



City of
Mountain View

ACTIVE TRANSPORTATION PLAN

SEPTEMBER 2026
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DEDICATION

This Active Transportation Plan is dedicated to the people of Mountain View who walk, bike, roll, and take transit through the city each day. It honors community members and partners who have advocated for safer streets, healthier neighborhoods, and equitable access to transportation for all. May this plan support a more connected, inclusive, and sustainable Mountain View for generations to come.



ACKNOWLEDGMENTS

Thank you to the individuals and organizations that made the Mountain View Active Transportation Plan possible, as well as the many residents whose input is reflected in this document.

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EXECUTIVE SUMMARY



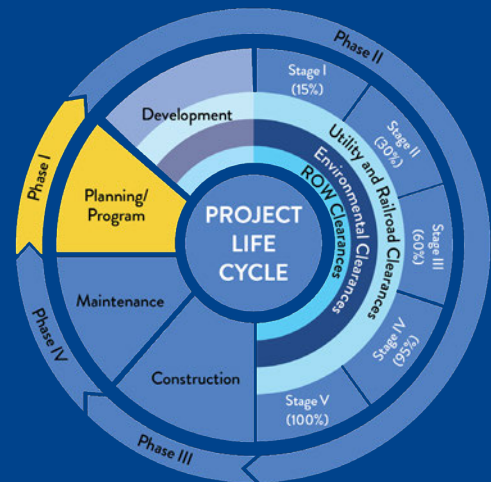
Mountain View Active Transportation Plan

Mountain View envisions an active transportation network that is safe and comfortable for all users regardless of age, ability, income, race or language.

The Mountain View Active Transportation Plan (MVATP) is data and community-driven at its core, responding to the actual active transportation experiences, priorities, and vision of people who walk, bicycle and roll in Mountain View. It builds on the work of previous plans to recommend citywide projects, policies, and programs that can improve walking (including for people using wheelchairs or disability-related devices), bicycling, rolling (including e-scooters and other micromobility devices), and green streets in Mountain View.

WHAT IS AN ACTIVE TRANSPORTATION PLAN?

An Active Transportation Plan (ATP) outlines projects, policies, and programs that promote and support walking, bicycling, and rolling for everyone in a community, and provides an action plan for implementation of the recommendations.



VISION & GUIDING PRINCIPLES OF THE MVATP

The MVATP is guided by a Vision Statement and five Guiding Principles.

Vision Statement:

*Mountain View leads the region with an Active Transportation Plan that **defines a series of connected, low-stress, and green corridors that invite active transportation.** The corridors include shade, wildlife habitat, and public open spaces. The plan enables the City to intentionally support a culture of walking and biking, enhance biodiversity, and reduce climate change impacts.*

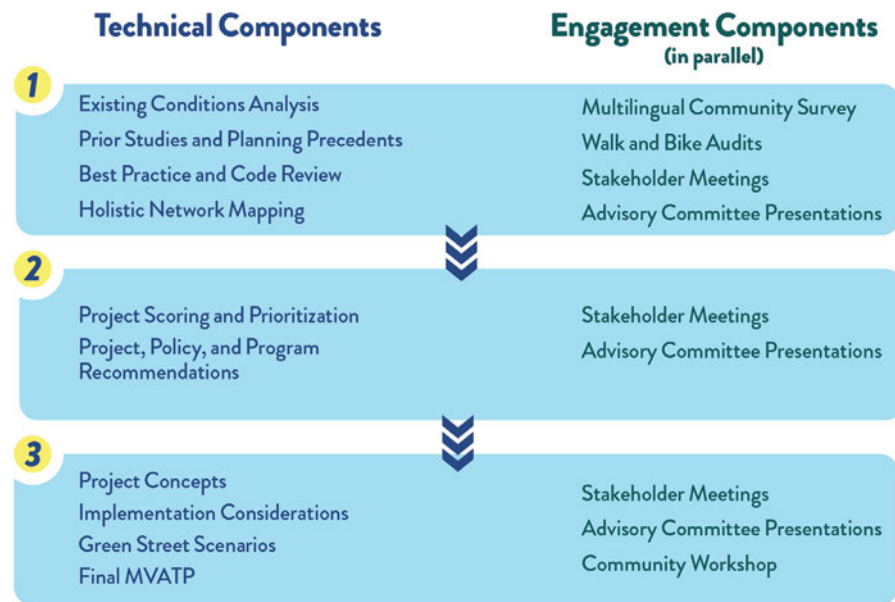


Guiding Principles:

- Mobility and Connectivity
- Safety and Comfort
- Access and Equity
- Sustainability and Biodiversity
- Innovation and Action-Oriented

DEVELOPING THE MVATP

The MVATP involved a multiphase engagement and analysis process, including the following phases:



The MVATP includes the following sections and content:

Chapter 1: Introduction

This chapter introduces the MVATP and the process that was followed throughout its development, including details on public and stakeholder engagement. It also outlines the MVATP's Vision Statement and Guiding Principles.

Chapter 2: What's it like to walk, bicycle and roll in Mountain View today?

This chapter provides an overview of the community of Mountain View: the people who live and work there, how they move about the community, the infrastructure, services and policies that may influence active transportation and a holistic network vision for the future.

Chapter 3: Recommendations

This chapter highlights current positive actions in Mountain View and recommended projects, programs and policies to further support active travel.

Chapter 4: Let's Roll! Implementing the MVATP

This chapter discusses ways to implement the recommendations discussed in Chapter 3, including the costs and benefits of green street infrastructure, project phasing considerations, funding support, and the importance of collaboration and commitment for actions to advance.

TAKING ACTION

The MVATP recommends priority infrastructure projects focused on completing gaps in the all ages and abilities bicycle network and improving the safety, comfort and connectivity of people walking along the city's pedestrian infrastructure (Figure 1). Several of the recommended projects include both a near-term, lower cost design to move an improvement forward, and a longer-term, more extensive reconstruction to lay out a vision for the future.

Additionally, the plan outlines a number of active transportation-focused programs and policies that align with the MVATP's vision and guiding principles to improve mobility and connectivity, safety and comfort, access and equity, sustainability and biodiversity, and that are innovative and action oriented.

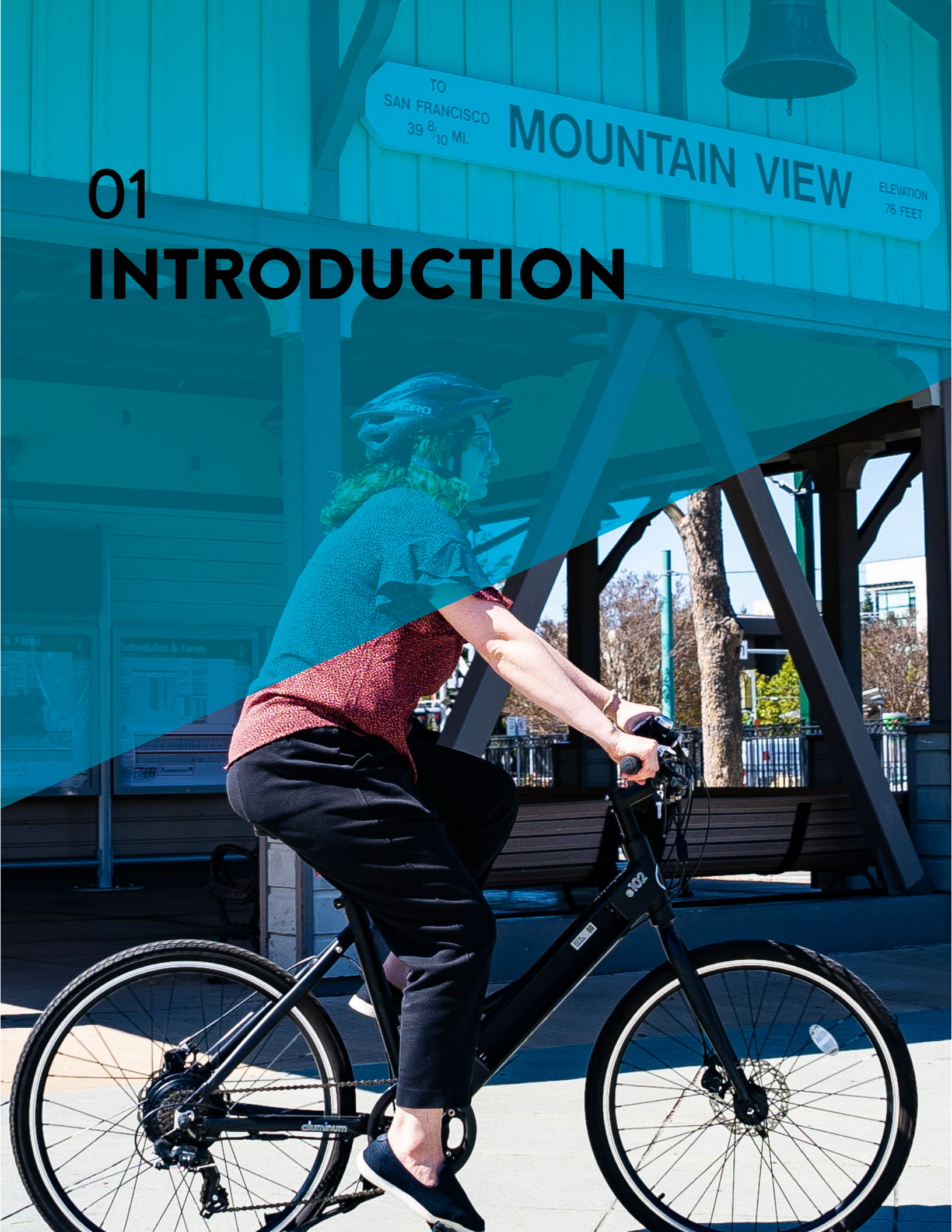
COMMITTING TO A SAFE AND ACTIVE COMMUNITY

Active transportation is an integral part of life in Mountain View. The MVATP is a commitment to creating an active transportation system that strengthens the community's access to housing, employment, schools, parks, open spaces and other destinations and enhances biodiversity. The plan complements other Mountain View plans and initiatives that support active transportation, safety, sustainability, and biodiversity, including the Vision Zero Action Plan and Local Roadway Safety Plan, the Parks and Recreation Strategic Plan, and the Biodiversity and Urban Forest Plan. The MVATP, together with these complementary city plans, provide accountability for the community's commitment to these values.



01

INTRODUCTION



What is an Active Transportation Plan?

Mountain View envisions an active transportation network that is safe and comfortable for all users regardless of age, ability, income, race, or language.

Chapter 1 outlines the multi-phase approach, summarizes public and stakeholder engagement methods, and presents the vision and guiding principles that shaped the plan's recommendations. It explains why the plan matters and how it will be used to improve active transportation throughout Mountain View.

PURPOSE AND PROCESS

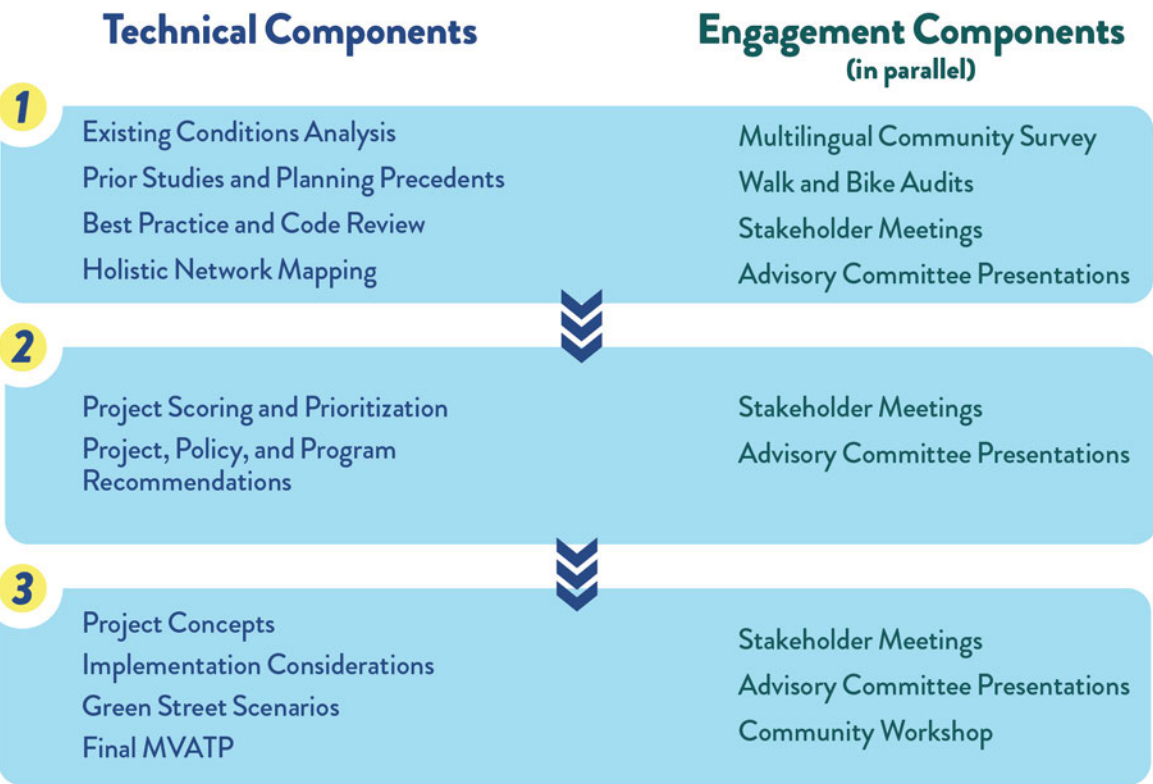
Active transportation plans use data and community input to identify the gaps and opportunities to improve the environment for walking, bicycling/scooter and rolling (including use of wheelchairs or disability-related devices). The plans typically contain recommendations for infrastructure projects, programs and policies that support active travel and an implementation plan to help recommendations move toward action. Several state and federal funding programs require projects to be identified in documents like an active transportation plan to be eligible for grants.

The Mountain View Active Transportation Plan (MVATP) reflects the active transportation experiences and priorities of people who walk, bicycle, and roll in Mountain View. Building on previous City mode-specific plans (the 2014 Pedestrian Master Plan and the 2015 Bicycle Transportation Plan), the MVATP takes a holistic look at active transportation and the coordinated solutions that support both pedestrian and bicycle travel. Several other city, regional and state-level documents and planning processes informed the development of the MVATP such as the 2020 Access MV Comprehensive Modal Plan, the 2024 Mountain View Vision Zero Action Plan, various Mountain View Precise Plans, the 2019 Environmental Sustainability Action Plan 4, the 2026 Parks and Recreation Strategic Plan, the 2026 Biodiversity and Urban Forest Plan, the 2025 Metropolitan Transportation Commission Active Transportation Plan and Complete Street Policy, and the 2024 Caltrans Strategic Highway Safety Plan, Complete Street design documents (various years), and District 4 Pedestrian (2021) and Bicycle Plans (2018).

MULTI-PHASE PROCESS

The MVATP involved three primary phases:

FIGURE 2 MVATP PROJECT PHASES



Phase 1

- ▶ Reviewed over 30 local, regional, and state planning documents related to transportation, general planning and green streets/sustainability to provide a contextual understanding of past planning recommendations and support for active transportation within Mountain View, the region and state.
- ▶ Analyzed current conditions that affect the ease, safety and comfort of people who walk, bicycle and roll in Mountain View, including physical infrastructure and complementary transportation services such as transit.
- ▶ Developed holistic active transportation network maps that identified on-street and off-street gaps and opportunities for active transportation improvements.
- ▶ Reviewed Mountain View Municipal Code focusing on those that may impact recreation, walking, and bicycling.
- ▶ Conducted a best practice review of policy and programming activities to identify resulting transportation behavior and outcomes that could be improved.

Phase 2

- ▶ Developed scoring criteria to evaluate potential physical infrastructure projects based on the MVATP guiding principles.
- ▶ Identified a list of sustainable projects based on the scoring process that improve safe, equitable and comfortable connections across the city.
- ▶ Coordinated the review of projects by stakeholders.
- ▶ Accelerated a prioritized list of physical infrastructure projects for planning level design and preliminary cost estimates.
- ▶ Developed a list of active transportation supportive policy and programming efforts based on best practice, past planning documents, and city code review.

Phase 3

- ▶ Prepared planning level design and preliminary cost estimates for seventeen projects considering near-term improvements that could be done with resurfacing and longer-term reconstruction efforts to support active transportation.
- ▶ Evaluated the short and long-term costs and benefits of green street infrastructure through a series of project development scenarios.
- ▶ Identified implementation factors such as funding sources, department and interagency collaboration, and commitment to innovation and action.

The technical phases happened in parallel with and were informed by a robust community engagement process, described in the next section.

The Role of Public and Stakeholder Engagement

Inclusive public and stakeholder participation was a critical component of the MVATP's overall development. Activities were designed to engage the diverse Mountain View community, across ages, income, language, ability and how people travel. Multi-lingual (English, Spanish, Chinese and Russian) translation and interpretation services were available for key events such as community walk tours and small group meetings. Across the three project phases, multiple methods of public outreach and engagement were used.

ADVISORY COMMITTEES

Two project-specific committees and two city-wide committees provided input at key milestones of the project:

- 1) The **Technical Advisory Committee (TAC)**, an internal project committee with representatives from departments across the city with involvement in active transportation and green streets, such as Public Works, Community Development, Community Services, Police and Fire.
- 2) The **Active Transportation Plan Advisory Committee (ATPAC)**, an external project committee whose members represent community-based organizations and public agencies working on active transportation, green streets, and issues of concern to vulnerable road users, such as Santa Clara County Public Health Department, Santa Clara Valley Transportation Authority (VTA), the Community Services Agency, Mountain View Day Worker Center, MV Mobile Home Alliance, Youth Advisory Committee, Mountain View Los Altos High School District, Silicon Valley Bicycle Coalition, and Mountain View Chamber of Commerce. ATPAC members acted as liaisons with wider community networks, helped organize and participate in many of the ATP engagement activities, and provided input on the plan development.
- 3) The **Mountain View Bicycle and Pedestrian Advisory Committee (BPAC)**, a committee appointed by City Council to represent the interests of people who walk and bicycle in the city, reviewed and provided input on ATP-related topics at BPAC meetings throughout the plan development.
- 4) The **Council Transportation Committee (CTC)**, composed of three City Council members, provided input on city-wide and regional transportation planning topics.

LIVED EXPERIENCES

Lived experiences were critical to understanding the active transportation needs and opportunities in Mountain View. These insights were captured in Phase 1 by conducting three community walk tours, two bicycle tours, hosting a community-wide mapping survey, in-person small group meetings, and review of the AskMV platform comments. These insights both confirmed and highlighted community needs.

- ▶ **Three walk tours were held to understand user experience for people who walk in Mountain View.** Walk tours began at Rengstorff Park, Mistral Elementary school, Sunset Estates Mobile Home Park. Approximately 15-25 people representing a range of ages and abilities took part in each tour, walking the streets adjacent to these community and residential locations, to better understand the walking experience of vulnerable road users.
- ▶ **Two bicycle tours were held to understand user experience bicycling in Mountain View.** Approximately 40 adults and three children participated in a three-hour-long collaborative process that covered over 11 miles of Mountain View, and focused on areas identified (in AccessMV, AskMV and survey comments) as high-stress critical connections in the bicycling network.

FIGURE 3 BICYCLE TOUR



- ▶ **An online map-based community survey was developed in spring 2023 via Maptionnaire.** The survey sought information on user experience related to walking, biking and rolling in Mountain View, including favorite places and routes, challenging spots and routes, and requested improvements. Participants digitally recorded responses on maps and provided qualitative comments and optional sociodemographic information. The survey was available in English, Spanish, Chinese, and Russian from May 15 until July 31, 2023. Six hundred fifty-five (655) people participated in the survey.
- ▶ **Small multilingual group meetings with stakeholders to discuss Maptionnaire survey questions in person, with translators present.** In-person meetings were held to connect with communities who were under-represented (relative to census demographics) in initial community survey responses. The meetings gathered input on experiences walking, biking and rolling in Mountain View.
- ▶ **The City of Mountain View maintains an online comment platform, AskMV, where people share feedback on various topics.** City staff monitors the platform for comments regarding walking and bicycling, and transportation safety. Approximately three years of feedback was gleaned to identify frequent concerns.

These engagement methods were designed to reach communities often under-represented in planning processes, meeting people where they live and travel and in the languages they speak. The input gathered served as a project scoring criterion, with locations receiving the most comments scoring higher. The scoring process also prioritized projects in low- and mid-income census tracts and projects that close gaps in the sidewalk and all ages and abilities bicycle networks.

City of Mountain View

TELL US WHAT YOU THINK ABOUT WALKING AND BIKING IN MOUNTAIN VIEW

Take a 5-minute, fun and interactive mapping survey to inform the City's Active Transportation Plan.

CUÉNTENOS QUÉ PIENSA SOBRE CAMINAR Y ANDAR EN BICICLETA EN MOUNTAIN VIEW

Complete una divertida e interactiva encuesta de 5 minutos sobre el mapeo para proporcionar información al Plan de Transporte Activo de la ciudad.

SURVEY LINK:
bit.ly/ATP_MV

ENLACE DE LA ENCUESTA:
bit.ly/ATP_MV

Survey Closes on: June 17, 2023

告诉我们您对于在山景城步行和骑自行车的看法

参与一个5分钟的有趣交互式地图。山景城的主要交通规划提供信息。

РАССКАЖИТЕ НАМ, ЧТО ДУМАЕТЕ О ПЕРЕДВИЖЕНИИ ПО МАУНТИН-ВЬЮ ПЕШКОМ И НА ВЕЛОСИПЕДЕ

Пройдите наш забавный интерактивный опрос, предполагающий работу с картой — таким образом вы предоставите ценные сведения для работы над Планом содействия активному передвижению.

ACTIVE TRANSPORTATION PLAN

To stay up-to-date with the planning process, please visit:
www.MountainViewATP.com

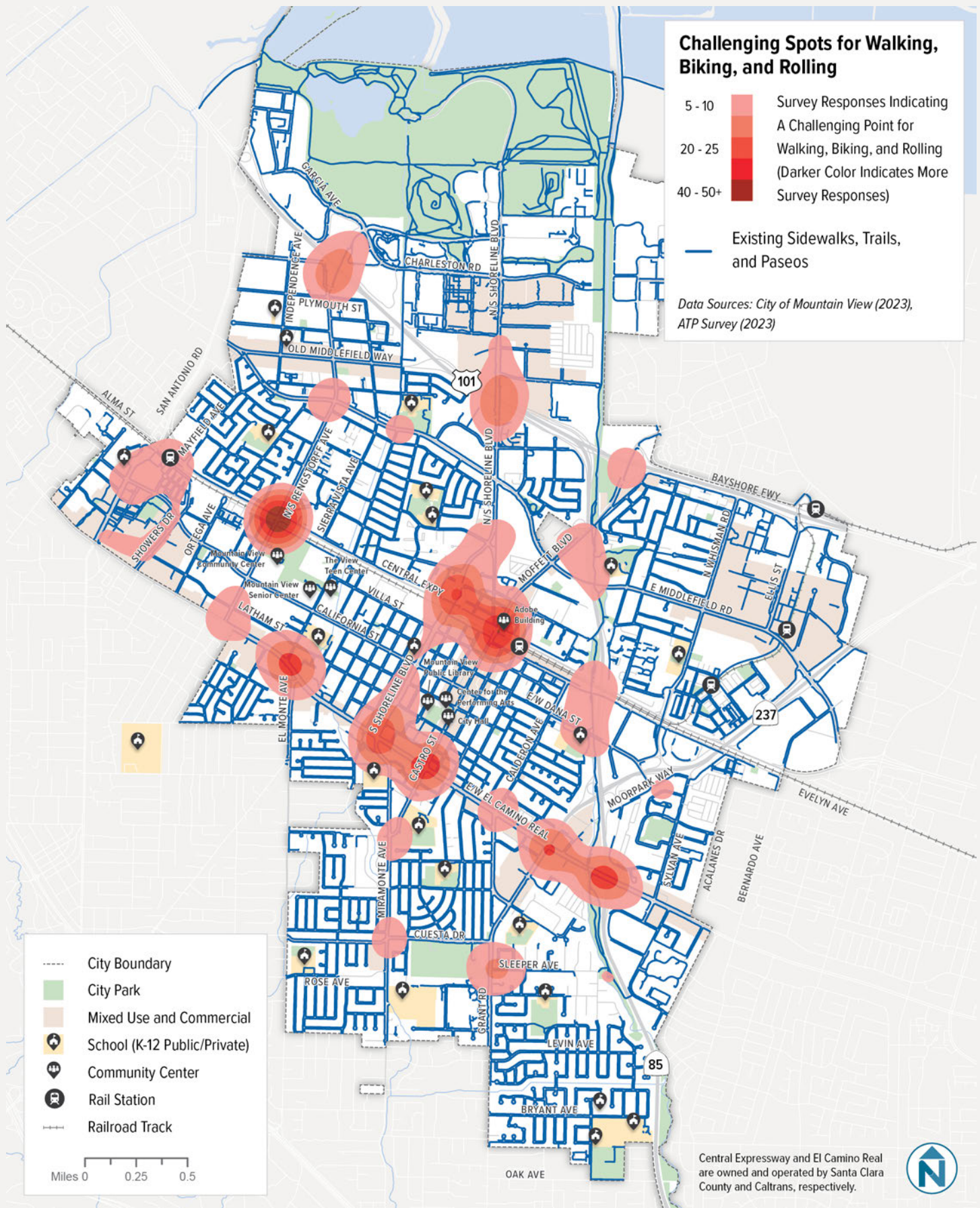
Para estar al tanto del proceso de planificación, visite:
www.MountainViewATP.com

FIGURE 4 MULTI-LINGUAL MVATP SURVEY PROMOTION (LEFT)

FIGURE 5 WALK TOUR (BELOW)



FIGURE 7 COMMUNITY COMMENTS ON CHALLENGING PLACES



Note: a Key Locations table can be found in Chapter 2.

VISION & GUIDING PRINCIPLES OF THE MVATP

With input from the ATPAC, TAC, and BPAC, a Vision Statement and Guiding Principles were developed that reflected the goals, purpose and values of the MVATP. The Vision Statement and Guiding Principles were reviewed and approved by City Council.

Vision Statement:

*Mountain View leads the region with an Active Transportation Plan that **defines a series of connected, low-stress, and green corridors that invite active transportation.** The corridors include shade, wildlife habitat, and public open spaces. The plan enables the City to intentionally support a culture of walking and biking, enhance biodiversity, and reduce climate change impacts.*



Guiding Principles

The guiding principles describe key outcomes and act as a framework that the project team can refer to throughout the planning process to ensure efficient, strategic, and accountable decision-making.

- **Mobility & Connectivity**
Streets that are easy to use and well-connected for walking, biking, and rolling purposes.
- **Safety & Comfort**
Trails, sidewalks, bikeways, intersections, and crosswalks that are safe, inviting, and easy to use.
- **Access & Equity**
Policies and programs that engage and protect vulnerable populations and increase mobility choices.
- **Sustainability & Biodiversity**
Green streets that improve access to nature and open spaces while promoting sustainability via native habitats and stormwater management.
- **Innovation & Action-Oriented**
An implementable plan with clear standards that are updated and aligned with adopted policies.

Why Does This Plan Matter and How Will It Be Used?

Achieving a future that supports sustainable active transportation for all in Mountain View requires a holistic approach and commitment to action. Through the development of an Active Transportation Plan, the City of Mountain View took an important step forward.

The MVATP helps the public and decision makers understand the importance of active transportation for community mobility, livability, health, and sustainability and its vision for it based on Mountain View values. The MVATP identifies a host of actions to create a truly active transportation system for Mountain View residents and visitors. The MVATP actions complement related actions in other city planning efforts, including the City's Vision Zero Action Plan, Biodiversity and Urban Forest Plan, and Parks and Recreation Strategic Plan. Through these actions, the MVATP documents the community's commitment to active transportation through policy, programming and infrastructure, laying the groundwork for financial and organizational support for active transportation projects.

In addition, the MVATP informs future Capital Improvement Programs (CIPs), helping prioritize investments in active transportation projects. It also serves as guidance for private development along priority corridors, encouraging alignment with planned improvements without establishing strict requirements. This plan will help guide collaborations with Caltrans, Santa Clara County, and VTA, all of which own and operate major transportation facilities within Mountain View.

FIGURE 8 DOWNTOWN MOUNTAIN VIEW STREETSCAPE



FIGURE 9 COMMUNITY QUOTES
FROM MAPTIONNAIRE SURVEY

“We cannot achieve our climate, pollution, and health goals without replacing some individual car trips with active or shared transportation. Plus, we’ve got the best climate in the world!”

“Mountain View has the potential to create an active transit Mecca given its size (5 miles) and amenities. It will sustain us through economic highs and lows because people want to live where they can walk whether they know it or not.”

“Every bicyclist on a trail is one fewer car on the road, so while the infrastructure may be expensive, it provides a benefit to all Mountain View residents and not only the ones who use it.”

“Mountain View should think about this as a goal: ‘Active Transportation should be the preferred method of travel in Mountain View.’ Think about how it would change our street and sidewalk design decisions if we at least asked ourselves that question every time a streetscape design decision is made.”

02

WHAT'S IT LIKE TO WALK, BICYCLE AND ROLL IN MOUNTAIN VIEW TODAY?



Community Characteristics

Mountain View is a diverse community with a strong foundation of active transportation infrastructure and transit systems.

Through this ATP, the City aspires to be better. The existing system can be improved to increase connectivity, accessibility and safety, and provide more green infrastructure that can improve public and environmental health within the community by reducing heat exposure, improving air quality, stormwater retention, and biodiversity.

This chapter provides an overview of the existing conditions which is one of the first steps in the development of the MVATP. It describes key aspects of demographics, infrastructure, services, and other community characteristics that influence walking, bicycling, and green streets in Mountain View today. Unless otherwise noted, demographic data are drawn from U.S. Census Bureau American Community Survey (ACS) 2021 5-year estimates.

THE PEOPLE OF MOUNTAIN VIEW

Mountain View is a jobs-rich Santa Clara County community that faces the opportunities and challenges of a strong Silicon Valley economy. The city's population is approximately 82,000, yet it also has a daily influx of workers for more than 100,000 jobs. Two thirds of the population is under the age of 44, and 22% is under 18.

FIGURE 10 STREETScape ALONG CASTRO STREET



DATA SOURCES

for Existing Conditions Analysis:

- City Open Data Portal - spatial data
- Geomate - satellite data
- U.S. Census Bureau, American Community Survey (ACS) 5-year estimates
- California Statewide Integrated Traffic Records System (SWITRS) - crash data
- Transit Service Data (Santa Clara Valley Transportation Authority (VTA)
- Mountain View Transportation Management Association (MTMA) and Caltrain

The city is ethnically diverse. Approximately 48% of Mountain View residents identify as white, 33% identify as Asian, with Chinese being the predominant Asian ethnicity, and 18% identify as Hispanic or Latino (Table 1). Income in Mountain View spans a wide range. While almost 40% of households earn more than \$200,000 per year and the median household income is \$158,104, approximately 6% of households live below the poverty level.

While the overall population density of Mountain View is low-to-medium, higher densities exist along and between key commercial and transit corridors such as Central Expressway/ Caltrain and El Camino Real, and between Rengstorff Avenue and Escuela and Sierra Vista Avenues (Figure 11). Those neighborhoods also have higher youth densities (Figure 12).

TABLE 1 RACE AND ETHNICITY IN MOUNTAIN VIEW

RACE AND ETHNICITY IN MOUNTAIN VIEW	PERCENT OF RESIDENTS
White alone	48.4%
Asian alone	33.3%
Black or African American alone	2.4%
Native American, Native Alaskan alone	0.4%
Native Hawaiian, Pacific Islander alone	0.0%
Some other race alone	5.8%
Two or more races	9.6%
HISPANIC OR LATINO POPULATION	PERCENT OF RESIDENTS
Not Hispanic or Latino	82.0%
Hispanic or Latino	18.0%

Source: ACS 2021 5-year estimate

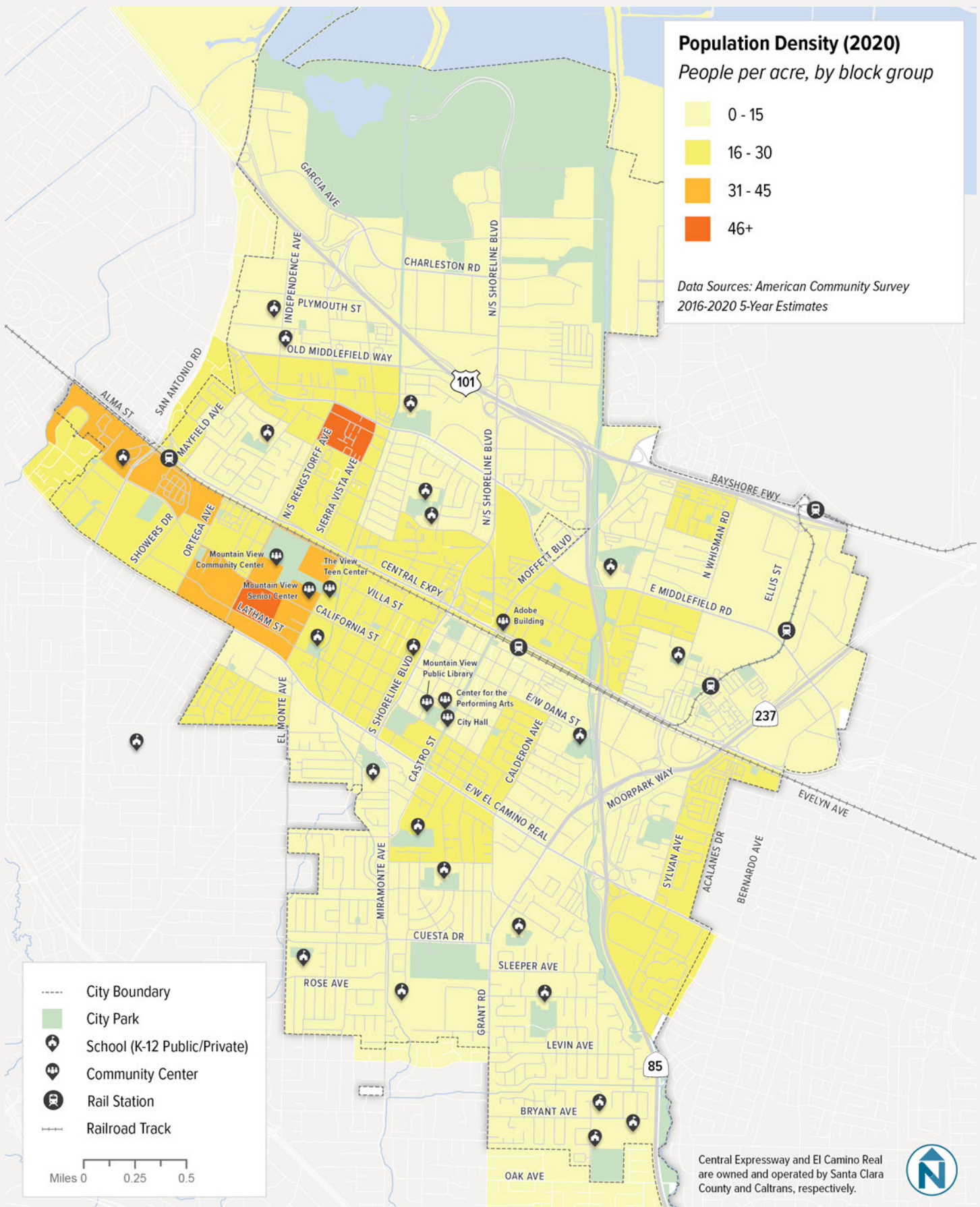
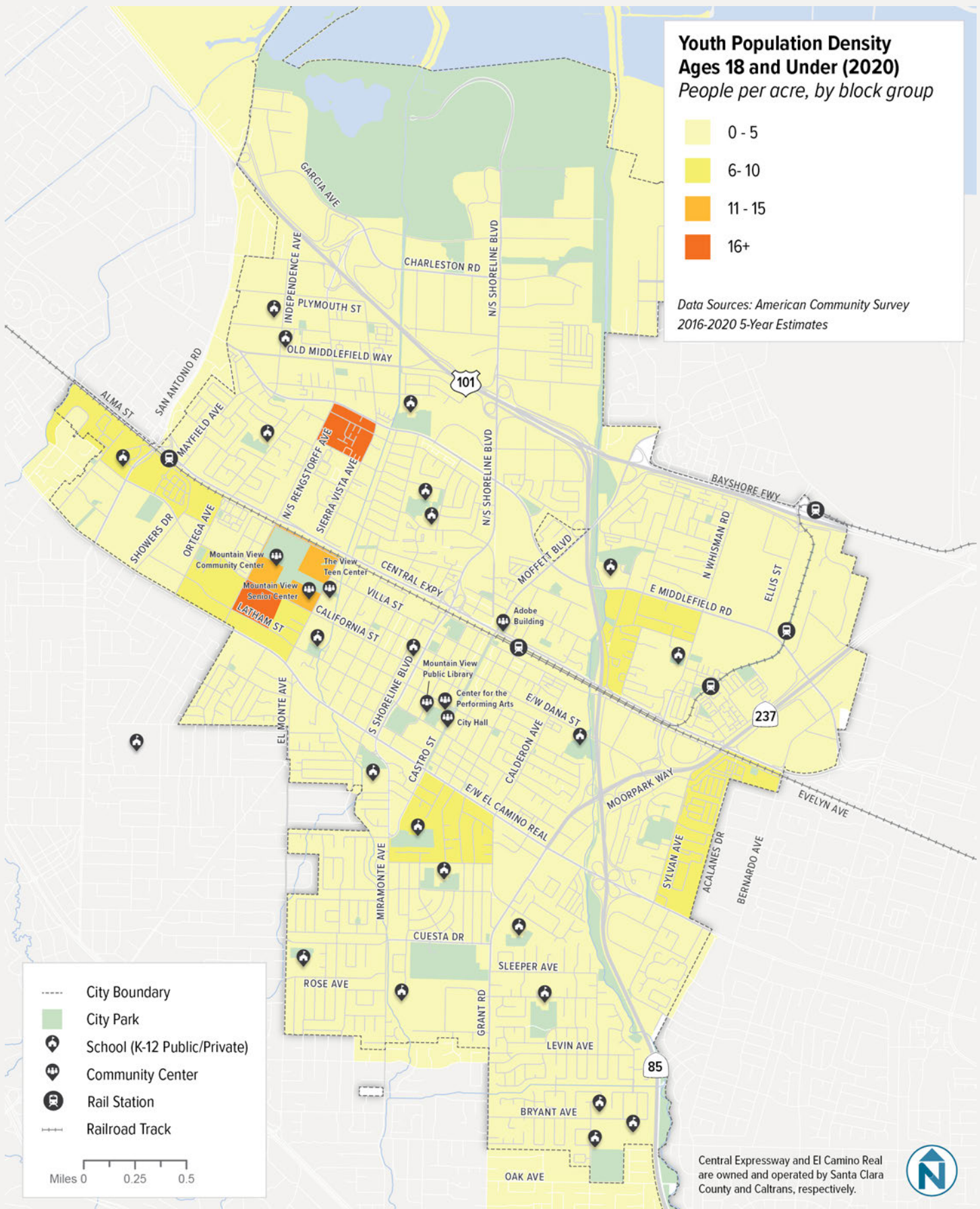


FIGURE 12 YOUTH (AGES 18 AND UNDER) POPULATION DENSITY (2020)



HOW DO WE MOVE ABOUT MOUNTAIN VIEW?

Mountain View is an active community. Census commute data from the ACS 5-year estimate shows that people bicycle to work at far higher rates than other communities in California and the United States. Approximately 3.8% of workers ages 16 and over in Mountain View bicycle to work, compared with 0.7% statewide and 0.4% nationally, while walking rates are comparable to state and national averages at 2.5% (Table 2). Mountain View residents also use public transportation at higher rates than the state and nation, with 3.9% of workers commuting by transit compared with 2.9% statewide and 3.2% nationally.

TABLE 2 COMMUTE MODE COMPARISON

COMMUTE MODE	MOUNTAIN VIEW	CALIFORNIA	UNITED STATES
Drove alone	51.8%	65.7%	68.8%
Carpooled	5.4%	9.5%	8.5%
Public transportation	3.9%	2.9%	3.2%
Walked	2.5%	2.4%	2.4%
Bicycle	3.8%	0.7%	0.4%
Taxicab, motorcycle, or other means	1.9%	1.7%	1.5%
Worked from home	30.6%	17.2%	15.1%

Source: ACS 2024 5-year estimate

Journey to Work data from the U.S. Census only provides a snapshot of walking and bicycling rates by one trip purpose. The Mountain View Safe Routes to School Program conducts an annual Student Travel Tally, capturing how students actually get to and from school. The 2024–2025 findings show that 30% of public-school students in Mountain View get to school by walking, biking, rolling, or transit and 6% carpool. Refer to Table 3 for the breakdown of how students get to school.

TABLE 3 STUDENT TRAVEL MODE SHARE (2024-2025)

PARENTS DROVE/ STUDENTS DROVE ALONE	CARPOOL	PUBLIC TRANSIT	SCHOOL BUS	WALK	BICYCLE	SCOOTER, SKATEBOARD, OR HOVERBOARD
64%	6%	3%	2%	17%	7%	1%

Source: Student Travel Tally Survey (2024-2025), Mountain View Safe Routes to School

Existing Transportation Infrastructure

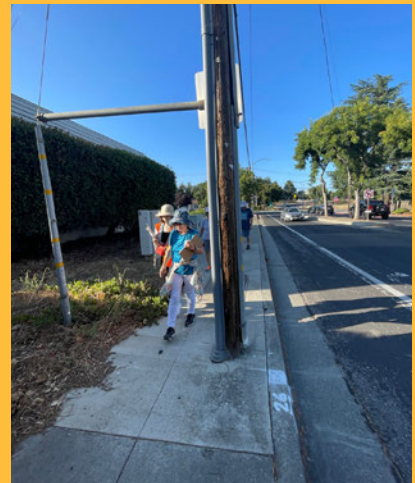
This section summarizes current transportation conditions in Mountain View. It focuses on features that support walking and biking, highlights existing strengths in the active transportation network, and identifies key opportunities for improvement.

PEDESTRIAN INFRASTRUCTURE

Mountain View's sidewalk network is 96% complete and supports walking and rolling throughout the city through a series of connected sidewalks, paseos, plazas, signalized and unsignalized crosswalks, and enhanced crosswalks. Many newer sidewalks provide comfortable pedestrian conditions, allowing two people to walk side by side; however, some older sidewalks and driveways are not up to current standards. While the city's sidewalk network is nearly complete, there are scattered sidewalk gaps and some areas with a higher concentration of missing sidewalks.

Through community engagement, surveys, and field work conducted by Mountain View staff, several existing issues were identified, including uplifted sidewalks, obstructions, deteriorating concrete, and outdated driveway slope design. Community input also indicated that parked cars often block drivers' views of pedestrians on the sidewalk as they pull into driveways. Some of these issues stem from standards that were acceptable at the time of construction but do not reflect current best practices.

FIGURE 13 SIDEWALK CONDITIONS



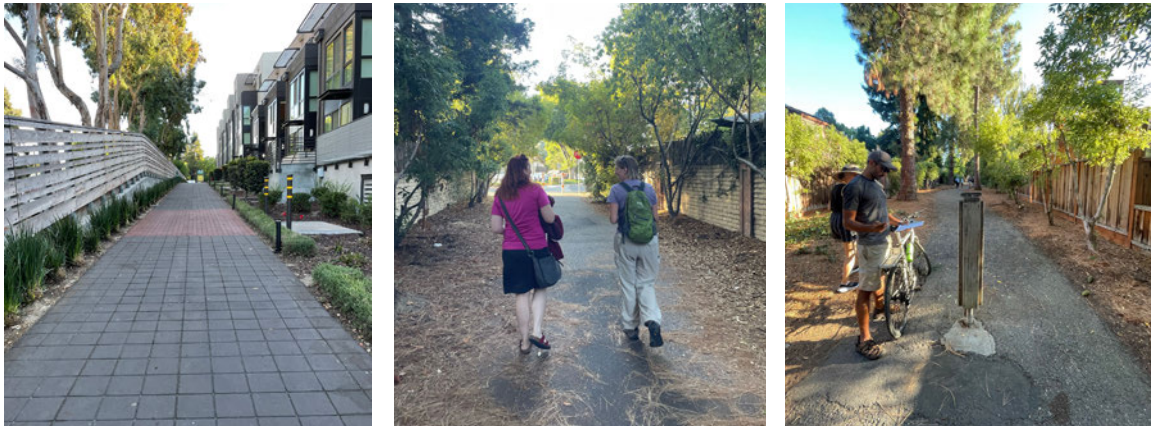
Beyond sidewalks, Mountain View's pedestrian network includes a host of paseos and trails that further support connectivity and mobility throughout the city.

WHAT IS A PASEO?

A paseo is a short connection, often utilizing a public access easement that allows for increased pedestrian and cycling connections. Participants in the Rengstorff Park Walk Tour noted how the paseo connecting Latham to El Camino between Rengstorff and Ortega improved access to destinations on El Camino Real.

Paseos are typically located between buildings, through mid-block connections, and within residential or mixed-use developments. They are often found linking neighborhoods to parks, schools, transit stops, commercial areas, and other community destinations.

FIGURE 14 CAR-FREE PASEO EXAMPLES



Paseos are a valuable tool to provide public permeability for pedestrians and cyclists through private areas. These are often built as part of multi-family residences in Mountain View. They have the added benefit of providing “eyes on the street,” which increases visibility and promotes a sense of community. Survey respondents suggested more publicly accessible pathways, or paseos, through apartment and office complexes near schools and on routes to transit, such as the Caltrain stations, to increase active transportation accessibility.

Mountain View has over 2,100 signalized intersections, marked crosswalks, High-Intensity Activated CrossWalk beacons (HAWKs), LED-enhanced crosswalks, and rectangular rapid flashing beacons (RRFBs), all of which help draw attention to pedestrians crossing the roadway. Crossings are a critical component of walking and bicycling routes throughout the city.

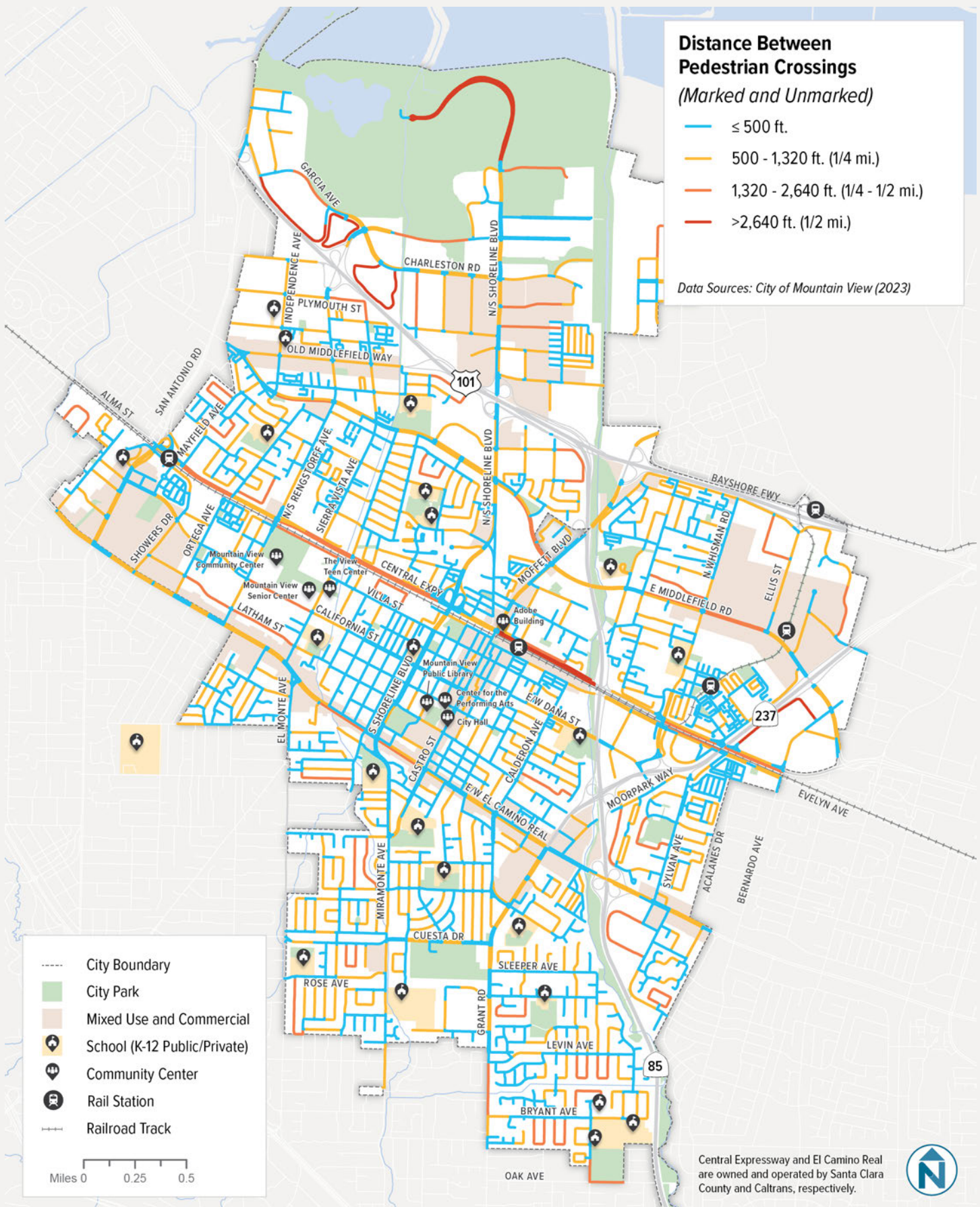
However, crossing roadways with higher speeds and multiple lanes was a recurring comfort and safety concern from Mountain View residents, particularly along larger arterial roads such as El Camino Real and Central Expressway. It is important to note that some of these larger arterial roads are under jurisdiction of Caltrans or Santa Clara County. This is particularly an issue where signalized crossing opportunities are more widely spaced, shown in Figure 16.

FIGURE 15 MARKED CROSSWALKS IN MOUNTAIN VIEW



To improve the pedestrian network, the City continues to enhance crossings and intersections with features that support pedestrian and bicycle safety, such as high visibility crosswalks, raised crosswalks, RRFBs, pedestrian hybrid beacons (PHBs), wave-actuated pedestrian push buttons, and removal of visual barriers near intersections.





BICYCLE NETWORK

The city has a varied network of bicycle facilities (Figure 18), some of which are well connected and some of which are fragmented due to gaps or barriers. The city has 2.0 linear miles of Class IV protected bikeway, 24.3 miles of Class I trail, and 27.6 linear miles of Class II bike lanes.

People vary in their comfort, physical ability, and willingness to accept risk when traveling through the city. In Access MV, the City's multimodal transportation plan, the City identified a future all ages and abilities (AAA) bicycle network comprising existing facilities and planned or funded projects (Figure 19). The network includes bicycle boulevards, trails such as Stevens Creek Trail—which provides a continuous AAA connection between the city's northern and southern areas—protected bikeways, and bicycle lanes on lower-speed, lower-volume streets. The Access MV network map served as the foundation for developing this plan's bicycle network. Mountain View will also consider implementing *slow streets*: low-traffic, shared streets that prioritize walking, bicycling, and community safety while limiting vehicle through traffic. These streets remain open to drivers accessing homes and businesses, but traffic-calming measures discourage through trips.

Parks and trails are among the community's favorite places to walk, bicycle, and roll, serving as both routes and enjoyable, car-free destinations. Survey respondents described using the Stevens Creek Trail for recreational rides, commuting, and reaching everyday places such as grocery stores and the library. However, not all neighborhoods have good connections to the trail network. Bicycle tour and survey participants noted difficult trail access conditions such as safety bollards, crossing challenges, a lack of trailheads and sidewalk gaps where Stevens Creek Trail meets major corridors such as Evelyn Ave, El Camino Real, Moffett Boulevard and West Middlefield Road, requesting or noting a need for improvements to the Permanente Creek Trail and its neighborhood connections.

Bicycle Parking and End-of-Trip Facilities

A complete bicycle network includes other supportive infrastructure and facilities including safe and secure bicycle parking, accurate bicycle detection, bicycle maintenance stations, restrooms, drinking fountains, and clear wayfinding for bicyclists.

