3 Policy and Plan Review

The City's Bicycle Transportation Plan Update is influenced by a number of existing plans, policies and programs that support safe, high quality bicycle environments and encourage greater bicycle mode shares for all types of trips. The Bicycle Transportation Plan Update builds on and translates these documents and initiatives into recommendations for future bicycle-related improvements.

City of Mountain View land use and transportation development are guided by a variety of plans with varying scopes. The General Plan guides future development and sets a foundation for sustainable growth. Plans, such as this Bicycle Transportation Plan Update, emphasize a particular planning initiative that influences the City's growth. Mountain View has many (30+) Precise Plans establishing land use and design standards for focused geographic areas of the City. Currently, the City approved Precise Plans for three of the five General Plan 2030 Change Areas – parts of the City where the most significant changes are planned include El Camino Real, San Antonio, North Bay Shore, East Whisman, and Moffett. Below are the list of plans and policy resources that were considered in the updating of this Plan. Figure3-1 shows proposed bikeways and corridors and areas currently under study.

Table 3-1 Plans and Policies

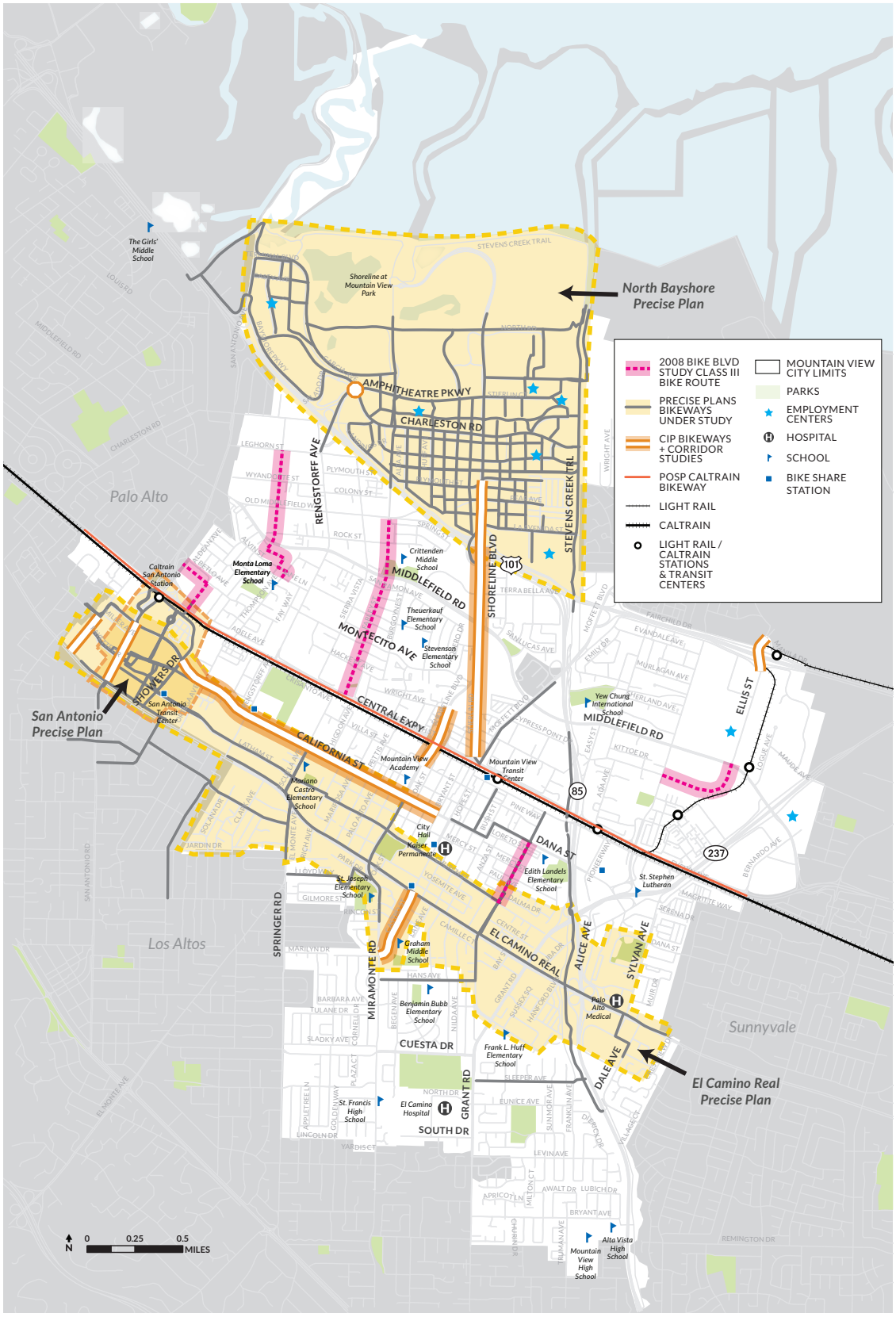
Local
Mountain View 2030 General Plan
Mountain View City Code
Mountain View Capital Improvement Program
San Antonio Precise Plan (2014)
El Camino Real Precise Plan (2014)
North Bayshore Precise Plan (2014)
East Whisman Precise Plan
County
Santa Clara County General Plan (1994)
Valley Transportation Authority: Valley Transportation Plan 2040
Countywide Bicycle Plan (2008)
VTA Bicycle Expenditure Program
VTA Bicycle Technical Guidelines

Regional
MTC Regional Bicycle Plan (2009)
San Francisco Bay Trail Gap Analysis (2005)
Caltrain Bicycle Access and Parking Plan (2008)
Grand Boulevard Initiative
State
State Assembly Bill 32: Global Warming Solutions (2006)
State Assembly Bill 1358: Complete Streets (2008)
State Senate Bill 375: Sustainable Communities (2009)
State Assembly Bill 1193: Bikeways (2014)
State Assembly Bill 1371: Vehicles: bicycles: Passing Distance (2013)
California Manual on Uniform Traffic Control Devices (2012)
California Highway Design Manual (2012)
Caltrans Design Flexibility in Multimodal Design
California Vehicle Code
California Government Code §65302 (Complete Streets)
California Green Building Standards Code (2013)
California Active Transportation Program
Federal
US Department of Transportation Policy on Bicycle and Pedestrian Accommodation Regulations and Recommendation
Manual on Uniform Traffic Control Devices
American Association of State Highway and Transportation Officials – Guide of the Development of Bicycle Facilities

Appendix C reviews relevant goals policies, programs and standards from each of these documents that will effect implementation of the BTP update. The review is organized by City, County, Regional and State documents and policies. A clear understanding of the planning and policy context enables Mountain View to create an actionable Bicycle Transportation Plan Update that fulfills the plans and policies adopted by Council and partner funding agencies.

One of the main objectives of the Bike Plan process is to coordinate and refine the City's bikeways that are being proposed as part of the development of three Precise Plans, various corridor studies, as well as one's identified in the City's Capital Improvement Project list. Figure 3-1 overlays the map of the existing bikeway network with proposed bikeways that are currently under study. This composite map allows the BTP Update to examine improvements to the City's bikeway network in a holistic and strategic way.

Figure 3-1 Bikeways Proposed and Under Study



Appendix C

Contents

City of Mountain View

Mountain View 2030 General Plan

On July 10, 2012, the City Council adopted the 2030 General Plan, a comprehensive update to the City's 1992 General Plan. The 2030 General Plan is the guiding document for the City's physical development. It includes goals, policies and graphics that convey a long-term vision and guide local decision-making to achieve that vision. The General Plan is the foundation for zoning regulations, subdivisions and public works plans. It also addresses other issues related to the City's physical environment, such as noise and safety. A list of the General Plan 2030 components most applicable to bicycling is provided below.

