

**Complete Streets Checklist**  
**Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22**

**Background**

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

**Requirements**

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at <https://mtc.ca.gov/planning/transportation/complete-streets>

This form may be downloaded at <https://mtc.ca.gov/planning/transportation/complete-streets>.

**Submittal**

Completed Checklists must be emailed to [completestreets@bayareametro.gov](mailto:completestreets@bayareametro.gov).

<b>PROJECT INFORMATION</b>	
<b>Project Name/Title:</b>	<b>Moffett Boulevard Bikeway and Repaving</b>
<b>Project Area/Location(s):</b>	Moffett Boulevard from Middlefield Road to City limit (NASA) See ATTACHMENT 1: PROJECT AREA.

**PROJECT DESCRIPTION: (300-word limit)**

The project will include design, environmental clearance, and construction of roadway resurfacing and new Class IV protected bikeways on Moffett Boulevard north of Middlefield Road (between Middlefield Road and Clark), with Class II bike lanes at pinchpoints. Additionally, the project will close a sidewalk gap on the east (northbound) side of Moffett Road between Stevens Creek Trail and Leong Drive. Improvements associated with US 101 and SR 85 are subject to Caltrans approval.

**Please indicate project phase (PE, ENV, CON)**

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**CONTACT INFORMATION**

<b>Contact Name &amp; Title:</b> Robert Gonzales, Principal Civil Engineer	<b>Contact Email:</b> robert.gonzales@mountainview.gov	<b>Contact Phone:</b> 650 903 6541
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**Agency:** City of Mountain View

Topic	CS Policy Consideration	YES	NO	Required Description	Description
<b>1. Bicycle, Pedestrian and Transit Planning</b>	Does Project implement relevant Plans, or other locally adopted recommendations?  Plan examples include: <ul style="list-style-type: none"> <li>• City/County General + Area Plans</li> <li>• Bicycle, Pedestrian &amp; Transit Plan</li> <li>• Community-Based Transportation Plan</li> <li>• ADA Transition Plan</li> <li>• Station Access Plan</li> <li>• Short-Range Transit Plan</li> <li>• Vision Zero/Systematic Safety Plan</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.  If Project is inconsistent with adopted Plans, please provide explanation.	The project is called for in Mountain View's 2015 Bicycle Transportation Plan, which identified Class IV protected bikeways along Moffett Boulevard as a priority project (p 77, 106). The corridor was also identified as a priority corridor under the City's Comprehensive Modal Plan ( <a href="#">AccessMV</a> ) (p 115).  The California Vehicle Code ( <a href="#">CVC §21294</a> ) and Mountain View City Code ( <a href="#">MVCC §19.54</a> ) do not permit users of bicycles and transportation devices to operate on roadways that have a posted speed of more than 35 miles per hour (mph) unless they operate within a Class II bike lane or Class IV protected bikeway. The CVC also does not permit users of motorized scooters to operate on sidewalks. This segment of Moffett Boulevard has a posted speed limit of 40 mph with no bikeway between Middlefield Road and SR 85. There is therefore a critical network gap for transportation device users along this critical link between Mountain View Transit Center and key job destinations at Moffett Field.  The City has undertaken a study to confirm the feasibility of Class IV protected bikeways along this roadway segment.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
					See ATTACHMENT 2: PROJECT DOCUMENTS
<b>2. Active Transportation Network</b>	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the <a href="#">MTC Complete Streets webpage</a> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities Design Guidelines</i> below.	The segment of Moffett Boulevard between Middlefield Road and the City limit is located within a corridor designated as part of the MTC's Regional Active Transportation Network. This corridor is focused on Stevens Creek Trail. This link along Moffett Boulevard connects the trail to key job locations in NASA and the North Bayshore Precise Plan area as well as housing in the North Whisman and Moffett Boulevard neighborhoods. The Class IV protected bikeway facilities along the corridor are consistent with NACTO "All Ages and Abilities" principles. Pedestrian improvements including intersection improvements and a sidewalk gap closure on the east side of Moffett Boulevard south of Leong Drive intersection are consistent with PROWAG.
<b>3. Safety and Comfort</b>	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The <a href="#">Bay Area Vision Zero System</a> may be a resource.	The project is located immediately to the north of a segment of Moffett Boulevard identified as part of the Regional High Injury Network (HIN). The project segment has a higher posted speed limit than the segment that included in the Regional HIN.  The project includes various safety treatments including high visibility crosswalks, sidewalk gap closure, narrow travel lanes, and Class IV protected bikeways. Crosswalk visibility enhancements and bikeway facilities have been by FHWA as proven safety countermeasures. ( <a href="https://safety.fhwa.dot.gov/provencountermeasures/">https://safety.fhwa.dot.gov/provencountermeasures/</a> )  See ATTACHMENT 3: HIGH INJURY NETWORK.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's <a href="#">LTS</a> .	Mountain View's Comprehensive Modal Plan (AccessMV) identified Moffett Boulevard as high stress with bike level of traffic stress (LTS) of 4, which indicates the most stressful conditions in addition to a high stress freeway crossing over US 101. The project will provide Class IV protected bikeways wherever feasible, with Class II bike lanes at pinchpoints. This will eliminate high stress conditions for this key bicycle corridor.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	Bus stop facilities for VTA Route 51 are located within project area on Moffett Boulevard north of Middlefield Road and Leong Drive,
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide confirmation email from transit operator(s).	CS Checklist has been provided to Lauren Ledbetter, VTA.  Comments will be ATTACHMENT 4: TRANSIT AGENCY REVIEW in final checklist.
	C. Is there a MTC <a href="#">Mobility Hub</a> within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	Mobility Hub #1186 has been identified approximately 1,000 feet south of the project area.
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	As shown in Attachment 2, the project will provide Class IV protected bikeways on both sides of the roadway consistent with Caltrans Design Information Bulletin 89-01 and NACTO Urban Bikeway Design Guide. The project will also provide sidewalk gap closure between Stevens Creek Trail and Leong Drive, and high visibility crosswalks at Leong Drive, consistent with NACTO Urban Street Design Guide as well as the Institute of Traffic Engineers Guide to Designing Walkable Urban Thoroughfares.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Please list EPC(s) affected.	The project provides access to low-income households living in affordable housing within Mountain View including those living in the mobile home park on Moffett Boulevard and low-income households in affordable housing within the North Whisman neighborhood. It will also provide last-mile access to jobs in North Bayshore from EPCs in other parts of the Bay Area.  See ATTACHMENT 5: EQUITY PRIORITY HOUSING

