

North Bayshore Circulation Study

Draft Final Report

November 2021



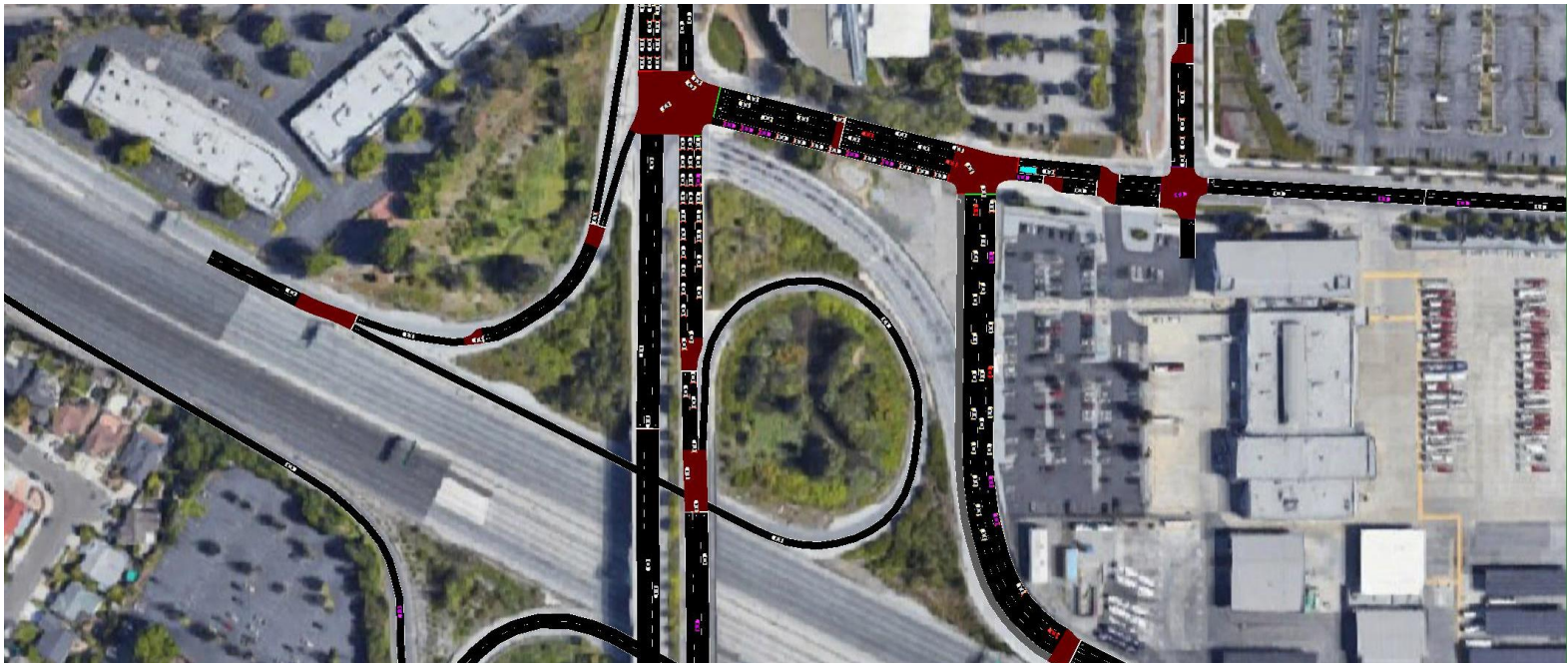
Public Comment by Albert Jeans

Summary of VISSIM Simulations

Key Observations and Findings

Results of the VISSIM simulation modeling show that, even with the SOV reductions and additional infrastructure, both scenarios result in a decline in key performance indicators compared to existing conditions. For example, average AM vehicle speed declines from 16 miles per hour to 9 to 11 mph and daily vehicle hours of delay increases for 750 to over 2,000. Scenario 2 (with the Rengstorff Project) generally performs better than Scenario 1.

Both scenarios show that the total demand for vehicle trips cannot be fully accommodated in the three-hour peak period. A likely outcome is that approximately 10% of the maximum trip demand would shift outside of the peak periods.



Corridor Travel Times

	Corridor Travel Time (min) (9-10 AM Peak Hour)						North Bayshore Total (AM Peak Period)			
	Rengstorff NB Middlefield to Charleston	1.3 miles Shoreline NB Middlefield to Crittendon	Shoreline NB Bus Lane - Middlefield to Space Park	Charleston EB Bayshore to Shoreline	Charleston WB Shoreline to Bayshore	Charleston EB Bus Lane - Landings to Shoreline	Average Speed (mph)	Gateway Volume	LOS E/F Locations	Total Delay (Vehicle- Hrs)
Existing Conditions	8.9	12.4	-	6.3	5.4	6.0	16.4	16,953	38%	760
Baseline Scenario	15.9	15.1	3.7	16.7	6.4	-	5.0	15,429		3,650
Precise Plan Scenario 1 Without Rengstorff	7.5	19.8	2.1	9.7	27.7	7.3	9.1	18,861	29%	2,115
Precise Plan Scenario 2 With Rengstorff	6.9	15.2	2.1	6.9	5.8	6.7	10.8	19,413	16%	2,085
Difference PP 1 to Existing	-1.4	7.4	-	3.4	22.3	1.3	-7.3	1,908	-9%	1,355
Difference PP 2 to Existing	-2.0	2.8	-	0.6	0.4	0.7	-5.6	2,460	-22%	1,325
Difference PP 2 vs. PP 1	-0.6	-4.6	0.0	-2.8	-21.9	-0.6	1.7	552	-13%	-30

5.2 mph

Table 5 - AM Peak Hour Performance Measures (VISSIM Analysis)

Worse than this?