Mobility Policies

GOAL MOB-1: Streets that safely accommodate all transportation modes and persons of all abilities.

> **MOB 1.2:** *Accommodating all modes*. Plan, design and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.
>
> **MOB 1.3:** *Pedestrian and bicycle placemaking*. Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features and foster a greater sense of community.

GOAL MOB-3: A safe and comfortable pedestrian network for people of all ages and abilities at all times.

> **MOB 3.3:** *Pedestrian and bicycle crossings***.** Enhance pedestrian and bicycle crossings at key locations across physical barriers.
>
> **MOB 3.5:** *Walking and bicycling outreach.* Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement projects and programs.

GOAL MOB-4: A comprehensive and well-used bicycle network that comfortably accommodates bicyclists of all ages and skill levels

MOB 4.1: *Bicycle network*. Improve faculties and eliminate gaps along the bicycle network to connect destinations across the city.

MOB 4.2: *Planning for bicycles*. Use planning processes to identify or carry out improved bicycle connections and bicycle parking.

MOB 4.3: *Public bicycle parking*. Increase the amount of well-maintained, publically accessible bicycle parking and storage throughout the city.

MOB 4.4: *Bicycle parking standards*. Maintain bicycle parking standards and guidelines for bicycle parking and storage in convenient places in private development to enhance the bicycle network.

MOB 4.5: *Promoting safety*. Educate bicyclists and motorists on bicycle safety.

GOAL MOB-6: Safe and convenient pedestrian and bicycling access to schools for all children.

MOB 6.2: *Prioritizing projects*. Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

MOB 6.4: *Education*. Support education programs that promote safe walking and bicycling to schools.

GOAL MOB-11: Well-maintained transportation infrastructure.

MOB 11.1: Funding. Ensure sustainable funding levels for maintaining all city transportation infrastructure.

MOB 11.2: Prioritized existing facilities. Prioritize maintenance and enhancement of existing facilities over expansion.

MOB 11.3: Facility types. Maintain and enhance walking, bicycling and transit-related facilities to address community needs.

MOB 11.4: Life-cycle costs. Examine life-cycle costs when comparing project alternatives in order to make the best use of limited City resources.

Parks and Open Space Policies

GOAL POS-2: Parks and public facilities equitably distributed throughout the community and accessible to residents and employees.

POS 2.3: *Pedestrian and bicycle access*. Improve pedestrian and bicycle access to parks, and create new connections to parks to minimize pedestrian and bicycle travel distances.

GOAL POS-6: An integrated system of multi-use trails connecting to key local and regional destinations and amenities.

POS 6.1: *Citywide network of pathways.* Develop a citywide network of pedestrian and bicycle pathways to connect neighborhoods, employment centers, open space resources and major destinations within the city.

Mountain View City Code

The Mountain View City Code includes provisions enacted by the City Council to maintain a healthy, safe and clean environment, carry out established land use policy and preserve the quality-of-life in the community. A brief summary of bicycle-related Code provisions is provided below.

CHAPTER 19 MOTOR VEHICLES AND TRAFFIC

SEC. 19.2. Application of chapter to bicycle riders and drivers of animals. Every person riding a bicycle or riding or driving an animal upon the highway shall be granted all the rights and shall be subject to all the duties applicable to the driver of a vehicle by this chapter, except those provisions which, by their very nature, can have no application. *(Ord. No. 175.587, 1/25/60.)*

SEC. 19.51. Riding bicycles on sidewalks prohibited. No person shall ride a bicycle upon any sidewalk in the business district. *(Ord. No. 175.587, 1/25/60.)*

SEC. 19.52. Method of riding upon roadways. The rider of any bicycle on the roadway shall ride as nearly as practicable to the right-hand curb or edge of the roadway. *(Ord. No. 175.587, 1/25/60.)*

SEC. 19.54. Use of roller skates, in-line skates, skateboards, bicycles and coasters in business districts or any city-owned parking structures. No person shall skate with roller skates or in-line roller skates, or propel any coaster-brake wagons or vehicles or skateboards or ride bicycles upon and along any sidewalk in any business district or in any city-owned parking structure, except riding a bicycle is allowed in city-owned parking structures for the limited purpose of accessing bicycle parking. *(Ord. No. 175.587, 1/25/60; Ord No. 12.92, 5/12/92.)*

SEC. 19.57. Bicycle parking spaces (e). The city traffic engineer is hereby authorized to designate and establish bicycle parking spaces for use at such places and during such times as he may deem suitable and necessary. The city traffic engineer may also authorize the placing of bicycle parking racks in the spaces so designated. When official signs or markings restricting parking to bicycles only are in place, bicycles shall be parked only in such places, and no person shall park or stand any vehicle other than a bicycle or other two-wheeled vehicle in such a space. It shall further be unlawful to park any bicycle on any sidewalk except as hereinabove specified. *(Ord. No. 175.587, 1/25/60.)*

CHAPTER 36. ZONING

SEC. 36.32. Purpose (d). Encourage the use of alternative modes of transportation by providing for safe, adequate and convenient bicycle and carpool parking. […]

SEC. 36.32.50. Required number of parking spaces. Each land use shall provide the minimum number of off-street parking spaces required by this section.

Uses not listed. Land uses not specifically listed by the following subsection B below shall provide parking as required by the zoning administrator. In determining appropriate off-street parking requirements, the zoning administrator shall use the requirements of subsection B below as a general guide in determining the minimum number of off-street parking spaces necessary to avoid undue interference with public use of streets and alleys.

Parking requirements by land use. The following minimum number of parking spaces shall be provided for each use:

Table 0-1 Mountain View City Code Required Bicycle Parking Spaces

Land Use Type	Vehicle Spaces Required	Bicycle Spaces Required
Manufacturing and General Industrial		
Manufacturing and industrial, general	1 space for each 250 sq. ft. of gross floor area plus 1 space for each vehicle operated in connection with each on-site use	5 percent of vehicle spaces
Recycling facilities	Space shall be provided for the anticipated peak load of customers to circulate, park and deposit recyclable materials. If the facility is open to the public, an on-site parking area shall be provided for a minimum of 10 customers at any one time	None
	One employee parking space shall be provided on-site for each commercial vehicle operated by the processing center	5 percent of vehicle spaces
Recreation, Education, Public Assembly Uses		
Child day care		
Centers	1 space for each employee, plus 1 space for every 15 children for visitor parking and drop-off areas	2 percent of vehicle spaces
Large family care homes	1 space for each employee	
Churches, mortuaries	1 space for each 170 sq. ft. of gross floor area	5 percent of vehicle spaces for churches; 2 spaces for mortuaries
Indoor recreation and fitness centers		

Land Use Type	Vehicle Spaces Required		Bicycle Spaces Required
Arcades	1 space for each 200 sq. ft. of gross floor area		5 percent of vehicle spaces
Bowling alleys	Parking study required		
Dance halls	Parking study required		None
Health/fitness clubs	1 space for each 200 sq. ft. of gross floor area		5 percent of vehicle spaces
Libraries and museums	Parking study required		5 percent of vehicle spaces
Membership organizations	1 space for every 3.5 fixed seats		5 percent of vehicle spaces
Pool and billiard rooms	2.5 spaces for each table		5 percent of vehicle spaces
Schools	Parking study required		Parking study required
Studios for dance, art, etc.	1 space for each 2 students		5 percent of vehicle spaces
Tennis/racquetball courts	Parking study required		5 percent of vehicle spaces
Theaters and meeting halls	1 space for every 3.5 fixed seats		5 percent of vehicle spaces
Residential Uses			
Companion units (See Section 36.12.60	1 space per bedroom		None
Multi-family dwellings	Studio unit	1.5 spaces per unit, 1 space shall be covered	1 space per unit (refer to Section 36.32.85.a.1)
	1-bedroom unit less than or equal to 650 square feet	1.5 spaces per unit; 1 space shall be covered	
	1-bedroom unit greater than 650 square feet	2 spaces per unit. 1 space shall be covered.	
	2-bedrooms or more	2 spaces per unit, 1 space shall be covered.	