Topic	CS Policy Consideration	YES	NO	Required Description	Description
7. <b>BPAC Review</b>	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	CS Checklist has been provided to Lauren Ledbetter for VTA BPAC review on June 8, 2022.  Comments will be ATTACHMENT 6: BPAC REVIEW in final checklist.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	<input checked="" type="checkbox"/>

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	

<p>4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.</p>	<input type="checkbox"/>	<p>Describe condition(s) that prohibit implementation of CS policy requirements</p>	
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**SIGNATURES / NOTIFICATIONS**

**TRANSIT**

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

**DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS**

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

**Full Name:** Dawn S. Cameron  
**Title:** Public Works Director  
**Date:** 5/25/2022

**Signature:** Signature will provided in final checklist.

**All Ages and Abilities and Guidelines**

**1. All Ages and Abilities**

**[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)**

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public

Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts <sup>†</sup>	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph <sup>†</sup>	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

## Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.







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MOUNTAIN VIEW  
BICYCLE TRANSPORTATION  
PLAN UPDATE

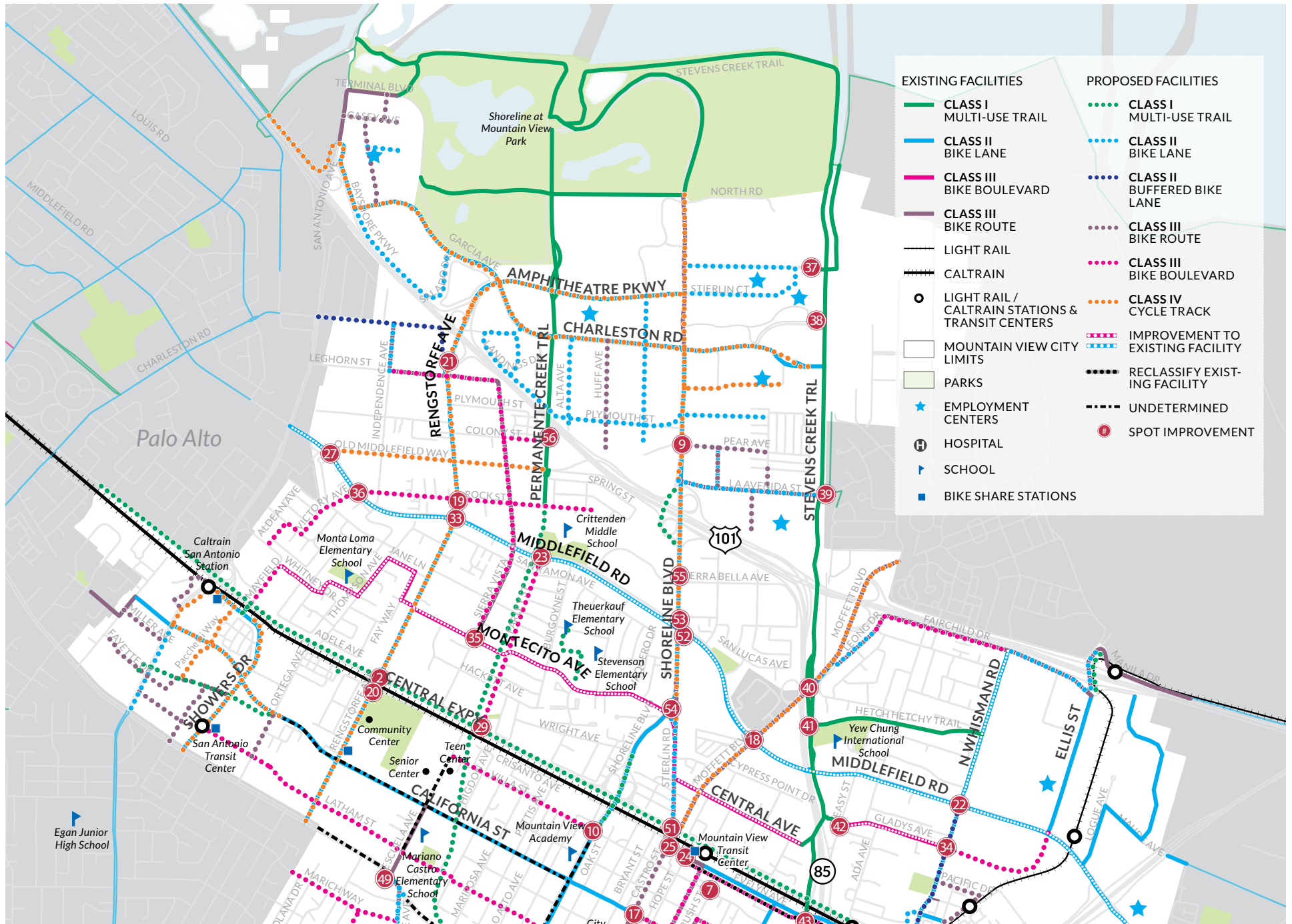
ADOPTED  
NOVEMBER 17, 2015

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**EXCERPTS**



Figure 4-1 Recommended Bikeway Improvements (North View)



Reference Number	Location	Street	End	Length (miles)
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

