City of Mountain View

Agenda

Bicycle/Pedestrian Advisory Committee

Wednesday, April 29, 2026 **5:00 PM** **Plaza Conference Room and Video Conference, 500 Castro St., Mountain View, CA 94041**

Spanish or Chinese interpretation via Zoom and translation of meeting materials are available at no cost upon request. Please contact the City by 5:00 p.m. at least two business days prior to the day of the scheduled meeting by phone at (650) 903-6608 or by email at mep@mountainview.gov.

Interpretación por medio de Zoom y traducción de los materiales de la reunión estarán disponibles sin costo alguno con solicitud previa. Favor de comunicarse con la Ciudad antes de las 5:00 p. m. al menos dos días hábiles antes de la reunión agendada al (650) 903-6608 o por correo electrónico a mep@mountainview.gov.

如有需要，可通过 Zoom 获取中文翻译版，会议材料翻译版免费提供。请至少在会议预定日期前两个工作日下午 5:00 前 903-6608 或发送电子邮件至 mep@mountainview.gov 联系市政府。

1. CALL TO ORDER

2. ROLL CALL

3. ORAL COMMUNICATIONS FROM THE PUBLIC

This portion of the meeting is reserved for persons wishing to address the Committee on any matter not on the agenda. Speakers are limited to three minutes. State law prohibits the Committee from acting on non-agenda items.

4. CONSENT CALENDAR

4.1 Meeting Minutes February 25, 2026

Recommendation: Approve the BPAC meeting minutes from February 25, 2026

Attachments: February 25, 2026 BPAC Minutes

4.2 Fiscal Year 2026-27 Capital Improvement Program

Recommendation: Support active transportation projects to be considered for inclusion in the City's Fiscal Year 2026-27 Capital Improvement Program.

Attachments: Fiscal Year 2026-27 Capital Improvement Program
ATT 1 - April 14, 2026 City Council Study Session Report
ATT 2 - Status of Active CIP Projects Involving Active Transportation Improvements/Enhanceme

4.3 Transportation Development Act Article 3 Funding

Recommendation: Recommend to the City Council to allocate the accumulated Transportation Development Act Article 3 funds to Interim Pedestrian Mall Improvements (Castro Intersections), Project 23-49.

Attachments: Transportation Development Act Article 3 Funding

5. UNFINISHED BUSINESS

6. NEW BUSINESS

6.1 Active Transportation Plan-Public Draft for Review

Recommendation: Review and provide feedback on the public draft of the Mountain View Active Transportation Plan and recommend the adoption of the plan to the Council Transportation Committee. Feedback received will be presented to the Council Transportation Committee and inform the update of the document into a Final plan, which will be presented to the City Council for review and approval in September 2026.

Attachments: Active Transportation Plan—Public Draft for Review
ATT 1 - Public Draft—Active Transportation Plan and Appendices

6.2 Middlefield Road Complete Streets, Project 22-01

Recommendation: Receive an update on the concept design for Middlefield Road Complete Streets, Project 22-01.

Attachments: Middlefield Road Complete Streets, Project 22-01
ATT 1 - Middlefield Road Complete Streets – Preliminary design plans

6.3 Santa Clara Valley Transportation Authority Bicycle & Pedestrian Advisory Committee-Recommended Member Appointment

Recommendation: Forward a recommendation to the City Council for the appointment of a City Bicycle/Pedestrian Advisory Committee member as Mountain View's representative to the Santa Clara Valley Transportation Authority's Bicycle & Pedestrian Advisory Committee for the term beginning July 1, 2026 and ending June 30, 2028.

Attachments: Santa Clara Valley Transportation Authority Bicycle & Pedestrian Advisory Committee–Recomm

7. COMMITTEE/STAFF ANNOUNCEMENTS, UPDATES, REQUESTS, AND COMMITTEE REPORTS

No action will be taken on any questions raised by the Committee at this time.

7.1. Staff Comments

7.2. Committee Comments

8. SET DATE AND TIME FOR NEXT MEETING:

Wednesday, June 24, 2026 BPAC Meeting at 6:30 p.m.

9. CALENDAR

10. ADJOURNMENT

AGENDAS FOR BOARDS, COMMISSIONS, AND COMMITTEES

- The specific location of each meeting is noted on the notice and agenda for each meeting which is posted at least 72 hours in advance of the meeting. Special meetings may be called as necessary by the Committee Chair and noticed at least 24 hours in advance of the meeting.

- Questions and comments regarding the agenda may be directed to the Public Works Department at (650) 903-6311 or public.works@mountainview.gov.

- Interested persons may review the agenda and staff reports at https://mountainview.legistar.com/Calendar.aspx, at the Public Works Department counter, 500 Castro Street, First Floor and at the meeting.

SPECIAL NOTICE—Reference: Americans with Disabilities Act, 1990

- Anyone planning to attend a meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the Public Works Department at (650) 903-6306 48-hours in advance of the meeting to arrange for assistance. Upon request, in advance, by a person with a disability, agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format. Also upon request, in advance, an assistive listening device can be made available for use during the meeting.

- The Committee may take action on any matter noticed herein in any manner deemed appropriate by the Committee. Their consideration of the matters noticed herein is not limited by the recommendations indicated herein.

SPECIAL NOTICE—Any writings or documents provided to a majority of the Bicycle/Pedestrian Advisory Committee regarding any item on this agenda will be made available for public inspection in the Public Works Department, 500 Castro Street, during normal business hours and at the meeting location noted on the agenda during the meeting.

ADDRESSING THE COMMITTEE

- Interested persons are entitled to speak on any item on the agenda and should make their interest known to the Chair.

- Anyone wishing to address the Committee on a nonagenda item may do so during the "Oral Communications" part of the agenda. Speakers are allowed to speak once on any number of topics for up to three minutes.

File #: 206031, **Version:** 1

Meeting Minutes February 25, 2026

Approve the BPAC meeting minutes from February 25, 2026

City of Mountain View

Minutes

Bicycle/Pedestrian Advisory Committee

Wednesday, February 25, 2026 **6:30 PM** **Plaza Conference Room and Video Conference, 500 Castro St., Mountain View, CA 94041**

1. CALL TO ORDER

Chair Barton called the meeting to order at 6:30 p.m.

2. ROLL CALL

Staff members present:

Assistant Public Works Director Allison Boyer, Acting Transportation Manager Priyoti Ahmed, Lieutenant Alex Beraha, and Sergeant Chris Goff.

10 members of the public were present, including 2 in person and 8 online.

Present 5 - Committee Member Serge Bonte, Committee Member Peggy Huang, Committee Member John Stone, Vice Chair James Kuszmaul, and Chair Terry Barton

3. ORAL COMMUNICATIONS FROM THE PUBLIC

No public comments.

4. CONSENT CALENDAR

Public Comment:
None.

Committee Comment:
None.

MOTION - M/S - Bonte/Kuszmaul - 5/0/0 - Approve November 17, 2025 BPAC meeting minutes

The motion carried by the following vote:

Yes: 5 - Committee Member Bonte, Committee Member Huang, Committee Member Stone, Vice Chair Kuszmaul, and Chair Barton

4.1 Meeting Minutes November 17, 2025

Approved via consent calendar

5. UNFINISHED BUSINESS

6. NEW BUSINESS

6.1 BPAC Members Manual and Election Process for 2026 Chair and Vice Chair

Acting Transportation Manager Priyoti Ahmed provided a presentation on BPAC Members Manual and the election of Chair and Vice Chair.

Public Comment:

None.

Committee Comment:

Committee members indicated that tradition suggested that Vice Chair would become Chair. Kuszmaul indicated that he was willing to serve as Chair. Bonte indicated that he was willing to serve as Vice Chair.

MOTION - M/S - Stone/Kuszmaul - 5/0/0 - Elect James Kuszmaul as BPAC Chair, and Serge Bonte as BPAC Vice Chair for 2026.

The motion carried by the following vote:

Yes: 5 - Committee Member Bonte, Committee Member Huang, Committee Member Stone, Vice Chair Kuszmaul, and Chair Barton

6.2 Active Transportation Collision Report

Lieutenant Alex Beraha provided a presentation on MVPD's transparency dashboard.

Public Comment:

April thanked the Police Department for enforcing cars parked in the bike lane on El Camino Real, which has improved safety. She would also like information on how to report vehicles blocking bike lanes and looks forward to the installation of the "No Right Turn on Red" sign.

Committee Comment:

Stone asked if staff and PD coordinate to identify who is violating the rules, so you know where to place bollards. Staff clarified that there is no collaboration with PD. PD stated that they have started hash mark enforcement, which involves a full wall on both sides of California St. They will focus on parking enforcement.

Barton shared that schools are starting a bike bus to complement other bike programs and asked when the Police Department (PD) should be notified about the event. Staff explained that a "bike bus" is when students bike together as a group, which increases visibility and safety. PD noted that advance notice would be helpful from a safety perspective. Staff said they will coordinate with the Safe Routes to School program and share the information with PD, as a bike bus is expected to take place in April. The Safe Routes to School program and its funding also support traffic safety education, and the School Resource Officer provides extensive education and participates in outreach events.

Bonte relayed a public comment via email regarding the transportation dashboard and suggested that having more than 90 days of data would be more useful for identifying trends. PD responded that they should email them with a reminder of their desire to see more data, and that they can discuss this with their analyst. They also mentioned that Crossroads report writing is expected to improve the software they are currently using. Bonte expressed that having a category for citation data would be helpful to view on the dashboard. Kuszmaul agreed that more data would help identify trends and opportunities for improvement.

Huang asked if MVPD works with nearby cities like Sunnyvale and Palo Alto to compare bike safety, but PD stated that they don't have that information.

Kuszmaul expressed his gratitude for the presentation and information on the different e-bikes. He would like

to hear more about red-light cameras. Kusmaul shared his concern about the stop sign with the bicyclist and PD and whether that is a positive relationship. PD explained that there is a backstory of a cyclist and a truck both failing to stop at a stop sign, which caused the cyclist to get hurt. Kusmaul appreciated the approach PD is taking with vehicles stopping at bike lanes and careful parking enforcement on California St.

6.3 BPAC Fiscal Year 2025-26 Work Plan

Acting Transportation Manager Priyoti Ahmed presented updates on the Work Plan and TAL.

Public Comments:

April commented on the upcoming Middlefield Complete Streets agenda item and asked staff to clarify which design phase will be presented and how much flexibility will remain to incorporate public feedback. She also inquired about additional community outreach opportunities for input on City projects, while sharing a recap of MTC and VTA funding.

Committee Comments:

Kuszmaul inquired about opportunities for public input on the Middlefield Complete Streets project beyond the Bicycle and Pedestrian Advisory Committee (BPAC). Allison responded that updated project information is available on the website and reviewed the upcoming outreach opportunities for each project. The staff is currently updating the information for the first quarter of 2026. Kuszmaul also asked about the project's status for next month's BPAC meeting. The staff clarified that the project is currently in the conceptual design phase, with a 10% to 35% completion rate. Additionally, the staff noted that the Moffett plan does not include a road diet, addressing the uncertainty previously discussed at BPAC.

7. COMMITTEE/STAFF ANNOUNCEMENTS, UPDATES, REQUESTS, AND COMMITTEE REPORTS

7.1. Staff Comments

Acting Transportation Manager Priyoti Ahmed provided a presentation on recent transportation outreach efforts, including Christmas tree lighting events for Safe Routes to School and the Rengstorff Complete Streets Study, and issued an RFP for Safe Routes to School.

Public Comment:

April asked about the ATP workplan timeline and noted she had not heard updates about the ATP Advisory Committee, which last met in February 2025. Staff clarified they plan to hold an Advisory Committee meeting before the upcoming BPAC meeting.

Committee Comments:

Barton noted that bike racks, such as the one at In-N-Out, are sometimes poorly installed and unusable, and asked how the City could improve its code requirements for effective bike rack placement. Allison clarified that the ATP will not include ordinance or zoning changes but can provide recommendations. She added that staff is developing a citywide TDM ordinance, which will include stronger bike rack requirements. The ordinance will go to EPC and CTC, as it is part of planning and development regulations.

7.2. Committee Comments

Chair Kuszmaul provided an update on the VTA BPAC meetings scheduled for January 14, 2026.,and February 11, 2026.

8. SET DATE AND TIME FOR NEXT MEETING:

The next BPAC meeting is scheduled for March 25, 2026, at 6:30 p.m.

9. CALENDAR

10. ADJOURNMENT

Meeting adjourned at 8:25 p.m.

File #: 206095, **Version:** 1

Fiscal Year 2026-27 Capital Improvement Program

Support active transportation projects to be considered for inclusion in the City's Fiscal Year 2026-27 Capital Improvement Program.

City of Mountain View

MEMORANDUM

Public Works Department

DATE: April 29, 2026

TO: Bicycle/Pedestrian Advisory Committee

FROM: Nancy Doan, Senior Management Analyst
Joy Houghton, Senior Civil Engineer

VIA: Jennifer Ng, Public Works Director

SUBJECT: **Fiscal Year 2026-27 Capital Improvement Program**

RECOMMENDATION

Support active transportation projects to be considered for inclusion in the City's Fiscal Year 2026-27 Capital Improvement Program.

BACKGROUND

Fiscal Year 2026-27 is the second year of the biennial capital improvement planning cycle. During the second year of the cycle, review is focused on the following types of projects:

1. Projects that are scheduled to "roll forward" for funding in Fiscal year 2026-27;

2. Modifications to come of the "roll forward" projects;

3. Amendments to existing projects;

4. A limited addition of new projects;

The Capital Improvement Program (CIP) is divided into Non-Discretionary and Discretionary projects as described below:

- Non-Discretionary Projects are recurring, annual, or biennial initiatives focused on both ensuring regulatory compliance and preserving and maintaining City infrastructure and facilities to at least a fair status. While Council retains the authority to adjust funding, these projects generally receive consistent approval with minor inflationary adjustments.

- Discretionary Projects are those projects that do not fit the Non-Discretionary description and require approval of the City Council.

In 2026, the Finance and Administrative Services Department will recommend revisions to Council Policy A-11 (Financial and Budgetary Policy, Section 5.e) that limit Non-Discretionary projects to goods and services intended for the fiscal year they are created. The proposed update will also require non-discretionary projects to be closed-out at the end of the fiscal year or once all related expenditures have been paid, but no later than five years after the project adoption. This approach will help reduce the number of funded projects that may become outdated and will free up funding for higher-priority projects.

Accordingly, the Non-Discretionary project list has been refined to include only annual or biennial projects without a construction component to achieve the same-year service delivery and the five-year closeout period. For simplicity and consistency, projects previously classified as Non-Discretionary that include construction components will now be designated as Discretionary.

The number and types of projects recommended for inclusion in the Fiscal Year 2026–27 CIP reflect the proposed revisions to Council Policy A-11, as well as current staffing capacity and available funding. To provide context for the project discussion, this Study Session memorandum includes an update on the number of active projects, the status of resources available to deliver them, and current CIP funding levels.

The City Council held a Study Session regarding the Fiscal Year 2026-27 CIP on April 14, 2026. The Study Session memo (Attachment 1) presents:

1. An overview of the Capital Improvement Program (CIP) and second-year planning cycle;

2. The status of featured projects and Council Work Plan projects;

3. An update on the City's pavement management program and the Active Transportation Plan;

4. Information about CIP funding sources and staffing workload constraints;

5. Recommendations for prioritizing CIP unrestricted funds; and

6. Recommendations for Fiscal Year 2026-27 projects (including planned, amendments and new projects).

Some information from the Study Session is provided below; however, staff recommends the Bicycle/Pedestrian Advisory Committee (BPAC) review the entire Study Session memo to gain a greater understanding of the breadth of the CIP, its funding sources, and staff workload.

Active Projects

The City Council was provided an update on the number of capital projects currently underway,

including status of Featured and Fiscal Year 2025-26 Projects and Strategic Priorities and Council Work Plan Projects.

During CIP development efforts over the past several years, a concerted effort has been made to reduce the number of recommended new projects and to close out older projects in order to better align staff capacity with project delivery and respond to the reduction in available CIP funding sources. While several projects have been completed and closed and staffing levels have improved, staff continues to address a backlog of major capital projects, particularly in pavement, transportation, and larger facility projects. Transportation and large facility projects tend to be more complex, require significant public outreach, and are generally more demanding of staff time and resources for a prolonged period.

There are currently 290 active projects in the CIP (see Attachment 1 of the April 14, 2026 Council Study Session Report), of which 221 are managed by the Public Works Department. Figure 1 illustrates the breakdown of active Public Works projects by category.

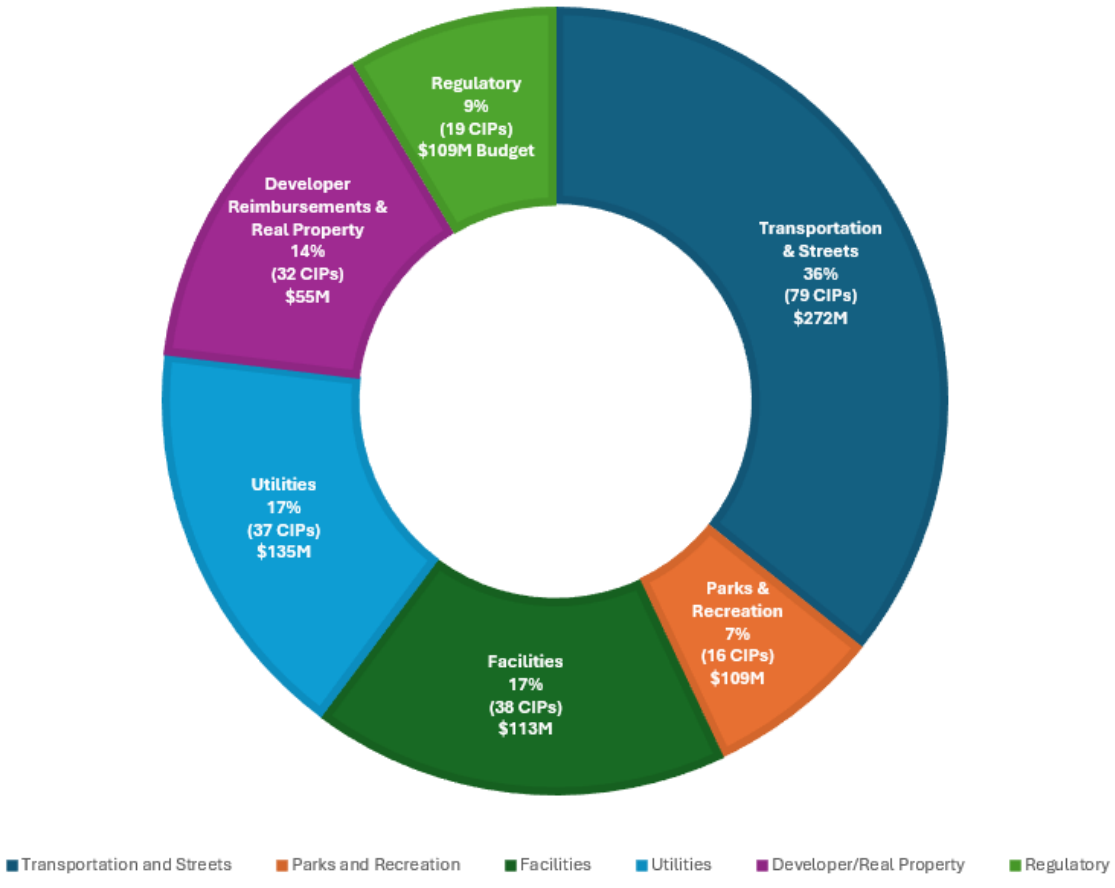


Figure 1: Active Public Works CIP Projects by Category

Notably, 36% of the active CIPs totaling to 79 CIPs are delivered by Public Works involve transportation and street projects that may include pedestrian and bicycle improvements. Recognizing the high level of Council and community interest in active transportation (pedestrian and bicycle) improvements, Table 1 provides the status of active projects involving active transportation improvements or enhancements.

Table 1: Status of CIP Projects Involving Active Transportation Improvements/Enhancements

PROJECT TITLE (CIP #)	BIKE/PEDESTRIAN ELEMENTS	STATUS	ANTICIPATED CONSTRUCTION TIMELINE
East Whisman Area Transit-Oriented Development Improvements, Phase II: Ellis Street Improvements (16-48)	• Pavement resurfacing • High visibility crosswalk and shortened crosswalks. • Multi-use path on the west side of Ellis Street between Fairchild Drive and Manila Avenue.	Design	Begin: Spring 2027 Complete Spring 2028
Shoreline Active Transportation and Utility Improvements (16-58 and 18-43)	• Pavement resurfacing • New Class IV protected bike lanes • New sidewalk • Protected Intersections at Middlefield, Terra Bella, and Pear Avenue • Water and wastewater main replacements • Five traffic signal replacements	Design	Phase 1 Begin: Summer 2026 Complete: Spring 2028
Stierlin Road Bicycle and Pedestrian Improvements (17-41)	• Protected intersection • Buffered Bike Lane • High visibility crosswalks • Mid-block pedestrian crossing • Improved lighting, traffic calming	Design	Begin: Spring 2026 Complete: Summer 2027
Bernardo Avenue Undercrossing Feasibility Study (18-69)	• Bike/ped undercrossing of Caltrain rail and Central Expressway	Preliminary Design and Environmental	TBD

PROJECT TITLE (CIP #)	BIKE/PEDESTRIAN ELEMENTS	STATUS	ANTICIPATED CONSTRUCTION TIMELINE
	• Bicycle access improvements within 500 feet of approaches		
SR 237/Middlefield Road Interchange Improvements (19-65)	• ADA-compliant curb ramps • High visibility crosswalks • Class IV bikeways on Middlefield Road between Ferguson Drive and SR 237 eastbound on- and off-ramps.	Preliminary Design	Begin: 2028 Complete: 2030
Miramonte Avenue Pavement Improvements (20-01)	• Class II buffered bike lanes on Miramonte between Cuesta and Hans • Two-way Class IV bike lane on northbound Miramonte between Hans and Castro. • Bulb-out and led-enhanced crosswalk system at Hans Avenue.	Design	Begin: Spring 2026 Complete: Spring 2027
Castro Street Curb Ramps, (20-30)	• Replace curb ramps in Downtown	Complete	
Plymouth Street/Space Park Realignment (20-40)	• New roadway pavement • High visibility crosswalks • Two-way bikeway on Shoreline Boulevard between Plymouth/Space Park and Pear Avenue • Class II bikeways on Plymouth between Joaquin and Shoreline.	Design (Phase 3)	Phase 3 Begin: Summer 2027 Complete: 2029
Stevens Creek Trail Extension (20-50)	• Trail extension from Dale/Heatherstone to Remington	Feasibility Study	Begin Study: 2026 Complete Study: Summer 2029
Castro and Evelyn Bicycle and Pedestrian Improvements (21-35)	• Interim Improvements: at grade bike/ped crossing at railroad tracks	Design	Begin: Spring 2027 Complete: Spring 2028

PROJECT TITLE (CIP #)	BIKE/PEDESTRIAN ELEMENTS	STATUS	ANTICIPATED CONSTRUCTION TIMELINE
	and bikeways on Evelyn Street		
Shoreline Boulevard Pathway (21-37)	• Reconstruct bicycle and pedestrian pathway on east side of Shoreline Blvd. • ADA-compliant curb ramps • Pathway lighting	Design	Begin: Summer 2026 Complete: Spring 2027
El Monte Corridor Improvements (21-38)	• El Monte/ Escuela/ECR Protected Intersection • Road Diet • New and enhanced crosswalks with lighting, striping, and signage • Enhanced bike facility • ADA compliant curb ramps	Design	Begin: Spring 2027 Complete: Early 2028
Grant Road/Sleeper and Other Pedestrian Crossing Improvements (21-39)	Phase 1: Grant/Sleeper, Sleeper/Franklin, Heatherstone Dale • Installation of a Pedestrian Hybrid Beacon (PHB) • High-visibility crosswalk across Grant Road with left turn restriction from Sleeper Avenue. • Bike improvement crossing Grant Road. • New and enhanced crosswalk striping and signage. ADA compliant curb ramps. Phase 2: Rengstorff/Junction, Middlefield/Terra Bella, Cuesta/Bonita Phase 3: Cuesta/Begen, Dana/Pioneer • High-visibility crosswalks.	Phase 1: Construction Phases 2 and 3: Design	Phase 1 Begin: Spring 2026 Complete: Fall 2026 Phase 2 Begin: Fall 2026 Complete: Spring 2027 Phase 3: TBD

PROJECT TITLE (CIP #)	BIKE/PEDESTRIAN ELEMENTS	STATUS	ANTICIPATED CONSTRUCTION TIMELINE
	• LED-enhanced signs		
California Complete Streets (21-40)	• Pavement resurfacing (slurry seal) • Vehicle lane reduction from four lanes to three lanes • Parking-protected bike lanes • Bulb-outs, midblock crossings, protected intersection treatments and enhanced lighting.	Complete; Pilot analysis to start in 2026.	
Crittenden Lane and North Shoreline Boulevard Reconstruction (21-41)	• Pavement resurfacing • Bike facilities • ADA-compliant curb ramps • High visibility crosswalks	Complete	
Middlefield Complete Streets (22-01)	• Class IV bikeways between Moffett and Bernardo • Pavement resurfacing • High visibility crosswalks	Design	Begin: Spring 2027 Complete: 2028
Biennial Installation of ADA Curb Ramps (22-04, 24-04)	• ADA compliant curb ramps • High visibility crosswalks	RFP	Begin: Fall 2027 Complete: Spring 2028
Rengstorff Avenue Grade Separation (22-27)	• Pavement reconstruction • Class IV bike lanes on Rengstorff between Stanford and Central Expressway • ADA compliant sidewalk and pathway • Bike/Ped overcrossing between Rengstorff Park and west side of Rengstorff Avenue • High visibility crosswalks	Design	Begin: 2027 (pending funding availability) Complete: 2031
	• Pavement resurfacing	Complete	

PROJECT TITLE (CIP #)	BIKE/PEDESTRIAN ELEMENTS	STATUS	ANTICIPATED CONSTRUCTION TIMELINE
El Camino Real Pavement Resurfacing Bike and Pedestrian Improvements (22-29)	• Bike lanes • Mid-block pedestrian crossings • Replace curb ramps		
Terra Bella Avenue Bikeway Feasibility Study (22-30)	• Assess feasibility of on-street bikeway	Pending staffing resources	TBD
SB1 Streets Project (23-03)	• Pavement resurfacing • High visibility crosswalks	Construction	Begin: Fall 2025 Complete: Summer 2026
MTC Mobility Hub Pilot (23-27)	• Bike room improvements at the Transit Center	Design	Begin: Fall 2026 Complete: Spring 2027
Interim Castro Pedestrian Mall (23-49)	• Phase I: Pavement resurfacing and decorative pavement treatment	Design	Begin: Spring 2027 Complete: Fall 2027
Annual Street Maintenance (24-01)	• Street resurfacing • High visibility crosswalks	Design	Begin: Summer 2026 Complete: Fall 2026
Moffett Boulevard Complete Streets (24-03)	• Pavement resurfacing • Protected Class IV Bikeways on Moffett Boulevard • Close sidewalk gap	Design	Begin: Spring 2027 Complete: Spring 2028
Annual Street Maintenance (25-01)	• Street resurfacing • High visibility crosswalks	RFP	Begin: Summer 2028 Spring 2029
SB-1 Streets Project (25-03)	• Street resurfacing • High visibility crosswalks	RFP	Begin: Spring 2028 Complete: Spring 2029
Street Reconstruction (25-28)	• Pavement reconstruction • High visibility crosswalks	Design	TBD
Active Transportation Improvements (25-29)	• Middlefield Bikeway Concepts	Pending staffing resources	TBD
	• Bike lanes	Design	

PROJECT TITLE (CIP #)	BIKE/PEDESTRIAN ELEMENTS	STATUS	ANTICIPATED CONSTRUCTION TIMELINE
ECR/Castro Protected Intersection and Castro Bikeway Improvements (Yosemite/High School) and ECR, Design (25-30)	• High visibility crosswalks • Protected intersection		Begin: 2027 Complete: 2028
Rengstorff Avenue Complete Streets Study (25-39)	• Identify feasible active transportation and green street improvements	Study	TBD
Concrete Sidewalk/Curb Repairs (26-02)	• Sidewalk and curb repairs	RFP	Begin: Fall 2027 Complete: Spring 2028
SB-1 Streets Project (26-03)	• Street Resurfacing • High visibility crosswalks	RFP in 2027	TBD
Biennial PMP Recertification (26-04)	• Assessment of pavement network	RFP in 2026	NA
Biennial Intersection Traffic Signal System - Major Replacements and Upgrades (26-15)	• Protected left turn phases to eliminate vehicles/pedestrian conflicts • High visibility crosswalks • Curb Ramps	RFP	Begin: Fall 2027 Complete: Fall 2028
Rail Grade Crossing Safety Improvements (26-29)	• Enhancement of bike/ped at-grade crossing through use of technology	Pending staffing resources	TBD

The thirty-six projects listed in Table 1 relate to the integrated Vision Zero Action Plan/Local Safety Plan and Suggested Routes to Schools as follows and detailed in Attachment 2:

- Twenty-three (23) projects are located on the high-injury network.
- Thirty-two (32) projects are at locations with known collision history between 2014 and 2019
- Thiry-four (34) are applying provide safety measures for Collision Type
- Twenty-two (22) projects are along suggested routes to schools.

There are 2 remaining projects that are not at these types of locations. These are the federal

grant-funded Mobility Hub that will install bike room improvements at the Transit Center and the Biennial PMP Recertification that will evaluate the overall pavement condition index of the City's roadway network.

Featured Projects

The Public Works Department delivers a wide variety of capital projects such as City buildings, transportation and roadway improvements, parks and utilities. There are currently over 221 projects underway in various phases from studies to planning through construction.

In an effort to promote transparency of project delivery status, Public Works has developed a list of 25 featured projects representing a select portion of the CIP and providing a general summary of each project, including noting if a project is part of the Council Work Plan, an active transportation project, and/or the project has grant funding. The Featured Projects are updated quarterly on the Public Works website and are available for public viewing.

Strategic Priorities and Council Work Plan

Progress towards Council workplan projects remains strong. Public Works has been progressing on many Council Work Plan projects and status of each one involving active transportation elements is detailed in Table 2 below.

Table 2: Fiscal Years 2025 and 2023-25 Council Work Plan Updates Involving Active Transportation

Work Plan Fiscal Year	Project	Status and Next Steps
2025-27	Stevens Creek Trail Extension	In September 2025, the City issued a Request for Proposals (RFP) for a feasibility and trail alignment analysis, including preliminary design and concept drawings. Staff expects to bring the consultant services agreement to Council for approval in Q2 2026 along with the cost-sharing agreement with the City of Sunnyvale. Once the agreement is executed, the preliminary design phase is expected to take two years.
2025-27	Pavement Condition Index (PCI) Increase	The City released an RFP in Q1 2026 to evaluate the current program, develop strategies for prioritizing arterial streets, and create budget scenarios to achieve the target PCI of 70. The evaluation is expected to be completed in Q4 2026 and will inform the prioritization of paving projects recommended for Council approval in Fiscal Year 2027-28.

Work Plan Fiscal Year	Project	Status and Next Steps
2025-27	Objective Design Standards	An amount of $54k is being proposed for a new FY 2026-27 project to capture Public Works staff time in updating standard details (attachment 5, Project 27-27) for roadways including street, sidewalk, bike lane, landscape strips, and green street infrastructure in the public right of way. This work is distinct from and complementary to the objective design standards Council Work Plan item being advanced by the Community Development Department.
2023-25	Holistic Citywide Review of Street Parking Regulations	The Holistic Citywide Review of Street Parking Regulations was completed in 2024.
2023-25	Adopt the Local Road Safety/Vision Zero Action Plan	On September 10, 2024, City Council adopted the Local Road Safety and Vision Zero Action Plan. On December 2, 2025, the Council Transportation Committee received a progress update on implementation of the plan. The Plan will need to be updated every 5 years and staff will return in the future to propose a CIP for the next update in 2029
2023-25	Expand the Safe Routes to School Program	The SRTS program has significantly expanded over the past four years and now includes safe routes to school curriculum, safety education, communitywide encouragement events, walk audits and program evaluation. On December 2, 2025, the Council Transportation Committee received an update on the program's status. An RFP for consultant services to assist with further program development was released in February 2026 and contract execution is in progress with the selected consultant.
2023-25	Citywide Transportation Demand Management Ordinance	This ordinance will create a citywide methodology for application and reporting of transportation demand management requirements placed upon development projects. Ordinance Language planned for EPC and CTC in Q2 2026, and City Council in Q2/Q3 2026.
2023-25	Active Transportation Plan	The Draft Active Transportation Plan will be presented to the BPAC in April 2026 and will be made available for public review and comment at the same time. The Plan is anticipated to come to Council for review in Q3 2026.
2023-25	Castro Street Grade Separation	In January 2024, City Council prioritized Rengstorff Avenue Grade Separation and deferred the Castro Street Grade Separation Project as a future project and supported implementation of interim improvements (Castro and Evelyn Improvements) at the Castro rail crossing. The project has reached 65% design completion, with full design expected by the end of 2026.

Work Plan Fiscal Year	Project	Status and Next Steps
2023-25	Citywide Travel Demand Model Update	This project will establish a travel demand model that will assist with planning efforts provide estimates of future travel needs, estimate travel behavior, and plan for future transportation needs. Consultant selection is complete. Appropriation of additional funds was approved by City Council in February 2026. Consultant agreement is being processed for execution and license agreement with VTA is being coordinated with VTA staff. Anticipated completion is in summer 2027.
2023-25	Micromobility Guidelines	Project under development. City staff have confirmed that multiple scooter share companies are interested in providing services within Mountain View. Work is underway to develop a strategy to legally lift the moratorium in order to start a pilot program approximately 12-18 months long.

Pavement Management Program Update

As shown in Table 3, 57% of the City's roadway network are residential streets. Due to the majority of the roadways in the city being residential serving, the focus in the past has been on upkeep of the residential roadways. Pavement management systems prioritize a cost-effective "best-first" strategy, which focuses on applying lower-cost preventive maintenance treatments—such as slurry seals, micro surfacing, and crack sealing—before pavement conditions decline. This approach extends the life cycle of streets and helps avoid the need for more expensive rehabilitation or reconstruction. By prioritizing treatments that deliver the greatest overall benefit, the City continues to optimize its pavement investments.

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As part of the March 25, 2025 Study Session, Councilmembers expressed a desire for staff to evaluate prioritizing major corridors over residential streets in the pavement management program. The evaluation is scheduled to be completed in fall 2026 and will inform the prioritization of paving projects in 2028 (see Attachment 3 – Pavement Management Program

Update). However, in advance of the study's completion, several arterial/collector roadways are scheduled for pavement rehabilitation such as Moffett Boulevard from Middlefield Road to RT Jones Road, Middlefield Road from Moffett to Bernardo, and Shoreline Boulevard from Middlefield Road to Pear Avenue.

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DISCUSSION

The number and types of projects included in the CIP are dependent on available staffing and funding resources. As noted in the Background section, the City continues to carry a high number of active CIP projects, and finite staffing capacity affects the City's ability to add and successfully deliver new projects. It will continue to take several more years of concentrated delivery effort to align to a ratio of 1:1 of new project needs against completed projects in a given year.

In May 2025, City Council supported staff's approach to right-size the CIP workload to better position the City for successful project delivery. As part of this effort, the Council approved the Recommended Fiscal Year 2025–26 through Fiscal Year 2029–30 CIP, which aligned project funding with available staffing resources.

Building on this approach, staff has evaluated available funding sources for projects, including unrestricted funds, and aligned them with current staffing capacity. This effort is intended to ensure that projects included in the CIP can be initiated in the fiscal year in which they are adopted and can be delivered successfully.

Staff Workload

Staff continues to address the backlog of active CIP projects, including major capital efforts—particularly those related to pavement, transportation, parks and open spaces, and large facility improvements. In recent years, many projects added to the CIP have also become more complex, requiring significant public outreach and coordination with outside agencies. These factors

contribute to an elongated project delivery schedule and a continued high workload for the Public Works project management sections responsible for delivering pavement, transportation, and park/facility projects.

Transportation Division Reorganization

As part of the organization's continuous improvements efforts to position the City for successful project delivery, on February 24, 2026, City Council approved the reorganization of the Transportation and Business Services Division and the Engineering Division within Public Works to create a new division focused solely on transportation and traffic. This new division will combine the Transportation Planning and Traffic Engineering sections and will be led by a new Chief Transportation Officer. The position will guide implementation of major policy initiatives such as the Active Transportation Plan, Vision Zero, and Transportation Demand Management plan. Recruitment of the Chief Transportation Officer will start in late spring and is anticipated to continue through the fall.

Bringing Transportation planning and Traffic Engineering together is expected to improve communication, coordination, and collaboration as the combined team works to advance the City's transportation goals. In addition, moving Traffic Engineering out of the Engineering Division will reduce the overall workload for the City Engineer, allowing greater focus on the delivery of capital projects.

Other Workload

In addition to delivering CIP projects, Public Works staff is often tasked with support efforts for non-CIP items. These include responding to public inquiries and gathering information for claims and Public Records Act requests. Additionally, as the City positions itself for modernization and further technology improvements over the next decade, supporting citywide projects with other departments, and collaborating on initiatives such as new software implementation or long-range planning documents becomes equally important. Examples include the Parks and Recreation Strategic Plan, Biodiversity and Urban Forest Plan, Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan, Downtown Precise Plan, Moffett Boulevard Precise Plan, Google Middlefield Park Master Plan, Google North Bayshore Master Plan, and the Broadband Needs Assessment and Gap Analysis. These other workload efforts, combined with an already heavy CIP project workload, means that staff continuously carries a high volume of assignments year-round.

Fiscal Year 2026-27 Project Lists

Attachment 5 of the April 14, 2026 Council Study Session Report lists the recommended Fiscal Year 2026-27 Project Lists. Table 4 lists the recommended Fiscal Year 2026-27 projects with active transportation elements.

Table 4: Fiscal Year 2026-27 CIP Projects Involving Active Transportation Improvements/Enhancements

Project	Description	Funding and Source	Active Transportation Elements
Annual Public Services Street Section Maintenance (27-01)	This project funds the sign pole replacement preventative maintenance program (which is designed to replace poles based on a 40-year life cycle) as well as the street sign and pavement markings replacement and maintenance.	$613,000 (Construction Tax, Shoreline)	• Signage and pavement markings
Biennial ADA Improvements to City Facilities (27-09)	Continuation of efforts to implement ADA improvements at City Facilities.	$113,000 (Construction Tax)	• ADA curb ramps
Annual Traffic Infrastructure Maintenance/NTMP Improvements (27-10)	Funding for traffic calming implementation on neighborhood, local, and residential streets in conformance with the Neighborhood Traffic Management Program, as well as annual bicycle counts and contracts with consultants regarding improving traffic flow. Replace traffic signal controllers, traffic detector loops, back-up batteries, LED signal lights and radar speed signs.	$756,000 (Construction Tax, Shoreline)	• Bike counts
Annual North Bayshore Semi-Annual Traffic Counts (27-17)	Perform traffic counts in the North Bayshore area to support the Transportation Demand Management (TDM) goals.	$193,000 (Shoreline)	• Traffic counts
Street Maintenance Project (Location TBD) (27-22)	Annual roadway pavement maintenance includes application of various pavement treatments (fog seal, slurry seal and overlay), adjustment of utilities and monuments, and installation of pavement markers and traffic lines.	$3,300,000 (Conveyance Tax, Gas Tax, VLF)	• Street resurfacing • High visibility crosswalks
SB-1 Streets Project (Grant Road/Sylvan Park Neighborhood) (27-23)	Basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Project can be used towards complete streets projects, traffic signals, and drainage projects.	$2,000,000 (Conveyance Tax, SB1)	• Street resurfacing • High visibility crosswalks
ATI - Evelyn Avenue Bikeway (Castro to Bernardo), Study (27-24)	Study of the Evelyn Cycle Track between Castro and Sunnyvale border at Bernardo.	$500,000 (Conveyance Tax)	• Cycle track

Project	Description	Funding and Source	Active Transportation Elements
ATI - ECR/Calderon Protected Intersection, Design (27-25)	Design of protected intersection along El Camino Real at Calderon.	$1,000,000 (Conveyance Tax)	• Protected intersection • ADA curb ramps • High visibility crosswalks
Mountain View's Standard Detail Update (27-27)	Update current standard details for: street widths (including lane widths), sidewalks and landscape strip widths, bike lane widths, and now drop off duck outs and GSI in landscape strips.	$54,000 (Conveyance Tax)	• Sidewalk and bike lane widths details

The projects listed above are recommended projects for inclusion in the Fiscal Year 2026-27 CIP.

City Council Study Session Feedback

A Council Study Session was held on April 14, 2026. The City Council supported the staff-recommended Fiscal Year 2026-27 and indicated support for Mountain View's Standard Detail Update, recognizing the importance and benefit of updating current standards.

Summary

As part of the ongoing effort to right-size the CIP and support modifications to Council policies and the Council Work Plan, staff reviewed the planned FY 2026–27 "roll forward" projects and made adjustments to ensure they can be initiated in that fiscal year. These adjustments include reclassifying certain previously non-discretionary projects with construction components as discretionary, deferring some projects to later years, and prioritizing CIP projects that support the Council Work Plan. Staff recommends the draft Fiscal year 2026-27 CIP, including nine that involve active transportation improvements/enhancements.

NEXT STEPS

Staff will provide a summary of BPAC input at the City Council adoption of the CIP in June 2026.

Attachments:
1. April 14, 2026 City Council Study Session Report
2. Status of Active CIP Projects Involving Active Transportation Improvements/Enhancements

cc: PWD, APWD – Arango, APWD – Au, APWD – Boyer, SMA – Doan, SMA – Goedicke, SCE – Houghton

DATE: April 14, 2026

TO: Honorable Mayor and City Council

FROM: Nancy Doan, Senior Management Analyst
Joy Houghton, Senior Civil Engineer
Jennifer Ng, Public Works Director

VIA: Kimbra McCarthy, City Manager

TITLE: **Fiscal Year 2026-27 Capital Improvement Program**

City of Mountain View

STUDY SESSION MEMO

PURPOSE

The purpose of this Study Session is to provide the City Council an overview of the Capital Improvement Program and obtain City Council input on the Draft Recommended Fiscal Year 2026-27 Capital Improvement Program.

BACKGROUND

This Study Session memo presents:

1. An overview of the Capital Improvement Program (CIP) and second-year planning cycle;
2. The status of featured projects and Fiscal Year 2025-26 projects;
3. An update on the City's pavement management program and the Active Transportation Plan;
4. Information about CIP funding sources and staffing workload constraints;
5. Recommendations for prioritizing CIP unrestricted funds; and
6. Recommendations for Fiscal Year 2026-27 projects (including planned, amendments and new projects).

CIP Overview

Fiscal Year 2026-27 is the second year of the biennial capital improvement planning cycle. During the second year of the cycle, review is focused on the following types of projects:

1. Projects that are scheduled to "roll forward" for funding in Fiscal Year 2026-27;

2. Modifications to some of the “roll forward” projects;

3. Amendments to existing projects;

4. A limited addition of new projects;

The Capital Improvement Program (CIP) is divided into Non-Discretionary and Discretionary Projects as described below:

- Non-Discretionary Projects are recurring, annual, or biennial initiatives focused on both ensuring regulatory compliance and preserving and maintaining City infrastructure and facilities to at least a fair status. While Council retains the authority to adjust funding, these projects generally receive consistent approval with minor inflationary adjustments.

- Discretionary Projects are those projects that do not fit the Non-Discretionary description and require approval of the City Council.

In 2026, the Finance and Administrative Services Department will recommend revisions to Council Policy A-11 (Financial and Budgetary Policy, Section 5.e) that limit Non-Discretionary projects to goods and services intended for the fiscal year they are created. The proposed update will also require non-discretionary projects to be closed-out at the end of the fiscal year or once all related expenditures have been paid, but no later than five years after the project adoption. This approach will help reduce the number of funded projects that may become outdated and will free up funding for higher-priority projects.

Accordingly, the Non-Discretionary project list has been refined to include only annual or biennial projects without a construction component to achieve the same-year service delivery and the five-year closeout period. For simplicity and consistency, projects previously classified as Non-Discretionary that include construction components will now be designated as Discretionary.

The number and types of projects recommended for inclusion in the Fiscal Year 2026–27 CIP reflect the proposed revisions to Council Policy A-11, as well as current staffing capacity and available funding. To provide context for the project discussion, this Study Session memorandum includes an update on the number of active projects, the status of resources available to deliver them, and current CIP funding levels.

Active Projects

There are currently 290 active projects in the CIP (see Attachment 1), of which 222 are managed by the Public Works Department. Figure 1 illustrates the breakdown of active Public Works projects by category.

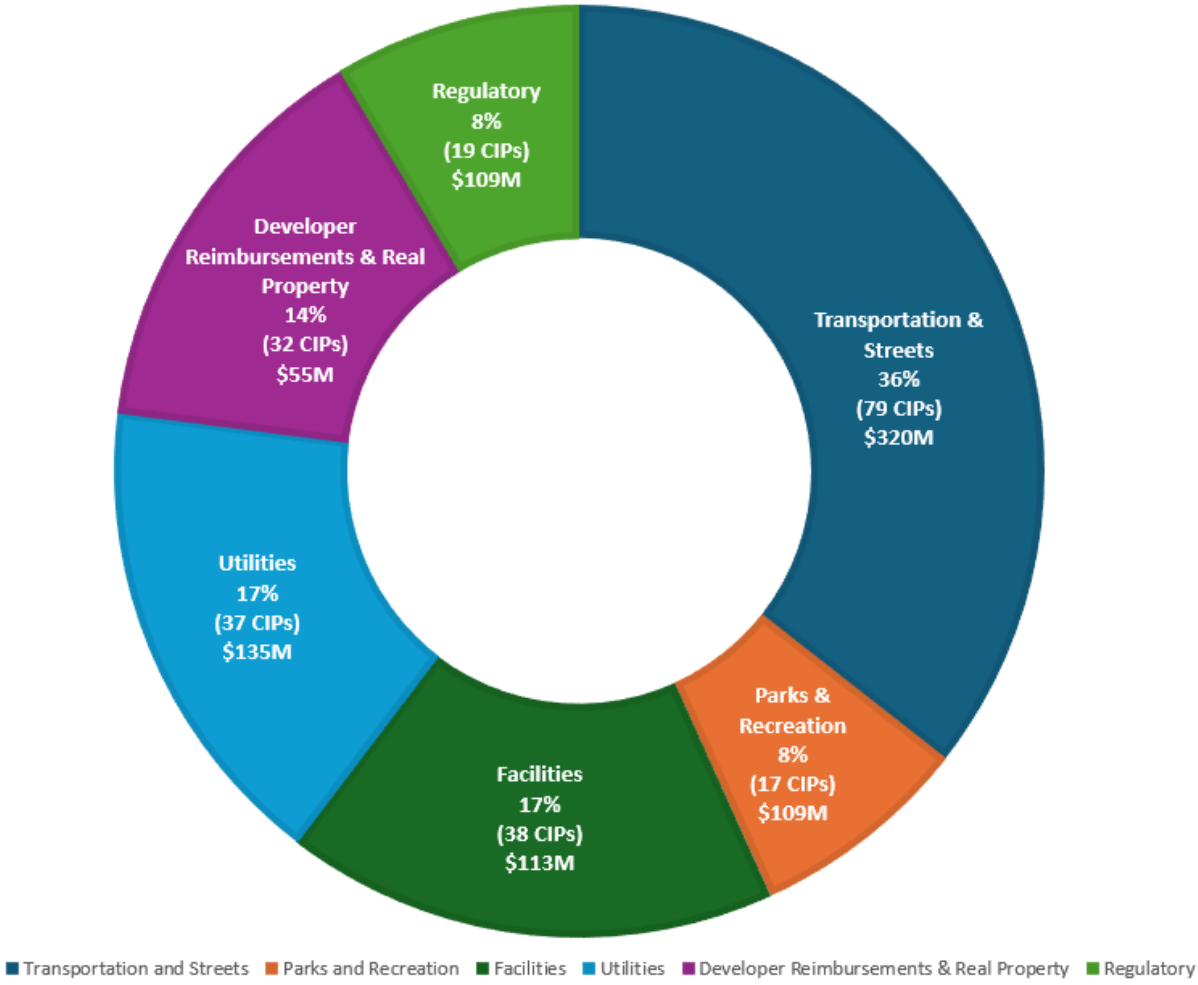


Figure 1: Active Public Works CIP Projects by Category

Notably, 36% of the active CIPs delivered by Public Works involve active transportation and street improvements, 17% involve facilities (approximately half of these are considered routine maintenance and improvements), and 8% involve park projects.

During CIP development efforts over the past several years, a concerted effort has been made to reduce the number of recommended new projects and to close out older projects in order to better align staff capacity with project delivery and respond to the reduction in available CIP funding sources. While several projects have been completed and closed and staffing levels have improved, staff continues to address a backlog of major capital projects, particularly in pavement, transportation, and larger facility projects. Transportation and large facility projects tend to be more complex, require significant public outreach, and are generally more demanding of staff time and resources for a prolonged period.

Featured and Fiscal Year 2025-26 Projects

The Public Works Department delivers a wide variety of capital projects such as City buildings, transportation and roadway improvements, parks and utilities. There are currently over 222 projects underway in various phases, from studies to planning through construction.

In an effort to promote transparency of project delivery status, Public Works has developed a list of 25 featured projects representing a select portion of the CIP and providing a general summary of each project, including noting if a project is part of the Council Work Plan, an active transportation project, and/or the project has grant funding. The Featured Projects are updated quarterly on the Public Works website and are available for public viewing.

Strategic Priorities and Council Work Plan

Progress towards Council workplan projects remains strong. Public Works has been progressing on many Council Work Plan projects and status of each one is detailed in Table 1 below.

Table 1: Fiscal Years 2025-27 Council Work Plan Update

Work Plan Fiscal Year	Project	Status and Next Steps
2025-27	Stevens Creek Trail Extension	In September 2025, the City issued a Request for Proposals (RFP) for a feasibility and trail alignment analysis, including preliminary design and concept drawings. Staff expects to bring the consultant services agreement to Council for approval in Q2 2026 along with the cost-sharing agreement with the City of Sunnyvale. Once the agreement is executed, the preliminary design phase is expected to take two years.
2025-27	Smart Water Meters	On June 10, 2025, the Council approved a cost-sharing agreement with Santa Clara Valley Water District and authorized a contract with a consultant to develop a project scope, procurement strategy, and outreach plan. The project team has been working to identify the assets and integration requirements of the existing technology and infrastructure. This project scope and procurement strategy were completed in Q1 2026, at which point the team will begin a procurement process for design and implementation of the new program.
2025-27	Pavement Condition Index (PCI) Increase	The City released an RFP in Q1 2026 to evaluate the current program, develop strategies for prioritizing arterial streets, and create budget scenarios to achieve the target PCI of 70. The evaluation is expected to be completed in Q4 2026 and will inform the prioritization of paving projects recommended for Council approval in Fiscal Year 2027-28.