FIGURE 17 EXAMPLE OF BICYCLE RACK



FIGURE 18 TYPES OF BICYCLE FACILITIES IN MOUNTAIN VIEW'S ALL AGES AND ABILITIES (AAA) BICYCLE NETWORK



Trails (Class I) are shared-use bicycle and pedestrian paths that are physically separated from motor vehicle travel lanes, typically through horizontal separation and/or grade separation. In Mountain View, most Class I trails are paved, though some may be unpaved or have natural surface treatments.



Bicycle lanes (Class II) are striped bicycle facilities that do not include a physical barrier separating cyclists from motor vehicle lanes.

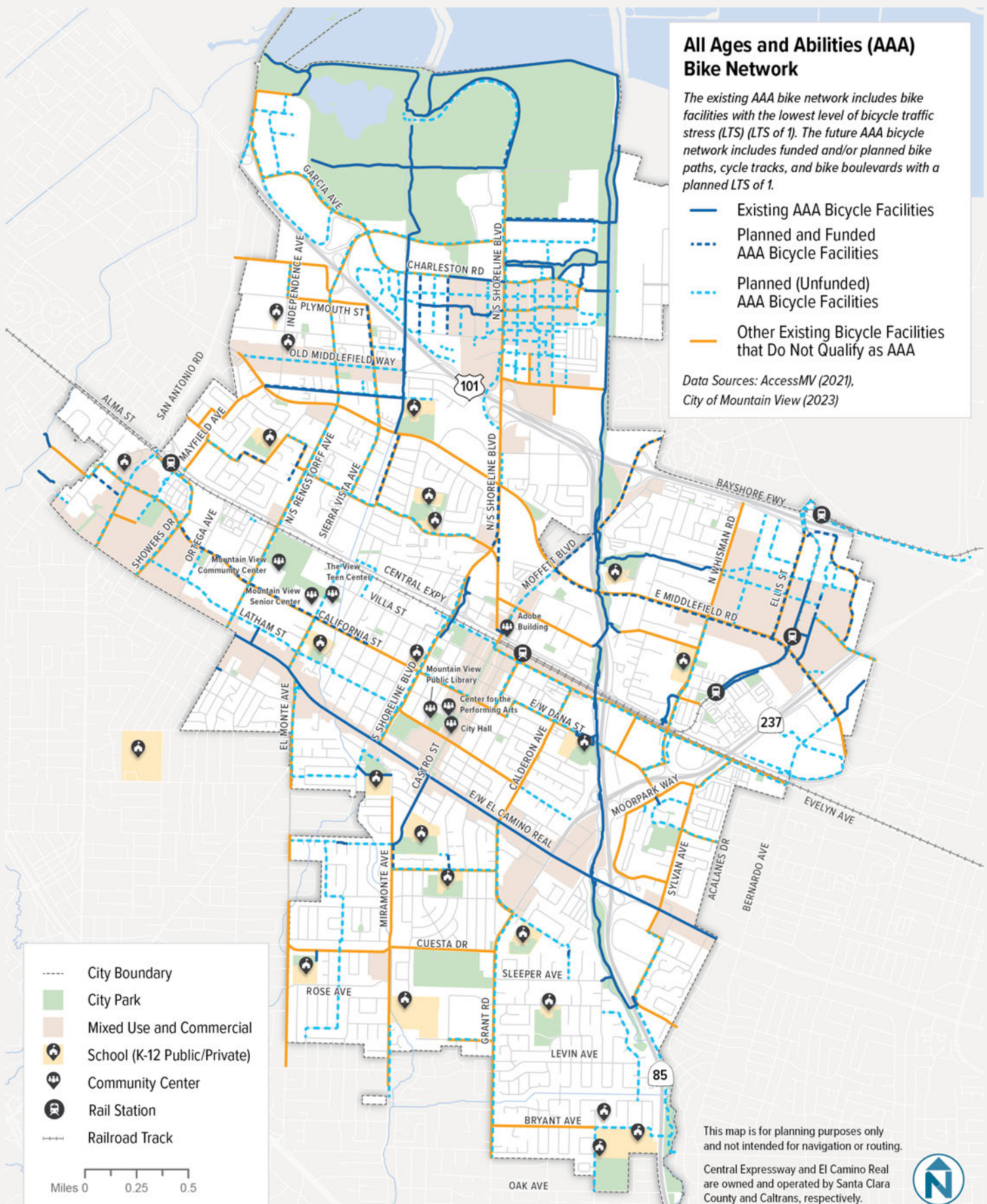


Bicycle boulevards (Class IIIB) and bike routes (Class III) are shared streets with low motor vehicle speeds and volumes, featuring design elements and pavement markings intended to prioritize bicycles. Slow streets could be considered at some locations.



Protected bikeways (Class IV) are bicycle facilities with physical barriers between bicyclists and motorized vehicles. Physical barriers can be provided with flexible plastic posts, concrete, plants and trees, or other treatments.

FIGURE 19
EXISTING AND PLANNED/FUNDED AAA BICYCLE FACILITIES VS. EXISTING BICYCLE NETWORK



Note: This map shows the all ages and abilities network identified in the 2021 AccessMV analysis, which served as the starting point for this plan's bicycle network development. The MVATP's recommended bicycle network, presented later in this chapter (Figure 27), upgrades facility types on some of these corridors.

LTS (Level of Traffic Stress): a measure of how comfortable or stressful a roadway is for bicyclists based on traffic speed, volume, and bike facility conditions.

TRANSIT IN MOUNTAIN VIEW

Transit connections are made by walking, biking and rolling. Mountain View is well served by several high-quality regional and local transit services.

VTA light rail station areas like Whisman Station are well connected by a complete sidewalk network and low-stress bicycle routes. In some areas, such as Pacific Drive near Whisman Station, station area planning has helped create walkable, shaded streets that improve transit access for people who walk, bicycle, and roll.

FIGURE 20 TRANSIT ACCESS CONDITIONS IN MOUNTAIN VIEW

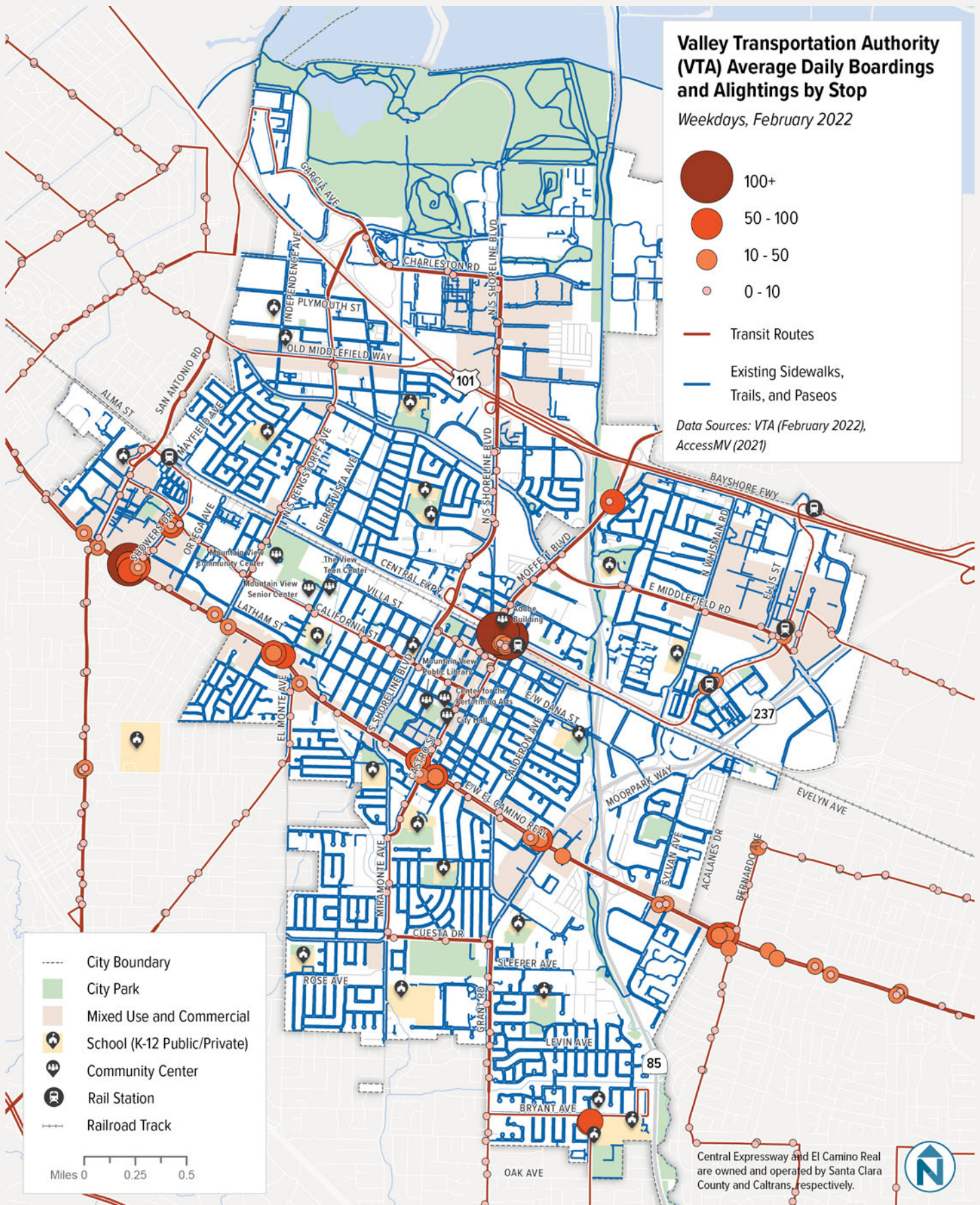


In most of the city, bus services on major roads and arterials are connected to adjacent neighborhoods via low-stress bicycle and pedestrian routes (Figure 20).

Survey respondents noted that the major arterials are some of the more challenging routes and crossing locations, making first and the last mile transit access important for active transportation infrastructure design.

TRANSIT SERVICES IN MOUNTAIN VIEW

- Caltrain commuter rail service
- VTA light rail service
- VTA bus service (including Rapid Bus Route 522 on El Camino Real)
- Mountain View Community Shuttle service
- MVgo commute-hour shuttles



Safety

Between 2015 and 2022, Mountain View reported 563 crashes involving people walking and biking, including 11 fatal and 52 severe injury crashes. According to the 2024 Mountain View Local Road Safety Plan (LRSP), 73% of fatal and severe injury (FSI) collisions occurred along arterials with higher vehicle speeds (35 mph or above), more vehicle lanes, and higher traffic volume.

Pedestrian collisions (typically involving a motor vehicle) were particularly concentrated along arterial roadways, which represent 20% of the city’s street network. FSI bicycle crashes were more distributed throughout the city. However, both pedestrian and bicycle FSI crash locations overlapped with locations that community members reported as challenging in the MVATP survey. (Figure 22 and Figure 23). The top community-identified challenging locations are summarized in Table 4. These ten challenging spots all involve a roadway owned and operated by Caltrans or Santa Clara County, making sustained collaboration with these partner agencies essential to improving safety in Mountain View.*

TABLE 4 TOP 10 CHALLENGING SPOTS FOR WALKING, BIKING, AND ROLLING AS INDICATED BY COMMUNITY INPUT

CHALLENGING SPOTS
Rengstorff Avenue & Central Expressway (and by extension: Rengstorff Avenue & Leland Avenue/Crisanto Avenue)
Castro Street/Moffett Boulevard & Central Expressway (and by extension: Castro Street & Evelyn Avenue)
El Camino Real & Castro Street
Central Expressway & Shoreline Boulevard
Grant Road & El Camino Real
Miramonte Avenue/Shoreline Boulevard & El Camino Real
SR-85 & El Camino Real
SR-101 & Shoreline Boulevard
SR-85 & Central Expressway
El Camino Real & Escuela Avenue

Crash types at intersections included conflicts during turning movements and broadsides, whereas crashes along the road often involved vehicle lane departures. There are several potential roadway improvements such as protected bicycle lanes, curb extensions, and/or pedestrian interval phasing and bicycle signals that may reduce conflict points and should be considered when designing multimodal streets.

**As of mid-2026, Caltrans is leading a Comprehensive Multimodal Corridor Plan for the segment of El Camino Real in Santa Clara County and the County is seeking funds for a study to explore the feasibility of improving bicycle and pedestrian accommodations on Central Expressway. Both efforts will identify bicycle and pedestrian improvements. City staff are providing input into the Caltrans CMCP and will provide input into the County’s study once it begins.*

FIGURE 22
FREQUENCY OF COLLISIONS INVOLVING PEOPLE WALKING AND CHALLENGING LOCATIONS

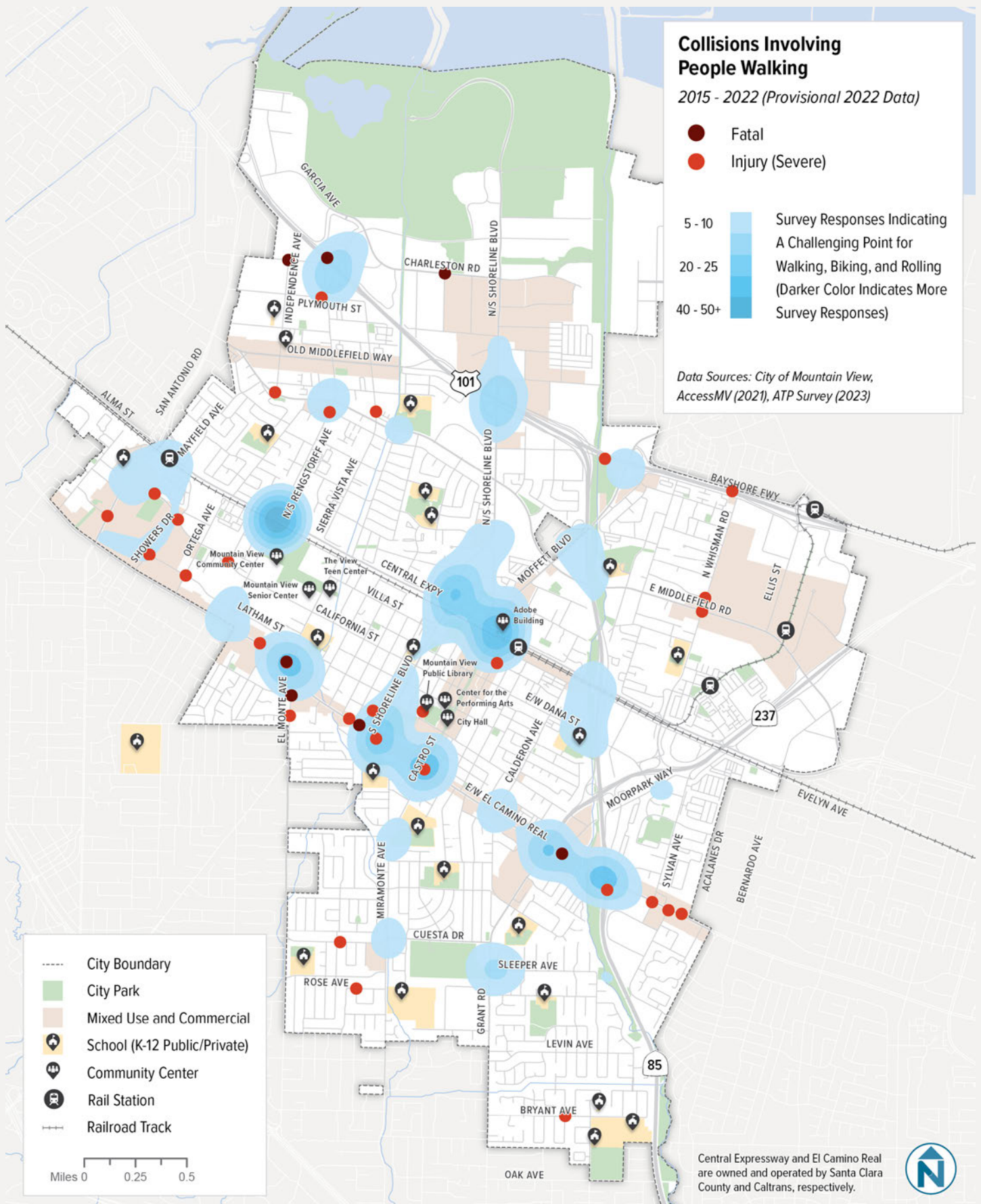
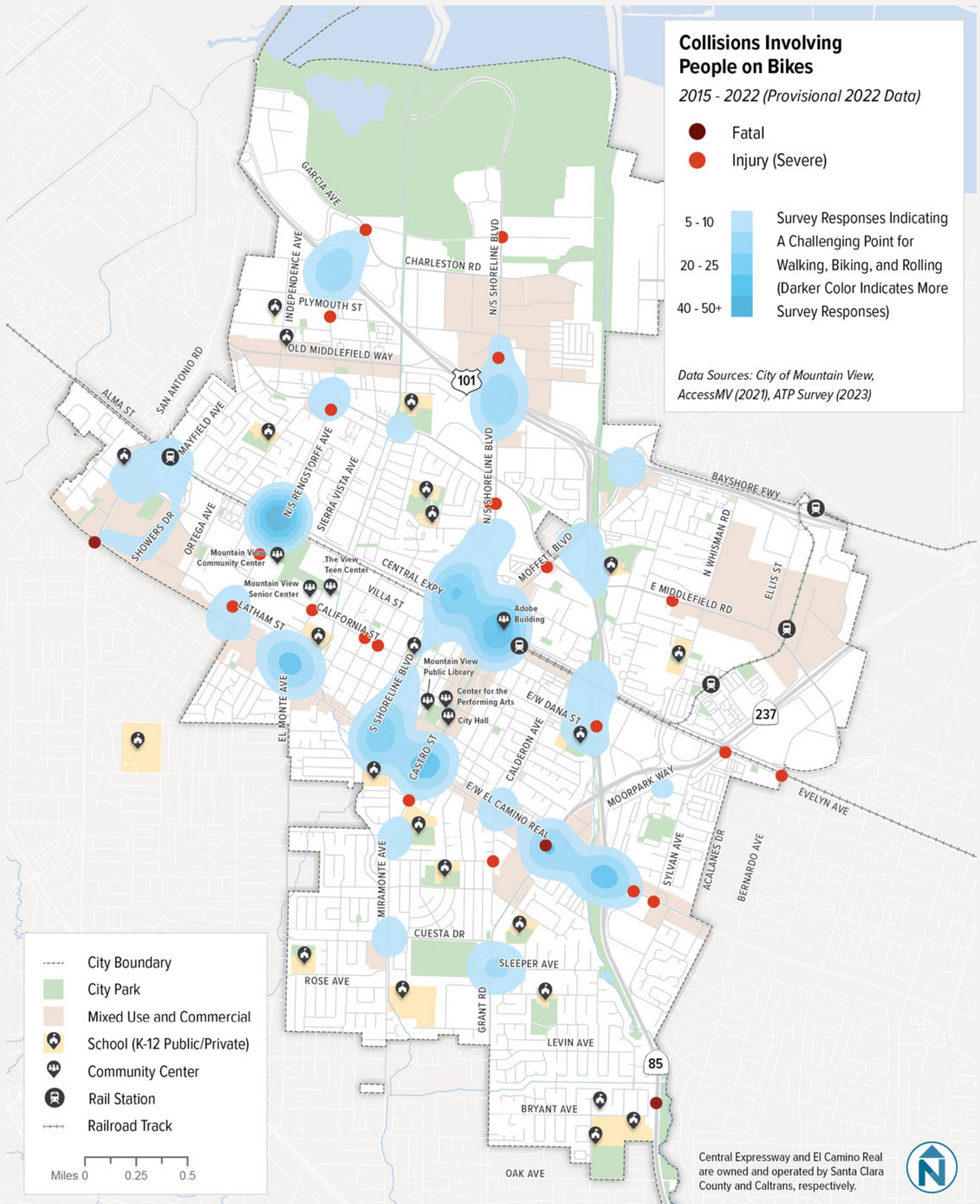


FIGURE 23
FREQUENCY OF COLLISIONS INVOLVING PEOPLE ON BICYCLE AND CHALLENGING LOCATIONS



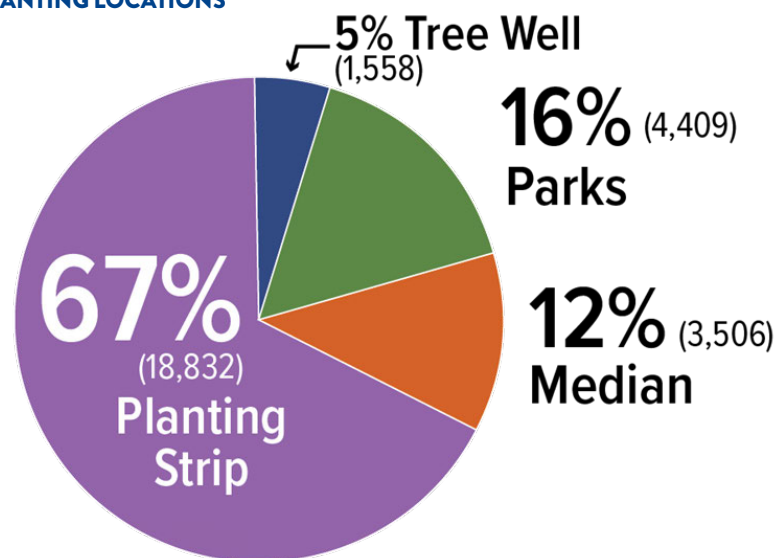
GREEN STREETS

In 2021, the Mountain View City Council established a goal to “protect and enhance local ecosystems and biodiversity through rewilding and other measures” as part of their Sustainability & Climate Resiliency strategic priority. In 2026, the City adopted a Biodiversity and Urban Forest Plan (BUPF) to enhance the health of local ecosystems and prevent species loss through a multi-pronged approach. One element of this approach is planning for active transportation networks that double as wildlife corridors to preserve biodiversity assets, create new spaces for local native plants, and support local ecosystems.

Green Streets are a holistic approach that combines active transportation, biodiversity promotion, and green infrastructure development. Including Green Streets as a component of the MVATP presents a unique opportunity to support Mountain View’s sustainability and biodiversity goals by providing space for natural systems to thrive within the public right-of-way, while influencing how people use the street, often slowing motor vehicle traffic and increasing the comfort of pedestrians and cyclists of all ages and abilities by creating space and incorporating natural elements into the street. Metrics in the Biodiversity and Urban Forest Plan will evaluate green street projects for their contribution to canopy coverage, native species integration, habitat corridor function, and stormwater performance.

For the purpose of identifying possible improvements and developing project concepts (discussed in Chapter 3), the MVATP focused on two aspects of sustainability and biodiversity/green streets: plantable space and impervious surface cover.

FIGURE 24 PUBLIC TREE PLANTING LOCATIONS



Source: City of Mountain View - Tree Technical Manual

PLANTABLE SPACE

Trees are a valuable community resource and an essential component of civic infrastructure. The City of Mountain View has been committed to preserving and enhancing its urban forest since 1960 when the City Council established tree care services. Street trees provide important shade, cooling, stormwater, water pollution reduction, and air purification services.

Approximately 2/3 of public trees are found in planting strips, which represents the biggest opportunity for additional community trees (Figure 24). Planting strips with trees adjacent to the roadway also provide an important physical buffer between the pedestrian and vehicular space, increasing comfort, safety and shade. Incorporating street trees into roadway capital projects can move the city toward realizing the 22.7 percent tree canopy coverage goal established in the 2015 Community Tree Master Plan and restated in the BUFP. Bicycle and pedestrian projects identified in the MVATP provide an opportunity to plant trees and shrubs in planting strips, medians, and bikeway buffers, directly contributing to that goal.

New plantings also present an opportunity to increase the proportion of local native species. Native trees such as Coast Live Oak, Valley Oak, and California Buckeye provide biodiversity benefits that common non-native species do not, supporting the pollinators and ecosystems of this region. The city's BUFP establishes the city's approach to native planting and canopy goals.

IMPERVIOUS SURFACES

Impervious surfaces include concrete and asphalt surfaces, roofs, and other hard materials that do not allow water to soak into the ground. On the other hand, porous surfaces, like gardens and other unpaved areas, allow water to soak into the ground. Impervious surfaces affect the environment and natural systems in various ways, causing more stormwater runoff, flood risk and water pollution, and higher surface temperatures. Greening strategies, such as planting strips, tree wells, landscaped medians, and bicycle buffers, can increase pervious surfaces. These green street elements make a positive difference in areas filled with impervious surfaces by soaking up rainwater and cooling the surroundings, improving the overall environment in Mountain View neighborhoods, and are consistent with the BUFP.

Key Takeaways

COMMUNITY SUPPORT FOR ACTIVE TRANSPORTATION

Mountain View is an active community. Through the survey, walk and bicycle tours, and data analysis, Mountain View residents noted the desire to walk, bicycle, and roll safely throughout the community. They desire access to key destinations such as shopping, schools, parks and transit. They also want end-of-trip support, such as secure bicycle parking at locations throughout the city to make it feasible and desirable to travel by active modes.

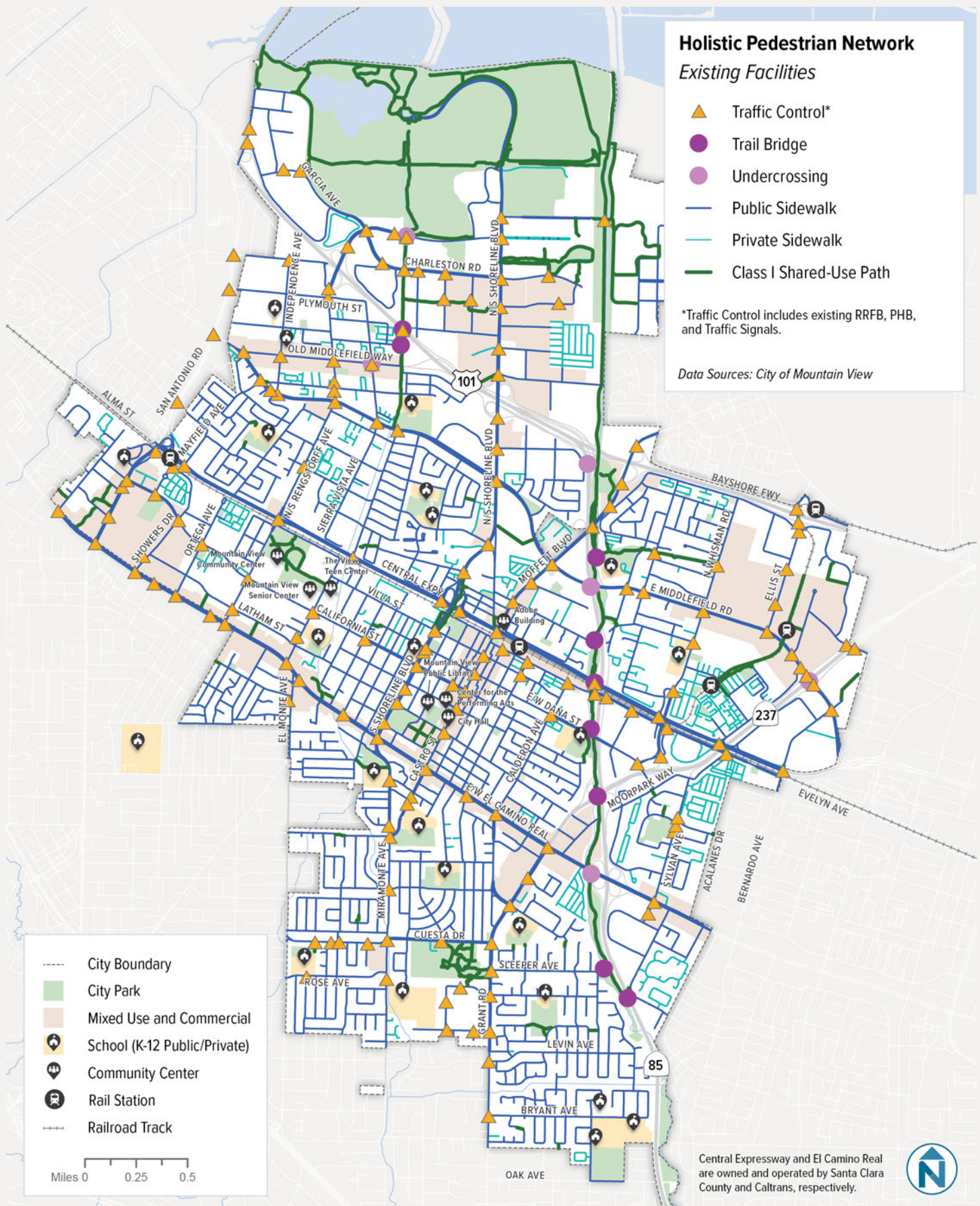
OPPORTUNITIES FOR A HOLISTIC ACTIVE TRANSPORTATION NETWORK

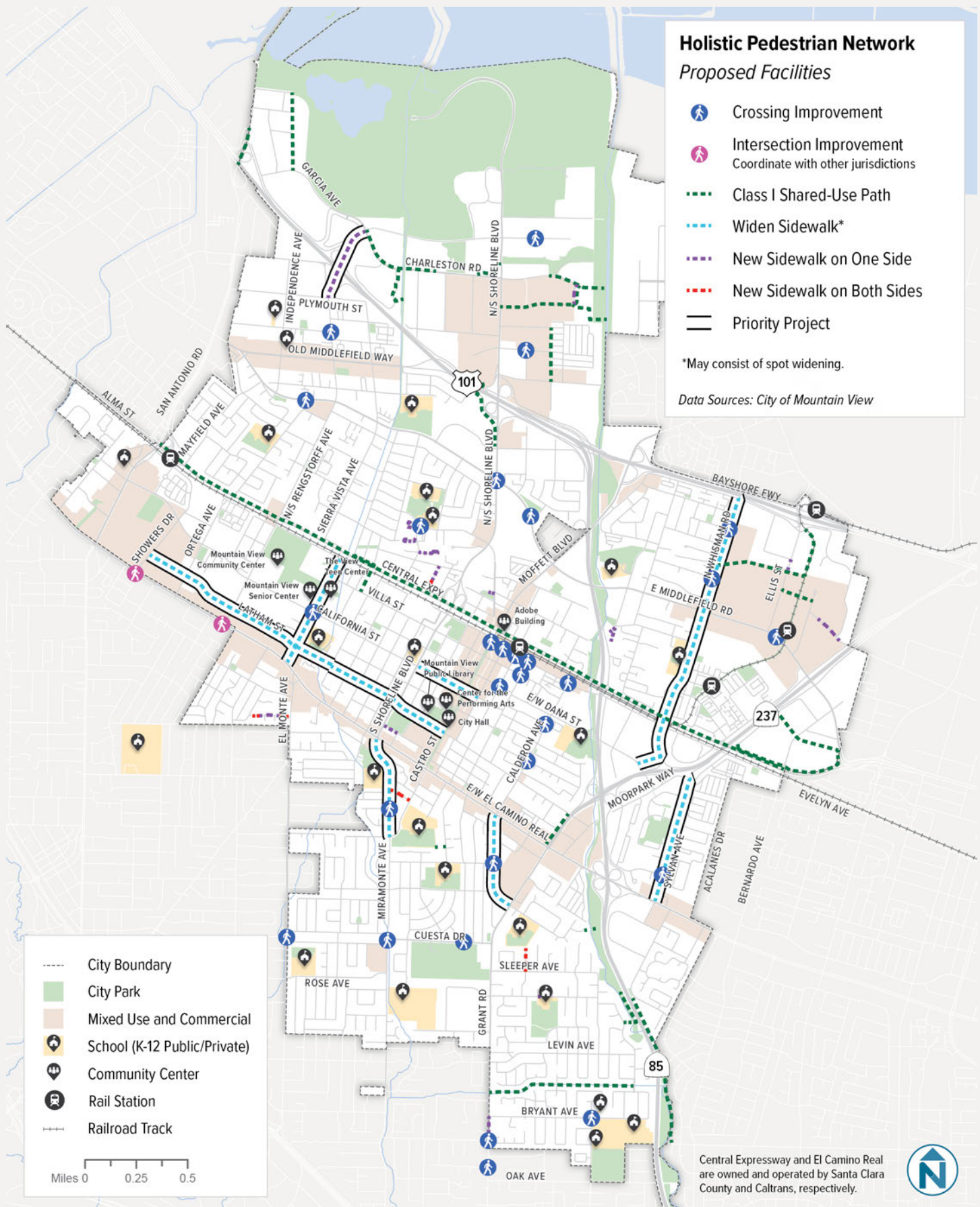
As demonstrated in the findings presented in this chapter, Mountain View has a strong foundation for its active transportation network. However, opportunities for improvement exist, whether filling gaps in the pedestrian and bicycle network or improving the quality of the existing infrastructure to increase connectivity, safety, comfort and sustainability. Holistic active transportation network maps were developed to highlight these future opportunities to expand the quantity and quality of the active transportation network in Mountain View (Figure 25, Figure 26, and Figure 27).

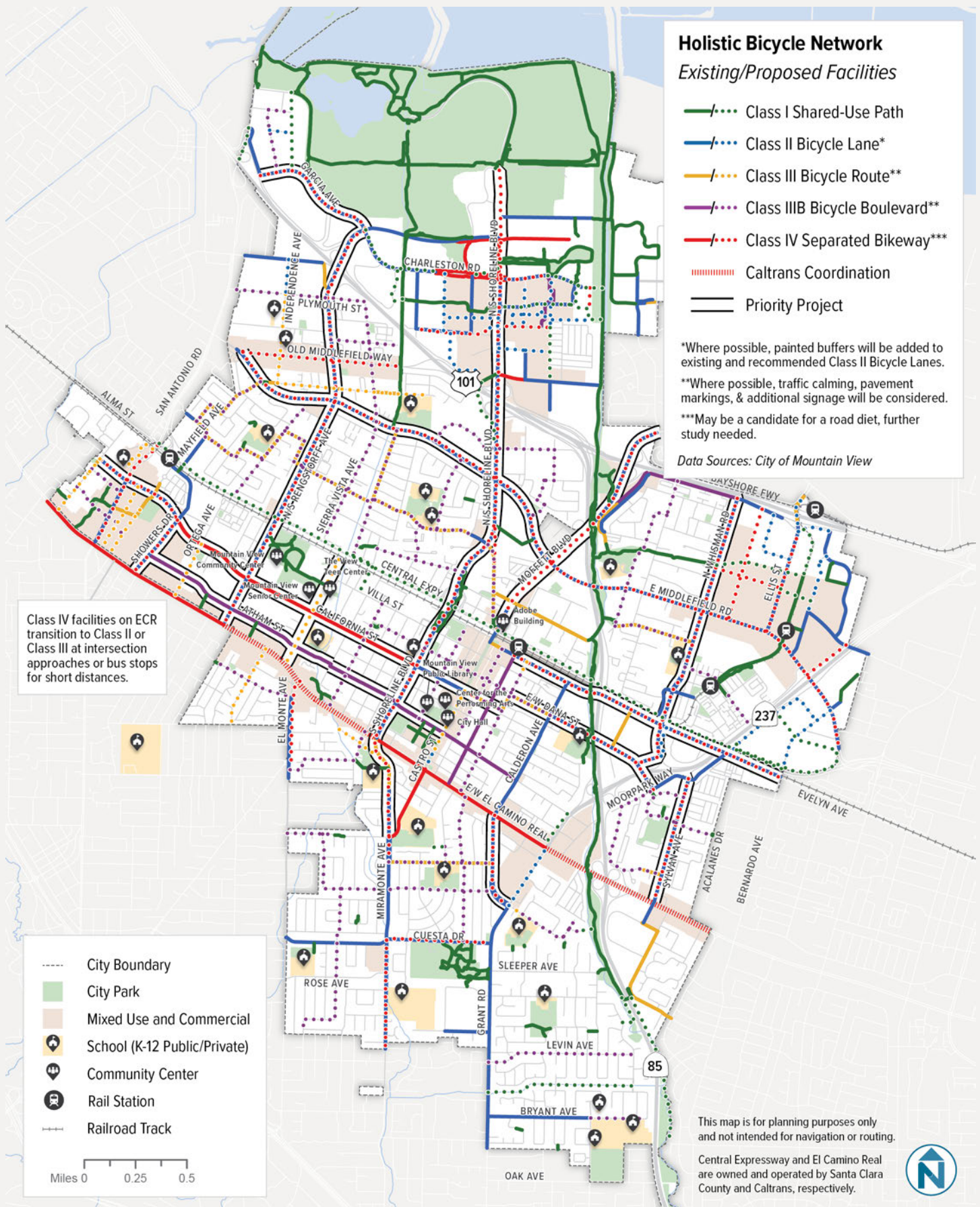
The holistic network maps serve several purposes. They represent the complete pedestrian and bicycle network the city is working toward over the life of this plan and beyond, a long-term vision rather than a committed project list. By mapping the full network, they ensure that individual improvements connect to one another and build toward a citywide system rather than isolated segments. The improvements shown on these maps formed the full set of over 100 potential projects that were evaluated and scored through the process described in Chapter 3, with the highest scoring improvements becoming the priority projects. The maps also guide decisions beyond the priority projects, informing the review of private development along the network, the design of street maintenance and repaving projects, and the pursuit of grant funding, so that each of these opportunities contributes to completing the network over time.

The holistic maps in this chapter present the full long-term network vision. Improvements shown on the holistic maps but not identified as priority projects remain part of the plan and may advance as opportunities arise.

Note: The Policy on Unimproved Streets adopted by City Council in 1993 affirms the direction to not construct sidewalks in residential areas unless homeowners initiate an assessment district to fund these sidewalk. The policy references resident desires to maintain the rural character of these streets by not improving streets to current standards. Many missing sidewalks shown on the holistic pedestrian network maps are in these unimproved areas and are not proposed for construction under current policy.







03

RECOMMENDATIONS



What's Working?

The analysis of existing conditions, prior planning projects, existing policies and code and the development of the holistic network maps highlighted current strengths and areas of opportunity for improving active transportation in Mountain View.

The recommendations are grounded in the MVATP vision and guiding principles, identifying actions that improve mobility, connectivity, safety, comfort and access with a focus on equity, sustainability and biodiversity. The projects, programs and policies build on the strong foundation of innovation that exists in Mountain View, and an eye toward action.

CURRENT PROGRESS

Mountain View is no stranger to active transportation programs and projects. The city currently supports walking, biking, and other forms of active transportation through a combination of programs, policy decisions, and capital projects. These projects involve multiple departments, such as Public Works, Community Services, Police and Fire, Community Development, and local school districts/schools and transit partners. We highlight a few programs and projects that support the vision and guiding principles of this plan.

- ▶ **Castro Street Pedestrian Mall:** Originally created as a temporary COVID-19 response, the Castro Street Pedestrian Mall became a permanent feature of downtown Mountain View after City Council voted to make the closure permanent in 2024. Closing Castro Street between Evelyn and California Streets to vehicle traffic created vital outdoor space for gathering and recreation, improved pedestrian access to local businesses, and does not allow bicycling within the Pedestrian Mall. In December 2025, City Council also voted to extend the closure across the Caltrain tracks, further enhancing pedestrian connectivity in the downtown core.
- ▶ **California Street Complete Streets Pilot Program (Shoreline to Showers):** Constructed in 2025, the pilot program implemented reduced vehicle lanes, protected intersections, high-visibility crosswalks and midblock crossings, and parking-protected bikeways with a buffered section and green bicycle lane striping at conflict points. The project exemplifies complete streets design, balancing the needs of all road users while improving safety and comfort for people walking and biking. Upon completion of the pilot period, the project will be evaluated based on safety outcomes, operational data, and community feedback. That evaluation will inform a decision to either advance the project to a permanent installation or implement revisions accordingly.

- **El Camino Real Bicycle and Pedestrian Improvements:** In partnership with the City, in 2024/25, Caltrans implemented significant pedestrian and bicycle improvements on El Camino Real. The project upgraded curb ramps to current ADA standards, added No Right on Red signs at selected intersections, installed protected bikeways along El Camino Real, and installed three new pedestrian crossings with pedestrian hybrid beacons. The project improves pedestrian and bicycle travel along and across this major corridor, which is noted as a critical and challenging barrier in the existing conditions community survey. While the project is a significant improvement, Caltrans was limited in what they could incorporate into the repaving project that delivered the improvements. Community members have noted that the bikeway protection drops at intersections and bus stops to permit drivers to turn right and bus operators to pull to the curb. This is one of several permissible design options for protected bikeways at intersections. Future plans and projects along El Camino Real, including the El Camino Real Comprehensive Multimodal Corridor Plan (in progress 2026), and city-led targeted intersection improvements, will identify ways to provide safety improvements, such as protected intersections.
- **Vision Zero Marketing and Outreach Campaign:** The City has completed the first phase of the Vision Zero outreach and education campaign to promote safety across Mountain View. Through this effort, the City provided information on pedestrian and bicycle safety at major citywide events and the farmers' market, and conducted a digital campaign. This effort also included safety videos explaining how to use the bicycle lanes on El Camino Real and the protected bicycle lane on California Street. This work is important for educating road users about the new bicycle and pedestrian facilities.
- **Safe Routes to School Program:** Safe and active travel starts in childhood. Mountain View's Safe Routes to School (SRTS) program is a cornerstone of the city's active transportation strategy, using education, encouragement, engineering, and enforcement to promote walking and bicycling to school. The program is also responding to emerging travel trends, developing e-bike safety education materials for students as well as parents and caregivers. The program improves safety for students and families, helps establish lifelong active transportation habits, and maintains ongoing outreach and partnerships with school communities that should be continued and expanded. The MVATP builds on this foundation. School access is embedded in the plan's project scoring, described later in this section, with additional points assigned to projects near schools, on suggested routes to school, or fronting a school. The plan's recommended programs and policies, also described later in this section, support safe school travel, including school zone speed limit enforcement, expansion of the Safe Routes model to parks and transit, and community walks and rides organized through SRTS.

Mountain View also benefits from a network of existing multi-use trails (Stevens Creek Trail, Permanente Creek Trail, and Hetch Hetchy Trail) and integrated green street design elements, such as the protected bikeway with landscape on both sides of Charleston Avenue (top), planting strips with detached sidewalks on Martens Avenue (middle), and tree wells on Castro Street (bottom) (Figure 28). These provide safe, off-street, and low-stress connections for people walking, biking, and rolling in the city.

FIGURE 28 EXISTING GREEN STREET ELEMENTS



Other key successes demonstrate how programmatic tools and supportive programs help advance the ATP. The North Bayshore Precise Plan, for example, uses trip caps and regular monitoring to ensure transportation demand aligns with multimodal infrastructure investments, managing congestion while encouraging walking, biking, and transit use. Complementing this, initiatives such as the Neighborhood Traffic Management Program, downtown bicycle-sharing partnerships, and free to ride Mountain View Community Shuttle further support safe, convenient, active and low-stress travel throughout the city.

Recommendations for the Future

Using the Guiding Principles of Mobility & Connectivity, Safety & Comfort, Access & Equity, Sustainability & Biodiversity, and Innovation & Action-Oriented, the MVATP identified projects that improve safe, equitable and comfortable connections across the city and programs and policies that continue to support active transportation.

Infrastructure projects went through a scoring and prioritization process using spatial, demographic, community input and organizational data, whereas policy and program recommendations went through an internal city review to finalize the list, based on planning precedent, best practice and state legislation and program research conducted in the first phase of the plan.

SCORING AND PRIORITIZING INFRASTRUCTURE PROJECTS

Scoring and prioritizing infrastructure projects is a standard exercise in transportation planning that grounds decision-making in data and community input. Projects are scored according to their potential to achieve the plan's visions and goals, and prioritize practical aspects that may affect the feasibility of a project such as potential project costs, implementation timeline and the opportunity to leverage planned work or funding. While a scoring and prioritization process may evaluate an extensive list of potential projects, the goal of the exercise is to develop a list of projects that could be planned and/or implemented over the anticipated ten year time frame of the plan.

The MVATP scoring process used seventeen criteria distributed across four of the five guiding principles: Access and Equity, Safety and Comfort, Mobility and Connectivity, and Sustainability and Biodiversity, and a Feasibility category. Each scoring criteria had an associated metric that allowed for measurement of the criteria using objective data, community comments or professional judgment (Table 5). Mountain View staff across several departments, along with the TAC, ATPAC, BPAC, CTC, and City Council, all provided input into the scoring and prioritization process.

The prioritization scored over 100 potential pedestrian and bicycle infrastructure project opportunities identified through the existing conditions analysis and holistic network map development. Potential projects were initially screened to estimate the general scale and scope

of project types (for example, signage and striping projects versus major civil improvements) and categories of possible project types (pedestrian improvements, bicycle improvements, green streets, etc.).

The potential projects were then scored based on the degree to which the anticipated improvements met each scoring criteria's metric threshold. Potential project total scores ranged from a high of 88.5 to a low of 7, with a maximum of 100 possible. Additional details on the scoring methodology are provided in Appendix A.

City staff reviewed the list of potential projects. The highest scoring projects include improvements to both the pedestrian and bicycle holistic networks (Table 6 and Figure 29). Cut-sheets for sixteen of these projects are included in Appendix B. The full list of potential projects evaluated as part of scoring and prioritizing is contained in Appendix C.

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Access and Equity	Supports lower income residents	U.S. Census data	Project is not within a low- or low- to mid-income census tract	0
			Project is within a low- to mid-income census tract defined as having more than 14% of the population below 200% of the federal poverty level (FPL).	7
			Project is within a low-income census tract defined as having more than 28% of the population below 200% of FPL.	14
	Fills a gap in existing sidewalk network	City of Mountain View GIS data	Project does not close a sidewalk gap	0
			Project partially closes a sidewalk gap	3
			Project does close a sidewalk gap	6.5
	Fills a gap in All Ages and Abilities (AAA) bicycle network	City of Mountain View GIS data	Project does not close a gap in the AAA bicycle network	0
			Project partially closes a gap in the AAA bicycle network	3
			Project does close a gap in the AAA bicycle network	6.5
Maximum score for Access and Equity scoring criteria				27

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA (CONTINUED)

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Safety and Comfort	Addresses community concerns	GIS data representing an aggregation of community comments from Maptionnaire survey, walk audits, other community events, and Mountain View's online and 311 community comment portals	Project area has low density of community comments (lower third)	0
			Project area has medium density of community comments (middle third)	4
			Project area has high density of community comments (top third)	9
	Addresses existing (historic) crash patterns	GIS crash data analysis from Mountain View Local Road Safety Plan	Project area has no or low density of fatal or severe injury crashes (bottom third)	0
			Project area has medium density of fatal or severe injury crashes (middle third)	7
			Project area has a relatively high density of fatal or severe injury crashes (top third)	14
	Improves pedestrian network density	Mountain View GIS data measuring the distance between pedestrian crossing opportunities	Project does not reduce pedestrian block length at all	0
			Project reduces pedestrian block length but not to less than 500'	2
			Project reduces pedestrian block length to less than 500'	4
	Reduces pedestrian crossing distance	Mountain View GIS data measuring the width of pedestrian crossing distance at intersections	Project does not decrease width of pedestrian crossing distance	0
			Project does decrease width of pedestrian crossing distance	5
Maximum score for Safety and Comfort scoring criteria				32

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA (CONTINUED)

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Mobility and Connectivity	Supports school children	Mountain View GIS data of all school locations	Project is more than 5-minute walk (0.25 mile) from a school (public or private)	0
			Project is less than 5-minute walk (0.25 mile) from a school or on a suggested route to school (public or private)	4
			Project fronts a school (public or private)	9
	Supports other key destinations (commercial center, park, trail, senior center or senior living community)	Mountain View GIS data of key destinations	Project is more than 5-minute walk (0.25 mile) from a key destination	0
			Project is less than 5-minute walk (0.25 mile) from a key destination	4
			Project fronts a key destination	9
	Improves first/last mile connection to transit	Mountain View GIS data of all transit stops	Project is not within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	0
			Project is within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	2
			Project is within 10-minute walk (0.5 mile) of major transit stop or high-quality transit corridor (bus or rail)	4
	Maximum score for Mobility and Connectivity scoring criteria			
Sustainability and Biodiversity	Reduces impervious surface area	Mountain View satellite imagery and GIS data	Project does not reduce impervious surface area	0
			Project reduces impervious surface area by less than 4%	2
			Project reduces impervious surface area by 4% or more	4.5
	Provide Plantable Space	Mountain View satellite imagery and GIS data	Project does not increase open space for plantings (per typical)	0
			Project provides enough space for ground cover plantings (plantable spaces < 5' wide)	2
			Project provides enough space for ground cover plantings and shade trees (plantable spaces ≥ 5' wide)	4.5
			Maximum score for Sustainability and Biodiversity scoring criteria	

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA (CONTINUED)

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Feasibility	Order of Magnitude Cost (includes environmental, ROW, etc.)	Previous Mountain View project unit costs	\$\$\$ (> \$10M)	0
			\$\$ (\$2M - \$10M)	1
			\$ (< \$2M)	2
	Interagency Coordination	Assessment of agency jurisdictions and departmental responsibilities	City and 2 or more additional outside agencies	0
			City and 1 additional outside agency	1
			None, only city departments	2
	Practical Implementation Timeframe	Mountain View staff professional judgment	Long	0
			Medium	1
			Short	2
	Opportunity To Leverage Existing Planned Project	Mountain View staff professional judgment	No	0
			Yes	2
	Alignment With Local, Regional And/or Federal Funding Sources/ Opportunities	Mountain View staff and consultant professional judgement	No	0
			Yes	2
Maximum score for Feasibility scoring criteria				10
Total maximum scoring across all scoring criteria				100

TABLE 6 MYATP IDENTIFIED PRIORITY PROJECTS WITH EXTENTS, MILEAGE, AND RECOMMENDED BICYCLE AND PEDESTRIAN IMPROVEMENTS*

PROJECT NAME, EXTENTS	MILEAGE	RECOMMENDED IMPROVEMENTS		
		A	B	C
California Street, South Shoreline Boulevard to Showers Drive	1.38	Escuela Avenue Protected/Enhanced Intersection	Shoreline Boulevard Protected/Enhanced Intersection	-
California Street, Showers Drive to Del Medio Avenue	0.5	Showers Protected/ Enhanced Intersection	San Antonio Protected/Enhanced Intersection	-
Whisman Road, Fairchild Drive to East Dana Street	1.43	Dana Street Protected/Enhanced Intersection	Whisman Station Intersection Reconstruction	Pacific Drive Intersection Reconstruction
Escuela Avenue, Crisanto Avenue to El Camino Real	0.5	California/Escuela Intersection Reconstruction	Rengstorff Park Pedestrian and Bicycle Crossing	Crisanto Avenue Intersection Reconstruction
California Street, Shoreline Boulevard to Bush Street	0.32	Castro Intersection Reconstruction	-	-
Showers Drive, California Street to El Camino Real	0.32	San Antonio Station Pedestrian Crossing	Target Paseo Crossing	El Camino Real Protected/Enhanced Intersection (Los Altos and Caltrans coordination required)
West Middlefield Road, Moffett Boulevard to Old Middlefield Way	2	Farley Street Bicycle and Pedestrian Trail Connection to Crittendon Middle School	San Veron, San Pierre, Terra Bella Pedestrian Crossings	Old Middlefield Intersection Reconstruction
Latham Street, Escuela Avenue to Showers Drive	0.84	Rengstorff Protected/ Enhanced Intersection	Showers Drive Bicycle and Pedestrian Crossing	Escuela Avenue Protected/Enhanced Intersection
South Shoreline Boulevard, El Camino Real to Montecito Avenue	1.1	Dana Street Bicycle Connection	Montecito Avenue Enhanced Intersection	Central Expy Ramp Crossings
Latham Street/Church Street, Escuela Avenue to Castro Street	0.85	Shoreline Boulevard Protected/Enhanced Intersection	Oak Street Crossing to Eagle Park	Pioneer Memorial Park Crossing

Note: See Figure 29 for map reference.

* Improvements A, B, and C outline the multiple improvements that may occur within the project extent.

