



**MONTA LOMA/FARLEY/ROCK STREET
NEIGHBORHOOD AREA MEETING REPORT**

Responses to Comment Cards at the September 12, 2012
Council Neighborhoods Committee Meeting

Presented below are the City's responses to various issues and concerns raised at the September 12, 2012 Council Neighborhood Committee meeting with the Monta Loma/Farley/Rock Street 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.

COMMUNITY DEVELOPMENT DEPARTMENT - (650) 903-6306
CommunityDevelopment2@mountainview.gov

1. *Do you have any information about the Medical Center that has been rumored as possibly going into the Monta Loma Shopping Center? (It would occupy Ernie's Liquor Store and adjacent vacant space).*

Mayview Clinic withdrew their application to locate at the Monta Loma Shopping Center and is currently being considered for an office building at 900 Miramonte Avenue, near El Camino Real.

2. *The proposed development at 100 Moffett Boulevard, which extends across Stierlin Road into this neighborhood, is too large. It will have very negative impacts on traffic and lower property values in the neighborhood. Can this proposal be stopped or the size of the development drastically cut back to less than 50 units?*

The proposal is for a new 191-unit apartment project located on the west side of Moffett Boulevard and Stierlin Road between Central Expressway and Jackson Street. No action has been taken on the project and it is still going through the development review process. The project will probably not be going to the City Council for final consideration until the end of 2013. City staff urges the neighborhood to be involved in the process and provide feedback and comment as the project progresses.

3. *The City Council – please discuss the City’s long-rang (2030) plan for this part of town e.g. traffic? High density? Residential? Commercial? Park Space? Neighborhoods?*

The 2030 General Plan focused change in five change areas including the North Bayshore, East Whisman, El Camino Real, San Antonio and Moffett Boulevard. The Monta Loma/Farley/Rock Street area was not included as a change area, therefore, any proposed development in the area would need to meet the current rules in place. The City does not anticipate significant change in this area.

4. *The buildings in the first phase of the Merlone/Geier project seem really high and out-of-scale. Will the next phase be as tall?*

In December 2011, Council authorized a Gatekeeper request by Merlone Geier Partners (MGP) for the Phase II project that consisted of a mixed-use development with office, retail, and hotel uses on 9.9 acres in the San Antonio Shopping Center. MGP submitted revised plans in February 2013 for a mixed-use development consisting of office, retail, cinema and hotel, with reduced office area and building heights. A project EIR and General Plan Subsequent EIR will be necessary for the project. Council held a study session in April 2013. The project and traffic analysis will be brought to a second round of study sessions in the latter half of 2013.

5. *No rezoning at the Monta Loma Plaza please.*

The City does not have any proposals to re-zone the Monta Loma Plaza.

6. *Hi my name is Riley but you can call me Roo. Here is my question: how many people are in the neighborhood [Monta Loma]? And I would like to say thank you to everyone for coming. And this is a very beautiful neighborhood.*

There are about 1,000 homes in the Monta Loma neighborhood.

7. *Is there a plan to reclaim any space that NASA lists as surplus at AMES Research Center (i.e. Moffett Airfield, Hangar One or any other area on their site)?*

AMES Research Center and Moffett Field are federally owned and not within the City’s current municipal boundaries. The City has no plans to purchase or lease land that is currently federally owned on this site.

8. *The City Council policy only allows registered voters to participate or be appointed to City volunteer committees like Bicycle/Pedestrian Advisory Committee (BPAC), etc. Why is this so? There are some who want to participate but may not become registered voters for many years. Thanks.*

The Mountain View Municipal Code requires that persons appointed by the City Council to any board or commission be registered voters in Mountain View. To change this would require an amendment to the City Charter. To register to vote in Mountain View, a person must be a resident, a U.S. citizen and at least 18 years of age.

For those whose circumstance does not permit them to be registered voters yet, there are many ways they can still participate in the community and the decisions of the Mountain View City Council. When there are issues of concern, they can express their ideas and suggestions through emails or other correspondence to the City Council and/or attend City Council meetings to speak their viewpoints through public testimony. There are also non-governmental groups in Mountain View who do valuable volunteer work for the community that may be of interest to them. These kinds of experiences will give them insights that will be beneficial if they do apply for appointment to a board or commission in the future.