Work Plan Fiscal Year	Project	Status and Next Steps
2025-27	Pickleball Solutions	In July 2025, staff added 13 pickleball hours per week at the dual-striped (tennis/pickleball) courts at Rengstorff Park. The City held a community meeting in August 2025 to share City-controlled site options for potential pickleball sites, which was attended by approximately 300 community members. Staff is currently negotiating with a private property owner to place public pickleball courts on private property. Staff shared a general update on the project with the Council and the community in January 2026 during the Parks and Recreation Strategic Plan Study Session, and expects to provide a more detailed update soon
2023-25	Holistic Citywide Review of Street Parking Regulations	The Holistic Citywide Review of Street Parking Regulations was completed in 2024.
2023-25	Adopt the Local Road Safety/Vision Zero Action Plan	On September 10, 2024, City Council adopted the Local Road Safety and Vision Zero Action Plan. On December 2, 2025, the Council Transportation Committee received a progress update on implementation of the plan. The Plan will need to be updated every 5 years and staff will return in the future to propose a CIP for the next update in 2029.
2023-25	Expand the Safe Routes to School Program	The SRTS program has significantly expanded over the past four years and now includes safe routes to school curriculum, safety education, communitywide encouragement events, walk audits and program evaluation. On December 2, 2025, the Council Transportation Committee received an update on the program's status. An RFP for consultant services to assist with further program development was released in February 2026 and contract execution is in progress with the selected consultant.
2023-25	Community Workforce Agreement	Complete.
2023-25	Citywide Transportation Demand Management Ordinance	This ordinance will create a citywide methodology for application and reporting of transportation demand management requirements placed upon development projects. Ordinance Language planned for EPC and CTC in Q2 2026, and City Council in Q2/Q3 2026.
2023-25	Active Transportation Plan	The Draft Active Transportation Plan will be presented to the BPAC in April 2026 and will be made available for public review and comment at the same time. The Plan is anticipated to come to Council for review in Q3 2026.

Work Plan Fiscal Year	Project	Status and Next Steps
2023-25	Castro Street Grade Separation	In January 2024, City Council prioritized Rengstorff Avenue Grade Separation and deferred the Castro Street Grade Separation Project as a future project and supported implementation of interim improvements (Castro and Evelyn Improvements) at the Castro rail crossing. The project has reached 65% design completion, with full design expected by the end of 2026.
2023-25	Citywide Travel Demand Model Update	This project will establish a travel demand model that will assist with planning efforts provide estimates of future travel needs, estimate travel behavior, and plan for future transportation needs. Consultant selection is complete. Appropriation of additional funds was approved by City Council in February 2026. Consultant agreement is being processed for execution and license agreement with VTA is being coordinated with VTA staff. Anticipated completion is in summer 2027.
2023-25	Micromobility Guidelines	Project under development. City staff have confirmed that multiple scooter share companies are interested in providing services within Mountain View. Work is underway to develop a strategy to legally lift the moratorium in order to start a pilot program approximately 12-18 months long.
2025-27	Objective Design Standards	An amount of $54k is being proposed for a new FY 2026-27 project to capture Public Works staff time in updating standard details (attachment 5, Project 27-27) for roadways including street, sidewalk, bike lane, landscape strips, and green street infrastructure in the public right of way. This work is distinct from and complementary to the objective design standards Council Work Plan item being advanced by the Community Development Department.

Pavement Management Program Update

As shown in Table 2, 57% of the City's roadway network are residential streets. Due to the majority of the roadways in the city being residential serving, the focus in the past has been on upkeep of the residential roadways. Pavement management systems prioritize a cost-effective "best-first" strategy, which focuses on applying lower-cost preventive maintenance treatments—such as slurry seals, micro surfacing, and crack sealing—before pavement conditions decline. This approach extends the life cycle of streets and helps avoid the need for more expensive rehabilitation or reconstruction. By prioritizing treatments that deliver the greatest overall benefit, the City continues to optimize its pavement investments.

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CIP Funding Sources

The City's Capital Improvement Program (CIP) is supported by multiple funding sources. Some—such as the Water, Wastewater, and Solid Waste Funds—are enterprise funds primarily financed through service fees paid by residents and businesses for water, sewer, and solid waste services. These funds are restricted and may only be used for activities related to their respective utilities.

In addition, certain fees generate revenue that can be used to support projects identified in each fee's corresponding nexus study. The City also receives funding from regional, state, and federal sources, including both formula-based allocations and competitive grant programs.

Other funding sources, such as the CIP Reserve, Construction Tax, and Conveyance Tax funds, are less restricted and may be used for a broader range of capital projects. Because of this flexibility, these funds are often in the highest demand and typically receive the most City Council deliberation during the CIP development process. Attachment 4 provides additional detail on the various funding sources.

DISCUSSION

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Building on this approach, staff has evaluated available funding sources for projects, including unrestricted funds, and aligned them with current staffing capacity. This effort is intended to ensure that projects included in the CIP can be initiated in the fiscal year in which they are adopted and can be delivered successfully.

Status of Funding Sources

Staff has been tracking the funding sources over the past few years and most funding sources have increased or remained flat. Figure 2 and Table 3 outline the five major funding sources that the CIP relies on.

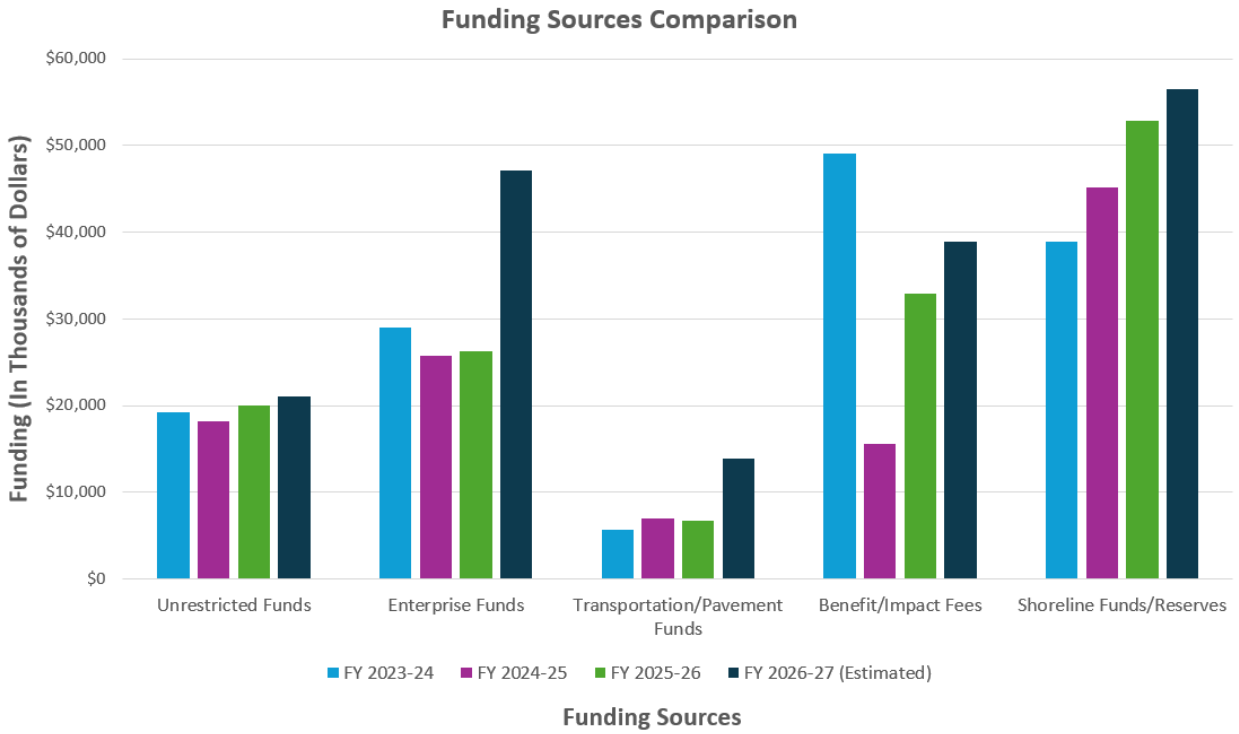


Figure 2: Funding Sources Status

Table 3: Funding Sources Status

Funding Balances (in thousands of dollars) Available for the CIP as of July 1st	2023-24	2024-25	2025-26	Estimated 2026-27
Unrestricted Funding (CIP Reserve, C/C Tax) 2026-27 includes Measure G funding	$19,173	$ 18,216	$ 19,995	$ 21,100
Enterprise Funds (Water, Sewer and Solid Waste), includes Capacity Charges	$ 29,034	$ 25,689	$ 26,330	$ 47,152
Transportation Funds (Gas Tax, SB1, VLF, and 2016 Measure B)	$ 5,738	$ 7,041	$ 6,759	$ 13,946
Development, Public Benefits and Impact Fees	$ 49,053	$ 15,568	$ 32,943	$ 38,941
Shoreline Regional Park Community (in 2025-26 includes Shoreline CIP Reserve)	$ 38,905	$ 45,146	$ 52,851	$ 56,458

- Unrestricted Funds – The unrestricted funds are highly affected by the City's economy. In the past, these funds have relied on one-time increases, helping the CIP Reserve and fund necessary projects. In 2026-27 the introduction of revenue from Measure G helped these valuable funds increase. The estimated available funding of unrestricted funds in Fiscal Year 2026-27 is expected to be approximately 6% more than the previous year.

- Enterprise Funds – These funds are generated by fees charged to residential and business customers and are used to fund utility (storm, sanitary sewer, water and solid waste/landfill) projects. Following the recently completed rate study, the estimated available funding is expected to be approximately 79% higher than the previous year.

- Transportation Funds – Funding received from the Vehicle Registration Fee, Measure B Sales Tax, and SB-1 for road infrastructure maintenance and repair is expected to double compared to the previous year, primarily due to a resurgence in gas tax revenues and the release of funds from completed or older projects.

- Shoreline Regional Park Community – At this time, this revenue source has not been affected by the economy. Although the balance appears high again this fiscal year, staff is setting aside a majority of the balance for several future year CIP projects in the North Bayshore Area that will require funding within the next 1-3 years, such as construction of the North Bayshore Recycled Water Reservoir, estimated at $22 million and a portion of funding for the Rengstorff Avenue Grade Separation Project, estimated at $25 million. Recently, staff created two Shoreline Reserves to help fund Sea level Rise projects as well as standard Shoreline Park maintenance.

- Developer Fees and Charges – Developer fees show a steady increase, primarily because there are no active projects planned in those areas.

The projected available funding will be used to fund nondiscretionary roll-forward projects, amendments to existing projects and discretionary projects. At this time, there is sufficient funding available to fund the recommended Fiscal Year 2026-27 CIP.

Staff Workload

Staff continues to address the backlog of active CIP projects, including major capital efforts—particularly those related to pavement, transportation, parks and open spaces, and large facility improvements. In recent years, many projects added to the CIP have also become more complex, requiring significant public outreach and coordination with outside agencies. These factors contribute to an elongated project delivery schedule and a continued high workload for the Public Works project management sections responsible for delivering pavement, transportation, and park/facility projects.

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Chief Transportation Officer. The position will guide implementation of major policy initiatives such as the Active Transportation Plan, Vision Zero, and Transportation Demand Management plan. Recruitment of the Chief Transportation Officer will start in late spring and is anticipated to continue through the fall.

Bringing Transportation planning and Traffic Engineering together is expected to improve communication, coordination, and collaboration as the combined team works to advance the City's transportation goals. In addition, moving Traffic Engineering out of the Engineering Division will reduce the overall workload for the City Engineer, allowing greater focus on the delivery of capital projects.

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Prioritizing CIP Unrestricted Funds

The CIP Reserve, Construction Tax, and Conveyance Tax are highly valuable funding sources for the CIP because they are not restricted by project type or location, allowing the City to have flexibility in addressing a wide range of infrastructure needs. Consistent with the City's approach over the past five years, staff recommends prioritizing the use of these unrestricted funds in the following order:

1. Non-Discretionary Projects – Staff recommends that the Non-Discretionary Projects with no or insufficient dedicated fundings sources continue to be funded first from available CIP Reserve, Construction Tax, and Conveyance Tax funds. These projects are critical to maintaining City infrastructure, supporting City operations, and preserving current citywide service levels. Funding these projects first ensures that essential infrastructure rehabilitation and operational needs are addressed.

2. Amendments to existing projects – Some projects currently underway have no or insufficient dedicated funding sources and require additional resources due to

unforeseen scope changes, cost increases, or the need to move into the next project phase (such as design or construction). Providing additional unrestricted funding allows these active projects to continue progressing toward completion. Many of these projects are already well into design and approaching construction; delaying or deferring funding could result in lost time, reduced progress, and higher costs to restart them later.

3. Roll-Forward and New Discretionary Projects – Remaining unrestricted funds would be prioritized for roll-forward and new discretionary projects that meet previously approved Council-supported criteria, including:

    - Public and personnel safety
    - Compliance with regulatory requirements
    - Maintaining City facilities and infrastructure in a state of good repair
    - Providing local match or cost-sharing to secure grants or other external funding
    - Pavement rehabilitation, reconstruction, and preventive maintenance to maintain the City's current PCI rating (including integration of bicycle and pedestrian improvements)
    - Alignment with Council Strategic Priorities and work plan initiatives

Staff recommends maximizing the use of unrestricted CIP Reserve, Construction Tax, and Conveyance Tax funds for projects without dedicated funding sources. Under this approach, non-discretionary projects would be funded first, followed by amendments to existing projects, with any remaining funds allocated to roll-forward and new discretionary projects based on the Council-supported prioritization criteria listed above.

Fiscal Year 2025-26 CIP Project Lists

Non-Discretionary Projects

The list of 21 planned Non-Discretionary Projects scheduled to roll forward for funding in Fiscal Year 2026-27 is shown in Table 4 (see Attachment 5 for project descriptions). These projects are essential in maintaining and preserving the City's infrastructure and facilities and are recommended for funding. In addition, these projects reflect the proposed revisions to Council Policy A-11 ensuring these projects can be closed within 5 years of adoption.

Table 4: Fiscal Year 2026-27 Non-Discretionary Roll-Forward Projects

Project No.	Non-Discretionary Projects	Budget (in thousands of dollars)
27-01	Annual Public Services Street Section Maintenance	$ 613*
27-02	Annual Maintenance Agreement for JPB/VTA Transit Center	72
27-03	Annual Shoreline Landfill Gas, Cap and Leachate Maintenance	537
27-04	Annual Water System Improvements and Recycled Water System Improvements	825
27-05	Annual Wastewater System Improvements	211
27-06	Annual Facilities Maintenance	944*
27-07	Annual Planned and Emergency Facilities Projects	738*
27-08	Annual New Energy Conservation Measures	125*
27-09	Biennial ADA Improvements to City Facilities	113*
27-10	Annual Traffic Infrastructure Maintenance/NTMP Improvements	756*
27-11	Annual Parks Renovations/Improvements	391*
27-12	Annual Forestry Maintenance Program and Street Tree Replanting	770*
27-13	Biennial Good Neighbor Fence Replacements	46*
27-14	Biennial Tennis Court Resurfacing	106*
27-15	Biennial Turf and Bunker Improvements	742
27-16	Developer Reimbursements	152*
27-17	Annual North Bayshore Semi-Annual Traffic Counts	193
27-18	Annual Regional Public Safety	180*
27-19	Annual Real Estate Technical and Legal Services	110*
27-20	Annual Capital Improvement Program Development	84*
27-21	Annual Information Technology Projects (1-5 Separate Projects Per Fiscal Year)	500*

*Project funded wholly or partially using unrestricted funding.

Staff recommends modifications to two roll-forward Non-Discretionary Projects:

- Annual Parks Renovations/Improvements (27-11) – An ongoing funding increase in the amount of $90,000 is needed to support the Castro Pedestrian Mall's ongoing improvements, operations and maintenance of downtown amenities including games, seating tables, umbrellas, plantings, and patios, bringing the total planned funding to $391,000.

- Biennial Turf and Bunker Improvements (27-15) – A one-time funding increase in the amount of $390,000 is needed to replace the 15 outdated analog irrigation controllers around Shoreline Golf Links with new digital controllers for water conservation and efficiency, and upgrade the antennae at the Shoreline Maintenance Facility, bringing the total planned funding to $742,000.

There is sufficient funding for Non-Discretionary Projects, including the recommended modifications for the two projects above.

Amendments to Active Projects

Several projects currently in development have approved funding but include proposed changes to project scope and/or funding levels. The recommended amendments consist of the following:

- Increase in funding – Several projects include changes in scope that require an increase in funding from various funding sources.

- Transfer of funding – Some projects requiring additional funding are recommended to receive funding through transfers from older completing projects or from planned Fiscal Year 2026–27 roll-forward projects that do not need the full increment of funding.

- Decrease in funding – Staff reviewed projects scheduled for completion in early Fiscal Year 2026–27 and recommends adjusting funding to only the amount necessary to complete the work. This will allow excess funds to be released and made available for other projects.

Table 5 lists the recommended amendments and provides detailed descriptions of each amendment.

Table 5: Fiscal Year 2025-26 Amendments to Existing Projects

Project	Amendment	Justification
Information Technology Computer Projects (13-18)	Decrease funding by $16,637 (Various Funds)	Closing multiple subprojects that have been completed.
Information Technology Computer Projects (16-18)	Decrease funding by $155,000 (Various Funds)	Closing multiple subprojects that have been completed.
Replacement of Utility Billing/Cash Receipting/Business License System (16-51)	Increase funding by $500,000 (Various Funds)	Funding covers Phase II: Business License and Miscellaneous Cash receipts as well as integration cost increases.
Information Technology Computer Projects (17-18)	Decrease funding by $57,000 (Various Funds)	Closing multiple subprojects that have been completed.
Rengstorff Park Aquatic Center, Design and Construction (18-38)	Appropriate $36,493 in PG&E rebates	Accept and appropriate PG&E rebates.
NB Shoreline/101 Offramp Realignment, Construction (20-37)	Increase funding by $9,804,000 (Various Funds)	Cost rise due to contaminated soil and regulatory compliance issues.
Public Safety Building, Design (20-49)	Increase funding by $2,000,000 (CIP Reserve)	Transfer of reserve funds to reduce the funding gap.
Sustainability (20-99)	Increase funding by $291,000 (Conveyance Tax and General Nonoperating Funds)	Two actions – 1) transferring $300,000 out to Public Works CIP 26-31: Fleet EV Charging and 2) add $591,000 for Limited Term Analyst and consultant help for Sustainability
SB1 Streets Project (21-30)	Decrease funding by $300,000 (2016 Measure B Funds)	Project construction is complete, release funding for other projects.
IT Project (IT Infrastructure and Telecommunication Support) (21-33)	Transfer $595,000 of funding by closing older projects. (Various Funds)	Funding transferred from older projects to improve efficiency.
Shoreline Blvd Pathway Improvements (21-37)	Decrease funding by $700,000 (CIP reserve)	Project construction contract is executed, release surplus funding for other projects.
Project Management Database (21-42)	Increase funding by $200,000 (Various Funds)	Add funding to complete eBuilder implementation.

Project	Amendment	Justification
El Camino Real Bike and Ped Improvements, Construction (22-29)	Decrease funding by $1,700,000 (Construction Tax and Measure P)	Project construction is complete, release funding for other projects.
Citywide Trash Capture, Phase II and III (22-40)	Transfer $330,000 of funding from 2026-27 roll forward project (Storm Drain Fund)	Change Title and add Phase III to the existing project to increase efficiency.
Historic Preservation Ordinance Implementation (22-45)	Increase funding by $90,000 (Land Use Funds)	Funding to implement various actions from the Historic Preservation Ordinance process.
SB-1 Streets Project (23-03)	Decrease funding by $1,000,000 (CIP Reserve and Construction Tax)	Project construction is complete, release funding for other projects.
Biodiversity Strategy (23-37)	Increase funding by $160,000 (CIP Reserve)	Add funds for consultant to develop interactive web-based tree selection tool.
Castro/Dana and Castro/Villa Intersection Improvements (23-49)	Increase funding by $2,700,000 (CIP reserve) and amend title.	Add construction phase funding to project.
Moffett Blvd Complete Streets (24-03)	Increase funding by $1,500,000 (SB1 Funds)	Add funding to design and construction of green stormwater infrastructure and anticipated night- time work requirements by Caltrans.
Miramonte Reservoir Site Improvements (24-41)	Transfer $6,450,000 of funding from 2026-27 roll forward project (Water Funds) and increase funding by $500,000 (Water Funds)	Amend title, add construction phase to project and increase funding.
Water Main/Service Line Replacement (25-08)	Transfer $6,723,000 of funding from 2026-27 roll forward and closing older project (Water Funds)	Add funding from two active water projects to improve efficiency and add construction phase to project.
Sanitary Sewer Main Replacement (25-09)	Transfer $4,206,000 of funding from 2026-27 roll forward and closing older project (Wastewater Funds)	Add funding from two active sewer projects to improve efficiency and add construction phase to project.

Project	Amendment	Justification
Facilities Maintenance - Child Care Center 25-1202 (25-12)	Increase funding by $170,000 (CIP Reserve)	Replace the existing childcare center playground's rubber surfacing.
Miramonte Complete Streets, D&C (25-28)	Transfer $5,248,000 of funding by closing three older projects. (Various Funds)	Add funding from three active street projects to improve efficiency and add construction phase to project.
ADA Curb Ramp and Sidewalk Repairs (26-02)	Transfer $1,180,000 of funding from two 2026-27 roll forward projects (Construction Tax)	Add funding from two active curb and sidewalk projects to improve efficiency and add construction phase to project.
Shoreline Closed Landfill Facility Improvements (26-11)	Transfer $879,000 of funding from 2026-27 roll forward and closing older project (Shoreline Funds)	Change Title and Scope to better align project with future Shoreline Closed Landfill needs.
Fleet EV Charging Infrastructure and Equipment (26-31)	Transfer $300,000 of funding from CIP 20-99 (General Nonoperating Funds)	Change Title and Scope to better align project with future Fleet EV Charging needs. Transfer funds from 20-9903: Sustainability

Discretionary Projects

As part of the ongoing effort to right-size the CIP and support modifications to Council policies and the Council Work Plan, staff reviewed the planned FY 2026–27 “roll forward” projects and made adjustments to ensure they can be initiated in that fiscal year. These adjustments include reclassifying certain previously non-discretionary projects with construction components as discretionary, deferring some projects to later years, and prioritizing CIP projects that support the Council Work Plan.

Newly Classified Discretionary Projects

As discussed previously, several projects that have construction components have been reclassified as discretionary projects to support the upcoming modification to Council Policy A-11. The following projects have been reclassified as Discretionary Projects:

- Annual Street Maintenance (Location - TBD)
- ADA Curb Ramps and Sidewalk Repair (Location – TBD)

- SB-1 Streets Project (Grant Road/Sylvan Park Neighborhood)
- Annual Water Main/Service Line Replacement
- Annual Sanitary Sewer Main Replacement

Project Deferrals

To better align staffing resources with higher-priority projects and allow for the completion of earlier phases that will inform future work, the following projects are recommended for deferral to FY 2027–28:

- 711 Calderon Park – Defer due to lack of funding in planning area.
- LASD School Site Facilities – Defer due to timing with the School District project.
- Senior Center Social Hall Floor Replacement - Defer to allow staff to reassess the flooring condition.
- El Camino Real Median Landscaping Project - Defer until after the adoption of the Biodiversity Plan to inform the plant palette/plan for this location.
- ECR/Castro Protected Intersection (Phase II), Construction – Defer construction to allow design activities in fiscal year 2026-27.
- Purchase EV Buses and Design/Construct EV Bus Storage Facility – Defer until grant funding is secured. Project may be implemented in phases.
- Street Parking and Policy Study – Defer due to staffing resources.
- Fire Station No. 4 Modular Classroom, Design – Trade this project's schedule with the Fire Station Facilities Master Plan Project.
- Water and Sewer Main Crossing 101 n/o Rengstorff, Design – Defer due to staffing resources
- Highway 101 Stormwater Pipe Improvements – Defer due to staffing resources.
- Shoreline Area Irrigation Main Imp, Construction (Phase II) - Defer construction to allow completion of design.

- Rengstorff Avenue Grade Separation – Defer to allow completion of design (project is still underway).

High Priority Projects

To support Council Strategic Priorities and Work Plan and address aging facilities, staff recommends advancing two projects planned for fiscal year 2027-28 to fiscal year 2026-27:

- Field Renovations – Crittenden Field – This project will be led and managed by the school district and funding proposed is the City cost share of the renovations.

- Fire Station Facilities Master Plan – This project will create a comprehensive blueprint for the Fire Department's buildings and infrastructure, guiding future development and capital investments. This project will trade schedules with the Fire Station No. 4 Modular Classroom Design project.

In addition to the modifications to the Roll-Forward 2026-27 projects above, the following planned construction phases funding will be added to existing projects through amendments:

- Concrete Sidewalk/Curb Repairs (27-XX) – Planned funding of $870,000 to be appropriated to ADA Curb Ramps and Sidewalk Repairs, Project 26-02.

- Biennial Installation of ADA Curb Ramps (27-XX) – Planned funding of $85,000 to be appropriated to ADA Curb Ramps and Sidewalk Repairs, Project 26-02.

- Citywide Trash Capture – Phase III (27-XX) – Planned construction funding of $330,000 to be appropriated to Citywide Trash Capture, Phases II and III, Project 22-40.

New Discretionary Projects

During the roll-forward year of the CIP funding cycle, new projects are generally limited to projects that have more immediate needs and should not wait until the next five-year CIP planning process. In reviewing the new project requests, staff considered the Council's Strategic Priorities, Council direction received over the last year, and the criteria for prioritizing unrestricted funds confirmed by Council during the Fiscal Year 2021-22 through Fiscal Year 2025-26 CIP process in 2021.

Incorporating the above modifications and new projects (denoted with a plus sign), Table 6 lists 22 discretionary Fiscal Year 2026-27 projects (see Attachment 5 for project descriptions).

Table 6: Fiscal Year 2026-27 Discretionary Projects

Project No.	Roll Forward Discretionary	Budget (in thousands of dollars)
27-22	Street Maintenance Project (TBD)	$ 3,300*
27-23	SB-1 Streets Project (Grant Road/Sylvan Park Neighborhood)	1,775*
27-24	ATI - Evelyn Avenue Bikeway (Castro to Bernardo), Study	500*
27-25	ATI - ECR/Calderon Protected Intersection, Design (Phase II)	1,000*
27-26	City Bridges and Culverts Structural Inspection and Repairs	300*
27-27	Mountain View Roadway Standard Detail Updates+	54*
27-28	Field Renovations - Shoreline Athletic Field	2,500
27-29	Roof Safety, Construction+	240*
27-30	Downtown Parking Wayfinding+	320*
27-31	Library Automated Materials Handling System	600*
27-32	Fire Station Facilities Master Plan	400
27-33	Fire Station Flooring+	200
27-34	City Hall Master Plan+	300*
27-35	City Hall Remodels (various)+	2,200*
27-36	Library Renovation – Settlement+	1,160*
27-37	Callahan (Crittenden) Field Lighting Upgrade	470
27-38	Field Renovations - Crittenden Field	1,000
27-39	San Veron Park Renovations+	350
27-40	Sierra Vista Renovations+	436
27-41	Sewer Main Replacement Crossing 101 at Spring, Design	1,340
27-42	Digitize Planning and Building Permit Files+	150*
27-43	Police CCTV Replacement+	460*

*Project funded wholly or partially using unrestricted funding.

RECOMMENDATION

Staff seeks Council input to allow staff to finalize the Recommended Fiscal Year 2026-27 CIP.

Council Question: Does Council support the staff recommendations for projects in the Draft Fiscal Year 2026-27 CIP or have any suggested changes?

Next Steps

Staff will provide the list of recommended transportation projects to the Bicycle/Pedestrian Advisory Committee in April 2026 and the recommended Park Land Funded projects to the Parks and Recreation Commission in May 2026.

Based on the direction provided by Council at this Study Session, staff will prepare the final Recommended Fiscal Year 2026-27 CIP for Council adoption on June 23, 2026.

FISCAL IMPACT

There is no fiscal impact associated with approving the Draft Recommended Fiscal Year 2026-27 Capital Improvement Program.

The City Council will be requested to appropriate the necessary funding for the Recommended Fiscal Year 2026-27 CIP in conjunction with the approval of the Fiscal Year 2026-27 Recommended Budget on June 23, 2026.

PUBLIC NOTICING

Agenda posting, email to neighborhood associations, and posts on social media and the City's website.

Attachments:
1. Active Capital Improvement Program Projects
2. Status of Fiscal Year 2025-26 Projects Including Backlog
3. Pavement Management Program Memo
4. CIP Funding Sources
5. Draft Recommended Fiscal Year 2026-27 Projects

PROJECT TITLE (CIP #)	BIKE/PEDESTRIAN ELEMENTS	STATUS	ANTICIPATED CONSTRUCTION TIMELINE	COMMENTS	HINC	Known Collision History in the last 10 years	Known Proven Safety Measure (Y or N)	SRTS (Y or N)	ADA CURB RAMPS	HIGH VISIBILITY CROSSWALKS	CLASS II/III BIKE LANES	PROTECTED BIKE LANES	PROTECTED INTERSECTION	TRAFFIC SIGNAL	TRAIL IMPROVEMENT/EXTENSION	ROAD DIET
East Whisman Area Transit-Oriented Development Improvements, Phase II: Ellis Street Improvements (16-48)	• Pavement resurfacing • High visibility crosswalk and shortened crosswalks. • Multi-use path on the west side of Ellis Street between Fairchild Drive and Manila Avenue.	Design	Begin: Spring 2027 Complete Spring 2028	Scope adjustment due to Google project rescheduling. CPUC and Caltrans permits required	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No
Shoreline Active Transportation and Utility Improvements (16-58 and 18-43)	• Pavement resurfacing • New Class IV protected bike lanes • New sidewalk • Protected Intersections at Middlefield, Terra Bella, and Pear Avenue • Water and wastewater main replacements • Five traffic signal replacements	Design	Phase 1 Begin: Summer 2026 Complete: Spring 2028		Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	NA	No
Stierlin Road Bicycle and Pedestrian Improvements (17-41)	• Protected intersection • Buffered Bike Lane • High visibility crosswalks • Mid-block pedestrian crossing • Improved lighting, traffic calming	Design	Begin: Spring 2026 Complete: Summer 2027	Funded by Federal grant. Includes Shoreline Blvd between Montecito and W. Middlefield Road. Design complete. Pending Federal funding authorization to proceed.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	NA	No
Bernardo Avenue Undercrossing Feasibility Study (18-69)	• Bike/ped undercrossing of Caltrain rail and Central Expressway • Bicycle access improvements within 500 feet of approaches	Preliminary Design and Environmental	TBD	Measure B funded. Caltrain is project lead for design and construction. Collaboration between Mountain View,	No	Yes	Yes	No	NA	NA	NA	NA	NA	NA	NA	NA
SR 237/Middlefield Road Interchange Improvements (19-65)	• ADA-compliant curb ramps • High visibility crosswalks • Class IV bikeways on Middlefield Road between Ferguson Drive and SR 237 eastbound on- and off-ramps.	Preliminary Design	Begin: 2028 Complete: 2030	Measure B funded.	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	No	No
Miramonte Avenue Pavement Improvements (20-01)	• Class II buffered bike lanes on Miramonte between Cuesta and Hans • Two-way Class IV bike lane on northbound Miramonte between Hans and Castro. • Bulb-out and led-enhanced crosswalk system at Hans Avenue.	Design	Begin: Spring 2026 Complete: Spring 2027	Miramonte Avenue (Cuesta to Castro).	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	NA	Yes
Castro Street Curb Ramps, (20-30)	• Replace curb ramps in Downtown	Complete			Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	NA	NA
Plymouth Street/Space Park Realignment (20-40)	• New roadway pavement • High visibility crosswalks • Two-way bikeway on Shoreline Boulevard between Plymouth/Space Park and Pear Avenue • Class II bikeways on Plymouth between Joaquin and Shoreline.	Design (Phase 3)	Phase 3 Begin: Summer 2027 Complete: 2029	Construction to proceed in three phases: 1) tree removal (completed), 2) building demolition (completed), 3) street realignment (design)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	NA	No
Stevens Creek Trail Extension (20-50)	• Trail extension from Dale/Heatherstone to Remington	Feasibility Study	Begin Study: 2026 Complete Study: Summer 2029	RFP for Preliminary Design to be issued in Spring 2025. Partially funded through Measure B Grant and cost sharing local match with City of Sunnyvale.	No	No	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA
Castro and Evelyn Bicycle and Pedestrian Improvements (21-35)	• Interim Improvements: at grade bike/ped crossing at railroad tracks and bikeways on Evelyn Street	Design	Begin: Spring 2027 Complete: Spring 2028	Measure B funded.	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes	No	No
Shoreline Boulevard Pathway (21-37)	• Reconstruct bicycle and pedestrian pathway on east side of Shoreline Blvd. • ADA-compliant curb ramps • Pathway lighting	Design	Begin: Summer 2026 Complete: Spring 2027	$2M grant funding by One Bay Area Grant Program. Shoreline Blvd from Wright Avenue to Villa Street.	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	No	Yes	No
El Monte Corridor Improvements (21-38)	• El Monte/ Escuela/ECR Protected Intersection • Road Diet • New and enhanced crosswalks with lighting, striping, and signage • Enhanced bike facility • ADA compliant curb ramps	Design	Begin: Spring 2027 Complete: Early 2028	Federally funded	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Grant Road/Sleeper and Other Pedestrian Crossing Improvements (21-39)	Phase 1: Grant/Sleeper, Sleeper/Franklin, Heatherstone Dale • Installation of a Pedestrian Hybrid Beacon (PHB) • High-visibility crosswalk across Grant Road with left turn restriction from Sleeper Avenue. • Bike improvement crossing Grant Road. • New and enhanced crosswalk striping and signage. ADA compliant curb ramps. Phase 2: Rengstorff/Junction, Middlefield/Terra Bella, Cuesta/Bonita Phase 3: Cuesta/Begen, Dana/Pioneer • High-visibility crosswalks. • LED-enhanced signs	Phase 1: Construction Phases 2 and 3: Design	Phase 1 Begin: Spring 2026 Complete: Fall 2026 Phase 2 Begin: Fall 2026 Complete: Spring 2027 Phase 3: TBD	Construction to proceed in three phases	No	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
	• Pavement resurfacing (slurry seal)															

California Complete Streets (21-40)	• Vehicle lane reduction from four lanes to three lanes • Parking-protected bike lanes • Bulb-outs, midblock crossings, protected intersection treatments and enhanced lighting.	Complete; Pilot analysis to start in 2026.		Showers to Shoreline Boulevard.	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes	No	No	Yes
Crittenden Lane and North Shoreline Boulevard Reconstruction (21-41)	• Pavement resurfacing • Bike facilities • ADA-compliant curb ramps • High visibility crosswalks	Complete			Yes	No	Yes	No	No	Yes	Yes	No	No	No	No	No
Middlefield Complete Streets (22-01)	• Class IV bikeways between Moffett and Bernardo • Pavement resurfacing • High visibility crosswalks	Design	Begin: Spring 2027 Complete: 2028	Middlefield Road Complete Streets. Federally Funded.	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	NA	No	No
Biennial Installation of ADA Curb Ramps (22-04, 24-04)	• ADA compliant curb ramps • High visibility crosswalks	RFP	Begin: Fall 2027 Complete: Spring 2028	Citywide	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No
Rengstorff Avenue Grade Separation (22-27)	• Pavement reconstruction • Class IV bike lanes on Rengstorff between Stanford and Central Expressway • ADA compliant sidewalk and pathway • Bike/Ped overcrossing between Rengstorff Park and west side of Rengstorff Avenue • High visibility crosswalks	Design	Begin: 2028 (pending funding availability) Complete: 2031	Measure B funded. Construction phase not fully funded.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
El Camino Real Pavement Resurfacing Bike and Pedestrian Improvements (22-29)	• Pavement resurfacing • Bike lanes • Mid-block pedestrian crossings • Replace curb ramps	Complete		Caltrans project.	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No	No
Terra Bella Avenue Bikeway Feasibility Study (22-30)	• Assess feasibility of on-street bikeway	Pending staffing resources	TBD		No	Yes	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA
SB1 Streets Project (23-03)	• Pavement resurfacing • High visibility crosswalks	Construction	Begin: Fall 2025 Complete: Summer 2026		Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	NA	NA
MTC Mobility Hub Pilot (23-27)	• Bike room improvements at the Transit Center	Design	Begin: Fall 2026 Complete: Spring 2027	Grant funded.	No	No	No	No	No	No	No	No	No	No	No	No
Interim Castro Pedestrian Mall (23-49)	• Phase I: Pavement resurfacing and decorative pavement treatment	Design	Begin: Spring 2027 Complete: Fall 2027	Phase II: California intersection is in design and its construction is pending funding	Yes	Yes	Yes	No	Yes	Yes	No	No	No	Yes	No	No
Annual Street Maintenance (24-01)	• Street resurfacing • High visibility crosswalks	Design	Begin: Summer 2026 Complete: Fall 2026		No	Yes	Yes	Yes	No	Yes	No	No	No	NA	NA	NA
Moffett Boulevard Complete Streets (24-03)	• Pavement resurfacing • Protected Class IV Bikeways on Moffett Boulevard • Close sidewalk gap	Design	Begin: Spring 2027 Complete: Spring 2028	Moffett Blvd Complete Streets. Federally funded.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Annual Street Maintenance (25-01)	• Street resurfacing • High visibility crosswalks	RFP	Begin: Summer 2028 Spring 2029	San Antonio/Del Medio Neighborhood	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
SB-1 Streets Project (25-03)	• Street resurfacing • High visibility crosswalks	RFP	Begin: Spring 2028 Complete: Spring 2029	Moffett/Whisman	No	Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Street Reconstruction (25-28)	• Pavement reconstruction • High visibility crosswalks	Design	TBD	Miramonte Avenue (Castro to El Camino Real)	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Active Transportation Improvements (25-29)	• Middlefield Bikeway Concepts	Pending staffing resources	TBD	To be performed by City forces	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No	No	No
ECR/Castro Protected Intersection and Castro Bikeway Improvements (Yosemite/High School) and ECR, Design (25-30)	• Bike lanes • High visibility crosswalks • Protected intersection	Design	Begin: 2027 Complete: 2028	RFP will be issued Spring 2025	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	No
Rengstorff Avenue Complete Streets Study (25-39)	• Identify feasible active transportation and green street improvements	Study	TBD	Rengstorff	Yes	Yes	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA
Concrete Sidewalk/Curb Repairs (26-02)	• Sidewalk and curb repairs	RFP	Begin: Fall 2027 Complete: Spring 2028	Citywide	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
SB-1 Streets Project (26-03)	• Street Resurfacing • High visibility crosswalks	RFP in 2027	TBD	Springer/Cuesta/Phyllis	No	Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Biennial PMP Recertification (26-04)	• Assessment of pavement network	RFP in 2026	NA	Citywide	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Biennial Intersection Traffic Signal System - Major Replacements and Upgrades (26-15)	• Protected left turn phases to eliminate vehicles/pedestrian conflicts • High visibility crosswalks • Curb Ramps	RFP	Begin: Fall 2027 Complete: Fall 2028	Moffett Boulevard and Central Avenue Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
Rail Grade Crossing Safety Improvements (26-29)	• Enhancement of bike/ped at-grade crossing through use of technology	Pending staffing resources	TBD	Castro and Rengstorff	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No

File #: 206096, **Version:** 1

Transportation Development Act Article 3 Funding

Recommend to the City Council to allocate the accumulated Transportation Development Act Article 3 funds to Interim Pedestrian Mall Improvements (Castro Intersections), Project 23-49.

City of Mountain View

MEMORANDUM

Public Works Department

DATE: April 29, 2026

TO: Bicycle/Pedestrian Advisory Committee

FROM: Marichrisse Hoang, Associate Civil Engineer
Edward Arango, Assistant Public Works Director/City Engineer

VIA: Allison Boyer, Assistant Public Works Director

SUBJECT: **Transportation Development Act Article 3 Funding**

RECOMMENDATION

Recommend to the City Council to allocate the accumulated Transportation Development Act Article 3 funds to Interim Pedestrian Mall Improvements (Castro Intersections), Project 23-49.

BACKGROUND

Transportation Development Act Article 3 (TDA3) funding is an annual state grant program that provides funding for pedestrian and bicycle projects based on a return of a portion of sales tax revenues per capita. The Santa Clara Valley Transportation Authority (VTA) administers the TDA3 grant process for Santa Clara County and provides each city and the County of Santa Clara a portion of the TDA3 funding on a formula basis.

On an annual basis, agencies can identify funding to be allocated to one or more projects. VTA also allows cities to bank their share of TDA3 funds for up to five years to enable cities to accumulate funds for larger projects. Once TDA3 funding has been allocated to a project, the City must complete the work and submit invoices for reimbursement within three years.

Recently funded projects include bicycle- and pedestrian-related intersection improvements, crossing enhancements, protected bikeways, sidewalks, curb ramps, audible and countdown pedestrian signals, bicycle maps, bicycle racks, and education programs. Historically, the City has taken both approaches on the allocation of funding, either banking its allocation until it had sufficient funds for larger projects, or most recently, allocating the funding to specific projects.

As shown in Table 1, the amount of annual TDA3 funding received by the City has varied in recent years based on the amount of the total sales tax revenues received.

Table 1: Recent TDA Article 3 Awards to Mountain View

Fiscal Year	Award	Allocation	Amount	Cumulative Available
2018-19	$63,958	Citywide Crosswalk Enhancements	$100,000	$149,970
2019-20	$91,798	Villa/Shoreline Intersection Improvements	$241,768	$0
2020-21	$83,174	Banked	-	$83,174
2021-22	$82,299	Banked	-	$165,473
2022-23	$113,394	Banked	-	$278,867
2023-24	$67,630	Miramonte Avenue Improvements, Project 20-01	$346,497	$0
2024-25	$121,052	Miramonte Avenue Improvements, Project 20-01	$121,052	$0
2025-26	$104,530	Grant Road and Sleeper Avenue Intersection Improvements (Phase II), Project 21-39	$104,530	$0
2026-27	$165,225	TBD	-	$165,225

For Fiscal Year 2018-19, the City allocated $100,000 in TDA3 funds toward Citywide Crosswalk enhancements; and in Fiscal Year 2019-20, the City allocated $241,768 toward Villa/Shoreline Intersection Improvements. Both projects have been completed and the City has been reimbursed for the work.

For Fiscal Years 2023-24 and 2024-25, the City allocated $346,497 and $121,052 respectively in TDA3 funds toward Miramonte Avenue Improvements, Project 20-01. The project limits are from Cuesta Drive to Castro Street, and includes a variety of both pedestrian and bicycle improvements. Construction of the Miramonte project started in March 2026, with completion anticipated by December 2026. In Fiscal Year 2025-26, the City allocated $104,530 in TDA3 funds toward Grant Road and Sleeper Avenue Intersection Improvements (Phase II), Project 21-39. This second phase of the project includes the following improvements at three intersections:

1. <u>Rengstorff Avenue/Junction Avenue</u>

   - Pedestrian Hybrid Beacon
   - High-visibility crosswalk striping
   - Enhanced advanced warning signage and striping
   - Additional streetlight

2. <u>West Middlefield Road/Terra Bella Avenue</u>

   - Rectangular Rapid Flashing Beacons for both eastern and western crosswalks

- Enhanced advance warning signage and striping

3. Cuesta Drive/Bonita Avenue

    - Rectangular Rapid Flashing Beacons at the crosswalk
    - High-visibility crosswalk striping
    - Enhanced advanced warning signage and striping
    - Additional streetlight
    - Upgrade existing curb ramps to meet current Americans with Disabilities Act (ADA) standards

Grant Road and Sleeper Avenue Intersection Improvements (Phase II), Project 21-39, is anticipated to start construction in fall 2026.

Requirements for the use of TDA3 funds include that projects have no outstanding legal, environmental, or right-of-way issues; that the applicant has sufficient staffing and local match funds to complete the project; and that the project has been conceptually reviewed to the point that all contingent issues have been considered. To avoid potential rescission of funds, projects must be ready to implement within one year of the application cycle.

ANALYSIS

As shown in Table 1, in Fiscal Year 2026-27, the City will receive $165,225 in new TDA3 funds. There were no existing banked funds; therefore, the total TDA3 funding available is $165,225.

Staff has identified two options for potential allocation of TDA3 funding, where option one is staff's recommendation:

1. Interim Pedestrian Mall Improvements, Castro Intersections (23-49): **Staff Recommendation**. The first phase of the project is a pedestrian-focused enhancement to improve pedestrian crossings at the Castro Street intersections with Dana Street and Villa Street. This includes a center pedestrian crossing aligned with the existing pedestrian mall central walkway pathway, to support pedestrian movement. The improvements include shortened pedestrian crossings, new traffic signals and accessible pedestrian signals, improved lighting, and bollards for safety.

    BPAC reviewed the design concept for this first phase of the project at their June 25, 2025 meeting, and recommended that the Council Transportation Committee (CTC) recommend to City Council to approve the design concept. On December 2, 2025, CTC recommended Council approve the design concept, and on March 10, 2026, Council approved the design

concept. Design will be completed in fall 2026 and construction is anticipated to begin early 2027. TDA3 funding is recommended for phase one of the project.

The second phase of the project is located at the California Street and Castro Street intersection. The second phase project will begin after the first phase design is complete and will incorporate a modern roundabout, bike infrastructure, and connections to existing bike lanes.

2. Miramonte Avenue Improvements, Castro Street to El Camino Real (25-28): Consistent with the January 27, 2026 Council approved preferred concept plan, the project features Class IV barrier and parking-protected bikeways, new dashed lines for bicyclists across "conflict zones" at side streets, updated and new crosswalks, a Rectangular Rapid Flashing Beacon (RRFB) at Miramonte Avenue and West Park Drive, and potential locations for new trees. These features are implemented by removing one travel lane in each direction on Miramonte Avenue and eliminating parking in areas identified through a parking analysis as having minimal parking demand. Design is estimated to be completed in early 2027. The Miramonte Project can be an alternative project for allocation of the TDA3 funds.

Consistent with the requirements for the use of TDA3 funds, both projects are ready to implement. Staff evaluated the option of banking this year's allocation and utilizing the funds in a later year. Given the recent cost escalation with the ongoing global impacts to fuel costs, as well as revenue reductions, staff does not recommend banking.

NEXT STEPS

Staff will be bringing the TDA3 funding allocation to the City Council for consideration in June 2026 and will be sharing BPAC's recommendation.

RECOMMENDATION

Recommend to the City Council to allocate the accumulated Transportation Development Act Article 3 funds to Interim Pedestrian Mall Improvements (Castro Intersections), Project 23-49.

ALTERNATIVES

1. Recommend to the City Council to allocate the accumulated TDA3 funds to Miramonte Avenue Improvements (Castro Street to El Camino Real), Project 25-28.

2. Recommend banking TDA3 funds and utilizing the funds in a future year.

cc: APWD Arango, Boyer, PCE Gonzales, SCE Cervantes, ACE Hoang, SMA Doan, Nunez, File (23-49)

File #: 206097, **Version:** 1

Active Transportation Plan-Public Draft for Review

Review and provide feedback on the public draft of the Mountain View Active Transportation Plan and recommend the adoption of the plan to the Council Transportation Committee. Feedback received will be presented to the Council Transportation Committee and inform the update of the document into a Final plan, which will be presented to the City Council for review and approval in September 2026.

City of Mountain View

MEMORANDUM

Public Works Department

DATE: April 29, 2026

TO: Bicycle/Pedestrian Advisory Committee

FROM: Allison Boyer, Assistant Public Works Director

SUBJECT: **Active Transportation Plan—Public Draft for Review**

RECOMMENDATION

Review and provide feedback on the public draft of the Mountain View Active Transportation Plan and recommend the adoption of the plan to the Council Transportation Committee. Feedback received will be presented to the Council Transportation Committee and inform the update of the document into a Final plan, which will be presented to the City Council for review and approval in September 2026.

BACKGROUND

On November 10, 2020, Council directed staff to integrate and update the Pedestrian Master Plan (PMP), adopted by Council January 28, 2014, and the Bicycle Transportation Plan (BTP), adopted by Council November 17, 2015. In the new Active Transportation Plan, competing uses within the public right-of-way would be evaluated with a more holistic approach. On May 24, 2022, the City Council authorized the City Manager to execute an agreement with NN Engineering, Inc. (Project Team), for the development of a Mountain View Active Transportation Plan (MVATP), Project 21-36.

Vision and Guiding Principles

The Vision and Guiding Principles of the MVATP were developed in collaboration with the Active Transportation Public Advisory Committee (ATPAC), the City's Bicycle/Pedestrian Advisory Committee (BPAC), and City staff. The Vision and Guiding Principles were reviewed and adopted by the Council Transportation Committee (CTC) on September 3, 2024. These included:

Vision

> *The City of Mountain View will lead regionally by creating an active transportation plan system that strengthens the community's access to housing, employment, schools, and other destinations. The Active Transportation Plan will enable the City to intentionally plan with policies that support walkable and bikeable places, programs*

that create a culture of walking and biking, and projects that produce a connected, low-stress, and inviting active transportation network that doubles as corridors of shade, habitat, and public open space. This network of streets and trails will encourage biking and walking, enhance biodiversity, and reduce climate change impacts.

