



**BICYCLE/PEDESTRIAN ADVISORY
COMMITTEE**

AGENDA

REGULAR MEETING - WEDNESDAY, APRIL 29, 2015
PLAZA CONFERENCE ROOM AT CITY HALL - 500 CASTRO STREET
6:30 P.M.

1. **CALL TO ORDER**

2. **ROLL CALL** – Committee members Marc Roddin, Kalyanaraman Shankari, Greg Unangst, Vice Chairperson Bruce England, and Chairperson Simon Purdon.

3. **ORAL COMMUNICATIONS FROM THE PUBLIC**

This portion of the meeting is reserved for persons wishing to address the Committee on any matter not on the agenda. Speakers are limited to three minutes. State law prohibits the Committee from acting on nonagenda items.

4. **MINUTES APPROVAL**

Minutes for the March 25, 2015 meeting have been delivered to Committee members and copies posted on the City Hall bulletin board. If there are no corrections or additions, a motion is in order to approve these minutes.

5. **UNFINISHED BUSINESS** – None.

6. **NEW BUSINESS**

6.1 **15 MPH SPEED LIMIT – CITY TRAILS**

Overview:

The Committee will discuss and provide input regarding a proposed 15 mile per hour (mph) speed limit on City trails and related topics.

Recommendation:

Provide input regarding a proposed 15 mph speed limit on City trails, including a one-year trial period allowing electronic assistive mobility devices, motorized skateboards, and/or non-motorized skateboards.

6.2 FISCAL YEARS 2015-16 THROUGH 2019-20 CAPITAL IMPROVEMENT PROGRAM

Overview:

The Committee will discuss and provide input on potential bicycle-/pedestrian-related projects to be included as part of the City's Fiscal Years 2015-16 through 2019-20 Capital Improvement Program.

Recommendation:

Provide input regarding potential bicycle/pedestrian-related projects to be included in the City's Fiscal Years 2015-16 through 2019-20 Capital Improvement Program (CIP).

6.3 BICYCLE TRANSPORTATION PLAN UPDATE

Overview:

The Committee will review and provide input on the Draft Recommended Improvements and Draft Funding and Implementation Chapters of the Bicycle Transportation Plan (BTP) Update currently under way.

Recommendation:

Provide input on the Draft Recommended Improvements and Draft Funding Implementation Chapters of the Bicycle Transportation Plan (BTP) Update.

6.4 2014-15 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN UPDATE

Overview

The Committee will review the Fiscal Year 2014-15 B/PAC Work Plan and provide updates on their recent activities.

Recommendation:

None.

6.5 DRAFT FISCAL YEAR 2015-16 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN

Overview:

The Committee will review and provide input on the B/PAC's draft Fiscal Year 2015-16 Work Plan.

Recommendation:

Provide input on the B/PAC's draft Fiscal Year 2015-16 Work Plan.

7. COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS

No action will be taken on any questions raised by the Committee at this time.

7.1 STAFF COMMENTS

7.2 COMMITTEE COMMENTS

8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, June 24, 2015 B/PAC meeting at 6:30 p.m.

9. CALENDAR

Wednesday, August 26, 2015 B/PAC Meeting
Wednesday, September 30, 2015 B/PAC Meeting
Wednesday, October 28, 2015 B/PAC Meeting
Wednesday, November 18, 2015 B/PAC Special Meeting

10. ADJOURNMENT

HK/5/PWK
915-04-29-15A-E

AGENDAS FOR BOARDS, COMMISSIONS, AND COMMITTEES

- The specific location of each meeting is noted on the notice and agenda for each meeting which is posted at least 72 hours in advance of the meeting. Special meetings may be called as necessary by the Committee Chair and noticed at least 24 hours in advance of the meeting.
- Questions and comments regarding the agenda may be directed to the Public Works Department at (650) 903-6311.
- Interested persons may review the agenda and staff reports at <http://laserfiche.mountainview.gov/Weblink/Browse.aspx?startid=65710&dbid=0> and the Public Works Department counter beginning at 5:00 p.m. the Friday evening before each regular meeting. Staff reports are also available during each meeting.
- **SPECIAL NOTICE – Reference: Americans with Disabilities Act, 1990**
Anyone who is planning to attend a meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the Public Works Department at (650) 903-6311 48 hours in advance of the meeting to arrange for assistance. Upon request by a person with a disability, agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format.
- The Board, Commission, or Committee may take action on any matter noticed herein in any manner deemed appropriate by the Board, Commission, or Committee. Their consideration of the matters noticed herein is not limited by the recommendations indicated herein.
- **SPECIAL NOTICE –** Any writings or documents provided to a majority of the Bicycle/Pedestrian Advisory Committee regarding any item on this agenda will be made available for public inspection in the Public Works Department, located at 500 Castro Street, during normal business hours and at the meeting location noted on the agenda during the meeting.

ADDRESSING THE BOARD, COMMISSION, OR COMMITTEE

- Interested persons are entitled to speak on any item on the agenda and should make their interest known to the Chair.
- Anyone wishing to address the Board, Commission, or Committee on a nonagenda item may do so during the “Oral Communications” part of the agenda. Speakers are allowed to speak one time on any number of topics for up to three minutes.



MINUTES

REGULAR MEETING - WEDNESDAY, MARCH 25, 2015
PLAZA CONFERENCE ROOM AT CITY HALL - 500 CASTRO STREET
6:30 P.M.

1. **CALL TO ORDER**

Chairperson Purdon called the meeting to order at 6:37 p.m.

2. **ROLL CALL**

Members Present: Committee members Greg Unangst, Vice Chairperson Bruce England, and Chairperson Simon Purdon.

Members Absent: Committee members Marc Roddin and Kalyanaraman Shankari

Staff Members Present: Krishan Chopra, Senior Assistant City Attorney; Nicole Wright, Senior Deputy City Attorney; Linda Forsberg, Transportation and Business Manager; and Helen Kim, Transportation Planner.

Public Present: Five (5) members of the public were present.

3. **ORAL COMMUNICATIONS FROM THE PUBLIC**

- John Scarboro thanked the City for the new bicycle-friendly storm drain grates at Moffett Boulevard/Middlefield Road and shared that linear parks/trails are considered Citywide amenities and eligible for funding from all City funds.
- John Carptenter commented he was pleased with the new bicycle-friendly storm drain grates on Middlefield Road.
- Griff Derryberry shared a presentation regarding proposed improvements at the intersection of El Monte Avenue/Springer Road.

4. **MINUTES APPROVAL**

Motion—M/S England/Purdon—Carried 3-0-2; Roddin, Shankari absent—
Approve the minutes of the February 25, 2015 meeting.

5. **UNFINISHED BUSINESS**—None.

6. **NEW BUSINESS**

6:46 6.1 **CONFLICT OF INTEREST RULES**

The Senior Assistant City Attorney and Senior Deputy City Attorney provided an overview regarding Conflict of Interest, including the Fair Political Practice Commission (FPPC) Regulations and responded to Committee questions.

7:25 6.2 **CITY COUNCIL MAJOR GOALS**

The Committee reviewed and discussed the City Council's proposed Fiscal Years 2015-16 and 2016-17 major goals and the Transportation and Business Manager responded to Committee questions.

SPEAKING FROM THE FLOOR WITH SUPPORT AND/OR RECOMMENDATIONS

- John Carpenter
- John Scarboro

There was a consensus of the Committee that the following input regarding specific action items supporting the Council's proposed three new major goals be forwarded to the City Council:

- There are 13 projects/activities/initiatives (listed in staff report) under the Bicycle/Pedestrian Advisory Committee's (B/PAC's) purview that are currently under way that fulfill the proposed new Council goals.

- The B/PAC identified the following new activities/initiatives and observations for the Council to consider as it considers its new proposed goals:
 - Support the Implementation of General Plan 2030 Mobility Goals Action Plan items.
 - Adopt a Vision Zero goal for bicyclists and pedestrians.
 - New efforts be made to hire a mobility coordinator and implement the mobility-related projects.
 - B/PAC to update the Pedestrian Master Plan within Fiscal Years 2015-16 to 2016-17.
 - Efforts be made to increase dialogue with neighboring cities to improve connectivity and mobility.
 - Housing designs can and should deemphasize the use of automobiles and encourage use of public transit and/or active transportation (e.g., walking or bicycling), this will support both the environmental sustainability and affordable housing goals.
 - Acknowledge the interrelatedness of environmental sustainability and efforts to improve transportation by enhancing mobility and connectivity.

7:55 **6.3 VALLEY TRANSPORTATION AUTHORITY (VTA) BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC) UPDATE**

The Committee received a report from the City's VTA BPAC representative on the VTA BPAC agenda items.

7:58 **6.4 UPCOMING AND RECENT EVENTS**

The Committee discussed the members' participation in Arbor Day, Spring Family Parade, Bike to Work Day, and other events. The Chair volunteered to lead the 2015 Bike to Work Day event.

8:00 6.5 **2014-15 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN UPDATE**

The Committee reviewed the Fiscal Year 2014-15 Bicycle/Pedestrian Advisory Committee (B/PAC) Work Plan and provided updates on their recent activities.

7. **COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS**

8:05 7.1 **STAFF COMMENTS**

- There were six bicycle-/pedestrian-related cases (three resolved and three open) reported for the month of March in the City's Customer Relationship Management (CRM) system.
- Staff distributed to the Committee the Police Department's bicycle-/pedestrian-related accident and pedestrian-related enforcement data for 2014 (January to December).
- In response to Committee members' questions, the Transportation and Business Manager indicated a Police Department representative is scheduled to come to a future B/PAC meeting to address the Committees' questions regarding their data and enforcement.
- As requested by B/PAC at its February meeting, staff followed up on two items: (1) The crosswalk push buttons along Shoreline Boulevard are not designed to collect pedestrian count data. There are other technologies specifically designed for counting pedestrians, bicyclists, and/or automobiles. (2) There have been no bike-related fatalities and six pedestrian-related fatalities in Mountain View since July 2012. All fatalities are referred to the Santa Clara County District Attorney's Office and the District Attorney's Office decides whether to prosecute or not.

8:10 7.2 **COMMITTEE COMMENTS**

- A Committee member shared information regarding Caltrans workshops in March/April to solicit public input on the California Transportation Plan 2040, inquired about the pedestrian informational pamphlet, inquired about public comment e-mails/letters sent to Council/advisory bodies, and inquired about having an Environmental

Planning Commission representative report to the B/PAC regarding items of mutual interest for both advisory bodies.

- A Committee member shared information regarding VTA's monthly educational webinars regarding pedestrian-/bicycle-related topics, including Vision Zero.
- In response to a Committee member's questions, the Transportation and Business Manager indicated that after every accident, staff goes out to look for any improvements that could be made for safety. In addition, staff continuously looks for other intersections for safety improvements, as evidenced by the more than \$1 Million the City has spent in recent years to improve intersection improvements (e.g., California Street/Escuela Avenue, California Street/Ortega Avenue, and Middlefield Road/Whisman Road).
- In response to a Committee member's question, the Transportation and Business Manager stated staff works collaboratively with neighboring cities, including Los Altos, to coordinate street, sidewalk, and other capital improvements near City borders.

8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, April 29, 2015 at 6:30 p.m.

9. CALENDAR

Wednesday, June 24, 2015 B/PAC Meeting

Wednesday, August 26, 2015 B/PAC Meeting

Wednesday, September 30, 2015 B/PAC Meeting

Wednesday, October 28, 2015 B/PAC Meeting

Wednesday, November 18, 2015 B/PAC Special Meeting

10. ADJOURNMENT

The meeting was adjourned at 8:26 p.m.

HK/5/PWK

915-03-25-15mn-E

**MEMORANDUM**

Public Works Department

DATE: April 29, 2015

TO: Bicycle/Pedestrian Advisory Committee (B/PAC)

FROM: Jacqueline Andrews Solomon, Assistant Public Works Director
Michael A. Fuller, Public Works Director

SUBJECT: Preliminary Review of the Fiscal Years 2015-16 through 2019-20 Capital Improvement Program

RECOMMENDATION

Provide input regarding potential bicycle/pedestrian projects to be included in the City's proposed Fiscal Years 2015-16 through 2019-20 Capital Improvement Program (CIP).

DISCUSSION

The City Council held its first Study Session on the Fiscal Years 2015-16 through 2019-20 CIP on March 24, 2015. The memo for that Study Session is included as Attachment 1. The Study Session memo gives an explanation of the various funding sources, expected available funding levels, and constraints on the CIP over the next five years.

Staff is requesting that the B/PAC review and provide input regarding the inclusion of projects that affect bicycle and pedestrian mobility. There will be insufficient funding during the five-year CIP planning horizon to fund all of the requested projects, therefore City Council will be making decisions later in the process regarding which projects not to include/fund in the CIP.

The following projects are existing projects, Non-Discretionary Projects, or projects with dedicated funding sources (Categories 1, 4, and 5 in the March 24, 2015 Study Session Memo). It is not necessary for the B/PAC to provide additional input regarding these projects at this time.

- Permanente Creek Trail Extension Feasibility Study (West Middlefield Road to McKelvey Park)

- Street Resurfacing and Slurry Seal Programs
- Concrete Sidewalk/Curb Repairs
- Forestry Maintenance Program and Street Tree Replanting
- East Whisman Area Transit-Oriented Development (TOD) Improvements
- Ellis Street to Light Rail Trail
- Permanente Creek Trail – Rock Street to West Middlefield, Construction

Category 3 projects as discussed in the March 24 Study Session Memo are projects related to the implementation of the North Bayshore Precise Plan and many of these projects have been proposed by developers as community benefit projects in Bonus Floor Area Ratio (FAR) applications that will be considered by the Council in May. The Council tabled further discussion of these projects until after it has an opportunity to review the FAR Bonus applications.

The March 24, 2015 Study Session Memo placed Discretionary Projects that require some or all of their funding to be from CIP Reserve or Construction/Conveyance Tax (C/C Tax) funding into Category 2. The following is the list of projects from Category 2 that will improve bicycle and pedestrian mobility within the City and for which B/PAC input is requested. Staff will provide the B/PAC's input to the City Council as they review the full list of projects for proposed CIP in May.

Bicycle and Pedestrian Projects Competing for C/C Tax or CIP Reserve Funds or Funds from Other Local Funding Sources

- Latham Street/Church Street Bike Boulevard Study (\$130,000)
- Castro/Moffett/Central Intersection Near-Term Improvements (\$1.7 million)
- Transit Center Master Plan (\$1 million)
- Rengstorff Grade Separation Environmental Clearance (\$1 million)

- Calderon Avenue Bike Lane – Phase 1 (Villa Street to Mercy Street) (\$250,000)
- Bicycle/Pedestrian Major Project Placeholder* (\$1 million)

Recent changes in the Fair Political Practices Commission (FPPC) Regulations affect this agenda item. Staff will structure the presentation to allow B/PAC members to participate as much as possible in the discussion and input portion of the meeting.

NEXT STEPS

Staff will present a proposed CIP to the City Council at a Study Session currently scheduled for May 19, 2015. Final action on the CIP is scheduled for June 23, 2015.

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Attachment: 1. [March 24, 2015 City Council Study Session Memo](#)

* The Bicycle/Pedestrian Major Project Placeholder is intended to provide funding for a project from the Bicycle Transportation Study, the California/Escuela/Shoreline Complete Streets Study, and/or construction of the Shoreline/Central Expressway Pathway improvements.

**MEMORANDUM**

Public Works Department

DATE: April 29, 2015

TO: Bicycle/Pedestrian Advisory Committee

FROM: Helen Kim, Transportation Planner
Linda Forsberg, Transportation and Business Manager
Michael A. Fuller, Public Works Director

SUBJECT: **Bicycle Transportation Plan Update – Review of Draft Recommended Improvements and Draft Funding and Implementation Chapters**

RECOMMENDATION

Provide input on the Draft Recommended Improvements and Draft Funding and Implementation Chapters of the Bicycle Transportation Plan (BTP) Update.

BACKGROUND

The BTP Update currently under way builds on the 2008 Bicycle Transportation Plan and expands on the City's 2030 General Plan Mobility Goals by providing a vision, strategies, and actions for improving and encouraging bicycle travel in and through the City of Mountain View.

The Bicycle/Pedestrian Advisory Committee (B/PAC) provided input on the City's existing environment for bicycling and opportunities for improvements at its August 2014 meeting, provided input on the proposed prioritization criteria used in the development of the draft recommended improvements at its November 2014 meeting, and commented on the Draft Existing Conditions/Needs and Proposed Recommendations at its January 28, 2015 meeting. Community outreach activities in support of the BTP Update include input solicited at various City advisory bodies and stakeholders meetings between August and December 2014, two community workshops in September 2014 and February 2015, and through the project website (www.bikemountainview.com).

The purpose of this agenda item is to seek the B/PAC's input regarding the Draft Recommended Improvements (Attachment 1) and Draft Implementation and Funding (Attachment 2) Chapters to be included in the BTP Update.

DISCUSSION

At its March 3, 2015 meeting, the City Council and members of the community provided input regarding Draft Existing Conditions/Needs and Proposed Recommendations as part of the BTP Update. The Council's input has been incorporated to develop the Draft Recommended Improvements and Draft Implementation and Funding Chapters of the BTP Update. Proposed improvements are presented in three categories:

- Bikeway Network Improvements,
- Policy-Related Improvements, and
- Programmatic Improvements.

The Draft Recommended Improvements include 180 projects totaling an estimated \$48 million (planning level cost estimate only, subject to change as the scopes of the projects are better defined). Out of the list of the draft recommended improvements, 10 priority projects have been identified and are presented in Section 6.3, along with a detailed description, background information, and planning level cost estimate for each of the projects. In addition, 5 near-term/low-cost projects that can be completed within a year are presented in Section 6.4.

Recommended bike-related policy improvements are presented in Section 5.4. Recommended bike-related programmatic improvements are presented in Section 5.5 across five categories known as the Five E's: Engineering, Encouragement, Education, Enforcement, and Evaluation.

NEXT STEPS

The B/PAC's input will be used in the development of the Draft BTP Update. The Draft BTP Update is scheduled to be released in spring 2015 and will be presented to the City Council in summer 2015, followed by the completion of the environmental review process in fall 2015 and adoption of the Final BTP Update by early 2016.

