

From: [Albert Jeans](#)
To: [City Council](#)
Subject: Public Comment on Item 8.1, Unfinished Business, Shoreline Interim Bus Lane, 26 Oct. 2021
Date: Saturday, October 23, 2021 11:37:09 AM
Attachments: [Item 8.1 Public Comment AJ.pdf](#)

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Dear Mayor Kamei, Vice-mayor Ramirez, and City Councilmembers,

Please consider my attached comments on why no additional left-turn lanes are needed and Heritage Trees can be saved at the Shoreline Middlefield intersection, despite staff's most recent 24-page report trying to convince you otherwise. I would be happy to answer any questions you might have.

Sincerely,
Albert Jeans

Albert Jeans

Oct. 23, 2021

Dear Mayor Kamei, Vice-Mayor Ramirez, and City Council Members,

Thank you for giving me this opportunity to speak out against the removal of the redwood Heritage Trees on W. Middlefield Rd. at N. Shoreline Blvd. for the purpose of constructing additional left turn lanes. Everything I said in my previous email on Sept. 14 still holds, but I would like to address several points in staff's Council Report for the upcoming meeting on Oct. 26.

Tree Transplanting

Staff proposes transplanting 3 small redwood trees from the east side median to replace the 3 large redwood trees previous approved for removal on the west side median. While I applaud any attempt to save trees and am a strong advocate of transplanting, I do not feel that this makes up for the loss of the 3 large trees which are at least 50 years old, with diameters ranging from 25" to 34" (54" above grade). I think staff's 5 year projection is far too optimistic. From Google Streetview, it appears that the small trees were planted around 2007:



Unfortunately, all of the lower branches were recently cut off so as to attach the Heritage Tree Removal signs, which will retard future growth of the trees. Note how the 3 older trees at the end of the median haven't gotten that much bigger in 14 years. (The transplant candidate trees have been highlighted to make them easier to see in the picture below.)



Second Left-Turn Lanes on West Middlefield Road

Previously staff tried to argue based on current conditions that the extra turn lanes were necessary and I showed that they weren't. This time staff presents a revised traffic analysis to justify the need for additional left-turn lanes on W. Middlefield Rd. The analysis supposedly corrects errors in the original North Bayshore Precise Plan (NBPP) EIR Traffic Impact Analysis and uses data for Existing+Project conditions. Of course, increasing the turn pocket capacity reduces the chances that the queues will overflow. However, I would argue that since realization of the NBPP is still several years off at best, the analysis should look at 2030 Cumulative Conditions, with and without mitigations. I've collected the four queuing analyses for these cases and put them into one table below. AM is the top row, PM is the bottom row, unmitigated is the left column, mitigated is the right column. The 95th percentile queues are highlighted in red for the east and westbound left-turn lanes on W. Middlefield. (Recall that the 95th percentile queue length means that 5% of the time, or once per hour in this case, the queue will be longer than this length.)

