

## Draft Action List

### Introduction

The following is the City's draft list of actions to offset future City-wide LOS deficiencies on CMP intersections and facilities.\* City and regional growth is projected to impact vehicle circulation on these facilities, but these City actions and policies will maintain overall mobility and accessibility in the area. The actions improve multimodal circulation, set regulations reducing vehicle trips, manage parking, and create plans for infill, transit-oriented development. The list of actions are based on the City's recent transportation plans and policies, the 2030 General Plan, new Precise Plans, outreach, a public meeting with the Council Transportation Commission, and analysis of local roadways.

The Multimodal Improvement Plan also has the objective to improve air quality. The most-recent BAAQMD Clean Air Plan includes transportation control measures (TCMs) that support air quality improvement in the transportation sector. The actions in this list are based on the TCMs. However, since most actions are multifaceted, a cross-reference is provided for the BAAQMD TCMs that are addressed by the action. The VTA Deficiency Plan Requirements also include an "Action List" based on the BAAQMD Clean Air Plan from 1992. This list has also been cross-referenced with those actions. The descriptions of the codes are included at the end of the document.

Though the City has attempted to include every BAAQMD TCM among the actions, some TCMs are not relevant to the City of Mountain View.<sup>†</sup> Specifically, TCM B-4 (Goods Movement Improvements and Emission Reduction Strategies) is not relevant to Mountain View, since the City is not a significant origin or destination for goods movement; and TCM E-1 (Value Pricing Strategies) is not relevant to Mountain View, since the TCM refers specifically to bridges and San Francisco. Every other BAAQMD TCM is represented in the list.

The 2030 General Plan EIR, certified in 2012, identified LOS impact on CMP roadway segments. The El Camino Real, San Antonio and North Bayshore Precise Plan EIRs (based on the General Plan projected growth), certified in 2014, identified the intersection-level impacts. The actions identified below have all been programmed or identified (if not yet programmed) since the adoption of the General Plan. The statuses shown are:

- Completed: Actions programmed after the General Plan, but have since been completed
- Programmed/Underway: Actions programmed after the General Plan, but have not been completed
- Unscheduled: Actions with no defined implementation date or funding
- Ongoing: Actions (or policies) that are not expected to end

To facilitate review by City stakeholders and decision-makers, "unscheduled" actions are separated out at the beginning of the document.

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\* There are 12 CMP Intersections in the City, of which 8 are projected to fall below the CMP standard of LOS E in 2030.

<sup>†</sup> A similar analysis is provided for the VTA Deficiency Plan Requirements' Action List at the end of this document.

## Category Overview

- 1 **Transit Service** - actions that will improve City and regional bus and rail services; and improve transit efficiency and make transit more convenient for users.
- 2 **Bicycle and Pedestrian Access and Facilities** - actions that will improve pedestrian and bicycle safety in the vicinities of schools and transit nodes and will also improve city-wide roadway bicycle and pedestrian facilities and encourage more walking and bicycling.
- 3 **Freeway and Arterial Operations** - actions that will improve performance and efficiency of freeway and arterial systems through operational improvements. Measures include city-wide signalization improvements, computerized traffic and transit control/management on arterials, and other operational treatments.
- 4 **Transportation Demand Management Strategies** – actions that are aimed to reduce single-occupancy vehicles and promote rideshare, employer-based trip reduction programs and other trip reduction strategies. Also actions that can better manage city-wide parking demand by means of public parking restrictions, and parking and TDM requirements for new development.
- 5 **Land Use Strategies** – actions that will promote a more sustainable land development to make the City more pedestrian and bicycle friendly. The measures can include policies, regulations, and guidelines for higher density, transit-oriented development of residential, commercial, offices and other mixed-use development.