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Attachments: 1. Draft Recommended Improvements
2. Draft Funding and Implementation

5 Recommended Improvements

This chapter presents proposed bikeways and bicycle support facility improvements identified through input from the community, B/PAC, City staff and the needs analysis in Chapter 4. Recommended improvements include infrastructure projects, policies, and programs. The proposed improvements are intended to make bicycling more comfortable and accessible for people of all skill levels and trip purposes. This chapter presents the following improvement types:

- **Bikeway Network Improvements**
- **Bike-Related Policy Improvements**
- **Bike-Related Programmatic Improvements**

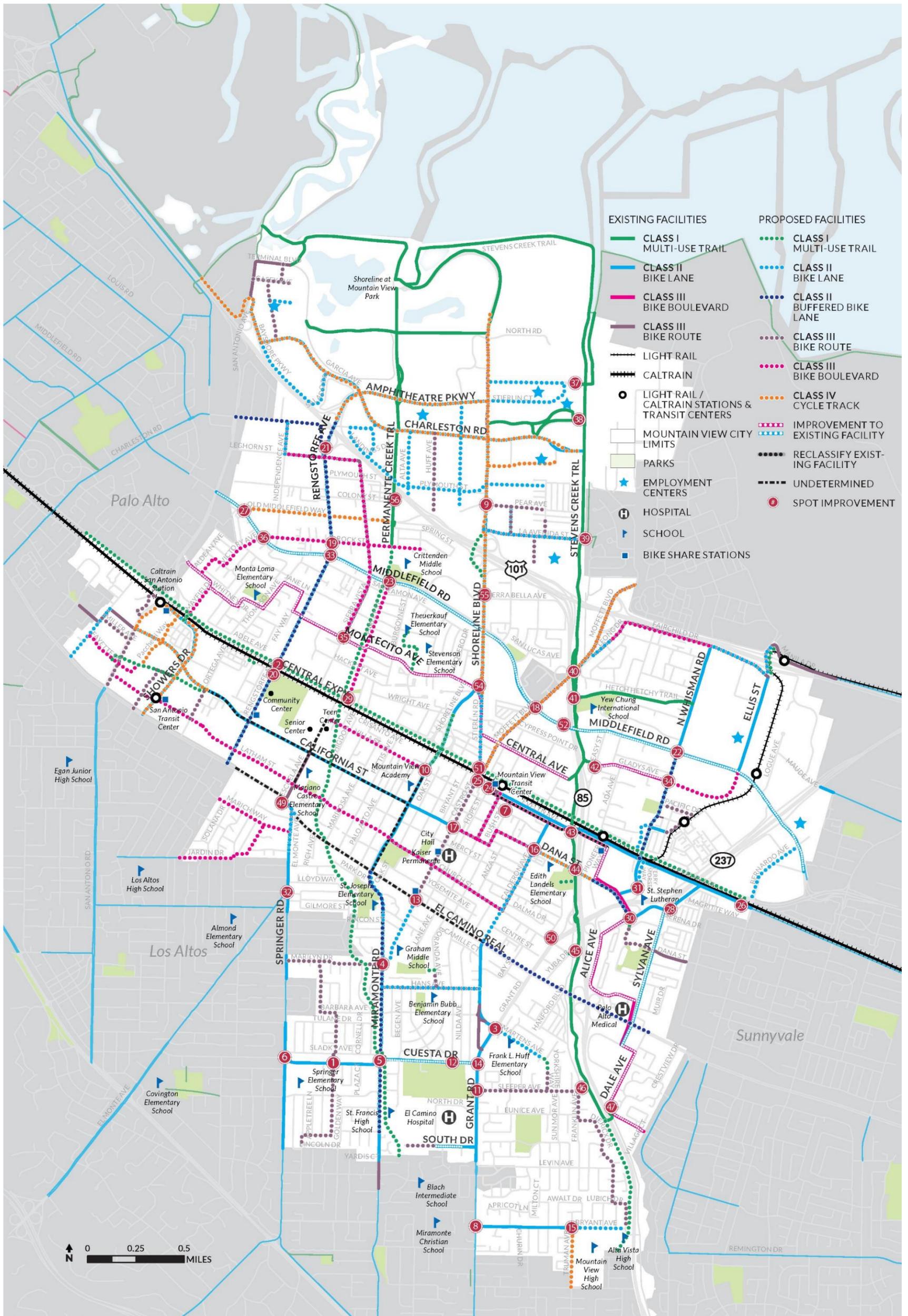
Ten priority bikeway projects have been identified out of the list of draft recommended improvements based on their priority ranking, relationship to funding and planning needs, and City staff input. More in-depth descriptions, project backgrounds, and planning-level cost estimates have been developed for each of the priority projects. The priority projects, **not in priority order**, are described more fully in Section 6.3. Additionally, a limited number of low-cost improvement projects that can be implemented in the near-term (“Fast Five”) are identified in Table 6-2. Implementation of these projects will build momentum and interest towards implementing other recommendations included in this Plan.

5.1 Recommended Bikeway Network Improvements

The proposed bikeway network improvement map is the result of a collaborative planning process involving extensive community and committee outreach as well as technical analysis. The proposed network improvement map contained in the Plan identifies recommended bicycle facility improvements by location in order to plan, design, and ultimately build a bicycle network that implements the objectives of this Plan.

The proposed bikeway network improvement map was developed in two phases. For the development of the first draft network improvement map, the City of Mountain View considered community and committee comments received in the summer and fall of 2014 (See Chapter 4 for public outreach summaries). A common theme was the desire for a bikeway network that supports bicycle travel for all ages and abilities. The refinement phase of the draft network map took place in winter 2015 with input from the B/PAC, the community, City staff and the City Council. Figure 5-1 shows the draft recommended bikeway improvement network map.

Figure 5-1 Recommended Bikeway Network



5.1.1 Class I Trails / Shared-Used Paths

Class I Bicycle Paths provide for bicycle and pedestrian travel on a paved right-of way completely separated from streets or highways. Mountain View's existing Class I facilities, Stevens Creek Trail, Permanente Creek Trail and Hetch Hetchy Trail, are popular and attract people of all ages and biking abilities.

Table 5-1 Recommended Class I Bike Path Improvements

Reference Number	Location	Start	End	Length (miles)
(Network) N-2	Shoreline Boulevard	Villa Street	Wright Avenue	0.33
N-3	Permanente Creek Trail	Rock Street	Los Altos border	2.64
N-12	Permanente Creek Trail	Rock Street	Central Expressway	0.81
N-18	Landels Trail Pathway	Landels School	Stevens Creek Trail	0.05
N-33	Graham Middle School	Boranda Avenue	Graham Middle School	0.16
N-56	Caltrain ROW	Palo Alto border	Sunnyvale border	3.95
N-60	Stevenson/ Theuerkauf School Path	Montecito Avenue	San Luis Avenue	0.27
N-85	Martens-Yorkshire Path	Martens Avenue	Yorkshire Way	0.05
N-86	Stevens Creek Trail	Heatherstone Way	Mountain View High School	0.58
N-113	Towne Circle Sidewalk	Towne Circle	Leland Avenue	0.02
N-124	Ellis Street	Fairchild Drive	Manila Drive	0.19
N-15*	Amphitheatre Parkway	US Route 101	North Shoreline Boulevard	0.85
N-31*	Garcia Road/Charleston Road	San Antonio Road	Shorebird Way	2.54
N-32*	Shoreline Boulevard	Shorebird Way	Terra Bella	0.66
N-55*	Shoreline Boulevard/Shorebird Way	North Road	Shorebird Way/Charleston	1.14

**Identified in the North Bayshore Precise Plan as either a Class I or Class IV facility*

5.1.2 Class II Bike Lanes

Bicycle lanes provide a signed, striped and stenciled lane for one-way travel on both sides of a roadway. Bicycle lanes are often recommended on roadways with moderate traffic volumes and speeds.

Table 5-2 Recommended Class II Bike Lane Improvements

Reference Number	Location	Start	End	Length (miles)
N-10	El Camino Real/El Monte Avenue	Escuela Avenue	Pilgrim Avenue	0.33
N-19	Middlefield Road	San Antonio Avenue	Bernardo Avenue	3.55

N-30	Miramonte Avenue	El Camino Real	Harpster Drive	0.28
N-34	Sylvan Avenue	El Camino Real	Rainbow Drive	0.14
N-35	The Americana	Continental Circle	El Camino Real	0.11
N-52*	Shoreline Boulevard	Stierlin Road	Amphitheatre Parkway	1.43
N-61	Evelyn Avenue	Castro Street	Hope Street	0.05
N-62	Ferry Morse Way	Evelyn Avenue	South Whisman Road	0.15
N-63	Martens Avenue	Grant Road	Yorkshire Way	0.29
N-64	Whisman Station Drive	North Whisman Road	Central Expressway	0.16
N-74	San Antonio Road	El Camino Real	California Street	0.35
N-76	Ellis Street	Fairchild Drive	Manila Drive	0.19
N-77	Calderon Avenue	Dana Street	El Camino Real	0.19
N-79	Joaquin Road	Amphitheatre Parkway	Pear Avenue	0.53
N-84*	Stierlin Road	Central Expressway	Shoreline Boulevard	0.39
N-87	Bryant Avenue	Grant Road	Stevens Creek Trail	0.78
N-88	Cuesta Drive	Miramonte Avenue	Grant Road	0.51
N-89	Hans Avenue	Miramonte Avenue	Phyllis Avenue	0.51
N-105	Castro Street	El Camino Real	Miramonte Road	0.38
N-108	Coast Avenue	Marine Way	N/A	0.11
N-111	Plymouth Street/Space Park Way	Landings Drive	Armand Avenue	0.99
N-112	Stierlin Court/Crittenden Lane Loop	North Shoreline Boulevard	North Shoreline Boulevard	0.86
N-114	Fairchild Drive	North Whisman Road	Ellis Street	0.33
N-115	North Whisman Road	Fairchild Drive	East Middlefield Road	0.57
N-116	South Drive	Solace Place	Hospital Drive	0.14
N-122	Bernardo Avenue	Central Expressway	Middlefield Road	0.38
N-125	Alta Avenue	Charleston Road	US Route 101	0.32
N-126	Bayshore Parkway	Garcia Avenue	Salvador Drive	0.62
N-127	La Avenida Street	Shoreline Boulevard	Stevens Creek Trail	0.52
N-128	Landings Drive Loop	Charleston Road	Charleston Road	0.48
N-129	Independence Avenue	Leghorn Street	Charleston Road	0.17
N-130	Leong Drive	Moffett Boulevard	Evandale Avenue	0.13
N-131	Sylvan Avenue	Rainbow Drive	Moorpark Way	0.63

**Identified in the Shoreline Corridor Study as a Class II buffered or Class IV facility*

5.1.3 Class II Buffered Bike Lanes

Buffered bicycle lanes provide a signed, striped and stenciled lane for one-way travel on both sides of a roadway. In addition to the typical width of a bicycle lane, buffered bike lanes also have a striped buffer that provides additional separation between the motor-vehicle travel lane

and the bike lane. Buffered bicycle lanes are often recommended on roadways with heavier traffic volumes and speeds.

Table 5-3 Recommended Class II Buffered Bike Lane Improvements

Reference Number	Location	Start	End	Length (miles)
N-29	El Camino Real	Calderon Avenue	Dale Avenue	0.99
N-36	Castro Street	Sonia Way	El Camino Real	0.22
N-65	Castro Street	Marilyn Drive	Sonia Way	1.15
N-90	Charleston Road	San Antonio Road	North Rengstorff Avenue	0.57
N-91	East Dana Street	Moorpark Way	West Dana Street	0.3
N-117	North Whisman Road	East Middlefield Road	East Evelyn Avenue	0.6

5.1.4 Class III Bike Routes

Class III bike routes are signed bike routes where bicyclists share a travel lane with motorists. They are appropriate for low-volume streets with slow travel speeds, especially those on which motorist volumes are low enough that passing maneuvers can use the full street width, on roadways with bicycle demand but without adequate space for Class II striped bike lanes.

Table 5-4 Recommended Class III Bike Route Improvements

Reference Number	Location	Start	End	Length (miles)
N-5	Casey Avenue	San Antonio Road	Broderick Way	0.19
N-6	Latham Street	Showers Drive	Baywood Court	0.28
N-11	Fayette Drive	Miller Avenue	Pacchetti Way	0.49
N-20	Castro Street	California Street	El Camino Real	0.41
N-37	Sleeper Avenue	Grant Road	Stevens Creek Trail	0.52
N-57	Miller Avenue	Del Medio Avenue	San Antonio Road	0.18
N-58	Ortega Avenue	California Street	Latham Street	0.17
N-66	Boranda Avenue	Hans Avenue	Graham Middle School	0.08
N-67	Marilyn Drive	Miramonte Avenue	Springer Road	0.49
N-78	Huff Avenue	Charleston Road	Alta Avenue	0.4
N-80	Macon Avenue	La Avenida Street	US Route 101	0.14
N-81	Marine Way	Casey Avenue	Garcia Avenue	0.31
N-82	New Street	El Camino Real	Showers Drive	0.34
N-83	San Antonio Circle	San Antonio Road	Showers Drive	0.23
N-92	Franklin Avenue/ Diericx Drive/ Lubich Drive	Sleeper Avenue	Bryant Avenue	0.89
N-93	Glenborough Drive	Foxborough Drive	Sylvan Avenue	0.14
N-94	Meadow Lane/ Barbara Avenue/ Fordham Way/ Spencer Way	Marilyn Drive	Lincoln Drive	1.19

Reference Number	Location	Start	End	Length (miles)
N-95	Pacific Drive	Whisman Station Drive	North Whisman Road	0.3
N-96	South Drive	Hospital Drive	Permanente Creek Trail	0.16
N-106	Armand Avenue	Villa Drive	La Avenida Street	0.08
N-107	Broderick Way	Terminal Boulevard	Casey Avenue	0.09
N-109	Inigo Way	Pear Avenue	La Avenida Street	0.14
N-110	Pear Avenue	North Shoreline Boulevard	Armand Avenue	0.31
N-118	Foxborough Drive	Path (connecting Foxborough Drive to Moorpark Way)	Glenborough Drive	0.11
N-132	Yorkshire Way	Sleeper Avenue	Martens Avenue	0.12

5.1.5 Class III Bike Boulevards

Bike boulevards are signed, shared roadways with low motor vehicle volume, such that motorists passing bicyclists can use the full width of the roadway. Bicycle Boulevards prioritize convenient and safe bicycle travel through traffic calming strategies, wayfinding, and other measures.

Table 5-5 Recommended Class III Bike Boulevard Improvements

Reference Number	Location	Start	End	Length (miles)
N-1	Church Street	State Route 237	Shoreline Boulevard	1
N-7	Montecito Avenue	Shoreline Boulevard	Rengstorff Avenue	0.99
N-21	Evelyn Avenue	Hope Street	Pioneer Way	0.7
N-22	Farley Street	West Middlefield Road	Central Expressway	0.63
N-23	Latham Street	Showers Drive	Escuela Avenue	0.69
N-24	Latham Street	South Shoreline Boulevard	Escuela Avenue	0.57
N-25	Nita Avenue/ Dell Avenue/ Victory Avenue	Nita Avenue	Middlefield Road	0.4
N-26	Sierra Vista Avenue	Montecito Avenue	Leghorn Street	0.94
N-38	Central Avenue	Stierlin Road	Stevens Creek Trail	0.51
N-39	Marich Way	Karen Way	El Monte Avenue	0.34
N-40	Mayfield Avenue	Whitney Drive	Central Expressway	0.17
N-41	Moorpark Way	Alice Avenue	East Dana Street	0.18
N-42	Pioneer Way	East Dana Street	East Evelyn Avenue	0.19
N-43	Rock Street	North Rengstorff Avenue	Camp Avenue	0.47
N-44	Rock Street	West Middlefield Road	North Rengstorff Avenue	0.82

Reference Number	Location	Start	End	Length (miles)
N-45	View Street	California Street	Evelyn Avenue	0.27
N-46	Villa Street	Escuela Avenue	Shoreline Boulevard	0.55
N-47	West Dana Street	Bush Street	Calderon Avenue	0.21
N-51	Colony Street	Sierra Vista	Permanente Creek Trail	0.14
N-68	Alice Avenue	Alice Avenue	Moorpark Way	0.27
N-69	Bush Street	California Street	West Dana Street	0.09
N-70	California Street	Castro Street	Bush Street	0.21
N-71	Gladys Avenue	North Whisman Road	Easy Street	0.39
N-72	Nita Avenue/ Whitney Drive/ Thompson Avenue/Jane Lane	Rengstorff Avenue	San Antonio Road	1.01
N-73	Rainbow Drive	Sylvan Avenue	Alice Avenue	0.27
N-97	Dale Avenue	Heatherstone Way	Continental Circle	0.33
N-98	Fairchild Drive	Leong Drive	North Whisman Road	0.56
N-99	Jardin Drive	Los Altos High School (where bike lanes start)	Blackfield Way	0.29
N-100	Leghorn Street	Sierra Vista	Independence Avenue	0.38
N-101	Mayfield Avenue-Whisman Road Bike Boulevard Extension	Gladys Avenue	Ellis Street	0.42
N-119	Blackfield Way	Jardin Drive	Marich Way	0.24
N-120	Continental Circle	Dale Avenue	The Americana	0.08
N-121	Heatherstone Way	South Knickerbocker Drive	Dale Avenue	0.24

5.1.6 Class IV Cycle Track / Protected Bike Lanes

A Class IV bikeway, known as a cycletrack or protected bikeway, is an on-street bike lane that is physically separated from motor-vehicle traffic by a vertical separation, such as a curb, bollards, or car parking. A protected bikeway is similar to a Class II buffered bike lane, but provides the vertical physical barrier, separation and associated comfort a user can experience on a Class I path.

Table 5-6 Recommended Class IV Cycle Track / Protected Bike Lane Improvements

Reference Number	Location	Start	End	Length (miles)
N-8	Rengstorff Avenue	El Camino Real	Amphitheatre Parkway	2.01
N-13	Moffett Boulevard	Central Expressway	Clark Road	1.26
N-16	Shoreline Boulevard	La Avenida Street	Space Park Way	0.24
N-27	Old Middlefield Way	Middlefield Road	Permanente Creek Trail	0.77

Reference Number	Location	Start	End	Length (miles)
N-28	Stierlin Road	Central Expressway	Shoreline Boulevard	0.11
N-48	West Dana Street	Calderon Avenue	Pioneer Way	0.34
N-49**	California Street	San Antonio Road	Ortega Avenue	0.52
N-50**	Showers Drive	El Camino Real	California Street	0.85
N-59	Shoreline Boulevard	Stierlin Road	Terra Bella Avenue	0.4
N-102	Truman Avenue	Oak Avenue	Bryant Avenue	0.31
N-103	Pacchetti Way	Showers Drive	San Antonio Shopping Center	0.34
N-104	Yuba Drive	El Camino Real	Church Street	0.18
N-15*	Amphitheatre Parkway	US Route 101	North Shoreline Boulevard	0.85
N-31*	Charleston Road/Garcia Avenue	San Antonio Road	Shorebird Way	2.54
N-32*	Shoreline Boulevard	Shorebird Way	Terra Bella	0.66
N-55*	Shorebird Way	Shoreline Boulevard	Charleston Road	1.14

*Identified in the North Bayshore Precise Plan as either a Class I or Class IV facility

**Identified in the San Antonio Precise Plan as either a Class II buffered or Class IV facility

5.2 Recommended Bikeway Spot Improvements

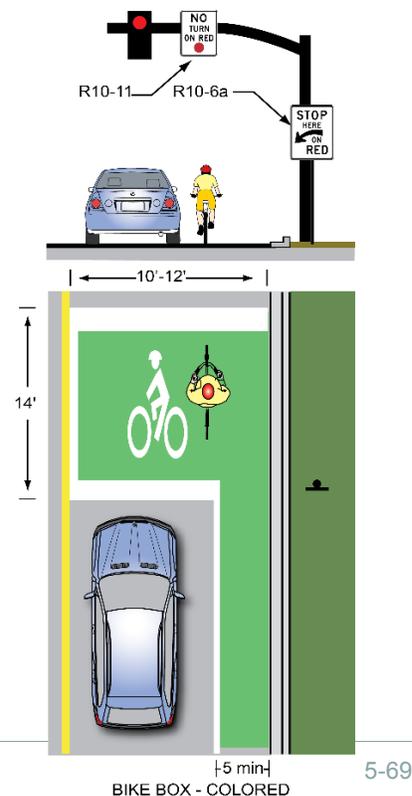
Spot improvements include location specific engineering improvements. These engineering improvements are designed to address specific locations where the community reported a network barrier, it is a location with a high number of bicycle related collisions, or it is a location with a number of points of conflict. There are five categories of spot improvements to improve bicycle access throughout the City. Each spot improvement type is described below and identified in Table 5-7.

