

2 Existing Conditions

2.1 Setting and Land Use

The City of Mountain View has a population of 77,800.¹ It is located in the heart of Silicon Valley, adjacent to the cities of Palo Alto, Los Altos, and Sunnyvale.

The City is comprised of residential neighborhoods, commercial corridors, industrial/office areas, mixed-use areas and nearly 1,000 acres of parkland. As stated in the Mountain View 2030 General Plan (2012), single- and multi-family residential homes account for approximately 42 percent of the City's land area, while commercial designations account for approximately 7 percent of the City. Industrial and office properties makes up about 18 percent of the City's land. Sixteen percent of the City is public, institutional land uses, and 16 percent is open space, and 2 percent is vacant or agricultural.² Mountain View is a place where people can live, work and play, and establishes the City as an important employment center in Silicon Valley. The land use maps can be seen in Appendix B.

The population of Mountain View has grown an estimated 5 percent since the 2010 Census. The Mountain View 2030 General Plan estimates the City will grow to nearly 90,000 residents by 2030.³

The City of Mountain View is accessible by highways and both regional and local transit. U.S. Route 101 runs through northern Mountain View and connects to San Francisco to the north, and south to San Jose and eventually to Los Angeles. California State Route 85, also called the Norman Y. Mineta Highway or Stevens Creek Freeway, connects Mountain View to southern San Jose. State Route 82, better known as El Camino Real, runs through southern Mountain View in an east-west direction.

2.2 The Five Es and Bikeway Classifications

As defined by the League of American Bicyclists, bicycle-friendly cities demonstrate achievements in each of five categories, often referred to as the Five Es of bicycle planning, which are described below:

- **Engineering** encompasses all forms of bicycle infrastructure from on-street bicycle facilities, to shared-use trails, to bicycle parking as well as signage and maintenance.
- **Encouragement** tools such as bike maps and programs like events like Bike to Work Day reward existing bicyclists and motivate more people to ride bicycles.

¹ Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2013 more information 2013 Population Estimates.

² These percentages are taken directly from the Mountain View 2030 General Plan (2012). These percentages may not add up to 100% due to rounding.

³ Mountain View 2030 General Plan, 2012.

- **Education** programs improve safety and awareness. These may be delivered in schools as bicycle skills programs, or provided at low or no cost to adults through non-profit organizations.
- **Enforcement** programs reinforce legal and respectful driving and bicycling.
- **Evaluation** programs provide a method for monitoring improvements and informing future investments.

The analysis of Mountain View's existing facilities and programs within the framework of the Five Es is one way to assess the City's bicycle-friendly status.

The City of Mountain View has a growing network of Class I, II and III facilities throughout the City. The City has also implemented several programs to support bicycling. This chapter presents existing facilities and programs, which will help identify where new facilities are needed and what programs will better support bicycling in Mountain View.

2.3 Engineering

2.3.1 Bikeway Classifications

The California Department of Transportation (Caltrans) designates three facility design types for bicyclists: Class I, II and III Bikeways. Figure 2-1 shows the general design standards for the three classifications. The recent passage of Assembly Bill (AB) 1193, requires Caltrans to establish engineering standards for protected bike lanes, also called "cycletracks." These street classifications and characteristics are discussed below.^{4,5}

Class I Bikeways / Multi-Use Paths

There are 15 miles of Class I bikeways in Mountain View. Class I bikeways are also referred to as multi-use or shared-use paths. They provide completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow minimized. Per Caltrans Standards, Class I bikeways must have a minimum paved width of eight feet (ten feet preferred) plus two-foot wide graded shoulders. Mountain View's Class I paths include the Stevens Creek, Permanente Creek and Hetch Hetchy Trails.



⁴ Caltrans Highway Design Manual (2012)

⁵ Assembly Bill 1193 (2014)

Class II Bikeways / On-Street Bike Lanes

There are 26.5 miles of Class II bikeways in Mountain View. Class II bikeways are striped lanes on roadways for one-way bicycle travel. On streets without parking, Class II bike lanes must be at least four feet wide including a maximum of one-foot concrete gutter. On streets with parallel parking, bike lanes must be at least five-feet wide to provide a buffer in the vehicle door-zone. The Valley Transportation Authority's (VTA) Bicycle Technical Guidelines have adopted wider optimum minimum width standards to reduce potential conflict with the "door zone" and to encourage a wider range of bicyclists. VTA suggests an optimum width of 5 feet for bikeways located on roadways with posted speed limits less than or equal to 30 miles per hour, 6 feet for bikeways located on roadways with posted speed limits and between 35 and 40 miles per hour, and 8 feet for bikeways located on roadways with posted speed limits equal to or greater than 45 miles per hour. VTA also suggests an additional eight feet be added to each of these optimum bike lane widths to accommodate on-street parking.⁶



Class III Bikeways / Bike Routes

There are 10.7 miles of Class III bikeways in Mountain View. Class III bikeways are signed bike routes where bicyclists share a travel lane with motorists. Class III bike routes are appropriate for low-volume streets with slow travel speeds, especially those on which volume is 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, and as "gap fillers" where there are short breaks in Class II lanes due to right-of-way constraints.



⁶ VTA Bicycle Technical Guidelines (December 2012)

Class III Bikeways / Bicycle Boulevards

Bicycle Boulevards are a type of Class III bikeways with additional treatments. They are signed, shared roadways with especially 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. One key feature is that stop signs are “flipped” - removed from the boulevard and placed on cross streets - to favor the bicycle direction of travel. This change improves bicyclists’ average speed by minimizing unneeded stops. Bicycle Boulevard improvements are coupled with traffic calming features to discourage speeding. There are 5.9 miles of bicycle boulevards in Mountain View.



Class IV Bikeways / Protected On-Street Bike Lanes / Cycletracks

A cycletrack is an on-street bike lane that is physically separated from motor traffic by a curb, bollards, parking, or vertical separation. A cycletrack is similar to a Class II bike lane, but provides the separation and comfort a user can experience on a Class I path. Per Assembly Bill 1193, Caltrans is currently developing state level guidelines for Class IV cycletracks. In the interim, agencies may use the NACTO Urban Bikeway Design Guide to inform their cycletrack designs so long as the City Council adopts or officially endorses the NACTO Guide and the project documentation references NACTO as the source of the design decisions.⁷



⁷ Assembly Bill 1193 (2014)

Figure 2-1: Caltrans Bikeway Classifications

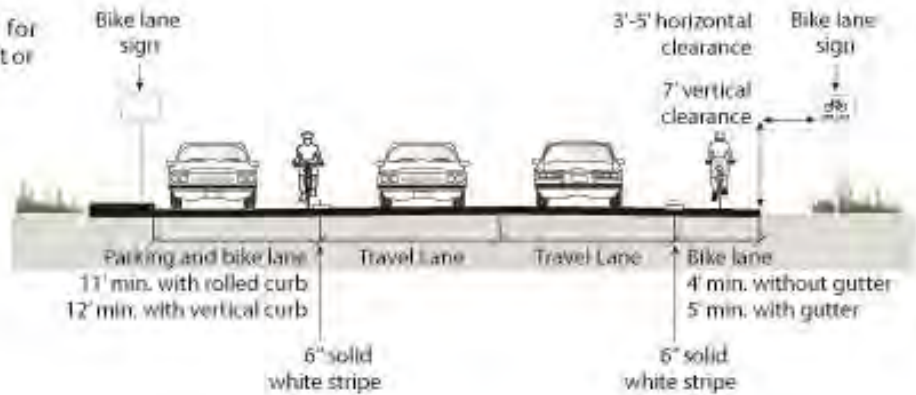
**CLASS I
Multi-Use Path**

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



**CLASS II
Bike Lane**

Provides a striped lane for one-way bike travel on a street or highway.



