

From: [REDACTED]
To: [Public Works](#)
Subject: GSIS Comment
Date: Saturday, April 17, 2021 11:23:15 PM

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Dear Public Works,

I live on Nilda Ave and frequently cross the Grant/Sleeper intersection by bicycle. I apologize for the late input, but I was not included in the survey or notices that were sent out.

Those of us that leave the Stevens Creek Trail at Sleeper and proceed to Cuesta Park (permitting access to various cross streets of Cuesta without actually riding on Grant and through the large Grant/Cuesta intersection) need to continue straight across from Sleeper into the park. Currently that can be done by waiting for a traffic break then crossing straight over -- subject to a minor rounded curb on the park side.

I don't feel this intersection would be complete without a path to cross from the right side (and also the appropriate and legally correct side) of Sleeper into the park. The current alternative #2 would require the cyclist to cross in the opposite direction of traffic to the left side of Sleeper, which could only be done legally by dismounting and walking south. I don't feel the majority of cyclists would want to do it that way, or even think to do it that way. They would remain on their bike and come into conflict with traffic turning right onto Sleeper.

For this reason it is necessary to include a path across Grant on *both corners (each direction)* of Sleeper. The route is a two-way thoroughfare for bicycles that will only increase in popularity once the intersection is modified. As long as we're going to the trouble of stopping all of Grant traffic with a PHB, then there is no reason a cyclist (or pedestrian) shouldn't be able to continue straight across into the park.

Thank you,

Regards,
[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: FW: Access MV - Draft Report
Date: Monday, April 19, 2021 3:52:45 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

For the CTC correspondence batch.

Dawn

[REDACTED]
From: [REDACTED]
Sent: Monday, April 19, 2021 3:47 PM

To: [REDACTED]
[REDACTED]
[REDACTED]

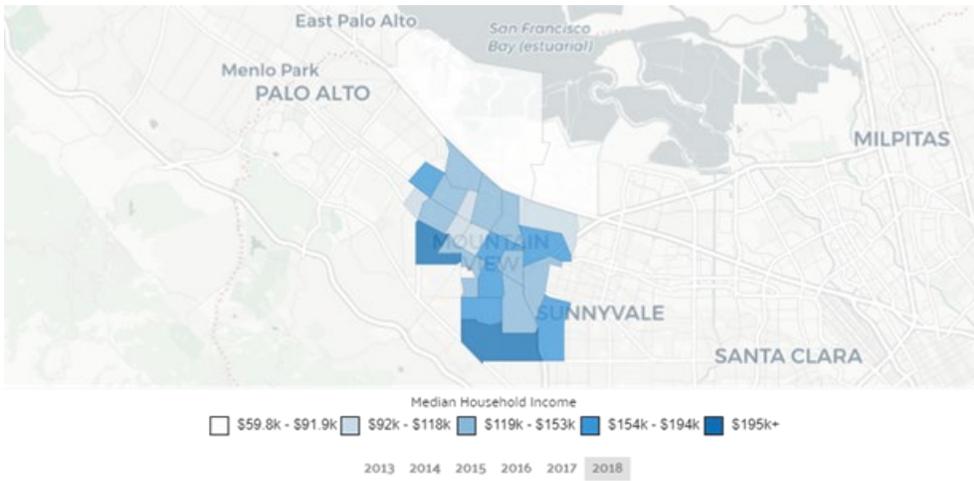
Subject: re: Access MV - Draft Report

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Dear Mountain View Council Transportation Committee,

I wanted to share a few comments on that report:

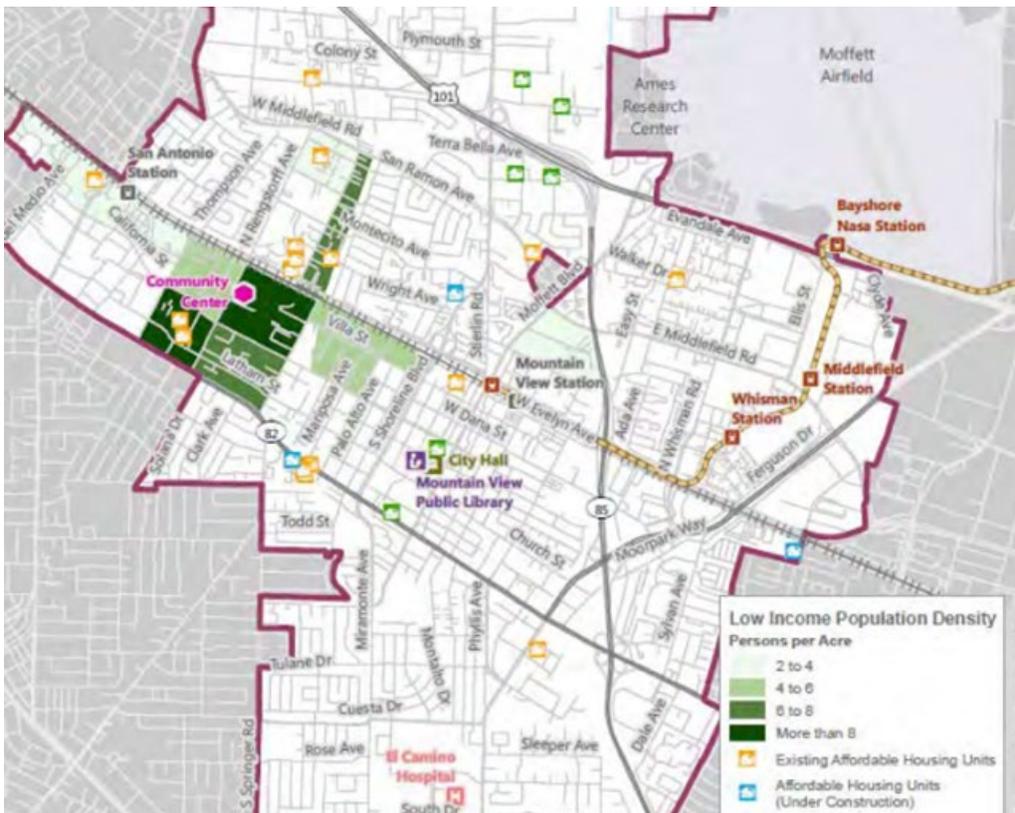
1. The data collected to support the report is very impressive. So kudos to the City for using data to drive planning.
2. I appreciate the City clarifying why there is no map for pedestrian priority projects.... There are no projects specific to pedestrians. I don't blame the Transportation department for that but it clearly shows that the City Council needs to take walking in Mountain View seriously; there are gaps in sidewalks, the pandemic has shown that many sidewalks are simply too narrow and encumbered by an ever growing array of signs, utility boxes, street furniture...
- 3; I don't understand why equity was used for determining the priority corridors but not for prioritizing projects. Based on equity, the "Rengstorf Corridor" gets a top priority but projects within that corridor are not as highly prioritized because equity is not a criteria for projects. I'm urging you to revisit the project prioritization to include equity as a top criteria. This is very important because of this chart; that corridor matches



