

Transportation

We have many ways to get around in Mountain View, thanks to the city's central location, job hubs, and investment in public transportation over the last several decades. However, public transportation ridership decreased during the Covid-19 pandemic and has been slow to recover. Additionally, transportation accounts for more than 60% of carbon emissions in Mountain View.

I support the expansion of EV chargers in downtown parking lots and further electrification of city infrastructure, including our vehicle fleet.

City Council needs to consider directing MVGo and the Mountain View Community Shuttle to shift their operations to cover more of the city, increase service during peak hours, and better educate potential customers. VTA serves much of the city, and we should look to leverage existing VTA routes and augment our shuttle services with new stops. As free shuttles, MVGo and the Community Shuttle are critical to low-income households and seniors. The 2021 State of Mountain View Seniors Report identifies a need for our shuttles to visit the city's senior living facilities. The city can partner with senior living facilities, multi-family property owners, faith-based organizations, schools, and neighborhood associations to distribute information about how to use the shuttles.

I want our Active Transportation Plan to connect neighborhoods and protect walkers, bikers, and scooter users. The California Street, Middlefield Road, and Moffett Boulevard Complete Streets projects are good models for road improvements throughout the city. I strongly support Class IV Protected Bike Lanes, sidewalk improvements and other infrastructure investments that give residents the confidence to leave their car at home. I will also push the City Council for more trail connections to the Permanente Creek and Stevens Creek Trails.

The Transportation Demand Management Plan depends on collaboration and creative solutions to decrease single-occupancy vehicle trips and associated carbon emissions. I expect the Plan to lay out clear standards that offer businesses and multi-family properties a variety of strategies to reach our trip reduction goals. Creative solutions include transit passes, ride-share partnerships, and end-of-trip facilities such as showers and lockers. The city needs to carefully consider its parking requirements in order to maximize our carbon reductions, resident convenience, and neighborhood street safety.

We must continue working towards grade separations at Rengstorff Avenue and Castro Street. This will require a revenue measure that the City Council needs to time carefully in order to maximize our chance of success. We should also leverage state and federal funding in order to build the grade separations.