

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

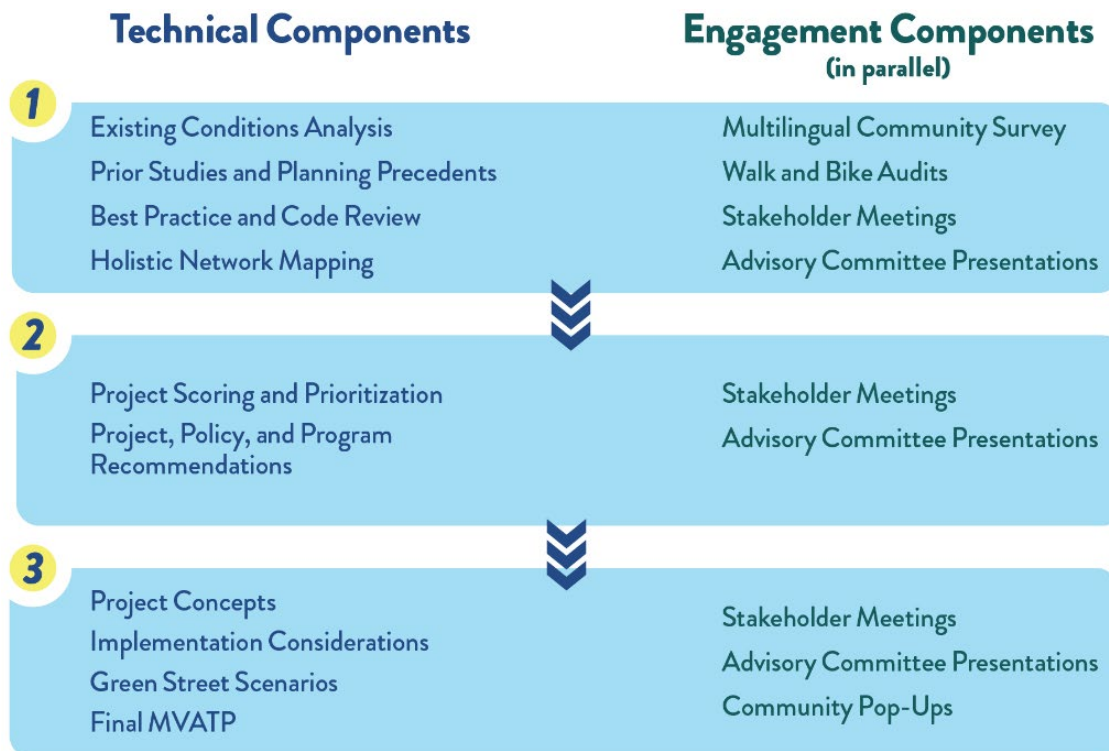
(infrastructure/programs/policies). These were developed based on prior plans, existing conditions analysis findings, community input, and staff evaluation.

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