



MEMORANDUM

Public Works Department

DATE: March 31, 2021

TO: Bicycle/Pedestrian Advisory Committee

FROM: Ria Hutabarat Lo, Transportation Manager
Damian Skinner, Assistant Public Works Director
Dawn S. Cameron, Public Works Director

SUBJECT: AccessMV: Comprehensive Modal Plan Priority Corridors

RECOMMENDATION

Provide input on priority corridors and the Draft Report for AccessMV, Mountain View's Comprehensive Modal Plan.

BACKGROUND

On [June 4, 2019](#), the City Council authorized the City Manager to execute a contract to undertake the Comprehensive Modal Plan as identified in the Council Major Goal related to transportation. The Comprehensive Modal Plan (AccessMV) aims to identify the primary transportation network for all modes and to prioritize improvements from over 30 City and regional plans affecting transportation in Mountain View.

Since that time, the Bicycle/Pedestrian Advisory Committee (B/PAC) has reviewed several items related to AccessMV, including: the City's updated interactive bikeway map on [February 26, 2020](#); an analysis of Pedestrian Quality of Service (QOS) and Bicycle Level of Traffic Stress (LTS) on [June 24, 2020](#); and an analysis of network overlaps, inconsistencies, gaps, and prioritization criteria on [September 30, 2020](#).

In addition, the City Council considered the Mountain View Community Shuttle Plan, which was undertaken as part of AccessMV, on [February 25, 2020](#). The City Council also reviewed the project analysis and prioritization criteria on [November 10, 2020](#).

The project team also engaged community members on prioritization criteria via an online survey and virtual community meeting on October 22, 2020. A second virtual community meeting related to the priority corridors was held on February 18, 2021.

DISCUSSION

Corridor Prioritization Criteria and Metrics

As outlined in the September 30, 2020 B/PAC meeting, prioritization criteria for AccessMV were based on General Plan goals related to connectivity, equity, mobility, safety, and sustainability. These goals were used to shape prioritization criteria and metrics, which were updated based on input from community members, B/PAC, and Council. Key updates include the following:

- Updated Equity criterion utilizing Median Household Income;
- Suggested Routes to School were added as a Safety criterion;
- VTA's Across Barrier Connection (ABC) and Cross-County Bikeway Corridor (CCBC) was added as a Consistency criterion; and
- Weights associated with specific criteria were amended.

The updated prioritization criteria and metrics are displayed in Table 1 below.

Table 1: Prioritization Criteria and Metrics

Goals	Criteria	Points	Metrics
(38 max.)	Corridor connects residents to major destinations.	0	Not within 1/2 mile of any destinations.
		3	Within 1/2 mile of 1 destination.
		6	Within 1/2 mile of 2-4 destinations.
		9	Within 1/2 mile of 5+ destinations.
	Planned improvements for the corridor close a gap in the existing network.	0	Does not close a gap.
		3	Closes a gap (has existing facility).
		6	Closes a gap (no existing facility).
		9	Reduces number of low-stress islands.
	Corridor improves first- and last-mile connections.	0	Not within 1/2 mile of any transit.
		5	Within 1/2 mile of shuttle or bus.
		10	Within 1/2 mile of Caltrain, light rail, or El Camino Real.
	Corridor improves directness of travel to destinations.	0	Low density of 4-way intersections.
		5	Medium density of 4-way intersections.
		10	High density of 4-way intersections.

Goals	Criteria	Points	Metrics
Equity (20 max.)	Corridor serves disadvantaged residents.	4 6 8 10	Lowest 50% Median Household Income: Upper Quartile; Upper Middle Quartile; Lower Middle Quartile; and Lower Quartile.
	Corridor has a high transit propensity score.	0 5 10	Transit Propensity Score 1. Transit Propensity Score 2-3. Transit Propensity Score 4-5.
Mobility (29 max.)	Corridor is a high-priority corridor for the mode (cumulative).	1 2 3 4	N/A Medium High
	Corridor accommodates all modes.	1 3 5	Accommodates 1 mode. Accommodates 2-3 modes. Accommodates all modes.
	Corridor is a transit priority corridor.	0 2 4 6 8	Not a transit corridor. Potential transit corridor. Basic transit corridor. Priority transit corridor. High-capacity transit corridor.
Safety (25 max.)	Planned improvements make corridor accessible to all ages and abilities.	0 5 10	None of corridor meets All Ages and Abilities (AAA) threshold. Some of corridor meets AAA threshold. All of corridor meets AAA threshold.
	Corridor is part of the high-injury network (HIN).	0 5 10	None of the corridor is on the HIN. Some of the corridor is on the HIN. All of the corridor is on the HIN.
	Corridor is on a suggested route to school.	0 5	Not on a suggested route to school. On suggested route to school.
Sustainability (10 max.)	Planned improvements for the corridor reduce VMT and greenhouse gas emissions.	0 5 10	Motor vehicle project that results in increased/unchanged VMT. Motor vehicle project that results in reduced VMT. Bike, pedestrian, or transit project.

