

From: [Patricia Lee](#)
To: [City Council](#)
Cc: [Javier González](#); [Michael Tymoff](#); [Brendon Harrington](#); [McCarthy, Kimbra](#); [Shrivastava, Aarti](#)
Subject: Google Comment Letter for 12/07/2021 City Council Meeting - Item 7.1 North Bayshore Circulation Study
Date: Monday, December 6, 2021 1:59:26 PM
Attachments: [Letter Google - NBS Circulation Study 2021-12-06.pdf](#)

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

Dear Mayor, Vice Mayor, and Councilmembers:

I am sending the attached comment letter, on behalf of Brendon Harrington and Michael Tymoff, regarding **12/7/2021 Agenda Item 7.1 North Bayshore Circulation Study**.

Thank you,
Patricia

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Patricia Lee | Administrative Business Partner
Real Estate & Workplace Services, Google
Sunnyvale, CA, USA | 650-203-0321



SENT VIA EMAIL

Google LLC
1600 Amphitheatre Parkway
Mountain View, CA 94043
650-253-0000 main
Google.com

December 6, 2021

The Honorable Mayor and City Council
City of Mountain View
500 Castro Street
Mountain View, CA 94041

Re: 12/07/2021 City Council Meeting - Item 7.1 North Bayshore Circulation Study

Dear Mayor Kamei, Vice Mayor Ramirez, and Councilmembers Abe-Koga, Hicks, Lieber, Matichak, and Showalter:

On behalf of Google, we are writing to express our continued support for the City of Mountain View's efforts to expand the transportation options for residents and others throughout the city and region. We have been an active stakeholder in the *North Bayshore Circulation Feasibility Study* over the last several years and we are excited to see it come to the City Council this week.

We are particularly supportive of the staff recommendations to: (a) combine the trip cap monitoring for the Shoreline Boulevard and Rengstorff Avenue gateways, (b) shift away from withholding building permits in exchange for adopting a more stringent TDM policy for employers seeking to implement the City's *North Bayshore Precise Plan* through redevelopment, and (c) more accurately assess the Shoreline Boulevard and Rengstorff Avenue gateways relative to planned transportation projects.

We are pleased to see City staff highlighting the importance of the Rengstorff Connector project to the build-out of the *North Bayshore Precise Plan*. We too believe that this project, coupled with the new Permanente Creek Bridge, will provide circulation benefits and improve the operations within all of North Bayshore including, specifically, the Charleston Road Transit Boulevard, which is critical to supporting the new land uses in the area.

As *North Bayshore Precise Plan* Transportation Priority Improvement Projects, the Rengstorff Connector and Permanente Creek Bridge projects are necessary to improve transit operations and create efficient street network circulation to support housing development. We respectfully request the City Council commit to funding and constructing both the Rengstorff Connector and Permanente Creek Bridge projects as soon as possible. This commitment will inform our decisions to move forward with the Landings Campus, including our ~\$37 million in funding for City transportation projects (~\$20 million in community benefits and ~\$17 million in transportation impact fees), and the implementation of our North Bayshore Master Plan, if approved, including \$35 million in funding for Charleston Transit Corridor Phases 2 and 3.

We share the City staff's concerns around the travel patterns that may emerge after a post-pandemic return-to-office. In the near-term, there may be an increase in single-occupancy vehicle (SOV) trips as people adjust to their new schedules and commute patterns. We expect that it will take some time for employers and transit operators to refine their programs and services to reflect this new dynamic. It would be helpful if the City would allow for a period of adjustment during the return-to-office transition. We are committed to continuing our robust transportation demand management (TDM) efforts as our employees return to the office, to ensure they have a variety of options for getting to the office.

While the cumulative weekly trips into the North Bayshore area are likely to decrease after the post-pandemic return-to-office—as it is expected that many North Bayshore employees will only be commuting to work a few days per week—the trip cap monitoring may not reflect this, as it is only conducted on Tuesdays, Wednesdays, and Thursdays. A weekday average may more accurately reflect the true transportation impacts and greenhouse gas emissions resulting from the potential hybrid work schedules which may be implemented in the future.

We look forward to continuing to support your efforts to improve mobility in the area.

Sincerely,



Brendon Harrington
Director
Transportation
Real Estate & Workplace Services



Michael Tymoff
Director, District Development
Real Estate Development
Real Estate & Workplace Services

Cc: Kimbra McCarthy, City Manager
Aarti Shrivastava, Assistant City Manager/Community Development Director
Dawn Cameron, Public Works Director

From: [REDACTED]
To: [City Council](#); [Abe-Koga, Margaret](#); [Kamei, Ellen](#); [Hicks, Alison](#); [Lieber, Sally](#); [Matichak, Lisa](#); [Ramirez, Lucas](#); [Showalter, Pat](#)
Subject: 12/7/21 meeting Agenda Item 7.1 (North Bayshore Circulation)
Date: Monday, December 6, 2021 11:17:49 PM
Attachments: [ATT 2 DPW response.txt](#)
[ATT 3 Reconfiguration + NBPP traffic.pdf](#)

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To: Mountain View City Council
From: Joel Dean, [REDACTED], MY
Subject: 12/7/21 meeting Agenda Item 7.1 (North Bayshore Circulation Study)

The subject item includes a feature that was tentatively scheduled to be included in the Consent Calendar, where it could be rubber-stamped with little attention. That feature is the reconfiguration of the Shoreline/Avenida/101/85N interchange. It was included in the Consent Calendar on June 4, 2019, without the general public ever receiving adequate notification. At that time, I had several questions about the project, which were transmitted to the Department of Public Works. The then-Director of DPW responded that it would be more appropriate for my questions to be addressed at some future date. It should come as no surprise to anyone that they weren't.

