

From: [Albert Jeans](#)
To: [City Council](#)
Subject: Public Comment on Item 4.3
Date: Tuesday, May 24, 2022 12:16:01 PM
Attachments: [Public Comment Item 4.3 - Albert Jeans.pdf](#)

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Dear Mayor Ramirez and City Councilmembers,

Please consider the attached comments on Item 4.3 of the Consent Calendar.

Thank you.
Alber Jeans

Dear Mayor Ramirez and City Councilmembers,

Item 4.3 on the consent calendar pertains to the rebidding of the Shoreline Interim Bus Lane and Utility Improvements, Projects 18-43 (construction) and 16-58 (design). Due to unforeseen circumstances, the current contract with Granite Rock needs to be terminated and a new company found to continue the work. While I see the utility work as necessary infrastructure improvements to support build-out in North Bayshore, as some of you know, I have been a long-time opponent of the Reversible Bus Lane, and to me this is a great opportunity to hit pause on that part of the project.

COVID-19 has had a profound effect on how we go about our daily lives, and there is no indication that it will be ending any time soon with new variants appearing one after the other. Even though masking and other precautions are far less stringent than they were last year, commute patterns have not returned to pre-pandemic conditions. I took all of the following photographs this morning (May 24) between 8:15 and 9:15 am.

Although freeway traffic through Mountain View has become congested again, surface streets remain free-flowing with light traffic, thanks to Google's hybrid work schedule.



Highway 101 northbound at Rengstorff Ave.



N. Shoreline Blvd., looking south and north ~9 am.

The Transit Center remains lightly used with few cars in the parking lot and Caltrain ridership far below pre-pandemic levels.



Against this backdrop we have the Reversible Bus Lane whose benefits were dubious even at the height of pre-pandemic traffic conditions. It was alleged that it would improve the general morning commute time along the Shoreline corridor by 3 minutes (about one traffic signal cycle) and bus riders would save an additional minute and a half (Council Report, 2019-09-03).

I have never seen a detailed analysis justifying construction of the bus lane along with who its users would be. The generic idea of dedicated transit lanes first appeared in the Shoreline Transportation Study (June 2013) and was fully fleshed out in the Shoreline Blvd. Corridor Study (November 2014). Whatever assumptions were made about traffic

volumes are no longer valid, so at the very least, the project should be reevaluated based on the new reality we find ourselves in. The Bus Lane was always intended to mitigate future traffic volumes, but if traffic into North Bayshore remains moderate while traffic out of North Bayshore increases as more housing is built there, we may find ourselves with a one-way bus lane which serves no one well. Since the city now finds itself needing to redesign the project and find a new contractor, this seems like the ideal time to take another look at whether the Reversible Bus Lane is needed at all.

Albert Jeans

