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.

PROJECT INFORMATION	
Project Name/Title:	**Middlefield Road Complete Streets**
Project Area/Location(s):	Middlefield Road from Moffett Boulevard to Bernardo Avenue within the City of Mountain View (excludes Caltrans-owned segment to be addressed by VTA's SR 237/Middlefield project). See ATTACHMENT 1: PROJECT AREA.

PROJECT DESCRIPTION: (300-word limit)

Middlefield Road Complete Streets project will include design and construction of: 1) road resurfacing and restriping on Middlefield Road between Moffett Boulevard and Whisman Road; 2) conversion of part-time bike lanes to full-time Class IV protected bikeways on Middlefield Road in Mountain View between Moffett Boulevard and Bernardo Avenue, with Class II bike lanes over the SR 85 overpass and approaches; and 3) pedestrian and bicycle improvements at Moffett/Middlefield, Easy/Middlefield, Tyrella/Middlefield and Whisman/Middlefield intersections.

Please indicate project phase (PE, ENV, CON)

CONTACT INFORMATION

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

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☑	☐	Please provide detail on Plan recommend-ations 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 (BTP), 2019 East Whisman Precise Plan (EWPP), 2019 Vision Zero Policy, forthcoming Local Road Safety Plan (LRSP), and 2021 Comprehensive Modal Plan (AccessMV). The Vision Zero Policy and LRSP identify Middlefield Rd. as part of the City's High Injury Network. The project will eliminate high stress (BLTS 3) conditions consistent with All Ages and Abilities guidelines in most segments, with low stress conditions over SR 85 (p 36-37, 43, 80). The BTP calls for converting part-time parking lanes to full-time bike lanes on Middlefield Rd. (p. 68, 73, 100, 118), and intersection improvements at Moffett/Middlefield and Whisman/Middlefield (p. 80). The Plan also states that "as the City plans new or improved bicycle facilities on, or major improvements to, City streets with vehicle speeds at or above 30 MPH, the City should give priority consideration to the installation of Class IV protected/ separated bike lanes/cycle tracks." (p 74, 77, 89).

Topic	CS Policy Consideration	YES	NO	Required Description	Description
					The EWPP specifies that bike facilities on Middlefield Rd. should have at least 6' bike lane and 3' buffer (p 47, 134-135). AccessMV also identified buffered or protected bikeways on Middlefield Road as a high priority (p xvi, 32-33, 121-126, 120). See ATTACHMENT 2: PROJECT DOCUMENTS.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.	☑	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See *All Ages and Abilities and Design Guidelines* below.	In addition to being on the MTC Regional Active Transportation Network, Middlefield Road is one of three corridors identified in the 4-City Peninsula Bikeway Study. The project will include high visibility crosswalks and curb ramps, consistent with PROWAG.as well as Class IV protected bikeways, consistent with NACTO "All Ages and Abilities" principles. One segment of the project—the overpass over SR 85 will have Class II bike lanes. This segment is also lacking a sidewalk on the south side of the overpass. For the SR 85 overpass, a feasibility study is planned to assess a potential cantilever or new bridge structure to accommodate a southside sidewalk and more bike facilities. The feasibility study will be completed outside of this OBAG request.
3. Safety and Comfort	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?	☑	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	The project is on the City's High Injury Network as identified in the Vision Zero analysis presented to City Council on January 15, 2019, and the Systemic Safety Analysis for the integrated Vision Zero Action Plan/Local Road Safety Plan presented to B/PAC on March 30, 2022 (https://mountainview.legistar.com). See ATTACHMENT 3: HIGH INJURY NETWORK. The project includes Class II or IV bike facilities and crosswalk visibility enhancements, which are identified by FHWA as proven safety countermeasures. (https://safety.fhwa.dot.gov/provencountermeasures/)

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	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?	☑	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.	Mountain View's Comprehensive Modal Plan (AccessMV) identified Middlefield Road as high stress with bike level of traffic stress (LTS) of 3. The project will provide Class IV protected bikeways in accordance with Caltrans Design Information Bulletin 89-01, with Class II bike lanes at pinchpoints such as the SR 85 overpass. This will result in low stress conditions for this key bicycle corridor.
4. **Transit Coordination**	A. Are there existing public transit facilities (stop or station) in the project area?	☑	☐	List transit facilities (stop, station, or route) and all affected agencies.	The project includes far-side bus stop facilities at Middlefield/Moffett, Middlefield/Easy, Middlefield/Whisman. Middlefield/Ellis, and Middlefield/LRT. These stops serve VTA Route 21, MVgo Route A, and Mountain View Community Shuttle services provided by VTA and the Mountain View Transportation Management Association (MTMA) respectively. The project also crosses the VTA LRT Orange Line near Middlefield LRT station.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☑	☐	Please provide confirmation email from transit operator(s).	CS Checklist has been provided to Lauren Ledbetter, VTA and Roni Hattrup, MTMA. Comments will be ATTACHMENT 4: TRANSIT AGENCY REVIEW in final checklist.
	C. Is there a MTC Mobility Hub within the project area?	☑	☐	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	Middlefield Station Mobility Hub serves VTA Route 21, VTA LRT Orange Line and MVgo Route A. CS checklist has been provided to VTA and MVgo. The project will make space for bike friendly bus facilities, to be implemented as part of development-related improvements in the area. Bus stops will be designed in accordance with VTA's 2021 Bus Stop and Passenger Facility Design Criteria and Standards.
5. **Design**	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☑	☐	Please provide Class designation for bikeways. Cite design standards used.	The project will provide Class IV protected bikeways on Middlefield Road in the project area, with Class II bike lanes at pinchpoints including the SR 85 overpass. The bikeway designs are consistent with the NACTO Urban Bikeway Design Guide and Caltrans Design Information Bulletin 89-01. The project will also provide high visibility crosswalks, consistent with NACTO Urban Street Design Guide as well as the Institute of Traffic Engineers Guide to Designing Walkable Urban Thoroughfares.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☐	☑	Please list EPC(s) affected.	The project provides access to low-income households living in affordable housing, including many low-income households in the immediate vicinity of the project. It also improves last-mile access to jobs in East Whisman from EPCs in other parts of the Bay Area. See ATTACHMENT 5: EQUITY PRIORITY HOUSING
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☑	☐	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 July 13, 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.)	☑

