternetAccess Band : 2.4GHz Phy Kind : HT
Uptime : 3d 4h 31m Frequency : 2437000kHz Network Kind : Infrastructure



EV charging stations

- **Thirteen charging stations @ four (4) locations - that's it. That's unacceptable**
 - CSMA (Community School of Music & Arts) - 4 chargers
 - ShowPlace ICON Theater - 2 chargers
 - The Villages Residences @ San Antonio Center - 2 chargers
 - WalMart - 5 chargers
- Why aren't charging stations required for all new development - regardless of usage (residential, commercial, whatever)?



Call to Action

- Milk Pail development (365 - 405 San Antonio Road / 2585 - 2595 California Street): turn it into open space instead
- Valero gas station development (334 San Antonio Road): leave the gas station as is, for now
- **Both projects need to be rejected**; current infrastructure, and projected improvements, cannot and will not handle these additional developments

In Summary

- As of 2014, ZIP code 94040 had a population of [34K](#), with a density of [9,205.41 inhabitants / square mile](#); detailed 2020 census data is not yet available (May, June). There is no substantive discussion about density and its impact on the San Antonio Road corridor in either PR-40 nor it's addendum
 - R4 + R4 + R4 = *too much*
- Infrastructure in the San Antonio Road corridor is overwhelmed, and the problems are only going to get **significantly** worse under current City planning
- Residents' quality of life is **deteriorating**
- The City of Mountain View is **failing** to properly serve its residents