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**From:** Justine Fenwick  
**Sent:** Monday, May 12, 2025 9:11 PM  
**To:** City Council  
**Subject:** CIP- More trees

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

Dear Council Members,

When planning CIP projects, I'd love to see more emphasis on incorporating street trees to provide shade for sidewalks. As someone who enjoys walking, I can attest that trees make a huge difference in creating a pleasant and inviting pedestrian experience. Not only do they offer aesthetic benefits, but they also help mitigate the urban heat island effect and improve air quality. Adding more street trees would greatly enhance the walkability and livability of our city.

Sincerely,

Justine Fenwick

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**From:**  
**Sent:** Monday, May 12, 2025 9:14 PM  
**To:** City Council  
**Subject:** More Trees for Mountain View

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

Dear Mountain View City Council and Staff,

I'm writing to advocate for a more pedestrian-friendly, climate-resilient Mountain View—one with more street trees, shade, green space, and high-quality sidewalks.

As our city grows and evolves, it's critical that our public spaces serve not just cars, but also people. I urge you to incorporate the following priorities into upcoming infrastructure and street improvement projects:

- Increase shade and tree canopy through extensive street tree planting, especially in areas with high foot traffic or vulnerable populations.
- Expand and improve sidewalks to create safer, more comfortable routes for walking and wheelchair use.
- Reduce unnecessary paving and replace it with vegetation wherever feasible, to lower urban heat and improve stormwater absorption.
- Pair paving projects with greening efforts, ensuring that any repaving or roadwork includes new trees and landscaping.
- Adopt road diets where appropriate, to calm traffic and make room for wider sidewalks, bike lanes, or green medians.
- Create more linear parks, pocket parks, and resting spots—such as benches or shaded seating—for pedestrians, seniors, and families.

These improvements not only make Mountain View more beautiful and livable, they also support public health, environmental resilience, and community connection. I hope you will continue to lead by example in designing streets for people, not just cars.

Thank you for your service and for considering this request.

Warmly,  
Kevin McBride

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**From:**  
**Sent:** Monday, May 12, 2025 5:43 PM  
**To:** City Council  
**Subject:** Fwd: [GreenSpacesMV] Mountain View FY 2025/26 Budget- Please Ask Council to Support Safe, Comfortable & Climate Resilient Streets to Honour Council & Community Priorities

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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

Hello Mountain View City Council,

I would like to comment that I am in full support of April Webster's recent message below. I am a long-time resident of MV (23+ years) and care very much about the direction that the city's development is taking. Please take the needed steps to make MV a safe, pleasant, and environmentally responsible place to live in.

Thank you very much for your consideration.

Sincerely,  
Rachel Loui  
Mountain View, CA

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

**From:** April Webster  
**Date:** Tue, Mar 25, 2025 at 10:18 AM  
**Subject:** FY 2025/26 CIP – Recommit to Safe, Comfortable and Climate Resilient Streets to Honour Council and Community Priorities  
**To:** <[city.council@mountainview.gov](mailto:city.council@mountainview.gov)>

Dear Mayor Kamei, City Council Members, and City Staff:

**The community is deeply concerned that the FY 2025/26 Capital Improvement Program (CIP) represents a 180-degree shift** from our shared direction set just two years ago, when both City Council and the community strongly emphasized the importance of Green Complete Streets — infrastructure that advances safety, comfort, and climate resiliency.

**We know the Council is on board, and we share that vision.** But right now, we're not seeing it reflected in the projects being advanced, the budgets being proposed, or how staff time is being allocated. Instead, the draft CIP prioritizes grey infrastructure over green infrastructure and safety, with few active transportation projects offering real impact in the near term. The community is growing tired of waiting.

**This is a pivotal moment. We're ready to see the City fully align its actions with its values — to walk the talk.** Let's make sure this vision is clearly, explicitly and unequivocally reflected in the projects we plan, the

investments we make, and the design treatments we choose. It's time to take responsibility for the safety of our streets, for climate resiliency, and for the comfort of everyone who walks, bikes, and rolls through our city. We have the policies and the public support — now we need to bring that vision to life, together.