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.	☐	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).	☑	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	The project will include high visibility crosswalks and curb ramps, consistent with PROWAG.as well as Class IV protected bikeways, consistent with NACTO "All Ages and Abilities" principles. One segment of the project—the overpass over SR 85 will have Class II bike lanes. This segment is also lacking a sidewalk on the

			south side of the overpass. For the SR 85 overpass, a feasibility study is planned to assess a potential cantilever or new bridge structure to accommodate a southside sidewalk and more bike facilities. Inclusion of these facilities in the current project would increase the project cost by at least 300 percent.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
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.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

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 be included 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

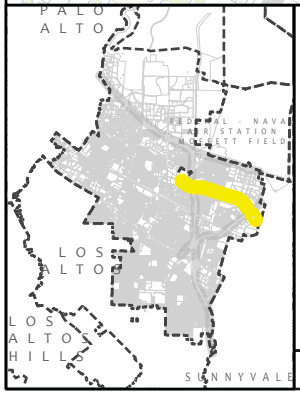
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected 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			
	≤ 1,500 – 3,000	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**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 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.*

ATTACHMENT 1: PROJECT LOCATION



MIDDLEFIELD COMPLETE STREETS PROJECT LOCATION MAP

0 0.15 0.3 MILES

N

City of Mountain View
Information Technology • GIS

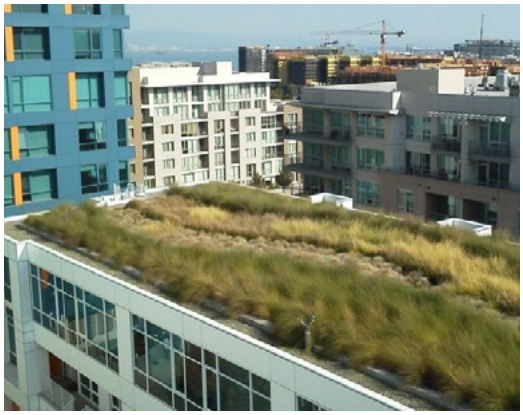
Coordinate System: NAD 1983 2011 StatePlane California III FIPS 0403 Ft US

5/18/2022

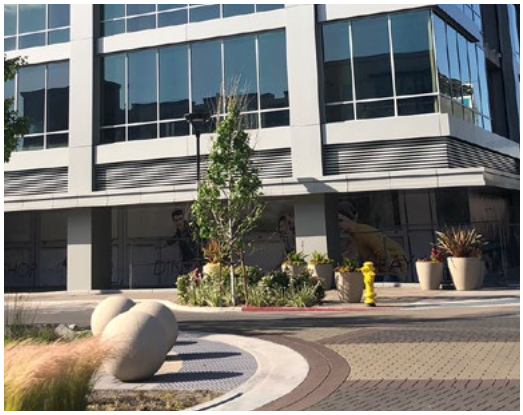
ATTACHMENT 2: PROJECT DOCUMENTS

city of mountain view

EAST WHISMAN
PRECISE PLAN
EXCERPTS




Multi-modal Circulation Network

To accommodate new uses and increased intensity, the area's multi-modal circulation networks will be improved, including light rail, shuttle and bus transit; complete streets; bicycle facilities and multi-use paths; and regional connections. When completed, these circulation networks will increase access to other areas in Mountain View and Sunnyvale, while facilitating easier, more comfortable travel within East Whisman and to the light rail stations.

Complete Streets

Public streets within East Whisman will be "Complete Streets" designed to accommodate bicyclists, pedestrians, transit riders, emergency vehicles, and drivers. Complete Streets contribute to neighborhood connectedness and provide informal places for social interaction and gathering. Existing streets may be retrofitted to better balance users, and new streets will be designed to accommodate all users. Chapter 5 includes design standards and guidelines for each street in East Whisman.

The Precise Plan also establishes a fine-grained pattern of publicly-accessible, privately-owned service streets and other network types to encourage walking and bicycling. Breaking up large blocks into a finer-grained network of human-scale streets will provide convenient and pleasant walking and biking routes. Walkable blocks will be small enough to create frequent intersections and should generally be no longer than 400 to 600 feet (varies by Character Area). Block standards are included in Chapter 3.