TABLE 6 MVATVATP IDENTIFIED PRIORITY PROJECTS WITH EXTENTS, MILEAGE, AND RECOMMENDED BICYCLE AND PEDESTRIAN IMPROVEMENTS* (CONTINUED)

PROJECT NAME, EXTENTS	MILEAGE	RECOMMENDED IMPROVEMENTS		
		A	B	C
Rengstorff Avenue,** Leghorn Street to Garcia Avenue	0.4	101 Ramp Crossings	Garcia/Amphitheater Protected/Enhanced Intersection	-
Rengstorff Avenue, Leghorn Street to El Camino Real	1.7	El Camino Real Protected/Enhanced Intersection (Los Altos and Caltrans coordination required)	To be determined by Rengstorff Avenue Complete Streets Study.	
Dana Street, Bush Street to Moorpark Way	0.85	Moorpark Way Intersection Reconstruction	Calderon Protected/ Enhanced Intersection	-
Miramonte Avenue, El Camino Real to Marilyn Drive	0.5	El Camino Real Protected/Enhanced Intersection	Park Drive Pedestrian Crossing	Sonia Way Pedestrian Crossing
North Shoreline Boulevard, Plymouth Street to Montecito Avenue	1.02	W Middlefield Protected/Enhanced Intersection	101 Ramp Crossings	-
Garcia Avenue, Amphitheater Parkway to Bayshore Parkway	0.6	Permanente Creek Trail Connection	Garcia/Amphitheater Protected/Enhanced Intersection	Salado Drive Pedestrian Crossing to Park
Evelyn Avenue, Bush Street to South Bernardo Avenue	1.35	Stevens Creek Trail Connection	Bernardo Street Undercrossing	-
Phyllis Avenue, El Camino Real to Grant Road	0.5	El Camino Real, Hans Avenue, Grant Road Protected/Enhanced Intersections	Tyler Park Way and Pamela Drive Mid-Block Crossings-	-
Sylvan Avenue, Moorpark Way to El Camino Real	0.6	Moorpark Way Intersection Reconstruction	Sevely Drive Pedestrian Crossing	El Camino Real Protected/Enhanced Intersection
North Shoreline Boulevard, North Road to Plymouth Street	0.8	Amphitheater Parkway Protected/Enhanced Intersection	Charleston Road Connection to Sidepath	-
Moffett Blvd, RT Jones Road to Central Expressway	1.29	Middlefield Protected/ Enhanced Intersection	101 Ramp Crossings	Stevens Creek Trail Connection

Note: See Figure 29 for map reference.

* Improvements A, B, and C outline the multiple improvements that may occur within the project extent.

** A long-term interchange redesign is being led by the Santa Clara Valley Transportation Authority (VTA). The City of Mountain View will coordinate with Caltrans and VTA to pursue changes.



POLICY AND PROGRAM RECOMMENDATIONS

Infrastructure changes are not the only “tool in the toolbox” to improve the travel experience for people who walk, roll, and ride in Mountain View. Table 7 contains a recommended list of policies and programs that support active transportation and are aligned with the MVATP vision and guiding principles. The list is based on a review of Mountain View and peer community precedent, best practices, and state legislation and program research. Mountain View staff across several departments reviewed the list to determine feasibility, roles and responsibilities, and alignment with broader city values. The list also contains some policy and program recommendations from the previously adopted Mountain View Vision Zero Action Plan and Local Road Safety Plan with relevance to active transportation. A comprehensive list of those recommendations are included in Appendix D.

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
No Right Turn on Red Policy	Implement a pilot to prohibit right turns on red (RTOR) at selected locations and/or specific times to improve safety, comfort, and confidence for pedestrians and cyclists at signalized intersections. No RTOR can be reinforced with various sign and signal interventions.	Safety & Comfort	Public Works (PW) & Police Department (PD)
Updated Design Standards to be Informed by Best Practices	Use best practice guidance documentation and standards to inform the design of transportation projects to improve the safety and comfort of bicyclists and pedestrians of all ages and abilities.	Mobility & Connectivity Safety & Comfort	PW & Community Development Department (CDD)

Updated Design Standards to be Informed by Best Practices

There is a rich resource library of national best practice guidance and standards available to communities across the country to support the safety and comfort of roadway users of all ages and abilities. The City of Mountain View uses guidance documents and standards from Caltrans, Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO), U.S. Access Board, National Association of City Transportation Officials (NACTO), and the Institute of Transportation Engineers (ITE), as well as applicable state and federal design guidelines and standards to inform the design of transportation projects. The MVATP reinforces the importance of the guidance represented in these documents and the need for the City to review and update standards to remain consistent with best practices. Strong design standards are also tools to ensure developments construct adequate pedestrian infrastructure.

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Update Bicycle Parking Standards	Incorporate recommended revisions to the Bicycle Parking Standards in Mountain View's municipal code that call for simplified and more flexible standards to allow for the construction of more high-quality bicycle parking.	Mobility & Connectivity	PW & CDD
Walk Safe Designation	The non-profit America Walks promotes walkability in communities around the country through Community Change grants and Walk Safe Community designations.	Safety & Comfort Access & Equity	PW
Waste Bin Policy and Maintenance	Placing waste bins conspicuously throughout Mountain View promotes the proper disposal of waste. This includes education for placement of residential and commercial waste bins outside of bike lanes.	Safety & Comfort	PW
Develop Key Performance Indicators (KPIs) to Measure Active Transportation Progress	KPIs can be developed by city staff to measure and report annual overall progress towards the ATP Guiding Principles.	All	PW
Upgrade Pedestrian Signals to Accessible Pedestrian Signals (APS)	Accessible Pedestrian Signal provide information about when to cross the street in a non-visual format such as auditory tones, messages and/or vibrations.	Access & Equity	PW
Improve Visibility at Intersections (Daylighting)	Implement and enforce the "Daylighting Law", Assembly Bill 413, which became law in California in 2023. Daylighting prohibits stopping, standing, or parking within 20 feet of the approach side of any marked or unmarked crosswalk or within 15 feet where a curb extension is present. Daylighting provides greater visibility at intersections, improving safety for pedestrians and bicyclist crossing the street, as well as for drivers.	Safety & Comfort Mobility & Connectivity	PW & PD
Evaluation of Speed Limits and Speed Zones	Examine opportunities for speed limit reductions allowable through the California Vehicle Code, such as measured changes in speed after a project's completion or in a specific district or zone when justified by an engineering or traffic survey.	Safety & Comfort	PW & PD

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Enforcement of School Zone Speed Limits	Enforcing school zone speed limits promotes driver awareness and caution in areas where youth are gathered.	Safety & Comfort	PW & PD
Managing and Enforcing the Transportation System of All Road Users	The safety of all road users is improved when space is appropriately managed and the regulations and rules of the road are followed and enforced. No parking or stopping in bicycle lanes for unloading/loading or deliveries, No parking or stopping in bicycle lanes and managing and maintaining sidewalk space are examples of actions that can reduce the risk of modal conflict and potential crashes.	Safety & Comfort	PW & PD

Managing and Enforcing the Transportation System of All Road Users

The safety of all road users is improved when space is appropriately managed and the regulations and rules of the road are followed and enforced. No parking or stopping in bicycle lanes and managing and maintaining sidewalk space are examples of actions that can reduce the risk of modal conflict and potential crashes.

Curb management is one important component of this. In today's transportation landscape, there is an increased amount of desired curbside uses along city streets, including parking, deliveries, passenger drop off/pick up, seating, and waste management. Protected bicycle lanes successfully co-exist with the demands of the curb in many locations across the globe but require enforcement of bicycle lane and curb regulations such as parking and loading zones to ensure the mobility and safety of bicycle riders.

Similarly, the demand on the sidewalk has also changed over time. The pandemic brought an increase in outside dining spaces, and sidewalks are also often parking and storage locations for bicycles, scooters, trash receptacles, and other amenities. This increased use of the sidewalk can lead to constrained or blocked paths of travel for people who walk and roll, which limits movement and can force those travelers into the roadway at unanticipated locations and into possible conflict with other road users.

The City will continue to enforce the travel spaces available to all road users, including those spaces designed to improve the safety and mobility of those using active transportation. Enforcement can also include developing policies to mitigate the negative impacts of non-pedestrian uses of the sidewalk, including emerging technologies such as delivery bots.

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Road Safety Education	Road safety education for all modes and road users to increase awareness of rules of the road/ transportation system and responsibilities as travelers.	Safety & Comfort Access & Equity	PD
Consideration of Pedestrian Connectivity via Paseos in Property Development.	Paseos, or pedestrian-only streets, are narrow paths between buildings, alleys, or public staircases that provide safe walking and biking connections across neighborhoods. They must be enforced as pedestrian-only to be effective.	Safety & Comfort Access & Equity	PD
Leading Pedestrian Interval Policy	Providing pedestrians with a head start when entering a crosswalk will promote pedestrian safety and prioritization at intersections evaluated and recommended by staff.	Access & Equity	PW
Staff Continuing Education	Staff continuing education on the Vision Zero Action Plan and Local Road Safety Plan, defensive driving in City vehicles, Safe Systems Approach, and safety countermeasures will raise city staff proficiency in promoting and enforcing Safe Road interventions.	Safety & Comfort Access & Equity	Human Resources, Fire Department, CDD, PW & PD
Education and Enforcement on Use of Personal Electric Micromobility Devices	Public education campaigns and safety trainings through established programs like Safe Routes to School and other high exposure outlets in Mountain View on the legal and appropriate use of personal electric micromobility devices (e.g., Class 1-3 e-bikes, e-motos, scooters), such as which devices are street legal, who can use them, where they are permitted to ride and park, applicable speed limits, and other best practices and regulations to promote safe and responsible use, and the enforcement of such.	Mobility & Connectivity	CDD, PD, CSD & Local School Districts/Schools.
Bicycle Friendly Community Designation	The Bicycle Friendly Community designation from the League of American Bicyclists opens up resources that support the establishment and improvement of bicycle infrastructure and policy in Mountain View.	Safety & Comfort Access & Equity	PW

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Greening / Tree Canopy Improvements	Coordinate internally to incorporate greenery and street trees into larger infrastructure improvements along roadways. Trees should be placed to avoid impacts to underground utilities. Seek additional funding sources for green infrastructure. Prioritize near-term opportunities to include greening. Include green infrastructure in updated standard details. These elements serve environmental and planning goals and support safer street design.	Sustainability & Biodiversity	Community Services Department (CSD), CDD & PW

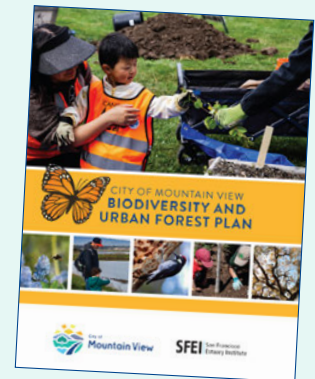
Greening / Tree Canopy Improvements

The MVATP and the BUFP are complementary to one another with shared goals and principles and methods to achieve them. The recently adopted BUFP states Mountain View's commitment to planting and protecting native trees and vegetation to enhance native biodiversity, strengthen climate resilience, and support community health and connections. Active transportation corridors such as the existing and proposed bikeways in the MVATP are considered priorities within the BUFP's Heat Mitigation Strategy Zone and are included in that plan's connectivity analyses.

Additionally, the BUFP contains three actions directly related to the MVATP Sustainability and Biodiversity Guiding Principle. They are:

- ▶ **Action 1** Seek to strategically include green features in active transportation improvement project design to both increase ecological value and achieve other City priorities.
- ▶ **Action 10** Maximize biodiversity support within city parks and trail corridors while continuing to meet community needs.
- ▶ **Action 17** Prioritize shade tree planting in the Cooling Zone, mapped in Guide A: Urban Landscaping, to protect against heat and improve walkability.

The MVATP and BUFP support the City's overall sustainability goals and emphasize the importance of incorporating greenery and street trees into infrastructural improvements of varying scale along roadways. Not only do they have the benefit of serving environmental and planning goals but they are also valuable elements of a safer street design.

FIGURE 30 CITY OF MOUNTAIN VIEW BIODIVERSITY AND URBAN FOREST PLAN

Transportation Demand Management (TDM) focuses on strategies to reduce travel demand and encourage more healthy, sustainable patterns of transportation. TDM strategies can include programs that encourage mode shift such as Safe Routes to School, transit pass discounts, parking cash out programs, incentives for bike commuting, corporate shuttle services, carpool coordination, and preferential parking spaces for carpool and vanpool. They can also include policies that support an integrated land use and transportation approach, such as transit-oriented development and incentives for new development that support more sustainable transportation choice and reduce vehicle miles traveled. Mountain View passed a citywide TDM Ordinance and Program Standards in June 2026.

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Expansion of Safe Routes Programs	Building off of Mountain View's successful Safe Routes to School (SRTS) program, add Safe Routes to Parks and Safe Routes to Transit programs to encourage safe walking, bicycling, transit riding and driving to important destinations within Mountain View, particularly for youth and families.	Safety & Comfort	PW, CSD & Transit Partners
Maintenance of Active Transportation Facilities	Funding and programming for regular maintenance of active transportation facilities such as bicycle lane street sweeping and sidewalk cleaning and repair will uphold the safety and comfort of active transportation trips throughout the city.	Safety & Comfort	PW
Transportation Demand Management (TDM)	TDM focuses on establishing travel choice within a community through policy and programs to reduce dependency on automobile travel. TDM supports larger active transportation infrastructural improvements by making walking and biking trips more feasible. The City's TDM ordinance went into effect in June 2026.	Mobility & Connectivity	PW

**FIGURE 31 COMMUNITY MEMBERS ON A WALK
IN THE MISTRAL ELEMENTARY SCHOOL AREA**

Social Walks/Rides

City-supported social walks and rides are a valuable tool for community connection and transportation education. They allow people to experience first-hand walking, bicycling or rolling in different parts of the city and also invite people to get to know their community and the amenities and local businesses that exist throughout it. The walks and rides can also be an opportunity to discuss road safety and best practices in infrastructure design—and just enjoy each other’s company!



Walks and rides could be scheduled on a regular basis, rotating through neighborhoods in the city and designed to be inviting for individuals of all ages and abilities. The City can co-host the events in collaboration with neighborhood partners such as schools or a community-based organization or neighborhood business, to provide a hyper-local point of contact for each event.

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Social Walks/ Rides	Regularly scheduled community-promoted walk or bicycle tours in different areas of the City focusing on encouragement and training for new users, raising community awareness or road safety and best practices. These could be organized through established programs like Safe Routes to School.	Safety & Comfort Access & Equity	PW
Evaluation of Infrastructure Projects	Evaluation of infrastructure projects is important for monitoring and accountability. It helps to show whether projects had the intended impact of improving travel behavior and safety for multiple modes. Funding programs such as the CTC’s Active Transportation Program require pre- and post-counts of walking, bicycling and vehicles.	Mobility & Connectivity	PW

To support implementation decisions, Table 8 includes relative level of effort and cost for each recommended program and policy. Level of effort and costs were developed by staff in the City's Transportation Planning and Traffic Engineering Sections using professional judgement and experience on related programs and policies.

TABLE 8 RECOMMENDED POLICIES AND PROGRAMS LEVEL OF EFFORT AND COST

PROGRAM/ POLICY	LEVEL OF EFFORT*	COST**
STATUS: NEW EFFORT		
No Right Turn on Red Policy	 Ongoing	\$
Updated Design Standards to be Informed by Best Practices	 One-time	\$
Update Bicycle Parking Standards	 One-time	\$
Walk Safe Designation	 One-time	\$
Waste Bin Policy and Maintenance	 Ongoing	\$
Develop Key Performance Indicators (KPIs) to Measure Active Transportation Progress	 Ongoing	\$
STATUS: EXISTING EFFORT		
Upgrade Pedestrian Signals to Accessible Pedestrian Signals (APS)	 Ongoing	\$\$\$
Improve Visibility at Intersections (Daylighting)	 Ongoing	\$

*Relative level of staff effort compared to the other recommendations. For expanded programs/policies, estimates the additional staff time required for expansion. Staff time is higher for efforts that require significant public engagement, internal coordination, legal review, or action by City Council. Ongoing efforts would happen continuously or repeat at least annually. One-time efforts would happen once over the next five to ten years.

**Relative level of non-staff costs (e.g. consultant, capital, materials) compared to other recommendations. Costs are higher for efforts that require capital infrastructure or significant consultant work.

TABLE 8 RECOMMENDED POLICIES AND PROGRAMS LEVEL OF EFFORT AND COST (CONTINUED)

PROGRAM/ POLICY	LEVEL OF EFFORT*	COST**
Evaluation of Speed Limits and Speed Zones	 Ongoing	\$
Enforcement of School Zone Speed Limits	 Ongoing	\$
Managing and Enforcing the Transportation System of All Road Users	 Ongoing	\$
Road Safety Education	 Ongoing	\$\$
Consideration of Pedestrian Connectivity via Paseos in Property Development.	 Ongoing	\$
Leading Pedestrian Interval Policy	 Ongoing	\$\$
STATUS: EXPANDED EFFORT		
Staff Continuing Education	 Ongoing	\$
Education and Enforcement on Use of Personal Electric Micromobility Devices	 Ongoing	\$
Bicycle Friendly Community Designation	 One-time	\$
Greening / Tree Canopy Improvements	 Ongoing	\$\$\$

*Relative level of staff effort compared to the other recommendations. For expanded programs/policies, estimates the additional staff time required for expansion. Staff time is higher for efforts that require significant public engagement, internal coordination, legal review, or action by City Council. Ongoing efforts would happen continuously or repeat at least annually. One-time efforts would happen once over the next five to ten years.

**Relative level of non-staff costs (e.g. consultant, capital, materials) compared to other recommendations. Costs are higher for efforts that require capital infrastructure or significant consultant work.

TABLE 8 RECOMMENDED POLICIES AND PROGRAMS LEVEL OF EFFORT AND COST (CONTINUED)

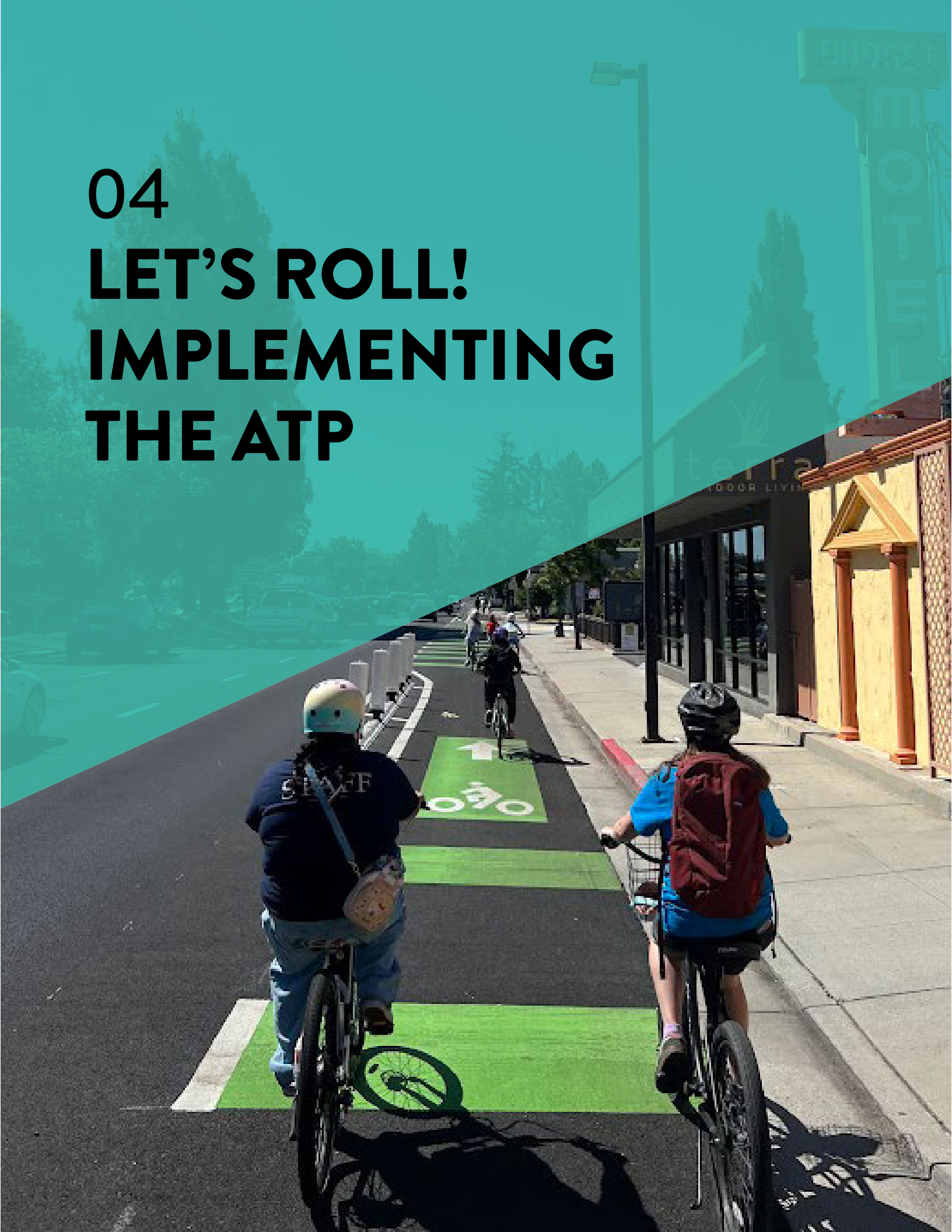
PROGRAM/ POLICY	LEVEL OF EFFORT*	COST**
Expansion of Safe Routes Programs	 Ongoing	\$
Maintenance of Active Transportation Facilities	 Ongoing	\$
Transportation Demand Management (TDM)	 Ongoing	\$
Social Walks/ Rides	 Ongoing	\$
Evaluation of Infrastructure Projects	 Ongoing	\$

*Relative level of staff effort compared to the other recommendations. For expanded programs/policies, estimates the additional staff time required for expansion. Staff time is higher for efforts that require significant public engagement, internal coordination, legal review, or action by City Council. Ongoing efforts would happen continuously or repeat at least annually. One-time efforts would happen once over the next five to ten years.

**Relative level of non-staff costs (e.g. consultant, capital, materials) compared to other recommendations. Costs are higher for efforts that require capital infrastructure or significant consultant work.

04

LET'S ROLL! IMPLEMENTING THE ATP



Implementation Process Considerations

The development of the project scenarios, cross sections, cost estimates, and implementation strategies translated the MVATP vision and guiding principles into a practical framework for action. This chapter outlines the steps, resources, and decisions needed to change and move projects from concept to construction and policies and programs from ideas to execution, including how to prioritize investments, manage trade-offs, and align projects with available funding opportunities. The implementation approach balances ambition with feasibility, ensuring projects advance safety, comfort, access, sustainability, and biodiversity while working within real-world constraints. Continued public engagement and collaboration with partners are also important components of implementation.

The Green Street scenario demonstrates how street space can be re-envisioned to improve safety, mitigate heat and stormwater issues, and enhance the public realm. By examining material alternatives and identifying ways to manage challenges, it shows why strategic project development matters. Successful implementation relies on collaboration and trust across City departments and with regional partners to advance shared transportation goals.

PRIORITY PROJECT DESIGN CONSIDERATIONS

One of the five Guiding Principles of the MVATP is Action-Oriented and Innovation. To reflect this principle, priority project concepts were developed with two alternatives: resurfacing and reconstruction. Resurfacing represents Action-Oriented, offering lower costs and fewer barriers to implementation. Reconstruction represents Innovation, identifying opportunities to integrate new design guidance, infrastructure concepts, and green street elements.

All the infrastructure recommendations presented in this section will require further public engagement and engineering review to confirm design adequacy and feasibility prior to implementation.

Resurfacing

Resurfacing alternatives assume the street would undergo routine maintenance, including slurry seal or a grind and overlay, creating a “blank slate” for installing bicycle facilities. These alternatives do not involve moving curb lines; therefore, the existing curb-to-curb width defines the space available for reallocation. The scope includes pavement markings, signage, and improved bicycle facilities such as concrete curbs or flexible delineator posts. Sidewalk construction or other concrete work is not included, although minor sidewalk maintenance may be performed to meet Title II ADA requirements. Where projects intersect or cross another agency’s right-of-way (e.g. Caltrans, Santa Clara County), coordination will be needed.

Reconstruction

Reconstruction alternatives assume the street is fully demolished and rebuilt within the existing right-of-way, typically as part of a major capital project triggered by pavement degradation or a similar scale of work. These alternatives allow for curb line adjustments and the installation of continuous Class IV bikeway separation, such as curbed planting strips along the bikeway. No additional right-of-way acquisition is assumed. Reconstruction projects may affect drainage patterns, trees, medians, and other existing features which will require further feasibility analysis. These projects are long-term, visionary concepts that would be adapted to site-specific conditions, recognizing that full implementation may not be practical on narrower streets.

For all alternatives, cross sections were developed based on these assumptions and are detailed in the cutsheets included in Appendix B. Each cutsheet provides a narrative describing existing conditions, proposed changes in each alternative, and implementation considerations, along with an illustrative cross section showing elements and widths. The cutsheets also include maps illustrating project limits and nearby destinations like parks and schools served by the improvements. Cross sections were developed using measurements from high-quality aerial imagery; however, field verification during future design may identify discrepancies that require adjustments.

Costs

Cost estimates for resurfacing alternatives were developed using generalized unit costs (based on city project bid results from 2023 and 2024) and frequency assumptions. These include, but are not limited to, resurfacing, striping, signage, and Class IV bikeway elements. The estimates are intended to reflect the cost of installing bicycle facilities as part of a resurfacing project. Other elements that may be included in resurfacing projects—such as sidewalks or median islands—vary by location and are not included in these estimates.

The estimates also include percentage-based allowances for design, coordination, permitting, environmental review, and similar project development costs, which vary by project scale.

Costs for reconstruction alternatives were not developed. Reconstruction projects typically include substantial additional work unrelated to bicycle or pedestrian facilities, such as utility replacement and full-depth pavement reconstruction, and vary significantly by location. Due to these uncertainties, reliable cost estimates were not feasible. In most cases, the cost of bicycle and pedestrian facilities would represent a relatively small portion of the overall reconstruction project cost.

Smaller-Scale Safety Improvements

In addition to pursuing the priority projects, the City will continue to implement pedestrian and bicycle safety improvements through smaller-scale projects where design work is limited, and implementation can be done in-house. These projects could include but are not limited to modifying or adding signage, striping and pavement markings; installing rubber curbs and/or flexible delineators; and small-scale, non-complex, improvements such as sidewalk repairs, temporary bulbouts, and refuge islands. Projects could be constructed as one-off improvements or grouped as a set of similar improvements at multiple locations throughout the city.

TABLE 9 ESTIMATED RESURFACING PROJECT COST FOR PRIORITY PROJECTS

PROJECT	LENGTH (MILES)	BIKEWAY CLASS IN RESURFACING ALTERNATIVE	EST. PROJECT COST (2025 DOLLARS IN MILLIONS)
California Street, South Shoreline Boulevard to Showers Drive	1.38	Class IV	\$5.5
California Street, Showers Drive to Del Medio Avenue	0.5	Class IV	\$2.0
Whisman Road, Fairchild Drive to East Dana Street	1.43	Class IV	\$5.7
Escuela Avenue, Crisanto Ave to El Camino Real	0.5	Class III	\$1.5
California Street, Hope Street to South Shoreline Blvd	0.32	Class II	\$1.0
Showers Drive, California Street to El Camino Real	0.32	Class IV	\$1.3
West Middlefield Road, Moffett Blvd to Old Middlefield Way	2	Class IV	\$8.0
Latham Street, Escuela Ave to Showers Drive	0.84	Class III	\$2.5
South Shoreline Boulevard, Montecito Avenue to El Camino Real	1.1	Class IV	\$4.4
Latham St/Church St, Castro Street to Escuela Ave	0.85	Class III	\$2.5
Rengstorff Avenue, Garcia Avenue to Leghorn Street	0.4	Class IV	\$1.6
Dana St, Bush Street Moorpark Way	0.85	Class IV	\$3.4
Miramonte Ave, El Camino Real to Marilyn Drive	0.5	Class IV	\$2.0
Garcia Avenue, Amphitheater Parkway to Bayshore Parkway	0.6	Class II	\$2.9
Evelyn Ave, Bush Street to South Bernardo Avenue	1.35	Class IV	\$5.4
Phyllis Avenue, El Camino Real to Grant Road	0.5	Class IV	\$2.0
Sylvan Ave, Moorpark Way to El Camino Real	0.6	Class IV	\$2.4

Note: Costs are estimates in 2025 dollars, based on information available at the time, and are expected to increase over time. Costs are for resurfacing projects which include unit assumptions for intersections and linear components of a resurfacing project (e.g., markings, signage, temporary materials for protection, pavement resurfacing).

SCENARIO: GREEN STREET INFRASTRUCTURE

Many streets in Mountain View contain excess roadway width that can be reallocated to better support walking, biking, and ecological functions. By shifting curb lines inward where feasible, space can be created along sidewalks to provide separation between people and vehicles, accommodate trees and stormwater features, and improve safety and overall quality of the public realm. While green street infrastructure may involve a greater upfront capital cost, long-term environmental health, traffic safety and social benefits are notable.

FIGURE 32 CONCEPT ILLUSTRATION OF GREEN STREET

Green street infrastructure represents a strategic investment in community well-being, environmental sustainability, and urban livability.



Material Alternatives

Based on block-level analysis, six material alternatives were evaluated against a base street modification cost of \$2.82 million (\$535 per foot of roadway) to create a 4-foot green infrastructure zone. Base costs assume one mile of street reconstruction and each material alternative's cost would be added to that. The estimate includes both sides of the street with no change to the overall roadway width. These estimates are intended to indicate relative costs rather than final construction prices.

The estimate assumes full reconstruction of sidewalks and driveways within the right-of-way. Driveways are assumed to occur every 100 feet and to be approximately 20 feet wide. Cost data are based on aggregated City of Mountain View bid prices for similar projects and were rounded. Figure 33 illustrates the costs of various material alternatives for the reimagined street section.

FIGURE 33 ADD-ON COST PER MILE FOR MATERIAL ALTERNATIVES IN REIMAGINED STREETS BEYOND BASE STREET MODIFICATION COST



Benefits

- ▶ Mulch and aggregate provide immediate cost advantages over concrete.
- ▶ Drought-tolerant planted options begin providing environmental benefits early, such as temperature reduction and improved pedestrian comfort.
- ▶ Concrete provides durability, low maintenance, and predictable performance.
- ▶ Planted alternatives with irrigation and bioswales deliver growing returns over time such as expanded tree canopy, better air quality, stabilized maintenance costs, and cost-effective compliance with the Municipal Regional Stormwater Permit (MRP 3.0).

Trade-Offs

- ▶ Concrete has high upfront costs and limited ecological or community benefits.
- ▶ Mulch and aggregate may require more frequent replenishment or upkeep, adding to ongoing maintenance costs.
- ▶ Planted options need irrigation and care during establishment.
- ▶ Irrigated and bioswale-planted landscapes require higher initial investment. These plantings will also require maintenance such as irrigation and pruning after maturity.

Challenges and Mitigations

Moving curb lines can significantly increase project complexity and cost by triggering a range of additional infrastructure requirements. These include, but are not limited to: drainage analysis and utility adjustments; sidewalk, signal, and driveway demolition and reconstruction; and extensive coordination with property owners. It requires more complex engineering, construction, and interagency coordination beyond the basic street maintenance. Table 9 outlines the key considerations associated with green street projects and practical ways to reduce or manage them.

TABLE 10 COMMON GREEN STREET CHALLENGES AND POTENTIAL SOLUTIONS

CHALLENGE	MITIGATION
Higher upfront capital costs	Upfront costs can be reduced or offset by incorporating into capital projects early in a project life cycle, phasing improvements, and pursuing grant funding, while the environmental, aesthetic, and infrastructure benefits persist for the life of the tree and associated improvements.
Tree roots can lift sidewalks	Careful species selection, appropriate planting techniques, and engineered solutions such as structural soils and modified sidewalk sections can provide adequate root space and reduce the risk of root-related damage.
Potential property damage from falling limbs	Tree species with strong branch attachment, appropriate placement, and routine maintenance reduce limb risk without limiting tree size. Small or medium varieties are selected only in response to valid concerns from adjacent property owners.
Reduced visibility within the right-of-way	Tree placement will be carefully coordinated to avoid sight triangles and maintain safe visibility at intersections and driveways.
Requires ongoing maintenance	All maintenance will be performed by the City as part of its standard operations.

GREEN STREETS

Mountain View's tree cover is 19.5% of the city, with a goal of 22.7% by 2030.

Refer to the Biodiversity and Urban Forest Plan for more information about green streets progress, goals, and actions.

Implications of Green Streets

Green streets deliver measurable benefits that extend far beyond aesthetics. They provide space for natural elements to support biodiversity, incorporate sustainable stormwater strategies, create inviting environments through complementing traffic-calming efforts and prioritize active transportation modes for people of all ages and abilities. Simply put,

**Green Streets = Active Transportation
+ Biodiversity + Green Infrastructure.**

"I think trees can do wonders in making some of the overwhelming walking areas (e.g. along Central around Rengstorff) less so and make it more pleasant and psychologically feel safer."

Figure 34 represents a range of green street elements and its benefits. Green stormwater infrastructure is required for Municipal Regional Stormwater Permit 3.0 compliance, managing runoff through increased pervious surfaces that reduce, slow, and treat stormwater while improving water quality. Street trees and vegetation enhance air quality by filtering pollutants and, when using native species, provide habitat corridors that support pollinators and ecosystems in this biodiversity hotspot region.

FIGURE 34 A FEW GREEN STREET ELEMENTS AND THEIR BENEFITS

Planting strip: Replaces heat-absorbing pavement; absorbs rainwater and reduces runoff



Cul-de-sac: Captures stormwater and improves local drainage



Tree well: Supports tree growth, providing cooling streets and shade for pedestrians



Bikeway: Provides safe, comfortable, and shaded routes



Parklet: Creates public spaces for rest and social interaction



Median: Filters air pollution and adds greenery to busy roads

Green street projects require strategic site selection, interagency coordination, and supporting policies. Engaging the residents and businesses early helps build support, address concerns about visibility and maintenance, and ensure designs reflect community priorities. Implementation strategies that reduce risk and build momentum include:

- ▶ **Pilot and phased projects:** Start with lower-risk streets that have favorable conditions to demonstrate feasibility. Use a phased approach that allows vegetation to establish while monitoring safety, performance, and maintenance needs. Lessons learned from these pilots will inform expansion to more complex or higher-priority locations in future years.
- ▶ **Target priority corridors and nodes:** Once pilot projects demonstrate success, focus investments on high-priority routes such as streets near schools, commercial areas, flood-prone segments, and existing or planned bikeways and trail connections. This approach advances both stormwater compliance and active transportation goals simultaneously.
- ▶ **Standardize designs:** Use simple, repeatable typologies such as corner curb extensions with bioretention, mid-block rain gardens, and permeable parking lanes to streamline design, permitting, construction, and maintenance.

Good candidates for these treatments include streets that are in need of utility upgrades or repairs, have excess pavement width, have drainage conditions that allow for curb line modifications, and supportive property owners. Any proposed green areas should be planned with consideration of existing underground utilities to avoid conflicts and ensure feasibility during installation and maintenance. Identifying streets with these characteristics can substantially reduce risk, cost, and implementation challenges.

Funding Sources for Active Transportation Projects

Funding to support active transportation infrastructure and programming is available from many different sources at the federal, state, regional and local level. Mountain View often uses local funds to support transportation planning studies, design, and environmental review stages of transportation infrastructure projects, and utilizes regional, state, and federal grant funds for construction. Programs such as Safe Routes to School are also funded with municipal funds.

A non-exhaustive list of potential funding options includes (Table 11):

Federal Funding

Safe Streets and Roads for All (SS4A)

SS4A is a federal-aid grant program for regional, local, and Tribal initiatives to improve roadway safety. Funding is provided for Planning and Demonstration Grants that support the development of a comprehensive safety action plan that identify the most pressing roadway safety concerns in a community and implement solutions. Implementation Grants fund projects and initiatives to address identified roadway safety issues. An eligible Action Plan must be adopted before applying for implementation funds.

Highway Safety Improvement Program (HSIP)

HSIP is a federal-aid program that supports states' efforts to significantly reduce fatal and serious injuries on public roads with spot or systemic safety improvements. California splits HSIP funds between state HSIP for state highways and local HSIP for local roads. Recipient agencies are required to have a completed Local Road Safety Plan (LRSP) or an equivalent plan to be eligible.

Community Development Block Grant (CDBG)

The CDBG program is a federal grant program funded by the Department of Housing and Urban Development (HUD) to support various projects and programs serving low-income areas. CDBG funds may be used for transportation infrastructure projects such as sidewalk construction, provided they expand economic opportunities for low- and moderate-income households through increased mobility, safety, and accessibility. Mountain View receives about \$600,000 each year in CDBG funds that are primarily allocated to non-profit agencies on a two-year application cycle.

State/Regional Funding

California Transportation Commission Active Transportation Program (ATP)

The Active Transportation Program consolidated various transportation programs into a single program and was originally funded at about \$123 million a year from a combination of state and federal funds. The goals of the ATP include increasing trips completed by walking and biking, increasing the safety and mobility of pedestrians, advancing climate and public health goals, and supporting projects that benefit many types of users including disadvantaged communities. Other Santa Clara County cities have previously been awarded ATP funds to fund pedestrian and bicycle safety projects.

Strategic Growth Council Affordable Housing and Sustainable Transportation Program (AHSC)

As a grant program of the State of California, the AHSC Program funds affordable housing and transportation projects close to jobs, schools, and other daily destinations to help California meet both its climate and equity goals. AHSC provides funding for affordable housing developments, sustainable transportation infrastructure, and programs that encourage residents to walk, bicycle, and use public transit. Mountain View received \$49.7 million to transform an underutilized parking lot into a 7-story development with 161 apartment units within a ten-minute walk of a major multimodal transit station with bus, light rail, and commuter rail services.

Transportation Development Act Article 3 (TDA 3)

The TDA was enacted by the California Legislature in 1971 to improve existing public transportation services and encourage regional transportation coordination. It allocates tax revenue funding for transit and non-transit related purposes that comply with regional transportation plans. Eligible counties with a population under 500,000 may also use funds for local streets and roads, construction and maintenance. TDA 3 funds (one-quarter cent of the general statewide sales tax) are a subset of the overall TDA funds collected specifically for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC), the nine-county MPO in the San Francisco Bay Area, allows counties to use these funds for projects that are reviewed by a Bicycle Advisory Committee and approved by MTC. While the amount of annual TDA3 funding allocated varies and depends upon the total sales tax revenues generated, Mountain View in past years has been allocated approximately \$120,000 annually from this funding source. The City has used past TDA3 grant funds for a pedestrian and bicycle infrastructure improvements and program and policy elements such as city bike maps, bike racks, and education programs. Mountain View coordinates with VTA to access these funds and can bank up to five years of funds if needed to plan for larger projects.

Santa Clara Valley Transportation Authority (VTA) 2016 Measure B

Santa Clara County voters approved 2016 Measure B, a 30-year, half-cent countywide sales tax to enhance transit, highways, expressways, and active transportation. Collection began in April 2017. Funds are allocated across nine Program Categories, including Local Streets and Roads, BART Phase II, Caltrain Grade Separations, Transit Operations, and Bicycle and Pedestrian. The Bicycle and Pedestrian category funds projects of countywide significance, with priority given to projects that connect to schools, transit, and employment centers, fill gaps in the existing bicycle and pedestrian network, safely cross barriers to mobility, and make bicycling and walking more convenient for county residents and visitors.

Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Regional Fund

Since 1991, the Department of Motor Vehicles has imposed a \$4 surcharge on cars and trucks registering within the BAAQMD, also known as the “Air District”, to provide grant funding to projects that reduce motor vehicle emissions. The Air District’s Board of Directors approves Calls for Projects and allocates 60% of TFCA funds every year. The other 40% of funds are passed through nine Bay Area counties through the TFCA 40 Percent Fund.

Local Funding

California Transportation Commission (CTC) Local Partnership Program (LPP)

Using an annual \$200 million appropriation from the Road Maintenance and Rehabilitation Account, the LPP provides funding via both a formulaic and competitive process to counties, cities, districts, and regional transportation agencies that have approved fees or taxes dedicated to transportation improvements. LPP funds are used to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits. While Mountain View is not directly eligible for these funds, they may coordinate with regional agencies such as but not limited to VTA, Bay Area Toll Authority (BATA), and Caltrain to submit projects for consideration.

TABLE 11 OVERVIEW OF POTENTIAL FUNDING OPTIONS

FUNDING MECHANISM	ALIGNMENT	DESCRIPTION
Federal		
Safe Streets and Roads for All (SS4A)	Policy	Federal grant program for initiatives to improve roadway safety projects that reduce or eliminate roadway fatalities
Highway Safety Improvement Program (HSIP)	Policy	Federal-aid program supporting states' efforts to significantly reduce fatal and serious injuries on public roads.
Community Development Block Grant (CDBG)	Policy	Federal grant program by HUD to support various projects and programs serving low-income areas, including infrastructure projects that expand economic opportunities.
State/Regional		
California Transportation Commission Active Transportation Program (ATP)	Policy	State program disbursing funds to active transportation projects that promote walking and biking trips, pedestrian safety and mobility, and climate and public health goals.
Strategic Growth Council Affordable Housing and Sustainable Transportation Program (AHSC)	Policy	State grant program funding affordable housing and transportation projects close to jobs, schools, and other daily destinations that encourage residents to walk, bicycle, and use public transit.
Santa Clara Valley Transportation Authority (VTA) 2016 Measure B	Fiscal	County tax measure enacting a 30-year, half-cent sales tax to enhance transit, highways, expressways, and active transportation. Funds are provided for nine program categories, including Bicycle and Pedestrian.
BAAQMD Transportation for Clean Air (TFCA)	Fiscal	\$4 surcharge on cars and trucks registering within the Bay Area Air District. Funds are used for grants to projects that reduce motor vehicle emissions.
Transportation Development Act Article 3 (TDA3)	Fiscal	Section of the 1971 TDA that specifically funds biking and pedestrian projects. Eligible counties with a population under 500,000 may also use funds for local streets and roads, construction and maintenance.
Local		
CTC Local Partnership Program (LPP)	Fiscal	An annual \$200 million appropriation for funding counties, cities, districts, and regional transportation agencies that have approved fees or taxes dedicated to transportation improvements. Funds can be used to support initiatives to improve infrastructure, mobility, and public health.

COLLABORATION

Coordination and collaboration are critical for the implementation of projects, programs and policies. The complexity of coordination was a factor when scoring projects, considering not just internal collaboration among City departments but also the level of coordination needed with regional and on any given project with local, regional, and state partners such as Caltrans, VTA, Santa Clara County, and Mountain View's neighboring cities of Sunnyvale, Los Altos, and Palo Alto to move projects toward implementation. Additional partners adds complexity to projects and can extend the overall project timeline due to the increased amount of coordination and engagement, but is necessary to achieve shared transportation goals, particularly for corridors that span multiple jurisdictions. A recent example of effective cross-agency collaboration is the El Camino Real protected bikeways, installed in partnership with Caltrans to improve multimodal access along this key corridor. State level agency focus in recent years on Complete Streets, state highways as Main Streets, vulnerable road users and transit priority suggest more alignment and coordination on local and state level priorities going forward.

PUBLIC INPUT

Active transportation is a part of everyone's life in Mountain View. The City is strongly committed to public involvement and will continue to engage as the MVATP is implemented. Public input allows the city to understand how a street is being used and learn concerns that may not be obvious from quantitative data sources.

For smaller bicycle and pedestrian projects, the City typically seeks public input at early design stage through public presentations at the Bicycle/Pedestrian Advisory Committee (BPAC), Council Transportation Committee (CTC), and approval of design at City Council. After design is approved, the project goes out to bid and construction begins. During construction, the city notifies nearby property owners of the construction.

For larger projects or projects that significantly modify the transportation system, the City may conduct a feasibility study to identify a preferred concept before beginning engineering design. Feasibility studies are an extended planning process to understand existing conditions, establish goals for the project, develop several alternative concepts, analyze how the concepts support project goals and impact transportation safety and operations, seek community input on the concepts, and bring a preferred concept to City Council for approval. The BPAC and CTC are typically updated and invited to provide input at key points during the feasibility study. Outreach strategies the City has used for feasibility studies include walking or biking tours of the project area, public workshops, online surveys, presentations to local groups and organizations, mailers to adjacent properties, and other ways of soliciting public input. The City ensures materials are multi-lingual and offers interpretation and translation services.

The City will seek public input as it advances the priority projects in the MVATP. The level of engagement will generally align with the size or impact of the project, as described above. Resurfacing projects that do not significantly alter the transportation system will typically follow the small project process. Reconstruction projects and those that significantly alter the transportation system will go through additional analysis, up to and including a feasibility study, before engineering design begins.

When developing and implementing transportation projects, the City considers how proposed improvements interact with the broader multimodal transportation system. For active transportation projects, this means evaluating pedestrian and bicycle improvements in the context of the transit and motor vehicle network and operations. When active transportation initiatives require reallocating existing street space, the City evaluates how changes may impact surrounding traffic flow and parking capacity. This plan acknowledges that unmanaged congestion and lost parking can generate pushback from residents and local businesses. It also acknowledges that thoughtful integration can improve walking and bicycling infrastructure, improve safety, reduce motor vehicle dependency, alleviate traffic bottlenecks, and optimize existing parking supply. The Mountain View community is multi-modal, with individuals choosing the best travel option given their circumstances and needs, sometimes walking and biking, sometimes driving or taking transit. Balancing motor vehicle and transit considerations alongside pedestrian and bicyclist's needs ensures that an active transportation network integrates seamlessly into the broader multimodal system rather than operating in isolation.

PRIVATE DEVELOPMENT AND THE MVATP

Mountain View is committed to expanding and growing in a way that supports housing and active transportation. Through the development review process, the City works with developers to ensure they are constructing the planned improvements identified in adopted city plans, such as Precise Plans, Utility Master Plans and this ATP. This plan recognizes the need to strengthen tools the City uses to ensure developments support the City's active transportation vision.

COMMITMENT TO THE VISION AND NEXT STEPS FOR THE CITY

Active transportation is an integral part of life in Mountain View, as evidenced by the high rates of walking and bicycling by those who travel about the city, and by the city and community's investment in active transportation programs and facilities.

Using the Guiding Principles of Mobility & Connectivity, Safety & Comfort, Access & Equity, Sustainability & Biodiversity, and Innovation & Action-Oriented, the MVATP identified sustainable projects that improve safe, equitable and comfortable connections across the city and programs and policies that continue to support active transportation. This list of projects, programs and policies provides an action plan for the next 5-10 years for the city to move projects forward in the capital planning process. The city's commitment to multimodal transportation mobility, safety, and connectivity can be measured through the progress and timely delivery of the priorities outlined in this plan.

The MVATP is a commitment by the city to creating an active transportation system that strengthens the community's access to housing, employment, parks, schools and other destinations and enhances biodiversity. The plan's priority projects, programs and policies complement other Mountain View planning documents and initiatives that support active transportation, safety, sustainability and biodiversity and will help to provide accountability to the community's commitment to these values. The MVATP will also help the City continue to be a leader in the region, and the state, in community walking and bicycling activity.

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City of
Mountain View

APPENDIX A: PROJECT PRIORITIZATION



Appendix A – Project Prioritization Memo

Project prioritization is a standard exercise in transportation planning projects that grounds decision making in data and community input. It provides an objective assessment of potential projects, typically using a screening process and scoring criteria associated with a plan’s vision and goals and practical aspects that may affect the feasibility of a project such as jurisdictional purview, potential project costs, implementation timeline and the opportunity to leverage planned work or funding. While screening, scoring and prioritization process may evaluate an extensive list of potential projects, the goal of the exercise is to come down to a list of projects that could be planned and/or implemented over the anticipated timeframe of the plan.

Screening

The existing conditions analysis and holistic network map development identified over 100 potential pedestrian and bicycle infrastructure project opportunities across the city of Mountain View. The potential projects were initially screened to estimate the general scale and scope of project types (e.g., quick build or paint and post projects vs. corridor green street improvements) and categories of possible project types (e.g., pedestrian improvements, bicycle improvements, green streets). Projects were also screened to determine if the project was within the purview of the City’s responsibilities. The majority of potential projects were retained through the screening process.

Scoring

The MVATP scoring process used seventeen criteria distributed across four of the five guiding principles: Access and Equity, Safety and Comfort, Mobility and Connectivity, and Sustainability and Biodiversity. Each scoring criteria had an associated metric that allowed for measurement of the criteria using objective data, community comments or professional judgment (*Table 1: Mountain View Active Transportation Scoring Criteria*Table 1). Mountain View staff across several departments, the TAC, ATPAC and BPAC and CTC and City Council all provided input into the scoring and prioritization process.

Table 1: Mountain View Active Transportation Scoring Criteria

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
Access and Equity	Supports lower income residents	U.S. Census data	Project is not within a low- or low- to mid-income census tract	0
			Project is within a low- to mid-income census tract defined as having more than 14% of the population below 200% of the	7

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
			federal poverty level (FPL).	
			Project is within a low-income census tract defined as having more than 28% of the population below 200% of FPL.	14
Access and Equity	Fills a gap in existing sidewalk network	City of Mountain View GIS data	Project does not close a sidewalk gap	0
			Project partially closes a sidewalk gap	3
			Project does close a sidewalk gap	6.5
Access and Equity	Fills a gap in All Ages and Abilities (AAA) bicycle network	City of Mountain View GIS data	Project does not close a gap in the AAA bicycle network	0
			Project partially close a gap in the AAA bicycle network	3
			Project does close a gap in the AAA bicycle network	6.5
Maximum score for Access and Equity scoring criteria				27
Safety and Comfort	Addresses community concerns	GIS data representing an aggregation of community comments from Maptionnaire survey, walk audits, other community events, and Mountain View's online and 311 community comment portals	Project area has low density of community comments (lower third)	0
			Project area has medium density of community comments (middle third)	4
			Project area has high density of community comments (top third)	9

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
Safety and Comfort	Addresses existing (historic) crash patterns	GIS crash data analysis from Mountain View Local Road Safety Plan	Project area has no or low density of fatal or severe injury crashes (bottom third)	0
			Project area has medium density of fatal or severe injury crashes (middle third)	7
			Project area has a relatively high density of fatal or severe injury crashes (top third)	14
Safety and Comfort	Improves pedestrian network density	Mountain View GIS data measuring the distance between pedestrian crossing opportunities	Project does not reduce pedestrian block length at all	0
			Project reduces pedestrian block length but not to less than 500'	2
			Project reduces pedestrian block length to less than 500'	4
Safety and Comfort	Reduces pedestrian crossing distance	Mountain View GIS data measuring the width of pedestrian crossing distance at intersections	Project does not decrease width of pedestrian crossing distance	0
			Project does decrease width of pedestrian crossing distance	5
Maximum score for Safety and Comfort scoring criteria				32
Mobility and Connectivity	Supports school children	Mountain View GIS data of all school locations	Project is more than 5-minute walk (0.25 mile) from a school (public or private)	0
			Project is less than 5-minute walk (0.25 mile) from a school or on a suggested route to school (public or private)	4
			Project fronts a school (public or private)	9

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
Mobility and Connectivity	Supports other key destinations (commercial center, park, trail, senior center or senior living community)	Mountain View GIS data of key destinations	Project is more than 5-minute walk (0.25 mile) from a key destination	0
			Project is less than 5-minute walk (0.25 mile) from a key destination	4
			Project fronts a key destination	9
Mobility and Connectivity	Improves first/last mile connection to transit	Mountain View GIS data of all transit stops	Project is not within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	0
			Project is within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	2
			Project is within 10-minute walk (0.5 mile) of major transit stop or high-quality transit corridor (bus or rail)	4
Maximum score for Mobility and Connectivity scoring criteria				22
Sustainability and Biodiversity	Reduces impervious surface area	Mountain View satellite imagery and GIS data	Project does not reduce impervious surface area	0
			Project reduces impervious surface area by less than 4%	2
			Project reduces impervious surface area by 4% or more	4.5
Sustainability and Biodiversity	Provide Plantable Space	Mountain View satellite imagery and GIS data	Project does not increase open space for plantings (per typical)	0
			Project provides enough space for ground cover plantings (plantable spaces < 5' wide)	2

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
			Project provides enough space for ground cover plantings and shade trees (plantable spaces ≥ 5' wide)	4.5
Maximum score for Sustainability and Biodiversity scoring criteria				9
Feasibility	Order Of Magnitude Cost (includes environmental, ROW, etc.)	Previous Mountain View project unit costs	\$\$\$ (> \$10M)	0
			\$\$ (\$2M - \$10M)	1
			\$ (< \$2M)	2
Feasibility	Interagency Coordination	Assessment of agency jurisdictions and departmental responsibilities	City and 2 or more additional outside agencies	0
			City and 1 additional outside agency	1
			None, only city departments	2
Feasibility	Practical Implementation Timeframe	Mountain View staff professional judgment	Long	0
			Medium	1
			Short	2
Feasibility	Opportunity To Leverage Existing Planned Project	Mountain View staff professional judgment	No	0
			Yes	2
Feasibility	Alignment With Local, Regional And/or Federal Funding Sources/Opportunities	Mountain View staff and consultant professional judgement	No	0
			Yes	2
Maximum score for Feasibility scoring criteria				10
Total maximum scoring across all scoring criteria				100

The screened potential projects were scored based on the degree to which the anticipated improvements met each scoring criteria's metric threshold. A maximum score of 100 was possible; potential project scores ranged from a high of 88.5 to a low of 7.