Guiding Principles

- ***Mobility and Connectivity:*** *An easy-to-use and well-connected street and trail network that promotes active transportation (walking, biking, and rolling) over single-occupancy vehicles and decreases vehicle emissions. Destinations and areas of increased density are well-connected by a robust active transportation network.*

- ***Safety and Comfort:*** *Inviting and intuitive pedestrian pathways, bikeways, and trails that are right-sized to create a low-stress network that is shared with vehicular traffic that is calm and prioritize the safety and comfort of cyclists and pedestrians. Safe intersections and crossings, including clarification and alignment of City standards details and policies.*

- ***Access and Equity:*** *Active transportation for all modes, ages, and abilities. Policies that engage and protect vulnerable populations and increase mobility choices while strengthening the community's access to housing, services, and other destinations.*

- ***Sustainability and Biodiversity:*** *Green corridors that provide access to recreation, nature, and open spaces through green treatments that are integrated into on-street projects. Thriving urban forest that preserves native habitats, stormwater retention, and community health benefits.*

- ***Innovative and Action-Oriented:*** *Standards and standard details that are updated and aligned with adopted policies to create an impactful and implementable plan. Policies and processes that encourage prioritization and proactivity to ensure an implementable plan.*

In September 2024, the CTC recommended that City Council support staff's recommendations for additional funding as well as the revised scope and vision statement. In October 2024, Council approved additional funding for complementary services.

In spring 2025, the project team worked to complete an analysis of the Holistic Pedestrian and Bicycle Networks, update the prioritization criteria, and develop recommendations

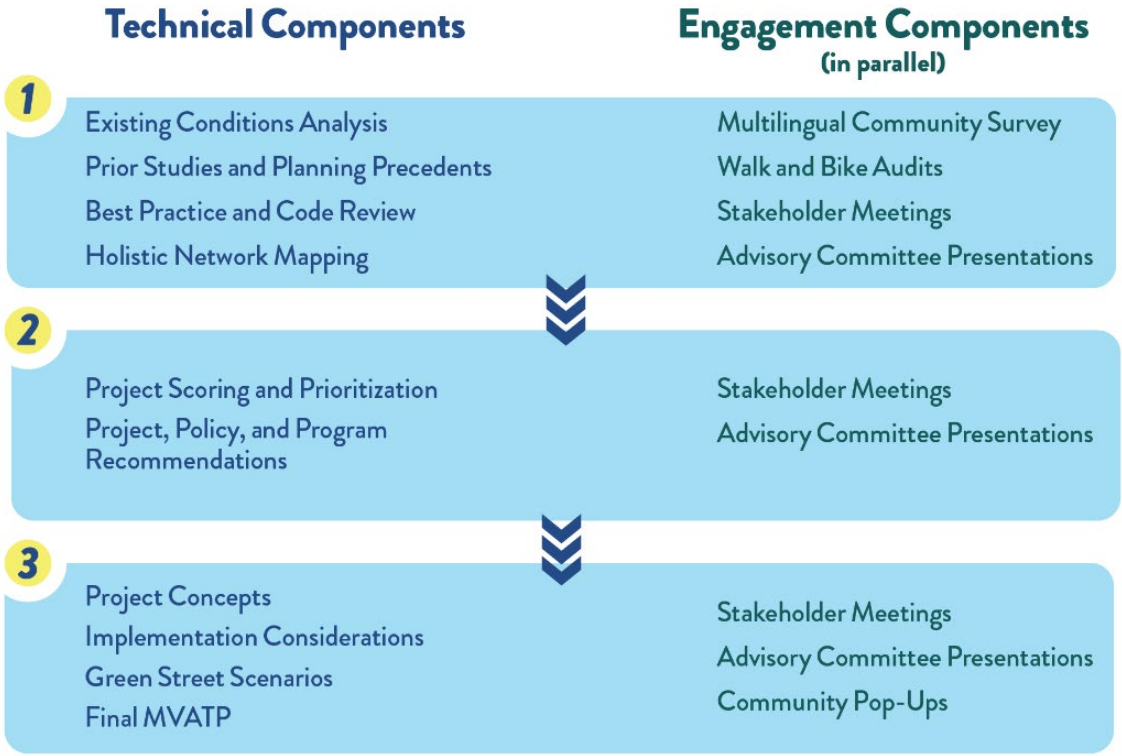
(infrastructure/programs/policies). These were developed based on prior plans, existing conditions analysis findings, community input, and staff evaluation.

Starting in summer 2025, following the updates to the prioritization criteria, the project team worked with City staff to develop a list of priority projects and related cutsheets to provide details on proposed improvements.

In fall 2025, the project team began development of the administrative draft. The document was presented to City staff for review in January and February 2026. Following review and comment on the administrative draft by members of the project Technical Advisory Committee (TAC) in February 2026, the project team worked to update the administrative plan. An updated public draft plan is scheduled to be published for public comment on April 20, 2026.

ANALYSIS

The development of the MVATP involved a multi-pronged engagement and analysis process that occurred over an approximately four-year period. The MVATP was created through a collaborative approach with residents, community groups, and City departments, building upon previous planning efforts to develop implementable solutions that best meet the needs of Mountain View residents and visitors. The phases for development include:



The plan includes the following sections.

Public Engagement

Public and stakeholder participation was a critical component of the MVATP's overall development. Public engagement was multilingual (English, Spanish, Chinese, and Russian) with translation and interpretation services for key events, such as community walk tours and small group meetings. Across the three project phases, the project team engaged with various boards and committees to help guide the direction of the project. These included:

- Technical Advisory Committee (TAC) comprised of 13 staff members from the Public Works, Community Services, Fire, and Community Development Departments and City Manager's Office.

- Active Transportation Public Advisory Committee (ATPAC) comprised of representatives from 12 community-based organizations, nonprofit entities, or advisory bodies.

- Bicycle/Pedestrian Advisory Committee (BPAC) a five-member committee established to address a variety of issues associated with promoting a safe and positive environment for bicyclists and pedestrians in Mountain View, including transportation, safety, and access.

- Council Transportation Committee (CTC) established to oversee programs and activities intended to improve and enhance the City's transportation systems.

Table 1 below includes a list of meetings and topics discussed. Links to publicly available agendas and notes have been added where available.

Table 1: Meetings and Topics

Date	Meeting	Topic
October 24, 2023	ATPAC	Existing conditions and plan framework
October 24, 2023	TAC	Existing conditions and plan framework
October 25, 2023	BPAC	Existing conditions and plan framework
April 1, 2024	TAC	Draft scoring criteria
April 24, 2024	BPAC, ATPAC	Draft scoring criteria
May 28, 2024	City Council	Draft scoring criteria
September 3, 2024	CTC	Approval for funding, revised scope, and vision statement
February 25, 2025	ATPAC	Project update and Holistic Network Map
March 4, 2025	CTC	Project update
March 11, 2025	BPAC	Scoring criteria and Holistic Network Map
February 23, 2026	TAC	Project update and Holistic Network Map
April 21, 2026	ATPAC	Draft Mountain View Active Transportation Plan

Direct public engagement was drawn from multiple community engagement efforts to understand walking and biking conditions in Mountain View. These included guided walking and biking tours focused on vulnerable users and high-stress network areas, a multilingual online map-based survey with 655 participants identifying key routes and challenges, targeted small-group multilingual meetings to reach underrepresented communities, and analysis of roughly three years of public feedback from the City's AskMV platform. Chapter 1 of the MVATP includes additional details on all completed engagement activities.

Existing Conditions

An initial step in the MVATP process was a review of background documents and analysis of existing conditions and community survey input. The analysis addressed active transportation conditions related to demographics, mode share, network connectivity, collisions, access, equity, biodiversity, and user perceptions. The existing conditions analysis was presented to and reviewed by BPAC on October 25, 2023. A summary of existing conditions is presented in Chapter 2 of the draft report.

Recommendations

The recommendations presented in Chapter 3 of the MVATP align with the plan's vision and focus on providing safer, more comfortable, and separated facilities for people walking and biking. The pedestrian recommendations include new and/or upgraded Class I shared-use paths, sidewalks, and crossing improvements. The bicycle recommendations include Class I shared-use paths, Class II bicycle lanes, Class III bicycle routes and boulevards, and Class IV separated facilities. Table 2 and Table 3 below provide a summary of proposed new facilities.

Table 2: Pedestrian Recommendations

Recommendation	Mileage	Number
Crossing improvements		30
Class I shared-use path	10.48	
Sidewalk widening	5.40	
New sidewalk on one side	1.52	
New sidewalk on both sides	0.31	

Table 3: Bicycle Recommendations

Recommendation	Mileage
Class I shared-use path	10.48
Class II bike lane	4.85
Class III bike route	4.29
Class IIIB bicycle boulevards	20.46
Class IV separated bikeways	22.54

This chapter also includes a set of program and policy recommendations to support active transportation. These program and policy recommendations were developed to align with the MVATP's Vision and Guiding Principles to support safer and more accessible walking and biking. The proposed programs and policies include improving intersection safety (e.g., daylighting and leading pedestrian intervals), strengthening education and enforcement (e.g., driver education programs and targeted enforcement), enhancing the public realm (e.g., improving tree canopy and waste bin placement education), and supporting behavior change through programs (e.g., implementation of Safe Routes to School programs and community walk and bike events). The plan also emphasizes updating standards and policies (e.g., bicycle parking requirements and design details) and using data-driven approaches to evaluate effectiveness over time.

Implementation

Chapter 4 of the MVATP provides a summary of considerations for implementing the proposed improvements included in the plan. These include the following sections.

Prioritization

The prioritization process included 17 criteria distributed across four of the five guiding principles: Access and Equity, Safety and Comfort, Mobility and Connectivity, and Sustainability and Biodiversity. Each scoring criteria had an associated metric that allowed for measurement of the criteria using objective data, community comments, and professional judgment. Mountain View staff across several departments, the TAC, ATPAC, BPAC, CTC, and the City Council all provided input into the scoring and prioritization process.

The existing conditions analysis and holistic network map development identified over 100 potential pedestrian and bicycle infrastructure project opportunities across the City of Mountain View. These projects went through a scoring and prioritization process using spatial, demographic, community input, and organizational data. City staff presented the scoring criteria to BPAC, ATPAC, and internal staff on April 24, 2024 and went back to BPAC on March 11, 2025. Following this review and scoring, 17 projects were selected to move into concept development.

Project concepts were developed with two types of alternatives:

- Resurfacing alternatives assume the street would undergo routine maintenance, including a grind and overlay or slurry seal, creating a "blank slate" for installing bicycle facilities. These alternatives do not involve moving curb lines; therefore, the existing curb-to-curb width defines the space available for reallocation. Project includes the resurfacing of 14 miles of City streets.

- Reconstruction alternatives assume the street is fully demolished and rebuilt within the existing right-of-way, typically as part of a major capital project triggered by utility replacement or a similar scale of work.

A summary of proposed resurfacing improvements for these 17 priority projects are included in Chapter 4 of the public draft MVATP.

Costs

Cost estimates were developed for resurfacing alternatives of priority projects only. Cost estimates for resurfacing alternatives were developed using generalized unit costs and frequency assumptions. The estimated costs for these projects were approximately $55 million.

Green Street Infrastructure

The plan also provided recommendations for improving green street infrastructure in Mountain View. Green streets deliver measurable benefits that extend far beyond aesthetics—they provide space for natural elements to support biodiversity, incorporate sustainable stormwater strategies, create inviting environments through complementing traffic-calming efforts, and prioritize active transportation modes for people of all ages and abilities.

Funding

Funding to support active transportation infrastructure and programming is available from many different sources at the federal, state, regional, and local level. The plan provided a nonexhaustive list of potential funding options (see Chapter 4 of the public draft).

RECOMMENDATION

This item is for discussion and feedback on the draft MVATP.

The public draft of the MVATP will be posted on the City's CollaborateMV by April 20, 2026. City staff requests from members of the BPAC and general public to provide comments on the draft by May 15, 2026.

NEXT STEPS

After receiving feedback from BPAC members, staff will provide the public at large with an opportunity to weigh in on the draft. The document has been posted on the City's CollaborateMV website as of April 20, 2026 and will remain up through May 15, 2026. In addition to the website, City staff will be hosting an online workshop where the public can provide direct comments to City and consultant staff about the project. The workshop will be hosted on May 4, 2026 from 6:00 p.m. to 8:00 p.m. at the City of Mountain View City Hall Plaza Conference Room.

The project team will work to summarize general themes from public comments received. These will be presented at the CTC meeting on June 16, 2026. Following CTC feedback, City staff and the consultant group will work to address comments received to develop an updated Final Active Transportation Plan, which will be presented to Council for review in September 2026.

PWK/PA-04-29-26M

Attachments: 1. Public Draft—Active Transportation Plan and Appendices

cc: PWD, APWD—Boyer, TM



City of Mountain View

ACTIVE TRANSPORTATION PLAN

APRIL 2026
PUBLIC DRAFT

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DEDICATION

This Active Transportation Plan is dedicated to the people of Mountain View who walk, bike, roll, and take transit through the city each day. It honors community members and partners who have advocated for safer streets, healthier neighborhoods, and equitable access to transportation for all. May this plan support a more connected, inclusive, and sustainable Mountain View for generations to come.



ACKNOWLEDGEMENTS

Thank you to the individuals and organizations that made the Mountain View Active Transportation Plan possible, as well as the many residents whose input is reflected in this document.

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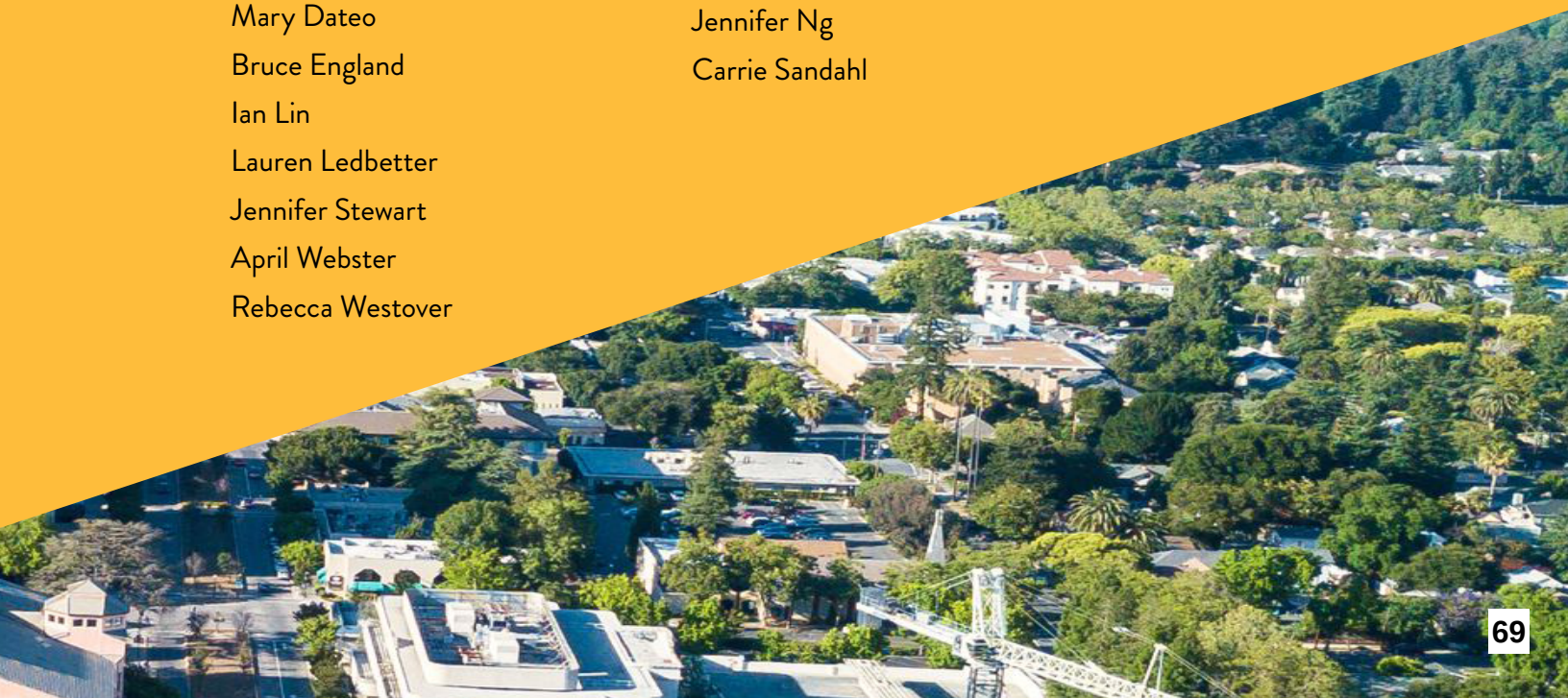


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EXECUTIVE SUMMARY



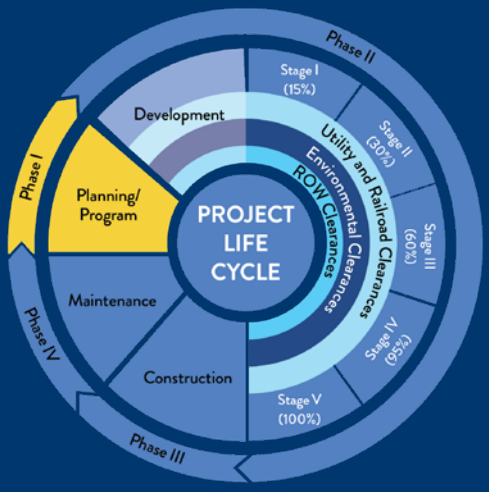
Mountain View Active Transportation Plan

Mountain View envisions an active transportation network that is safe and comfortable for all users regardless of age, ability, income, race or language.

The Mountain View Active Transportation Plan (MVATP) is data and community-driven at its core, responding to the actual active transportation experiences, priorities, and vision of people who walk, bicycle and roll in Mountain View. It builds on the work of previous plans to recommend citywide projects, policies, and programs that can improve walking (including wheelchairs or disability-related devices), bicycling, rolling (including e-scooters and other micromobility devices), and green streets in Mountain View.

WHAT IS AN ACTIVE TRANSPORTATION PLAN?

An Active Transportation Plan (ATP) outlines projects, policies, and programs that promote and support walking, bicycling, and rolling for everyone in a community, and provides an action plan for implementation of the recommendations.



VISION & GUIDING PRINCIPLES OF THE MVATP

The MVATP is guided by a Vision Statement and five Guiding Principles.

Vision Statement:

The City of Mountain View will lead regionally by ***creating an active transportation plan system that strengthens the community's access*** *to housing, employment, schools, and other destinations.*

The Active Transportation Plan will enable the City to intentionally plan with policies that support ***walkable and bikeable places,*** *programs that create a* ***culture of walking and biking,*** *and projects that produce a* ***connected, low-stress and inviting active transportation network*** *that doubles as corridors of* ***shade, habitat, and public open space.*** *This network of streets and trails will encourage biking and walking, enhance biodiversity, and reduce climate change impacts.*

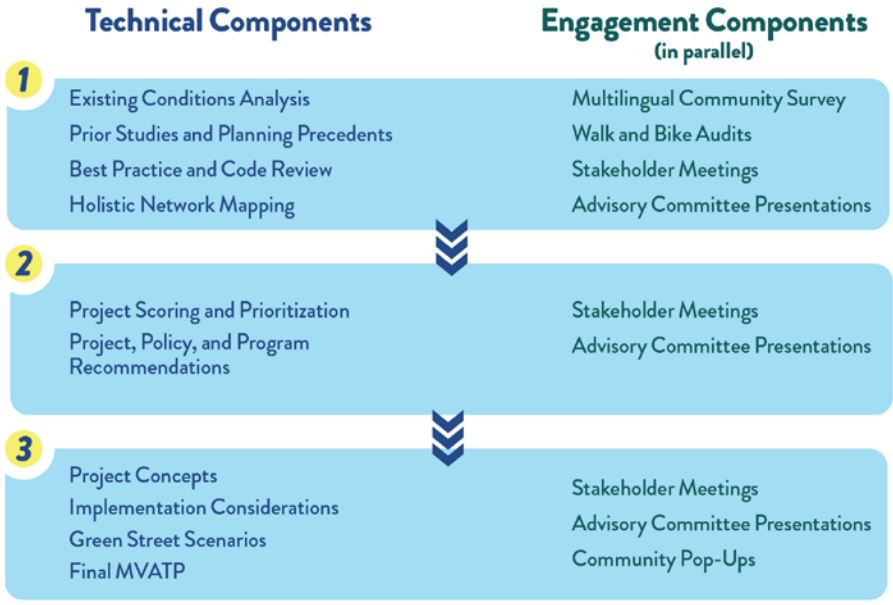


Guiding Principles:

- Mobility and Connectivity
- Safety and Comfort
- Access and Equity
- Sustainability and Biodiversity
- Innovation and Action-Oriented

DEVELOPING THE MVATP

The MVATP involved a multi-phase engagement and analysis process that occurred over an approximately two-year period. The phases included:



The MVATP includes the following sections and content:

Chapter 1: Introduction

This chapter introduces the MVATP and the process that was followed throughout its development, including details on public and stakeholder engagement. It also outlines the MVATP's Vision Statement and Guiding Principles.

Chapter 2: What's it like to walk, bicycle and roll in Mountain View today?

This chapter provides an overview of the community of Mountain View: the people who live and work there, how they move about the community, the infrastructure, services and policies that may influence active transportation and a holistic network vision for the future.

Chapter 3: Recommendations

This chapter highlights current positive actions in Mountain View and recommended projects, programs and policies to further support active travel.

Chapter 4: Let's Roll! Implementing the MVATP

This chapter discusses ways to implement the recommendations discussed in Chapter 3, including the costs and benefits of green street infrastructure, project phasing considerations, funding support, and the importance of collaboration and commitment for actions to advance.

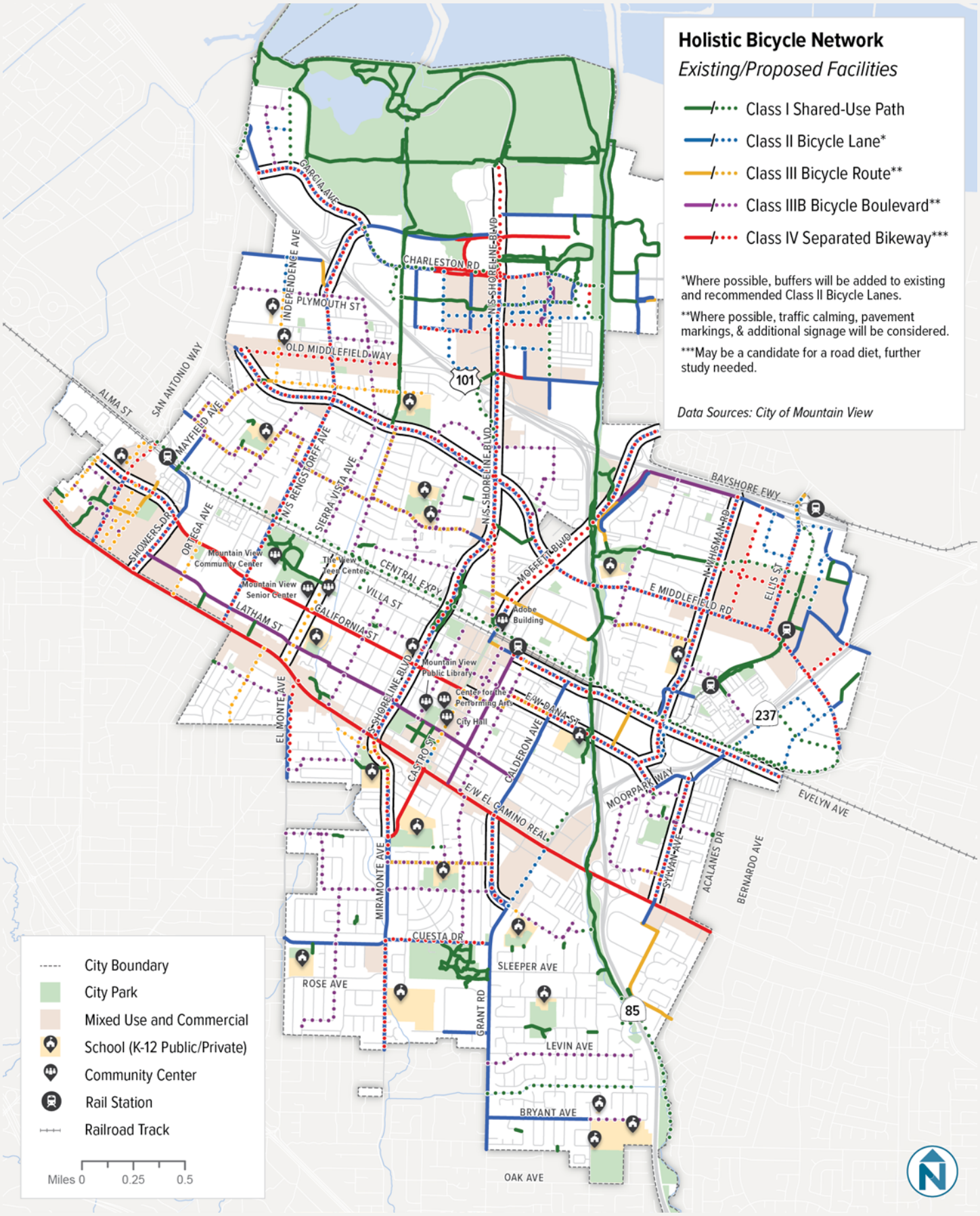
TAKING ACTION

The MVATP recommends priority infrastructure projects focused on completing gaps in the all ages and abilities bicycle network and improving the safety, comfort and connectivity of people walking along the city's pedestrian infrastructure (Figure 1). Several of the recommended projects include both a near-term, lower cost design to move an improvement forward, and a longer-term, more extensive reconstruction to layout a vision for the future.

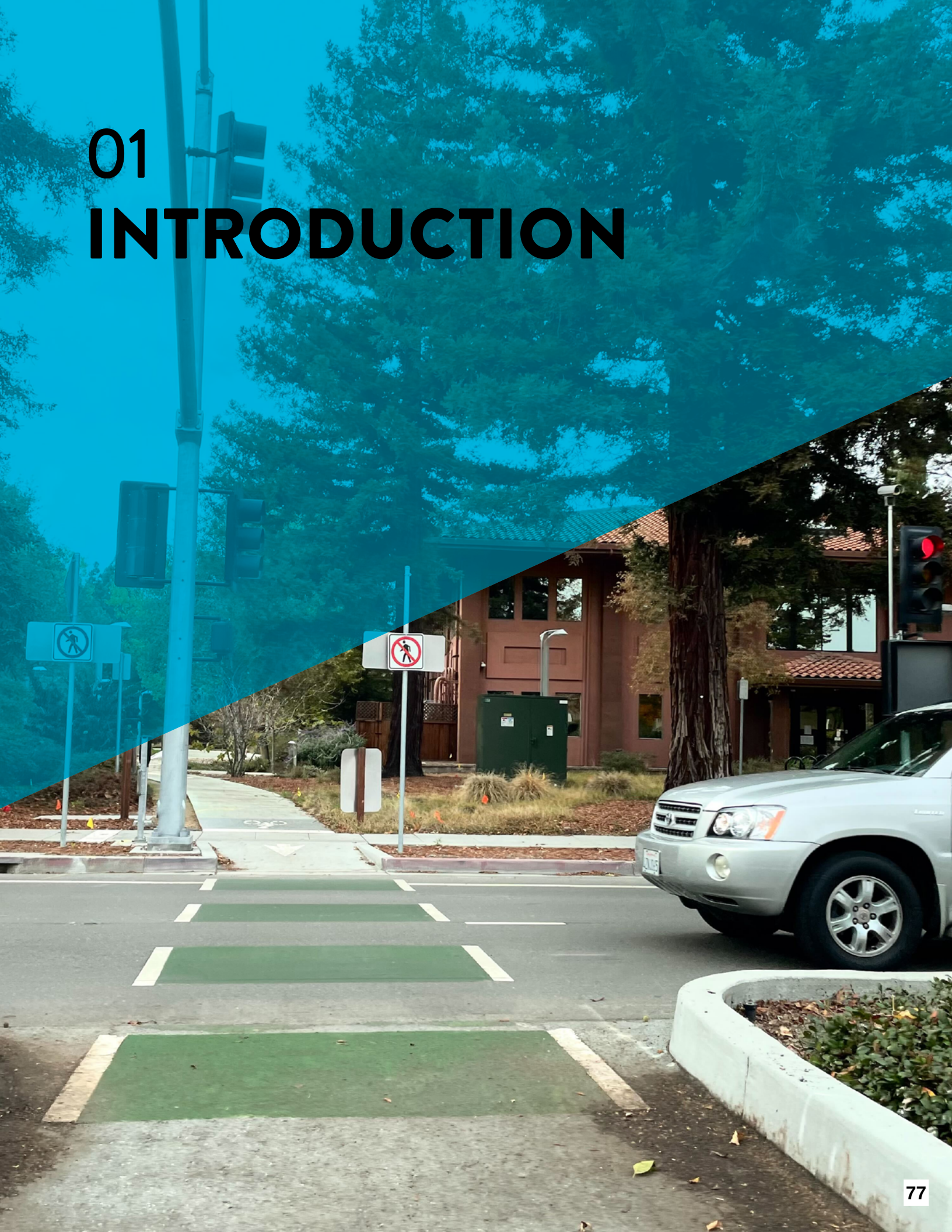
Additionally, the plan outlines a number of active transportation-focused programs and policies that align with the MVATP's vision and guiding principles to improve mobility and connectivity, safety and comfort, access and equity, sustainability and biodiversity, and that are innovative and action oriented.

COMMITTING TO A SAFE AND ACTIVE COMMUNITY

Active transportation is an integral part of life in Mountain View. The MVATP is a commitment to creating an active transportation system that strengthens the community's access to housing, employment, schools, parks, open spaces and other destinations and enhances biodiversity. The plan complements other Mountain View planning documents and initiatives that support active transportation, safety, sustainability and biodiversity and will help to provide accountability to the community's commitment to these values.


Holistic Bicycle Network
Existing/Proposed Facilities
Class I Shared-Use Path
Class II Bicycle Lane*
Class III Bicycle Route**
Class IIIB Bicycle Boulevard**
Class IV Separated Bikeway***
*Where possible, buffers will be added to existing and recommended Class II Bicycle Lanes.
**Where possible, traffic calming, pavement markings, & additional signage will be considered.
***May be a candidate for a road diet, further study needed.
Data Sources: City of Mountain View
City Boundary
City Park
Mixed Use and Commercial
School (K-12 Public/Private)
Community Center
Rail Station
Railroad Track
Miles 0 0.25 0.5
GARCIA AVE
INDEPENDENCE AVE
PLYMOUTH ST
OLD MIDDLEFIELD WAY
CHARLESTON RD
N/S SHORELINE BLVD
101
ALMA ST
SAN ANTONIO WAY
MAYFIELD AVE
RENGSTORFF AVE
SIERRA VISTA AVE
BAYSHORE FWY
SHOWERS DR
ORTEGA AVE
Mountain View Community Center
Mountain View Senior Center
The View Teen Center
CENTRAL EXPY
VILLA ST
LATHAM ST
CALIFORNIA ST
MOFFETT BLVD
Adobe Building
N. WHISMAN RD
E MIDDLEFIELD RD
ELLIS ST
Mountain View Public Library
Center for the Performing Arts
City Hall
EL MONTE AVE
CASTRO ST
E/W DANA ST
CALDERON AVE
237
MOORPARK WAY
EVELYN AVE
E/W EL CAMINO REAL
STEVEN AVE
ACALANES DR
BERNARDO AVE
MIRAMONTE AVE
CUESTA DR
ROSE AVE
SLEEPER AVE
GRANT RD
85
LEVIN AVE
BRYANT AVE
OAK AVE

01 INTRODUCTION



What is an Active Transportation Plan?

Mountain View envisions an active transportation network that is safe and comfortable for all users regardless of age, ability, income, race, or language.

This section outlines the multi-phase approach, summarizes public and stakeholder engagement methods, and presents the vision and guiding principles that shaped the plan's recommendations. It explains why the plan matters and how it will be used to improve active transportation throughout Mountain View.

PURPOSE AND PROCESS

Active transportation plans use data and community input to identify the gaps and opportunities to improve the environment for walking, bicycling/scootering and rolling (wheelchairs or disability-related devices). The plans typically contain recommendations for infrastructure projects, programs and policies that support active travel and an implementation plan to help recommendations move toward action.

The Mountain View Active Transportation Plan (MVATP) reflects the active transportation experiences and priorities of people who walk, bicycle, and roll in Mountain View. Building on previous City mode-specific plans (the 2014 Pedestrian Master Plan and the 2015 Bicycle Transportation Plan), the MVATP takes a holistic look at active transportation and the coordinated solutions that support both pedestrian and bicycle travel. Several other city, regional and state-level documents informed the development of the MVATP such as the 2020 Access MV Comprehensive Modal Plan, the 2024 Mountain View Vision Zero Action Plan, various Mountain View Precise Plans, the 2019 Environmental Sustainability Action Plan 4, the 2025 Metropolitan Transportation Commission Active Transportation Plan and Complete Street Policy, and the 2024 Caltrans Strategic Highway Safety Plan, Complete Street design documents (various years), and District 4 Pedestrian (2021) and Bicycle Plans (2018).

MULTI-PHASE PROCESS

The MVATP involved three primary phases:

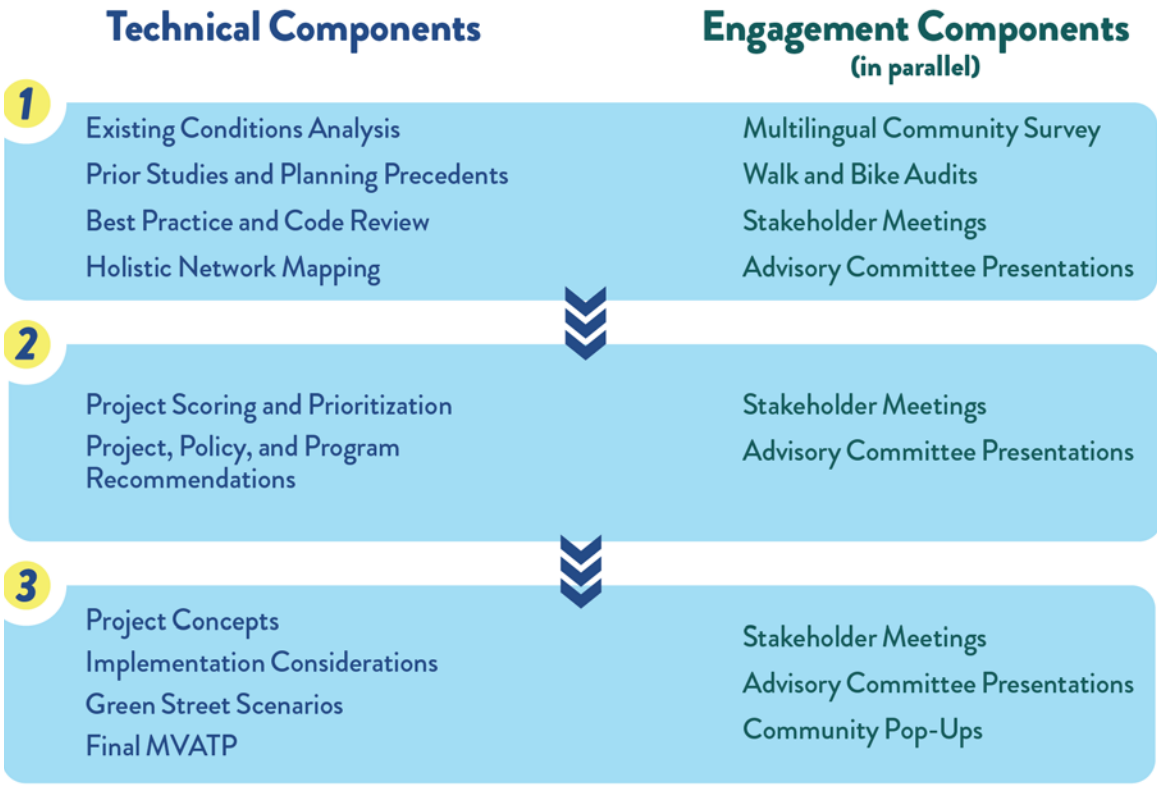


FIGURE 2 MVATP PROJECT PHASES

Phase 1

- Reviewed over 30 local, regional, and state planning documents related to transportation, general planning and green streets/sustainability to provide a contextual understanding of past planning recommendations and support for active transportation within Mountain View, the region and state.
- Analyzed current conditions that affect the ease, safety and comfort of people who walk, bicycle and roll in Mountain View, including physical infrastructure and complementary transportation services such as transit.
- Developed holistic active transportation network maps that identified on-street and off-street gaps and opportunities for active transportation improvements.
- Reviewed Mountain View Municipal Code focusing on those that may impact recreation, walking, and bicycling.
- Conducted a best practice review of policy and programming activities to identify resulting transportation behavior and outcomes that could be improved.

Phase 2

- Developed scoring criteria to evaluate potential physical infrastructure projects based on the MVATP guiding principles.
- Identified a list of sustainable projects based on the scoring process that improve safe, equitable and comfortable connections across the city.
- Coordinated the review of projects by stakeholders.
- Accelerated a prioritized list of physical infrastructure projects for planning level design and preliminary cost estimates.
- Developed a list of active transportation supportive policy and programming efforts based on best practice, past planning documents, and city code review.

Phase 3

- Prepared planning level design and preliminary cost estimates for seventeen projects considering near-term improvements that could be done with resurfacing and longer-term reconstruction efforts to support active transportation.
- Evaluated the short and long-term costs and benefits of green street infrastructure through a series of project development scenarios.
- Identified implementation factors such as funding sources, department and interagency collaboration, and commitment to innovation and action.

The Role of Public & Stakeholder Engagement

Public and stakeholder participation was a critical component of the MVATP's overall development. Public engagement was multi-lingual (English, Spanish, Chinese and Russian), with translation and interpretation services for key events such as community walk tours and small group meetings. Across the three project phases, multiple methods of public outreach and engagement were used.

ADVISORY COMMITTEES

Two project-specific committees and two city-wide committees provided input at key milestones of the project:

1) The **Technical Advisory Committee (TAC)**, an internal project committee with representatives from departments across the city with involvement in active transportation and green streets, such as Public Works, Community Development, Community Services, Police and Fire.

2) The **Active Transportation Plan Advisory Committee (ATPAC)**, an external project committee whose members represent community-based organizations and public agencies working on active transportation, green streets, and issues of concern to vulnerable road users, such as Santa Clara County Public Health Department, Santa Clara Valley Transportation Authority (VTA), the Community Services Agency, Mountain View Day Worker Center, MV Mobile Home Alliance, Youth Advisory Committee, Mountain View Los Altos High School District, Silicon Valley Bicycle Coalition, and Mountain View Chamber of Commerce. ATPAC members acted as liaisons with wider community networks, helped organize and participate in many of the ATP engagement activities, and provided input on the plan development.

3) The **Mountain View Bicycle and Pedestrian Advisory Committee (BPAC)**, a committee appointed by City Council to represent the interests of people who walk and bicycle in the city, reviewed and provided input on ATP-related topics at BPAC meetings throughout the project.

4) The **Council Transportation Committee (CTC)**, composed of three City Council members, provided input on city-wide and regional transportation planning topics.

LIVED EXPERIENCES

Lived experiences were critical to understanding the active transportation needs and opportunities in Mountain View. These insights were captured in Phase 1 by conducting three community walk tours, two bicycle tours, hosting a community-wide mapping survey, in-person small group meetings, and review of the AskMV platform comments. These insights both confirmed and highlighted community needs.

- **Three walk tours were held to understand user experience for people who walk in Mountain View.** Walk tours began at Rengstorff Park, Mistral Elementary school, Sunset Estates Mobile Home Park. Approximately 15-25 people took part in each tour, walking the streets adjacent to these community and residential locations, to better understand the walking experience of vulnerable road users.

- **Two bicycle tours were held to understand user experience bicycling in Mountain View.** Approximately 40 adults and three children participated in a three-hour-long collaborative process that covered over 11 miles of Mountain View, and focused on areas identified (in AccessMV, AskMV and survey comments) as high-stress critical connections in the bicycling network.

FIGURE 3 BICYCLE TOUR



- **An online map-based community survey was developed in spring 2023 via Maptionnaire.** The survey sought information on user experience related to walking, biking and rolling in Mountain View, including favorite places and routes, challenging spots and routes, and requested improvements. Participants digitally recorded responses on maps and provided qualitative comments and optional sociodemographic information. The survey was available in English, Spanish, Chinese, and Russian from May 15 till July 31, 2023. Six hundred fifty-five (655) people participated in the survey.
- **Small multilingual group meetings with stakeholders to discuss Maptionnaire survey questions in person, with translators present.** In-person meetings were held to connect with communities who were under-represented (relative to census demographics) in initial community survey responses. The meetings gathered input on experiences walking, biking and rolling in Mountain View.
- **The City of Mountain View maintains an online comment platform, AskMV, where people share feedback on various topics.** City staff monitors the platform for comments regarding walking and bicycling, and transportation safety. Approximately three years of feedback was gleaned to identify frequent concerns.

FIGURE 4
MULTI-LINGUAL MVATP SURVEY PROMOTION





FIGURE 5 WALK TOUR

PUBLIC WORKSHOPS, POP-UPS, AND COMMENT PERIODS

Pop-ups, workshops and comments during community events and public meetings were used as opportunities to gather additional feedback on MVATP findings and recommendations.

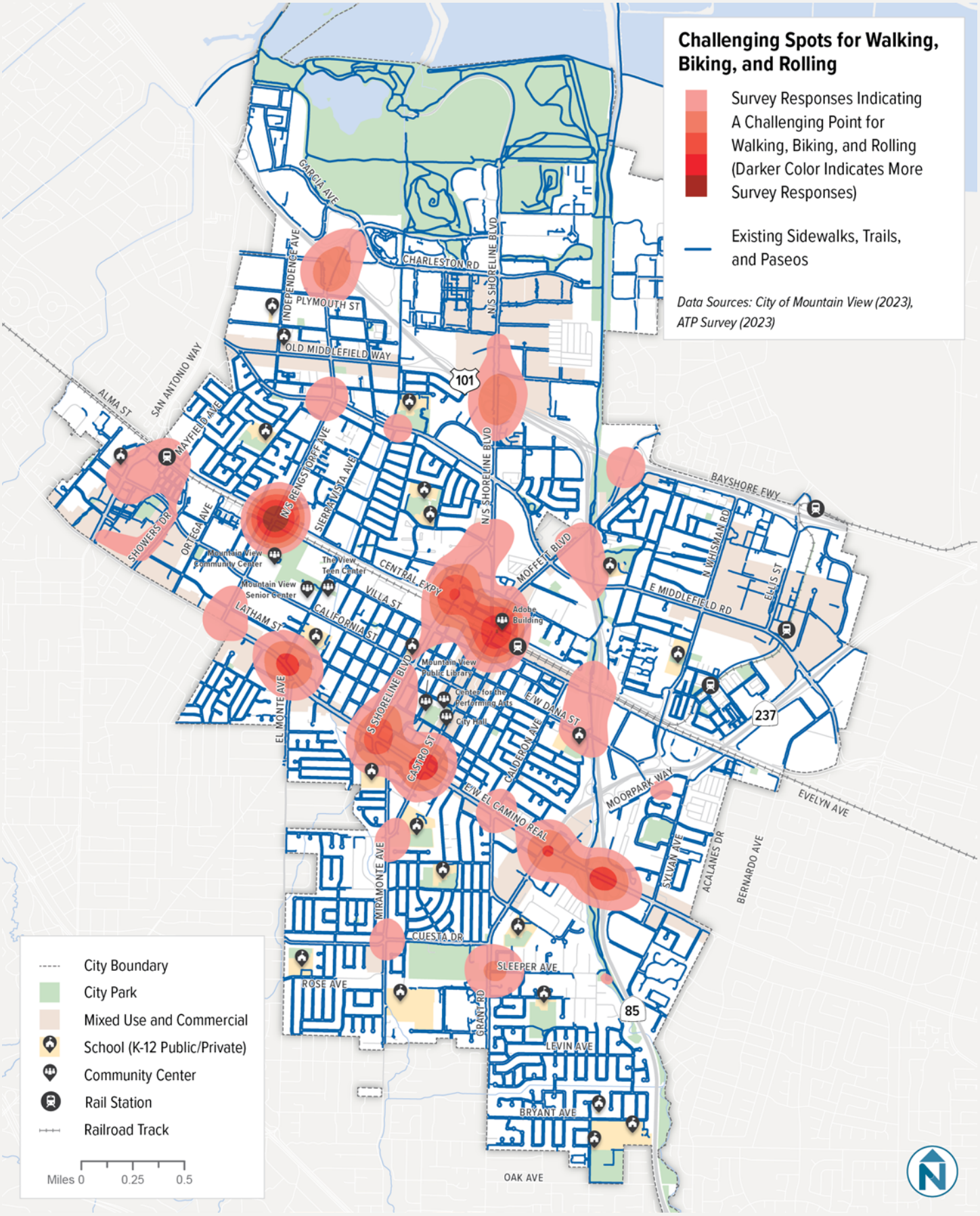
PUBLIC OFFICIAL ENGAGEMENT

Presentations to BPAC, CTC, and City Council were conducted at project milestones, including existing conditions, scoring criteria, holistic maps and final recommendations.

FIGURE 6 MISTRAL WALK TOUR PARTICIPANTNOTES



FIGURE 7 COMMUNITY COMMENTS ON CHALLENGING PLACES



Note: a Key Locations table can be found in Chapter 2.

VISION & GUIDING PRINCIPLES OF THE MVATP

With input from the ATPAC, TAC, and BPAC, a Vision Statement and Guiding Principles were developed that reflected the goals, purpose and values of the MVATP. The Vision Statement and Guiding Principles were reviewed and approved by City Council.

Vision Statement:

The City of Mountain View will lead regionally by ***creating an active transportation plan system that strengthens the community's access*** *to housing, employment, schools, and other destinations.*

The Active Transportation Plan will enable the City to intentionally plan with policies that support ***walkable and bikeable places,*** *programs that create a* ***culture of walking and biking,*** *and projects that produce a* ***connected, low-stress and inviting active transportation network*** *that doubles as corridors of* ***shade, habitat, and public open space.*** *This network of streets and trails will encourage biking and walking, enhance biodiversity, and reduce climate change impacts.*



Guiding Principles

The guiding principles describe key outcomes and act as a framework that the project team can refer to throughout the planning process to ensure efficient, strategic, and accountable decision-making.

- **Mobility & Connectivity**
  Streets that are easy to use and well-connected for walking, biking, and rolling purposes.
- **Safety & Comfort**
  Trails, sidewalks, bikeways, intersections, and crosswalks that are safe, inviting, and easy to use.
- **Access & Equity**
  Policies and programs that engage and protect vulnerable populations and increase mobility choices.
- **Sustainability & Biodiversity**
  Green streets that improve access to nature and open spaces while promoting sustainability via native habitats and stormwater management.
- **Innovation & Action-Oriented**
  An implementable plan with clear standards that are updated and aligned with adopted policies.

Why Does This Plan Matter and How Will It Be Used?

Achieving a future that supports sustainable active transportation for all in Mountain View requires a holistic approach and commitment to action. Through the development of an Active Transportation Plan, the City of Mountain View took an important step forward.

The MVATP helps the public and decision makers understand the importance of active transportation for community mobility, livability, health, and sustainability and its vision for it based on Mountain View values. The MVATP identifies a host of actions to create a truly active transportation system for Mountain View residents and visitors. Through these actions, the MVATP documents the community's commitment to active transportation through policy, programming and infrastructure, laying the groundwork for financial and organizational support for active transportation projects.

In addition, the MVATP informs future Capital Improvement Programs (CIPs), helping prioritize investments in active transportation projects. It also serves as guidance for private development along priority corridors, encouraging alignment with planned improvements without establishing strict requirements.



"We cannot achieve our climate, pollution, and health goals without replacing some individual car trips with active or shared transportation. Plus, we've got the best climate in the world!"

"Mountain View has the potential to create an active transit Mecca given its size (5 miles) and amenities. It will sustain us through economic highs and lows because people want to live where they can walk whether they know it or not."

"Every bicyclist on a trail is one fewer car on the road, so while the infrastructure may be expensive, it provides a benefit to all Mountain View residents and not only the ones who use it."

"Mountain View should think about this as a goal: 'Active Transportation should be the preferred method of travel in Mountain View.' Think about how it would change our street and sidewalk design decisions if we at least asked ourselves that question every time a streetscape design decision is made."

FIGURE 8 COMMUNITY QUOTES FROM MAPTIONNAIRE SURVEY

02
WHAT'S IT LIKE TO WALK, BIKE AND ROLL IN MOUNTAIN VIEW TODAY?



Community Characteristics

Mountain View is a diverse community with a strong foundation of active transportation infrastructure and transit systems.

Through this ATP, the City aspires to be better. The existing system can be improved to increase connectivity, accessibility and safety, and provide more green infrastructure that can improve public and environmental health within the community by reducing heat exposure, improving air quality, stormwater retention, and biodiversity.

This chapter provides an overview of the existing conditions which is one of the first steps in the development of the MVATP. It describes key aspects of demographics, infrastructure, services, and other community characteristics that influence walking, bicycling, and green streets in Mountain View today.

THE PEOPLE OF MOUNTAIN VIEW

Mountain View is a jobs-rich Santa Clara County community that faces the opportunities and challenges of a strong Silicon Valley economy. The city's population is approximately 82,000, yet it also has a daily influx of workers for more than 100,000 jobs. Two thirds of the population is under the age of 44, and 22% is under 18.



SECONDARY DATA SOURCES

for Existing Conditions Analysis:

- City Open Data Portal - spatial data
- Geomate - satellite data
- U.S. Census Bureau, American Community Survey (ACS) 5-year estimates
- California Statewide Integrated Traffic Records System (SWITRS) - crash data
- Transit Service Data (Santa Clara Valley Transportation Authority (VTA)
- Mountain View Transportation Management Association (MTMA) and Caltrain

The city is ethnically diverse. Approximately 48% of Mountain View residents identify as white, 33% identify as Asian, with Chinese being the predominant Asian ethnicity, and 18% identify as Hispanic or Latino (Table 1).

While the overall population density of Mountain View is low-to-medium, higher densities exist along and between key commercial and transit corridors such as Central Expressway/Caltrain and El Camino Real, and between Rengstorff Avenue and Escuela and Sierra Vista Avenues (Figure 9). Those neighborhoods also have higher youth densities (Figure 10).