My principal concern is the safety of pedestrians and cyclists at the reconfigured Shoreline/Avenida intersection. Currently, they can cross La Avenida relatively safely because no turns are allowed from Shoreline into either La Avenida or the freeway exit, right turns on red are prohibited from the exit (not that somebody doesn't occasionally attempt one), and few right turns on red are made from La Avenida. That will change greatly after reconfiguration. Pedestrians and cyclists will face a longer uninterrupted crossing, the threat of being 'right-hooked' by turns from northbound Shoreline, and unless it is prohibited, a much higher probability of getting clobbered by a driver all hot to make a right on red.

Without enhanced signalization and signage, Shoreline at Avenida would be extremely dangerous for pedestrians and cyclists. The preliminary design shown in the June '19 Council Report includes plenty of traffic controls elsewhere, but nothing about any changes to the signals and signs facing Shoreline. Neither does the diagram of the reconfiguration on page 22 of Attachment 2 in the current agenda packet. I am not aware that anyone is proposing any safety improvements at any of other hair-raising pedestrian and bicycle crossings of US101 ramps on Shoreline. The bike/ped bridge over 101 should not be regarded as a cure-all for the current situation. It is almost 1000' longer than the existing crossings, access at its southern end is awkward, and pedestrians will find it unattractive if there are no barriers to keep them separated from renegade bicyclists. At least as far as pedestrian safety is concerned, Mountain View's version of "Vision Zero" is more like "Zero Vision".

Attached are copies of my previous interactions with the City on this subject, and a homemade analysis of reconfiguration using North Bayshore Precise Plan data. It can certainly reduce AM peak congestion if traffic returns to pre-pandemic levels, as long as nobody does anything stupid like running a red light, entering an intersection without being able to clear it, or turning right onto Shoreline from a left-turn lane. It can't do anything about the main problem in the PM peak, which is the movement from southbound Shoreline to 101/85S. Only one thing can head off the catastrophe foretold by the Precise Plan and echoed by the Circulation Study: work from home.

Thank you for your attention.

Hello Alison and Lucas.

As you may recall, when you met with John Keen and his friends last month, we asked that the City include neighborhoods around Shoreline Boulevard in its noticing maps for projects affecting them, including Castro Street and the reconfiguration of the 85/101 NB interchange. It is most disappointing to find both those projects on the current Council agenda, and we have not received notices to that effect. Agenda postings alone are clearly not an adequate substitute for postal or email notification.

I apologize for sending you a few questions and opinions on the AECOM project at this late hour, but under the circumstances, it is unavoidable. My reference for these comments is the Professional Services Agreement from the 11/1/16 agenda packet.

-- The traffic analysis studied only the AM peak hour on the grounds that City staff had no PM peak data for this location. This is a serious omission. The project is of use only for inbound freeway traffic and makes some outbound movements more difficult. Those difficulties should not be glossed over by ignoring the PM peak.

-- The beneficial effects of the project appear to be grossly exaggerated. AECOM claims that reconfiguration of the exit ramp will result in Level of Service 'A' at its intersection with La Avenida and reduce queue length by two-thirds. These claims are scarcely credible because traffic counts obtained in the fall of 2016 showed only about 20% of vehicles entering North Bayshore via Shoreline turned right at Pear Avenue and might benefit from the reconfigured exit. A project which serves only 20% of potential customers can't be expected to reduce queuing by 67%. Council should view LOS methodology with intense skepticism after its experience with Village Lake. The exit/Avenida intersection can't operate at LOS 'A' if only 20% of vehicles are diverted by turning right toward the east instead of west toward Shoreline. LOS 'D' for the predominant move might be a better guess. Those vehicles will then meet the Shoreline intersection only 300 feet away, operating supposedly at Level 'D'. Given the weakness of LOS in evaluating closely-spaced intersections, it would be fair to add the two 'D's and rate the entire movement a solid 'F' -- right back where it is today.

-- The main drawback of the current exit design is that Highway 85 traffic occupies the two right-hand lanes and 101 traffic the two left-hand lanes as their exits merge. 90% of drivers from both highways want to turn right to enter North Bayshore, and if the queue in the #3 (second from right) lane extends past the merge, 101 drivers have to force their way into it, or give up, turn south on Shoreline, and make one of those abominable U-turns at Terra Bella. There used to be two alternatives under serious consideration for exit reconfiguration: 2 and 2-Bus. Alternative 2 would have split the #2 (second from left) lane into one southbound and one northbound lane at Shoreline, thereby giving 101 traffic an even chance with 85 traffic to turn into North Bayshore. The current staff report indicates that the preferred alternative is now a modification of 2-Bus, which does not do that. Why was this alternative chosen? N.B. the drawings of both alternatives in the 2016 report are both botched so that it is impossible to say whether or not the #4 (rightmost) lane will be for right turns only in either case. The current report shows that it will be. That would only aggravate the current situation by forcing all traffic wanting to proceed to Shoreline from Highway 85 into the #3 lane, thus lengthening the queue.

