

**Transportation Plans and Services  
Comprehensive Modal Plan**

Transportation Plan (Status)	Description
<b>TRANSIT</b>	
Automated Guideway Transit Feasibility Study CIP 17-36 (under way; expected completion early 2018)	Feasibility study to assess if constructing an Automated Guideway Transit (AGT) system link between the Downtown Transit Center and North Bayshore Area is feasible and would have operational benefit.
Shoreline Boulevard Transportation Corridor Study CIP 14-44 (completed February 2017)	Study of dedicated pedestrian, bicycle, and transit-corridor between the Downtown Transit Center and North Bayshore Area, including construction of an additional bridge connection over U.S. Route 101 near the existing Shoreline Boulevard crossing and accommodating evolving transportation mode in the future.
Transit Center Master Plan CIP 16-41 (completed May 2017)	Study improvements for grade separation alternatives, station improvements, bus and shuttle loading areas, bicycle and pedestrian access, parking and land use, and potential development.
<b>BICYCLISTS, PEDESTRIANS, AND PERSONS WITH DISABILITIES</b>	
Bicycle Transportation Plan (adopted November 2015)	A recommended Citywide network of bicycle paths, lanes, and routes along with bicycle-related programs and support facilities to ensure bicycling continues to be a viable transportation option for people of all ages and abilities who live, work, and play in Mountain View.
California/Escuela/Shoreline Complete Streets Feasibility Study CIP 14-41 (completed December 2015)	Study options to improve the bicycling and pedestrian environment along and across California Street, including elimination or narrowing of vehicle lanes, increased areas for bicyclists, curb bulbs to reduce crossing width for pedestrians, and improved lighting/signage.
Caltrain Bicycle Access and Parking Plan (adopted 2008)	The Plan provides guidance addressing Caltrain's wayside bicycle facilities, including recommendations for improving bicycle access and parking throughout the Caltrain system.

Transportation Plan (Status)	Description
El Camino Real Streetscape Plan CIP 16-67 (under way; expected completion early 2018)	Engineering, design standards, and details necessary to implement the streetscape guidelines set forth in the El Camino Real Precise Plan.
Grand Boulevard Initiative (adopted)	A collaboration of 19 cities, counties, and local and regional agencies united to improve the performance, safety, and aesthetics of El Camino Real between Daly City and San Jose. The initiative brings together all agencies having responsibility for the condition, use, and performance of the street.
Bay Trail Plan (adopted 1989)	A planned 500-mile walking and cycling path around the entire San Francisco Bay running through all nine Bay Area counties, 47 cities, and across the region's seven toll bridges. The Plan includes a proposed alignment; policies to guide the future selection, design, and construction of routes; and strategies for implementation and financing.
Pedestrian Master Plan (adopted January 2013; updated January 2014)	Citywide recommended pedestrian-related goals, policies, and action items that support and complement the mobility-related goals included in the City's 2030 General Plan Update to improve the pedestrian environment in Mountain View.
VTA Bicycle Plan (under way)	The Plan will guide bicycle projects and policies through the next 25 years, including a network of Cross County Bikeway Corridors to provide continuous bike connections across Santa Clara County.
VTA Pedestrian Access to Transit Plan (under way)	VTA's first look at the safety and quality of the walk to transit stops. The Plan identifies 12 focus areas in Santa Clara County, including El Camino Real and San Antonio in Mountain View, with high VTA bus ridership and high need for pedestrian infrastructure improvements.
<b>FREEWAY AND ARTERIALS</b>	
SR 85 Corridor Transit Study (under way)	Study will identify development and implementation of potential near- and long-term transportation capital projects in the SR 85 Corridor.
Valley Transportation Plan 2040 (adopted 2014)	VTP Plan, the most recent plan builds upon the previous plan VTP 2035 and highlights the transportation projects and programs to be pursued in the next 25 years, including Complete Streets, Express Lanes, Bus Rapid Transit, and Bicycle/Pedestrian Improvements.