9. *Affordable Housing*

- *What is the number of Mountain View family units and single dweller units in the City for the working poor? The rents are going so high. How about rent control? What are other cities doing to address this housing need?*
- *There is mention of affordable housing, what about housing for those who are the working poor? They are part of the mosaic of Mountain View and in need of subsidized housing. Is the City doing anything to address this housing need?*

The City Council has been committed to creating housing opportunities for lower income households by creating programs that generate housing revenues, which are then used to build new affordable units. In Mountain View, local affordable housing funds are collected through Below Market Rate (BMR) In Lieu Fees, Housing Impact Fees, and Rental Housing Impact Fees. These fees are collected from new residential, commercial, office, and high tech development. Because of these programs, Mountain View is in a much better position than many other Santa Clara County cities that have limited housing funds due to the dissolution of redevelopment districts and reduced federal funding for affordable housing.

Mountain View's existing affordable housing includes 1,121 units in 11 complexes located throughout the City and two pending developments that total 76 units, for a total of about 1,200 affordable units. The City's affordable housing stock serves a range of lower-income households, primarily households earning up to 50 percent or 60 percent of the Area Median

Income (AMI). With the exception of senior developments, many of these are working households. The number of affordable units serving different populations is shown below.

Seniors	703
Families	298
Small Households	169
Special Needs	<u>27</u>
	1,197

The City also has seven BMR apartments and about 17 additional BMR apartments in the development review pipeline. These apartments are affordable to households earning between 50% and 80% AMI.

It is unusual for a City the size of Mountain View to have rent control programs. Thus far, the Council has decided not to study the feasibility of a rent control program in Mountain View.

COMMUNITY SERVICES DEPARTMENT - (650) 903-6331
CustomerService@mountainview.gov

1. *I am looking for a chin-up bar in Monta Loma Park.*

There are several considerations regarding installation of new equipment in a park. Is there a demonstrated community need, is there an appropriate location and is funding available? Because Monta Loma Park is on school district property any changes or new equipment must be discussed with the district. Staff recommends sending a written request to the Parks and Open Space Manager to start the process.

2. *There is limited access to Google Day Care facility after 6:30 p.m. and on weekends. Google refuses to unlock gates and turn off alarms. (Location: Theuerkauf School/Stevenson Park).*

Staff has been working with Google to resolve this issue. During the winter the gates are unlocked during the weekends and the play area is available for public use. Staff will meet with Google daycare staff in March to discuss opening the play area after 6:30 p.m. during the week.

3. *What about increasing our community gardens. We are in the Willowgate Garden and new members to the garden were on the waiting list for four years.*

The addition of another Community Garden has been a Council goal for many years. Work has been done by City staff to identify possible garden locations; however, a suitable site has not been located. The City will continue to look for and evaluate potential locations for an additional Community Garden.

4. *Are there volunteer opportunities that anyone at City government tracks, to make it easy to find programs to assist with volunteer time? Can you point to anything here in Mountain View area tracking such needs?*

Bill Mykytka, Volunteer Services Coordinator, may be contacted at (650)903-6607 for volunteer opportunities for the City of Mountain View and also for referral to other agencies.

5. *The trails are quite good North to South. We need improvements East to West. What is progress on connecting Mountain View east to businesses in Sunnyvale on Maude Avenue and west to Palo Alto?*

The City is part of a four-city working group, including Sunnyvale, which is looking at alignments for future extension to the Stevens Creek Trail. Some of these potential alignments do include bringing biking improvements to areas of Sunnyvale. The City of Sunnyvale is leading this effort and more information can be found at: <http://sunnyvale.ca.gov/Departments/PublicWorks/StevensCreekTrailJointCitiesFeasibilityStudy.aspx>. In addition, the Hetch-Hetchy right of way is being reviewed for potential trail alignments east to west through the City.

POLICE DEPARTMENT – (650) 903-6350

Police@mountainview.gov

1. *My car on Junction Avenue has been hit several times from Fresh and Easy. Also, they cross the double yellow lines. The store does not want to address the issue.*

The Traffic Team was made aware of the issue for potential enforcement. We will also include Traffic Engineers in an evaluation to see if there are physical solutions that are appropriate. The Traffic Sergeant made contact with the author of the question to discuss options and obtain more detail.