-- Will right turns on red be allowed at the new intersections?

-- Until and unless the bike/ped bridge on the west side of the overpass is built, the Shoreline/Avenida intersection looks like a death trap for cyclists and pedestrians.

-- Will buses not carrying any passengers be allowed to preempt the traffic signals?

RE: 6/4/19 Council meeting

Tue, Jun 4, 2019 4:26 pm

Fuller, Michael (michael.fuller@mountainview.gov)To:you + 6 more Details

Hi Mr. Dean. Your email was forwarded to me as I can provide some information about the projects you reference. We did not do extensive noticing for the Castro/Central/Moffett item this evening because Council recently discussed and received public input on the project as part of the Capital Improvement Program process and a majority voted to proceed with the project. City staff indicated that we would return for approval of plans and specifications, and that is what is on the agenda this evening. Having discussed this project recently, and considering that no changes have been made to the project, this item was included on the Consent Calendar.

A somewhat similar situation exists with the Highway 101/Shoreline offramp item. AECOM and City staff are still working on completion of the Project Study Report/Project Report (PSR/PR), leading to selection of a preferred alternative by Caltrans. City staff plans to return to Council to review the Caltrans preferred alternative in Fall 2019. At that time more technical information will be provided about the project. That will also be a more appropriate time to address questions such as those you posed below. Tonight's item is a recommendation to amend AECOM's contract so that preliminary work can begin on the final design process. The process of amending the contract and this preliminary work can begin regardless of which alternative Caltrans selects. We are recommending amending the contract with AECOM in advance of completion of the PSR/PR as this is a time-sensitive project and we want to continue to make progress.

It appears that some of your questions and comments relate to the 2016 Feasibility Study for the project. Much additional analysis has been done since that time as part of preparation of the PSR/PR. While I did not have time to dig in to that analysis today, I suspect that additional analysis will address some of your concerns.

While I realize I haven't answered all of your questions, I wanted to reach out in advance of tonight's meeting, in case you were able to read this in time, to let you know that more information will be forthcoming to Council and there will be an opportunity to share your questions and concerns with that additional information available.

Please let me know if I can provide an additional information in the meantime.

Mike Fuller

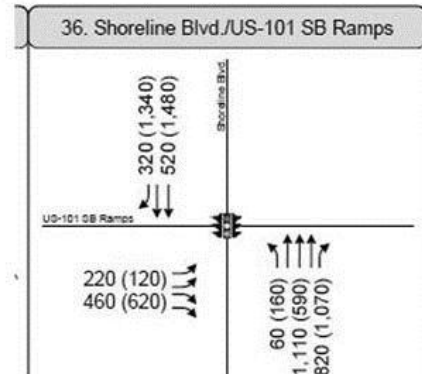
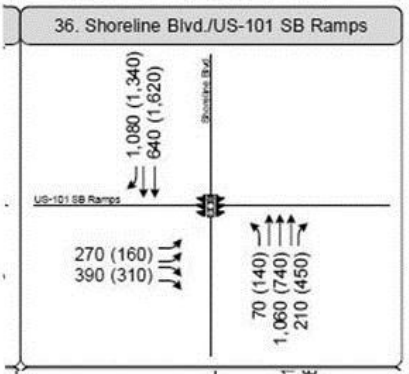
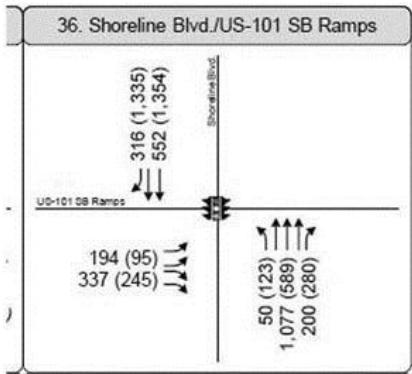
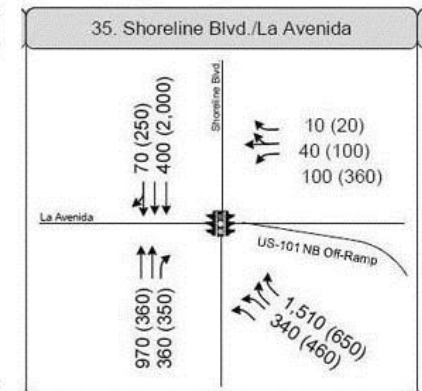
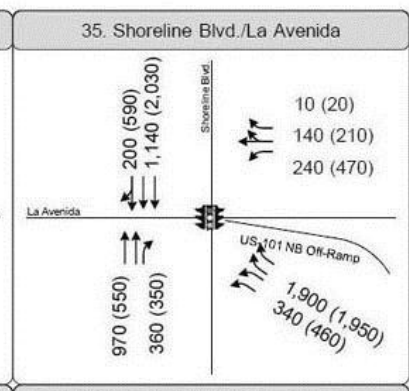
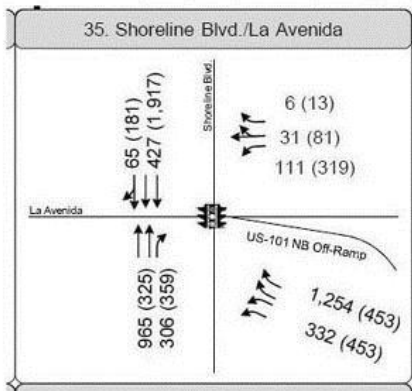
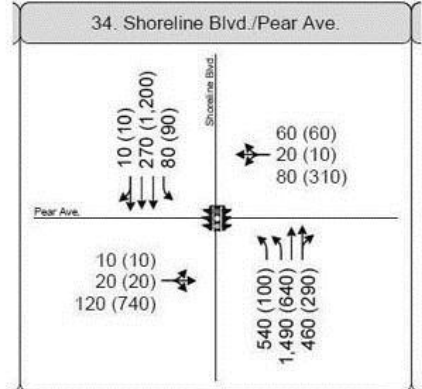
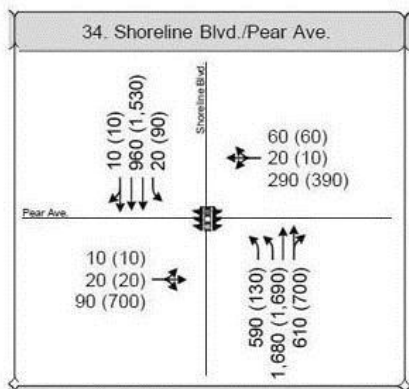
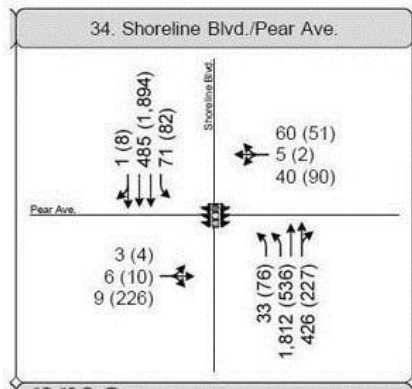
Public Works Director

