

**From:** [REDACTED]  
**To:** [City Council](#)  
**Cc:** [BPAC Communication](#)  
**Subject:** 6/14/22 meeting, agenda item 4.11 (Shoreline Boulevard Pathway)  
**Date:** Tuesday, June 14, 2022 8:57:55 AM

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To: Mountain View City Council  
From: Joel Dean, [REDACTED], Mountain View  
Subject: Shoreline Boulevard Pathway (Project 21-37)

Some elements of this project are worth supporting. The segment from Wright to Jackson is definitely in need of repaving, preferably with cement rather than cheesy blacktop. An improved connection with Jackson Street opens up another gateway to the wonders of downtown Mountain View. Pines don't mix well with pedestrian and bike paths -- dropped cones are a tripping hazard and the straw is slippery. Replacing them with more suitable trees would be an enhancement.

Otherwise, Project 21-37 does not stir up much enthusiasm. It benefits very few people and leaves the majority worse off than before. Since ADA is wagging this dog, opposing it is probably futile, but some effort ought to be made to mitigate its negative effects.

I have a handicap common to many of my fellow Americans (old age) and another less common (not owning a car). I am not yet decrepit enough to get any sympathy from disability advocates, but I can't move as quickly as younger people even when my aches and pains aren't acting up. Getting around Mountain View on foot can be a trial. I use the Shoreline Pathway frequently and would be grateful if it were not made more difficult.

From pedestrians' standpoint, the main drawback of Project 21-37 is the stairway allowing them to bypass the serpentine section. Will this stairway have handrails to minimize the inherent danger? Will the steps be wide enough front-to-back to accommodate size 11 or greater clodhoppers? Will they be low enough to reduce the strain on flabby core muscles? Will they be level and swept clean? The existing path may not meet ADA standards, but it is less steep than the stairway and does not have the stairway's other drawbacks. I am usually capable of handling it without difficulty, as can many other equally dumpy senior citizens. If this section of the current path can be preserved, it should be.

The one advantage the stairway offers to pedestrians is that it might discourage bicyclists from using the Pathway because of the added length and the hairpin turns. Unfortunately, the discouraged ones might be the responsible types who follow the rules and respect the rights of pedestrians. Rogue cyclists would treat the Pathway as a training route for the alpine stages of the Tour de France and continue to terrorize innocent pedestrians. Would there be any enforcement of trail rules like speed limits, keeping to the right, and sounding a warning when overtaking? Not likely.

If responsible cyclists get any benefits from Project 21-37, they are not discernable. Bicycle advocates are numerous, eloquent, and occasionally obstreperous, so I leave it to them to make their own case.

Extending a finger from the Pathway to the Central Expressway sidewalk looks to be both redundant and dangerous. Vehicles heading down the cloverleaf ramp from Shoreline toward the slip lane are not controlled by the traffic signal, drivers will be looking to the left at oncoming traffic, and there are less than four seconds between the time a pedestrian or cyclist popping out from the Pathway would come into view and the time the vehicle reaches the crosswalk. Jackson Street and Wright Avenue are safer routes to the expressway.

The updated design of Project 21-37 should take into account possible effects of intersecting the Shoreline overpass with a ramp from Evelyn Avenue. Imagine the irony if a disabled individual safely made it through the Pathway maze only to be squashed by a Google bus heading from the Transit Center to North Bayshore.

DPW wants the process for Project 21-37 to scurry along so that the OBAG grant won't be forfeited. This is an awkward time to be asking for haste, coming so soon after the faux pas with Project 18-43. Grantsmanship should never take precedence over thorough and rigorous design work.

Thank you for your attention.