

Bicycle/Pedestrian Advisory Committee Public Comments  
August 25, 2021 Meeting

**From:** [REDACTED]  
**Sent:** Tuesday, August 24, 2021 3:33 PM  
**To:** BPAC Communication <[bpac@mountainview.gov](mailto:bpac@mountainview.gov)>  
**Cc:** City Council <[City.Council@mountainview.gov](mailto:City.Council@mountainview.gov)>  
**Subject:** 8/25/21 meeting agenda item 6.1 (Stierlin Road)

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To: City of Mountain View Bicycle/Pedestrian Advisory Committee  
From: Joel Dean, [REDACTED] N. Shoreline Blvd., MV  
Subject: 8/25/21 Meeting, Agenda Item 6.1  
(Stierlin Road Bicycle and Pedestrian Improvements, Project 17-41)

I encourage the B/PAC to give the subject project its strongest support. It is a vast improvement over the extravagant and possibly counterproductive proposals in the 2014 Shoreline Boulevard Corridor Study. It should not be jeopardized by tacking on unnecessary bells and whistles, especially any which would require ROW acquisition.

I live in the near vicinity of Project 17-41, have no car, bike, scooter, skateboard or roller-blades, and have to walk along this stretch of Shoreline to get anywhere. The most critical element for increasing pedestrian safety is a protected left turn signal phase to cross Shoreline at Montecito or Stierlin. I have corresponded with DPW via AskMV on this subject. The attached file includes an extract from that correspondence and several frames from videos recorded at the intersection showing how people crossing Shoreline are currently at risk from left-turning vehicles. DPW's language in both their AskMV response and in the staff memo for the 8/25 meeting is slightly murky and does not explicitly state that they will be implementing the protected-left phase. It would be most helpful if the B/PAC could clarify DPW's intent.

The benefits of Project 17-41's other proposal for Shoreline at Montecito -- turning it into a protected or 'Dutch' intersection -- are more dubious. This design originated in Europe, where right-on-red is generally not allowed. The 'Dutch' configuration prevents motorists from making right turns out of bike lanes, which is where the CA Vehicle Code says they should be made from. If the first car queued up in the rightmost lane is planning to turn right on red, he or she (NOTE: women are just as aggressive as men in this respect) will be inclined to block the crosswalk and bike path while waiting for a break in the cross traffic. If the first car intends to go straight, it will block anyone behind it wanting to make a right turn. Some of those blocked will relieve their frustrations by cutting through the Safeway parking lot, or through the car wash on the opposite corner. Others will be even less inclined than usual to look out for pedestrians trying to cross in front of their right turn. The same set of problems could occur at Shoreline and Middlefield, which is also getting the 'Dutch' treatment, for which it is ill-suited. The result is likely to be considerable diversion of eastbound Middlefield-to-downtown traffic onto San Pierre Way, Montecito, and Mountain Shadows Drive, thus complicating the lives of pedestrians and cyclists on these residential streets.

Speaking of Mountain Shadows Drive, it is a great relief to learn that DPW is not considering signaling the intersection with Shoreline. It is only about 500 feet from there to Middlefield, and a red light there during the evening peak with pre-pandemic traffic would have caused backups into and beyond the Shoreline-Middlefield intersection. The recommended pedestrian crossing at Safeway is a far superior alternative. Mountain Shadows

Drive could use parking prohibitions within 60 feet of its intersections with both Shoreline and Vaquero Drive. Anything parked closer -- even an ordinary passenger car -- can block drivers' vision of a pedestrian or cyclist crossing the street.

Stray observations: (1) The 100 Moffett parking garage could use warning devices to alert pedestrians and departing vehicles to each other's presence; (2) the "Bailey Park Safeway" sign obstructs departing drivers' view of pedestrians who may be approaching from their right, even if they bother to look right, which many don't; (3) most of the sidewalks in the neighborhood of Project 17-41 are cheesy -- two slabs wide, no setback from the curbs, full of signposts, hydrants, utility poles, vaults, dips at driveways and discarded face masks; (4) cyclists and pedestrians do not mix well and ought to respect each other's designated spaces. Lots of luck with that one.

Thank you for your attention.

### My Original Request

The intersection of Shoreline Boulevard with Montecito Avenue and Sterlin Road has a history of accidents involving pedestrians. One possible reason is that there is a single green signal phase for Montecito and Sterlin, during which all movements are permitted. As a result, pedestrians crossing Shoreline are always in the path of vehicles wanting to turn left. A few photos showing this situation are attached.

Many of the pedestrians at this location, including myself, are elderly and can't move out of the way as fast as oncoming drivers would like. Neither can people walking dogs or accompanying small children. Some drivers have no scruples about expressing their resentment at being delayed by these individuals.

I ask the City to consider dividing the green time for Sterlin and Montecito into two phases, one for left turns only and one for through movements and right turns, with the walk lights on during the latter. The pavement markings are already configured for this phasing. Left-turning drivers might have to give up some green time, but would benefit from not having to contend with opposing traffic or pedestrians. And pedestrians would benefit from not getting squashed.

Thank you.

### My Additional Notes

**Add Notes**

No additional notes have been logged.

### Responses from the City of Mountain View

<i>Date</i>	<i>From</i>	<i>Text</i>
08/26/2019 15:37	*Baird, Nate	Hello Joel, Thank you for your email. This location is part of a project under design now to install bike lanes on Sterlin, and to upgrade the signal at Sterlin/Montecito/Middlefield, to be able to improve the phasing for all users, particularly for pedestrians, so that their crossing does not conflict with impatient left turning vehicles. We expect the project to go into the construction phase next fiscal year or the following. Thank you, Nate Baird Transportation Planner Public Works Department
07/29/2019 11:03	auto notification	Dear Joel Dean, Thank you for your request received on 07/29/2019 concerning Streets>Bicycles and Pedestrians. It has been assigned ID#47554. You will receive a response to your request within three business days. If you should have any further questions please feel free to contact the City again and refer to the identification number above. Sincerely, The City of Mountain View <a href="http://www.mountainview.gov">http://www.mountainview.gov</a>



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