5.2.1 Bicycle Crossing and Turning Improvements

Bicycle crossing and turning improvements may include, but are not limited to: adding two-stage left-turn queue boxes to facilitate left turns without using the left-turn lane, bicycle signal phase, advanced warning signs, and a HAWK signal.

Bicycle Box and Two-Stage Left-Turns

A bike box is a priority bicycle zone at the head of a signalized intersection. The bike box allows bicyclists to position themselves in front of the traffic queue on a red light and proceed first when that signal turns green. On a two-lane roadway, the bike box can facilitate left turning movements for bicyclists. Motor vehicles must stop behind the white stop line at the rear of the bike box. Bike boxes are also



A bike box gives bicyclists priority at an intersection

appropriate at signalized intersections along Class III (shared) bikeways where a lead-in bike lane can be provided (often accomplished by removing one or more parking spaces).

A two-stage left-turn enables bicyclists to make a left-turn without using the designated left-turn lane for motor-vehicles. A two-stage left-turn functions like a pedestrian would make a left turn. This system formalizes how many bicyclists make left turns today. It also reduces conflicts between bicyclists and motorists. Design guidance for two-stage left-turns is provided in the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. NACTO is a coalition of cities working to standardize innovative bicycle treatments not yet approved by the Federal Manual Uniform Traffic Control Devices (MUTCD) and American Association of State Highway and Transportation Officials (AASHTO), including intersection crossing markings.

5.2.2 Bicycle Marking Improvements

Bicycle marking improvements may include a number of paint treatments to improve an intersection; extending the bike facility to the intersection, adding intersection crossing markings, or green striping in conflict and merge zones.

Intersection Crossing Markings

Bicycle pavement markings delineate bicyclists' path of travel through intersections. Cities throughout the United States and Canada have used a variety of intersection crossing markings. NACTO developed design guidelines based on international best practices. *In California, approvals are not required to use these markings on local roadways.* Intersection markings increase awareness for both bicyclists and motorists of potential conflicts and reinforce that bicyclists have priority over turning vehicles. They can facilitate the use of complicated intersections and delineate where and how bicyclists should cross. Indicating intersection crossings with dashed lines results in lower maintenance costs than colored markings.



The NACTO Urban Bikeway Design Guide

Green Bike Lanes Through Conflict Areas

People bicycling are especially vulnerable at complex intersections that do not dedicate space or identify a recommended travel path. Intersections typically account for the majority of reported bicycle-auto crashes. Dedicated right-turn lanes often leave people unsure of where to position themselves. Additionally, at complex intersections bicyclists may not know the recommended path of travel and motorists may not know where to expect someone biking. Color applied to bike lanes helps alert roadway users to the presence of bicyclists and clearly assigns right-of-way to cyclists. Motorists are expected to yield to cyclists in these areas.

Many communities have colored bike lanes through conflict areas including San Francisco, Portland, Cambridge, MA and Austin, Texas. References for design can be found in the NACTO Urban Bikeway Design Guide and Federal Highway Administration (FHA) April 2011 Memorandum – MUTCD Interim Approval for Optional Use of Green Colored Pavement for Bike Lane (1A-14). This Plan recommends the City consider identifying one of the priority spot treatments and apply for interim approval to use green treatment markings in a conflict or merge zone. The spot recommendations are prioritized in Chapter 6.

5.2.3 Bicycle Signal Detection

Traffic signals control traffic by either using timers or actuation (detection). Bicycle detection at actuated traffic signals can provide a substantial improvement for bicycle access and mobility. California Assembly Bill 1581 requires all new and replacement actuated traffic signals to detect bicyclists. Caltrans Policy Directive 09-06 clarifies the requirements and permits loop and video detection. Where loop detection is used, a pavement stencil of the bicycle detection marking should be used to show bicyclists where to position themselves.

5.2.4 Trail Access Point Improvements

The City of Mountain View has 15 miles of Class I multi-use trails, which attract people of all ages and bicycling abilities. Trail access point improvements are locations that could benefit from wayfinding and/or engineering improvements that make the trail heads easier to find and the connection between the trail and the street intuitive and safe.

5.2.5 Protected Intersection Improvements

Protected intersections, also called Dutch Intersections, are intersections that provide continuous physical separation between bicyclists and motor-vehicle traffic. Protected intersections typically have four components:

- A Corner Refuge Island
- A Forward Stop Bar for Bicyclists
- A Setback bike and pedestrian crossing
- Bicycle Friendly Signal phasing

Protected intersection improvements are identified in the Shoreline Boulevard Transportation Corridor Study and the North Bayshore Precise Plan.

Table 5-7 Recommended Spot Improvements

Reference Number	Spot Intersection	Crossing and Turning Improvements	Bicycle Marking	Signal Detection	Access Point	Protected Intersection
(Spots) S-1	Fordham Way and Cuesta Drive	X				

Reference Number	Spot Intersection	Crossing and Turning Improvements	Bicycle Marking	Signal Detection	Access Point	Protected Intersection
S-2	Rengstorff Avenue and Central Expressway		X			
S-3	Phyllis Avenue* and Grant Road	X				
S-4	Castro Street* and Miramonte Avenue			X		
S-5	Cuesta Drive and Miramonte Avenue		X			
S-6	Springer Road and Cuesta Drive		X			
S-7	Villa Street and Bush Street			X		
S-8	Grant Road and Bryant Avenue	X				
S-9	Shoreline Boulevard and Pear Avenue	X				
S-10	Shoreline Boulevard and Villa Street		X			
S-11	Sleeper Avenue and Grant Road	X				
S-12	Bonita Avenue and Cuesta Drive	X				
S-13	Castro Street and El Camino Real	X				
S-14	Grant Road and Cuesta Drive	X	X			
S-15	Bryant Avenue and Truman Avenue	X	X			
S-16	Dana Street and Calderon Avenue			X		
S-17	California Street and Castro Street			X		
S-18	Moffett Boulevard and Middlefield Road	X		X		
S-19	Rengstorff Avenue and Rock Street		X			
S-20	Rengstorff Avenue and Crisanto Avenue		X			
S-21	Rengstorff Avenue and 101 ramps (all)	X	X			

Reference Number	Spot Intersection	Crossing and Turning Improvements	Bicycle Marking	Signal Detection	Access Point	Protected Intersection
S-22	Whisman Road and Middlefield Road	X		X		
S-23	Farley Street and Middlefield Road	X				
S-24	Evelyn Avenue and Hope Street		X	X		
S-25	Evelyn Avenue and Castro Street	X				
S-26	Evelyn Avenue and Bernardo Avenue		X			
S-27	Middlefield Road and Old Middlefield Way	X				
S-28	Moorpark Way and Sylvan Avenue		X			
S-29	Farley Street and Central Expressway			X		
S-30	East Dana Street and Moorpark Way	X				
S-31	South Whisman Road and Ferry Morse Way	X	X			
S-32	El Monte Avenue and Springer Road	X				
S-33	Rengstorff Avenue and Middlefield Road	X	X			
S-34	North Whisman Road and Gladys Avenue	X				
S-35	Montecito Avenue and Sierra Vista Avenue	X				
S-36	West Middlefield Road and Victory Avenue	X				
S-37	Stevens Creek Trail and Crittenden Lane				X	
S-38	Stevens Creek Trail and Google Fitness Trail				X	

Reference Number	Spot Intersection	Crossing and Turning Improvements	Bicycle Marking	Signal Detection	Access Point	Protected Intersection
S-39	Stevens Creek Trail and La Avenida Street				X	
S-40	Stevens Creek Trail and Moffett Blvd				X	
S-41	Stevens Creek Trail and Hetch Hetchy Trail				X	
S-42	Stevens Creek Trail and Gladys Avenue				X	
S-43	Stevens Creek Trail and Evelyn Avenue				X	
S-44	Stevens Creek Trail and Dana Street				X	
S-45	Stevens Creek Trail and Yuba Drive				X	
S-46	Stevens Creek Trail and Sleeper Avenue				X	
S-47	Stevens Creek Trail and Dale Avenue				X	
S-48	Stevens Creek Trail and Middlefield Road				X	
S-49	El Camino Real and Escuela Avenue / El Monte Avenue	X	X			
S-50	State Route 237 and Church Street	X				
S-51	Castro Street/Moffett Boulevard/Central Expressway Intersection	X	X			
S-53	Middlefield Road and Shoreline Boulevard		X			
S-54	Shoreline Boulevard and Stierlin Road/Montecito Avenue					X
S-55	Shoreline Boulevard and Terra Bella Avenue					X

Reference Number	Spot Intersection	Crossing and Turning Improvements	Bicycle Marking	Signal Detection	Access Point	Protected Intersection
S-56	Permanente Creek Trail and Colony Street				X	

5.3 Recommended Wayfinding Signage Improvements

Wayfinding signs direct people along the bicycle network and to community destinations and may also include “distance to” information. There are two types of wayfinding signage.

Confirmation signs (Figure 5-2) confirm that a person is using a designated bikeway. Each confirmation sign includes a Bicycle Route Guide Sign (D11-1) and a Destination Supplemental Sign (D1-1b). Confirmation signs include destinations and their associated distances, but not directional arrows. Confirmation signs are located mid-block or on the far-side of intersections.



Figure 5-2 Example Confirmation Wayfinding Sign

Decision signs mark the junction of two or more bikeways and include Bicycle Route Guide Sign (D11-1) with an optional Destination Supplemental Sign (D1-1b). They display destinations and their associated directional arrows, but not distances. Decision signs are located on the near-side of intersections.

Wayfinding signs should follow CAMUTCD standards, which use additional plaques that display destinations and mileage. Alternatively, the City may also design signs that exhibit a unique symbol of Mountain View, such as the City’s logo. Branded wayfinding signs reinforce the community’s support of bicycling.

Recommendation

This Plan recommends installing CAMUTCD wayfinding signs at decision points and, along the network, confirmation signs that display destinations and mileage. The City would mount these signs under existing bike route and lane signs.

Sign Placement Principles

The following principles inform the placement of individual signs:

1. A confirmation sign will be located at the beginning of each bikeway.
2. When a bikeway turns, a turn sign will be located in advance of the turn (e.g., near-side of the intersection).

3. When bikeways intersect, a decision sign will be located on the near-side of each intersection approach.
4. To allow adequate notification of left turns, the decision or turn sign should be placed a distance before the intersection based on the number of lanes the a person bicycling must merge across in order to make a legal left turn:
 - a. Zero lane merge: 25'
 - b. One lane merge: 100'
 - c. Two lane merge: 200'

The decision or turn sign should always be located in the block immediately preceding the junction or turn.

5. Confirmation signs will be located at intervals of one-half mile to one mile, based on the density of streets and intersecting bikeways (e.g., Downtown versus the southern residential neighborhoods). It is desirable for confirmation signs to be located following decision signs on the far-side of intersections at the first convenient installation location.
6. Confirmation signs should be located immediately following bikeway junctions on streets that do not have bicycle lanes or shared lane markings.

Sign Frequency

In general, there should be four to five wayfinding, two decision, and two confirmation signs for each directional mile of bikeway. The actual number of signs should be determined by the number of decision points along the signed route.

Supported Destinations

Bikeway wayfinding signage can be organized into three categories based on regional significance and travel distance:

1. Primary destinations include adjoining and/or en route jurisdictions and downtowns that are located at distances up to five miles.
2. Secondary destinations consist of transit stations and local shopping or residential districts that are located at distances up to two miles.
3. Tertiary destinations include parks, landmarks, high schools, hospitals, and bikeways/trails.

Table 5-8, Table 5-9, and Table 5-10 list potential primary, secondary and tertiary destinations within and near Mountain View with guidance on how distances are measured. Destination, direction, and distance information will be included on designated bikeways. It is recommended that City departments work together to identify the signage destinations.

Table 5-8 Primary Destinations: Distances up to Five Miles

Destination	Sign Content	Distance Measured From
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Destination	Sign Content	Distance Measured From
Palo Alto	SAMPL	
Los Altos		
Sunnyvale		
Downtown Mountain View		

Table 5-9 Secondary Destinations: Distances up to Two Miles

Destination	Sign Content	Distance Measured From	
Caltrain Stations			
Mountain View	SAMPL		
San Antonio			
Districts			
San Antonio Shopping Center			
Blossom Valley Shopping Center			
Grant Road Shopping Center			
El Camino Real Shopping District			

Table 5-10 Tertiary Destinations: Distances up to One Mile

Destination	Sign Content	Distance Measured From
Other Destinations		
City Hall	SAMPL	
Mountain View Library		
Senior/Teen/Community Centers		
El Camino YMCA		
Shoreline Amphitheatre		
Hospitals		
El Camino Hospital		
Palo Alto Medical		
High Schools		
Mountain View High School		
Alta Vista High School		
Parks		
Stevenson Park		
Slater School Park		

Destination	Sign Content	Distance Measured From
Landels School Park		
Shoreline Park		
Eagle Park/Pool		
McKelvey Ball Park		
Graham School/Park		
Bubb School/Park		
Cuesta Park		
Castro School/Park		
Monta Loma School/Park		
Rengstorff Park/Pool		
Charleston Park		
Shoreline Park		
Trails		
Stevens Creek Trail		
Permanente Creek Trail		
Hetch Hetchy Trail		
Bay Trail		

5.4 Bike Parking Improvements

5.4.1 Bicycle Parking Recommendations

Bicycle parking facilities can range, depending on their primary use, from a simple bicycle rack for short-term parking, to a bicycle locker that protects against weather, vandalism and theft for long-term parking. The majority of Mountain View's bicycle parking facilities are located at large retail businesses and the two Caltrain stations. In many locations across the City, people biking to community retail districts, places of employment and schools do not find adequate bicycle parking and instead lock their bikes to street fixtures such as trees, light poles, and sign poles. Use of these street fixtures is problematic for a variety of reasons: it impedes pedestrian accessibility, may damage the street fixture, and can put the bicycle at risk of being vandalized or stolen. Visible and convenient bicycle parking will dissuade people from locking their bikes to street fixtures. Plus, bicycle parking can also encourage more people to bike to their destination.

Bicycle parking is an essential element of any bikeway network and this section presents recommended types of bicycle parking, citywide bicycle parking recommendations and recommended rates of bicycle parking for new development projects.

Recommended Types of Bicycle Parking Facilities

There are three general classifications (Class I, II and III) of bicycle parking facilities and there are also standards regarding the acceptable types of bike parking. Class I facilities are for long-term parking and Classes II and III are intended for short-term parking. Bicycle racks are the preferred device for short-term bike parking. These racks serve people who leave their bicycles for relatively short periods of time, typically for shopping or errands, eating or recreation. Bicycle racks provide a high level of convenience and moderate level of security. Long-term bike parking includes bike lockers and bike stations and serve people who intend to leave their bicycles for longer periods of time and are typically found at transit stations, multifamily residential buildings and commercial buildings. These facilities provide a high level of security but are less convenient than bicycle racks.

Recommendation

This Plan recommends the City and private developers/property owners install bicycle parking facilities that meet the following criteria:

- Short-term parking facilities should support the bicycle at two points and have a design that is intuitive to use. A “U-rack” is an example of a standard and accepted bicycle rack and is the recommended standard for the City of Mountain View. The installment of “wave racks” and “wheelbender” are not recommended because they do not provide two points of contact and their designs are not intuitive to users.
- Long-term bike parking should provide some weather protection and greater security than provided by bicycle racks. Bicycle lockers (electronic) and bike cages are examples of recommended types of long-term bicycle parking.

Citywide Bicycle Parking Recommendations

Through the public workshop and input from the online bikeway user survey, community members expressed desire for additional bicycle parking facilities at shopping centers and retail districts, City/community facilities, regional transportation facilities and other destinations throughout the City. Specific locations identified during the development of this Plan as potentially needing additional bicycle parking facilities are listed below in Table 5-11.

Table 5-11 Recommended Citywide Bicycle Parking Locations

Category	Location
Retail Districts	Castro Street/Downtown California Street Shoreline Boulevard North Rengstorff Avenue Evelyn Avenue El Monte Avenue El Camino Real
Shopping Centers	San Antonio Center Blossom Valley Shopping Center Grant Road Shopping Center Mountain View Shopping Center

Category	Location
Regional Transportation Facilities	Downtown Transit Center/ Caltrain Station San Antonio Caltrain Station
City Facilities	City Hall Mountain View Library Community Center Senior Center Shoreline at Mountain View Cuesta Park Eagle Park Rengstorff Park/Pool
Other Community Destinations	El Camino YMCA El Camino Hospital US Post Office
Schools	All

Recommendations

- The City should work with existing private and other property owners to assess the need for additional bicycle parking facilities to serve their employees and customers, including replacement of existing bicycle racks at City facilities that do not meet City standards, as funding allows.
- It is also recommended that the City assess bicycle parking at all its facilities and determine if/where additional parking facilities are needed.
- This Plan recommends new development/redevelopment projects continue to install parking facilities as required by the City ordinance.

Bicycle Parking Requirements for Private Development

Bicycle parking requirements for new private development or redevelopment ensure people have somewhere secure and convenient to park their bicycles at the beginning and end of bicycle commute trips. The current ordinance applies to new developments and redevelopments, as well as building expansions and changes in use.

Recommendation

This Plan recommends the City revise its current bicycle parking requirements to ensure the type and rate of required bicycle parking meets the City's needs and to provide developers a clear understanding of requirements at project initiation.

Appendix D presents recommended rates of required bicycle parking. The recommended rates are based on the Association of Pedestrian and Bicycle Professional's "Bicycle Parking Guidelines" (2nd Edition), successful bicycle parking requirements in other Bay Area cities, and best practices.

5.5 Bike-Related Policy Improvements

5.5.1 Bicycle Detection at Traffic Signals

Traffic signals control traffic by either using timers or actuation (detection). Bicycle detection at actuated traffic signals can provide a substantial improvement for bicycle access and mobility. California Assembly Bill 1581 requires all new and replacement actuated traffic signals to detect bicycles. Caltrans Policy Directive 09-06 clarifies the requirements and permits loop and video detection. Many of the City's traffic signals on collector and arterial streets have bicycle detection but not all do.

Recommendations

- This Plan recommends that the City install bicycle detection at all actuated intersections along existing and proposed bikeways as new signals are installed or existing signals are replaced.
- Additionally, the City should consider installing bicycle detection at all actuated intersections. Where loop detection is used, a pavement stencil of the bicycle detection marking should be used to show people where to position their bicycle.
- While detector loops and video detection facilitate faster and more convenient motorist trips, if they aren't calibrated properly or stop functioning, they can frustrate cyclists waiting for signals to change, unaware that their bicycle is not being detected. The City should provide adequate funding through its operating or capital annual budgeting process to ensure sufficient funds to keep all existing loops and video detection devices calibrated and operable for bicycle users.
- The City should develop a policy of installing bicycle-calibrated loop detectors at intersections along designated bicycle routes as they are repaved. For new installations it is recommended that the City use Type D for lead loops in all regular travel lanes shared with bicycles. Within bicycle lanes it is recommended that the City install bicycle loop detectors (BLDs) using narrow Type C loops.