Land Use Type	Vehicle Spaces Required		Bicycle Spaces Required
	Guest	15 percent of the parking spaces required for the project shall be conveniently located for guest parking. The zoning administrator may increase the parking requirement to 2.3 spaces per unit if needed to ensure adequate guest spaces	1 space per 10 units
Rooming and boarding houses	Parking study required		Parking study required
Senior congregate care housing	1.15 spaces per unit; half the spaces shall be covered		2 percent of vehicle spaces
Senior care facility	Parking study required		Parking study required
Single-family housing and each dwelling unit in a duplex (See Section 36.10.15 - Single-Family; See Section 36.10.50 for unit in duplex)	2 spaces, 1 of which shall be covered		None
Single-room occupancies	1 space per dwelling unit; plus 1 for every nonresident employee. Reduction of up to 0.50 space per unit may be granted through the conditional use permit process		1 space per 10 units
Small-lot, single-family developments	2 spaces, one of which shall be covered, and 0.50 guest space per unit		None
Townhouse developments	Per unit	2 spaces, one shall be covered.	1 space per unit
	Guest	Guest parking shall equal in total an additional 0.6 space for each unit, for an aggregate ratio of 2.6 spaces for each unit.	
Rowhouse developments	Studio unit	1.5 spaces per unit, 1 space shall be covered.	1 space per unit
	1-bedroom or more	2 covered spaces.	
	Guest	Guest parking shall equal in total an additional 0.3 space for each unit.	
Retail Trade			
Auto, mobile home, vehicle and parts sale	1 space for each 450 sq. ft. of gross floor area for showroom and office, plus 1 space for each 2,000 sq. ft. of outdoor display area, plus 1 space for each 500 sq. ft. of gross floor area for vehicle repair, plus 1 space for each 300 sq. ft. of gross floor area for the parts department		5 percent of vehicle spaces

Land Use Type	Vehicle Spaces Required	Bicycle Spaces Required
Furniture, furnishings and home equipment stores	1 space for each 600 sq. ft. of gross floor area	5 percent of vehicle spaces
Plant nurseries	Parking study required	Parking study required
Restaurants, cafés, bars, other eating/drinking places		
Take-out only	1 space for each 180 sq. ft. of gross floor area	
Fast food (counter service)	1 space for each 100 sq. ft.; minimum 25 spaces	5 percent of vehicle spaces
Table service	1 space for each 2.5 seats or 1 space for each 100 sq. ft. of gross floor area, whichever is greater	
Outdoor seating	1 space for each 2.5 seats	
Retail stores		
General merchandise	1 space for each 180 sq. ft. of gross floor area	5 percent of vehicle spaces
Warehouse retail	Parking study required	Parking study required
Service stations	1 space for each 180 sq. ft. of gross floor area	None
Shopping centers	1 space for each 250 sq. ft. of gross floor area	5 percent of vehicle spaces
Service uses		
Animal service establishment	1 space for each 200 sq. ft. of gross floor area	2 percent of vehicle spaces
Banks and financial services	1 space for each 300 sq. ft. of gross floor area, plus one space per ATM	5 percent of vehicle spaces
Hotels and motels	1 space for each guest room, plus 1 space for each 2 employees, plus as required for ancillary uses	2 percent of vehicle spaces
Medical services	Clinic, offices, labs, under 20,000 sq. ft.	1 space for each 150 sq. ft. of gross floor area
Clinics, offices, labs, greater than 20,000 square feet	1 space for each 225 sq. ft. of gross floor area	2 percent of vehicle spaces

Land Use Type	Vehicle Spaces Required	Bicycle Spaces Required
Extended care	1 space for each 3 beds, plus 1 space for each employee	
Hospitals	1 space for each patient bed	
Offices, administrative, corporate, research and development	1 space for each 300 sq. ft. of gross floor area	5 percent of vehicle spaces
Personal services	1 space for each 180 sq. ft. of gross floor area	5 percent of vehicle spaces
Vehicle washing	Parking study required	None
Repair and maintenance—vehicle		
Lube-n-tune	2 spaces per service bay	None
Repair garage	5 spaces, plus 1 space for each 200 sq. ft. of gross floor area	None
Storage, personal storage facilities	1 space for each 2,000 sq. ft. of gross floor area plus 2 spaces for any resident manager	None
Warehousing and data centers	1 space for each 500 sq. ft. of gross floor area plus 1 space for each company vehicle	5 percent of vehicle spaces

SEC. 36.32.85. Bicycle parking facilities. Bicycle parking facilities shall be provided in compliance with this section and the Bicycle Parking Guidelines provided by the community development department.

Classification of Bicycle Parking Facilities

Class I facilities. Intended for long-term parking (e.g., for employees); protects against theft of entire bicycle and of its components and accessories. The facility shall also protect the bicycles from inclement weather, including wind-driven rain. Three (3) design alternatives for Class I facilities are as follows:

a. **Bicycle locker.** A fully enclosed, weather-resistant space accessible only by the owner or operator of the bicycle. Bicycle lockers may be premanufactured or designed for individual sites. All bicycle lockers shall be fitted with key locking mechanisms. This is the preferred Class I facility;
b. **Restricted access.** Class III bicycle parking facilities located within an interior locked room or locked enclosure accessible by key only to the owners or operators of the bicycles parked within. The maximum capacity of each restricted room or enclosure shall be ten (10) bicycles; and
c. **Enclosed cages.** An exterior enclosure for individual bicycles, where contents are visible from the sides but the top is covered, and which can be securely locked by a user-provided lock. This type of facility is only to be used for retail and service uses and multiple-family development.

d. **Other.** Class I facilities other than lockers, restricted access rooms or enclosed cages, but providing the same level of security, may be approved by the zoning administrator. A written building management policy of permitting bicycles to be stored in private offices or multi-family dwellings (including apartments, townhomes and condominiums), or in designated areas within the structure where adequate security is provided, may be approved by the zoning administrator as an alternative to Class I facilities.

Class II and Class III facilities. Intended for short term parking (e.g., for shoppers, visitors). A stationary object to which the user can lock the frame and both wheels. Should be protected from weather whenever possible. The zoning administrator may require either a Class II or Class III facility depending on where the facilities are to be located.

Class II. Class II facilities are designed so that the lock is protected from physical assault and therefore the facility need not be within constant visual range. A Class II rack shall accept padlocks and high security, U-shaped locks.

Class III. Class III facilities are less secure and, therefore, shall be within constant visual range of persons within the adjacent structure or located in well-traveled pedestrian areas.

