

**From:** [REDACTED]  
**To:** [City Council](#)  
**Cc:** [BPAC Communication](#)  
**Subject:** 5/24 meeting agenda, items 4.3, 4.5 and 4.7  
**Date:** Monday, May 23, 2022 6:01:04 PM  
**Attachments:** [22-5-9 to Council.txt](#)

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To: Members of the Mountain View City Council  
From: Joel Dean, [REDACTED], MV  
Re: 5/24/22 meeting agenda items 4.3, 4.5 and 4.7

These items are too significant to be hidden in the Consent Calendar.

Item 4.3 Shoreline Boulevard exclusive bus lane (Projects 16-58 and 18-43)

It is welcome news that DPW accepts that double left-turn pockets are deferred for at least five years, so the Middlefield median trees are safe for now. Considering that justification for this element was based on a flagrantly false traffic forecast, it would have been preferable to kill it off permanently. An opportunity to do that and more presents itself if Council accepts the staff's recommendation to terminate the construction contract and redesign all of project 16-58.

A rational redesign would include sewer alignment and the sidewalk upgrades suggested in my message to Council two weeks ago, which is attached. It would exclude any redesign of Shoreline/Middlefield as a 'Dutch' intersection, because it is a highly skewed intersection, it has gas stations on three corners which are often treated as thoroughfares, unlike the EU allows right on red, and invites catastrophe if U-turns are permitted on southbound Shoreline. The redesign should also exclude the utterly useless reversible bus lane, which deserves to be flushed down those nice new sewers.

Item 4.5 Active Transportation Plan

Council's decision not to update the Pedestrian Master Plan independently sends a loud and clear message to those of us who get around on foot: you are less important than bicyclists and will have to eat moldy bread while everyone else feasts at the head table. Council should not rub salt into this wound by proceeding with an ATP which keeps pedestrians in a subordinate position. In particular, updating the ATP should not be put into the hands of a subsidiary of Nelson\Nygaard, which did the conceptual work on the Shoreline bus lane and reported that (1) pre-pandemic, Shoreline at Terra Bella was operating with minimal delay when in fact it was a zoo; (2) Middlefield Road's principal importance arose from its proximity to the Permanente Creek Trail; and (3) there should be a ticket machine in the reversible bus lane at Terra Bella.

Item 4.7 Shoreline / NB 101 & 85 exit ramp reconfiguration (Project 20-37)

Unless you're a tree, this week's action on the item is fairly harmless. DPW's statement that it will seek plan and spec approval for the rest of the project "at some future date" is more ominous. Given the complexity of the project, those plans will be too complicated for the public and City Council to assimilate them in the usual 4-5 days before they come up for approval. If they resemble the plans bruited about in the North Bayshore Circulation Study, there could be serious questions about whether they harm rather than enhance pedestrian and cyclist safety and traffic operations. DPW has dodged answering those questions so far.

Thank you for your attention. Please protect us from wannabe visionaries.

To: Members of the Mountain View City Council  
From: Joel Dean, [REDACTED], MV  
Re: 5/10/22 meeting agenda item 4.8 -- Eminent domain, Shoreline Boulevard, Project 18-47

Here goes another \$100K down the drain -- on top of squandering \$4 million or so for 1/6 acre of sidewalk -- all for the sake of a project which is obsolete even before it is built. Since Google's hybrid office/remote work schedule kicked in, Shoreline Boulevard has been blessedly free of the peak-hour congestion that plagued it before the pandemic. The exclusive bus lane between the Caltrain station and North Bayshore will not save commuters the five minutes in the morning and less than one minute in the evening which was supposed to make them flock to mass transit. Its benefit/cost ratio will be the roundest of all numbers: 0.

Something may be salvaged from this fiasco if the sidewalks on both sides of Shoreline are reconstructed to a considerably higher standard than exists now or is envisaged in the planning for the bus lane -- 6' wide with no setbacks from the street and full of signs, hydrants, utility poles and vaults. The current condition of those four-million-dollar sidewalks is deplorable, as the attached photo albums show. Unless people who might consider commuting to North Bayshore on foot are offered something better, they will be discouraged from walking to work.

At the April 12 City Council meeting, commenters and Council members recognized that walkability and connectivity will be important to the success of the Alta affordable housing development on Terra Bella Avenue. That can't be achieved without better sidewalks on Shoreline. Staff gave a maybe-later response to this interest. The contrast between the frills lavished on out-of-town commuters and the lack of enthusiasm for something that might benefit Mountain View pedestrians is striking. "Equity" is supposed to be part of Mountain View's vision for the future. This is a good time to start making it happen. Later is too late.

Thank you for your attention.