5.5.2 Maintenance Program for Existing Public Access Facilities on Private Property

The City of Mountain View does not have a program in place for addressing maintenance on existing public access bikeway facilities on private property.

Recommendation

This Plan recommends the City ensure public access bicycle facilities on private property are maintained by the property owner or developer through private development agreements, permits and/or other regulatory process.

5.5.3 Bicycle Facility Maintenance

The Public Works Department's Street Resurfacing Program prioritizes roadways for repaving and surfacing. Uneven pavement can present both physical hazards and distractions to cyclists.

Recommendation

This Plan recommends the City continue to include the presence of bikeways in the criteria used to determine repaving.

5.5.4 Mountain View Motor Vehicles and Traffic Code Sections 19.51 & 19.52

Current Mountain View Motor Vehicles and Traffic Code 19.51 and 19.52 do not conform with California Vehicle Code. The codes state:

SEC. 19.52. Method of riding upon roadways. The rider of any bicycle on the roadway shall ride as nearly as practicable to the right-hand curb or edge of the roadway. (*Ord. No. 175.587, 1/25/60.*)

Recommendation

The Plan recommends the City revise or repeal the Mountain View Vehicles and Traffic Code Sections 19.51 and 19.52 to conform with California Vehicle Code Section 21202 as follows:

(a) Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

- (1) When overtaking and passing a vehicle proceeding in the same direction.
- (2) When preparing for a left turn at an intersection or into a private road or driveway.
- (3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge, subject to the provisions of Section 21656. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.
- (4) When approaching a place where a right turn is authorized.

(b) Any person operating a bicycle upon a roadway of a highway, which highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near the left-hand curb or edge of that roadway as practicable.

5.5.5 Regulating the Use of City Parks and Other City Facilities Code Section 38.9

The Mountain View Municipal Code Chapter 38 regulates the Use of City Parks, and Class I trails in the City are considered part of the park system. Section 38.9 Prohibited activities in parks or facilities currently prohibits the use of electric bicycles on any path or walkway in a park or facility. In addition, the Code does not refer to a specific speed limit for trails/parks. The code states:

SEC. 38.9. Prohibited activities in parks or facilities. The following activities are prohibited in any park or recreational facility:

- f. Operating or riding a motorcycle, moped, motorbike, motorized bicycle, motorized scooter or any other vehicle on any path or walkway in a park or facility. This section does not apply to wheelchairs and other devices for the disabled or vehicles in the service of the city parks or facility. This section shall not apply to the use of an electric personal assistive mobility device (EPAMD) on any city trail or walkway within a city park or facility.
- g. Operating, riding or propelling a vehicle, bicycle or other wheeled apparatus on a bike path or walkway at a speed greater than is reasonable and prudent under the conditions then existing.

Recommendation

- This Plan recommends the City revise this section to allow “electric assist mobility devices” on City trails. Electric assist mobility devices would be defined to include, but not be limited to, electric bicycles and electric scooters as defined in the California Vehicle Code (406(b) and 407.5, respectively).
- This Plan also recommends the City adopt a 15 mile per hour (MPH) speed limit on all trails in the City.

5.6 Bike-Related Program Improvements

Of the Five Es of bicycle planning, four are related to programs: encouragement, education, enforcement and evaluation. Programs will complement engineering improvements such as bike paths, lanes, routes and boulevards by giving Mountain View residents the tools they need to safely and confidently use the bikeway network. All of the Five Es work together to enhance the bicycling experience in Mountain View. The following section presents recommended program improvements to support the vision and objectives of this plan. The recommendations include continuation of those the City currently administers and those identified by the community, as well additional programs that have proven to be popular and effective in other bicycle-friendly cities.

5.6.1 Encouragement Programs

The following programs are designed to encourage community members to ride bicycles. Through the public outreach process, community members identified encouragement programs as a way to increase bicycling mode share and reach the goals outlined in this plan as well as in the Sustainable Initiatives Plan. Community recommended programs include car-free streets and employer-based programs.

Bike Month

The City of Mountain View has conducted programs/events over the years in support of Bike Month. The City Council declares May to be Bike Month emphasizing the importance of bicycling fitness, recreation, transportation, education, and encouragement. The Mountain View Library celebrates Bike Month by hosting bike skills/education classes.

Recommendation

This Plan recommends the City continue May Bike Month activities annually.

Bike to Work Day

Bike to Work Day is an annual nation wide event typically held on the third Thursday in May. The City encourages residents and employees to bicycle by participating in Bike to Work Day and supporting the school district programs. The City's Bike to Work Day activities include the Mayor's annual Bike Month proclamation, bike skills classes sponsored by the City Library, City Manager/City Council led bike ride and energizer stations throughout the City handing out snacks, water and literature educating people about local bikeways. The City B/PAC annually hosts the energizer station at the Mountain View Transit Center.



Bicyclists gather at Mountain View City Hall

Recommendation

This Plan recommends the City continue Bike to Work Day activities annually in May. The City may also wish to consider expanding its efforts to include other monthly Bike to Work Days or a Winter Bike to Work Day that includes bicycle education classes focused on riding in winter.

Bay Area Bike Share Program

The City of Mountain View is one of five Bay Area cities participating in the Bay Area Bike Share Pilot Program. There are seven bike share stations located in the City of Mountain View. The installation of three additional stations are in the process of being planned.

Recommendation

This Plan recommends the City continue to operate the existing stations and coordinate with Bay Area Bike Share to plan additional stations throughout Mountain View.

Employer-Based Encouragement Programs

The Mountain View community identified the need for employer-based bicycle encouragement programs. Though the City does not host these programs, it can work with or provide information to employers about commuting by bicycle.

Recommendation

This Plan recommends the City collaborate with employers to implement bicycle related encouragement programs by providing information to employers about commuting by bicycle, including how to bicycle to work, connect people with bicycling experience with people who are newer to bicycling and to participate in Bike to Work Day events.

Launch Party for New Bike Facilities

When a new bike facility is built, some residents will become aware of it and use it, while others may not realize that they have improved bikeway options available. A launch party/campaign is a good way to inform residents about a new bikeway and can also be an opportunity to share other bicycling materials (such as maps and brochures) and answer resident questions about bicycling. It can also be a media-friendly event, with elected official appearances, ribbon cuttings, and a press release that includes information about the new facility, other existing and future facilities, and any timely information about bicycling.

Sample Program: In 2012, the City of Mountain View invited the community to the opening of two trail extension projects (Stevens Creek Trail and Permanente Creek Trail), including a new pedestrian/bicycle bridge over U.S. Route 101. Over 5,000 people participated in the event.

Recommendation

This Plan recommends the City continue to host appropriate launch parties for all high priority projects recommended in this Plan and inform the public of all new bike facilities through its *Getting Around Mountain View* webpage.

Car-Free Street Events

Car-free street events have many names: Sunday Parkways, Cyclovias, Summer Streets, and Sunday Streets. Sunday Parkways are periodic street closures



Car-free street events are fun for all ages

(usually on Sundays) that create a temporary park that is open to the public for walking, bicycling, dancing, hula hooping, roller-skating, etc. They have been very successful internationally and are rapidly becoming popular in the United States. Car-free street events promote health by creating a safe and attractive space for physical activity and social contact, and are cost-effective compared to the cost of building new parks for the same purpose. Events can be weekly events or one-time occasions, and are generally very popular and well attended.

The community identified interest in a Mountain View car-free street and/or other bike-related events.

Recommendation

This Plan recommends the City and/or Bicycle Pedestrian/Advisory Committee consider participation in a car-free street and/or other bike-related events. Specific locations for this and other events can be developed through community outreach and support.

Sample Programs:

- San Francisco Sunday Streets: <http://sundaystreetsf.com/>
- Oakland's Oaklavia <http://oaklavia.org/media>
- New York City Summer Streets: <http://www.nyc.gov/html/dot/summerstreets/html/home/home.shtml>
- Portland Sunday Parkways: <http://portlandsundayparkways.org/>

5.6.2 Education Programs

Education programs are designed to improve safety and awareness. The needs analysis including community input and collision analysis for this Plan identified a need for education programs. Community members identified education classes as a way to reduce conflict and encourage more bicycling. Bicycle related collision data shows that education about riding on the right side of the road and how to comfortably ride in traffic may enhance safety. The following outlines recommended education programs.

Library Drop-In Bike Clinic

The Mountain View Public Library hosts a monthly drop-in bike clinic. People of all ages are welcome to use tools to work on their bikes, learn about bike maintenance, and get assistance and advice with general bike mechanical issues.

Recommendation

This Plan recommends continuing the drop-in bike clinic at the Mountain View Public Library. If/when additional staffing and funding resources are identified/obtained, the City should consider expanding the program to other City facilities/locations.

Suggested Routes to School Program

Helping children walk and bicycle to school is good for children's health and can reduce congestion, traffic dangers and air pollution caused by parents driving children to school. Suggested Routes to School programs use a 5 Es approach using Engineering, Education, Enforcement, Encouragement, and Evaluation strategies to improve safety and encourage children walking and biking to school. The programs are usually run by a coalition of city government, school and school district officials, and teachers, parents, students, and neighbors.

The City has been awarded \$1,000,000 in grant funding (\$500,000 in 2011 and \$500,000 in 2014) to partner with local schools to develop and implement non-infrastructure projects to promote walking, bicycling and carpooling to school. The two grants are part of the Vehicle Emissions Reductions Based at Schools (VERBS) program with the following objectives:

- To facilitate the planning, development, and implementation of a project and/or activity that will reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
- To reduce traffic related injuries and fatalities to school children.
- To enable and encourage children, including those with disabilities, to walk and bicycle to school.



Figure Students in Mountain View participate in bicycle education program through VERBS

Recommendation

This Plan recommends the City continue to provide Suggested Routes to School non-infrastructure programming at all schools in Mountain View as well as pursue future funding for both infrastructure and non-infrastructure Suggested Routes to School projects.

Trail Safety Days

The Community Services Department sponsors Trail Safety Days to help educate the public about Stevens Creek Trail etiquette. Stevens Creek Trail is a multi-use trail enjoyed by people who bike, walk, jog and in-line skate. Bike bells and informational cards reminding trail users of common safety practices are distributed twice each year.

Recommendation

This Plan recommends the City continue to sponsor Trail Safety Days twice each year.

City Website

The Mountain View website posts information about bicycling and walking in the *Getting Around Mountain View* webpage to educate the community about existing facilities and

programs. The webpage includes information regarding local bike lanes/trails, bike lockers/storage, B/PAC and Bicycle Transportation Plan, and web links to Bay Area Bike Share Program and other bicycling resources and maps.

Recommendation

This Plan recommends the following improvements to the website:

- Updated bikeway map
- Advertise all bike facilities after implementation
- Expand safety tips to include other types of bicycling tips, including carrying items using baskets and panniers and how to ride in the rain.
- Bicycle events calendar

Bicycle Safety Campaign

A marketing campaign that highlights bicycling and walking safety is an important part of creating awareness of bicycling and walking in Mountain View. This type of high-profile campaign is an effective way to reach the public, highlight bicycling and walking as viable forms of transportation, and reinforce safety for all road users.

A well-produced safety campaign can be memorable and effective. The campaign is particularly effective when kicked off in conjunction with other bicycling/walking events or back to school in the fall. The safety and awareness messages should be displayed near high-traffic corridors, printed in local publications, posted on the City website and be available in Spanish and other languages.

Recommendation

This Plan recommends the City pursue grant funding to implement a bicycle safety campaign.

Employer Hosted Bicycling Skills Classes

Most cyclists do not receive any training on safe cycling practices, the rules of the road and bicycle handling skills. Bicycling skills classes can address this education gap. The Silicon Valley Bicycle Coalition offers free educational workshops to businesses and other community organizations.

Recommendation

This Plan recommends the City highlight these free courses on its *Getting Around Mountain View* webpage. The City may also wish to encourage local businesses by working with the Chamber of Commerce to host a class and/or provide information regarding the classes to their employees.



Bicycle safety campaigns increase the general public's awareness of bicycling and can be used to promote safe roads for all users

Adult Bicycling Skills Classes



In addition to employer hosted classes, community members can also participate in private bicycling skills classes. The most common program is the League of American Bicyclists courses (including Road I, Road II, and Commuting), taught by League Certified Instructors. Courses cover bicycle safety checks, fixing a flat, on-bike skills, crash avoidance techniques, and traffic negotiation. Courses are already available in Mountain View and are often hosted by the Silicon Valley Bicycle Coalition.

Recommendation

This Plan recommends Mountain View invite the Silicon Valley Bicycle Coalition or a similar group to host adult bicycling skills classes in the City on a bi-annual basis, at minimum. The City may also highlight local or nearby courses on its *Getting Around Mountain View* webpage. The City should advertise the courses in multiple languages and use responses to the advertisement to determine the need for multi-lingual instruction.

Senior Bicycle Education Classes

Senior bicycle education programs help older adults either re-learn bicycling or learn how to bicycle with less agility. Seniors who are no longer able to drive may still be able to bicycle shorter distances on either a regular two wheeled bicycle or an adult tricycle. Bicycle and tricycle programs for seniors through the Senior Center were suggested during community workshops.

Recommendation

This Plan recommends the City expand its bicycle safety activities to include senior bicycle education classes.

Share the Road Outreach and StreetSmarts

Share the Road outreach is a way for the City to actively disseminate the rules of the road in person to residents. One way to conduct outreach is for the City to work with volunteers from a local advocacy group could offer brochures on the rules of the road to people who are walking, driving and bicycling.

Recommendation

This Plan recommends the City B/PAC continue to table at the Farmer's Market, Council Neighborhood Committee meetings, festivals and other community events to promote bicycle and pedestrian safety educational materials. The City may also consider distributing Share the Road brochures and present illustrations of common misconceptions about road behavior between people who drive and people who bike.

5.6.3 Enforcement

Enforcement programs enforce legal and respectful use of the transportation network. The bicycle related collision analysis and community identified needs indicate enforcement programs will help educate all road users about the rules and responsibilities of the road.

The following outlines recommended enforcement programs.

Bicycle Patrol

Police bicycle patrols not only increase the mobility of officers in dense areas but also provide law enforcement officers with an opportunity display safe and legal bicycle skills. Bicycle patrols also show the community that the City is engaged in sustainable transportation. The Police Department has a unit that patrols the community and the City's special events and festivals on Police Department-issued bicycles.

Recommendation

This Plan recommends the City continue its bicycle patrol throughout the community and recommends the Police Department continue its active social media presence, including podcasts and articles about bicycle safety, theft prevention, and more.

Speed Feedback Signs

Speed feedback signs display the speed of passing motor vehicles, under the assumption that motorists will slow down if they are aware of their speed.

Recommendation

This Plan recommends the City include information on how to request a speed feedback sign on its *Getting Around Mountain View* webpage.

Targeted Enforcement

Targeted enforcement is focused efforts of police officers at locations known for noncompliance with traffic laws or at high conflict areas.

Recommendation

This Plan recommends the Police Department conduct targeted enforcement stings at locations known for noncompliance with traffic laws and at high conflict or high bicycle-related collision areas.

5.6.4 Evaluation Programs

Evaluation programs help the City measure how well it is meeting the goals of this plan and the General Plan and is a key component of any engineering or programmatic investment.

Count and Survey Program

Evaluation programs measure and evaluate the impact of projects, policies and programs. Typical evaluation programs range from a simple year-over-year comparison of US Census Journey to Work data to bicycle counts and community surveys. Bicycle counts and community surveys act as methods to evaluate not only the impacts of specific bicycle improvement projects but can also function as way to measure progress towards reaching City goals such as increased bicycle travel for trips one mile or less.

Recommendations

- This Plan recommends the City ensure funding and staffing resources, at minimum, to conduct:
 - Before and after bicycle, pedestrian and vehicle counts on all roadway projects.
 - Bicycle counts at the twenty locations counted as part of this Plan effort, three years after the Plan is adopted.
 - Community survey to evaluate bicycling activity, impacts of bicycle programs and facilities and to measure the City's progress towards reaching its goals, three years after the Plan is adopted.
 - Continue conducting quarterly counts of the number of students walking and biking to local schools, including elementary, middle, and high schools.
- The City may consider the use of automatic count technologies for bicycle count efforts. In-pavement loop detectors accurately count on-street bicycle activity and infrared counters can count bicycle and pedestrian activities on paths.
- The City may also produce an annual report or 'report card' on bicycling activity. Annual reports developed from count and survey efforts can help the City measure its success towards the objectives of this Plan as well as the Mobility Goals of the 2030 General Plan.

6 Implementation and Funding

6.1 Implementation

This chapter provides a strategy for implementing the capital project recommendations in this Plan. This implementation strategy and sequence is guided by a criteria-based ranking based on a prioritization process developed with the Mountain View Bicycle/Pedestrian Advisory Committee. Phased implementation of the recommended projects and programs presented in **Chapter 5** will take a significant amount of time, subject to a large number of variables. The most important of these variables include availability of funding for non-motorized transportation, City of Mountain View's success in obtaining competitive grant funding, and local community and political support.

In the near-term, it is important to focus on a group of achievable, high priority projects. The high priority projects identified in Table 6-6 of this chapter represent roughly \$8 million in capital improvements and site-specific technical traffic studies to support near-term project refinement and development. These high priority projects are drawn directly from the results of the prioritization process presented in Table 6-1 Prioritization Criteria and supplemented with additional spot improvements and priorities.

These projects are intended for near-term implementation (within the next five years). The City's commitment to implementing the Mobility Goals of the General Plan and commitment to the preparation of the Bicycle Transportation Plan Update will attract the wide variety of transportation funding and generate other financing required to complete this high priority project list.

6.2 Bikeway Project Ranking

The intent of ranking projects is to create a prioritized list of bicycle projects for implementation. As projects are implemented, lower ranked projects can move up on the list. The project list and individual projects outlined in this Plan are flexible concepts that serve as a guideline. The high-priority project list, and perhaps the overall system and segments themselves, may change over time as a result of changing bicycling patterns, land use patterns, implementation constraints and opportunities and the development of other transportation system facilities. The City of Mountain View should review the project list and project ranking at regular intervals to ensure it reflects the most current priorities, needs, and opportunities for implementing the bicycle network in a logical and efficient manner.

This Plan used the draft prioritization criteria from the Mountain View 2008 Bicycle Plan as a starting point and made refinements to the criteria based on feedback from the B/PAC. Table 6-1 shows the draft prioritization criteria. All of the recommendations were filtered through the prioritization criteria to identify priority projects that will receive additional descriptions and planning level cost estimates.