North Bayshore Precise Plan Traffic Counts and Forecasts

Existing

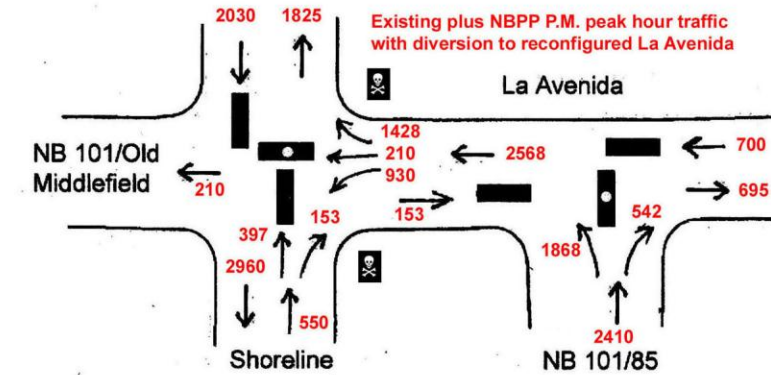
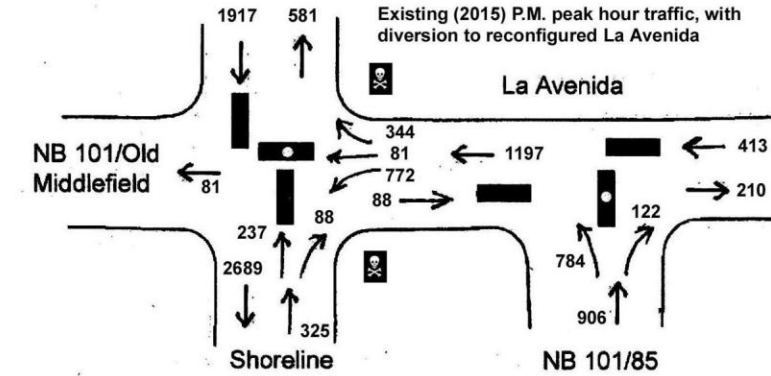
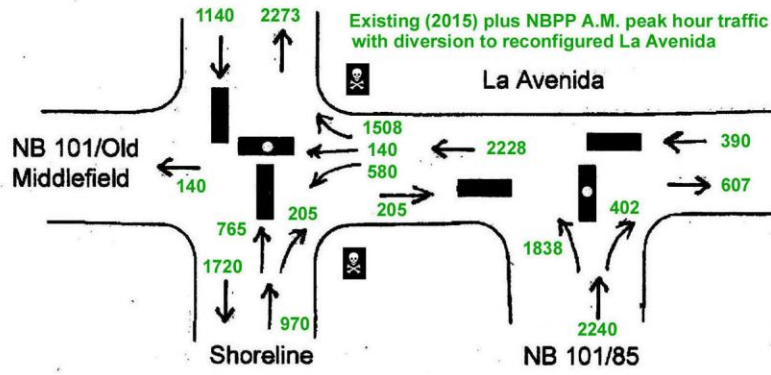
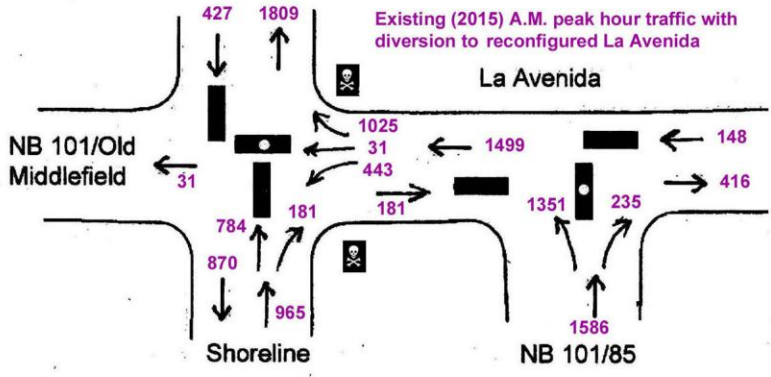
Existing + NBPP

