

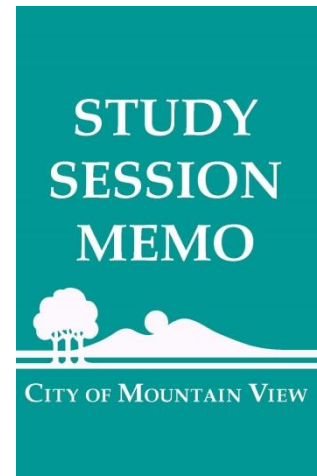
DATE: September 19, 2017

TO: Honorable Mayor and City Council

FROM: Dawn Cameron, Assistant Public Works Director
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VIA: Daniel H. Rich, City Manager

TITLE: **Comprehensive Modal Plan**



PURPOSE

The purpose of this Study Session is to solicit City Council input and direction on the purpose and approach for the Comprehensive Modal Plan.

BACKGROUND

At the April 18, 2017 Study Session, the City Council identified projects to help fulfill the four major goals for Fiscal Years 2017-18 through 2018-19. The following project was proposed in support of Goal Three – Develop and implement comprehensive and coordinated transportation strategies to achieve mobility, connectivity, and safety for people of all ages:

“A comprehensive modal plan that would involve the VTA, Caltrans, major employers, etc., and include a funding mechanism.”

During discussion of the proposed project, the City Council concurred that the intent is to consolidate and integrate existing plans and studies into a single, coordinated plan.

At its May 16, 2017 meeting, the City Council adopted the four major goals for Fiscal Years 2017-18 through 2018-19 and approved the project lists with a notation that Council will refine/define the comprehensive modal plan at a Study Session in early Fiscal Year 2017-18.

DISCUSSION

The City of Mountain View has adopted and is currently developing a number of transportation plans and studies to provide and enhance mobility throughout the City. These plans identify the existing and planned infrastructure to serve vehicular, transit,

bicycle, and pedestrian travel. In addition, the Metropolitan Transportation Commission (MTC) and the Santa Clara Valley Transportation Authority (VTA) produce regional plans identifying proposed improvements for road, transit, bicycle, and pedestrian infrastructure within Mountain View. There are also a variety of services connecting to and circulating through Mountain View to support the public's mobility needs, including rail, buses, and shuttles. Attachment 1 provides a list of these plans, studies, and transportation services. Highlights from this list include:

- City-initiated transit infrastructure studies, including the Automated Guideway Transit Feasibility Study, Shoreline Corridor Study, and Transit Center Master Plan.
- Bicycle and pedestrian infrastructure improvement plans, including the Bicycle Transportation Plan, Pedestrian Master Plan, California/Escuela/Shoreline Complete Streets Feasibility Study, El Camino Real Streetscape Plan, and Bay Trail Plan.
- Freeway and arterial improvements, including VTA's State Route 85 study and projects listed in VTA's Valley Transportation Plan 2040 and the County's Expressway Plan 2040.
- Four Precise Plans providing integrated land use and transportation plans for specific geographic areas and a Parks and Open Space Plan identifying bicycle/pedestrian trails.
- A wide range of transportation services, including Caltrain, light rail, buses, MV Community Shuttle, MVGo Shuttle, and potential new bike-share program.

The preparation of the existing plans involved extensive technical analysis and public outreach, incorporating major policies such as Complete Streets and transportation demand management into the technical work and identification of capital improvements. Many of the plans included maps and drawings illustrating the recommended circulation networks and lists of capital improvement projects with cost estimates. Attachment 2 provides a few representative maps from the plans.

The existing plans, however, were prepared in isolation from one another and were for different purposes (e.g., some focused on mode, some on geographic area, etc.). Collectively, they do not provide a single, comprehensive transportation plan for the City. The existing plans are also of somewhat limited value in prioritizing improvements and services and in providing a comprehensive funding plan for Council-identified priorities.

Some examples include:

- The California/Shoreline/Escuela Complete Streets Study identified a number of possible pedestrian and bicycle improvements on each corridor with high-level cost estimates, but did not prioritize those improvements based on how well other modes are served on those corridors, how those improvements rank against others in the City based on need, or how those improvements might be funded.
- The Bicycle Master Plan included a comprehensive look at the City's bicycle network and identified a wide range of improvements, including 10 priority projects. The plan did not, however, evaluate how those improvements might be considered and prioritized in conjunction with improvements to other modes, nor how all of the improvements might be funded.
- The recently prepared Precise Plans identify a series of improvements for various modes and, in some cases, a funding mechanism for those improvements, but are generally limited to the geographic area of the Precise Plan rather than considering complete corridors from known origins to destinations.