Queue Lengths, 2030+Project, With and Without Mitigation

Queues		North Bayshore Precise Plan EIR								Queues		North Bayshore Precise Plan EIR							
38: Shoreline Boulevard & Middlefield Road		2030 + Project AM Peak Hour								38: Shoreline Boulevard & Middlefield Road		2030 + Project AM Peak Hour - Mitigated							
		↖	→	↗	←	↖	↗	↖	↗			↖	→	↗	←	↖	↗	↖	↗
Lane Group		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Lane Group		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)		276	663	408	1153	153	918	367	326	Lane Group Flow (vph)		194	520	245	724	235	1796	173	490
v/c Ratio		1.42	0.89	2.09	1.46	0.83	0.59	1.88	0.20	v/c Ratio		0.76	0.85	1.06	0.90	0.81	1.06	1.09	0.33
Control Delay		258.8	69.3	538.3	249.2	95.7	29.6	448.9	23.4	Control Delay		84.8	65.4	134.5	63.6	79.5	74.5	158.1	29.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		258.8	69.3	538.3	249.2	95.7	29.6	448.9	23.4	Total Delay		84.8	65.4	134.5	63.6	79.5	74.5	158.1	29.8
Queue Length 50th (ft)		-349	316	-608	-733	143	318	-528	94	Queue Length 50th (ft)		94	226	-253	318	216	-591	-184	164
Queue Length 95th (ft)		#538	#422	#822	#974	#257	386	#733	127	Queue Length 95th (ft)		#148	294	#431	#403	304	#1130	#340	224
Internal Link Dist (ft)		836	508	508	796	796	722	722	722	Internal Link Dist (ft)		836	508	508	796	796	722	722	722
Turn Bay Length (ft)		220	230	230	160	160	145	145	145	Turn Bay Length (ft)		220	230	230	160	160	145	145	145
Base Capacity (vph)		195	744	195	790	195	1556	195	1616	Base Capacity (vph)		260	658	231	846	354	1694	158	1474
Starvation Cap Reductn		0	0	0	0	0	0	0	0	Starvation Cap Reductn		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	Spillback Cap Reductn		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	Storage Cap Reductn		0	0	0	0	0	0	0	0
Reduced v/c Ratio		1.42	0.89	2.09	1.46	0.78	0.59	1.88	0.20	Reduced v/c Ratio		0.75	0.79	1.06	0.86	0.66	1.06	1.09	0.33
Intersection Summary										Intersection Summary									
- Volume exceeds capacity, queue is theoretically infinite.										- Volume exceeds capacity, queue is theoretically infinite.									
Queue shown is maximum after two cycles.										Queue shown is maximum after two cycles.									
# 95th percentile volume exceeds capacity, queue may be longer.										# 95th percentile volume exceeds capacity, queue may be longer.									
Queue shown is maximum after two cycles.										Queue shown is maximum after two cycles.									
Queues		North Bayshore Precise Plan EIR								Queues		North Bayshore Precise Plan EIR							
38: Shoreline Boulevard & Middlefield Road		2030 + Project PM Peak Hour								38: Shoreline Boulevard & Middlefield Road		2030 + Project PM Peak Hour-Mitigated							
		↖	→	↗	←	↖	↗	↖	↗			↖	→	↗	←	↖	↗	↖	↗
Lane Group		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Lane Group		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)		400	790	505	695	474	1485	337	1937	Lane Group Flow (vph)		400	790	505	695	474	1485	337	1937
v/c Ratio		1.98	1.02	1.91	0.78	2.35	1.17	1.27	1.38	v/c Ratio		1.36	1.16	1.59	1.00	1.71	1.01	1.07	1.24
Control Delay		489.2	85.2	452.7	53.5	647.0	125.6	195.1	208.5	Control Delay		228.9	132.3	318.3	87.3	367.1	66.7	122.9	150.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay		489.2	85.2	452.7	53.5	647.0	125.6	195.1	208.5	Total Delay		228.9	132.3	318.3	87.3	367.1	66.7	122.9	150.5
Queue Length 50th (ft)		-565	-373	-703	301	-705	-845	-386	-1233	Queue Length 50th (ft)		-246	-422	-336	329	-633	-725	-338	-1156
Queue Length 95th (ft)		#773	#506	#920	376	#924	#686	#582	#1372	Queue Length 95th (ft)		#353	#555	#451	#465	#852	#685	#535	#1294
Internal Link Dist (ft)		836	508	508	796	796	722	722	722	Internal Link Dist (ft)		836	508	508	796	796	722	722	722
Turn Bay Length (ft)		220	230	230	160	160	145	145	145	Turn Bay Length (ft)		220	230	230	160	160	145	145	145
Base Capacity (vph)		202	778	265	891	202	1267	295	1406	Base Capacity (vph)		294	682	318	696	278	1464	316	1556
Starvation Cap Reductn		0	0	0	0	0	0	0	0	Starvation Cap Reductn		0	0	0	0	0	0	0	48
Spillback Cap Reductn		0	0	0	0	0	0	0	0	Spillback Cap Reductn		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	Storage Cap Reductn		0	0	0	0	0	0	0	0
Reduced v/c Ratio		1.98	1.02	1.91	0.78	2.35	1.17	1.27	1.38	Reduced v/c Ratio		1.36	1.16	1.59	1.00	1.71	1.01	1.07	1.28
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Queue shown is maximum after two cycles.										Queue shown is maximum after two cycles.									