2. *Given the 3+ year pattern of daytime home B & Es, can we increase patrol or detective attention here in Monta Loma? How about CCTV video/security cameras? I estimate 15+ B & E's since we moved to Monta Loma in 2009.*

There was significant spike in residential burglaries in neighboring Palo Alto just prior to this meeting. Fortunately, Monta Loma is not experiencing a similar spike. There were however, 6 burglaries between June and August; 3 of which occurred in a two day period. The Police Department does track these trends in our city and in neighboring cities to deploy resources where most likely to be effective. Detectives regularly evaluate burglary trends to identify suspects who cross over city boundaries and in some case to conduct surveillance. Warm weather and summer vacation are periods when burglars often take advantage of homeowner

absences and windows/doors left open to find targets of opportunity. Remember to close and lock windows/doors when not at home and to the extent possible to give the home a look of occupancy when you are away. Home owner cameras can be a very useful tool in helping to identify burglars or suspicious person. They can also be a deterrent if it is known the home has camera.

3. *Since we live on the border of Palo Alto and Mountain View and have been victims of burglary and we keep hearing about burglaries in our area and across the border in Palo Alto, how are both cities police forces collaborating and working to crack down on these crimes?*

Burglary detectives from all county police agencies meet regularly to discuss and analyze patterns and trends. Additionally, suspect descriptions, vehicle descriptions and any other potential identifying information is shared among the agencies via a system which all agencies can access. Mountain View and Palo Alto Police staff routinely share criminal information, not just limited to burglaries. We do work on joint operations when appropriate.

4. *Are there any noise ordinances at all – in terms of volume of sound, hours of sounds, etc.? Palo Alto and Sunnyvale have such ordinances. The main offenders are gas-powered gardening devices. I have been told our only recourse is to make a “disturbing the peace” complaint.*

There is not a “leaf blower” type ordinance. There are ordinances regulating the noise hours at construction sites and from certain stationary equipment. In some limited cases a citizen arrest could be made for disturbing the peace due to unreasonable and excessive noise. In these instances the individual and not the police officer is having their “peace” disturbed and making the arrest (does not require you physically restrain the person and may not be recommended). The individual making the citizen arrest would be required to testify as to the nature and severity of the disturbance. There are legal considerations to making a citizen arrest and each circumstance should be evaluated for the merits. Often there are alternatives and options that may accomplish the desired outcome without the need for a citizen arrest.

5. *Excessive speeding on San Ramon Avenue between Farley Street and Sierra Vista Avenue.*

The Traffic Team will be made aware of this concern and will respond to the area to conduct enforcement as needed.

6. *There has been a three-year “wave” of house and car break-ins in our neighborhood around Thompson Avenue.*

Residential burglaries and car break-ins were down slightly for the first half of the year compared to the 5-year average for Mountain View. Monta Loma in particular is trending at close to the 5-year average or below for the year. The Police Department strives to reduce the numbers further by deploying resources effectively, collaborating and data sharing with neighboring agencies (trends, known suspects, suspect descriptions), providing crime prevention information to residents and enlisting the help of the community to report suspicious persons and vehicles in the neighborhood.

7. *Parking Issues*

- *I have called the parking enforcement line several times to complain about the abandon cars and also the trucks parked on Junction Avenue and also dealership cars park on the street. It makes our neighborhood look cheap. The kids from Monta Loma walk to school on the block and it is a safety issue because we cannot see the kids behind these big trucks. The truck owners do not live here in Mountain View. Speeding on Junction Avenue is ongoing problem. Also, the Fire Department shop at Fresh and Easy and there is no space for them to park in the event of an emergency.*
- *In our neighborhood (Sierra Vista Avenue/Montecito Avenue) there are regularly 2 Or 3 “junk trucks” parked on these streets. These are pick-ups piled high with junk of every sort. Besides the 72 hour parking rule, is there any recourse to these eye sores?*

The city’s municipal code prohibits vehicles from parking in one space for more than 72 hours. If a vehicle moves spaces within the 72-hour time period, it would not be in violation. If you believe a vehicle has been parked in one spot in excess of 72 hours or if you would like to have an officer check on the legality of the parked vehicle, please call the Abandoned Vehicle Hotline at 650-903-6358 or visit “Ask Mountain View” from any page of the City’s website (www.mountainview.gov) to submit a complaint or concern. If the vehicle has not moved after 72 hours, it would be towed.

