

From: [Charles Kaspar](#)
To: [City Council FORWARD](#)
Subject: Pickleball inclusion please - Agenda Item 3.1 Study Session on the Capital Improvement Program
Date: Monday, April 11, 2022 11:46:34 AM

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Dear Mountain View City Council,

I am a huge believer in community, inclusiveness, friendliness, and healthy living.

On February 1, 2022 I wrote to you (please see below) about the need for additional outdoor pickleball courts in Mountain View. Unfortunately, it is not on the list of planned projects under the Capital Improvement Program (CIP) that you will discuss this Tuesday night.

Please consider: The sport with the funny name is *the* fastest growing sport in America. Our demographics definitely support a pickleball community in Mountain View where residents of **all ages** can play and benefit. If I stand on my front porch, in both the house to my left and in the house to my right are pickleball players. All three of us were tennis players. Two of us play pickleball year around all the time! It is full of fun, friendships, and fitness and the friendliest sport I have ever played. I am also active in doing volunteer work with both the novice and intermediate pickleball players, which is my way of giving back to others and communities.

However, because of the shortage of pickleball courts here, it is necessary to commute to other cities to play.

There are 3 courts at Rengstorff Park near the Mountain View Senior Center. Next to these courts are many tennis courts that are barely used during the hours 9 am to 3 pm. To meet the present and rapidly growing demand in our city for pickleball play, we need **at least 8 to 12 courts**. More courts would even be better because the sport is growing so quickly. The **demographics** as well as **space** use favor pickleball courts. 3 or 4 pickleball courts can be built on 1 tennis court.

One immediate, very practical, inexpensive solution would be to convert the existing tennis courts to multi-use courts for pickleball by painting in pickleball lines at a very low cost. This could easily be done with the tennis courts at Rengstorff Park and Cuesta Park.

Finally, please consider a permanent solution by building dedicated pickleball courts. I remember many years ago when there was a need of a permanent indoor gym for basketball, volleyball, and other sports and social activities. A representative of an architecture and construction company who advocated for this argued that what had previously been done was a bandaid solution. As a result, the city built the beautiful, permanent Mountain View Sports Pavilion on Castro Street.

A bandaid solution for pickleball can also be avoided. At beautiful Cuesta Park there is a large, open field next to the parking lot. Dedicated, permanent pickleball courts could be built next to the parking lot without affecting much of the open lot. There is plenty of room for parking. The same could also be done at Rengstorff Park.

Let's make it happen!!!

I would be very happy to meet with you, walk around with you at Rengstorff and Cuesta parks,

and talk about these proposals.

Meanwhile, many thanks for building the 3 courts at Rengstorff Park and for your dedication in serving our wonderful city and community.

Respectively,
Charles "Chuck" Kaspar
[REDACTED]
Mountain View, CA 94040
[REDACTED]

P.S. Please read my February 1st email below.

Mountain View Parks and Recreation Commission

Recreation Manager: Kristine Crosby

Dear Chair Bryant, Vice Chair Filios, and Commissioners Davis, Mitchner, and Sommer,

My name is Charles "Chuck" Kaspar. I am 73 years old and have lived at 1635 Fordham Way here in Mountain View for over 38 years. Before that I lived in other locations in Mountain View and Los Altos.

I am very active in the sporting community and do volunteer work.

At the El Camino YMCA, which I joined shortly after it opened over 30 years ago, I organized youth basketball leagues and coached for approximately 15 seasons for my son and daughter. I was also a board member there.

I created, played in, and ran a successful, ongoing adult 3-on-3 basketball league that has been interrupted by Covid and its variants. Leagues are in the fall, winter, and spring and we have been doing this for 17 years. This is remarkable because adult basketball leagues rarely last very long. I also brought table tennis, badminton, and pickleball to my Y. My efforts were acknowledged and I received 2 volunteer of the year awards.

These days I am an active pickleball player and volunteer. I will do this until I am no longer physically and mentally able. Because of the acute shortage of pickleball courts here, I have to drive to Mitchell Park in Palo Alto, Calabazas in San Jose, and other cities to play because there are so few courts and opportunities to play here.