Public Circulation Network

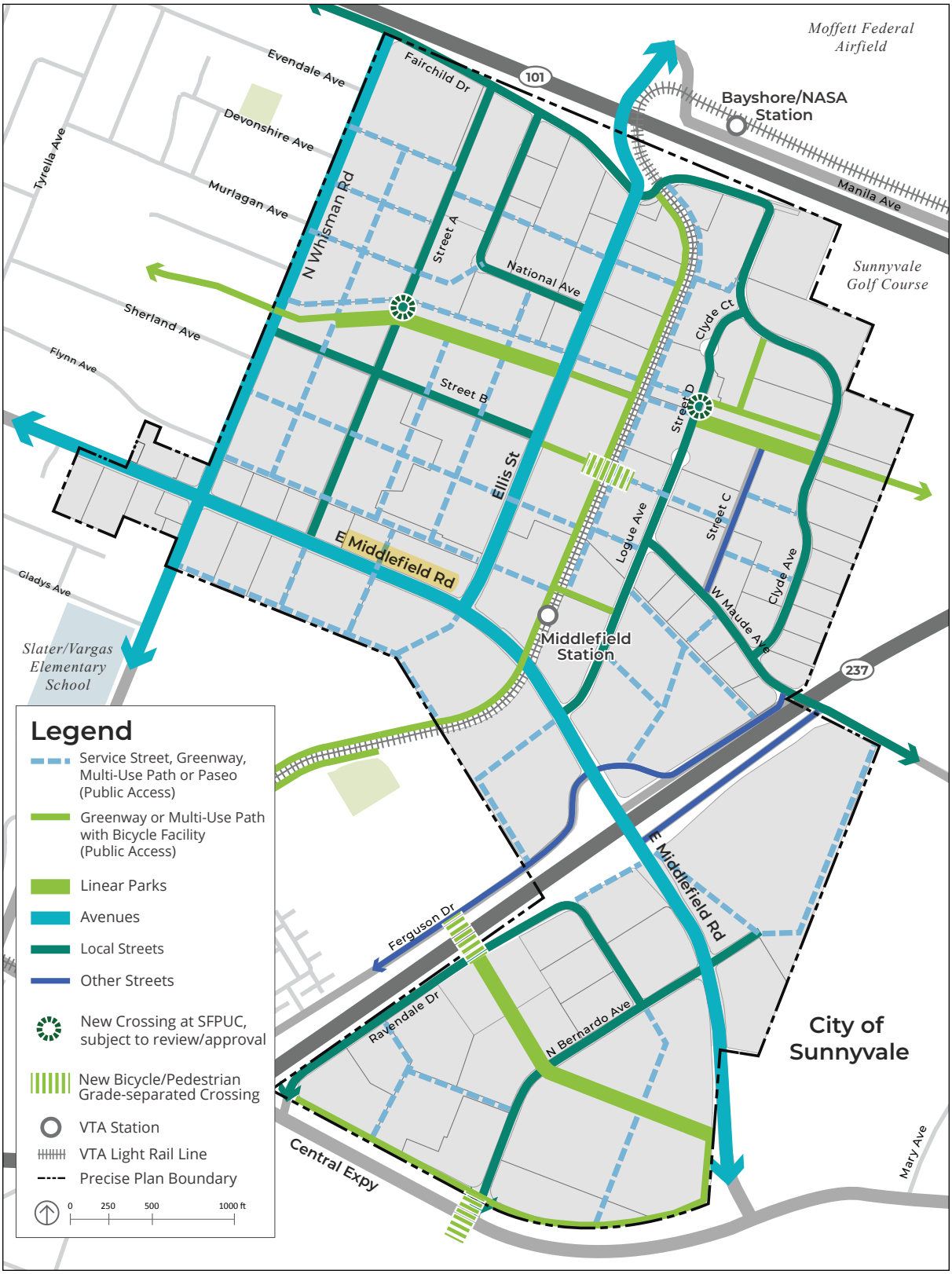
Public Streets

Public streets are classified into three street types as shown in Chapter 5 Mobility and listed below. Each street type plays an important role in the circulation network and will be designed to support its adjacent land uses:

- **Avenues** (Middlefield Road, Whisman Road, and Ellis Street). Avenues include East Middlefield Road, North Whisman Road, and Ellis Street. Avenues have mixed residential and commercial frontages and are wider than other streets, including a generous landscaped median and dedicated left turn lanes. They balance all modes, with dedicated bicycle facilities, high quality transit stops and generous sidewalks. Avenues connect regional routes to other street types.
- **Local Streets** (National Avenue, Fairchild Drive, Clyde Avenue, Clyde Court, Logue Avenue, Maude Avenue, North Bernardo Avenue, Ravendale Drive, Ferguson Street, and New Streets A, B and D). Local Streets primarily serve local traffic to adjacent uses. Low travel speeds, widened sidewalks, and dedicated bicycle facilities help encourage travel by non-vehicle modes and provide more balanced access.
- **Public Service Streets** are low-volume streets that provide access to adjacent uses, with bicyclists sharing the street with vehicles. Pedestrians are high-priority modes on public service streets.

