

## THE CENTRAL NEIGHBORHOOD AREA MEETING REPORT

Responses to Issues Raised at the May 16, 2013  
Council Neighborhood Committee Meeting

Presented below are the City's responses to various issues and concerns raised at the May 16, 2013 Council Neighborhood Committee meeting with the Central Neighborhood Area. If you have further questions about any of the following responses, please contact the responsible Department at the phone numbers noted below. General questions can be directed to Linda Lauzze, the City's Administrative and Neighborhood Services Manager, at (650) 903-6379.

### **CITY ATTORNEY'S OFFICE – (650) 903-6303**

1. *My neighbor is not keeping up his property. What can I do to keep it from becoming blighted?*

When you have concerns that a neighborhood property may be considered blight, or is not being kept up, please call Code Enforcement at (650) 526-7713. Staff can educate the property owner about possible code violations on their property.

2. *It is great to see neighbors investing in their homes with remodeling projects. However, at some locations the "temporary" PODS and port-a-potties have been in place for nearly two years. Is there a time limit or restriction on these driveway eye-sores?*

PODs and port-a-potties are allowed on a property which is being remodeled, if the property owner has an open Building Permit. When the Building Permit is signed as complete or final, any POD or port-a-potty should be removed from the property. If they are not removed, please call Code Enforcement at (650) 526-7713.

3. *Are there any limits on how much rents can increase each year?*

The City of Mountain View does not have a rent control ordinance limiting rent increases.

### **COMMUNITY DEVELOPMENT DEPARTMENT – (650) 903-6306**

1. *If we are trying to keep our neighborhood up to the present housing and landscaping, why was the enormous "modern" house built on Paul Avenue? Does not fit into neighborhood at all.*

The City of Mountain View does not have design review for new homes in the R1 District. New construction must meet size, height and setback regulations, but there are no requirements for architectural style.

- 2. The parking lot on the east side of the 200 block of View Street is designated as parking for Post Office employees. No one parks there currently. On Sundays, Farmers' Market shoppers were parking there since postal employees do not work Sundays. But signs targeting the market shoppers were posted at the driveway entrance saying "no parking Sundays between 1:00 a.m. and 2:00 p.m.". Why isn't this lot available to mitigate downtown parking needs – especially since it lies vacant?*

Staff recently inquired with the U.S. Postal Service about the feasibility of utilizing their downtown parking lot on the weekends for event parking, such as during the farmer's market or other downtown special events. Although the USPS remains interested in partnerships, particularly when such uses might generate some revenue for them, they have security policies and concerns for this location because it is adjacent to their loading dock area. Therefore, they are not able at this time to consider opening this lot for other uses.

- 3. Since the low-income housing project took away 120 parking spots at Evelyn Avenue near the Police station, parking and traffic have become a big problem near Castro Street. Please think twice before giving away good City parking or other land to developers.*

The City is aware that parking has become more impacted in the Downtown Area and is currently exploring ways to provide additional parking or make existing parking areas more efficient. The property you reference is not within the Downtown Parking District and was being used as a temporary parking lot until it could be developed.

- 4. Rumor has it that Saint Joseph's Church property will be developed (not touching the church) with mixed-use development. True or False? Thanks.*

Saint Joseph's Church has indicated interest to develop their parking lot along Castro Street in the future. No application has been received by the City to date which would provide more specifics on their proposal. The project would need to conform to the Downtown Precise Plan and require development review permits which would be decided on by the City Council.

- 5. Will Google be occupying the old "Publishing Company" property on Villa Street? It appears the property is being vacated. Thanks.*

Google purchased the property, but has not shared any plans about their use or development ideas for the site at this time.

6. *Has any thought been given to moving the Milk Pail and other small business to old Safeway site?*

The Milk Pail owner has been in discussions with City staff about several options, including staying at the current location, moving into a location that the San Antonio Center developer has designed for a potential market, or other locations in the area. Barron Park Supply moved to a location on El Camino Real.

7. *Any thoughts on whether the Council is willing to prevent big powerful greedy developers from driving small local businesses out of business, such as the Milk Pail Market, Rose Market, and Barron Park Plumbing? Will these businesses be able to make in in their new location?*

The retention of small local businesses is an important issue to the City. As part of redevelopment projects City Staff works with developers to try and keep existing tenants in the new project and if not feasible, works with the tenants on findings a new suitable location for their business within Mountain View.

