

**From:** [Lenny's Sonic](#)  
**To:** [Kamei, Ellen](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Lieber, Sally](#); [Showalter, Pat](#); [Matichak, Lisa](#); [Abe-Koga, Margaret](#); [City Council](#)  
**Subject:** Item 7.1: North Bayshore Circulation Study  
**Date:** Sunday, December 5, 2021 2:44:18 PM

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I support the general philosophy of the North Bayshore Circulation Study, which is to promote transportation modes other than single-occupancy vehicles (SOV). However, I believe that the city's strategy relies too much on penalizing SOV trips. In the absence of robust public transit, this approach is likely to fail. In colloquial terms, it's a "train wreck."

Staff's Recommendation #6 states: "Plan and advocate for expanded public transit service so that North Bayshore is designated as a transit-rich area and work with VTA and the MTMA on strategies for service expansion." **Expanded public transit service should be Mountain View's number one circulation priority** for North Bayshore, and while Mountain View should continue to press VTA to provide service, it's time to recognize that VTA is not likely to be very helpful.

To implement that recommendation, the city—in partnership with our business community—should create a public transit network that links downtown with North Bayshore, as well as points in between, to make timely, reliable service available to everyone who lives or works in North Bayshore. The community shuttle and commuter shuttles may provide the foundation for such a network, but I believe the city should once again think outside the box and consider connections that skip over traffic and traffic signals. A faster link would encourage people to take transit over personal vehicles and ride-sharing.

Second, the Council should re-consider the proposals for a transit bridge across Stevens Creek. Without such a bridge, buses connecting Moffett Field, including Google's Bay View Campus, with North Bayshore will have to take the long way around, adding to traffic on U.S. 101.

In addition, the city should work with Live Nation to establish park-and-ride sites away from North Bayshore. This would address the impact of Shoreline Amphitheatre traffic on North Bayshore residents, who have difficulty getting in and out in the midst of concert traffic. Furthermore, many concert-goers would appreciate this because it takes so long to get out of North Bayshore after major Amphitheatre events.

Next, the city should plan for one or more bike-ped bridges across Shoreline Blvd in North Bayshore. During rush hours, it may be time-consuming and even unsafe to cross Shoreline. With perhaps half the new housing to be located across Shoreline from the proposed elementary school site, I see this as a major problem. Furthermore, reducing pedestrian crossings may actually ease vehicular congestion.

Finally, the city should drop consideration of congestion pricing. Congestion pricing punishes people who cannot afford to live close enough to walk or bike to work. Discounts, hinted at in the documents, are unwieldy for low-income people to obtain and insufficient for people already struggling to make ends meet. Professionals making \$200,000 a year are unlikely to

notice daily charges, but service workers earning a minimum wage will pay heavily in dollars or delays, particularly if subject both to North Bayshore pricing and freeway toll lanes. We should incentivize transit use, not punish people who don't have good transit options.

In summary, I fear that the continued absence of good public transit serving North Bayshore will generate traffic levels so unacceptable that we will be forced to penalize drivers and employers, creating more problems than we solve.

—

Lenny Siegel



Author: *DISTURBING THE WAR: The Inside Story of the Movement to Get Stanford University out of Southeast Asia - 1965–1975* (See <http://a3mreunion.org>)

**From:** [David Lewis](#)  
**To:** [City Council](#)  
**Subject:** North Bayshore Circulation Study  
**Date:** Sunday, December 5, 2021 2:55:20 PM

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To the Council,

I would agree with Lenny Siegel's comment completely. What North Bayshore needs is good (fast, cheap, convenient) public transit, hopefully not a road-based system. And I wholeheartedly agree with his comment on congestion pricing, something that our highly paid professionals won't even notice, while those on lower incomes, who likely live some distance to get less expensive housing, will pay a significant part of their income for the privilege of driving.

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*David Lewis, Chair, Old Mountain View Neighborhood Association*