Prioritizing

City staff reviewed the twenty-four highest scoring potential projects and selected twenty to move forward into draft project concepts (the four other projects already have plans underway or are in the Caltrans right of way).

APPENDIX B: CUTSHEET DEVELOPMENT



Appendix B – Cutsheet Memo

Cutsheet Development Process

After all potential projects were scored, the priority projects were identified. The cutsheets in this appendix show resurfacing and reconstruction design concepts for the priority projects. Cutsheets are not provided for projects entirely within Caltrans right-of-way or for projects where the future design concepts have been codified through other studies or plans. Appendix C contains the full list of potential projects evaluated as part of the scoring and prioritization process. All infrastructure recommendations will require further public engagement and engineering review to confirm design adequacy and feasibility prior to implementation.

Table 1: Identified Priority Projects

Rank	Project Name	Extent	Total Score	Short Term Alternative	Long Term Alternative	Notes
1	California Street	South Shoreline Boulevard to Showers Drive	88.5	N – pilot project installed in 2025	Y	
2	California Street	Showers Drive to Del Medio Avenue	87.5	Y	Y	
3	Whisman Road	Dana Street to Fairchild Drive	78.5	Y	Y	
4	Escuela Avenue	El Camino Real to Crisanto Ave	76.5	Y	Y	
5	California Street	Bush Street to South Shoreline Blvd	74.5	Y	Y	
6	Showers Drive	California Street to El Camino Real	73.5	Y	Y	
7	West Middlefield Road	Moffett Blvd to Old Middlefield Way	69.5	Y	Y	
8	Latham Street	Escuela Ave to Showers Drive	68.5	Y	Y	
9	South Shoreline Boulevard	Montecito Avenue to El Camino Real	68.5	Y	Y	
-	El Camino Real*	Rengstorff Ave to Shoreline Blvd	67.5	Caltrans ROW		
10	Latham St/Church St	Castro Street to Escuela Ave	66.5	Y	Y	

Rank	Project Name	Extent	Total Score	Short Term Alternative	Long Term Alternative	Notes
-	Rengstorff Avenue***	Garcia Avenue to Leghorn Street	66	Partially within Caltrans ROW. Refer to VTA's U.S. 101 Interchanges Improvement Project: San Antonio Rd to Charleston Rd/Rengstorff Ave		
11	Rengstorff Avenue**	El Camino Real to Leghorn St	66	Refer to Rengstorff Complete Street Study. (Scheduled completion 2027.)		
12	Dana St	Bush Street Moorpark Way	65.5	Y	Y	
-	E Middlefield Rd	Moffet Blvd to Central Expy	64	Long-term design completed and construction funded.		
13	Miramonte Ave	El Camino Real to Marilyn Drive	64	Refer to Miramonte Complete Streets Study (January 2026)	Y	
14	North Shoreline Blvd**	Plymouth Street to Montecito Avenue	63.5	Refer to North Bayshore Precise Plan		
15	Garcia Avenue	Amphitheater Parkway to Bayshore Parkway	63.5	Y	Y	Removed Amphitheater Parkway (Garcia Avenue to Bill Graham Parkway)
16	Evelyn Ave	Bush Street to South Bernardo Avenue	62.5	Y	Y	
-	El Camino Real*	Grant Rd to Sunnyvale/Mountain View City Limits (Knickerbocker Dr)	61.5	Caltrans ROW		

Rank	Project Name	Extent	Total Score	Short Term Alternative	Long Term Alternative	Notes
17	Phyllis Avenue	El Camino Real to Grant Road	61.5	Y	Y	
18	Sylvan Ave	Moorpark Way to El Camino Real	57	Y	Y	Removed The Americana (El Camino Real to Continental Circle)
19	North Shoreline Blvd**	North Road to Plymouth Street	57	Refer to North Bayshore Precise Plan .		
20	Moffett Blvd**	RT Jones Road to Central Expressway	56.5	Refer to Moffett Boulevard Precise Plan (TBD)		

*City of Mountain View will coordinate with Caltrans to pursue changes on these corridors

**Being addressed through an adopted Precise Plan or a separate planning effort

*** City of Mountain View will coordinate with VTA and Caltrans for this project.

Most projects were developed with two alternatives: resurfacing and reconstruction. In some cases, a resurfacing alternative was not included if a related study is underway or a project has been recently implemented.

Resurfacing alternatives assume the street will undergo routine maintenance, including a grind and overlay, creating a "blank slate" for installing bike facilities. These alternatives do not involve moving curb lines; therefore, the existing curb-to-curb width defines the space available for reallocation. The scope for these alternatives typically includes pavement markings, signage, and Class IV bikeway elements such as rubber armadillos or flexible delineator posts. Sidewalk construction or other concrete work is not included, although minor sidewalk maintenance may be performed to meet Title II ADA requirements. Where projects intersect or cross another agency's right-of-way (e.g. Caltrans, Santa Clara County, etc.), coordination will be needed.

Reconstruction alternatives assume the street is fully demolished and rebuilt within the existing right-of-way, typically as part of a major capital project triggered by utility replacement or a similar scale of work. These alternatives allow for curb line adjustments and the installation of permanent Class IV bikeway separation, such as curbed planting strips along the bikeway. No additional right-of-way acquisition is assumed. Reconstruction projects may affect drainage patterns, trees, medians, and other existing features which will require further feasibility analysis. These projects are long-term, visionary concepts that would be implemented only when or if an opportunity for full reconstruction arises.

A basis of design was established that set criteria for various widths of elements that comprise the cross section.

Table 2: Basis of Design

Cross Section Element	Width (min. unless noted)
Sidewalk	5 ft
Sidewalk planting area	4.5 ft
Travel Lane	11 ft
Turning Lane	12 ft
Bike lanes (including curb + gutter)	5 ft
Buffered bike lanes	2 ft + 4 ft
Bike lanes	6 ft (preferred)
Parking lane	8 ft

Existing widths were then measured and documented in a spreadsheet to assess the available curb to curb and right-of-way width. For some projects, both widths vary within the limits. The most constrained segment was used to develop cross sections to represent a cross section that can be applied along the corridor. Future efforts will assess how to allocate excess width (e.g. widen Class IV buffers). Cross sections were developed using measurements from high-quality aerial imagery; however, field verification during future design may identify discrepancies that require adjustments. Once dimensions were reviewed and approved, cross section graphics were developed using these values. These graphics represent nominal width of each element and further design for these projects will refine dimensions.

Each cutsheet provides a narrative describing existing conditions like posted speed limit, traffic volume, destinations, transit service, existing cross section elements like travel lanes, bike lanes, sidewalks, planted space, turn lanes, etc. In addition, cutsheets also describe proposed changes in each alternative and implementation considerations as well as illustrative cross sections detailing the elements and widths. The cutsheets include area maps illustrating project limits and nearby destinations served by the improvements like schools and parks. Finally, the plan goals are linked to the project to describe how ATP goals are advanced by a given project. This narrative content, the maps, the plan goals, and the cross section were then compiled into a single page cutsheet for each project. The cutsheets present draft concepts, and final design of each project will require feasibility analysis, engineering review, and community input.

CALIFORNIA STREET

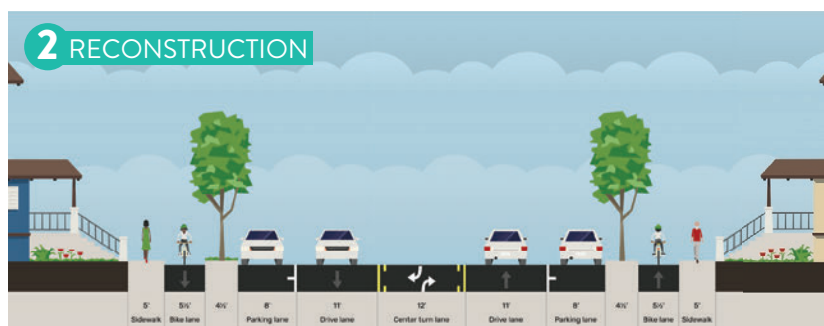
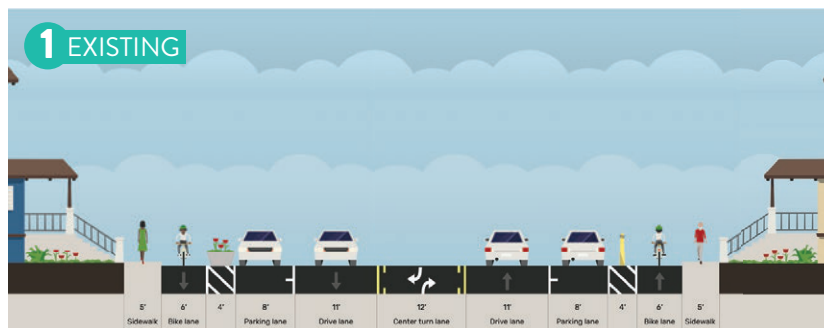
South Shoreline Boulevard to Showers Drive (1.38 miles)

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: California Street was redesigned in 2025 as a pilot project to remove one travel lane in each direction to add Class IV bikeways between Showers Drive and South Shoreline Boulevard and add 3 mid-block crossings. The land use along the street is primarily single-family residential toward the east and multi-family residential with some commercial toward the west. Destinations along or just off this street include Rengstorff Park, Klein Park, Castro/Mistral Elementary School and Mountain View Academy. Valley Transportation Authority Route 21 operates along California Street. The posted speed limit is 35 mph.

2. Reconstruction: This reconstruction concept proposes upgrading the existing bikeway buffers to planting strips and constructing protected intersections at Escuela Avenue, Rengstorff Avenue, and at Shoreline Drive. This concept will alter existing drainage patterns and have implications for future design and construction. Final design will be informed by results of the pilot project evaluation.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK



SAFETY AND COMFORT

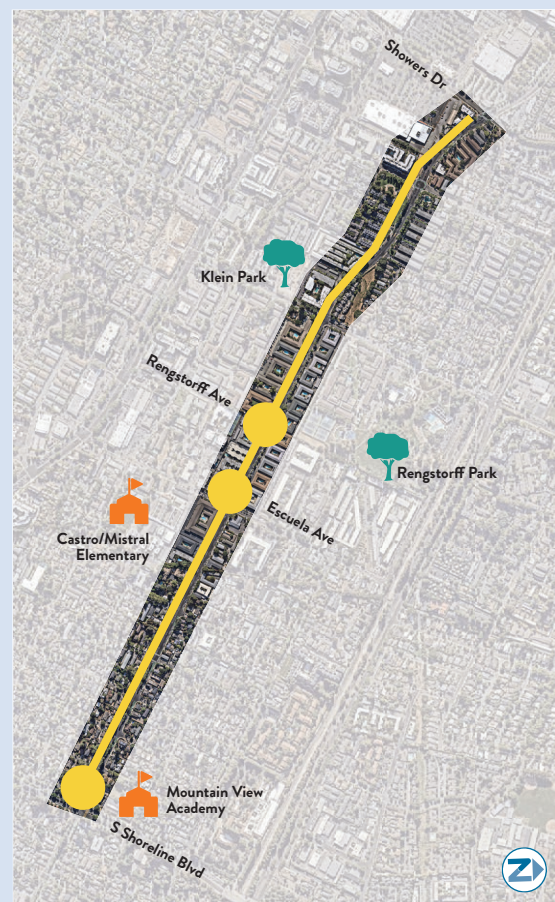


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **All Ages and Abilities** bicycle network and **access** to schools, parks, and senior centers in a **disadvantaged community** area of Mountain View.
- Improves **safety and comfort** through physical separation of bicyclists and vehicles on the roadway and decreases crossing distances for pedestrians at intersections.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



These concepts are draft and not final. Final design of the proposed improvements will require further community input, feasibility analysis, and engineering review on a case-by-case basis, and final plans may differ from what is shown here.

CALIFORNIA STREET

Showers Drive to Del Medio Avenue (0.5 miles)

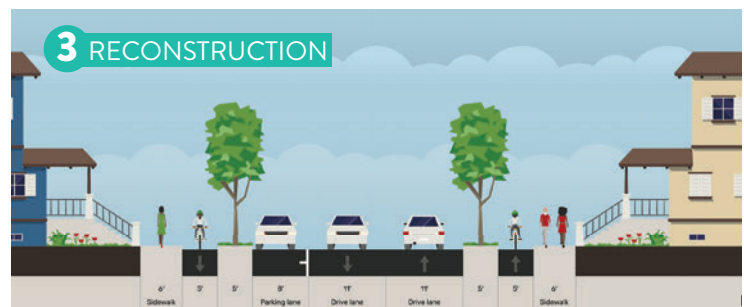
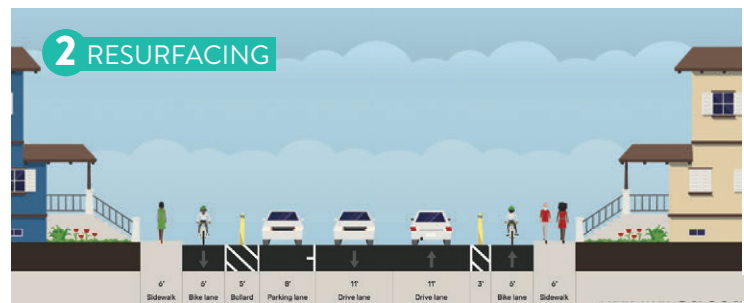
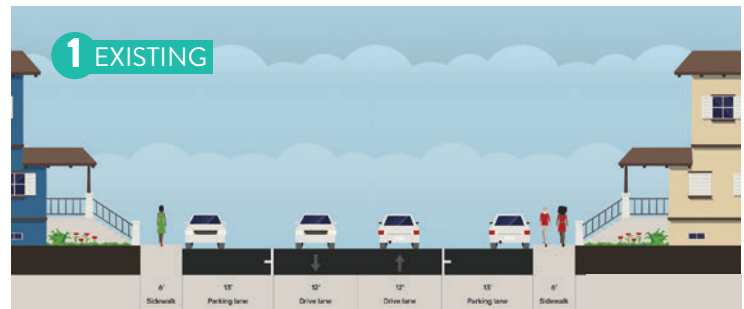
PROPOSED CONCEPTS

1. Existing: This segment of California Street is predominantly characterized by multi-family residential development, with occasional commercial uses. Class II bike lanes are provided between Showers Drive and San Antonio Street; however, west of San Antonio, the bike lanes are replaced with on-street parking. A center turn lane replaces the median near Showers Drive. Recent development just east of San Antonio Street has enhanced the pedestrian realm with detached sidewalks and planting strips and a Class II bike lane in each direction and a mid-block crossing at Aspen Way. This segment of California Street connects Mountain View bike network to Palo Alto, accesses Community School of Music and Arts and provides access to transit on San Antonio Street including Valley Transportation Authority Route 21 and MVgo D Shuttle. The posted speed limit is 35 mph.

2. Resurfacing: This concept narrows both travel lanes and one parking lane and consolidates parking to one side to create space for a Class IV bikeway in both directions. A parking analysis will be necessary to understand the feasibility of this proposal.

3. Reconstruction: This concept upgrades the Class IV bikeways to include planting strips and repositions the on-street parking adjacent to the travel lane. This concept also proposes the construction a protected intersection at San Antonio Road and reconstruction at intersection with Showers Drive. This concept will alter existing drainage patterns and have implications for future design and construction. Project will require additional data collection to verify justification for parking changes. Coordination with San Antonio Precise Plan will be required.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK



SAFETY AND COMFORT

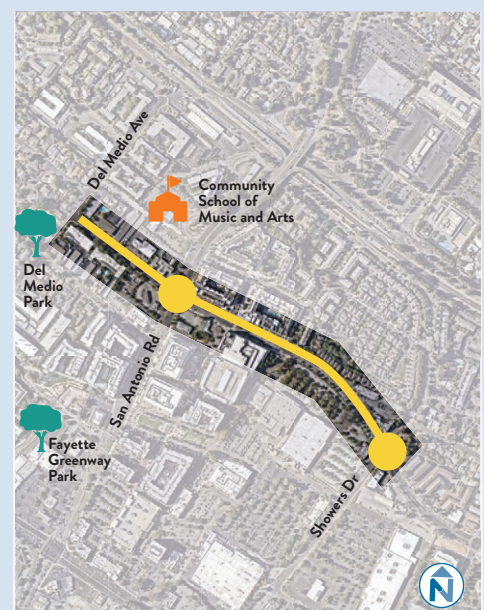


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **All Ages and Abilities** bicycle network and **access** to commercial services and Del Medio Park in a **disadvantaged community** area of Mountain View.
- Improves **safety** through physical separation of bicyclists and vehicles on the roadway and decreases crossing distances for pedestrians at intersections.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



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WHISMAN ROAD

Dana Street to Fairchild Drive (1.43 miles)

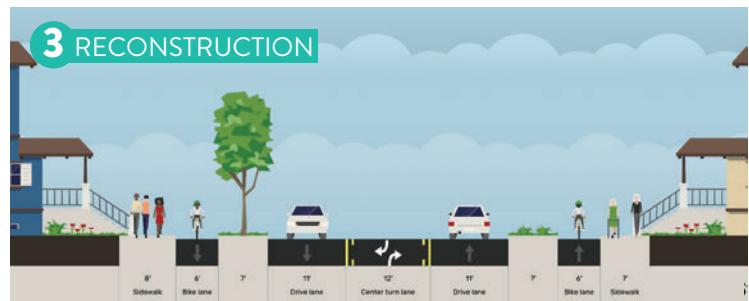
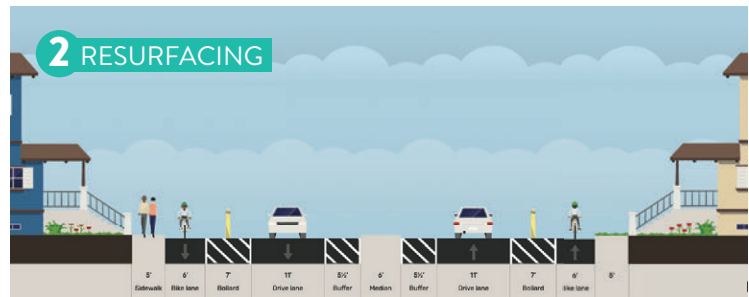
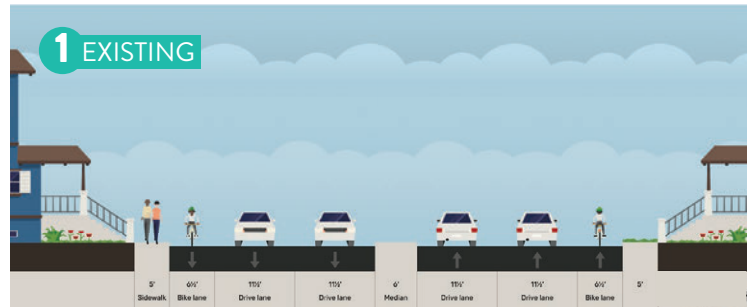
PROPOSED CONCEPTS

1. Existing: This segment of Whisman Road has primarily residential land use frontage, with some commercial frontage near Dana Street. Class II bike lanes exist along the corridor and connect to the Hetch Hetchy Trail, with on-street parking provided on the west side between Gladys Avenue and Fairchild Drive. The roadway has one travel lane in each direction from Fairchild Drive to East Middlefield Road and expands to two lanes in each direction for the remainder of the segment. There are no midblock crossings in this segment. The posted speed limit is 35 mph and there is 25mph school zone in front of Vargas Elementary School.

2. Resurfacing: This concept proposes removing one travel lane in each direction to install Class IV bikeways. Traffic study will be necessary to evaluate feasibility.

3. Reconstruction: This concept proposes widening the city-owned bridge over Central Expressway to match the right-of-way width on the southern approach. The concept includes narrowing the median, upgrading the Class II bikes lanes to Class IV bikeways and increasing the width. The concept also proposes adding a sidewalk on the east side, and incorporating planting strip to increase separation between pedestrians and vehicle traffic. A cycle track segment at Vargas Elementary should be considered as this project develops. This project also reconstructs the Pacific Drive and Whisman Station intersections and constructs a protected intersection at Dana Street. This project includes curb relocation as well as Santa Clara County and Caltrain coordination. Project will require additional data collection to verify justification of lane reconfiguration. Sidewalk widening will be constructed to maintain roadway widths as feasible. Coordination with details in East Whisman Precise Plan will be required.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



SAFETY AND COMFORT

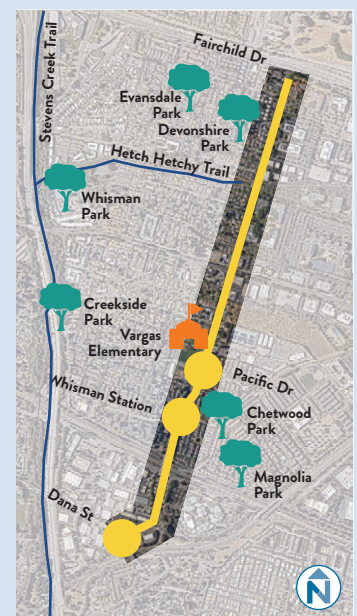


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** by completing a gap in the sidewalk network that provides better access to schools and other key destinations such as parks, commercial areas and transit.
- Improves **safety** through physical separation of bicyclists and vehicles on the roadway, and decreases crossing distances for pedestrians at intersections.
- Improves **sustainability** and biodiversity through increases in pervious surface area and plantable space.



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ESCUELA AVENUE

El Camino Real to Crisanto Avenue (0.5 miles)

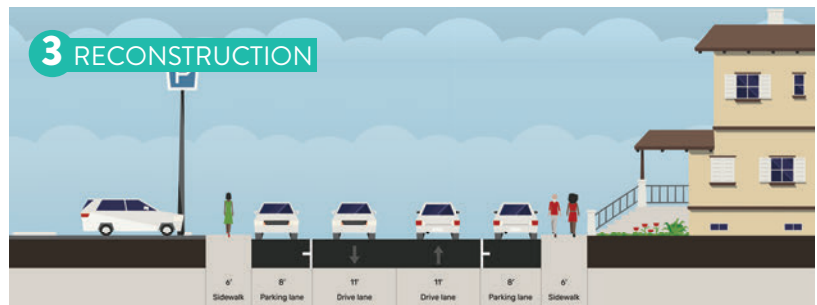
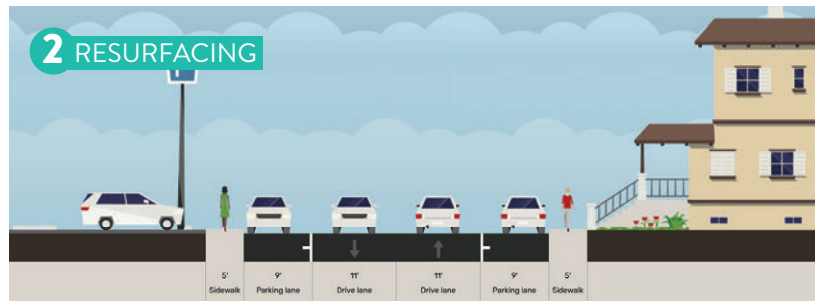
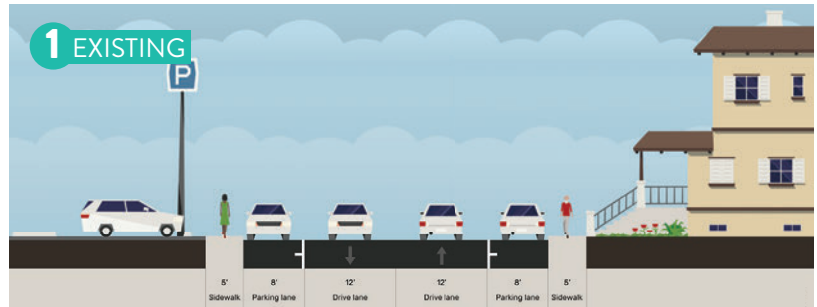
PROPOSED CONCEPTS

1. Existing: Escuela Avenue is primarily residential land use frontage, with some commercial uses near El Camino Real. The corridor also serves Castro/Mistral Elementary School and the Day Worker Center. The street provides one travel lane in each direction and on-street parking. Two improved crossings are provided—one serving Mistral Elementary and another serving a Red Route bus stop. At the California Street intersection, Valley Transportation Authority Route 21 serves the transit stops. Escuela Avenue also connects to a bike- and pedestrian-only entrance to Rengstorff Park. The posted limit is 25 mph.

2. Resurfacing: This concept proposes narrowing travel lanes to reallocate width for the widening of parking lanes to create a visual narrowing of the street to manage speeds. There are no major implications for this concept but this project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes narrowing parking lanes to reallocate width to the sidewalks, increasing separation between pedestrians and vehicular traffic as well as adding trees where feasible in the parking lane width. The concept also includes reconstruction of the intersections at Crisanto Avenue and California Street and constructing a pedestrian and bicycle crossing to Rengstorff Park. In addition to Caltrans coordination, this concept will alter existing drainage patterns by relocating curbs.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

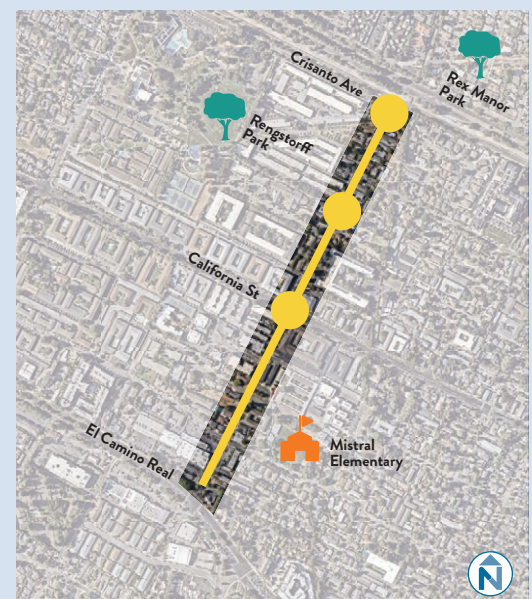


MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **comfort** and **accessibility** of walking to local schools, parks and community services through greater separation between the sidewalk and vehicles moving on the roadway in a disadvantaged community area of Mountain View.
- Improves **mobility** and **connectivity** through improved marked crossings at intersections and a mid-block/local road marked crossing.



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CALIFORNIA STREET

Shoreline Boulevard to Bush Street (0.32 miles)

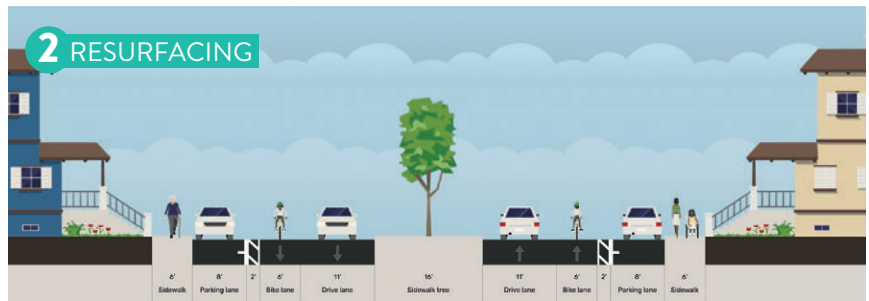
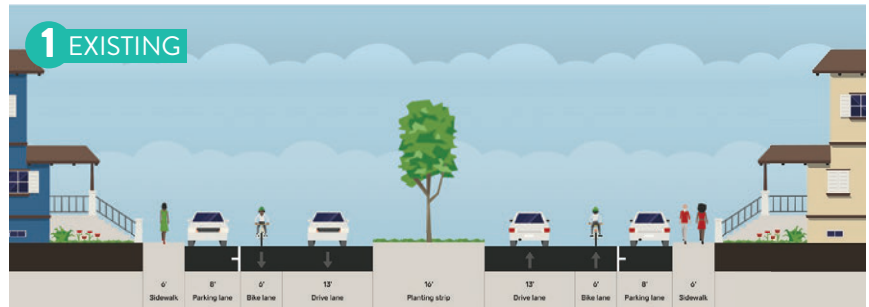
PROPOSED CONCEPTS

1. Existing: California Street is primarily fronted with single-family homes, with commercial uses concentrated near the intersection with Castro Street. The corridor features continuous Class II bike lanes, on-street parking, attached sidewalks, and a landscaped median with trees. East of Hope Street, the roadway narrows to one travel lane in each direction, on-street parking, and detached sidewalks. California Street serves as an important connection into Downtown Mountain View. Nearby destinations include Pioneer Memorial Park, Eagle Park, and Mercy Bush Park. The posted speed limit is 35 mph.

2. Resurfacing: This concept proposes narrowing both travel and parking lanes to install wider Class II bike lanes between Shoreline Boulevard and Hope Street. There are no major implications for this concept.

3. Reconstruction: This concept proposes narrowing the median to create detached sidewalks or widen existing sidewalk planting strips. The project upgrades the Class II lanes to Class IV bikeways with a curbed planting strip. This concept reconstructs the intersection at Castro Street. This project could require tree removal and will include curb relocation along the median and sidewalk which will alter existing drainage patterns. East of Hope Street, the available right of way narrows which means the cross section will look different in that section.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES

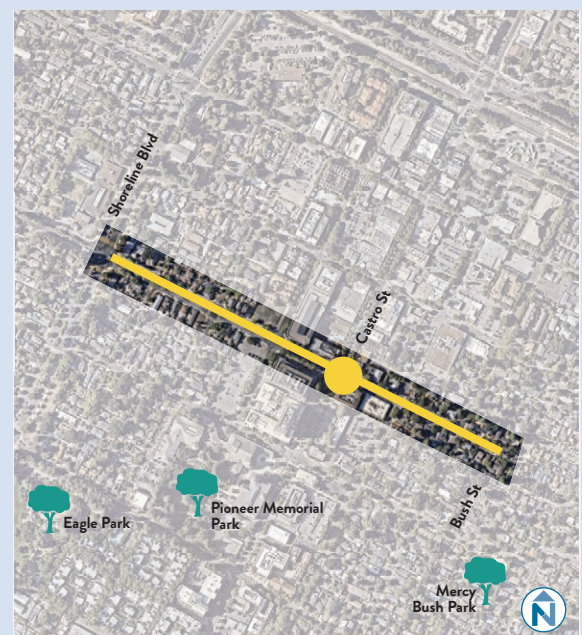


MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through improved marked crossings at intersections and more physical separation between bicyclists and vehicles in the roadway.



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WEST MIDDLEFIELD ROAD

Moffett Boulevard to Old Middlefield Way (2 miles)

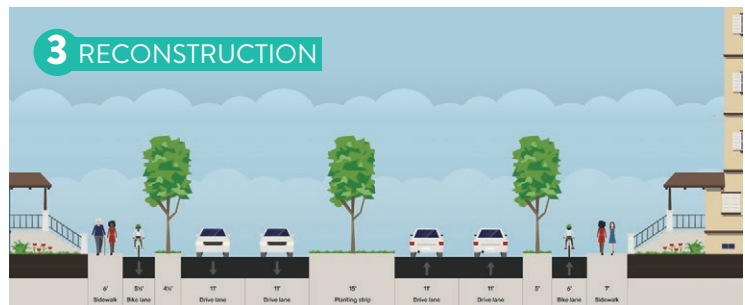
PROPOSED CONCEPTS

1. Existing: West Middlefield Road has a mix of single family residential, multifamily residential, and commercial land use. The cross section includes attached sidewalks, continuous Class II bike lanes, two travel lanes in each direction, and a planted median with trees. The posted speed is 35 mph. There are no mid-block crossings but there are two beacon crossings (Victory Avenue and Independence Avenue) and enhanced pedestrian crossing signage at San Pierre Way and Terra Bella Avenue. Middlefield Road has a connection to the Permanente Creek Trail at Farley Street and also serves as access for people biking or walking to Crittenden Middle School, Monta Loma Elementary School, and Theuerkauf Elementary School. The Gray Route operates along Middlefield Road. The posted speed limit is 35 mph and 9,000 vehicles in a day were counted east of Rengstorff Ave in 2024.

2. Resurfacing: This concept proposes narrowing the travel lanes and removing on-street parking where it exists to install Class IV bikeways. Project will require additional data collection to verify justification for parking changes.

3. Reconstruction: This concept proposes upgrading the Class IV bikeways to include curbed planting strips. Additionally, the project reconstructs the Old Middlefield Way intersection and constructs a trail connection at Farley Street along with upgraded crossings at San Veron, San Pierre, and Terra Bella. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction. Project will require additional data collection to verify justification for parking changes.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



SUSTAINABILITY AND BIODIVERSITY

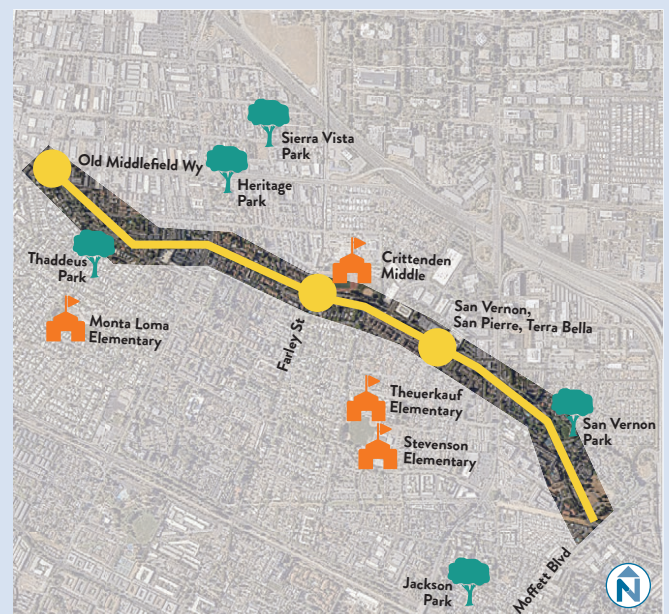


ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway, a new trail connection and improved marked crossings at intersections.
- Improves **access** to schools and other key destinations such as parks, commercial areas, and transit.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



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LATHAM STREET

Showers Drive to Escuela Avenue (0.84 miles)

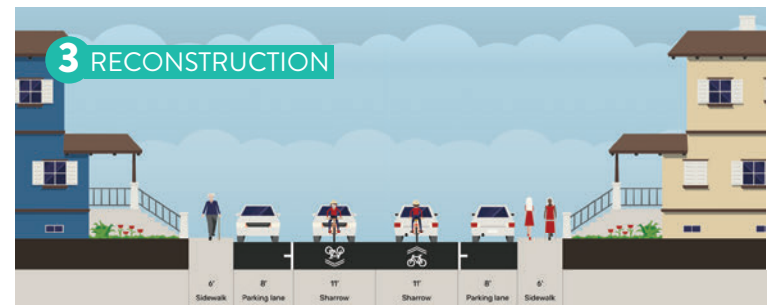
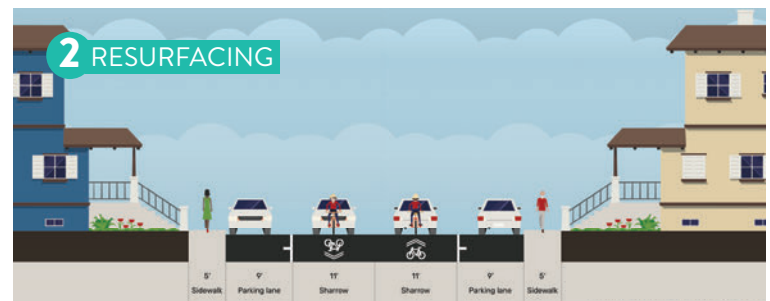
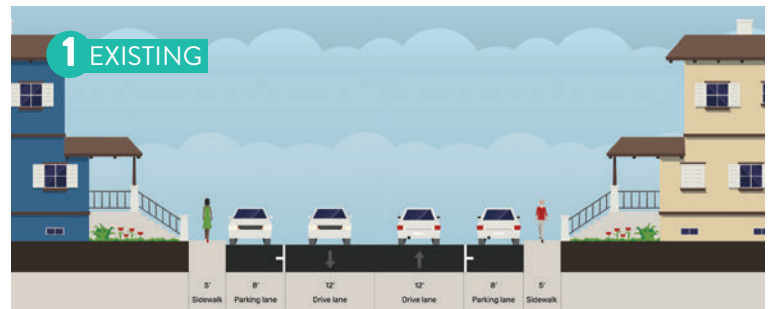
PROPOSED CONCEPTS

1. Existing: Latham Street has primarily multi-family residential frontage. The cross section operates as two travel lanes with parking on both sides and attached sidewalks. There are speed humps between Ortega Avenue and Escuela Avenue. Castro Elementary School is the east end of this segment and has a 15 mph school zone for Castro/Mistral Elementary School. The posted speed limit is otherwise 25 mph. Approximately 2,000 vehicles use this street west of Rengstorff Avenue (2024 count) each day. The development patterns have created long block lengths which makes the crossings and sidewalk connections to north-south streets important for pedestrians as well as those trying to access Valley Transportation Authority Route 22 one block south on El Camino Real. Nearby parks include Klein, Rengstorff and Gemello Parks.

2. Resurfacing: This concept proposes narrowing the travel lanes to widen the parking lanes to create a visual narrowing to manage vehicle speeds. There are no major implications for this concept.

3. Reconstruction: This concept proposes narrowing parking lane to widen the sidewalks and incorporate sidewalk curbed planting strips (detached sidewalks). The concept also proposes adding trees where feasible in the parking lane width. Spot improvements include constructing crossings at Showers Drive, midblock between Ortega Avenue and Rengstorff Avenue, midblock between Rengstorff Avenue and Escuela Avenue, a protected intersection at Rengstorff Avenue, and a protected intersection at Escuela Avenue. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

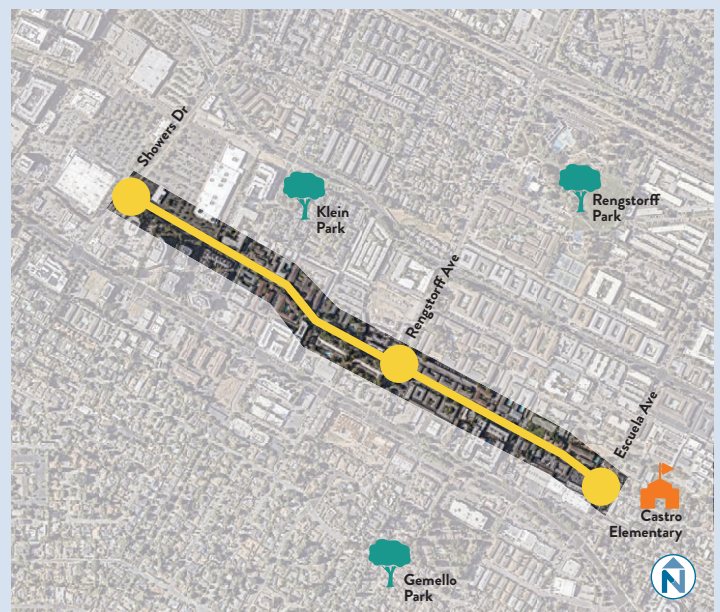


MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **comfort** and **accessibility** of walking to local schools, parks and community services through greater separation between the sidewalk and vehicles moving on the roadway and at intersections in a disadvantaged community area of Mountain View.
- Improves **mobility** and **connectivity** through improved marked crossings at intersections and a mid-block/local road marked crossing.



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S SHORELINE BOULEVARD

El Camino Real to Montecito Avenue (1.1 miles)

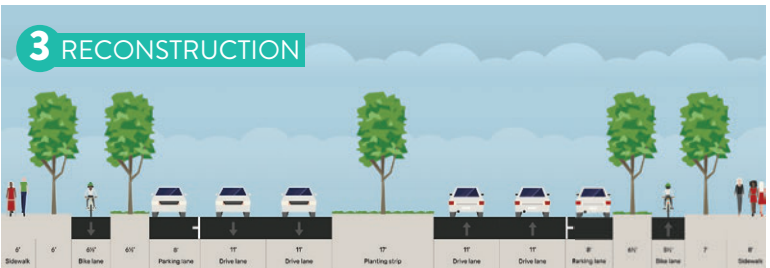
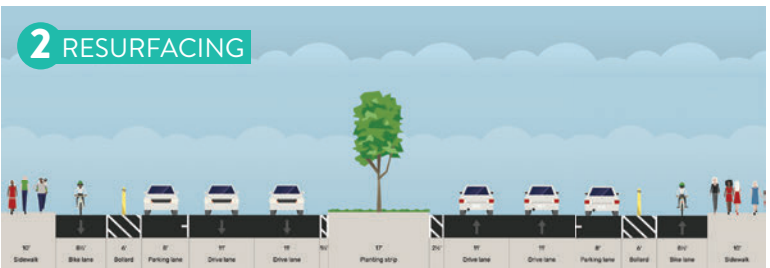
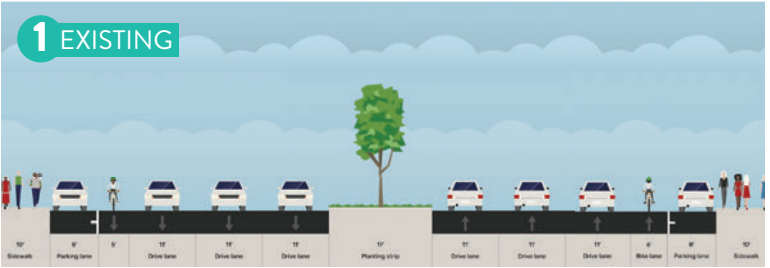
PROPOSED CONCEPTS

1. Existing: South Shoreline Boulevard has continuous Class II bikes lanes, on-street parking, and three travel lanes in each direction and attached sidewalks. There is a planted median with trees from El Camino Real to Villa Street. North of Villa Street the median narrows and is not planted; there is no sidewalk until Jackson Street, however pedestrians may use an immediately adjacent parallel shared-use path. This street provides access to Eagle Park, Pioneer Memorial Park, and Mountain View Public Library, and Mountain View Academy. There is one mid-block crossing at Mercy Street where a median restricts vehicle traffic from crossing South Shoreline Blvd. Valley Transportation Authority Route 21 can be accessed at the intersection with California Street and Gray Route can be accessed at Villa Street. There is a connection for bikes and pedestrians to access Evelyn Street which is grade separated from South Shoreline Boulevard. Valley Transportation Authority Route 40 has a stop pair at Wright Street. The posted speed limit is 35 mph.

2. Resurfacing: This concept proposes removing one travel lane in each direction to accommodate Class IV bikeways and relocating parking away from the curb to provide separation between the bike lanes and vehicle lanes. Traffic operations, parking analysis, and maintenance considerations and costs must be evaluated to determine the feasibility of this concept. This project intersects with County and Caltrain right of way which will require coordination.

3. Reconstruction: This concept proposes upgrading the bikeway buffers to curbed planting strips. This design also incorporates additional sidewalk planting space. Spot treatments include the Montecito Avenue intersection and constructing improved Central Expressway ramp crossings and a bike connection at Dana Street.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

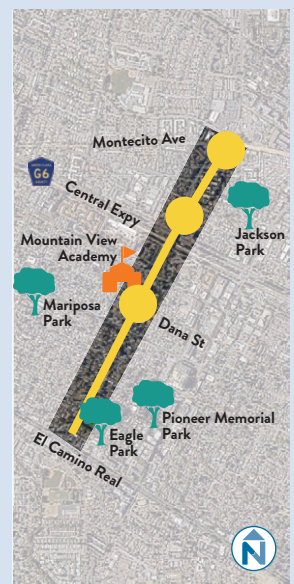


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and improved marked crossings at intersections and Central Expressway ramp crossings.
- Improves **access** to schools and other key destinations such as parks, community resources and transit.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



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LATHAM/CHURCH STREET

Escuela Avenue to Castro Street (0.85 miles)

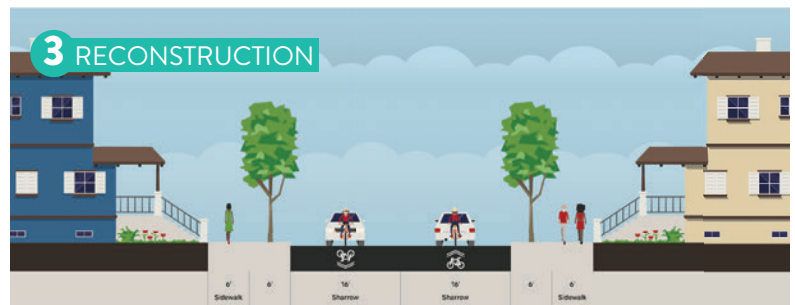
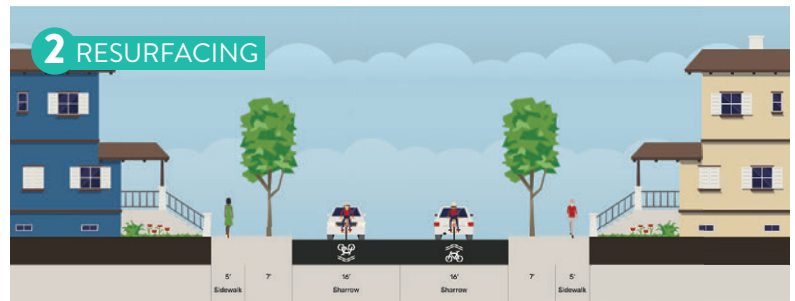
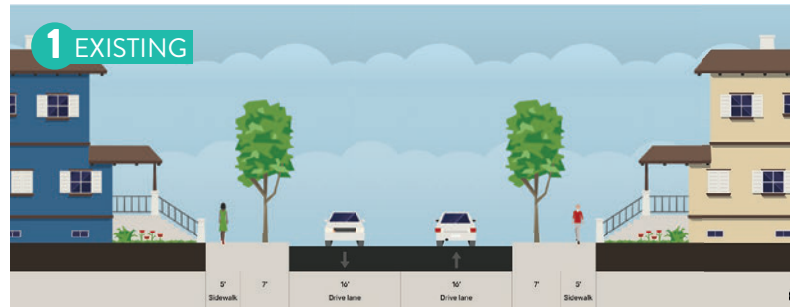
PROPOSED CONCEPTS

1. Existing: This street is primarily single-family residential with some multi-family and commercial land use. The block lengths are short and intersections are generally all way stops with marked crosswalks and some curb extensions to shorten crossing distances for pedestrians. The cross section includes two travel lanes. There are no bike lanes and the sidewalks are attached. The intersection with Shoreline Blvd is the only signalized intersection and is large which can make crossing uncomfortable for people walking or biking. Destinations on this street serves the Castro/ Mistral Elementary School, Mountain View Whisman School District preschool, Eagle Park, and Pioneer Memorial Park. Castro Street is an important connection into downtown for people walking or biking. The posted speed limit is 25 mph and approximately 1500 vehicles a day use this street (2024 count).

2. Resurfacing: This concept proposes the implementation of a bike boulevard which includes speed management devices, bike boulevard markings, and wayfinding. There are no major implications for this concept.

3. Reconstruction: This concept proposes narrowing travel lanes and sidewalk planting spaces to reallocate width to the sidewalks. Treatments include a protected intersection at Shoreline Boulevard and pedestrian crossings at Oak Street and Pioneer Memorial Park. This project modifies curb lines which has drainage implications.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** through the implementation of a bicycle boulevard and comfort for pedestrians via a widened sidewalks on a low speed/low volume roadway.
- Improves **connectivity** through shorter crossing distances and marked crossings at intersections.



These concepts are draft and not final. Final design of the proposed improvements will require further community input, feasibility analysis, and engineering review on a case-by-case basis, and final plans may differ from what is shown here.

RENGSTORFF AVENUE

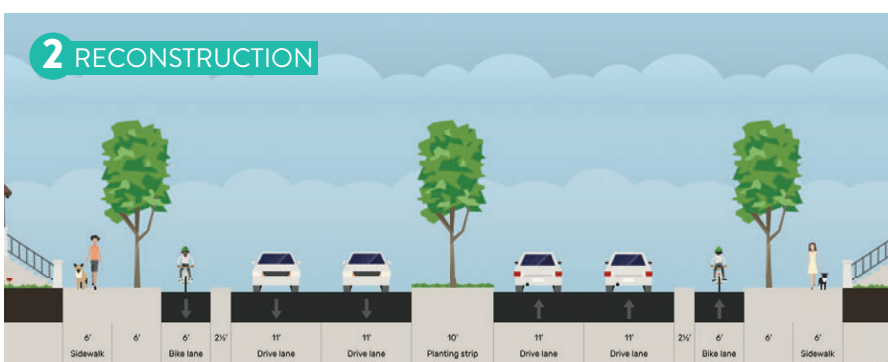
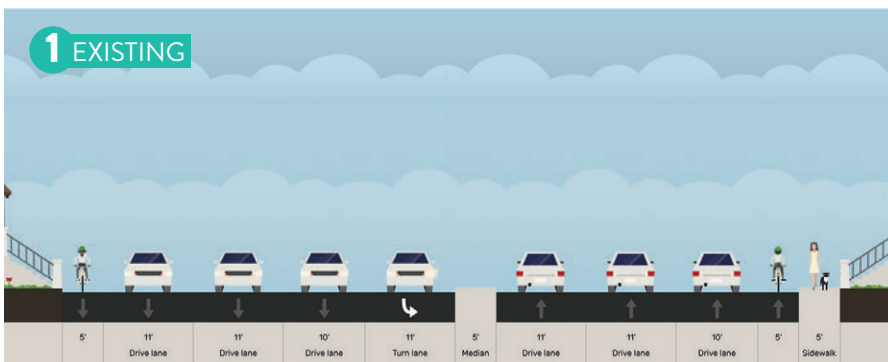
Leghorn Street to Garcia Avenue (0.4 miles)

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: Rengstorff Avenue in this segment has commercial land use near Leghorn Street and then corporate campus offices north of the Bayshore Expressway. There are on and off ramps to the expressway in both directions. There are continuous Class II bike lanes but sidewalks are not continuous. This segment is an important connection to Shoreline Park and for employees travelling to and from work at the large corporate campus. South of this segment, from Leghorn Avenue to El Camino Real, a complete streets study is underway.

2. Reconstruction: This concept proposes removing one travel lane in each direction to install Class IV bikeways. Curbed planting strips are added both along the sidewalk and between the bike lanes and vehicle travel lanes to provide increased separation and protection for cyclists. This project also constructs a protected intersection at Garcia Avenue/Amphitheatre Parkway and coordinates with the VTA-led 101/San Antonio/Rengstorff Interchange Improvement Project, which will replace the bridge over US-101, add Class IV bikeways, and reconstruct the US-101 ramps. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction as well as Caltrans coordination. There is no resurfacing concept due to the majority of the project being within Caltrans right-of-way. Project will require additional data collection to verify justification for lane reconfiguration.



**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES



SAFETY AND COMFORT

WHY IS THIS IMPORTANT?

This project:

- Improves **safety** through physical separation of bicyclists and vehicles on the roadway, and decreases crossing distances for pedestrians at intersections.



These concepts are draft and not final. Final design of the proposed improvements will require further community input, feasibility analysis, and engineering review on a case-by-case basis, and final plans may differ from what is shown here.