What we see is that even with mitigation, all of the 95th percentile queues overflow, and if we look at the 50th percentile queues, which are representative of average queue lengths, 3 out of 4 are theoretically infinite. Even more alarming is that in the evening, every direction of motion except one shows this infinite queue, with or without the extra left-turn lanes. In practice this means gridlock! This is why the EIR stated that the impact of the NBPP on this intersection would be "**significant and unavoidable** under Year 2030 Cumulative with Project Conditions." Council approved the EIR with a Statement of Overriding Consideration, but that does not change the traffic that will result. Under

these congested conditions, it is hard to see how an extra left-turn lane will have any significant impact. In fact, it can be argued that since Shoreline is the main thoroughfare, you should NOT increase flow onto it from side streets such as Middlefield, just as freeway onramps are metered to reduce congestion on freeways.

Project Alternatives

Staff argues that not constructing the extra turn lanes will incur additional costs due to changes in design and material orders. Since all design is presumably done on computers using CAD systems, I would think that it wouldn't take so long to make changes. Since the new poles and masts will be longer than those needed without the lane additions, can't the same equipment be used for both if they've already been ordered? As for changes to the EIR, not putting in the extra turn lanes now does not preclude them from being added later, so there's no need to revise the EIR. Most of the mitigations listed in the EIR have not been started, as they shouldn't be since the future of North Bayshore is still far from certain.

One Additional Tree on Shoreline

Staff believes that one additional redwood tree needs to be removed from N. Shoreline

Blvd. due to interference with a bike lane and sidewalk. This is a particularly large specimen, measuring 33" in diameter 54" above grade, and is taller than its companion which also needs to be removed.



Staff's diagram (Council Report Fig. 12) of the root area with the overlying sidewalk and bike lane make me think that removal of the tree can be avoided if the sidewalk is allowed to be raised so that it runs over the existing roots so that no excavation is needed.

Excavation for the bike lane should have minimal effect on the tree. This tree casts a very large shadow which I'm sure that pedestrians would appreciate.

PG&E Gas Regulator Station

I would of course prefer that the PG&E Gas Regulator be relocated to San Veron Park so that the much larger trees on Middlefield Rd. can be spared. The smaller trees at San Veron Park could be transplanted to other locations nearby if they interfere with the Regulator and would still be much larger than the 24" box trees proposed.

Conclusions

Every effort should be made to try and preserve Mountain View's valuable tree canopy. When you visit other areas in the Bay Area which aren't so fortunate, you realize what a valuable resource these trees are. There is not a pressing need for the Reversible Transit Lane; an additional delay of a few months or a year is not going to make much difference. As for the North Bayshore Precise Plan, there is reasonable doubt that it will ever be fully realized. On the other hand if these large trees are cut down, I doubt I'll see their replacements grow to the same size within my lifetime.

Albert Jeans

From: [Bill Deegan](#)
To: [City Council](#)
Subject: Heritage Tree Removal on W. Middlefield medium
Date: Saturday, October 23, 2021 1:15:47 PM

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Greetings,

Please do not remove the heritage trees along W. Middlefield Road.

Changing roadways at this point is premature.

Given the likely massive increase in permanent or partial work from home it's hard to predict future traffic patterns.

It's very unlikely they will return to pre-covid levels.

Let's wait and see what traffic stabilizes to before we cut down some of the trees which make Mountain View beautiful.

Thanks,

William Deegan

Mountain View Resident since 1997.

Gutierrez, Jeannette

From: , City Clerk
Subject: RE: Letter of Support: 8.1 Shoreline Blvd. Interim Bus Lane Project

From: Roni Hattrup [REDACTED]
Sent: Monday, October 25, 2021 12:32 PM
To: Kamei, Ellen <Ellen.Kamei@mountainview.gov>; Ramirez, Lucas <Lucas.Ramirez@mountainview.gov>; Abe-Koga, Margaret <Margaret.abe-koga@mountainview.gov>; Hicks, Alison <Alison.Hicks@mountainview.gov>; Lieber, Sally <Sally.Lieber@mountainview.gov>; Matichak, Lisa <Lisa.Matichak@mountainview.gov>; Showalter, Pat <Pat.Showalter@mountainview.gov>
Cc: Tom Harrington [REDACTED] Cameron, Dawn <Dawn.Cameron@mountainview.gov>
Subject: Letter of Support: 8.1 Shoreline Blvd. Interim Bus Lane Project

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Good afternoon Mayer Kamei & Councilmembers,
I hope this email finds you well. Please find attached, a letter of support from the Mountain View TMA regarding agenda item 8.1 Shoreline Boulevard Interim Bus Lane project, for your consideration.

