

Gutierrez, Jeannette

From: Mountain View MVCSP
Sent: Tuesday, March 23, 2021 4:23 PM
To: Kamei, Ellen; Ramirez, Lucas; Abe-Koga, Margaret; Matichak, Lisa; Showalter, Pat; Sally Lieber; Lieber, Sally; Hicks, Alison
Cc: Mountain View MVCSP; Doan, Nancy; Houghton, Joy; Cameron, Dawn; Arango, Ed; Arango, Ed; Au, Lisa; Skinner, Damian; McCarthy, Kimbra; , City Clerk
Subject: MVCSP comments on the Capital Improvement Program review to City of Mountain View City Council
Attachments: CC-CIP-MVCSP-20210323.pdf

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

(formal letter attached)



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

March 23, 2021

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

Re: 3.2 Fiscal Year 2021-22 through Fiscal Year 2025-26 Capital Improvement Program

Dear Mayor Kamei and City Council members:

The Mountain View Coalition for Sustainable Planning (MVCSP) appreciates the opportunity to respond to the Capital Improvement Program (CIP) discussion on your agenda for March 23rd.

We have reviewed the agenda item materials, and we have the following comments we would like to share with you.

- We acknowledge that serious Staff and budget limitations exist at this time. All of our comments here bear this in mind.

- We note that a number of projects serving pedestrians and bicyclists run in a north/south direction, but this is not balanced with equally-needed east/west projects. To help establish a better balance, we would like to see Project 21-40, "California Street (West) Complete Street Improvements, Pilot", which was in the CIP lists for 2020-21, be reinstated in the current lists. To help accommodate that spending, perhaps the Stierlin Road project (22-35) could be deferred for now..
- We would like to see green complete streets concepts incorporated as much as possible in projects serving pedestrians and bicyclists (such as Project 21-40).
- We would like to see plans for a new Active Transportation Plan (ATP) added to the lists, and to replace the existing line item for updating the Bicycle Transportation Plan. Both this plan and the Pedestrian Master Plan are due for updating, so moving them into an ATP-development effort absolutely makes sense. Note that the City of Sunnyvale recently approved their own ATP, so this effort would help align us with that city's guiding documents.
- We would like to see the Middlefield Road projects (24-35, 24-36, and 24-37) moved to earlier. That roadway is dangerous and uncomfortable in multiple ways, and it's time we brought this part of town up to current standards.
- All of the above prioritization change requests are listed here:
 - Move the following projects to the 2021-22 fiscal year:
 - 21-40: California Street (West) Complete Street Improvements, Pilot (\$760k)
 - Currently "on hold pending resources."
 - This is a very important east-west connector in Mountain View and provides safer access to disadvantaged communities.
 - It is also Mountain View's first complete streets project and is strongly supported by a number of community groups (MVCSP, SVBC, GreenSpacesMV).
 - 24-34: Update Bicycle Master Plan (\$300k)
 - Currently scheduled for FY 2023-34.
 - However, it makes more sense to combine with the Pedestrian Master Plan Update (21-36, \$300k, currently "Underway") as a single, integrated Active Transportation Plan.
 - 24-35 + 24-36: Middlefield Road Bikeway, Whisman - City Limit (Sunnyvale), Feasibility Study (\$500k) + Middlefield Road Sidewalk Across SR-85, Feasibility (\$300k)
 - Currently scheduled for FY2023-24.
 - These two plans are related.
 - Middlefield is an important east-west connector in Mountain View, and connects to major employers in Mountain View (e.g., Google)
 - Affordable housing projects are planned for Middlefield.
 - 24-37: Moffett Boulevard Class IV Bikeway, Middlefield-Clark - Preliminary Design (\$500k)
 - Currently scheduled for FY2023-24.
 - Moffett Blvd is an extension of Castro Street and the downtown.
 - Total value of these projects: \$2360k
 - Move Project 22-25: Stierlin Road Bicycle and Pedestrian Improvements, Construction (\$4300k) to 2023-24.
- We would like to request that the AccessMV priorities and public consultation be used to prioritize projects for the CIP.
- We would also like to see some attention on long-term projects of special interest such as automated guideway transportation and Hetch Hetchy Right of Way for a complete pedestrian/bicycle path through the city.