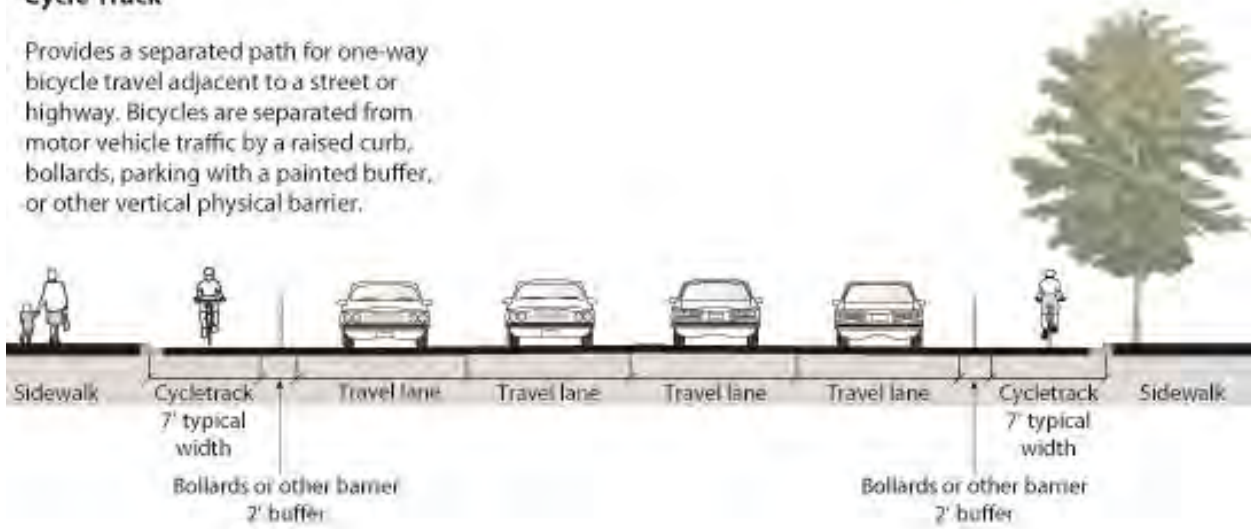
CLASS III
Bike Route
Signed Shared Roadway

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.



CLASS IV
Cycle Track

Provides a separated path for one-way bicycle travel adjacent to a street or highway. Bicycles are separated from motor vehicle traffic by a raised curb, bollards, parking with a painted buffer, or other vertical physical barrier.



2.3.2 Existing Bikeways

As of 2014, there are approximately 58 miles of bikeways in the City of Mountain View, including 15 miles of separated paths, 26.5 miles of on-street bike lanes, 10.7 miles of bicycle routes and 5.9 miles of bicycle boulevards. Figure 2-8 shows the existing bikeways in the City of Mountain View and nearby facilities in adjacent cities.

Class I Bicycle Paths

Class I bike paths in Mountain View include the Stevens Creek Trail, Permanente Creek Trail Hetch Hetchy Trail and 2.2 miles of the San Francisco Bay Trail. The longest Class I bike path is the Stevens Creek Trail, an approximately five mile long shared-use path that extends north to south from the Bay Trail in Shoreline at Mountain View Park south to Heatherstone Way. The existing trails are popular for all types of users.

Class II Bicycle Lanes

The majority of the bikeways in Mountain View are Class II on-street bike lanes. The design of the Class II facilities varies, and can be defined into four categories:

1. Standard bike lane (**Figure 2-2**)
2. Bike lane that shares space with a parking lane (**Figure 2-3**)
3. Bike lane that becomes a parking lane (**Figure 2-4**)
4. Buffered bike lane (**Figure 2-5**)

Although all of the facilities shown below are Class II bicycle lanes, their feeling of safety and bicycle-friendliness is not the same for all users.

Figure 2-2 A standard bike lane on Cuesta Avenue includes painted edges lines, delineating the bike lane from the parking lane.



Figure 2-3 On North Whisman Road, the bicycle lane and parking lane share the same road space.



Figure 2-4 On Middlefield Road, the bike lane becomes a parking lane on weekends and after 7pm on weekdays.



Figure 2-5 A buffered bike lane on Moffett Boulevard separates bikes from adjacent traffic.



Class III Bicycle Routes and Boulevards

Since the previous Mountain View Bicycle Transportation Plan passed in 2008, two of the bicycle boulevards proposed in the plan have been implemented: the east-west route that travels along Montecito Avenue and Central Avenue and the north-south route mostly along Dale Avenue and Alice Avenue. Currently, the Mountain View bike boulevards include signage, pavement markings and, in some cases, traffic circles instead of stop signs at the smaller intersections. Each route has green Bike Boulevard signs with directional arrows. The small sharrow symbols painted on the roadway provide additional direction for cyclists, but are not MUTCD compliant and can be hard to see against weathered pavement. The Bike Boulevard signs near approaching major street crossings have additional wayfinding signs added.

Although these are identified as bicycle boulevards in the City's current bicycle map, they have some operational shortcomings in that their designs are inconsistent with each other and the criteria defined in Section 2.3.1 Bikeway Classifications. A bicycle boulevard is a low-stress facility because it generally has four types of treatment:

1. Signs and pavement markings
2. Wayfinding signs and directional pavement markings
3. Traffic calming and/or diversion to keep traffic volume and speeds low
4. Intersection crossing treatments

The current bicycle boulevards only consistently have the first treatment, bicycle boulevard signs. There are some pavement markings, some wayfinding signs, and some directional pavement markings on various segments. Without a consistent set of these elements, the current bicycle boulevards as a whole do not meet the low-stress criteria and present an opportunity for improvements.