Best regards,
Veronica 'Roni' Hattrup, Executive Director
Mountain View Transportation Management Association
Gray-Bowen-Scott
1211 Newell Ave., Suite 200
Walnut Creek, CA 94596
Phone (925) 937-0980, ext. 212
Mobile (925) 899-4246
www.mvgo.org





Mayor Kamei
Members of the Mountain View City Council
(via email)

Re: Shoreline Reversible Bus Lanes Project

Dear Mayor Kamei and esteemed Councilmembers,

I am writing this letter on behalf of the Mountain View Transportation Management Association (MTMA) to demonstrate our support for the proposed Shoreline Reversible Bus Lane project.

The MTMA funded MVgo Shuttle Program, currently serves the North Bayshore area by way of three fixed routes, providing a last-mile transit connection from Caltrain and VTA Light Rail services at the Mountain View Transit Center to a high-density employment area of Mountain View. As new residential development in the North Bayshore area begins to grow, the MTMA will continue to evaluate alternative transportation solutions to meet the needs of residents, including modifications to the shuttle program to adapt services for the benefit of the residential community. As the MTMA looks to expanding its network of shuttle services, dedicated access to North Bayshore will be key to ensuring effective and efficient use of our resources.

Prior to the pandemic, travel times along Shoreline Boulevard ranged from 10-20+ minutes within less than a 3-mile distance. This segment of our shuttle routes was most impacted by traffic and often resulted in delays of service and scheduling challenges with unpredictable travel times. While traffic levels have reduced significantly as a result of pandemic driven office shutdowns and shelter in place orders, we believe it is only a matter of time before those levels of traffic resume as people return to office. We also believe timing for construction is critical, as majority of the employee workforce continue to work from home over the next few months.

The MTMA appreciates staff's consideration of the recent concerns raised by the community and are pleased to learn of staff's proposed turn lane modifications, which we hope will be considered a win-win solution for both the project and the community.

We thank you for your further consideration of this project. Should you have any questions, I can be reached via email at [REDACTED]

Kind regards,

A handwritten signature in blue ink, appearing to read 'Tom Harrington', with a long horizontal line extending to the right.

Tom Harrington,
Chair of the Board

From: [Javier González](#)
To: [City Council](#)
Cc: [Cameron, Dawn](#); [Shrivastava, Aarti](#); [McCarthy, Kimbra](#)
Subject: [Letter] 10/26/2021 City Council Meeting - Item 8.1 Shoreline Boulevard Interim Bus Lane and Utility Improvements
Date: Monday, October 25, 2021 4:35:35 PM
Attachments: [Letter Google - Shoreline Boulevard Interim Bus Lane and Utility Improvements 2021-10-26.pdf](#)

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Hello Mayor Kamei and Members of the City Council,

On behalf of my colleagues Brendon Harrington and Michael Tymoff, I am sending the attached letter regarding tomorrow's City Council Agenda Item 8.1 - Shoreline Boulevard Interim Bus Lane and Utility Improvements.

Please let me know if you have any question. Happy to connect anytime.

Thank you,
Javier

--



Javier González

Head of Local Government Affairs and Public Policy, California
& Manager II, Government Affairs and Public Policy
Google Voice: +1 (650) 495-3529

javiergonzalez@google.com





SENT VIA EMAIL

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

October 25, 2021

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

Re: 10/26/2021 City Council Meeting - Item 8.1 Shoreline Boulevard Interim Bus Lane and Utility Improvements

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

On behalf of Google, we are writing to acknowledge the City of Mountain View's continuing efforts to advance innovative transportation plans and projects across Mountain View. We acknowledge the complexity of the Shoreline Boulevard Interim Bus Lane and Utility Improvements project, and appreciate City staff's efforts to address concerns expressed by the community. We support both the staff and City Council in balancing the many tradeoffs inherent in making transportation choices in the area.

We also wanted to take this opportunity to voice our support for context-sensitive bicycle and transit improvements throughout Mountain View, and particularly along Shoreline Boulevard. The proposed dedicated, reversible bus lane and separated bikeways, along with other multi-modal transportation investments throughout North Bayshore, are critical to the City's ambitious goal of delivering transportation infrastructure that supports new housing and development in North Bayshore.

