

From: [Greg Unangst](#)
To: [City Council](#)
Cc: [Cameron, Dawn](#); [Marchant, John](#)
Subject: 6.1 Council Work Plan Development
Date: Monday, February 27, 2023 2:47:14 PM
Attachments: [FOSCT_email_logo.png](#)

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Dear Council Members,

The purpose of this email is to request that the highest priority be assigned to the Stevens Creek Trail (SCT) Extension project extending the trail from Dale/Heatherstone to Remington in Sunnyvale. In 1991, the City laid out a plan to build a 6 mile trail in 5 reaches along the Hwy 85 right-of-way. We have completed the first 4 reaches. This SCT Extension project will enable the City to finish the 5th and last reach in Mountain View. Delays have impacted the project on two different times recently: once at the initial scheduling after the award of Measure B funds when the project was pushed out from 2021 to 2022, and again after the tragic fatality at Grant & El Camino Real when the project was delayed again from 2022 to 2023. This phase of the project is fully funded with \$4.8M in Measure B funds and \$600k of local funds (CIP) for Environmental and Detailed Design work but lack of staff has forced these delays. Last year Sunnyvale, also using Measure B funding, started their extension project which extends the trail from Remington to Fremont Ave.

This important and long desired stretch of trail in Mountain View will allow public access to 30 to 40 acres of open space that is currently inaccessible. The FY 23-25 Planned and Existing Projects List (Attachment 2) has this project's Strategic Priority listed as Quality of Life. It could also be listed as Mobility & Connectivity or Sustainability & Climate Resiliency. The trail extension will allow safe connections to points further south and is a critical segment of this regional asset. It will also encourage more commuters to leave their carbon producing cars for a safe and convenient bicycle ride.

So please don't delay this project again. The trail needs to get completed to achieve the goal set in 1991. Funding is not the issue but having sufficient staff time to manage this project is the critical resource. Let's get it started so the trail in Mountain View can be finished!

--

Greg Unangst
President, Friends of Stevens Creek Trail



From: [Serge Bonte](#)
To: [City Council](#); [Ramirez, Lucas](#); [Kamei, Ellen](#); [Abe-Koga, Margaret](#); [Hicks, Alison](#); [Matichak, Lisa](#); [Showalter, Pat](#); [Emily Ann Ramos](#)
Subject: re: 2/28/23 Agenda Item 6.1 Fiscal Years 2023-24 and 2024-25 Council Work Plan Development: Strategic Priorities and Work Plan Projects
Date: Monday, February 27, 2023 4:00:37 PM

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Honorable Mayor and City Council Members:

The City has made great strides in applying clear and equitable priorities for transportation capital improvements projects in the many plans it has embarked on (Activation Transportation Plan, Vision Zero...). I feel we should see these plans through before adding or reshuffling any such projects. Instead, I would like the City to implement transportation/safety measures or policies that will benefit all residents much faster than building even one of the capital improvement projects in the plans. As an example, I'm attaching below a letter addressed to BPAC detailing some quick and cheap policy fixes that would help us get to the Vision Zero goals faster.

I am also writing to suggest studying two potential zoning changes.

- Study Changing some office land use to other land uses. A big change since you last set your goals is that more of our residents work from home (some -like myself- all week long, others 2-3 days a week) and that more office space is empty. That change raises some interesting zoning challenges, as offices remain underutilized, could zoning be changed to residential - even if just in part- to allow office to residential conversions. Such conversions can be complex but developers could at least explore such options should Mountain View relax zoning to allow residential uses in existing (some or all) office only uses.

- Allow commercial use in residential areas. As mentioned above, residential areas have become large (home) office areas -although it's not new: Apple, Google and HP were all started in a garage in R1 zoning :) - Why not also allow retail uses in residential areas? This would help for instance, artists to open studios or garages for shows, for home bakers to start selling goods, for neighborhoods to have a place to sell fruits, vegetables or other goods they produce... The Sweet Shoppe in Los Altos is a great example of what having a store in a residential area could look like but even a few garages here and there functioning as "start up" stores for budding neighborhood makers would be fantastic.

Sincerely,

Serge Bonte
[REDACTED] Mountain View

----- Forwarded message -----

From: Serge Bonte [REDACTED]
Date: Sun, Feb 19, 2023 at 6:47 AM
Subject: re: 2/22/2023 BPAC Meeting -Vision Zero Action Plan/Local Road Safety Plan

To: BPAC Communication <bpac@mountainview.gov>, Lada Adamic

Terry Barton

<jameskuszmaul+

Valerie Fenwick

Cc: Whyte, Brandon <Brandon.Whyte@mountainview.gov>, Lo, Ria

<Ria.Lo@mountainview.gov>

Dear Commissioners

I certainly like the data driven approach that led to the prioritization of these projects and support them on that basis.