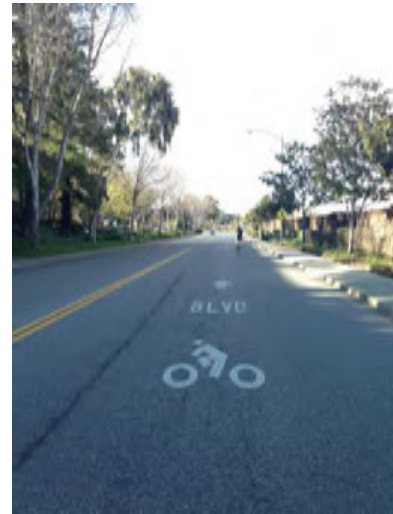


Figure 2-6 Bicycle Boulevard pavement markings on Laura Lane (above) and Dale Avenue (below)

Figure 2-7 Total Miles of Bikeways in Mountain View

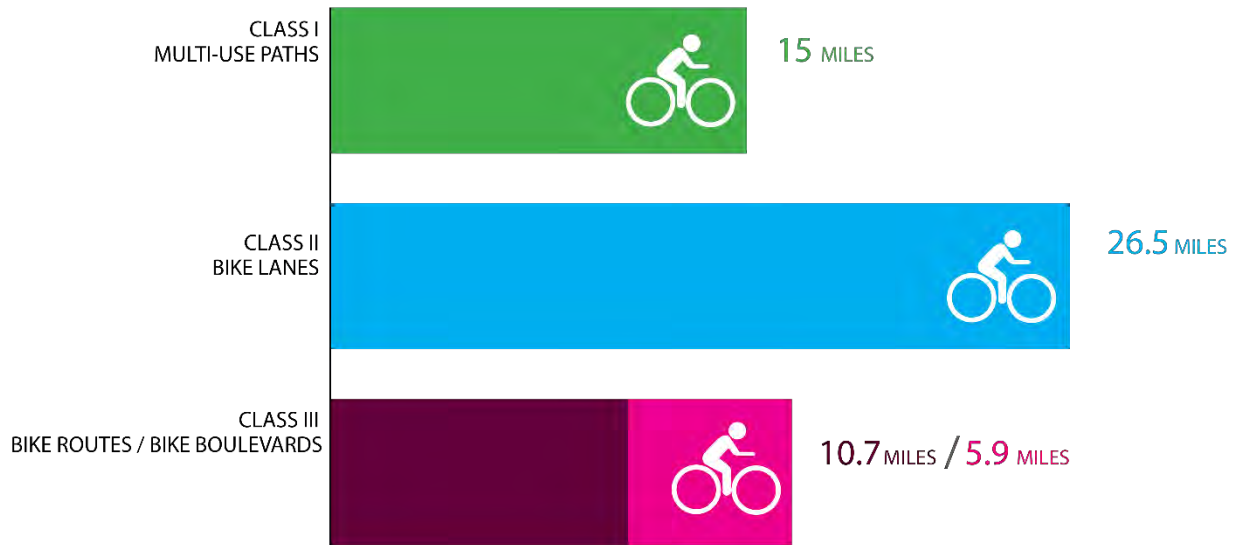
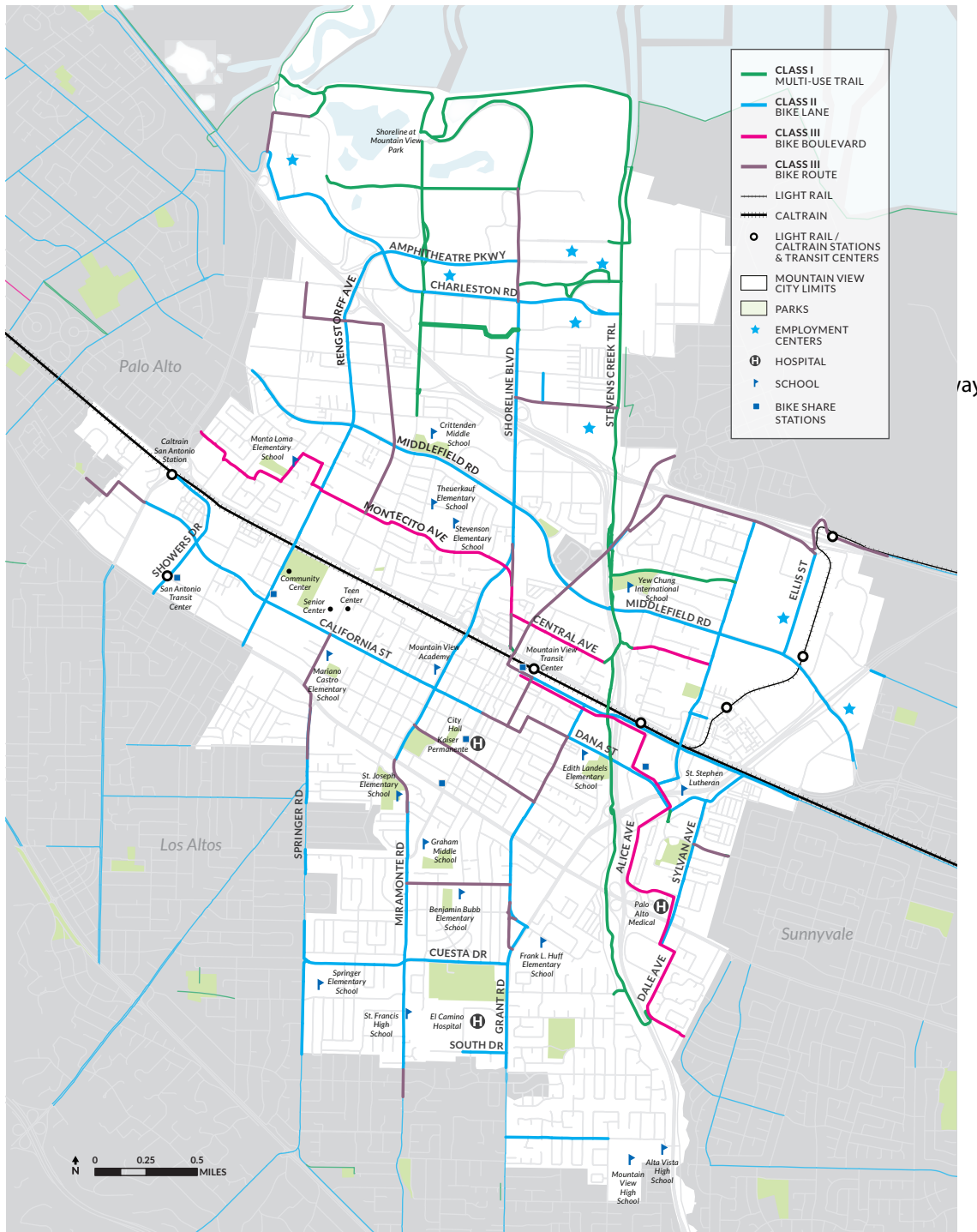


Figure 2-8. Existing Bikeways Map

2.3.3 Signing

The



California Manual on Uniform Traffic Control Devices (CA MUTCD) outlines the requirements for bikeway signage.

The Bike Lane Sign (R81) is required at the beginning of each designated bike lane and at each major decision point. The Bike Route Sign (D11-1) is required on Class III facilities. Shared-use paths require additional standardized signs to help manage different user groups. The City has installed CA MUTCD standard signs along its bikeways.

The existing local trail systems (Hetch Hetchy Trail, Permanente Creek Trail and Stevens Creek Trail) do not have consistent wayfinding sign standards. A set of wayfinding guidelines would help unify and brand directional signage for trail users.