8. *When City Council reviews/approves a project (office, housing projects, precise plans) what are the criteria for voting/approval of each of these projects?*

Council reviews projects through the public hearing process based on the projects conformance with the City's rules and regulations, design and compatibility of the new project with the existing community, staff's recommendation, and public input. Council weighs and balances all of these items to come to a decision on each project individually.

9. *Does the City have an ordinance that limits the ratio of house footprint to lot size and hardscape? This can prevent severe heat gain from too much concrete and black roofs.*

Mountain View has a maximum floor area ratio coverage requirement for homes which limits the total square footage of homes based on a percentage of the lot size. A minimum of fifty percent of the required front yard area is also required to be non-paved, landscaped area.

10. *Please put new projects drawing and use descriptions on City website. We often find out about things after they are approved.*

A list of private development projects and long range projects that the Planning Division is working on is available on the City's website at the following location: [www.mountainview.gov/planning](http://www.mountainview.gov/planning). The list is updated monthly and will begin to incorporate images for some of the projects.

11. *I am concerned about safety around the YMCA. Will fencing be added to the area to keep intruders out and children from wandering off school grounds?*

Comments or concerns regarding fencing for individual school sites that include the YMCA after school care program should be addressed directly to the school to evaluate the safety features in place.

12. *When considering new residential and commercial projects, what is the City doing to insure that bicycle and pedestrian mobility is protected?*

As part of each application City staff reviews plans to ensure that both on-site and off-site mobility is adequate and if there are opportunities to improve connections, such as through-block connections where they currently do not exist. Bike lanes or enough land to accommodate future bike lanes along the street frontage are also reviewed with development applications to ensure that the City's long-term bike connection routes can be installed.

13. *Are there development plans for the southwest corner of Castro Street & El Camino Real? (I heard that a liquor store was in this location, but it burned down 7 years ago).*

In April 2013, Council authorized a Gatekeeper request for a mixed use, high density apartment proposal. The project includes a request to sell the adjacent City parking lot to the developer. A formal application for 175 apartment units and 10,000 square feet of retail space in three four-story buildings was received on August 1. The applicant is working with existing commercial tenants to incorporate them into the new project when it is constructed. EPC and Council study sessions are scheduled for fall 2013. A final Council hearing is anticipated by the end of 2014 at the earliest.

14. *Can you please share with us the holistic City development plan?*

The City's holistic development plan is the General Plan which was comprehensively updated in July 2013. The 2030 General Plan is the guiding document for the City's physical development and preservation. It includes goals, policies and graphics that convey a long-term vision and guide local decision-making to achieve that vision. The General Plan is the foundation for zoning regulations, subdivisions and public works plans. It also addresses other issues related to the City's physical environment, such as noise and safety. A link to the General Plan is available at [www.mountainview.gov/planning](http://www.mountainview.gov/planning).

15. *When will the Evelyn Avenue Corridor Precise Plan be rewritten? How can we ensure that the neighborhood has a say in the rewriting of this plan.*

There are currently no plans to re-write the Evelyn Avenue Corridor Precise Plan. Most of the plan area has already been built-out. Any future revisions to the plan would include public outreach and public hearings.

16. *Is there a plan to redevelop the small business area on the corner of Church Street and Calderon Avenue? (The location of El Calderon restaurant).*

The City has not received any information from the shopping center owner indicating they intend to redevelop.

17. *When evaluating residential developments how much does Council pay attention to the planned rental rates?*

Since the City does not have rent control, future rental rates are not a consideration in the review of development applications for residential projects.

18. *We are doing a lot of building. What are we doing to deal with the increased traffic?*

Traffic and circulation is reviewed with each development application. If traffic is increased with a development application to a level that will exceed City and County thresholds, then roadway improvements are required.

19. *What is being done to examine the aggregate traffic and pedestrian safety effects of multiple projects? One new development may be okay – but three may create problems. Is this being considered?*

As part of the traffic and circulation review for each development application, future projects as well as approved projects that have not been constructed are added to the existing traffic volumes in an effort to forecast impacts from an individual project in relation to other projects that have not been constructed yet.

