



October 1, 2023

City of Mountain View Council Transportation Committee (CTC)
City Hall, 500 Castro Street
Mountain View, CA 94039-7540

Re: 5.2 Grant Road and Sleeper Avenue Intersection Improvements, Project 21-39

Dear Chairperson Kamai, Council Member Hicks and Council Member Matichak,

Thank you for working to improve our city's alternative transportation network. We all know that we need to work together to encourage alternative forms of transportation in order to reduce our contribution to climate change.

We are writing to encourage the approval of the design concept for the Grant Road and Sleeper Avenue intersection (northern bicycle crossing) and hope that you will forward the plan to the full City Council for approval.

In April of 2010, the CTC first sent this project to the City Council and the goal of a protected pedestrian crossing with a beacon was approved. Since then there have been multiple traffic studies and a variety of designs proposed. At one point there were 4 options- A traffic light, a traffic light with no left turn from Sleeper Ave, a beacon, and a beacon with no left turn from Sleeper Ave. Each was provided with the pros and cons, including the potential traffic impact.

From that list, it was decided that the current plan was the best balance of pedestrian safety considerations, traffic impact, and cost.

Since then, this plan was improved and refined to be pedestrian and cyclist centric, recognizing that for alternative transportation modes, the Grant and Sleeper Ave intersection is a 4 way intersection, not a T-junction.

Currently, the city is updating the Parks and Recreation Strategic Plan. At every meeting so far with the consultants, there have been requests for better accessibility for walking and biking to parks. Sleeper Avenue is the best and most direct connection between the Stephen's Creek Trail and Cuesta Park. As such, it should be viewed in the context of the desire for a parks space network that is safe and interconnected.

Additionally, this intersection is not on the Safe Routes to School Route (STRS) for Graham, even though it is the most direct route for many students biking to school. This is because it is not safe. By not including this intersection on the SRTS map, the city has already acknowledged that this intersection is not safe for the majority of residents that would potentially want to use it. As a result, it is currently being underutilized, which would be impossible to capture in the traffic studies. You can't measure a lack of students crossing there.

We believe that the current design is great. It is pedestrian and cyclist friendly, allowing for movement in all directions. It was proposed as the design that would have the least impact on traffic during the proposal phase. This process has already gone on for 13 years.

I like to think of Mountain View as a progressive city for alternative transportation. In a progressive city it shouldn't take 13 years to install a crosswalk. But as it has already, it shouldn't take any longer.

Thank you again for the opportunity to comment.

Sincerely,

Silja Paymer
GreenSpacesMV

cc:

Brandon Whyte, Active Transportation Planner
Ria Lo, Transportation Manager
Kimbra McCarthy, City Manager
Heather Glaser, City Clerk