TABLE 1 RACE AND ETHNICITY IN MOUNTAIN VIEW

RACE AND ETHNICITY IN MOUNTAIN VIEW	PERCENT OF RESIDENTS
White alone	48.4%
Asian alone	33.3%
Black or African American alone	2.4%
Native American, Native Alaskan alone	0.4%
Native Hawaiian, Pacific Islander alone	0.0%
Some other race alone	5.8%
Two or more races	9.6%
HISPANIC OR LATINO POPULATION	**PERCENT OF RESIDENTS**
Not Hispanic or Latino	82.0%
Hispanic or Latino	18.0%

Source: ACS 2021 5-year estimate

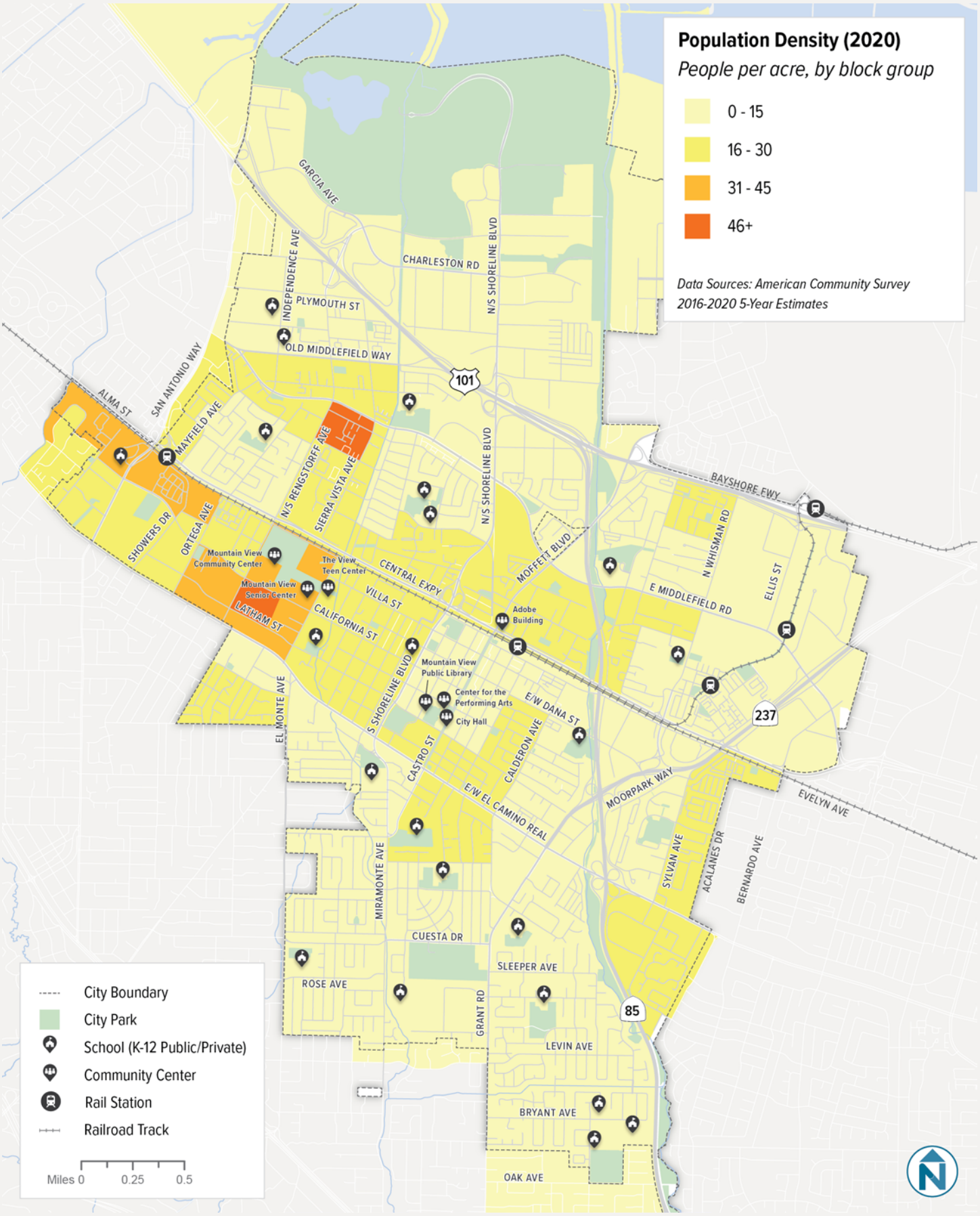
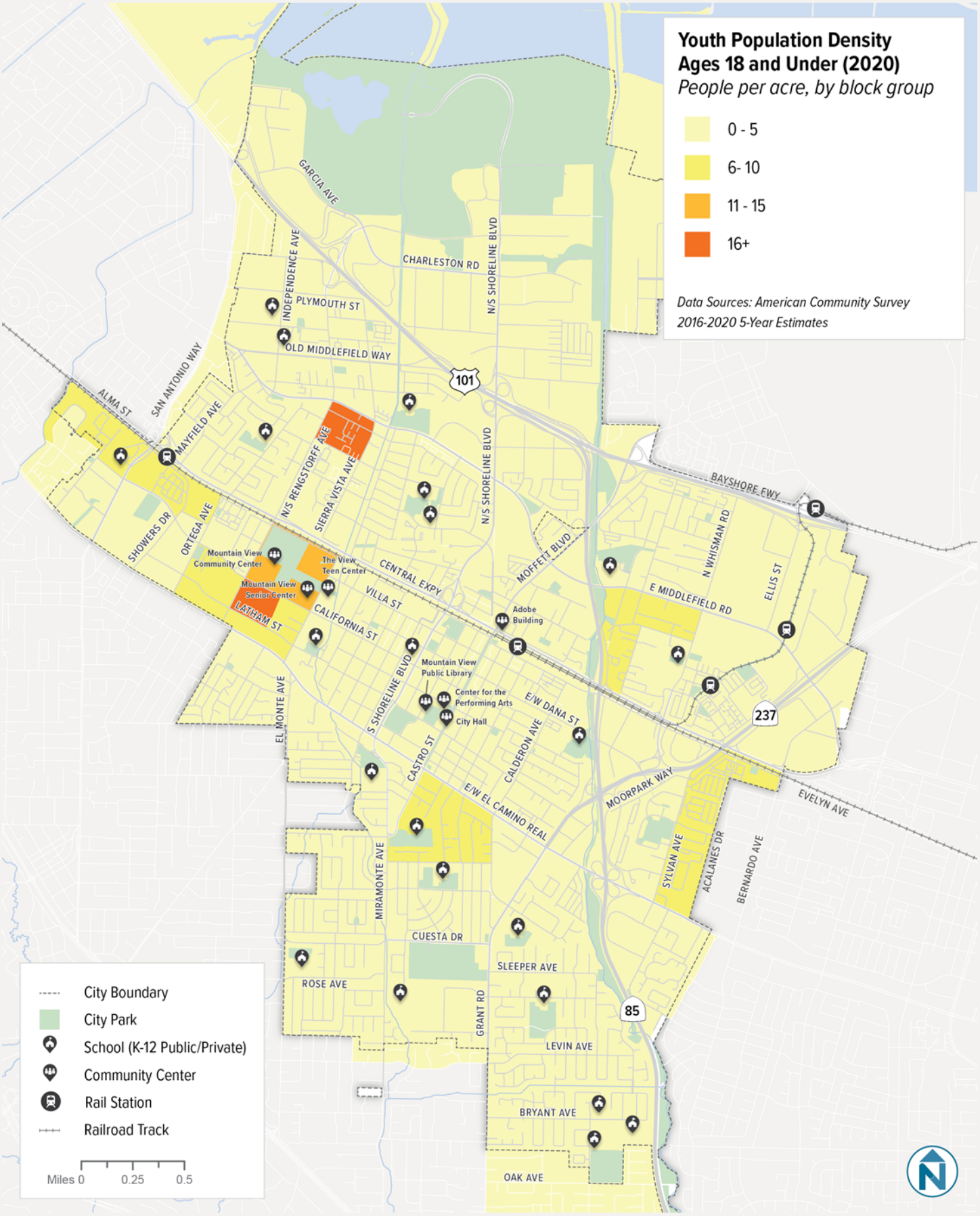

Population Density (2020)
People per acre, by block group
0 - 15
16 - 30
31 - 45
46+
Data Sources: American Community Survey 2016-2020 5-Year Estimates
GARCIA AVE
CHARLESTON RD
INDEPENDENCE AVE
PLYMOUTH ST
OLD MIDDLEFIELD WAY
N/S SHORELINE BLVD
101
SAN ANTONIO WAY
ALMA ST
MAYFIELD AVE
N/S RENGSTORFF AVE
SIERRA VISTA AVE
BAYSHORE FWY
SHOWERS DR
ORTEGA AVE
Mountain View Community Center
The View Teen Center
Mountain View Senior Center
LATHAM ST
CENTRAL EXPY
VILLA ST
CALIFORNIA ST
MOFFETT BLVD
N WHISMAN RD
E MIDDLEFIELD RD
ELLIS ST
Adobe Building
Mountain View Public Library
Center for the Performing Arts
City Hall
S SHORELINE BLVD
EL MONTE AVE
E/W DANA ST
237
CASTRO ST
CALDERON AVE
E/W EL CAMINO REAL
MOORPARK WAY
EVELYN AVE
SYLVAN AVE
ACALANES DR
BERNARDO AVE
MIRAMONTE AVE
CUESTA DR
SLEEPER AVE
ROSE AVE
GRANT RD
85
LEVIN AVE
BRYANT AVE
OAK AVE
City Boundary
City Park
School (K-12 Public/Private)
Community Center
Rail Station
Railroad Track
Miles 0 0.25 0.5

FIGURE 10 YOUTH (AGES 18 AND UNDER) POPULATION DENSITY (2020)



HOW DO WE MOVE ABOUT MOUNTAIN VIEW?

Mountain View is an active community. Commute data shows that people bicycle and walk to work at higher rates than other communities in California and the United States. Approximately 3.8% of workers ages 16 and over in Mountain View bicycle to work (compared with 0.7% statewide and 0.4% nationally) and 2.5% walk to work (compared with 2.4% statewide and 2.4% nationally). Together, walking and bicycling account for 5.3% of commutes, exceeding the 3.9% who take public transportation. (Table 2)

TABLE 2 COMMUTE MODE COMPARISON (2024)

COMMUTE MODE	MOUNTAIN VIEW	CALIFORNIA	UNITED STATES
Drove alone	51.8%	65.7%	68.8%
Carpooled	5.4%	9.5%	8.5%
Public transportation	3.9%	2.9%	3.2%
Walked	2.5%	2.4%	2.4%
Bicycle	3.8%	0.7%	0.4%
Taxicab, motorcycle, or other means	1.9%	1.7%	1.5%
Worked from home	30.6%	17.2%	15.1%

Source: ACS 2021 5-year estimate

Journey to Work data from the U.S. Census only provides a snapshot of walking and bicycling rates by one trip purpose. The Mountain View Safe Routes to School Program conducts an annual Student Travel Tally, capturing how students actually get to and from school. The 2024–2025 findings show that 25% of elementary school students, 33% of middle school students, and 27% of high school students walk or bicycle to school. Refer to Table 3 for the overall student travel mode share.

TABLE 3 STUDENT TRAVEL MODE SHARE (2024-2025)

PARENTS DROVE/ STUDENTS DROVE ALONE	CARPOOL	PUBLIC TRANSIT	SCHOOL BUS	WALK	BICYCLE	SCOOTER, SKATEBOARD, OR HOVERBOARD
64%	6%	3%	2%	17%	7%	1%

Source: Student Travel Tally Survey (2024-2025), Mountain View Safe Routes to School

Existing Transportation Infrastructure

This section summarizes current transportation conditions in Mountain View. It focuses on features that support walking and biking, highlights existing strengths in the active transportation network, and identifies key opportunities for improvement.

PEDESTRIAN INFRASTRUCTURE

Mountain View's sidewalk network is 96% complete and supports walking and rolling throughout the city through a series of connected sidewalks, paseos, plazas, signalized and unsignalized crosswalks, and enhanced crosswalks. Many newer sidewalks provide comfortable pedestrian conditions, allowing two people to walk side by side; however, some older sidewalks and driveways are not up to current standards.

Through community engagement, surveys, and field work conducted by Mountain View staff, several existing issues were identified, including uplifted sidewalks, obstructions, deteriorating concrete, and outdated driveway slope design. Community input also indicated that parked cars often block drivers' views of pedestrians on the sidewalk as they pull into driveways. Some of these issues stem from standards that were acceptable at the time of construction but do not reflect current best practices.

FIGURE 11 SIDEWALK CONDITIONS







Beyond sidewalks and crosswalks, Mountain View's pedestrian network includes a host of paseos and trails that further support connectivity and mobility throughout the city.

WHAT IS A PASEO?

A paseo is a short connection, often utilizing a public access easement that allows for increased pedestrian and cycling connections. Participants in the Rengstorff Park Walk Tour noted how the paseo connecting Latham to El Camino between Rengstorff and Ortega improved access to destinations on El Camino Real.

FIGURE 12 CAR-FREE PASEO EXAMPLES



Paseos are a valuable tool to provide public permeability for pedestrians and cyclists through private areas. These are often built as part of multi-family residences in Mountain View. They have the added benefit of providing "eyes on the street," which increases visibility and promotes a sense of community. Survey respondents suggested more publicly accessible pathways, or paseos, through apartment and office complexes near schools and on routes to transit, such as the Caltrain stations, to increase active transportation accessibility.

Mountain View has over 2,100 signalized intersections, marked crosswalks, High-Intensity Activated CrossWalK beacons (HAWKs), LED-enhanced crosswalks, and rectangular rapid flashing beacons (RRFBs), all of which help draw attention to pedestrians crossing the roadway. Crossings are a critical component of walking and bicycling routes throughout the city..

However, crossing roadways with higher speeds and multiple lanes was a recurring comfort and safety concern from Mountain View Residents, particularly along larger arterial roads such as El Camino Real and Central Expressway, where signalized crossing opportunities are more widely spaced (Figure 14). It is important to note that some of these larger arterial roads are under jurisdiction of Caltrans or Santa Clara County.

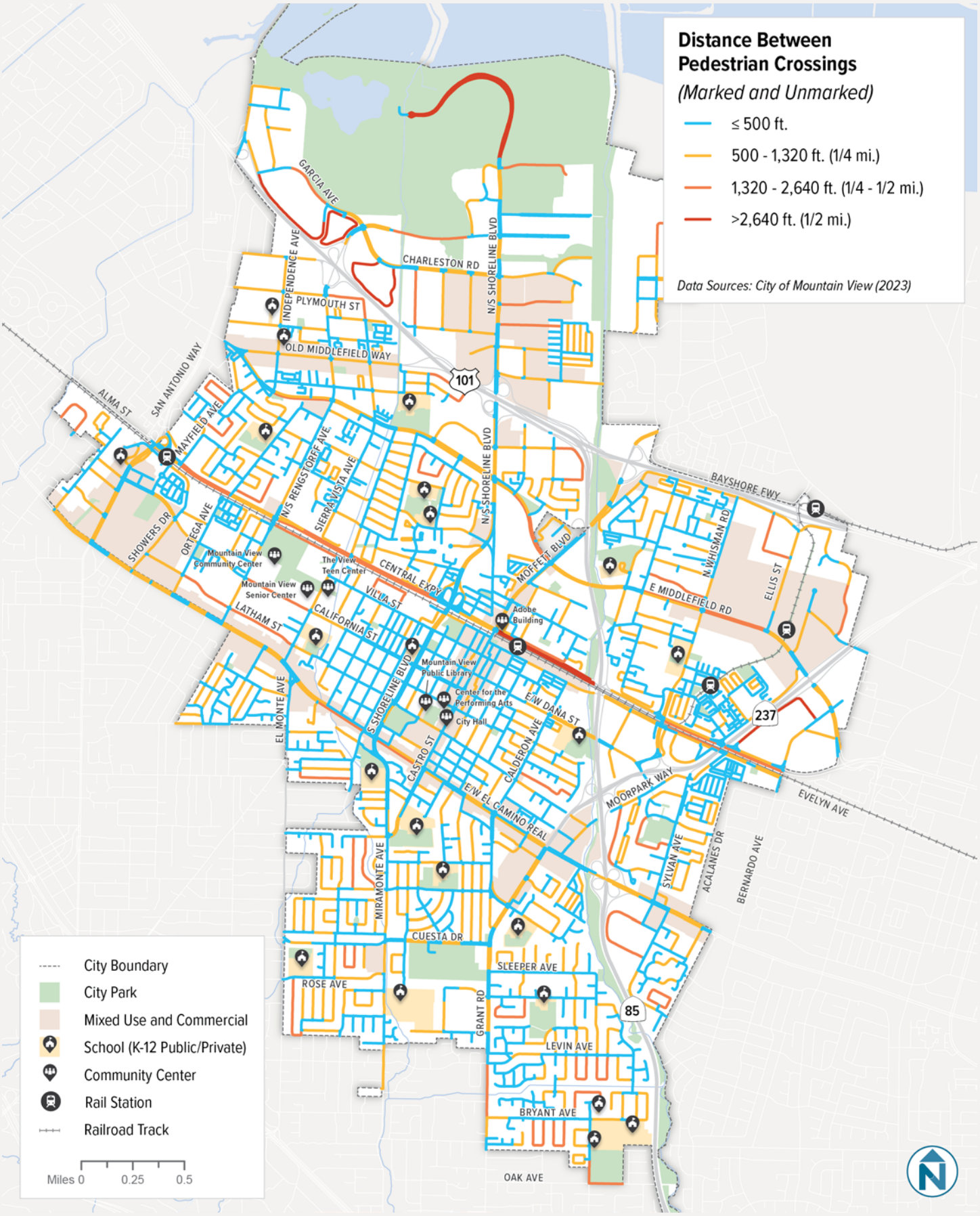


FIGURE 13 MARKED CROSSWALKS IN MOUNTAIN VIEW

To improve the pedestrian network, the City continues to enhance crossings and intersections with features that support pedestrian and bicycle safety, such as high visibility crosswalks, raised crosswalks, RRFBs, pedestrian hybrid beacons (PHBs), wave-actuated pedestrian push buttons, and removal of visual barriers near intersections.



FIGURE 14 DISTANCE BETWEEN MARKED CROSSWALKS



BICYCLE NETWORK

The city has a varied network of bicycle facilities (Figure 16), some of which are well connected and some of which are fragmented due to gaps or barriers The city has 2.0 linear miles of Class IV protected bikeway, 24.3 miles of Class I trail, and 27.6 linear miles of Class II bike lanes.

Different people have various levels of comfort, physical ability, and levels of risk they are willing to accept as they travel through the city. In Access MV, the City's multimodal transportation plan, the City identified a future all ages and abilities (AAA) bicycle network made up of existing and planned/funded projects (Figure 17). Facility types represented in the AAA network include bicycle boulevards, trails such as Stevens Creek Trail (a continuous AAA connection between the northern and southern parts of the City), protected bikeways and bicycle lanes on lower-speed, lower-volume streets.

However, not all neighborhoods have good connections to the trail network. Bicycle tour and survey participants noted difficult trail access conditions such as safety bollards, crossing challenges, a lack of trailheads and a lack of connecting sidewalks where Stevens Creek Trail meets major corridors such as Evelyn Ave, El Camino Real, Moffett Boulevard and West Middlefield Road, requesting or noting a need for improvements to the Permanente Creek Trail and its neighborhood connections.

FIGURE 15 EXAMPLE OF BICYCLE RACK

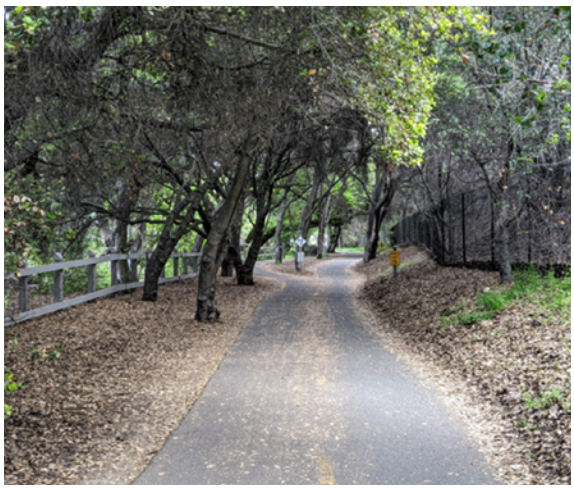


Bicycle Parking and End-of-Trip Facilities

A complete bicycle network includes other supportive infrastructure and facilities including safe and secure bicycle parking, accurate bicycle detection, bicycle maintenance stations, restrooms, drinking fountains, and clear wayfinding for bicyclists.

"Much more bike parking is needed on streets, and in retail parking lots."

FIGURE 16
TYPES OF BICYCLE FACILITIES IN MOUNTAIN VIEW'S ALL AGES AND ABILITIES (AAA) BICYCLE NETWORK



Trails (Class I) are shared-use bicycle and pedestrian paths that are physically separated from motor vehicle travel lanes, typically through horizontal separation and/or grade separation. In Mountain View, most Class I trails are paved, though some may be unpaved or have natural surface treatments.



Bicycle lanes (Class II) are striped bicycle facilities that do not include a physical barrier separating cyclists from motor vehicle lanes.

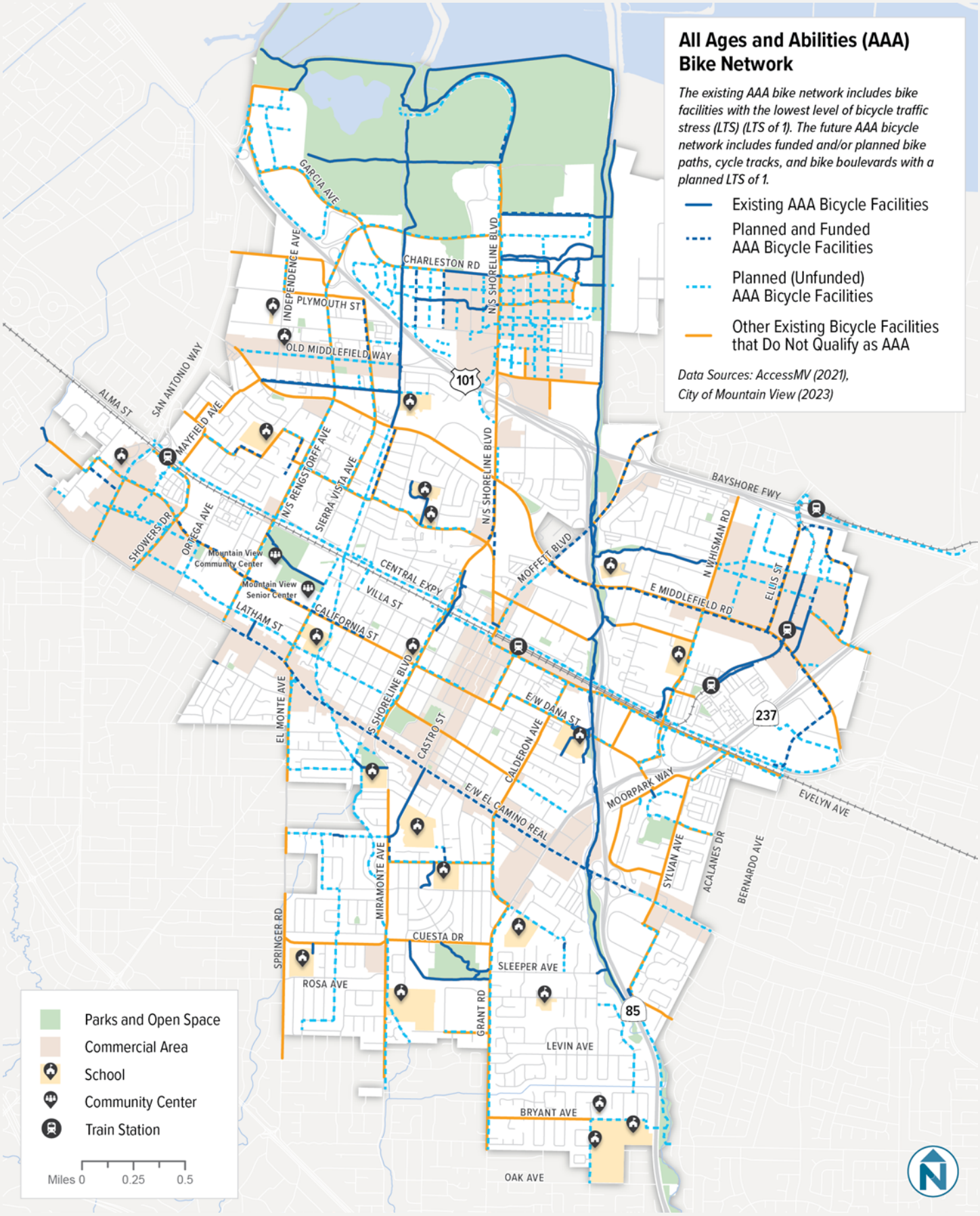


Bicycle boulevards and bike routes (Class III) are shared streets with low motor vehicle speeds and volumes, featuring design elements and pavement markings intended to prioritize bicycles.



Protected bikeways (Class IV) are bicycle facilities with physical barriers between bicyclists and motorized vehicles. Physical barriers can be provided with flexible plastic posts, concrete, plants and trees, or other treatments.

FIGURE 17
EXISTING AND PLANNED/FUNDED AAA BICYCLE FACILITIES VS. EXISTING BICYCLE NETWORK



Note: LTS (Level of Traffic Stress): a measure of how comfortable or stressful a roadway is for bicyclists based on traffic speed, volume, and bike facility conditions.

TRANSIT IN MOUNTAIN VIEW

Transit connections are made by walking, biking and rolling. Mountain View is well served by several high-quality regional and local transit services.

VTA light rail station areas like Whisman Station are well connected by a complete sidewalk network and low-stress bicycle routes. In some areas, such as Pacific Drive near Whisman station, station area planning has helped create walkable, shaded streets that improve transit access for people who walk, bicycle, and roll.

FIGURE 18 TRANSIT ACCESS CONDITION IN MOUNTAIN VIEW



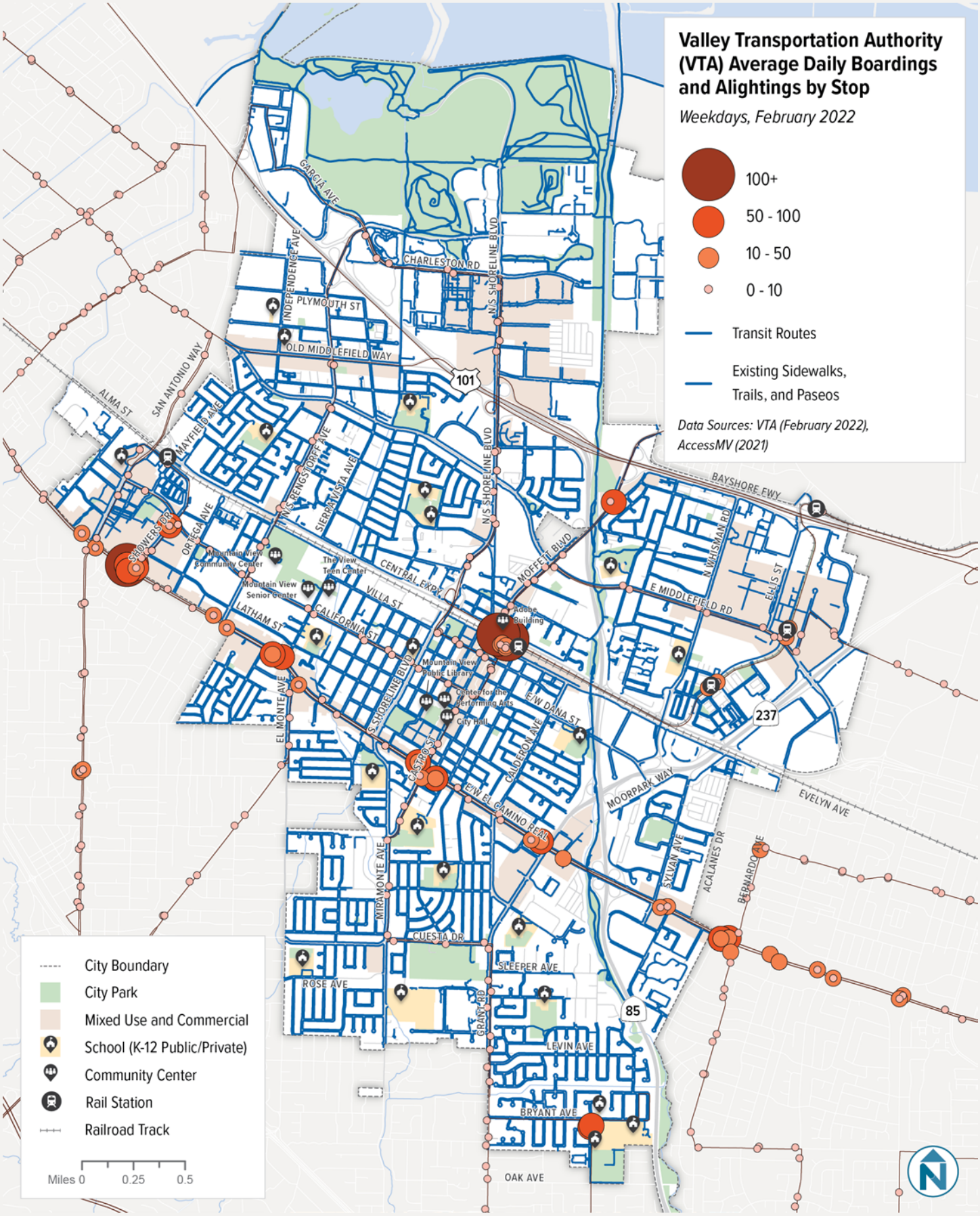
In most of the city, bus services on major roads and arterials are connected to adjacent neighborhoods via low-stress bicycle and pedestrian routes (Figure 18).

Survey respondents noted that the major arterials are some of the more challenging routes and crossing locations, making first and the last mile transit access important for active transportation infrastructure design.

TRANSIT SERVICES IN MOUNTAIN VIEW

- Caltrain commuter rail service
- VTA light rail service
- VTA bus service (including Rapid Bus Route 522 on El Camino Real)
- Mountain View Community Shuttle service
- MVgo commute-hour shuttles

FIGURE 19 TRANSIT RIDERSHIP AND PEDESTRIAN ACCESS



Safety

Between 2015 and 2022, Mountain View reported 563 crashes involving people walking and biking, including 11 fatal and 52 severe injury crashes. According to the 2024 Mountain View Local Road Safety Plan (LRSP), 73% of fatal and severe injury (FSI) collisions occurred along arterials with higher vehicle speeds (35 mph or above), more vehicle lanes, and higher traffic volume.

Pedestrian collisions (typically involving a motor vehicle) were particularly concentrated along arterial roadways, which represent 20% of the city's street network. FSI bicycle crashes were more distributed throughout the city. However, both pedestrian and bicycle FSI crash locations overlapped with locations that community members reported as challenging in the MVATP survey. (Figures 20 and 21). The top community-identified challenging locations are summarized in Table 4.

TABLE 4 TOP 10 CHALLENGING SPOTS FOR WALKING, BIKING, AND ROLLING AS INDICATED BY COMMUNITY INPUT

CHALLENGING SPOTS
Rengstorff Avenue & Central Expressway (and by extension: Rengstorff Avenue & Leland Avenue/Crisanto Avenue)
Castro Street/Moffett Boulevard & Central Expressway (and by extension: Castro Street & Evelyn Avenue)
El Camino Real & Castro Street
Central Expressway & Shoreline Boulevard
Grant Road & El Camino Real
Miramonte Avenue/Shoreline Boulevard & El Camino Real
SR-85 & El Camino Real
SR-101 & Shoreline Boulevard
SR-85 & Central Expressway
El Camino Real & Escuela Avenue

Crash types at intersections included conflicts during turning movements and broadsides, whereas crashes along the road often involved vehicle lane departures. There are several potential roadway improvements such as protected bike lanes, curb extensions, and/or pedestrian interval phasing and bicycle signals that may reduce conflict points and should be considered when designing multimodal streets.

FIGURE 20
FREQUENCY OF COLLISIONS INVOLVING PEOPLE WALKING AND CHALLENGING LOCATIONS

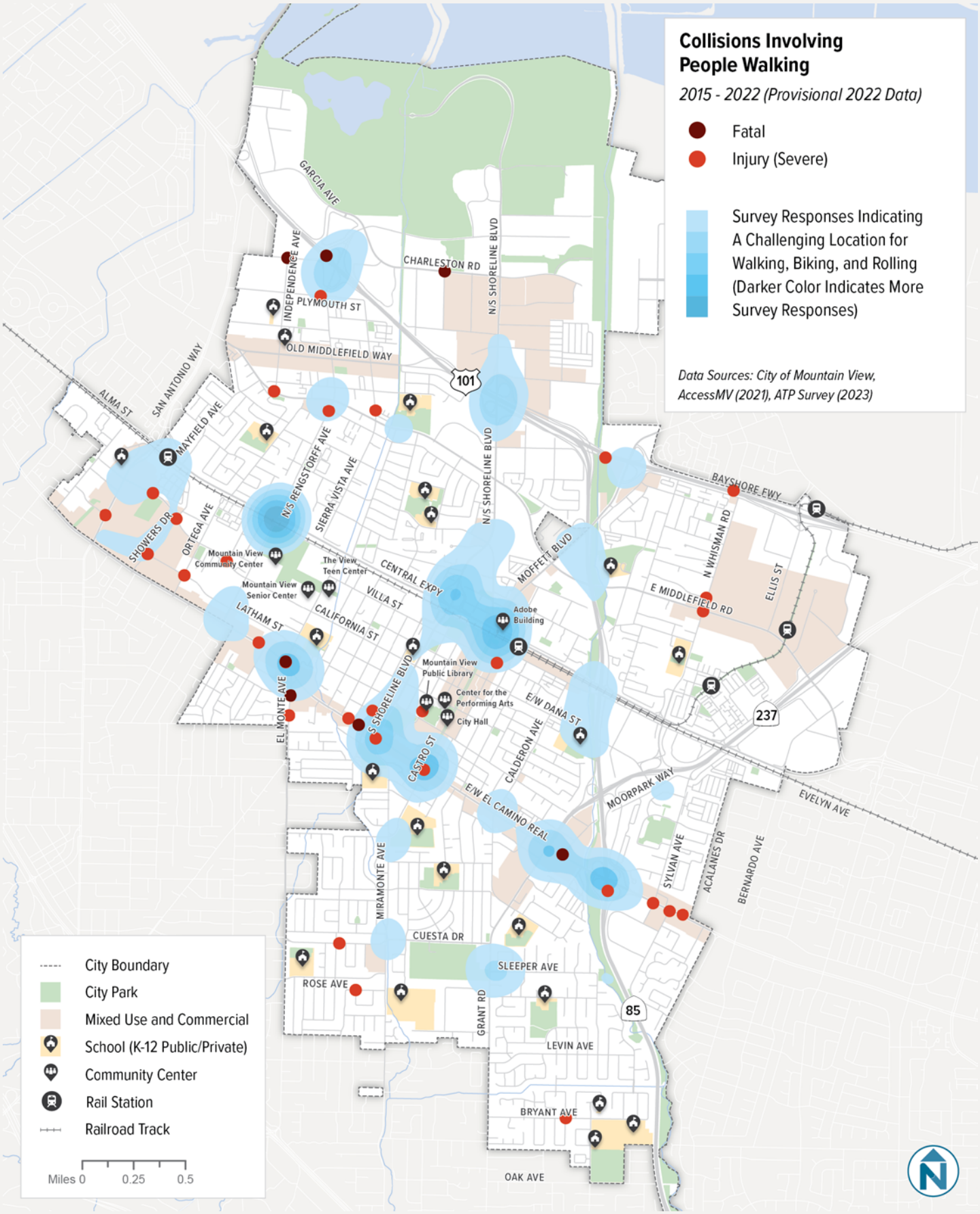
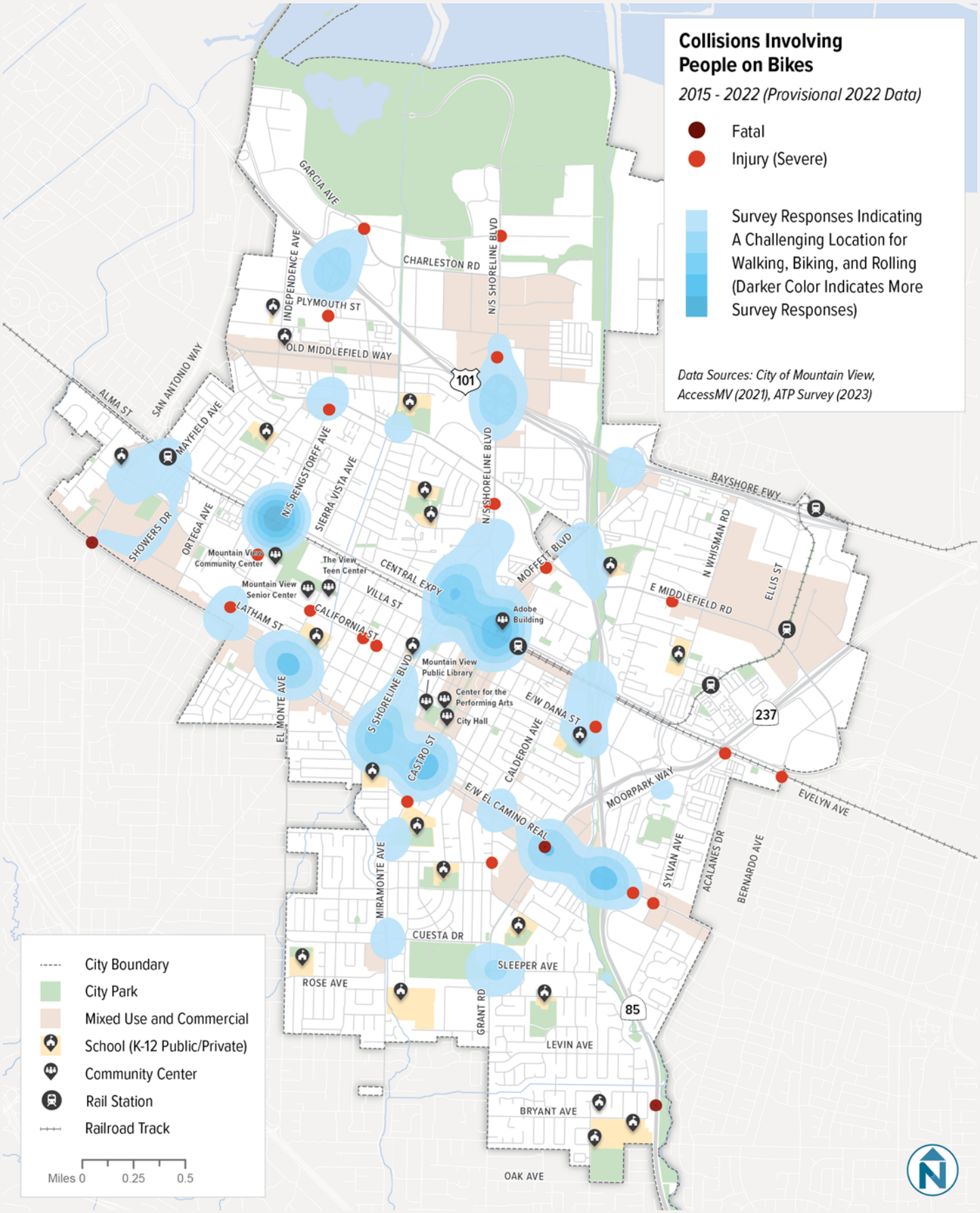


FIGURE 21
FREQUENCY OF COLLISIONS INVOLVING PEOPLE ON BICYCLE AND CHALLENGING LOCATIONS



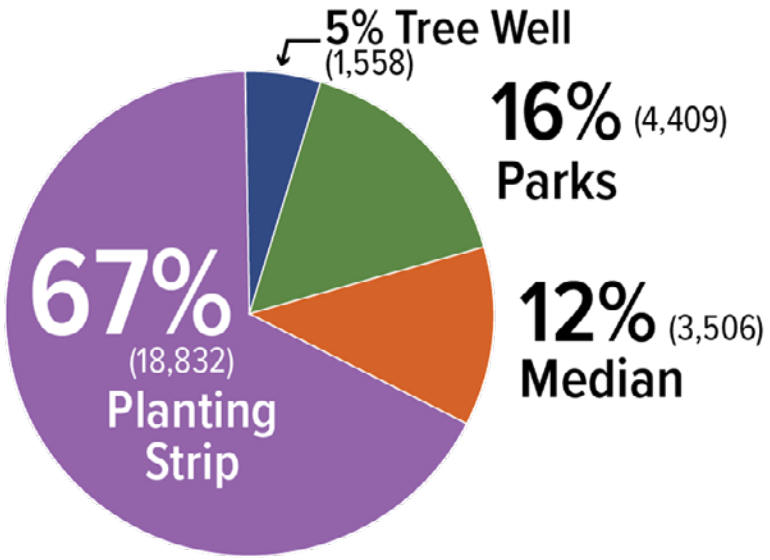
GREEN STREETS

In 2021, the Mountain View City Council established a goal to "protect and enhance local ecosystems and biodiversity through rewilding and other measures" as part of their Sustainability & Climate Resiliency strategic priority. The City is developing a Biodiversity and Urban Forest Plan to enhance the health of local ecosystems and prevent species loss through a multi-pronged approach. One element of this approach is planning for active transportation networks that double as wildlife corridors to preserve biodiversity assets, create new spaces for local native plants, and support local ecosystems.

Green Streets are a holistic approach that combines active transportation, biodiversity promotion, and green infrastructure development. Including Green Streets as a component of the MVATP presents a unique opportunity to support Mountain View's sustainability and biodiversity goals by providing space for natural systems to thrive within the public right-of-way, while influencing how people use the street, often slowing motor vehicle traffic and increasing the comfort of pedestrians and cyclists of all ages and abilities by creating space and incorporating natural elements into the street. Metrics in the Biodiversity and Urban Forest Plan will evaluate green street projects for their contribution to canopy coverage, native species integration, habitat corridor function, and stormwater performance.

For the purpose of identifying possible improvements and developing project concepts (discussed in Chapter 3), the MVATP focused on two aspects of sustainability and biodiversity/green streets: plantable space and impervious surface cover.

FIGURE 22 PUBLIC TREE PLANTING LOCATIONS



Trees are a valuable community resource and an essential component of civic infrastructure. The City of Mountain View has been committed to preserving and enhancing its urban forest since 1960 when the City Council established tree care services. Street trees provide important shade, cooling, stormwater, water pollution reduction, and air purification services.

Approximately 2/3 of public trees are found in planting strips, which represents the biggest opportunity for additional community trees. Planting strips with trees adjacent to the roadway also provide an important physical buffer between the pedestrian and vehicular space, increasing comfort, safety and shade (Figure 22).

Impervious surfaces include concrete and asphalt surfaces, roofs, and other hard materials that do not allow water to soak into the ground. On the other hand, porous surfaces, like gardens and other unpaved areas, allow water to soak into the ground. Impervious surfaces affect the environment and natural systems in various ways, causing more stormwater runoff, flood risk and water pollution, and higher surface temperatures. Greening strategies, such as planting strips, tree wells, landscaped medians, and bicycle buffers, can increase pervious surfaces. These green street elements make a positive difference in areas filled with impervious surfaces by soaking up rainwater and cooling the surroundings, improving the overall environment in Mountain View neighborhoods.

Key Takeaways

COMMUNITY SUPPORT FOR ACTIVE TRANSPORTATION

Mountain View is an active community. Through the survey, walk and bike tours, and data analysis, Mountain View residents noted the desire to walk, bicycle, and roll safely throughout the community. They desire access to key destinations such as shopping, schools, parks and transit. They also want end-of-trip support, such as secure bicycle parking at locations throughout the city to make it feasible and desirable to travel by active modes.

OPPORTUNITIES FOR A HOLISTIC ACTIVE TRANSPORTATION NETWORK

As demonstrated in the findings presented in this chapter, Mountain View has a strong foundation for its active transportation network. However, opportunities for improvement exist, whether filling gaps in the pedestrian and bicycle network or improving the quality of the existing infrastructure to increase connectivity, safety, comfort and sustainability. Holistic active transportation network maps were developed to highlight these future opportunities to expand the quantity and quality of the active transportation network in Mountain View (Figure 23, Figure 24, and Figure 25).

Note: The Policy on Unimproved Streets adopted by City Council in 1993 affirms the direction to not construct sidewalks in residential areas unless homeowners initiate an assessment district to fund these sidewalk. The policy references resident desires to maintain the rural character of these streets by not improving streets to current standards. Many missing sidewalks are in these unimproved areas.