20. *San Antonio Center*

- *What is your vision for the future of San Antonio Shopping Center? How much can we upgrade the center without seriously impacting the traffic?* The City is currently working on an updated Precise Plan for the San Antonio area. A visioning process was conducted in late 2012 and will form the basis for the regulations for the future precise plan.
- *San Antonio Shopping Center is crowded enough. A cinema and hotel will cause horrific parking problems.* On July 30, Merlone Geier Partners submitted revised draft plans for their proposal Phase II development at the San Antonio Center. The plans are available for download at [www.mountainview.gov/planning](http://www.mountainview.gov/planning). The project is in the development review process and future meetings and public hearings will be held regarding the project.

**COMMUNITY SERVICES DEPARTMENT – (650) 903-6331**

1. *It seems that city park lawns are overwatered, turning them to marshy, muddy messes that waste water. Can we review the watering of the parks?*

Thank you for the interest in our parks and water conservation. Staff adjusts watering schedules weekly following evapotranspiration information from local weather stations so only the water needed is used. Occasionally, there may be problems with broken sprinkler heads, malfunctioning valves or controllers. If the public notices an area of turf that is too wet, we would like to know so it can be corrected. The Parks Division can be contacted at (650) 903-6326 or by email at [parks@mountainview.gov](mailto:parks@mountainview.gov) or on the City of Mountain View website through ASK Mountain View.

2. *Can the City provide hours at Landels School for dogs to run without leashes?*

Dogs are currently not permitted off leash in any City park, other than the Dog Park located on Shoreline Boulevard. Exceptions are made for dog training purposes only with an approved permit through the City's Recreation Division. Training areas are provided at Rengstorff and Cuesta Parks. Over the next year, the Community Services Department staff will be holding public meetings to discuss whether off leash areas should be offered in City parks during specific times. Any new policy regarding changes to the existing off leash regulations will need review and approval by both the Parks and Recreation Commission and the City Council.

3. *With all the new residential projects, how are you planning more parks and recreation space?*

The City of Mountain View is currently in the process of updating the City's Parks and Open Space Plan which provides a comprehensive review of open space needs for the City and offers both a long-range vision and an evaluation of current needs. Each planning area is evaluated based on population, residential density, major traffic barriers, and amount of existing open space. Based on these factors, the Central Planning neighborhood has been identified as one of the planning areas in need of additional open space. The City's Real Property Manager has been working with our Community Services Department to identify parcels that have become or will become vacant for possible acquisition. The City will continue to monitor the market and look for open space opportunities. Staff is also looking at extending current trail systems to connect neighborhoods and provide a safe path to existing open space.

16. *Immigrant House:*

- *Please tell us about Immigrant House. Will the City place it on park land and work with the community to restore it, as a monument to the courage and contributions of Mountain View's immigrants past and present?*

The City Council considered the relocation of the Immigrant House to a recently acquired property at 771 N. Rengstorff Avenue at their meeting on September 24, 2013. At this meeting, the Council decided to use this 1.22-acre property as a park and confirmed their interest in moving the Immigrant House to this site.

- *What can the City do to help preserve the Immigrant House?*

At the May 21, 2013 City Council meeting, Council approved the potential use of the Immigrant House as a historic static display and directed staff to provide design services and project oversight with the community conducting private fundraising for donations of material and labor.

**POLICE DEPARTMENT – (650) 903-6350**

1. *Could the Police Department provide guidance/advice on residential safety? We asked and were told no staff was available for that.*

We are more than happy to provide best practice when it comes to residential and vehicle safety. You can find a lot of great information on our blog here: <http://mountainviewpoliceblog.com/>. We really encourage residents to sign-up for our blog notifications to stay informed about what is happening in their neighborhood and city.

Here are some great examples specifically around residential safety:

<http://mountainviewpoliceblog.com/category/crime-prevention/>. MVPD also has a unit specifically designated for community outreach, which you can learn more about here: <http://mountainviewpoliceblog.com/2013/07/05/community-action-and-information-unit-outreach/>.

2. *Any plans for enhanced speed enforcements on Villa Street (between Shoreline Boulevard and Castro Street)? Stop signs are being ignored with impunity.*

While we are always happy to take a look at hotspots, we are focused on all issues of public safety via traffic enforcement throughout Mountain View. This specific intersection is close to the Police Department so it makes it easier to see/cite violators.