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To: [City Council](#); [Abe-Koga, Margaret](#); [Kamei, Ellen](#); [Hicks, Alison](#); [Lieber, Sally](#); [Matichak, Lisa](#); [Showalter, Pat](#); [Ramirez, Lucas](#)
Subject: 12/7/21 meeting agenda item 7.1 (Circulation Study)
Date: Tuesday, December 7, 2021 3:56:56 PM

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To: Mountain View City Council
From: Joel Dean, [REDACTED] MV (not MY)
Subject: 12/7/21 meeting agenda item 7.1 (Circulation Study)

Here is an incomplete collection of thoughts on the topics covered by the Circulation Study from someone living in the present with a time horizon significantly less than 20 years.

Trip Cap

Any performance measure based on vehicle counts can be very misleading. A volume-to-capacity ratio of 1.0 can mean an intersection is operating at peak efficiency, or it can be ignoring excess demand, with vehicles upstream caught in queue. A low count may indicate low demand or it may mean traffic is obstructed by downstream congestion and can't move. The City of Mountain View ought not to be obsessed with Trip Cap compliance -- especially if important details are lost by pureeing inbound, outbound, Shoreline and Rengstorff traffic into one indigestible performance measure. Diddling statistics cannot disguise the fact that the North Bayshore Precise Plan predicts catastrophic traffic.

Aftermath of the pandemic

The Draft Circulation Study Report recognizes that the pandemic and the rise in remote work has worked a monumental change. It recommends deferring many proposed infrastructure projects until the long-term outlook is clearer. At last, a ray of common sense! But only one ray -- it also recommends proceeding apace with design and construction of projects currently in process, whether or not they continue to make sense under changed circumstances.

Thus the reversible bus lane will run down the center of Shoreline Boulevard, serving 3% of North Bayshore commuters, getting in everybody else's way, and subjecting residents of nearby neighborhoods to two years of construction noise at night so as not to disrupt the commute. How considerate. The bus lane has little chance of getting many cars off the road. It serves very few riders coming from the San Jose corridor, which accounts for four times as much North Bayshore traffic as does the San Francisco corridor. Two years ago, City staff claimed the bus lane would save five minutes travel time in the AM peak and less than one minute in the evening -- hardly enough to encourage new ridership. Now, the Circulation Study draft says that the time savings will be over ten minutes both morning and evening. It's hard to tell that from the tables on pages 40-41, where travel times on the bus lanes are measured between Middlefield and Space Park, and for other modes, between Middlefield and Crittenden. But Caltrain is leadership's favorite little choo-choo, and North Bayshore shuttles their favorite big and little buses, so there's no use trying to dispel any illusions.

Thank goodness community action may have killed off the effort to add second left-turn lanes to the turn pockets on Middlefield at Shoreline. That was justified only by suspicious output of a computer program in HAL mode. Doesn't anyone ever check that stuff for reasonableness? When will we stop worshipping it as if it were Holy Writ?

Transit

Do not rely on VTA for anything. It is San Jose's pork chop and historically underserves the North County. Three grand juries have scorched its governance. It subsists on sales tax while getting 9% of its revenues from fares. Its routes meander around long arcs, taking forever to get to places few people want to go. Route 40 through North

Bayshore is a prime example. Light Rail is another.

Expand Community Shuttle service, with more frequent and extended hours of service. Include a route on Shoreline connecting Middlefield all the way to El Camino. Do not waste time slithering in and out of the so-called Transit Center -- Civic Center is close enough for government work. Use more comfortable buses. Do NOT integrate the Community Shuttle with MVgo or it will be swallowed up in feeding more goodies to the North Bayshore, while the general public, for whom the transit menu is puny, goes hungry.

Bicycle and pedestrian

Ensure that the reconfiguration of the Shoreline/Avenida/freeway interchange includes traffic controls to enhance pedestrian and cyclist safety.

Ensure that the bike/ped bridge over US101 includes barriers to separate pedestrians and bicyclists. They may coexist peacefully in other parts of world, but not here. Adding a flyover of Shoreline at La Avenida is overkill -- hardly anyone makes that move. Pedestrian and bike traffic is far heavier at the Terra Bella end of the bridge, and that is where improvements may be needed.

Install slalom gates on both approaches to the 101 underpass on Stevens Creek Trail before someone gets killed there.

Construct bike/ped bridges over Stevens Creek at La Avenida and Charleston. with access to both and to the existing bridge at Crittendne Lane from R.T. Jones Road. Dare Google, Microsoft and VTA to provide transit service to the Moffett Field sides of those bridges, and shuttle service on the North Bayshore sides for those too feeble to walk farther than the length of a bridge.

Thank you for your attention.