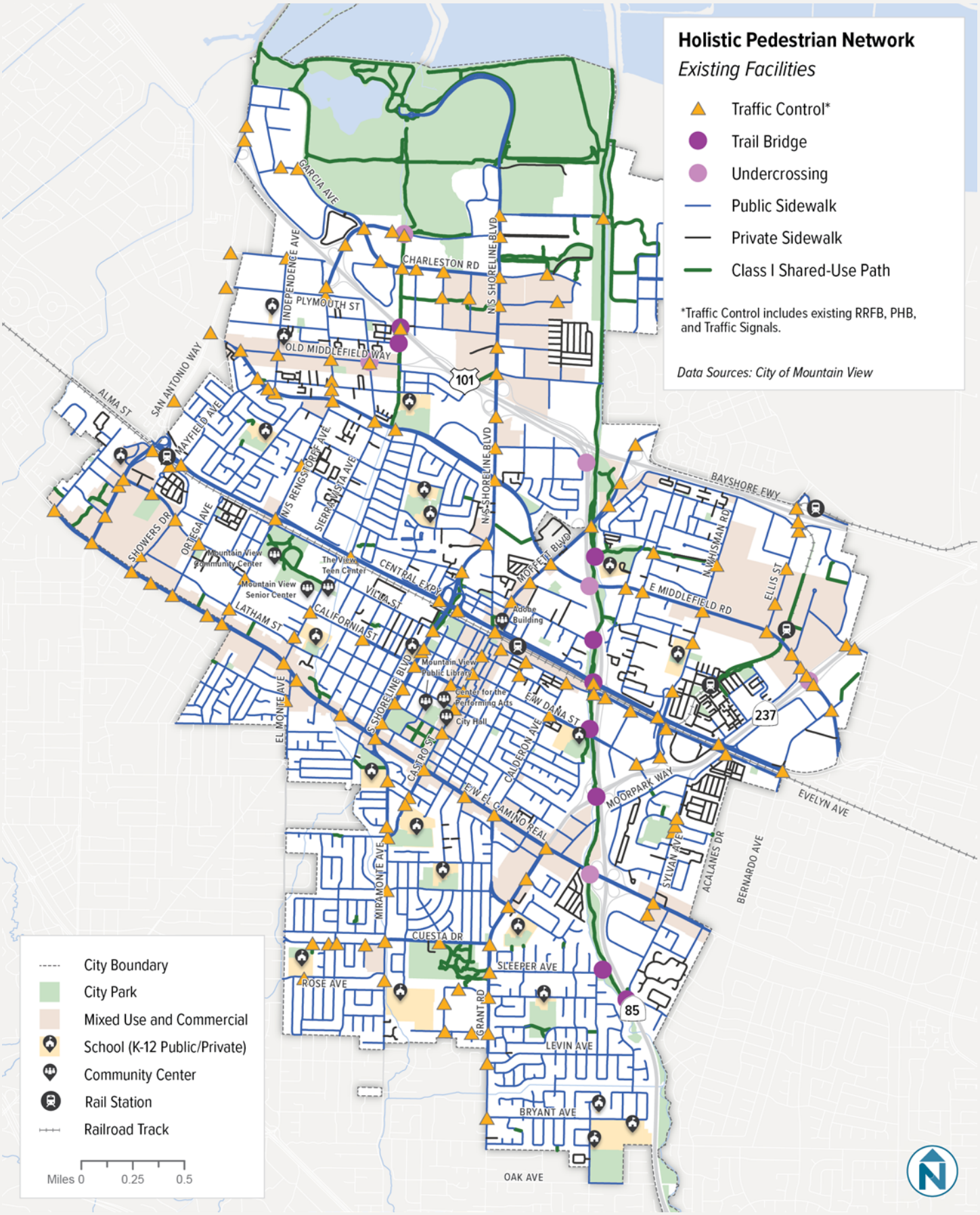
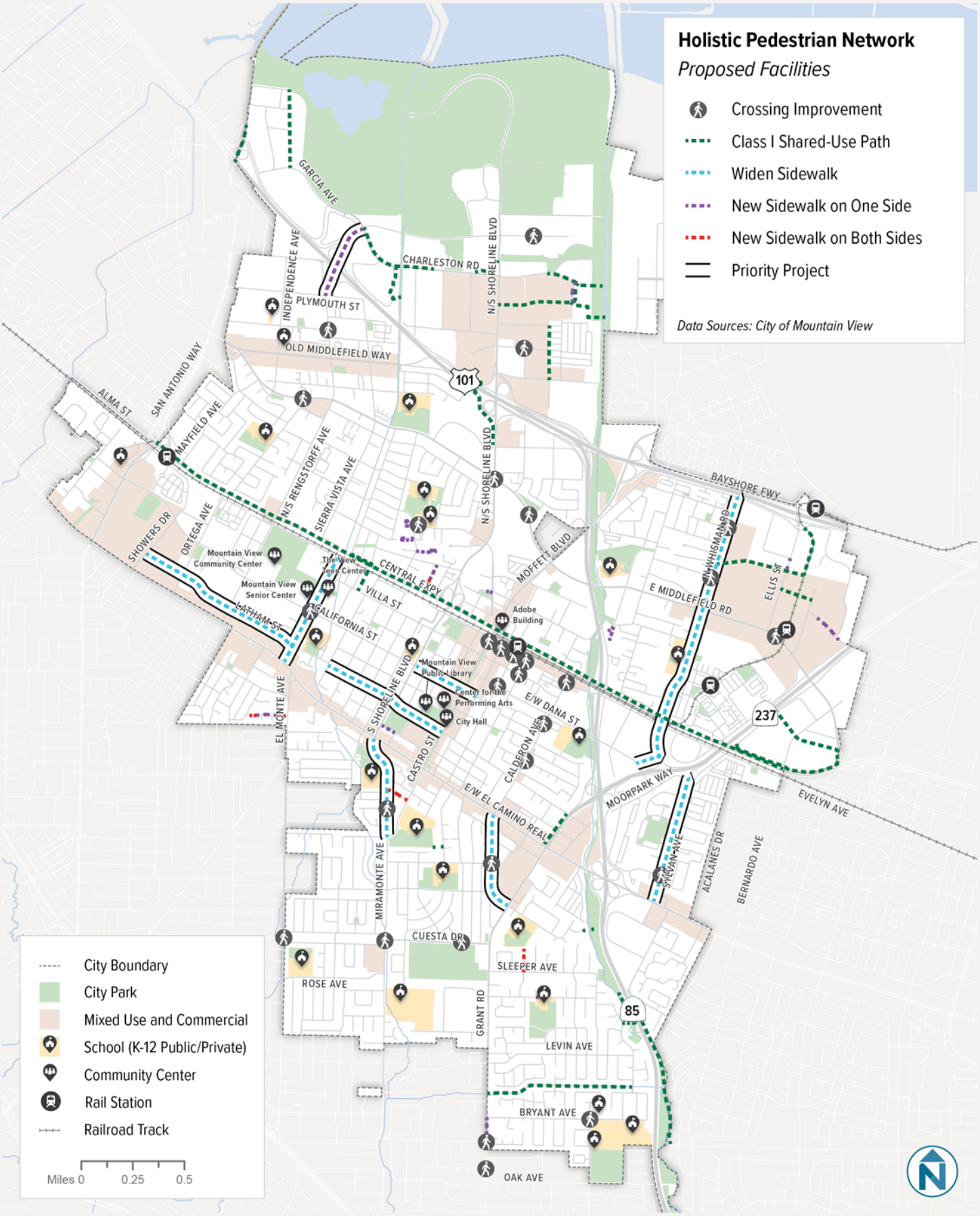
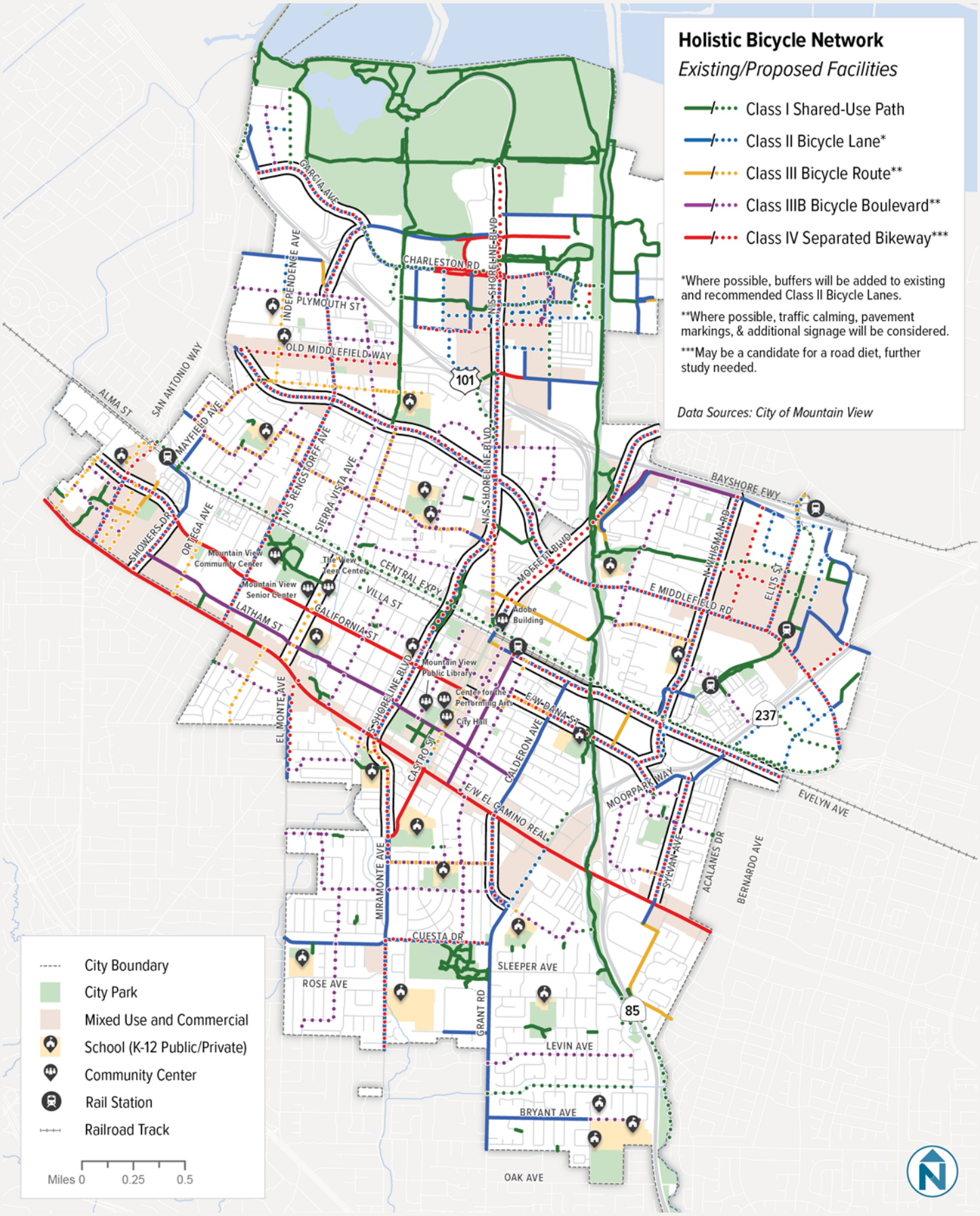

Holistic Pedestrian Network
Existing Facilities
Traffic Control*
Trail Bridge
Undercrossing
Public Sidewalk
Private Sidewalk
Class I Shared-Use Path
*Traffic Control includes existing RRFB, PHB, and Traffic Signals.
Data Sources: City of Mountain View
City Boundary
City Park
Mixed Use and Commercial
School (K-12 Public/Private)
Community Center
Rail Station
Railroad Track
Miles 0 0.25 0.5
GARCIA AVE
INDEPENDENCE AVE
PLYMOUTH ST
OLD MIDDLEFIELD WAY
CHARLESTON RD
N/S SHORELINE BLVD
101
SAN ANTONIO WAY
ALMA ST
MAYFIELD AVE
SHOWERS DR
ORTEGA AVE
N/S RENGSTORFF AVE
SIERRA VISTA AVE
Mountain View Community Center
The View Teen Center
Mountain View Senior Center
CENTRAL EXPY
VICTA ST
LATHAM ST
CALIFORNIA ST
MOFFETT BLVD
Adobe Building
BAYSHORE FWY
N WHISMAN RD
E MIDDLEFIELD RD
ELLIS ST
EL MONTE AVE
S SHORELINE BLVD
Mountain View Public Library
Center for the Performing Arts
City Hall
E/W DANA ST
237
CASTRO ST
CALDERON AVE
E/W EL CAMINO REAL
MOORPARK WAY
EVELYN AVE
SYLVAN AVE
ACALANES DR
BERNARDO AVE
MIRAMONTE AVE
CUESTA DR
SLEEPER AVE
ROSE AVE
GRANT RD
85
LEVIN AVE
BRYANT AVE
OAK AVE

FIGURE 24 HOLISTIC PEDESTRIAN NETWORK (PROPOSED)




Holistic Bicycle Network
Existing/Proposed Facilities
Class I Shared-Use Path
Class II Bicycle Lane*
Class III Bicycle Route**
Class IIIB Bicycle Boulevard**
Class IV Separated Bikeway***
*Where possible, buffers will be added to existing and recommended Class II Bicycle Lanes.
**Where possible, traffic calming, pavement markings, & additional signage will be considered.
***May be a candidate for a road diet, further study needed.
Data Sources: City of Mountain View
City Boundary
City Park
Mixed Use and Commercial
School (K-12 Public/Private)
Community Center
Rail Station
Railroad Track
Miles 0 0.25 0.5
GARCIA AVE
INDEPENDENCE AVE
PLYMOUTH ST
OLD MIDDLEFIELD WAY
CHARLESTON RD
N/S SHORELINE BLVD
101
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SAN ANTONIO WAY
MAYFIELD AVE
RENGSTORFF AVE
SIERRA VISTA AVE
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ACALANES DR
BERNARDO AVE
MIRAMONTE AVE
CUESTA DR
ROSE AVE
SLEEPER AVE
GRANT RD
85
LEVIN AVE
BRYANT AVE
OAK AVE

03
RECOMMENDATIONS



What's Working?

The analysis of existing conditions, prior planning projects, existing policies and code and the development of the holistic network maps highlighted current strengths and areas of opportunity for improving active transportation in Mountain View.

The recommendations are grounded in the MVATP vision and guiding principles, identifying actions that improve mobility, connectivity, safety, comfort and access with a focus on equity, sustainability and biodiversity. The projects, programs and policies build on the strong foundation of innovation that exists in Mountain View, and an eye toward action.

CURRENT PROGRESS

Mountain View is no stranger to active transportation programs and projects. The city currently supports walking, biking, and other forms of active transportation through a combination of programs, policy decisions, and capital projects. We highlight a few programs and projects that support the vision and guiding principles of this plan.

- Castro Street Pedestrian Mall: Originally created as a temporary COVID-19 response, the Castro Street Pedestrian Mall became a permanent feature of downtown Mountain View after City Council voted to make the closure permanent in 2024. Closing Castro Street between Evelyn and California Streets to vehicle traffic created vital outdoor space for gathering and recreation, improved pedestrian access to local businesses, and does not allow bicycling within the Pedestrian Mall. In December 2025, City Council also voted to extend the closure across the Caltrain tracks, further enhancing pedestrian connectivity in the downtown core.
- El Camino Real Protected Bikeways: In partnership with Caltrans, the City implemented protected bikeways along El Camino Real between Sylvan Avenue and Rengstorff Avenue in 2024. This project improves bicycle connectivity for community members traveling along this major corridor, noted as a critical and challenging route for bicyclists in the existing conditions community survey. While important progress has been made, continued expansion of low-stress bicycle facilities across and around El Camino Real should remain a priority to create a truly connected network.

- California Street Complete Streets Pilot Program (Shoreline to Showers: Constructed in 2025, the pilot program implemented reduced vehicle lanes, protected intersections, high-visibility crosswalks and midblock crossings, and parking-protected bikeways with a buffered section and green bicycle lane striping at conflict points. The project exemplifies complete streets design, balancing the needs of all road users while improving safety and comfort for people walking and biking. Upon completion of the pilot period, the project will be evaluated based on safety outcomes, operational data, and community feedback. That evaluation will inform a decision to either advance the project to a permanent installation or implement revisions accordingly.
- Vision Zero Marketing and Outreach Campaign: The City has completed the first phase of the Vision Zero outreach and education campaign to promote safety across Mountain View. Through this effort, the City provided information on pedestrian and bicycle safety at major citywide events and the farmers' market, and conducted a digital campaign. This effort also included safety videos explaining how to use the bicycle lanes on El Camino Real and the protected bicycle lane on California Street. This work is important for educating road users about the new bicycle and pedestrian facilities.
- Safe Routes to School Program (SRTS): SRTS continues to be a cornerstone of Mountain View's active transportation strategy. Through education, encouragement, engineering, and enforcement, the program promotes walking and bicycling to school, improves safety for students and families, and helps establish lifelong active transportation habits. The program's ongoing outreach and partnerships with school communities are essential and should be continued and expanded.

Mountain View also benefits from a network of existing multi-use trails (Stevens Creek Trail, Permanente Creek Trail, and Hetch Hetchy Trail) and integrated green street design elements, such as the protected bikeway with landscape on both sides of Charleston Avenue (top), planting strips with detached sidewalks on Martens Avenue (middle), and tree wells on Castro Street (bottom) (Figure 26). These provide safe, off-street, and low-stress connections for people walking, biking, and rolling in the city.

FIGURE 26 EXISTING GREEN STREET ELEMENTS



Other key successes demonstrate how programmatic tools and supportive programs help advance the ATP. The North Bayshore Precise Plan, for example, uses trip caps and regular monitoring to ensure transportation demand aligns with multimodal infrastructure investments, managing congestion while encouraging walking, biking, and transit use. Complementing this, initiatives such as the Neighborhood Traffic Management Program (NTMP), downtown bicycle-sharing partnerships, and free to ride Mountain View Community Shuttle further support safe, convenient, active and low-stress travel throughout the city.

Recommendations for the Future

Using the Guiding Principles of Mobility & Connectivity, Safety & Comfort, Access & Equity, Sustainability & Biodiversity, and Innovation & Action-Orientation, the MVATP identified projects that improve safe, equitable and comfortable connections across the city and programs and policies that continue to support active transportation.

Infrastructure projects went through a scoring and prioritization process using spatial, demographic, community input and organizational data, whereas policy and program recommendations went through an internal city review to finalize the list, based on planning precedent, best practice and state legislation and program research conducted in the first phase of the project.

SCORING & PRIORITIZING INFRASTRUCTURE PROJECTS

Scoring and prioritizing infrastructure projects is a standard exercise in transportation planning that grounds decision-making in data and community input. Projects are scored according to their potential to achieve the plan's visions and goals, and prioritize practical aspects that may affect the feasibility of a project such as potential project costs, implementation timeline and the opportunity to leverage planned work or funding. While a scoring and prioritization process may evaluate an extensive list of potential projects, the goal of the exercise is to develop a list of projects that could be planned and/or implemented over the anticipated timeframe of the plan.

The MVATP scoring process used seventeen criteria distributed across four of the five guiding principles: Access and Equity, Safety and Comfort, Mobility and Connectivity, and Sustainability and Biodiversity. Each scoring criteria had an associated metric that allowed for measurement of the criteria using objective data, community comments and professional judgment (Table 5). Mountain View staff across several departments, along with the TAC, ATPAC, BPAC, CTC, and City Council, all provided input into the scoring and prioritization process.

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Access and Equity	Supports lower income residents	U.S. Census data	Project is not within a low- or low-to mid-income census tract	0
			Project is within a low- to mid-income census tract defined as having more than 14% of the population below 200% of the federal poverty level (FPL).	7
			Project is within a low-income census tract defined as having more than 28% of the population below 200% of FPL.	14
Access and Equity	Fills a gap in existing sidewalk network	City of Mountain View GIS data	Project does not close a sidewalk gap	0
			Project partially closes a sidewalk gap	3
			Project does close a sidewalk gap	6.5
Access and Equity	Fills a gap in All Ages and Abilities (AAA) bicycle network	City of Mountain View GIS data	Project does not close a gap in the AAA bicycle network	0
			Project partially closes a gap in the AAA bicycle network	3
			Project does close a gap in the AAA bicycle network	6.5
Maximum score for Access and Equity scoring criteria				27
Safety and Comfort	Addresses community concerns	GIS data representing an aggregation of community comments from Maptionnaire survey, walk audits, other community events, and Mountain View's online and 311 community comment portals	Project area has low density of community comments (lower third)	0
			Project area has medium density of community comments (middle third)	4
			Project area has high density of community comments (top third)	9

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA (CONTINUED)

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Safety and Comfort	Addresses existing (historic) crash patterns	GIS crash data analysis from Mountain View Local Road Safety Plan	Project area has no or low density of fatal or severe injury crashes (bottom third)	0
			Project area has medium density of fatal or severe injury crashes (middle third)	7
			Project area has a relatively high density of fatal or severe injury crashes (top third)	14
Safety and Comfort	Improves pedestrian network density	Mountain View GIS data measuring the distance between pedestrian crossing opportunities	Project does not reduce pedestrian block length at all	0
			Project reduces pedestrian block length but not to less than 500’	2
			Project reduces pedestrian block length to less than 500’	4
Safety and Comfort	Reduces pedestrian crossing distance	Mountain View GIS data measuring the width of pedestrian crossing distance at intersections	Project does not decrease width of pedestrian crossing distance	0
			Project does decrease width of pedestrian crossing distance	5
Maximum score for Safety and Comfort scoring criteria				32
Mobility and Connectivity	Supports school children	Mountain View GIS data of all school locations	Project is more than 5-minute walk (0.25 mile) from a school (public or private)	0
			Project is less than 5-minute walk (0.25 mile) from a school or on a suggested route to school (public or private)	4
			Project fronts a school (public or private)	9

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA (CONTINUED)

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Mobility and Connectivity	Supports other key destinations (commercial center, park, trail, senior center or senior living community)	Mountain View GIS data of key destinations	Project is more than 5-minute walk (0.25 mile) from a key destination	0
			Project is less than 5-minute walk (0.25 mile) from a key destination	4
			Project fronts a key destination	9
Mobility and Connectivity	Improves first/last mile connection to transit	Mountain View GIS data of all transit stops	Project is not within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	0
			Project is within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	2
			Project is within 10-minute walk (0.5 mile) of major transit stop or high-quality transit corridor (bus or rail)	4
Maximum score for Mobility and Connectivity scoring criteria				22
Sustainability and Biodiversity	Reduces impervious surface area	Mountain View satellite imagery and GIS data	Project does not reduce impervious surface area	0
			Project reduces impervious surface area by less than 4%	2
			Project reduces impervious surface area by 4% or more	4.5
Sustainability and Biodiversity	Provide Plantable Space	Mountain View satellite imagery and GIS data	Project does not increase open space for plantings (per typical)	0
			Project provides enough space for ground cover plantings (plantable spaces < 5' wide)	2
			Project provides enough space for ground cover plantings and shade trees (plantable spaces ≥ 5' wide)	4.5

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA (CONTINUED)

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Maximum score for Sustainability and Biodiversity scoring criteria				9
Feasibility	Order of Magnitude Cost (includes environmental, ROW, etc.)	Previous Mountain View project unit costs	$$$ (> $10M)	0
			$$ ($2M - $10M)	1
			$ (< $2M)	2
Feasibility	Interagency Coordination	Assessment of agency jurisdictions and departmental responsibilities	City and 2 or more additional outside agencies	0
			City and 1 additional outside agency	1
			None, only city departments	2
Feasibility	Practical Implementation Timeframe	Mountain View staff professional judgment	Long	0
			Medium	1
			Short	2
Feasibility	Opportunity To Leverage Existing Planned Project	Mountain View staff professional judgment	No	0
			Yes	2
Feasibility	Alignment With Local, Regional And/or Federal Funding Sources/ Opportunities	Mountain View staff and consultant professional judgement	No	0
			Yes	2
Maximum score for Feasibility scoring criteria				10
Total maximum scoring across all scoring criteria				**100**

The existing conditions analysis and holistic network map development identified over 100 potential pedestrian and bicycle infrastructure project opportunities across the city of Mountain View. These potential projects were then scored using each scoring criteria's metric threshold. A maximum score of 100 was possible; potential project scores ranged from a high of 88.5 to a low of 7. Additional details on the scoring methodology are provided in Appendix A.

City staff reviewed the twenty-four highest scoring potential projects and selected twenty to move forward into draft project concepts (the four other projects already have plans underway or are in the Caltrans right-of-way) (Table 6 and Figure 27).

TABLE 6 MVATP IDENTIFIED PRIORITY PROECTS WITH EXTENDS, MILEAGE, AND RECOMMENDATIONS

PROJECT NAME, EXTENTS	MILEAGE	RECOMMENDED PED AND BICYCLE IMPROVEMENT A	RECOMMENDED PED AND BICYCLE IMPROVEMENT B	RECOMMENDED PED AND BICYCLE IMPROVEMENT C
California Street, South Shoreline Boulevard to Showers Drive	1.38	Escuela Avenue Protected Intersection	Shoreline Blvd Protected Intersection	-
California Street, Showers Drive to Del Medio Avenue	0.5	Showers Protected Intersection	San Antonio Protected Intersection	-
Whisman Road, Fairchild Drive to East Dana Street	1.43	Dana Street Protected Intersection	Whisman Station Intersection Reconstruction	Pacific Drive Intersection Reconstruction
Escuela Avenue, Crisanto Ave to El Camino Real	0.5	California/Escuela Intersection Reconstruction	Rengstorff Park Pedestrian and Bicycle Crossing	Crisanto Avenue Intersection Tightening
California Street, Hope Street to South Shoreline Blvd	0.32	Castro Intersection Tightening	-	-
Showers Drive, California Street to El Camino Real	0.32	San Antonio Station Pedestrian Crossing	Target Paseo Crossing	-
West Middlefield Road, Moffett Blvd to Old Middlefield Way	2	Farley Street Bicycle and Pedestrian Trail Connection to Crittendon Middle School	San Veron, San Pierre, Terra Bella Pedestrian Crossings	Old Middlefield Intersection Tightening
Latham Street, Escuela Ave to Showers Drive	0.84	Rengstorff Protected Intersection	Showers Drive Bicycle and Pedestrian Crossing	Escuela Avenue Protected Intersection
South Shoreline Boulevard, Montecito Avenue to El Camino Real	1.1	Dana Street Bicycle Connection	Montecito Avenue Intersection Tightening	Central Expy Ramp Crossings
Latham St/Church St, Castro Street to Escuela Ave	0.85	Shoreline Boulevard - Protected Intersection	Oak Street - Crossing to Eagle Park	Pioneer Memorial Park Crossing

TABLE 6 MVATP IDENTIFIED PRIORITY PROECTS WITH EXTENDS, MILEAGE, AND RECOMMENDATIONS (CONTINUED)

PROJECT NAME, EXTENTS	MILEAGE	RECOMMENDED PED AND BICYCLE IMPROVEMENT A	RECOMMENDED PED AND BICYCLE IMPROVEMENT B	RECOMMENDED PED AND BICYCLE IMPROVEMENT C
Rengstorff Avenue, Garcia Avenue to Leghorn Street	0.4	101 Ramp Crossings	Garcia/Amphitheater Protected Intersection	-
Dana St, Bush Street Moorpark Way	0.85	Moorpark Way Intersection Tightening	Calderon Protected Intersection	-
Miramonte Ave, El Camino Real to Marilyn Drive	0.5	El Camino Real Protected Intersection	Park Drive Pedestrian Crossing	Sonia Way Pedestrian Crossing
North Shoreline Blvd, Plymouth Street to Montecito Avenue	1.02	W Middlefield Protected Intersection	101 Ramp Crossings	-
Garcia Avenue, Amphitheater Parkway to Bayshore Parkway	0.6	Permanente Creek Trail Connection	Garcia/Amphitheater Protected Intersection	Salado Drive Pedestrian Crossing to Park
Evelyn Ave, Bush Street to South Bernardo Avenue	1.35	Stevens Creek Trail Connection	Bernando Street Undercrossing	-
Phyllis Avenue, El Camino Real to Grant Road	0.5	El Camino Real, Hans Avenue, Grant Road Protected Intersections	Tyler Park Way and Pamela Drive Mid-Block Crossings-	-
Sylvan Ave, Moorpark Way to El Camino Real	0.6	Moorpark Way Intersection Tightening	Sevely Drive Pedestrian Crossing	El Camino Real Protected Intersection
North Shoreline Blvd, North Road to Plymouth Street	0.8	Amphitheater Parkway Protected Intersection	Charleston Road Connection to Sidepath	-
Moffett Blvd, RT Jones Road to Central Expressway	1.29	Middlefield Protected Intersection	101 Ramp Crossings	Stevens Creek Trail Connection

Note: See Figure 27 for map reference.


Priority Projects
Class III Bicycle Route*
Class IV Separated Bikeway**
Widen Sidewalk
New Sidewalk on One Side
*Where possible, traffic calming, pavement markings, & additional signage will be considered.
**May be a candidate for a road diet, further study needed.
Data Sources: City of Mountain View
GARCIA AVE
INDEPENDENCE AVE
CHARLESTON RD
PLYMOUTH ST
OLD MIDDLEFIELD WAY
N/S SHORELINE BLVD
101
ALMA ST
SAN ANTONIO WAY
MAYFIELD AVE
N/S RENGSTORFF AVE
SIERRA VISTA AVE
SHOWERS DR
ORTEGA AVE
Mountain View Community Center
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CENTRAL EXPY
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MOFFETT BLVD
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MIRAMONTE AVE
CUESTA DR
ROSE AVE
SLEEPER AVE
GRANT RD
85
LEVIN AVE
BRYANT AVE
OAK AVE
City Boundary
City Park
Mixed Use and Commercial
School (K-12 Public/Private)
Community Center
Rail Station
Railroad Track
Miles 0 0.25 0.5

POLICY AND PROGRAM RECOMMENDATIONS

A list of policies and programs that support active transportation was developed, aligned with the MVATP vision and guiding principles. These were based on review of Mountain View and peer community planning precedent, best practices, and state legislation and program research. Programs and policies from previous planning efforts such as the Local Road Safety Plan were included if the action had not yet been implemented and had relevance to active transportation. These initiatives will be added as part of projects or programs, such as Safe Routes to School, not as new stand alone projects. Mountain View staff across several departments reviewed the list to determine feasibility, roles and responsibility and alignment with broader city values. The final list of policies and programs (Table 7) represent relatively low-cost actions that can be taken by the city to support active transportation.

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
No Right Turn on Red Policy	Implement a pilot to prohibit right turns on red (RTOR) at selected locations to improve safety, comfort, and confidence for pedestrians and cyclists at signalized intersections. No RTOR can be reinforced with various sign and signal interventions.	Safety & Comfort	Public Works (PW) & Police Department (PD)
Leading Pedestrian Interval Policy	Providing pedestrians with a headstart when entering a crosswalk will promote pedestrian safety and prioritization at intersections evaluated and recommended by staff.	Access & Equity	PW
Greening / Tree Canopy Improvements	Incorporate greenery and street trees into larger infrastructural improvements along roadways. These can have the dual benefit of serving environmental and planning goals and elements of a safer street design.	Sustainability & Biodiversity	Community Services Department (CSD) & Community Development Department (CDD) & PW

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Daylighting	Implement and enforce the "Daylighting Law", Assembly Bill 413, which became law in California in 2023. Daylighting prohibits stopping, standing, or parking within 20 feet of the approach side of any marked or unmarked crosswalk or within 15 feet where a curb extension is present. Daylighting provides greater visibility at intersections, improving safety for pedestrians and bicyclist crossing the street, as well as for drivers.	Safety & Comfort Mobility & Connectivity	PW & PD
Staff Continuing Education	Staff continuing education on the Vision Zero Action Plan and Local Road Safety Plan, defensive driving in City vehicles, Safe Systems Approach, and safety countermeasures will raise city staff proficiency in promoting and enforcing Safe Road interventions.	Safety & Comfort Access & Equity	Human Resources, Fire Department, CDD, PW & PD
Evaluation of Speed Limits and Speed Zones	Examine opportunities for speed limit reductions allowable through the California Vehicle Code, such as measured changes in speed after a project's completion or in a specific district or zone when justified by an engineering or traffic survey.	Safety & Comfort	PW & PD
Enforcement of School Zone Speed Limits	Enforcing school zone speed limits promotes driver awareness and caution in areas where youth are gathered.	Safety & Comfort	PW & PD
Update Bicycle Parking Standards	Incorporate recommended revisions to the Bicycle Parking Standards in Mountain View's municipal code that call for simplified and more flexible standards to allow for the construction of more high-quality bicycle parking.	Mobility & Connectivity	PW & CDD

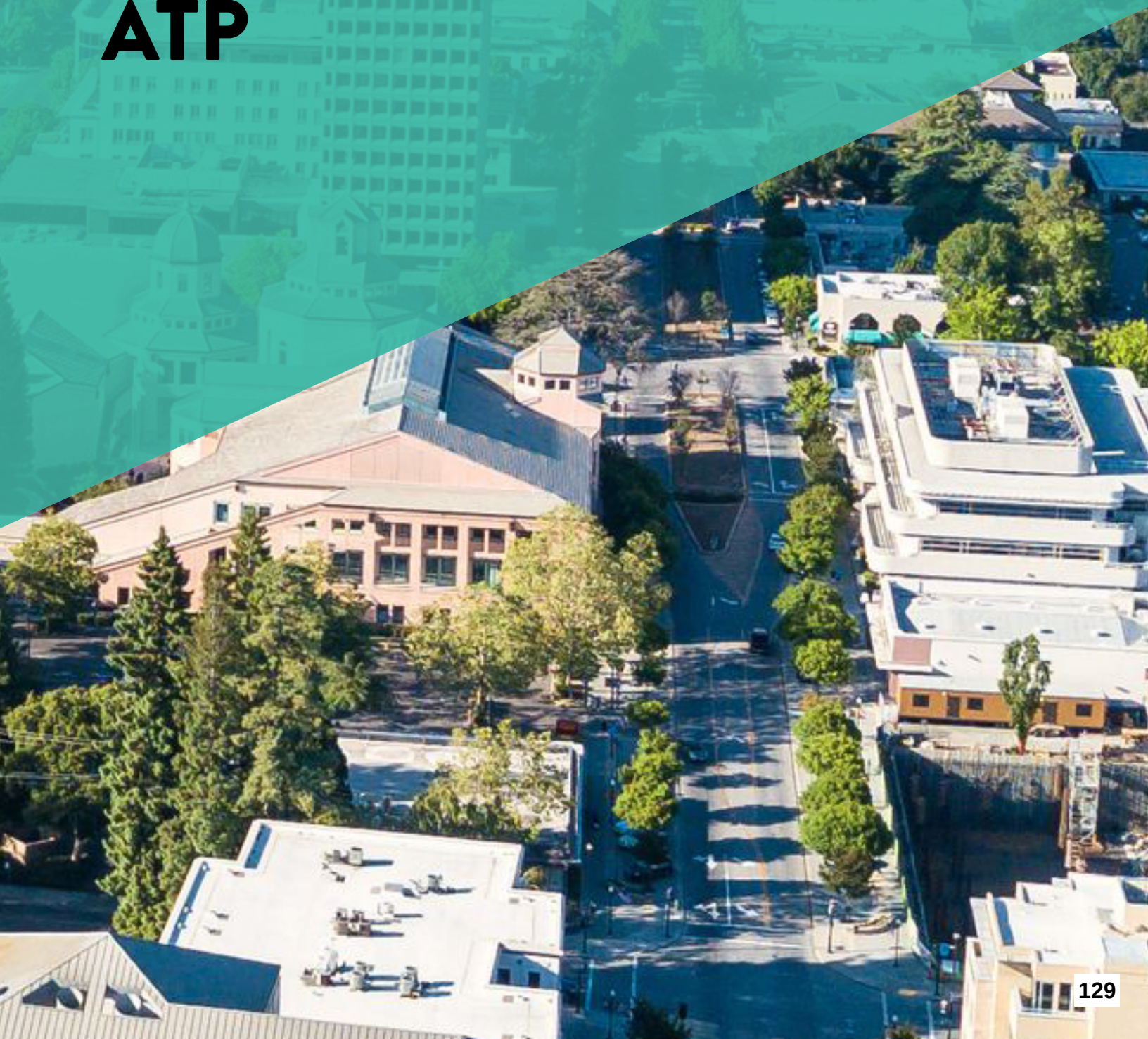
TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Education and Enforcement on Use of Personal Electric Micromobility Devices	Public education campaigns and safety trainings through established programs like Safe Routes to School and other high exposure outlets in Mountain View on the legal and appropriate use of personal electric micromobility devices (.e.g, Class 1-3 e-bikes, e-motos, escooters), such as which devices are street legal, who can use them, where they are permitted to ride and park, applicable speed limits, and other best practices and regulations to promote safe and responsible use, and the enforcement of such.	Mobility & Connectivity	CDD, PD, CSD & Local School Districts/Schools.
Road Safety Education	Road safety education for all modes and road users to increase awareness of rules of the road/transportation system and responsibilities as travelers.	Safety & Comfort Access & Equity	PD
Consideration of Pedestrian Connectivity via Paseos in Property Development.	Paseos, or pedestrian-only streets, are narrow paths between buildings, alleys, or public staircases that provide safe walking and biking connections across neighborhoods. They must be enforced as pedestrian-only to be effective.	Safety & Comfort Access & Equity	PD
Bicycle Friendly Community Designation	The Bicycle Friendly Community designation from the League of American Bicyclists opens up resources that support the establishment and improvement of bicycle infrastructure and policy in Mountain View.	Safety & Comfort Access & Equity	PW
Walk safe designation/ re-up	The non-profit America Walks promotes walkability in communities around the country through Community Change grants and Walk Safe Community designations.	Safety & Comfort Access & Equity	PW
Expansion of Safe Routes Programs	Building off of Mountain View's successful Safe Routes to School (SRTS) program, add Safe Routes to Parks and Safe Routes to Transit programs to encourage safe walking, bicycling, transit riding and driving to important destinations within Mountain View, particularly for youth and families.	Safety & Comfort	PW, CSD & Transit Partners

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Transportation Demand Management (TDM)	TDM focuses on establishing travel choice within a community through policy and programs to reduce dependency on automobile travel. TDM supports larger active transportation infrastructural improvements by making walking and biking trips more feasible. A TDM policy is currently underway by city staff.	Mobility & Connectivity	PW
Social Walks/ Rides	Regularly scheduled community-promoted walk or bicycle tours in different areas of the City focusing on encouragement and training for new users, raising community awareness or road safety and best practices. These could be organized through established programs like Safe Routes to School.	Safety & Comfort Access & Equity	PW
Maintenance of Active Transportation Faciities	Funding and programming for regular maintenance of active transportation facilities such as bicycle lane street sweeping and sidewalk cleaning and repair will uphold the safety and comfort of active transportation trips throughout the city.	Safety & Comfort	PW
Waste Bin Policy and Maintenance	Placing waste bins conspicuously throughout Mountain View promotes the proper disposal of waste.	Safety & Comfort	PW
Evaluation of Infrastructure Projects	Evaluation of infrastructure projects is important for monitoring and accountability. It helps to show whether projects had the intended impact of improving travel behavior and safety for multiple modes. Funding programs such as the CTC's Active Transportation Program require pre- and post-counts of walking, bicycling and vehicles.	Mobility & Connectivity	PW

04
LET'S ROLL! IMPLEMENTING THE ATP



Implementation Process Considerations

The development of the project scenarios, cross sections, cost estimates, and implementation strategies translated the MVATP vision and guiding principles into a practical framework for action. This chapter outlines the steps, resources, and decisions needed to change and move priority projects from concept to construction, including how to prioritize investments, manage trade-offs, and align projects with available funding opportunities. The implementation approach balances ambition with feasibility, ensuring projects advance safety, comfort, access, sustainability, and biodiversity while working within real-world constraints.

The Green Street scenario illustrates this approach by demonstrating how street space can be reallocated to improve safety, environmental performance, and the public realm. By examining material alternatives and identifying ways to manage challenges, it shows why strategic implementation matters. Effective implementation relies on collaboration and trust across City departments and with regional partners to advance shared transportation goals. All the infrastructure recommendations presented in this section will require further engineering review to confirm design adequacy and feasibility prior to implementation.

PROJECT PRIORITIZATION AND DESIGN CONSIDERATIONS

One of the five Guiding Principles of the MVATP is Action-Oriented and Innovation. To reflect this principle, priority project concepts were developed with two alternatives: resurfacing and reconstruction. Resurfacing represents Action-Oriented, offering lower costs and fewer barriers to implementation. Reconstruction represents Innovation, identifying opportunities to integrate new design guidance, infrastructure concepts, and green street elements.

Resurfacing

Resurfacing alternatives assume the street would undergo routine maintenance, including slurry seal or a grind and overlay, creating a "blank slate" for installing bicycle facilities. These alternatives do not involve moving curb lines; therefore, the existing curb-to-curb width defines the space available for reallocation. The scope includes pavement markings, signage, and improved bicycle facilities such as concrete curbs or flexible delineator posts. Sidewalk construction or other concrete work is not included, although minor sidewalk maintenance may be performed to meet Title II ADA requirements. Where projects intersect or cross another agency's right-of-way (e.g. Caltrans, Santa Clara County), coordination will be needed.

Reconstruction

Reconstruction alternatives assume the street is fully demolished and rebuilt within the existing right-of-way, typically as part of a major capital project triggered by pavement degradation or a similar scale of work. These alternatives allow for curb line adjustments and the installation of continuous Class IV bikeway separation, such as curbed planting strips along the bikeway. No additional right-of-way acquisition is assumed. Reconstruction projects may affect drainage patterns, trees, medians, and other existing features which will require further feasibility analysis. These projects are long-term, visionary concepts that would be adapted to site-specific conditions, recognizing that full implementation may not be practical on narrower streets.

For all alternatives, cross sections were developed based on these assumptions and are detailed in the cutsheets included in Appendix B. Each cutsheet provides a narrative describing existing conditions, proposed changes in each alternative, and implementation considerations, along with an illustrative cross section showing elements and widths. The cutsheets also include maps illustrating project limits and nearby destinations like parks and schools served by the improvements. Cross sections were developed using measurements from high-quality aerial imagery; however, field verification during future design may identify discrepancies that require adjustments.

Costs

Cost estimates for resurfacing alternatives were developed using generalized unit costs (based on city project bid results from 2023 and 2024) and frequency assumptions. These include, but are not limited to, resurfacing, striping, signage, and Class IV bikeway elements. The estimates are intended to reflect the incremental cost of installing bicycle facilities as part of a resurfacing project. Other elements that may be included in resurfacing projects—such as sidewalks or median islands—vary by location and are not included in these estimates.

The estimates also include percentage-based allowances for design, coordination, permitting, environmental review, and similar project development costs, which vary by project scale.

Costs for reconstruction alternatives were not developed. Reconstruction projects typically include substantial additional work unrelated to bicycle or pedestrian facilities, such as utility replacement and full-depth pavement reconstruction, and vary significantly by location. Due to these uncertainties, reliable cost estimates were not feasible. In most cases, the cost of bicycle and pedestrian facilities would represent a relatively small portion of the overall reconstruction project cost.

TABLE 8 ESTIMATED RESURFACING PROJECT COST FOR PRIORITY PROJECTS

PROJECT	LENGTH (MILES)	BIKEWAY CLASS IN RESURFACING ALTERNATIVE	EST. PROJECT COST (2025 DOLLARS IN MILLIONS)
California Street, South Shoreline Boulevard to Showers Drive	1.38	Class IV	$5.5
California Street, Showers Drive to Del Medio Avenue	0.5	Class IV	$2.0
Whisman Road, Fairchild Drive to East Dana Street	1.43	Class IV	$5.7
Escuela Avenue, Crisanto Ave to El Camino Real	0.5	Class III	$1.5
California Street, Hope Street to South Shoreline Blvd	0.32	Class III	$1.0
Showers Drive, California Street to El Camino Real	0.32	Class IV	$1.3
West Middlefield Road, Moffett Blvd to Old Middlefield Way	2	Class IV	$8.0
Latham Street, Escuela Ave to Showers Drive	0.84	Class III	$2.5
South Shoreline Boulevard, Montecito Avenue to El Camino Real	1.1	Class IV	$4.4
Latham St/Church St, Castro Street to Escuela Ave	0.85	Class III	$2.5
Rengstorff Avenue, Garcia Avenue to Leghorn Street	0.4	Class IV	$1.6
Dana St, Bush Street Moorpark Way	0.85	Class IV	$3.4
Miramonte Ave, El Camino Real to Marilyn Drive	0.5	Class IV	$2.0
Garcia Avenue, Amphitheater Parkway to Bayshore Parkway	0.6	Class II	$2.9
Evelyn Ave, Bush Street to South Bernardo Avenue	1.35	Class IV	$5.4
Phyllis Avenue, El Camino Real to Grant Road	0.5	Class IV	$2.0
Sylvan Ave, Moorpark Way to El Camino Real	0.6	Class IV	$2.4

Note: Costs are estimates in 2025 dollars, based on information available at the time, and are expected to increase over time. Costs have been rounded up to nearest $100,000.

SCENARIO: GREEN STREET INFRASTRUCTURE

Many streets in Mountain View contain excess roadway width that can be reallocated to better support walking, biking, and ecological functions. By shifting curb lines inward where feasible, space can be created along sidewalks to provide separation between people and vehicles, accommodate trees and stormwater features, and improve safety and overall quality of the public realm. While green street infrastructure may involve a greater upfront capital cost, long-term environmental health, traffic safety and social benefits are notable.



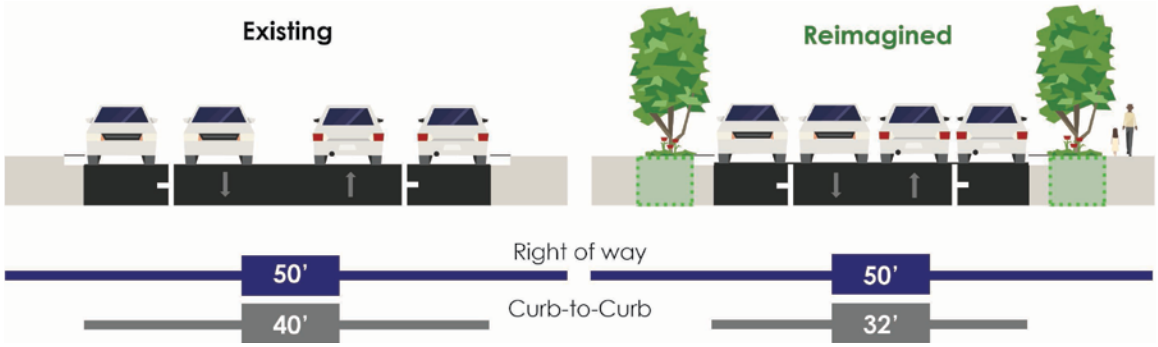
FIGURE 28
CONCEPT ILLUSTRATION OF GREEN STREET

Green street infrastructure represents a strategic investment in community well-being, environmental sustainability, and urban livability.

Material Alternatives

Based on block-level analysis, six material alternatives were evaluated against a base street modification cost of $2.82 million ($535 per foot of roadway) to create a 4-foot green infrastructure zone. Base costs assume one mile of street reconstruction and each material alternative's cost would be added to that. The estimate includes both sides of the street with no change to the overall roadway width (Figure 29). These estimates are intended to indicate relative costs rather than final construction prices.

FIGURE 29 ASSUMPTIONS FOR EXISTING AND REIMAGINED STREET



The estimate assumes full reconstruction of sidewalks and driveways within the right-of-way. Driveways are assumed to occur every 100 feet and to be approximately 20 feet wide. Cost data are based on aggregated City of Mountain View bid prices for similar projects and were rounded. Figure 30 illustrates the costs of various material alternatives for the reimagined street section.

FIGURE 30 ADD-ON COST PER MILE FOR MATERIAL ALTERNATIVES IN REIMAGINED STREETS BEYOND BASE STREET MODIFICATION COST



Benefits

- Mulch and aggregate provide immediate cost advantages over concrete.
- Drought-tolerant planted options begin providing environmental benefits early, such as temperature reduction and improved pedestrian comfort.
- Concrete provides durability, low maintenance, and predictable performance.
- Planted alternatives with irrigation and bioswales deliver growing returns over time such as expanded tree canopy, better air quality, stabilized maintenance costs, and cost-effective MRP 3.0 compliance.

Trade-Offs

- Concrete has high upfront costs and limited ecological or community benefits.
- Mulch and aggregate may require more frequent replenishment or upkeep, adding to ongoing maintenance costs.
- Planted options need irrigation and care during establishment.
- Irrigated and bioswale-planted landscapes require higher initial investment. These plantings will also require maintenance such as irrigation and pruning after maturity.

Challenges and Mitigations

Moving curb lines can significantly increase project complexity and cost by triggering a range of additional infrastructure requirements. These include, but are not limited to: drainage analysis and utility adjustments; sidewalk, signal, and driveway demolition and reconstruction; and extensive coordination with property owners. It requires more complex engineering, construction, and interagency coordination beyond the basic street maintenance. Table 9 outlines the key considerations associated with green street projects and practical ways to reduce or manage them.

TABLE 9 COMMON GREEN STREET CHALLENGES AND POTENTIAL SOLUTIONS

CHALLENGE	MITIGATION
Higher upfront capital costs	While costs are primarily upfront, the environmental, aesthetic, and infrastructure benefits persist for the life of the tree and associated improvements.
Tree roots can lift sidewalks	Careful species selection, appropriate planting techniques, and the use of modified sidewalk sections can reduce the risk of root-related damage.
Potential property damage from falling limbs	Tree species limited to small or medium-sized varieties that are unlikely to pose a risk to adjacent private property.
Reduced visibility within the right-of-way	Tree placement will be carefully coordinated to avoid sight triangles and maintain safe visibility at intersections and driveways.
Requires ongoing maintenance	All maintenance will be performed by the City as part of its standard operations.

Implications of Green Streets

Green streets deliver measurable benefits that extend far beyond aesthetics. They provide space for natural elements to support biodiversity, incorporate sustainable stormwater strategies, create inviting environments through complementing traffic-calming efforts and prioritize active transportation modes for people of all ages and abilities. Simply put,

Green Streets = Active Transportation + Biodiversity + Green Infrastructure.

> *"I think trees can do wonders in making some of the overwhelming walking areas (e.g. along Central around Rengstorff) less so and make it more pleasant and psychologically feel safer."*

Figure 31 represents a range of green street elements and its benefits. Green stormwater infrastructure is required for Municipal Regional Stormwater Permit 3.0 compliance, managing runoff through increased pervious surfaces that reduce, slow, and treat stormwater while improving water quality. Street trees and vegetation enhance air quality by filtering pollutants and, when using native species, provide habitat corridors that support pollinators and ecosystems in this biodiversity hotspot region.

GREEN STREETS

Mountain View's tree cover is 19.5% of the city, with a goal of 22.7% by 2030.

Refer to the Biodiversity and Urban Forest Plan for more information about green streets progress, goals, and actions.

FIGURE 31 A FEW GREEN STREET ELEMENTS AND THEIR BENEFITS



Planting strip: Replaces heat-absorbing pavement; absorbs rainwater and reduces runoff

Cul-de-sac: Captures stormwater and improves local drainage

Tree well: Supports tree growth, providing cooling streets and shade for pedestrians



Bikeway: Provides safe, comfortable, and shaded routes

Parklet: Creates public spaces for rest and social interaction

Median: Filters air pollution and adds greenery to busy roads

Green street projects require strategic site selection, interagency coordination, and supporting policies. Engaging the residents and businesses early helps build support, address concerns about visibility and maintenance, and ensure designs reflect community priorities. Implementation strategies that reduce risk and build momentum include:

- Pilot and phased projects: Start with lower-risk streets that have favorable conditions to demonstrate feasibility. Use a phased approach that allows vegetation to establish while monitoring safety, performance, and maintenance needs. Lessons learned from these pilots will inform expansion to more complex or higher-priority locations in future years.
- Target priority corridors and nodes: Once pilot projects demonstrate success, focus investments on high-priority routes such as streets near schools, commercial areas, flood-prone segments, and existing or planned bikeways and trail connections. This approach advances both stormwater compliance and active transportation goals simultaneously.
- Standardize designs: Use simple, repeatable typologies such as corner curb extensions with bioretention, mid-block rain gardens, and permeable parking lanes to streamline design, permitting, construction, and maintenance.

Good candidates for these treatments include streets that are in need of utility upgrades or repairs, have excess pavement width, have drainage conditions that allow for curb line modifications, and supportive property owners. Any proposed green areas should be planned with consideration of existing underground utilities to avoid conflicts and ensure feasibility during installation and maintenance. Identifying streets with these characteristics can substantially reduce risk, cost, and implementation challenges.

Funding Sources for Active Transportation Projects

Funding to support active transportation infrastructure and programming is available from many different sources at the federal, state, regional and local level. A non-exhaustive list of potential funding options includes (Table 9):

Federal Funding

Safe Streets and Roads for All (SS4A)

SS4A is a federal-aid grant program for regional, local, and Tribal initiatives to improve roadway safety. Funding is provided for Planning and Demonstration Grants that support the development of a comprehensive safety action plan that identify the most pressing roadway safety concerns in a community and implement solutions. Implementation Grants fund projects and initiatives to address identified roadway safety issues. An eligible Action Plan must be adopted before applying for implementation funds.

Highway Safety Improvement Program (HSIP)

HSIP is a federal-aid program that supports states' efforts to significantly reduce fatal and serious injuries on public roads with spot or systemic safety improvements. California splits HSIP funds between state HSIP for state highways and local HSIP for local roads. Recipient agencies are required to have a completed Local Road Safety Plan (LRSP) or an equivalent plan to be eligible.

Community Development Block Grant (CDBG)

The CDBG program is a federal grant program funded by the Department of Housing and Urban Development (HUD) to support various projects and programs serving low-income areas. CDBG funds may be used for transportation infrastructure projects such as sidewalk construction, provided they expand economic opportunities for low- and moderate-income households through increased mobility, safety, and accessibility. Mountain View receives about $600,000 each year in CDBG funds that are primarily allocated to non-profit agencies on a two-year application cycle.

State/Regional Funding

California Transportation Commission Active Transportation Program (ATP)

The Active Transportation Program consolidated various transportation programs into a single program and was originally funded at about $123 million a year from a combination of state and federal funds. The goals of the ATP include increasing trips completed by walking and biking, increasing the safety and mobility of pedestrians, advancing climate and public health goals, and supporting projects that benefit many types of users including disadvantaged communities. Other Santa Clara County cities have previously been awarded ATP funds to fund pedestrian and bicycle safety projects.

Strategic Growth Council Affordable Housing and Sustainable Transportation Program (AHSC)

As a grant program of the State of California, the AHSC Program funds affordable housing and transportation projects close to jobs, schools, and other daily destinations to help California meet both its climate and equity goals. AHSC provides funding for affordable housing developments, sustainable transportation infrastructure, and programs that encourage residents to walk, bicycle, and use public transit. Mountain View received $49.7 million to transform an underutilized parking lot into a 7-story development with 161 apartment units within a ten-minute walk of a major multimodal transit station with bus, light rail, and commuter rail services.

Transportation Development Act Article 3 (TDA 3)

The TDA was enacted by the California Legislature in 1971 to improve existing public transportation services and encourage regional transportation coordination. It allocates tax revenue funding for transit and non-transit related purposes that comply with regional transportation plans. Eligible counties with a population under 500,000 may also use funds for local streets and roads, construction and maintenance. TDA 3 funds are a subset of the overall TDA funds collected specifically for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC), the nine-county MPO in the San Francisco Bay Area, allows counties to use these funds for projects that are reviewed by a Bicycle Advisory Committee and approved by MTC.

Santa Clara Valley Transportation Authority (VTA) Measure B

Santa Clara County voters approved a 30-year, half-cent sales tax to enhance transit, highways, expressways, and active transportation. Collection began April 2017 and funds are allocated across various categories including streets & roads, light and commuter rail, bicycle and pedestrian transportation, and transit operations. VTA releases a Call for Projects every year, with the most recent cycle offering $2.2 million of funding for proposals of at least $100,000.

Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Regional Fund

Since 1991, the Department of Motor Vehicles has imposed a $4 surcharge on cars and trucks registering within the BAAQMD, also known as the "Air District", to provide grant funding to projects that reduce motor vehicle emissions. The Air District's Board of Directors approves Calls for Projects and allocates 60% of TFCA funds every year. The other 40% of funds are passed through nine Bay Area counties through the TFCA 40 Percent Fund.