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

Sincerely,

Brendon Harrington
Director
Transportation

Michael Tymoff
Director, District Development
Real Estate Development

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

From: [Cameron, Dawn](#)
To: [City Clerk](#)
Subject: FW: Shoreline Boulevard Interim Bus Lane and Utility Improvements, Design, Project 16-58, and Phase I Construction, Project 18-43-Various Actions
Date: Monday, October 25, 2021 7:02:39 PM

From: Serge Bonte [REDACTED]
Sent: Monday, October 25, 2021 7:02 PM
To: Kamei, Ellen <Ellen.Kamei@mountainview.gov>; Matichak, Lisa <Lisa.Matichak@mountainview.gov>; Lucas Ramirez <Lucas@ramirezforcouncil.com>; Hicks, Alison <Alison.Hicks@mountainview.gov>; Abe-Koga, Margaret <Margaret.abe-koga@mountainview.gov>; Lieber, Sally <Sally.Lieber@mountainview.gov>; Showalter, Pat <Pat.Showalter@mountainview.gov>
Cc: Cameron, Dawn <Dawn.Cameron@mountainview.gov>
Subject: re: Shoreline Boulevard Interim Bus Lane and Utility Improvements, Design, Project 16-58, and Phase I Construction, Project 18-43-Various Actions

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Honorable Mayor and City Council Members:

I was originally planning to question the need to remove so many trees but after reading the staff report I am writing in full support of the staff recommendations:

- re: number of trees removed ; I am glad that staff reviewed the plans and is now proposing shorter left turns and only 3-4 trees transplanted (in close proximity), If I read the report correctly, only one heritage tree would have to be cut for PG&E (which sadly comes with the territory whenever PG&E needs to work on its gas lines or its electric lines).

- proposed left turn lanes are "right sized" but maintained in the proposal. While the pandemic has greatly reduced traffic congestion, it's just a matter of time before it comes back -and maybe for more hours during the day-. Pre-pandemic I frequently commuted that way (left on Shoreline from Middlefield) and frequently witnessed queuing. Queuing doesn't only cause commute delays, it creates additional risks when vehicles rush to try to make the green light and they have to pass queued vehicles to their right (at times intruding on the bike lanes).

The alternative of not building the additional left turn capacity would be misguided:

- as mentioned above, the need existed even before North Bayshore was fully developed.
- Since that extra capacity is required as a mitigation for the North Bayshore Precise Plan EIR, dropping it now would likely result in a lengthy and costly EIR amendment.
- the whole project might be frozen during the EIR amendment process.
- At the end of the EIR amendment process, alternative mitigations might be required that could prove more costly and/or more detrimental to Mountain View trees.

In summary, with the revised plans, impact on Mountain View trees is minimal (a few youngish trees transplanted , one still removed by PG&E but that could happen regardless)

and the whole project -many years in the making- will remain on track.

Serge Bonte
Mountain View

From: [Susan Hayes- Schwartz](#)
To: [City Council](#)
Subject: please save the Redwoods at Middlefield intereseccdton
Date: Monday, October 25, 2021 8:49:53 PM

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From: [Sean Doyle](#)
To: [City Council](#)
Subject: Redwoods at shoreline and middle field
Date: Tuesday, October 26, 2021 5:36:44 AM

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I urge you to pause the plans to cut down the mature redwoods. We cannot undo that once it is done. Trees offer tremendous benefits including processing CO2 into oxygen , moderating temperatures, aesthetics, etc. Speaking to my neighbors I have no doubt the majority of citizens are against this. Please represent the will of the people.

Regards,
Sean

From: [Greg Stoltz](#)
To: [City Council](#)
Subject: Fw: [EXTERNAL] ACTION NEEDED: Heritage Trees at Middlefield being planned to cut down by City
Date: Tuesday, October 26, 2021 7:56:45 AM

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Dear city council

I agree with the below. We are going crazy with this growth thing. We are building like crazy yet have tons of vacant buildings. Cutting down trees CAN wait till all plans have been approved.

Haven't seen this many people upset.

Greg Stoltz

[REDACTED]

Mountain View, Ca 94043

From: Greg Stoltz [REDACTED]
Sent: Tuesday, September 14, 2021 1:41 PM
To: city.council@mountainview.gov <city.council@mountainview.gov>
Subject: Fw: [EXTERNAL] ACTION NEEDED: Heritage Trees at Middlefield being planned to cut down by City

Sirs

Your plans are a travesty. Please do things smarter. Save the trees and keep the valley green and NOT like LA.

