

**DATE:** October 27, 2015

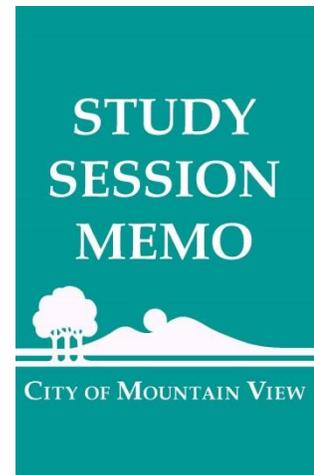
**TO:** Honorable Mayor and City Council

**FROM:** Linda Forsberg, Transportation and Business  
Manager  
Michael A. Fuller, Public Works Director

**VIA:** Daniel H. Rich, City Manager

**TITLE:** **City Council Goal to Improve Transportation  
by Enhancing Mobility and Connectivity**

---



## **PURPOSE**

Provide direction to staff regarding the development of a work plan for a project to initiate a multi-year process in conjunction with other agencies to improve fixed-rail last-mile connections.

## **BACKGROUND**

The City Council adopted three new major goals and accompanying projects for Fiscal Years 2015-16 and 2016-17 at its June 16, 2015 meeting. In support of its goal to improve transportation by enhancing mobility and connectivity, the Council directed staff to initiate a multi-year process in conjunction with other cities and agencies to improve last-mile connections, particularly fixed-rail options.

In recent years, the City has undertaken or participated in several efforts to identify and begin implementation of transportation improvement strategies to respond to current and anticipated growth and development in the community/region, and to improve last-mile connections. These efforts include:

- Shoreline Regional Park Community Transportation Study (2013)

The Shoreline Regional Park Community Transportation Study ([Transportation Study](#)) identified a variety of strategies to respond to the increase in employment and development anticipated in the City's North Bayshore Area as the result of the 2030 General Plan. These strategies included:

- Improved roadway efficiency – e.g., freeway ramp modifications, improved street grid system in the North Bayshore Area.

- Active transportation—enhancements to the City’s bicycle and pedestrian networks to make walking and bicycling a more convenient and viable transportation option.
- Expanded transit connections—last-mile connections to Caltrain and light rail services, new transit service, and Transit Center improvements.
- Commuter bus and ride-sharing programs—primarily employer-based programs that encourage directly operated and ride-sharing services.

At the conclusion of its review of the transportation alternatives, the City Council directed staff not to include a new bridge connection across Stevens Creek as part of any of the transportation strategies.

A further result of the Transportation Study was the City Council’s endorsement of [commute mode-share targets](#) to guide the completion of the North Bayshore Precise Plan and other future transportation improvements:

<b>Travel Mode</b>	<b>Commute Mode-Share Target</b>
Single-Occupancy Vehicle (SOV)	45%
Public Transit (Public and Private)	35%
Active Transportation	10%
Ride-Sharing (Carpools and Vanpools)	10%

- Shoreline Boulevard Transportation Corridor Study (2014)

The Corridor Boulevard Transportation Corridor Study ([Corridor Study](#)) further developed two of the key strategies recommended in the 2013 Transportation Study to achieve the Council-endorsed mode-share targets (i.e., active transportation and expanded transit connections).

The results of the Corridor Study included a recommended package of approximately \$40 million of phased multi-modal improvements along the Shoreline Boulevard corridor to support the increased number of transit and bicycle commuters called for in the North Bayshore Precise Plan. These recommendations include:

- Bicycle and transit improvements along the Shoreline Boulevard corridor—e.g., dedicated transit lanes, cycle tracks, protected intersections, and other

high-quality bicycle and pedestrian facilities, etc., along the Shoreline Boulevard corridor between the Downtown Transit Center and North Bayshore Area.

- Construction of a new pedestrian/bicycle bridge crossing U.S. Route 101 west of Shoreline Boulevard to connect the recommended bicycle and pedestrian facility enhancements south of U.S. Route 101 to improved facilities envisioned in the North Bayshore Precise Plan.
- Transit Center improvements—i.e., improved pedestrian and bicycle access and facilities and expanded transit facilities to respond to anticipated increases in Caltrain, Valley Transportation Authority (VTA) light rail ridership, the potential for high-speed rail service in Caltrain’s peninsula corridor, and the demand for additional shuttle services linking the Downtown Transit Center to North Bayshore businesses.

The City’s current year (Fiscal Year 2015-16) Capital Improvement Program (CIP) provides funding to further planning/design work on several of the recommended improvements:

- Project 16-40, Castro/Moffett/Central Intersection Near-Term Improvements.
- Project 16-41, Transit Center Master Plan (discussed in more detail below).
- Project 16-56, Shoreline Boulevard Right-of-Way and Tree Impact Analysis.
- Project 16-58, Shoreline Boulevard Interim Bus Land and Utility Improvements, Design.
- Project 16-60, Shoreline Boulevard at U.S. Route 101 Bicycle/Pedestrian Bridge, Preliminary Design.

Other improvements may be funded by developers through the Bonus Floor Area Ratio (FAR) process.