Cumulative



Notes: Existing (2015) counts on Northbound Shoreline are low compared to more recent counts. Cumulative+NBPP counts are not shown because they are exactly the same as Existing+NBPP counts, despite Cumulative effects not being zero. Right turns on southbound Shoreline shown at La Avenida are actually going to 101N and do not intersect Avenida. Right turns shown from northbound Shoreline to Avenida are also actually going to 101N.

North Bayshore Precise Plan peak hour traffic flows



Existing O&D + 200 added to northbound Shoreline
without reconfiguration - AM peak

Enter		Exit				Total
		101/85 SB	Shoreline SB	101NB/Old Mf	Shoreline NB	
101/85 NB	Volume	-	332	-	1254	1586
	% green	-	46.7	-	46.7	
	Capacity	-	1400	-	1400	
	V/C	-	0.24	-	0.90	
Shoreline SB	Volume	251	176	-	-	427
	% green	38.0	38.0	-	-	
	Capacity	570	1140	-	-	
	V/C	0.44 #	0.15 #	-	-	
Shoreline NB	Volume	-	-	-	1165	1165
	% green	-	-	-	38.0	
	Capacity	-	-	-	1140	
	V/C	-	-	-	1.02	
La Avenida WB	Volume	65	46	31	6	148
	% green	*	15.3	*	15.3	
	Capacity	*	459	*	459	
	V/C	*	0.31	*	0.01	
Total volume		316	554	31	2425	3326

Combined V/C = 0.25

* V/C = sum (142) of volumes of movements in shared lane / shared capacity

Existing O&D + 200 added to northbound Shoreline - AM Peak
with reconfiguration

Enter		Exit					Total
		101/85 SB	Shoreline SB	101NB/Old Mf	Shoreline NB	La Avenida EB	
101/85 NB	Volume	-	332	-	1019	235	1586
	% green	-	42.9	-	42.9	42.9	
	Capacity	-	1287	-	1287	644	
	V/C	-	0.26	-	0.79	0.37	
Shoreline SB	Volume	251	176	-	-	-	427
	% green	39.0	39.0	-	-	-	
	Capacity	585	1170	-	-	-	
	V/C	0.43 #	0.15 #	-	-	-	
Shoreline NB	Volume	-	-	-	946	219	1165
	% green	-	-	-	39.0	18.1	
	Capacity	-	-	-	1170	272	
	V/C	-	-	-	0.81	0.81	
La Avenida WB	Volume	65	46	31	6	-	148
	% green	*	18.1	*	18.1	-	
	Capacity	*	543	*	543	-	
	V/C	*	0.26	*	0.01	-	
Total volume		316	554	31	1971	454	3326

Combined V/C = 0.24

* V/C = sum (142) of volumes of movements in shared lane / shared capacity

Existing O&D - AM Peak

Enter		Exit					Total
		101/85 SB	Shoreline SB	101NB/Old Mf	Shoreline NB	La Avenida EB	
101/85 NB	Volume	-	332	-	1019	235	1586
	% green	-	47.1	-	47.1	47.1	
	Capacity	-	1412	-	1412	706	
	V/C	-	0.24	-	0.72	0.33	
Shoreline SB	Volume	251	176	-	-	-	427
	% green	36.2	36.2	-	-	-	
	Capacity	543	1086	-	-	-	
	V/C	0.46 #	0.16 #	-	-	-	
Shoreline NB	Volume	-	-	-	784	181	965
	% green	-	-	-	36.2	16.7	
	Capacity	-	-	-	1086	251	
	V/C	-	-	-	0.72	0.72	
La Avenida WB	Volume	65	46	31	6	-	148
	% green	*	16.7	*	16.7	-	
	Capacity	*	501	*	501	-	
	V/C	*	0.28	*	0.01	-	
Total volume		316	554	31	1809	416	3126