Table 6-1 Prioritization Criteria

Network Connectivity	3
(3 Points) Closes gap between two Class I trails <u>OR</u> creates a new significant connection across a major barrier such as a freeway, creek, arterial or rail road tracks.	
(2 Points) Closes gap between two on-street bikeways <u>OR</u> extends a Class I trail <u>OR</u> enhances an existing arterial crossing.	
(1 Point) Improves circulation within an existing bicycle network <u>OR</u> extends on-street bikeway.	
Low-Stress Network Improvements	2
(2 Points) Upgrades an existing bikeway to a low-stress bikeway (Bicycle Boulevard, Class I Multi-Use Path, or Class IV Separated Bike Lane).	
(1 Point) Adds a new bikeway that is defined as a low-stress bikeway (Bicycle Boulevard, Class I Multi-Use Path, or Class IV Separated Bike Lane).	
Trip Generators and Attractions	2
(2 Points) Directly connects to employment centers, retail/business centers, transit, community services, parks and recreation facilities and/or City facilities.	
(1 Point) Connects to a bikeway that directly connects to employment centers, retail/business centers, transit, community services, parks and recreation facilities and/or City facilities <u>AND</u> is located within one mile of these destinations	
Travel Routes to/near Schools	2
(2 Points) Directly connects to school(s) <u>OR</u> is on the school's suggested routes to schools map within a half mile of the school.	
(1 Point) Connects to a bikeway that directly connects to a school and is located within half a mile of the school <u>OR</u> is on the school's suggested routes to school map <u>AND</u> is more than a half-mile from the school.	
Safety*	2
(2 Points) Location has a bicycle crash history (at least three collisions) within a quarter mile of improvement <u>AND</u> is located on a designated bicycle school route	
(1 Point) Location has a bicycle crash history (at least three collisions) within a quarter mile of improvement.	
City/Community Support	2
(2 Points) Identified by the community in the BTP Update process <u>AND</u> from existing City plans.	
(1 Point) Identified by the community in the BTP Update process <u>OR</u> from existing City plans.	
TOTAL SCORE (Max. = 13 points)	13

**Collision data is sometimes incomplete and does not capture a complete picture of the circumstances, including collision causation but the data helps inform possible education or engineering needs.*

Projects were then placed into three phasing groups: High, Medium, and Low.

- 9-13 points: **High** projects have the highest potential for addressing the City's bicycle transportation needs and are intended for near-term implementation within one to five years.
- 5-8 points: **Medium** projects address the City's bicycling needs, but should be considered for development within one to ten years, or as other opportunities arise.

- 1-4 points: **Low** projects are the lowest priority projects. They meet some of the City's bicycling needs, and should be considered over the next six to ten years or as other opportunities arise.

The full list of projects, scores and cost estimates is shown in Section 6.6.

6.3 Ten Priority Projects

Ten priority projects have been identified out of the list of recommended improvements based on their prioritization criteria rating, relationship to funding and planning needs, and City staff input. Each priority project has a more in-depth description, project background, and planning level cost estimate. The priority projects, **not in priority order**, are summarized in Table 6-6 and described in more detail below.

6.3(a) Priority Project – Shoreline Boulevard Pathway (Construction)

Project Location

Pathway along the east side of Shoreline Boulevard, from Villa Street to Wright Avenue.

Project Purpose

The existing pathway along the east side of Shoreline Boulevard that runs from Villa Street to Wright Avenue is in poor condition with tree roots, aging asphalt and steep inclines. A new Class I pathway will improve the bicycle and pedestrian connection across U.S. 101 and to intersecting streets.

Project Background

The City has already approved funding for the design of this project in the Adopted FY 2014-15 and Planned FY 2015-16 through FY 2018-19 Capital Improvement Program (CIP). The preliminary pathway improvement design includes reconstructing the pathway from Wright Avenue to Villa Street to meet ADA requirements, installing new pathway connections to Jackson Street and installing a new sidewalk on Central Expressway. The proposed project improvements, including a Class I, two-way shared bike/pedestrian path will achieve the following:

- Provide a shared bike/ pedestrian path that meets ADA accessibility requirements (longitudinal slope not to exceed 5 percent and cross slopes not to exceed 2 percent);
- Provide a minimum 10' wide path (excluding Shoreline Boulevard Bridge and where feasible) with adequate head clearance at bridge underpasses;
- Connect Shoreline Boulevard pathway to the newly constructed sidewalk on Central Expressway;
- Provide a shorter path by stairway;
- Improve safety by adding lighting and brightening underpasses;
- Minimize impacts to trees; and enhance planting.

Project Scope

The project design phase is anticipated to be complete by summer 2015. Funding for construction of the project will be considered as part of the development and approval of the 2016-17 Capital Improvement Program. This Plan recommends construction of the proposed pathway improvements.

Project Source

City Adopted FY 2014-15 and Planned FY 2015-16 through 2018-19 Capital Improvement Program (Project 15-32).

Project Cost Estimate

Costs will be determined as part of the current project design underway.

6.3(b) Priority Project – Castro Street / Moffett Boulevard / Central Expressway Intersection Improvement (Design and Construction)

Project Location

The intersection of Central Expressway, Castro Street and Moffett Boulevard.

Project Purpose

This Plan recommends design and construction of the intersection improvements as proposed in the Shoreline Boulevard Transportation Corridor Study (Corridor Study), including travel lane modifications, signal modifications, and bicycle and pedestrian striping improvements. These recommendations will improve pedestrian and bicycle travel through the intersection and integrate improvements with the 100 Moffett Boulevard Development Project.

Project Background

The intersection of Central Expressway / Castro Street / Moffett Boulevard is a key connection for local and regional travel in Mountain View, yet it also a busy and complicated intersection. Improvements to the Central Expressway / Castro Street / Moffett Boulevard intersection were included in the Shoreline Boulevard Transportation Corridor Study (2014) as a short-term priority improvement to be completed within the next three years. Additionally, a planned bicycle and pedestrian connection to Stierlin Road as part of the 100 Moffett Boulevard Development project will provide access to Shoreline Boulevard and North Bayshore. More about the Stierlin Road Project can be found in the “Shoreline Boulevard Transportation Corridor Improvements” Priority Project.

Project Scope

The proposed project includes design and construction of the following recommendations as stated in the Shoreline Boulevard Transportation Corridor Study:

- Reconfigure Northbound Castro Street– Eliminate the left-turn lanes onto westbound Central Expressway. This reconfiguration would create a designated bike lane on Castro Street; provide additional time for pedestrians crossing at Central Expressway; and help clear the intersection more quickly during the approach of Caltrain trains.
- Additional study and coordination with the Santa Clara County/other stakeholders will be required to implement the proposed improvements at the intersection including impacts to intersection operations; closure of free-running right-turn lane; signal phasing to accommodate more pedestrians/bicyclists crossing Central Expressway; high-visibility crosswalks and bicycle pavement markings; and a potential new transit stop on the north side of Central Expressway, just west of Moffett Boulevard for additional shuttle/bus service to/from North Bayshore.

This Plan recommends the design and construction of improvements to the Castro Street/Moffett Boulevard/Central Expressway intersection (along with other improvements identified in the Shoreline Boulevard Transportation Corridor Improvements Priority

Project. These improvements would be timed to coincide with the completion of the 100 Moffett Boulevard private development project, which will add a cycletrack to connect the intersection to Stierlin Road.

Project Source

Shoreline Boulevard Transportation Corridor Study (2014)

Project Cost Estimate*

\$1,630,000 (Shoreline Boulevard Transportation Corridor Study (2014))

** Costs are planning-level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb, gutter, utilities, existing pavement, landscaping; or other amenities. Intersection costs assume use of existing controllers and arms.*

6.3(c) Priority Project - Moffett Boulevard Bike Lanes (Design and Construction)

Project Location

Moffett Boulevard, between Central Expressway and Clark Road (Moffett Field).

Project Purpose

This Plan recommends the design and construction of on-street buffered bike lanes or Class IV protected bike lanes (if width permits) to separate bicyclists from fast, high volume traffic to provide a diagonal connection to Moffett Field and Stevens Creek Trail.

Project Background

Moffett Boulevard provides an important northwest connection to and from downtown Mountain View. Currently, Moffett Boulevard is a Class III bike route between Central Expressway and State Route 85 on- and off-ramps, with a Class II southbound bike lane and a northbound buffered bike lane from State Route 85 on- and off-ramps to Leong Drive, and intermittent Class II bike lanes with gaps between Leong Drive and Clark Road. With high volumes and speeds, Moffett Boulevard is not a comfortable street for bicycling without a designated lane, as is required on a Class III bike route, where bicyclists are expected to share the roadway with vehicles. This project aims to create continuous buffered or protected bike lanes on Moffett Boulevard.

Project Scope

This project will design and construct continuous buffered Class II bike lanes or Class IV protected bike lanes where the street width permits between Central Expressway and Clark Road (Moffett Field). The project scope will include design plans and construction for travel lane/parking modifications; intersection improvements to eliminate gaps; modeling the buffered bike lane after the existing buffered bike lane on Moffett Boulevard between SR 85 and Leong Drive; and new signage. The ultimate design will be based on City Council and public input, with impacts either not significant, impacts mitigated, or impacts accepted due to project benefits. In the last two cases, further CEQA review may be required.

Project Source

Mountain View Bicycle Transportation Plan

Project Cost Estimates*

\$350,000 - \$450,000

1.26 miles Class II buffered bike lanes or Class IV protected bike lanes and up to seven intersection improvements.

** Costs are planning-level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb, gutter, utilities, existing pavement, landscaping; or other amenities. Intersection costs assume use of existing controllers and arms.*

6.3(d) Priority Project - Old Middlefield Way Bike Lanes (Design and Construction)

Project Location

Old Middlefield Way, between West Middlefield Road and Permanente Creek Trail.

Project Purpose

This Plan recommends constructing on-street buffered bike lanes or Class IV protected bike lanes (if sufficient width permits) to separate bicyclists from fast, high volume traffic, and to provide a connection between the City of Palo Alto and Permanente Creek Trail and North Bayshore.

Project Background

Old Middlefield Way is a four-lane roadway with a center turning lane, on-street parking and a 35 MPH speed limit. The street eventually merges into US 101 on- and off-ramps. Old Middlefield Way is a key service commercial area with light manufacturing and auto-repair services. The Mountain View General Plan 2030 calls for protecting these service commercial uses.

Project Scope

The proposed project will design and construct Class II buffered bike lanes or Class IV protected bike lanes on Old Middlefield Way between West Middlefield Road and the Permanente Creek Trail. As a key commercial corridor, many of the land uses have their own parking lots, which suggest an opportunity for on-street parking modification. However, the project will need to consider how to balance the bicycle facilities with the high number of commercial driveways to avoid bicycle and motor-vehicle conflicts. This project will also consider intersection improvements at the following four key locations:

- Old Middlefield Way and West Middlefield Road
- Old Middlefield Way and Independence Avenue
- Old Middlefield Way and North Rengstorff Avenue
- Old Middlefield Way and access to the Permanente Creek Trail

The ultimate design will be based on City Council and public input, with impacts either not significant, impacts mitigated, or impacts accepted due to project benefits. In the last two cases, further CEQA review may be required.

Project Source

Mountain View Bicycle Transportation Plan

Project Cost Estimates*

\$250,000 - \$350,000

0.78 miles of Class II buffered bike lanes and up to four intersection improvements.

** Costs are planning-level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb, gutter, utilities, existing pavement, landscaping; or other amenities. Intersection costs assume use of existing controllers and arms.*

6.3(e) Priority Project – Permanente Creek Trail Extension Feasibility Study

Project Location

Permanente Creek Corridor and nearby street network, between Middlefield Road and Central Expressway.

Project Purpose

The Permanente Creek Trail Feasibility Study will seek to determine the feasibility of extending the multi-use trail along the Permanente Creek corridor from West Middlefield Road to Central Expressway, plus on-street alternative routes, access opportunities, and intersection improvements.

Project Background

The Permanente Creek Trail is a multi-use trail that extends from Shoreline At Mountain View and currently ends at Rock Street. The Mountain View Parks and Open Space Plan (2014) identifies extending the Permanente Creek Trail as a prioritized recommendation.

The most recent extension of the trail, from Old Middlefield Way to Rock Street, opened in June 2012. In 2013, a feasibility study of extending the Permanente Creek Trail from Rock Street to West Middlefield Road was completed, including the approval of a preferred alignment by the Mountain View-Whisman School District and the Santa Clara Valley Water District through the Crittenden Middle School property. The design of this extension is part of the 2014-2015 Capital Improvement Program.

Project Scope

The proposed Permanente Creek Trail (PTC) Feasibility Study will seek to determine the feasibility of extending the multi-use trail along the Permanente Creek corridor from West Middlefield Road to Central Expressway. The Study will identify a broad range of on-street trail alternative; document geographic, physical and biological conditions; conduct engineering feasibility analysis and environmental assessment; solicit community input; and conclude with a recommended alignment, associated improvements, cost estimates and funding opportunities. The project will consider, but not be limited to, on-street alternatives at Farley Street, Sierra Vista Avenue, North Rengstorff Avenue and Burgoyne Street and intersection/connection opportunities at PCT/West Middlefield Road and PCT/Central Expressway.

Project Sources

- City of Mountain View Capital Improvement Program
- City of Mountain View Parks and Open Space Plan (2014)
- City of Mountain View Bicycle Transportation Plan Update

Project Cost Estimate*

\$150,000

6.3(f) Priority Project – Bicycle Boulevard Feasibility Study

Project Location

Citywide

Project Purpose

The Plan identifies a citywide network of proposed bicycle boulevards to increase the network of low-stress bicycle facilities. This project proposes conducting a feasibility study to identify improvements to three routes (two existing bicycle boulevards and Church Street/Latham Street). Additional routes can be studied as funding and resources become available.

Project Background

The City of Mountain View Bicycle/Pedestrian Advisory Committee completed a Report on Bicycle Boulevards in 2004. The Report presented the possible application of bicycle boulevard in Mountain View and resulted in the implementation of the Montecito Bicycle Boulevard (from San Antonio Road to North Whisman Road) and the Evelyn-Dana-Alice Bicycle Boulevard. Additional bicycle boulevard opportunities were identified in the Report, but only two were implemented. Public feedback from this planning process indicated an interest in more bicycle boulevards within the City and elevating the existing bicycle boulevards with additional design elements.

Project Scope

This proposed project will produce a list of recommended designs, cost estimates and implementation phases for the proposed bike boulevards. This Plan recommends including the following existing and proposed bike boulevard in the feasibility study. Other routes can be studied depending on available resources and funding.

- Montecito Avenue Bicycle Boulevard (existing bicycle boulevard which includes Nita Avenue, Whitney Drive, Thompson Avenue, Montecito Avenue, Central Avenue and Gladys Avenue)
- Dana-Alice-Dale Bicycle Boulevard (existing bicycle boulevard)
- Church Street and Latham Street (proposed bicycle boulevard)

The Bicycle Boulevard Feasibility Study will review include motor vehicle, bicycle and pedestrian data collection; community outreach; conceptual plans including proposed striping, traffic calming, signal design, and intersection treatments; proposed bicycle boulevard wayfinding and signage program; and cost estimates.

Project Source

Mountain View Bicycle Transportation Plan Update

Project Cost Estimates*

\$150,000 to \$240,000 to study the Montecito Avenue, Dana-Alice-Dale, and Church-Latham Bike Boulevards.

\$50,000 to \$80,000 per additional corridor added to the Study.

** Costs are planning-level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb, gutter, utilities, existing pavement, landscaping; or other amenities. Intersection costs assume use of existing controllers and arms.*

6.3(g) Priority Project – Palo Alto-Sunnyvale Regional Connections (Design and Construction)

Project Location

Middlefield Road between San Antonio Road to Bernardo Avenue, and Bernardo Avenue from Middlefield Road to Central Expressway.

Project Purpose

This project proposes the design and construction of full-time on-street buffered bike lanes on Middlefield Road and Bernardo Avenue, creating a continuous, regional bicycle connection between Palo Alto and Sunnyvale.

Project Background

Middlefield Road is a regional connection between Palo Alto and Sunnyvale. Current bike lanes on Middlefield Road are only open part-time; the bike lane becomes a parking lane on weekends and after 7pm on weekdays. As one of the few continuous east-west streets through the three cities, Middlefield Road is an important bicycling route. At Bernardo Avenue, Middlefield Road merges into Central Expressway. This project would continue the bike lanes onto Bernardo Avenue to Central Expressway, where the City of Sunnyvale has proposed a bicycle undercrossing of the Caltrain tracks. This crossing would connect Central Expressway to Evelyn Avenue, where people could continue on the South Bernardo Avenue bike lanes. This project would also connect the bike lanes west of San Antonio road where the City of Palo Alto proposed bicycle routes on Middlefield Road.

Project Scope

This project proposes to design and construct full-time on-street buffered bike lanes. The project scope would include consideration of a number of conceptual alternatives, including expanded parking restrictions; motor vehicle, bicycle and pedestrian data collection; and community outreach. As part of this project, the City would work with the Cities of Palo Alto and Sunnyvale to establish connections at jurisdictional boundaries. The ultimate design will be based on City Council and public input, with impacts either not significant, impacts mitigated, or impacts accepted due to project benefits. In the last two cases, further CEQA review may be required.

Project Source

Mountain View Bicycle Transportation Plan

Project Cost Estimate*

\$950,000

3.8 miles of Class II Buffered Bike Lanes, and up to ten intersection treatments

** Costs are planning-level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb, gutter, utilities, existing pavement, landscaping; or other amenities. Intersection costs assume use of existing controllers and arms.*

6.3(h) Priority Project - El Camino Real Bike Lanes (Design and Construction)

Project Location

El Camino Real between Calderon Avenue and the City of Sunnyvale border.

Project Purpose

This project would implement the recommendation of the El Camino Real Precise Plan (2014) to design and install Class II buffered bike lanes or Class IV protected bike lanes (if width permit) on El Camino Real to separate bicyclists from fast moving, high volume traffic and provide a regional connection Sunnyvale.

Project Background

El Camino Real is a key transportation corridor, connecting Mountain View to Sunnyvale to the southeast and Palo Alto and Los Altos in the northwest. Currently, El Camino does not have any bicycle facilities. The El Camino Precise Plan (2014) identifies key changes and investment to the corridor, including land use and transportation recommendations. The Precise Plan recommends Class II buffered bicycle facilities, cycle tracks, or other facilities on El Camino Real between Calderon Avenue and the Sunnyvale/Mountain View border. As part of this effort, the Precise Plan recommends that the City work with VTA and Caltrans to redesign the State Route 85 / El Camino Real interchange to improve bicycle travel in this segment.

Project Scope

This proposed project seeks to develop design plans and construct one mile of Class II buffered bike lanes and/or Class IV protected bike lanes on El Camino Real. The project scope would include consideration of a number of conceptual alternatives; motor vehicle, bicycle and pedestrian data collection; community outreach; cost estimates; and proposed parking modifications and intersection improvements. As part of the project, the City would also need to collaborate with Caltrans to ensure compliance with the California MUTCD design requirements and work with the City of Sunnyvale to establish a connection at the jurisdictional boundary. The ultimate design will be based on City Council and public input, with impacts either not significant, impacts mitigated, or impacts accepted due to project benefits. In the last two cases, further CEQA review may be required.

Project Source

El Camino Real Precise Plan (2014)

Project Cost Estimate*

\$250,000 to \$350,000

0.99 miles of Class II buffered bike lanes or Class IV protected bike lanes.

