

Mobility Goals and Objectives for the East Whisman Precise Plan

Based on community and decision-maker input during the East Whisman visioning process, the Precise Plan team has identified high-level mobility goals and objectives for East Whisman. These goals and objectives expand upon existing General Plan Mobility Goals and Policies and the East Whisman Change Area vision, enclosed with this Attachment.

1. **GOAL: Develop a multimodal district with a focus on complete streets and bicycle and pedestrians connections.**

Policies/Objectives

- *Break Up Large Blocks.* Create a pedestrian- and bicycle-friendly neighborhood by breaking up large blocks and aligning new and existing pathways to establish a refined, dense network of on- and off-street connections.
- *Add Greenways.* Add new greenways, or multi-use paths, to complete the off-street pedestrian network.
- *Improve Bicycle Connections.* Create an interconnected and comprehensive bicycle network increasing access to local destinations and the regional bicycle network.
- *Increase Complete Street Connections.* Provide strategic, neighborhood-scaled complete streets for improved access and circulation to a mix of land uses within East Whisman.
- *Generational Flexibility.* Consider transportation and circulation flexibility for generational, or demographic, shifts over time that may evolve transportation needs for the area.

2. **GOAL:** Establish a circulation system that supports transit use.

Policies/Objectives

- *Improve Local Transit Access.* Improve local access to the VTA light rail stations, public and private transit shuttle services, and regional transit connections.
- *Support Enhanced VTA Transit Services.* Support and encourage improved VTA transit service to East Whisman and Downtown Mountain View.
- *Integrated Network.* Develop an integrated citywide transit system linking key areas, such as Downtown, San Antonio, North Bayshore and East Whisman.
- *Provide Last-Mile Connections.* Address the last-mile gap between East Whisman and the Downtown Transit Center.

3. **GOAL:** Create safe street and rail crossings for all users.

Policies/Objectives

- *Improve and Expand Street Crossings.* Improve existing street crossings and add new street crossings in key locations.
- *Design Safe Freeway Crossings.* Create attractive, open, and safe pedestrian, bicycle, and vehicle crossings under US-101 and SR-237 freeways.
- *Improve rail crossings.* Ensure safe, comfortable, and convenient crossings of the VTA light rail tracks.

4. **GOAL:** Align the circulation network with City goals to support non-auto travel and coordination with outside agencies.

Policies/Objectives

- *Support Alternative Transportation Options.* ~~Actively~~ Aggressively encourage and provide support for transportation alternatives for

employees and residents to reduce single-occupancy vehicle trips in the area.

- *Reduce Shuttles on Whisman Road.* Encourage shuttle transit facilities on private property in the Whisman Neighborhood to reduce trips on Whisman Road.
- *Well-Managed Parking.* Establish parking policies and standards that reduce automobile travel in the area, particularly adjacent to light rail.
- *Coordination with Other Agencies.* Coordinate design of new pedestrian, bicycle, and vehicle connections with the San Francisco Public Utilities Commission (SFPUC), the Valley Transportation Authority (VTA), and the City of Sunnyvale.

Excerpt from Mountain View 2030 General Plan

Goals and Policies

Mobility (MOB) goals are broad statements describing the City's future direction. Policies provide more specific direction to achieve each goal. Actions for putting these goals and policies into effect are detailed separately in the General Plan's Action Plan.

Complete Streets

Complete streets policies encourage efficient and attractive streets that consider the needs of diverse members of the community, balance the different modes of transportation, promote physical activity and support environmental sustainability.

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

Policies

MOB 1.1: Multi-modal planning. Adopt and maintain master plans and street design standards to optimize mobility for all transportation modes.

MOB 1.2: Accommodating all modes. Plan, design and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.

MOB 1.3: Pedestrian and bicycle placemaking. Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features and foster a greater sense of community.

MOB 1.4: Street design. Ensure street design standards allow a variety of public and private roadway widths.

MOB-1.5: Public accessibility. Ensure all new streets are publicly accessible.

MOB 1.6: Traffic calming. Provide traffic calming, especially in neighborhoods and around schools, parks and gathering places.

Accessibility

Accessibility policies help all residents and visitors access public space and community life, particularly the elderly and those with disabilities.

Goal MOB-2: *Transportation networks, facilities and services accessible to all people.*

Policies

MOB 2.1: Broad accessibility. Improve universal access within private developments and public and transit facilities, programs and services.

Walkability

Walkability policies encourage a livable, healthy, sustainable and connected city with a safe and comfortable pedestrian network among its various neighborhoods, parks, trails, employment centers, community facilities, village centers and commercial areas.

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

Policies

MOB 3.1: Pedestrian network. Provide a safe and comfortable pedestrian network.