#### 4.1.6. RECOMMENDED 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.

##### Recommendation

This Plan recommends implementation of the Class IV bikeway improvements listed in **Table 4-6**.



Figure 4-9 A protected bike lane in San Francisco (Flickr User Nick Falbo)

Reference Number	Location	Street	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
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

\*Proposed classification based on preliminary planning-level evaluation of field conditions. Pursuant to the policy recommendation regarding bikeway facilities on City streets (Section 4.5.6, page 88), as the City plans new or improved bicycle facilities on, or major improvements to, City streets with vehicle speeds at or above 30 mph, priority consideration should be given to the installation of Class IV protected/separated bike lanes/cycle tracks. If Class IV facilities are determined to be infeasible, the City may consider Class II buffered bikeways or other alternatives.

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

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

**TABLE 4-7 RECOMMENDED BIKEWAY SPOT IMPROVEMENTS**

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

**TABLE 4-7 RECOMMENDED BIKEWAY SPOT IMPROVEMENTS**

Reference Number (Spots)	Spot Intersection	Crossing and Turning Improvements	Bicycle Marking	Signal Detection	Access Point	Protected Intersection
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	
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-52	Middlefield Road and Shoreline Boulevard		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
S-56	Permanente Creek Trail and Colony Street				X	

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## PRIORITY PROJECT (C) - MOFFETT BOULEVARD BIKE LANES

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### (DESIGN AND CONSTRUCTION)

#### PROJECT LOCATION AND REFERENCE NUMBER

Moffett Boulevard, between Central Expressway and Clark Road (Moffett Field). Project reference number: N-13.