2.3.4 Bicycle Signal Detection

Bicycle signal detection is important for traffic signs based on traffic detection instead of fixed timing. Bicycle signal detection is similar to automobile detection; it alerts the signal to the presence of a bicyclist and gives the bicyclists a green phase when needed. Without bicycle detection, bicyclists have to wait for an automobile to arrive to trigger the green phase, which can lead to bicyclists delay and red light running. Many of the City's traffic signals on collector and arterial streets have bicycle detection. Typically at intersections with bike lanes, a loop detector is located in the bike lane to detect bicyclists and alert the traffic signal to provide additional time for bicyclists to cross the intersection. If an intersection does not have a bike lane, typically a bicycle symbol alerts bicyclists where to wait to trigger the signal. Loop detectors and pavement markings are installed according to Caltrans standards. Signal timing policies follow accepted traffic engineering standards developed by the Institute for Transportation Engineers (ITE) and CA MUTCD.



Figure 2-10 Bicycle detection pavement marking

2.3.5 First and Last Mile Trips

Some cyclists link their trips with public transit. These linked trips are often called “first and last mile trips” when a cyclist transfers from bicycle to transit or vice-versa to complete a relatively short first or last leg of their journey. Mountain View has multiple transit lines and stops including two Caltrain stations (Mountain View and San Antonio Stations), VTA light rail stations and bus stops, and a new free community shuttle pilot that is being offered to supplement current public transportation service.

2.3.6 Bicycle Parking and End of Trip Facilities

Providing bicycle parking at convenient locations throughout the City is an important part of a comprehensive bikeway system. Bicycle parking can be found throughout the City at community parks, shopping areas and housing developments. Large concentrations of bicycle parking are also available and can be found at major employers, schools, City parks and City facilities and the downtown area.

Parking Ordinance

The City of Mountain View established standards and guidelines for bicycle parking at new developments and redevelopments in 2013 Ordinance No. 18.13. These standards and guidelines also apply to building expansions and changes in use. This ordinance ensures future bicycle parking will be located where it is most needed, at the beginning and end of bicycle commute trips. The type and amount of bicycle parking required depends on the development.

These regulations are detailed in Appendix C. For example, most developments, such as retail stores, corporate offices, shopping centers and restaurants, are required to provide bike parking in an amount equal to 5 percent of vehicle parking spaces. Medical service offices and hotels must set aside 2 percent of vehicle parking spaces while others, such as plant nurseries, require a parking study to determine the amount of spaces needed.

Types of Bicycle Parking

The City of Mountain View defines three types of bicycle parking:

- Class I: overnight (one night or more);
- Class II: long-term (two hours to a full day); and
- Class III: short-term (one to two hours).

Each class has been defined in the Mountain View City Code Section 36.37.100. Known bicycle parking locations are shown on Figure 2-8. Existing Bikeways Map.

Bicycle parking can range from a simple and convenient bicycle rack to storage in a bicycle locker or room that protects against weather, vandalism and theft. Public bicycle parking is concentrated in downtown Mountain View and provided at all schools and City parks. The City provides rent-free bicycle storage at the Downtown Transit Center bicycle shelter and other bicycle lockers downtown. Bicyclists can rent a bicycle locker by contacting the Public Works Department and paying a one-time \$25 refundable deposit.

Class I

Class I bicycle parking is the most secure form of parking and is ideal for both the long-term and overnight user. Class I parking can consist of:

- **Bike Lockers.** Fully enclosed and weather-resistant space only accessible to the owner/operator of the bicycle. Lockers can be pre-manufactured or designed for individual sites (Figure 2-11).
- **Restricted Access.** Class III bicycle parking located within an interior locked room or a locked enclosure accessible only by the owners/operators of the bicycles contained within.
- **Enclosed Cages.** An exterior enclosure, with a roof, where the contents are clearly visible from the exterior. The cage can be secured with an owner/operator supplied lock. These types of units can only be used at a retail business or a multifamily development.



Figure 2-11 Class I Bicycle Lockers Behind Mountain View City Hall

Class II

Class II parking is designed for both short- and long-term users. Class II parking facilities are designed so the lock is protected from physical assault, however, the bicycle is still exposed and therefore, should be in visual range. An example of this type of parking is seen in Figure 2-12.



Figure 2-12 Class II "Crankcase" Bicycle Racks

Class III

Class III parking is designed for short-term bicycle parking and is less secure than either Class I or Class II parking facilities. This type of parking must be within constant visual range of persons within the adjacent structure or located in well-traveled pedestrian areas. Figure 2-13 is an example of the Class III City standard Inverted U bike rack.



Figure 2-13 Class III Inverted U Bicycle Rack

Current Downtown Bicycle Parking

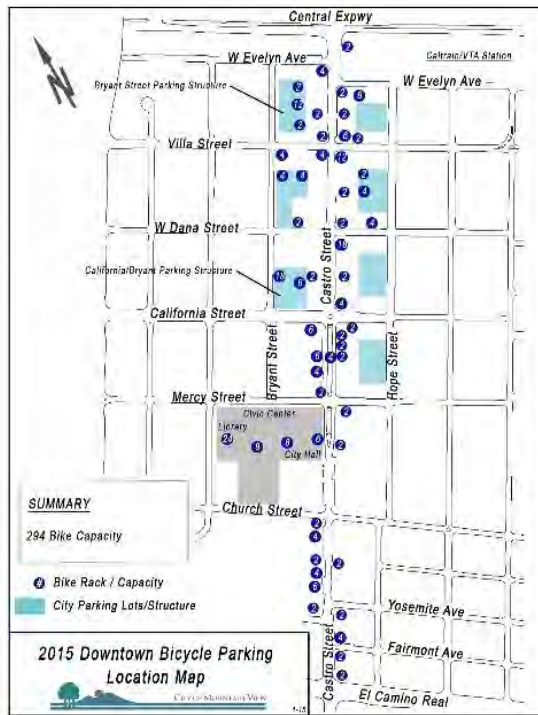


Figure 2-14 Downtown Bicycle Parking Location Map

Mountain View has a vibrant downtown with a mix of restaurants and retail situated primarily along Castro Street, including the Downtown Mountain View Transit Center, a multi-modal transit hub described in Chapter 2 of this plan.

Class III bike racks have been incorporated on each block of Castro Street and 20 two-bike Class I bike lockers have been placed in many of the adjacent public parking areas (Figure 2-14). These lockers are owned by and can be rented from the City. Class III bike racks can be used on a first-come, first-served basis.

Future Downtown Area Bicycle Parking

Any additions to downtown area bicycle parking will be dependent on future usage patterns and the demand for spaces. When future additions are considered, the installation of bike parking will be regulated by guidelines developed by the Mountain View BTP Update and approved by the City Council.

Bike Parking at Multi-Modal Access Points

A Class I bike shelter is located in the Mountain View Train Station Building, adjacent to the Downtown Mountain View Transit Center, described in Chapter 2 of this plan. This bike shelter holds more than 40 bikes, on lockable vertical bike racks, in a secured room, which can be accessed only by authorized renters and City staff. These spaces can be rented through the City.

The Transit Center is also home to several types of Class III bike racks and more than 100 Class I bicycle lockers owned by Caltrain. A photo of a decorative Class III bike rack at the Transit Center is shown in Figure 2-. The bicycle racks at the Transit Center are often full. Bicycle parking is also located at the San Antonio Caltrain Station. Several Class III bike racks and Class I lockers are available in the platform area.