Figure 9

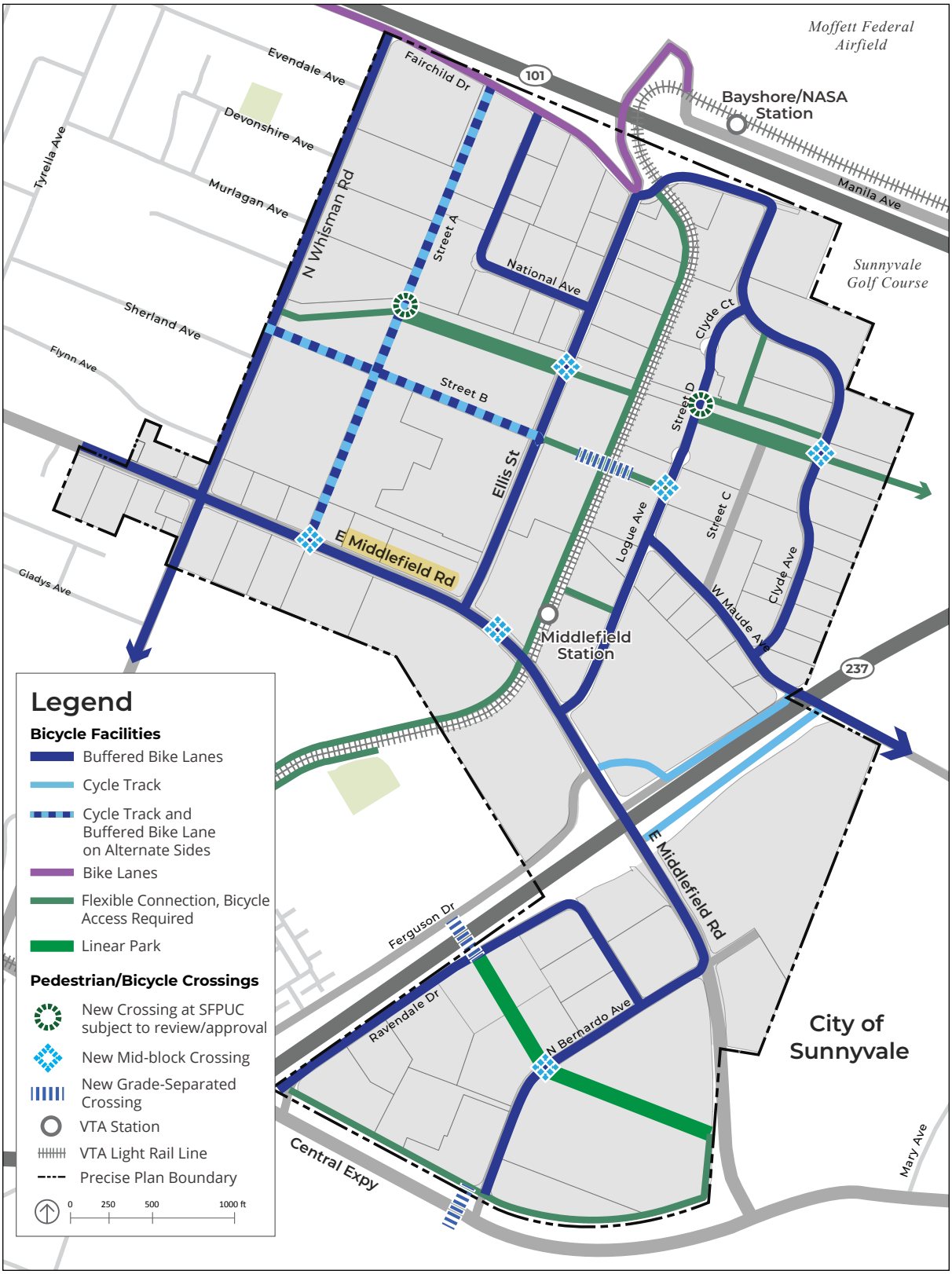
Public Circulation Network



Street and path locations are conceptual. Exact locations will be determined through the development review process.

Figure 10

Bicycle Circulation Network



Street and path locations are conceptual. Exact locations will be determined through the development review process.