Those who play pickleball absolutely love it. I have played a lot of sports, but pickleball is by far the funnest and friendliest sport I have ever played. It also provides a wonderful social environment and a priceless community. It can bridge the gap between young and older players. It is an activity that doctors and psychiatrists would highly approve of because it checks the boxes for good physical and mental health that is so important today.

The demographics in our area have changed.

We have 3 pickleball courts at Rengstorff Park, but we are woefully short of courts.

Meanwhile, the nearby tennis courts are hardly used or are empty while we are waiting to play on the 3 pickleball courts.

At Cuesta Park, where I coached my son and daughter's tennis team through the City of Mountain View's junior tennis league program, there are 14 tennis courts and no where to play pickleball.

There is a solution to the shortage of pickleball courts.

Please paint lines for combined tennis and pickleball play on both the Rengstorff Park and the Cuesta Park tennis courts and allow the community of pickleball players to use them between 9 am and 3 pm. These are hours when tennis players are normally working and this will allow the senior pickleball players to thrive.

Many thanks for your consideration and all you have done for our community.

Charles Kaspar

[REDACTED]

Mountain View, CA. 94040

[REDACTED]

From: [Sue Weber](#)
To: [City Council FORWARD](#); [Hicks, Alison](#); [Lieber, Sally](#); [Kamei, Ellen](#); [Matichak, Lisa](#); [Showalter, Pat](#); [Abe-Koga, Margaret](#); [Ramirez, Lucas](#)
Cc: [Sue Weber](#)
Subject: April 12 Meeting: Agenda Item 3.1 Study Session on the Capital Improvement Program
Date: Monday, April 11, 2022 1:17:10 PM

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Dear Council Members,

I understand that you are reviewing the city's Capital Improvement Program during a study session at this week's council meeting. Notably absent as a line item of the Capital Improvement Program are the addition of more pickle ball courts in Mountain View. There are currently 3 courts in Mountain View, 2 with permanent nets and one that may be used with a portable net. These courts are in high demand. Often all 3 courts are in use, with many players waiting for drop-in play. The courts are used by players of all ages, from families with young children to young adults to seniors. The need for more courts is steadily increasing. The short-term solution is to create multi-use courts by striping pickle ball lines on tennis courts so that they can be used with portable pickle ball nets; a single tennis court can accommodate up to four pickle ball courts! In the long term, the city should be looking to invest in 8-12 additional outdoor courts throughout the city to support the growing demand. Thank you for your commitment to pickle ball in Mountain View by building the Rengstorff courts and opening indoor play at the Mt. View Sports Pavilion. If we had more rain, we might have more interest in indoor play. In fact, most folks are looking for outdoor play opportunities, which is why I encourage you to commit to building additional outdoor facilities to support this growing sport.

I have been a Mt.View resident since 1987.

Respectfully,

Sue Weber

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Sue Weber



Mountain View, CA 94040

From: [James Kuszmaul](#)
To: [City Council FORWARD](#)
Cc: [Ramirez, Lucas](#); [Hicks, Alison](#); [Kamei, Ellen](#); [Abe-Koga, Margaret](#); [Matichak, Lisa](#); [Lieber, Sally](#); [Showalter, Pat](#); [Whyte, Brandon](#); [Lo, Ria](#)
Subject: Comment on Item 3.1 -- Capital Improvement Program Study Session
Date: Monday, April 11, 2022 2:38:22 PM
Attachments: [2022.04.12 Item 3.1 Capital Improvement Program - Quick Build Bike Ped Infrastructure.pdf](#)

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[Letter also attached as a pdf]

Mayor Ramirez and esteemed Councilmembers,

Currently in Mountain View, we dedicate a reasonable, and growing, amount of funding and staff time to bike and pedestrian infrastructure—as evidenced by the [list of active bicycle and pedestrian projects](#). And this means that over a 5-20 year time-frame, we are likely on a reasonable trajectory to complete all the projects that we would like to see completed (although hopefully our standards for bicycle and pedestrian infrastructure will have risen in that time and we will be making yet more improvements).

However, there are two main issues with that plan:

1.

The full list of projects that would be necessary to make it safe to walk and bike **everywhere** in Mountain View is far longer than just what is currently in the CIP, and requires touching almost every road in Mountain View in one way or another (some more than others, of course).

2.

Availability of funding and staff time makes it difficult to allocate much more funding for all these potential projects—we could do more, but the city does have finite monetary resources and it takes time to hire more staff.