Our traffic unit routinely conducts directed patrols throughout Mountain View. We recently held several traffic operations (combined with a pedestrian decoy) targeting four different areas in Mountain View just last week. You can read more about these operations either on [Twitter](#) and/or Facebook (see additional links below).

3. *What specific things are you doing to address pedestrian fatalities?*

The Mountain View Police Department has been working to improve bicycle and pedestrian safety and has conducted several decoy operations targeting vehicles that do not yield to pedestrians at intersections and in crosswalks. California law requires drivers to yield to pedestrians in a crosswalk.

Pedestrian safety is a serious issue. The California Drivers Handbook says the following about pedestrians and crosswalks: In California, pedestrian deaths occur in approximately 19 percent of all traffic fatalities. Drive cautiously when pedestrians are near because they may suddenly cross your path. Pedestrians may be at risk walking near hybrid and electric vehicles because these vehicles are virtually silent while operating. Use extra caution when driving near pedestrians.

- Respect the right-of-way of pedestrians. Always stop for any pedestrian crossing at corners or other crosswalks, even if the crosswalk is in the middle of the block, at corners with or without traffic lights, whether or not the crosswalks are marked by painted lines.
- Do not pass a vehicle that has stopped at a crosswalk. A pedestrian you cannot see may be crossing the street. Stop, then proceed when all pedestrians have crossed the street.
- Do not drive on a sidewalk, except to cross it to enter or exit a driveway or alley. When crossing, yield to all pedestrians.
- Do not stop in a crosswalk. You will place pedestrians in danger.
- Remember, if a pedestrian makes eye contact with you, he or she is ready to cross the street. Yield to the pedestrian.
- Allow older pedestrians, disabled pedestrians and pedestrians with young children sufficient time to cross the street.

A crosswalk is the part of the roadway set aside for pedestrian traffic. Most intersections have a pedestrian crosswalk whether or not lines are painted on the street. Most crosswalks are located at corners, but they can also be located in the

middle of the block. Before turning a corner, watch for people about to cross the street. Pedestrians have the right-of-way in marked or unmarked crosswalks.

Crosswalks are often marked with white lines. Yellow crosswalk lines may be painted at school crossings. Most often, crosswalks in residential areas are not marked. Some crosswalks have flashing lights to warn you that pedestrians may be crossing. Look for pedestrians and be prepared to stop, whether or not the lights are flashing.

You can find more information in the following efforts about our continued efforts in the above areas at these locations:

Blog <http://mountainviewpoliceblog.com/>

Facebook <https://www.facebook.com/mountainviewpolicedepartment>

Twitter <https://twitter.com/MountainViewPD>

Nextdoor [https://mountainviewpd.nextdoor.com/news\\_feed/](https://mountainviewpd.nextdoor.com/news_feed/)

Nixle <http://nixle.com/mountain-view-police-department/>

Google+

<https://plus.google.com/u/0/b/101759846165438748131/101759846165438748131/about>

### **PUBLIC WORKS DEPARTMENT – (650) 903-6311**

1. *Are there any plans/possibility of adding a composting bin to our weekly garbage service as our neighboring communities have done?*

Not currently, as the cost to process yard trimmings with food scraps is significantly higher than to do so without, and the estimated diversion from such a program is fairly low. A pilot to test methods of collecting food scraps from residents separate from the yard trimmings is currently being designed to take place in 2014. A pilot neighborhood has not yet been chosen. The results of the pilot will determine whether the program is offered to all residents. In addition, the City is evaluating methods to increase existing recovery of compostable food and paper at the SMaRT Station®, where all Mountain View waste is processed prior to being taken to a landfill.

2. *Regarding water/utility pricing: To encourage lower water usage, wouldn't it be useful to tie sewer rates to water usage? Also, as I just found out, if you had a break in your water main, you only get a discount on your bill if you used 750 units. This punishes people who normally have low water usage. Other cities use the average water use over the same time to determine what part of your bill is getting discounted. Mine is 10 times my normal bill and I will not get any break on the bill.*

Wastewater rates for Mountain View's commercial and other non-residential customers are based on water usage. The City recently conducted a water and wastewater rate study, which considered implementing a volume-based wastewater rate for residential customers as well. Ultimately the study recommended the City maintain its current flat wastewater rate structure for residential customers, and this recommendation was approved by Council as part of the FY 2013/14 budget. Mountain View's residential wastewater rates are among the lowest of neighboring Bay Area agencies, over half of which also use flat rates for their residential wastewater customers.