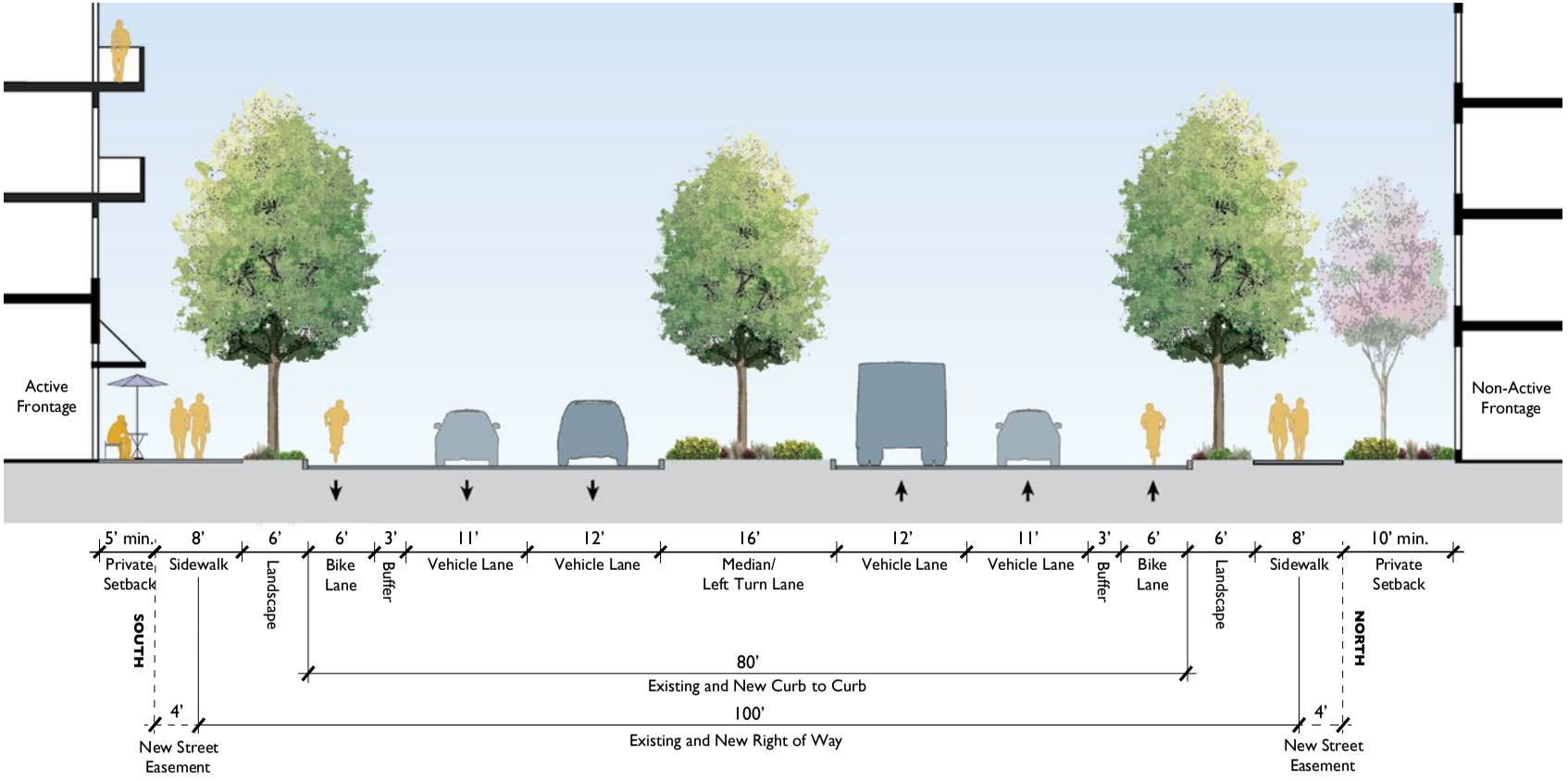
5.2.2 Specific Street Design Standards

Table 17
Street Design Standards for Middlefield Road

Design Criteria	Dimensions and Descriptions
Curb to Curb	80’
Existing Right of Way (ROW)	100’
New Right of Way (ROW) / Street Easement	100’ ROW / 4’ Street Easement both sides.
Pedestrian Zone	8’ separated sidewalks with 6’ landscape both sides. Along active priority frontage types and other ground-floor neighborhood commercial frontages, the adjacent setback area shall be mostly hardscaped to provide additional space for outdoor dining, shopping, and pedestrian circulation. This shall also occur where other high pedestrian activity is expected, as determined through the development review process. A wider sidewalk allows street furnishings while maintaining the minimum sidewalk width.
Vehicle Lanes	Two lanes in each direction, inside lane widths 12’, outside lane widths 11’.
Transit Stop	Shuttles and transit vehicles stop in bike and vehicle lane, except where future loading islands may be provided.
On-Street Parking	None
Bicycle Facilities	6’ bike lane with 3’ buffer on both sides.
Medians	Variable - 16’ raised median with left turn bays at intersections or striped dual center turn lane.

Figure 23

Middlefield Road



Setbacks depend on frontage type and character area. See Chapter 3.

Project	Description	Timing
Buffered Bike Lanes		
17. East Middlefield Road buffered bike lanes (BBLs)	See Table 17 and Figure 23 for cross-section.	Short-term. With street repaving, bicycle CIP, or as mitigation/public benefit for nearby land use projects.
18. North Whisman Road BBLs	See Table 19 and Figures 25 and 26 for cross-section.	Medium-term. With street repaving or as mitigation/ public benefit for nearby land use projects.
19. National Avenue BBLs	See Table 20 and Figure 27 for cross-section.	Medium-term. Parking will be removed on a project frontage by project frontage basis. The City may initiate removal of other parking spaces after an outreach process, to complete implementation of the buffered bike lane.
20. Ellis Street BBLs	See Table 18 and Figure 24 for cross-section.	Medium-term. With street repaving or as mitigation for nearby land use projects.
21. Clyde Court BBLs	See Table 20 and Figure 27 for cross-section.	Medium-term. Parking will be removed on a project frontage by project frontage basis. The City may initiate removal of other parking spaces after an outreach process, to complete implementation of the buffered bike lane
22. Logue Avenue BBLs	See Table 20 and Figure 27 for cross-section.	Medium-term. Parking will be removed on a project frontage by project frontage basis. The City may initiate removal of other parking spaces after an outreach process, to complete implementation of the buffered bike lane

BIKE MOUNTAIN VIEW

MOUNTAIN VIEW

BICYCLE TRANSPORTATION PLAN UPDATE

ADOPTED
NOVEMBER 17, 2015

EXCERPTS

4.1.2. RECOMMENDED 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.

Recommendation

This Plan recommends implementation of the Class II bikeway improvements listed in **Table 4-2.**

Figure 4-5 A standard bike lane on Cuesta Drive includes painted edges lines, delineating the bike lane from the parking lane

TABLE 4-2 RECOMMENDED CLASS II BIKE LANE IMPROVEMENTS

Reference Number (Network)	Location	Street	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

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			

- Traffic volume
- Surrounding land uses
- On-street parking demand
- Existing Complete Streets accommodations at intersections

Generally, bicycle facilities on City streets that provide some level of physical separation from vehicle traffic (e.g., Class II buffered bike lanes or Class IV protected/ separated bike lanes or cycle tracks), provide bicyclists with a less-stressful environment in which to bike. The availability of these types of bicycle facilities on streets throughout the City will likely encourage more people to bike in Mountain View.

Recommendation

As the City plans new or improved bicycle facilities on, or major improvements to, City streets with vehicle speeds at or above 30 MPH, the City should give priority consideration to the installation of Class IV protected/ separated bike lanes/cycle tracks.

The City Traffic Engineer should be responsible for determining the applicability, design and implementation of Class II buffered bike lanes and/or Class IV bikeways on these streets. Special attention may be given to locations where the installation of Class IV bikeways will extend the network of less-stressful bikeways by connecting to existing or planned Class I or Class IV facilities. The City Traffic Engineer may consider any or all of the following in making their determination:

- Actual or perceived safety concerns at intersections within the bikeway network
- Availability of additional right-of-way
- Community input
- Location and number of driveways (a high density of driveways may lead to a more expensive and less effective Class IV facility)
- Existing and future bicycle traffic volume and capacity
- Existing and future motor vehicle traffic volume and capacity
- Other physical characteristics of the existing roadway
- Potential connections to other Class I and Class IV facilities
- Presence and occupancy of on-street parking
- Proximity to trip generators with large numbers of youth, seniors and/or families (i.e. playgrounds, schools, senior centers, etc.)
- Surrounding land uses

Per Assembly Bill 1193, Caltrans is currently developing State-level guidelines to establish minimum safety design criteria for the planning and construction of Class IV protected bike lanes by January 1, 2016. In the interim, agencies may use the NACTO Urban Bikeway Design Guide and/or the FHWA Separated Bike Lane Planning and Design Guide to inform their designs so long as the project documentation references either document as the source of the design decisions and justifies their use.

If right-of-way constraints and/or the high density of driveways make a Class IV bikeway infeasible, the City may consider a Class II buffered bikeway, a Class II bike lane, or an alternative route.

4.5.7. BIKEWAY NETWORK REGIONAL CONNECTIVITY

As evidenced by the significant number of bikeway network improvements recommended throughout the City identified in this Plan, the City places a priority on improving the connectivity of the City's bikeway network. Equally important is the need to improve existing and create new connections to bikeways in the neighboring cities of Los Altos, Sunnyvale and Palo Alto.