## Unscheduled Actions

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>TRANSIT SERVICE</b>					
<p><b>Transit Center Master Plan.</b> The Master Plan includes grade separation alternatives; Station improvements (e.g., platform dimensions, bicycle and pedestrian access to platforms, other passenger amenities); bus and shuttle loading areas; bicycle and pedestrian access; parking; and land use and potential development.</p> <p><u>Next steps</u> for the Transit Center Master Plan are in two phases: 1) Eliminate existing at-grade vehicle and pedestrian track crossings (including new ramp to Shoreline Boulevard and new pedestrian and bicycle under-crossing); expand and realign Caltrain platforms; add connecting protected bike facilities; modify Centennial Plaza; and 2) Engage a private sector partner to reconstruct the Transit Center with expanded bus/shuttle facilities, additional parking and integrated joint development.</p>	TCM A-1 TCM B-2 TCM D-1 TCM D-2	A1, A2, A3, A5, A6, A7, B1, B4, B5, B8, B9, B10, B11, B12	Unscheduled (Master Plan Programmed/ Underway)	Adopted FY 2015-16 CIP (16-41)	City with Regional and Private Sector Partners
<p><b>Charleston Road Transit Boulevard, Construction.</b> Construction (18-38) to develop the first phase of transit boulevard improvements along Charleston Road from Shoreline Boulevard to Amphitheatre Parkway within the existing right-of-way as described in the North Bayshore Precise Plan. This project will provide infrastructure for mass transit and relieve traffic congestion.</p>	TCM A-1 TCM B-2	B1, B4, B5, B8, B9, B11, B12, D2	Unscheduled (Feas. Study Programmed/ Underway) <b>IN DRAFT CIP</b>	Adopted FY 2015-16 CIP (CIP 16-59, 17-43 and 18-38)	City

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES</b>					
<b>San Antonio/Mayfield Pedestrian and Bicycle Tunnel.</b> The tunnel will serve pedestrians and bicyclists crossing Central Expressway at Mayfield Avenue to avoid conflicts with surface traffic and increase walking and bicycle usage from and to the Caltrain station.	TCM D-1 TCM D-2 TCM B-2	A1, A2, A5, A6, A7, B5, B8	Unscheduled <b>IN DRAFT CIP</b>	NA	City, with Funding Partners
<b>Permanente Creek Pedestrian/Bicycle Connection Across Central Expressway.</b> Construct a grade-separated bicycle path across Central Expressway, linking Escuela Avenue and Farley Street (part of the Permanente Creek trail).	TCM D-1	A1	Unscheduled	Bicycle Transportation Plan Update	City and other Funding Partners
<b>Stevens Creek Trail Extension to Mountain View High School.</b> Design and construct the Stevens Creek Trail from Dale/Heatherstone to Mountain View High (US-26)	TCM D-1	A1	Unscheduled	NA	Regional Partnership
<b>Shoreline Boulevard at Highway 101 Bicycle/Pedestrian Bridge, Construction.</b> Construction of a bicycle and pedestrian bridge parallel and adjacent to Shoreline Boulevard over Highway 101 as described in the Shoreline Corridor Study.	TCM D-1 TCM D-2	A1, A2, A5, A6, A7	Unscheduled (Design is Programmed/ Underway) <b>IN DRAFT CIP</b>	Adopted FY 2015-16 CIP (CIP 16-60)	City
<b>Latham / Church Bike Boulevard Construction.</b> Construction of a bike boulevard or other bike improvements on Latham and Church from Grant Road to Showers Drive.	TCM D-1	A1, A2, F7	Unscheduled (Study is Programmed/ Underway)	Bicycle Transportation Plan Update; Precise Plans; 2015-16 CIP (CIP 16-38)	City
<b>Shoreline Boulevard Ped./Bicycle Path Over Central Expressway.</b> Grade and connectivity improvements to the bicycle path on Shoreline Boulevard between Villa Street and Wright Avenue.	TCM D-1	A1, A2	Unscheduled	Adopted FY 2014-15 CIP (CIP 15-32)	City

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>City-wide, On-street Bicycle Improvements.</b> Design and construction of bicycle network improvements in the following locations: El Monte Ave to Escuela Avenue across El Camino Real, Shoreline Boulevard to Miramonte Avenue across El Camino Real, Bernardo Avenue from Central Expressway to Middlefield Rd, El Camino Real from Calderon to the Sunnyvale City Limits, and San Antonio Precise Plan area bicycle improvements.	TCM D-1	A1, A2, F11	Unscheduled	Bicycle Transportation Plan Update, Precise Plans	City & Caltrans
<b>Bridge from Colony Street to Permanente Creek Trail.</b> Construct bridge over creek to connect Colony Street to Permanente Creek Trail.	TCM D-1	A1	Unscheduled <b>IN DRAFT CIP</b>	Bicycle Transportation Plan Update	City
<b>City-wide Cycle-track Feasibility Studies.</b> City-wide Cycle-track feasibility studies, as identified in the Bicycle Transportation Plan Update. These may include: <ul style="list-style-type: none"> <li>• Rengstorff Avenue Cycle Track</li> <li>• Moffett Boulevard Cycle Track</li> <li>• Old Middlefield Way Cycle Track</li> <li>• East Dana Cycle Track (Calderon Avenue to Moorpark)</li> <li>• West Evelyn Avenue Cycle Track</li> </ul>	TCM D-1	A1, A2	Unscheduled	Bicycle Transportation Plan Update	City
<b>Shoreline Boulevard Pedestrian and Bicycle Improvements.</b> Proposed improved sidewalks and two-way cycle tracks from Highway 101 to Amphitheatre Parkway.	TCM A-1 TCM D-1 TCM D-2	A1, A2, A3, A5, A6, A7, B1, B4, B9, B12	Unscheduled	NBPP and Nexus Study	City
<b>Garcia Avenue Pedestrian and Bicycle Improvements.</b> Proposed improved sidewalks and two-way cycle tracks on both sides.	TCM D-1 TCM D-2	A1, A2, A3, A5, A6, A7	Unscheduled	NBPP and Nexus Study	City