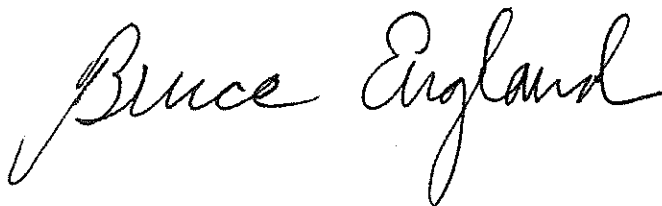
In general, we request that you consider the following:

- Think holistically in general while setting priorities and establishing schedules (rather than see each project as its own thing).
- Take into account future visions for Mountain View (e.g., prioritizing environmental sustainability, green spaces, and infrastructure putting pedestrian and bicycle travel ahead of what serves vehicular travel).
- Explore ways to better leverage collaboration with advisory bodies and the public; Staff needn't do so much just on their own!

- The public would benefit from seeing a vision and supporting details for what might be accomplished through the CIP. For example, more information is needed on the City website related to the CIP (e.g., project plans, status and dates details). And, the more the public can see clear progress on CIP projects, the more supportive they're likely to be of the program's goals. Improvements to online resources needed.
- As much as possible, we want to see City plans emphasize the need for pedestrian crossing priority, narrowed crossing points, and passive signal actuation in as many locations as possible.
- Safe and convenient pedestrian and bicycle crossings at intersections is essential. We would like to see as many intersections as possible constructed with narrow crossings, reduced turning radii, traffic calming measures, signal prioritization deemphasizing vehicles, and, for bicyclists, added indicators confirming the signal has been actuated (see, for example, blue light systems deployed in Portland, OR (<https://www.portlandoregon.gov/transportation/article/660377> and <https://bikeportland.org/2019/10/11/new-blue-light-for-bike-riders-part-of-detection-research-project-306124>) and the iTerris system (<https://www.iteris.com/products/pedestrian-and-cyclist/smartcycle>)).
- Noted by many bicyclists in Mountain View is that the loop sensors often do not work very well or do so inconsistently. If traffic signal actuation by vehicles were this poor, there is no doubt that drivers in town would be up in arms! Mountain View needs to have a clear working policy of transit equity across all modes of travel, certainly no less for pedestrians by bicyclists.>
- For pedestrian hybrid beacon (PHB) implementation, this can be confusing for bicyclists, and passing drivers, if signed only for pedestrians, and they might need to dismount to actuate the crossing lights.>
- For any signal actuation by pedestrians and bicyclists, these should be set up as passive (no-touch). Due to the COVID pandemic, many crossings in town are now set up this way, and we should continue this trend with new additions.
- A very unfortunate reality of many Mountain View sidewalks is that they are too narrow for practical purposes, not well maintained, and blocked by poles, posts, newsracks, utility boxes, and ill-maintained landscaping. This long-standing issue has been exacerbated by the placement of new signs as part of the new parking restrictions related to RV parking. We believe this was a result of a rapid planning cycle to meet the needs of implementing the new restrictions as quickly as possible, but one result has been the further proliferation of sidewalk barriers. One important consideration is that narrow sidewalks are a violation of the ADA because wheelchairs can't pass along the sidewalk and they are also an impediment for parents with strollers (many of whom go onto the road because there is no other option, creating a potentially dangerous situation). Further, the addition of all these signs is truly a blight on our city streets. We suspect the voters did not foresee this (or fully appreciate) when they cast their votes for the new restrictions.
- To greatly improve walkability in Mountain View, pedestrian routes should incorporate trees and greenery. As AmericaWalks.org says, replacing asphalt with green space
 - Encourages walking and cycling
 - Creates new public space
 - Improves safety for pedestrians as well as drivers and their passengers
 See <https://americawalks.org/turn-underutilized-asphalt-into-grass-and-other-uses/>

Thank you again for the opportunity to comment.