#### 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 and public input. Further CEQA review may be required.

#### PROJECT SOURCE

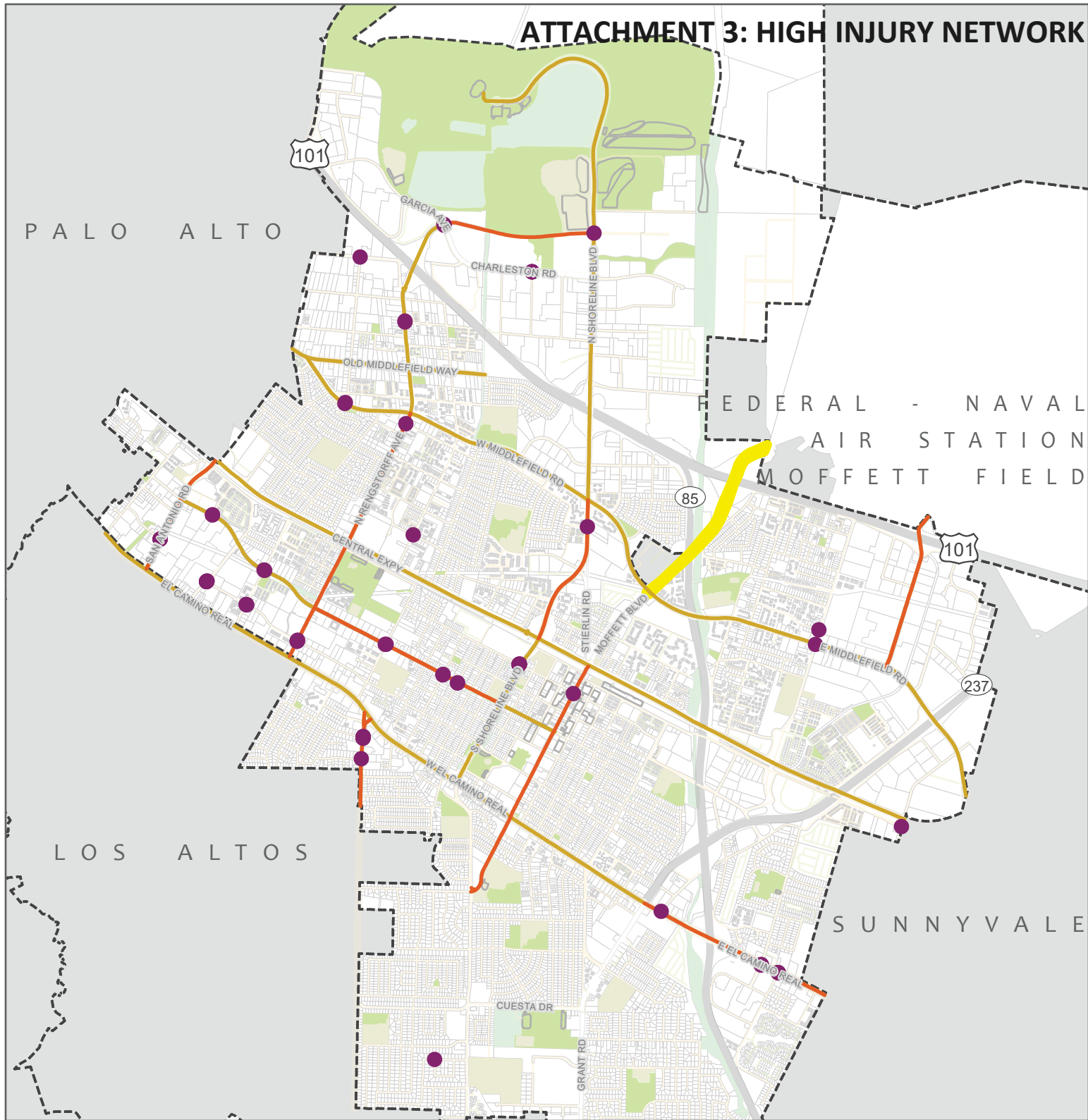
Mountain View Bicycle Transportation Plan Update.

#### PROJECT COST ESTIMATE

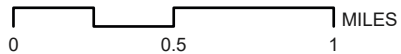
\$350,000 - \$450,000

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

# ATTACHMENT 3: HIGH INJURY NETWORK



HIGH INJURY NETWORK, 2010-2019



- High Ped/Bike Crash Intersection
- Top Ten KSI Street Segments
- High Injury Network
- Project Area
- City Boundary





# The Bay Area Vision Zero System

### Select map overlays

Select from the options below to add overlay map layers on your area of interest.