Local Funding

California Transportation Commission (CTC) Local Partnership Program (LPP)

Using an annual $200 million appropriation from the Road Maintenance and Rehabilitation Account, the LPP provides funding to counties, cities, districts, and regional transportation agencies that have approved fees or taxes dedicated to transportation improvements. LPP funds are used to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

TABLE 10 OVERVIEW OF POTENTIAL FUNDING OPTIONS

FUNDING MECHANISM	ALIGNMENT	DESCRIPTION
Federal		
Safe Streets and Roads for All (SS4A)	Policy	Federal grant program for initiatives to improve roadway safety projects that reduce or eliminate roadway fatalities
Highway Safety Improvement Program (HSIP)	Policy	Federal-aid program supporting states' efforts to significantly reduce fatal and serious injuries on public roads.
Community Development Block Grant (CDBG)	Policy	Federal grant program by HUD to support various projects and programs serving low-income areas, including infrastructure projects that expand economic opportunities.

FUNDING MECHANISM	ALIGNMENT	DESCRIPTION
State/Regional		
California Transportation Commission Active Transportation Program (ATP)	Policy	State program disbursing funds to active transportation projects that promote walking and biking trips, pedestrian safety and mobility, and climate and public health goals.
Strategic Growth Council Affordable Housing and Sustainable Transportation Program (AHSC)	Policy	State grant program funding affordable housing and transportation projects close to jobs, schools, and other daily destinations that encourage residents to walk, bicycle, and use public transit.
Santa Clara Valley Transportation Authority (VTA) Measure B	Fiscal	County tax measure enacting a 30-year, half-cent sales tax to enhance transit, highways, expressways, and active transportation. Funds are allocated to streets and roads, light and commuter rail, bicycle and pedestrian transportation, and transit operations.
BAAQMD Transportation for Clean Air (TFCA)	Fiscal	$4 surcharge on cars and trucks registering within the Bay Area Air District. Funds are used for grants to projects that reduce motor vehicle emissions.
Transportation Development Act Article 3 (TDA3)	Fiscal	Section of the 1971 TDA that specifically funds biking and pedestrian projects, Eligible counties with a population under 500,000 may also use funds for local streets and roads, construction and maintenance.
Local		
CTC Local Partnership Program (LPP)	Fiscal	An annual $200 million appropriation for funding counties, cities, districts, and regional transportation agencies that have approved fees or taxes dedicated to transportation improvements. Funds can be used to support initiatives to improve infrastructure, mobility, and public health.

COLLABORATION

Coordination and collaboration are critical for the implementation of projects, programs and policies. The complexity of coordination was a factor when scoring projects, considering not just internal collaboration among City departments but also the level of coordination needed with regional and state partners such as Caltrans, VTA, and Santa Clara County to move projects toward implementation. Additional partners adds complexity but also fosters collaboration and trust and can help to achieve shared transportation goals. A recent example of effective cross-agency collaboration is the El Camino Real protected bikeways, installed in partnership with Caltrans to improve multimodal access along this key corridor.

COMMITMENT TO THE VISION & NEXT STEPS FOR THE CITY

Active transportation is an integral part of life in Mountain View, as evidenced by the high rates of walking and bicycling by those who travel about the city, and by the city and community's investment in active transportation programs and facilities.

The MVATP is a commitment to creating an active transportation system that strengthens the community's access to housing, employment, parks, schools and other destinations and enhances biodiversity. The plan complements other Mountain View planning documents and initiatives that support active transportation, safety, sustainability and biodiversity and will help to provide accountability to the community's commitment to these values.

Using the Guiding Principles of Mobility & Connectivity, Safety & Comfort, Access & Equity, Sustainability & Biodiversity, and Innovation & Action-Orientation, the MVATP identified sustainable projects that improve safe, equitable and comfortable connections across the city and programs and policies that continue to support active transportation. This list of projects, programs and policies provides an action plan and progress report for the next 5-10 years for the city to move projects forward in the capital planning process and to seek funding to further build out a sustainable and active infrastructure for all residents and visitors of Mountain View. All these elements would require in depth engineering review to determine their site-specific adequacy and feasibility.

APPENDIX A: **PROJECT PRIORITIZATION**



Appendix A – Project Prioritization Memo

Project prioritization is a standard exercise in transportation planning projects that grounds decision making in data and community input. It provides an objective assessment of potential projects, typically using a screening process and scoring criteria associated with a plan's vision and goals and practical aspects that may affect the feasibility of a project such as jurisdictional purview, potential project costs, implementation timeline and the opportunity to leverage planned work or funding. While screening, scoring and prioritization process may evaluate an extensive list of potential projects, the goal of the exercise is to come down to a list of projects that could be planned and/or implemented over the anticipated timeframe of the plan.

Screening

The existing conditions analysis and holistic network map development identified over 100 potential pedestrian and bicycle infrastructure project opportunities across the city of Mountain View. The potential projects were initially screened to estimate the general scale and scope of project types (e.g., quick build or paint and post projects vs. corridor green street improvements) and categories of possible project types (e.g., pedestrian improvements, bicycle improvements, green streets). Projects were also screened to determine if the project was within the purview of the City's responsibilities. The majority of potential projects were retained through the screening process.

Scoring

The MVATP scoring process used seventeen criteria distributed across four of the five guiding principles: Access and Equity, Safety and Comfort, Mobility and Connectivity, and Sustainability and Biodiversity. Each scoring criteria had an associated metric that allowed for measurement of the criteria using objective data, community comments and professional judgment (*Table 1: Mountain View Active Transportation Scoring Criteria*Table 1). Mountain View staff across several departments, the TAC, ATPAC and BPAC and CTC and City Council all provided input into the scoring and prioritization process.

Table 1: Mountain View Active Transportation Scoring Criteria

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
Access and Equity	Supports lower income residents	U.S. Census data	Project is not within a low- or low- to mid-income census tract	0
			Project is within a low- to mid-income census tract defined as having more than 14% of the population below 200% of the	7

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
			federal poverty level (FPL).	
			Project is within a low-income census tract defined as having more than 28% of the population below 200% of FPL.	14
Access and Equity	Fills a gap in existing sidewalk network	City of Mountain View GIS data	Project does not close a sidewalk gap	0
			Project partially closes a sidewalk gap	3
			Project does close a sidewalk gap	6.5
Access and Equity	Fills a gap in All Ages and Abilities (AAA) bicycle network	City of Mountain View GIS data	Project does not close a gap in the AAA bicycle network	0
			Project partially close a gap in the AAA bicycle network	3
			Project does close a gap in the AAA bicycle network	6.5
Maximum score for Access and Equity scoring criteria				27
Safety and Comfort	Addresses community concerns	GIS data representing an aggregation of community comments from Maptionnaire survey, walk audits, other community events, and Mountain View's online and 311 community comment portals	Project area has low density of community comments (lower third)	0
			Project area has medium density of community comments (middle third)	4
			Project area has high density of community comments (top third)	9

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
Safety and Comfort	Addresses existing (historic) crash patterns	GIS crash data analysis from Mountain View Local Road Safety Plan	Project area has no or low density of fatal or severe injury crashes (bottom third)	0
			Project area has medium density of fatal or severe injury crashes (middle third)	7
			Project area has a relatively high density of fatal or severe injury crashes (top third)	14
Safety and Comfort	Improves pedestrian network density	Mountain View GIS data measuring the distance between pedestrian crossing opportunities	Project does not reduce pedestrian block length at all	0
			Project reduces pedestrian block length but not to less than 500’	2
			Project reduces pedestrian block length to less than 500'	4
Safety and Comfort	Reduces pedestrian crossing distance	Mountain View GIS data measuring the width of pedestrian crossing distance at intersections	Project does not decrease width of pedestrian crossing distance	0
			Project does decrease width of pedestrian crossing distance	5
Maximum score for Safety and Comfort scoring criteria				32
Mobility and Connectivity	Supports school children	Mountain View GIS data of all school locations	Project is more than 5-minute walk (0.25 mile) from a school (public or private)	0
			Project is less than 5-minute walk (0.25 mile) from a school or on a suggested route to school (public or private)	4
			Project fronts a school (public or private)	9

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
Mobility and Connectivity	Supports other key destinations (commercial center, park, trail, senior center or senior living community)	Mountain View GIS data of key destinations	Project is more than 5-minute walk (0.25 mile) from a key destination	0
			Project is less than 5-minute walk (0.25 mile) from a key destination	4
			Project fronts a key destination	9
Mobility and Connectivity	Improves first/last mile connection to transit	Mountain View GIS data of all transit stops	Project is not within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	0
			Project is within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	2
			Project is within 10-minute walk (0.5 mile) of major transit stop or high-quality transit corridor (bus or rail)	4
Maximum score for Mobility and Connectivity scoring criteria				22
Sustainability and Biodiversity	Reduces impervious surface area	Mountain View satellite imagery and GIS data	Project does not reduce impervious surface area	0
			Project reduces impervious surface area by less than 4%	2
			Project reduces impervious surface area by 4% or more	4.5
Sustainability and Biodiversity	Provide Plantable Space	Mountain View satellite imagery and GIS data	Project does not increase open space for plantings (per typical)	0
			Project provides enough space for ground cover plantings (plantable spaces < 5' wide)	2

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
			Project provides enough space for ground cover plantings and shade trees (plantable spaces ≥ 5' wide)	4.5
Maximum score for Sustainability and Biodiversity scoring criteria				9
Feasibility	Order Of Magnitude Cost (includes environmental, ROW, etc.)	Previous Mountain View project unit costs	$$$ (> $10M)	0
			$$ ($2M - $10M)	1
			$ (< $2M)	2
Feasibility	Interagency Coordination	Assessment of agency jurisdictions and departmental responsibilities	City and 2 or more additional outside agencies	0
			City and 1 additional outside agency	1
			None, only city departments	2
Feasibility	Practical Implementation Timeframe	Mountain View staff professional judgment	Long	0
			Medium	1
			Short	2
Feasibility	Opportunity To Leverage Existing Planned Project	Mountain View staff professional judgment	No	0
			Yes	2
Feasibility	Alignment With Local, Regional And/or Federal Funding Sources/Opportunities	Mountain View staff and consultant professional judgement	No	0
			Yes	2
Maximum score for Feasibility scoring criteria				10
Total maximum scoring across all scoring criteria				**100**

The screened potential projects were scored based on the degree to which the anticipated improvements met each scoring criteria's metric threshold. A maximum score of 100 was possible; potential project scores ranged from a high of 88.5 to a low of 7.

Prioritizing

City staff reviewed the twenty-four highest scoring potential projects and selected twenty to move forward into draft project concepts (the four other projects already have plans underway or are in the Caltrans right of way).

APPENDIX B: **CUTSHEET DEVELOPMENT**



Appendix B – Cutsheet Memo

Cutsheet Development Process

After all potential projects were scored, the priority projects were identified. Three projects were removed from the list because they are in Caltrans ROW, which elevated three other projects for which cutsheets would be developed. Additionally, during cutsheet development, three projects were removed because an adopted Precise Plan had already codified their proposed future conditions. After these refinements, 17 cutsheets were developed.

Table 1: Identified Priority Projects

Rank	Project Name	Extent	Total Score	Short Term Alternative	Long Term Alternative	Notes
1	California Street	South Shoreline Boulevard to Showers Drive	88.5	Y	Y	
2	California Street	Showers Drive to Del Medio Avenue	87.5	N – pilot project installed in 2025	Y	
3	Whisman Road	Fairchild Drive to East Dana Street	78.5	Y	Y	
4	Escuela Avenue	Crisanto Ave to El Camino Real	76.5	Y	Y	
5	California Street	Hope Street to South Shoreline Blvd	74.5	Y	Y	
6	Showers Drive	California Street to El Camino Real	73.5	Y	Y	
7	West Middlefield Road	Moffett Blvd to Old Middlefield Way	69.5	Y	Y	
8	Latham Street	Escuela Ave to Showers Drive	68.5	Y	Y	
9	South Shoreline Boulevard	Montecito Avenue to El Camino Real	68.5	Y	Y	
NA	El Camino Real	Rengstorff Ave to Shoreline Blvd	67.5			Caltrans ROW

Rank	Project Name	Extent	Total Score	Short Term Alternative	Long Term Alternative	Notes
10	Latham St/Church St	Castro Street to Escuela Ave	66.5	Y	Y	
11	Rengstorff Avenue	Garcia Avenue to Leghorn Street	66	N – Complete Streets Study underway in 2025	Y	
NA	Rengstorff	El Camino Real to Leghorn St	66			N - Planning study underway
12	Dana St	Bush Street Moorpark Way	65.5	Y	Y	
NA	E Middlefield Rd	Moffet Blvd to Central Expy	64			N - long-term design completed
13	Miramonte Ave	El Camino Real to Marilyn Drive	64	N - Complete Streets Study underway in 2025	Y	
NA	North Shoreline Blvd	Plymouth Street to Montecito Avenue	63.5			Removed – Refer to Precise Plan
14	Garcia Avenue	Amphitheater Parkway to Bayshore Parkway	63.5	Y	Y	Removed Amphitheater Parkway (Garic Avenue to Bill Graham Parkway)
15	Evelyn Ave	Bush Street to South Bernardo Avenue	62.5	Y	Y	

Rank	Project Name	Extent	Total Score	Short Term Alternative	Long Term Alternative	Notes
16	Phyllis Avenue	El Camino Real to Grant Road	61.5	Y	Y	
17	Sylvan Ave	Moorpark Way to El Camino Real	57	Y	Y	Removed The Americana (El Camino Real to Continental Circle)
NA	North Shoreline Blvd	North Road to Plymouth Street	57			Removed – Refer to Precise Plan
NA	Moffet Blvd	RT Jones Road to Central Expressway	56.5			Removed – Refer to Precise Plan

Most projects were developed with two alternatives: resurfacing and reconstruction. In some cases, a resurfacing alternative was not included if a related study is underway or a project has been recently implemented.

Resurfacing alternatives assume the street will undergo routine maintenance, including a grind and overlay, creating a "blank slate" for installing bike facilities. These alternatives do not involve moving curb lines; therefore, the existing curb-to-curb width defines the space available for reallocation. The scope for these alternatives typically includes pavement markings, signage, and Class IV bikeway elements such as rubber armadillos or flexible delineator posts. Sidewalk construction or other concrete work is not included, although minor sidewalk maintenance may be performed to meet Title II ADA requirements. Where projects intersect or cross another agency's right-of-way (eg Caltrans, Santa Clara County, etc.), coordination will be needed.

Reconstruction alternatives assume the street is fully demolished and rebuilt within the existing right-of-way, typically as part of a major capital project triggered by utility replacement or a similar scale of work. These alternatives allow for curb line adjustments and the installation of permanent Class IV bikeway separation, such as curbed planting strips along the bikeway. No additional right-of-way acquisition is assumed. Reconstruction projects may affect drainage patterns, trees, medians, and other existing features which will require further feasibility analysis. These projects are long-term, visionary concepts that would be implemented only when or if an opportunity for full reconstruction arises.

A basis of design was established that set criteria for various widths of elements that comprise the cross section.

Table 2: Basis of Design

Cross Section Element	Width (min. unless noted)
Sidewalk	5 ft
Sidewalk planting area	4.5 ft
Travel Lane	11 ft
Turning Lane	12 ft
Bike lanes (including curb + gutter)	5 ft
Buffered bike lanes	2 ft + 4 ft
Bike lanes	6 ft (preferred)
Parking lane	8 ft

Existing widths were then measured and documented in a spreadsheet to assess the available curb to curb and right-of-way width. For some projects, both widths vary within the limits. The most constrained segment was used to develop cross sections to represent a cross section that can be applied along the corridor. Future efforts will assess how to allocate excess width (e.g. widen Class IV buffers). Cross sections were developed using measurements from high-quality aerial imagery; however, field verification during future design may identify discrepancies that require adjustments. Once dimensions were reviewed and approved, cross section graphics were developed using these values. These graphics represent nominal width of each element and further design for these projects will refine dimensions.

Each cutsheet provides a narrative describing existing conditions like posted speed limit, traffic volume, destinations, transit service, existing cross section elements like travel lanes, bike lanes, sidewalks, planted space, turn lanes, etc. In addition, cutsheets also describe proposed changes in each alternative and implementation considerations as well as illustrative cross sections detailing the elements and widths. The cutsheets include area maps illustrating project limits and nearby destinations served by the improvements like schools and parks. Finally, the plan goals are linked to the project to describe how ATP goals are advanced by a given project. This narrative content, the maps, the plan goals, and the cross section were then compiled into a single page cutsheet for each project.

CALIFORNIA STREET

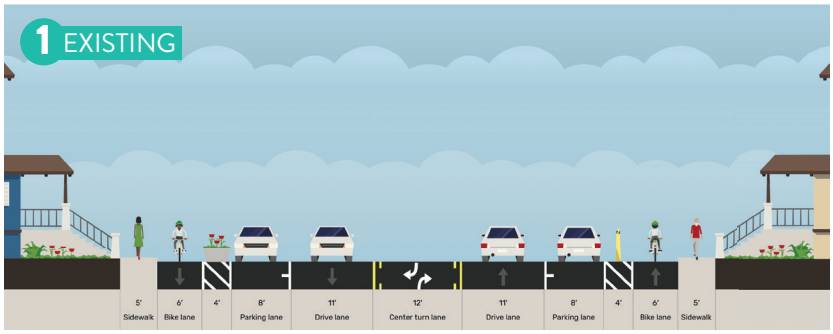
South Shoreline Boulevard to Showers Drive *(1.38 miles)*

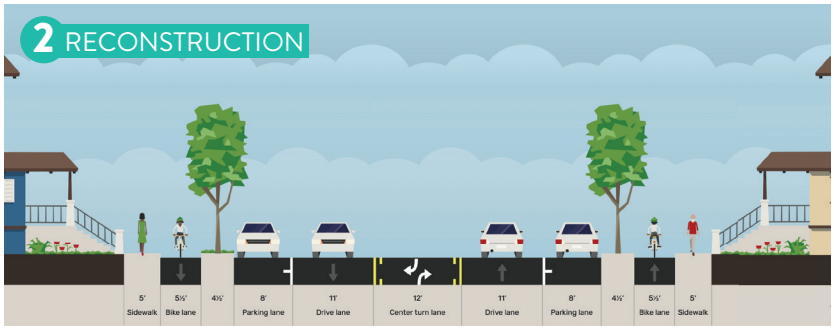
This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: California Street was redesigned in 2025 to remove one travel lane in each direction to add Class IV bikeways between Showers Drive and South Shoreline Boulevard and add 3 mid-block crossings. The land use along the street is primarily single-family residential toward the east and multi-family residential with some commercial toward the west. Destinations along or just off this street include Rengstorff Park, Klein Park, Castro/Mistral Elementary School and Mountain View Academy. Valley Transportation Authority Route 21 operates along California Street. The posted speed limit is 35 mph.

2. Reconstruction: This reconstruction concept proposes upgrading the existing bikeway buffers to planting strips and constructing protected intersections at Escuela Avenue, Rengstorff Avenue, and at Shoreline Drive. This concept will alter existing drainage patterns and have implications for future design and construction.





**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

SAFETY AND COMFORT

SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **All Ages and Abilities** bicycle network and **access** to schools, parks, and senior centers in a **disadvantaged community** area of Mountain View.
- Improves **safety and comfort** through physical separation of bicyclists and vehicles on the roadway and decreases crossing distances for pedestrians at intersections.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

CALIFORNIA STREET

Showers Drive to Del Medio Avenue *(0.5 miles)*

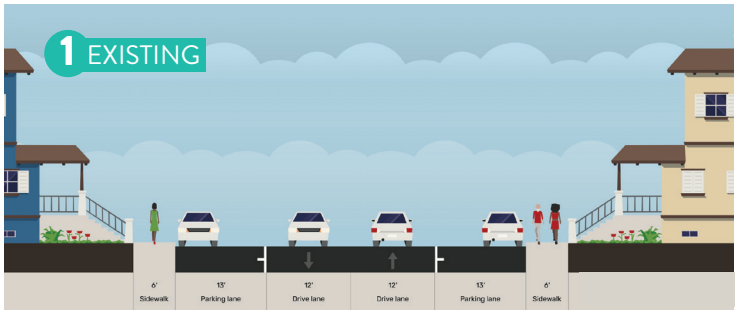
PROPOSED CONCEPTS

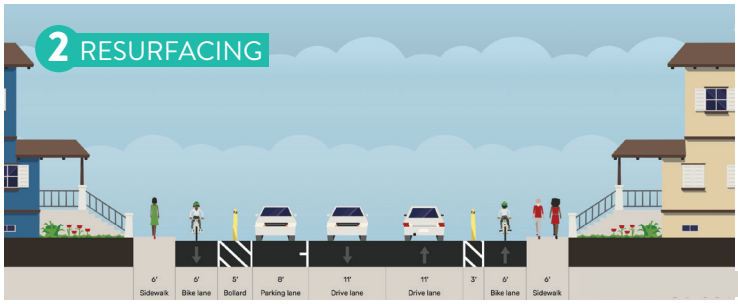
1. Existing: This segment of California Street is predominantly characterized by multi-family residential development, with occasional commercial uses. Class II bike lanes are provided between Showers Drive and San Antonio Street; however, west of San Antonio, the bike lanes are replaced with on-street parking. A center turn lane replaces the median near Showers Drive. Recent development just east of San Antonio Street has enhanced the pedestrian realm with detached sidewalks and planting strips and a Class II bike lane in each direction and a mid-block crossing at Aspen Way. This segment of California connects Mountain View bike network to Palo Alto, accesses Community School of Music and Arts and provides access to transit on San Antonio Street including Valley Transportation Authority Route 21 and MVGO D Shuttle. The posted speed limit is 35 mph.

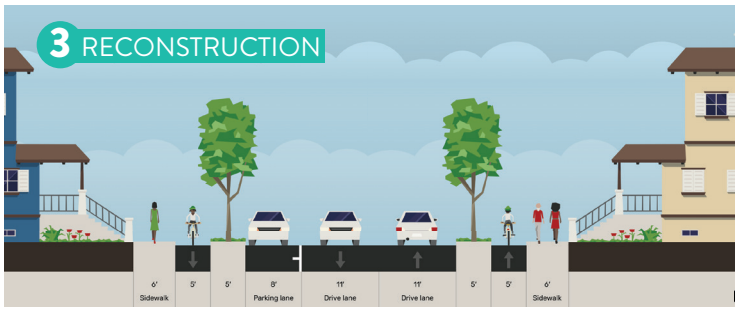
2. Resurfacing: This concept narrows both travel lanes and one parking lane and consolidates parking to one side to create space for a Class IV bikeway in both directions. A parking analysis will be an implication consideration as this project develops.

3. Reconstruction: This concept upgrades the Class IV bikeways to include planting strips and repositions the on-street parking adjacent to the travel lane. This concept also proposes the construction a protected intersection at San Antonio Road and reconstruction at intersection with Showers Drive. This concept will alter existing drainage patterns and have implications for future design and construction. Project will require additional data collection to verify justification for parking changes. Coordination with San Antonio Precise Plan will be required.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



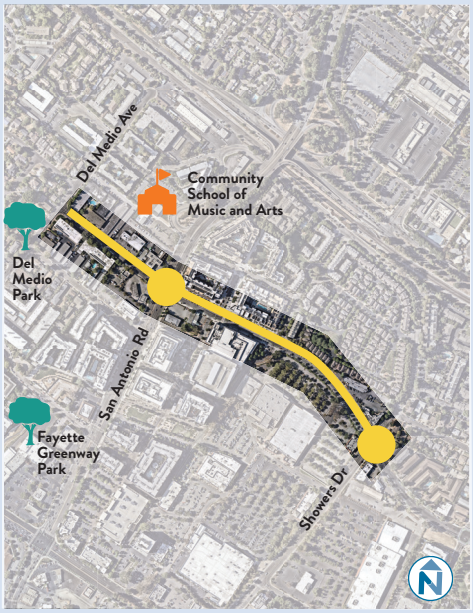




**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

- ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK
- SAFETY AND COMFORT
- SUSTAINABILITY AND BIODIVERSITY



WHY IS THIS IMPORTANT?

This project:

- Improves the **All Ages and Abilities** bicycle network and **access** to commercial services and Del Medio Park in a **disadvantaged community** area of Mountain View.
- Improves **safety** through physical separation of bicyclists and vehicles on the roadway and decreases crossing distances for pedestrians at intersections.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.

Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

WHISMAN ROAD

Dana Street to Fairchild Drive *(1.43 miles)*

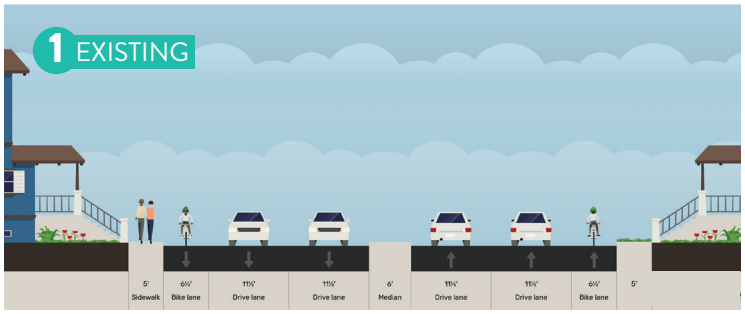
PROPOSED CONCEPTS

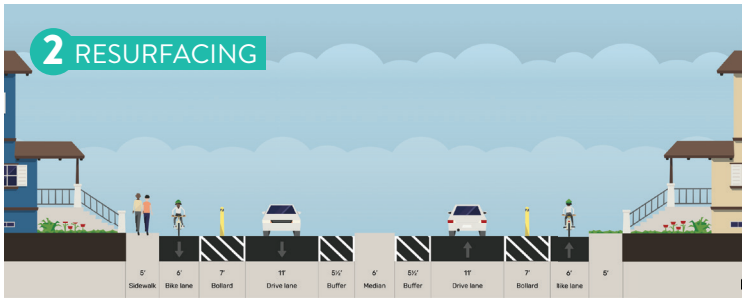
1. Existing: This segment of Whisman Road has primarily residential land use frontage, with some commercial frontage near Dana Street. Class II bike lanes exist along the corridor and connect to the Hetch Hetchy Trail, with on-street parking provided on the west side between Gladys Avenue and Fairchild Drive. The roadway has one travel lane in each direction from Fairchild Drive to East Middlefield Road and expands to two lanes in each direction for the remainder of the segment. There are no midblock crossings in this segment. The posted speed limit is 35 mph and there is 25mph school zone in front of Vargas Elementary School.

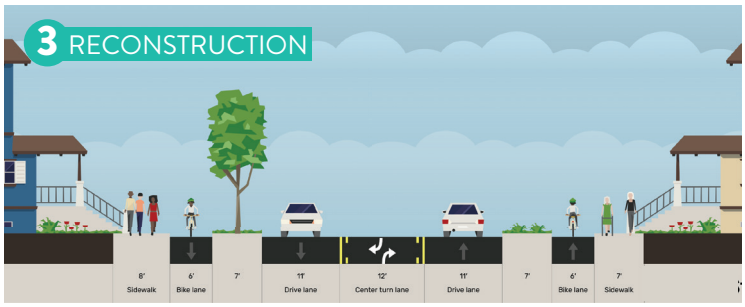
2. Resurfacing: This concept proposes narrowing travel lanes to create wider Class II bike lanes. There are no major implementation considerations for this concept.

3. Reconstruction: This concept proposes widening the city-owned bridge over Central Expressway to match the right-of-way width on the southern approach. Key elements of the concept includes narrowing the median, upgrading the Class II bikes lanes to Class IV bikeways and increasing the width. The concept also proposes adding a sidewalk on the east side, and incorporating planting strip to increase separation between pedestrians and vehicle traffic. A cycle track segment at Vargas Elementary should be considered as this project develops. This project also reconstructs the Pacific Drive and Whisman Station intersections and constructs a protected intersection at Dana Street. This project includes curb relocation as well as Santa Clara County and Caltrain coordination. Project will require additional data collection to verify justification of lane reconfiguration. Sidewalk widening will be constructed to maintain roadway widths as feasible. Coordination with details in East Whisman Precise Plan will be required.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



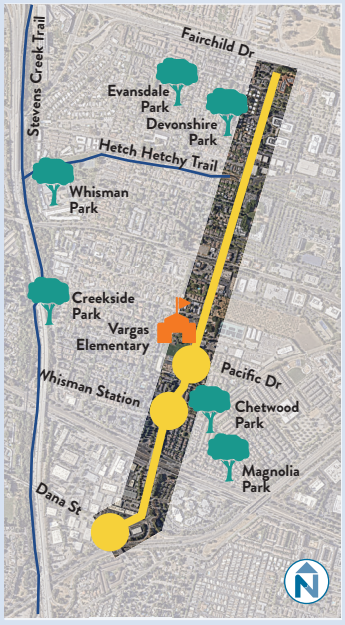




**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

- MOBILITY AND CONNECTIVITY
- SAFETY AND COMFORT
- SUSTAINABILITY AND BIODIVERSITY



WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** by completing a gap in the sidewalk network that provides better access to schools and other key destinations such as parks, commercial areas and transit.
- Improves **safety** through physical separation of bicyclists and vehicles on the roadway, and decreases crossing distances for pedestrians at intersections.
- Improves **sustainability** and biodiversity through increases in pervious surface area and plantable space.

Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

ESCUELA AVENUE

El Camino Real to Crisanto Avenue *(0.5 miles)*

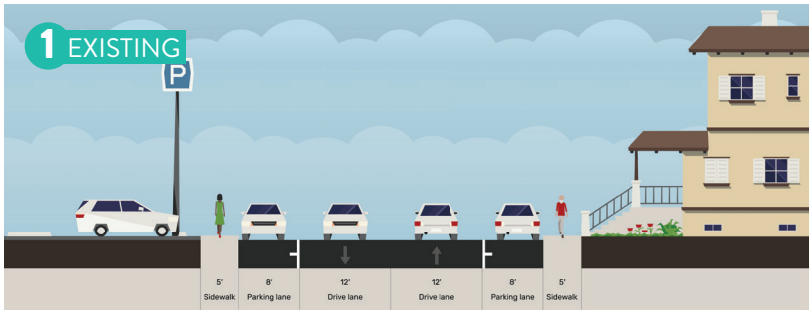
PROPOSED CONCEPTS

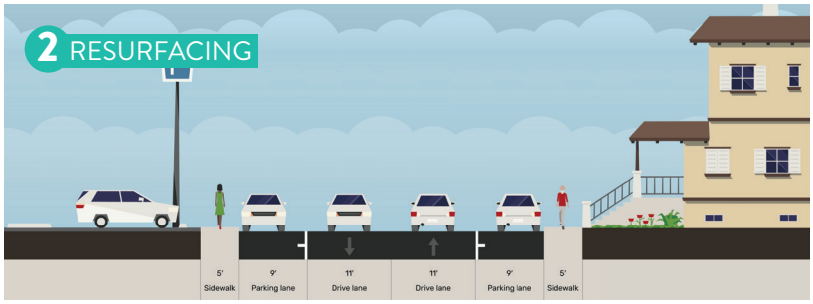
1. Existing: Escuela Avenue is primarily residential land use frontage, with some commercial uses near El Camino Real. The corridor also serves Castro/Mistral Elementary School and the Day Worker Center. The street provides one travel lane in each direction and on-street parking. Two improved crossings are provided—one serving Mistral Elementary and another serving a Red Route bus stop. At the California Street intersection, Valley Transportation Authority Route 21 serves the transit stops. Escuela Avenue also connects to a bike- and pedestrian-only entrance to Rengstorff Park. The posted limit is 25 mph.

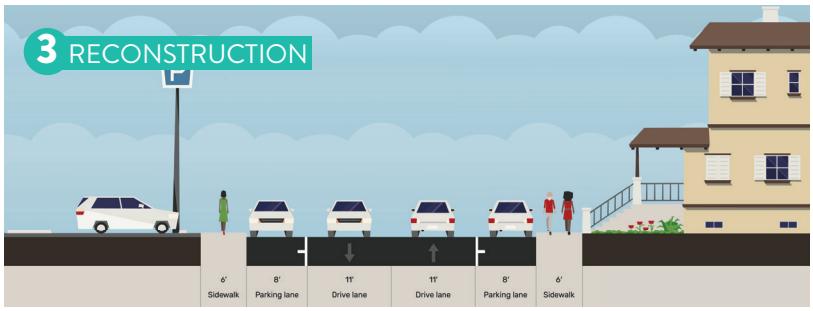
2. Resurfacing: This concept proposes narrowing travel lanes to reallocate width for the widening of parking lanes to create a visual narrowing of the street to manage speeds. There are no major implications for this concept but this project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes narrowing parking lanes to reallocate width to the sidewalks, increasing separation between pedestrians and vehicular traffic as well as adding trees where feasible in the parking lane width. The concept also includes reconstruction of the intersections at Crisanto Avenue and California Street and constructing a pedestrian and bicycle crossing to Rengstorff Park. In addition to Caltrans coordination, this concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.







**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

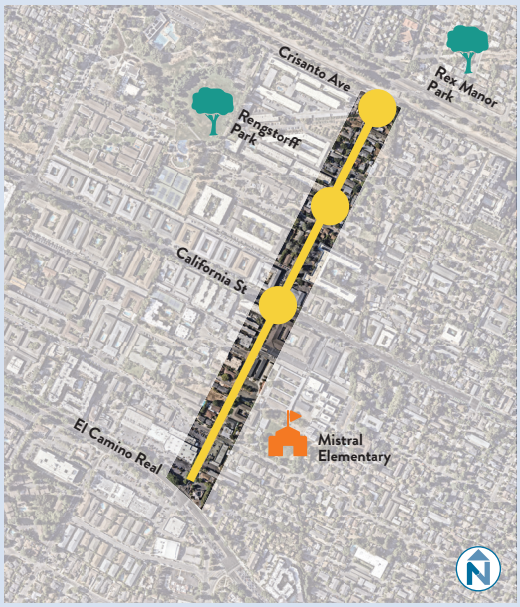
ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **comfort** and **accessibilty** of walking to local schools, parks and community services through greater separation between the sidewalk and vehicles moving on the roadway in a disadvantaged community area of Mountain View.
- Improves **mobility** and **connectivity** through improved marked crossings at intersections and a mid-block/local road marked crossing.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

CALIFORNIA STREET

Shoreline Boulevard to Bush Street *(0.32 miles)*

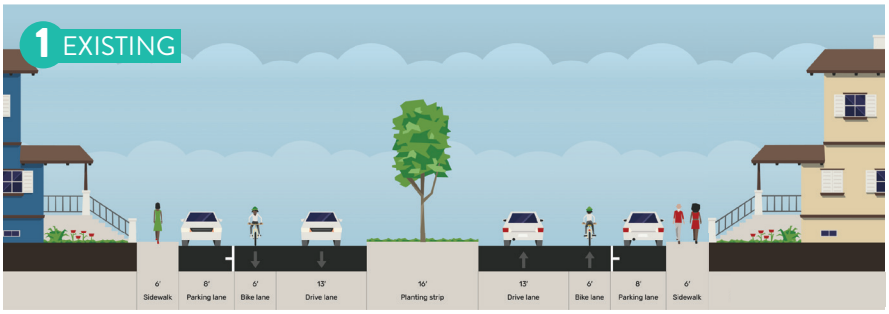
PROPOSED CONCEPTS

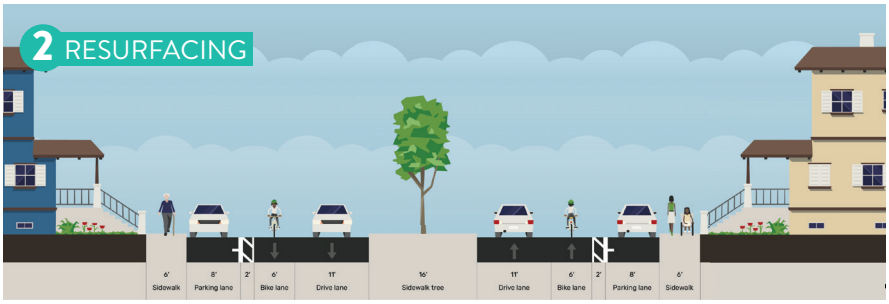
1. Existing: California Street is primarily fronted with single-family homes, with commercial uses concentrated near the intersection with Castro Street. The corridor features continuous Class II bike lanes, on-street parking, attached sidewalks, and a landscaped median with trees. East of Hope Street, the roadway narrows to one travel lane in each direction, on-street parking, and detached sidewalks. California Street serves as an important connection into Downtown Mountain View. Nearby destinations include Pioneer Memorial Park, Eagle Park, and Mercy Bush Park. The posted speed limit is 35 mph.

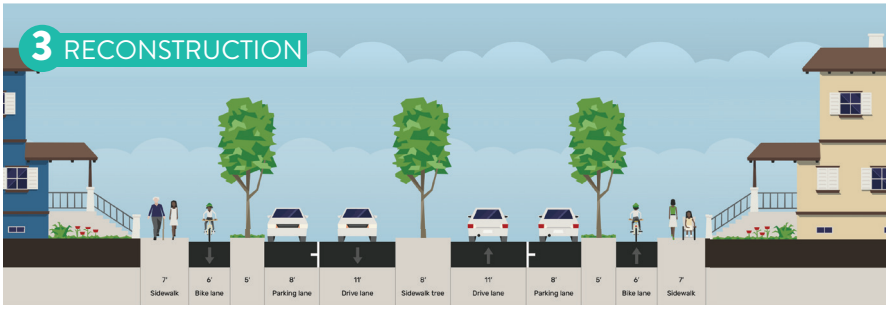
2. Resurfacing: This concept proposes narrowing both travel and parking lanes to install wider Class II bike lanes. There are no major implications for this concept.

3. Reconstruction: This concept proposes narrowing the median to create detached sidewalks or widen existing sidewalk planting strips. The project upgrades the Class II lanes to Class IV bikeways with a curbed planting strip. This concept reconstructs the intersection at Castro Street. This project could require tree removal and will include curb relocation along the median and sidewalk which will alter existing drainage patterns. East of Hope Street, the available right of way narrows which means the cross section will look different in that section.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.







**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

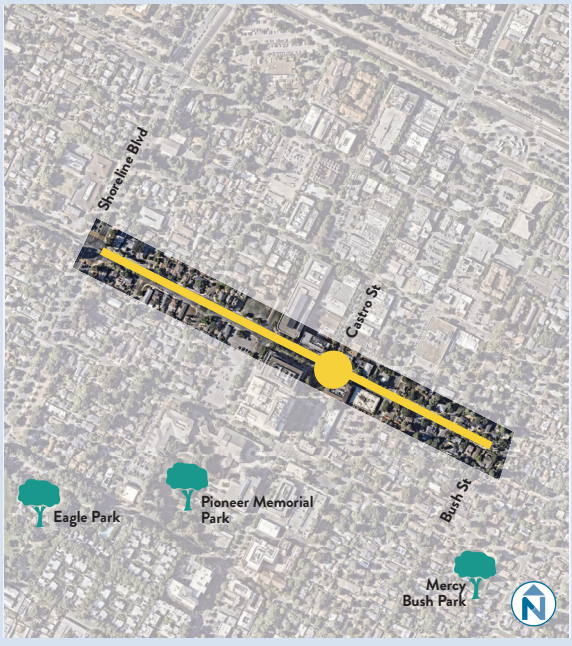
GUIDING PRINCIPLES

MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through improved marked crossings at intersections and more physical separation between bicyclists and vehicles in the roadway.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

WEST MIDDLEFIELD ROAD

Moffett Boulevard to Old Middlefield Way *(2 miles)*

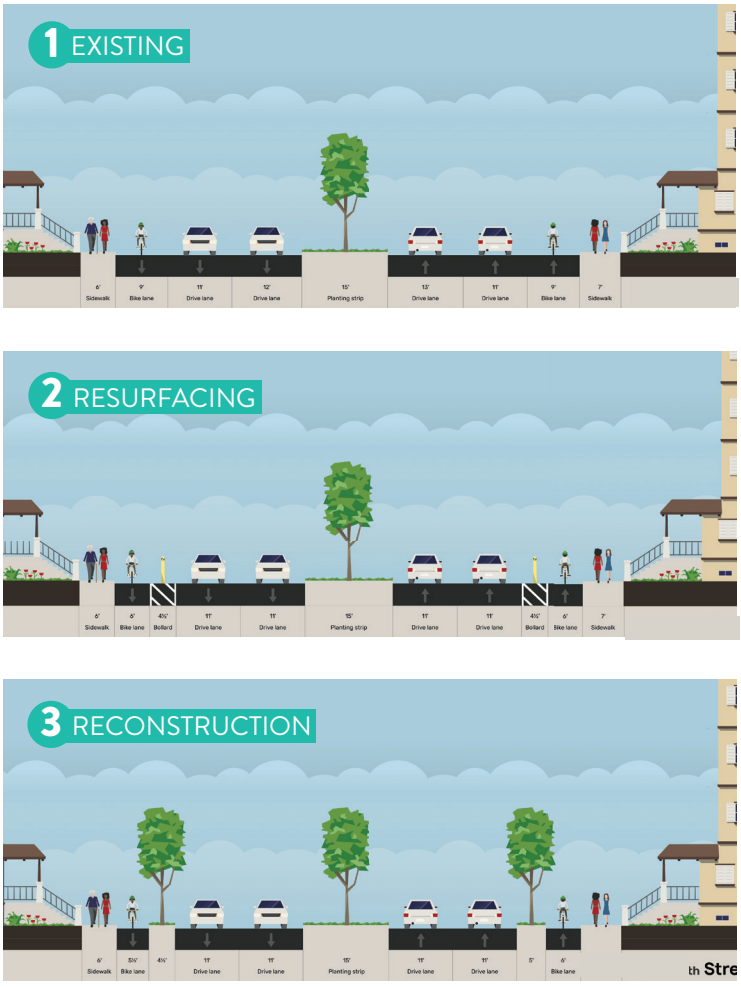
PROPOSED CONCEPTS

1. Existing: West Middlefield Road has a mix of single family residential, multifamily residential , and commercial land use. The cross section includes attached sidewalks, continuous Class II bike lanes, two travel lanes in each direction, and a planted median with trees. The posted speed is 35 mph. There are no mid-block crossings but there are two beacon crossings (Victory Avenue and Independence Avenue) and enhanced pedestrian crossing signage at San Pierre Way and Terra Bella Avenue. Middlefield Road has a connection to the Permanente Creek Trail at Farley Street and also serves as access for people biking or walking to Crittenden Middle School, Monta Loma Elementary School, and Theuerkauf Elementary School. The Gray Route operates along Middlefield Road. The posted speed limit is 35 mph and 9,000 vehicles in a day were counted east of Rengstorff Ave in 2024.

2. Resurfacing: This concept proposes narrowing the travel and bike lanes to install Class IV bikeways. There are no major implications for this concept.

3. Reconstruction: This concept proposes upgrading the Class IV bikeways to include curbed planting strips. Additionally, the project reconstructs the Old Middlefield Way intersection and constructs a trail connection at Farley Street along with upgraded crossings at San Veron, San Pierre, and Terra Bella. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction. Project will require additional data collection to verify justification for parking changes.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

- MOBILITY AND CONNECTIVITY
- SUSTAINABILITY AND BIODIVERSITY
- ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway, a new trail connection and improved marked crossings at intersections.
- Improves **access** to schools and other key destinations such as parks, commercial areas, and transit.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

LATHAM STREET

Showers Drive to Escuela Avenue *(0.84 miles)*

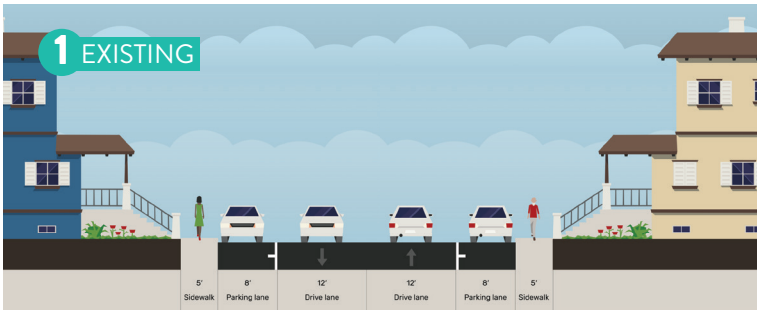
PROPOSED CONCEPTS

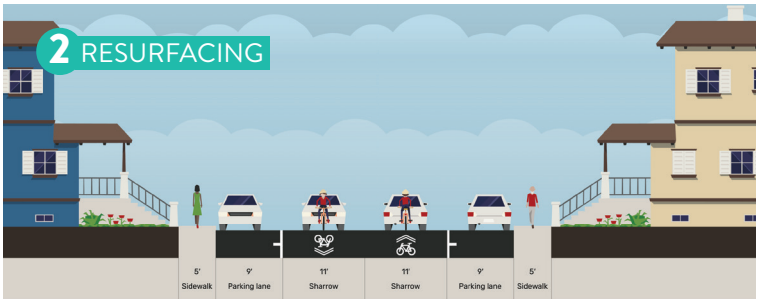
1. Existing: Latham Street has primarily multi-family residential frontage. The cross section operates as two travel lanes with parking on both sides and attached sidewalks. There are speed humps between Ortega Avenue and Escuela Avenue. Castro Elementary School is the east end of this segment and has a 15 mph school zone for Castro/Mistral Elementary School. The posted speed limit is otherwise 25 mph. Approximately 2,000 vehicles use this street west of Rengstorff Avenue (2024 count) each day. The development patterns have created long blocks lengths which makes the crossings and sidewalk connections to north-south streets important for pedestrians as well as those trying to access Valley Transportation Authority Route 22 one block south on El Camino Real. Nearby parks include Klein, Rengstorff and Gemello Parks.

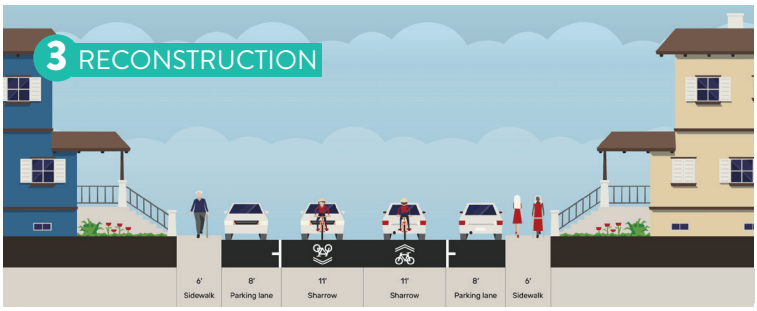
2. Resurfacing: This concept proposes narrowing the travel lanes to widen the parking lanes to create a visual narrowing to manage vehicle speeds. There are no major implications for this concept.

3. Reconstruction: This concept proposes removing on-street parking on one side of the road to widen the sidewalks and incorporate sidewalk curbed planting strips (detached sidewalks). The concept also proposes adding trees where feasible in the parking lane width. Spot improvements include constructing crossings at Showers Drive, midblock between Ortega Avenue and Rengstorff Avenue, midblock between Rengstorff Avenue and Escuela Avenue, a protected intersection at Rengstorff Avenue, and a protected intersection at Escuela Avenue. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.







**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **comfort** and **accessibilty** of walking to local schools, parks and community services through greater separation between the sidewalk and vehicles moving on the roadway and at intersections in a disadvantaged community area of Mountain View.
- Improves **mobility** and **connectivity** through improved marked crossings at intersections and a mid-block/local road marked crossing.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

S SHORELINE BOULEVARD

El Camino Real to Montecito Avenue *(1.1 miles)*

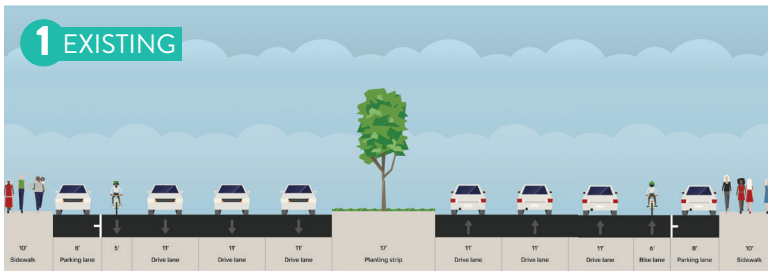
PROPOSED CONCEPTS

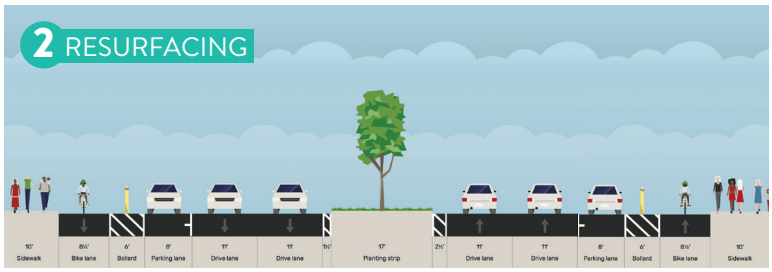
1. Existing: South Shoreline Boulevard has continuous Class II bikes lanes, on-street parking, and three travel lanes in each direction and attached sidewalks. There is a planted median with trees from El Camino Real to Villa Street. North of Villa Street the median narrows and is not planted; there is no sidewalk until Jackson Street. This street provides access to Eagle Park, Pioneer Memorial Park, and Mountain View Public Library, and Mountain View Academy. There is one mid-block crossing at Mercy Street where a median restricts vehicle traffic from crossing South Shoreline Blvd. Valley Transportation Authority Route 21 can be accessed at the intersection with California Street and Gray Route can be accessed at Villa Street. There is a connection for bikes and pedestrians to access Evelyn Street which is grade separated from South Shoreline Boulevard. Valley Transportation Authority Route 40 has a stop pair at Wright Street. The posted speed limit is 35 mph.

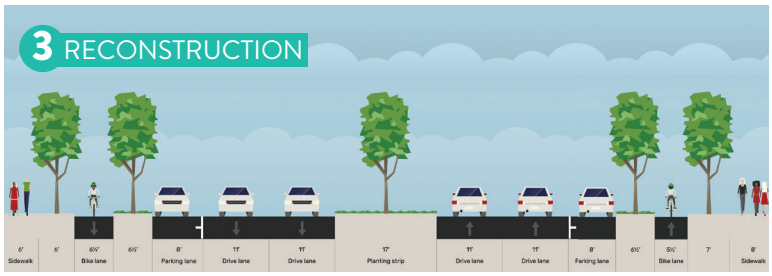
2. Resurfacing: This concept proposes removing one travel lane in each direction to accommodate Class IV bikeways and relocating parking away from the curb to provide separation between the bike lanes and vehicle lanes. Traffic operations and parking analyses will implicate this project's development as well as the maintenance considerations for planters. This project intersects with County and Caltrain right of way which will require coordination.