Goals	Criteria	Points	Metrics
Consistency (10 max.)	Corridor is identified in multiple previous plans.	1	Identified in 1 other plan.
		3	Identified in 2-3 previous plans.
		5	Identified in 4+ previous plans.
	Corridor is Across Barrier Connection (ABC) or Cross-County Bikeway Corridor (CCBC)	0	Not on an ABC or CCB.
5		Is on an ABC or CCB.	
Max. Points		132	

Additional input was provided recommending the addition of usage data as a prioritization metric. This metric was not added due to a lack of comprehensive Citywide usage data. Community and Council input also recommended additional analysis of tree canopy and green streets elements, which has been added to the analysis in the Draft Report. Community members and Council also suggested that greater weight be given to regional transit. This element has been added as an overlay to the priority corridors.

Priority Corridors

Based on the above metrics and analysis, the Citywide transportation network was analyzed. This analysis highlighted the following corridors as the highest priority for transportation investment:

1. El Camino Real from Rengstorff Avenue to State Route 85;
2. Rengstorff Avenue from Central Expressway to El Camino Real;
3. El Camino Real from City Limit (west) to Rengstorff Avenue;
4. Rengstorff Avenue from Middlefield Road to Central Expressway;
5. Shoreline Boulevard from Montecito Avenue to El Camino Real;
6. San Antonio Road from Central Expressway to El Camino Real;
7. California Street from Rengstorff Avenue to Castro Street;
8. California Street from San Antonio Road to Rengstorff Avenue;
9. El Camino Real from State Route 85 to City Limit (east);
10. Showers Drive from San Antonio Road to El Camino Real;
11. Sierra Vista Avenue from Leghorn Street to Montecito Avenue;
12. Shoreline Boulevard from Amphitheatre Parkway to Montecito Avenue;
13. Moffett Boulevard from Middlefield Road to Central Expressway;
14. Rengstorff Avenue from Charleston Road to Middlefield Road; and
15. Middlefield Road from Sierra Vista Avenue to Shoreline Boulevard.

These priority corridors are illustrated in Figure 1 below.