PUBLIC WORKS DEPARTMENT - (650) 903-6311

Recycle@mountainview.gov; Traffic@mountainview.gov

1. *Can the city stop installing sign posts inside sidewalks? These sign posts make it difficult to use the sidewalks with strollers or while walking with someone else.*

The City is installing new signs outside the sidewalk area wherever possible. There are situations when the signs have to be installed near the curb on the sidewalk to be visible to motorists. In these situations, the City is following the American with Disability Act (ADA) guidelines for providing the minimum sidewalk width.

2. *Does Mountain View have any program to help residents reduce storm-water runoff?*

The City does not have a program to help residents reduce storm water runoff. Information about different runoff reduction systems is available, and attached.

3. *If you haven't already, could you speak to the 2013 plans for Pacific, Gas and Electric (PG&E). Roadmap, impact on residents, etc.?*

PG&E has indicated that they plan to replace a gas main in Middlefield Road west of Crittenden Middle School beginning in summer 2013. Traffic impacts will likely be similar to PG&E's project on Middlefield Road in 2012. The City does not have additional plans or information at this time.

4. *Concerning grey water regulations: I am remodeling my home and would like to divert grey water for landscape watering. Does Mountain View's Planning Department support grey water reuse?*

Yes, Mountain View supports the use of greywater. The City's Building Division can provide information on system requirements and any necessary paperwork for the system you have in mind. The Building Division can also provide you with draft guidelines for greywater systems in Mountain View. Please refer to Chapter 16 of the California Plumbing code for greywater regulations. Informational resources also include the SFPUC Graywater Guidebook (<http://sfwater.org/graywater>) and the Greywater Action website (www.greywateraction.org).

5. *Are there plans to improve street lighting, specifically the corner of Wyandotte Street and Rengstorff Avenue as well as the corner of Wyandotte Street and Warner Court? It is difficult at night to see the entrance to Wyandotte Street and Warner Court and very difficult to see pedestrians crossing these streets.*

The City has reviewed these intersections and is evaluating options for increasing the lighting levels. Depending on the cost, additional funding may be required through the City's capital improvement program which is considered by the City Council in March-June each year.

6. *There are a lot of power blackouts in Monta Loma, approximately 2 per month. A portion of the neighborhood loses power for half day. Is this planned and intentional or failing infrastructure? Is this normal around the city or unusual?*

PG&E is the electric service provider in Mountain View. Staff contacted PG&E, but a specific address where this is occurring would help them check their records accordingly. You may call PG&E at 1-800-743-5002 and discuss your concerns with

them. Staff was not aware of such a problem and it is not common in other parts of the City.

7. *Currently trails are dawn to dusk. Trails have become a transportation route to/from North Bayshore. Mountain View should embrace the success of the trails and acknowledge that people are using them to get to work. The trails should be open 24/7.*

The City of Mountain View's trails along the Stevens Creek, Permanente Creek and Hetch Hetchy right-of-way are defined by Section 38 of the Mountain View City Code as park facilities with operating hours from 6:00 a.m. to one-half hour after sunset.

Some of the City's trails share space/are located next to sensitive wildlife areas. There is a concern that adding lighting to the trails for extended use at night could be disruptive and/or detrimental to the nocturnal species living near the trails.

The potential environmental impacts of adding lighting to any portions of the City's trail system would need to be thoroughly evaluated before any decision is made to add lighting.

For additional information regarding City parks and trails use and regulations, contact the Community Services Department at (650) 903-6331.

8. *Along Rengstorff, Junction, San Ramon and Thompson Avenues there are a variety of overhead wires such as telephone? Power? Cable? Is there a plan to move them underground in the future?*

PG&E has a program that provides funding to allow cities to underground portions of the overhead utility systems. The program is for arterial streets, not residential streets. The latest project is on Rengstorff Avenue (Old Middlefield to Charleston Road). It is possible to place residential overhead underground with the formation of an assessment district for an area, but this requires the individual property owners to fund their portion of the project which can be quite expensive (\$200-\$500 per foot).

9. *I missed the meeting in August at Crittenden. Was the short extension of the Permanente Creek Trail to Rock Street scheduled?*

The design of the trail is substantially complete and final plans and specifications for construction will be presented to the City Council for approval in early 2013. If approved, construction should be complete in 2013.

10. *When will AT & T wire our area for AT & T U-verse? Residents on Moffett Boulevard have it, yet we do not.*

Staff called AT&T and checked several addresses around the neighborhood. It appears that U-Verse service is currently available in this area. Please contact AT&T at (800)288-2020 to check on your specific address.