Figure 2-15 Class II bike parking at the Mountain View Transit Center.

Bicycle Support Facilities

Bicycle support facilities are defined as shower and equipment storage facilities located near bicycle parking. These facilities can be found in City buildings, such as City Hall, and at large employers and have been designed for the exclusive use of employees and not for the general public.

Although the number of known support facilities is currently limited, new private non-residential developments, with more than 200 employee parking spaces, must incorporate two employee showers and changing facilities into the design. This requirement is applicable to industrial, research and development, corporate offices and similar high employment businesses. These guidelines can be found in Section 36.32.85 of the Mountain View city code included in Appendix C.

2.3.7 Maintenance

Street and Bike Path Sweeping

Street sweeping clears the road of debris that would otherwise make bicycling difficult. Public streets are the primary focus of the City's street sweeping program. The Mountain View Public Works Department provides street-cleaning services twice a month with a rotating street sweeping schedule. The City operates and maintains all roads except El Camino Real and Central Expressway which are in the jurisdictions of Caltrans and Santa Clara County, respectively. Mountain View maintains approximately 200 miles of streets for safe travel of motorists, bicyclists and pedestrians.

Roadway Maintenance

Potholes are a hazard to bicyclists that can cause crashes and/or damage to bicycles. Residents may report non-urgent street maintenance problems to the City using the Ask Mountain View website.

Neighborhood Traffic Management Program

Adopted in 1996, the Mountain View Neighborhood Traffic Management Program (NTMP) established a mechanism for residents and property owners to obtain relief from traffic-related concerns, namely speeding and excessive traffic volumes. The Program receives funding each fiscal year to apply towards projects that primarily reduce traffic speeding on local residential streets. Residents petition the City for traffic relief, and the City reviews the request vis-à-vis a traffic survey and neighborhood meetings. Once neighborhood and staff identify preferred traffic calming measures, staff strives to implement the traffic management strategy within six to nine months.

The NTMP utilities has a variety of tools to manage traffic on residential streets, generally involving speed and warning signs, turn restriction signs, speed humps, narrow median islands, chokers and bulb-outs, landscaping, traffic circles, forced channelization, one-way entrances/exits, one-way chicanes (or weaving streets which decrease vehicle speeds and

dissuade through traffic) and woonerfs (or all-purpose streets without formal spatial delineations for autos, bicycles and pedestrians).

2.4 Encouragement Programs

The following describes some of the encouragement-related programs hosted by the City of Mountain View and regional bicycle-related organizations.

2.4.1 Bike Month

The City has been acknowledging bike month with a proclamation since 2009. The 2014 proclamation emphasized the importance of bicycling for fitness, recreation, transportation, education, and encouragement. The Mountain View Library celebrated Bike Month 2014 by hosting bike skills classes, a theft prevention seminar, and a book bag giveaway.

2.4.2 Bike to Work Day

Bike to Work Day is an annual region 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 supports 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 bicyclists about local bikeways. The City's B/PAC annually hosts the energizer station at the Mountain View Transit Center.

2.4.3 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 (70 bikes) located in the City of Mountain View. Four additional stations (40 bikes) are in the process of being planned.

2.4.4 Silicon Valley Bicycle Coalition

The Silicon Valley Bicycle Coalition (SVBC) is an advocacy organization dedicated to increasing bicycling in Santa Clara and San Mateo Counties through education, encouragement, and community. SVBC hosts a number of events to promote bicycling, including Bike to Work Day, Bike to Shop Day, Bicycle Friendly Workplace, and Valet Bike Parking at local events. SVBC is not affiliated with the City of Mountain View. The organization's programs and events help bolster bicycling education and encouragement in the City.

2.5 Education Programs

2.5.1 Library Drop-In Bike Clinic

The Mountain View Public Library hosts a drop-in bike clinic on the third Friday of every month. Bicyclists 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.

2.5.2 Safe Routes to School (SRTS) Program

In 2007, the City was awarded a three-year, \$300,000 SRTS non-infrastructure State grant, with particular emphasis on education and encouragement. The program sponsored workshops, bike rodeos (bicycle safety clinic), walking school buses, and other programs to incentivize walking and bicycling to school. Over the years, both the absolute number and the proportion of students walking and bicycling to school have risen. The program has created “Suggested Safe Routes to School” maps, created a database chronicling the transportation habits of students and parents based on on-site surveillance, instituted “Walkin’ Wednesdays” and “Bikin’ Fridays”, established a website promoting program goals, continued existing parent workshops, and other age-appropriate promotions.

2.5.3 Suggested Routes to Schools / Vehicle Emissions Reductions Based at Schools (VERBS)

Vehicle Emissions Reductions Based at Schools (VERBS) is a federally funded grant program administered by MTC and VTA for Santa Clara County. The VERBS Program is unique in that it recognizes the importance of developing performance metrics to gauge the environmental and air quality impacts of increased walking, bicycling, and carpooling to school. The VERBS Program has the following main 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.
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.

The City was awarded two VERBS grants totaling \$1,000,000 (\$500,000 in 2011 and \$500,000 in 2014) from the MTC/VTA to partner with local schools to develop and implement non-infrastructure projects to promote walking, bicycling and carpooling to school. The current VERBS Program provides age-appropriate educational programs for grades K-12 students in all public and private schools in the City, as well as Los Altos High School.

2.5.4 Trail Safety Days

The City’s Community Services Department sponsors Trail Safety Days to educate the public about Stevens Creek Trail etiquette. Stevens Creek Trail is a shared-use trail enjoyed by bicyclists, walkers, joggers and in-line skaters. Bike bells and informational cards reminding trail users of common safety practices are distributed twice each year.

2.5.5 Police Department Education Programs

The Mountain View Police Department periodically holds general information workshops at all schools in Mountain View to educate children about different safety-related topics. Part of the program includes discussion of bicycle safety, including:

- How to safely operate a bicycle.
- Rules of the road.
- The importance of a proper fitting bike helmet.

This program reaches approximately 600 children per year and is expected to continue.

2.5.6 City Website

The Mountain View website posts information about bicycling and pedestrians 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,
- Web links to Bay Area Bike Share Program, and
- Other bicycling resources and maps.

2.6 Enforcement Programs

2.6.1 Police Department Bicycle Unit

The City of Mountain View Police Department enforces bicycle-related moving and parking violations. The Mountain View Police Department has a unit that patrols the community and the City's special events and festivals on Police Department-issued bicycles. Each team member received specialized training in advanced bike riding and in conducting law enforcement duties from a bicycle. According to the Police Department, the unit is an effective education and enforcement tool. All Mountain View Police Officers, whether they are on the bicycle enforcement team or not, are trained to enforce bicycle-related Vehicle Code violations. The Mountain View Police have an active social media presence, where they post podcasts and articles about bicycle safety, theft prevention, and more.

2.7 Evaluation Programs

Evaluation programs measure and evaluate the impact of projects, policies and programs. Typical evaluation programs range from a simple annual comparison of US Census Journey to Work data to bicycle counts and community surveys. Bicycle counts and community surveys are methods to evaluate the effects of specific bicycle improvement projects; they also function as way to measure progress towards reaching a City's sustainability goals. The data collected from the efforts listed below was used to inform data collection methods for the BTP Update.