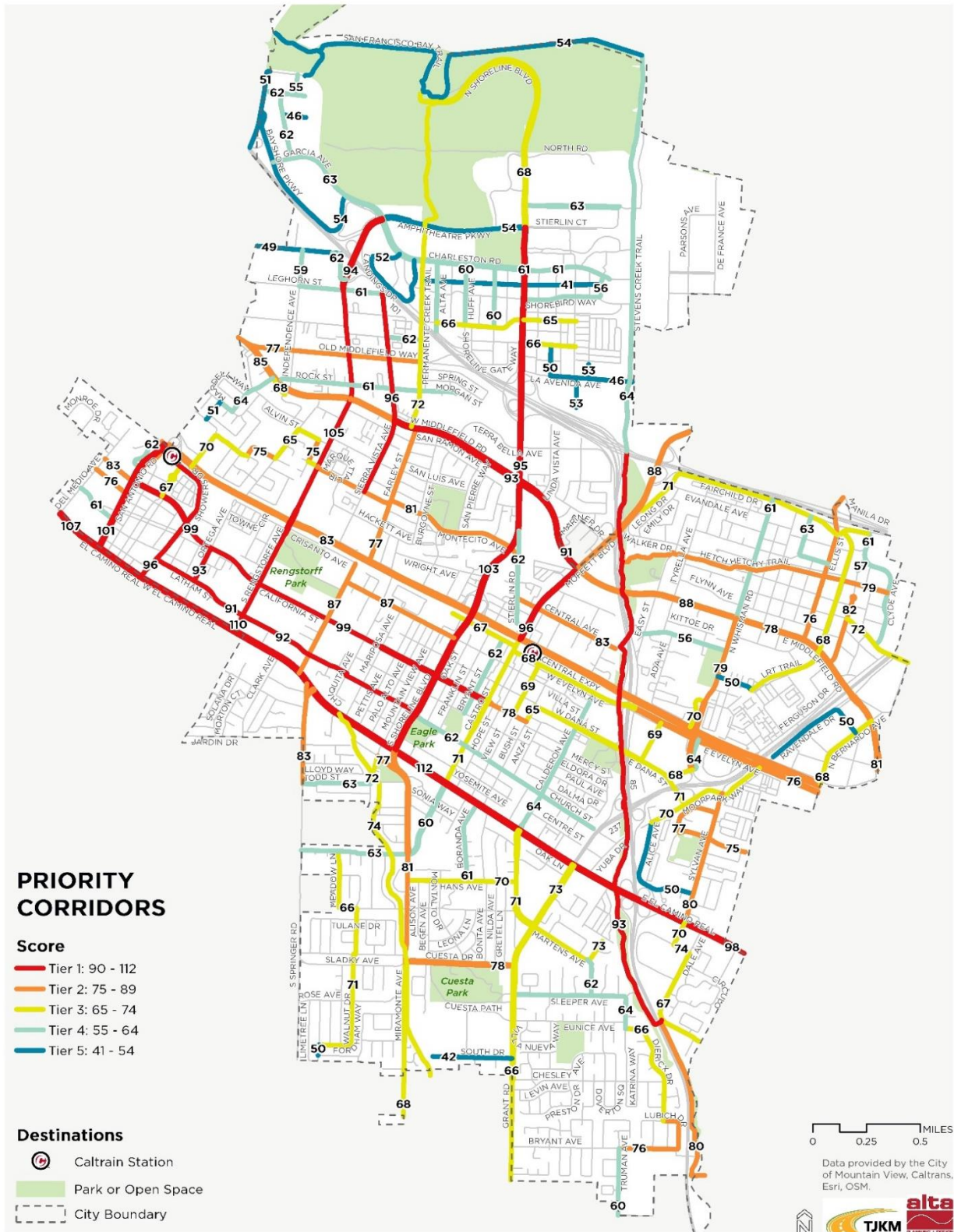


Figure 1 – Priority Corridors

It should be noted that corridors that are not listed as priority corridors may also warrant public or private investment in transportation improvements if future land use change is expected; if improvements are identified as conditions of approval for new development; or if transportation improvements are part of the build-out of a change area or precise plan. Transportation projects implemented within Precise Plan areas or Change Areas of the City are generally considered and funded in connection with specific developments within those areas. Change Areas are illustrated in Figure 2.

