
From:
Sent: Tuesday, June 24, 2025 12:38 PM
To: City Council
Cc: BPAC Communication
Subject: 6/24/25 meeting agend items 4.9 (Trip Caps), 4.14 Rengstorff, 4.19 Bus Lane

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To: City Council
From: Joel DeanMV
Subjects: 6/24/25 meeting -- Trip Caps, Rengstorff, Bus Lane

Trip Caps

This enterprise is becoming increasingly inane. North Bayshore Precise Plan has been rendered obsolete by subsequent events. Trip Caps and anything else spawned by the NBPP are now obsolete, too. The premise behind Trip Caps is cockeyed -- that the pivot point between okaying a project or not is *current* traffic volume. Never mind much or how little traffic the project adds. The target 45% SOV rate does not relieve congestion if there is no congestion to relieve, as is currently the case at least on Shoreline. Note that the 101/85N approach is almost as congested as it was pre-pandemic. Traffic on the Shoreline approach is considerably less and flows well, thanks to Caltrans and DPW finally getting their acts together.

Trip Cap monitoring provides useful information and is relatively inexpensive, so it ought to continue. I recommend that the fall counts take a close look at the effects of Waymo taxis, which add to traffic counts while frequently being devoid of passengers as well as drivers -- another blow to the 45% target, if ZOVs and SOVs are lumped together.

Rengstorff

This is a gift horse, so there is no point in turning it down. Whether Kimley-Horn is the right choice is another matter. They were fully involved in the GSAP and at least acquiescent to including the connection of Evelyn across Castro and a ramp to Shoreline. Those features are grossly insensitive to the needs of cyclists and pedestrians. That should not be permitted in evaluating Rengstorff.

Grade separation at Central Expressway may get too expensive ever to be completed. The current study should take that into account, for example, in deciding what to do about the sweeping, high-speed right turn from WB Central to NB Rengstorff. Another hazardous location is the shopping plaza at Middlefield. The sidewalks and the internal circulation of the parking lot are nightmarish.

Shoreline Reversible Bus Lane

At last, this looks like the end of the line for a project which would never have seen the light of day if anyone had done enough homework to see it never had a chance to succeed. It should not be enshrouded in a name change and buried in an unmarked grave. It deserves a polished granite monument in City Hall Plaza inscribed with a tally of the time, effort and money which was wasted on it.

Unfortunately, its equally delinquent little brother -- the Dutch treatment of Shoreline at Middlefield -- still lives. The designs for that show total incomprehension of how the presence of gas stations on three corners affects the operation of the intersection. Pedestrians and cyclists will be left in a worse position than ever. Please stifle this project before it kills any innocent bystanders.

Thank you for your attention.