Mountain View's residential water rates encourage water conservation through an "inclining block" structure, with three tiers of increasing price per unit of water use. This structure encourages water conservation by charging less for low levels of water use. Sometimes customers receive an abnormally high water bill due to increased water use resulting from a leak. In the case of an extraordinarily large leak (e.g., when water use occurs in all three rate tiers) and where the customer requests assistance and can verify that the leak has been fixed, the City will adjust the bill by charging all third tier water use at the second tier rate. For a single family residential customer, the third rate tier begins at 50 units. Note that 1 unit is equal to approximately 750 gallons. Such an adjustment is granted only once every three years for a customer, and requires that subsequent water use return to a normal level.

The City's water bill adjustment policy (outlined in Mountain View's City Code section 35.27.1) supports the City's water conservation pricing structure, while acknowledging that assistance is appropriate in extraordinary circumstances. If you did not qualify for a rate adjustment, it is because you are already being billed at the Tier 1 and Tier 2 rates and do not have any water use in the third tier to be adjusted downward. The third tier threshold is independent of your normal water use, so the policy neither rewards nor penalizes customers who normally have low water usage. If you are having difficulty paying your water bill, please contact the Finance Department at (650) 903-6317 to discuss payment options.

- 3. Is it possible to extend the red curb paint on Evelyn Avenue at the "S" curve heading eastward until the bike path is a full car width from the curb? Cars/trucks are parking at the point where the bike path is still close to curb, blocking the path and making it difficult for drivers veered left from the Evelyn Avenue 500 block to the Evelyn Avenue 400 block.*

The red curb has been extended for about 50 feet. The work was completed on June 3, 2013.

4. *The Rengstorff Avenue exit and on-ramp to Highway 101 is very tight. Is there any way to make more room?*

Caltrans is constructing auxiliary lanes along portions of Hwy 101. This has caused adjustments to existing traffic lanes and ramps as they complete improvements. Since the CNC meeting the construction barriers have been adjusted again, so the lanes are not as tight as they were at that time. We have forwarded this concern to Caltrans, so they are aware and are taking it into consideration as they continue construction.

5. *We are doing a lot of building. What are we doing to deal with the increased traffic?*

All new projects are required to address the environmental impacts caused by the project under the California Environmental Quality Act (CEQA). As part of the CEQA process, projects are required to address potential impacts of the project on traffic and circulation and mitigate the impacts if needed. CEQA requires the aggregate impacts of all approved, but not constructed, projects to be considered. The City is also looking at Transportation Demand Management (TDM) for large development projects. TDM measures are intended to encourage the use of alternative modes of transportation such as walking, biking, public transit and telecommuting.

6. *What is being done to examine the aggregate traffic and pedestrian safety effects of multiple projects? One new development may be okay – but three may create problems. Is this being considered?*

See question #5.

7. *In light of recent development in Downtown, is there any plan for a traffic study on Villa Street between Shoreline Boulevard and Castro Street? Especially between Shoreline Boulevard and Franklin Street as there is not a stop sign at Villa and Oak Streets. I would like to see more enhanced traffic speed enforcement on Villa Street between Shoreline Boulevard and Castro Street.*

See question #5. There is no current plan to study Villa Street. All new private development projects are required to look at street and intersection capacity in the vicinity of the project and mitigate the impact of traffic generated by the project. Recent projects in the downtown area have looked at Villa Street. There is no capacity issue on Villa Street. Your concern about speeding has been passed on to the Police Department which will schedule speed enforcement as time and resources allow.

8. *The visibility at the Oak and Dana Streets intersection is limited and crossing Oak Street feels dangerous. Can we look at a four-way stop, instead of a two-way or increase the red curb length?*

Red curbs have been painted at this intersection to increase visibility. Work was completed on July 22, 2013. The City uses specific criteria to evaluate intersections for stop signs as the use of excessive stop signs can increase congestion with little or no improvement to safety. Over-use of stop signs can also lead to reduced compliance with stop signs, which can actually decrease safety. This intersection does not meet the criteria for a stop sign, so one is not recommended.