Because of these challenges, we will go many years without safe infrastructure on many streets until the funding can be found for everything and then all the projects can go through the normal preliminary design / rounds of community feedback / full design / more feedback / construction process.

I would posit that it is possible for us to achieve a great many of the safety improvements of these projects with far less cost, staff time, and delay than we currently plan by doing a large number of “quick build” projects where we:

1.

Removing the vast majority of the design/community feedback done in current designs.

2.

Using cheaper materials and construction methods for these improvements.

“Quick build” is not magic—there isn’t any good way to quick build a bike/ped bridge over a highway or an underpass under Central Expressway. The nature of quick build also means that the infrastructure won’t be as permanent, or as protective as a more complete build. However, there are certain types of projects that can reasonably be done with extremely minimal design. For instance:

Plastic curb protected bike lanes in front of Graham Middle School

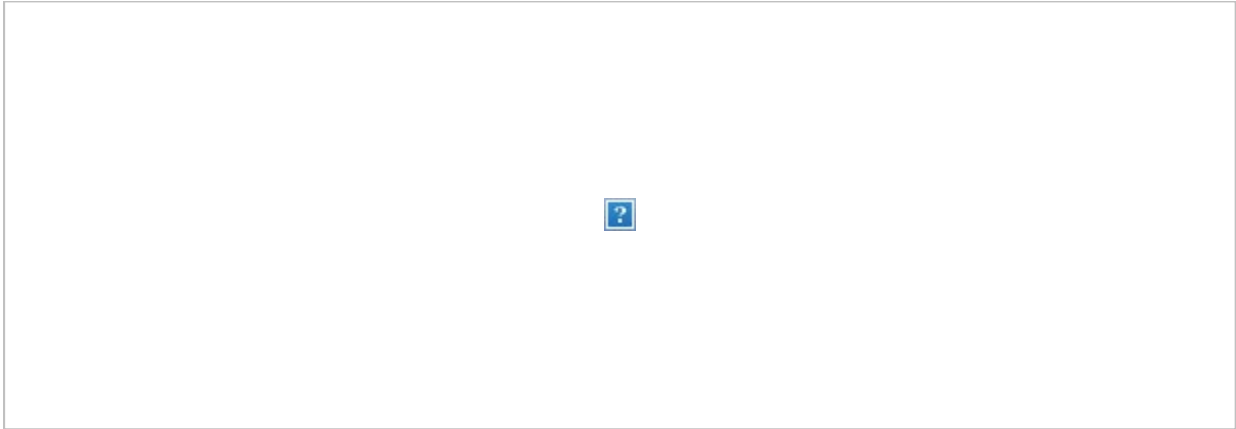


Image Courtesy of Google Streetview

Plastic Bollard protected intersection at San Fernando & Almaden in San Jose

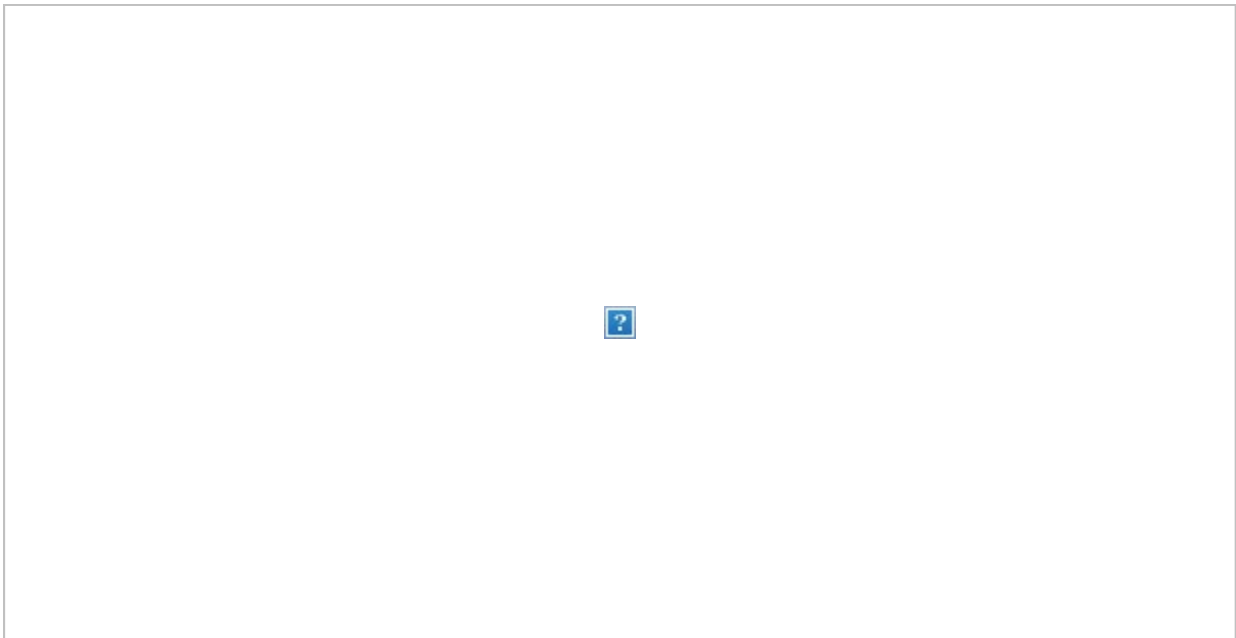


Image Courtesy of Google Streetview

Car lane converted to Protected Bike Lane on Tasman Drive in Sunnyvale

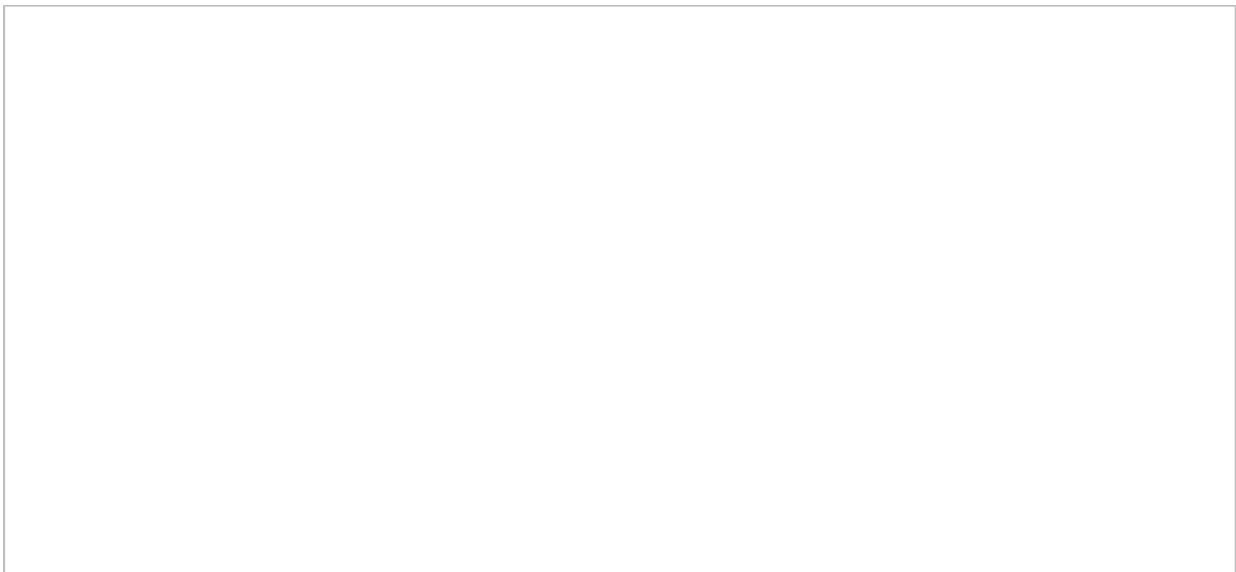
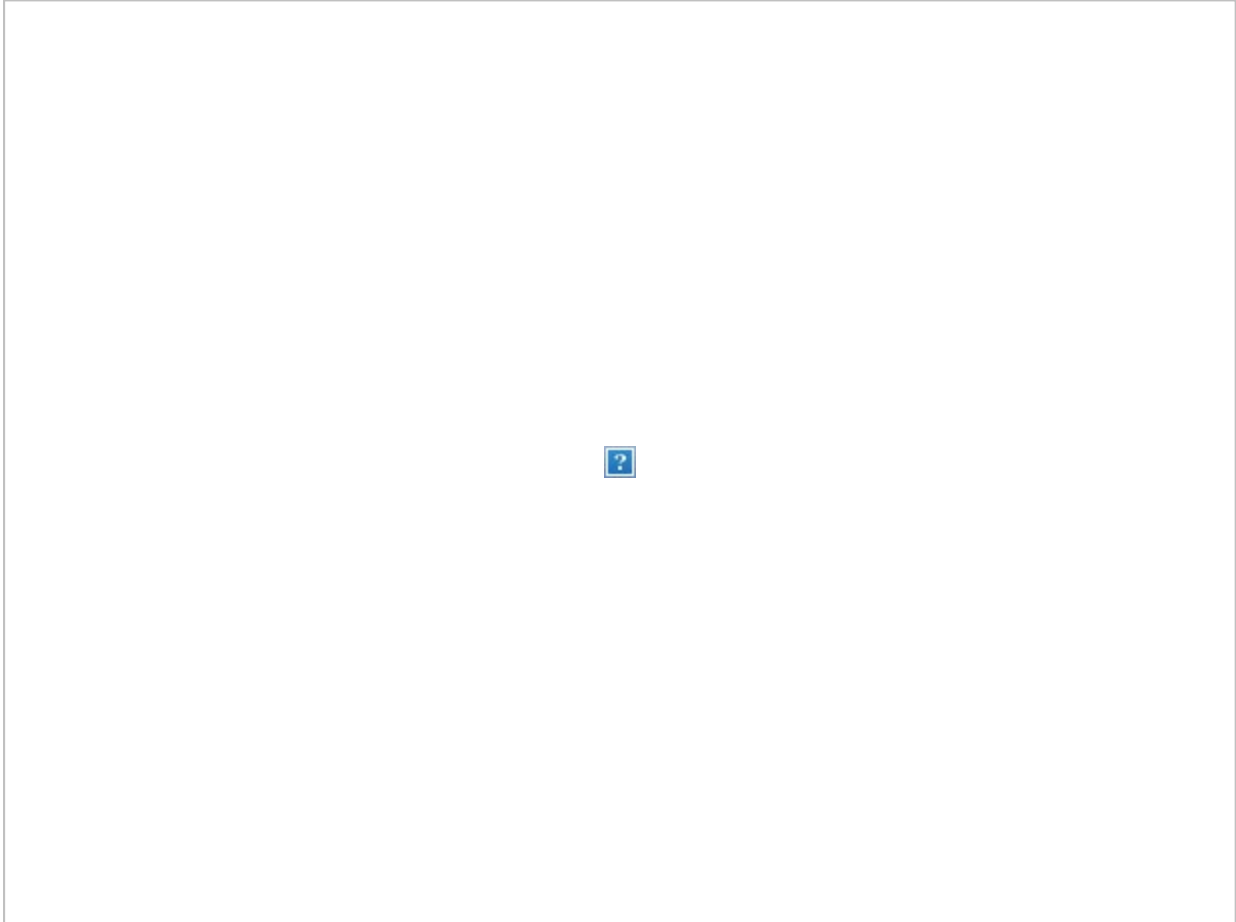


Image Courtesy of Google Streetview

Reclaimed Slip-lanes in Culver City



From @rabonour on [Twitter](#)

Other improvements which may be less physically substantial but which should require minimal design/outreach effort, for substantial benefit:

- No-right-turn-on-red restrictions at stop lights.

- Leading pedestrian intervals at intersections, to give pedestrians a head-start over turning vehicles.
- Reductions in posted speed-limits where easy to do, as Seattle did.
- Painting red curbs near intersections and crosswalks to improve daylighting and visibility.
- Making the bike lanes along Middlefield Rd and Bryant Ave be 24/7 instead of being limited to certain hours on weekdays.

In prioritizing these treatments, the most immediate concern is what can even be implemented on a rapid time-frame, but in general I would suggest prioritizing treatments which:

1. Reduce conflict points with cars—e.g., putting resources towards removing slip lanes or creating quick-build protected intersections is more important than protecting bike lanes where there aren't as direct of conflicts.
2. Protect the busiest routes for our most vulnerable populations. Routes to school are the obvious metric here; beyond that, the AccessMV project has already produced a reasonable prioritization of routes to improve.
3. Protect cyclists and pedestrians in areas with higher levels of car traffic, and higher speed car traffic (this is already captured by the AccessMV criteria). Essentially, building protected intersections at random 4-way stop signs in residential neighborhoods will typically be less important for safety than improving high-traffic signalized intersections on multi-lane roads. At the same time, there may be some key “random 4-way stop signs” near our schools that should be improved.