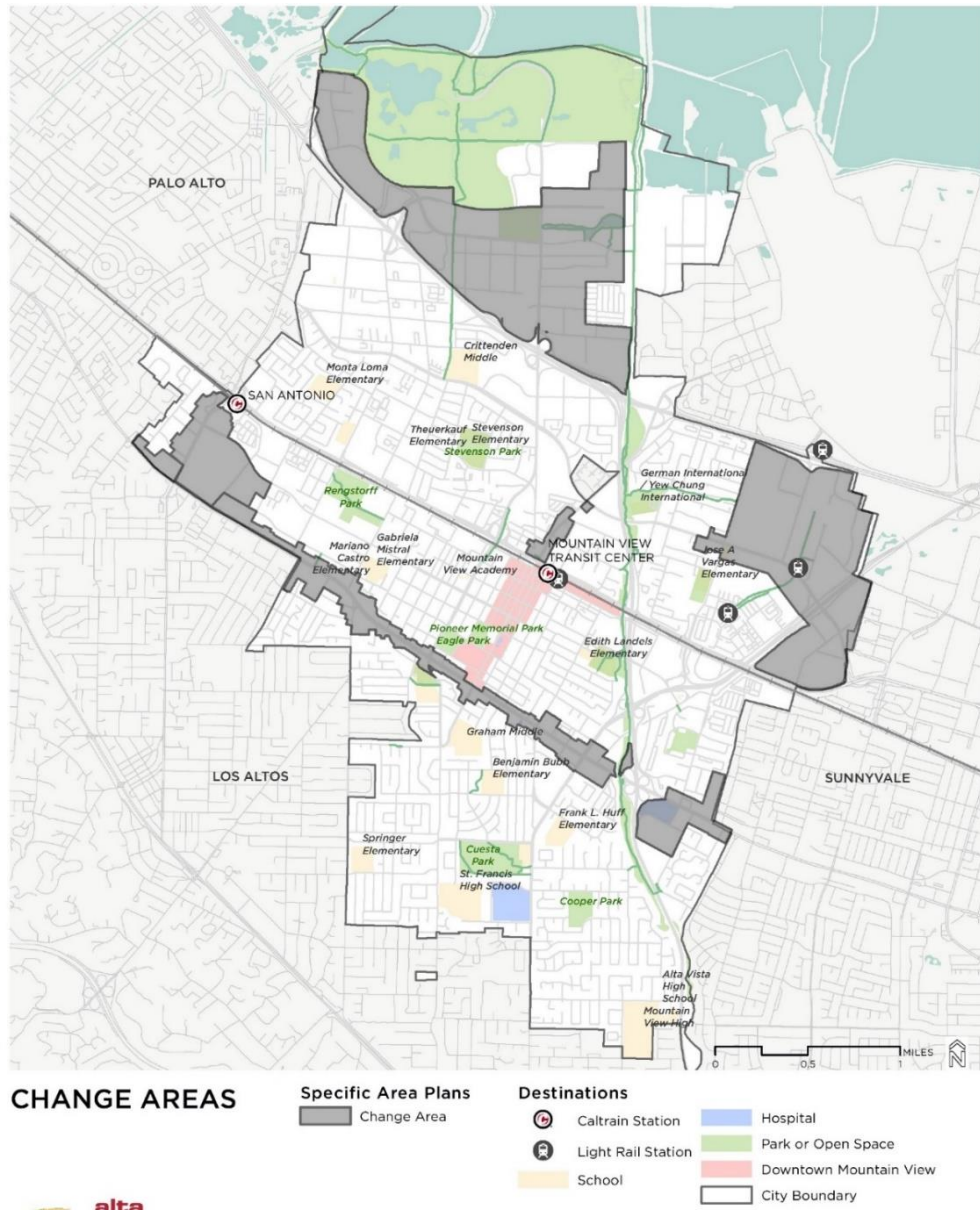


Figure 2—Change Areas

Priority Projects

Having evaluated corridor priorities, individual projects listed in prior City plans were also evaluated. Prioritization criteria for project evaluation build upon the corridor prioritization and adds new criteria for cost-effectiveness, geographic distribution, feasibility, potential for cost savings, funding opportunities, community support, and strategic importance. These criteria are presented in Table 2 below.

Table 2. Project Prioritization Criteria

GOALS	CRITERIA	POINTS	METRICS
Corridor Priority Score	Network priority score.	Network Priority Score (41-112)	Actual Network Priority Score (38-103)
Cost-Effectiveness	Project is cost-effective.	0 5 10	High cost (\$\$\$) Medium cost (\$\$) Low cost (\$)
Geographic Distribution	Project would provide a new route or improved access for the neighborhood	Minus 5 0	Similar or parallel project exists within the same neighborhood. No similar or parallel project exists within the same neighborhood (preference to higher-ranking project).
Feasibility	Project is relatively easy to implement.	0 5 10	Difficult to implement (requires easements or acquisitions; extensive interagency coordination). Somewhat difficult to implement (some easements, acquisitions, interagency coordination). Relatively easy to implement (City-owned ROW; requires limited interagency coordination).
Cost Savings Potential*	Opportunities for project implementation to be combined with other City or regional efforts.	0 5	< 2 years or 10+ year City repaving schedule. In 2-10 year City repaving schedule.

GOALS	CRITERIA	POINTS	METRICS
Funding Opportunities	Opportunities for several potential project funding sources.	0 5 10	Unlikely eligible for competitive grant funding. Project may be eligible for some competitive grant funding (improvement to limited facility). Project likely eligible for competitive grant facility (new facility; gap closure).
Community Support	Historical community feedback for project.	Minus 5 0 Plus 5	Project has received negative community feedback. Project has not received any negative community feedback. Project has received positive community feedback.
Strategic Importance	Project serves as a strategic gateway project.	0 5	Not a strategic gateway project. Strategic gateway project.
MAXIMUM POSSIBLE POINTS		91-157	

*Data currently unavailable, but will be included in the final analysis.