DANA STREET

Bush Street to Moorpark Way (0.85 miles)

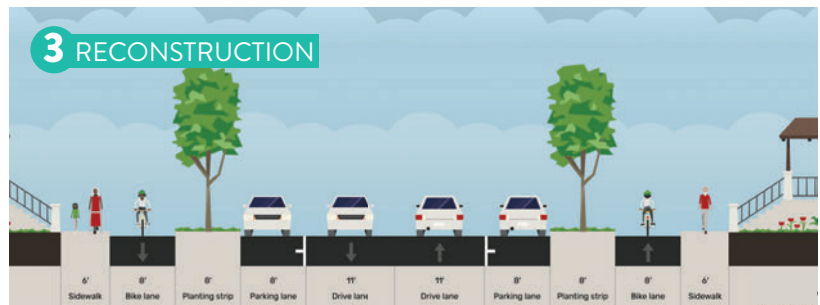
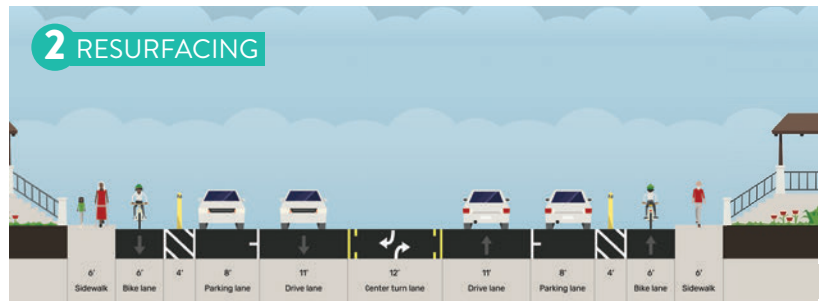
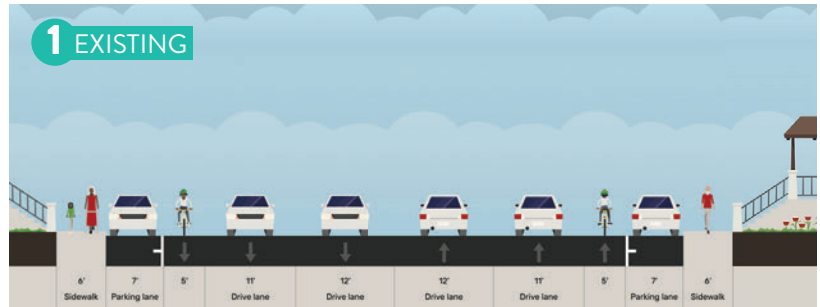
PROPOSED CONCEPTS

1. Existing: Dana Street is a neighborhood street with primarily residential use but there is some light industrial land use east of Highway 85. From Bush Street to Calderon Avenue the street has parking on both sides, one lane each direction, and the sidewalks are separated from the street by a planting strip. East of Calderon Avenue, a planted median separates directions of traffic and there are Class II bike lanes. East of Pioneer Way, there are two travel lane each direction and no median. The sidewalks are not separated from the street. This street has a connection to the Stevens Creek Trail and directly serves Landels Elementary School. the posted speed limit is 35 mph and about 6,200 vehicles use this street each day (2024 count) just east of Pioneer Way.

2. Resurfacing: This concept proposes the removal of one travel lane between Moorpark Way and Pioneer Way to install Class IV bikeways while maintaining on-street parking. This project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes bicycle boulevard treatments west of Calderon Avenue and a road reconfiguration east of Calderon Avenue to make room for curbed planted strips between the parking lane and the bike lane. Construction of a protected intersection at Calderon Avenue and reconstruction of the intersection at Moorpark Way is also proposed. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

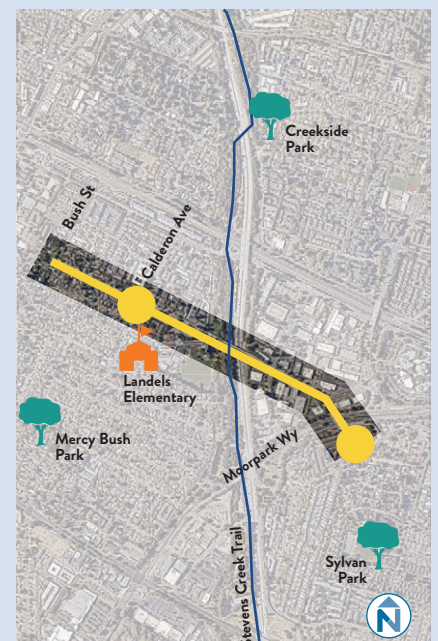


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and shorter crossing distances at intersections
- Improves **access** to schools and other key destinations such as trails and employment areas.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



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MIRAMONTE AVENUE

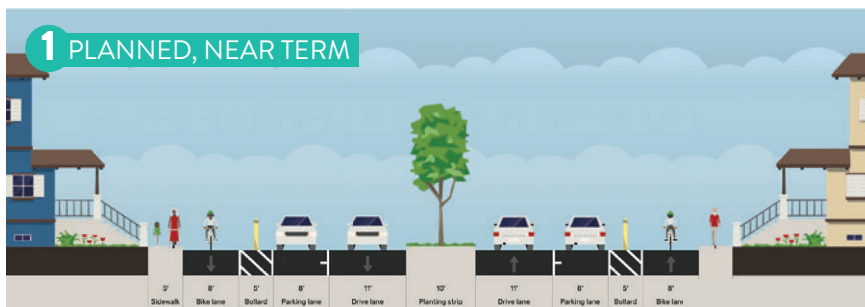
El Camino Real to Marilyn Drive (0.5 miles)

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Planned, Near Term: This segment of Miramonte Avenue has an active project underway called Miramonte Avenue Complete Streets Study, Project 23-31. Refer to that study for more information about existing conditions. The posted speed limit is 25 mph and 2024 counts collected near Sonia way showed about 6,000 vehicles use this street each day. Destinations along and near this street include Graham Middle School, St Joseph Catholic School, Eagle Park, Pioneer Memorial Park, and McElvey Ball Park.

2. Reconstruction: This concept proposes upgrading the bike lane buffer to a planted strip. Additionally, this concept proposes constructing a protected intersection at El Camino Real and pedestrian crossings at Park Drive and Sonia Way. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

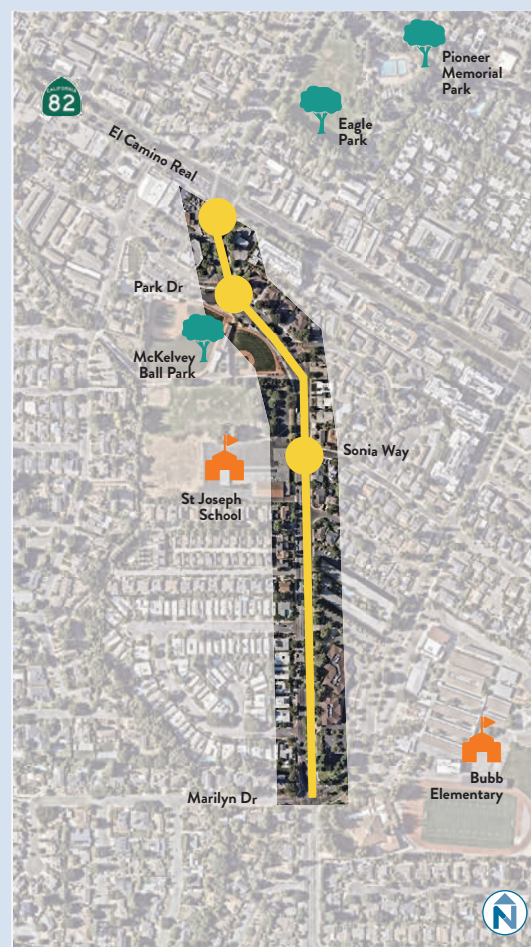


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and shorter crossing distances at intersections
- Improves access to schools and other key destinations such as community resources and employment areas.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



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GARCIA AVENUE

Bayshore Parkway to Amphitheatre Parkway (0.6 miles)

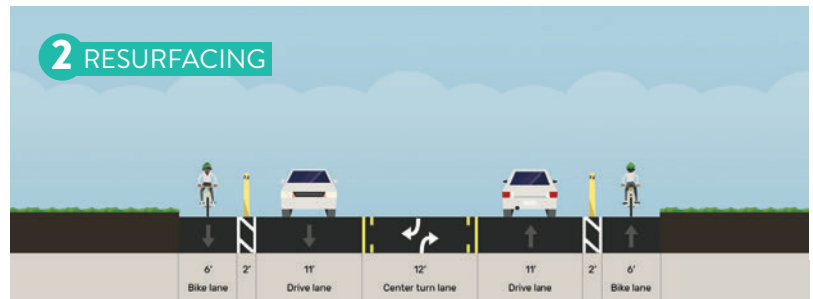
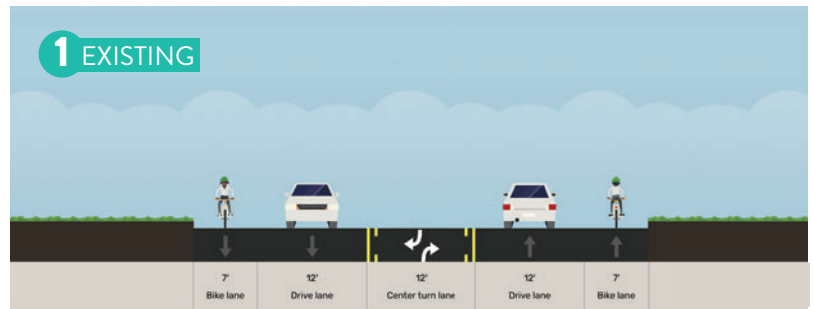
PROPOSED CONCEPTS

1. Existing: Garcia Avenue has corporate campus on both sides. Garcia Avenue generally has one travel lane in each direction and a center turn lane as well as continuous Class II bike lanes and some planted medians and mid-block crossings near Marine Way. Garcia Avenue provides access to Shoreline Park which a major destination for recreation and entertainment. The posted speed limit is 35 mph. This street is also addressed in the North Bayshore Precise Plan.

2. Resurfacing: This concept proposes narrowing travel lanes to reallocate space for wider Class IV bikeways. There are no major implications for this project.

3. Reconstruction: This concept proposes installation of sidewalks and a planted median. This concept will alter existing drainage patterns by installing curbs.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES

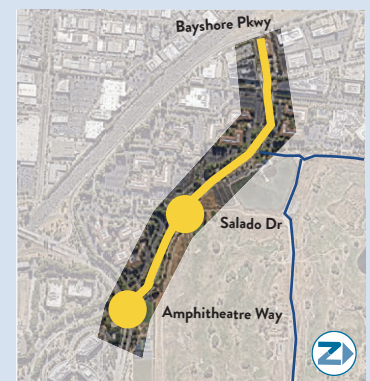


SAFETY AND COMFORT

WHY IS THIS IMPORTANT?

This project:

- Improves **safety** through physical separation of bicyclists and vehicles on the roadway, and the provision of sidewalks on both sides of the street.



These concepts are draft and not final. Final design of the proposed improvements will require further community input, feasibility analysis, and engineering review on a case-by-case basis, and final plans may differ from what is shown here.

EVELYN AVENUE

Bush Street to Bernardo Avenue (1.35 miles)

PROPOSED CONCEPTS

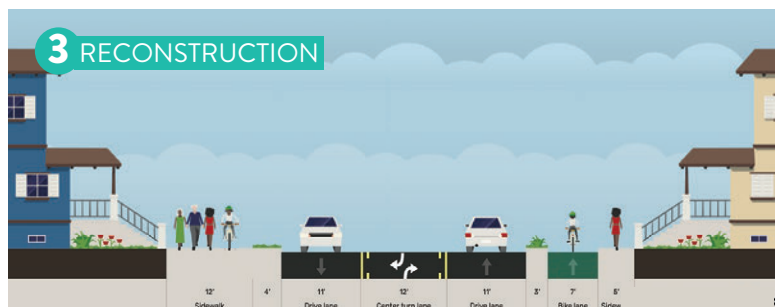
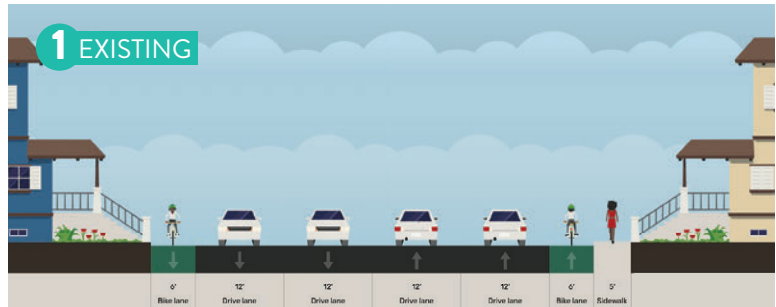
1. Existing: Evelyn Avenue is a mix of single family, multifamily, and commercial land use. This segment has continuous Class II bike lanes typically with two travel lanes in each direction. There are several multi-family housing complexes in the segment and sidewalk only on the south curb from the Highway 85 exit to Bernardo Street. West Evelyn Ave has a pedestrian and bicycle connection to the Stevens Creek Trail near the West Valley Freeway. This is an important connection into and out of downtown Mountain View and to access Caltrain's Mountain View Station. Nearby destinations include Landels and Vargas Elementary Schools and Magnolia and Chetwood Parks. The posted speed limit is 30 mph.

2. Resurfacing: This concept proposes removing a travel lane in each direction, adding a two-way cycle track on the north curb and a Class IV bikeway on the south curb. The two-way cycle track aligns with the proposal for the Mountain View Transit Center improvements on Evelyn Street and Sunnyvale's project to construct a Class I Shared Use Path on the north side of Evelyn. There are drainage implications for this project due to modified curb lines and Caltrain coordination will be required. Traffic analysis will also be needed.

3. Reconstruction: This concept proposes raising the two-way cycle track on the north curb to sidewalk level and creating a shared use path and adding a curbed planting strip to the Class IV bikeway on the south curb. A new bicycle/pedestrian crossing to the Stevens Creek Trail is also included. There are additional drainage implications for this scenario as well as the need for removal of the planted median from Bernado to Highway 85.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

NOTE: These cross-sections were developed as part of an MTA technical assistance project.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK



SAFETY AND COMFORT



SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **All Ages and Abilities** bicycle network and access to employment, transit, and trails.
- Improves **safety** through physical separation of bicyclists and vehicles on the roadway and improved marked crossings for pedestrians at intersections.
- Improves **sustainability** and biodiversity through increases in pervious surface area and plantable space.



These concepts are draft and not final. Final design of the proposed improvements will require further community input, feasibility analysis, and engineering review on a case-by-case basis, and final plans may differ from what is shown here.

PHYLLIS AVENUE

El Camino Real to Grant Road (0.5 miles)

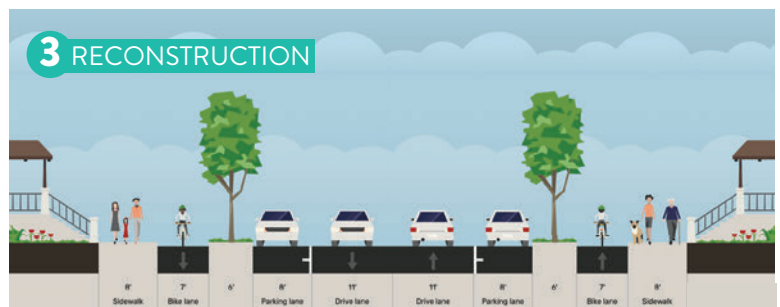
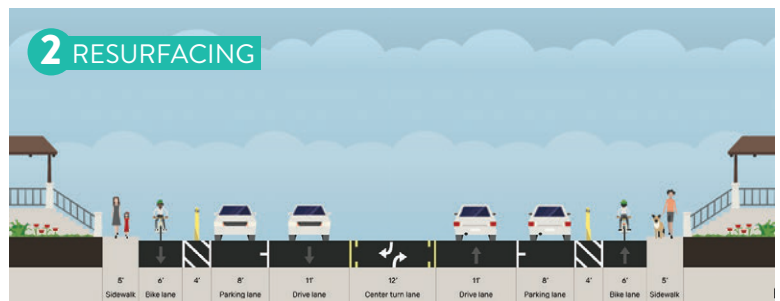
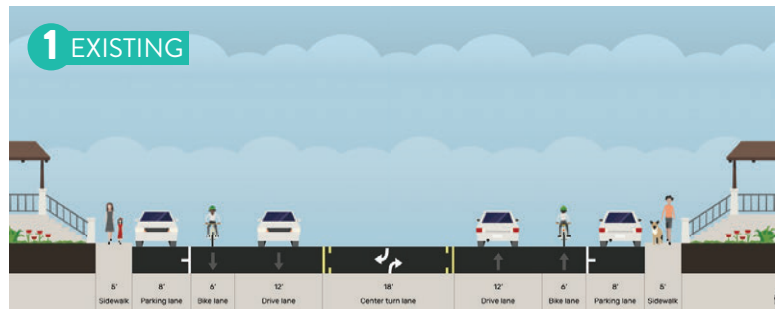
PROPOSED CONCEPTS

1. Existing: Phyllis Avenue is a primarily residential street with some pockets of commercial land use at either end. Phyllis includes on-street parking, a continuous Class II bike lane, and a wide center turn lane. In some segments, a planted median is present. At the south end, there is a large shopping center which attracts pedestrian traffic along and across Phyllis Avenue. There are no mid-block crossings - the only crossing in this segment is at the all way stop at Hans Avenue which also has some traffic calming elements to manage turning speeds/trajectories. Phyllis Avenue is an important connection for people walking or biking to Imai Elementary and Graham Middle schools. The posted speed limit is 30 mph and about 5,600 vehicles use this street each day (2024 count).

2. Resurfacing: This project proposes narrowing the existing lane widths to install Class IV bikeways that are parking protected. This project includes protected intersections at El Camino Real, Hans Avenue, and Grant Road and constructing mid-block crossings at Tyler Park Way and Pamela Drive. This project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes that upgrading the bike lane buffer to curbed planting strip and widening the sidewalk by removing the center turn lane. This scenario would require traffic analysis.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK



SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and shorter crossing distances at intersections.
- Improves **access** to schools and other key destinations such as community resources and employment areas.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



These concepts are draft and not final. Final design of the proposed improvements will require further community input, feasibility analysis, and engineering review on a case-by-case basis, and final plans may differ from what is shown here.

SYLVAN AVENUE/THE AMERICANA

Moorpark Way to Continental Circle (0.6 miles)

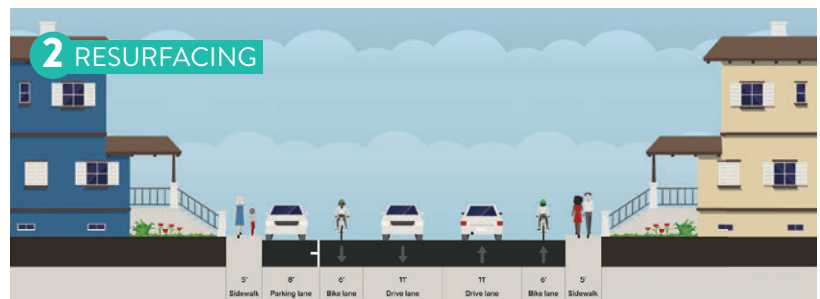
This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: Sylvan Avenue is a mix of single family, multifamily, and commercial land use. Sylvan Avenue has Class II bike lanes and one travel lane in each direction. There is parking on both sides of the street from East Dana Street to Moraga Drive and continuous sidewalks. Sylvan Park is in the middle of this segment and a popular destination and has a pedestrian crossing. The posted speed limit is 30 mph and about 6,000 vehicles travel on this street each day (2024 count).

2. Resurfacing: This concept proposes narrowing travel lanes to reallocate space for wider bike lanes. This project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes constructing a separated bikeway on both sides of the street. This concept also includes enhancing pedestrian comfort by spot-widening the sidewalk to provide accessible pedestrian clearances throughout the corridor. Additional intersection improvements and speed reduction measures could be implemented. This project requires Caltrans coordination and a parking utilization study. Cross-section shows the most constrained section. South of Dana St, parking on one side can be retained with this option.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY

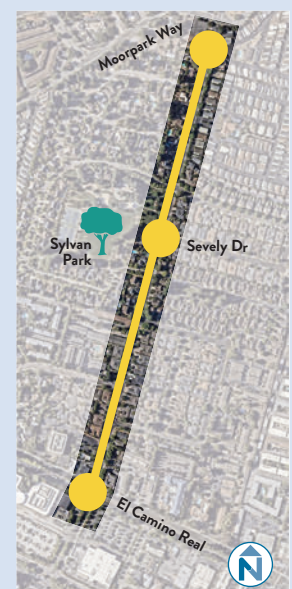


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and improved marked crossings.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



APPENDIX C: RECOMMENDED IMPROVEMENTS



Recommended Improvements – Bicycle Facilities

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
Garcia Ave	Bayshore Pkwy	Amphitheatre Pkwy	Class IV	0.64	Class II
Rengstorff Ave	Leghorn St	El Camino Real	Class IV	1.71	Class II
Charleston Rd	Inigo Way	Stevens Creek Trail	Class I	0.28	Class II
Charleston Rd	Amphitheatre Pkwy	Huff Ave	Class I	0.44	Class II
Casey Ave	Marine Way	East End	Class IIIB	0.11	None
Marine Way	Casey Ave	Garcia Ave	Class IIIB	0.31	None
Coast Ave	Marine Way	East End	Class II	0.11	None
San Antonio Rd	Bayshore Pkwy	US 101	Class I	0.19	None
Plymouth Connector	Plymouth St	Shoreline Blvd	Class I	0.35	None
Pear Ave	Shoreline Blvd	East End	Class II	0.24	None
New Trail	La Avenida St	Shorebird Connector	Class I	0.26	None
Independence Ave	Charleston Rd	Leghorn St	Class II	0.17	None
Leghorn St	San Antonio Rd	Sierra Vista Ave	Class IIIB	0.62	None
Independence Ave	Leghorn St	Rock St	Class III	0.44	None
Old Middlefield Way	Middlefield Rd	Stevens Creek Trail	Class IV	0.77	None
Rock St	Independence Ave	Camp Ave	Class III	0.74	None
S Whisman Rd	Fairchild Dr	E Dana St	Class IV	1.44	Class II
Victory Ave	Middlefield Rd	Dell Ave	Class IIIB	0.25	Class III
Dell Ave	Nita Ave	Victory Ave	Class IIIB	0.07	Class III
Nita Ave	Dell Ave	150' West of Mayfield Ave	Class IIIB	0.13	Class III
Mayfield Ave	Nita Ave	Whitney Dr	Class IIIB	0.10	Class III
Farley St	Middlefield Rd	Central Expwy	Class IIIB	0.64	Class III
Whitney Dr	Mayfield Ave	Laura Ln	Class IIIB	0.18	Class III
Laura Ln	Whitney Dr	Thompson Ave	Class IIIB	0.16	Class III
Thompson Ave	Junction Ave	Central Expwy	Class IIIB	0.53	None
Jane Ln	Thompson Ave	Fay Way	Class IIIB	0.11	Class III
Fay Way	Jane Ln	Jewell Pl	Class IIIB	0.11	Class III
Jewell Pl	Fay Way	Rengstorff Ave	Class IIIB	0.05	Class III
Montecito Ave	Rengstorff Ae	800' East of San Pierre Way	Class IIIB	0.74	Class III
San Pierre Way	Middlefield Rd	Montecito Ave	Class IIIB	0.36	None
Granada Dr	Montecito Ave	Wright Ave	Class IIIB	0.18	None
Wright Ave	Beatrice St	Shoreline Blvd	Class IIIB	0.44	None
Stierlin Rd	Shoreline Blvd	Washington St	Class IIIB	0.39	Class III
Stierlin Rd	Shoreline Blvd	Stierlin Rd	Class IV	0.17	None
Colony St	Rengstorff Ave	East End	Class IIIB	0.33	None
Terra Bella Ave	Middlefield Rd	San Rafael Ave	Class IIIB	0.66	None
San Rafael Ave	Terra Bella Ave	San Pablo Dr	Class IIIB	0.15	None
San Pablo Dr	San Rafael Ave	San Simeon Dr	Class IIIB	0.05	None
San Simeon Dr	San Pablo Dr	San Lucas Ave	Class IIIB	0.10	None
San Lucas Ave	San Simeon Dr	San Veron Ave	Class IIIB	0.04	None
San Veron Ave	San Lucas Ave	Middlefield Rd	Class IIIB	0.09	None
Sylvan Ave	Moorpark Way	El Camino Real	Class IV	0.62	Class II
Gladys Ave	Easy St	N Whisman Rd	Class IIIB	0.39	Class III
Keller Dr - Easy St	Tyrella Ave	Gladys Ave	Class IIIB	0.65	None
Tyrella Ave	Fairchild Dr	Keller Dr	Class IIIB	0.18	None
Evelyn Ave	View St	Bernardo Ave	Class IV	1.43	Class II
Hetch Hetchy Trail Extension	N Whisman Rd	LR Trail Extension	Class I	0.43	None
LR Trail Extension	Fairchild Dr	Hetch Hetchy Trail Extension	Class I	0.25	None

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
Ellis St	Manila Dr	Fairchild Dr	Class IV	0.51	Class II
Street B	N Whiseman Rd	Ellis St	Class IV	0.33	None
Street A	Fairchild Dr	Middlefield Rd	Class IV	0.56	None
Street B Multi Use Path	Ellis St	Logue Ave	Class I	0.16	None
Logue Ave	North End	Maude Ave	Class IIB	0.10	None
Clyde Ct	Clyde Ave	South End	Class IIB	0.06	None
Street D	Clyde Ct	Logue Ave	Class IIB	0.15	None
State Rd 237 Service Rd	Maude Ave	Middlefield Rd	Class IV	0.24	None
Ravendale Dr	Central Expwy	N Bernardo Ave	Class IIB	0.54	None
N Bernardo Ave	Middlefield Rd	Central Expwy	Class IIB	0.39	None
Ferguson Dr Connector	Furguson Dr	Middlefield Rd	Class I	0.42	None
Compass Way	Pyramid Way	Ferguson Dr	Class IIIB	0.16	None
Pacific Dr	Whisman Rd	Melia Loop	Class IIIB	0.16	None
Central Expwy	West City Limit	East City Limit	Class I	3.44	None
EWPP Connection	Ravendale Dr	Furgeson Dr Connector	Class I	0.61	None
Dana St	Bush St	Moorpark Way	Class IV	0.85	Class II, Class III
Hope St	Evelyn Ave	Church St	Class IIIB	0.50	None
Bush St	Evelyn Ave	Villa St	Class III	0.08	None
Bush St	Villa St	El Camino Real	Class IIIB	0.63	None
Escuela Ave	Crisanto Ave	El Camino Real	Class III	0.56	None
E Dana St	Sylvan Ave	East End	Class IIIB	0.18	None
Foxborough Dr - Glenborough Dr	Sylvan Ave	Sylvan Ave	Class IIIB	0.41	None
Alice Ave - Rainbow Dr	Moorpark Way	Sylvan Ave	Class IIIB	0.54	None
Moorpark Way	Alice Ave	E Dana St	Class IIIB	0.18	None
California St	Hope St	Bush St	Class IIIB	0.14	Class III
Casto St	California St	High School Way	Class III	0.35	None
Phyllis Ave	El Camino Real	Grant Rd	Class IV	0.47	Class II
New Trail	Church St	El Camino Real	Class I	0.18	None
Martens Ave	Grant Rd	Carmelita Dr	Class III	0.07	None
Martens Ave	Carmelita Dr	East End	Class IIIB	0.33	None
Kentmere Ct	Martens Ave	East End	Class IIIB	0.07	None
Alexander Ct	Martens Ave	End	Class IIIB	0.03	None
Kentmere Connector	Kentmere Ct	Stevens Creek Trail	Class I	0.06	None
Levin Ave	Grant Rd	Diericx Dr	Class IIIB	0.72	None
Stevens Creek Trail Extension	Dale Ave/Heatherstone Way	W Remington Dr	Class I	0.74	None
Permanente Creek Trail	Grant Rd	Diericx Dr	Class I	0.72	None
Mariposa Ave	Villa St	El Camino Real	Class IIIB	0.55	None
Bonny/Villa Connector	Villa St	Bonny St	Class I	0.25	None
Ortega Ave	California St	El Camino Real	Class III	0.28	None
Pacchetti Way	Village Green Dog Park	El Camino Real	Class III	0.26	None
Private Road	California St	El Camino Real	Class III	0.34	None
San Antonio Rd	Central Expwy	El Camino Real	Class IV	0.57	Class II
San Antonio Cir	San Antonio Rd	San Antonio Rd	Class III	0.21	None
Miller Ave	Del Medio Ave	San Antonio Rd	Class IIIB	0.17	None
Fayette Dr	Del Medio Ave	Private Road	Class IIIB	0.27	None
Del Medio Ave	California St	El Camino Real	Class III	0.32	None
New Road	Private Road	Pacchetti Way	Class IIIB	0.05	None
Ferry Morse Way	Evelyn Ave	S Whisman Rd	Class II	0.16	None
Clark Ave	El Camino Real	Jardin Dr	Class III	0.41	None
Marich Way	Karen Way	El Monte Ave	Class IIIB	0.38	None

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
Todd St/Ernestine Ln/ Mountain View Ave	Springer Rd	El Camino Real	Class IIIB	0.51	None
Park Dr	East End	Miramonte Ave	Class III	0.23	None
Marilyn Dr	Springer Rd	East End	Class IIIB	0.22	None
Meadow Ln - Barbara Ave	Marilyn Dr	Phyllis Ave	Class IIIB	1.10	None
Fordham Way - Orangetree Ln	Barbara Ave	Lincoln Dr	Class IIIB	0.85	None
Bonita Ave	El Camino Real	Cuesta Dr	Class IIIB	0.71	None
Hans Ave	Miramonte Ave	Phyllis Ave	Class IIIB	0.51	Class III
Boranda Ave	Isaac Newton Middle	Hans Ave	Class IIIB	0.08	None
GMS Paseo	GMS	Boranda Ave	Class I	0.05	None
New Trail Connector	Diericx Dr	Stevens Creek Trail	Class I	0.23	None
National Ave	Fairchild Dr	Ellis St	Class IIB	0.32	None
Rengstorff Ave	Charleston Rd	Leghorn St	Class IV	0.38	Class II
Shoreline Blvd - Miramonte Ave	North Rd	Castro St	Class IV	3.44	Class II
Moffett Blvd	Central Expwy	City Limit East	Class IV	1.29	Class II
Showers Dr	California St	City Limit South	Class IV	0.32	Class II
Middlefield Rd	Old Middlefield Way	Moffett Blvd	Class IV	1.94	Class II
New Trail	Terminal Blvd	Garcia Ave	Class I	0.38	None
Fairchild Dr - Clyde Ave	Ellis St	Clyde Ave	Class IIB	0.16	None
Sierra Vista Ave	Leghorn St	Silverwood Ave	Class IIIB	1.21	None
California St	Del Medio Ave	Showers Dr	Class IV	0.49	Class II
California St	Hope St	Castro St	Class IV	0.07	Class III
Bryant Ave	Truman Ave	Lubich Dr	Class IIIB	0.27	None
Miramonte Ave	Cuesta Dr	City Limit South	Class IV	0.53	Class II
Cuesta Dr	Miramonte Ave	Grant Rd	Class IV	0.51	Class II
Grant St	El Camino Real	Martens Ave	Class II	0.33	None
Casto St	High School Way	El Camino Real	Class IIB	0.07	None
Middlefield Rd	Moffett Blvd	City Limits East	Class IV	1.80	Class II
Miramonte Ave	Castro St	Hans Ave	Class IV	0.12	Class II
Space Park Way	Shoreline Blvd	Space Park Way (East End)	Class IV	0.25	None
El Monte Ave	El Camino Real	Springer Rd	Class IV	0.41	Class II
Ellis St	Manila Dr	Fairchild Dr	Class II	0.18	Class III
Franklin St	Evelyn Ave	Latham St	Class IIIB	0.51	None
Dana St	Pettis Ave	Bush St	Class IIIB	0.71	None
Green Loop	Charleston Rd	Shoreline Blvd	Class I	0.15	None
Charleston Rd	Shoreline Blvd	Inigo Way	Class IV	0.23	Class II
Inigo Way	Space Park Way	Charleston Rd	Class IIB	0.26	Class IIIB
Monarch St	Grove St	Black St	Class IIB	0.38	None
New Trail	Shorebird Way	Stevens Creek Trail	Class I	0.22	None
Black St	Charleston Rd	Shorebird Way	Class IV	0.10	None
Willow St	Shorebird Way	Monarch St	Class IIB	0.05	None
Manzanita St	Space Park Way	300' South of Charleston Rd	Class IIB	0.18	None
Grove St	Shorebird Way	Space Park Way	Class IIB	0.09	None
Plymouth St	Shorebird Way	355' East of Joaquin Rd	Class IIB	0.07	None
Plymouth St	140' West of Shorebird Way	Alta Ave	Class IV	0.34	Class II
Huff Ave	Charleston Rd	Plymouth St	Class IIB	0.28	None
Monarch St	Shorebird Blvd	Huff Ave	Class IIB	0.27	None
C St - B St	Plymouth St	Main St	Class IIB	0.31	None
Shorebird Way (Green Loop)	Charleston Rd	Shoreline Blvd	Class I	0.46	Class II
New Trail	Charleston Rd	Stevens Creek Trail	Class I	0.20	None

Recommended Improvements – Sidewalks

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
S Whisman Rd	Fairchild Dr	E Dana St	Widen Sidewalk	1.44	Sidewalks On Both Sides
Sylvan Ave	Moorpark Way	El Camino Real	Widen Sidewalk	0.62	Sidewalks On Both Sides
Escuela Ave	Crisanto Ave	El Camino Real	Widen Sidewalk	0.56	Sidewalk on Both Sides
Latham St	Shower Dr	Escuela Ave	Widen Sidewalk	0.84	Sidewalk on Both Sides
Phyllis Ave	El Camino Real	Grant Rd	Widen Sidewalk	0.47	Sidewalk on Both Sides
Rengstorff Ave	Charleston Rd	Leghorn St	Sidewalk on 1-side	0.38	Sidewalk On One Side
Latham St - Church St	Chiquita Ave	Castro St	Widen Sidewalk	0.64	Sidewalk on Both Sides
Shorebird Way	Charleston Rd	510' south of Charleston Rd	Sidewalk on 1-side	0.10	Sidewalk On One Side
Ellis St	National Ave	220' south of National Ave	Sidewalk on 1-side	0.05	Sidewalk On One Side
Maude Ave	260' south of Logue Ave	100' south of Clyde Ave	Sidewalk on 1-side	0.15	Sidewalk On One Side
Easy St	Gladys Ct	400' south of Gladys Ct	Sidewalk on 1-side	0.07	Sidewalk On One Side
Gladys Ct	100' south of Easy St	Easy St	Sidewalk on 1-side	0.03	No Sidewalks
Fountain Park Ln	Stierlin Rd	120' west of Stierlin Rd	Sidewalk on 1-side	0.03	Sidewalk On One Side
Polaris Ave	Wright Ave	144' south of Wright Ave	Sidewalk on 1-side	0.08	Sidewalk On One Side
Wright Ave	Polaris Ave	144' east of Polaris Ave	Sidewalk on 1 side	0.08	Sidewalk On One Side
Polaris Ave	430' south of Wright Ave	150' north of Wentworth St	Sidewalk on 2-sides	0.02	No Sidewalks
Wildrose Way	Wildrose Way East End	Granada Dr	Sidewalk on 1-side	0.11	No Sidewalks
Canna Ct	Granada Dr	Granada Dr	Sidewalk on 1-side	0.12	No Sidewalks
Lilac Ln	Granada Dr	Granada Dr	Sidewalk on 1-side	0.12	No Sidewalks
Pilgrim Ave	100' east of Blackfield Way	50' west of Mayflower Ct	Sidewalk on 2-sides	0.03	No Sidewalks
Pilgrim Ave	50' west of Mayflower Ct	100' east of Priscilla Ct	Sidewalk on 1-side	0.10	Sidewalk On One Side
Pilgrim Ave	100' east of Priscilla Ct	El Monte Ave	Sidewalk on 2-sides	0.04	No Sidewalks
High School Way	Shoreline Blvd	Oak St	Sidewalk on 1-side	0.07	Sidewalk On One Side
Harpster Dr	Castro St	Miramonte Ave	Sidewalk on 2-sides	0.11	Sidewalk on Both Sides
Carol Ave*	Sleeper Ave	North end of street	Sidewalk on 2-sides	0.11	No Sidewalks
Eunice Ave	Hilo Ct	160' east of Hilo Ct	Sidewalk on 1-side	0.03	Sidewalk On One Side
California St	Shoreline Blvd	Hope St	Widen Sidewalk	0.32	Sidewalk on Both Sides
Miramonte Ave	El Camino Real	Marilyn Dr	Widen Sidewalk	0.50	Sidewalk on Both Sides
Grant Rd	Bryant Ave	Paula Ct	Sidewalk on 1-side	0.08	Sidewalk On One Side

**Carol Avenue is subject to the City's Unimproved Streets Policy regarding improving streets that were accepted by the City as unimproved or partially improved through annexation from the County of Santa Clara. The plan's recommended improvements were established independently of the Unimproved Streets Policy.*

Recommended Improvements – Crossings

Cross Street A	Cross Street B	Recommended Improvement	Existing Facility
Springer Rd	Cuesta Dr	Unsignalized crossing	All-Way Stop
Sylvan Ave	Rainbow Dr	Unsignalized crossing	None
Miramonte Ave	Trophy Dr	Unsignalized crossing	None
Whisman Rd	Sherland Ave	Unsignalized crossing	None
Whisman Rd	Devonshire Ave	Unsignalized crossing	None
Middlefield Rd	San Veron Ave	Unsignalized crossing	None
Middlefield Rd	160' West of Midrock Cors	Unsignalized crossing	None
Stierlin Ct	860' East of Shoreline Blvd	Mid-block crossing	None
Wyandotte St	Rengstorff Ave	Unsignalized crossing	None
Cuesta Dr	Bonita Ave	Unsignalized crossing	None
Moffett Blvd/Castro St	Evelyn Ave	Unsignalized Crossing	None
Cuesta Dr	Miramonte Ave	Signalized Crossing	Signalized Crossing
California St	Escuela Ave	Signalized Crossing	Signalized Crossing
Montecito Ave	Granada Dr	Mid-block crossing	All-Way Stop
Villa St	Bush St	Signalized crossing	Signalized Crossing
Calderon Ave	Paul Ave	Unsignalized Crossing	None
Calderon Ave	Loreto St	Unsignalized crossing	None
View St	Dana St	Unsignalized crossing	All-Way Stop
Grant Ave	Portland Ave	Mid-block crossing	None
Grant Rd	Eureka Ave	Mid-block crossing	None
Grant Rd	Fremont Ave	Mid-block Crossing	Signalized Crossing
Hans Ave	Phyllis Ave	Mid-block crossing	All-Way Stop
Bryant Ave	Truman Ave	Unsignalized crossing	All-Way Stop
Pear Ave	Inigo Way	Mid-block crossing	None
Middlefield Rd	Shoreline Blvd	Signalized crossing	Signalized Crossing
View St	Evelyn At	Uncontrolled crossing	All-Way Stop
Evelyn Ave	Hope St	Unsignalized crossing	Signalized Crossing
Evelyn Ave	Bush St	Signalized crossing	Signalized Crossing
Calderon Ave	Evelyn Ave	Signalized crossing	Signalized Crossing
Middlefield Rd	250' North of Logue Ave	Mid-block crossing	None

The proposed improvements at the El Camino Real intersections, including Rengstorff Avenue and Showers Drive, will require additional coordination with the City of Los Altos and Caltrans.

APPENDIX D: VZAP/LRSP NON- INFRASTRUCTURE RECOMMENDATIONS



APPENDIX D:

VISION ZERO ACTION PLAN AND LOCAL ROAD SAFETY PLAN NON-INFRASTRUCTURE RECOMMENDATIONS

The 2024 Mountain View Vision Zero Action Plan and Local Road Safety Plan (VZAP/LRSP) established both infrastructure and non-infrastructure recommendations to eliminate fatal and severe injury crashes in Mountain View. The non-infrastructure recommendations address the policy and programming side of roadway safety, covering education, encouragement, engagement, enforcement, emergency response, and evaluation in accordance with the FHWA Safe System Approach.

The safety of people walking, bicycling, and rolling depends on programs and policies as much as on infrastructure, and the VZAP/LRSP non-infrastructure recommendations form the safety programming foundation that the MVATP builds on. Several of the programs and policies recommended in Chapter 3 of this plan carry forward or expand VZAP/LRSP recommendations, including Safe Routes to School programming, Vision Zero marketing and outreach, staff continuing education on the Safe Systems Approach, speed limit evaluation, and high-visibility enforcement focused on behaviors associated with fatal and severe injury crashes such as speeding and failure to yield. The full list presents recommendation's timeline, responsible department, and implementation status alongside the MVATP's recommendations, and supports coordinated implementation of both plans.

Non-Infrastructure Recommendations

Non-infrastructure recommendations focus on policy and programming activities that can be implemented by the city and/or community partners to improve road safety for all road users. Programs and policies may focus on community awareness and understanding of the rights and rules of the road of all travelers regardless of mode; enforcement efforts that focus on behaviors known to be associated with fatal and severe injury crashes, such as speed and yielding; and education on the benefits of roadway improvements and travel mode choices on safety, sustainability and livability in Mountain View. Lastly, the non-infrastructure recommendations include policy and organizational efforts to support Vision Zero, regular monitoring and communications regarding crash data and evaluation of road improvement projects to assess progress towards the three stated goals in the 2019 Vision Zero Policy.

The non-infrastructure recommendations were developed using the eight VZAP/LRSP emphasis areas and cover the other “Es” of education, encouragement, engagement, enforcement, emergency response and evaluation (Table 1). In accordance with the FHWA Safe System Approach, non-infrastructure recommendations are presented in relation to the five elements:

- Safe Road Users (RU) - Safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.
- Safe Roads (SR) – Roads designed to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur.
- Safe Speeds (SP) – Speed reduction can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.
- Safe Vehicles (VE) - Vehicles are designed and regulated to minimize the occurrence and severity of crashes using safety measures that incorporate the latest technology and
- Post-Crash Care (CC) - When a person is injured in a crash, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

VISION ZERO ACTION PLAN AND LOCAL ROAD SAFETY PLAN NON-INFRASTRUCTURE RECOMMENDATIONS

Table 1: Non-Infrastructure Recommendation List

ID	Recommendations	Timeline	Dept	Status
Safe Road Users				
RU-1	Continue Safe Routes to School (SRTS) program with a focus on traffic safety training for students walking, biking, taking transit and driving*	Annual	PW	Underway
RU-2	Strengthen SRTS collaboration and partnerships with parents, schools and students to encourage safe walking, biking and school access	Annual	PW	Underway
RU-3	Provide helmet giveaways and bicycle repairs at City or community events such as food pantries, back to school events or Monster Bash	Annual	PW/PD	Underway
RU-4	Conduct multilingual Vision Zero Outreach and Marketing with behavior change campaigns and targeted media buys on emphasis areas	2024-25	PW/CM O	Planning
RU-5	Lead community-promoted walk / bike tours in different areas of the City with a focus on encouragement and training for new users	Biannual	PW	Underway
RU-6	Support traffic safety workshop or walk tour at Senior Center to identify issues and provide individualized trip planning/tips for changing abilities	Biannual	PW	TBD
RU-7	Encourage community-based bicycle education and safety classes covering basic skills, network awareness, laws, rules, and safety tips	Annual	PW	TBD
RU-8	Implement programs, workshops, or trainings to empower youth and address high risk behaviors such as riding against traffic, midblock turns and not wearing helmets	2024-25	PW/PD	Planning
RU-9	Conduct high-visibility enforcement on speed, distracted/impaired driving, yield compliance, red light running, and key maneuvers on HIN and school routes	Ongoing	PD	Underway
RU-10	Implement multilingual ambassador program related to blocked bike lanes and red zones where parking in such locations introduces safety concerns	TBD	PW/PD	TBD
RU-11	Periodically review the crossing guard program to optimize its effectiveness	Biannual	PW/PD	Underway

* See [VZAP/LRSP Appendix E: Countermeasures for more information on these topics](#)

VISION ZERO ACTION PLAN AND LOCAL ROAD SAFETY PLAN NON-INFRASTRUCTURE RECOMMENDATIONS

ID	Recommendations	Timeline	Dept	Status
RU-12	Provide universal graphics and/or multilingual communications regarding high visibility enforcement activities	Annual	PD/CM O	TBD
RU-13	Encourage residential transportation demand management strategies including orientation on getting around without a car	TBD	PW	Planning
RU-14	Support state legislation to incorporate pedestrian / bicycle safety training into state education standards	TBD	PW/CM O	TBD
Safe Roads				
SR-1	Implement Impaired Driving Policies*	TBD	PD	TBD
SR-2	Prioritize capital projects on the HIN, school routes and equity priority locations as part of the capital improvement program (CIP) process	Biannual	PW	Underway
SR-3	Advance SRTS walk audits observations into improvement recommendations	Annual	PW	Underway
SR-4	Obtain grants to accelerate implementation of priority capital projects to enhance safety of all road users	Biannual	PW	Underway
SR-5	Provide staff training on VZAP / LRSP	2024-25	PW	TBD
SR-6	Provide staff training on defensive driving in City vehicles	2024-25	PW	TBD
SR-7	Provide staff training on Safe Systems Approach and safety countermeasures	2024	PW	TBD
SR-8	Coordinate periodic site visits of VZ best practices with or without regional partners	Annual	PW	Underway
SR-9	Adopt NACTO, PROWAG and/or other best practice guidance to inform engineering judgment	2025	PW	Ongoing
SR-10	Update City standard details to reflect Vision Zero best practices	2026	PW	TBD
SR-11	Provide multilingual VZ-informed outreach on capital projects and programming	2024-25	PW/CM O	Underway
SR-12	Update VZAP every five years	Every five years	PW	TBD

* See [VZAP/LRSP Appendix E: Countermeasures for more information on these topics](#)

VISION ZERO ACTION PLAN AND LOCAL ROAD SAFETY PLAN NON-INFRASTRUCTURE RECOMMENDATIONS

ID	Recommendations	Timeline	Dept	Status
SR-13	Support state legislation to address potential safety enhancements	TBD	PW/CMO	TBD
SR-14	Explore processes for implementing No Turn on Red (NTOR) and develop a policy for NTOR consideration	TBD	PW	Planning
SR-15	Provide periodic progress reports on implementation of VZAP and LRSP recommendations to BPAC and CTC	Annual	PW	Planning
SR-16	Review City protocols to improve consistency with Vision Zero policy	TBD	PW	TBD
SR-17	Provide training to relevant staff to be well versed on VZ countermeasures	TBD	PW	TBD
SR-18	Provide input on projects that aligns Vision Zero goals	TBD	PW	TBD
Safe Speeds				
SP-1	Conduct Vision Zero marketing that encompasses speed management campaign	2024	PW	TBD
SP-2	Share Neighborhood Traffic Management Program (NTMP) study results and study data with Mountain View's SRTS Coordinator	TBD	PW	TBD
SP-3	Conduct high-visibility traffic enforcement on speed along the HIN	Ongoing	PD	TBD
SP-4	Implement speed limit reductions in accordance with AB 43	2025	PW	Planning
SP-5	Track AB 645 automated enforcement pilot and support state legislation to expand the permanent program to all California cities	2025	CMO/PW	Underway
Safe Vehicles				
VE-1	Conduct public education campaign on benefits of pedestrian friendly vehicles such as compacts cars	TBD	PW	TBD
VE-2	Support free bicycle repair events	2024	PW	Underway
VE-3	Provide education for decision makers on vehicle size and design impacts	TBD	CMO/PW	TBD
VE-4	Support state legislation for vehicle technology that addresses key crash factors	TBD	CMO/PW	TBD

VISION ZERO ACTION PLAN AND LOCAL ROAD SAFETY PLAN NON-INFRASTRUCTURE RECOMMENDATIONS

ID	Recommendations	Timeline	Dept	Status
Post-Crash Care				
CC-1	Provide multilingual emergency response teams for empathetic engagement with victims' families	TBD	FD/PD	TBD
CC-2	Provide continuing ed for emergency responders to understand travel behavior, decisions and lived experience of local pedestrians/bicyclists	TBD	PD	Underway
CC-3	Establish protocols for best practice communications to encourage accurate and agency-based narratives in media stories on crashes	TBD	CMO/P W/PD	Underway
CC-4	Explore opportunities for acknowledgment and/or remembrance program	TBD	CMO/P D	TBD
CC-5	Establish a rapid response crash team (MVRRT) to examine factors associated with crashes on HIN and potential solutions	TBD	FD/PD/ PW	TBD
CC-6	Establish requirement to share fatal and serious injury crash reports with Traffic and Transportation staff in a timely manner	2024	PD/PW	Underway
CC-7	Improve consistency of reporting for vehicle-pedestrian and vehicle-bicycle crashes	2024	PD/PW	Underway
CC-8	Monitor crash data on a scheduled basis to measure progress toward VZ goals	Biannual	PD/PW	Underway
CC-9	Conduct quarterly Vision Zero Working Group meetings addressing recent activities, debriefing on recent crashes, and progress toward goals	2024	PW+	Underway
CC-10	Collect before and after data when infrastructure improvements are made to measure behavior change	TBD	PW	TBD

* See [VZAP/LRSP Appendix E: Countermeasures for more information on these topics](#)

APPENDIX E: EXISTING CONDITIONS AND NEEDS SUMMARY



Appendix E

Existing Conditions and Needs Summary

October 2023
Revised July 2026



City of
Mountain View



Note

This report was written in 2023 and a draft was presented to the Mountain View Bicycle and Pedestrian Advisory Committee in [October 2023](#). The report should be viewed as a snapshot in time and may not be reflective of current conditions.

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INTRODUCTION

Mountain View's Active Transportation Plan

Mountain View envisions an active transportation network that is safe and comfortable for all users regardless of age, ability, income, race or language. The Mountain View Active Transportation Plan (MVATP) aims to identify citywide policies and projects that will improve walking (including wheelchairs or disability-related devices), biking, rolling (including e-scooters and other micromobility devices), and green streets in Mountain View.

The ATP is guided by a vision statement and five guiding principles:

Vision Statement:

Mountain View leads the region with an Active Transportation Plan that defines a series of connected, low-stress, and green corridors that invite active transportation. The corridors include shade, wildlife habitat, and public open spaces. The plan enables the City to intentionally support a culture of walking and biking, enhance biodiversity, and reduce climate change impacts.

Guiding Principles:

- Mobility & Connectivity
- Safety & Comfort
- Access & Equity
- Sustainability & Biodiversity
- Innovation & Action-Orientation



About this Report

The Existing Conditions and Needs Summary describes key aspects of existing infrastructure, demographics, and other community characteristics that influence walking, biking, and green streets in Mountain View. In addition to summarizing quantitative data, this report includes qualitative data in the form of public input and comments. Understanding existing conditions allows the City to identify what works well and areas for improvement. The data collected for this report was used to identify and prioritize recommendations for the Active Transportation Plan.

The report begins with an overview of community demographics and mode share in Mountain View and then uses four of the MVATP's guiding principles to understand current conditions for active transportation:

- Mobility & Connectivity
- Safety & Comfort
- Access & Equity
- Sustainability & Biodiversity

Data Sources

Data sources used in this report are summarized below. Data used in this report reflects what was available in 2022-2023 when the report was drafted.

City Databases

Data from the City of [Mountain View's open data portal](#) provided information on physical infrastructure including street centerlines, sidewalks, crosswalks, bicycle facilities, posted speed limits, land uses, tree canopy, stormwater, current and planned projects, shuttle services, and public safety records.

Census Data

Community demographics were collected from the [U.S. Census American Community Survey \(ACS\)](#) 5-year estimates.

State Crash Database

Historical crash data was downloaded from the [Transportation Injury Mapping System \(TIMS\)](#), which is a geodatabase of police-reported crashes in California, from the California Statewide Integrated Traffic Records System..

Transit Service Data

The Santa Clara Valley Transportation Authority (VTA), Mountain View Transportation Management Association (MTMA), and Caltrain provided data on transit stops, routes and ridership.

Community Input

Community input is an important data source to understand the existing conditions, which are not only about what is physically on the ground or in a policy but also how it is experienced by those who travel. The City deployed a multi-pronged approach to engagement during the existing conditions phase of the MVATP, recognizing that people vary in their comfort or preference for providing input. A mix of digital, print and in-person opportunities at various times and with interpretation helped to make engagement open and

inclusive. Additional multilingual engagement was conducted to improve response rates from under-represented groups including Spanish-speaking communities.

Engagement efforts are summarized below.

ATP Survey

An online mapping survey was developed in the spring of 2023 using a survey platform called [Maptionnaire](#). The survey asked participants a series of questions about their experiences walking and rolling in Mountain View—their favorite places and routes, their challenging spots and routes and what and where they would like to see improvements. Participants were asked to digitally record their answers on maps of the city of Mountain View and to share any additional comments. Sociodemographic information was optional.

The survey, available in English, Spanish, Chinese and Russian, was open for public participation from May 15 – July 31, 2023. It was promoted via postcards, flyers and lawn signs distributed around Mountain View, digital social media promotions and email blasts. (Figure 1) Six hundred fifty-five people participated in the survey.

