Overview of Multimodal Transportation Analysis

The Multimodal Transportation Analysis (MTA) will analyze and address a project's "effects" on local transportation users and infrastructure, and will require design modifications and operational improvements to address any adverse effects. At a minimum, the MTA will encompass the level of traffic analysis previously analyzed under CEQA while adding a broader emphasis of analyzing a project's effects related to all transportation modes.

The MTA will analyze and evaluate:

- Site access and circulation
- conditions for active transportation users (pedestrians and bicyclists)
- public transit effectiveness
- Signalized intersection operations
- Local transportation safety
- Neighborhood impacts or spillover
- Compliance with the relevant City plans and projects planned or underway
- Compliance with the applicable County Congestion Management Program

Based on the results of the analysis, operational improvements will be identified to address any adverse effects and included in the project's proposed conditions of approval. Examples of operational improvements include trip reduction requirements through Transportation Demand Management (TDM) programs, off-site bicycle and/or pedestrian improvements, transit priority treatments, and intersection improvements.

The following pages provide the draft table of contents and key parameters for the MTA to be included in a MTA Handbook, which will provide technical guidance for preparing MTAs.

MTA Handbook
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MTA Handbook Excerpts

Intent of Multimodal Transportation Analysis

A Multimodal Transportation Analysis (MTA) evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the area of the project. MTAs also establish consistency with the General Plan goals and policies, and support the following objectives:

- Ensuring the transportation network is designed and built to serve the type, character, and intensity of the current and future land uses;
- Encouraging projects to reduce single occupancy vehicle use and increase the mode share of other transportation options like walking, biking, and transit; and
- Ensuring projects address transportation effects caused or exacerbated by the project.

Many factors are considered when determining the scope of the analysis for an MTA. Project description, location, adjacent land use, and existing transportation network are considered when evaluating surrounding transportation conditions and the potential effects a proposed project may have on the transportation network.

Applicability of MTA Requirement

The following types of projects will require a MTA:

- All projects that do not meet the criteria for small project exemption, which is the same as the small project screening for CEQA VMT analysis. This includes all projects located in transit priority areas, and projects that are required to conduct VMT analysis for CEQA clearance.
- Land use entitlements requiring discretionary approval by Mountain View, which include but are not limited to: annexations, general plan amendments, specific plans, zoning changes, conditional use permits, and tentative maps.
- Transportation projects, when applicable.

Study Area for Multimodal Transportation Analysis

Mode of Travel	Study Focus	Sphere or Study Area
Pedestrian	Project vicinity (along and across streets) and pedestrian-orientation of project	0.5 mile
Bicycle	Project vicinity, direct routes to transit, and connections to low-stress bicycle network facilities	2 mile
Transit	Transit routes and transit stops serving the project	2 miles
Automobile	Intersections where project adds 10 or more trips per lane in peak hours (VTA guideline)	2 mile

Transportation and Circulation Components addressed in a MTA

Components	Evaluation
On-site Circulation	Review and evaluate site pedestrian access and circulation including sidewalk-oriented entrances, direct pathways to transit stops, active/transparent ground floor uses, human-scale, pedestrian vistas/wayfinding, on-site paseos, minimization of driveway cuts across sidewalks, and crossing facilities. Review and evaluate site bicycle access and circulation including bicycle access locations, convenient routes to bicycle parking, high-visibility secure bicycle parking near building entrances, and other bike amenities. Review and evaluate site motor vehicle access locations, driveway widths, quantity and location, size of major circulation features with respect to operations and safety, turning movement volumes at site access points, queuing at site access driveways, dimensions of truck loading areas, and emergency access.
Off-site Transportation Operations	Study all transportation facilities using methods and procedures contained in either the latest versions of Highway Capacity Manual (HCM) or the VTA TIA Guidelines.