For the most part, introducing these sorts of treatments isn't free and doesn't require *zero* staff time, but is far cheaper than traditional projects, especially if we are willing to reallocate street space more drastically than we might normally (e.g., the Tasman Drive bike lane in Sunnyvale would not have been feasible without removing a travel lane for cars). Additionally, because these projects are relatively cheap, it is cheaper to make mistakes, so if a project doesn't get implemented perfectly the first time, removing and redoing the problematic sections is relatively cheap. SFMTA [has stated](#) that using this approach in San Francisco has significantly accelerated project delivery at 1/5th the cost and allows them to use the quick-build projects as a sort of real-world community outreach/iteration, where people get to see and provide feedback on an actual project rather than just having to

provide feedback on renderings on a slideshow.

Aggressively pursuing such an approach would require significant investments in staff time from the city and would, unfortunately, mean delaying some of the more complete projects (unless we could somehow come up with both more money and staff in a very short period of time). The exact tradeoffs here requires some thought and consideration (and doesn't need to be purely binary—we can shift some resources towards quick build efforts while keeping key other projects moving). But we should not dismiss such an approach out-of-hand because it is not the way that we have always done things. We need a great deal of change to make our streets safer, and until all of our streets meet some reasonable baseline for safety, it is reasonable to ask that we dedicate resources towards rapidly bringing them up to that standard before we try to make everything perfect.

Regards,

James Kuszmaul

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2. Availability of funding and staff time makes it difficult to allocate much more funding for all these potential projects—we could do more, but the city does have finite monetary resources and it takes time to hire more staff.

Because of these challenges, we will go many years without safe infrastructure on many streets until the funding can be found for everything and then all the projects can go through the normal preliminary design / rounds of community feedback / full design / more feedback / construction process.

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1. Removing the vast majority of the design/community feedback done in current designs.
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- No-right-turn-on-red restrictions at stop lights.
- Leading pedestrian intervals at intersections, to give pedestrians a head-start over turning vehicles.
- Reductions in posted speed-limits where easy to do, as Seattle did¹.
- Painting red curbs near intersections and crosswalks to improve daylighting and visibility.
- Making the bike lanes along Middlefield Rd and Bryant Ave be 24/7 instead of being limited to certain hours on weekdays.

In prioritizing these treatments, the most immediate concern is what can even be implemented on a rapid time-frame, but in general I would suggest prioritizing treatments which:

¹ Even with the recent passage of AB43 which made it easier to reduce speed limits, the legal restrictions for where it is and isn't easy to lower speed limits are complex. Nevertheless, when Seattle DOT just reduced posted speed limits and increased the number of signs, that alone [resulted in a significant reduction in speed and crashes](#), even without any physical changes to the road.

1. Reduce conflict points with cars—e.g., putting resources towards removing slip lanes or creating quick-build protected intersections is more important than protecting bike lanes where there aren't as direct of conflicts.
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Regards,
James Kuszmaul

From: [john williams](#)
To: [City Council FORWARD](#)
Cc: [Ramirez, Lucas](#)
Subject: Agenda Item 3.1 Study Session on the Capital Improvement Program
Date: Monday, April 11, 2022 3:15:20 PM

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To date, Mountain View has done a very poor job of supporting its Pickleball playing residents with the result that most of us have to go elsewhere to enjoy the sport. The 2 permanent courts that were shoe-horned onto the old tennis hitting wall and that lack enclosing fences are woefully inadequate to serve our community.

By contrast, despite being 4/5ths the size of Mountain View, Palo Alto provides its residents 8 permanent and 7 dual-purpose Pickleball courts. Mountain View's current facilities are an embarrassment. Please add improved Pickleball facilities to the CIP proposed budget.