First, a few comments on these projects:

- I would suggest expanding the scope of the Shoreline Complete Street project to be from Miramonte to Montecito (vs. from ECR to Montecito) this would ensure it contains much needed improvement to the ECR intersections. As you recall, ECR safety improvements at intersections have been deferred until after the upcoming repaving/bike lane project. It would also ensure better connections to upcoming improvements on Miramonte (connecting more dots?).

- I am a bit surprised (and disappointed) to see the need of so many projects in the San Antonio area as it has a fairly recent precise plan and many redevelopments already. The plan and the redevelopments did include many pedestrian/bike improvements (including enhanced crossings and bike lanes on San Antonio Boulevard). I feel that the City should study what might have been missed in the precise plan and its implementation as many parcels were redeveloped.

I was wondering when the City will provide an update on Vision Zero emphasis areas that are more operational in nature and/or don't necessitate much (or any) construction.

As much as I'd love for all the 7 projects to be implemented by 2030, the sad reality is that many might not. However, many Operational improvements can definitively be done by 2030 and given their relatively low cost, I feel the City should push to implement them as quickly as possible (end of the 2023 Calendar year?).

Improvements in that category:

- LPI (now a Caltrans mandate per **AB 2264**).

- no right on red. Except for County or State roads, my understanding is that it's entirely under the City's control. There are many intersections where all is needed is a sign (no existing slip lane to close....), let's get started with most intersections downtown, intersections near schools, intersections prioritized in the staff memo.

- speed limit - AB43 allows cities to establish speed reduction districts. Let's get going, once the districts are established, the only costs are putting new signs for the new reduced posted limits. While the signs won't deter chronic speedsters, there will still be a large contingent of drivers who will comply.

- day lighting at intersections and crosswalks. For any daylight requirements already in the books, let's paint them all red. While it won't physically prevent vehicles from parking illegally, the visual alone will foster more compliance and help enforcement for pennies..

Sincerely,

Serge Bonte



Mountain View

From: [Ross S. Heitkamp](#)
To: [City Council](#)
Subject: FY 2023-25 CIP Projects
Date: Monday, February 27, 2023 4:03:08 PM

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Dear Mayor Hicks and council members,

I'm cautiously excited that you are beginning the Capital Improvements Project list review process. Maybe this will finally be the year! You see, the last time Mountain View worked on extending the Stevens Creek Trail was back before the extension opened to Dale Ave and Heatherstone Way in June 2012, over 10 years ago. Nothing has changed in all that time as far as the trail Mountain View would build. But, Mountain View wasn't sure what others would do.

So, during 2013-2015, Mountain View and the other cities of Sunnyvale, Los Altos and Cupertino conducted a feasibility study of the gap. There was some good refinement of the Mountain View route. Sunnyvale got on board with the idea, too, making it possibly easier. And in December 2015 both Mountain View and Sunnyvale city councils both accepted the feasibility study recommendations that included a route to Fremont Avenue. That was over 7 years ago.

There's not much to show for those 7 years of delay. Worked out that Sunnyvale would build the part past where Mountain View stops - okay, that's no big surprise. Did get VTA funding for the design about 3 years ago. I guess there was a pandemic. So, now seems like the right time to move on this.

The Stevens Creek Trail was already considered a jewel of the city and a go-to place for recreation, commuting, and communing with nature. The pandemic might have delayed work on extending the trail, but it also demonstrated what an important asset the trail is for the city as usage skyrocketed. Add mental health to the list of benefits!

And, I hope you have all taken note that the city of Sunnyvale started work on their portion over a year ago, put out an RFP and hired a consultant team in June 2022 and has been doing public outreach already this year.

<https://www.sunnyvale.ca.gov/business-and-development/projects-in-sunnyvale/infrastructure-projects/stevens-creek-trail-extension>

So, it seems the section of trail AFTER Mountain View's next piece may get done first. That's kinda backwards and it looks kinda bad. Mountain View used to be the leader on developing the Stevens Creek Trail. I sure hope it doesn't become an obstacle.

So, I hope you will see fit to make the Stevens Creek Trail a high priority starting this year. It's high time to wrap up this long project, after over 30 years. Let's move to the enjoyment phase.

Ross Heitkamp