



To: [City Council](#); [Kamei, Ellen](#); [Ramirez, Lucas](#); [Abe-Koga, Margaret](#); [Hicks, Alison](#); [Lieber, Sally](#); [Matichak, Lisa](#); [Showalter, Pat](#)
Cc: city.mrg@mountainview.gov
Subject: Historic downtown preservation
Date: Tuesday, June 8, 2021 2:20:11 PM

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I understand the city council will be considering measures to protect the historic nature of our downtown Castro area. I want to join in urging you to prevent the use of first floor/ground floor areas for office space and require instead that they been restricted to public access usages.

I understand that building owners may see office rentals as producing higher rents, which is why as part of the protection of this area that the city council must act to make it clear that the first/ground floor areas must be restricted by city requirements to activities which allow for public access.

The lively, walkable areas of Castro Street are unique and allowing them to be turned into private closed office space would destroy much of its character.

Susanne Martinez
Mountain View Resident

From:
To: [Abe-Koga, Margaret](#); [Kamei, Ellen](#); [Lieber, Sally](#); [Matichak, Lisa](#); [Ramirez, Lucas](#); [Showalter, Pat](#); [Hicks, Alison](#)
Cc: [City Council](#)
Subject: 6/8/21 meeting agenda items 4.7, 4.8, 4.10, 4.13, 6.1 (Community Shuttle, Trip Cap, Safe Parking, Grant/Sleeper, North Bayshore Circulation)
Date: Tuesday, June 8, 2021 2:27:30 PM

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From: Joel Dean, [REDACTED] MV
To: City Council
Re: 6/8/21 meeting agenda

Item 4.7 (Community Shuttle) -- I support the extension of operating hours to 7 AM - 7 PM, with the stipulation that it should not duplicate existing Transit Center-North Bayshore service, which is already over-served. It should be oriented toward potential commuters who are currently without transit service at all, e.g., along Middlefield and El Camino. Hopefully, this is a step toward future enhancements to the system: ensuring that buses have sufficient capacity, adequate ventilation and suspension systems that actually work, full funding independence from Google, and route expansion to allow better connections to VTA and to adjacent cities.

Item 4.8 (Trip Cap monitoring) -- I recommend doing a full-fledged study this fall, both to gauge the pandemic's effects and to establish a new baseline for the future. The data obtained in any studies should be interpreted cautiously. Low traffic counts may not be the result of low demand, but of congestion to the point of paralysis. If two-way counts are below target, but one-way counts are above, this ought not to be regarded as an all-OK signal. It would be useful for someone to count transit usage on Shoreline Boulevard at points south of La Avenida so as to be able to tell whether the buses are coming directly from the freeways, Middlefield Road, or Central Expressway, rather than from the wildly overestimated Caltrain station.

Item 4.10 (Safe Parking) -- I support extending the lease on Crittenden indefinitely, turning entire Lot B over to vehicle dwellers and telling Live Nation to go away and stay away. There are more degenerates in the average concert crowd than in all the RVs in town, and they create more traffic congestion, too. (Note: This comes from someone who voted for and still supports Measure C.) As an added embellishment, have the MVgo East Bayshore bus stop at the Crittenden lot and somewhere near the Bailey Park Safeway, thus allowing RV dwellers to shop for basic necessities and send their kids to school safely. I support leasing the Terra Bella location too, though it is smack up against two freeway ramps and surrounded by squalor, and isn't something to be proud of.

4.13 Grant/Sleeper -- Pedestrian improvements are always welcome. But why do projects south of El Camino sail through while one at Middlefield and San Pierre -- site of a pedestrian fatality and heavy school traffic -- gets pigeonholed?

6.1 (North Bayshore Circulation) -- No news is the best news regarding the Autonomous Guideway Transit System: it is not in the list of 5, 10, and 20-year projects. In 20 years or less, I will have passed through another dimension and ceased to care whether some navel-gazing politician tries to revive AGTS.

It is disappointing that bicycle/pedestrian bridges over Stevens Creek at La Avenida and Charleston have been put off to the 20-year tier. These and the existing bridge at Crittenden Lane, combined with a transit link to the NASA light rail station, offer a real possibility of reducing SOV usage from the San Jose corridor. It is fitting that sewer improvements were packaged with the Shoreline Reversible Bus Lane -- that's where the \$22 million spent on this project will wind up. The reconfiguration of the northbound 101/85 exit should stave off disaster in the morning commute, at least until the office and residential development at 1255 Pear opens up. But it creates conflicts which do not exist at present, and may sacrifice safety for the sake of efficiency.

The Shoreline bike/ped bridge over 101 would be welcome if it were well-designed, with pedestrians separated from cyclists by physical barriers. Since the bridge will be almost 1000 feet longer than the existing sidewalks from Terra Bella to Pear, it might discourage potential users to the point of staying on the sidewalks or bike lanes on the east side of Shoreline, where safety improvements are sorely needed. Finally, flying the bike bridge over Shoreline at La

Avenida to accommodate a movement which almost nobody makes, while doing nothing at the Terra Bella end, where bike and pedestrian traffic is very heavy, seems misguided.

Thank you for your attention.