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>East-West Greenway Connection #1 and #2.</b> Potential multiuse path south of Charleston Road connecting to Permanente and Stevens Creek trails, including signalized crossings at Shoreline Boulevard.	TCM D-1 TCM D-2	A1, A2, A3, A5, A6, A7	Unscheduled (Partially Completed)	NBPP and Nexus Study	City
<b>New Zoning Standards for Bicycle Parking and Amenities.</b> Update the Zoning Ordinance Bicycle Parking Standards, such as requiring more bicycle parking and requiring bicycle commuter amenities in office developments.	TCM D-1	A1, A2, A3, A4	Unscheduled	New	City
<b>FREEWAY AND ARTERIAL OPERATIONS</b>					
<b>Traffic Operations Center.</b> Implementation of a centralized operations center to coordinate intelligent transportation systems and other traffic operational programs.	TCM B-1	F4, F5	Unscheduled	New	City
<b>Rengstorff Grade Separation, Construction.</b> Construction of a proposed grade separation project at Rengstorff and Central Expressway/Caltrain tracks.	TCM B-1	F4, F5	Unscheduled (Env. Clearance is Programmed/Underway)	NA	City, County, JPB, Regional Funding
<b>Rengstorff Avenue Adaptive Signal System.</b> Installation of adaptive traffic signal technology and interconnect system along Rengstorff Avenue to proactively adjust signal timing in real time to address the fluctuating demands throughout the day and to enhance operations for all modes of transportation.	TCM B-1	F4, F5	Unscheduled	Adopted FY 2015-16 CIP	City
<b>85/El Camino Real/237.</b> Continue to work with VTA and Caltrans to implement the existing PSR for this interchange.	TCM B-1	F4	Unscheduled	NA	City with Regional Agencies

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>Additional City-wide Roadway Improvements.</b> Conduct further analysis of potential capacity-increasing improvements within the existing right-of-way at multiple intersections through-out the City. (Examples: SB 85 off-ramp to Central Expressway, Shoreline Boulevard and California Street, Castro Street and California Street, Miramonte Avenue and Castro Street, Shoreline Blvd and Montecito Ave/Stierlin Rd, and Grant Road and Cuesta Drive.)	NA	F4, F6	Unscheduled	NA	City & County
<b>TRANSPORTATION DEMAND MANAGEMENT STRATEGIES</b>					
<b>City-wide Transportation Demand Management Ordinance.</b> The TDM ordinance may include the following strategies: <ul style="list-style-type: none"> <li>Standards and requirements for trip-reductions</li> <li>TDM operational measures, including ridesharing, joining TMA, outreach/coordination, preferential parking, etc.</li> <li>Guidance for reduced parking ratios</li> </ul>	TCM C-1 TCM C-3 TCM C-4 TCM D-3	A4, B5, B7, C1, C2, D1, E1, E2, E5, E6	Unscheduled <b>COUNCIL PRIORITY PROJECT</b>	NA	City

