

From: [REDACTED]
Date: January 29, 2024 at 11:18:15 PM PST
To: "Kamei, Ellen" <Ellen.Kamei@mountainview.gov>, "Hicks, Alison" <Alison.Hicks@mountainview.gov>, "Matichak, Lisa" <Lisa.Matichak@mountainview.gov>
Cc: City Council <City.Council@mountainview.gov>, BPAC Communication <bpac@mountainview.gov>
Subject: 1/30/24 CTC meeting, agenda item 5.3 (Reversible bus lane)

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To: Council Transportation Committee
From: Joel Dean, [REDACTED], MV
Subject: 1/30/24 meeting agenda item 5.3 (Shoreline reversible bus lane)

The purple haze enveloping this project has finally dispersed. It has been exposed as a beloved cherub in the hippy-dippy consultant realm, but a misfit in the harshness of the real world. The reversible bus lane never had a chance to succeed in "getting cars off the road" even if conditions current in 2014 had not changed. The attachments show why. What with the pandemic, hybrid work schedules, population shifts, and the recent tech industry downturn, the bus lane's usefulness has now declined to less than zero.

What should Council do about the steps staff says might be taken next? First, stop calling them "Scope Phasing Options". It is too late to save face by calling "salvaging something from wreckage" by any other name. Second, do not complete the bicycle, pedestrian and utility improvements if they are not improvements at all. The proposal to turn Shoreline at Middlefield into a "Dutch" intersection, for example, shows total incomprehension of how this intersection operates and ignores the probable consequences of reconfiguring it as designed. Shoreline at Montecito/Stierlin certainly needs a protected left turn signal phase. Anything more than that is overkill. To do anything as disruptive as putting far side bus stops in the traffic lanes on Shoreline at Terra Bella, you've almost got to be trying. Substituting the bike/ped bridge over 101 with a center-running bike lane (oops, you forgot someone) smacks of desperation. By far, most cyclists access North Bayshore via the Permanente and Stevens Creek Trails. The latter needs upgrades -- spend some money there, not on the Shoreline median. The 101N/85/Shoreline interchange reconfiguration has been designed to dovetail with a completed reversible bus lane. If it is not completed, doesn't the reconfiguration design need to be modified?

A great deal of time, money and effort has been expended on the bus lane project and the only tangible results have been defoliation of the 101 overpass median and removal of two towering redwoods from 883 Shoreline. We will be fortunate not to have any more such "improvements". Council put the first dent in the project's bureaucratic armor by rebuffing the

attempt to put double left turn pockets in the Middlefield median. A wider and more decisive crack could have been made when DPW confessed that locating underground utilities had been bungled, but the opportunity was missed. Now another opportunity has arisen, and I ask Council not to miss it.

Thank you for your attention.

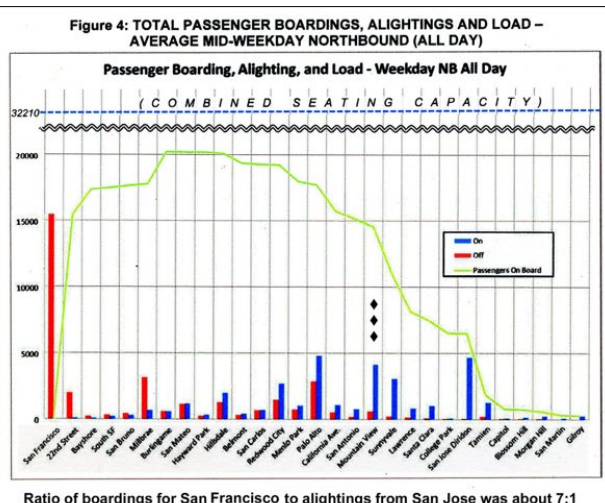
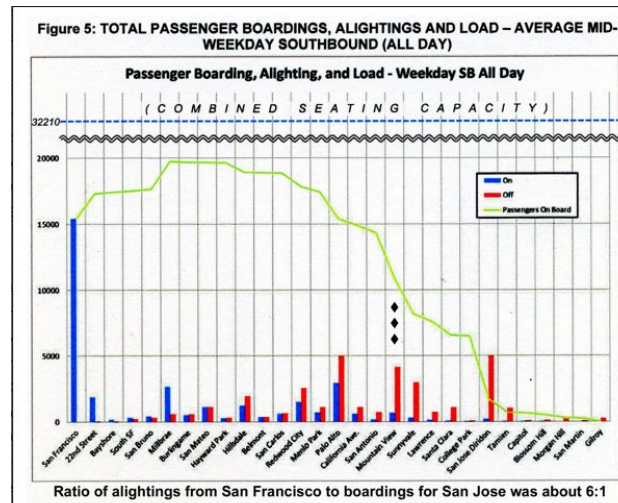
Data from Table C6 presented in Figure 14 & 15