An initial list of priority projects has been developed as part of the Draft Report. However, it should be noted that the listed draft priority projects do not incorporate information from the Pavement Management Program. This information will allow analysis of cost savings associated with integrating planned improvements into upcoming repaving work.

A preliminary ranking of projects by mode has been developed and is displayed in Figures 3, 4, and 5 below.

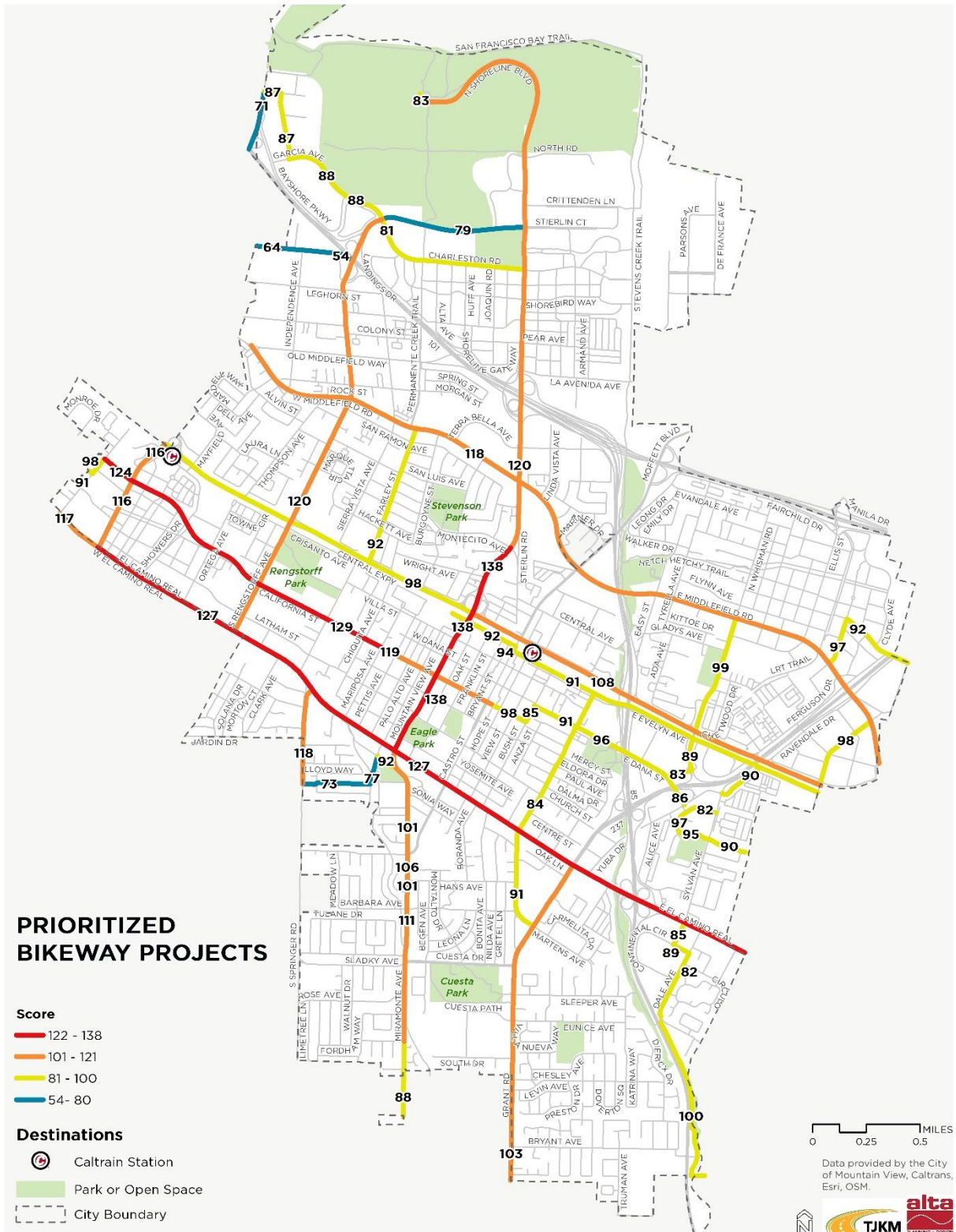


Figure 3 – Prioritized Bicycle Projects

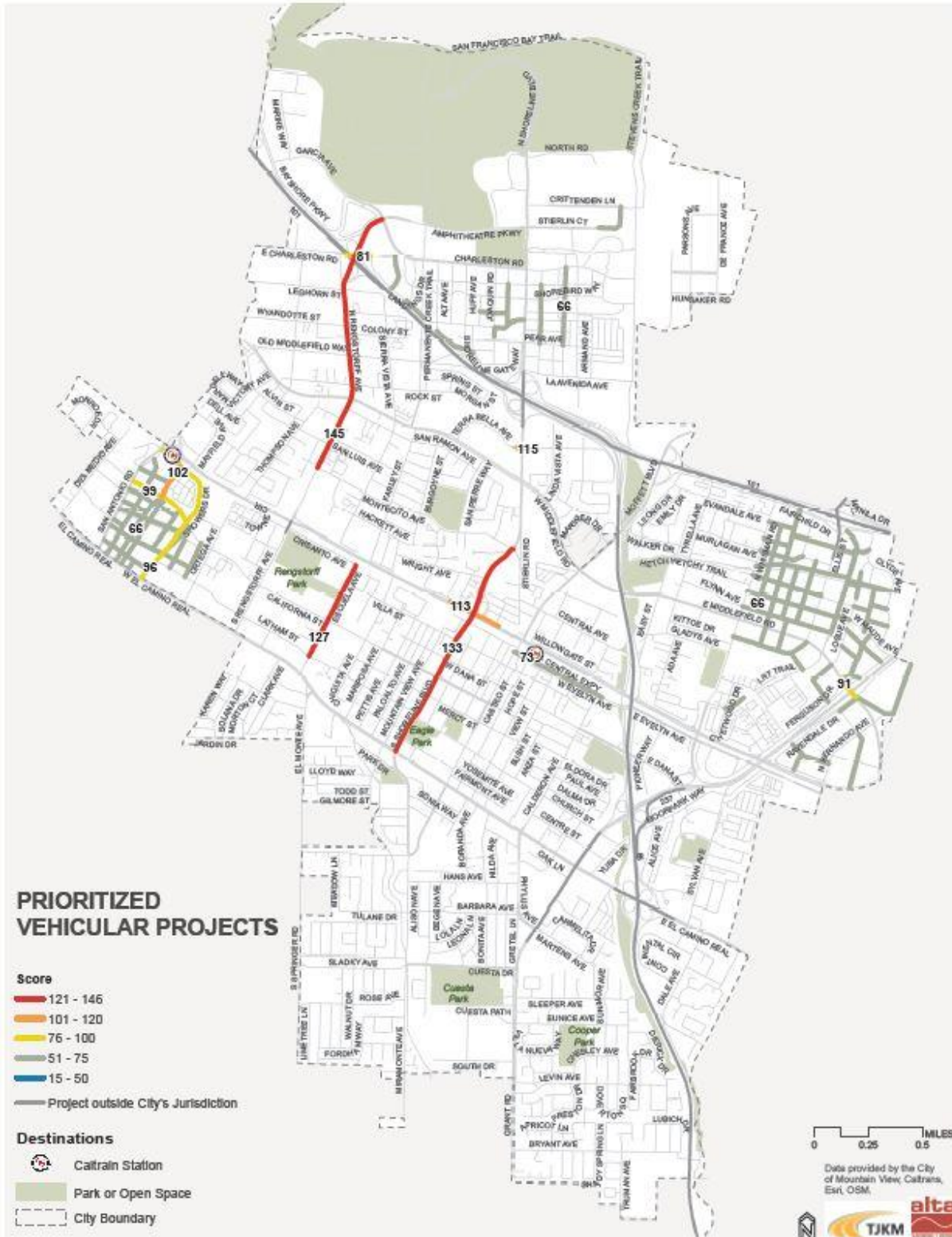


Figure 4 – Prioritized Vehicular Projects

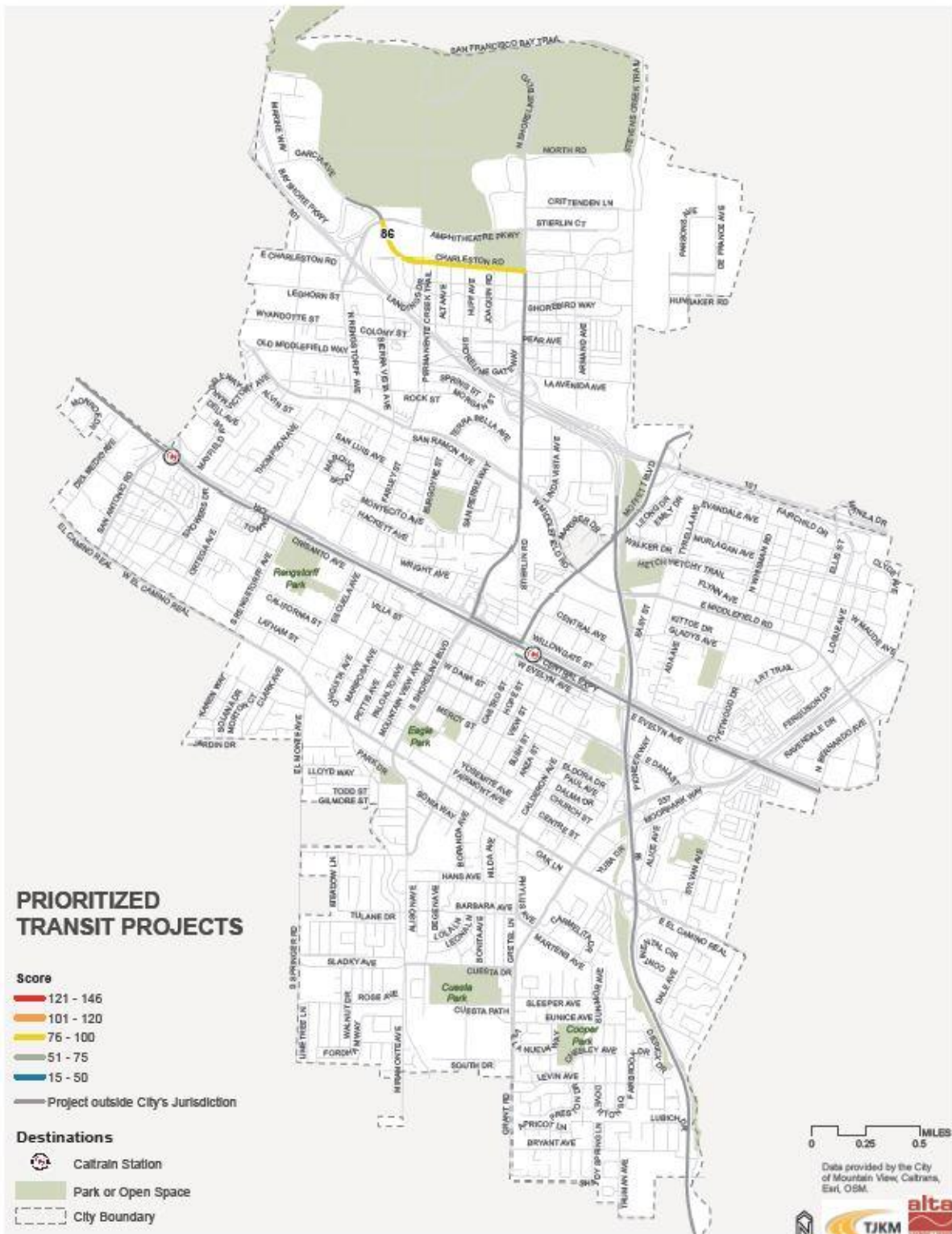


Figure 5 – Priority Transit Projects

Key Questions

In relation to the priority corridors presented above, the project team is seeking input on the following key question:

- Do you concur with the identified primary corridors?
- Do you concur with the project prioritization criteria?

NEXT STEPS

From the priority corridors identified above, the Five-Year Capital Improvement Program (CIP) reflects many of the corridors, including pedestrian and bicycle improvements along El Camino Real, and complete streets projects for Shoreline Boulevard and California Street. Based on the corridor ranking above, a number of new CIP requests have been included in the Five-Year CIP for Fiscal Years 2021-22 through 2025-26. These additional requests include complete streets projects along Rengstorff Avenue.

After obtaining feedback from B/PAC, the project team will finalize priority corridors and projects and present the Draft Report to Council Transportation Committee at their meeting on April 20, 2021.

The project findings will assist in ranking and scheduling projects from numerous plans and studies over the coming decades. Projects identified as highest priority will be submitted for consideration for upcoming five-year Capital Improvement Programs.

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Attachment: 1. AccessMV Draft Report