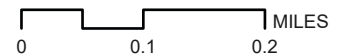
- Equity Priority Community
- Points of Interest
- Regional High Injury Network






© mySidewalk | © Mapbox © OpenStreetMap





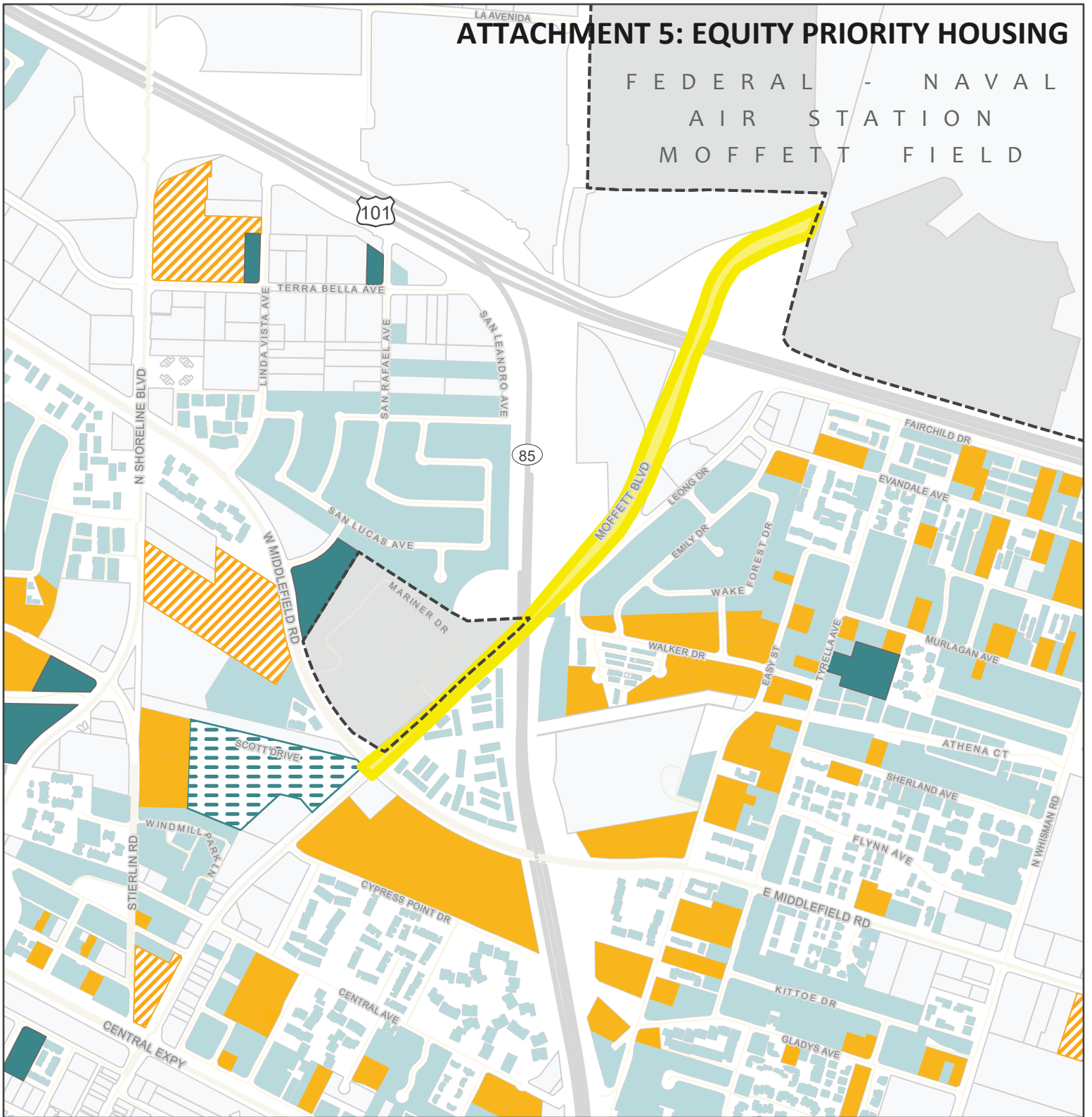
## MOFFETT BOULEVARD BIKEWAY AND REPAVING - CRASHES



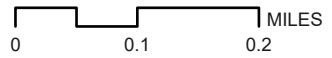
-  Moffett 2010 - 2019
-  Project Area
-  Caltrain/VTA Light Rail Station
-  School
-  City Boundary