3. Reconstruction: This concept proposes upgrading the bikeway buffers to curbed planting strips. This design also incorporates additional sidewalk planting space. Spot treatments include the Montecito Avenue intersection and constructing improved Central Expressway ramp crossings and a bike connection at Dana Street.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.







**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

- MOBILITY AND CONNECTIVITY
- ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK
- SUSTAINABILITY AND BIODIVERSITY



WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and improved marked crossings at intersections and Central Expressway ramp crossings.
- Improves **access** to schools and other key destinations such as parks, community resources and transit.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.

Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

LATHAM/CHURCH STREET

Escuela Avenue to Castro Street *(0.85 miles)*

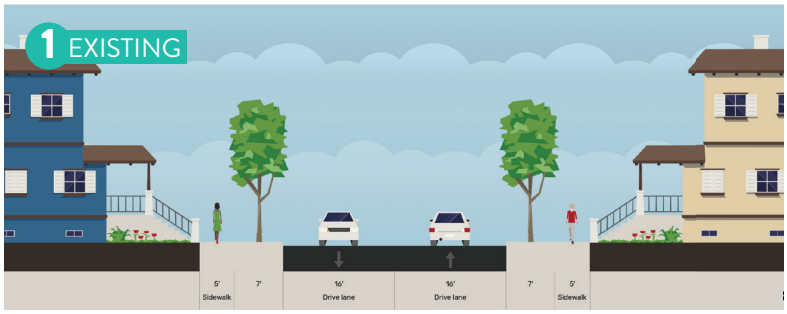
PROPOSED CONCEPTS

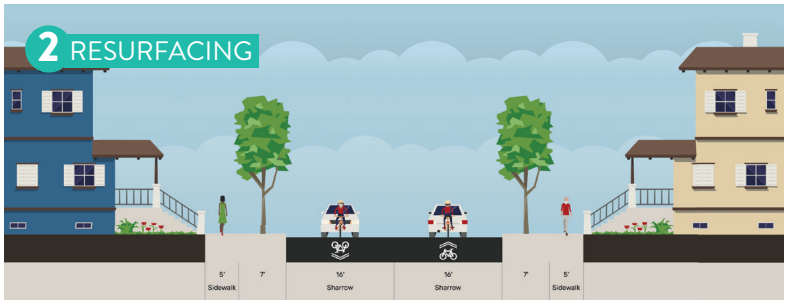
1. Existing: This street is primarily single-family residential with some multi-family and commercial land use. The block lengths are short and intersections are generally all way stops with marked crosswalks and some curb extensions to shorten crossing distances for pedestrians. The cross section includes on-street parking and two travel lanes. There are no bike lanes and the sidewalks are attached. The intersection with Shoreline Blvd is the only signalized intersection and is large which can make crossing uncomfortable for people walking or biking. Destinations on this street serves the Castro/Mistral Elementary School, Mountain View Whisman School District preschool , Eagle Park, and Pioneer Memorial Park. Castro Street is an important connection into downtown for people walking or biking. The posted speed limit is 25 mph and approximately 1500 vehicles a day use this street (2024 count).

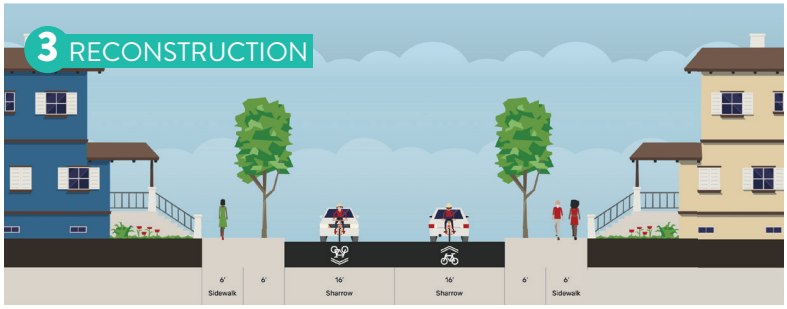
2. Resurfacing: This concept proposes the implementation of a bike boulevard which includes speed management devices, bike boulevard markings, and wayfinding. There are no major implications for this concept.

3. Reconstruction: This concept proposes narrowing travel lanes and sidewalk planting spaces to reallocate width to the sidewalks. Treatments include a protected intersection at Shoreline Boulevard and pedestrian crossings at Oak Street and Pioneer Memorial Park. This project modifies curb lines which has drainage implications.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.







**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** through the implementation of a bicycle boulevard and comfort for pedestrians via a widened sidewalks on a low speed/low volume roadway.
- Improves **connectivity** through shorter crossing distances and marked crossings at intersections.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

RENGSTORFF AVENUE

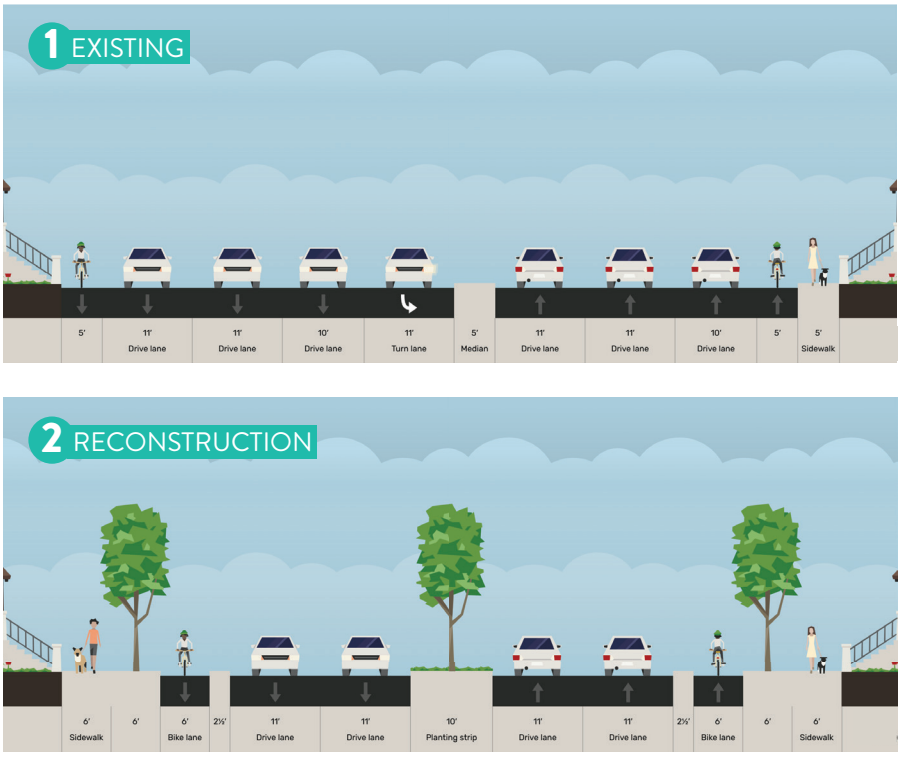
Leghorn Street to Garcia Avenue *(0.4 miles)*

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: Rengstorff Avenue in this segment has commercial land use near Leghorn Street and then corporate campus offices north of the Bayshore Expressway. There are on and off ramps to the expressway in both directions. There are continuous Class II bike lanes but sidewalks are not continuous. This segment is an important connection to Shoreline Park and for employees travelling to and from work at the large corporate campus. South of this segment, from Leghorn Avenue to El Camino Real, a complete streets study is underway.

2. Reconstruction: This concept proposes removing one travel lane in each direction to install Class IV bikeways. Curbed planting strips are added both along the sidewalk and between the bike lanes and vehicle travel lanes to provide increased separation and protection for cyclists. This project also constructs a protected intersection at Garcia Avenue/ Amphitheatre Parkway and improves crossings at the US-101 ramps. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction as wel as Caltrans coordination. There is no resurfacing concept due to ongoing Rengstorff Complete Streets study. Project will require additional data collection to verify justification for lane reconfiguration.



**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

SAFETY AND COMFORT

WHY IS THIS IMPORTANT?

This project:

- Improves **safety** through physical separation of bicyclists and vehicles on the roadway, and decreases crossing distances for pedestrians at intersections.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

DANA STREET

Bush Street to Moorpark Way *(0.85 miles)*

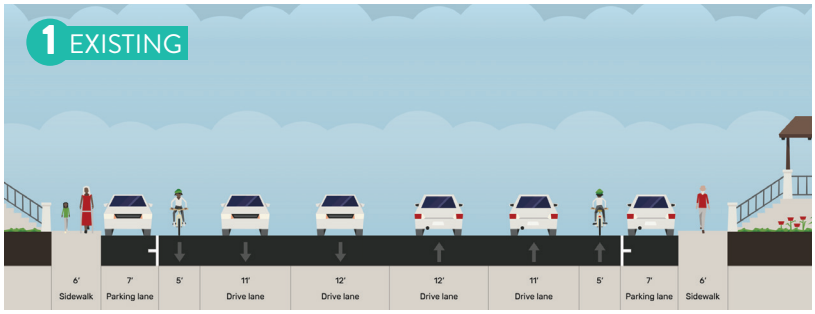
PROPOSED CONCEPTS

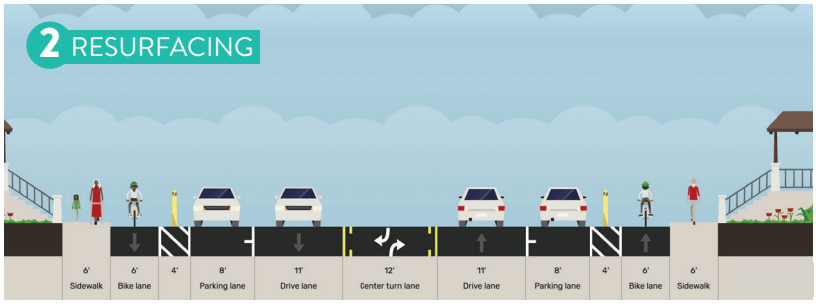
1. Existing: Dana Street is a neighborhood street with primarily residential use but there is some light industrial land use east of Highway 85. From Bush Street to Calderon Avenue the street has parking on both sides, one lane each direction, and the sidewalks are separated from the street by a planting strip. East of Calderon Avenue, a planted median separates directions of traffic and there are Class II bike lanes. East of Pioneer Way, there are two travel lane each direction and no median. The sidewalks are not separated from the street. This street has a connection the Stevens Creek Trail and directly serves Landels Elementary School. the posted speed limit is 35 mph and about 6,200 vehicles use this street each day (2024 count) just east of Pioneer Way.

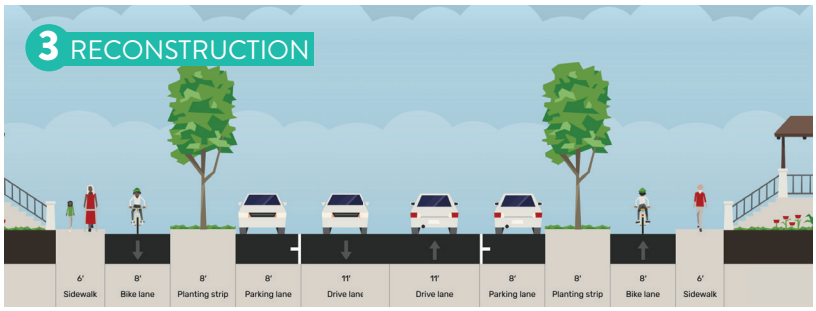
2. Resurfacing: This concept proposes narrowing travel lanes and parking lanes and removing on-street parking on one side to provide space for the installation of Class IV bikeways. This project cross intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes a road reconfiguration to make room for curbed planted strips between the parking lane and the bike lane. Construction of a protected intersection at Calderon Avenue and reconstruction of the intersection at Moorpark Way is also proposed. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



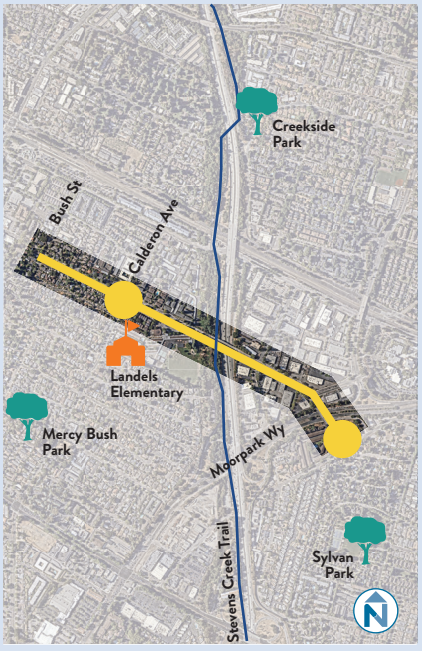




**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

- MOBILITY AND CONNECTIVITY
- ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK
- SUSTAINABILITY AND BIODIVERSITY



WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and shorter crossing distances at intersections
- Improves **access** to schools and other key destinations such as trails and employment areas.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.

Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

MIRAMONTE AVENUE

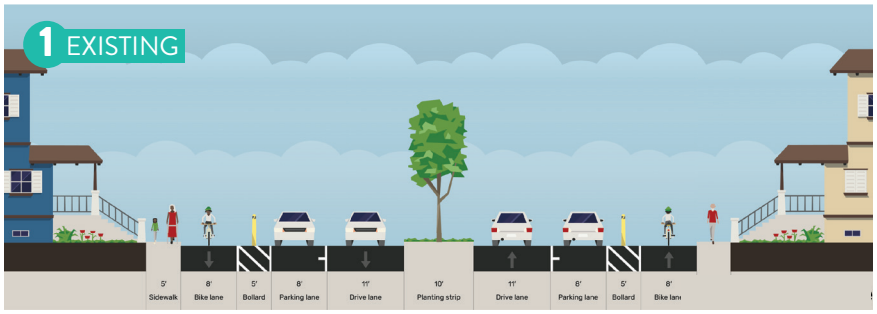
El Camino Real to Marilyn Drive *(0.5 miles)*

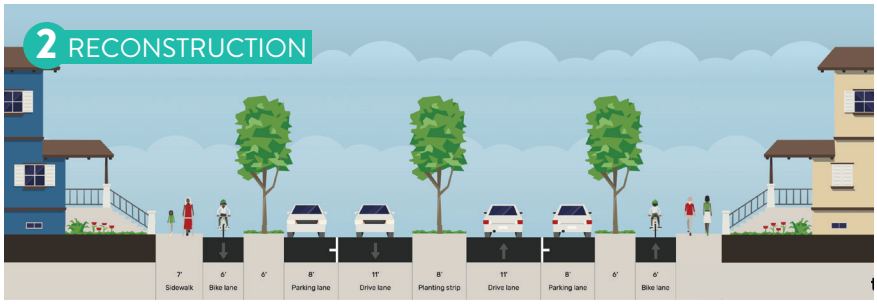
PROPOSED CONCEPTS

1. Existing: This segment of Miramonte Avenue has an active project underway called Miramonte Avenue Complete Streets Study, Project 23-31. Refer to that study for more information about existing conditions. The posted speed limit is 25 mph and 2024 counts collected near Sonia way showed about 6,000 vehicles use this street each day. Destinations along and near this street include Graham Middle School, St Joseph Catholic School, Eagle Park, Pioneer Memorial Park, and McElvey Ball Park.

2. Reconstruction: This concept proposes upgrading the bike lane buffer to a planted strip. Additionally, this concept proposes constructing a protected intersection at El Camino Real and pedestrian crossings at Park Drive and Sonia Way. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.





**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

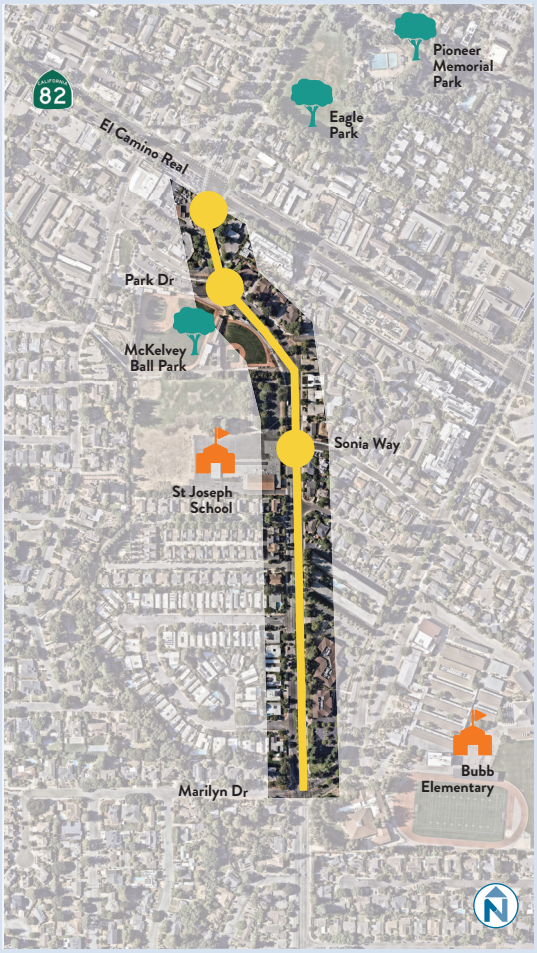
GUIDING PRINCIPLES

- MOBILITY AND CONNECTIVITY
- ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK
- SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and shorter crossing distances at intersections
- Improves access to schools and other key destinations such as community resources and employment areas.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

GARCIA AVENUE

Bayshore Parkway to Amphitheatre Parkway *(0.6 miles)*

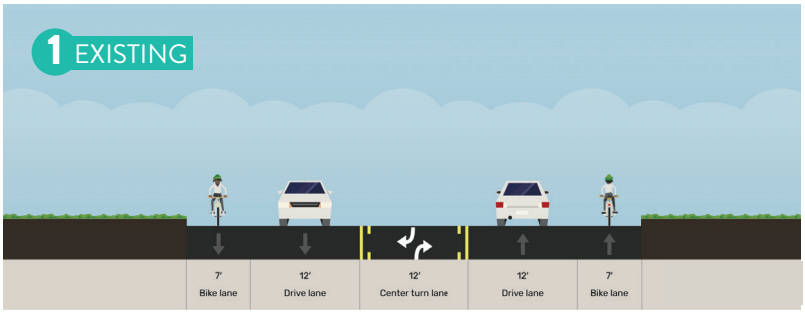
PROPOSED CONCEPTS

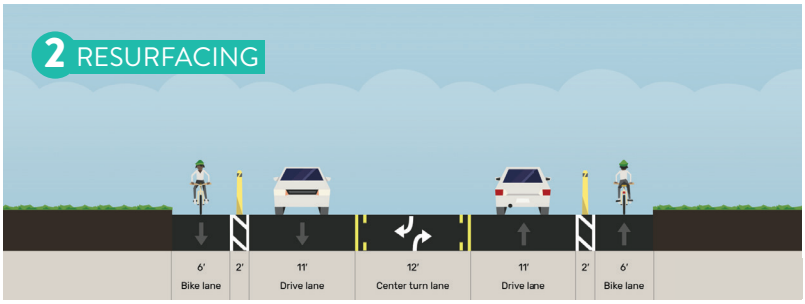
1. Existing: Garcia Avenue has corporate campus on both sides. Garcia Avenue generally has one travel lane in each direction and a center turn lane as well as continuous Class II bike lanes and some planted medians and mid-block crossings near Marine Way. Garcia Avenue provides access to Shoreline Park which a major destination for recreation and entertainment. The posted speed limit is 35 mph. This street is also addressed in the North Bayshore Precise Plan.

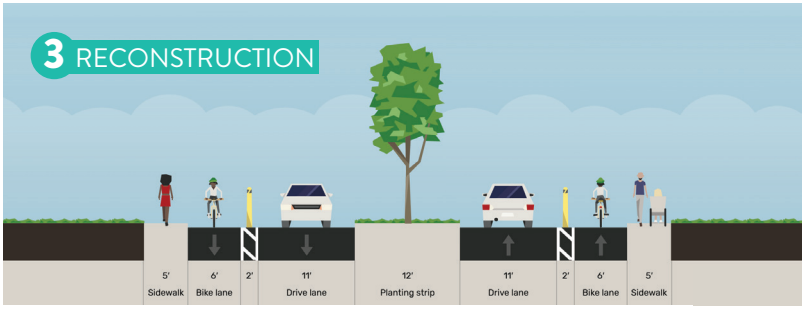
2. Resurfacing: This concept proposes narrowing travel lanes to reallocate space for wider Class IV bikeways. There are no major implications for this project.

3. Reconstruction: This concept proposes the removal of one travel lane in each direction to provide space for the installation of curbed planting strips for the Class IV bikeways. A queuing analysis will be required to move this concept forward.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.







**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

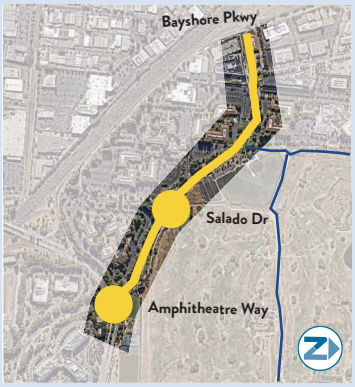
GUIDING PRINCIPLES

SAFETY AND COMFORT

WHY IS THIS IMPORTANT?

This project:

- Improves **safety** through physical separation of bicyclists and vehicles on the roadway, and the provision of sidewalks on both sides of the street.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

EVELYN AVENUE

Bush Street to Bernardo Avenue *(1.35 miles)*

PROPOSED CONCEPTS

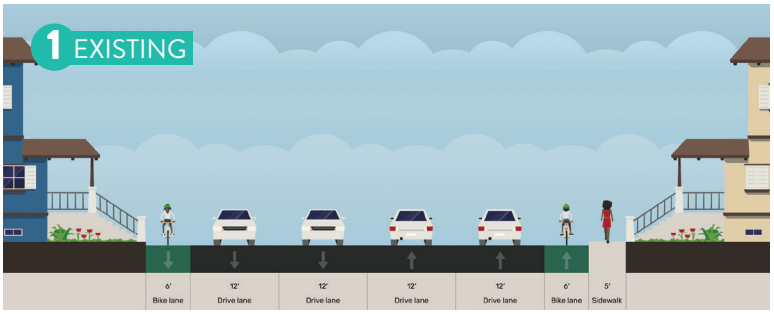
1. Existing: Evelyn Avenue is a mix of single family, multifamily, and commercial land use. This segment has continuous Class II bike lanes typically with two travel lanes in each direction. There are several multi-family housing complexes in the segment and sidewalk only on the south curb from the Highway 85 exit to Bernardo Street. West Evelyn Ave has a pedestrian and bicycle connection to the Stevens Creek Trail near the West Valley Freeway. This is an important connection into and out of downtown Mountain View and to access Caltrain's Mountain View Station. Nearby destinations include Landels and Vargas Elementary Schools and Magnolia and Chetwood Parks. The posted speed limit is 30 mph.

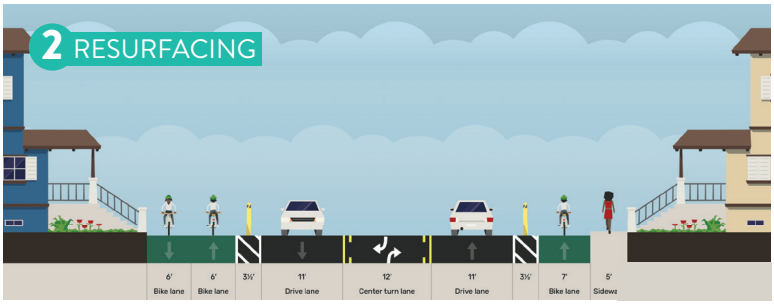
2. Resurfacing: This concept proposes removing a travel lane in each direction, add a two-way cycle track on the north curb and a Class IV bikeway on the south curb. The two-way cycle track aligns with the proposal for the Mountain View Transit Center improvements on Evelyn Street. There are drainage implications for this project due to modified curb lines and Caltrain coordination will be required. Traffic analysis will also be needed.

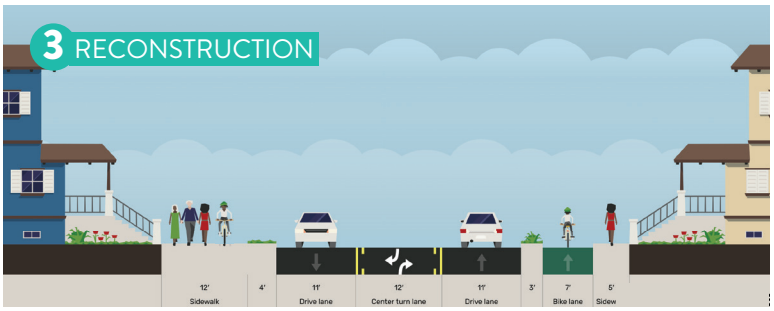
2. Reconstruction: This concept proposes raising the two-way cycle track on the north curb to sidewalk level and creating a shared use path and adding a curbed planting strip to the Class IV bikeway on the south curb. A new bicycle/pedestrian crossing to the Stevens Creek Trail is also included. There are additional drainage implications for this sceanario as well as the need for removal of the planted median from Bernado to Highway 85.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

NOTE: These cross-sections were developed as part of an MTA technical assistance project.







**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

- ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK
- SAFETY AND COMFORT
- SUSTAINABILITY AND BIODIVERSITY



WHY IS THIS IMPORTANT?

This project:

- Improves the **All Ages and Abilities** bicycle network and access to employment, transit, and trails.
- Improves **safety** through physical separation of bicyclists and vehicles on the roadway and improved marked crossings for pedestrians at intersections.
- Improves **sustainability** and biodiversity through increases in pervious surface area and plantable space.

Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

PHYLLIS AVENUE

El Camino Real to Grant Road *(0.5 miles)*

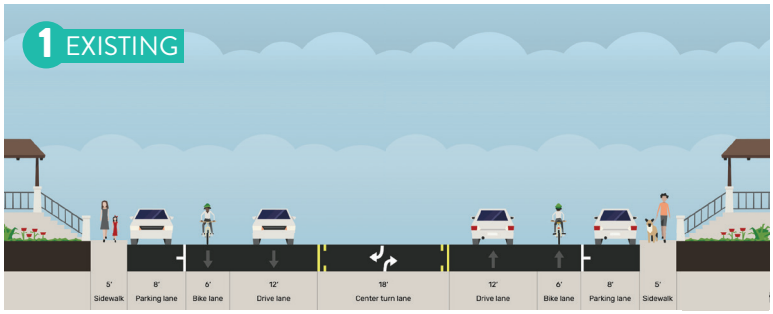
PROPOSED CONCEPTS

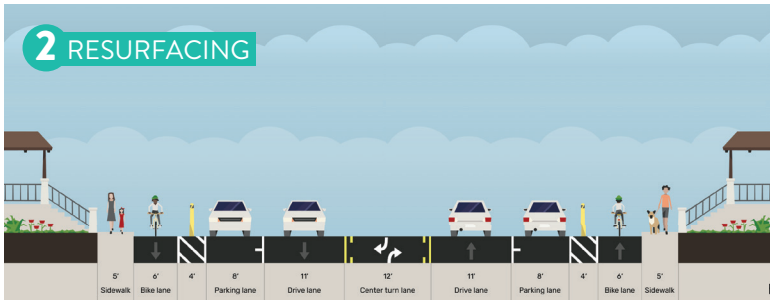
1. Existing: Phyllis Avenue is a primarly residential street with some pockets of commerical land use at either end. Phyllis includes on-street parking, a continuous Class II bike lane, and a wide center turn lane. In some segments, a planted median is present. At the south end, there is a large shopping center which attracts pedestrian traffic along and across Phyllis Avenue. There are no mid-block crossings - the only crossing in this segment is at the all way stop at Hans Avenue which also has some traffic calming elements to manage turning speeds/trajectories. Phyllis Avenue is an important connection for people walking or biking to Imai Elementary and Graham Middle schools. The posted speed limit is 30 mph and about 5,600 vehicles use this street each day (2024 count).

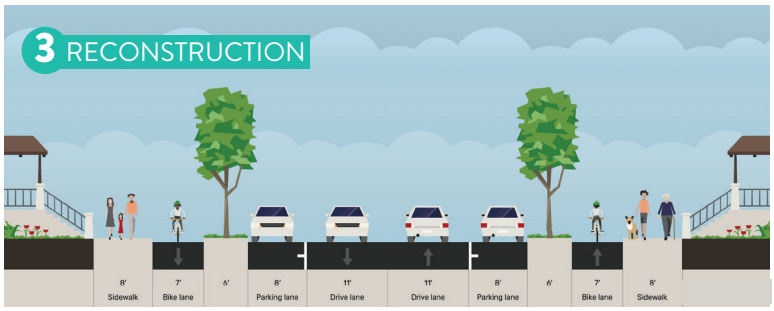
2. Resurfacing: This project proposes narrowing the existing lane widths to install Class IV bikeways that are parking protected. This project includes protected intersections at El Camino Real, Hans Avenue, and Grant Road and constructing mid-block crossings at Tyler Park Way and Pamela Drive. This project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes that upgrading the bike lane buffer to curbed planting strip and widening the sidewalk by removing the center turn lane. This scenario would require traffic analysis.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.







**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

- MOBILITY AND CONNECTIVITY
- ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK
- SUSTAINABILITY AND BIODIVERSITY



WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and shorter crossing distances at intersections.
- Improves **access** to schools and other key destinations such as community resources and employment areas.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.

Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

SYLVAN AVENUE/THE AMERICANA

Moorpark Way to Continental Circle *(0.6 miles)*

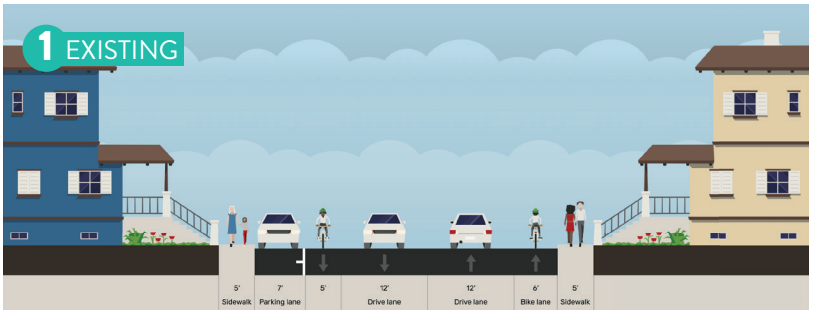
PROPOSED CONCEPTS

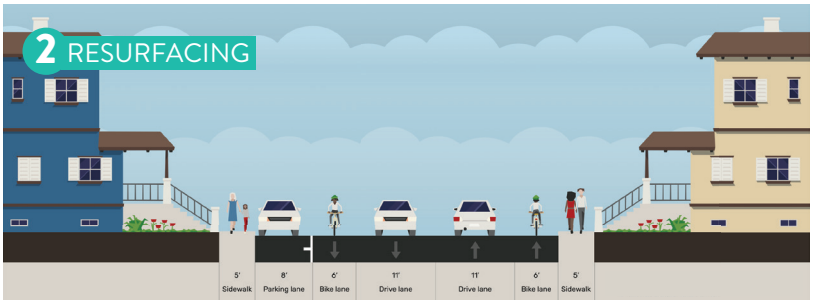
1. Existing: Sylvan Avenue is a mix of single family, multifamily, and commercial land use. Sylvan Avenue has Class II bike lanes and one travel lane in each direction. There is parking on both sides of the street from East Dana Street to Moraga Drive and continuous sidewalks. Sylvan Park is in the middle of this segment and a popular destination and has a pedestrian crossing. The posted speed limit is 30 mph and about 6,000 vehicles travel on this street each day (2024 count).

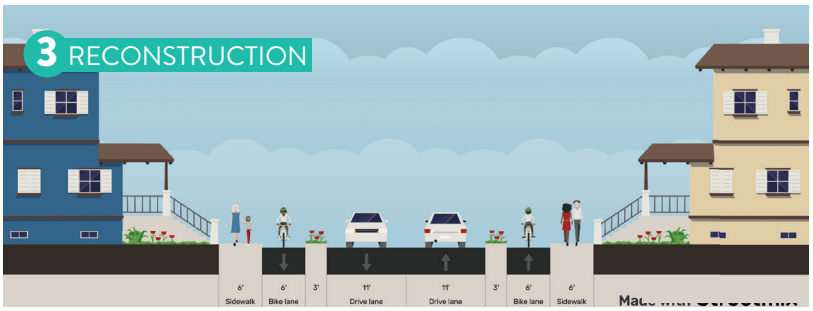
2. Resurfacing: This concept proposes narrowing travel lanes to reallocate space for wider bike lanes. This project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes raising the bike lane on one side of the roadway, reallocates on-street parking away from the curb to enhance cyclist safety, and installs a curbed planting strip between the bike lane and parking lane to provide additional separation. This project includes reconstruction at Moorpark Way intersection and constructing a pedestrian crossing at Sevely Drive and a protected intersection at El Camino Real. Sidewalk widening will be constructed to maintain roadway widths as feasible. This project requires Caltrans coordination.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.







**Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).*

GUIDING PRINCIPLES

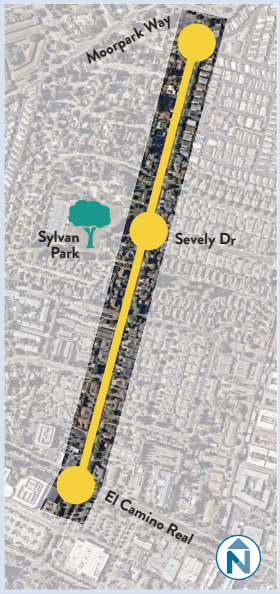
MOBILITY AND CONNECTIVITY

SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and improved marked crossings.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



Final design of the proposed improvements will require further feasibility analysis and engineering review on a case-by-case basis.

APPENDIX C: **RECOMMENDED IMPROVEMENTS**



Recommended Improvements – Sidewalks

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
S Whisman Rd	Fairchild Dr	E Dana St	Widen Sidewalk	1.44	Sidewalks On Both Sides
Sylvan Ave	Moorpark Way	El Camino Real	Widen Sidewalk	0.62	Sidewalks On Both Sides
Escuela Ave	Crisanto Ave	El Camino Real	Widen Sidewalk	0.56	Sidewalk on Both Sides
Latham St	Shower Dr	Escuela Ave	Widen Sidewalk	0.84	Sidewalk on Both Sides
Phyllis Ave	El Camino Real	Grant Rd	Widen Sidewalk	0.47	Sidewalk on Both Sides
Rengstorff Ave	Charleston Rd	Leghorn St	Sidewalk on 1-side	0.38	Sidewalk On One Side
Latham St - Church St	Chiquita Ave	Castro St	Widen Sidewalk	0.64	Sidewalk on Both Sides
Shorebird Way	Charleston Rd	510' south of Charleston Rd	Sidewalk on 1-side	0.10	Sidewalk On One Side
Ellis St	National Ave	220' south of National Ave	Sidewalk on 1-side	0.05	Sidewalk On One Side
Maude Ave	260' south of Logue Ave	100' south of Clyde Ave	Sidewalk on 1-side	0.15	Sidewalk On One Side
Easy St	Gladys Ct	400' south of Gladys Ct	Sidewalk on 1-side	0.07	Sidewalk On One Side
Gladys Ct	100' south of Easy St	Easy St	Sidewalk on 1-side	0.03	No Sidewalks
Fountain Park Ln	Stierlin Rd	120' west of Stierlin Rd	Sidewalk on 1-side	0.03	Sidewalk On One Side
Polaris Ave	Wright Ave	430' south of Wright Ave	Sidewalk on 1-side	0.08	Sidewalk On One Side
Polaris Ave	430' south of Wright Ave	150' north of Wentworth St	Sidewalk on 2-sides	0.02	No Sidewalks
Wildrose Way	Wildrose Way East End	Granada Dr	Sidewalk on 1-side	0.11	No Sidewalks
Canna Ct	Granada Dr	Granada Dr	Sidewalk on 1-side	0.12	No Sidewalks
Lilac Ln	Granada Dr	Granada Dr	Sidewalk on 1-side	0.12	No Sidewalks
Pilgrim Ave	100' east of Blackfield Way	50' west of Mayflower Ct	Sidewalk on 2-sides	0.03	No Sidewalks
Pilgrim Ave	50' west of Mayflower Ct	100' east of Priscilla Ct	Sidewalk on 1-side	0.10	Sidewalk On One Side
Pilgrim Ave	100' east of Priscilla Ct	El Monte Ave	Sidewalk on 2-sides	0.04	No Sidewalks
High School Way	Shoreline Blvd	Oak St	Sidewalk on 1-side	0.07	Sidewalk On One Side
Harpster Dr	Castro St	Miramonte Ave	Sidewalk on 2-sides	0.11	Sidewalk on Both Sides
Carol Ave	Sleeper Ave	north end of street	Sidewalk on 2-sides	0.11	No Sidewalks
Eunice Ave	Hilo Ct	160'east of Hilo Ct	Sidewalk on 1-side	0.03	Sidewalk On One Side
California St	Shoreline Blvd	Hope St	Widen Sidewalk	0.32	Sidewalk on Both Sides
Miramonte Ave	El Camino Real	Marilyn Dr	Widen Sidewalk	0.50	Sidewalk on Both Sides
Grant Rd	Bryant Ave	Paula Ct	Sidewalk on 1-side	0.08	Sidewalk On One Side

Recommended Improvements – Bicycle Facilities

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
Garcia Ave	Bayshore Pkwy	Amphitheatre Pkwy	Class IV	0.64	Class II
Rengstorff Ave	Leghorn St	El Camino Real	Class IV	1.71	Class II
Charleston Rd	Inigo Way	Stevens Creek Trail	Class I	0.28	Class II
Charleston Rd	Amphitheatre Pkwy	Huff Ave	Class I	0.44	Class II
Casey Ave	Marine Way	East End	Class IIIB	0.11	None
Marine Way	Casey Ave	Garcia Ave	Class IIIB	0.31	None
Coast Ave	Marine Way	East End	Class II	0.11	None
San Antonio Rd	Bayshore Pkwy	US 101	Class I	0.19	None
Plymouth Connector	Plymouth St	Shoreline Blvd	Class I	0.35	None
Pear Ave	Shoreline Blvd	East End	Class II	0.24	None
New Trail	La Avenida St	Shorebird Connector	Class I	0.26	None
Independence Ave	Charleston Rd	Leghorn St	Class II	0.17	None
Leghorn St	San Antonio Rd	Sierra Vista Ave	Class IIIB	0.62	None
Independence Ave	Leghorn St	Rock St	Class III	0.44	None
Old Middlefield Way	Middlefield Rd	Stevens Creek Trail	Class IV	0.77	None
Rock St	Independence Ave	Camp Ave	Class III	0.74	None
S Whisman Rd	Fairchild Dr	E Dana St	Class IV	1.44	Class II
Victory Ave	Middlefield Rd	Dell Ave	Class IIIB	0.25	Class III
Dell Ave	Nita Ave	Victory Ave	Class IIIB	0.07	Class III
Nita Ave	Dell Ave	150' West of Mayfield Ave	Class IIIB	0.13	Class III
Mayfield Ave	Nita Ave	Whitney Dr	Class IIIB	0.10	Class III
Farley St	Middlefield Rd	Central Expy	Class IIIB	0.64	Class III
Whitney Dr	Mayfield Ave	Laura Ln	Class IIIB	0.18	Class III
Laura Ln	Whitney Dr	Thompson Ave	Class IIIB	0.16	Class III
Thompson Ave	Junction Ave	Central Expy	Class IIIB	0.53	None
Jane Ln	Thompson Ave	Fay Way	Class IIIB	0.11	Class III
Fay Way	Jane Ln	Jewell Pl	Class IIIB	0.11	Class III
Jewell Pl	Fay Way	Rengstorff Ave	Class IIIB	0.05	Class III
Montecito Ave	Rengstorff Ae	800' East of San Pierre Way	Class IIIB	0.74	Class III
San Pierre Way	Middlefield Rd	Montecito Ave	Class IIIB	0.36	None
Granada Dr	Montecito Ave	Wright Ave	Class IIIB	0.18	None
Wright Ave	Beatrice St	Shoreline Blvd	Class IIIB	0.44	None
Stierlin Rd	Shoreline Blvd	Washington St	Class IIIB	0.39	Class III
Stierlin Rd	Shoreline Blvd	Stierlin Rd	Class IV	0.17	None
Colony St	Rengstorff Ave	East End	Class IIIB	0.33	None
Terra Bella Ave	Middlefield Rd	San Rafael Ave	Class IIIB	0.66	None
San Rafael Ave	Terra Bella Ave	San Pablo Dr	Class IIIB	0.15	None
San Pablo Dr	San Rafael Ave	San Simeon Dr	Class IIIB	0.05	None
San Simeon Dr	San Pablo Dr	San Lucas Ave	Class IIIB	0.10	None
San Lucas Ave	San Simeon Dr	San Veron Ave	Class IIIB	0.04	None
San Veron Ave	San Lucas Ave	Middlefield Rd	Class IIIB	0.09	None
Sylvan Ave	Moorpark Way	El Camino Real	Class IV	0.62	Class II
Gladys Ave	Easy St	N Whisman Rd	Class IIIB	0.39	Class III
Keller Dr - Easy St	Tyrella Ave	Gladys Ave	Class IIIB	0.65	None
Tyrella Ave	Fairchild Dr	Keller Dr	Class IIIB	0.18	None
Evelyn Ave	View St	Bernardo Ave	Class IV	1.43	Class II
Hetch Hetchy Trail Extension	N Whisman Rd	LR Trail Extension	Class I	0.43	None
LR Trail Extension	Fairchild Dr	Hetch Hetchy Trail Extension	Class I	0.25	None

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
Ellis St	Manila Dr	Fairchild Dr	Class IV	0.51	Class II
Street B	N Whiseman Rd	EllisSt	Class IV	0.33	None
Street A	Fairchild Dr	Middlefield Rd	Class IV	0.56	None
Street B Multi Use Path	Ellis St	Logue Ave	Class I	0.16	None
Logue Ave	North End	Maude Ave	Class IIB	0.10	None
Clyde Ct	Clyde Ave	South End	Class IIB	0.06	None
Street D	Clyde Ct	Logue Ave	Class IIB	0.15	None
State Rd 237 Service Rd	Maude Ave	Middlefield Rd	Class IV	0.24	None
Revendale Dr	Central Expy	N Bernardo Ave	Class IIB	0.54	None
N Bernardo Ave	Middlefield Rd	Central Expy	Class IIB	0.39	None
Ferguson Dr Connector	Furguson Dr	Middlefield Rd	Class I	0.42	None
Compass Way	Pyramid Way	Ferguson Dr	Class IIIB	0.16	None
Pacific Dr	Whisman Rd	Melia Lp	Class IIIB	0.16	None
Central Expy	West City Limit	East City Limit	Class I	3.44	None
EWPP Connection	Ravendale Dr	Furgeson Dr Connector	Class I	0.61	None
Dana St	Bush St	Moorpark Way	Class IV	0.85	Class II, Class III
Hope St	Evelyn Ave	Church St	Class IIIB	0.50	None
Bush St	Evelyn Ave	Villa St	Class III	0.08	None
Bush St	Villa St	El Camino Real	Class IIIB	0.63	None
Escuela Ave	Crisanto Ave	El Camino Real	Class III	0.56	None
E Dana St	Sylvan Ave	East End	Class IIIB	0.18	None
Foxborough Dr - Glenborough Dr	Sylvan Ave	Sylvan Ave	Class IIIB	0.41	None
Alice Ave - Rainbow Dr	Moorpark Way	Sylvan Ave	Class IIIB	0.54	None
Moorpark Way	Alice Ave	E Dana St	Class IIIB	0.18	None
California St	Hope St	Bush St	Class IIIB	0.14	Class III
Casto St	California St	High School Way	Class III	0.35	None
Phyllis Ave	El Camino Real	Grant Rd	Class IV	0.47	Class II
New Trail	Church St	El Camino Real	Class I	0.18	None
Martens Ave	Grant Rd	Carmelita Dr	Class III	0.07	None
Martens Ave	Carmelita Dr	East End	Class IIIB	0.33	None
Kentmere Ct	Martens Ave	East End	Class IIIB	0.07	None
Alexander Ct	Martens Ave	End	Class IIIB	0.03	None
Kentmere Connector	Kentmere Ct	Stevens Creek Trail	Class I	0.06	None
Levin Ave	Grant Rd	Diericx Dr	Class IIIB	0.72	None
Stevens Creek Trail Extension	Dale Ave/Heatherstone Way	W Remington Dr	Class I	0.74	None
Permanente Creek Trail	Grant Rd	Diericx Dr	Class I	0.72	None
Mariposa Ave	Villa St	El Camino Real	Class IIIB	0.55	None
Bonny/Villa Connector	Villa St	Bonny St	Class I	0.25	None
Ortega Ave	California St	El Camino Real	Class III	0.28	None
Pacchetti Way	Village Green Dog Park	El Camino Real	Class III	0.26	None
Private Road	California St	El Camino Real	Class III	0.34	None
San Antonio Rd	Central Expwy	El Camino Real	Class IV	0.57	Class II
San Antonio Cir	San Antonio Rd	San Antonio Rd	Class III	0.21	None
Miller Ave	Del Medio Ave	San Antonio Rd	Class IIIB	0.17	None
Fayette Dr	Del Medio Ave	Private Road	Class IIIB	0.27	None
Del Medio Ave	California St	El Camino Real	Class III	0.32	None
New Road	Private Road	Pacchetti Way	Class IIIB	0.05	None
Ferry Morse Way	Evelyn Ave	S Whisman Rd	Class II	0.16	None
Clark Ave	El Camino Real	Jardin Dr	Class III	0.41	None
Marich Way	Karen Way	El Monte Ave	Class IIIB	0.38	None

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
Todd St/Ernestine Ln/ Mountain View Ave	Springer Rd	El Camino Real	Class IIIB	0.51	None
Park Dr	East End	Miramonte Ave	Class III	0.23	None
Marilyn Dr	Springer Rd	East End	Class IIIB	0.22	None
Meadow Ln - Barbara Ave	Marilyn Dr	Phyllis Ave	Class IIIB	1.10	None
Fordham Way - Orangetree Ln	Barbara Ave	Lincoln Dr	Class IIIB	0.85	None
Bonita Ave	El Camino Real	Cuesta Dr	Class IIIB	0.71	None
Hans Ave	Miramonte Ave	Phyllis Ave	Class IIIB	0.51	Class III
Boranda Ave	Isaac Newton Middle	Hans Ave	Class IIIB	0.08	None
GMS Paseo	GMS	Boranda Ave	Class I	0.05	None
New Trail Connector	Diericx Dr	Stevens Creek Trail	Class I	0.23	None
National Ave	Fairchild Dr	Ellis St	Class IIB	0.32	None
Rengstorff Ave	Charleston Rd	Leghorn St	Class IV	0.38	Class II
Shoreline Blvd - Miramonte Ave	North Rd	Castro St	Class IV	3.44	Class II
Moffett Blvd	Central Expy	City Limit East	Class IV	1.29	Class II
Showers Dr	California St	City Limit South	Class IV	0.32	Class II
Middlefield Rd	Old Middlefield Way	Moffett Blvd	Class IV	1.94	Class II
New Trail	Terminal Blvd	Garcia Ave	Class I	0.38	None
Fairchild Dr - Clyde Ave	Ellis St	Clyde Ave	Class IIB	0.16	None
Sierra Vista Ave	Leghorn St	Silverwood Ave	Class IIIB	1.21	None
California St	Del Medio Ave	Showers Dr	Class IV	0.49	Class II
California St	Hope St	Castro St	Class IV	0.07	Class III
Bryant Ave	Truman Ave	Lubich Dr	Class IIIB	0.27	None
Miramonte Ave	Cuesta Dr	City Limit South	Class IV	0.53	Class II
Cuesta Dr	Miramonte Ave	Grant Rd	Class IV	0.51	Class II
Grant St	El Camino Real	Martens Ave	Class II	0.33	None
Casto St	High School Way	El Camino Real	Class IIB	0.07	None
Middlefield Rd	Moffett Blvd	City Limits East	Class IV	1.80	Class II
Miramonte Ave	Castro St	Hans Ave	Class IV	0.12	Class II
Space Park Way	Shoreline Blvd	Space Park Way (East End)	Class IV	0.25	None
El Monte Ave	El Camino Real	Springer Rd	Class IV	0.41	Class II
Ellis St	Manila Dr	Fairchild Dr	Class II	0.18	Class III
Franklin St	Evelyn Ave	Latham St	Class IIIB	0.51	None
Dana St	Pettis Ave	Bush St	Class IIIB	0.71	None
Green Loop	Charleston Rd	Shorline Blvd	Class I	0.15	None
Charleston Rd	Shoreline Blvd	Inigo Way	Class IV	0.23	Class II
Inigo Way	Space Park Way	Charleston Rd	Class IIB	0.26	Class IIIB
Monarch St	Grove St	Black St	Class IIB	0.38	None
New Trail	Shorebird Way	Stevens Creek Trail	Class I	0.22	None
Black St	Charleston Rd	Shorebird Way	Class IV	0.10	None
Willow St	Shorebird Way	Monarch St	Class IIB	0.05	None
Manzanita St	Space Park Way	300' South of Charleston Rd	Class IIB	0.18	None
Grove St	Shorebird Way	Space Park Way	Class IIB	0.09	None
Plymouth St	Shorebird Way	355' East of Joaquin Rd	Class IIB	0.07	None
Plymouth St	140' West of Shorebird Way	Alta Ave	Class IV	0.34	Class II
Huff Ave	Charleston Rd	Plymouth St	Class IIB	0.28	None
Monarch St	Shorebird Blvd	Huff Ave	Class IIB	0.27	None
C St - B St	Plymouth St	Main St	Class IIB	0.31	None
Shorebird Way (Green Loop)	Charlestone Rd	Shoreline Blvd	Class I	0.46	Class II
New Trail	Charlestone Rd	Stevens Creek Trail	Class I	0.20	None

Recommended Improvements – Crossings

Cross Street A	Cross Street B	Recommended Improvement	Existing Facility
Springer Rd	Cuesta Dr	Unsignalized crossing	All-Way Stop
Sylvan Ave	Rainbow Dr	Unsignalized crossing	None
Miramonte Ave	Trophy Dr	Unsignalized crossing	None
Whisman Rd	Sherland Ave	Unsignalized crossing	None
Whisman Rd	Devonshire Ave	Unsignalized crossing	None
Middlefield Rd	San Veron Ave	Unsignalized crossing	None
Middlefield Rd	160' West of Midrock Cors	Unsignalized crossing	None
Stierlin Ct	860' East of Shoreline Blvd	Mid-block crossing	None
Wyandotte St	Rengstroff Ave	Unsignalized crossing	None
Cuesta Dr	Bonita Ave	Unsignalized crossing	None
Moffett Blvd/Castro St	Evelyn Ave	Unsignalized Crossing	None
Cuesta Dr	Miramonte Ave	Signalized Crossing	Signalized Crossing
California St	Escuela Ave	Signalized Crossing	Signalized Crossing
Montecity Ave	Granada Dr	Mid-block crossing	All-Way Stop
Villa St	Bush St	Signalized crossing	Signalized Crossing
Calderon Ave	Paul Ave	Unsignalized Crossing	None
Calderon Ave	Loreto St	Unsignalized crossing	None
View St	Dana St	Unsignalized crossing	All-Way Stop
Grant Ave	Portland Ave	Mid-block crossing	None
Grant Rd	Eureka Ave	Mid-block crossing	None
Grant Rd	Fremont Ave	Mid-block Crossing	Signalized Crossing
Hans Ave	Phyllis Ave	Mid-block crossing	All-Way Stop
Bryant Ave	Truman Ave	Unsignalized crossing	All-Way Stop
Pear Ave	Inigo Way	Mid-block crossing	None
Middlefield Rd	Shoreline Blvd	Signalized crossing	Signalized Crossing
View St	Evelyn At	Uncontrolled crossing	All-Way Stop
Evelyn Ave	Hope St	Unsignalized crossing	Signalized Crossing
Evelyn Ave	Bush St	Signalized crossing	Signalized Crossing
Calderon Ave	Evelyn Ave	Signalized crossing	Signalized Crossing
Middlefield Rd	250' North of Logue Ave	Mid-block crossing	None

File #: 206098, **Version:** 1

Middlefield Road Complete Streets, Project 22-01

Receive an update on the concept design for Middlefield Road Complete Streets, Project 22-01.