This Plan recommends that it should be the City's policy to improve regional bikeway connections as a strategy to increase bicycle ridership of all ages and skills in Mountain View and throughout the region. Establishing such a policy emphasizes the importance of these connections, and also supports similar policies listed in County, Regional and State Plans identified in Appendix C.

Recommendation

This Plan recommends that it should be the City of Mountain View's policy to coordinate the planning and implementation of the improvements to the City's bicycle network with neighboring jurisdictions to

PRIORITY PROJECT (G) – PALO ALTO-SUNNYVALE REGIONAL CONNECTIONS

(DESIGN AND CONSTRUCTION)

PROJECT LOCATION AND REFERENCE NUMBER

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

Project reference numbers: N-19, N-122, S-36, S-33, S-23, S-18, S-52, S-22.

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 (only during the planning phase); 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 and public input. Further CEQA review may be required.

PROJECT SOURCE

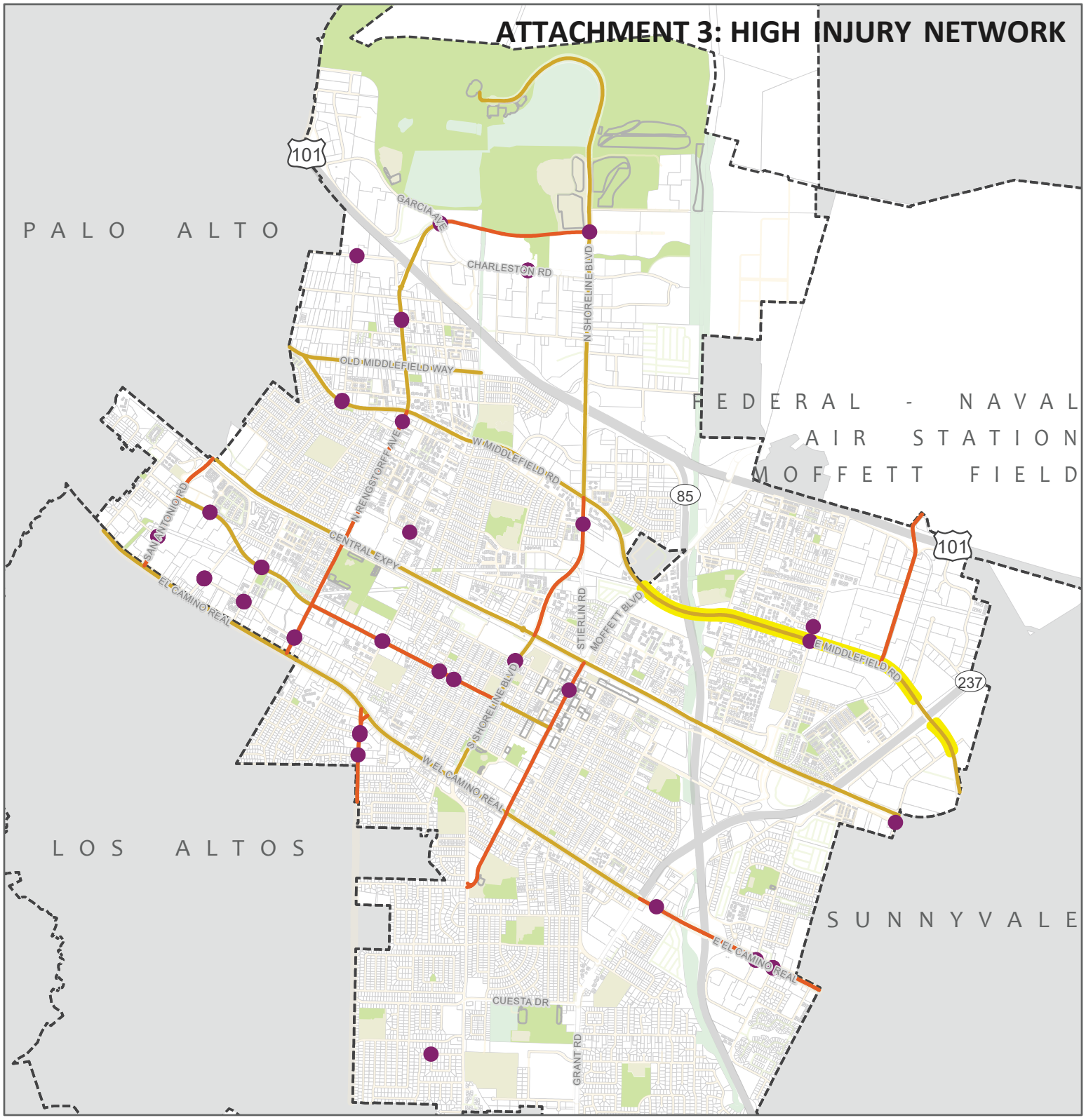
Mountain View Bicycle Transportation Plan Update.