To realign the CIP with the City's adopted priorities and community expectations, we strongly urge the City to: prioritize safe, comfortable and climate-resilient streets:

- ✓ **Firmly reaffirm Green Complete Streets as a top priority** and ensure this priority is clearly and explicitly reflected in project scopes, budget allocations, and staff work plans
- ✓ Center **safety, comfort, and climate resiliency** in all transportation investments — these must not be treated as tradeoffs. ✓ **Preserve bicycle and pedestrian funds** and avoid diverting them to general pavement maintenance

The following list of proposed projects for the FY 2025/26 CIP would significantly help make headway to ensuring policy translates into true implementation:

- ✓ **Upgrade Complete Streets projects to Green Complete Streets projects:** convert Middlefield and Moffett Complete Streets projects to Green Complete Streets projects. Both corridors are good candidates for a road diet, based on traffic volumes, and can help the City meet [NPDES MRP 3.0](#) numeric requirements to convert 5 acres of impervious surface to pervious ahead of the 2027 deadline.
- ✓ **Prioritize 2023/24 CIP identified Green Complete Streets project:** Rengstorff Green Complete and California Green Complete Streets
- ✓ **Update the Construction Standard Details:** as called for in project **SR-10** of the city's [2024 Vision Zero Action Plan](#), to provide guidance and implementation clarity. The update should incorporate specific details for the implementation of safety-forward designs (e.g., narrower lane widths, small corner turn radius, no turn on red, etc), green infrastructure elements, and ensure best practices from [DIB-94](#) and [NACTO](#) to translate our policies into real implementations.
- ✓ **Create a policy to automatically flag streets with AADT < 20,000 as candidates for a road diet (FHWA standard).** This may require a new traffic count study for streets that have not had a recent traffic count triggered by a project on that street. This would replace the previous traffic counts provided in the Mountain View General Plan (2012).

Thank you for your time and consideration, April Webster

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## Green Complete Streets: A Vital Investment

Green Complete Streets not only make our neighborhoods more walkable and bikeable — they also provide critical environmental and public health benefits. These include:

- Improved stormwater management
- Reduced urban heat island impacts
- Enhanced tree canopy and biodiversity
- Better public health outcomes
- A more comfortable, shaded, and enjoyable experience for all users

This kind of infrastructure is essential for encouraging a true **mode shift**, especially among the **60% of adults who fall into the “Interested but Concerned” category**, according to [research by Dr. Jennifer Dill of](#)

[Portland State University](#). These individuals are open to biking but deterred by unsafe, uncomfortable conditions. Even “**Enthusied & Confident**” riders – roughly 7% of the population – benefit from safer, better-connected infrastructure. Meanwhile, our current infrastructure primarily serves the 1% who are “**Strong & Fearless**” riders, leaving the vast majority of residents behind.

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## From Green to Grey?

Fast forward two years, and the draft CIP tells a very different – and frankly, grey – story. Grey infrastructure (asphalt paving) appears to dominate, with significant funding shifts signaling a reversion to outdated, car-centric planning.

We are especially alarmed to see staff – in ATT 4 - Pavement Management Program Update for the [March 25, 2025 City Council meeting](#) – anticipate that increasing the citywide Pavement Condition Index (PCI) to 71 will require shifting CIP Reserve and Construction/Conveyance (C/C) Tax funds away from discretionary projects—such as city buildings, facilities, and bicycle/pedestrian improvements—and into pavement maintenance.

This would effectively divert already limited bike and pedestrian funds into the pavement maintenance fund, undermining public safety, sustainability, and the City’s own mode shift and Vision Zero goals. Safety, comfort, and Green Complete Streets must be prioritized over pavement – especially when we know that walkable, bikeable, and green infrastructure is what builds community health, climate resilience, and long-term livability.

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## Road Diets: The Smart Path Forward for Realizing Safe, Comfortable and Climate Resilient Streets

**Road diets** remain one of the most effective and cost-efficient ways to implement Green Complete Streets – especially on corridors that are **underutilized and over-maintained**. According to Federal Highway Administration (FHWA) guidelines, any roadway with an **Average Annual Daily Traffic (AADT) under 20,000** is a candidate for reconfiguration through the reduction of car travel lanes.