9. *The on-ramp from El Camino Real to Highway 85 is so sharp, large trucks have a difficult time making the turn and run over the edge of the sidewalks.*

El Camino Real at Hwy 85 is a Caltrans facility. It is our understanding that the tight radius was installed to require drivers to slow down to improve safety at the pedestrian crossing. We have noted that the existing curb return is damaged. We will notify Caltrans so they can schedule repairs.

10. *Bicycle/Pedestrian Safety:*

- *There were two tragic pedestrian fatalities on California Street in the last year. What is the most dramatic alteration that the City is considering to improve the pedestrian safety and reduce the risk of future tragedies?*

The City recently made several relatively minor improvements, including adding red curbs at the intersections to improve visibility and increasing the wattage of street lights at intersections. The traffic signal at California Street and Escuela Avenue has been upgraded and protective left turns have been added to improve pedestrian safety.

In terms of more significant improvements, the City Council recently funded a study of California Street review alternatives to continue to improve pedestrian and bicycle safety along the corridor. This study will evaluate both the feasibility of additional pedestrian and bicycle improvements while maintaining the existing four lanes of traffic and eliminating one lane of traffic in each direction.

- *There was one death and several injuries of pedestrians crossing Shoreline Boulevard in the last two years. What is being done to improve safety?*

The City is planning to install warning lights at the three uncontrolled pedestrian crossings on Shoreline Boulevard near the downtown area.

- *I would love for the Council to work on improving bicycle and pedestrian access around downtown Mountain View. Two specific points: 1) a stop sign at Mercy and Bush Streets near the park – it is scary darting across Bush Street; and 2) bicycle access to my employer (Google). The only way to address the terrible traffic to Google is to think about alternative transport. (Permanente Creek ↔ Middlefield Road?)*

Staff will collect pedestrian and traffic data at the intersection of Mercy Street and Bush Street once the schools start. We will use the data to look at improvement options at this intersection including installation of a 4-way stop. Also see next response.

- *What can the City do to improve bicycle and pedestrian safety in our neighborhood? Too many people have been hurt and killed.*

One of the three major goals adopted by the City Council for Fiscal Year 2013-14 is improving pedestrian/bicycle mobility and safety.

The City's commitment to improving pedestrian/bicycle mobility and safety is evidenced by the significant number of pedestrian and bicycle mobility and safety projects approved as part of the City's Fiscal Year 2013-14 Capital Improvement Program (CIP). Ten of the 26 new approved projects are aimed at improving the pedestrian and bicycle environments in our community. These projects total more than \$4 million in funding and include:

- Safe Routes to Schools Education Program to encourage K-12 students in all public and private schools in Mountain View (and Los Altos High School) to bike or walk safely to school.
- Modifications to Castro Street between El Camino Real and Miramonte Avenue to improve bike and pedestrian safety by reducing the number of vehicle lanes on Castro Street, adding bicycle lanes, adding high-visibility crosswalks, installing curb bulb-outs to reduce crossing distances for pedestrians, and other improvements.
- Improvements to the Permanente Creek Trail crossings at Charleston Road and Amphitheatre Parkway to improve bicycle and pedestrian safety.
- Designing a new pedestrian undercrossing on Ellis Street below Highway 101 to improve pedestrian access between the North Whisman Area and the NASA Ames Bayshore Light Rail Station.

- A project to install low-cost, quickly implementable pedestrian and bicycle safety improvements to address now/emerging safety concerns in the community.
- A feasibility study to review options to improve the pedestrian and bicycle environment along and across California Street, including the possible narrowing or elimination of vehicle lanes, increase areas for bicyclists, curb bulb outs to reduce crossing distances for pedestrians, and improved lighting and signage.
- An update of the City's Bicycle Transportation Plan.
- Studying the feasibility of an integrated pedestrian, bicycle and transit facility in the Shoreline Boulevard corridor between the Downtown Transit Center and the North Bayshore Area, including the possible construction of an additional bridge connection over Highway 101, a cycletrack, and improved connections to other transit services in the City (i.e., current bus service along El Camino Real).
- The installation of new bicycle racks in the City's downtown area.
- A project to install flashing beacon lights at three pedestrian crosswalk locations on South Shoreline Boulevard (High School Way, Mercy Street, and one other major crosswalk to be determined).

