



June 18, 2013

To: Mountain View City Councilmembers

Dear Mayor Inks and Mountain View City Councilmembers,

The Mountain View Coalition for Sustainable Planning (MVCSP) appreciates the opportunity to provide comments on the proposed residential development at 100 Moffett Boulevard.

We have reviewed the site plan and support the FAR at this location since the project is adjacent to the city's best transit service and downtown's many services, making it truly possible to live car-free. We support replacing the Stierlin onramp with a bicycle and pedestrian paseo, and we applaud council, staff, and Prometheus for recognizing this site as a key opportunity to establish the first high-quality active transportation link from the transit center to neighborhoods such as Monta Loma and beyond North Bayshore.

However, we are dismayed by the Moffett Boulevard widening proposal, which will further degrade the quality and safety of bicycle and pedestrian access to downtown and the Transit Center. The role of the Central/Moffett intersection must shift to provide more bicycle and pedestrian friendly access to downtown and the transit center if the City is to meet its transportation goals for North Bayshore and our overall sustainability goals.

Road widening conflicts with these goals since it decreases safety and further interrupts bicycle and pedestrian connectivity to the transit center. While the staff report claims that the widening will improve safety with the removal of the "slip lane," the proposed wide curb radius will still permit drivers to speed around the corner in conjunction with the pedestrian crossing phase. The extra pavement sends a message to people walking or biking that driving still is prioritized, even at the city's primary bicycle and pedestrian access point to downtown and the transit center.

The road widening proposal also represents a significant community benefit that is dedicated to automobile travel while the bicycle and pedestrian connectivity from the cycle track to the transit center remains undefined. The widening will likely cost at least \$100,000 given signal conduit replacement and roadway regrading. Investments at this intersection should prioritize bicycle and pedestrian access by reduce crossing distance, provide clear, seamless connections to the transit center, and make the intersection less of an overall barrier.

Recognizing that the widening proposal stems from opposition to the closure of the Stierlin onramp, we would like to offer a solution that would utilize the existing roadway footprint, but first we must recognize that two existing or planned interventions will either improve or already provide easy cross-expressway auto access:

1. Shoreline Boulevard provides a major Grade Separated, free-flowing ramp connection to Central Expressway ¼ mile away (LOS A and B according to the Staff Report), which can accommodate trips diverted from the Stierlin ramp closure.

2. Caltrain's signal modernization program will reduce delay at the intersection and has been fully funded, is undergoing final planning, and will be online in 2015. The staff report does not consider this variable.

Should the need for a turn lane arise, please consider the following in lieu of road widening:

1. Convert one of the existing through lanes on Moffett to a dedicated right turn lane.
2. If the signal system is modified, provide a dedicated pedestrian crossing phase across central expressway, separate from cars turning right from Moffett.
3. A bike lane could fit with the existing lane configuration and should be striped if the through lane is converted to a turn lane.

Thank you for the opportunity to comment.

Sincerely,



Deb Henigson
for the Mountain View Coalition for Sustainable Planning

CC City Staff: Rebecca Shapiro, Peter Gilli, Randy Tsuda