Road diets allow us to:

- Reallocate excess space on our street for wider sidewalks, protected (not buffered) bike lanes, and green infrastructure (trees, linear parks, native landscaping, shade)
- Improve safety by reducing speeding and crashes through better design
- Lower long-term maintenance costs and increase PCI - pedestrians and people bicycling induce much less wear and tear than heavier vehicles
- Help us to successfully meet the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit (MRP) 3.0 permit requirements to convert at least 5 acres of impervious surface by the deadline and avoid costly lawsuits for non-compliance

The safety benefits are well-documented: according to the FHWA, [road diets can lead to a 19% to 47% reduction in overall crashes](#), depending on context. They are especially effective at reducing rear-end and left-turn crashes, calming traffic, and improving visibility at intersections – making the streets safer for drivers, pedestrians, and cyclists alike.

Continuing to repave and maintain overbuilt streets with limited traffic volumes wastes valuable public dollars. Road diets provide a fiscally responsible path to meet multiple city objectives – **climate resilience, public safety, community well-being, and financial stewardship**.

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## Turning Policy Into Implementation: Why Standard Details Matter

**The City's Construction Standard Details serve as the foundational reference for design and construction across all projects.** They define the default infrastructure elements -- from lane widths and curb radii to sidewalk design and bike lane buffers. If these standards are not updated to reflect Council's adopted goals around safety, climate resiliency, and livability, then those values will not consistently show up in implementation. Even well-intentioned policies like Vision Zero or Green Complete Streets can be undermined if the technical drawings engineers rely on are outdated or misaligned. Updating the Standard Details is a critical step to ensure policy priorities are translated into consistent, on-the-ground results.

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If you would like to be added to this group, please be sure to include some information about your interest and where you live. This helps us stay free from spam.

If you're interested specifically in our Cuesta pollinator garden project as well, please contact [cuesta-pollinator-habitat-volunteers@googlegroups.com](mailto:cuesta-pollinator-habitat-volunteers@googlegroups.com)

Folder for this project: [https://drive.google.com/drive/folders/156rI5znd2mB1-sAtCAJQarkzHTxLRv\\_O?usp=sharing](https://drive.google.com/drive/folders/156rI5znd2mB1-sAtCAJQarkzHTxLRv_O?usp=sharing)

Feel free to add to this folder and the items in it!

Our Facebook page: <https://www.facebook.com/GreenSpacesMV>

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You received this message because you are subscribed to the Google Groups "GreenSpacesMV" group.

To unsubscribe from this group and stop receiving emails from it, send an email to

[greenspacesmv+unsubscribe@googlegroups.com](mailto:greenspacesmv+unsubscribe@googlegroups.com).

To view this discussion visit <https://groups.google.com/d/msgid/greenspacesmv/224bbf8a-9a43-4f90-8e7a-f7e8b106cb45%40sbcglobal.net>.

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**From:**  
**Sent:** Monday, May 12, 2025 11:09 AM  
**To:** Doan, Nancy; Houghton, Joy; Gonzales, Robert; Arango, Ed; Ng, Jennifer; Lo, Laura  
**Cc:** Mikhael, Hemali; Gilmore, Christina; , City Clerk  
**Subject:** FW: Fwd: FY 2025/26 CIP – Recommit to Safe, Comfortable and Climate Resilient Streets to Honour Council and Community Priorities

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello all,

Please see below email: received as Council Correspondence related to agenda item 6.1 (3/25/25 Council Meeting).

Thank you,

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**From:** Mary Dateo <mdateo@sbcglobal.net>  
**Sent:** Monday, May 12, 2025 11:05 AM  
**To:** City Council <city.council@mountainview.gov>  
**Cc:** April Webster <aprilweb@gmail.com>  
**Subject:** Fwd: Fwd: FY 2025/26 CIP – Recommit to Safe, Comfortable and Climate Resilient Streets to Honour Council and Community Priorities

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

Hello City Councilmembers and City Staff,

I strongly agree with the points made by April Webster in her email below.

We need to make Active Transportation a viable option for all residents, not just the intrepid ones. Safety is key; best practices should be set as standards, rather than revisited on a project-by-project basis.