Combined V/C = 0.26

* V/C = sum (142) of volumes of movements in shared lane / shared capacity

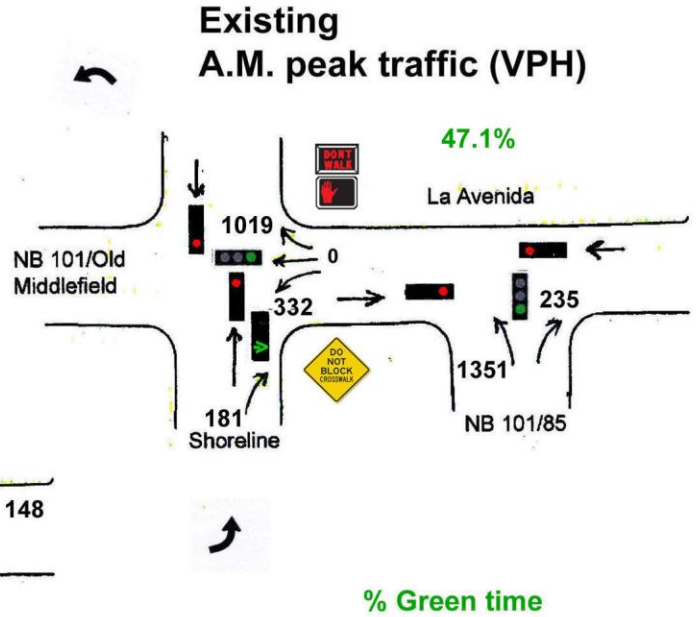
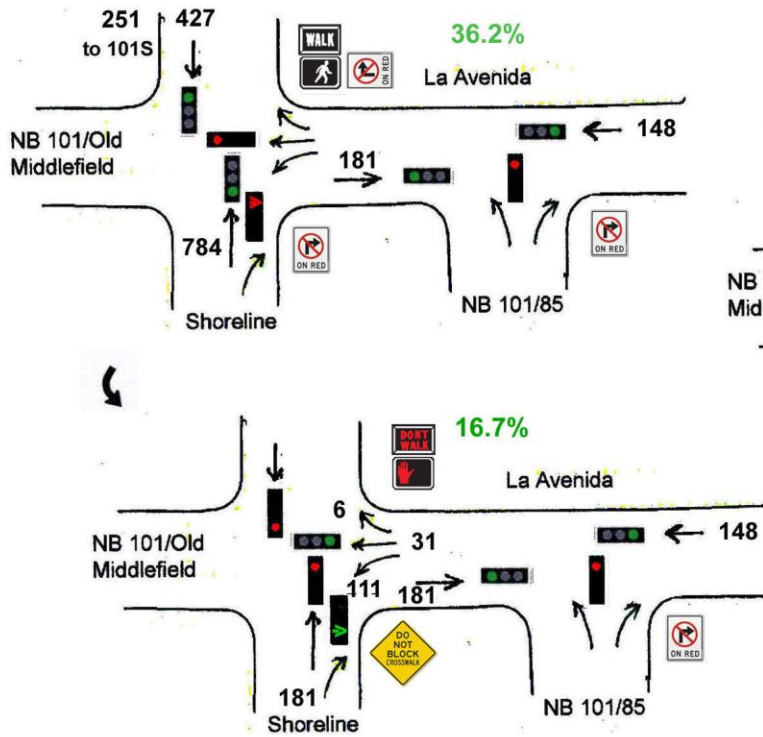
Existing O&D - PM Peak

Enter		Exit					Total
		101/85 SB	Shoreline SB	101NB/Old Mf	Shoreline NB	La Avenida EB	
101/85 NB	Volume	-	453	-	331	122	906
	% green	-	21.3	-	21.3	21.3	
	Capacity	-	639	-	639	320	
	V/C	-	0.71	-	0.52	0.38	
Shoreline SB	Volume	1145	772	-	-	-	1917
	% green	59.9	59.9	-	-	-	
	Capacity	899	1797	-	-	-	
	V/C	1.27 #	0.43 #	-	-	-	
Shoreline NB	Volume	-	-	-	237	88	325
	% green	-	-	-	59.9	18.8	
	Capacity	-	-	-	1797	282	
	V/C	-	-	-	0.13	0.31	
La Avenida WB	Volume	190	129	81	13	-	413
	% green	*	18.8	*	18.8	-	
	Capacity	*	564	*	282	-	
	V/C	*	0.71	*	0.02	-	
Total		1335	1354	81	581	210	3561