** Costs are planning-level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb, gutter, utilities, existing pavement, landscaping; or other amenities. Intersection costs assume use of existing controllers and arms*

6.3(i) Priority Project - Shoreline Boulevard Transportation Corridor Improvements (Design and Construction)

Project Location

Shoreline Boulevard, from Stierlin Road to Amphitheatre Parkway.

Stierlin Road, from Central Expressway to Shoreline Boulevard.

Project Purpose

This project would design and construct the following improvements identified in the Shoreline Boulevard Transportation Corridor Study to improve bicycle connections between downtown Mountain View and North Bayshore:

- Shoreline Boulevard Bicycle Lanes.
- Stierlin Road Bicycle Lanes and Traffic Calming Measures.
- Shoreline Boulevard/Middlefield Road Protected Intersection.

Project Background

The Shoreline Boulevard Transportation Corridor Study (Corridor Study) developed conceptual designs for integrated transit, bicycle, and pedestrian facilities in the Shoreline Boulevard Corridor from the Downtown Transit Center to North Bayshore. These designs will help the City achieve the North Bayshore commute mode-share targets endorsed by City Council in March 2013, including a 10% active transportation mode share target, in anticipation of the increased employment and development in the North Bayshore Area. The Corridor Study was approved by City Council in 2014.

Project Scope

Proposed Shoreline Boulevard Bicycle Lanes - Study and install short-term bike lane improvements to Shoreline Boulevard between Stierlin Road and Amphitheatre Parkway including restriping to widen bike lanes, adding green pavement markings at intersections/in conflict zones at the US 101 on- and off-ramps, installing wayfinding signage at key locations and opportunities for flexible bollards.

Proposed Stierlin Road Bicycle Lanes and Traffic Calming Measures - Traffic calming elements would be included on Stierlin Road to reduce vehicle speeds and improve safety for bicyclists. Towards downtown, the Stierlin Road bicycle lanes would transition to the Central Expressway/Moffett Boulevard/Castro Street intersection via the bicycle and pedestrian paseo to be built as part of the 100 Moffett Boulevard development. Further north, the existing Stierlin Road slip lane to Shoreline would be redesigned and reconfigured to provide northbound bicyclists a connection from Stierlin Road to Shoreline Boulevard via a one-way protected bicycle lane.

Proposed Shoreline Boulevard/Middlefield Road Protected Intersection – Design and install physical barrier all the way up to, and partially into the intersection creating a protected environment to separate bicyclists from vehicles. Key components of the protected intersection design include distinct crossing zones for bicyclists and pedestrians, high-visibility crosswalks and pavement markings to clearly define the route that should be taken through the intersection, advance stop lines for bicyclists waiting to go straight and a separate signal phase for bicyclists and pedestrians which allow them to get ahead of right-turning vehicles.

Project Source

Shoreline Boulevard Transportation Corridor Study (2014)

Project Cost Estimates*

Cost estimates from Shoreline Boulevard Transportation Corridor Study (2014)

- Shoreline Boulevard Bicycle lanes (1.43 miles) - \$150,000
- Stierlin Road Bicycle Lanes and Traffic Calming– \$1,200,000
- Shoreline Boulevard/Middlefield Road Protected Intersection - \$1,730,000

** Costs are planning-level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb, gutter, utilities, existing pavement, landscaping; or other amenities. Intersection costs assume use of existing controllers and arms.*

6.3(j) Priority Project – Citywide On-Street Parking Modification Guidelines for the Installation of Bike Lanes

Project Location

Citywide

Project Purpose

This project would develop recommended guidelines for the selection and installation criteria for on-street parking modifications related to bicycle facility installation. The recommended guidelines would be presented to the Mountain View City Council for review and approval.

Project Background

Many of the bikeways recommended in this Plan may require the modification or removal of on-street parking. This project seeks to establish a process for reviewing parking modification such that each project receives consistent review on a case-by-case basis and decisions are based on quantitative and qualitative analysis.

Project Scope

The project will include the following tasks:

1. Review existing parking policies in Mountain View.
2. Conduct a peer city review of on-street parking modification guidelines or policies.
3. Identify data collection and evaluation methodology.
4. Review on-street and off-street parking capacities.
5. Recommended a radius of data collection.
6. Provide a menu of on-street parking modification options.
7. Develop a decision-tree process that includes public notification and outreach.

Project Source

Mountain View Bicycle Transportation Plan Update

Project Cost Estimates*

\$80,000-\$110,000

** Costs are planning-level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb, gutter, utilities, existing pavement, landscaping; or other amenities. Intersection costs assume use of existing controllers and arms.*

6.4 Near-Term, Low-Cost “Fast Five” Projects

The following tables present projects the City can complete within a year, assuming the availability of funding and staffing resources. The recommended projects include network and spot improvements. Getting off to a fast start on implementing a few bicycle improvement projects such as these as soon possible after the Plan’s adoption will build momentum and interest towards implementing other recommendations included in the Plan.

Table 6-2 Near-Term Spot Improvements

Rank	Reference #	Location	Recommended Improvement	Short-Term Improvement	Cost* Estimate
High	(Spot) S-2	Rengstorff Avenue and Central Expressway	Bicycle marking improvements	Extend bike lanes to intersection, add intersection crossing markings to carry bicyclists across Central Expressway. Improve pavement condition on southern leg. Add green striping where bike lane crosses northbound yielding traffic coming from westbound Central Expressway.	\$75,000
High	S-20	Rengstorff Avenue and Crisanto Avenue	Bicycle marking improvements	Extend bike lanes to tracks, with dashed markings across the Crisanto Avenue intersection to prevent vehicles from encroachment.	\$75,000
Medium	S-5	Cuesta Drive and Miramonte Avenue	Bicycle marking improvements	Extend the westbound Cuesta Drive bike lane to intersection and add green paint to eastbound and westbound Cuesta Drive bike lanes to highlight conflict area with right-turn lane.	\$75,000

Table 6-3 Near-Term Network Improvements

Rank	Reference #	Location	Start	End	Mileage	Recommended Improvement	Short-Term Improvement	Cost* Estimate
Medium	(Network) N-63	Whisman Station Drive	North Whisman Road	Central Expressway	0.16	Class II	Paint bike lane edge line to separate bicycle lane from parking lane	\$8,000
Low	N-132	Sylvan Avenue	Rainbow Drive	Moorpark Way	0.63	Class II	Paint bike lane edge line to separate bicycle lane from parking lane	\$33,000

*Costs are planning-level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb, gutter, utilities existing pavement, landscaping and other amenities.

6.5 Cost Estimates

This section presents typical planning level unit costs for constructing bikeways in the San Francisco Bay Area, which are shown in Table 6-2. Unit costs presented here are planning-level cost estimates based on typical or average costs experienced by California cities and counties when constructing similar projects. While these costs also reflect the urban nature of the City of Mountain View, they do not consider project-specific factors such as intensive grading, landscaping, intersection modifications, and right-of-way acquisition that may increase actual construction costs. For some segments project costs may be significantly greater.

The full list of projects and their cost estimates is shown in Appendix 6.6.

Table 6-2 Estimated Bikeway Unit Costs

Facility Type	Unit Cost	Cost	Notes
Class I Shared-Use Path	Per Mile	\$ 775,000	Class I bikeways do not include right-of-way, retaining walls, bridge, lighting, costs.
Class II Bike Lane	Per Mile	\$ 52,000	Class II and III bikeways do not include right-of-way, re-striping, changes to curb, gutter, or medians. Assumes current street sweeping program
Class II Buffered Bike Lane	Per Mile	\$ 140,000	
Class III Bike Route	Per Mile	\$10,000	
Class III Bike Boulevard	Per Mile	\$42,000	
Class IV Protected Bike Lane	Per Mile	\$200,000	Class IV bikeways do not include right-of-way, re-striping, changes to curb, gutter, or medians. Class IV bikeway assumes use of plastic bollards.
Bicycle marking improvements	Intersection	\$10,000 - \$25,000	Assumes two approaches modified. May include, but are not limited to: extending the bike facility to the intersection, adding intersection crossing markings, and green striping in conflict/merge zones.

Facility Type	Unit Cost	Cost	Notes
Bicycle crossing and turning improvements	Intersection	\$10,000 - \$75,000	Assumes two approaches modified. May include, but are not limited to: adding two-stage left-turn queue boxes to facilitate left turns without using the left-turn lane, bicycle signal phase, median refuge, advanced warning signs, HAWK signal.
Bicycle Signal Detection	Intersection	\$10,000 - \$15,000	Assumes two approaches modified. Assumes existing controller can accommodate new detection.
Protected Intersection	Intersection	\$100,000-\$300,000	Cost depends on signal modification, if new medians/islands are needed, etc.

The construction of recommended facilities will also require additional field work to verify conditions. These include but are not limited to: roadway width, travel lanes, actual motor vehicle speeds, motor vehicle volumes, bicycle and motor vehicle travel patterns and conflicts, and pavement conditions. Final bikeway treatments should be selected based on verified conditions.

6.6 Bikeway Cost Estimate by Implementation Phase

Table 6-3 presents a summary of bikeway miles and cost estimates by priority level. The total estimate for all the bikeway projects in this Plan is \$48 million. The total cost does not include many of the undercrossings and studies that will require future study.

Table 6-3 Summary of Cost Estimates by Priority Level

Priority Level	Cost Estimate	Miles
High	\$4,095,000	11.57
Medium	\$42,906,000	48.21
Low	\$1,094,000	9.23
Total	\$48,095,000	69.01

6.7 Bikeway Project Cost Estimates*

*Each bikeway project is listed in tables below, organized by priority level. Some cost estimates are yet to be determined by future studies. Costs are planning level estimates and do not include right of way acquisition; major environmental impacts; major changes to curb gutter, utilities, existing pavement, landscaping and other amenities. Intersection costs assume use of existing controllers and arms.

Table 6-4 Network Projects Prioritized with Cost Estimates

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
High	(Network) N-1	Church Street	State Route 237	Shoreline Boulevard	Class III Bike Boulevard	1.00	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$42,000
High	N-2	Shoreline Boulevard	Villa Street	Wright Avenue	Class I	0.33	Priority Project #1: Shoreline Boulevard Pathway	\$256,000
High	N-3	Permanente Creek Trail	Rock Street	Los Altos border	Class I	2.64	Priority Project #5: Permanente Creek Trail Extension Feasibility Study	\$2,046,000
High	N-4	Central Expressway Undercrossing	Mayfield Avenue	Showers Drive	Class I	0.08		Requires further study
High	N-5	Casey Avenue	San Antonio Road	Broderick Way	Class III	0.19		\$2,000
High	N-6	Latham Street	Showers Drive	Baywood Court	Class III	0.28	Identified in the San Antonio Precise Plan (2014)	\$3,000
High	N-7	Montecito Avenue	Shoreline Boulevard	Rengstorff Avenue	Class III Bike Boulevard	0.99	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$42,000
High	N-8	Rengstorff Avenue	El Camino Real	Amphitheatre Parkway	Class IV	2.01		\$402,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
High	N-9	El Camino Real	El Monte Avenue	Calderon Avenue	To be determined	1.16	Identified in the El Camino Real Precise Plan (2014)	Requires further study
High	N-10	El Camino Real/El Monte Avenue	Escuela Avenue	Pilgrim Avenue	Class II	0.33	Identified in the El Camino Real Precise Plan (2014)	\$17,000
High	N-11	Fayette Drive	Miller Avenue	Pacchetti Way	Class III	0.49	Identified in the San Antonio Precise Plan (2014)	\$5,000
High	N-12	Permanente Creek Trail	Rock Street	Central Expressway	Class I	0.81	Priority Project #5: Permanente Creek Trail Extension Feasibility Study	\$628,000
High	N-13	Moffett Boulevard	Central Expressway	Clark Road	Class IV	1.26	Priority Project #3: Moffett Boulevard Bike Lanes	\$252,000
Medium	N-14	Shoreline Boulevard	El Camino Real	Montecito Avenue	To be determined	1.09	Understudy: California Street / Escuela Avenue Project	Requires further study
Medium	N-15	Amphitheatre Parkway	US Route 101	North Shoreline Boulevard	Class I or IV	0.85	Identified in the North Bayshore Precise Plan (2014)	\$659,000
Medium	N-16	Shoreline Boulevard	La Avenida Street	Space Park Way	Class IV	0.24	Identified in the Identified in the Shoreline Boulevard Transportation Corridor Study (2014) (2014)	\$2,610,000
Medium	N-17	Shoreline Boulevard	South of US Route 101	North of US Route 101	Bicycle/Pedestrian Bridge	TBD	Identified in the Shoreline Boulevard Transportation Corridor Study (2014)	\$13,530,000
Medium	N-18	Landels Trail Pathway*	Landels School	Stevens Creek Trail	Class I	0.05		\$39,000
Medium	N-19	Middlefield Road	San Antonio Avenue	Bernardo Avenue	Class II	3.55	Priority Project #7: Palo Alto-Sunnyvale Regional Connection	\$185,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Medium	N-20	Castro Street	California Street	El Camino Real	Class III	0.41		\$4,000
Medium	N-21	Evelyn Avenue	Hope Street	Pioneer Way	Class III Bike Boulevard	0.70	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$29,000
Medium	N-22	Farley Street	West Middlefield Road	Central Expressway	Class III Bike Boulevard	0.63	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$26,000
Medium	N-23	Latham Street	Showers Drive	Escuela Avenue	Class III Bike Boulevard	0.69	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$29,000
Medium	N-24	Latham Street	South Shoreline Boulevard	Escuela Avenue	Class III Bike Boulevard	0.57	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$24,000
Medium	N-25	Nita Avenue/ Dell Avenue/ Victory Avenue	Nita Avenue	Middlefield Road	Class III Bike Boulevard	0.40	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$17,000
Medium	N-26	Sierra Vista Avenue	Montecito Avenue	Leghorn Street	Class III Bike Boulevard	0.94	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$39,000
Medium	N-27	Old Middlefield Way	Middlefield Road	Permanente Creek Trail	Class II or IV	0.77	Priority Project #4: Old Middlefield Way Bike Lanes	\$154,000
Medium	N-84	Stierlin Road	Central Expressway	Shoreline Boulevard	Class II	0.39	Priority Project #9. Shoreline Boulevard Transportation Corridor Study Improvements	\$22,000
Medium	N-29	El Camino Real	Calderon Avenue	Dale Avenue	Class II Buffered	0.99	Priority Project #8: El Camino Real Regional Connection	\$139,000
Medium	N-30	Miramonte Avenue	El Camino Real	Harpster Drive	Class II	0.28	Identified in the El Camino Real Precise Plan (2014)	\$15,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Medium	N-31	Charleston Road	San Antonio Road	Shorebird Way	Class I or IV	2.54	Identified in the North Bayshore Precise Plan (2014)	\$1,969,000
Medium	N-31	Shoreline Boulevard	Shorebird Way	San Leandro Avenue	Class I or IV	0.66	Identified in the North Bayshore Precise Plan (2014)	\$512,000
Medium	N-33	Graham Middle School	Boranda Avenue	Graham Middle School	Class I	0.16		\$124,000
Medium	N-34	Sylvan Avenue	El Camino Real	Rainbow Drive	Class II	0.14	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$7,000
Medium	N-35	The Americana	Continental Circle	El Camino Real	Class II	0.11	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$6,000
Medium	N-36	Miramonte Avenue	Sonia Way	El Camino Real	Class II Buffered	0.22		\$31,000
Medium	N-37	Sleeper Avenue	Grant Road	Stevens Creek Trail	Class III	0.52		\$5,000
Medium	N-38	Central Avenue	Stierlin Road	Stevens Creek Trail	Class III Bike Boulevard	0.51	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$21,000
Medium	N-39	Marich Way	Karen Way	El Monte Avenue	Class III Bike Boulevard	0.34	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$14,000
Medium	N-40	Mayfield Avenue	Whitney Drive	Central Expressway	Class III Bike Boulevard	0.17	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$7,000
Medium	N-41	Moorpark Way	Alice Avenue	East Dana Street	Class III Bike Boulevard	0.18	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$8,000
Medium	N-42	Pioneer Way	East Dana Street	East Evelyn Avenue	Class III Bike Boulevard	0.19	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$8,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Medium	N-43	Rock Street	North Rengstorff Avenue	Camp Avenue	Class III Bike Boulevard	0.47	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$20,000
Medium	N-44	Rock Street	West Middlefield Road	Camp Avenue	Class III Bike Boulevard	0.82	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$34,000
Medium	N-45	View Street	California Street	Evelyn Avenue	Class III Bike Boulevard	0.27	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$11,000
Medium	N-46	Villa Street	Escuela Avenue	Shoreline Boulevard	Class III Bike Boulevard	0.55	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$23,000
Medium	N-47	West Dana Street	Bush Street	Calderon Avenue	Class III Bike Boulevard	0.21	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$9,000
Medium	N-48	West Dana Street	Calderon Avenue	Pioneer Way	Class IV	0.34		\$68,000
Medium	N-49	California Street	San Antonio Road	Ortega Avenue	Class IV	0.52	Identified in the San Antonio Precise Plan (2014)	\$104,000
Medium	N-50	Showers Drive	Latham Street	California Street	Class IV	0.85	Identified in the San Antonio Precise Plan (2014)	\$170,000
Medium	N-51	Colony Street	Sierra Vista	Permanente Creek Trail	Class III Bike Boulevard	0.14	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$6,000
Medium	N-59	Shoreline Boulevard	Stierlin Road	Terra Bella Avenue	Class IV	0.40	Identified in the Shoreline Boulevard Transportation Corridor Study (2014)	\$74,000
Medium	N-53	Permanente Creek Trail	Amphitheatre Parkway	N/A	Crossing	0.06	Identified in the North Bayshore Precise Plan (2014)	Requires further study