MOB 3.2: Pedestrian connections. Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

MOB 3.3: Pedestrian and bicycle crossings. Enhance pedestrian and bicycle crossings at key locations across physical barriers.

MOB 3.4: Avoiding street widening. Preserve and enhance citywide pedestrian connectivity by limiting street widening as a means of improving traffic flow.

MOB 3.5: Walking and bicycling outreach. Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement projects and programs.

Bikeability

Bikeability policies encourage a livable, healthy, sustainable and connected city with adequate bicycle parking and a safe and comfortable network to enhance bicycling as a convenient form of transportation for commute and leisure trips.

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

Policies

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

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

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

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

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

Transit

Transit policies encourage planning and coordination of transit services to accommodate diverse community needs for safe, comfortable and efficient local and regional transit connections.

Goal MOB-5: Local and regional transit that is efficient, frequent, convenient and safe.

Policies

MOB 5.1: Transit agencies. Coordinate with local and regional transit agencies including Metropolitan Transportation Commission, VTA, JPB (Caltrain), SamTrans and the California High-Speed Rail Authority to improve transportation service, infrastructure and access in the city.

MOB 5.2: California High-Speed Rail. Actively participate with the California High-Speed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues.

MOB 5.3: Local transportation services. Create or partner with transit providers, employers, educational institutions, major commercial entities and event organizers to improve local transportation services.

MOB 5.4: Connecting key areas. Identify and implement new or enhanced transit services to connect Downtown, El Camino Real, San Antonio, North Bayshore, East Whisman and NASA Ames Research Park.

MOB 5.5: Access to transit services. Support right-of-way design and amenities consistent with local transit goals to make it easier to get to transit services and improve transit as a viable alternative to driving.

MOB 5.6: Emerging technologies. Explore emerging transit technologies such as Personal Rapid Transit and their citywide applicability.

Safe Routes to Schools

Safe routes to schools policies protect the safety of schoolchildren and other vulnerable populations. They promote health, environmental sustainability and social interaction. They leverage local, regional and national Safe Routes to Schools Program resources to support increased walking and bicycling to schools.

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

Policies

MOB 6.1: Safe routes to schools. Promote Safe Routes to Schools programs for all schools serving the city.

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

MOB 6.3: Connections to trails. Connect schools to the citywide trail systems.

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

Vehicle Parking

Vehicle parking policies encourage efficient and adequate parking, avoid negative effects on the pedestrian environment or surrounding neighborhoods and support the City's goals for complete streets, walkability, bikeability and effective transit.

Goal MOB-7: Innovative strategies to provide efficient and adequate vehicle parking.

Policies

MOB 7.1: Parking codes. Maintain efficient parking standards that consider reduced demand due to development conditions such as transit accessibility.

MOB 7.2: Off-street parking. Ensure new off-street parking is properly designed and efficiently used.

MOB 7.3: Public parking management. Manage parking so that adequate parking is available for surrounding uses.

Performance Measurement

Performance measurement policies enable effective, informed transportation planning by using a more balanced system of indicators, data and monitoring to evaluate the city's multi-modal transportation system and optimize travel by all transportation modes.

Goal MOB-8: Transportation performance measures that help implement larger City goals.

Policies

MOB 8.1: Multi-modal performance measures. Develop performance measures and indicators for all modes of transportation, including performance targets that vary by street type and location.

MOB 8.2: Level of service. Ensure performance measurement criteria optimize travel by each mode.

MOB 8.3: Multi-modal transportation monitoring. Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.

Greenhouse Gas Emissions and Air Quality

Greenhouse gas emissions and air quality policies in this Element work in tandem with the accompanying Greenhouse Gas Reduction Program as well as other General Plan policies to reduce municipal and community-wide greenhouse gas emissions and improve air quality throughout the city.

Goal MOB-9: Achievement of state and regional air quality and greenhouse gas emission reduction targets.

Policies

MOB 9.1: Greenhouse gas emissions. Develop cost-effective strategies for reducing greenhouse gas emissions in coordination with the Greenhouse Gas Reduction Program.

MOB 9.2: Reduced vehicle miles traveled. Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita vehicle miles traveled.

MOB 9.3: Low-emission vehicles. Promote use of fuel-efficient, alternative fuel and low-emission vehicles.

Vehicles and Roadway System Efficiency

Vehicles and roadway system efficiency policies make effective use of roadway capacity and decrease travel demand and automobile traffic by encouraging strategic roadway improvements and complementary policies promoting transit, walking, bicycling and complete streets.

Goal MOB-10: The most effective use of the city's transportation networks and services.

Policies

MOB 10.1: Efficient automobile infrastructure. Strive to maximize the efficiency of existing automobile infrastructure and manage major streets to discourage cut-through traffic on neighborhood streets.