Additional information regarding these projects is available by contacting the Public Works Department at [public.works@mountainview.gov](mailto:public.works@mountainview.gov) or (650) 903-6311.

Also, last winter the Mountain View Police Department launched a new program called Operation TRAFFIC (Together Raising Awareness for Fewer Injuries and Collisions) aimed at ensuring safe roadways for pedestrians, bicyclists and drivers, including motorcyclists through directed enforcement and education. The Police Department is also continuing to work closely with the Public Works Department to evaluate traffic calming measures, short- and long-term modifications to roadways, and traffic accident data in order to prioritize improvements.

Additional information regarding Operation TRAFFIC is available on the Police Department's Facebook page at [www.facebook.com/mountainviewpolicedepartment](https://www.facebook.com/mountainviewpolicedepartment) or their website at [www.mvdpd.gov](http://www.mvdpd.gov).

11. *Public Library lights stay on at night. This wastes energy – why?*

The lights are on periodically at night because that is when the janitors are cleaning the facility. They are turned off when they leave.

12. *What is the status of dedicated bus lanes on El Camino Real? Cities in Europe have these working well on streets much narrower than here.*

See response to question #15.

13. *Are there any plans to have public transport (e.g. small electric buses) running north and south between El Camino Real and the train/light rail stations – and even farther south towards Foothill? These might be good for increasing the use of trains and cutting down on car travel.*

The Valley Transportation Authority's (VTA's) Routes 51 and 52 currently provide weekday service between El Camino Real and the Downtown Transit Center. Both routes also have stops at/near Foothill Expressway.

Making additional improvements to connections to and from the Transit Center and other transit services in the City (i.e., current bus service along El Camino Real) will be studied as part of the feasibility study currently underway for an integrated pedestrian, bicycle and transit facility in the Shoreline Boulevard corridor between the Downtown Transit Center and the North Bayshore Area.

Contact the Public Works Department at (650) 903-6311 for more information.

14. *Caltrans wiped out so many trees and wildlife habitat. People have commented there is much less wildlife in the area. Are there any plans to replace the loss of wildlife habitat?*

This is related to the Highway 101 Auxiliary Lane project. Caltrans did remove many trees to make room for the additional lanes. Although some of the landscaping may be replaced, in many locations there will no longer be room for landscaping between the highway and frontage roads.

15. *Bus Rapid Transit on El Camino Real:*

- *What is Council position on the two bus lane project on El Camino Real? What is the status of this issue?*
- *The Valley Transportation Agency (VTA) wants to implement a Bus Rapid Transit (BRT) project along El Camino Real. Has the City considered removing curb parking*

*7:00 a.m. to 7:00 p.m. to keep three traffic lanes during peak hours for cars instead of having only two lanes as the plan was presented in 2012? LINDA*

The Valley Transportation Authority's (VTA's) proposed Bus Rapid Transit (BRT) project along El Camino Real would upgrade existing 522 Rapid Bus service on El Camino Real to BRT status. This would convert two vehicle travel lanes on El Camino Real (one in each direction) to dedicated BRT lanes and improve bus stations serving the BRT service.

The VTA is currently conducting an environmental analysis for several alternatives for the BRT project. A draft environmental impact report (DEIR) is scheduled for public release in the spring/summer of 2014. At that time, City staff will review the DEIR for its potential impacts to the City of Mountain View and present comments on the DEIR to the City Council for review and approval. Look for updates on the City's website to learn when the DEIR will be discussed by the City Council and how you can provide your thoughts and comments to staff and the City Council.

Once a preferred project alternative is selected by the VTA Board of Directors, design work will begin in late 2014 and should be completed by fall 2016. Construction is scheduled to run from early 2017 to fall 2018, at which time service will begin.

Additional information regarding the VTA's BRT project is available on the VTA's website at <http://www.vta.org/brt/ecr/>.