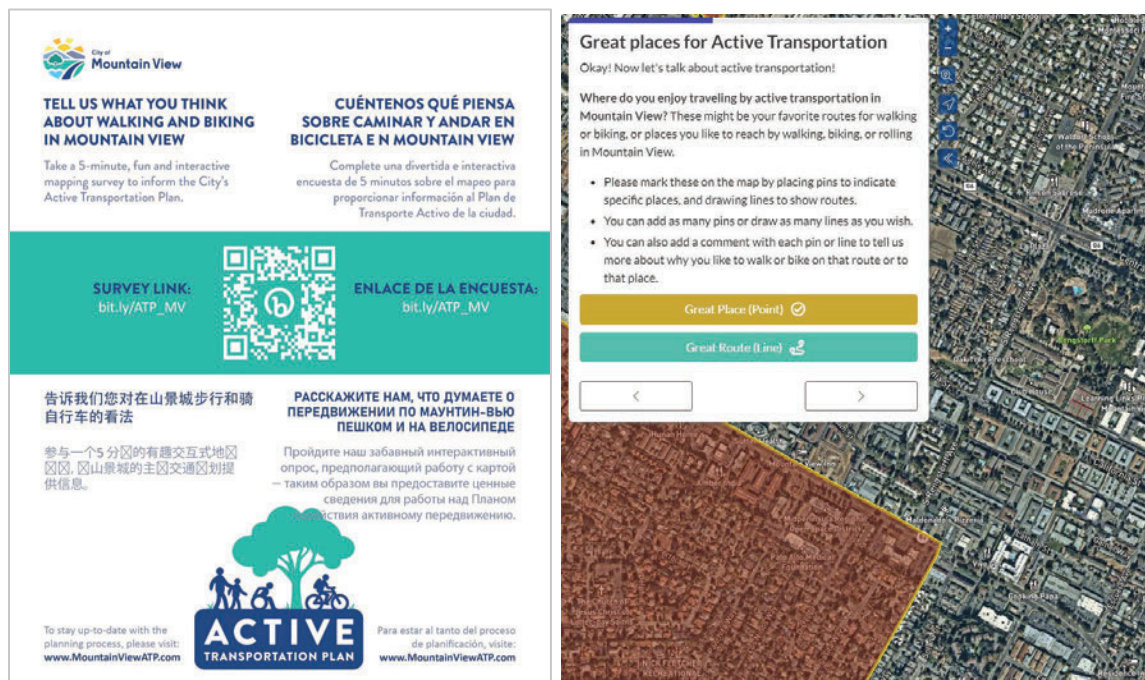


Figure 1: The ATP Survey was promoted in four languages using print and digital communications

In-person meetings/presentations

Pop-up and in-person meetings were held to connect with communities that often do not participate as frequently in engagement activities in Mountain View. The meetings gathered input on participant experiences walking, biking and rolling in Mountain View. These events are listed below:

- Thursday June 15, 2023, 4:30–7:30 p.m.: Community Services Agency (CSA) (with Spanish interpretation)
- Monday, July 17, 2023, 8:30–9:30 a.m.: Mountain View Dayworker Center (Spanish interpretation)
- Tuesday, August 22, 2023, 11 a.m.–1 p.m.: Mountain View Senior Center
- Wednesday, July 26, 2023, 2:00–3:30 p.m.: The View Teen Center.

Bike Tours

Two bike tours were held to gather community input on the bicycling experience in Mountain View. Approximately 40 adults and three children participated in the three-hour, 11-mile bike tours, which focused on areas identified as important bicycle connections or challenging areas in Access MV, Ask MV, and survey comments. The events were held:

- Saturday, May 13, 2023, 10:00 a.m.–noon: South of Caltrain
- Sunday, September 23, 2023, 10:00 a.m.–noon: North of Caltrain

Walk Tours

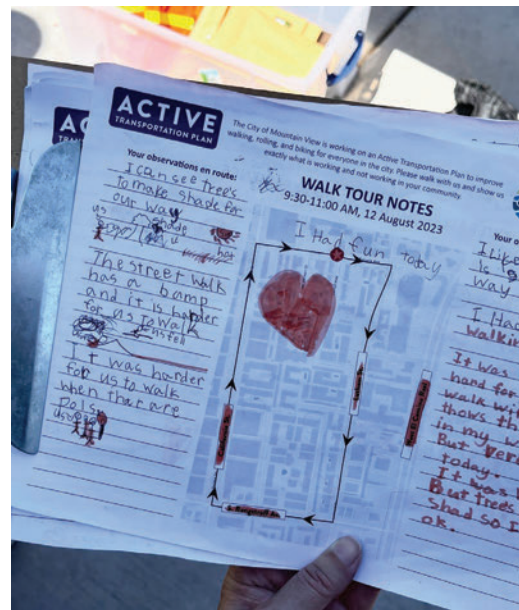
Three walk tours were held to gather community input on the walking experience in Mountain View. A park, a school and an area known to have more seniors were intentionally selected to understand their experiences. Events were held:

- Friday, August 11, 2023, 6:00–7:30 p.m.: Rengstorff Avenue, Latham Street and El Camino Real (27 participants)
- Saturday, August 12, 2023, 9:30–11:00 a.m.: Escuela Avenue, California Street and Latham Street (10 participants)
- August 25, 2023, 5:30–7:00 p.m.: Sylvan Avenue, Glenborough Drive and Moorpark (22 participants)

AskMV

The City of Mountain View maintains an online comment platform called [AskMV](#), where individuals can share on a variety of topics. City staff monitor the platform for comments related to walking and bicycling experiences, recommended improvements and

Figure 2 Worksheet from Walk Tour



The walk tours were organized to solicit a wide range of views from the community, such as this young student's perspective

transportation safety. Approximately three years of feedback was gleaned to identify community concerns.

BPAC

Mountain View [Bicycle and Pedestrian Advisory Committee](#) (BPAC) members are appointed by the City Council to represent the interests of people who walk and bike in the city. BPAC reviewed and provided input on ATP-related topics at the following meetings:

- [Tuesday, November 30, 2021](#) – Review and comment on proposed task list for MVATP
- [Wednesday, February 22, 2023](#) – Receive report on scope of work for MVATP
- [Wednesday, October 25, 2023](#) – Receive draft existing conditions report
- [Wednesday, April 24, 2024](#) – Review and provide feedback on MVATP scoring criteria
- [Wednesday, March 11, 2025](#) – Recommend holistic network maps and scoring criteria to City Council
- [Wednesday, April 29, 2026](#) – Review and comment on the Public Draft MVATP

Active Transportation Plan Advisory Committee

The Active Transportation Plan Advisory Committee (ATPAC) was formed to have an external advisory group that can provide input to the ATP as it is developed and act as a liaison for their networks. Members represent non-profit organizations and public agencies that work in active transportation, green streets or serve the needs of those that walk and roll, such as but not limited to, the Community Services Agency, Santa Clara Public Health Department, VTA, the Day Worker Center, MV Mobile Home Alliance, Youth Advisory Committee, Mountain View Los Altos High School District, Silicon Valley Bicycle Coalition, and Mountain View Chamber of Commerce. ATPAC members helped organize and participate in many of the engagement activities.

1. DEMOGRAPHICS AND MODE SHARE

Demographics

The City of Mountain View is a Santa Clara County community that experiences the opportunities and challenges of a strong Bay Area economy. Based on the 2020 U.S. Decennial Census, the city's population is approximately 82,000, an increase of over 10% since 2010. Additionally, the influx of professionals to public and private employers increases the city population by over 100,000 during most weekdays. Approximately 55 percent of the population identifies as male and 45 percent as female. The city is relatively young, with almost 67 percent of its population under 44 (median age 35.3 years) and approximately 22% under the age of 18 (U.S. Census 2021 American Community Survey [ACS] 5-year estimates)—a demographic for which a robust and safe active transportation network provides an opportunity for independent mobility (Table 1).

Table 1 Mountain View Age Demographics

Age	Number	Percent
Under 5	5,238	6.4
5 to 14 years	9,113	11.1
15 to 19 years	3,720	4.5
20 to 24 years	4,343	5.3
25 to 44 years	32,655	39.6
45 to 64 years	18,192	22.1
65 to 79 years	6,624	8.0
80 and over	2,524	3.1
Total	82,409	100.0

ACS 2021 5-year estimates

Mountain View's overall population density is low to medium, with some areas in the central west portion of the city between Central Expressway/Caltrain and El Camino Real being of higher density (Figure 3). Those neighborhoods also tend to have higher youth density (Figure 4).

Figure 3 Population Density

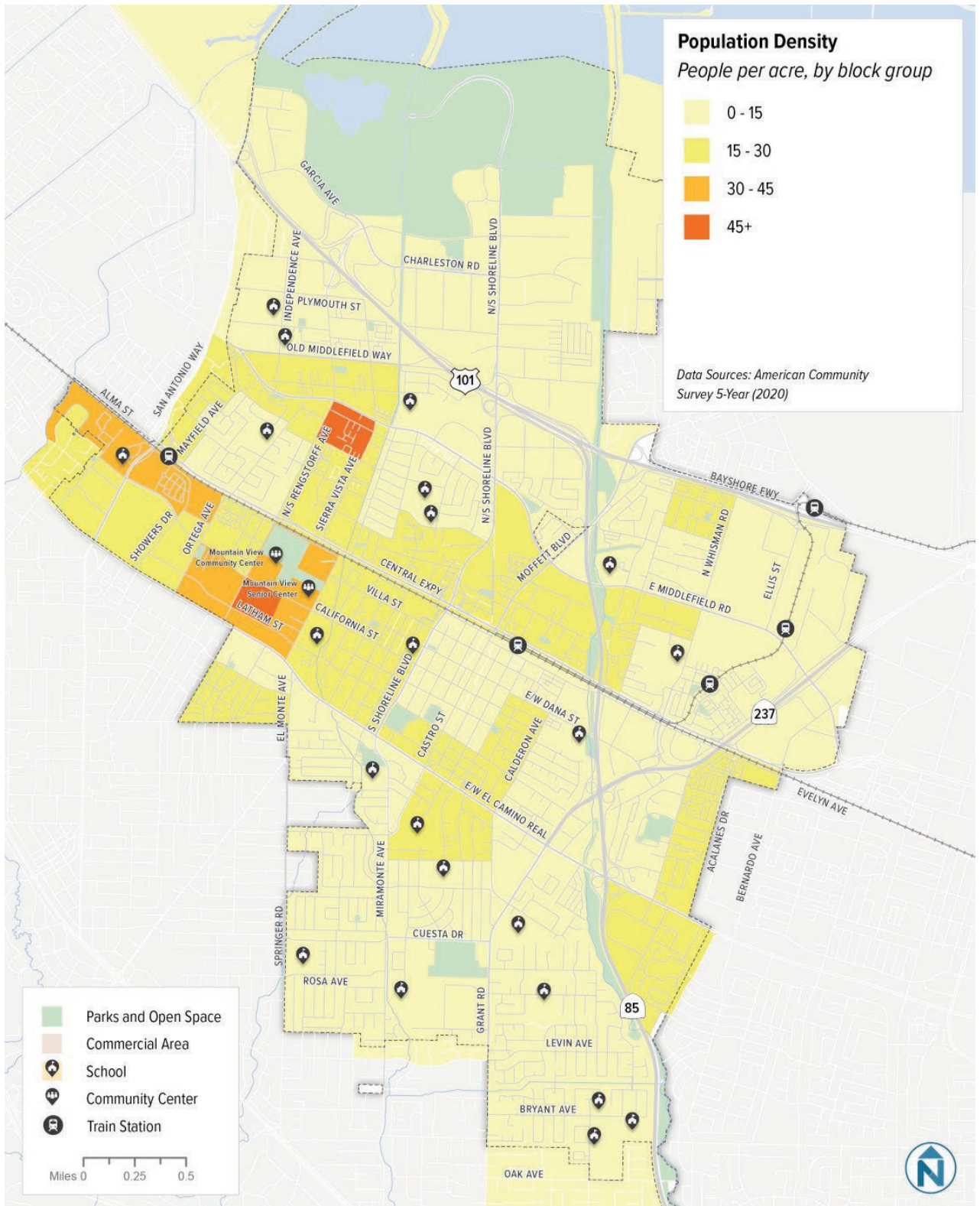
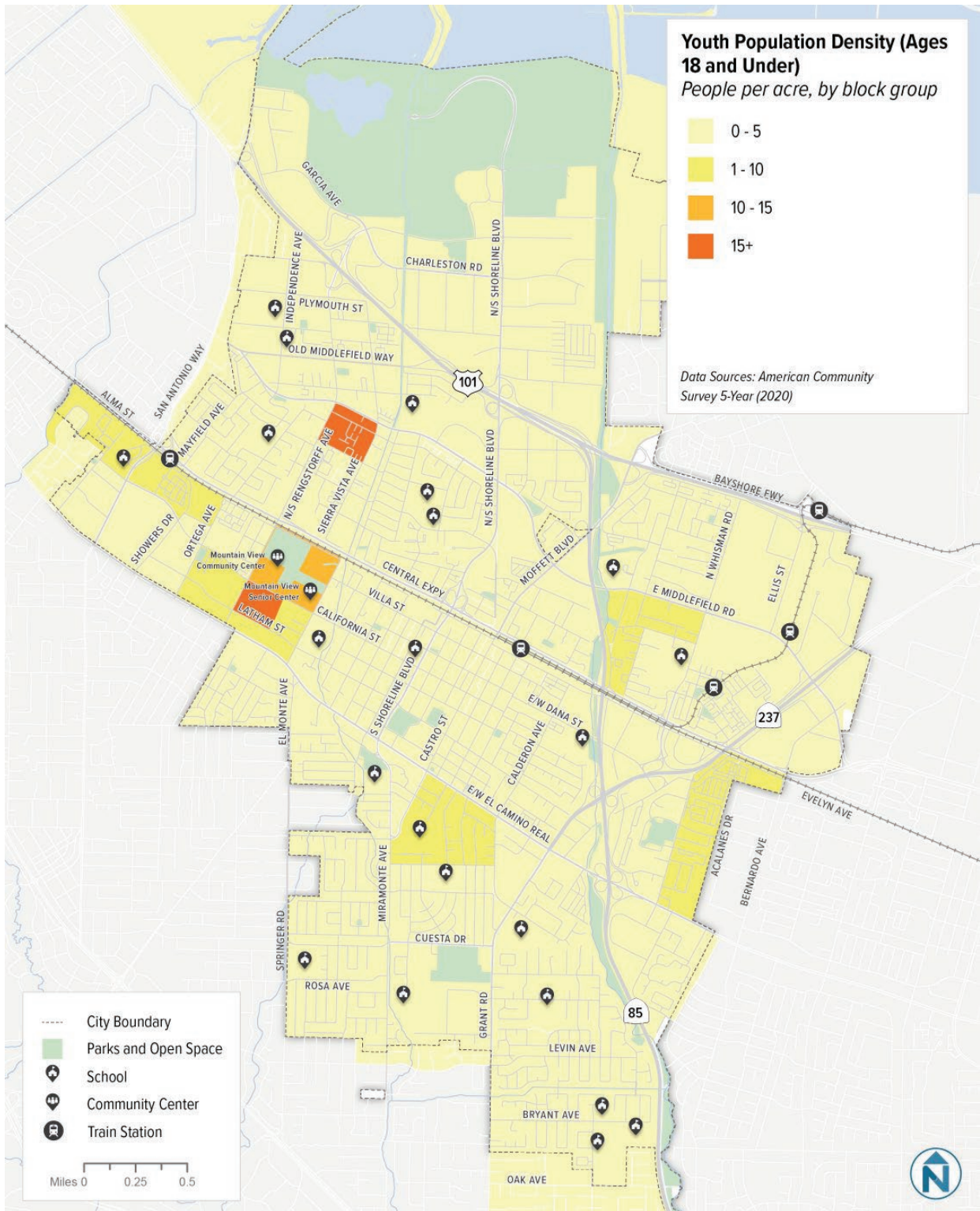


Figure 4 Youth Population Density (Ages 18 and Under)



According to the 2021 ACS 5-year estimates (Table 2), approximately 48 percent of the population of Mountain View identifies as white, 33 percent identify as Asian (with most identifying as Chinese), and 18 percent identify as Hispanic or Latino.

Table 2 Race and Ethnicity in Mountain View (2021)

Race and Ethnicity in Mountain View	% of Residents
White alone	48.4%
Asian alone	33.3%
Black or African American alone	2.4%
Native American, Native Alaskan alone	0.4%
Native Hawaiian, Pacific Islander alone	0.0%
Some other race alone	5.8%
Two or more races	9.6%
Hispanic or Latino Population in Mountain View	% of Residents
Not Hispanic or Latino	82.0%
Hispanic or Latino:	18.0%

ACS 2021 5-year estimate

Approximately 5.5 percent of the community is below poverty level. The median household income in Mountain View is \$158,104, while the mean is \$213,751 (Table 3). As of August 2023, the median home price in Mountain View is \$1.79 million.¹

Table 3 Household Income Distribution in Mountain View

Income range	% of Residents
Less than \$50,000	16.8%
\$50,000 to \$99,999	15.8%
\$100,000 to \$149,999	15.2%
<i>Median household income: \$158,104</i>	
\$150,000 to \$199,999	13.0%
\$200,000 or more	39.2%

ACS 2021 5-year estimate

¹ <https://www.redfin.com/city/12739/CA/Mountain-View/housing-market>, retrieved October 2023

Mode Share and Vehicle Access

Approximately 5.6% of workers 16 years and over in Mountain View bike to work (compared with 0.8% statewide and 0.5% nationally), with males riding at a higher rate than females (Table 4). Approximately 3.2% of workers reported walking to work (compared with 2.4% statewide and 2.5% nationally), with females walking at a slightly higher rate than males. More than half of Mountain View residents commute to work by driving alone, while over 30% work from home. Commute mode share in Mountain View and peer cities is discussed further in Part 4 and summarized in Table 7.

Figure 5 and Figure 6 show the geographic distribution of walking and biking commute behavior in Mountain View. While the Journey to Work data set of the U.S. Census only provides a snapshot of rates of walking and bicycling within the city by one trip purpose, it indicates that even with that limited trip focus, travel by active transportation modes are utilized in the city.

Table 4 Commute Mode Share in Mountain View (2021)

Commute Mode	Mountain View	California	United States
Drove alone	53.2%	70.1%	73.2%
Carpooled	4.5%	9.6%	8.6%
Public transportation	2.1%	4.1%	4.2%
Walked	3.2%	2.4%	2.5%
Bicycle	5.6%	0.8%	0.5%
Taxicab, motorcycle, or other means	1.2%	1.6%	1.4%
Worked from home	30.2%	11.4%	9.7%

Source: ACS 2021 5 Year Estimate

Almost 5% of households in Mountain View do not have a motor vehicle available (2021 ACS 5-year estimates). In looking at this data spatially, some block groups in Mountain View report up to 24% of households without access to a vehicle (Figure 7). Some of these block groups mirror those with higher percentages of population and youth density and bicycling to work.

Figure 5 Mode Share – Percent of Commuters Who Walk

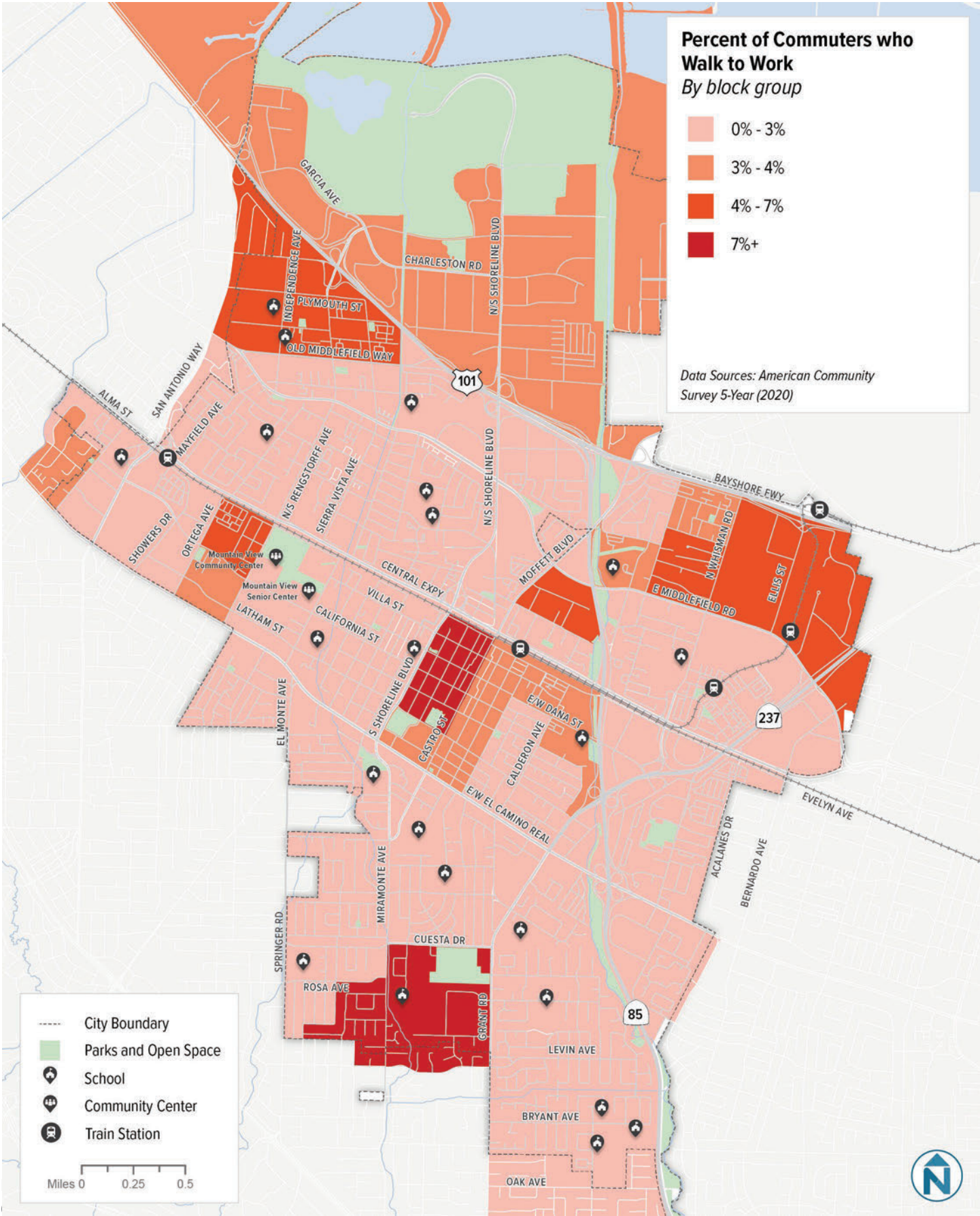


Figure 6 Mode Share – Percent of Commuters Who Bike

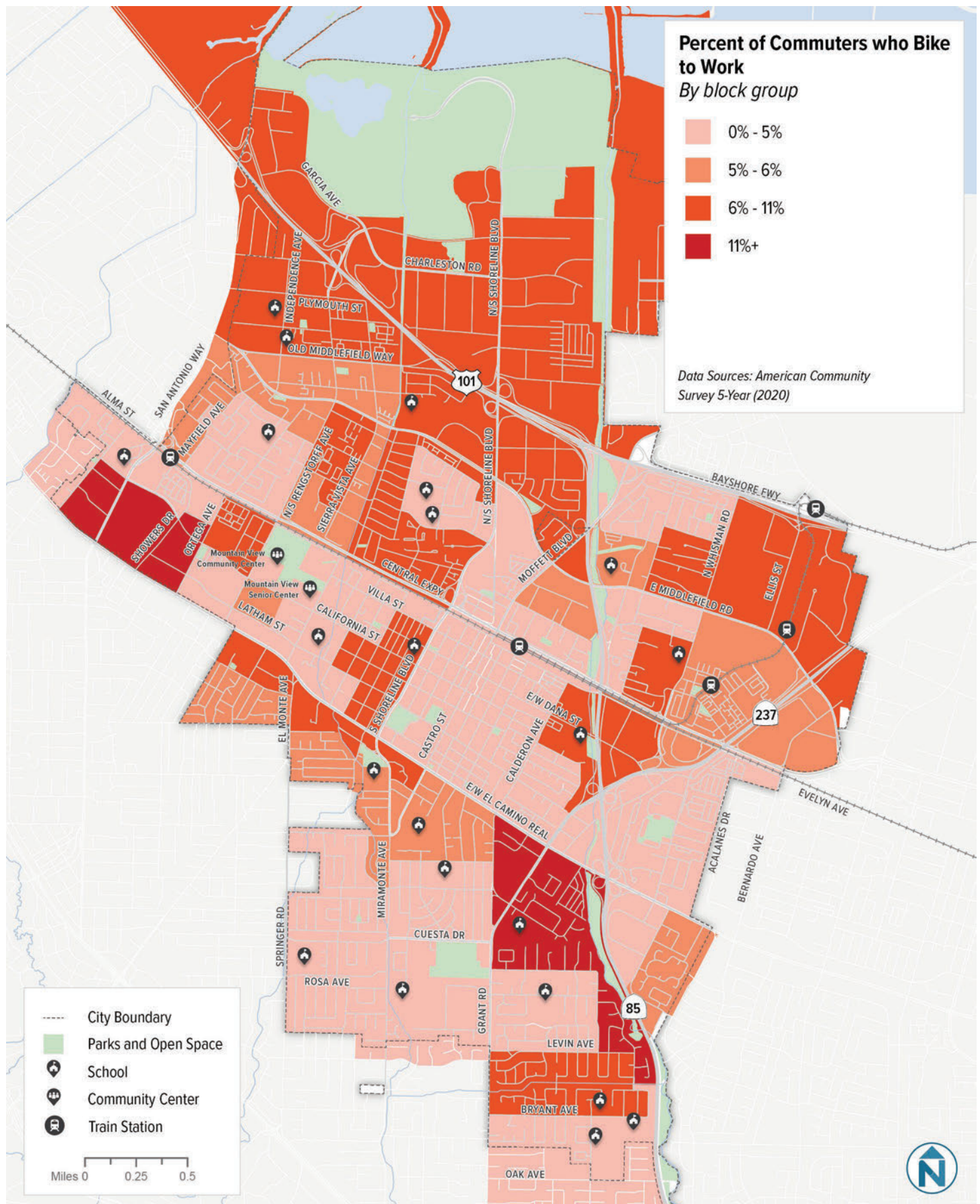
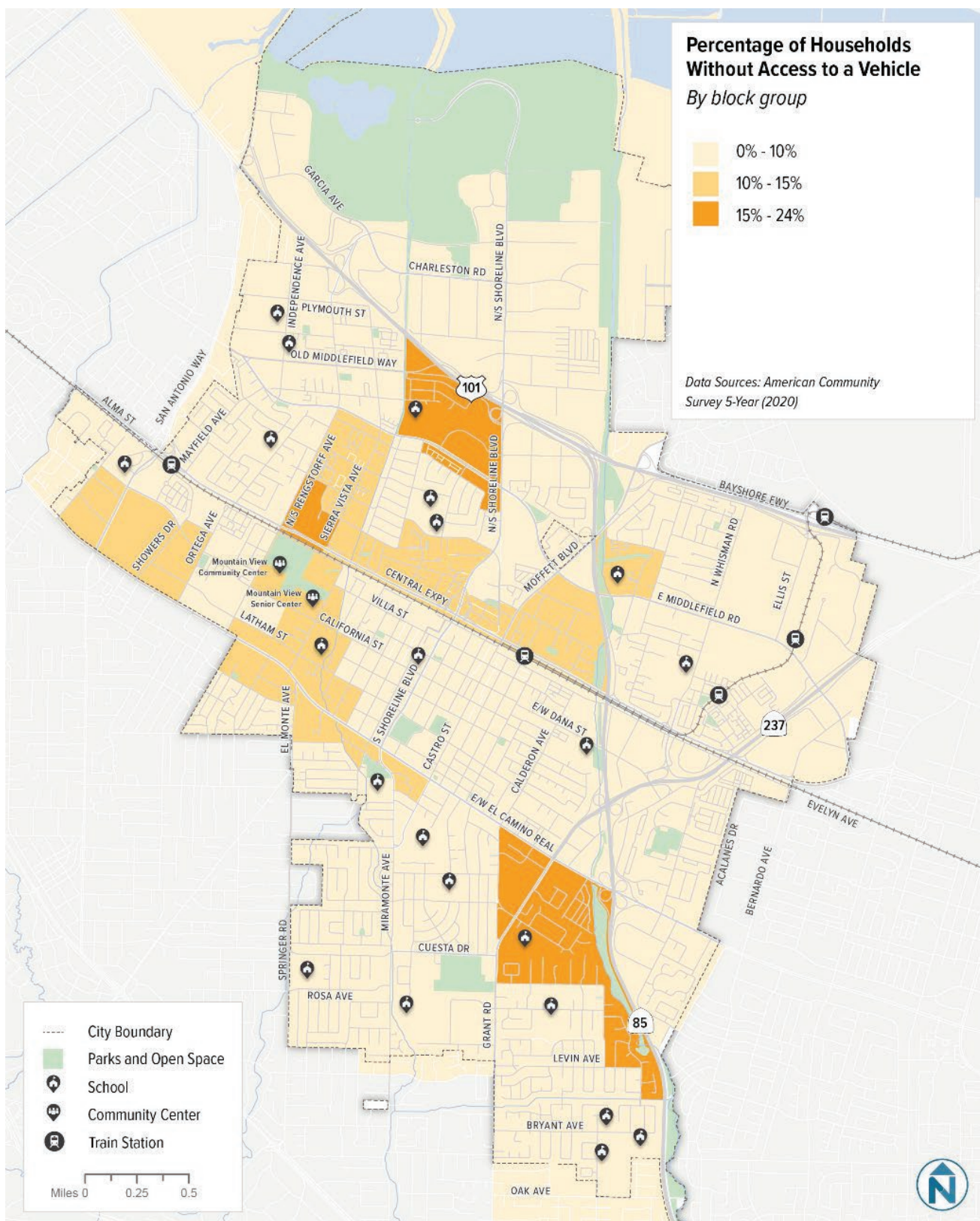


Figure 7 Household Vehicle Access



2. MOBILITY AND CONNECTIVITY

In Mountain View, pedestrian and bicycle networks are essential components of the transportation system. Evaluating the coverage and continuity of these networks can help the City identify where improvements are needed to better support the daily needs of everyone who lives, works, goes to school, and visits the City.

Pedestrian Network Coverage and Gaps

Mountain View has a well-connected pedestrian network that supports walking and rolling throughout most of the city. Figure 9 shows the extent of the existing sidewalk and pedestrian network in Mountain View today, including sidewalks, trails, and pedestrian paseos, and highlights places where there are gaps, or missing segments in the sidewalk network, along with areas where the sidewalk is less than four feet in width.

Sidewalks

The city's sidewalk network is 95% complete. However, there are a few neighborhoods with missing and narrow sidewalks, such as Moorpark Way and along Wright Avenue, or in the southern portion of the city, such as west of Miramonte between Marilyn and Barbara, and southeast Mountain View between Grant Road and SR-85.

Many areas with missing sidewalks were annexed from the County and did not include sidewalks at the time of annexation. The Policy on Unimproved Streets adopted by City Council in 1993 affirms the direction to not construct sidewalks in residential areas unless homeowners initiate an assessment district to fund the sidewalks. The policy references resident desires to maintain the rural character of these streets by not improving streets to current standards.

Mountain View's mobile home parks (Santiago Villa, Sahara Mobile Village, New Frontier, Moorpark Mobile Homes, Moffett Mobile Home Park and Sunset Village) are privately owned and shown as areas of "no data" on Figure 8. Mobile home parks are typically constructed with private streets which do not include a separate sidewalk from the vehicle drive aisle. While the City has limited control over internal street standards for existing private streets, there can be opportunities to better connect the surrounding City sidewalk network to the mobile home parks. Residents in these neighborhoods, where access to vehicles is lower (Figure 7), may rely more on walking and other non-driving transportation modes to meet daily travel needs.

Survey respondents and community members noted missing or incomplete sidewalks on one or both sides of Martens Avenue, Sleeper Avenue, Franklin Avenue, Eunice Avenue, and Carmelita Drive. These streets connect pedestrians from residential streets to nearby parks

and schools, such as Sleeper Park, Cuesta Park, Cooper Park, Stevens Creek Trail and Amy Imai Elementary School.

Survey participants also noted issues with sidewalks on Moffett Boulevard near the Stevens Creek Trail access point, such as sidewalk gaps, the condition of sidewalks, and the desire for an improved crossing to access the trail.

Paseos

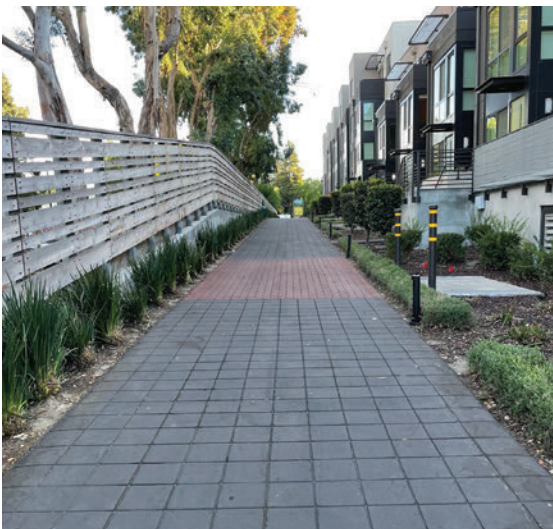
Mountain View's pedestrian network includes more than just sidewalks and crosswalks—a host of paseos and trails also support connectivity and mobility throughout the City for people who walk (Figure 9). A paseo is a short connection, often utilizing a public access easement that allows for increased pedestrian and cycling connections. Paseos most commonly occur in the middle of very large blocks (Figure 8).

Paseos are a valuable tool to provide public permeability for pedestrians and cyclists through private areas. These are often built as part of multi-family residences in Mountain View. They have the added benefit of providing “eyes on the street,” which increases safety and provides a sense of community.

Participants in the Rengstorff Park Walk Tour noted how the paseo connecting Latham to El Camino between Rengstorff and Ortega improved access to destinations on El Camino Real.

Survey respondents suggested more pathways, or paseos, through apartment and office complexes near schools and on routes to transit, such as the Caltrain stations, to increase active transportation accessibility.

Figure 8 Examples of Paseos and Car-Free Connections in Mountain View

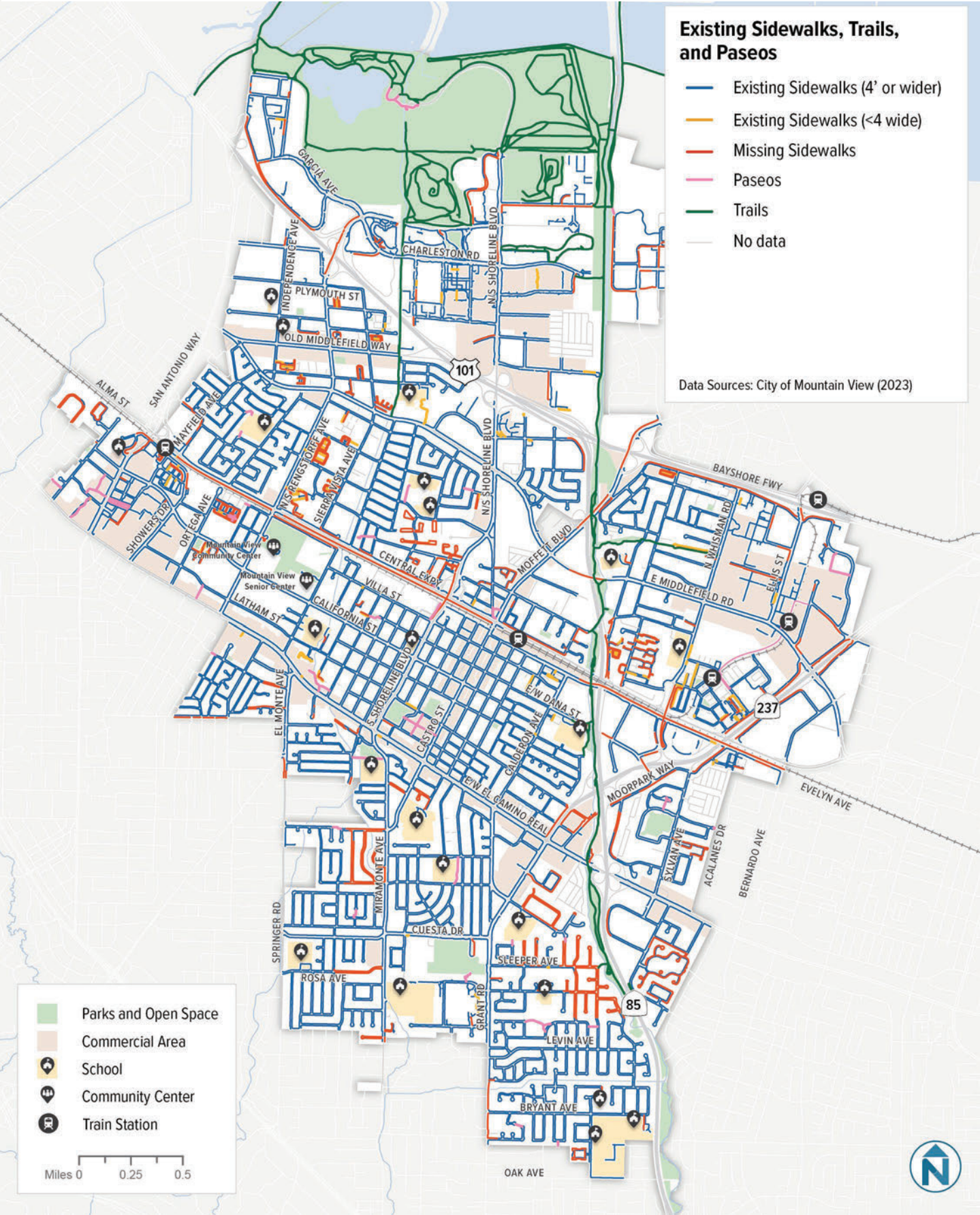


Paseos are a useful tool to provide public access through private areas.



This separated pedestrian and bike connection at the southern end of Sterling Street provides a car-free connection to Central Expressway at Moffett Blvd.

Figure 9 Pedestrian Network in Mountain View



Sidewalk Accessibility

As noted earlier, the city's sidewalk network is 96% complete, and many newer sidewalks provide comfortable pedestrian conditions. In some locations, however, there are obstructions (such as utility poles or signs) or poor physical conditions (such as uplift, missing curb cuts, narrow sidewalks). Some of these conditions are associated with the age of the sidewalks and standards in place at the time of construction.

The City of Mountain View is actively developing an ADA Transition Plan which will seek to identify non-compliant curb ramps, sidewalks, and other infrastructure in the right-of-way and develop a work plan to bring those locations into compliance.

Figure 10 High Quality Sidewalk in Mountain View



Sidewalks should be set back from the street, wide enough to allow comfortable side-by-side walking, and have trees spaced close enough to provide consistent shade like this one on Evelyn Street.

Bicycle Network Coverage and Gaps

The city has a varied network of bicycle facilities, some of which are well connected and some of which are separated by gaps or barriers.

The term All Ages and Abilities (AAA) refers to bikeways designs that are comfortable for all different types of bicyclists, including the most concerned. In Access MV, the City identified a future AAA Bike Network made up of existing and planned/funded projects (Figure 12).

Facility types represented in the AAA existing and planned/funded network include but are not limited to bicycle boulevards, trails, protected bikeways and bike lanes on lower volume and speed streets (described in Figure 11).

Figure 12 shows that the density of the future AAA network varies across the city. The existing and planned/funded AAA network is robust in the northern parts of the city, including North Bayshore and Shoreline Park. The Stevens Creek Trail provides a continuous AAA-quality connection between the northern and southern parts of the City for bicyclists. In other areas, such as the residential neighborhoods in the city's southern parts, there are gaps in the AAA network, and some bikeways on major roads such as Springer Road and Grant Road may not fall under the AAA designation.

Figure 11 Types of Bicycle Facilities in Mountain View's All Ages and Abilities (AAA) Bike Network



Bicycle boulevards (Class III) are shared streets with low motor vehicle speeds and volumes with features and pavement markings designed to prioritize bicycles.



Trails (Class I) are shared-use bicycle and pedestrian paths that are separated from motor vehicle traffic. In Mountain View, most trails are paved.



Protected bikeways (Class IV) are bicycle facilities with physical barriers between bicyclists and motorized vehicles. Physical barriers can be provided with flexible plastic posts, concrete, plants and trees, or other treatments.



Bike lanes (Class II) are bicycle facilities that do not include a physical barrier separating cyclists from motor vehicle lanes.

Figure 12 Existing and Planned/Funded AAA Bicycle Facilities vs. Existing Bicycle Network

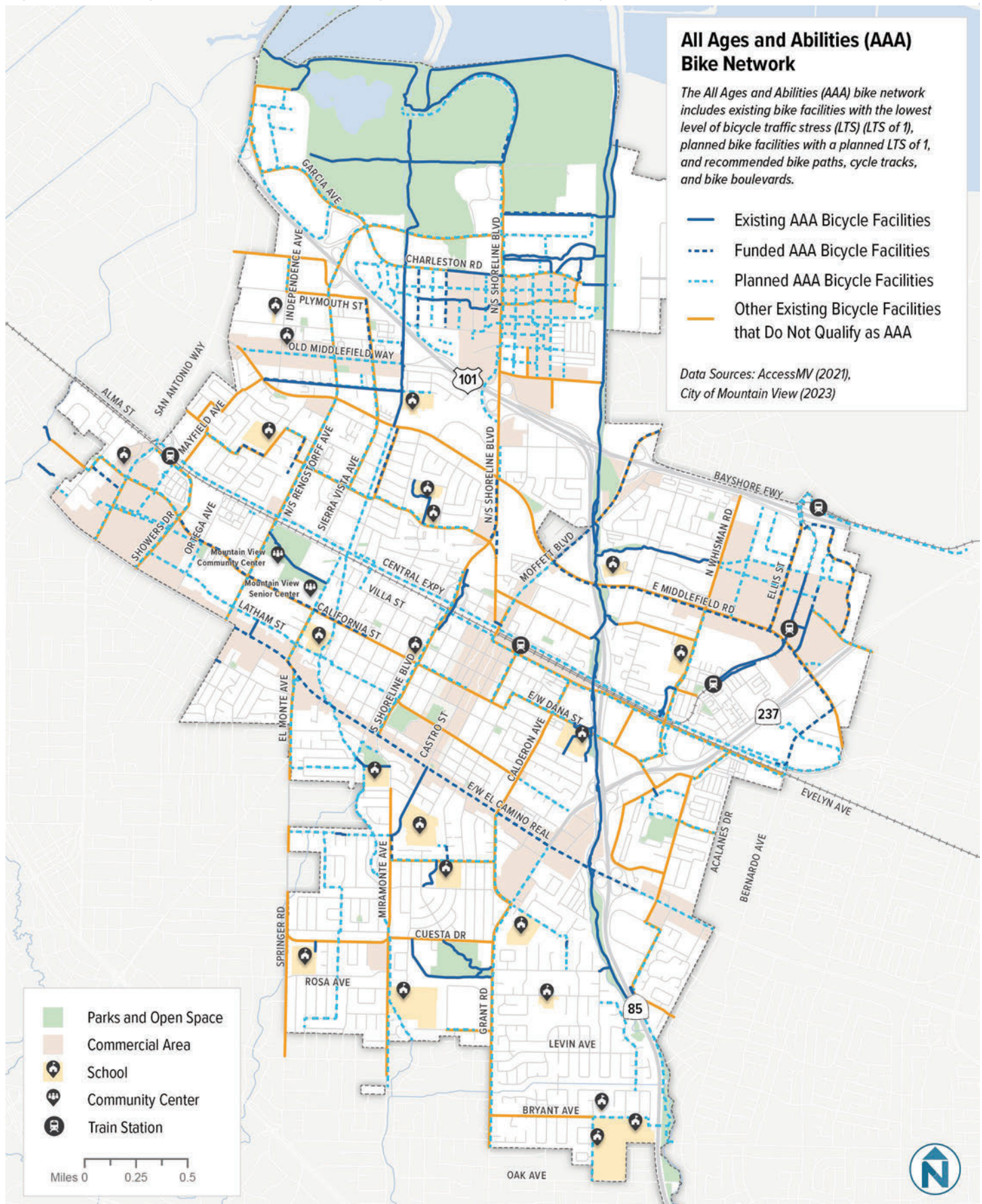


Figure 13 Bicycle Network and Challenging Routes for Walking, Biking, and Rolling

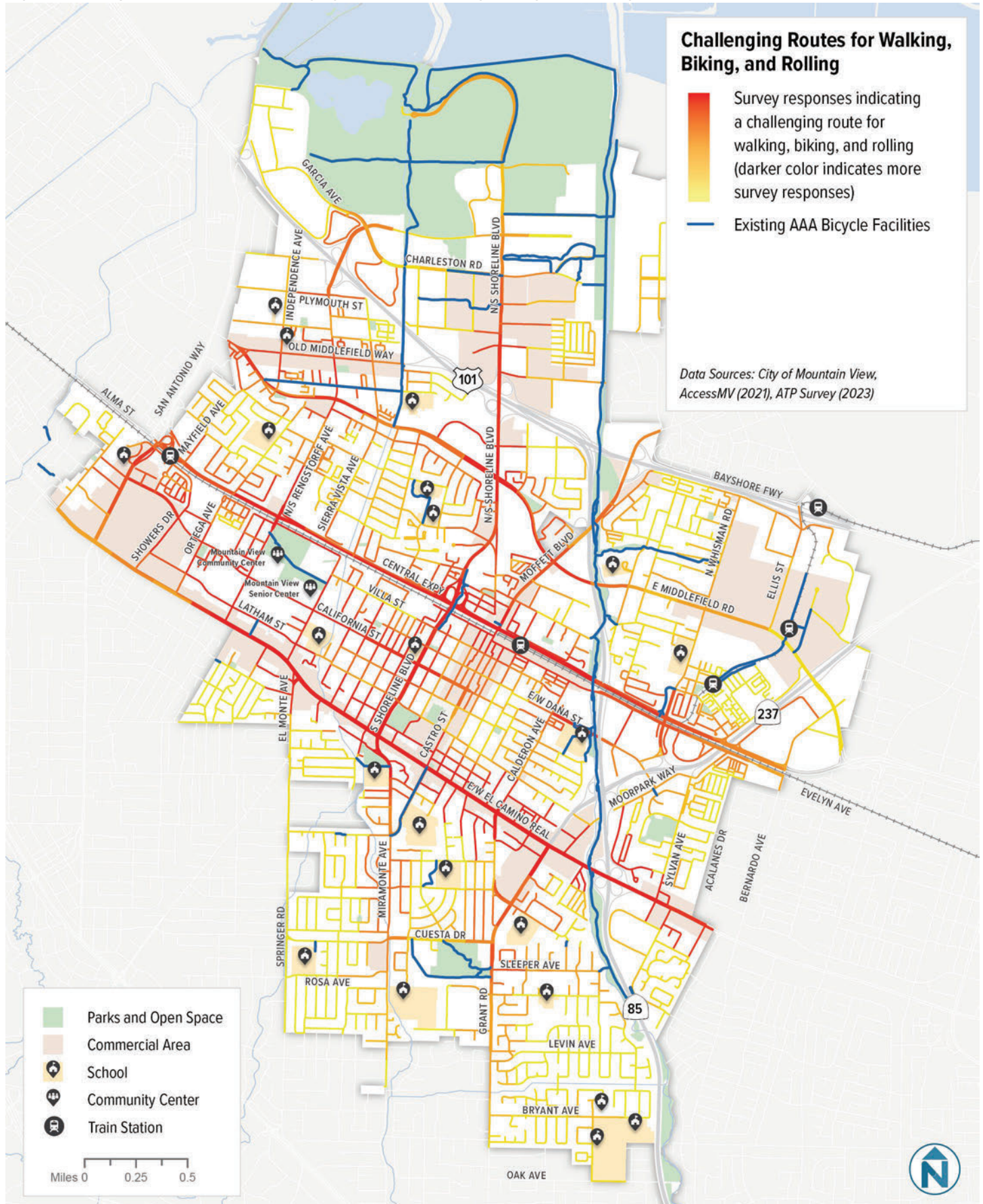
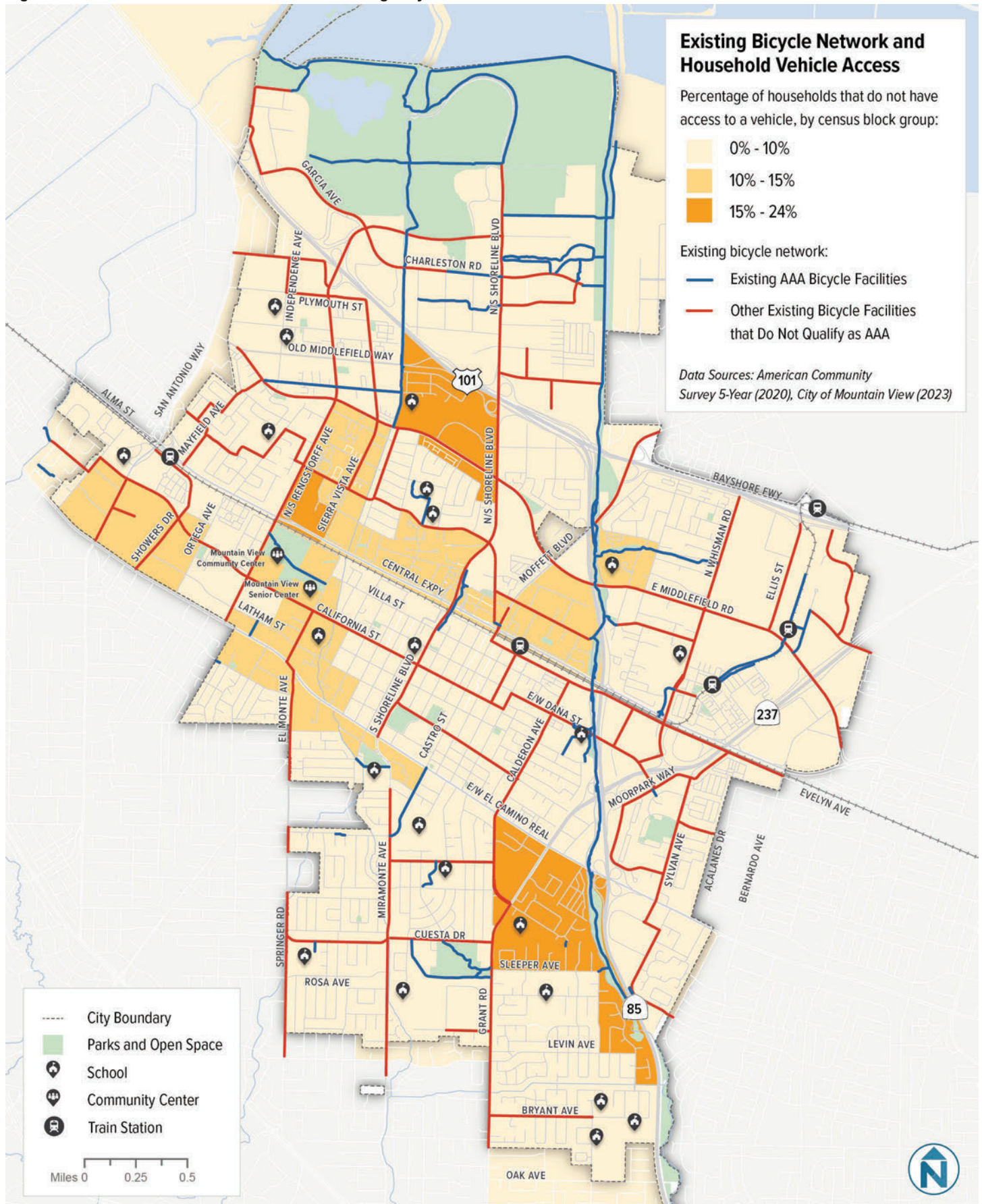


Figure 14 Household Vehicle Access and Existing Bicycle Network



Survey respondents were asked to identify challenging walking or biking routes, summarized in Figure 13 and Table 5. Note that the City does not have jurisdiction over El Camino Real or Central Expressway, these are owned by Caltrans and the County of Santa Clara, respectively.

Beginning in winter 2023, the City and Caltrans are partnering to implement bike lanes (Class II) and flex post-protected bikeways (Class IV) along El Camino between Sylvan Avenue and Rengstorff Avenue, which will significantly improve bicycle network connectivity for many community members. Community feedback about the El Camino corridor supports these improvements as well as improved bicycle access across and adjacent to El Camino Real.

Table 5 Top 10 Challenging Routes as Indicated by Community Input.

