

CURRENT EFFORTS TO REDUCE TRANSPORTATION-RELATED GHG EMISSIONS

The following information represents some of the major initiatives under way in Mountain View to reduce transportation-related greenhouse gas (GHG) emissions. It is not an exhaustive list.

Community Development Department – Planning

One of Mountain View’s primary planning initiatives over the past few years is the North Bayshore Precise Plan (Plan), a forward-thinking planning document that provides a policy framework for highly sustainable development, covering land use, water, energy, transportation, materials management, and infrastructure. The Plan includes policies and standards to reduce emissions. Additional housing units, for example, are proposed for the area to help balance land uses and make it easy for residents to live in North Bayshore without owning a private vehicle. The Plan also requires higher levels of green building performance and incentivizes highly sustainable development by granting additional floor area ratio (FAR)¹ for projects that propose improvements or help with the overall sustainable vision for North Bayshore. Improvements may include Zero Net Energy (ZNE) or LEED Platinum® rating for buildings, a district energy system, and transportation improvements that increase bicycle, pedestrian, and transit use.

Specific transportation-related improvements in the North Bayshore Precise Plan include the following:

- **Single-Occupancy Vehicle (SOV) Rate.** The City has a 45 percent SOV rate for new commercial development in North Bayshore. For residential, there is a trip performance standard, as well, which is a reduced vehicle trip standard on a per-unit basis.
- **Trip Caps.** The Precise Plan established districtwide trip caps at the three North Bayshore “gateways.” Gateway vehicle trips are monitored twice a year to determine if vehicle volumes comply with the trip cap.
- **Transportation Demand Management (TDM) Plans.** All new development in North Bayshore is subject to TDM Plans that show how they will meet the City’s trip caps, 45 percent SOV rate, and other performance standards.

¹ Floor area ratio (FAR) is the ratio of a building’s total floor area to the size of land upon which it is built.

- **Monitoring.** The City has established project- and district-level transportation performance monitoring programs to document how the district and private development is meeting the Plan’s transportation-related policies and programs.
- **Transportation Management Association (TMA).** The TMA, a nonprofit run by Mountain View corporations and the City, provides shuttles from Caltrain to various areas in the community, with the goal of reducing SOV trips to, and within, the City.
- **Parking.** The City has parking maximums in North Bayshore to help limit the number of private vehicles.
- **Design.** The City is planning for new transit services and facilities, greenways, and bike facilities throughout North Bayshore, as well as eliminating on-street parking and replacing it with “curbside” zones that will allow space for shuttles, buses, carpools, and ride shares to drop off/pick up passengers.
- **District Sustainability.** The City supports district-level energy, water, and waste systems that offer greater economies of scale to further reduce GHG emissions beyond just project-level measures.

The City is developing a Precise Plan for East Whisman, which is likely to include similar policies and strategies used for North Bayshore. For areas such as El Camino and San Antonio, new mixed-use development is expected to increase nonauto travel and support public transportation to help reduce per-capita GHG emissions. These areas also require TDM plans and transit subsidies and have green building requirements.

While City planning efforts have and will continue to incorporate policies to combat transportation-related emissions, the effect on community emissions will not be realized until several years down the road. Further, the benefits of these policies may not be great enough to overcome the expected increase in jobs and housing in our community.

Public Works Department – Transportation

In addition to City planning-related projects and policies to mitigate GHG emissions, several other key transportation infrastructure projects are planned or now under way. These include:

- **Shoreline Boulevard Reversible Bus Lane.** This project features a center-running reversible bus lane on Shoreline Boulevard, from West Middlefield Road to Pear Avenue, to improve transit access to North Bayshore. The project also includes protected bicycle lanes. Construction is expected to begin in 2018.

- **Automated Guideway Transit Feasibility Study.** In early 2018, the City will complete a feasibility study that investigates automated transit from downtown to North Bayshore. Future steps are not yet determined.
- **Castro Street Improvements.** Construction is nearly complete on a project to reduce lanes and improve pedestrian and bicycle facilities on Castro Street between El Camino Real and Miramonte Avenue. This project will make it safer and easier for students to walk and bike to Graham Middle School.
- **Stierlin Road Bicycle Improvements.** Design work is beginning for bicycle improvements on Stierlin Road and also for a pedestrian/bicycle bridge over Highway 101 at Shoreline Boulevard. These projects complement the protected bike lanes in the Shoreline Boulevard Reversible Bus Lane project and help develop an active transportation corridor between downtown and North Bayshore.
- **Permanente Creek Trail Improvements.** Construction is nearly complete on the extension of Permanente Creek Trail from Rock Street to West Middlefield Road.
- **San Antonio Caltrain Station Rails Project.** The Google-funded Rails project was completed in 2017, providing improved bicycle access on existing streets between the San Antonio Caltrain Station and North Bayshore.
- **Comprehensive Modal Plan.** This plan will be developed by evaluating the existing transportation-related plans and studies to identify gaps and needs and to prioritize corridors for delivering infrastructure improvements and services. Transit and shuttle services will also be included in this evaluation. Reducing GHG emissions will be one of the factors considered in prioritizing corridors for infrastructure improvements and services, with the GHG analysis being based on known effectiveness of different types of transportation improvements, strategies, and services.