11. *Recent news story about PG & E gas line along Rock Street/ Middlefield Road requiring tree removal for unclear and temporary benefit to PG & E. Is this going to happen?*

PG&E is still planning to remove trees and structures from high pressure gas main easements in several areas of the City. The City facilitated a meeting in October 2012 between residents and PG&E to discuss this matter and has encouraged PG&E to explore alternatives to tree removals. PG&E has indicated that the tree removals are necessary for safe operation of the gas system and is planning to move ahead with the project.

12. *Is there any intent or plan for a pedestrian/bike bridge or tunnel over Central Expressway in conjunction with the San Antonio Station redevelopment?*

The property owner is planning to reoccupy the existing buildings as offices which would not require construction of a bridge or tunnel with this type of development. Should the owner decide to go back to the residential project, the tunnel would be a condition of approval.

13. *Is there a program coming in the future to Mountain View that allows residents to borrow bikes on an as-needed basis? If there is, could you briefly describe how it will work and when it will start?*

The City of Mountain View has been selected as one of five Bay Area cities (along with San Jose, Palo Alto, Redwood City and San Francisco) to participate in a regional bike share pilot program. Bike share is a membership-based system of short-term bicycle rental where members can check out a bike from a network of automated bicycle stations, ride to their destination and return the bike to a different station. Bike share provides a convenient and affordable transportation option for making short trips when walking is too far or transit options are not available. Bike share can help reduce the need to take bikes on board transit and provide an alternative to driving and parking in busy downtowns. Bike share also complements the existing transit system by expanding the reach of transit stops and destinations.

The pilot program will provide approximately 1,000 bicycles, including approximately 100 rental bicycles throughout Mountain View at 7 to 10 bike share stations. The stations will be located at/near transit, employment and service/retail

destinations including the Mountain View Transit Center, City Hall, San Antonio Shopping Center, the La Avenida Avenue trailhead at Steven's Creek Trail, the City's North Bayshore Area, Middlefield Road/Rengstorff Avenue, Evelyn Light Rail Park-N-Ride and Middlefield Light Rail Station.

The pilot program is funded through a combination of local, regional and federal grants, including \$4.3 million from the Metropolitan Transportation Commission's Innovative Bay Area Climate Initiatives Grant Program. The Valley Transportation Authority (VTA) is the lead agency in Santa Clara County. The pilot program is expected to run for a period of one to two years with the goal of transitioning into a full-scale, self-sustaining, permanent program for Bay Area communities. The regional bike share pilot program is anticipated to be launched in 2013.

For more information, please visit the VTA bike share website at http://www.vta.org/bike_information/bike_sharing.html

14. *We live on a street and area with a lot of condos and apartment complexes. Does the City include these types of developments in water conservation plans? Any suggestion as to how condo owners can get their management associations to conserve water when they are reluctant to do so?*

There are several City water conservation programs for multifamily homes. Below is a brief list of applicable programs. The biggest motivator is usually how much money can be saved on the water bill. For example - apartments participating in our free toilet installation program last year reduced their water use by an average of 25% - which can translate into big savings on their bill.

- **Water-Wise House Calls** - A trained water conservation expert will come to your home to review your water usage, provide free low-flow showerheads and aerators (if needed) and suggest other ways for you to save water.
- **Free Toilet Installation for Apartments** - Qualifying businesses, schools and apartments may be eligible for free installation of high-efficiency toilets if their current toilets are from 1992 or earlier.
- **Free Conservation Items** - Water-saving items available upon request include showerheads, faucet aerators (for bathroom and kitchen sinks), toilet leak detection dye tablets, replacement toilet flappers, and shower timers.
- **Rebate Programs** - Rebates available for high-efficiency toilets, clothes washers and landscape/irrigation materials.
- **Free Landscape Survey Program** - Free landscape surveys are available for sites with 5,000 sq. ft. or more of irrigated landscape. The survey includes an analysis of potential water and cost savings, and site-specific recommendations to increase system efficiency.

Additional information can be found on our website (www.conservewater.mountainview.gov) or by calling our hotline at (650) 903-6216. We also do presentations to HOA boards or other groups upon request.

15. *Are there future plans to expand the yard waste collection into a more comprehensive composting program?*

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 determined where and when the pilot will take place. 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.