The **Mountain View Pedestrian Master Plan (2012)** conducted pedestrian and bicycle counts at 17 intersections throughout the City. The counts gathered data on volume and gender. The Plan recommends that future surveys include categories to distinguish between adults and children, identifying pedestrian/bicycle direction of travel, and improved volunteer training for

conducting in-person counts. The purpose of the survey was to establish a baseline measurement of pedestrian volumes against which to compare future counts.

The **VERBS Program**, described above, conducts quarterly counts on the number of students walking and biking to local schools, including elementary, middle, and high schools. Information is also posted on the City's website. This data is used to measure student bicycle use in the City of Mountain View.

The **Community Service Department** conducted user counts on the Stevens Creek Trail and Permanente Creek Trail in 2012 and 2013. The counts tallied the number and gender of bicyclists, pedestrians, and other users in 15 minute intervals at different points along the trails. The counts were conducted from 8:30 AM to 10:30 AM and 3:30 PM to 5:30 PM.

Bicycle counts were conducted as part of this Bicycle Transportation Update planning process, and are summarized in Chapter 4. This count effort is intended to become the baseline of a benchmarking efforts, continuing on an annual basis to measure and evaluate projects, policies and programs.

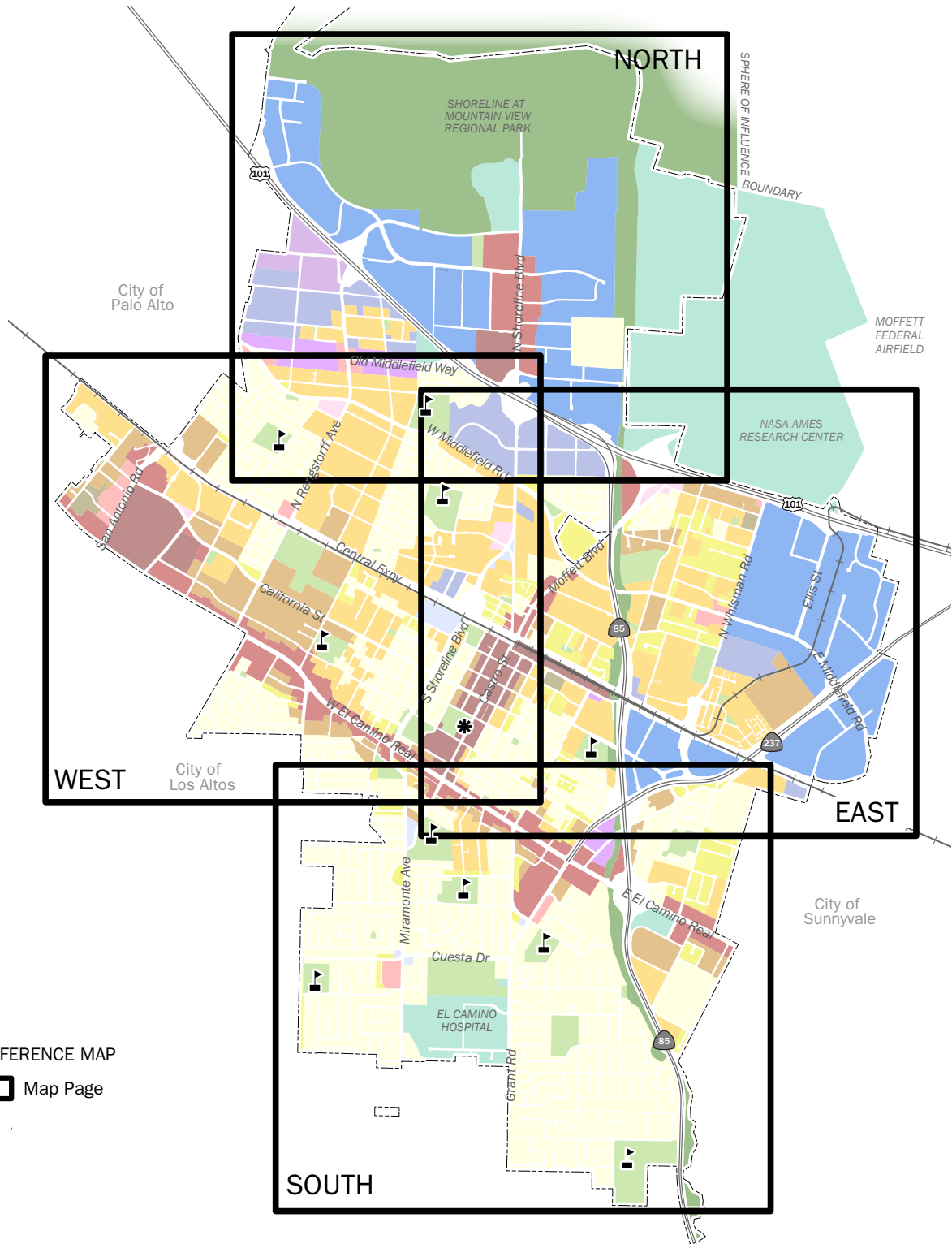
2.7.1 Bicycle Friendly Community

Mountain View was designated a Silver-Level Bicycle Friendly Community in 2012 by the League of American Bicyclists as an upgrade from the Bronze-Level award the City held since 2004. The Silver-Level award recognizes the City's commitment to improving conditions for bicycling through investment in bicycling promotion, education programs, infrastructure and pro-bicycling policies. Mountain View is one of only 340 communities across the country to be designated as a Bicycle Friendly Community.

Appendix B

City of Mountain View Land Use Maps

General Plan Land Use Maps



GENERAL PLAN LAND USE MAP

Draft 1-28-15

North

Land Use Designations

Residential

- Low Density Residential
- Medium Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Mobile Home Park

Commercial

- Neighborhood Commercial
- General Commercial
- Industrial / Regional Commercial

Office / Industrial

- Office
- General Industrial
- High-Intensity Office

Mixed-Use

- Neighborhood Mixed-Use
- General Mixed-Use
- Mixed-Use Corridor
- North Bayshore Mixed-Use
- Mixed-Use Center
- Downtown Mixed-Use