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Medium	N-54	El Camino Real	City limit	Escuela Avenue	To be determined	0.31	Identified in the El Camino Real Precise Plan (2014)	Requires further study
Medium	N-55	Shoreline Boulevard/Shorebird Way	North Road	Shorebird Way/Charleston	Class I or IV	1.14	Identified in the North Bayshore Precise Plan (2014)	\$884,000
Medium	N-56	Caltrain ROW	Palo Alto border	Sunnyvale border	Class I	3.95	Identified in the Parks and Open Space Plan (2014)	\$3,061,000
Medium	N-57	Miller Avenue	Del Medio Avenue	San Antonio Road	Class III	0.18	Identified in the San Antonio Precise Plan (2014)	\$2,000
Medium	N-58	Ortega Avenue	California Street	Latham Street	Class III	0.17	Identified in the San Antonio Precise Plan (2014)	\$2,000
Medium	N-52	Shoreline Boulevard	Stierlin Road	Amphitheatre Parkway	Class II	1.43	Priority Project #9. Shoreline Boulevard Transportation Corridor Study Improvements	\$12,560,000
Medium	N-60	Stevenson/Theuerkauf School Path	Montecito Avenue	San Luis Avenue	Class I	0.27		\$209,000
Medium	N-61	Evelyn Avenue	Castro Street	Hope Street	Class II	0.05		\$3,000
Medium	N-62	Ferry Morse Way	Evelyn Avenue	South Whisman Road	Class II	0.15		\$8,000
Medium	N-63	Martens Avenue	Grant Road	Yorkshire Way	Class II	0.29		\$15,000
Medium	N-64	Whisman Station Drive	North Whisman Road	Central Expressway	Class II	0.16		\$8,000
Medium	N-65	Miramonte Avenue	Gest Drive	Sonia Way	Class II Buffered	1.15		\$161,000
Medium	N-66	Boranda Avenue	Hans Avenue	Graham Middle School	Class III	0.08		\$1,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Medium	N-67	Marilyn Drive	Miramonte Avenue	Springer Road	Class III	0.49		\$5,000
Medium	N-68	Alice Avenue	Alice Avenue	Moorpark Way	Class III Bike Boulevard	0.27	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$11,000
Medium	N-69	Bush Street	California Street	West Dana Street	Class III Bike Boulevard	0.09	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$4,000
Medium	N-70	California Street	Castro Street	Bush Street	Class III Bike Boulevard	0.21	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$9,000
Medium	N-71	Gladys Avenue	North Whisman Road	Easy Street	Class III Bike Boulevard	0.39	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$16,000
Medium	N-72	Nita Avenue/ Whitney Drive/ Thompson Avenue/ Jane Lane	Rengstorff Avenue	San Antonio Road	Class III Bike Boulevard	1.01	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$42,000
Medium	N-73	Rainbow Drive	Sylvan Avenue	Alice Avenue	Class III Bike Boulevard	0.27	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$11,000
Medium	N-74	San Antonio Road	El Camino Real	California Street	Class II	0.23	Identified in the San Antonio Precise Plan (2014)	\$18,000
Medium	N-75	California Street	Showers Drive	Bryant Street	To be determined	1.65	Understudy: California Street / Escuela Avenue Project	Requires further study
Medium	N-76	Ellis Street	Fairchild Drive	Manila Drive	Class II	0.19		\$10,000
Medium	N-77	Calderon Avenue	Church Street	El Camino Real	Class II	0.19		\$10,000
Medium	N-78	Huff Avenue	Charleston Road	Alta Avenue	Class III	0.4	Identified in the North Bayshore Precise Plan (2014)	\$4,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Medium	N-79	Joaquin Road	Amphitheatre Parkway	Pear Avenue	Class II	0.53	Identified in the North Bayshore Precise Plan (2014)	\$28,000
Medium	N-80	Macon Avenue	La Avenida Street	US Route 101	Class III	0.14	Identified in the North Bayshore Precise Plan (2014)	\$1,000
Medium	N-81	Marine Way	Casey Avenue	Garcia Avenue	Class III	0.31	Identified in the North Bayshore Precise Plan (2014)	\$3,000
Medium	N-82	New Street	El Camino Real	Showers Drive	Class III	0.34	Identified in the San Antonio Precise Plan (2014)	\$3,000
Medium	N-83	San Antonio Circle	San Antonio Road	Showers Drive	Class III	0.23	Identified in the San Antonio Precise Plan (2014)	\$2,000
Medium	N-28	Stierlin Road	Stierlin Road	Shoreline Boulevard	Class IV	0.11	Priority Project #9. Shoreline Boulevard Transportation Corridor Study Improvements	\$1,200,000
Medium	N-85	Martens-Yorkshire Path	Martens Avenue	Yorkshire Way	Class I	0.05		\$39,000
Medium	N-86	Stevens Creek Trail*	Heatherstone Way	Mountain View High School	Class I	0.58		\$450,000
Medium	N-87	Bryant Avenue	Grant Road	Stevens Creek Trail	Class II	0.78		\$41,000
Medium	N-88	Cuesta Drive	Miramonte Avenue	Grant Road	Class II	0.51		\$27,000
Medium	N-89	Hans Avenue	Miramonte Avenue	Phyllis Avenue	Class II	0.51		\$27,000
Medium	N-90	Charleston Road	San Antonio Road	North Rengstorff Avenue	Class II Buffered	0.57		\$80,000
Medium	N-91	East Dana Street	Moorpark Way	West Dana Street	Class II Buffered	0.30	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$42,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Medium	N-92	Franklin Avenue/ Dierick Drive/ Lubich Drive	Sleeper Avenue	Bryant Avenue	Class III	0.89		\$9,000
Medium	N-93	Glenborough Drive	Foxborough Drive	Sylvan Avenue	Class III	0.14		\$1,000
Medium	N-94	Meadow Lane/ Barbara Avenue/ Fordham Way/ Spencer Way	Marilyn Drive	Lincoln Drive	Class III	1.19		\$12,000
Medium	N-95	Pacific Drive	Whisman Station Drive	North Whisman Road	Class III	0.30		\$3,000
Medium	N-96	South Drive	Hospital Drive	Stevens Creek Trail	Class III	0.16		\$2,000
Medium	N-97	Dale Avenue	Heatherstone Way	Continental Circle	Class III Bike Boulevard	0.33	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$14,000
Medium	N-98	Fairchild Drive	Leong Drive	North Whisman Road	Class III Bike Boulevard	0.56	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$24,000
Medium	N-99	Jardin Drive	Los Altos High School (where bike lanes start)	Blackfield Way	Class III Bike Boulevard	0.29	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$12,000
Medium	N-200	Leghorn Street	Sierra Vista	Independence Avenue	Class III Bike Boulevard	0.38	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$16,000
Medium	N-101	Mayfield Avenue- Whisman Road Bike Boulevard Extension	Gladys Avenue	Ellis Street	Class III Bike Boulevard	0.42	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$18,000
Medium	N-102	Truman Avenue	Oak Avenue	Bryant Avenue	Class IV	0.31		\$62,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Medium	N-103	Pacchetti Drive	Showers Drive	San Antonio Shopping Center	Class IV	0.34	Identified in the San Antonio Precise Plan (2014)	\$68,000
Medium	N-104	State Route 237	El Camino Real	Church Street	Class IV	0.18		\$36,000
Low	N-105	Castro Street	El Camino Real	Miramonte Road	Class II	0.38		\$20,000
Low	N-106	Armand Avenue	Villa Drive	La Avenida Street	Class III	0.08	Identified in the North Bayshore Precise Plan (2014)	\$1,000
Low	N-107	Broderick Way	Terminal Boulevard	Casey Avenue	Class III	0.09	Identified in the North Bayshore Precise Plan (2014)	\$1,000
Low	N-108	Coast Avenue	Marine Way	N/A	Class II	0.11	Identified in the North Bayshore Precise Plan (2014)	\$6,000
Low	N-109	Inigo Way	Pear Avenue	La Avenida Street	Class III	0.14	Identified in the North Bayshore Precise Plan (2014)	\$1,000
Low	N-110	Pear Avenue	North Shoreline Boulevard	Armand Avenue	Class III	0.31	Identified in the North Bayshore Precise Plan (2014)	\$3,000
Low	N-111	Plymouth Street/Space Park Way	Landings Drive	Armand Avenue	Class II	0.99	Identified in the North Bayshore Precise Plan (2014)	\$51,000
Low	N-112	Stierlin Court/Crittenden Lane Loop	North Shoreline Boulevard	North Shoreline Boulevard	Class II	0.86	Identified in the North Bayshore Precise Plan (2014)	\$45,000
Low	N-113	Towne Circle Sidewalk	Towne Circle	Leland Avenue	Class I	0.02	Identified in the San Antonio Precise Plan (2014)	\$16,000
Low	N-114	Fairchild Drive	North Whisman Road	Ellis Street	Class II	0.33		\$17,000
Low	N-115	North Whisman Road	Fairchild Drive	East Middlefield Road	Class II	0.57		\$30,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Low	N-116	South Drive	Solace Place	Hospital Drive	Class II	0.14		\$7,000
Low	N-117	North Whisman Road	East Middlefield Road	East Evelyn Avenue	Class II Buffered	0.60		\$84,000
Low	N-118	Foxborough Drive	Path (<i>connecting Foxborough Drive to Moorpark Way</i>)	Glenborough Drive	Class III	0.11		\$1,000
Low	N-119	Blackfield Way	Jardin Drive	Marich Way	Class III Bike Boulevard	0.24	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$10,000
Low	N-120	Continental Circle	Dale Avenue	The Americana	Class III Bike Boulevard	0.08	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$3,000
Low	N-121	Heatherstone Way	South Knickerbocker Drive	Dale Avenue	Class III Bike Boulevard	0.24	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$10,000
Low	N-122	Bernardo Avenue	Central Expressway	Middlefield Road	Class II	0.38	Priority Project #7 Palo Alto-Sunnyvale Regional Connection (Middlefield Rd)	\$20,000
Low	N-123	Escuela Avenue	Latham Street	Villa Street	To be determined	0.38	Understudy: California Street / Escuela Avenue Project	Requires further study
Low	N-124	Ellis Street	Fairchild Drive	Manila Drive	Class I	0.19		\$147,000
Low	N-125	Alta Avenue	Charleston Road	US Route 101	Class II	0.32	Identified in the North Bayshore Precise Plan (2014)	\$17,000
Low	N-126	Bayshore Parkway	Garcia Avenue	Amphitheatre Parkway	Class II	0.62	Identified in the North Bayshore Precise Plan (2014)	\$32,000
Low	N-127	La Avenida Street	Shoreline Boulevard	Stevens Creek Trail	Class II	0.52	Identified in the North Bayshore Precise Plan (2014)	\$27,000

Rank	Reference Number	Location	Start	End	Project	Miles	Notes	Cost Estimate
Low	N-128	Landings Drive Loop	Charleston Road	Charleston Road	Class II	0.48	Identified in the North Bayshore Precise Plan (2014)	\$25,000
Low	N-129	Independence Avenue	Leghorn Street	Charleston Road	Class II	0.17		\$9,000
Low	N-130	Leong Drive	Moffett Boulevard	Evandale Avenue	Class II	0.13		\$7,000
Low	N-131	Sylvan Avenue	Rainbow Drive	Moorpark Way	Class II	0.63		\$33,000
Low	N-132	Yorkshire Way	Sleeper Avenue	Martens Avenue	Class III	0.12		\$1,000

The table below identifies recommended spot improvements by priority ranking. Planning level cost estimates are also provided for each recommended project.

Table 6-5 Spot Recommendations Prioritized with Cost Estimates

Priority	Reference Number	Location	Recommended Improvement	Notes	Cost Estimate
High	(Spots) S-13	Castro Street and El Camino Real	Bike crossing and turning improvements		\$25,000
High	S-51	Castro Street/Moffett Boulevard/Central Expressway Intersection	Intersection Improvements	Priority Project #2: Castro Street/Moffett Boulevard/Central Expressway Intersection	\$100,000
High	S-2	Rengstorff Avenue and Central Expressway	Bicycle marking improvements		\$75,000
High	S-20	Rengstorff Avenue and Crisanto Avenue	Bicycle marking improvements		\$75,000
High	S-23	Farley Street and Middlefield Road	Bicycle crossing and turning improvements	Priority Project #5: Permanente Creek Trail Extension Feasibility Study	\$25,000
High	S-49	El Camino Real and Escuela Avenue / El Monte Avenue	Bicycle crossing and turning improvements; Bicycle marking improvements		\$100,000

Priority	Reference Number	Location	Recommended Improvement	Notes	Cost Estimate
Medium	S-53	Shoreline Boulevard and Middlefield Road		Priority Project #9. Shoreline Boulevard Transportation Corridor Study Improvements	\$1,730,000
Medium	S-55	Shoreline Boulevard and Terra Bella Avenue	Protected Intersection Improvements	Identified in the Shoreline Boulevard Transportation Corridor Study (2014)	Requires further study
Medium	S-16	Dana Street and Calderon Avenue	Bicycle detection	Priority Project #9. Shoreline Boulevard Transportation Corridor Study Improvements	\$15,000
Medium	S-18	Moffett Boulevard and Middlefield Road	Bicycle crossing and turning improvements; Bicycle detection	Priority Project #3. Moffett Boulevard Corridor	\$40,000
Medium	S-44	Stevens Creek Trail and Dana Street	Improve access point		Requires further study
Medium	S-54	Shoreline Boulevard and Stierlin Road/Montecito Avenue	Protected Intersection Improvements	Identified in the Shoreline Boulevard Transportation Corridor Study (2014)	Requires further study
Medium	S-10	Shoreline Boulevard and Villa Street	Bicycle marking improvements	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$75,000
Medium	S-11	Sleeper Avenue and Grant Road	Bike crossing and turning improvements		\$25,000
Medium	S-19	Rengstorff Avenue and Rock Street	Bicycle marking improvements		\$75,000
Medium	S-27	Middlefield Road and Old Middlefield Way	Bicycle crossing and turning improvements	Priority Project #4. Old Middlefield Way Bike Lanes	\$25,000
Medium	S-31	South Whisman Road and Ferry Morse Way	Bicycle crossing and turning improvements; Bicycle marking improvements		\$100,000
Medium	S-33	Rengstorff Avenue and Middlefield Road	Bicycle crossing and turning improvements; Bicycle marking improvements		\$100,000
Medium	S-41	Stevens Creek Trail and Hetch Hetchy Trail	Improve access point		Requires further study

Priority	Reference Number	Location	Recommended Improvement	Notes	Cost Estimate
Medium	S-43	Stevens Creek Trail and Evelyn Avenue	Improve access point		Requires further study
Medium	S-48	Stevens Creek Trail and Middlefield Road	Improve access point		Requires further study
Medium	S-56	Permanente Creek Trail and Colony Street	Class I		
Medium	S-3	Phyllis Avenue* and Grant Road	Bike crossing and turning improvements		\$25,000
Medium	S-22	Whisman Road and Middlefield Road	Bicycle crossing and turning improvements; Bicycle detection	Priority Project #7 Palo Alto-Sunnyvale Regional Connection (Middlefield Rd)	\$40,000
Medium	S-36	West Middlefield Road and Victory Avenue	Bicycle crossing and turning improvements	Priority Project #7 Palo Alto-Sunnyvale Regional Connection (Middlefield Rd)	\$25,000
Medium	S-40	Stevens Creek Trail and Moffett Blvd	Improve access point		Requires further study
Medium	S-52	Middlefield Road and Shoreline Boulevard	Bicycle marking improvements	Priority Project #9. Shoreline Boulevard Transportation Corridor Study Improvements	\$75,000
Medium	S-4	Castro Street* and Miramonte Avenue	Bicycle detection		\$15,000
Medium	S-5	Cuesta Drive and Miramonte Avenue	Bicycle marking improvements		\$75,000
Medium	S-8	Grant Road and Bryant Avenue	Bike crossing and turning improvements		\$25,000
Medium	S-9	Shoreline Boulevard and Pear Avenue	Bike crossing and turning improvements	Identified in the North Bayshore Precise Plan (2014)	\$25,000
Medium	S-12	Bonita Avenue and Cuesta Drive	Bike crossing and turning improvements		\$25,000
Medium	S-14	Grant Road and Cuesta Drive	Bicycle crossing and turning improvements; Bicycle marking improvements		\$100,000

Priority	Reference Number	Location	Recommended Improvement	Notes	Cost Estimate
Medium	S-15	Bryant Avenue and Truman Avenue	Mountain View High School Access Project		\$100,000
Medium	S-24	Evelyn Avenue and Hope Street	Bicycle detection; Bicycle marking improvements		\$90,000
Medium	S-30	East Dana Street and Moorpark Way	Bicycle crossing and turning improvements	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$25,000
Medium	S-35	Montecito Avenue and Sierra Vista Avenue	Bicycle crossing and turning improvements	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$25,000
Medium	S-45	Stevens Creek Trail and Yuba Drive	Improve access point		Requires further study
Medium	S-46	Stevens Creek Trail and Sleeper Avenue	Improve access point		Requires further study
Medium	S-50	State Route 237 and Church Street	Bicycle crossing and turning improvements		\$25,000
Low	S-1	Fordham Way and Cuesta Drive	Bike crossing and turning improvements		\$25,000
Low	S-6	Springer Road and Cuesta Drive	Bicycle marking improvements		\$75,000
Low	S-17	California Street and Castro Street	Bicycle detection		\$15,000
Low	S-21	Rengstorff Avenue and 101 ramps (all)	Bicycle crossing and turning improvements; Bicycle marking improvements		\$100,000
Low	S-29	Farley Street and Central Expressway	Bicycle detection	Priority Project #5: Permanente Creek Trail Extension Feasibility Study	\$15,000
Low	S-34	North Whisman Road and Gladys Avenue	Bicycle crossing and turning improvements	Priority Project #6: Citywide Bike Boulevard Feasibility Study	\$25,000
Low	S-37	Stevens Creek Trail and Crittenden Lane	Improve access point		Requires further study
Low	S-39	Stevens Creek Trail and La Avenida Street	Improve access point		Requires further study

Priority	Reference Number	Location	Recommended Improvement	Notes	Cost Estimate
Low	S-42	Stevens Creek Trail and Gladys Avenue	Improve access point		Requires further study
Low	S-47	Stevens Creek Trail and Dale Avenue	Improve access point		Requires further study
Low	S-7	Villa Street and Bush Street	Bicycle detection		\$15,000
Low	S-25	Evelyn Avenue and Castro Street	Bicycle crossing and turning improvements		\$25,000
Low	S-28	Moorpark Way and Sylvan Avenue	Bicycle marking improvements		\$75,000
Low	S-32	El Monte Avenue and Springer Road	Bicycle crossing and turning improvements		\$25,000
Low	S-38	Stevens Creek Trail and	Improve access point		Requires further study
Low	S-26	Evelyn Avenue and Bernardo Avenue	Bicycle marking improvements		\$10,000

6.8 Priority Project Costs

The ten priority projects, described in Section 6.3, are listed below with their cost estimates.

Table 6-6 Summary of Cost Estimates for Ten Priority Projects

Project	Cost Estimate
(a) Shoreline Boulevard Pathway	To be determined by current study underway.
(b) Castro Street / Moffett Boulevard / Central Expressway Intersection Improvement	\$1,630,000
(c) Moffett Boulevard Bike Lanes	\$350,000 - \$450,000
(d) Old Middlefield Way Bike Lanes	\$250,000 - \$350,000
(e) Permanente Creek Trail Extension Feasibility Study	\$150,000
(f) Bicycle Boulevard Feasibility Study	\$150,000 - \$240,000
(g) Palo Alto-Sunnyvale Regional Connections	\$950,000
(h) El Camino Real Bike Lanes	\$250,000 - \$350,000
(i) Shoreline Boulevard Transportation Corridor Improvements	\$3,080,000
(j) Citywide On-Street Parking Modification Guidelines for the Installation of Bike Lanes	\$80,000 - \$110,000
Total	\$6,890,000 - \$7,310,000

6.9 Maintenance

Bikeways require regular maintenance and repair. On-street bikeways are maintained as part of the normal roadway maintenance program and extra emphasis should be placed on keeping bike lanes and roadway shoulders clear of debris and keeping vegetation overgrowth from blocking visibility. The high cost of maintaining Class I facilities may be shared among various agencies or departments. The typical maintenance costs for the bikeway network are shown in Table 6-7.

Table 6-7 Annual Operation and Maintenance Cost Estimates for High Priority Projects

Facility Type	Unit Cost	Annual Cost	Notes
Class I Multi-use path	per mile	\$60,000	Maintenance costs assume minimal landscaping, no lighting
Class II Bike Lane	per mile	\$15,000	Assumes current street sweeping program
Class II Buffered	per mile	\$15,000	Assumes current street sweeping program
Class III Bike Route	per mile	\$5,000	Assumes current street sweeping program
Class III Bike Boulevard	per mile	\$7,500	Assumes current street sweeping program
Class IV Protected Bike Lane	per mile	\$25,000	Assumes bikeway accessible to current street sweeping program
Bicycle marking improvements	Intersection	\$2,000	Assumes 2 approaches modified.
Bicycle crossing and turning improvements	Intersection	\$2,500	Assumes 2 approaches modified.
Bicycle Signal Detection	Intersection	\$2,500	Assumes 2 approaches modified.
Protected Intersection	Intersection	\$4,000	Assumes 4 approaches modified.