City of Mountain View

MEMORANDUM

Public Works Department

DATE: April 29, 2026

TO: Bicycle/Pedestrian Advisory Committee

FROM: Hoa Nguyen, Associate Civil Engineer
Joseph Cervantes, Senior Civil Engineer
Robert Gonzales, Principal Civil Engineer
Edward Arango, Assistant Public Works Director/City Engineer

VIA: Jennifer Ng, Public Works Director

SUBJECT: **Middlefield Road Complete Streets, Project 22-01**

RECOMMENDATION

Receive an update on the concept design for Middlefield Road Complete Streets, Project 22-01.

BACKGROUND

Middlefield Road is a critical east-west road connecting Mountain View with the cities of Palo Alto and Sunnyvale. This arterial roadway is approximately 3.6 miles in length and consists of four lanes with two travel lanes and an on-street Class II bicycle lane in each direction for the full length of the roadway. Between Moffett Boulevard and Whisman Road, the bicycle lanes are open only part-time—on weekends and between 7:00 p.m. and 2:00 a.m. and on weekdays, parking is allowed in the bicycle lane. Middlefield Road is an important throughfare for both vehicles and bicyclists traversing within and through Mountain View.

The City's adopted Vision Zero Action Plan and Local Road Safety Plan identified Middlefield Road as part of the local High-Injury Network, with several crashes in the segment stretching between Moffett Boulevard and Ferguson Drive. The AccessMV Comprehensive Modal Plan, approved by Council on May 25, 2021, identified this segment of Middlefield Road as a Tier 2 priority corridor for transportation improvement projects proposing Class IV separated bikeways. Identification as a priority corridor indicates that the corridor should be evaluated to include potential multimodal transportation improvements. AccessMV also identified Middlefield Road as a high-stress facility with a bicycle level of traffic stress (BLTS) of 3 out of 4, where 4 represents the most stressful condition for cyclists.

The City is currently developing the Active Transportation Plan (ATP) to identify the City's holistic bicycle and pedestrian network and provide priority recommendations for projects that support

multi-modal improvements. The improvements proposed as part of the Project are considered 'in design' in the ATP. Staff will be bringing the ATP to the Bicycle/Pedestrian Advisory Committee (BPAC) in spring 2026 for feedback.

For this project, on June 29, 2022, the Bicycle/Pedestrian Advisory Committee (BPAC) was presented and supported the Complete Streets Checklist for the One Bay Area Grant (OBAG 3) grant application for review and comment prior to submittal of the grant application by the City to Valley Transportation Authority (VTA) in July 2022. The grant application sought funding for three projects, one of which was the Middlefield Road Complete Streets project with the following scope:

- Road resurfacing and restriping of Middlefield Road between Moffett Boulevard and Whisman Road;
- New Class IV protected bikeways on Middlefield Road between Moffett Boulevard and Bernardo Avenue, with Class II bike lanes or a multiuse facility over the State Route 85 (Highway 85) overpass; and
- Pedestrian and bicycle improvements at four intersections (Moffett Boulevard, Easy Street, Tyrella Avenue, and North Whisman Road).

In support of the project and to discuss the elimination of on-street parking, staff conducted an open house on June 21, 2022 and a community bike ride in 2022.

On January 25, 2023, the City was awarded $2,406,000 for the Middlefield Road Complete Street Project (Project) through the Santa Clara Valley Transportation Authority (VTA) OBAG 3 program.

The Project limits are between Moffett Boulevard and Bernardo Avenue, representing 1.6 miles of the 3.6 mile corridor (see Figure 1). To secure the grant, on February 14, 2023, Council adopted Resolution No. 18760, providing local support and authorizing staff to file an application for federal aid, commit matching funds, and state assurance to complete the Project.

On May 28, 2024, Council awarded a professional services agreement to Siegfried Engineering (Siegfried) to provide design and construction support services for the Project. In the Siegfried contract, the design scope was expanded beyond the OBAG 3 grant elements to include improving the pavement surfacing improvements between Whisman Road and Ferguson Drive where Class IV bike lanes are being proposed. Also, other active transportation improvements along the corridor, including a new pedestrian hybrid beacon signal at Tyrella Avenue and new crosswalk and pedestrian hybrid beacon signal adjacent to the VTA light rail tracks.

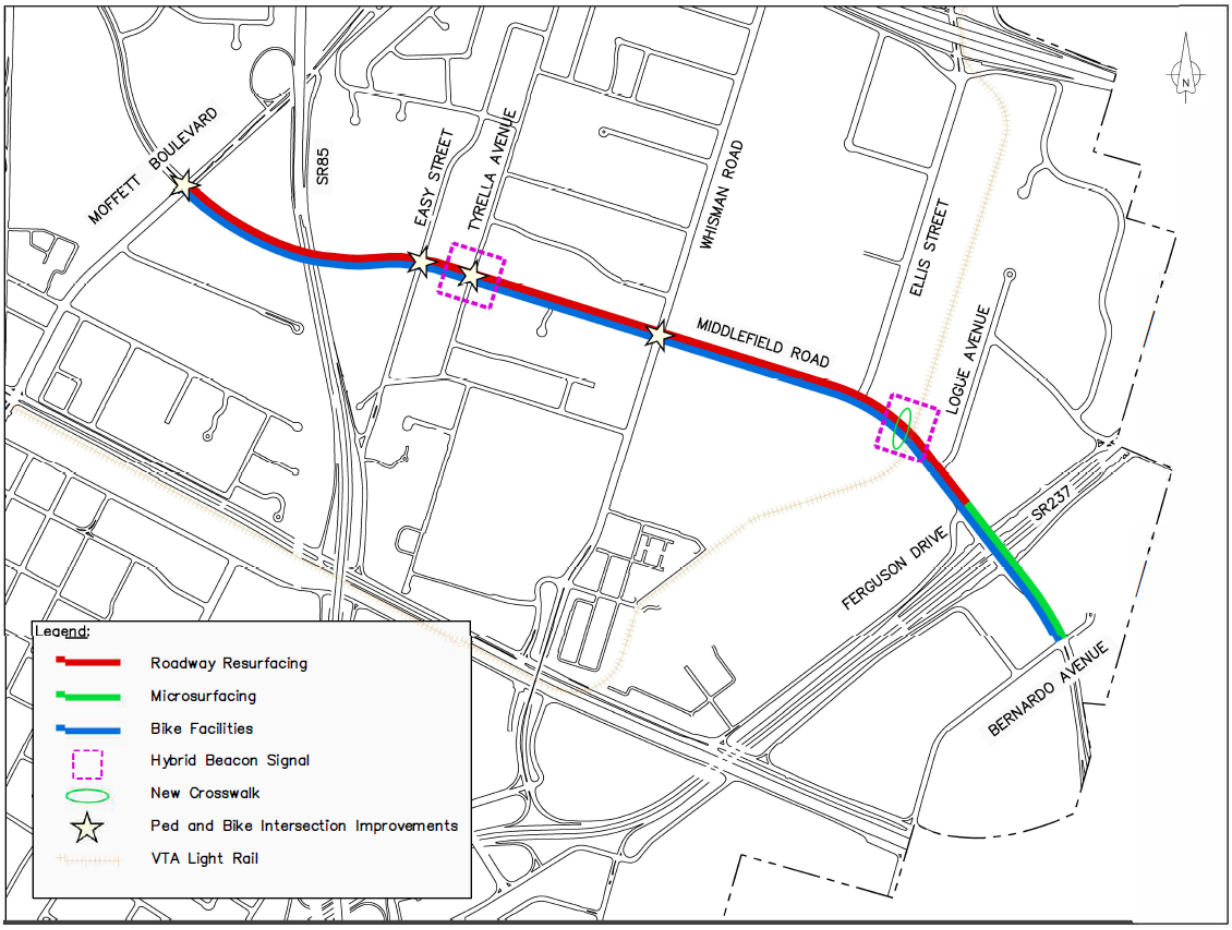


Figure 1: Project Location Map

Regional Corridor

The City has several major corridors that provide key connections within and through the City (see Figure 2).

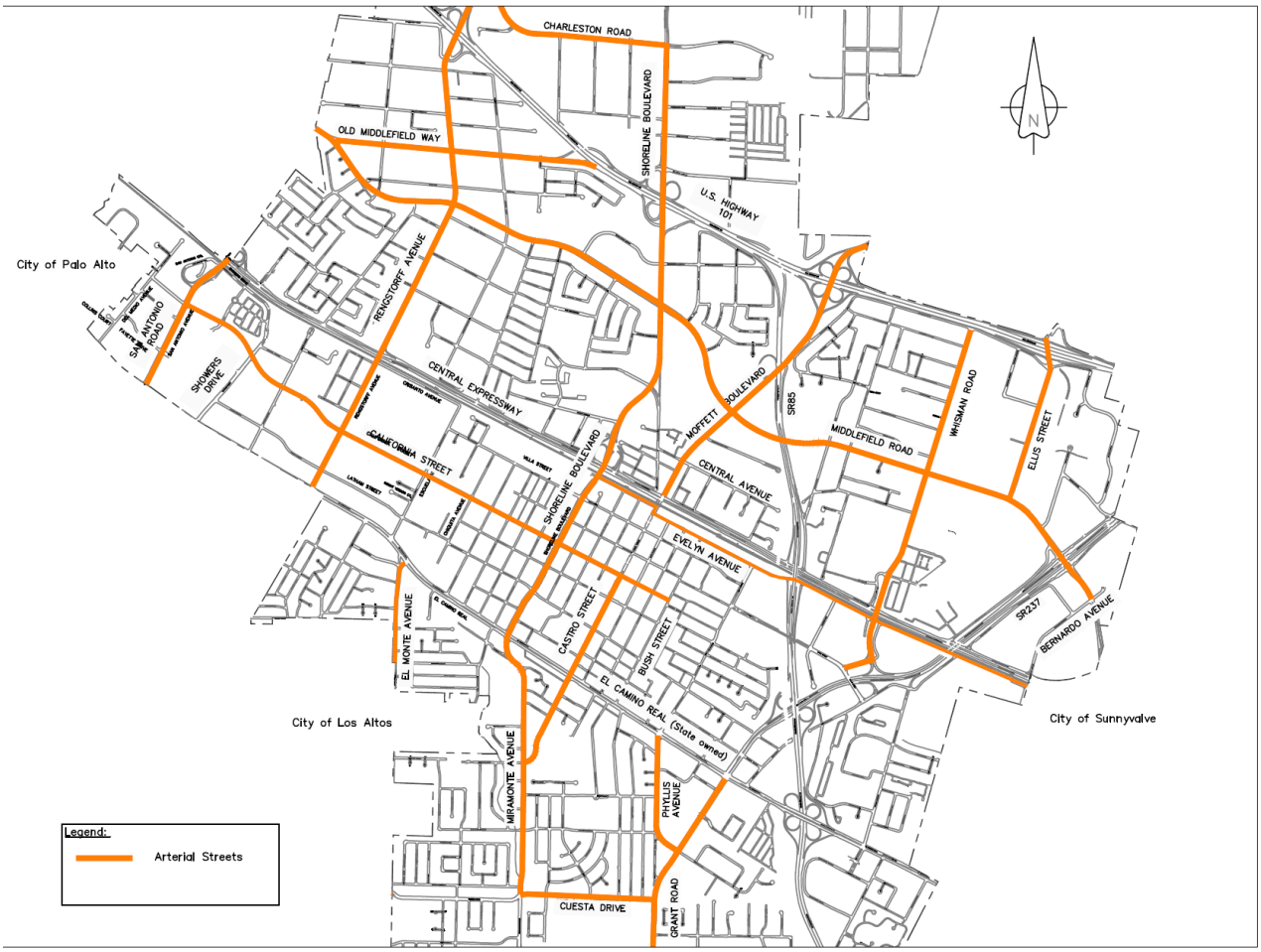


Figure 2: Major City Corridors

Middlefield Road is one of three City-controlled east-west regional corridors in the City's street network that serve as connectors between other cities; the other three streets are Cuesta Drive, California Street, and Evelyn Avenue. Except for California Street that received a road diet in 2025, each of these corridors consists of two lanes in each direction to provide enough capacity for the throughput of vehicles. Middlefield Road is the only corridor in the City's network to directly connect the adjacent cities of Sunnyvale and Palo Alto. Other east-west corridors include El Camino Real and Central Expressway, but are controlled by the California Department of Transportation (Caltrans) and County of Santa Clara, respectively.

DISCUSSION

The original project as written in the OBAG 3 grant scope was a repaving and minor restriping to revise the roadway geometry from Class II to Class IV bike lanes in each direction, but keeping the two lanes in each direction for vehicular travel.

In March 2025, the BPAC provided commentary on a similar project, Moffett Road Complete Street, and requested roadway projects moving forward to consider vehicle lane reductions/road diets in favor of more robust bicycle and pedestrian facilities. The OBAG 3 grant did not include evaluation of a road diet as part of the original project scope and the City provided the funding for the analysis.

Factors that are included by staff when considering a road diet include: roadway classification, overall roadway network, average daily trips utilizing the roadway, safety, emergency response (medical, police, and fire), transit access, and operational impacts.

Road-Diet Analysis

The City has implemented road diets to support the City's goals to improve safety primarily for bicyclists, provide for active transportation enhancements, and allow for opportunities for other street amenities to be implemented. In previous discussions on projects, the community has also expressed a desire to continue implementing road diets on City streets to similarly promote these goals. Figure 3 outlines those street that have recently received, or are planned to receive, road-diets.



Figure 3: Implemented and Planned Road Diets

To fully evaluate the Middlefield Road corridor for a potential road diet, staff initiated a traffic study (Study) by Hexagon Transportation Consultants to analyze the intersection and corridor operational impacts of a reduction of vehicular travel from two lanes to one lane in each direction along the corridor. The Study analyzed traffic operations at key intersections and roadway segments. The three scenarios analyzed were: existing conditions, background conditions (existing conditions plus known planned developments and infrastructure changes), and cumulative conditions (build out of the General Plan). Each of the three scenarios were analyzed with and without the proposed road diet. As further detailed below, the evaluation criteria used for the scenarios included:

- Roadway capacity;
- Level of service; and
- Queuing.

Roadway Capacity

Middlefield Road is a four-lane arterial and is estimated to have a vehicle capacity of 900 vehicles per hour per lane. Thus, under the existing roadway configuration, Middlefield Road has a capacity of 1800 vehicles per hour in each direction throughout the project corridor. Under the road diet conditions, Middlefield Road would be reduced to one lane in each direction, reducing the capacity to 900 vehicles per hour in each direction.

The hourly traffic volumes for each travel direction throughout the day were evaluated against the roadway hourly capacity to determine whether the segment volumes for the study scenarios would exceed the capacity and when the capacity deficiencies would occur throughout the day.

As shown in Table 1, under all three conditions (existing. background, and cumulative), with the existing lane configuration, traffic volumes along Middlefield Road were shown to be within the roadway capacity throughout the corridor. With the road diet implemented, if no traffic diversion occurs, Middlefield Road would experience over-capacity conditions as follows:

- Under existing conditions, for one hour per day during the PM peak period in the west-bound direction between Moffett Boulevard and State Route 237 (SR-237).
- Under background conditions, for one hour per day during the PM peak period in the west-bound direction between Whisman Road and State Route 237 (SR-237). Additionally, for one hour per day during the PM peak period in the east-bound direction between Moffett Boulevard and Whisman Road.
- Under cumulative conditions, for two hours per day during the AM peak period and three hours per day during the PM peak period between Moffett Boulevard and Whisman Road.
- Under cumulative conditions, for one hour per day during the AM peak period and two hours per day during the PM peak period between Whisman Road and SR-237.
- Under cumulative conditions, for one hour per day during the AM peak period and three hours per day during the PM peak period between SR-237 and Bernardo Avenue.

Table 1: Roadway Capacity

Middlefield Road Segment Capacity Evaluation Summary – Existing Conditions

Middlefield Road Segments	ADT	No Road Diet		With Road Diet	
		Daily Hours Over Capacity	Peak Commute Hours Over Capacity[1]	Daily Hours Over Capacity	Peak Commute Hours Over Capacity[1]
1 Middlefield Rd, Moffett Blvd - Whisman Rd	13,190	0	0	1	1 (PM Peak Hour)
2 Middlefield Rd, Whisman Rd - SR 237	10,418	0	0	1	1 (PM Peak Hour)
3 Middlefield Rd, SR 237 NB Ramp - eastern City Limits	13,342	0	0	0	0

[1] Peak commute hours refer to 7 AM to 10 AM during the AM peak hour and 4 PM to 7 PM for the PM peak hour

Middlefield Road Segment Capacity Evaluation Summary – Background Conditions

Middlefield Road Segments	ADT	No Road Diet		With Road Diet	
		Daily Hours Over Capacity	Peak Commute Hours Over Capacity[1]	Daily Hours Over Capacity	Peak Commute Hours Over Capacity[1]
1 Middlefield Rd, Moffett Blvd - Whisman Rd	15,600	0	0	1	1 (PM Peak Hour)
2 Middlefield Rd, Whisman Rd - SR 237	12,995	0	0	1	1 (PM Peak Hour)
3 Middlefield Rd, SR 237 NB Ramp - eastern City Limits	15,326	0	0	0	0

[1] Peak commute hours refer to 7 AM to 10 AM during the AM peak hour and 4 PM to 7 PM for the PM peak hour

Middlefield Road Segment Capacity Evaluation Summary – Cumulative Conditions

Middlefield Road Segments	ADT	No Road Diet		With Road Diet	
		Daily Hours Over Capacity	Peak Commute Hours Over Capacity[1]	Daily Hours Over Capacity	Peak Commute Hours Over Capacity[1]
1 Middlefield Rd, Moffett Blvd - Whisman Rd	24,218	0	0	6	2 (AM Peak Hour) and 3 (PM Peak Hours)
2 Middlefield Rd, Whisman Rd - SR 237	20,554	1 (PM Peak Hour)	1 (PM Peak Hour)	3	1 (AM Peak Hour) and 2 (PM Peak Hours)
3 Middlefield Rd, SR 237 NB Ramp - eastern City Limits	21,081	0	0	5	1 (AM Peak Hour) and 3 (PM Peak Hours)

[1] Peak commute hours refer to 7 AM to 10 AM during the AM peak hour and 4 PM to 7 PM for the PM peak hour

Level of Service

Level of service (LOS) is a qualitative description of operating conditions, measured in terms of delay, ranging from best (LOS A, free-flow conditions, with little or no delay) to worst (LOS F, jammed/congested conditions, with excessive delays). The City's standard for signalized intersections is LOS D or better, except for Congestion Management Program (CMP) intersections and facilities, County Expressway intersections, and intersections in the Downtown and San Antonio Center planning areas, where the standard is LOS E. The intersections evaluated are not CMP intersections and as such, are subject to the City's standard of LOS D or better. The results of the LOS analysis are shown in Table 2.

Table 2: Level of Service Results

			Level of Service (LOS)								
#	Intersection	Peak Hour	Existing	Existing w/ Road Diet	Change in Delay	Background	Background w/ Road Diet	Change in Delay	Cumulative	Cumulative w/ Road Diet	Change in Delay
1	Moffett Blvd and Middlefield Rd	AM	D	D	8.0	D	**E**	**22.7**	E	**F**	**106.6**
		PM	D	**F**	**42.1**	D	**F**	**97.4**	E	**F**	**116.1**
2	Easy St and Middlefield Rd	AM	C	C	2.8	C	C	3.9	C	**F**	**74.8**
		PM	B	B	3.3	B	B	4.9	C	**F**	**112.7**
3	Whisman Rd and Middlefield Rd	AM	C	C	2.8	C	C	3.5	D	**E**	**19.7**
		PM	C	D	13.2	C	**E**	**31.8**	D	**F**	**110.5**
4	Ellis St and Middlefield Rd	AM	B	C	15.7	C	**F**	**61.8**	B	**F**	**69.9**
		PM	B	C	15.4	D	**F**	**93.5**	C	**F**	**104.6**
5	Logue Ave and Middlefield Rd	AM	B	B	2.6	B	C	9.6	B	C	12.4
		PM	B	B	6.8	B	C	8.1	C	**E**	**32.2**
6	Ferguson Dr and Middlefield Rd	AM	B	B	1.6	A	B	4.1	B	B	1.4
		PM	B	B	2.5	B	B	4.8	B	C	13.5
7	SB SR 237 Service Rd and Middlefield Rd	AM	C	C	0	C	C	1.8	C	C	-1.6
		PM	C	C	2.6	C	D	1.0	D	C	1.5
8	NB SR 237 Service Rd and Middlefield Rd	AM	C	C	-2.6	C	C	-1.1	C	C	4.7
		PM	C	C	0.4	C	C	0.8	C	C	1.6
9	Bernardo Ave and Middlefield Rd	AM	B	B	0.6	B	C	1.3	B	B	2.0
		PM	B	C	4.1	C	C	2.7	C	C	7.8

Notes:
1. Average delay in seconds per vehicle is reported for signalized intersections.
BOLD indicates substandard level of service.
Boxed and BOLD indicates an operational deficiency.

Typically, LOS E and F are considered to be an over-saturated condition. Three intersections show a degradation in LOS (to E or F) when the project and other approved projects are implemented and drop below the City's level of service standard. Intersections that will experience LOS E and F are: Moffett Boulevard (AM and PM), Whisman Road (PM), and Ellis Street (AM and PM). Five intersections have a degraded condition in the cumulative condition: Moffett Boulevard, Easy Street, Whisman Road, Ellis Street, and Logue Avenue.

Level of service degradation is primarily due to queueing backups at left-turn pockets. Queuing analysis information is discussed below.

Queuing

Intersection queuing analysis evaluates vehicle stacking at left-turn lanes at the study intersections. The analysis estimates the 95th percentile queues and compares it to the storage capacity (e.g. the available length of left-turn lanes). The 95th percentile queue is the length of storage needed at a left turn pocket so that 95% of the time the queue length is not exceeded, and is the standard practice criterion used. Traffic queuing analysis allows staff to determine whether the road diet would cause or exacerbate queuing deficiencies. Table 3 lists intersections where demand exceeds capacity for each scenario. To resolve queuing deficiencies, existing left turn lanes would need to be lengthened by 200 additional feet cumulative along the entire project corridor in the Existing Condition + Road Diet, 300 additional feet in the Background Condition + Road Diet, and over 1,500 additional feet in the Cumulative Condition + Road Diet.

Table 3: Intersections with Queuing Deficiencies

Traffic Condition Scenarios	Intersection with Queuing Deficiencies	Additional Left-turn Capacity (Feet)	Feasibility
Existing Conditions + Road Diet	Moffett Boulevard	Southbound Lane: 50 ft	Remove 3 trees
	Whisman Road	Northbound Lane: 50 ft	Feasible.
	Ellis Street	Southbound Lane: 75 ft	Feasible.
	SR 237 Northbound Service Road	Eastbound Lane: 25 ft	No room to extend the turning lane due to limited segment length
Background Conditions + Road Diet	Moffett Boulevard	• Northbound Lane (NB): 25 ft • Southbound Lane (SB): 100 ft	• NB: Feasible. • SB: Not feasible due to conflict with the existing turning lane.
	Whisman Road	Northbound Lane: 50 ft	Feasible.
	Ellis Street	• Southbound Lane (SB): 400 ft • Eastbound Lane (EB): 75 ft	• SB: Not feasible due to conflict with the existing crossing • EB: Not feasible due to conflict with the existing turning lane
	SR 237 Northbound Service Road	Eastbound Lane: 25 ft	No room to extend the turning lanes due to limited segment length
Cumulative Conditions + Road Diet	• Moffett Boulevard	• Northbound Lane (NB): 25 ft • Southbound Lane (SB): 100 ft • Eastbound Lane (EB): 200 ft	• NB: Feasible. • SB: Not feasible due to conflict with the existing turning lane. • EB: Remove 13-15 trees

		• Westbound Lane (WB): 400 ft	• WB: Not feasible due to extensive changes in roadway geometry
	Whisman Road	Northbound Lane: 325 ft	Require parking removal on Whisman Road.
	Ellis Street	Southbound Lane: 400 ft	Not feasible due to conflict with the existing crossing
	Logue Avenue	Eastbound Lane: 25 ft	Not feasible due to the conflict with VTA light rail's gate signal
	SR 237 Northbound Service Road	Eastbound Lane: 50 ft	No room to extend the turning lanes due to the limited segment length

To lengthen left turn pocket storage at median islands, approximately 13 to 15 trees would need to be removed along the corridor. The queuing issues would only be partially alleviated, as there are areas along the corridor where there is no space to lengthen the turn lanes, so queuing impacts would still be present. Table 3 summarizes the results of the queuing analysis for the road diet conditions with added information on the feasibility to address the deficiency.

The results indicate that the existing left-turn lanes do not have the capacity to handle peak-hour volumes under road diet conditions, leading to congestion in the single through lane. Furthermore, extending the left-turn lanes is generally not feasible and would require extensive median and tree removal.

In summary, the Study concluded that a road-diet would result in deficiencies of the intersection's level of service, increased intersection vehicle queuing, and reduced corridor capacity. Specifically, the road-di would have the following impacts:

- Degrade traffic operations from LOS D or better, to LOS E or F (with A representing little delays and F representing excessive delays) at key intersections such as Moffett Boulevard, Whisman Road, Ellis Street, Easy Street, and Logue Avenue;
- Result in left-turn queuing deficiencies at SR-237 northbound Service Road, Ellis Street, Moffett Boulevard, and Logue Avenue;

- Increase queueing on Middlefield Road at one intersection during existing conditions, two intersections under background conditions, and three intersections under cumulative conditions.
- Provide over-capacity conditions for one hour during the PM peak period under existing and background conditions, and 6 hours under cumulative conditions. All of the side streets would continue to operate under capacity with or without the road diet on Middlefield Road; and
- Traffic flow would worsen along the corridor with only one travel lane in each direction, and the left-turn queues exceeding the left-turn lane storage capacity would spill into the through lane, blocking the through lane movements.

Additionally, the implementation of a road diet on Middlefield Road and the loss of road capacity would have daily and regional impacts during planned or unplanned lane closures on other east-west arterials. Additionally, emergency response times for medical, Police and the Fire Department would be impacted.

For the above reasons, staff does not recommend implementing a road-diet for Middlefield Road. A Class IV bikeway, and other elements as conditioned in the OBAG 3 grant funding, can be achieved without any lane reductions.

Design Concept

The corridor consists of two distinct segments, as shown in Attachment 1:

Segment A – Moffett Boulevard to Whisman Road

This segment, excluding the portion over State Route 85 (SR-85), includes existing center median islands, four travel lanes, part-time Class II bike lanes on both sides, and dedicated left-turn pockets at intersections. The existing bike lane is part-time, becoming a parking lane on weekends and between 7:00 p.m. and 2:00 a.m. on weekdays.

To implement a full-time Class IV bike facility, the **on-street parking will need to be removed at all times**. In addition to vertical elements, green bike lane striping will be added at conflict zones such as driveways and bus stops. Figure 4 shows the existing Class II bike facilities that will be converted to full-time Class IV facilities, with buffers and vertical delineators to separate bike lanes from travel lanes.

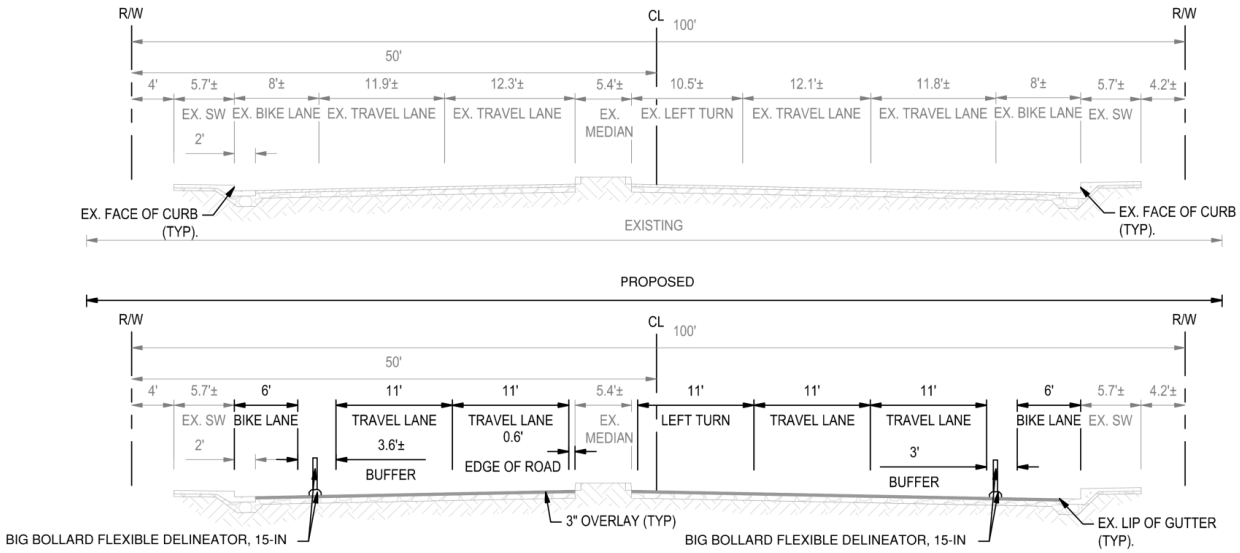


Figure 4: Typical cross section (Moffett Boulevard to Whisman Road)

SR-85 Overpass within Segment A

The SR-85 overpass within Segment A is approximately 1,000 feet long, and extends from the 555 West Middlefield Road site, over SR-85 to near the Steven Creek Trail entrance, just west of Easy Street. The existing segment features a center median island, four travel lanes, Class II bike lanes on both sides, and a sidewalk only on the north side (Figure 5).

Staff evaluated closing the sidewalk gap along the south side of the SR-85 bridge overpass including the feasibility of converting the existing bicycle lane to a shared multi-use path for eastbound bicyclists and pedestrians. Staff met with the California Department of Transportation (Caltrans), which owns the bridge. Caltrans staff confirmed that alterations to the bridge overpass, including, but not limited to, modifying the median and adjusting lane widths, will require a comprehensive review and approval process, which would cause the project to miss OBAG 3 funding grant deadlines. Therefore, staff will pursue design of a multi-use path as a separate project. This separate project will be proposed for additional design and construction funding in the next fiscal year. For the current project, the proposed layout on the bridge overpass will be similar to existing conditions as shown in Figure 6.



Figure 5: Sidewalk terminates at 555 W Middlefield Road (eastbound)

Figure 6: Typical cross section (SR-85 Overpass)

Segment B – Whisman Road to Bernardo Avenue

The remaining segment generally includes existing center median islands, four travel lanes, full-time Class II bike lanes on both sides, and dedicated left-turn pockets at intersections. This segment runs underneath SR-237 with on-ramp and off-ramp entrances. Similar to Segment A, improvements include Class IV bike facilities with buffers and vertical delineators to provide separation between bike lanes and travel lanes. In addition to vertical elements, green bike lane striping will be added at conflict zones such as driveways and bus stops (see Figure 7).

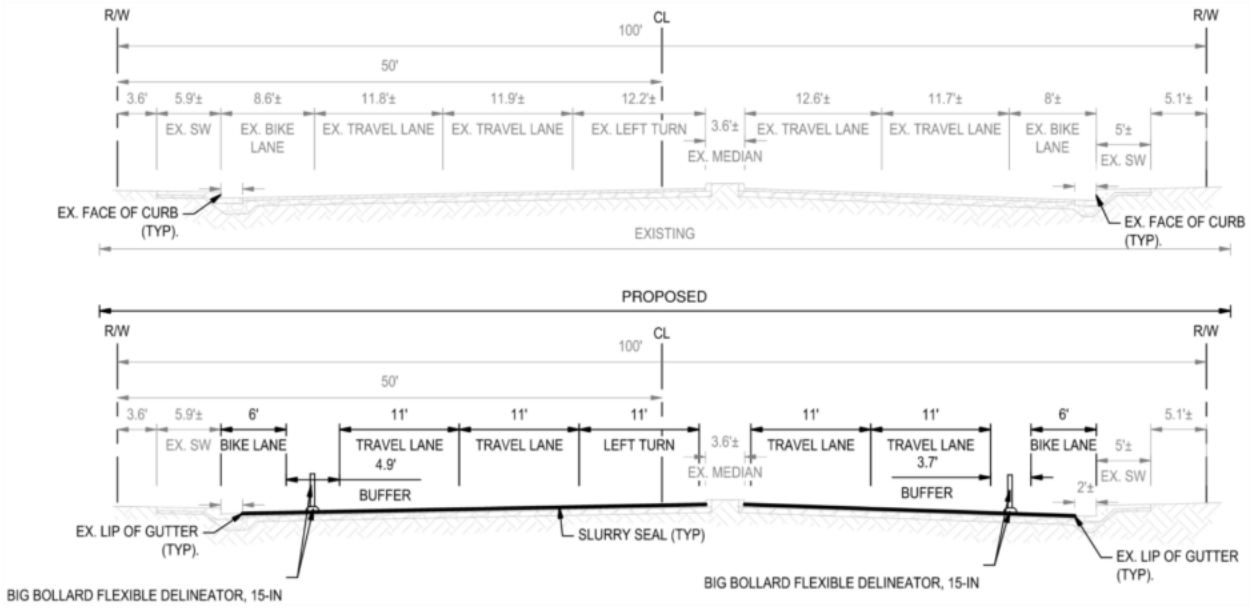


Figure 7: Typical cross section (Whisman Road to Bernardo Avenue)

SR-237/Middlefield Intersection Project

The City is partnering with VTA for improvements to the SR-237/Middlefield Road intersection and portions of the SR-237 Frontage Road. The project limits are the segment of Middlefield Road from approximately 100 feet west of Ferguson Drive to approximately 50 feet east of the SR-237 eastbound off-ramp, and westbound Frontage Road from Middlefield Road to Maude Avenue. The improvements will include pavement overlay throughout the project area, sidewalk improvements, and Class IV bike lanes on Middlefield Road and the westbound Frontage Road. This project is led by VTA and has not advanced to the design phase. It will be presented to the Council Transportation Committee this spring. The two projects will be coordinated as they proceed through design and construction.

Intersections

Improvements at intersections include high-visibility crosswalks, advanced stop bars, Accessible Pedestrian Signals (APS), and Americans with Disabilities Act (ADA) curb ramp upgrades (Figure 8).

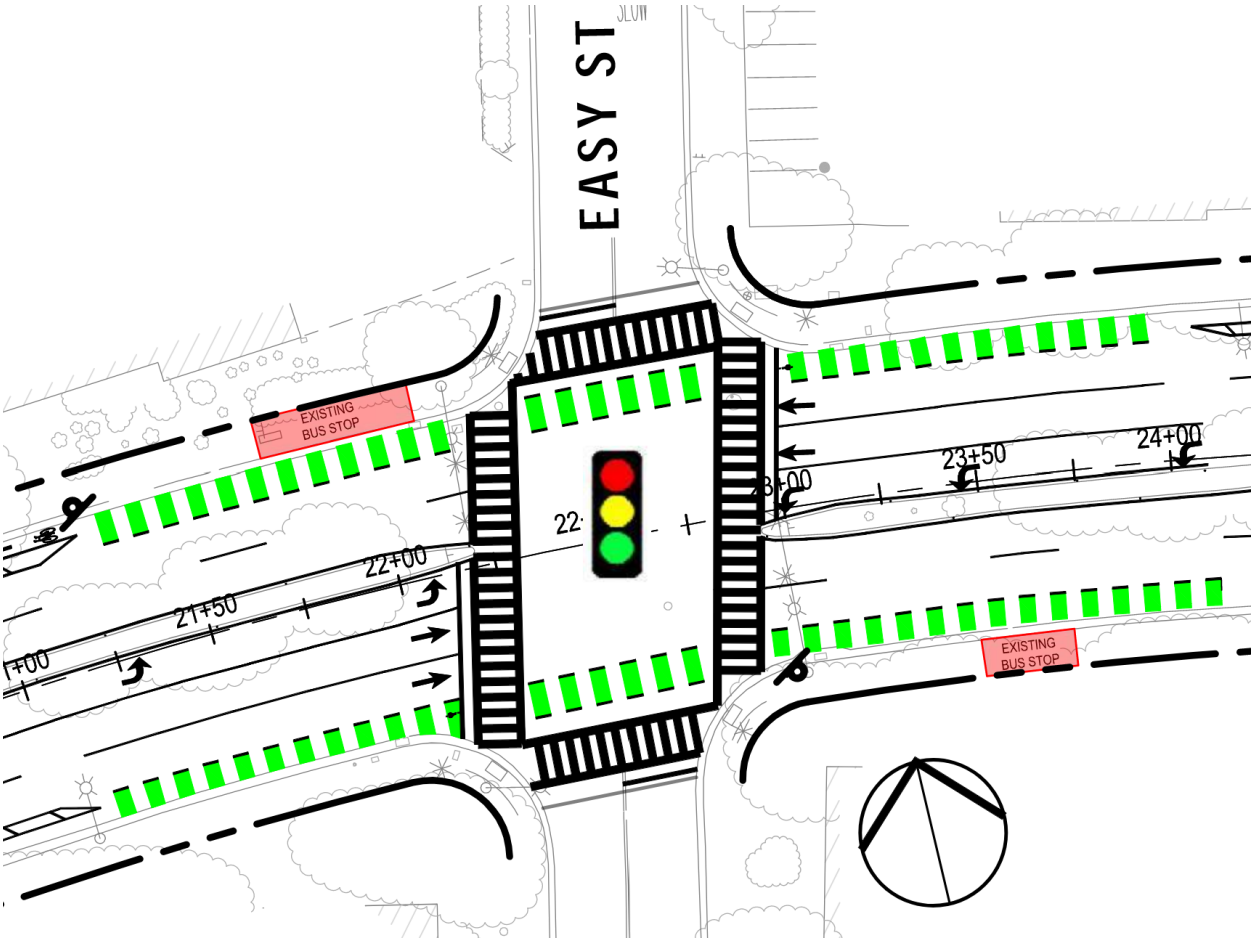


Figure 8: Typical Intersection

In summary, staff developed a concept layout that is consistent with the OBAG 3 grant application and the project budget. The project will include the following elements:

- Roadway resurfacing of Middlefield Road between Moffett Boulevard and Bernardo Avenue;
- Pedestrian hybrid beacon signal at Tyrella Avenue;
- Bicycle infrastructure improvements including new Class IV bike facilities between Moffett Boulevard and Bernardo Avenue (buffers with vertical elements and green striping at conflict zones); and
- Pedestrian improvements including high-visibility crosswalks, advanced stop bars, Accessible Pedestrian Signals, and Americans with Disabilities Act curb ramp upgrades.

The new crosswalk and pedestrian hybrid beacon signal adjacent to the VTA lightrail tracks was removed from the project scope due to its complexity and close proximity to the lightrail tracks,

which would have required extensive coordination with VTA and the California Public Utilities Commission jeopardizing the OBAG 3 funding required timeline.

Project Budget Update

Middlefield Road Complete Streets, Project 22-01, is funded with $2,406,000 from the OBAG 3 program grant funds, $144,000 from the Transportation Reserve Fund, $984,000 from the Construction/Conveyance Tax Fund, $11,000 from the Gas Tax Fund, $582,000 from the Measure B 2010 Vehicle License Fee, and $1,110,000 from the 2016 Measure B Sales Tax Fund, for a total project budget of $5,237,000. With this funding amount, there was insufficient funding to implement the recommended design concept.

In June 2025, the City was awarded $1,766,000 for the Project from the Housing Incentive Pool (HIP) grant through the Metropolitan Transportation Commission (MTC).

In December 2025, the City was awarded $5,170,000 through the State of California's Affordable Housing and Sustainable Communities (AHSC) program. The next step is completing the entitlement process to apply for the tax credit funding. If the tax credit award is received, staff will have the City Council consider a formal resolution to implement an agreement. Table 4 summarizes the project funding.

Table 4: Project Funding

Funding	Amount	Status
OBAG 3 Grant	$2,406,000	Adopted
Other funds	$2,831,000	Adopted
Total (current funding)	**$5,237,000**	
HIP Grant	$1,766,000	Awarded in June 2025
AHSC Grant	$5,170,000	Awarded in December 2025
Total (new grants)	**$6,936,000**	
Total	**$12,173,000**	

With the two recent successful grant funding awards, there is sufficient funding for the recommended concept design.

NEXT STEPS

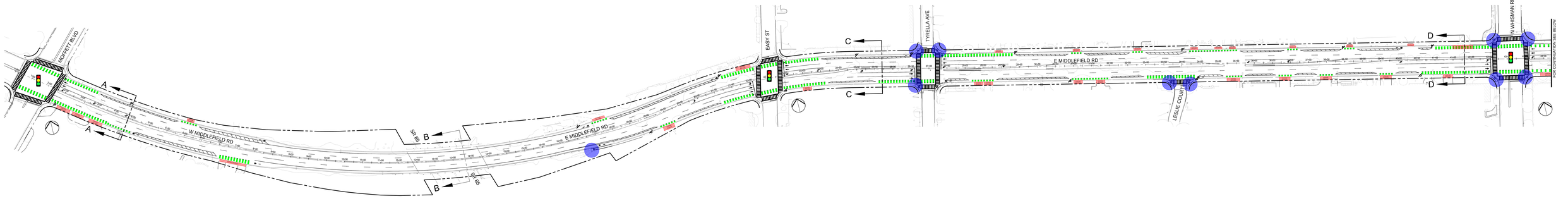
Staff will bring the concept design to the Council Transportation Commission (CTC) in May 2026 and will share BPAC's feedback. Final design of the project is expected to be completed by the end of 2026 to meet the federal grant deadline. Construction is anticipated to start in summer 2027.

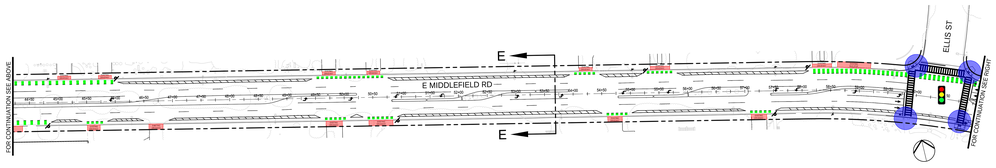
PUBLIC NOTICING

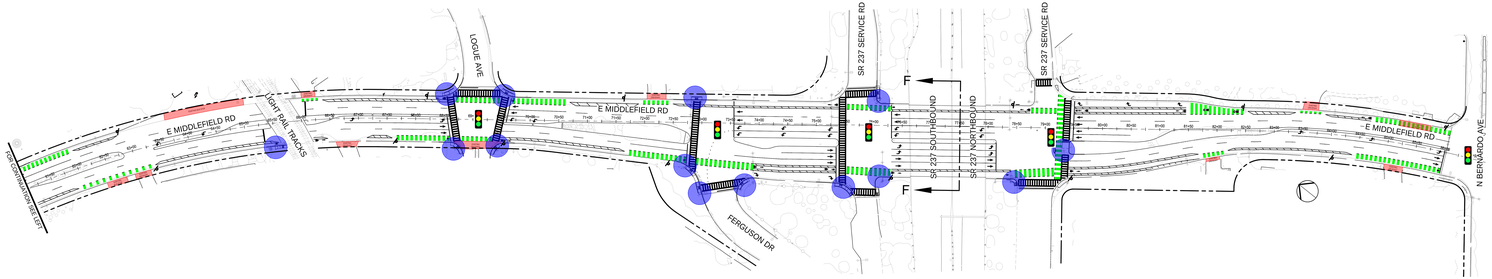
In addition to the standard agenda posting, notices of the project and consideration of parking removal were mailed to property owners and residents within 750' of the project site.

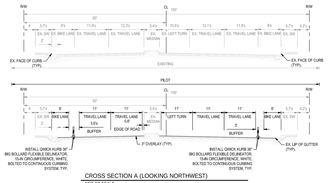
Attachment: 1. Middlefield Road Complete Streets –Preliminary design plans

cc: APWD Arango, PCE Gonzales, SCE Cervantes, ACE Nguyen, File (22-01)

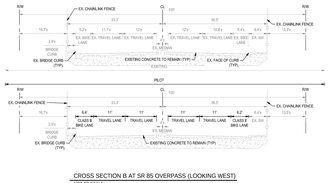




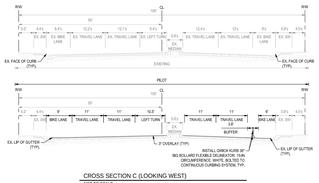




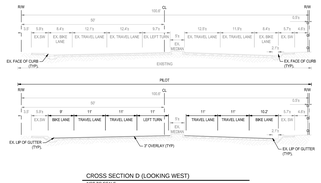
CROSS SECTION A (LOOKING NORTHWEST)
NOT TO SCALE



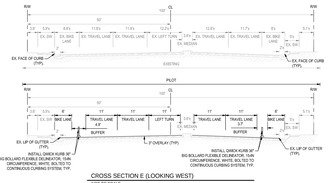
CROSS SECTION B AT SR 85 OVERPASS (LOOKING WEST)
NOT TO SCALE



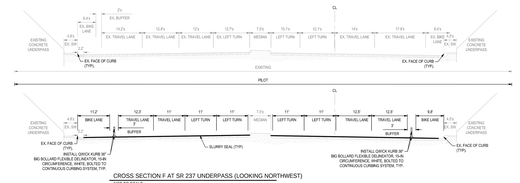
CROSS SECTION C (LOOKING WEST)
NOT TO SCALE



CROSS SECTION D (LOOKING WEST)
NOT TO SCALE



CROSS SECTION E (LOOKING WEST)
NOT TO SCALE



CROSS SECTION F AT SR 237 UNDERPASS (LOOKING NORTHWEST)
NOT TO SCALE

LEGEND:

- EXISTING DRIVEWAY / EXISTING BUS TOP
- EXISTING RIGHT OF WAY
- CROSSWALK
- PROPOSED STRIPING
- EXISTING SIGNALIZED INTERSECTION
- GREEN BIKE LANE STRIPING
- CURB RAMP RECONSTRUCTION
- PROPOSED STREET SIGN

0 25 50 100
SCALE: 1"=50'

City of Mountain View

CITY OF MOUNTAIN VIEW

MIDDLEFIELD ROAD COMPLETE STREETS PROJECT 22-01

APRIL 8, 2026

SIEGFRIED

File #: 206102, **Version:** 1

Santa Clara Valley Transportation Authority Bicycle & Pedestrian Advisory Committee-Recommended Member Appointment

Forward a recommendation to the City Council for the appointment of a City Bicycle/Pedestrian Advisory Committee member as Mountain View's representative to the Santa Clara Valley Transportation Authority's Bicycle & Pedestrian Advisory Committee for the term beginning July 1, 2026 and ending June 30, 2028.

City of Mountain View

MEMORANDUM

Public Works Department

DATE: April 29, 2026

TO: Bicycle/Pedestrian Advisory Committee

FROM: Allison Boyer, Assistant Public Works Director

VIA: Jennifer Ng, Public Works Director

SUBJECT: **Santa Clara Valley Transportation Authority Bicycle & Pedestrian Advisory Committee–Recommended Member Appointment**

RECOMMENDATION

Forward a recommendation to the City Council for the appointment of a City Bicycle/Pedestrian Advisory Committee member as Mountain View's representative to the Santa Clara Valley Transportation Authority's Bicycle & Pedestrian Advisory Committee for the term beginning July 1, 2026 and ending June 30, 2028.

BACKGROUND AND ANALYSIS

The Santa Clara Valley Transportation Authority (VTA) Bicycle & Pedestrian Advisory Committee (BPAC) advises the VTA Board of Directors on bicycle and pedestrian projects and issues. It consists of appointed representatives from each city in Santa Clara County. The appointment term is two years, ending on June 30 of each even-numbered year. Members may be appointed to successive terms.

The City's Bicycle/Pedestrian Advisory Committee (City BPAC) is responsible for providing the City Council with a recommendation for the appointment of the City's representative on the VTA BPAC. The City BPAC bylaws indicate that the City's designated representative to the VTA BPAC "shall be appointed from a recommendation by the membership of the Bicycle/Pedestrian Advisory Committee to the City Council." Historically, the City's VTA BPAC appointee has been a member of the City BPAC. VTA BPAC bylaws for voting members require that "Committee members shall be representatives of local bicycle or pedestrian advisory committees." The VTA BPAC bylaws have no provisions for an alternate member from member agencies.

NEXT STEPS

The City's BPAC appointment recommendation for a VTA BPAC representative will be agendized for Council review and action at a future City Council meeting. The Council's recommendation

for the City's VTA BPAC representative will then be forwarded to the VTA Board of Directors for final approval.

If no City BPAC members are available to serve on VTA BPAC, the City BPAC could request for City staff to advertise the vacancy to appoint a member of the public to represent the City BPAC. Staff could then bring short-listed candidates for consideration at a future meeting.

cc: PWD, APWD, TM