Rank	Challenging Route
1	El Camino Real* (between Dale Avenue and Rengstorff Avenue/Ortega Avenue)
2	Miramonte-Shoreline Boulevard (between Sonia Way and Wright Avenue)
3	Central Expressway* (between Thompson Avenue and SR-85)
4	Grant Road (between Bentley Square and El Camino Real)
5	Rengstorff Avenue (between El Camino Real and Montecito Avenue)
6	Latham Street (between Ortega Avenue and Leksich Avenue)
8	Escuela Avenue (between El Camino Real and Villa Street)
9	California Street (between Chiquita Avenue and Ortega Avenue)
10	Leland Avenue/Crisanto Avenue (between College Avenue and Escuela Avenue)

Source: ATP Survey (2023)

* El Camino Real is owned by Caltrans and Central Expressway is owned by the County of Santa Clara. The City does not have jurisdiction over these roads.

Bike Parking and End-of-Trip Facilities

Beyond the availability of community bikeways, a complete bicycle network includes other infrastructure and facilities that support the needs of people who bicycle. A comprehensive bicycle network includes safe and secure bike parking, accurate bicycle detection, bicycle maintenance stations, restrooms, drinking fountains, and clear wayfinding for bicyclists (Figure 15).

Figure 15 Examples of Bike Racks and Bicycle Push Button



Bike rack located in Downtown Mountain View



Bicycle push buttons allow bicyclists to request a green light

Pedestrian and Bicycle Connectivity

The City's sidewalk network provides consistent connectivity and coverage within most neighborhoods. This connectivity can be improved by providing enhanced and additional crossings of major roadways.

East/West, North/South Connections

Survey respondents were asked to identify specific points where they would like improvements. These points concentrated at intersections on major east-west roadways like El Camino Real, Central Expressway, and Highway 101 interchanges, particularly where they intersect with significant north-south roadways such as Rengstorff Avenue, Shoreline Boulevard and Castro Street/Moffett Boulevard (Figure 17). Other top locations for improved crossings suggested through survey responses and community meetings include Grant Road and El Camino Real, Escuela Avenue and El Camino Real, Showers Drive and California Street, Rengstorff Avenue and West Middlefield Road. These user-identified locations are displayed in Figure 17 and the top ten challenging spot locations identified by users are listed in Table 6. All ten of these locations are intersections or interchanges that are owned by, and under the authority of, the state or county.

Table 6 Top 10 Challenging Intersections for Walking, Biking, and Rolling as Indicated by Community Input

Rank	Challenging Spot
1	Rengstorff Avenue & Central Expressway (and by extension: Rengstorff Avenue & Leland Avenue/Crisanto Avenue)
2	Castro Street/Moffett Boulevard & Central Expressway (and by extension: Castro Street & Evelyn Avenue)
3	El Camino Real & Castro Street
4	Central Expressway & Shoreline Boulevard
5	Grant Road & El Camino Real
6	Miramonte Avenue/Shoreline Boulevard & El Camino Real
7	SR-85 & El Camino Real
8	US-101 & Shoreline Boulevard
9	SR-85 & Central Expressway
10	El Camino Real & Escuela Avenue

Source: ATP Survey (2023)

Note: The city has limited control over these locations. Central Expressway is owned and operated by Santa Clara County and El Camino Real, SR-85 and US-101 are owned and operated by Caltrans.

Distance between Crosswalks

Figure 18 shows the distance between marked crosswalks along Mountain View's major roads. Along El Camino Real and Central Expressway, some distances between crossings are more than 1,300 feet or ¼ mile. Other arterial roads with segments with long distances between marked crossings include East Middlefield Road, segments of Shoreline Boulevard, and Rengstorff Avenue.

Figure 19 shows the distance between marked or unmarked crosswalks for all the City's roads. Longer block lengths exist on several segments throughout the city, such as Showers Drive, Latham Street, California Street, East Middlefield Road, and Grant Road.

Survey respondents noted that the lack of crossings creates a significant barrier to access for pedestrians and bicyclists traveling north and south, especially when accessing downtown Mountain View from the south.

El Camino Real

Survey respondents noted that the lack of crossings on El Camino Real creates a significant barrier to access for pedestrians and bicyclists traveling north and south, especially when accessing downtown Mountain View from the south.

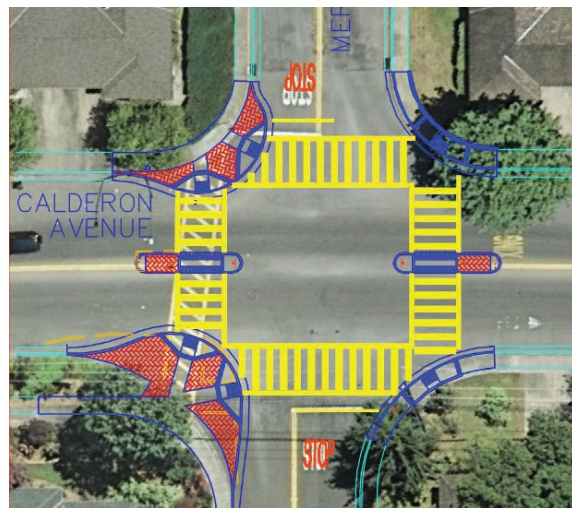
Three new Pedestrian Hybrid Beacons (PHBs) will be installed on El Camino Real at Bonita Avenue, Crestview Drive, and Pettis Avenue as part of a Caltrans repaving project that will

begin construction in 2024. These PHBs will improve connectivity and reduce the distance between intersection crossings. In addition to the three PHBs and the aforementioned bicycle improvements, plans to improve El Camino Real include curb ramp upgrades, high visibility crosswalks at all signalized intersections, and corner bulbouts at some of the unsignalized cross streets (Figure 16). Further mobility and connectivity enhancements, such as protected intersections, will be addressed through City capital projects following the Caltrans repaving work.

Figure 16 Examples of a Pedestrian Hybrid Beacon (PHB) and Curb Bulbout in Other Jurisdictions



PHBs include flashing lights and marked crossings that alert vehicles to crossing pedestrians.



Curb bulbouts reduce the distances between curbs for crossing pedestrians and reduce vehicle turning speeds.

Figure 17 Pedestrian Network and Challenging Spots for Walking, Biking, and Rolling

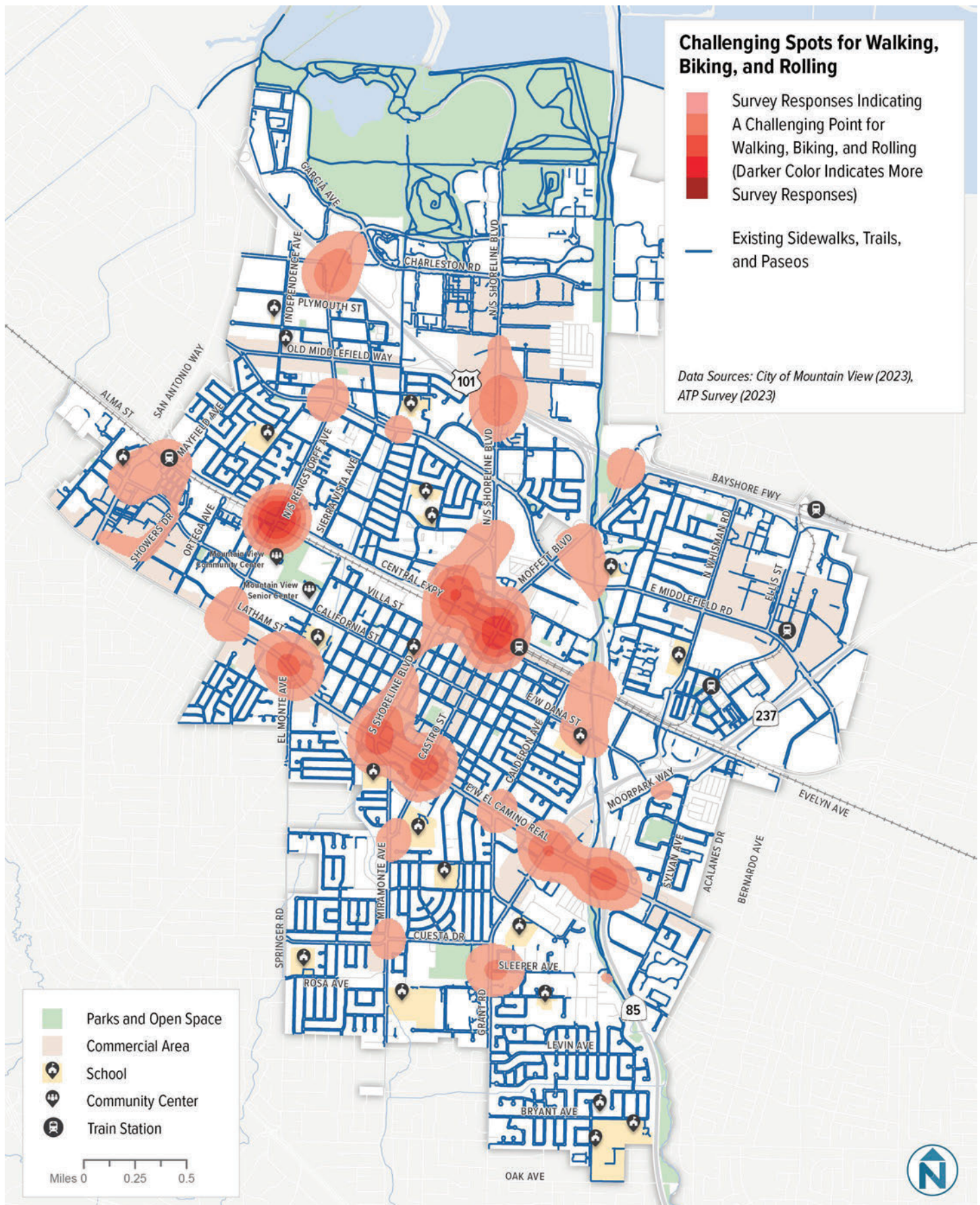


Figure 18 Distance Between Marked Crosswalks (Major Roads)

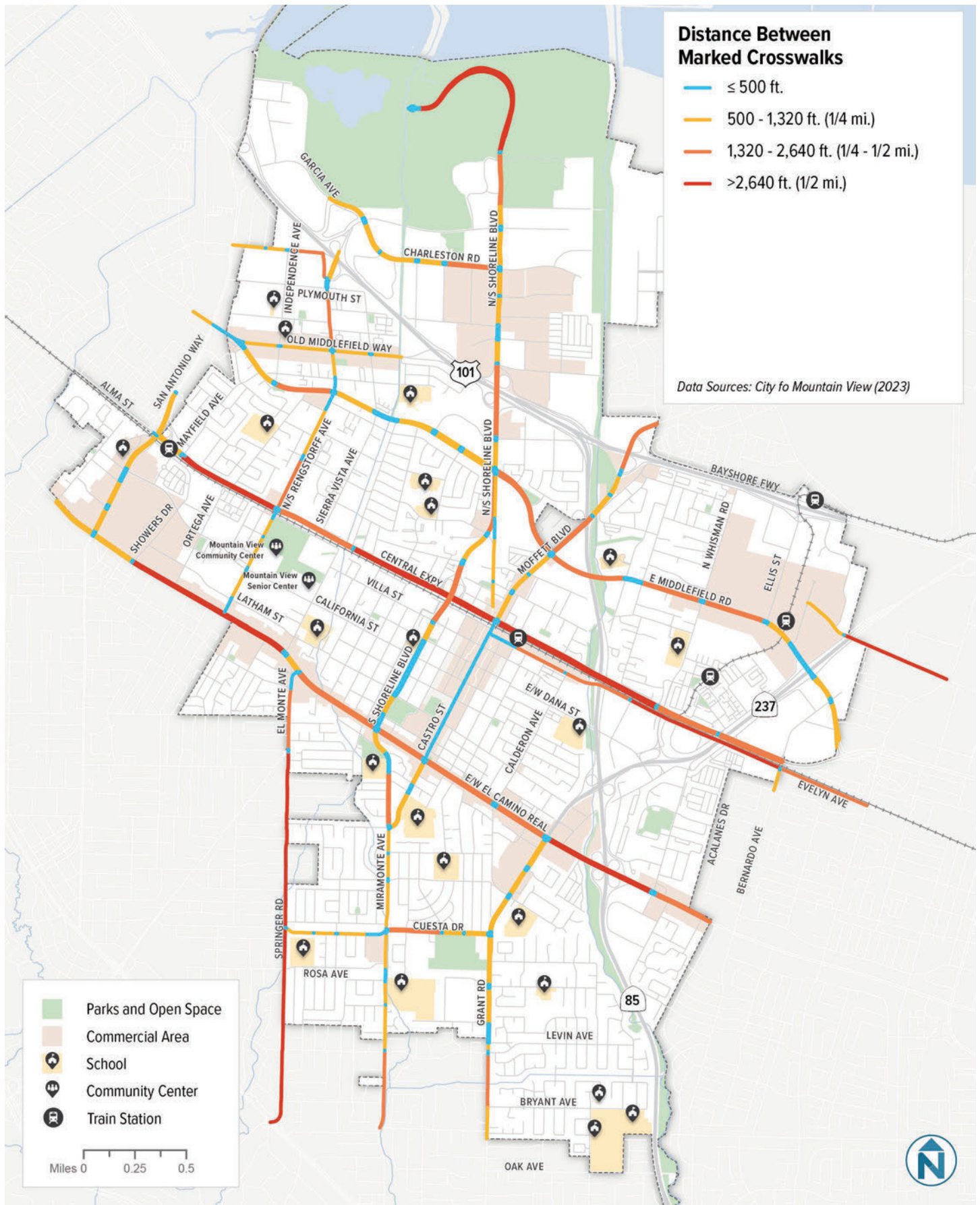
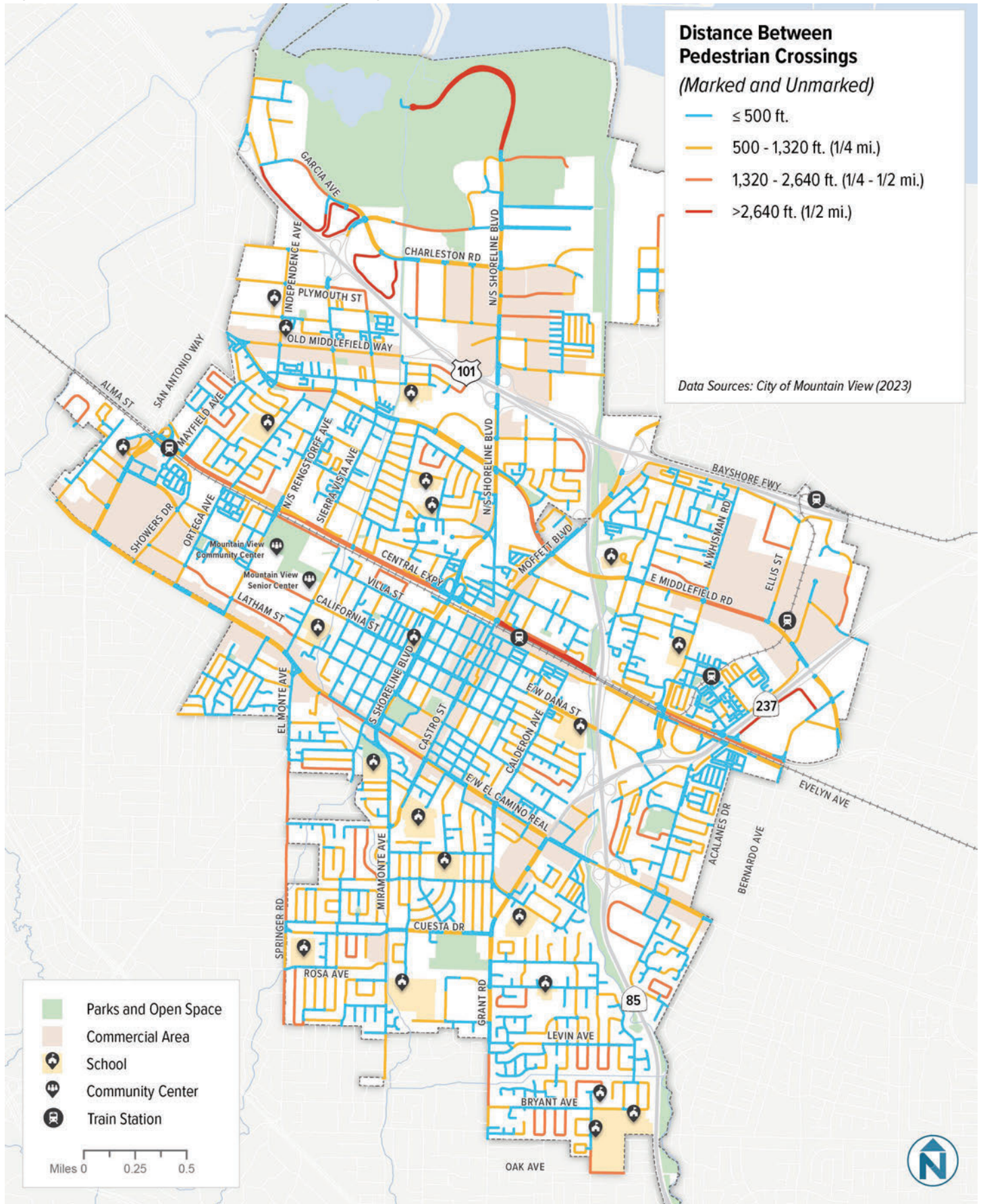


Figure 19 Distance Between Pedestrian Crossings (Marked or Unmarked, All Roads)



3. SAFETY AND COMFORT

Many places in Mountain View provide safe and enjoyable spaces for people who walk, bike, and roll—especially places where people feel separated from vehicles and offer access to nature and open space.

Community-Identified Favorite Places and Routes

Survey respondents were asked to share their favorite places to walk, bike, or roll. Many identified parks and trails in Mountain View. Trails are both routes and destinations where the car-free environments add to people’s feeling of safety and enjoyment. Survey respondents use Stevens Creek Trail for a wide variety of purposes, including recreational bike rides with family and kids, commuting to work, and accessing key destinations like grocery stores and the library. Respondents expressed appreciation for the safe pedestrian and bicycle environment of Sylvan Park and Rengstorff Park. In other places, such as Shoreline Park, respondents reported driving to these places to walk or bike.

Downtown, especially the pedestrian-only portion of Castro Street, was celebrated as a great place for walking by survey respondents and community conversation participants. The safe and enjoyable environment, the appeal of no automobile traffic, and the availability of many fun activities and destinations, make this area a favorite for community members. (Figure 20)

Figure 20 Examples of Favorite Places to Walk and Bike in Mountain View



Trails that provide a space for walking and biking away from motorized vehicles were popular destinations for survey respondents.



Survey respondents enjoy walking in the car-free segments of Castro Street downtown.

Community-Identified Challenging Locations for Walking and Biking

Survey respondents were asked to map challenging places to walk, bike, or roll. Challenging locations were concentrated along El Camino Real, at Rengstorff Avenue and Central Expressway intersection, and at crossings of US 101 and SR 85. Lastly, survey respondents and community members identified the intersection of Castro Street, Central Expressway, Moffett Boulevard, and Caltrain as a challenging area to walk and bike.

Collisions Involving Bicycles and Pedestrians

From 2015 to 2022, there were 563 reported collisions involving people walking and biking in Mountain View, including 11 fatal and 52 severe injury collisions. According to the 2024 Mountain View Local Roadway Safety Plan (LRSP), 73% of fatal and severe injury (FSI) collisions occurred along arterials with higher vehicle speeds (35 mph or above), more vehicle lanes, and higher traffic volume.

As shown in Figure 21, fatal and severe-injury (FSI) pedestrian collisions were particularly concentrated along arterial roadways, which represent 20% of the city's street network. As shown in Figure 22, FSI bicycle crashes were distributed throughout the city. However, when looking at all crashes, not just FSI crashes, the locations generally overlap with locations that community members reported as challenging in the MVATP survey. See Figure 23 and Figure 24.

Near Misses

Pedestrian and bicycle collisions are usually underreported in many communities for a variety of reasons. Near misses are also not consistently reported but provide additional information for decision makers. Figure 25 maps near miss reports submitted to AskMV between 2021 and 2022. The locations are in the Downtown area, Rengstorff Avenue, El Camino Real and neighborhood locations. Given that the data presented in Figure 25 is self-reported and limited, it should not be used to draw broad conclusions.

Figure 21 Collisions Involving People Walking by Severity of Injury and Challenging Locations

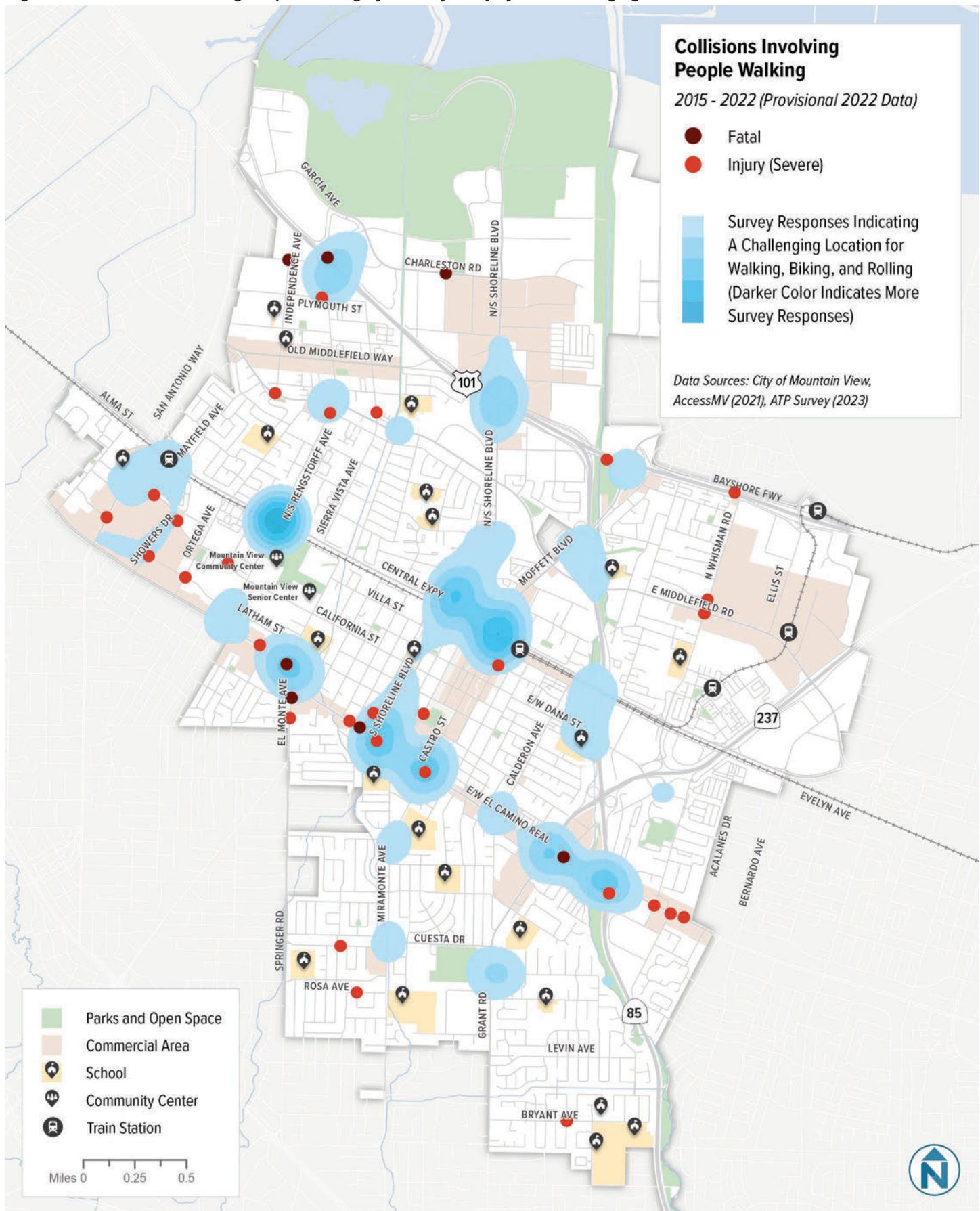


Figure 22 Collisions Involving People on Bikes by Severity of Injury and Challenging Locations

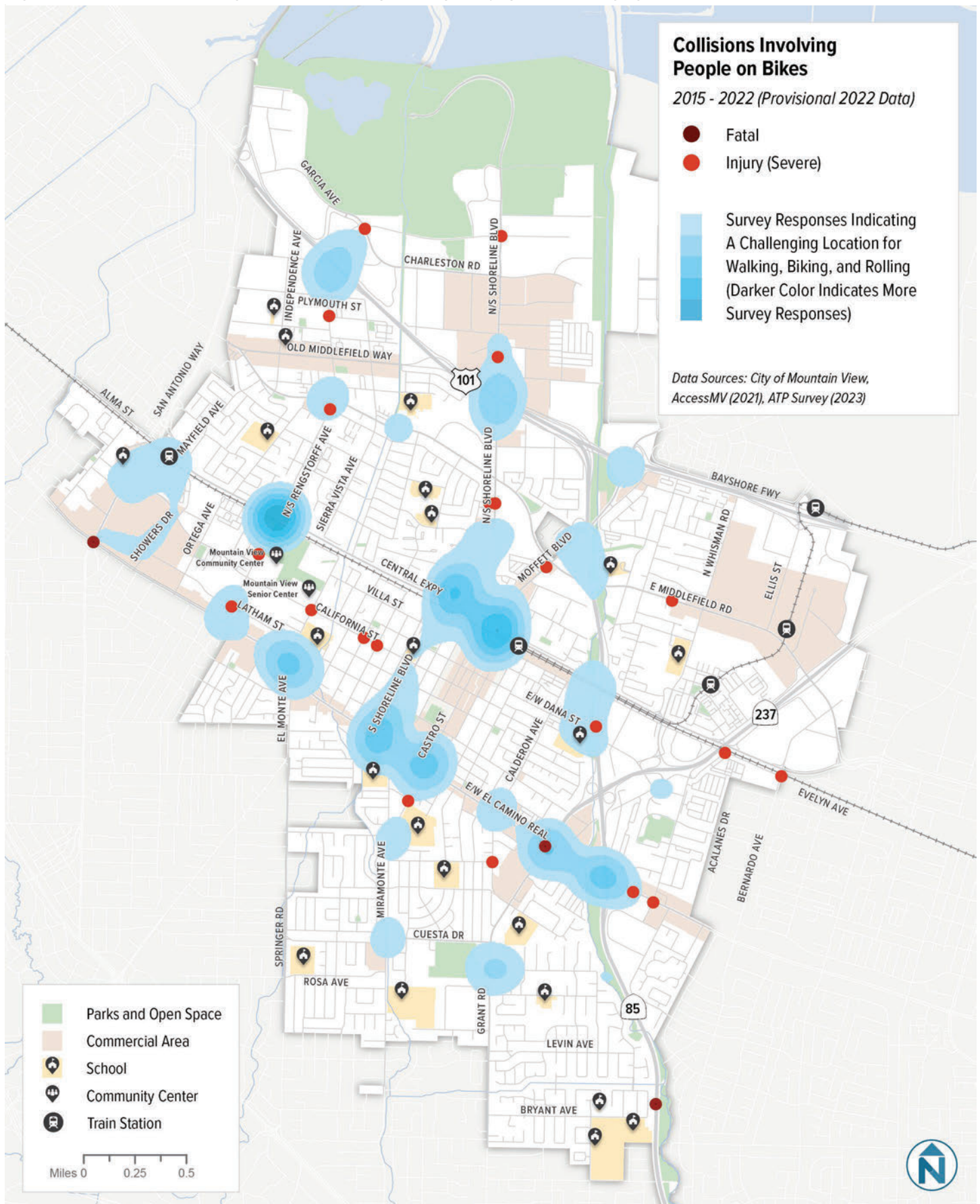


Figure 23 Frequency of Collisions Involving People on Bikes and Challenging Locations

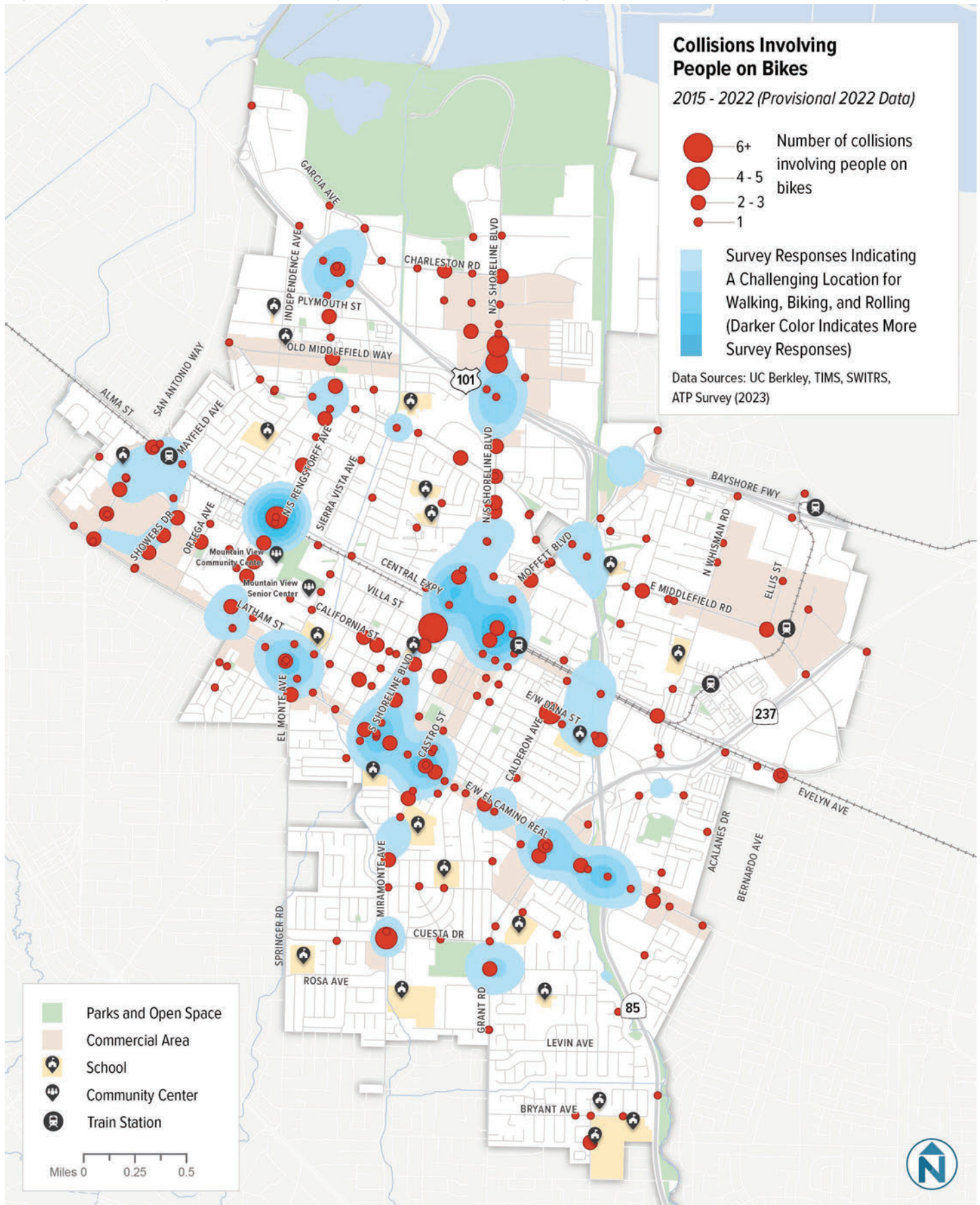


Figure 24 Frequency of Collisions Involving People Walking and Challenging Locations

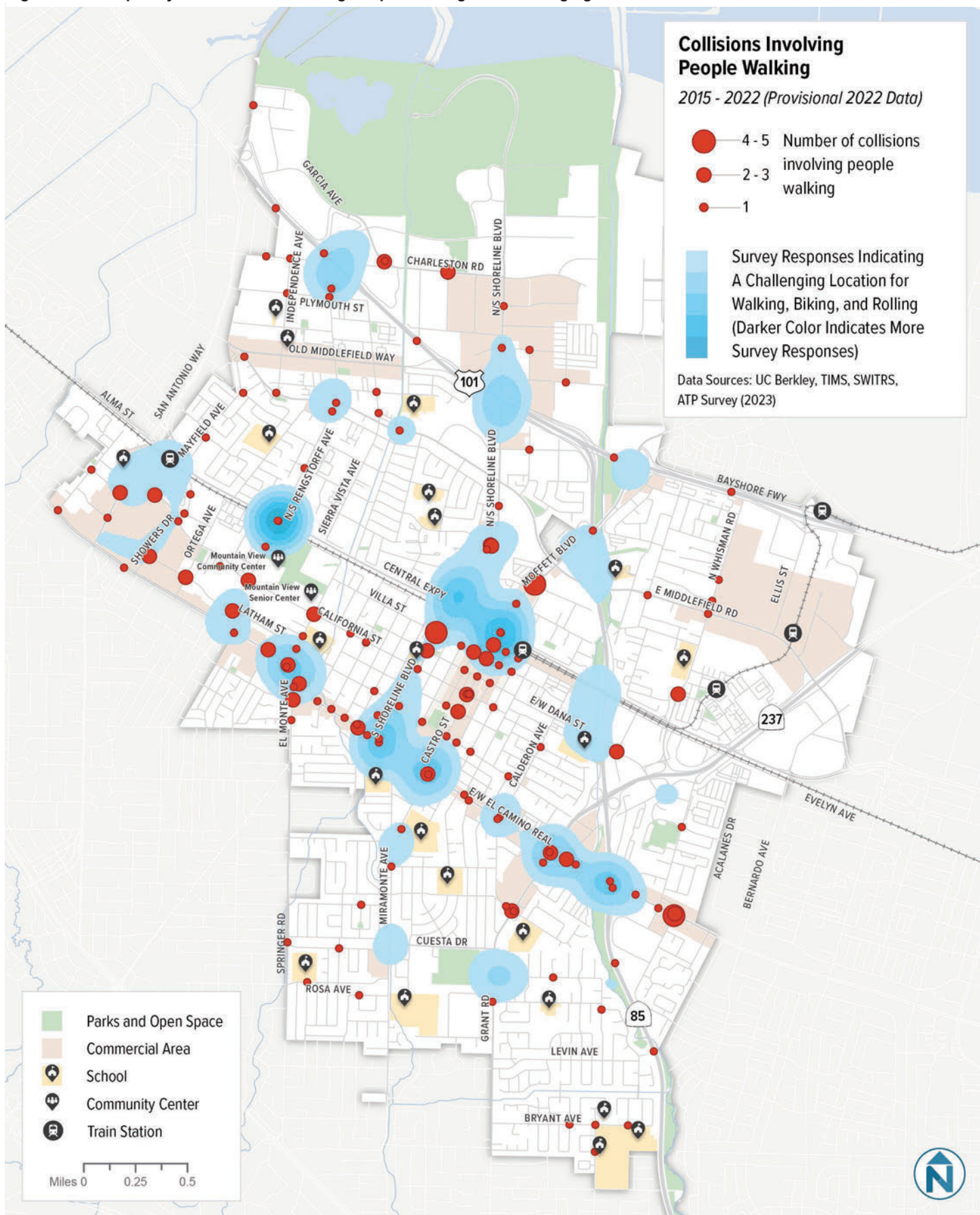
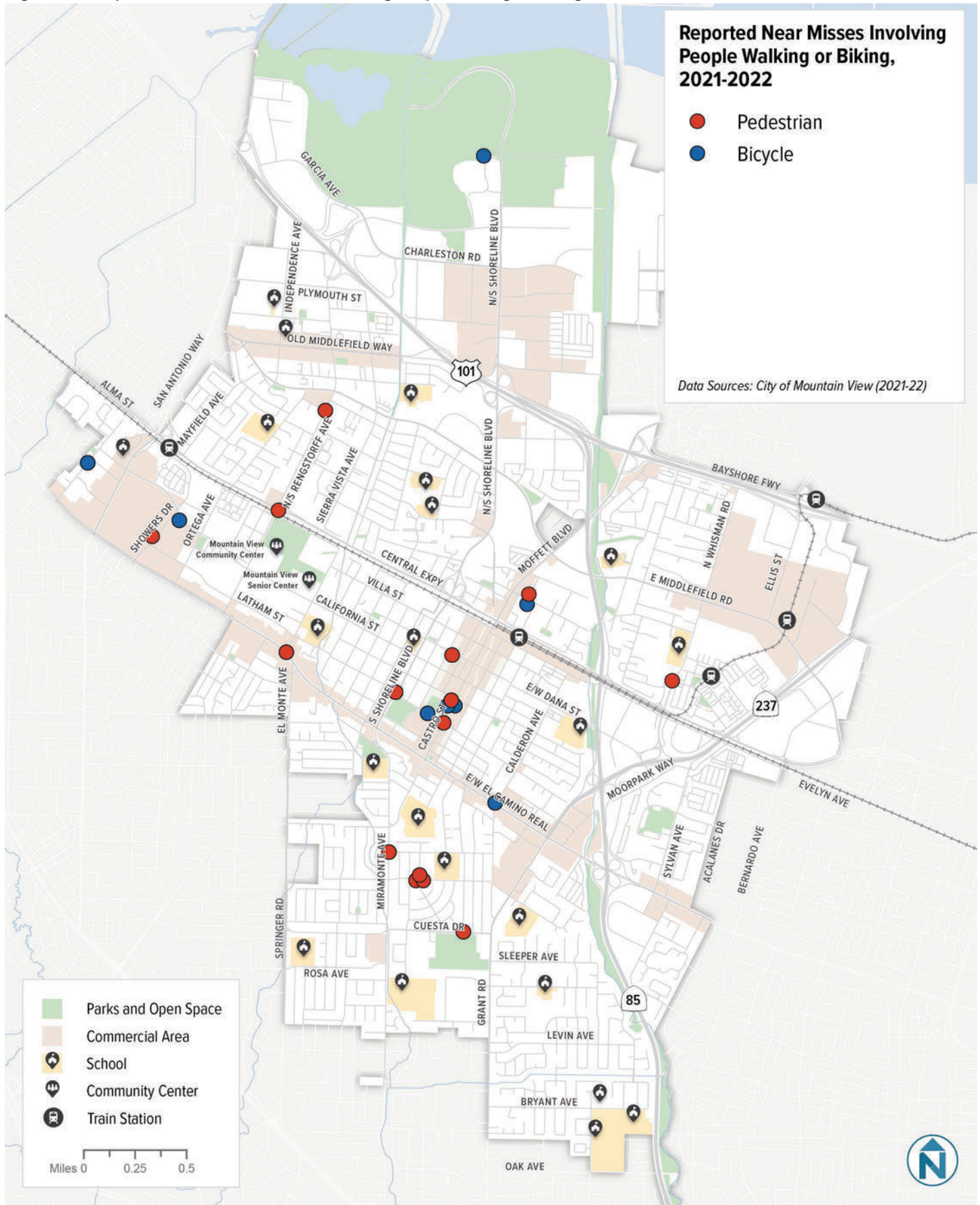


Figure 25 Reported Near-Miss Collisions Involving People Walking or Biking, 2021-2022



Sidewalk and Roadway Conditions

The City has 277.8 linear miles of sidewalk, which represents 96% sidewalk completion.

US Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG) provides guidance for accessible pedestrian facilities, including but not limited to stability of surface, width, slope, cross-slope, curb ramps, and detectible surfaces. The City is currently undertaking an ADA Self-Evaluation and Transition Plan that will provide detailed data on accessibility.

Community engagement for the Active Transportation Plan also noted conditions that affect user comfort including:

- leaves, dirt, gravel, debris and drainage issues on some sidewalks, bike lanes and roadway edges;
- uneven or bumpy pavement for pedestrians or bicyclists, including at crosswalks, sidewalks, curb ramps, and places where paving materials transition;
- difficult-to-see curb edges, abrupt driveway transitions, gutter joints in bike lanes, and driveway lips, including near schools and senior facilities;
- parked cars blocking bike lanes or sidewalks with rolled curbs; and
- road segments with a high number of driveways and potential vehicle-pedestrian conflict points.

Roadway Crossings, Signals, and Visibility

The City has 2,042 crosswalks including 1,156 marked and 886 unmarked crossings, in addition to 92 signalized intersections and more than 30 LED-enhanced crosswalks or rectangular rapid flashing beacons. These crossing facilities are displayed in Figure 27.

Crossing vehicular roadways, especially those with fast-moving traffic and multiple lanes, was a recurring comfort and safety challenge as indicated by community members. While the City continues to improve and enhance crossings and intersections with features that support pedestrian and bicycle safety, such as high visibility crosswalks, raised crosswalks, RRFBs, PHBs, and "daylighting" or removing visual barriers near intersections to improve visibility, some community members expressed that driver behavior continues to create challenges for safe crossings—especially across larger arterial roads such as El Camino Real and Central Expressway. As seen in Figure 28, both of those roadways currently lack enhanced pedestrian crossing infrastructure, though the previously mentioned project on El Camino Real that will begin in spring 2024 will bring some improvements along this roadway.

In contrast, the North Bayshore area has several pedestrian signals and enhanced crosswalks.

Some survey respondents highlighted that shade is limited in some areas where there are long waits at signalized intersections.

Lastly, some survey respondents encountered visibility challenges between bicyclists and vehicles while entering or exiting trails in Mountain View.

Figure 26 Example of Enhanced and Marked Crossings in Mountain View



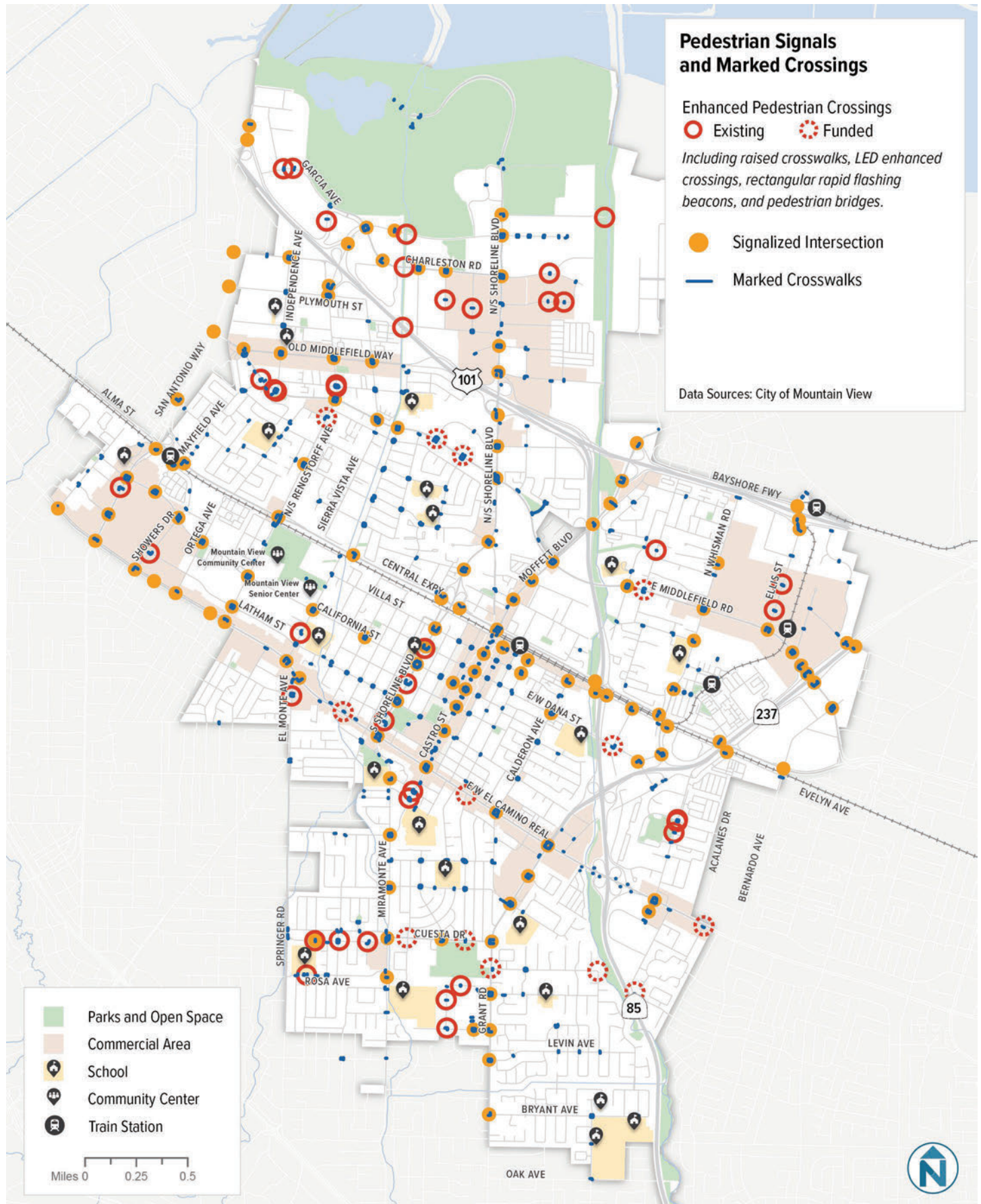
This raised crosswalk and pedestrian-activated LED enhanced sign is located near Mistral Elementary

Land Use and Urban Design Considerations

Through the ATP survey and other engagement conversations, many community members highlighted how land use and urban design can affect safety and comfort for walking, biking, and rolling. For example, in some parts of Mountain View, the shape and limited connectivity of the street network leads to lengthy pedestrian and bicycle routes to destinations that are relatively close (Figure 9 and Figure 12). However, treatments such as new mid-block crossings and paseos that can mitigate otherwise circuitous pedestrian and bicycle paths and create more shaded, pleasant ways to travel.

Survey respondents and community conversation participants frequently identified vibrant, walkable shopping areas such as downtown and the San Antonio Shopping Center as favorite places for safe and comfortable walking. As part of the AccessMV study (2021), the City analyzed Pedestrian Quality of Service (PQOS), which highlighted the impacts of the land use mix on the pedestrian experience, by utilizing WalkScore (TM) data, which prioritizes connections to certain business types and community assets.

Figure 27 Marked Crossings, Signalized Intersections, and Enhanced Intersections



4. ACCESS AND EQUITY

For many, biking, walking, and rolling are essential transportation options for meeting daily travel needs. Equitable access to key destinations can be challenging even in neighborhoods with a complete and connected pedestrian and bicycle network. An accessible and equitable active transportation network must connect people with critical services and destinations and be designed to reflect different needs and abilities. The same routes, facilities, and crossings that are easily navigable for some people can be stressful or difficult to navigate for others.

Equitable Access to Destinations and Services

The City has made strides in creating pedestrian and bicycle facilities that support mobility and provide affordable access for people of all socio-economic groups. Correspondingly, Mountain View has higher rates of walking and bicycling to work (3.2% and 5.6% respectively) compared to many neighboring cities (Sunnyvale, Cupertino, and Santa Clara) as well as the county, state and national rates (Table 7). Some peer cities including Palo Alto and Davis have higher rates of walking and/or biking to work than Mountain View.

Several neighborhoods in Mountain View have higher populations density, higher youth density, and a higher proportion of zero-vehicle households and/or low-income households. For these areas and households, gaps in the active transportation network can make biking, walking, or rolling more challenging for those who rely on them the most. (Figure 9 and Figure 14).

Participants in walking tours in these neighborhoods noted areas for improvement:

- A connected network of AAA bicycle facilities;
- Addressing sidewalk obstructions that can make it difficult to travel with strollers
- Completion of sidewalk gaps, and connections to surrounding neighborhoods and destinations;
- More shade along sidewalks

Job Access

As shown in Figure 28, the existing AAA network in Mountain View includes Stevens Creek Trail, Permanente Creek Trail, and protected bikeways along Charleston Road and S. Castro Street. These bikeways connect residential neighborhoods to many of the city's major employers, areas of high job density, and recreational areas. The planned protected bikeway on El Camino Real will further extend AAA access to jobs.

Figure 29 compares the sidewalk network to job density. The sidewalk network is nearly complete, and all job dense areas have sidewalks. The sidewalk network follows the respective roadway network, so office parks in North Bayshore have a circuitous sidewalk network, and downtown Mountain View has a dense, grid network.

Table 7 Commute Mode Share in Mountain View and Peer Cities (2021)

	Total Workers (Age 16+)	Drove alone	Carpooled	Public transit	Walked	Bicycle	Taxicab, motorcycle, or other	Worked from home
Mountain View	44,414	53.20%	4.50%	2.10%	3.20%	5.60%	1.20%	30.20%
Sunnyvale	87,798	61.6%	9.1%	5.1%	1.6%	1.6%	1.5%	19.6%
Cupertino	27,965	67.7%	5.8%	1.8%	2.8%	0.5%	1.4%	20.0%
Santa Clara (City)	69,840	58.2%	5.7%	2.2%	2.5%	0.9%	2.3%	28.3%
Palo Alto	33,763	46.10%	2.40%	1.60%	6.40%	9.20%	1.70%	32.60%
Davis	31,129	51.90%	5.20%	7.10%	3.00%	13.80%	1.00%	17.90%
Santa Clara County	967,786	59.3%	8.9%	2.1%	2.0%	1.5%	1.5%	24.8%
California	18,283,118	70.10%	9.60%	4.10%	2.40%	0.80%	1.60%	11.40%
United States	160,577,736	73.20%	8.60%	4.20%	2.50%	0.50%	1.40%	9.70%

Source: ACS 2021 5 Year Estimate

Figure 28 Job Locations and Bicycle Access

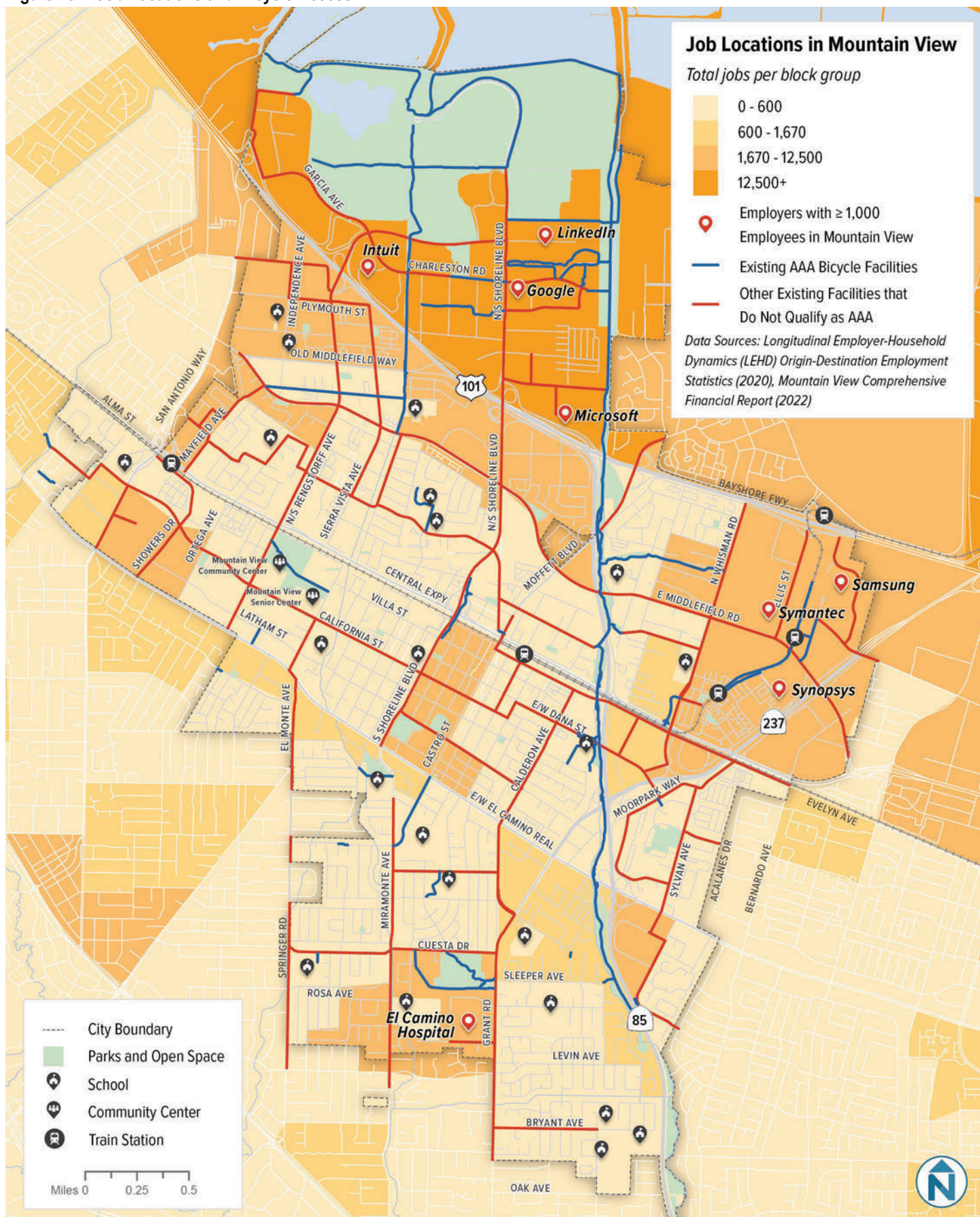
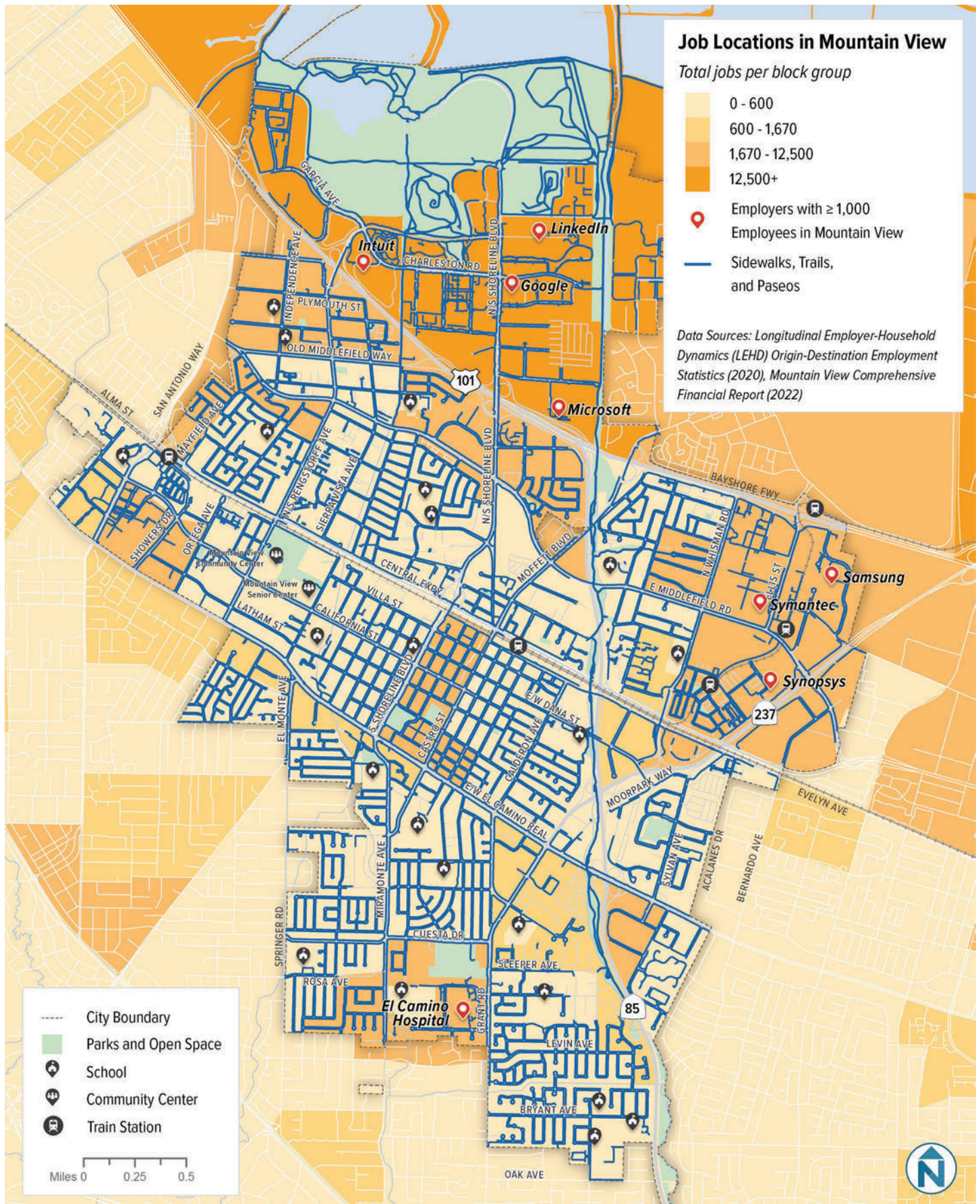


Figure 29 Job Locations and Pedestrian Access



Equitable Access to Transit

Fixed-route transit services in the City include VTA light rail, Caltrain service, VTA bus service, and Mountain View shuttle service. While some community members have attractive and reliable pedestrian and bicycle access to these services, others report challenges or barriers to access.

