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**Sent:** Tuesday, May 5, 2026 2:35 PM

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**Subject:** MVCSP & GreenSpacesMV Comment Letter on CTC Agenda Item 5.2: Middlefield Road Complete Streets (May 5, 2026)

Dear Council Transportation Committee Members,

Please find attached a letter from the Mountain View Coalition for Sustainable Planning and GreenSpacesMV regarding CTC Agenda Item 5.2 (May 5, 2026), the Middlefield Road Complete Streets project.

Thank you for your consideration.

Sincerely,

April Webster

on behalf of Mountain View Coalition for Sustainable Planning (MVCSP) and GreenSpacesMV



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May 5, 2026

City of Mountain View City Council  
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Subject: CTC Agenda Item 5.2 — Middlefield Road Complete Streets Project

Dear Council Transportation Committee Members,

Mountain View Coalition for Sustainable Planning and GreenSpacesMV are writing regarding the Middlefield Road Complete Streets project and the road diet discussion scheduled for the May 5th Council Transportation Committee meeting.

We appreciate the work staff has invested in securing funding and advancing Middlefield Road as a Complete Streets project. We also appreciate that staff brought forward a road diet traffic study in response to community and BPAC interest. However, a key process question remains: **was the analysis done early enough to shape the design in a way that achieves the community's and the City's goals?**

## Executive summary

**Our main concern is not simply whether a road diet is chosen.** It is whether Mountain View's project development process supports lane reallocations — including lane narrowing and road diets — early enough to deliver Green Complete Streets outcomes: safer and lower-stress bikeways and sidewalks (especially where they are missing altogether), safer intersections, better transit integration, more shade and landscaping, green stormwater infrastructure, and streets that remain safe and usable in hotter temperatures.

**Middlefield illustrates the issue.** The road diet question was foreseeable earlier in the process, including through the [Moffett Boulevard OBAG 3 Complete Streets BPAC February 2025 discussion](#) and prior correspondence with MTC and VTA about OBAG 3 project timing. That created an opportunity to complete the traffic analysis earlier or carry road-diet and non-road-diet alternatives forward in parallel. Based on the current sequence, however, it appears the non-road-diet concept was developed further while the Middlefield road diet traffic analysis was still underway. Staff raised concern during the April 29th BPAC meeting that incorporating a road diet at this stage may require redesign or affect the project schedule. That sequencing matters. A clearer process would keep major safety and Complete Streets options open long enough for BPAC, CTC, Council, and the public to compare alternatives before a preferred design becomes difficult to change.

**Because Middlefield is currently a resurfacing project, it is a good opportunity to use a phased delivery model.** The City should establish safer street geometry now through striping, lane narrowing, and quick-build materials, and plan permanent Green Complete Streets reconstruction as a later phase. The quick-build should use stronger low-construction protection, such as modular curb separation, not just plastic flex posts. The first phase should create enough buffer width *now* to support both better near-term bikeway protection and future landscaped or tree-protected buffers. The permanent Green Complete Streets reconstruction should then be planned through a specific ATP/CIP follow-up project.

**This is a request for a practical, phased delivery process, not an experimental or “bleeding edge” approach.** Mountain View has already piloted this kind of incremental approach on California Street, and peer cities use quick-build projects to deliver safety improvements faster. The key is a clear delivery path: quick-build safety improvements now, followed by Green Complete Streets reconstruction that is explicitly prioritized, funded, and tracked through the ATP and CIP process.

## Our requests

We respectfully ask the Council Transportation Committee to pass a motion recommending that Council direct staff to:

### **1. Confirm the actual timing, funding, and delivery constraints for OBAG 3.**

Before relying on grant timing as a constraint, staff should confirm the Middlefield project constraints with MTC, VTA, and Caltrans, including what would actually be required to develop a comparable road diet alternative and whether it would affect construction timing, grant compliance, construction authorization, or project delivery. In March 2025 correspondence regarding OBAG 3 project flexibility, MTC staff advised that “the OBAG 3 deadline should not prevent the City from re-evaluating and/or modifying the project design to address public input.” Staff should clarify whether that flexibility still applies to Middlefield at this stage of project delivery.

### **2. Evaluate a Middlefield road diet as part of the current resurfacing project.**

Evaluate whether a road diet can be implemented as part of the current resurfacing project using striping, lane narrowing, modular curb separation, and other low-construction treatments. The near-term ask is not full reconstruction; it is to establish safer street geometry now. If a safer lane reallocation is geometrically feasible, Middlefield should not simply be repaved and restriped in the existing four-lane configuration for another 5–10 years unless the City has transparently compared the full tradeoffs, including safety, walking and biking comfort, transit access, shade opportunities, green infrastructure, VMT, vehicle delay, and consistency with adopted City goals.

