



May 11, 2020

To Mountain View City Council.
City of Mountain View
Via email: citycouncil@mountainview.gov

Dear Mayor Abe-Koga, Vice Mayor Kamei and members of the Mountain View City Council

Re: Study Session on Circulation study for North Bayshore, May 12, 2020

The Sierra Club Loma Prieta Chapter and Green Foothills are pleased to provide the following comments on the Circulation and Transportation Study for your study session.

Our organizations and our thousands of members in the Bay Area are all working to protect the San Francisco Bay and its ecosystems and are greatly concerned with impacts of development in proximity to the Bay or to coastal streams on our natural resources. Please accept the following comments.

A. Stevens Creek Crossing: We are generally supportive of all the strategies being considered , including Rengstorff Road/101 intersection modifications, with the exception of the Stevens Creek Crossing at Charleston Road. Aside from the construction period damage, we believe there will be continuous environmental harm to the waterway caused by traffic, lights and noise - whether from transit vehicles now or car traffic in the future -and uncertainties regarding sea level rise impacts. We are also concerned about inviting unanticipated traffic into North Bayshore by creating a “Gateway” between NASA’s Moffett Field and its future development and Sunnyvale’s Moffett Park re-development. *See also comments attached at end of letter.*

B. Traffic demand post-COVID-19: There is a lot of uncertainty about traffic demand post-COVID-19. Therefore, we believe that decisions on planning for major capital improvements to increase traffic capacity into North Bayshore could probably be beneficially postponed.

C. Traffic Studies: In this post COVID era, we believe that Transportation Study Modeling should probably consider elements not earlier considered:

1. Telecommuting: Include the possibility of employers requiring a substantial percentage of employees to work from home. This may automatically reduce traffic for the foreseeable future.
2. Increasing active transportation mode share: Look into increasing active transportation by making it more attractive for bikes, scooters and skateboards, post-COVID-19, for physical

distancing. Consider re-introducing the ped/bike bridge, just east of Rengstorff road, over 101, proposed earlier into the Landings site from Leghorn Road (this was, as we recall, part of Google Landing's Community Benefit package).

3. Consider impact of other "soft" measures: Consider TDM measures and incentives, such as Stanford uses, that do not involve capital outlays and that may not have been considered so far to reduce SOV trips.

We look forward to your consideration of our suggestions and to participating in future discussions on North Bayshore.

Respectfully submitted

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Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter

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Green Foothills

Attachment: Comments on Stevens Creek Crossing

Stevens Creek Crossings Comments

There is currently an existing pedestrian/bicycle bridge over Stevens Creek, at Crittenden Road, that connects North Bayshore with the Stevens Creek Trail and Google's Bay View campus in Moffett Field for non-vehicular travel.

New bridges over Stevens Creek will negatively impact the creek habitat. This is for several reasons:

1. The bridges (Alternative One is named the "preferred" alternative) will require some construction activity in channel, with the potential of causing environmental damage to the vegetative habitat and wildlife in the creek .
2. Increasing frequency of high water events produced by extreme storms and/or king tides, due to sea level rise, could require levees to be raised. Currently high water in the creek is well above land on either side and building the bridges will cause problems for raising levees, as needed.
3. Any vehicular bridge (whether transit or future auto traffic) will continuously deposit toxic tire and brake dust into the creek further degrading the quality and viability of the native riparian vegetation. Buses and other transit are also noisy, causing noise pollution over the creek that drives wildlife away from this natural habitat area . Lighting from the bridge and from traffic impacts wildlife.
4. Fragmentation of this stretch of Stevens Creek by bridges and associated traffic, noise and lighting can impact fish and wildlife movement in the riparian and aquatic ecosystems.
5. The height of the bridge creates problems for clearance under existing PG&E transmission lines as well as becoming aesthetically prominent in the open space area.

Inviting Outside Traffic through North Bayshore - An Unanticipated Impact



Diagram comparing North Bayshore development area to Moffett Field and Sunnyvale Moffett Park development area

While we are supportive of Charleston as a major multi-modal spine within North Bayshore, extending it, as a connector, thru Moffett Field to Sunnyvale, creates a new major "Gateway" into North Bayshore. It opens the city to potentially heavy traffic from future redevelopment of NASA's Moffett Field, and Sunnyvale's Moffett Park high-density development area, both of which are located along the most congested portion of the freeway 101-237 corridor.

As an alternate route to freeways 101 & 237, in the long run, we see the possibility that auto traffic will also apply pressure to use this new connector road. This would encourage an increase in auto travel overall, which is counter to Mountain View's Climate Action Plan and emissions reduction goals.

Moffett Field and Sunnyvale's Moffett Park Specific Plan area together are twice the area of North Bayshore and are set to become potentially much denser. We are not optimistic that VTA's light rail service is robust enough, as mass transit, to adequately serve the anticipated substantial increase in trips generated.

We believe that opening a "Gateway" from Moffett Field is not a good plan for Mountain View and North Bayshore.