PROJECT COST ESTIMATE

$950,000

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

ATTACHMENT 3: HIGH INJURY NETWORK



HIGH INJURY NETWORK, 2010-2019

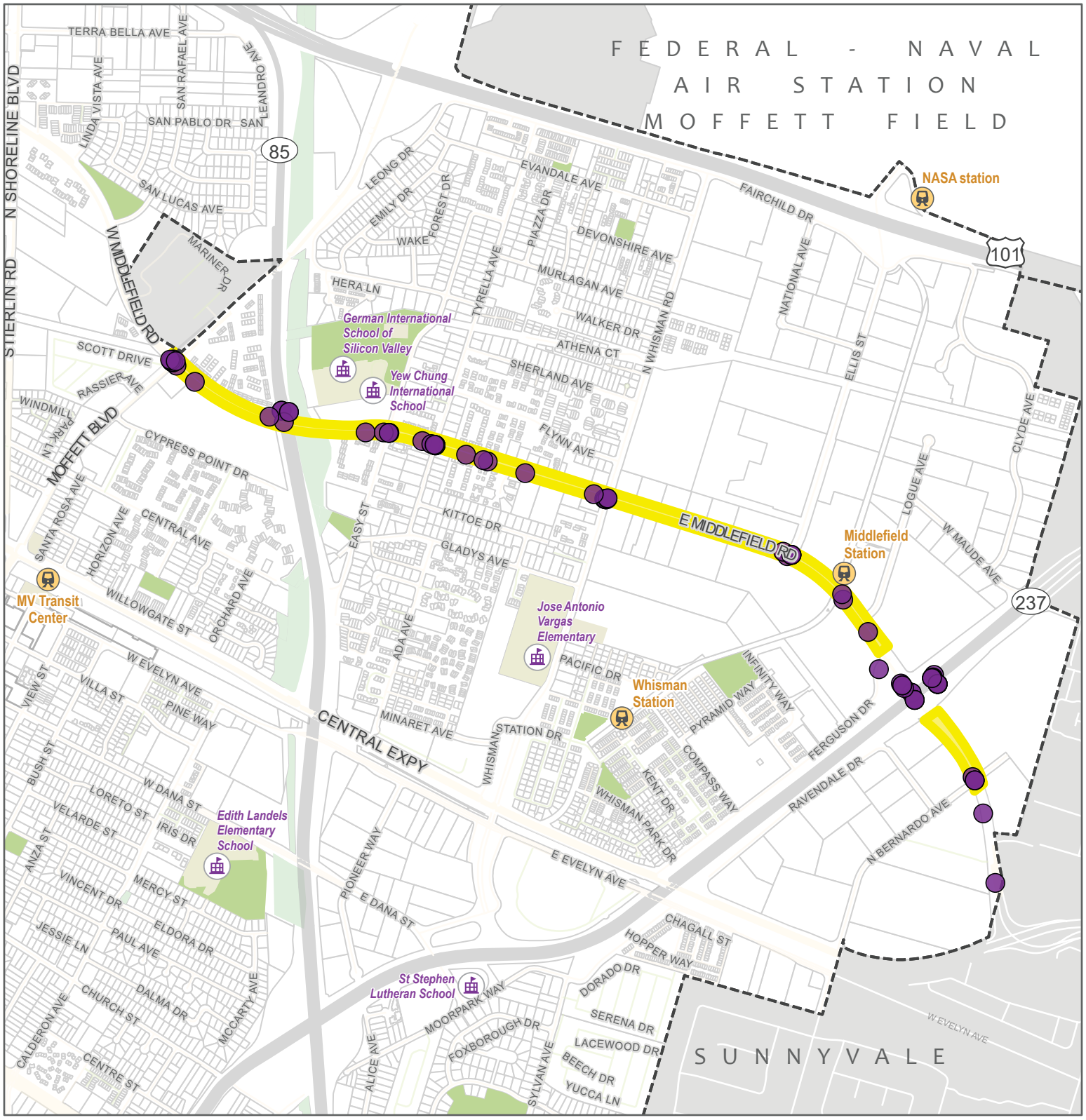
0 0.5 1 MILES

N

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

City of Mountain View
Information Technology • GIS

5/19/2022
Data Source: City of Mountain View



MIDDLEFIELD COMPLETE STREETS - CRASHES

MILES
0 0.15 0.3

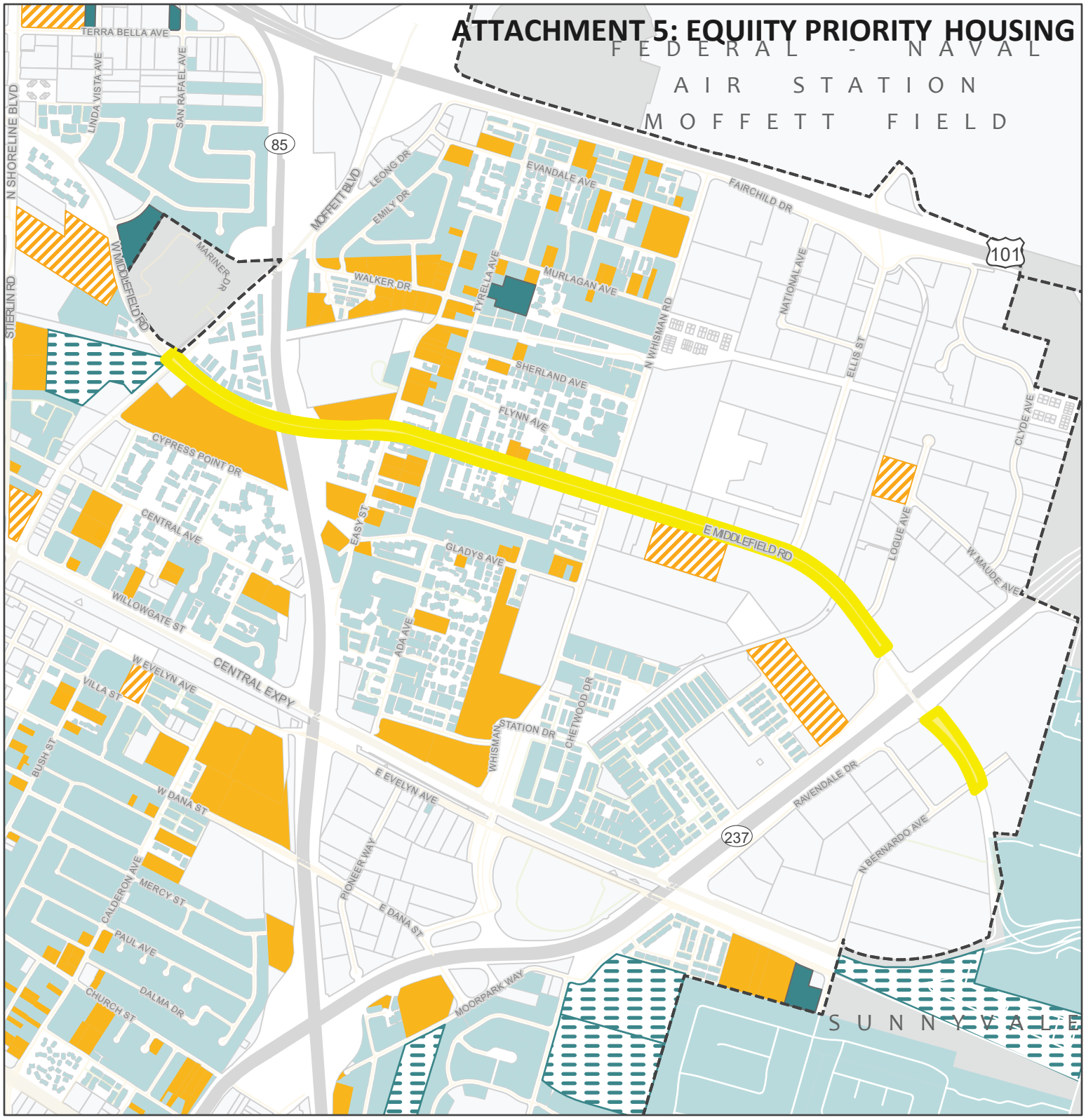
- Crashes 2010 - 2019
- Project Area
- Caltrain/VTA Light Rail Station
- School
- City Boundary