Bicycle parking design standards:

a. **Clearance.** Class I(b), Class II and Class III facilities shall provide at least a twenty-four (24) inch clearance from the centerline of each adjacent bicycle, and at least eighteen (18) inches from walls or other obstructions;
b. **Aisle.** An aisle or other space shall be provided for bicycles to enter and leave the facility. This aisle shall have a width of at least five (5) feet to the front or the rear of a standard six (6) foot bicycle parked in the facility;
c. **Building entrance—Class I.** Class I facilities at employment sites shall be located near the structure entrances used by employees;
d. **Building entrance—Class II and III.** Class II or Class III facilities intended for customers or visitors shall be located near the main structure used by the public;
e. **Paving.** Paving of bicycle parking areas is required;
f. **Convenience.** Convenient access to bicycle parking facilities shall be provided. Where access is via a sidewalk or pathway, curb ramps shall be installed where appropriate;
g. **Lighting.** Lighting shall be provided in all bicycle parking areas. In both exterior and interior locations, lighting of not less than one (1) foot candle of illumination at ground level shall be provided; and
h. **Review.** The zoning administrator shall have the authority to review the design of all bicycle parking facilities required by this section with respect to safety, security and convenience. The zoning administrator shall consider the bicycle parking guidelines in determining the type, location and design of bicycle parking facilities.

Number and type of bicycle spaces required. The following standards shall apply:

a. **Number of** bicycle parking spaces. The number of bicycle parking spaces required is determined by Section 36.32.50 (Required Parking Spaces); and
b. **Class of** bicycle **parking spaces.** The zoning administrator may require that a certain percentage of the spaces be Class I, Class II or Class III depending on the potential users. The zoning administrator shall use the Bicycle Parking Guidelines in determining the appropriate proportions of each class.

Showers and changing room standards. Two (2) employee shower and changing room facilities, one each for male and female employees, shall be provided for any new structure constructed or for any addition to or enlargement of, any existing structure requiring over two hundred (200) employee parking spaces. This requirement is applicable to industrial, research and development, corporate office and similar high-employment businesses. The floor area used for shower and changing rooms shall not be included in the calculations for floor area ratio limits. *(Ord. No. 18.13, § 1, 12/10/13)*

SEC. 36.32.90. Nonconforming parking areas. Any automobile or bicycle parking facilities lawfully existing on the effective date of this ordinance shall be "grandfathered" and may continue pursuant to Section 36.06.65, Continuing existing uses, of this chapter except that parking required for additions and expansions of existing buildings and changes in land use shall comply with all provisions of this article. *(Ord. No. 18.13, § 1, 12/10/13)*

Chapter 38 Regulation the Use of City Parks and Other City Facilities

SEC. 38.9. Prohibited activities in parks or facilities. The following activities are prohibited in any park or recreational facility:

f. […] Operating or riding a motorcycle, moped, motorbike, motorized bicycle, motorized scooter or any other vehicle on any path or walkway in a park or facility. This section does not apply to wheelchairs and other devices for the disabled or vehicles in the service of the city parks or facility. This section shall not apply to the use of an electric personal assistive mobility device (EPAMD) on any city trail or walkway within a city park or facility.
g. Stopping, parking, riding or driving any horse or other animal, or propelling or parking any bicycle, unicycle, skateboard, roller skates, roller blades or other wheeled apparatus elsewhere than on the areas designated for those uses or upon the lawn or landscaped areas of a park or facility. This section does not apply to wheelchairs and other devices for the disabled or vehicles in the service of the city parks or facilities.
h. Operating, riding or propelling a vehicle, bicycle or other wheeled apparatus on a bike path or walkway at a speed greater than is reasonable and prudent under the conditions then existing. […]
x. Skating with roller skates, in-line skating or propelling any wagon, scooter or vehicle, skateboard, bicycle or other wheeled apparatus, except wheelchairs or other apparatus for the disabled, upon any city-owned tennis court.

SEC. 38.18. Special provisions for Shoreline at Mountain View. In addition to the general provisions set forth in Sec. 38.1 through 38.19 inclusive, the following provisions shall also apply only to Shoreline at Mountain View Park:

g. […] Bicycle riders, hikers and joggers shall be limited in the use of all premises to the prepared trails and boardwalks designated for such purposes. Skateboards shall be prohibited in Shoreline at Mountain View Park. […]

SEC. 38.105. Use of roller skates, in-line roller skates, skateboards, **bicycles** and coasters on the City Hall Plaza, in the city-owned parking structure at City Hall or on the outdoor amphitheater area adjacent to the Center for the Performing Arts at City Hall. No person shall skate with roller skates or in-line roller skates or propel any coaster-brake wagons or vehicles or skateboards, or ride bicycles on the City Hall Plaza, in the city-owned parking structure at City Hall or on the outdoor amphitheater area adjacent to the Center for the Performing Arts at City Hall, except riding a bicycle is allowed in the city-owned parking structure at City Hall for the limited purpose of accessing bicycle parking." *(Ord. No. 6.14, § 1, 4/22/14.)*

School Zone Speed Limit

In January 2014, the City of Mountain View established a 15 mile per hour (MPH) and extended 25 MPH school zone speed limit around public and private schools. The 15 MPH speed limit is established when children are present in zones up to 500 feet from school grounds. The 25 MPH speed limit is established when children are present in zones up to 1,000 feet from school grounds. Sixteen streets meet the basic criteria for the 15 MPH zones and one street meets the criteria for an extended 25 MPH school zone: Hans Avenue, Barbara Avenue, Martens Avenue, Escuela Avenue, Latham Street, Thompson Avenue, Rose Avenue, San Luis Avenue, San Pierre Way, Montecito Avenue, Rock Street, Mountain View Avenue, Dana Street, Easy Street, Bryan Avenue, and Truman Avenue.

Mountain View Capital Improvement Program

The Mountain View Capital Improvement Program (CIP) is an annually adopted plan that identifies capital projects funding priorities for the City.

City of Mountain View Parks and Open Space Plan

The Parks and Open Space Plan (POSP) represents a review of parks and open space needs throughout the City as well as within each neighborhood Planning Area. The POSP offers both a long-range vision and an evaluation of current needs based on new development and future parks and open space projects. The Plan also prioritizes Planning Areas that are most in need of additional open space. The last update of the POSP was adopted by the City Council in 2014. The current POSP is a periodic update and intended to ensure the POSP remains relevant and responsive to the changing needs of the community. Key recommendations of the POSP that relate to the BTP Update include:

- Improve access to parks, trails, and pathways through safe street crossings and other techniques;

- Continue developing a City-wide network of trails and pathways to connect neighborhoods to each other and to open space resources, trails, and transit centers; and
- Look for opportunities to develop an east-west trail corridor.

San Antonio Precise Plan

The San Antonio Precise Plan (SAPP) implements the goals and policies set forth in the City of Mountain View 2030 General Plan (General Plan) for the San Antonio Precise Plan Area (SAPP Area). Using input gathered through a separate San Antonio visioning process and during the Precise Plan process, the SAPP provides guiding principles, policies, development criteria and implementation strategies to coordinate future private development and public improvements given the unique opportunities and characteristics of the SAPP Area. The SAPP is a regulatory document guiding how future development in the SAPP 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. It identifies California Street, Latham Street, Showers Drive, Pacchetti Way and new internal street corridors as primary bicycle routes. The SAPP was adopted by City Council in December 2014.