- Mountain View Transit Center Master Plan

At its [March 3, 2015 Study Session](#), the City Council provided preliminary direction to staff regarding the components and alternatives to be considered as

part of the Transit Center Master Plan study. The Council directed staff to undertake the planning effort in two distinct phases:

1. Evaluation of grade-separation options, including the possible closure of Castro Street to vehicular traffic, for the Castro Street/Moffett Boulevard/Central Expressway intersection and rail tracks.
2. Development of a Transit Center Master Plan based on the preferred grade-separation option.

The consultant selection process for the master planning effort is currently under way. Council will be asked to approve a professional services agreement and approve the scope of work for this planning effort at its November 10, 2015 meeting. Completion of the Transit Center Master Plan is anticipated in early 2017.

- Valley Transportation Plan 2040/Envision Silicon Valley

As discussed at the [City Council's September 15, 2015 meeting](#), the City of Mountain View submitted a list of 37 requested transportation-related projects (totaling more than \$1.9 billion) in response to the VTA's recent call for projects to update its Valley Transportation Plan (VTP) 2040. While many of the requested projects are unique to Mountain View, some of the requested projects support regional improvements and were drafted to match/support projects requested by Caltrain, Sunnyvale, Palo Alto, and/or North County/West Valley cities and towns (see below).

Earlier this year, the VTA launched the Envision Silicon Valley campaign as a visioning process to discuss current and future transportation needs, identify projects/solutions, and develop funding priorities for a potential 2016 transportation sales tax ballot measure. The list of projects and programs to be funded through the tax measure will be developed through a refinement of projects submitted through the VTP 2040 update process. A final expenditure plan for the tax measure is scheduled to be approved by the VTA Board of Directors next summer. The deadline to submit measures for the November 2016 ballot is August 2016.

The City of Mountain View has also been participating in discussions with other North County and West Valley cities and towns regarding regional transportation issues. One outcome from these discussions was the joint development and

signing of a [letter](#) by nine mayors that the VTA embark as soon as possible on a comprehensive study to develop a long-term plan for future mass transit and last-mile investments for Santa Clara County, with an initial focus on the State Route 85, U.S. Route 101, State Route 237, and Interstate 280 corridors. The City, as well as several other cities, included this study request as part of the VTP 2040 update/Envision Silicon Valley process. However, it is preferred that the VTA provide funding for the study from other VTA sources so that the study can begin on a more immediate basis (as opposed to wait for the results of the 2016 sales tax measure). Mountain View and two other cities also included a “placeholder” request in VTP 2040 to fund the results of the study.

## DISCUSSION

Staff seeks additional input/direction from Councilmembers regarding the definition of terms, scope, range of transportation alternatives, and participants that should be included in this process so that staff can develop a work plan that best responds to the Council’s expectations.

Specifically, staff requests additional direction from the Council regarding:

- How much emphasis should be placed on evaluating a variety of last-mile transportation connection modes versus focusing more specifically on fixed-rail options?
- Which last-mile transportation connections/transportation modes should be evaluated during this process?
  - Fixed Rail
    - Extension of existing light (VTA Light Rail) and/or heavy (Caltrain) rail facilities.
    - New light and/or heavy rail facilities.
    - Automated Transportation Networks.
  - Non-Fixed Rail
    - Active transportation (e.g., bicycle, pedestrian).
    - Bus/transit.
    - On-demand services (e.g., taxi, Uber, Lyft).
    - Car sharing.
    - Shuttles (public or private).
    - Autonomous vehicles.

- Which transportation corridors/connections/destinations should be included in this evaluation?
  - NASA/Bayshore Light Rail Station to the North Bayshore Area.
  - Downtown Transit Center to the North Bayshore Area.
  - Whisman/Ellis area to North Bayshore Area.
  - San Antonio Center area to the Downtown Transit Center.
  - San Antonio Center area to North Bayshore Area.
  - Residential areas to any of the destinations listed above.
  - Other corridors/connections/destinations.
- Is the City Council willing to consider some crossing of Stevens Creek as part of this process?
- What should the relationship and timing of this process be to other City and regional transportation efforts discussed above (i.e., should this effort be pursued after there is more clarity on the components of the final VTP 2040 project list and/or the sales tax measure)?
- What required actions/elements should be included in the community engagement process for this process?

### **RECOMMENDATION**

Staff requests input/direction from the Council regarding the definition of terms, scope, range of transportation alternatives, and participants that should be included in this process so that staff can develop a work plan that best responds to the Council's expectations.

### **NEXT STEPS**

Based on the Council comments and direction received, staff will draft a proposed work plan for this process. Staff will return to the Council in January with the proposed work

plan, along with an estimate of the staffing and financial resources that will be required to complete the project.

**PUBLIC NOTICING**

In addition to the City's standard public noticing requirements, a notice regarding the City Council's discussion of this topic was sent to stakeholders/interested persons who participated in previous City transportation-related studies/projects, as well as VTA, Caltrain, Santa Clara County, Mountain View Transportation Management Association, Chamber of Commerce, Central Business District, and City neighborhood association representatives.

LF-MAF/7/CAM  
901-10-27-15SS-E