Active Transportation needs to be viable all year around.  
A key factor in that will be addressing the Heat Island effect.

Last year, my neighborhood experienced a high temperature of 107F.  
Mountain View frequently experiences temperatures of 80F or more.



Surface temperature measurements taken in Southern CA on a day when the air temperature was 108F: Asphalt, artificial turf, and mulch were 52-57 degrees F hotter (i.e. 160 - 166F).

Greenery was 7 degrees F cooler.

<https://ucanr.edu/blog/landscape-horticulture-updates-southern-california/article/synthetic-turf-dark-mulch-and>

A similar temperature assessment was done in Cambridge, MA.

Ambient temperature: 81F

Pavement and bare soil were 38-41 degrees F hotter (i.e. 118-124F)

Shrubs, trees and rain gardens were 6-8 degrees F cooler.

<https://www.sugiproject.com/forests/danehy-park-forest>

People who depend on walking or biking, or who need to wait for public transportation, need the protection of urban greenery.

Please make Vision Zero and Urban Greenery a city priority in project execution, not just in strategic planning.

(Note: Both studies mention Celcius, which I've converted to Farenheit, see chart below.)

Regards,

Mary Dateo

Surface Temperature Comparisons

Danehy Park Forest, Cambridge, MA

<https://www.sugiproject.com/forests/danehy-park-forest>

	Farenheit	Difference from Ambient	Celcius
Ambient	81		27
Pavement	118	38	48
Soil	124	43	51
Shrubs & Trees	74	-6	23.6
Street Trees	74	-7	23.2
Rain Gardens	73	-8	22.5



Study by Janet Hartin, UCANR 7/30/21

<https://ucanr.edu/blog/landscape-horticulture-updates-southern-california/article/synthetic-turf-dark-mulch-and>

Measurements taken in Southern CA

	Farenheit	Difference from Ambient	Celcius
Ambient	108		
Asphalt	165	57	73.9
Synthetic Turf *	163	55	72.6
Dark Colored Mulch	160	52	71.1
Bermuda Grass**	101	-7	38.1



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

From: **April Webster** <[aprilweb@gmail.com](mailto:aprilweb@gmail.com)>

Date: Tue, Mar 25, 2025 at 10:18 AM

Subject: FY 2025/26 CIP – Recommit to Safe, Comfortable and Climate Resilient Streets to Honour Council and Community Priorities

To: <[city.council@mountainview.gov](mailto:city.council@mountainview.gov)>

Dear Mayor Kamei, City Council Members, and City Staff:

**The community is deeply concerned that the FY 2025/26 Capital Improvement Program (CIP) represents a 180-degree shift** from our shared direction set just two years ago, when both City Council and the community strongly emphasized the importance of Green Complete Streets — infrastructure that advances safety, comfort, and climate resiliency.

**We know the Council is on board, and we share that vision.** But right now, we're not seeing it reflected in the projects being advanced, the budgets being proposed, or how staff time is being allocated. Instead, the draft CIP prioritizes grey infrastructure over green infrastructure and safety, with few active transportation projects offering real impact in the near term. The community is growing tired of waiting.

**This is a pivotal moment. We're ready to see the City fully align its actions with its values — to walk the talk.** Let's make sure this vision is clearly, explicitly and unequivocally reflected in the projects we plan, the investments we make, and the design treatments we choose. It's time to take responsibility for the safety of our streets, for climate resiliency, and for the comfort of everyone who walks, bikes, and rolls through our city. We have the policies and the public support — now we need to bring that vision to life, together.

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Thank you for your time and consideration, April Webster

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- Improved stormwater management

- Reduced urban heat island impacts
- Enhanced tree canopy and biodiversity
- Better public health outcomes
- A more comfortable, shaded, and enjoyable experience for all users

This kind of infrastructure is essential for encouraging a true **mode shift**, especially among the **60% of adults who fall into the “Interested but Concerned” category**, according to [research by Dr. Jennifer Dill of Portland State University](#). These individuals are open to biking but deterred by unsafe, uncomfortable conditions. Even **“Enthusiased & Confident” riders** – roughly **7%** of the population – benefit from safer, better-connected infrastructure. Meanwhile, our current infrastructure primarily serves the **1% who are “Strong & Fearless”** riders, leaving the vast majority of residents behind.