El Camino Real Precise Plan

The purpose of this Precise Plan is to provide a roadmap for future changes and investment to the El Camino Real corridor. These changes will transform its auto-oriented character into a vibrant, multi-modal and revitalized area, providing gathering spaces and key destinations, a new mix of uses and improvements promoting safety and comfort. The El Camino Real Precise Plan contains guidance for this change in the form of standards and guidelines for new development, direction for potential street improvements, and implementation actions. The El Camino Real Precise Plan was adopted by City Council in November 2014. The El Camino Real Precise Plan proposes the following bicycle facilities:

- El Camino Real bicycle facilities (buffered bike lanes, cycletrack, or other facilities) between Calderon Avenue and the Sunnyvale/Mountain View border;
- Prioritized bicycle crossings of El Camino Real, and continuation of bicycle facilities on either side of El Camino Real;
- Additional bicycle lanes or cycletrack on El Camino Real based on specific criteria;
- El Camino Real bikeshare stations;
- A parallel Bicycle Boulevard treatments, such as Latham Street and Church Street; and
- Bicycle parking facilities at Village Centers and Neighborhood Corners.

North Bayshore Precise Plan

The North Bayshore Precise Plan is based on the bold vision set forth in the 2030 General Plan. In November 2014, City Council adopted the North Bayshore Precise Plan that will guide change and investment in regard to land use, sustainability, habitat preservation, economic development, and

mobility. The North Bayshore Precise Plan includes transportation improvements to support an additional 3,500 pedestrian and bicycle trips in and out of the Precise Plan area during the peak period. Improvements include North Bayshore cycletracks and green streets, Shoreline Boulevard cycletrack and a bike/pedestrian bridge over US 101.

East Whisman Precise Plan

City of Mountain View will amend the existing Whisman Station Priority Development Area (PDA) to include the East Whisman area. The proposed PDA boundaries include US 101 Freeway to the north, the city limits to the east, Central Expressway to the south, and Whisman Road to the west. The amendment will develop an East Whisman Precise Plan, with the following key objectives: (1) increase employment near transit, (2) improve ridership and accessibility to transit, and (3) provide more jobs in close proximity to existing residential neighborhoods. The City is also funding an East Whisman infrastructure plan, including transit-related improvements, to accommodate new or expanded infrastructure needs in the area.[1] The East Whisman Precise Plan is scheduled to be completed in 2016.

South Whisman Precise Plan

In April 2009, the City Council adopted the South Whisman Precise Plan (Precise Plan) for approximately 38-acres of land bounded by Ferguson Drive and Highway 237 to the east, office properties fronting East Middlefield Road to the north, the Whisman Station residential neighborhood to the south, and the light rail transit line tracks to the west. The purpose of the Precise Plan is to establish a comprehensive framework of development objectives, standards, and design guidelines for a new residential neighborhood and public park.

The Precise Plan envisions a walkable neighborhood with convenient access to transit, parks, and services. A centrally located public park will become the primary focal point of the development and be shared by South Whisman residents and the surrounding community. All new streets will be public streets designed in a traditional interconnected grid pattern to provide multiple connections and routes for vehicles, bicyclists, and pedestrians. The Precise Plan includes a mix of housing types and densities, and public and private open spaces located in close proximity to the Whisman Light Rail Station.

Shoreline Boulevard Transportation Corridor Study

The purpose of the Shoreline Boulevard Transportation Corridor Study (Corridor Study) was to determine the feasibility of, and develop a conceptual design for, integrated transit, bicycle, and pedestrian facilities in the Shoreline Boulevard Corridor from the Downtown Transit Center to North Bayshore (in support of the commute mode shift targets). In November 2014, City Council approved the proposed conceptual plan for the Shoreline Boulevard Transportation Corridor improvements. Key components of the recommended package of Corridor improvements:

- Construction of a new bicycle/pedestrian bridge and connecting cycle track over U.S. Route 101.

[1] VTA Committee for Transit Accessibility Committee, June 11, 2014

- Enhancements to existing bicycle facilities on the U.S. Route 101 overpass.
- Improvements to the intersection at Shoreline Boulevard/Terra Bella Avenue, including a new scramble phase for bicyclists and pedestrians.
- New protected intersection features at the Shoreline Boulevard and Middlefield Road intersection.
- Construction of a center-running, reversible transit lane on Shoreline Boulevard from Middlefield Road to Plymouth Avenue.
- Installation of one-way cycle tracks on Shoreline Boulevard from Stierlin Road to Terra Bella Avenue, including a protected bicycle lane with vehicle access to the Buddhist Temple via the Stierlin Road slip lane.
- New protected intersection features at the Montecito Avenue and Shoreline Boulevard intersection.
- New bicycle lanes on Stierlin Road, with additional pedestrian and traffic calming features.
- Intersection improvements to enhance safety and accessibility at the Castro Street/ Moffett Boulevard/Central Expressway intersection.
- Pedestrian and bicycle access improvements, plus loading and operational changes for shuttles, at the Mountain View Transit Center.

County of Santa Clara

General Plan (1994)

The General Plan includes policies that support bicycling throughout the County and cities in the County. It encourages coordination with local and regional agencies in completing a connected bikeways network. The Santa Clara County General Plan was last adopted in 1994. The most relevant section of the General Plan is the Circulation Element, which is currently being updated and is expected to be adopted by summer of 2015.

Transportation Policies

C-TR 6: Increase the proximity between housing and major employment areas to reduce commute distances and automobile-dependency by encouraging developers to provide pedestrian and bicycle paths that connect housing and employment sites so as to encourage walking and bicycling.

C-TR 8: Urban design concepts and site development standards which facilitate use of transit and other travel alternatives should be adopted and implemented by local jurisdictions, to provide adequate pedestrian and bicycle pathways and facilities, both on and between individual sites.

C-TR 22: The use of existing railroad rights-of-way for transit and alternative transportation (i.e., bicyclists and pedestrians) should be encouraged.

C-TR 34: Bicycling and walking should be encouraged and facilitated as energy conserving, non-polluting alternatives to automobile travel.

C-TR 35: A bicycle transit system should be provided that is safe and convenient for the user and which will provide for the travel needs of bicyclists.

C-TR 36: Facilities should be provided to make bicycle and pedestrian travel more safe, direct, convenient and pleasant for commuting and other trips to activity centers and to support the use of other commute alternatives.

C-TR 37: All available funding options, including ISTEA funds, should be pursued for bicycle and pedestrian facility improvements.

Transportation Implementation Policies

C-TR(i) 16: Continue to develop convenient and effective transit alternatives, HOV, bicycle, and pedestrian facilities to provide the infrastructure TDM programs require to succeed.

C-TR(i) 29: Build attractive transit facilities, such as: passenger waiting shelters, major transit transfer stations, park and ride facilities, bicycle storage facilities at major transit stops and expand passenger facilities to support new routes (park-and-ride lots, bus shelters). (Implementers: County Transit District, Employers, Developers)

C-TR(i) 31: Add bike racks to bus routes where heavy passenger loads prohibit bringing bicycles on board the bus.

C-TR(i) 45: Continue to accommodate non-collapsible bicycles on Caltrain.

C-TR(i) 37: Continue to maintain and improve the width and quality of the surface of the right-hand portion of existing roads so that they are suitable for bicycle travel, regardless of whether or not bikeways are designated.