Components	Evaluation
Pedestrian Facilities and Americans with Disabilities Act (ADA) compliance	Identify any existing or planned pedestrian facilities that may be affected by the project and associated user experience or pedestrian quality of service. Focus on ADA compliance and maintaining or enhancing the convenience, comfort and safety of pedestrian access, including pedestrian connectivity, closing network gaps, improved crossings, removing barriers, and direct paths to transit. Disclose evaluation and documentation of project features (e.g. driveways, road widening) with likely adverse effects on pedestrians (e.g. longer crossing time, reduced connectivity).
Bicycle Facilities	Identify any existing or planned bicycle facilities that may be affected by the project and associated quality of service or level of traffic stress for bicyclist. Focus on maintaining or enhancing the connectivity of facilities, completing gaps in the network of low-stress bicycle facilities, and the directness of low-stress bicycle connections from the site to transit and other destinations.
Transit Facilities and Services	Identify existing or planned transit facilities and services that may be affected by the project and identify high quality transit services and major transit stops. Focus on maintaining or enhancing transit service speed, reliability (on-time performance), access to high quality services, and public transit ridership. For system planning use crush load as capacity, not seating capacity.
Parking	Compare the project parking plan with the City standards.
Trucks (or other heavy vehicles)	For projects related to goods or materials movement, identify the number of truck trips that will be generated, and design facilities necessary to accommodate project truck traffic. This will require evaluation of the Traffic index for existing roadways serving the project compared to current City design standards.
Automobile Level of Service	Evaluate signalized intersection Level of Service with and without the proposed project. Intersections are designated as City intersections or Congestion Management Program (CMP) intersections.

Components	Evaluation
Intersection Traffic Control	Evaluate unsignalized intersections located within study area to determine appropriate traffic control with or without the project. Consider stop control, signal control, and roundabout control.
Construction Traffic	Identify any potential road closures or diversion, any traffic control planned for future construction activity, include location of construction entrance(s), and employee parking plan (location).

Criteria for Determining Adverse Effects

Transportation Focus	Determination of Adverse Effect or Operational Deficiency
On-site Circulation	1. Project designs for pedestrian, bicycle, and/or automobile on-site circulation, access, and parking areas fail to meet City or industry standard design guidelines. 2. A project fails to provide adequate accessibility for services and delivery trucks on-site, including access to truck loading areas.
Pedestrian Facilities and Americans with Disabilities Act (ADA) Compliance	1. A project fails to provide accessible, safe and high quality pedestrian connections between buildings and to adjacent streets and transit facilities. 2. A project disrupts existing or planned pedestrian facilities or conflicts with adopted City non-auto plans, guidelines, policies, or standards. 3. The project adds trips to an existing transportation facility or service (e.g. sidewalk) that does not meet current design standards.
Bicycle Facilities	1. A project disrupts existing or planned bicycle facilities or conflicts with adopted City non-auto plans, guidelines, policies, or standards. 2. The project adds trips to an existing transportation facility or service (e.g., bike path) that does not meet current design standards. 3. A project fails to provide low-stress bicycle conditions in the immediate vicinity or access to low-stress bicycle network facilities to transit and other destinations.

Transportation Focus	Determination of Adverse Effect or Operational Deficiency
Transit Facilities and Services	1. A project increases transit delay, reduces transit on-time performance or public transit ridership 2. A project disrupts existing or planned transit facilities and services or conflicts with adopted City non-auto plans, guidelines, policies, or standards.
Parking	1. A project increases off-site parking demand in the project area above that which is desired according to the City's zoning code. 2. A project proposes more parking than allowed by the City's zoning code.
Trucks (or other heavy vehicles)	1. A project fails to provide safe accommodation of forecast truck traffic or temporary construction-related truck traffic. 2. The project adds 100 daily passenger vehicle trips (or equivalent - see FHWA Vehicle Classification) to an existing roadway that does not meet current City design standards (e.g. structural pavement x-section, horizontal and vertical curves, lane and shoulder width, or similar).
Construction	1. The construction of a project creates a temporary but prolonged impact due to lane closures, need for temporary signals, emergency vehicle access, traffic hazards to bike/pedestrians, damage to roadbed, truck traffic on roadways not designated as truck routes or designed for heavy trucks.

Operational Improvements

Any adverse effects or operational deficiencies identified through the MTA analysis will be addressed through project design changes and/or operational improvements. Any required operational improvements will be incorporated into the conditions of approval for the project. Examples of operational improvements include trip reduction requirements through Transportation Demand Management (TDM) programs, off-site bicycle and/or pedestrian improvements, and intersection improvements.