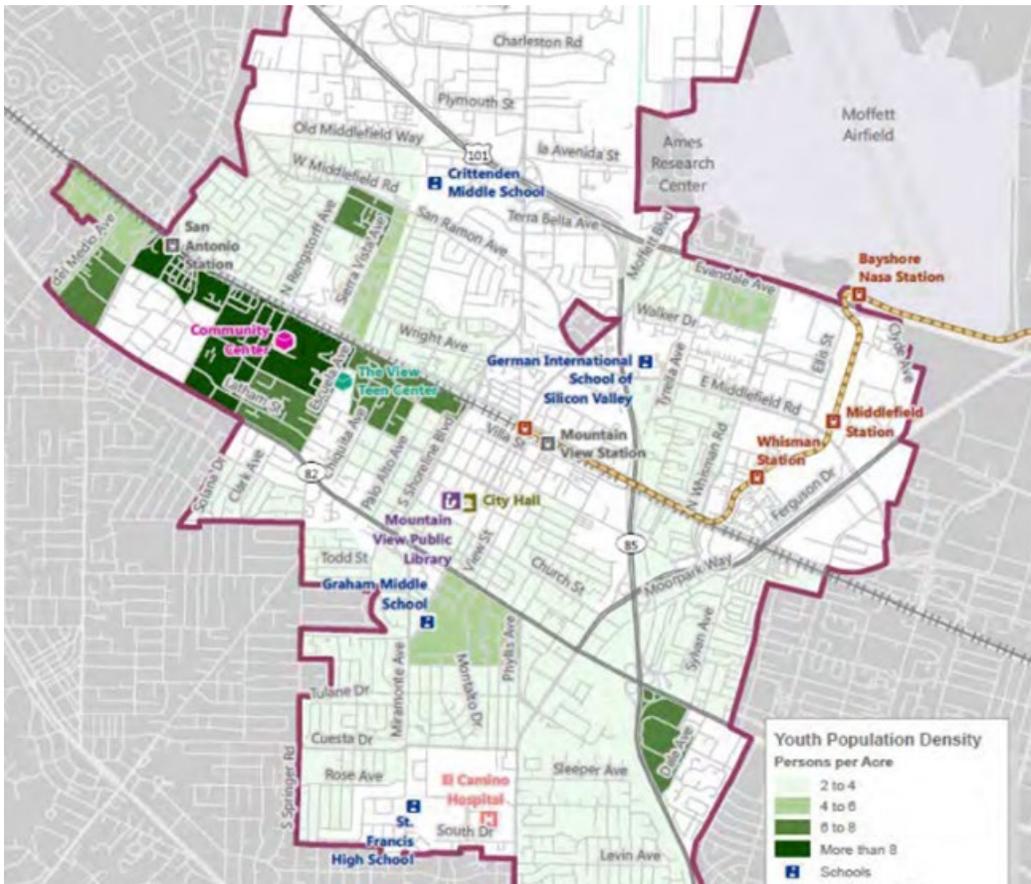
(source: <https://datausa.io/profile/geo/mountain-view-ca>)

The Shuttle study provided in the appendix for the report show also two interesting maps

A more granular map shows that the "Rengstorff Corridor" has the highest density of low income residents:



A second map shows that the "Rengstorff Corridor" has the highest density of youth population in Mountain View



From your recent R3 upzoning study session, you also know that the "Rengstorff Corridor" is not in a General Plan Change Area, has no Precise Plan in the pipeline but will yet get the highest increase in density from the R3 upzoning.

So prioritizing projects in that area is not just a question of equity, it's a question of properly planning for a near doubling of density in the poorest and youngest Mountain View area.

4. While it's not the focus of that document, there is more to infrastructure than roads and bridges. For cycling, local bike shops are essentially not only to buy a bike but also to get it serviced. A year ago when we all went in lockdown, bike shops remained open as they were considered an essential business. Sadly, we have been losing bike shops in Mountain over the past 5 years. Most recently, Cognition Cyclery closed and the rumor has it that REI might be moving out of Mountain View. If that rumor materializes, we will not have a single bike shop in Mountain View proper. Not every cyclist has the know how to service their bike, fewer have the right tools and the space for more elaborate repairs... Soon most Mountain View cyclists will have to drive to get their bikes repaired. I'd like Mountain View to assess mechanisms or policies to provide more local bike shops in Mountain View: maybe no sales tax on bikes or repairs done in Mountain View (Santa Monica has such a program), maybe favor bike shops when leasing City property, maybe operate an attended bike parking lot for Caltrain where bikes could be repaired during the day (Seattle has one such program). maybe allow/encourage bike mechanics to have a sport at the Farmers

Market to service bikes....

Sincerely,

A black rectangular redaction box covering the signature area.