C-TR(i) 38: Provide secure bicycle storage facilities at employment sites, public transit stations and schools. (Implementers: Employers, County, Cities, Peninsula Commute Joint Powers Board, Schools)

C-TR(i) 39: Design all future roads, bridges, and transit vehicles and facilities to accommodate non-motorized travel. Incorporate bicycle and pedestrian facilities into future projects including:

- Development of new travel corridors such as rail transit and road projects.
- Development of non-transportation corridors including utilities and river/creek rights of way.
- Improvements to existing transportation corridors such as expressway, interchange, intersection and Commuter Lane projects.

C-TR(i) 40: Add and improve bicycle facilities on already existing roads, bridges and transit vehicles and within rail rights-of-way to accommodate non-motorized travel. (Implementers: Caltrans, County, Cities).

C-TR(i) 42: Maintain and implement the Santa Clara County Bicycle Plan and subregional bicycle network.

C-TR(i) 43: Provide for foot and bicycle travel across existing barriers, such as creeks, railroad tracks and freeways. (Implementers: Cities, County, State)

C-TR(i) 44: Establish and maintain bicycle advisory committees and confer with representatives of recognized bicycle clubs/associations for a "needs list" of necessary bicycle safety improvements. (Implementers: Cities, County)

C-TR(i) 46: Implement the County policy to maximize bicycle access on expressways.

C-TR(i) 47: Incorporate bicycle and pedestrian facilities (e.g., bicycle and pedestrian access routes, showers, secure bicycle storage facilities) in site designs.

Parks and Recreation Implementation Policies

C-PR 7: Opportunities for access to regional parks and public open space lands via public transit, hiking, bicycling, and equestrian trails should be provided. Until public transit service is available, additional parking should be provided where needed.

C-PR 49: Hiking, bicycling, and horseback riding trails should be provided along scenic roads where they can be provided safely and without significant adverse environmental impacts. Bicycling facilities should be provided by edge marked shoulders and improved surfaces on paths.

C-PR(i) 4: Provide public transit service to major regional parks, and develop hiking, bicycling, and equestrian trails to provide access to regional parks from the urban area to provide alternatives to private automobiles for access to recreation. (Implementers: County, Cities, Midpeninsula Regional Open Space District, State of California, Santa Clara Valley Water District)

Countywide Bicycle Plan (2008)

The purpose of this Bicycle Plan is to assemble in one document all the pertinent elements of past bicycle plans and working papers, identify the final cross-county bicycle corridor network, including gaps and needed projects, and include other elements to help local agencies responsible for projects to secure funding and plan effectively for the future. Relevant policies are listed below.

A. Transportation Planning and Programming

1) Plan and implement a seamless bicycle and pedestrian travel network that is continuous across city boundaries and county boundaries.

2) Include bicycle and pedestrian facilities in applicable transportation plans, programs, and studies.
3) Coordinate with other federal, state, regional, county and local agencies to, fund and implement bicycle projects in Santa Clara County.
4) Fully integrate bicycle access to and within the transit system.
5) Utilize multi-modal transportation demand models that are based on person-trips and that can forecast bicycle trips, pedestrian trips and transit trips in addition to motor vehicle trips.

B. Land Use / Transportation Integration

1) Encourage existing developments to provide bicycle/pedestrian connections to link neighborhoods and residential areas with schools, commercial services, employment centers, recreational areas and transit centers.
2) Encourage new developments to include bicycle and pedestrian facilities such as trails and bicycle lanes.
3) Encourage new developments to provide mobility for pedestrians and bicyclists by providing non-motorized connections and access ways such as cul-de-sac connections, pathways and other short-cuts to schools, transit centers and other adjacent destinations.
4) Ensure that existing bicycle facilities and access are maintained and preserved.

C. Local Ordinances and Guidelines

1) Provide policy guidance.
2) Establish guidelines that encourage:
    - bicycle parking ordinances
    - bicycle parking facilities
    - showers and commuter clothing lockers in new and renovated developments
    - mileage reimbursement when bicycles are used on official business when travel time is equivalent to an automobile trip
3) Encourage Transportation Demand Management programs to include bicycle and pedestrian components.

D. Design and Construction

1) Ensure that Member Agency construction or rehabilitation projects incorporate best practice for bicycle and pedestrian facilities when and where applicable
2) Implement proactive strategies to identify and remove obstacles and hazards to bicycle travel.
3) Consider roadway designs to enhance traffic safety.
4) Establish guidelines for and encourage the use of bicycle-safe and friendly roadway design.

E. Complementary Policies that Encourage Bicycling

1) Increase institutional encouragement of non-motorized travel within VTA
2) Encourage inter-jurisdictional cooperation in the development and implementation of non-motorized projects.
3) Promote bicycle planning and engineering training programs for Member Agency staff.

4) Promote Public Awareness through Education & Positive Enforcement Programs.

Valley Transportation Authority: Valley Transportation Plan 2040

The Valley Transportation Plan 2040 is Santa Clara County's long-range planning document that feeds into MTC's Regional Transportation Plan (RTP) 2040 and incorporates specific needs identified by the Valley Transportation Authority (VTA) and individual cities, including Mountain View. The VTP 2040 considers all travel modes and addresses the linkages between transportation and land use planning, air quality, and community livability. Consistent with MTC's RTP, the VTP 2040 includes projects and programs with anticipated funds and provides a framework for investments in transit and maintenance of the existing roadway network, including upgrades to bicycle and pedestrian facilities. VTA regularly updates the plan approximately every four years coinciding with the update of the RTP.

Bicycle Expenditure Program

The Bicycle Expenditure Program (BEP) was first adopted in 2000 by the VTA Board of Directors as the funding mechanism for countywide bicycle projects. Approximately every four years, VTA updates the BEP Project List, which is a list of bicycle projects that can be funded over the next 25 years within the constraints of anticipated bicycle funding. The BEP project list is incorporated into the Valley Transportation Plan 2040, Santa Clara County's Long Range Transportation Plan, as the bicycle element of that plan. The funds programmed towards BEP projects come from a combination of funding programs. As part of VTP 2040, VTA dedicated $808 million for 155 bicycle projects around the County.

VTA Bicycle Technical Guidelines

The Bicycle Technical Guidelines (BTG) was first adopted by the Santa Clara County Valley Transportation Authority (VTA) in 1999. In December 2007, and again in 2012, VTA significantly expanded and re-adopted the BTG. The BTG manual is a set of optimum standards and best practices for roadway and bikeway design. They are intended to help Member Agencies in providing optimal bicycle accommodation and ensuring that bicycle planning as well as roadway planning remains consistent countywide. The BTG is the complementary companion to the Countywide Bicycle Plan (CBP) and the Bicycle Expenditure Program (BEP) and should be used as a resource by both roadway and bikeway planners and designers.

Regional

Regional planning and policy documents are far-reaching, presenting policies for all jurisdictions in a region or specific recommendations for jurisdictions running through or adjacent to the City of Mountain View, e.g. Metropolitan Transportation Commission (MTC) and Caltrain. MTC is the federally designated regional transportation planning, coordinating and financing agency for the San Francisco Bay Area. The Association of Bay Area Governments (ABAG), made up of the nine counties surrounding the Bay, is the comprehensive planning agency for the region.

Regional Bicycle Plan (2009)

The Regional Bicycle Plan, produced by MTC, identifies regional bikeway connections in the San Francisco Bay Area and strategies to fill gaps in the regional bikeway network (RBN). The RBP's principle

goal is "to ensure that bicycling is a safe, convenient, and practical means of transportation and healthy recreation throughout the Bay Area, including in Priority Development Areas (PDAs); to reduce traffic congestion and risk of climate change; and to increase opportunities for physical activity to improve public health." The policies of the plan include directing local jurisdictions to collaborate with transit agencies to ensure bicyclists are accommodated within one mile of transit stations, adopt ordinances requiring new developments to include sheltered bicycle parking and end-of-trip accommodations, maintain Bicycle Advisory Committees and conduct bicycle surveys using the National Bicycle and Pedestrian Documentation Project. The most relevant policies are listed below.