VTA light rail station areas like Whisman Station are well connected by a complete sidewalk network and low-stress bicycle routes. In some areas, such as Pacific Drive near Whisman station, station area planning has helped create walkable, shaded streets that improve transit access for people who walk, bike, and roll. Some survey respondents identified access to a transit stop or station as a favorite destination for walking, biking, and rolling, especially the downtown transit center and other rail stations. Other respondents reported challenges getting to and from transit, especially bus stops on busy roadways with widely spaced crossings (Figure 30).

In most of the city, bus services on major roads and arterials are connected to adjacent neighborhoods via low-stress bicycle and pedestrian routes. However, most major roads and arterials (on which buses operate) can be more stressful for bicyclists and pedestrians and can make the first and the last mile access challenging. Some of the highest transit ridership in Mountain View occurs along El Camino Real, which is not a comfortable environment for many pedestrians or bicyclists, has long block lengths and crossings, and sees a higher concentration of crashes (Figure 31).

Figure 30 Mountain View Transit Center as a Destination



Community members identified the Mountain View Transit Center as a favorite destination to walk, bike, or roll to.

Figure 31 Transit Ridership and Bicycle Access

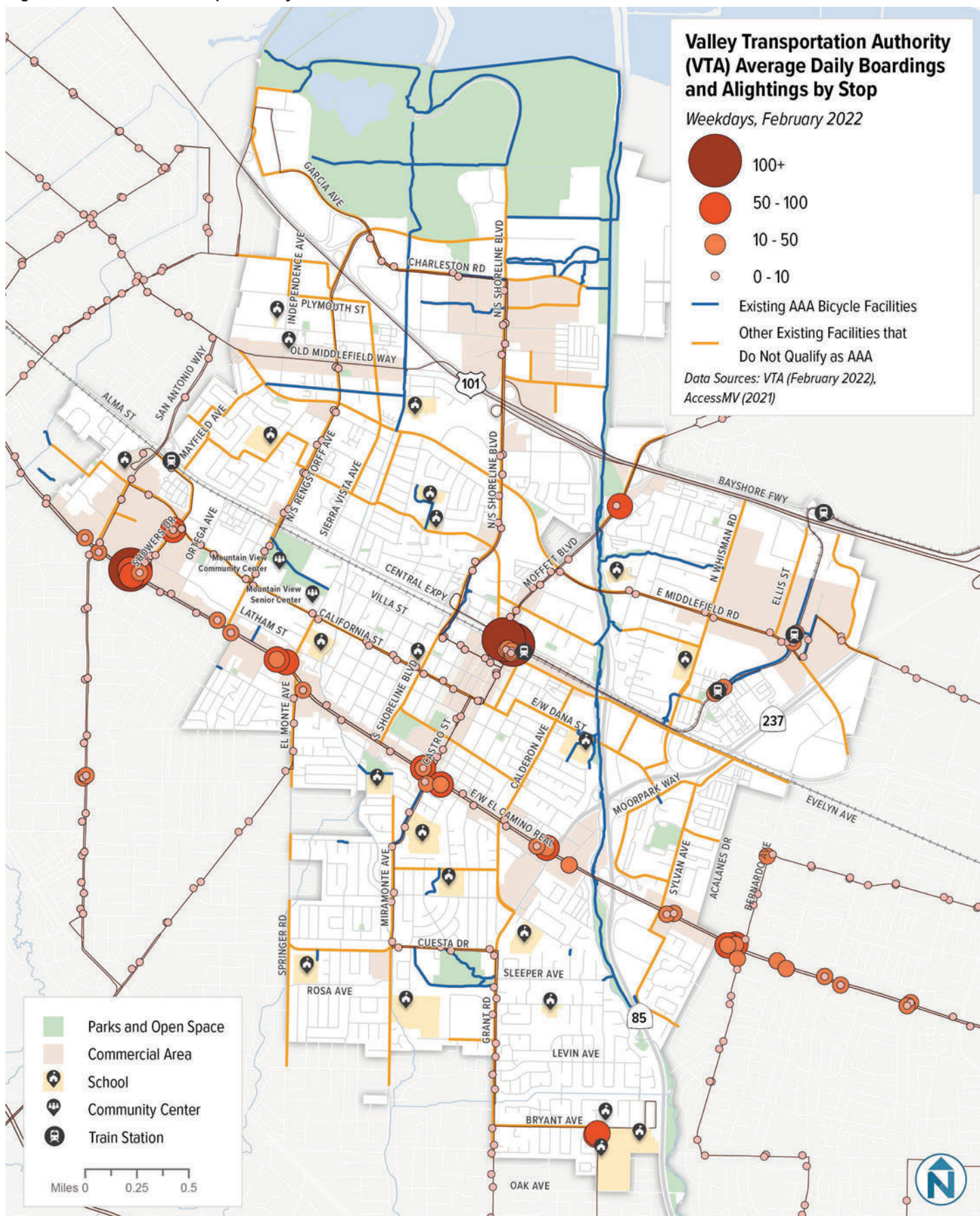
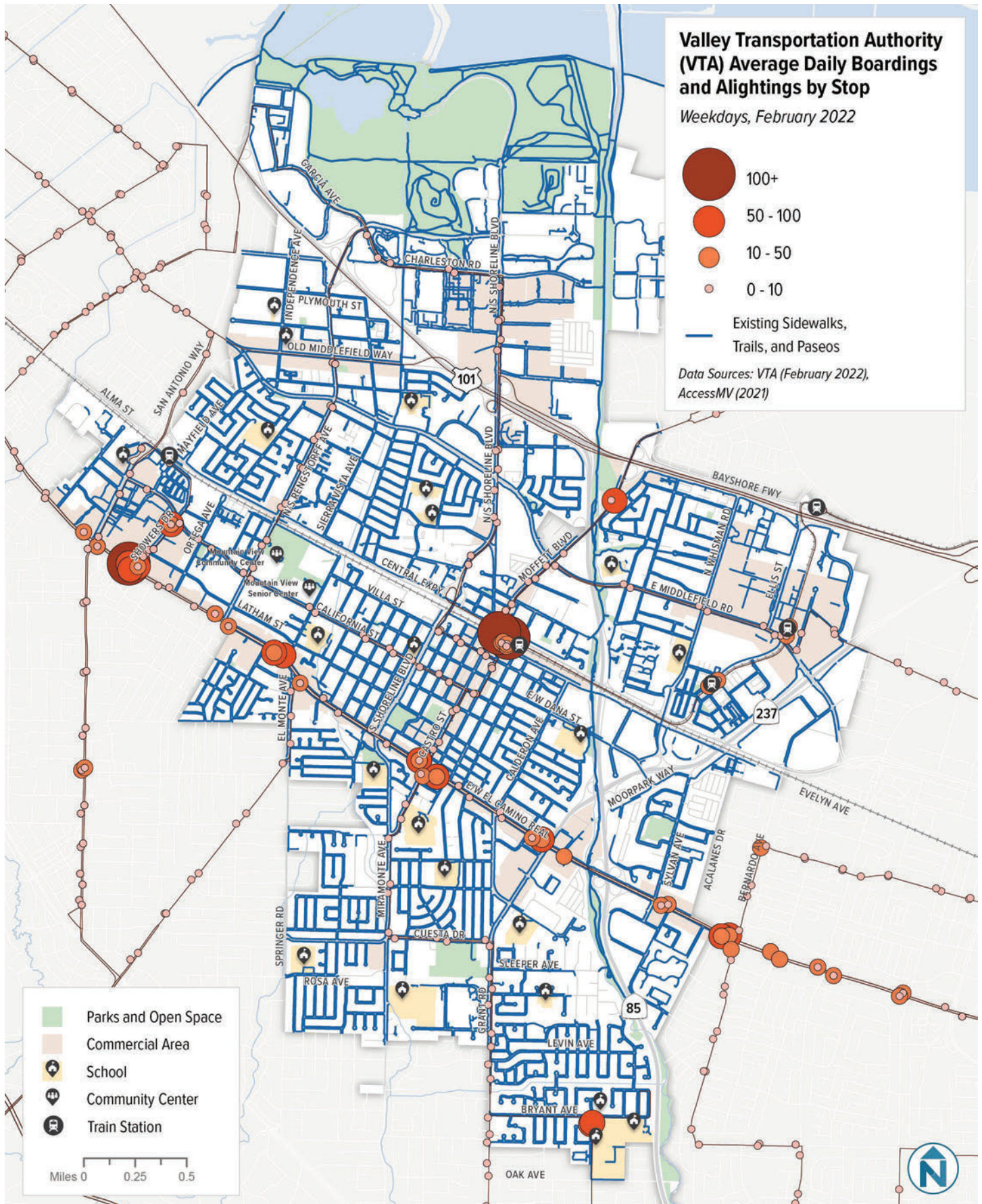


Figure 32 Transit Ridership and Pedestrian Access



5. SUSTAINABILITY AND BIODIVERSITY

In 2021, the Mountain View City Council established a goal to “protect and enhance local ecosystems and biodiversity through rewilding and other measures” as part of their Sustainability & Climate Resiliency strategic priority. The City is now undertaking a biodiversity strategy to enhance the health of local ecosystems and prevent species loss through a multi-pronged approach. One element of this approach is planning for active transportation networks that double as wildlife corridors to preserve biodiversity assets, create new spaces for local native plants, and support local ecosystems.

Defining Biodiversity

Biodiversity refers to the variety of living organisms on Earth.

California and the Bay Area are global biodiversity hotspots because they contain a high number of native species including plants, animals, birds, bacteria, fungi and insects that are found nowhere else in the world! These species do not just live in wilderness areas a long way away from cities; they also include native plants that grow (or could grow) along public streets, trails and parks, as well as the birds, insects and other living organisms that depend upon these plants.

Native plants evolved to thrive in the soils, moisture and changing weather conditions of this region. They therefore require less supplemental watering and pest control than many non-native species and may not perform well with watering regimes designed for other species.

Additionally, native species coevolved to have specific symbiotic relationships with other living organisms. For example, dwarf plantain (*Plantago erecta*) is the primary host plant to the endangered Bay Checkerspot Butterfly; showy milkweed (*Asclepias speciosa*) is a host plant for the Monarch Butterfly; and Coast Live Oak (*Quercus agrifolia*) is a keystone species which serves many other species within the ecosystem.

In areas like Mountain View, a loss of biodiversity is associated with many factors including habitat destruction, degradation or fragmentation for development, introduction of invasive species, non-native species, monoculture, pollution, biocides, and climate change. Loss of biodiversity can result in extirpation or even extinction of species, which can have cascading effects on the wider ecosystem.

Defining Green Streets

Green Streets are streets that provide space for natural elements to support biodiversity, incorporate sustainable stormwater strategies, slow motor vehicle traffic, and prioritize active transportation modes (biking, walking, rolling) for people of all ages and abilities. Green streets are a holistic approach that combines active transportation, biodiversity promotion, and green infrastructure development.

Green Streets = Active Transportation + Biodiversity + Green Infrastructure.

Green streets are an important component within the active transportation system and can provide access to recreation, nature and open spaces through green treatments that are integrated into the street. They present a unique opportunity to support Mountain View's sustainability and biodiversity goals by providing space for natural systems to thrive within the public right-of-way. Green streets influence how people use the street, often slowing motor vehicle traffic and increasing the comfort of pedestrians and cyclists by creating space and incorporating natural elements into the street.

Benefits of Green Streets

- Can help the city comply with the Municipal Regional Stormwater Permit 3.0, which requires green stormwater infrastructure in certain transportation projects.
- Green streets support active transportation by creating healthy settings where people want to walk and bike, fostering social connections and an active lifestyle.
- Trees, vegetation and green stormwater infrastructure provide and complement traffic-calming efforts, contributing to safer streets by slowing vehicular traffic.
- Green street features make public spaces more attractive and comfortable for people through shade, heat absorption, visual vibrancy and clear local identity.
- Street trees and impermeable surfaces reduce heat island effects, making streets cooler and safer during heat events, and mitigating impacts of climate change.
- Green stormwater infrastructure and plants manage stormwater by increasing pervious surfaces, reducing, slowing and treating runoff, and improving water quality.
- Green streets enhance air quality by filtering out pollutants.
- Green streets with native species provide habitat corridors that support survival of native plants, pollinators and ecosystems in this region which is a biodiversity hotspot.

Challenges of Green Streets

Green streets also come with potential challenges, which can be reduced or eliminated by selecting the right tree for the right place and by timely, species-appropriate maintenance. The following potential challenges should be considered when designing a green street.

- Tree roots can uplift sidewalks, creating uneven walking surfaces.
- Property owners may incur costs related to planting strip maintenance and care.
- Certain trees and plants may be perceived as messier than others, dropping leaves, nuts, and fruits on the ground.
- Plants may trigger seasonal allergies especially when only male trees or plants are planted in order to avoid seeds, pods and fruit.
- Trees can be susceptible to storm damage, dropping debris and limbs, or falling over completely during large storm events.

- Trees and large shrubs can encroach on sightlines if not properly placed.

Below is a quick reference to the benefits and challenges of green streets.

Table 8 Green Streets Benefits and Challenges

Benefits	Challenges
Encourages walking and biking	Roots can uplift sidewalks.
Fosters social connections and community	Can incur cost to the property owner
Enhances air quality, filters air pollutants	Can produce debris such as leaves, nuts, fruit
Reduces temperatures, keeps streets cool	Requires maintenance
Reduces stormwater runoff and water pollution	Can exacerbate seasonal allergies
Slows vehicles, calms traffic calming	Can result in property damage if limbs fall
Increases property values for property owners	Can reduce visibility in right of way
Provides habitat for wildlife and pollinators	
Provides beauty, seasonal interest, mental health benefits	
Helps conserve energy	
Supports compliance with MRP 3.0	

Mountain View's Urban Forest

Trees are a valuable community resource and an essential component of civic infrastructure. The City of Mountain View has been committed to preserving and enhancing its urban forest since 1960 when the City Council established tree care services.

Commitment to the Urban Forest

The City of Mountain View boasts a history of dedication to preserving and enhancing its urban forest, spanning several decades. This commitment is evidenced by a series of pivotal milestones:

- 1961 - Enactment of the Street Tree Ordinance
- 1975 - Adoption of the Heritage Tree Ordinance
- 1983 - Introduction of the First Street Tree Policy and Reforestation Plan
- 1993 - Establishment of the Urban Forestry Management Plan
- 2001 - Recognition of Mountain View as a Tree City USA
- 2013-2015 - City Council goals to improve the urban forest and preserve habitat
- 2015 - Launch of the Community Tree Master Plan (CTMP)
- 2021-2023, 2023-2025 - City Council Strategic Priority to develop a Biodiversity Strategy

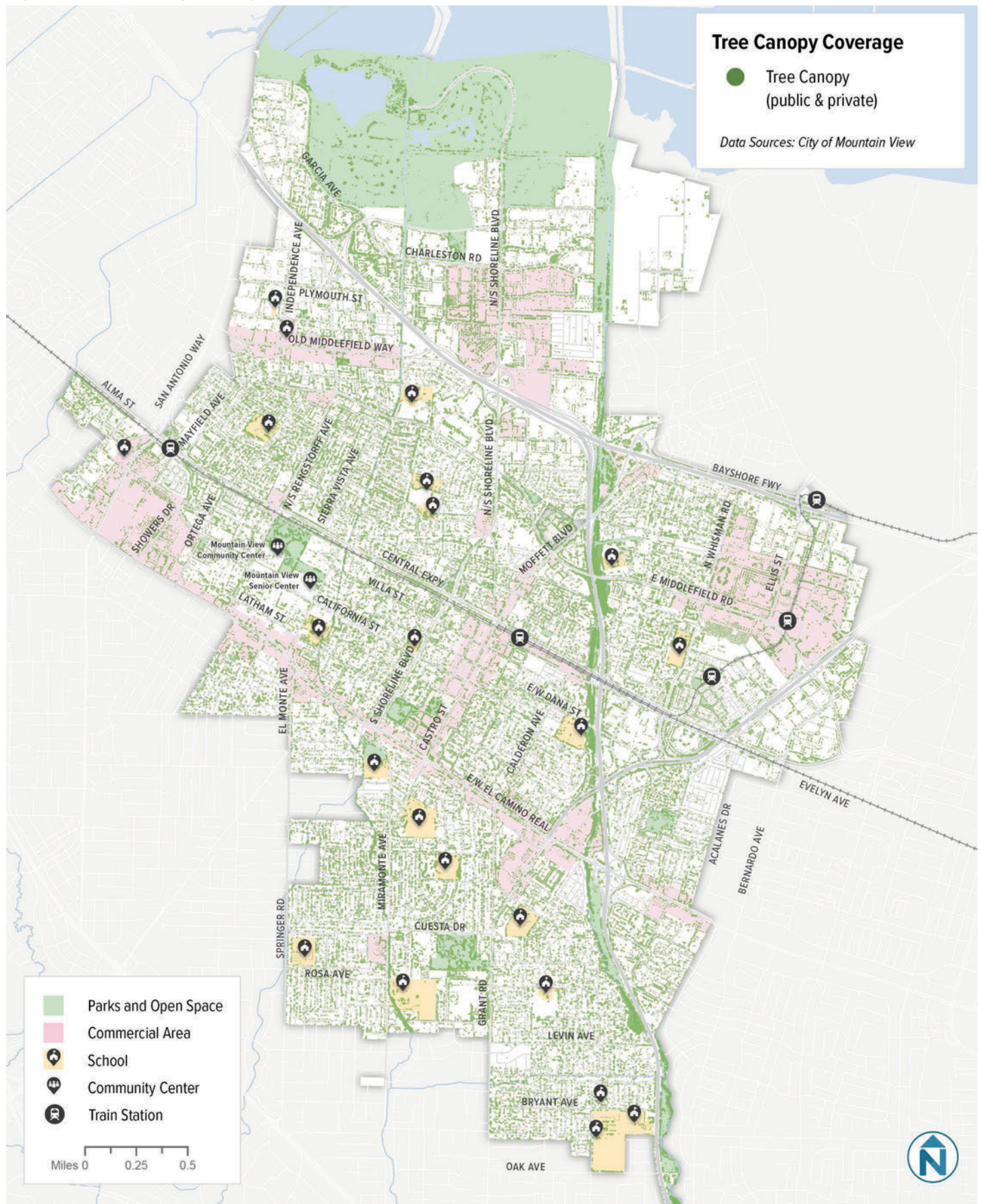
- 2022 - Revision of the Tree Technical Manual
- 2026 - Adoption of the Biodiversity Strategy and Urban Forest Plan

Tree Coverage

According to the 2022 revised *Tree Technical Manual*, Mountain View's existing urban forest covers 17.7 percent of the city with tree canopy. To put this in context, this coverage is slightly higher than the California urban area average of 15 percent (according to the USDA Forest Service) and approximately 50 percent lower than adjacent communities directly to the north of Mountain View.

A higher percentage of tree coverage brings substantial benefits, such as filtering out air pollution, reducing stormwater runoff, reducing water pollution, sequestering carbon, reducing urban heat island effects, reducing health risks associated with heat events, contributing to mental and physical health, and increasing climate resilience. In Mountain View, the 2015 Community Tree Master Plan (CTMP) establishes a goal to increase tree coverage to 22.7 percent, representing a 28 percent or 5 percentage point increase. This increase is equivalent to planting an additional 11,000 trees citywide.

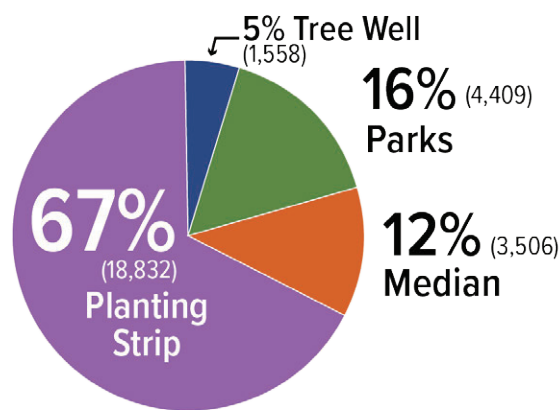
Figure 33 Tree Canopy Coverage



Street Trees in Mountain View

Mountain View has over 28,000 public trees, which enhance the City's natural beauty and provide shade and clean air. These trees are cataloged in the City's Urban Forest GIS database, encompassing attributes such as common name, species, tree group (deciduous, evergreen, palm), trunk diameter, circumference, planting type (the type of public land where the tree was planted), heritage designation, and ownership and maintenance data. According to the *Tree Technical Manual*, a significant portion of all urban trees—approximately 25%—line city streets. As shown in Figure 39, approximately 2/3 of public trees are found in planting strips, which represent an opportunity for additional community trees.

Figure 34 Public Tree Planting Types



In addition to efforts to increase permeable space and reduce the use of biocides, Mountain View's commitment to biodiversity requires a shift away from monocultural planting, which is more susceptible to diseases, and a focus on native plant species needed to support local pollinators and ecosystems.

In relation to monoculture, the City has 237 unique species of street trees, ranging from large shade trees to small ornamental trees, palms, to evergreens. While this seems like a lot of species, there are 6,000 species endemic to California. Historically, the City planted a single tree species along each street to create a unified aesthetic for the neighborhood. Single species planting creates vulnerabilities for plant health, and the City is shifting away from this type of monocultural planting.

In relation to the focus on native species, Figure 39 lists the top 10 most common street trees found in Mountain View. Of this list, Coast Redwood (*Sequoia sempervirens*) is native to California. The City has shifted toward native species for plant lists.

Figure 35 Mountain View's Top 10 Street Trees

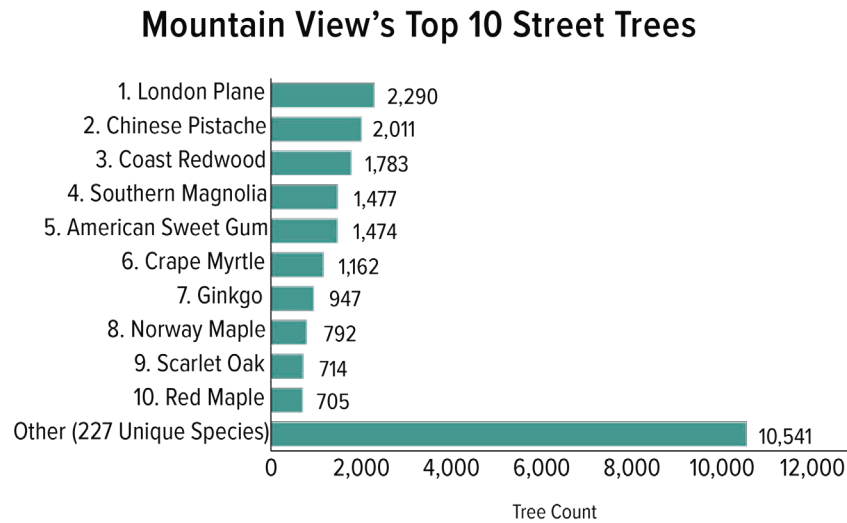
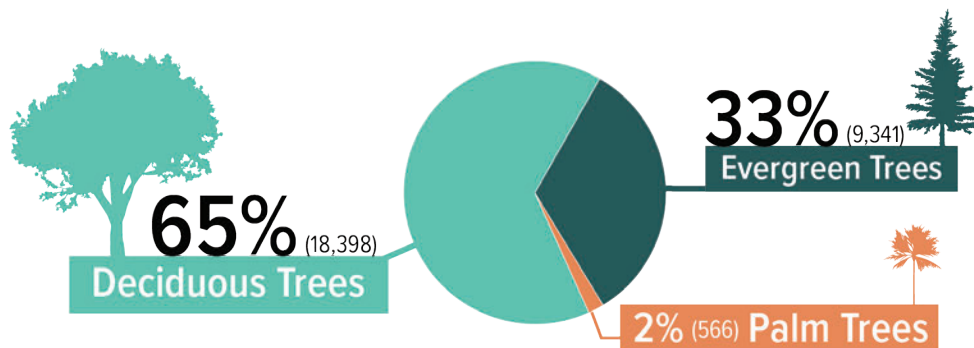


Figure 36 Street Tree Count by Type



Heritage Trees

The city has designated 9,297 community trees as heritage trees, and 7,332 are street trees. A "Heritage Tree" is defined as any tree that has a trunk circumference of 48 inches or more measured at fifty-four inches (54") above grade. Three genera, oak (*Quercus*), redwood (*Sequoia*), and cedar (*Cedrus*), are considered Heritage if they have a circumference of 12 inches or more.

Heritage Trees

- Tree Canopy (public & private)
- Heritage Tree

Heritage Trees in the Urban Forest*
*Trees on public property

36%
Heritage Trees

62%
are not Heritage Trees

Data Sources: City of Mountain View

Parks and Open Space
Commercial Area
School

Miles 0 0.25 0.5

OAK AVE

BRYANT AVE

LEVIN AVE

GRANT RD

CASA AVE

SPRINGER RD

QUESA AVE

MONTE AVE

S SHORELINE BLVD

VILLA ST

CALIFORNIA ST

LATHAM ST

EL MONTE AVE

WILSON RD

E MIDDLEFIELD RD

ELLIS ST

BAYSHORE FWY

MORFETT BLVD

N'S SHORELINE BLVD

CHARLESTON RD

GARCIA AVE

INDEPENDENCE AVE

PLYMOUTH ST

OLD MIDDLEFIELD WAY

SIERRA VISTA AVE

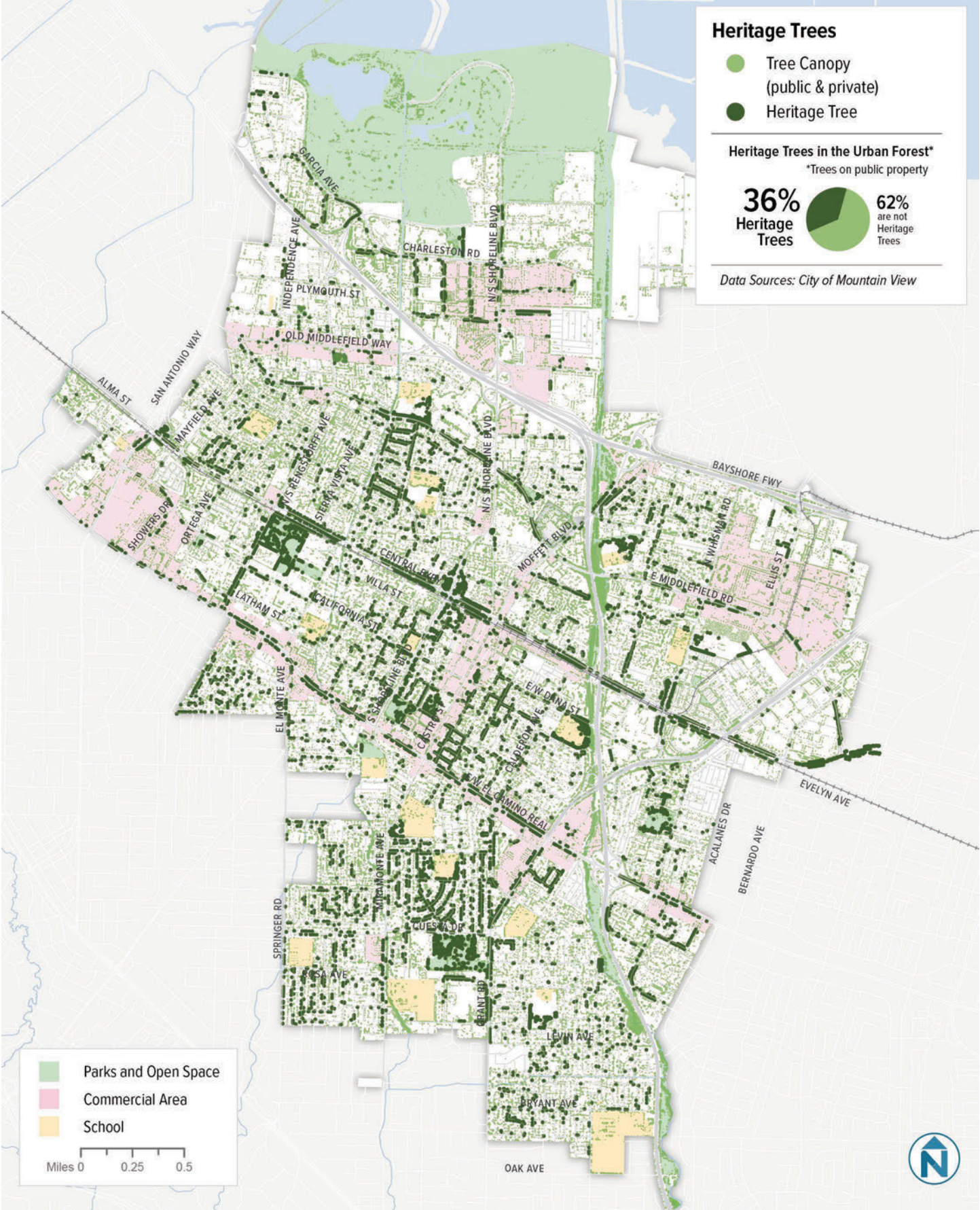
ORTEGA AVE

SHOUBERT DR

MAFFIELD AVE

SAN ANTONIO WAY

ALMA ST



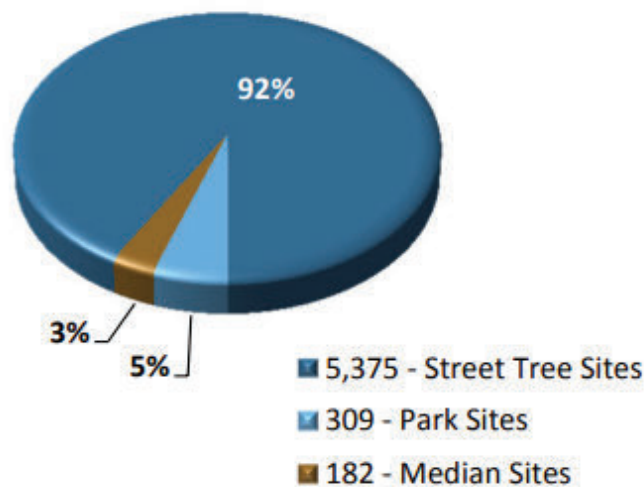
Street Tree Planting and the Urban Forest

The City of Mountain View has made considerable effort in planting and nurturing an urban forest of over 230 tree species.

Like many Cities in California, however, most tree and shrub species planted along City streets are non-native species. All street trees provide important shade, cooling, stormwater, water pollution reduction, and air purification services. However, non-native trees and shrubs like London Plane trees, Chinese Pistache, and Ginkgo do not provide the critical biodiversity and habitat benefits of local native species like Coast Live Oak, Valley Oak, Big Leaf Maple, Arroyo Willow, California Laurel, California Buckeye, and Box Elder.

Street tree planting sites represent a significant opportunity for increasing the City's canopy cover and increasing the proportion of local native species. According to the CTMP, street tree planting sites account for 92 percent of vacant planting sites in the City (see Figure 42). Strengthening the City's street tree presence and increasing the proportion of native species can allow the city to reach its goal of increasing tree coverage and enhancing biodiversity.

Figure 38 Vacant Planting sites by location



Development Review

The City has a role in maintaining or increasing tree planting and canopy coverage along active transportation networks as part of the development entitlement process. Requirements for developers to preserve or plant trees affect the comfort and amenity of pedestrian facilities in Mountain View as well as the potential for transportation networks to contribute to broader environmental goals.

Development projects are reviewed by City staff relative to approved and posted standards and plans such as:

- Mountain View City Code (MVCC) sections such as MVCC Chapter 36 on Zoning, which outlines specifications such as lot coverage, setback and floor-area-ratio (FAR);
- Precise Plans such as the North Bayshore Precise Plan, which outlines requirements related to a Habitat Overlay Zone, and
- 2019 Standard Provisions and Details, which outline details such as sidewalk width, lane widths and visibility triangles at driveways and corners.

Standards and regulations such as those listed above provide clarity for developers and also have implications for achieving goals related to active transportation, green streets and biodiversity. For example, Mountain View design standards for redevelopment of existing sites typically result in a consolidation and reduction in the number of driveways for most land uses especially on large transportation corridors, which can increase the area for green stormwater infrastructure, landscaping and street trees.

Street Tree Planting Types

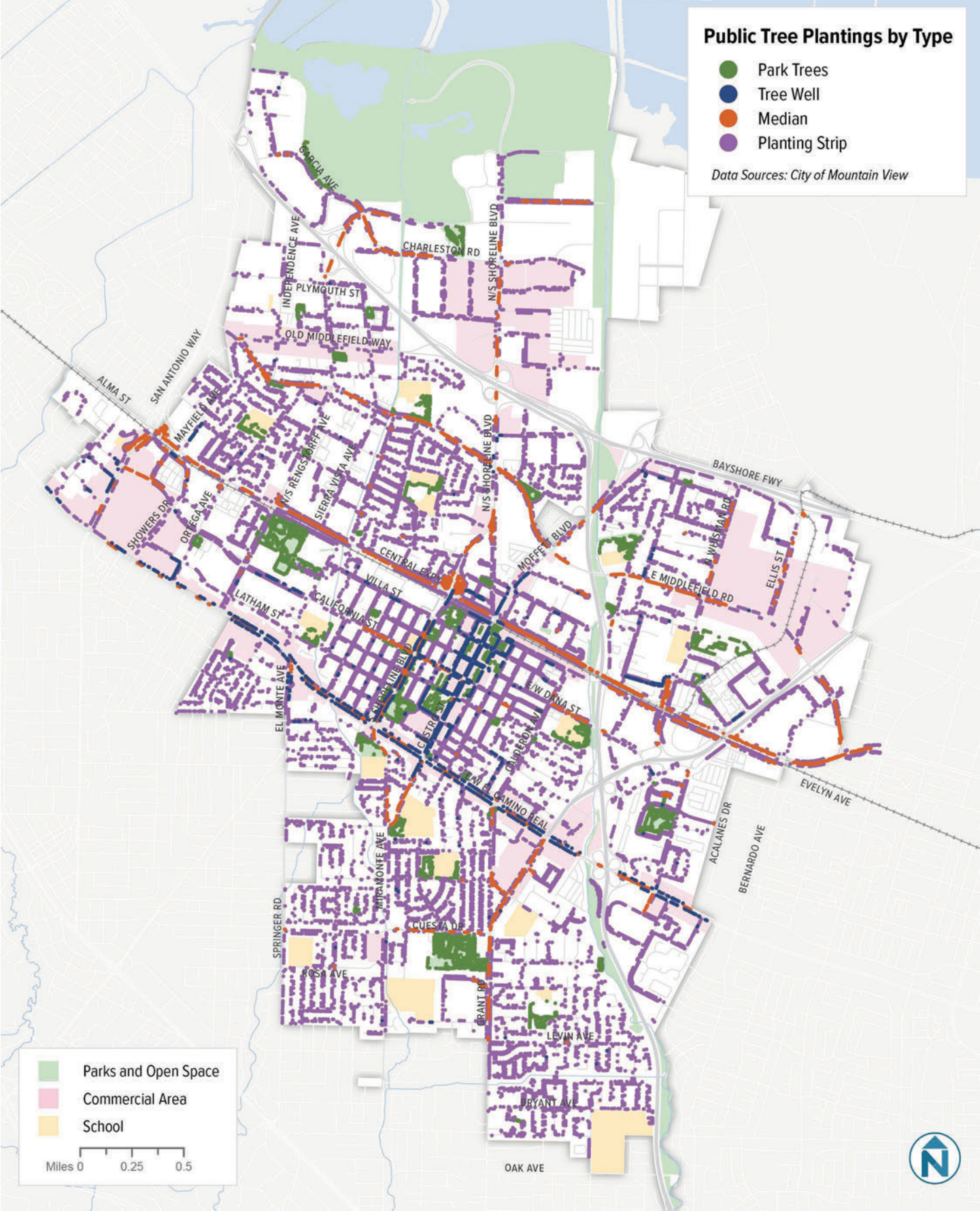
Over the years, the city has successfully planted public trees along streets, including plantings in tree wells, planting strips, medians, parking spaces, and cul-de-sacs, each offering unique challenges and opportunities. Based on the City's Urban Forest GIS Data, existing street tree planting locations in Mountain View are categorized by the following type of planting:

- Planting Strips (67%)
- Parks (16%)
- Medians (12%)
- Tree Wells (5%)

While the city's data categorizes planting locations into four primary groups, this Existing Conditions report delves deeper into trees planted within the public right-of-way, differentiating planting types into eight categories. A brief explanation of each planting type is provided after Figure 40 including the associated challenges and opportunities.

1. Planting Strip - Detached Sidewalks and Curb Extension
2. Planting Strip - Attached Sidewalks
3. Medians
4. Protected Intersections and Bikeways (Class IV)
5. Cul-de-sac
6. Tree Wells - Sidewalk
7. Tree Wells - Parking
8. Phased Greening

Figure 39 Public Tree Planting by Type



1. Planting Strip - Detached Sidewalks and Curb Extensions

Planting strips located between the street and sidewalk along the roadway and at the intersection, provide space for planting vegetation along a road. Depending on their width, they can accommodate plants from towering shade trees to low-lying perennials. These strips physically distance sidewalks from vehicular lanes, narrowing the roadway with trees that create a sense of enclosure, which can help slow traffic and improve safety and comfort for all users.

Challenges: The city maintains designated street trees; all other plant material in the planting strip is the adjacent property owner's responsibility. Overgrown vegetation may impede narrow sidewalks. Plants in curb extensions and within sight triangles should be carefully chosen and placed to maintain visibility.

Opportunities: Detached sidewalks and planted curb extensions foster safe and more comfortable pedestrian environments in residential neighborhoods. They provide shade for pedestrians, create a buffer from traffic, slowing traffic, enhancing road safety and encouraging more walking trips.

Figure 40 Examples of Planting Strips with Detached Sidewalks



Top: Morgan Street, Middle: Middlefield Road, Bottom: Oxnard, California, Source Dan Burden BikePedImages.org

2. Planting Strip - Attached Sidewalks

Planting strips between sidewalks and private property often act as buffers between the street and parking lots, buildings, or other private spaces, offering a protective boundary between public and private spaces.

Challenges: Planting strips with attached sidewalks do not provide separation between the street and the sidewalk as detached sidewalks do. Overgrown vegetation may impede narrow sidewalks.

Opportunities: Planting areas along sidewalks creates a sense of enclosure, making pedestrians feel more comfortable and less exposed. Consideration can be given to providing additional space for greening the street.

Figure 41 Examples of Planting Strips with Attached Sidewalks



Left: Morse Avenue, Center: Central Expressway, Right: San Ramon Avenue

3. Medians

Street medians present opportunities for green street elements like trees and vegetation in the center of the roadway. Some large roads, like Central Expressway and West Middlefield Road, have expansive median plantings.

Challenges: Medians may be difficult to maintain due to their location in the middle of the street. They also do not provide the same sense of enclosure, shade, or roadway benefits as planting strips.

Opportunities: Expanding green street treatments in medians along larger roads can help to reduce vehicle speeds, infuse vibrancy, and contribute to climate and tree canopy goals.

Top: Central Expressway, Bottom: El Camino Real

Figure 42 Examples of Median Plantings



4. Protected Intersections and Bikeways (Class IV)

The space between the bike lane and the motor vehicle travel lane, also called the protective buffer, presents opportunities for green street elements, including trees, vegetation, and bioswales. Protected intersections provide space for low-lying green treatments at the corner island.

Challenges: Protective buffer areas require available roadway space and can increase costs for plant maintenance. Other challenges include plant encroachment upon the bike lane, including tree branches. Low-lying plants should be used in protected intersection corner islands to maintain visibility.

Opportunities: Opportunities include expanding green street treatments to reduce vehicle speeds, infuse vibrancy, contribute to climate and tree canopy goals, and create separation between the bikeway and motor vehicles, thereby increasing comfort and safety for cyclists of all ages and abilities.

Figure 43 Examples of Protected Intersections and Bikeways



Top Left: Charleston Avenue, Top Right: Shoreline Boulevard at Charleston Avenue,
Bottom: Charleston Avenue

5. Cul-de-sac

Some residential neighborhoods incorporate planting space in the centers of cul-de-sacs and small intersections, introducing greenery and expanding the tree canopy over paved areas. These planting spaces break up expanses of pavement and help maintain slower vehicular speeds. This unique Mountain View example of planting location can serve as a model for other cities.

Challenges: Limited planting area and possibly limited neighborhood support. Difficult establishment period after planting due to limited irrigation.

Opportunities: Transform traditionally non-green cul-de-sacs into lush green spaces. Serve as a model for other cities, with minimal impact on traffic flow.

Figure 44 Examples of Cul-de-Sac Plantings



Left: Damian Way, Right: Hedgerow Court

6. Tree Well – Sidewalk

Tree wells provide planting space within paved areas and are often used in urban settings like downtown areas. Tree wells can be open or covered with tree grates and are typically integrated with sidewalks.

Challenges: Limited planting areas reduce soil volume and room for water infiltration and root growth. Few tree species are well suited for these conditions, so choices can be limited, depending on the size of the planting space.

Opportunities: Plantings in tree wells help increase tree canopy in high-activity areas and create a human-scaled environment and sense of enclosure with trees on both sides of the street.

Figure 45 Examples of Tree Wells



Left: Moffett Boulevard



Middle: West Evelyn Avenue



Right: Bryant Street

7. Tree Well - Parking Space

Tree wells can also be situated within parking spaces along streets.

Challenges: Tree wells in parking areas may reduce the number of parking spaces and increase the difficulty of changing the roadway layout later.

Opportunities: Tree wells in parking areas provide an innovative way to boost tree canopy on streets without impacting sidewalks. This prioritizes walking space and aligns with climate goals by promoting mode shift and reducing car dependency.

Figure 46 Examples of Tree Wells in a Parking Space



Left: Castro Street, Right: Castro Street



8. Phased Greening

Temporary planters and parklets have gained prominence as strategies to increase greenery and placemaking along streets, particularly in response to the COVID-19 pandemic when cities opened streets for people and closed them for cars. These serve as valuable tools for piloting ideas and can offer interim planting spaces.

Challenges: Existing infrastructure may pose an obstacle to temporary planters and parklets, and parking may be limited.

Opportunities: These strategies provide short-term opportunities to enhance the vibrancy and comfort of the street. Strategic placement can leverage existing planting spaces.

Figure 47 Examples of Phased Greening



Left: Castro Street (east side),



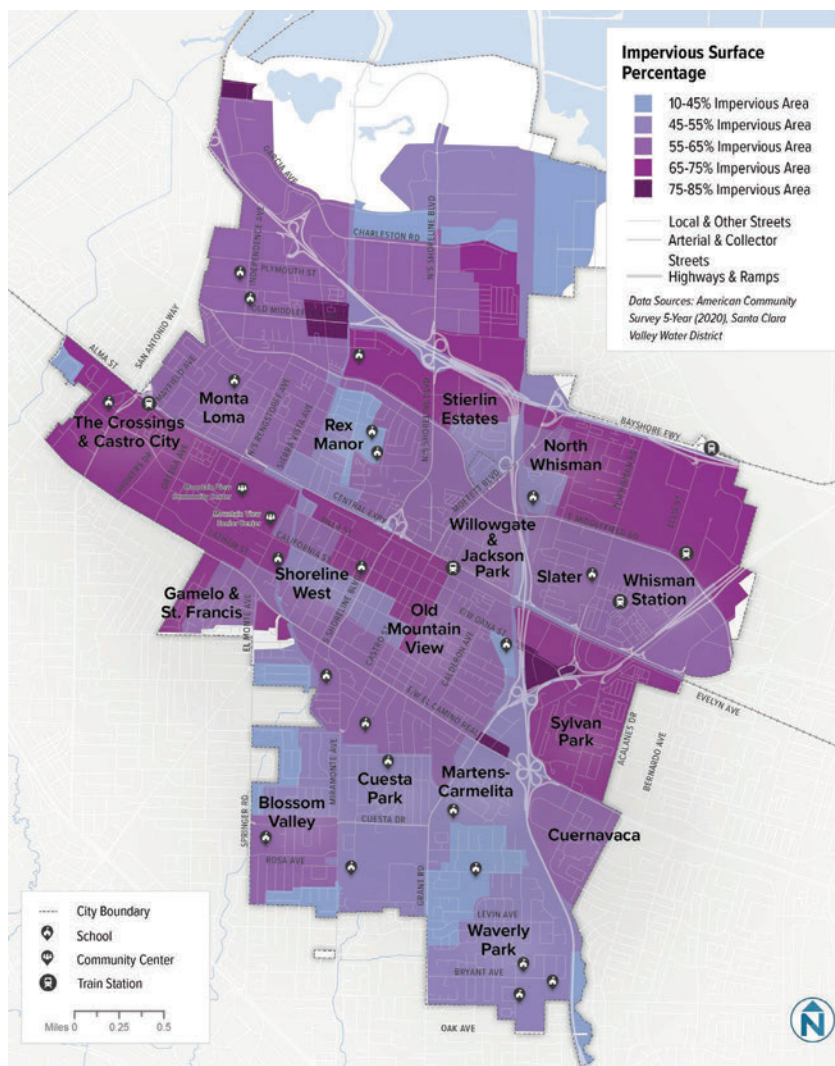
Right: Castro Street (west side)

Impervious Surface Cover

Impervious surfaces include concrete and asphalt surfaces, roofs, and other hard materials that do not allow water to soak into the ground. In contrast, porous surfaces, like gardens and other unpaved areas, allow water to soak into the ground. As cities grow, they tend to have more impervious surfaces in the form of roads, parking lots, and buildings. Impervious surfaces are associated with more stormwater runoff, flood risk and water pollution, and higher surface temperatures. Trees and other vegetation can make a positive difference in areas filled with impervious surfaces by soaking up rainwater and cooling down the surroundings.

In Mountain View, different neighborhoods have varying percentages of impervious surfaces, as seen in the Figure 48. More impervious surfaces mean higher surface temperatures and more stormwater runoff.

Figure 48 Percentage of Impervious Surfaces (Map and Table)



Neighborhood	Average Impervious Surface Percentage
Rex Manor	46%
Waverly Park	50%
Blossom Valley	51%
Martens-Carmelita	52%
Cuesta Park	53%
Old Mountain View	55%
North Whisman	58%
Willowgate & Jackson Park	58%
Stierlin Estates	60%
Cuernavaca	60%
Shoreline West	61%
Slater	63%
Whisman Station	63%
Monta Loma	65%
Sylvan Park	67%
Gamelo & St. Francis	67%
Castro City & The Crossings	68%

6. CODE REVIEW

As part of the MVATP, a review was conducted of existing City documents and codes that set policy and criteria that determine the final form of the built environment. The Code Review included:

- 2002 Standard Design Criteria (SDC)
- [2019 Standard Provisions and Standard Details](#) (SP&D)
- [Mountain View City Code](#)

The findings from this code review can be used as a starting point for updating the City's standards. Mountain View's FY2627 Recommended Budget includes Project 27-27, Mountain View Standards Update. The project will update current standard details for street widths (including lane widths), sidewalks and landscape strip widths, bike lane widths, and drop off duckouts and GSI in landscape strips.

the City may consider updating the following codes and standards to better support bicyclists and pedestrians:

Table 9: Code Review Summary

2002 Standard Design Criteria	
Item	Notes
Chapter 7 - Street Lighting	
Section 3.5 Curb, Gutters, Sidewalk and Driveways • Section 3.5.1 - commercial driveways • Section 3.5.2 curb radius	Commercial driveway maximum width 35 ft Curb return minimum radius 30 ft
Chapter 7 - Street Lighting	
2019 Standard Provisions and Standard Details	
Item	Notes
Chapter 36 Street Trees	
Standard Detail E-11 Traffic Signal Detector Loops	Provides details for in-ground detector loops
Standard Details A-1 through A-9 Sidewalk and street cross-sections	Define typical street cross-sections and driveway details

Curb Ramp Details	Mountain View refers to Caltrans Standards
Standard Details A-22 Side Street/Driveway Pedestrian and Vehicle Triangle of Safety	Defines vehicular and pedestrian triangle of safety for high volume, low volume, residential, and commercial driveways
City Code	
Item	Notes
Section 36.22.50 Required Number of Parking Spaces, Bicycle Parking	Provision of bike parking is a function of vehicle parking
Section 36.32.85 Bicycle parking facilities	Details bicycle parking design standards