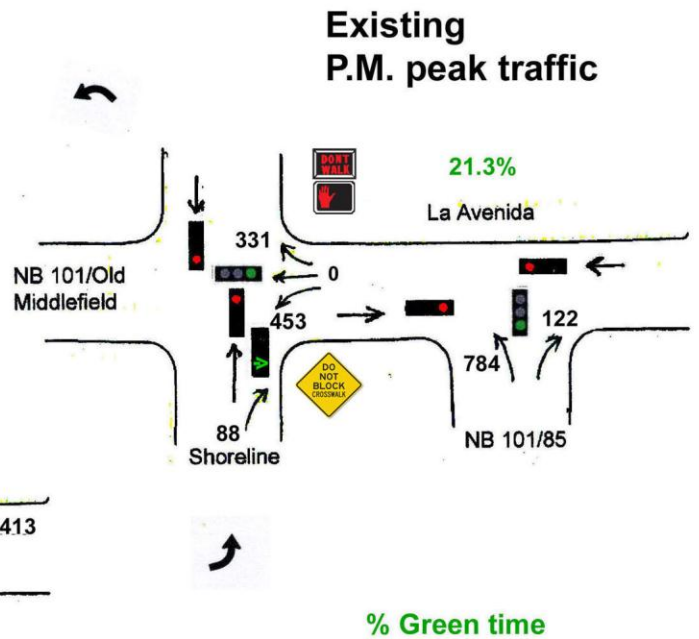
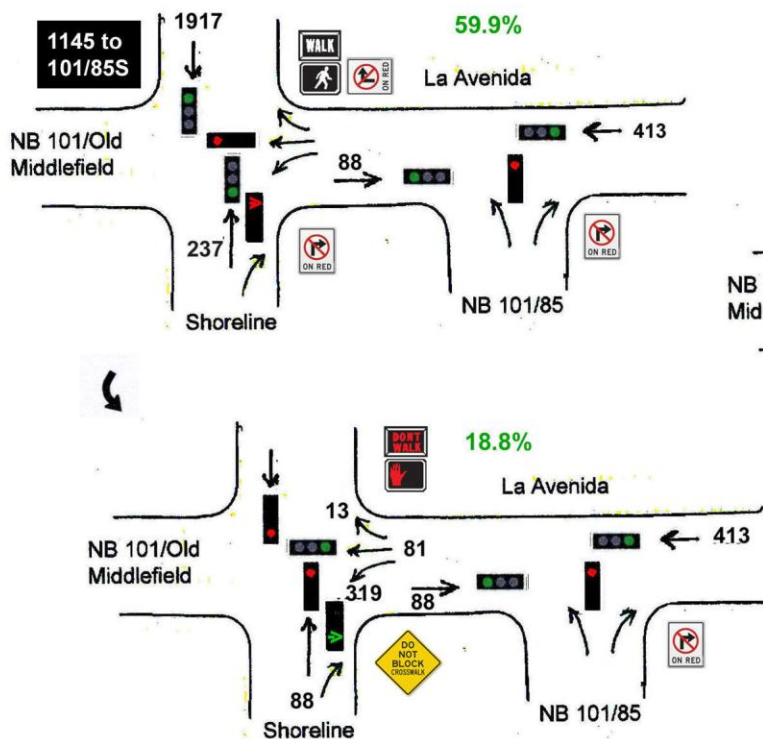
Combined V/C = 0.71

* V/C = sum (400) of volumes of movements in shared lane / shared capacity
V = sum of volumes of all movements sharing those lanes = 400

Signal Cycles designed to equalize volume-to-capacity ratios for predominant movements



Volumes > 1500 per lane per hour of green time



Existing + North Bayshore Precise Plan O&D -- AM Peak

Enter		Exit					Total
		101/85 SB	Shoreline SB	101NB/Old Mf	Shoreline NB	La Avenida EB	
101/85 NB	Volume	-	340	-	1498	402	2240
	% green	-	56.8	-	56.8	56.8	
	Capacity	-	1704	-	1704	852	
	V/C	-	0.20	-	0.88	0.47	
Shoreline SB	Volume	983	157	-	-	-	1140
	% green	28.8	28.8	-	-	-	
	Capacity	432	864	-	-	-	
	V/C	2.28 #	0.18 #	-	-	-	
Shoreline NB	Volume	-	-	-	765	205	970
	% green	-	-	-	28.8	14.4	
	Capacity	-	-	-	864	216	
	V/C	-	-	-	0.88	0.94	
La Avenida WB	Volume	207	33	140	10	-	390
	% green	*	14.4	*	14.4	-	
	Capacity	*	432	*	432	-	
	V/C	*	0.88	*	0.02	-	
Total		1190	530	140	2273	697	4740

Combined V/C = 0.88. Data are separated due to volume imbalance and inefficiency of lane sharing

* Movements share two lanes with Shoreline SB, so capacities and green times are the same. Sum (380) of three movements is used to calculate V/C.

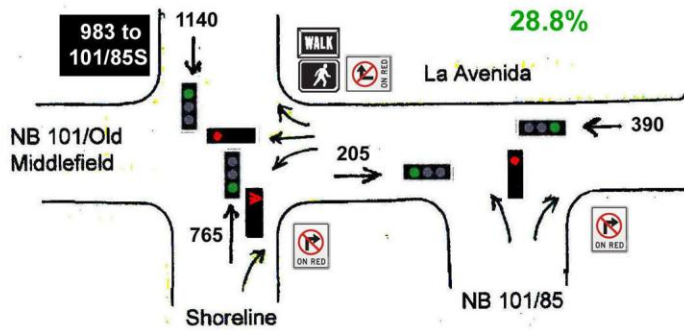
Existing + North Bayshore Precise Plan O&D -- PM Peak