John Williams
24 year Mountain View resident



Mountain View Coalition for Sustainable Planning
c/o Aaron Grossman
817 Montgomery Street
Mountain View, CA 94041

April 12, 2022

City of Mountain View City Council
City Hall, 500 Castro Street
PO Box 7540
Mountain View, CA 94039-7540

Re: CIP Study Session

Dear Mayor Ramirez and City Council members:

The Mountain View Coalition for Sustainable Planning (MVCSP) appreciates the opportunity to provide input on Capital Improvement Project 14-20, the "California Street (West) Complete Street Improvements, Pilot", a one block segment between Showers and Ortega Drive.

We are asking City Council to replace this one-block project to a pilot project along the entire California Street corridor between Showers Drive and Bryant Street, implementing the elements by street segment recommended in the 2015 Complete Streets Study using the widely adopted practice of quick build to fully implement a corridor length complete street pilot project by the end of the calendar year 2023.

In June of 2012, William Ware was tragically killed on California Street at a bus stop by a speeding auto. His death was one of the catalysts for the Complete Streets study completed in 2015. Ms. Ria Lo, our Transportation Manager, was the Project Manager of the Complete Street Study when she worked with Nelson/Nygaard before joining City staff.

Sadly, after participating on a recent ride to provide input on the one block pilot project, the traffic speeds are just as high as in 2012, and you need to ride outside the bike lane line in the traffic lane with speeding cars to avoid being "doored" from auto drivers opening their parked car doors. It is now seven years since the Complete Street Study, and it is inexcusable that project implementation has not happened during the ten-year time span since Mr. Ware's tragic death.

The proposed one-block pilot project is insufficient to provide a realistic pilot project test of the full benefits recommended in the 2015 Complete Streets Plan, which include:

- Reducing traffic lanes from four to two lanes
- Protected bicycle intersections
- Protected bicycle lane with the bike lane inside the parked cars with a planter (or temporary bollard) separating the bike lane from parked cars
- Additional canopy and plantings (or temporary planter boxes) to add more green to the complete street

The 2015 Complete Streets Study had slightly different plans for each study segment. The MVCSP proposal would utilize the quick build techniques that have been successfully used in San Jose, Oakland, and many other locations by using paint colors, paint stripings, plastic bollards, and planter boxes to implement a full-corridor length pilot project that fully demonstrates the benefits of a complete street in 6 to 18 months. Quick build condenses the timeline, cuts down planning and engineering costs, and uses inexpensive materials to create safe active transportation within months instead of years.¹ Much has also been learned during the pandemic from these other cities by utilizing quick-build to fast track implementation of these important bicycle and pedestrian safety projects. We are asking the City Council to prioritize this project and to have staff utilize the quick-build best practices implemented elsewhere to speed implementation of a complete street pilot project on California Street between Showers Drive and Bryant Street.

There is a benefit to having the entire corridor included in a pilot as the public can see for themselves and provide input on what works and what modifications might be made before permanent treatments are constructed. Also, the temporary features of quick build are much less costly to implement in a short time frame.

Some of you likely remember Mr. Ware's testimonies before the City Council. His death was a real loss to the community. Unfortunately, the very tragic death of a 13 year old boy on El Camino punctuates the need for fast tracking bicycle safety projects.

Thank you again for the opportunity to comment.

Sincerely,
Cliff Chambers
for the Mountain View Coalition for Sustainable Planning

cc:
Brandon Whyte, Active Transportation Planner
Priyoti Ahmad, Sustainability Transportation Planner
Ben Pacho, Transportation Demand Management Analyst
Ria Hutabarat Lo, Transportation Manager
Dawn S. Cameron, Public Works Director
Kimbra McCarthy, City Manager
Heather Glaser, City Clerk

¹ To learn more about quick-build projects for active transportation infrastructure:
<https://www.calbike.org/wp-content/uploads/2020/10/Quick-Build-Guide-White-Paper-2020.pdf>

About Mountain View Coalition for Sustainable Planning

The Mountain View Coalition for Sustainable Planning is a local volunteer-based organization dedicated to making Mountain View as beautiful, economically healthy, transit, bicycle, and pedestrian accessible, and affordable as possible. MVCSP member interest and expertise covers areas such as housing, transportation, the environment, the economy, and beyond!

For more information, see <http://www.mvcsp.org>.

To contact us, send email to mvcsp.info@gmail.com.