16. *Any plans to add composting to our recycling/waste efforts?*

See question/answer to 15.

17. *Is it possible to recycle plastic bags somewhere?*

Plastic bags and other types of film may be taken to large grocery and pharmacy stores required by State law to accept returned bags for recycling. These stores should have a recycling container located in an area clearly visible to customers. If not, please ask store management to provide such a container. If you need assistance, please contact the Solid Waste and Recycling staff at (650) 903-6311.

18. *Trash is collecting around the bus stops – there needs to be a trash/container at each bus stop.*

The VTA is responsible for providing and servicing trash collection containers at bus stops. Please contact the VTA directly at (408) 321-2300 to determine their policy regarding placement of containers and to request placement at a specific location.

19. *My address is 2310 Rock Street, 19 residents besides myself use a driveway to either enter Independence Avenue to go to either Middlefield Road to San Antonio Road or Middlefield Road to Rengstorff Avenue to the 101 Freeway. The problem is that cars race down Independence Avenue, not allowing any residents to enter, if I have come out, cars will not stop or they go around you. Can there be a stop sign or a speed bump to slow this extreme traffic?*

Stop signs are not used to reduce speed, but rather are primarily used to assign right-of-way at intersections.

Concerns about speeding vehicles on a residential street can be addressed by the City's Neighborhood Traffic Management Program (NTMP). If you desire installation of a speed hump or other traffic calming measures on your street, please contact Lorenzo Lopez, Senior Traffic Engineer, at 650-903-6311. Mr. Lopez will send you a petition that will begin a process to measure speeds on your street and consider installation of devices.

20. *On Stierlin Road, a residential street near Jackson Park has a speed limit of 30 mph. It should be 25 mph since it's in a residential area.*

Based on the California Vehicle Code (CVC), a residential street with a 25 mph speed limit must meet all of the following three conditions:

- A. Roadway width of not more than 40 feet.
- B. Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals.
- C. No more than one traffic lane in either direction.

Stierlin Road does not meet all of the above three conditions. Therefore, based on CVC, we have to perform a speed survey every five to seven years on Stierlin Road to determine the 85 percentile speed (speed limit at which 15% of the drivers drive above that limit), and post speed signs accordingly.

21. *Rengstorff Avenue between Middlefield Road and California Street is very dangerous for pedestrians to cross. Please install safety islands and bulb outs to make it easier for pedestrians to cross. Watching children crossing to Rengstorff Park and pedestrians crossing Jane Lane during rush hour is terrifying.*

The City has installed In Roadway Warning Lights (IRWLs) on Rengstorff Avenue at Stanford Avenue just north of California Street. We are in the process of installing a signalized crosswalk on Rengstorff Avenue at Leland Avenue in 2013-2014, working together with the County of Santa Clara and the Peninsula Joint Powers Board (JPB) which own and operate Caltrain. We will consider improving pedestrian safety and convenience on Rengstorff Avenue whenever an opportunity comes along, subject to availability of funding. Also, the City Council is in the process of reviewing the city-wide Pedestrian Master Plan (PMP). Pedestrian enhancement on Rengstorff Avenue is included in the PMP but installation is subject to funding by the City Council.

22. *Can a bike accessible switch be installed at the intersection of Independence Avenue and Charleston Road? The cross walk switch is difficult to reach while on a bike.*

Installation of bike push buttons at this intersection include installing new poles that can be reached by bicyclists from the road, bike push buttons, and signal wiring system. Another option will be to install bicycle detection loops. Staff will add bicycle detection improvements at this intersection to the list of projects that is currently under review by the City's Bicycle/Pedestrian Advisory Committee (B/PAC) for consideration and approval by the Council Transportation Committee (CTC), a subcommittee of the City Council. If approved, this project can be implemented in late 2013 or early 2014.

23. *Can we use roundabouts, raised pedestrian crossings and other traffic calming mechanisms? Stop signs are easily ignored and can be coasted through. Farley Street's roundabouts are excellent.*

Traffic circles, speed humps, bulb-outs and raised crosswalks are all included as traffic calming devices in the City's Neighborhood Traffic Management Program (NTMP) which is designed to address speeding issues on residential streets. Please call Lorenzo Lopez, Senior Traffic Engineer, at 650-903-6311 if you have any questions about the NTMP and how the program works.