Policy 1.1: Ensure that all transportation projects funded by MTC consider enhancement of bicycle transportation, consistent with MTC Resolution 3765, Caltrans Deputy Directive 64 R1, Assembly Concurrent Resolution 211 and the Complete Streets Act of 2008. **Policy 2.1:** Develop a cohesive system of regional bikeways that provide access to and among major activity centers, public transportation and recreation facilities.

Policy 2.2: Ensure that the RBN serves bicyclists with diverse ability levels who are bicycling for a range of transportation and recreational purposes.

Policy 2.5: Encourage coordination of cross jurisdictional bicycle way-finding signage.

Policy 3.3: Encourage local jurisdictions and other agencies and organizations to utilize MTC's online Safety Toolbox.

Policy 3.2: Support local government efforts to improve bicyclist safety by encouraging enforcement of the California Vehicle Code for motorists and cyclists alike. Examples include diversion training programs and reduced fines for errant cyclists so police officers will be more willing to cite them. (Diversion training allows motorists and cyclists who break traffic laws to avoid having citations documented in exchange for attending traffic safety classes.)

Policy 5.3: Foster collaboration between local jurisdictions and regional transit agencies to improve bicycle access to transit stations in the last mile surrounding each station. Improvements to ease, speed, convenience and safety of bicycle access, including by means of signage and bikeways, should be considered.

Policy 6.2: Encourage local jurisdictions to adopt ordinances requiring bicycle parking and storage and to offer incentives to employers that provide enclosed, sheltered bicycle parking for their employees and, when feasible, their customers.

Policy 6.3: Encourage local jurisdictions to provide shower and locker facilities, or to make arrangements for access to local health clubs, for all new developments and major redevelopments.

Policy 6.4: Continue to require cities and counties to form and maintain bicycle advisory committees, and to develop and update comprehensive bicycle plans, as a condition for receiving Transportation Development Act (TDA) funds.

Policy 8.7: Encourage jurisdictions to consider adopting California Environmental Quality Act (CEQA) standards that rigorously analyze project impacts to bicyclists and pedestrians.

San Francisco Bay Trail Gap Analysis (2005)

The San Francisco Bay Trail Gap Analysis Study is a continuation of the Bay Trail Plan (1989), which seeks to complete a continuous 500-mile regional hiking and bicycling trail around the San Francisco Bay. The following policies are from the Bay Trail Plan prepared by ABAG pursuant to SB100, which the Gap Analysis supports.

- Trail alignment policies reflect the goals of the Bay Trail program—to develop a continuous trail which highlights the wide variety of recreational and interpretive experiences offered by the diverse bay environment and is situated as close as feasible to the shoreline, within the constraints defined by other policies of the plan.
- Trail design policies underscore the importance of creating a trail which is accessible to the widest possible range of trail users and which is designed to respect the natural or built environments through which it passes. Minimum design guidelines for trail development are recommended for application by implementing agencies.
- Transportation access policies reflect the need for bicycle and pedestrian access on Bay Area toll bridges, in order to create a continuous trail and to permit cross-bay connections as alternative trail routes.
- Implementation policies define a structure for successful implementation of the Bay Trail, including mechanisms for continuing trail advocacy, oversight and management.

Caltrain Bicycle Access and Parking Plan (2008)

The Caltrain Bicycle Access and Parking Plan proposes improvements to the ten highest bicycle ridership stations in the system with the intent to increase the number of people that arrive at the stations by bicycle. The Mountain View Station is included in the stations assessed by the plan, which provides 141 bicycle parking spaces, including racks and locker spaces. The plan does not recommend more bicycle parking spaces, but the conversion of the racks to ones made of thinner metal and conversion of the keyed bicycle lockers to electronic lockers. The plan identifies limited bicycle access to the northbound platform and recommends improving bicycle access from southbound Castro Street/Moffett Blvd. It also recommends reconfiguring the parking lot fence at Bush Street, the Evelyn Avenue intersection, and Bush Street to allow bike/pedestrian access through the parking lot.

Grand Boulevard Initiative

The Grand Boulevard Initiative (GBI) is a collaborative effort between multiple cities, counties, local and regional agencies to transform El Camino Real, a 43-mile corridor along the San Francisco Peninsula, into a boulevard that connects walkable, people-friendly communities.[2] Representatives from the City of Mountain View sit on the GBI Task Force and the GBI Working Committee to ensure coordination between the GBI guiding principles and planning activity along El Camino Real. The GBI has ten guiding principles. Below are the principles that are most relevant to the Bike Plan Update.

- Strengthen pedestrian and bicycle connections with the corridor
- Reduce the distance between corridor crossings to improve connectivity with adjacent neighborhoods where appropriate.
- Provide pedestrian cut-through linkages to access parking lots, alleys and neighborhood routes between blocks, including additions to "Safe Route to Schools" paths.
- Design parallel access routes where needed to separate pedestrian and bike movements.
- Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles along the corridor

State

State planning and policy documents are the most far-reaching, presenting policies and goals for Regional Transportation Plans and Metropolitan Planning Organizations.

State Assembly Bill 32: Global Warming Solutions (2006)

The Global Warming Solutions Act sets discrete actions for California to reduce greenhouse gas emissions to 1990 levels by 2020, which represent a 25% reduction statewide. The California Air Resources Board, the agency responsible for implementing the Bill, drafted the AB 32 Climate Change Scoping Plan, which includes a set of actions aimed at reducing greenhouse gas emissions, including encouraging more bicycling and walking as a means of transportation.

State Assembly Bill 1358: Complete Streets (2008)

AB 1358 requires the legislative body of any City or County to, upon revision of a general plan or circulation element, ensure that streets accommodate all user types, e.g. pedestrians, bicyclists, transit riders, motorists, children, persons with disabilities and elderly persons. Beginning January 1, 2011, Cities and Counties must include accommodation of all street users in Circulation Element revisions.

[2] Grand Boulevard Initiative, Progress Report 2013

State Senate Bill 375: Sustainable Communities (2009)

Signed into law in 2008, SB 375 links land use planning with greenhouse gas emissions, first requiring the California Air Resources Board to set emission reduction goals for metropolitan planning organizations (MPO) (ABAG is the MPO for the Bay Area) and then requiring ABAG to develop a land use plan to meet that goal. ABAG must make transportation funding decisions consistent with their new plan, namely by developing a required Sustainable Communities Strategy (SCS) in the Regional Transportation Plan. The SCS must also be consistent with the Regional Housing Needs Assessment (RHNA) allocation. ABAG has already implemented a similar strategy with its Priority Development Areas (PDA), which works with local jurisdictions to concentrate housing around transit stations. The City of Mountain View compliance with ABAG's SCS and consequently SB 375 is setting minimum density and development standards when rezoning an area. Aspects relevant to this Citywide Bicycle Transportation Plan are listed below.

- Air Resources Board (ARB) creation of regional targets for greenhouse gas emissions reduction tied to land use.
- Regional planning agencies must create a plan, including a Sustainable Communities Strategy, to meet those targets.
- Regional transportation funding decisions must be consistent with this new plan.
- RHNA guiding local housing efforts that are informed by efficient use of the transportation system.