The comprehensive plan could compile these various efforts so Council can prioritize improvements and services and evaluate funding strategies. This plan would be a compilation of the existing plans and studies adopted or under way, not an effort to rewrite or revise these plans and studies. In addition to infrastructure improvements, the comprehensive plan would also include the existing and planned transit and shuttle services.

Development of the Comprehensive Modal Plan

Staff recommends the following approach for Council's consideration. The approach focuses on two distinct areas – infrastructure and services.

1. Infrastructure

The Infrastructure Section would identify the City's primary transportation network serving all modes with a focus on major corridors and last-mile connections, and would establish a priority list of improvements with associated costs. Major steps would include:

- a. Identify the key transportation and "last mile" corridors in the City based on origins and destinations of trips, locations of the major regional commute

- corridors, and known travel patterns. This effort would use information from the City's own planning documents (General Plan, Precise Plans, etc.) as well as consideration of land uses in adjacent jurisdictions and regional transportation systems.
- b. Evaluate the existing infrastructure and infrastructure improvements identified in existing plans along each corridor. This task would coordinate the efforts of the existing plans by overlaying the results in one comprehensive document. This evaluation would identify gaps/needs along each corridor for all modes. Once again, coordination with regional transportation agencies and adjacent jurisdictions would be included to ensure the City's boundaries do not hinder planning of a comprehensive transportation system.
 - c. Prioritize corridors in terms of delivering infrastructure improvements and services.
 - d. Establish the costs for the high-priority improvements and summarize existing and anticipated funding sources for these improvements.

The work effort for the Infrastructure Section would not involve a fine-grained look at intra-neighborhood circulation or a street-by-street analysis of connectivity. It would also not involve new traffic analysis or modeling efforts but would rely on the technical analysis work conducted as part of the existing and under way transportation and land use plans.

2. Services

Caltrain and VTA light rail provide regional rail service to Mountain View, while VTA's buses and the various shuttle services provide intra-city circulation and connect to rail transit. The Transportation Management Association's (TMA's) MVGo shuttle is focused on commuters, while the Google-funded Mountain View Community Shuttle is on general, daytime bus travel. Google has offered to fund the Community Shuttle through the end of 2018, and is interested in discussing options for a new service model beyond 2018.

The Services Section would evaluate the current and planned transit service coverage in Mountain View. Particular attention would be paid to the priority corridors and last-mile connections identified in the Infrastructure Section as well as intra-city circulation within the City center and major employment and commercial centers. Working with major employers, shuttle service partners, and

transit service providers, the MVGo and Community Shuttle routes could be reviewed to identify opportunities to improve service or increase efficiencies.

Funding Mechanism

Council's goal includes analyzing a funding mechanism for the comprehensive modal plan. Funding options can vary based on how much money is needed and whether the funding is for one-time capital improvements or annual operating costs. The plan would include identifying the anticipated shortfall between the estimated costs and expected funding for the high-priority corridor infrastructure improvements. The plan would also identify how much additional annual funding may be needed to continue and/or expand the shuttle services.

A high-level evaluation of funding options will then be prepared for Council's consideration. Subsequent steps, based on Council's direction, could include further analysis of particular funding options.

RECOMMENDATION

Staff seeks input on the following:

1. Does the City Council support the approach to consolidate and integrate existing and under way plans?
2. Does the Council concur with the focus on primary corridors and last-mile connections?
3. Does the Council have feedback for the scope of the work effort proposed for the Infrastructure and Services Sections or the Funding Mechanism?
4. In addition to identifying priority corridor and last-mile improvements, are there other outcomes the Council would like to see from the comprehensive modal plan?

NEXT STEPS

Based on Council comments and direction, staff will prepare a work plan with a timeline and cost estimate to develop the comprehensive modal plan and submit a midyear CIP request for funding.

PUBLIC NOTICING

The City Council's agenda is advertised on Channel 26, and the agenda and this report appear on the City's Internet website at www.mountainview.gov.

DC-MAF/TS/7/CAM
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- Attachments:
1. List of Transportation Plans and Services
 2. Examples of Existing Maps