N

City of Mountain View
Information Technology • GIS

5/18/2022
Data Source: City of Mountain View, City of Sunnyvale

ATTACHMENT 5: EQUIITY PRIORITY HOUSING



MIDDLEFIELD COMPLETE STREETS - EQUITY PRIORITY HOUSING

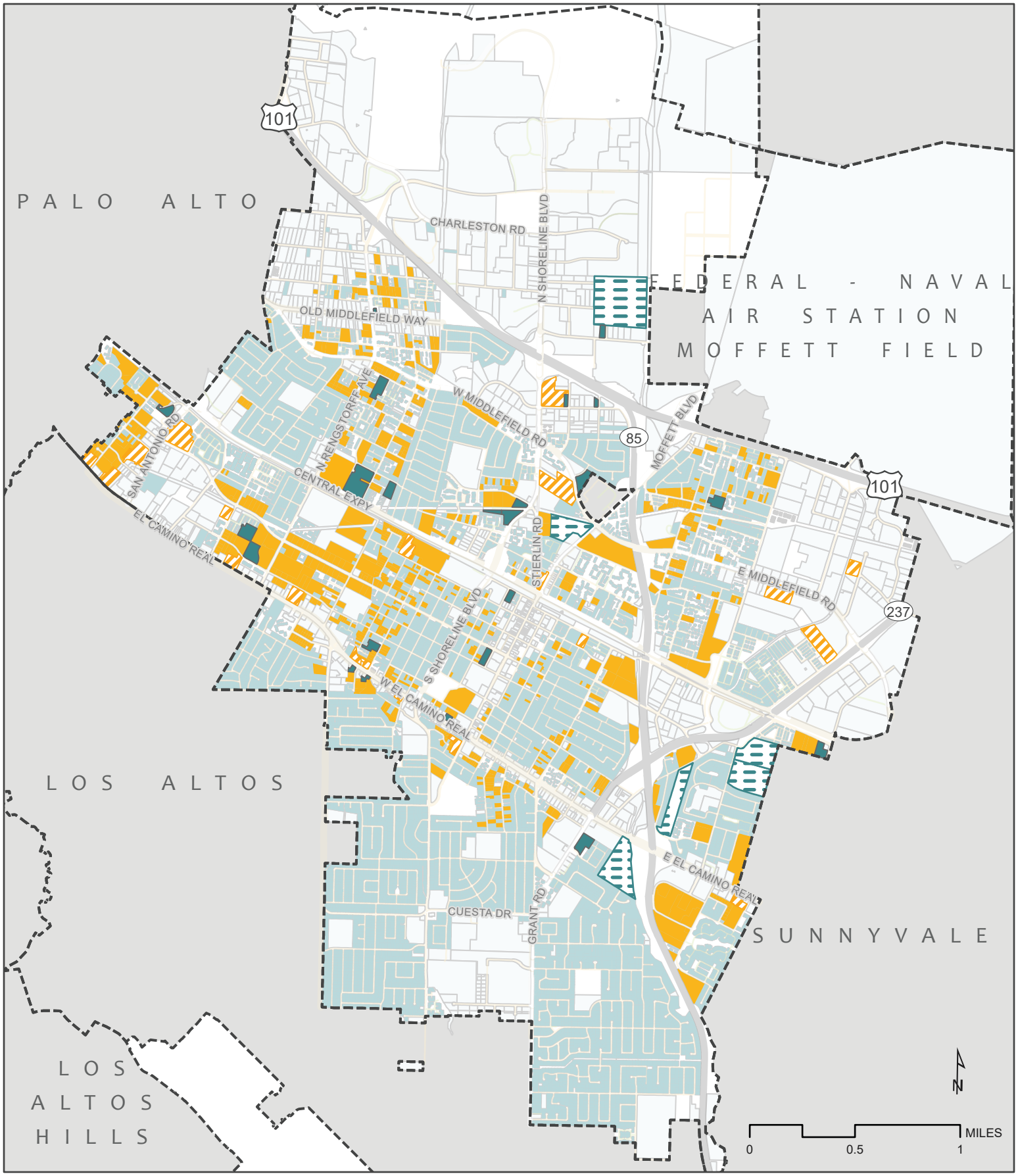
MILES
0 0.15 0.3

N

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

City of Mountain View
Information Technology • GIS

5/18/2022
Data Source: City of Mountain View, City of Sunnyvale



CITY OF MOUNTAIN VIEW HOUSING DISTRIBUTION

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

City of Mountain View
Information Technology • GIS

5/19/2022
Data Source: City of Mountain View