Sincerely,



Bruce England
for the Mountain View Coalition for Sustainable Planning

cc:

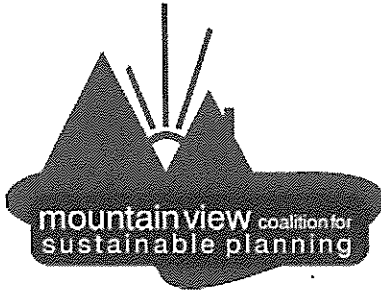
Nancy Doan, Senior Management Analyst
Joy Houghton, Associate Engineer
Dawn S. Cameron, Public Works Director
Ed Arango, Assistant Public Works Director
Lisa Au, Assistant Public Works Director
Damian Skinner, Assistant Public Works Director
Kimbra McCarthy, City Manager
Heather Glaser, City Clerk

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.



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

March 23, 2021

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

Re: 3.2 Fiscal Year 2021-22 through Fiscal Year 2025-26 Capital Improvement Program

Dear Mayor Kamei and City Council members:

The Mountain View Coalition for Sustainable Planning (MVCSP) appreciates the opportunity to respond to the Capital Improvement Program (CIP) discussion on your agenda for March 23rd.

We have reviewed the agenda item materials, and we have the following comments we would like to share with you.

- We acknowledge that serious Staff and budget limitations exist at this time. All of our comments here bear this in mind.
- We note that a number of projects serving pedestrians and bicyclists run in a north/south direction, but this is not balanced with equally-needed east/west projects. To help establish a better balance, we would like to see Project 21-40, "California Street (West) Complete Street Improvements, Pilot", which was in the CIP lists for 2020-21, be reinstated in the current lists. To help accommodate that spending, perhaps the Stierlin Road project (22-35) could be deferred for now..
- We would like to see green complete streets concepts incorporated as much as possible in projects serving pedestrians and bicyclists (such as Project 21-40).
- We would like to see plans for a new Active Transportation Plan (ATP) added to the lists, and to replace the existing line item for updating the Bicycle Transportation Plan. Both this plan and the Pedestrian Master Plan are due for updating, so moving them into an ATP-development effort absolutely makes sense. Note that the City of Sunnyvale recently approved their own ATP, so this effort would help align us with that city's guiding documents.

- We would like to see the Middlefield Road projects (24-35, 24-36, and 24-37) moved to earlier. That roadway is dangerous and uncomfortable in multiple ways, and it's time we brought this part of town up to current standards.
- All of the above prioritization change requests are listed here:
 - Move the following projects to the 2021-22 fiscal year:
 - 21-40: California Street (West) Complete Street Improvements, Pilot (\$760k)
 - Currently "on hold pending resources."
 - This is a very important east-west connector in Mountain View and provides safer access to disadvantaged communities.
 - It is also Mountain View's first complete streets project and is strongly supported by a number of community groups (MVCSP, SVBC, GreenSpacesMV).
 - 24-34: Update Bicycle Master Plan (\$300k)
 - Currently scheduled for FY 2023-34.
 - However, it makes more sense to combine with the Pedestrian Master Plan Update (21-36, \$300k, currently "Underway") as a single, integrated Active Transportation Plan.
 - 24-35 + 24-36: Middlefield Road Bikeway, Whisman - City Limit (Sunnyvale), Feasibility Study (\$500k) + Middlefield Road Sidewalk Across SR-85, Feasibility (\$300k)
 - Currently scheduled for FY2023-24.
 - These two plans are related.
 - Middlefield is an important east-west connector in Mountain View, and connects to major employers in Mountain View (e.g., Google)
 - Affordable housing projects are planned for Middlefield.
 - 24-37: Moffett Boulevard Class IV Bikeway, Middlefield-Clark - Preliminary Design (\$500k)
 - Currently scheduled for FY2023-24.
 - Moffett Blvd is an extension of Castro Street and the downtown.
 - Total value of these projects: \$2360k
 - Move Project 22-25: Stierlin Road Bicycle and Pedestrian Improvements, Construction (\$4300k) to 2023-24.
- We would like to request that the AccessMV priorities and public consultation be used to prioritize projects for the CIP.
- We would also like to see some attention on long-term projects of special interest such as automated guideway transportation and Hetch Hetchy Right of Way for a complete pedestrian/bicycle path through the city.