MOB 10.2: Reduced travel demand. Promote effective TDM programs for existing and new development.

MOB 10.3: Avoidance of street widening. Limit widening of streets as a means of improving traffic and focus instead on operational improvements to preserve community character.

MOB 10.4: Emergency response. Monitor emergency response times and review emergency response time standards.

Maintenance

Maintenance policies promote safe, attractive and well-maintained facilities for walking, bicycling, transit and automobiles.

Goal MOB-11: Well-maintained transportation infrastructure.

Policies

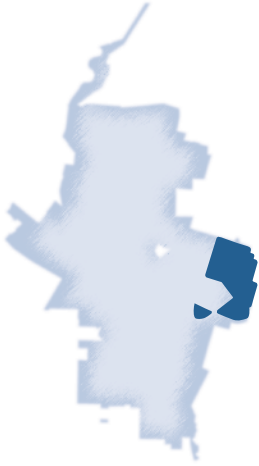
MOB 11.1: Funding. Ensure sustainable funding levels for maintaining all city transportation infrastructure.

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

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

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

EAST WHISMAN CHANGE AREA



VISION

The East Whisman Change Area advances as a sustainable, transit-oriented employment center with an increased diversity of land uses.

In 2030, East Whisman is anchored by transit-oriented commercial buildings with highly sustainable features and materials. It is an active area with pedestrian and bicyclist connections to light rail, services and employers. Commercial buildings are designed to respect the scale and character of adjacent residential neighborhoods. East Whisman features stores, services and restaurants for neighbors and workers, who enjoy plazas and open spaces throughout the area.

GOALS AND POLICIES

East Whisman policies encourage and offer incentives to more transit-oriented and sustainable development while supporting diverse land uses to serve future workers and neighbors.

Goal LUD-19: *An area with innovative transit-oriented developments, services for area residents and workers and strong connections to the rest of the city.*

Policies

LUD 19.1: Land use and transportation. Encourage greater land use intensity and transit-oriented developments within a half-mile of light rail transit stations.

LUD 19.2: Highly sustainable development. Provide incentives to encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.

LUD 19.3: Connectivity improvements. Support smaller blocks, bicycle and pedestrian improvements and connections throughout the area.

LUD 19.4: Transportation Demand Management strategies. Require development to include and carry out Transportation Demand Management strategies.

LUD 19.5: Village centers. Promote new or expanded village centers that serve the area.

LUD 19.6: Residential transitions. Require development to provide sensitive transitions to adjacent residential uses.

LUD 19.7: NASA Ames and Moffett Field area connections. Create stronger connections between East Whisman and the NASA Ames and Moffett Field areas.

EAST WHISMAN CHANGE AREA

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- Pedestrian and bicycle networks connecting to transit and key destinations, including mid-block trails throughout East Whisman.
- Wide sidewalks and pedestrian amenities, such as benches, tree wells and directional signs at key nodes.
- Sidewalks with planter strips outside of key nodes.
- A well-connected bicycle network with on-street bicycle lanes and off-street bicycle or shared-use trails.
- Small curb radiuses and shorter pedestrian crossings, especially near retail, trails and transit.

Pedestrian connections to transit



Site Layout and Design

- Development includes sustainable features such as passive solar, stormwater retention, heat island reduction, renewable energy production, or other types of green infrastructure and technology.
- Buildings located at or near sidewalk for a significant portion of site frontage.
- Greater building setbacks with landscape buffers in locations adjacent to surrounding residential areas.

EAST WHISMAN CHANGE AREA

- Buildings oriented towards transit stations and retail nodes.
- Parking primarily located to rear or along sides of site.
- Developments designed to accommodate and minimize conflicts with pedestrian and bicycle routes.
- Significant landscaping such as trees or large planting areas for portions of buildings set back from the street.
- Buildings sensitively transition to nearby existing neighborhoods.
- Larger buildings broken down into smaller volumes.
- Step-backs of upper building floors where a smaller-scale building appearance is desired, such as along pedestrian routes or trails.
- Structured parking preferred over surface parking, especially in key pedestrian areas.

Plazas and Shared Space

- Paths, trails and linear parks connect to streets, creeks, parks and surrounding areas.
- Plazas and open spaces distributed throughout area.
- Plazas engage with higher-intensity buildings and uses near village centers and transit stations.

Building-to-Street Relationship

- Building frontages help create a safe and comfortable pedestrian experience.
- Buildings include ground-floor design elements.
- Pedestrian-scale building elements activate the street, especially at transit stations and village centers.
- Building frontages include pedestrian entrances and windows.
- Building entrances oriented toward streets, plazas and open areas.
- Building frontages include plazas and courtyards, landscaping, murals, street furniture, and similar features.

Landscaping and building entrances create a comfortable pedestrian experience