Gateway	SOV & SOV TNC*	HOV & HOV TNC*	Transit	Bike	Ped	Total
San Antonio	1,088	267	1,359	5	1	2,720
Rengstorff	2,135	452	1,094	14	7	3,702
Shoreline	1,997	417	480	12	4	2,910
Permanente Creek Trail	0	0	0	65	20	85
Stevens Creek Trail	0	0	0	80	11	91
Total	5,220	1,136	2,933	177	43	9,509

Data from Table C7 presented in Figure 14 & 15

Gateway	SOV & SOV TNC*	HOV & HOV TNC*	Transit	Bike	Ped	Total
San Antonio	21%	24%	46%	3%	3%	29%
Rengstorff	41%	39%	38%	8%	17%	39%
Shoreline	38%	37%	16%	7%	9%	30%
Permanente Creek Trail	0%	0%	0%	37%	46%	1%
Stevens Creek Trail	0%	0%	0%	45%	25%	1%
Total	100%	100%	100%	100%	100%	100%

*** Note: approximately half of transit vehicles entering North Bayshore came directly from the northbound freeway**



SHORELINE GATEWAY -- A.M. MIDWEEK NORTHBOUND PEAK HOUR AVERAGE VEHICLE TRIPS

Dates	Signal Sequence & Progression (2)	VEHICLE TRIP COUNTS			ADJUSTED VEHICLE TRIPS (1)		
		From 101N/85	From Shoreline	Total	From 101N/85	From 101S	From S of Freeway
2018	SAF	1275	1171	2446	1410	246	790
2019	"	1225	1154	2379	1368	254	757
2022 Spring	"	1352	746	2098	1352	244	502
2022 Summer-Fall	"	1345	738	2083	1375	229	479
2023 2/8	"	1250	913	2163	1370	246	547
2023 4/5-13	SFA	1211	724	1935	1238	216	481
2023 4/18-6/15	SAF1	1302	763	2065	1356	219	490
2023 6/20-28	SFA	1360	861	2221	1416	249	556
2023 7/11-13	SAF2	1423	778	2201	1441	236	524
2023 7/18-27	SAF1	1330	757	2087	1455	196	436
2023 8/1-8/24	"	1329	759	2088	1418	209	461
2023 9/6-27	"	1270	771	2041	1331	220	489
2023 10/3-26	"	1303	724	2028	1380	201	447
2023 10/31-11/16	"	1328	706	2034	1376	203	454
2023 12/7	"	1280	764	2044	1325	223	496
2024 1/17	"	1448	675	2123	1548	178	397
2024 1/25	"	1455	753	2208	1530	210	468

- (1) VT adjusted by subtracting estimated U-turns at Shoreline/Terra Bella from Shoreline counts and adding them to 101N/85 counts; and by assigning 31% of the remaining Shoreline counts to 101S.
- (2) SFA = Shoreline-Freeway-Avenida; Avenida-Pear signal progression not recorded
 SAF1 = Shoreline-Avenida-Freeway; Signal for northbound Shoreline at Pear turns red 9-10 seconds before Shoreline at Avenida turns green
 SAF2 = Shoreline-Avenida-Freeway; Signal for northbound Shoreline at Pear turns red 6 seconds after Shoreline at Avenida turns red

From: Isaac Stone [REDACTED]
Sent: Tuesday, January 30, 2024 11:17 AM
To: , Public Works <Public.Works@mountainview.gov>
Subject: Public comment CTC item 5.3

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Shoreline reversible bus lanes.

More ped/bike connections are needed. Glad to see the bike improvements will continue. I would also love to see more transit investment, but from the staff report it defiantly seems this project is not a current priority.

It was always going to be a bit confusing for riders to have bus stop location change depending on time of day.

And if VTA won't use the lanes then it is not worth to build them now.

I would point out one additional thing. MvGo ridership remains very low, but the community shuttle is often full.

More focus on non-commute trips may be the best way to invest our transit funding for now. One idea that comes to mind is working with Los Altos to get a shuttle that stops at LAHS and downtown Los Altos.

Thanks,

Isaac Stone