In general, we request that you consider the following:

- Think holistically in general while setting priorities and establishing schedules (rather than see each project as its own thing).
- Take into account future visions for Mountain View (e.g., prioritizing environmental sustainability, green spaces, and infrastructure putting pedestrian and bicycle travel ahead of what serves vehicular travel).
- Explore ways to better leverage collaboration with advisory bodies and the public; Staff needn't do so much just on their own!
- The public would benefit from seeing a vision and supporting details for what might be accomplished through the CIP. For example, more information is needed on the City website related to the CIP (e.g., project plans, status and dates details). And, the more the public can see clear progress on CIP projects,

the more supportive they're likely to be of the program's goals. Improvements to online resources needed.

- As much as possible, we want to see City plans emphasize the need for pedestrian crossing priority, narrowed crossing points, and passive signal actuation in as many locations as possible.
- Safe and convenient pedestrian and bicycle crossings at intersections is essential. We would like to see as many intersections as possible constructed with narrow crossings, reduced turning radii, traffic calming measures, signal prioritization deemphasizing vehicles, and, for bicyclists, added indicators confirming the signal has been actuated (see, for example, blue light systems deployed in Portland, OR (<https://www.portlandoregon.gov/transportation/article/660377> and <https://bikeportland.org/2019/10/11/new-blue-light-for-bike-riders-part-of-detection-research-project-306124>) and the iTerris system (<https://www.iteris.com/products/pedestrian-and-cyclist/smartcycle>)).
- Noted by many bicyclists in Mountain View is that the loop sensors often do not work very well or do so inconsistently. If traffic signal actuation by vehicles were this poor, there is no doubt that drivers in town would be up in arms! Mountain View needs to have a clear working policy of transit equity across all modes of travel, certainly no less for pedestrians by bicyclists.>
- For pedestrian hybrid beacon (PHB) implementation, this can be confusing for bicyclists, and passing drivers, if signed only for pedestrians, and they might need to dismount to actuate the crossing lights.>
- For any signal actuation by pedestrians and bicyclists, these should be set up as passive (no-touch). Due to the COVID pandemic, many crossings in town are now set up this way, and we should continue this trend with new additions.
- A very unfortunate reality of many Mountain View sidewalks is that they are too narrow for practical purposes, not well maintained, and blocked by poles, posts, newsracks, utility boxes, and ill-maintained landscaping. This long-standing issue has been exacerbated by the placement of new signs as part of the new parking restrictions related to RV parking. We believe this was a result of a rapid planning cycle to meet the needs of implementing the new restrictions as quickly as possible, but one result has been the further proliferation of sidewalk barriers.
One important consideration is that narrow sidewalks are a violation of the ADA because wheelchairs can't pass along the sidewalk and they are also an impediment for parents with strollers (many of whom go onto the road because there is no other option, creating a potentially dangerous situation).
Further, the addition of all these signs is truly a blight on our city streets. We suspect the voters did not foresee this (or fully appreciate) when they cast their votes for the new restrictions.
- To greatly improve walkability in Mountain View, pedestrian routes should incorporate trees and greenery. As AmericaWalks.org says, replacing asphalt with green space
 - Encourages walking and cycling
 - Creates new public space
 - Improves safety for pedestrians as well as drivers and their passengersSee <https://americawalks.org/turn-underutilized-asphalt-into-grass-and-other-uses/>

Thank you again for the opportunity to comment.

Sincerely,



Bruce England
for the Mountain View Coalition for Sustainable Planning

cc:

Nancy Doan, Senior Management Analyst
Joy Houghton, Associate Engineer
Dawn S. Cameron, Public Works Director
Ed Arango, Assistant Public Works Director
Lisa Au, Assistant Public Works Director
Damian Skinner, Assistant Public Works Director
Kimbra McCarthy, City Manager
Heather Glaser, City Clerk

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.