## Programmed, Complete and On-going Actions

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>TRANSIT SERVICE</b>					
<b>Transit Center Master Plan.</b> The Master Plan includes grade separation alternatives; Station improvements (e.g., platform dimensions, bicycle and pedestrian access to platforms, other passenger amenities); bus and shuttle loading areas; bicycle and pedestrian access; parking; and land use and potential development.	TCM A-1 TCM B-2 TCM D-1 TCM D-2	A1, A2, A3, A5, A6, A7, B1, B4, B5, B8, B9, B10, B11, B12	Programmed/ Underway (Implement. Unscheduled)	Adopted FY 2015-16 CIP (16-41)	City with Regional and Private Sector Partners
<b>Charleston Road Transit Boulevard, Feasibility Study, Design.</b> Feasibility study (16-59), Design (17-43) to develop the first phase of transit boulevard improvements along Charleston Road from Shoreline Boulevard to Amphitheatre Parkway within the existing right-of-way as described in the North Bayshore Precise Plan. This project will provide infrastructure for mass transit and relieve traffic congestion.	TCM A-1 TCM B-2	B1, B4, B5, B8, B9, B11, B12, D2	Programmed/ Underway (Implement. Unscheduled)	Adopted FY 2015-16 CIP (CIP 16-59, 17-43 and 18-38)	City
<b>Shoreline Boulevard Bus Lane and Utility Improvements, Design and Construction.</b> Design (16-58) and Construct (17-42) the reversible bus lane along Shoreline Boulevard from Middlefield Road to Space Park Way.	TCM A-1 TCM B-2 TCM D-1 TCM D-2	A1, A2, A5, A6, A7, B1, B4, B5, B8, B9, B11, B12, D2	Programmed/ Underway	Adopted FY 2013-14 CIP (CIP 16-58 and 17-42)	City
<b>Automated Guideway Transit Feasibility Study.</b> The study focuses on a new transit line linking the Downtown Transit Center and the North Bayshore area, which will look into the automated-guideway transit (AGT) and potential routes for the AGT.	TCM A-1 TCM B-2	B1, B4, B5, B6, B8, B9, B10, B11, B12	Programmed/ Underway	Adopted FY 2016-17 CIP (CIP 17-36)	City
<b>MV Community Shuttle.</b> Continue to partner with Google and/or expand private sector participation to operate the Mountain View Community Shuttle.	TCM A-1	B1, B13	Programmed/ Underway	NA	City and other Partners



Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>Expand MVTMA Services.</b> Using the development entitlement process to create the Mountain View Transportation Management Association (MVTMA), and to continue to add members and services, including expanded shuttle service to help meet mode shift goals. (The MVTMA currently operates the MVGo Shuttle)	TCM B-2	B5, B8, B10	Programmed/Underway	NA	City
<b>MOB 5.1: Transit agencies.</b> 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.	TCM A-1 TCM B-2	B1, B4, B5, B8, B10, B9, B11, B12	Ongoing	General Plan Policy	City with Regional Agencies
<b>MOB 5.2: California High-Speed Rail.</b> 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.	TCM A-2 TCM B-2	B1, B2, B5, B8, B9, B10	Ongoing	General Plan Policy	City with CHSRA
<b>MOB 5.3: Local transportation services.</b> Create or partner with transit providers, employers, educational institutions, major commercial entities and event organizers to improve local transportation services.	TCM A-1 TCM A-2 TCM B-2 TCM C-3 TCM C-4	B1, B2, B4, B5, B8, B9, B10, B11, B12, B13, C1, C2, D1, D2, E2, F3	Ongoing	General Plan Policy	City and other Partners
<b>MOB 5.5: Access to transit services.</b> 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.	TCM B-2	A2, A5, B5, B8, B10	Ongoing	General Plan Policy	City and VTA
<b>Shoreline Transit Corridor, Feasibility Study.</b> Perform study of a dedicated pedestrian, bicycle, and transit corridor between the Downtown Transit Center and the North Bayshore Area, including an additional bridge connection over U.S. Route 101 near Shoreline Boulevard, as well as the accommodation of evolving transportation modes in the future (e.g., personal rapid transit, automated people movers, etc.).	TCM A-1 TCM B-2 TCM D-1 TCM D-2	A1, A2, A5, A6, A7, B1, B4, B5, B8, B9, B11, B12, D2	Completed	Adopted FY 2013-14 CIP	City

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES</b>					
<b>Shoreline Boulevard at Highway 101 Bicycle/Pedestrian Bridge, Preliminary Design.</b> Preliminary design and construction of a bicycle and pedestrian bridge parallel and adjacent to Shoreline Boulevard over Highway 101 as described in the Shoreline Corridor Study.	TCM D-1 TCM D-2	A1, A2, A5, A6, A7	Programmed/ Underway	Adopted FY 2015-16 CIP (CIP 16-60)	City
<b>Latham / Church Bike Boulevard Study.</b> Design of a bike boulevard or other bike improvements on Latham and Church from Grant Road to Showers Drive.	TCM D-1	A1, A2, F7	Programmed/ Underway (Implement. Unscheduled)	Bicycle Transportation Plan Update; Precise Plans; (CIP 16-38)	City
<b>Mountain View Bike Share Feasibility Analysis.</b> Investigate the feasibility of a Bike Share system and, if feasible, implement the system in coordination with private sector partners. The system could provide first/last mile access to transit and serve key employment and activity centers within the City of Mountain View.	TCM D-1	A1, A2	Programmed/ Underway	NA	City and Private Partnership
<b>Regional Bikeway Study.</b> The City is working on a partnership with other regional cities, including Palo Alto, Redwood City and Menlo Park, to develop a regional bikeway.	TCM D-1	A1, A2	Programmed/ Underway	NA	Regional Partnership
<b>Permanente Creek Trail - Charleston Road and Amphitheatre Parkway Crossings, Design and Construction.</b> Design and construct a new at-grade signalized trail crossing at Charleston Road and design improvements to the existing undercrossing at Amphitheatre Parkway to eliminate/reduce flooding impacts on the trail and improve the vertical clearance for bicyclists.	TCM D-1 TCM D-2	A1, A2, A5, A6, A7	Programmed/ Underway	Adopted FY 2013-14 CIP (CIP 14-38)	City