Public / Institutional

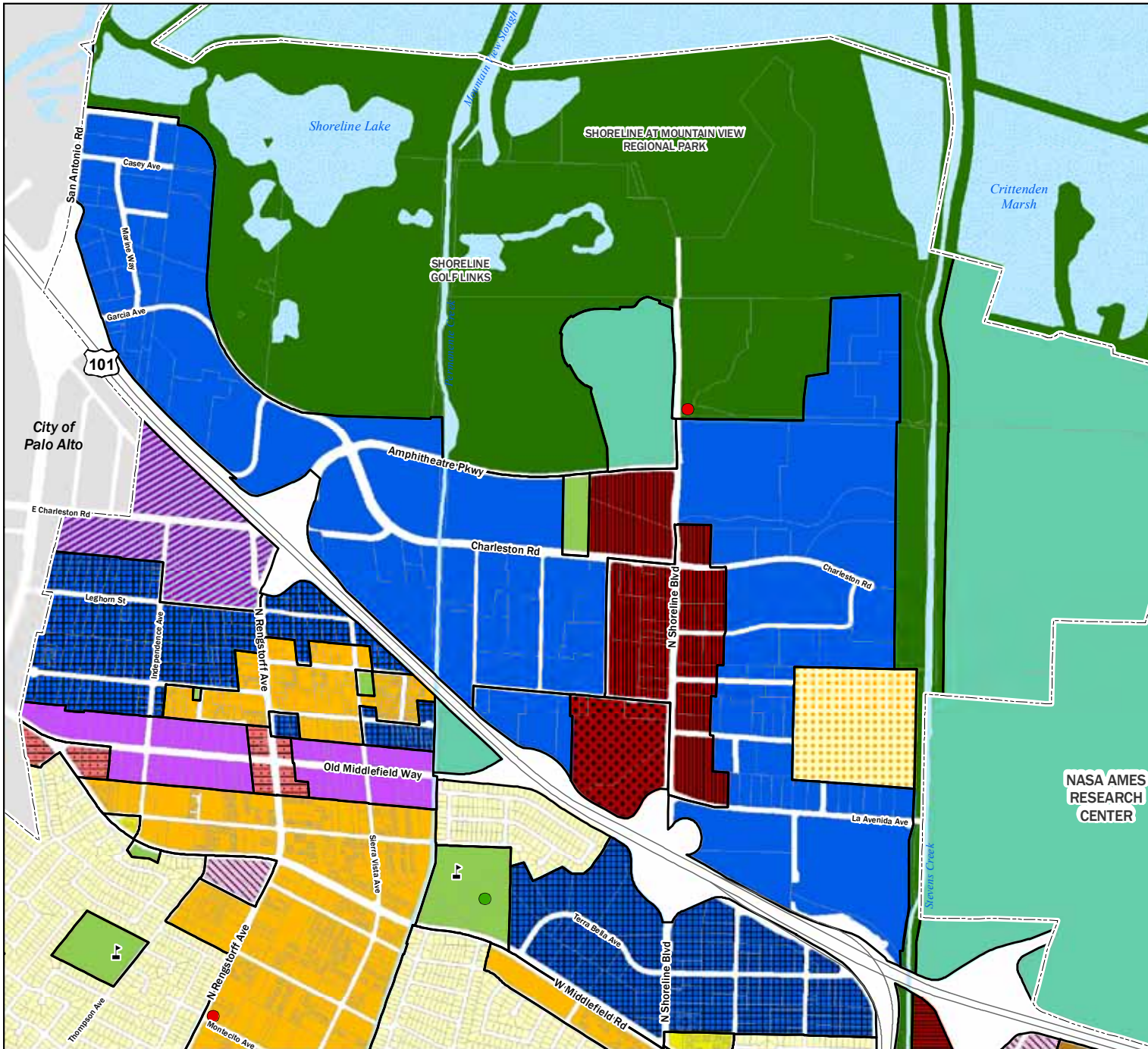
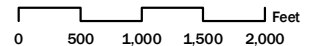
- Parks, Schools & City Facilities
- Regional Park
- Institutional

Public Facilities

- City Operations & Administration
- Fire Station
- Transit Station
- School
- Community Facility
- City Hall

- City Limits
- Freeways
- Parcels
- Rail
- Water Bodies
- Creeks

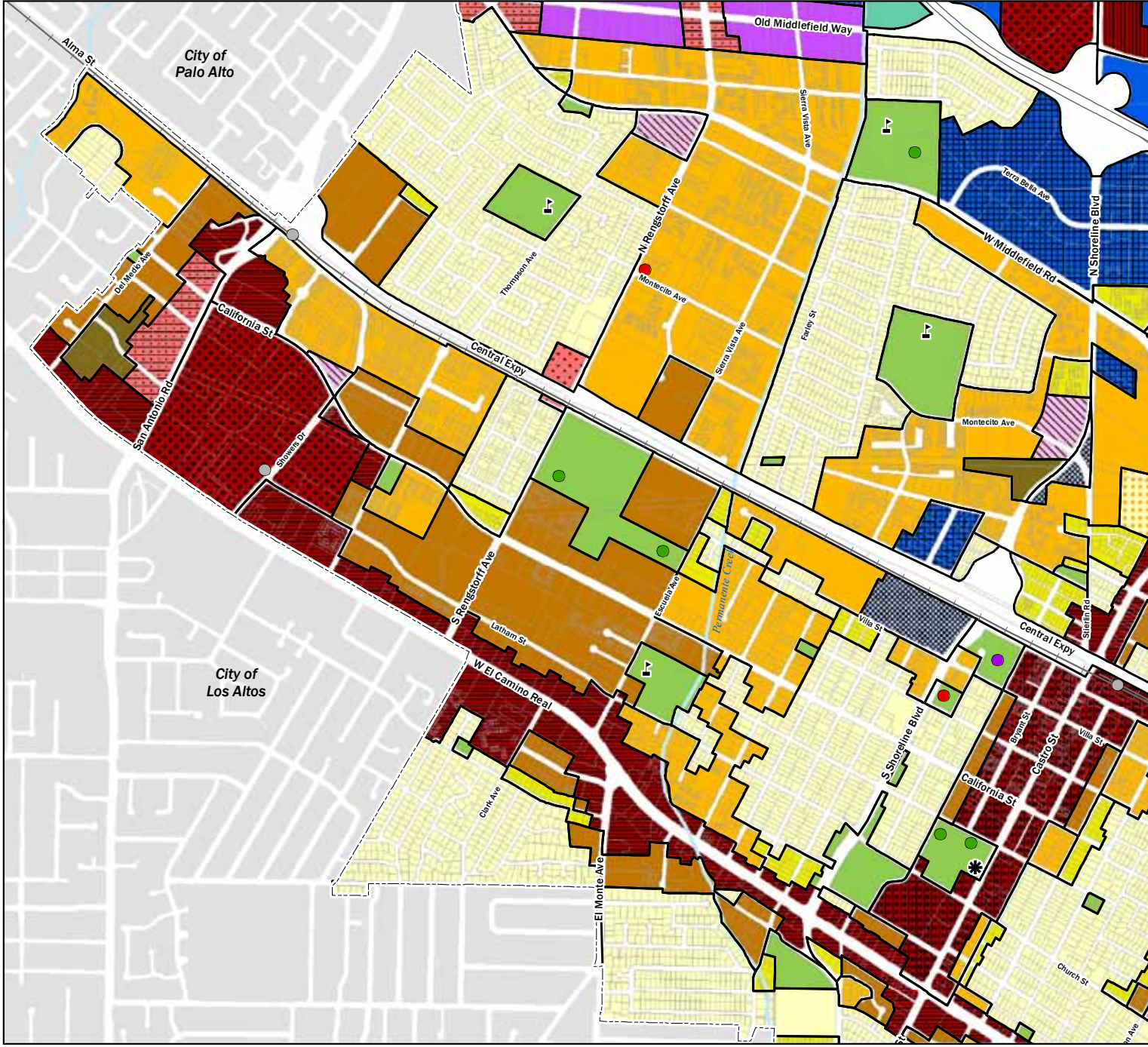
The Land Use Map is one of several General Plan diagrams that affect development. The General Plan text is also an integral part of the City's land use plan and must also be consulted. The City of Mountain View is neither liable nor responsible for use of this map beyond its intended purposes.



