

**From:** [REDACTED]  
**To:** [City Council](#)  
**Cc:** [BPAC Communication](#)  
**Subject:** 10/11/22 meeting agenda item 7.2 (Castro Street Mall)  
**Date:** Monday, October 10, 2022 10:59:02 PM

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To: Mountain View City Council  
From: Joel Dean, [REDACTED]  
Subject: Castro Street PEDESTRIAN Mall

Mountain View pedestrians have been treated like the youngest kid in the family, who has to play with hand-me-down toys and wear hand-me-down clothes until he gets desperate enough go to work at McDonald's. After years of having to share sidewalks, crosswalks and trails with bicycles, scooters, skateboards and motor vehicles, it looked like they would finally have something to call their own -- the Castro Street Pedestrian Mall, a paradise free of invasive species.

That hope is flickering out thanks two poison darts in the resolution before the Council on October 11:

Sec. 27-81. - Definitions.

As used in this Article:

...

b. "Pedestrian Mall" means any city street, or portion thereof, on which vehicle traffic is restricted in whole or in part and which is to be used exclusively or primarily for pedestrian travel.

...

d. "Vehicle" means any device by which a person or property may be propelled, moved or drawn upon a street, except a device moved exclusively by human power.

The American College Dictionary says that a bicycle is "a vehicle with two wheels, one in front of the other." If the resolution does not say a bicycle is a vehicle, then what is it? A pedestrian? That can't be. A pedestrian is not a "device", though a pedestrian may use a device for help in getting around. A dismounted bicyclist is a pedestrian, but the bicycle itself does not cease to be a vehicle.

These definitions come from an alternate universe, and open the floodgates to all sorts of behavior which will degrade the Pedestrian Mall experience. I ask the Council not to let that happen, by striking "or primarily" from Section 27-81.b and "except a device moved exclusively by human power" from 27-81.d.

The signs in the attached photographs give directions which would allay most concerns about mode sharing in the Mall if they were observed and enforced. Currently, they are not.

Feel free to ignore VTA's input. If VTA cared about Castro Street, their most useful route -- the trunk route on El Camino -- would stop at Castro. It doesn't.

The Kimley Horn report regurgitates 100+ pages of manufactured statistics about vehicle traffic flows. New York State Department of Transportation engineers used to call stuff like this "measuring manure with calipers." Who is going to read it? What does it have to do with pedestrians? Does it say anything about the signal cycle at Castro/Central Expressway, which currently is designed to kill pedestrians?

One definition of the adjective "pedestrian" is "pertaining to walking." An alternative is "commonplace; prosaic; dull." I sense that the City of Mountain View, its advisors and employees, and their swarm of consultants all prefer the latter.

Thank you for your attention.



**Castro @ Evelyn 10/7/22 PM**



c. **Castro @ California 10/7/22 PM**

**From:** [Serge Bonte](#)  
**To:** [City Council](#)  
**Cc:** [BPAC Communication](#)  
**Subject:** re: 10/11/22 Council Meeting - Agenda Item 7.2 Castro Street Pedestrian Mall-Variou Actions  
**Date:** Monday, October 10, 2022 4:43:57 PM

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Honorable Mayor and City Council Members:

Being born and raised in Europe, I've always been shocked by how few pedestrian streets I found in California and how little appetite there was to create any.

Then came Covid and at long last, one good thing coming out of the pandemic: a permanent pedestrian [street.in](#) Mountain View.

I fully support making Castro Street a permanent pedestrian mall.

In terms of the plans, I wanted to share a few concerns/suggestions:

- resuming the "normal" light cycles at the intersections with Castro seems mistaken. "Normal" meant favoring car movement over pedestrians and pedestrians having to use a "beg" button to get permission to cross. A new normal should reverse these priorities ; pedestrians first (no beg button, far longer green cycle), vehicular Castro cross traffic second (shorter green cycle, maybe even with a "beg" button for motorists :). A new Normal should also extend the marked crosswalks to the whole width of Castro (i.e. let pedestrians walk down uninterrupted in Castro center pedestrian path).

- because a new pedestrian street is such a rare opportunity, there seems a desire to make Castro "Everything, Everywhere, All at Once" -as an aside, an excellent movie- Try to resist that urge:

1. Not every single inch/area of Castro has to be "programmed" (privately like dining or publicly like play area). Make sure you leave unprogrammed areas that folks will use in a more spontaneous way or that will avoid Castro Street looking too cluttered.
2. Don't mix the uses, a pedestrian mall is a destination where visitors come to enjoy a leisurely stroll. Don't make it also a bike commuting corridor. Look at the Stanford Mall, nobody bikes through it. I don't doubt there is a need for safer biking downtown but the City should plan for alternate paths at the very least during Castro "business hours"

- I saw some references to barriers to mark the various dining areas. I would strongly suggest you don't install such barriers as they'll take space, and will only highlight that some parts of Castro are private.

Sincerely  
Serge Bonte