24. *Traffic at the Central Expressway/Moffett Boulevard/Castro Street intersection is really bad, especially when trains come through. Southbound traffic on Moffett Boulevard is the most severely impacted, with waits exceeding ten minutes. What is being done to improve this situation?*

We understand your concerns about traffic congestion at the intersection of Castro Street/Moffett Boulevard and Central Expressway/Caltrain railroad crossing.

The Peninsula Corridor Joint Powers Board (JPB) controls the railroad gates at this intersection and the County of Santa Clara owns and operates the traffic signal. There are railroad safety regulations that affect operation of this signal, ten resulting in long wait times for drivers. While the City cannot change these regulations, JPB is currently working on a railroad preemption improvement project at this intersection. JPB is in the final stages of design and the project is scheduled for construction in late 2013. City staff is working with JPB and the County staff, with one of our goals being improved traffic flow. It is too early to tell how much improvement could be achieved but that is one of our goals.

25. *Alvin Street and Victory Avenue*

- *What's the status of adding two more stop signs to make a four-way stop at Alvin Street and Victory Avenue?*
- *When will we get a four-way stop at Victory Avenue and Alvin Street? Can we get a safer crossing for Middlefield Road and Independence Avenue?*

Stops signs have been added at the intersection of Alvin Street and Victory Avenue. We are studying traffic conditions at the intersection of Middlefield Road and Independence Avenue including traffic volume, collision history and sight distance to come up with a feasible option for improvements. Our study will be completed in two to three months.

26. *How can we get cars to drive the speed limit on Sierra Vista Avenue? I live on West Middlefield Road and Sierra Vista Avenue and drivers have not slowed down (from 101) or they are speeding up. Radios are very loud, as well. Could signs address speed and/or sound?*

The City's Neighborhood Traffic Management Program (NTMP) is designed to address speeding issues on residential streets. Traffic calming devices in the NTMP include installation of signs, speed humps, traffic circles and bulb-outs. Please do not hesitate to call Lorenzo Lopez, Senior Traffic Engineer at 650-903-6311 if you have any questions about the NTMP process and how the program works.

The Traffic Unit of the City's Police Department has added this to the areas to monitor speeding. The vehicle code does address sound that can be heard over 50 feet away from a vehicle. Sound is a little more difficult for traffic officers to monitor as the motorcycle sound and helmet make it harder to evaluate.

27. *More than 1,000 cars a day travel on Jane Lane, which is a bicycle road. Nothing was done.*

If you would like to consider the installation of traffic calming devices on Jane Lane, please submit a petition signed by residents on Jane Lane to the City Traffic Engineer to start the Neighborhood Traffic Management Program (NTMP) process. NTMP is designed to address speeding and excessive traffic volume on a residential street. (A copy of petition form was sent to the resident.)

28. *Is there a reason the left turn lane (from westbound San Antonio Road to southbound Middlefield Road) was not made longer with the rework on San Antonio Road.*

This intersection is located outside the limits of the City of Mountain View. Staff has reported your concerns to the City of Palo Alto for consideration.

29. *Unfortunately last night there was a pedestrian/car accident near the crosswalk on Rengstorff Avenue near Junction Avenue. Could there be some safety improvements done at that intersection.*

The crosswalk at this intersection could be replaced with higher-visibility markings. The City will improve these markings as part of our annual restriping project this year.

30. *Traffic at Central Expressway between San Antonio Road and Rengstorff Avenue is gridlocked at PM rush hour...can we improve light timing?*

Staff is in periodic contact with the Santa Clara County which owns and operates Central Expressway and maintains the signals along the County expressways. We have passed your concerns to the County staff and they have assured us that the signals are coordinated and that they will continue to work on improving the timing of signals.

31. *Dangerous two-way intersections near Theuerkauf School...can we add stop signs so they are four-way?*

All-way stop signs have been added to the intersection of San Pierre Way and San Luis Avenue recently.

32. *Any plans for textile recycling?*

Beginning July 1, 2013, textiles, along with other additional materials, will be accepted for recycling at the Mountain View Recycling Center located on Terra Bella Avenue. Look for additional information about changes to the recycling center and other collection services closer to July 1.

33. *Jane Lane is very narrow; trucks parked on corner make it hard to turn into Rengstorff Road safely. Can we get the curb painted red?*

Red curbs have been added.

GENERAL COMMENTS:

1. *When the City approves/allows an increase in housing density without traffic solutions, the quality of life goes down.*