# ATTACHMENT 5: EQUITY PRIORITY HOUSING

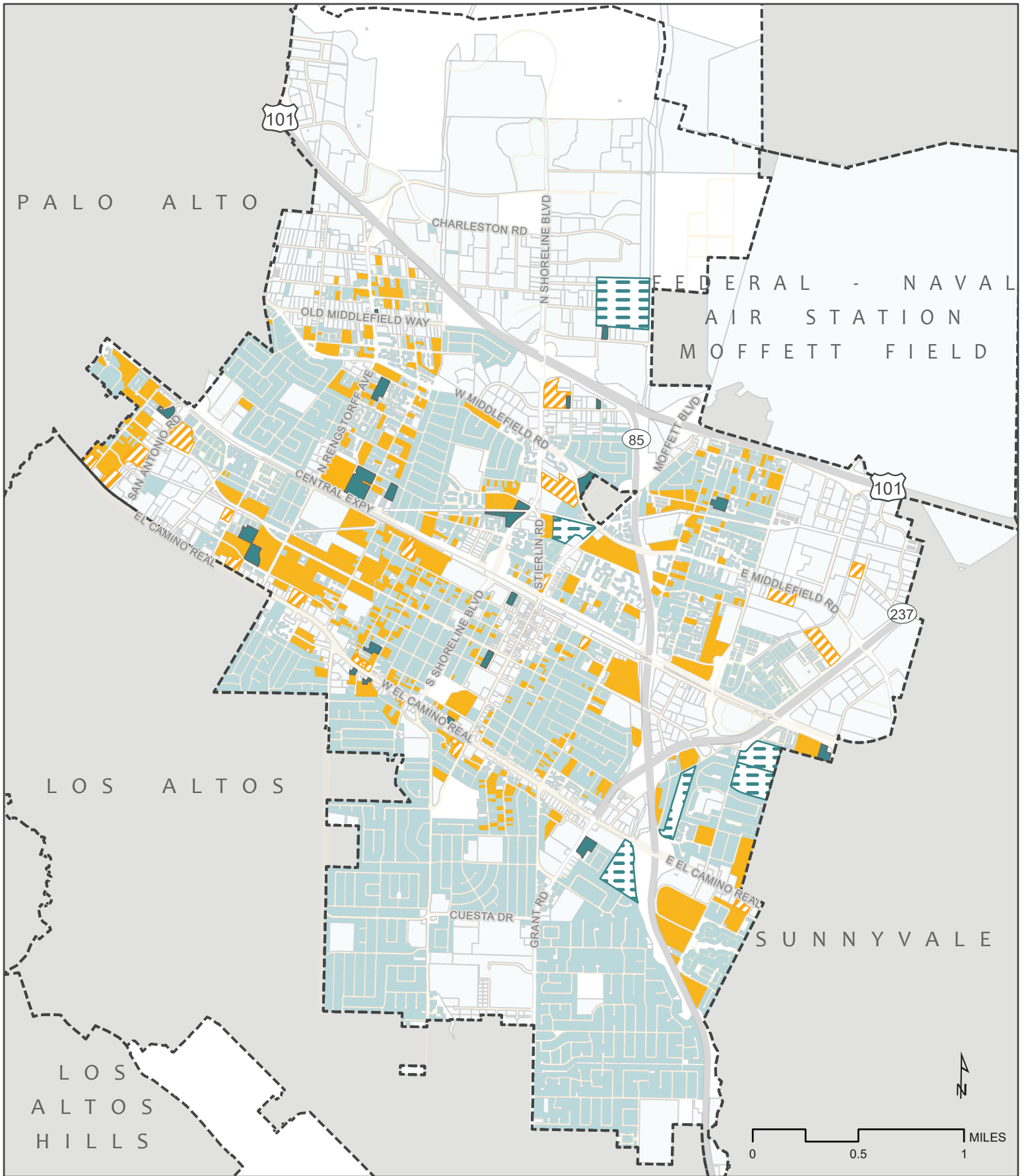


## MOFFETT BOULEVARD BIKEWAY AND REPAVING - HOUSING



- Subsidized Rentals
- Other Residential Housing
- Subject to Below Market Rate
- Stabilized Rentals
- Project Area
- Mobile Home Parks
- City Boundary





# CITY OF MOUNTAIN VIEW HOUSING DISTRIBUTION

- Subsidized Rentals
- Subject to Below Market Rate
- Stabilized Rentals
- Mobile Home Parks
- Other Residential Housing
- City Boundary