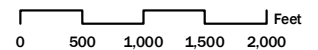
GENERAL PLAN LAND USE MAP

West

- Land Use Designations**
- Residential**
- Low Density Residential
 - Medium Low Density Residential
 - Medium Density Residential
 - Medium High Density Residential
 - High Density Residential
 - Mobile Home Park
- Commercial**
- Neighborhood Commercial
 - General Commercial
 - Industrial / Regional Commercial
- Office / Industrial**
- Office
 - General Industrial
 - High-Intensity Office
- Mixed-Use**
- Neighborhood Mixed-Use
 - General Mixed-Use
 - Mixed-Use Corridor
 - North Bayshore Mixed-Use
 - Mixed-Use Center
 - Downtown Mixed-Use
- Public / Institutional**
- Parks, Schools & City Facilities
 - Regional Park
 - Institutional
- Public Facilities**
- City Operations & Administration
 - Transit Station
 - Community Facility
 - Fire Station
 - School
 - City Hall
- Other Symbols**
- City Limits
 - Parcels
 - Water Bodies
 - Freeways
 - Rail
 - Creeks



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GENERAL PLAN LAND USE MAP

Draft 1-28-15

East

Land Use Designations

Residential

- Low Density Residential
- Medium Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Mobile Home Park

Commercial

- Neighborhood Commercial
- General Commercial
- Industrial / Regional Commercial

Office / Industrial

- Office
- General Industrial
- High-Intensity Office

Mixed-Use

- Neighborhood Mixed-Use
- General Mixed-Use
- Mixed-Use Corridor
- North Bayshore Mixed-Use
- Mixed-Use Center
- Downtown Mixed-Use

Public / Institutional

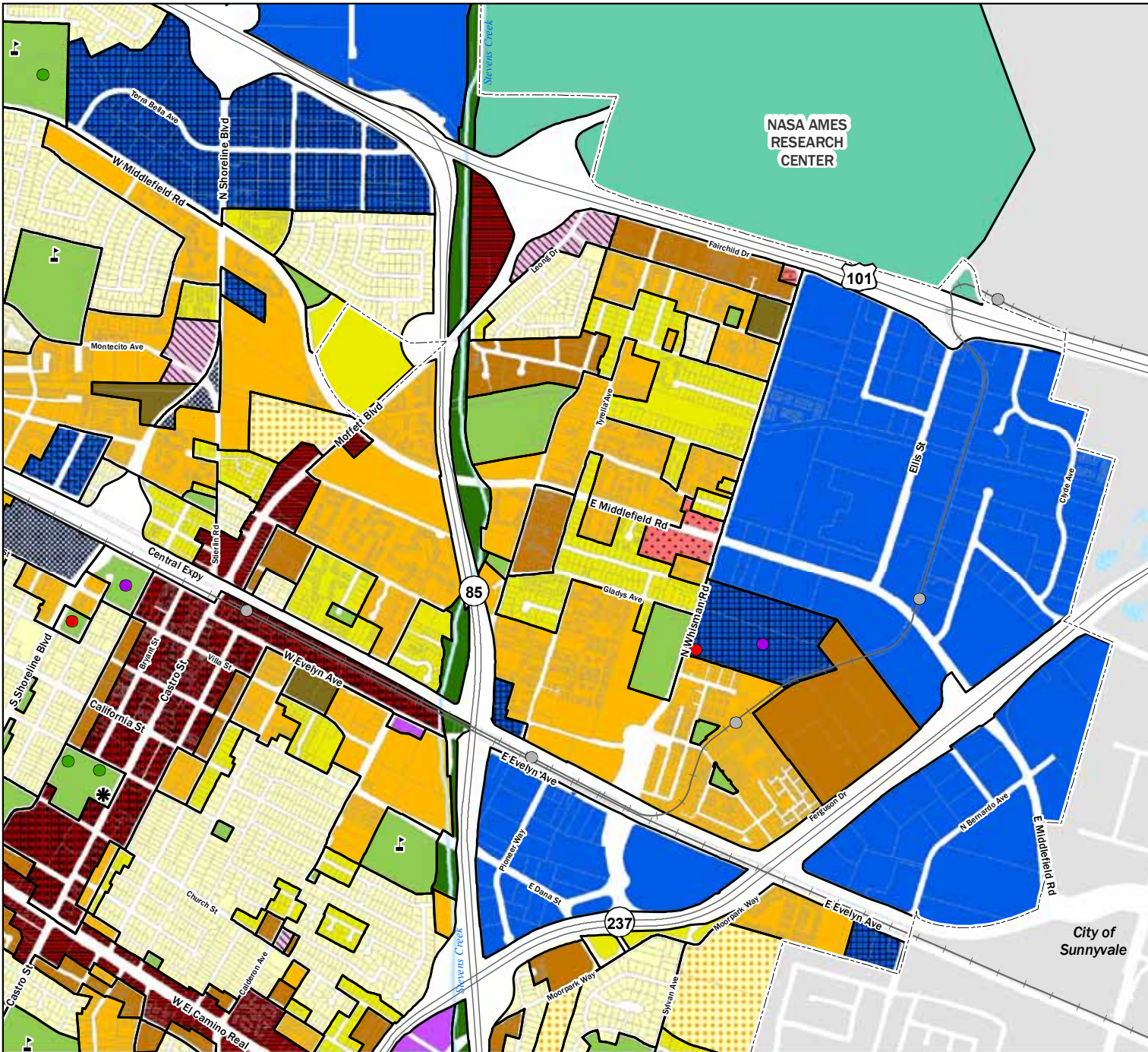
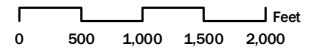
- Parks, Schools & City Facilities
- Regional Park
- Institutional

Public Facilities

- City Operations & Administration
- Fire Station
- Transit Station
- School
- Community Facility
- City Hall

- City Limits
- Freeways
- Parcels
- Rail
- Water Bodies
- Creeks

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GENERAL PLAN LAND USE MAP

South

Land Use Designations

Residential

- Low Density Residential
- Medium Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Mobile Home Park

Commercial

- Neighborhood Commercial
- General Commercial
- Industrial / Regional Commercial

Office / Industrial

- Office
- General Industrial
- High-Intensity Office

Mixed-Use

- Neighborhood Mixed-Use
- General Mixed-Use
- Mixed-Use Corridor
- North Bayshore Mixed-Use
- Mixed-Use Center
- Downtown Mixed-Use

Public / Institutional

- Parks, Schools & City Facilities
- Regional Park
- Institutional

Public Facilities

- City Operations & Administration
- Transit Station
- Community Facility
- Fire Station
- School
- City Hall

- City Limits
- Parcels
- Water Bodies
- Freeways
- Rail
- Creeks

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