State Assembly Bill 1193: Bikeways (2014)

AB 1193 categorizes cycle tracks or separated bikeways as Class IV bikeways, requires the California Department of Transportation to establish minimum safety design criteria for each type of bikeway, and authorizes a local agency to utilize other minimum safety criteria for bikeways that meet specified conditions if adopted by resolution at a public meeting. The later provision allows local jurisdictions to choose alternative guidelines, such as the National Association of City transportation Officials (NACTO) Urban Bikeway Design Guide, if the California Department of Transportation does not adequately address local conditions.

State Assembly Bill 1371: Vehicles: Bicycles: Passing Distance (2013)

AB 1371 enacts the Three Feet for Safety Act, which requires the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle. The bill would prohibit, with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. A violation of these provisions is punishable by a fine.

California Manual on Uniform Traffic Control Devices (2012)

This California Manual on Uniform Traffic Control Devices (California MUTCD) is published by the State of California Department of Transportation (Caltrans) and is issued to adopt uniform standards and specifications for all official traffic control devices in California, in accordance with Section 21400 of the California Vehicle Code. The California MUTCD uses a format similar to the national MUTCD. It incorporates FHWA's MUTCD in its entirety and explicitly shows which portions thereof are applicable or not applicable in California.

California Highway Design Manual (2012)

The California Highway Design Manual (HDM) provides detailed guidance related to planning and design of roadways, including bicycle and pedestrian facilities. Chapter 1000 Bicycle Transportation Design discusses bikeway planning and design.

Design Flexibility in Multimodal Design

On April 10, 2014, the Caltrans Chief of the Division of Design released a memorandum reaffirming its commitment to providing flexibility in design multimodal transportation systems. The Memorandum identifies the AASHTO Bike Guide and the NACTO Urban Bikeway Design Guide as valuable resources. By endorsing the NACTO Urban Bikeway Design Guide, Caltrans states that municipalities can use NACTO designs in projects, however the guidelines do not necessarily supersede the HDM or CAMUTCD. Caltrans staff and local agency staff should work together in selecting a final design solution.

California Vehicle Code

The California Vehicle Code (CVC) regulates many aspects of transportation within the state, particularly vehicle use and registration, and enumerates the powers and duties of the Department of Transportation (Caltrans). Division 11 of the code also provides the legal framework, or "rules of the road," for motor vehicles, bicycles, and pedestrians operating on public roadways in California.

CVC Section 21200 – 21212 deals specifically with bicycle use and establishes that all persons riding a bicycle are considered "vehicles," subject to most rules and regulations provided elsewhere in the Vehicle Code. This includes the right to access all state highways except where bicycles are specifically excluded by official signage for the safety of all users, and the obligation to signal at all turns.

California Government Code §65302 (Complete Streets)

California Assembly Bill (AB) 1358, also known as the Complete Streets Bill, amended the California Government Code §65302 to require that all major revisions to a city or county's Circulation Element include provisions for the accommodation of all roadway users including bicyclists and pedestrians. Accommodations include bikeways, sidewalks, crosswalks, and curb extensions. The Government Code §65302 reads:

(2) (A) Commencing January 1, 2011, upon any substantive revisions of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation

network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For purposes of this paragraph, 'users of streets, roads, and highways' means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

California Green Building Standards Code (2013)

Officially known as the CALGreen Code, this standard includes bicycle parking requirements for new developments which may be mandatory depending on the type of occupancy (Table 0-2**)**.

Table 0-2: California Green Code Bicycle Parking Requirements

Category	Description
Bicycle Parking and Changing Rooms	Comply with sections 5.106.4.1 and 5.106.4.2; or meet local ordinance or meet the applicable local ordinance, whichever is stricter.
Short-Term Bicycle Parking	If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack. (Exception: Additions or alterations which add nine or less visitor vehicle parking spaces.)
Long-Term Bicycle Parking	For buildings with over 10 tenant-occupants or additions or alternations that add 10 or more vehicular parking spaces, provide secure bicycle parking for 5 percent of the tenant vehicle parking spaces being added, with minimum of one space. Acceptable parking facilities shall be convenient from the street and may include: • Covered, lockable enclosures with permanently anchored racks for bicycles; • Lockable bicycle rooms with permanently anchored racks; or • Lockable, permanently anchored bicycle lockers.
Bicycle Parking for Public Schools: Short-Term	Provide permanently anchored bicycle racks within 200 feet of the student entrance, readily visible to passers-by, for 5 percent of the student population based on total occupant load of the campus with a minimum of one two-bike capacity rack.
Bicycle Parking for Public Schools: Long-Term	Provide secure bicycle parking for 5 percent of employees, based on the total number of motorized vehicle parking capacity in the staff parking lot, with a minimum of one space. Acceptable bicycle parking facilities shall be convenient from the street or staff parking area and shall meet one of the following: • Covered, lockable enclosures with permanently anchored racks for bicycles; • Lockable bicycle rooms with permanently anchored racks; or • Lockable, permanently anchored bicycle lockers.

California Active Transportation Program

The Active Transportation Program (ATP) is a consolidation of existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program focused on active transportation. The ATP was signed into legislation on September 26, 2013.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Table 0-3 Active Transportation Program Funding Compliance List

Subject	ATP Compliance Checklist
Future Trip Estimates	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
Collision Report	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
Land Use Patterns	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
Existing and Propose Bikeways	A map and description of existing and proposed bicycle transportation facilities.
End-of-Trip Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities.
Bicycle Parking Policy	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.

Subject	ATP Compliance Checklist
Bicycle Connections to other Modes	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
Pedestrian Connections to other Modes	A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
Wayfinding	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
Education Programs	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.
Community Involvement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
Regional Plan Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
Project List	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
Past Expenditures and Future Financial Needs	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
Adoption Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

Federal

US Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendation (3/2010)

This official United States Department of Transportation (DOT) Policy Statement reflects and clarifies the Department's support for the development of fully integrated active transportation networks, and emphasizes the multiple benefits of walking and bicycling. Although not associated with new or modified federal programs or guidelines, the statement does encourage specific actions for improving bicycling and walking conditions, including considering bicycling and walking as equals with other transportation modes, avoiding minimum standards for bicycle and pedestrian facilities, where feasible, in anticipation of future growth in demand, and collecting data on walking and biking trips.

Manual on Uniform Traffic Control Devices

The *Manual on Uniform Traffic Control Devices* (MUTCD), which is administered by the Federal Highway Administration (FHWA), is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. It is updated periodically to accommodate the nation's changing transportation needs and address new safety technologies, traffic control tools and traffic management techniques. The MUTCD, the most recent version of which was published in December 2009, includes a separate chapter (Chapter 9) on traffic control standards and guidelines specific to bicycle facilities.

American Association of State Highway and Transportation Officials - Guide for the Development of Bicycle Facilities

Although the principle design reference document published by the American Association of State Highway and Transportation Officials (AASHTO) is often considered A Policy on Geometric Design of Highways and Streets (5th Edition), the Guide for the Planning, Design, and Operation of Bicycle Facilities has emerged as the more relevant and defining publication for technical issues dealing with bicycle facilities. This document - first published in 1981, revised in 1999, and most recently in 2012 – is intended as a design resource for "proven and tested" national best practices in bicycle design. The latest edition provides bikeway type selection guidance, bike lane guidance, signal guidance, shared-use path guidance, and affirms lane diets and road diets.