Enter		Exit					Total
		101/85 SB	Shoreline SB	101NB/Old Mf	Shoreline NB	La Avenida EB	
101/85 NB	Volume	-	460	-	1408	542	2410
	% green	-	40.9	-	40.9	40.9	
	Capacity	-	1227	-	1227	614	
	V/C	-	0.37	-	1.15	0.88	
Shoreline SB	Volume	1088	942	-	-	-	2030
	% green	39.3	39.3	-	-	-	
	Capacity	590	1179	-	-	-	
	V/C	1.84 #	0.80 #	-	-	-	
Shoreline NB	Volume	-	-	-	397	153	550
	% green	-	-	-	39.3	19.8	
	Capacity	-	-	-	1179	297	
	V/C	-	-	-	0.34	0.52	
La Avenida WB	Volume	252	218	210	20	-	700
	% green	*	19.8	*	19.8	-	
	Capacity	*	593	*	593	-	
	V/C	*	1.15	*	0.03	-	
Total		1340	1620	210	1825	695	5690

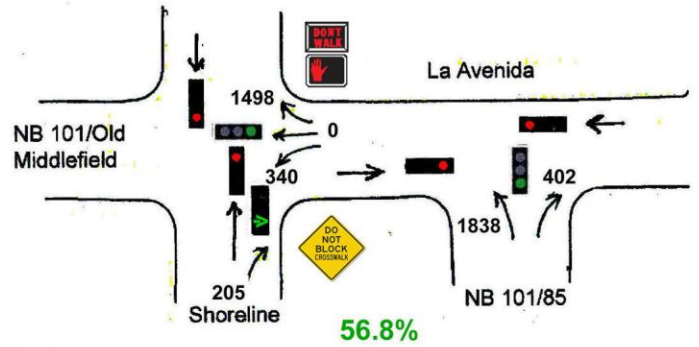
Combined V/C = **1.15**

* Volume of movements in shared lanes = 680

Signal Cycles designed to equalize volume-to-capacity ratios for predominant movements

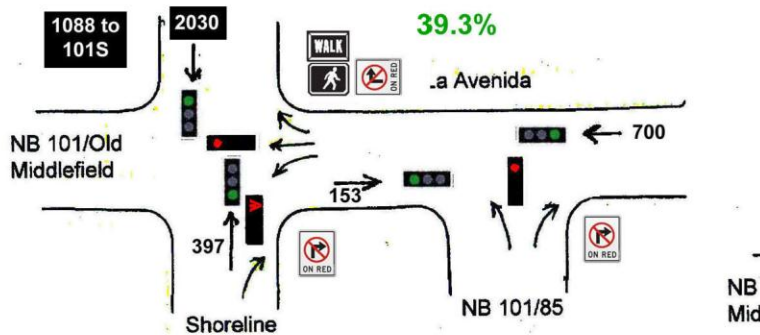


Existing + NBPP Traffic
A.M. peak traffic (VPH)

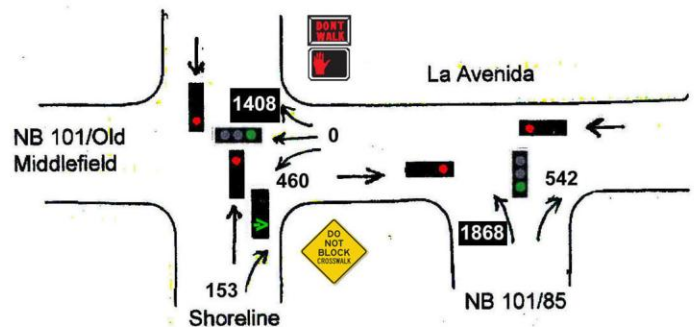


% Green time

Volumes > 1500 per lane per hour of green time



Existing + NBPP
P.M. peak traffic



% Green time

From: [Kevin Ma](#)
To: [Kamei, Ellen](#); [Abe-Koga, Margaret](#); [Matichak, Lisa](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Lieber, Sally](#); [Showalter, Pat](#)
Cc: [City Council](#); [McCarthy, Kimbra](#); [Shrivastava, Aarti](#)
Subject: Re: 7.1 - North Bayshore Circulation Study
Date: Tuesday, December 7, 2021 1:11:13 PM
Attachments: [image.png](#)
[LTC - 7.1 - North Bayshore Circulation Study.pdf](#)

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To Mayor Kamei and members of the City Council,

MV YIMBY writes in support of the staff recommendations on the North Bayshore Circulation Study.

We believe in *Fixing Incentives* to create the groundwork for more housing. As such, we support prioritizing transit and active transportation over cars in order to increase the number of homes in our community by addressing traffic concerns upfront for the whole project, in addition to the quality of life and environmental benefits.

We are pleased that staff recommend shifting enforcement to financial penalties rather than permit restrictions, given that the financial feasibility of housing projects is linked to the commercial properties. We concur that fines from noncompliance should be provided to the TMA to implement further SOV-reducing projects.

We also support the city working with partners to create a viable public transportation system in Mountain View. This is critical for addressing traffic concerns related to North Bayshore, and for pursuing a transit-rich designation that may provide grants and streamlining that accelerate the project.

Thank you for considering our input. Kind regards,

Kevin Ma
On behalf of the members of MV YIMBY

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