16. *What can residents do to challenge the ruling of the Town Engineer? We have petitioned three times in ten years to get relief from speeding traffic. Pets (4) are dying and cars are being hit. 100% of residents on our street agreed to having "humps" installed but we are denied. (Bush Street)*

See response to #17. Also, the CTC will examine options that could be implemented on streets that do not meet the NTMP criteria at their next meeting. For the CTC schedule, please contact Helen Kim, Transportation Planner, at [helen.kim@mountainview.gov](mailto:helen.kim@mountainview.gov) or call 650 903-6311.

17. *Residents along Bush Street near Mercy-Bush Park have three times petitioned, nearly unanimously, for traffic calming measures. Traffic studies have not met the threshold required by the city for any action, yet dangerous speeders still pass through this area. What steps can we take next?*

We have installed 25 mph speed limit signs on Bush Street and slow down signs on bright yellow sleeves mounted on the sign posts. In addition, we will reexamine the intersection of Mercy/Bush to see what other options could be installed to improve pedestrian safety at this intersection.

18. *When will the walkway along Shoreline Boulevard under Central Expressway be repaved so people walking along the hard top pathway do not trip and fall?*

Staff is researching if it will be allowable to repave this path as a maintenance project without having to completely reconstruct the path to current ADA standards. Since the CNC meeting, City maintenance crews have done some pavement grinding to smooth out the path.

19. *There are a lot of lights out at the Performing Arts Center. Also around the "pond" in the Plaza. How about fixing them?*

Facilities staff met with the reporting resident at the Performing Arts Center to identify the specific lights. Those "bulbs" that could be replaced have been. Certain lights will require the fixture to be replaced and staff is currently researching options to move forward with purchasing and installation.

20. *Old Mountain View Neighborhood*

- *How about more passive traffic calming measures in old Mountain View. Not enough police, too many crazy drivers, more residents in dense housing. So how about more speed bumps, humps, roundabouts to slow traffic down? This would equal more results.*

See response to all three bullet points below.

- *I live on Oak Street between Church and Mercy Streets in Old Mountain View.*

*First I would have to offer my strong concurrence about locating our historic Immigrant in historically appropriate settings along Shoreline Drive.*

*Second, I would like to make some comments about our ever-worsening traffic problems. I live where we get a lot of very fast cut-through traffic on a very narrow street with cars parked on both sides and lots of kids and dogs and cats. I am very concerned that with the ever-higher population density in the downtown area, with more and more apartments, condos, and offices in the area, traffic can only get worse. We have a lot of folks in Mountain View or who work in Mountain View, that clearly think their time is worth a lot more than anything else. On our little street, they are willing to take the chance of killing a small child to save 30 seconds of their time.*

*I don't think Mountain View has the Police or the resources to handle the traffic problems. We cannot afford to put a policeman on every block or at every traffic light, and I do not think the temporary spot enforcement measures that are the staple of traffic enforcement have any broad or long-lasting effect. We need different approach here to dealing with the traffic and safety problems (a pedestrian or bicycle/automobile accident more than once a week!) that will only continue to get worse with continuing high-density development in the Central Neighborhood area. We need a completely different approach here, and I would argue for a focus on passive traffic control measures that do not require extensive police labor and do not incur long-term costs for the City. How about a speed hump on every residential block, and a raised crosswalk at every intersection and 4-way stops or traffic circles everywhere? This would be a start on making Mountain View a much safer place to live, without making us into the first police state in California.*

The City has established a Neighborhood Traffic Management Program (NTMP) to address speeding on residential streets. We have found through this program that residents have mixed feeling about traffic calming in their neighborhood. There are benefits and downsides with implementation of certain traffic calming devices. The City's program allows the installation of these devices in a managed and controlled way with input from the most affected residents. Please contact Sayed Fakhry, City Traffic Engineer at 650-903-6311, if you have any questions about the NTMP process.

Stop signs are installed to assign right-of-way at intersections. Excessive number of stop signs where the need to control right-of-way is doubtful can create traffic congestion with little or no improvement to safety. Excessive use of stop signs also reduces the credibility of all stop signs, as motorists become frustrated and either speed up after the stop or run through it.

#### **GENERAL COMMENTS.**

1. *Yesterday my neighbors and I visited the low-income housing on Franklin Street and Evelyn Avenue and were very impressed the way it turned out. We would like to commend and congratulate the City departments for the job well done.*