Greg Stoltz

[REDACTED]

Mtn. View, Ca 94043

From: stanton-place-families@googlegroups.com <stanton-place-families@googlegroups.com> on behalf of Vishal Mishra [REDACTED]
Sent: Tuesday, September 14, 2021 5:12 AM
To: stanton-place-families@googlegroups.com <stanton-place-families@googlegroups.com>
Subject: Re: [EXTERNAL] ACTION NEEDED: Heritage Trees at Middlefield being planned to cut down by City

Thanks for your response, Steve!
Very valid points and I agree with you. For what it's worth, the plan is not yet approved yet and that's why there is a collective push from the extended community to save many of the neighborhood (Redwood) trees for questionable traffic improvements.

[Here](#) is a recent article by Mountain View Voice that may have more updates.

I really request you all to either (or both) email and attend the virtual Zoom

meeting and share your views.

On Mon, Sep 13, 2021 at 7:43 PM 'Patterson, Stephen J. (ARC-JO)' via Stanton Place Families <stanton-place-families@googlegroups.com> wrote:

I thought they already voted on this last week.

Been in the works for awhile:

<http://laserfiche.mountainview.gov/WebLink/ElectronicFile.aspx?dbid=0&docid=225146&>

I saw another project plan from the City of MV the other day, but can't find it now. The bus lane is supposed to run up to Montecito Ave, & the left-turn onramp to 85 S will be eliminated. Supposed to be bus loading stops on the Middlefield median, could not find any renderings of the proposal, but that is why the trees need to go (supposedly)

I think the entire plan is stupid & should get cancelled, at least until the world gets back to some semblance of normal. It is definitely not needed now, and I doubt it will ever get very many riders (just like the light rail). Probably will make traffic even worse....

If the project proceeds, they should keep the redwoods all along Middlefield, & incorporate them into the design. Looks like they also want to cut down the maple trees, which are way down the street from Shoreline & shouldn't need to go. The maples do need to be trimmed back a bit

Just my 2c

-s

From: <stanton-place-families@googlegroups.com> on behalf of Vishal Mishra

[REDACTED]

Reply-To: "stanton-place-families@googlegroups.com" <stanton-place-families@googlegroups.com>

Date: Monday, September 13, 2021 at 6:16 PM

To: "stanton-place-families@googlegroups.com" <stanton-place-families@googlegroups.com>

Subject: [EXTERNAL] ACTION NEEDED: Heritage Trees at Middlefield being planned to cut down by City

Hello neighbors

Just wanted to bring to you attention this development that would impact us especially if you like a healthier, greener neighborhood.

If you are on Facebook, there is a group for our Stierlin Estates neighborhood, and a [recent post](#) by our amazing and helpful neighbor - Albert Jeans
In case you are not on Facebook, I have copied the details below

What is happening?

See the pictures attached. You may have noticed the yellow ribbons around trees in the Middlefield median near Shoreline, those are trees which the city staff wants to cut down so that they can build ADDITIONAL left turn lanes.

From Albert's analysis

"Under existing (i.e. pre-COVID) conditions, analysis, simulation, and observations

show that the existing turn pockets rarely overflow. Under the year 2030 conditions with North Bayshore built out, which is the reason for the extra turn lanes, this intersection and many others will be so crowded that they will be gridlocked, so extra turn lanes won't make any difference."

How can we help?

1. **The easier way** - write to the city council at city.council@mountainview.gov and let them know before tomorrow's city council meeting. It's not too late.
2. **Slightly harder but more effective way** - Join the meeting virtually (Zoom)

1. **On Zoom** - https://mountainview.gov/cc_speakers

You will be asked to enter an email address and a name. Your email address will not be disclosed to the public.

When the Mayor announces the item on which you wish to speak, click the "raise hand" feature in Zoom. Speakers will be notified of their turn shortly before they are called on to speak.

2. **By phone:**

Dial: (669) 900-9128 and enter Webinar ID: 967 9560 8900

When the Mayor announces the item on which you wish to speak, dial *9. Phone participants will be called on by the last two digits of their phone number. When the Mayor calls your name to provide public comment, if you are participating via phone, please press *6 to unmute yourself.

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