6.9.1 On-Going Maintenance

Bikeways are an integral part of the City's transportation network, and maintenance of the bikeway network should be part of the ongoing maintenance program for all City transportation facilities. As such, bikeway network maintenance should be adequately funded.

The City should ensure that mechanisms exist to evaluate the bikeway network, to correct any potential hazards and to continue to improve the bicycle network.

6.10 Monitoring

6.10.1 Performance Measures

Performance measures provide a metric against which the City can gauge the progress of improving its bicycling environment efforts. The following performance measures were developed in conjunction with the City staff and the Bicycle/Pedestrian Advisory Committee.

Table 6-8 Bicycle Plan Performance Measures

1. Bike Network
Objective: Develop a connected bike network.
Strategy: Close gaps and cross barriers in the existing on-street bike network, enhance connections to existing trails network, develop, sign, and promote a low stress network; and identify opportunities to install Class IV separated bikeways.
Performance Measure A: Monitor and report miles of bike network (Class I, Class II, Class III with itemized Bicycle Boulevards, and Class IV bikeways) three years after the BTP is adopted.
Performance Measure B: Monitor and report number of high priority gaps closed and enhanced bicycle crossings (e.g. undercrossings, overcrossings, and enhanced intersection crossings) of major barriers (e.g. rail road tracks, highways, and major arterials) three years after the BTP is adopted.
2. Ridership
Objective: Increase number of people of all ages and skills biking in Mountain View.
Strategy A: Work with employers on encouragement programs, support an expansion of bike-share to employment centers, improve regional bikeway connections.
Performance Measure A: Conduct bike counts of BTP Update benchmark count locations three years after the BTP is adopted, compare the benchmark counts to the most recent American Community Survey commuter data.
Strategy B: Improve low-stress bikeway connections to schools. Continue to support the VERBS program.
Performance Measure B: Annual reporting of the percentage of students biking to school.
Strategy C: Increase the public's interest in cycling through education and encouragement, support of bike-share expansion, improved bike network.
Performance Measure C: Conduct bike counts of BTP Update benchmark count locations three years after the BTP is adopted, compare the benchmark counts to the most recent American Community Survey commuter data.
3. Bicycle Friendly Community
Objective: Reach Gold-Level Bicycle Friendly Community (BFC) Status.
Strategy: Key strategies for Mountain View to elevate to BFC Gold Level status: <ul style="list-style-type: none"> • Increase percentage of arterial streets with dedicated bike facilities, especially protected or green bike lanes. • Fill a full-time bicycle coordinator position at the City. • Create and implement innovative marketing campaigns to encourage increased cycling and partner with area corporations.
Performance Measure: Gold BFC Award Designation
4. Education, Encouragement, & Enforcement
Objective A: Increase bicycle education and safety awareness.
Strategy A: City to host or partner with other organization(s) at least two signature bicycle-related events per year. Continue to participate in Bike to Work Day, Bike Month, Library Bike-Related Events/Classes, Police Dept Bike-Related Events/Classes, and support grant-funded VERBS programs.
Performance Measure: Annual reporting of the number of bicycle events.
Objective B: Reduce bicycle collisions to < 100 per 10k daily commuters*.

Strategy B1: Increase bicycle education for bicyclists, pedestrians and motorists.
Strategy B2: Enforce rules of the road.
Performance Measure: Annual reporting of the number of bicycle collisions and fatalities in Mountain View.
5. Maintenance
Objective: Maintain existing and enhanced bike facilities.
Strategy A1: Continue to include on-going maintenance as part of new CIPs.
Strategy A2: Continue to provide funding for striping, sweeping, slurry seal and maintenance of traffic signals.
Performance Measure A: Annual reporting on the funds spent on bicycle facility maintenance.
Strategy B: Respond to citizen-reported requests for location-specific maintenance or repair.
Performance Measure B: Annual reporting on the number of responses to citizen-reported bicycle facility maintenance and repair requests.

*The US Census provides only bicycle commuting data. Therefore, commuter bicyclists, although not the only type of cyclist, is the type that will have the most consistent data and can be used as a proxy for the general bicycling population.

6.10.2 Bicycle Friendly Community

The Bicycle Friendly Community (BFCSM) program provides a roadmap to improve conditions for bicycling and the guidance to implement a community's vision for a better, bikeable community a reality. Making bicycling safe and convenient are keys to improving public health, reducing traffic congestion, improving air quality and improving quality of life. Mountain View is currently a Silver Level Bicycle Friendly Community as designated by the League of American Bicyclists.

The Program provides guidance and benchmarking for building a Bicycle Friendly Community, the application itself is a rigorous and an educational tool in itself. Since its inception, more than 800 communities have applied for the five levels of the award - Diamond, Platinum, Gold, Silver and Bronze – providing a clear incentive for communities to continuously improve.

The BFC Program relies on the Five Es to rate a community's bicycling environment friendliness:

- **Engineering:** Creating safe and convenient places to ride and park.
- **Education:** Giving people of all ages and abilities the skills and confidence to ride.
- **Encouragement:** Creating a strong bike culture that welcomes and celebrates bicycling.
- **Enforcement:** Ensuring safe roads for all users.
- **Evaluation and Planning:** Planning for bicycling as a safe and viable transportation option.

To reach the next award level of Gold, this Plan recommends the City of Mountain View reach or maintain the milestones listed below. This Plan will be a valuable resource for monitoring the projects that improve Mountain View's bicycling environment and that will improve the City's Bicycle Friendly Community status in the future.

Enforcement

- Designate a law enforcement bicycling liaison, a designated member of the Police Department through whom the City's Mobility Coordinator, advocacy groups and other interested parties can communicate about bicycle-related issues.
- Support laws and ordinances that contribute to a bicycle-friendly environment through targeted enforcement and/or the adoption of regulations that address situations that place bicyclists at risk (i.e. dooring, double-parking, distracted driving, etc.) and improve street safety (e.g., lowering speed limits).

Education

- Continue to promote bicycling through public education and outreach efforts.
- Offer annual adult bicycle skills classes.
- Continue to offer bicycle education to at least 50% of primary and secondary schools.

Engineering

- Maintain very good bike access to public transportation. Mountain View currently offers bike parking and bike share at its two Caltrain stations and two transit centers and is actively working to improve access through the precise plan planning process and this BTP Update.
- Reach or maintain a total bicycle network mileage total road network mileage of at least 43%.
- Maintain or improve the percentage of arterial streets with bike lanes at 65% or greater.

Evaluation

- Fund and maintain bike program staffing levels at least at a minimum of one staff person per 32,000 residents.
- Update and implement a new Bicycle Transportation Plan to maintain eligibility for State and other grant funding.

Encouragement

- Continue to support bike-related events.
- Continue to support bike month, bike to work and bike to school events.
- Operate and provide staff support for an active bicycle advisory committee.
- Coordinate with active advocacy groups (such as the Silicon Valley Bicycle Coalition).
- Continue to offer, maintain and enhance bicycle-related recreational facilities.

Key Outcomes

- Maintain or improve Mountain View's current bicycle commuting rate of 6.5%.
- Reduce the bike-related collisions per 10,000 daily commuters* to 100 or less.
- Reduce the bike-related fatalities per 10,000 daily commuters* to 0.6 or less.

6.11 Funding

The list of recommendations identified in **Chapter 5** and priority projects described in this chapter will require substantial funding to implement and operate. The prioritized list of projects from Table 6-6 identify projects that will most benefit the community. Bicycle funding is administered at all levels of government. A complete list of funding opportunities is provided in **Appendix E**.

*The US Census provides only bicycle commuting data. Therefore, commuter bicyclists, although not the only type of cyclist, is the type that will have the most consistent data and can be used as a proxy for the general bicycling population.

City of Mountain View
Bicycle/Pedestrian Advisory Committee Meeting
April 29, 2015

AGENDA ITEM 6.3

APPENDICES FOR THE BICYCLE TRANSPORTATION PLAN UPDATE

AVAILABLE AT

Public Works Department, 500 Castro Street
during normal business hours, Monday to Friday, 8 am to 5 pm.

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN

Fiscal Year 2014-15
UPDATED MARCH 2015

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
<i>Fiscal Year 2014-15 Work Items</i>			
1. Provide input/direction during Bicycle Transportation Plan update process.	Needs assessment. Draft prioritization criteria. Draft strategies and recommendations. Admin draft plan. Draft plan.	September 2014 November 2014 January 2015 April 2015 June 2015	Complete. Complete. Complete.
2. Provide input on potential pedestrian improvements along Middlefield Road between the RREEF development at 700 East Middlefield Road and the Middlefield Light Rail Station (carryover from FY 2013-14 Work Plan).	CDD request for B/PAC review/input.	TBD	

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN

Fiscal Year 2014-15
UPDATED MARCH 2015

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
3. Promote and participate in events to encourage bicycling and walking.	Farmers' Market.	Ongoing, based on B/PAC members' availability.	
	Walk to School Day(s).	October 8, 2014	Complete.
	Multi-Library Bike Tour.	October 18, 2014	Complete.
	Arbor Day.	March 14, 2015	Complete. Members England and Roddin participated.
	Annual Spring Parade.	April 25, 2015	
	Bike to School Day(s).	May 2015	
	VERBS Program Events.	Ongoing, based on B/PAC members' availability.	B/PAC members participated in the Landels Walkathon (October 24, 2014) and Landels Walk to School (November 7, 2014).

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN

Fiscal Year 2014-15
UPDATED MARCH 2015

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
3. Promote and participate in events to encourage bicycling and walking (continued).	Bike to Work Day. Thursday Night Live. CNC Meetings <ul style="list-style-type: none">• Monta Loma/Farley/Rock Street Neighborhood.• Central Neighborhood.• Moffett/Whisman Road Neighborhood.	May 14, 2015 Summer 2015, based on B/PAC members' availability. October 2, 2014 April 16, 2015 May 21, 2015	Complete.
4. Annual review of Pedestrian Master Plan (PMP) document.	B/PAC agenda item.	Spring 2015	Complete.

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN

Fiscal Year 2014-15
UPDATED MARCH 2015

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
5. Monitor PMP performance measures, trends, and targets to assess improvements in the City's pedestrian environment.	Update data on students walking to school.	4 times/ school year	B/PAC received August 2013 to July 2014 data on November 19, 2014 and is available on the City website.
	Update data on students receiving pedestrian safety education.	4 times/ school year	B/PAC received August 2013 to July 2014 data on November 19, 2014 and is available on the City website.
	Update data on pedestrian/ vehicle and pedestrian/ bicycle collisions.	Quarterly	B/PAC received January to December 2014 data on March 25, 2015. Data is available on the City website.

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN

Fiscal Year 2014-15

UPDATED MARCH 2015

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
5. Monitor PMP performance measures, trends, and targets to assess improvements in the City's pedestrian environment (continued).	Update pedestrian safety-related vehicle enforcement measure data.	Quarterly	B/PAC received 2009-2013 data on January 28, 2015 and is available on the City website. B/PAC received January-December 2014 data on March 25, 2015. Data is available on the City website.
6. Receive report and provide input regarding the Police Department's procedure for collecting and reporting data on bicycle and pedestrian-related collisions.	B/PAC agenda item.	Spring 2015	
7. Receive report and provide input regarding the availability of bicycle facilities at City-sponsored events.	B/PAC agenda item.	November 2014	Complete.
<i>Ongoing Work Items</i>			
A. Review, prioritize, and recommend bicycle and pedestrian projects for annual TDA Article 3 funding application cycle.	VTA call for projects announcement.	February 2015	Initial B/PAC review of potential projects on November 19, 2014. B/PAC action to bank FY 2015-16 TDA funds on February 25, 2015.

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN

Fiscal Year 2014-15

UPDATED MARCH 2015

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
B. Provide input into the development and review of comprehensive bicycle/pedestrian facility plans and regulations (e.g., General Plan Circulation Chapter, Precise Plans, Zoning Ordinance bicycle parking requirements).	As required/requested.		
C. Review City roadway system and bikeway/pedestrian facilities for bicycle and pedestrian suitability and make recommendations on improvements.	Ongoing.	Ongoing	Ask MV submitted for bike network gap at El Monte Avenue/ Escuela Avenue.
D. Make recommendations on capital improvements to bicycle/pedestrian facilities.	Annual Capital Improvement Program (CIP) development and approval process.	Spring 2015	CIP discussion scheduled for April 29, 2015 B/PAC meeting.
E. Review private development project applications requiring General Plan, Precise Plan, and/or zoning amendments (Gatekeeper projects).	As directed by City Council.		

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN

Fiscal Year 2014-15
UPDATED MARCH 2015

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
F. Review public projects to ensure adequate consideration of the needs of bicyclists, pedestrians, and the disabled.	As identified by staff.		Castro Street Modification Project presented on September 17, 2014. Permanente Creek Trail Charleston Road Crossing presented on September 17, 2014. Proposed Green Bike Lane Pilot Project presented on October 29, 2014. Shoreline Corridor Study update provided on October 29, 2014.

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN

Fiscal Year 2014-15
UPDATED MARCH 2015

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
<p>F. Review public projects to ensure adequate consideration of the needs of bicyclists, pedestrians, and the disabled (continued).</p>			<p>Shoreline Pathway Improvement Project presented on February 25, 2015.</p> <p>California Street/ Escuela Avenue Improvement Project is scheduled for spring 2015.</p> <p>Middlefield/ Independence Intersection Improvement Project scheduled for spring 2015.</p>
<p>G. Promote bicycle and pedestrian safety via the City website and programs (e.g., VERBS).</p>	<p>Ongoing.</p>	<p>Ongoing</p>	
<p>H. Coordinate with City departments and advisory bodies, other Santa Clara County jurisdictions, and transportation-related agencies (e.g., VTA, Caltrans) on pedestrian and bicycling matters.</p>	<p>City representative attend monthly VTA BPAC meeting.</p> <p>Pursue as opportunities are identified.</p>	<p>Ongoing</p> <p>Ongoing</p>	

**MEMORANDUM**

Public Works Department

DATE: April 29, 2015

TO: Bicycle/Pedestrian Advisory Committee

FROM: Helen Kim, Transportation Planner
Linda Forsberg, Transportation and Business Manager
Michael A. Fuller, Public Works Director

SUBJECT: Draft Fiscal Year 2015-16 Work Plan

RECOMMENDATION

Provide input on the Bicycle/Pedestrian Advisory Committee's (B/PAC) Draft Fiscal Year 2015-16 Work Plan.

BACKGROUND AND ANALYSIS

City Council Policy A-23, Work Item Referral for Council Advisory Bodies and Councilmember Committees, requires all Council advisory bodies to annually prepare work plans for City Council review and approval. Council review and adoption of proposed advisory body work plans for Fiscal Year 2015-16 is scheduled for July 2015.

The B/PAC's Draft Fiscal Year 2015-16 Work Plan is attached. The proposed work items included in the draft plan operationalize the roles and responsibilities of the B/PAC and identify specific actions the B/PAC will take during the upcoming year to improve transportation by enhancing mobility and connectivity—one of three new major goals identified by the City Council during its February goal-setting Study Session for Fiscal Years 2015-16 and 2016-17.

No additional Fiscal Year 2015-16 items were added to the B/PAC's Draft Work Plan as a result of direction provided by the Council at its second goal-setting Study Session on April 14, 2015.

CONCLUSION

Staff requests B/PAC input regarding its Draft Fiscal Year 2015-16 Work Plan so that the work plan can be presented, along with other draft advisory body work plans, to the City Council in July for review and approval.

HK-LF-MAF/7/PWK
901-04-29-15M-E

Attachment: 1. Draft B/PAC Fiscal Year 2015-16 Work Plan

DRAFT BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN
Fiscal Year 2015-16

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
<i>Fiscal Year 2015-16 Work Items</i>			
1. Continue to provide input/ direction during Bicycle Transportation Plan update process.	Review final draft Plan	Fall 2015	
2. Provide input on potential pedestrian improvements along Middlefield Road between the RREEF development at 700 East Middlefield Road and the Middlefield Light Rail Station (carryover from Adopted FY 2013-14 Work Plan).	CDD request for B/PAC review/input	TBD	
3. Promote and participate in events to encourage bicycling and walking.	Farmers' Market Walk to School Day(s) Arbor Day Annual Spring Parade Bike to School Day(s)	Ongoing, based on B/PAC members' availability Fall 2015 March 2016 April 2016 May 2016	

DRAFT BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) WORK PLAN
Fiscal Year 2015-16

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
3. Promote and participate in events to encourage bicycling and walking (continued).	Bike to Work Day Thursday Night Live CNC Meetings <ul style="list-style-type: none"> • Cuesta/Phyllis/Springer Neighborhood • Other neighborhoods 	May 2016 Summer 2016, based on B/PAC members' availability October 15, 2015 TBD	
4. Annual review of Pedestrian Master Plan (PMP) document.	B/PAC agenda item	February 2016	

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Fiscal Year 2015-16

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
5. Monitor PMP performance measures, trends, and targets to assess improvements in the City’s pedestrian environment.	Update data on students walking to school	4 times/ school year	
	Update data on students receiving pedestrian safety education	4 times/ school year	
	Update data on pedestrian/ vehicle and pedestrian/ bicycle collisions	Quarterly	
	Update pedestrian safety-related vehicle enforcement measure data	Quarterly	
<i>Ongoing Work Items</i>			
A. Review, prioritize, and recommend bicycle and pedestrian projects for annual TDA Article 3 funding application cycle.	Preliminary review of potential projects	Fall 2015	
	VTA call for projects announcement	February 2016	

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Fiscal Year 2015-16

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
B. Provide input into the development and review of comprehensive bicycle/ pedestrian facility plans and regulations (e.g., General Plan Circulation Chapter, Precise Plans, Zoning Ordinance bicycle parking requirements).	As required/ requested		
C. Review City roadway system and bikeway/ pedestrian facilities for bicycle and pedestrian suitability and make recommendations on improvements.	Ongoing	Ongoing	
D. Make recommendations on capital improvements to bicycle/ pedestrian facilities.	Annual Capital Improvement Program (CIP) development and approval process	Spring 2016	
E. Review private development project applications requiring General Plan, Precise Plan, and/ or zoning amendments (Gatekeeper projects).	As directed by City Council		
F. Review public projects to ensure adequate consideration of the needs of bicyclists, pedestrians, and the disabled.	As identified by staff		
G. Promote bicycle and pedestrian safety via the City website and programs (e.g., VERBS).	Ongoing	Ongoing	

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Fiscal Year 2015-16

Title and Description	Key Milestones	Date (per milestone)	Current Status Notes
H. Coordinate with City departments and advisory bodies, other Santa Clara County jurisdictions, and transportation-related agencies (e.g., VTA, Caltrans) on pedestrian and bicycling matters.	City representative attend monthly VTA BPAC meeting Pursue as opportunities are identified	Ongoing Ongoing	