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## Road Diets: The Smart Path Forward for Realizing Safe, Comfortable and Climate Resilient Streets

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Road diets allow us to:

- Reallocate excess space on our street for wider sidewalks, protected (not buffered) bike lanes, and green infrastructure (trees, linear parks, native landscaping, shade)
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**From:**  
**Sent:** Tuesday, May 13, 2025 2:45 PM  
**To:** City Council  
**Subject:** Mountain View FY 2025/26 Budget-

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

Dear Councilmembers,

I would like to ask you to please support safe, comfortable & climate resilient streets as per already discussed Council & community priorities. Our biologist is still not working and our owls are still not receiving their protection as promised either- there is "not enough money." We need the green, the living things and our parks prioritized as we build evermore. I'm asking you for all our sakes to make these things a priority so that we continue to have a place where my grandchildren and family can live a healthy life. Please don't spend beyond our means right now or pave and build us into a concrete jungle that none of us wants to live in.

Sincerely,

Tracy F  
Mountain View resident  
In Support of April Webster's letter to the council

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**From:** Rashmi Sahai  
**Sent:** Tuesday, May 13, 2025 10:12 AM  
**To:** City Council; Showalter, Pat; Hicks, Alison; Kamei, Ellen; Ramirez, Lucas; Ramos, Emily Ann; Clark, Chris; McAlister, John  
**Subject:** FY 2025/26 CIP - Support Safe, Comfortable & Climate Resilient Streets to Honor Council & Community Priorities

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Dear City Council Members,

In March, Mountain View resident, April Webster, sent the letter below expressing a deep concern that the FY2025/26 CIP shifts away from a commitment of green and complete streets and a request to ensure that the city does not stray from a shared vision of safe, comfortable, and climate resilient streets. I whole-heartedly agree with April's concern and strongly support her request. I choose biking and walking as my main modes of transportation and am keenly aware of the risky, sometimes questionable bike lanes that leave active transportation gaps throughout our city. On a warm day, I also instantly feel the difference between a street with lush canopy and one with a few scattered trees. Although I am fully committed to an active transportation lifestyle, I don't blame other Mountain View residents who say that they don't feel safe cycling in Mountain View or that it's too hot to walk to downtown. If you truly believe in the vision of a city where residents choose walking or cycling more often than driving, we need to ensure that the projects that the city prioritizes reflect that vision.

Thank you for your time and consideration,  
Rashmi Sahai

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

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**Date:** Tue, Mar 25, 2025 at 10:18 AM  
**Subject:** FY 2025/26 CIP – Recommit to Safe, Comfortable and Climate Resilient Streets to Honour Council and Community Priorities  
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- Lower long-term maintenance costs and increase PCI - pedestrians and people bicycling induce much less wear and tear than heavier vehicles
- Help us to successfully meet the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit (MRP) 3.0 permit requirements to convert at least 5 acres of impervious surface by the deadline and avoid costly lawsuits for non-compliance

The safety benefits are well-documented: according to the **FHWA**, [road diets can lead to a 19% to 47% reduction in overall crashes](#), depending on context. They are especially effective at reducing rear-end and left-turn crashes, calming traffic, and improving visibility at intersections – making the streets safer for drivers, pedestrians, and cyclists alike.

Continuing to repave and maintain overbuilt streets with limited traffic volumes wastes valuable public dollars. Road diets provide a fiscally responsible path to meet multiple city objectives – **climate resilience, public safety, community well-being, and financial stewardship**.

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## **Turning Policy Into Implementation: Why Standard Details Matter**

**The City's Construction Standard Details serve as the foundational reference for design and construction across all projects.** They define the default infrastructure elements -- from lane widths and curb radii to sidewalk design and bike lane buffers. If these standards are not updated to reflect Council's adopted goals around safety, climate resiliency, and livability, then those values will not consistently show up in implementation. Even well-intentioned policies like Vision Zero or Green Complete Streets can be undermined if the technical drawings engineers rely on are outdated or misaligned. Updating the Standard Details is a critical step to ensure policy priorities are translated into consistent, on-the-ground results.