### 3. Create a Green Complete Streets screening checklist for future projects.

Create a standard checklist or screening memo for resurfacing, paving, and capital projects so major Green Complete Streets opportunities are identified early. The checklist should cover lane allocation and geometry, including lane narrowing and 10-foot vehicle lanes where appropriate; safety and mobility, including safer intersections, bikeway protection, and pedestrian comfort; transit access, bus operations, and future transit suitability; green infrastructure and climate resilience, including shade trees, canopy shade, green stormwater infrastructure, and heat safety; and implementation tradeoffs, including equity, parking and curb-space tradeoffs, VMT, and consistency with adopted City goals.

Vehicle delay, queuing, and Level of Service should not be the sole basis for rejecting a road diet or lane reallocation. The checklist should provide a balanced early screening of tradeoffs so BPAC, CTC, Council, and the public can evaluate alternatives against the City's adopted goals and provide meaningful direction on which design should move forward.

### 4. Improve project sequencing and public input.

For future Complete Streets projects, traffic analysis should be completed early enough to inform conceptual design. Where a road diet or lane reallocation is a foreseeable option, staff should either complete the analysis before advancing a preferred design or carry both alternatives forward in parallel until BPAC, CTC, Council, and public feedback can be reviewed.

Staff should clearly identify which decisions are still open, what constraints apply, and what feedback can realistically shape the project. Public outreach should present meaningful design alternatives early enough for community feedback to inform actionable project choices, rather than coming after a preferred design direction has already narrowed the options.

### 5. Add a Quick-Build Program and a Green Complete Streets Program to the ATP.

Mountain View should add two linked implementation tools to the Active Transportation Plan:

- **Quick-Build Program** to identify corridors where low-cost, near-term safety improvements can be delivered through resurfacing, striping, lane narrowing, road diets, modular materials, crossing improvements, and quick-build protection. Where feasible, quick-build projects should establish buffer space that can later be converted into multi-benefit green infrastructure, such as street trees, landscaped buffers, shade, and green stormwater infrastructure.
- **Green Complete Streets Program** as a companion and follow-up to the **Quick-Build Program** to identify corridors where quick-build or resurfacing improvements should be followed by permanent reconstruction, including street trees, landscaped buffers, shade, curb changes, permanent bikeway protection, safer intersections and crossings, and green stormwater infrastructure.

The follow-up list should not be a vague placeholder. It should be publicly tracked, prioritized for funding, and reported through the ATP, CIP, and other transparent project delivery processes.

At minimum, the follow-up list should include the following projects: California Street Green Complete Streets, Moffett Boulevard Green Complete Streets, and Middlefield Road Green Complete Streets.

## Why this matters

These requests are intended to make the process more efficient, not more burdensome. They would also give staff clearer direction earlier, when alternatives are easier and less costly to evaluate. A clearer project development process, paired with linked Quick-Build and Green Complete Streets programs and a specific reconstruction follow-up list, would help avoid late-stage redesign risk, schedule pressure, unclear tradeoffs, staff and community frustration, and repeated project-by-project conflict.

The City's own [Active Transportation Plan Existing Conditions and Needs Summary](#) and [Biodiversity and Urban Forest Plan](#) support this approach. They describe Green Streets as the integration of active transportation, biodiversity, and green infrastructure; identify protected bikeway buffers as opportunities for trees, vegetation, and bioswales; and describe the future active transportation network as one that should double as corridors of shade, habitat and public open space.

Middlefield Road is exactly the kind of corridor where Mountain View's Complete Streets, urban forest, biodiversity, safety, transit, housing, and climate goals should come together as a Green Complete Streets. If the City wants greener, safer, more comfortable streets, the project development process needs to give those outcomes a real chance to shape the design.

Thank you for your consideration.

Sincerely  
April Webster  
Bruce England  
IdaRose Sylvester  
Tracy Ferea, PhD

cc:

Jennifer Ng, Public Works Director  
Allison Boyer, Assistant Public Works Director  
John Marchant, Community Services Director  
Brenda Sylvia, Assistant Community Services Director  
Edward Arango, Interim Public Works Director  
Robert Gonzales, Principal Civil Engineer  
Kimbra McCarthy, City Manager  
Heather Glaser, City Clerk

### **About Mountain View Coalition for Sustainable Planning**

The Mountain View Coalition for Sustainable Planning is a local volunteer-based organization dedicated to making Mountain View as beautiful, economically healthy, transit, bicycle, and pedestrian accessible, and affordable as possible. MVCSP member interest and expertise covers areas such as housing, transportation, the environment, the economy, and beyond!

For more information, see <http://www.mvcsp.org>. To contact us, send email to [mvcsp.info@gmail.com](mailto:mvcsp.info@gmail.com).

### **About GreenSpacesMV**

GreenSpacesMV is made up of volunteer members who are primarily residents of Mountain View and are, therefore, direct stakeholders affected by what happens in our city. Our focus is on biodiversity, native, drought-tolerant, and pollinator-friendly landscaping, green complete streets, parks and other open spaces, including privately owned, publicly accessible (or POPA) park spaces, and so on. For more information, see <https://www.facebook.com/GreenSpacesMV>. To contact us, send email to [GreenSpacesMV.info@gmail.com](mailto:GreenSpacesMV.info@gmail.com).