Transportation Plan (Status)	Description
Expressway Plan 2040 (under way; expected completion late 2017)	The Plan, the successor to the 2008 Plan, takes a fresh look at the needs of the expressways and the Santa Teresa/Hale Corridor based on City land use plans, projected 2040 traffic growth, and Complete Streets planning. The Plan will also identify new challenges and opportunities, recommend any necessary policy changes, and revise funding requirements and implementation strategies.
<b>LAND USE PLANS</b>	
2030 General Plan (adopted July 2012)	The 2030 General Plan is the guiding document for the City's physical development and preservation. It includes goals, policies, and graphics that convey a long-term vision and guide local decision making to achieve that vision. The Plan addresses Citywide transportation needs by a range of travel modes, including walking, bicycling, and public transit.
East Whisman Precise Plan (under way; expected completion late 2018)	The East Whisman area is a highly sustainable, transit-oriented employment center with a diversity of land uses. The Precise Plan will include development standards, such as building setbacks and height limits, allowed land uses, urban design guidelines, and will identify new public improvements for the area, including improved connectivity and pedestrian/ bicycle amenities and encouraging use of alternative transportation and public transit.
El Camino Real Precise Plan (adopted December 2014)	The Precise Plan provides a road map for future changes and investment to El Camino Real and its adjacent properties. These changes will transform the corridor with people-friendly places, gathering spaces, key destinations, and improvements promoting safety and comfort. The document contains guidance for this change in the form of standards and guidelines for new development, direction for potential street improvements, and implementation actions.
North Bayshore Precise Plan (Plan adopted in December 2014; amended Plan with housing currently under way to be completed in fall 2017)	The North Bayshore Area is a special place that protects and stewards natural habitat and species in the area, while envisioning highly sustainable and innovative commercial development. The Precise Plan contains development standards, such as setbacks and height limits, allowed land use uses, architectural design guidelines, and identifies how transportation improvements are funded.

Transportation Plan (Status)	Description
Parks and Open Space Plan (adopted 2014)	The Plan provides an evaluation of open space resources in the City and its neighborhoods and prioritizes recommendations for the acquisition, improvement, and preservation of parks and open space, including bicycle/pedestrian trails.
San Antonio Precise Plan (adopted December 2014)	The Plan guides how future development in the Plan Area will achieve the General Plan vision to transform the existing regional commercial area into a mixed-use core within a broader existing residential neighborhood, taking into account the area's proximity to transit services and location along two of the most heavily traveled corridors in the City: El Camino Real and San Antonio Road.
MV CMP Multimodal Improvement Plan (under way; expected completion late 2017)	The Plan addresses existing and future deficiencies in the Level of Service (LOS) of specific intersections in the City, which are part of the Santa Clara County Congestion Management Program (CMP) administered by VTA.

Transportation Service (Owner/Operator)	Description
<b>TRANSIT</b>	
Caltrain Passenger Rail Service (Peninsula Corridor Joint Powers Board (JPB))	A commuter railroad operating between San Francisco and San Jose, with limited service to Gilroy. Caltrain is owned and operated by the Peninsula Corridor JPB, which is made up of representatives from the City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara Valley Transportation Authority (VTA). The Transit District is the managing agency, providing administrative services and overseeing the operating contract.
MV Community Shuttle (City/Google partnership)	Provides fare-free enhanced shuttle connections (every day 10:00 a.m. to 6:00 p.m.) between many residential neighborhoods, senior residences and services, City offices, Library, park and recreational facilities, medical offices, shopping centers, and entertainment venues throughout Mountain View.
MVgo (private nonprofit organization)	A commuter shuttle that runs between the downtown Transit Center and corporate campuses in North Bayshore and the Whisman area. The shuttle service is fare-free, open to the public, and operated by the Transportation Management Association, a nonprofit organization operated with funding provided by member companies and the City to reduce traffic in Mountain View streets for the benefit of the community.
Palo Alto Marguerite Shuttle (Stanford)	A Stanford University fare-free public shuttle service, which travels around the campus and connects to nearby transit, shopping, dining, and entertainment, including the San Antonio Caltrain Station and San Antonio Shopping Center.
Ride-Hailing/Ride-Sharing (private)	<p>Ride-Hailing allows a person to hail a car from their phone. Two ride-hailing apps that dominate the scene are Uber and Lyft. Both have been around for the last several years – Uber began in 2009 and Lyft launched in 2012.</p> <p>Car-sharing (such as Zipcar) is a membership-based system that provides a network of cars available at designated areas. Members can check out a car, drive to their destination, and return the car to any designated area in the system.</p>

Transportation Service (Owner/Operator)	Description
VTA Bus/Light Rail Service (Valley Transportation Authority)	VTA provides bus, light rail, and paratransit service throughout Santa Clara County, covering a 326 square mile urbanized area. VTA is an independent special district that provides transportation and participates as a funding partner in regional transit service, including Caltrain and the Altamont Corridor Express.
<b>BIKING AND WALKING</b>	
MV Bike Share (private/City)	<p>Bike share is a membership-based system that provides a network of bicycles available at self-service bike-share stations. Similar to car sharing, members can check out a bicycle, ride to their destination, and return the bicycle to any bike-share station in the system.</p> <p>The Bay Area Bike Share (BABS) Program was launched in 2013 in five cities (San Jose, Mountain View, Palo Alto, Redwood City, and San Francisco). Mountain View ended its participation in the BABS Program in late 2016 and is currently investigating other bike-share program options and solutions.</p>