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>Grant/Phyllis/Martens Intersection.</b> Pedestrian improvements including shortened pedestrian crossing distances, elimination of free right-turn lanes to reduce vehicle speeds, and replacement of an aging traffic signal with a new signal with a dedicated left-turn movement.	TCM D-2	A5, A6, A7, F4, F5, F7	Programmed/Underway	Adopted FY 2014-15 CIP (CIP 15-31)	City
<b>Castro/Moffett/Central Intersection Near Term Improvements.</b> Design, permit and construct near-term pedestrian and bicycle improvements at the Castro Street/Moffett Boulevard/Central Expressway intersection. Includes the elimination of the free right turn lane at the Northeast corner of Moffett Boulevard and Central Expressway.	TCM D-2	A5, A6, A7, F4, F5, F7	Programmed/Underway	Adopted FY 2015-16 CIP (CIP 16-40)	City, JPB, County
<b>Planned Pedestrian Improvements.</b> Major pedestrian improvements will be implemented on Cuesta Drive, at Springer Elementary School, Castro Elementary School, El Monte Ave/Marich Way intersection, Linda Vista Avenue/Terra Bella Avenue intersection, and across El Camino Real at Distel Drive and across San Antonio Road and Miller Avenue.	TCM D-1 TCM D-2	A5, A6, A7	Programmed/Underway	Various CIP projects	City & Los Altos
<b>Planned Green Bicycle Lanes.</b> Planned green bicycle lane projects at Castro Street (between El Camino Real and Miramonte Avenue), Calderon Avenue, Ellis Street (connecting to the NASA Bayshore LRT station), Middlefield Road (east of Whisman Road), San Antonio Road (between El Camino Real and California Street), Moffett Boulevard/Central Expressway intersection, Maude Avenue/237 intersection, Bernardo Avenue/Evelyn Avenue intersection, Whisman Road/Google Drive intersection, Rengstorff Avenue/Montecito Avenue intersection.	TCM D-1 TCM D-2	A1, A2, A5, A6, A7	Programmed/Underway	Various CIP projects	City

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>New Signal at Mountain View Community Center.</b> A new traffic signal will be installed at the intersection of Rengstorff Avenue and Stanford Avenue; pedestrian phase will be provided for the existing crosswalk.	TCM D-1 TCM D-2	A1, A2, A5, A6, A7	Programmed/ Underway	Adopted FY 2016-17 CIP (CIP 17-32)	City
<b>El Camino Real Streetscape Plan and Improvements.</b> Provide design-level guidance for streetscape improvements including improved crosswalks, landscaping, widened sidewalks, bus bulbs, pedestrian lighting and amenities.	TCM D-2	A5, A6, A7, B12, F11	Programmed/ Underway (Imprvmts. are ongoing)	El Camino Real Precise Plan	City & Caltrans (Imprvmts. are City and private developers)
<b>Modifications to Castro Street, between El Camino Real and Miramonte Avenue.</b> Improve pedestrian and bicycle safety by reducing vehicle lanes from two to one in each direction, add bicycle lanes, install curb bulb-outs at intersections, add high-visibility crosswalks with in-roadway warning lights at two crosswalks, and eliminate the free right turn from Castro Street to Miramonte Avenue.	TCM D-1 TCM D-2	A1, A2, A5, A6, A7	Programmed/ Underway	Adopted FY 2013-14 CIP (CIP 14-36)	City
<b>El Monte/Marich Pedestrian Improvements.</b> Design and construct pedestrian enhancements at and around the Marich/El Monte intersection.	TCM D-2	A5, A6, A7	Programmed/ Underway	Adopted FY 2016-17 CIP (CIP 17-29)	City
<b>East Whisman Area Transportation Oriented Development (TOD) Improvements.</b> Complete pedestrian, bicycle and other complete street projects at the Middlefield/237 interchange, the median islands on East Middlefield Road from North Whisman Road to the VTA light rail tracks, and pedestrian enhancements at the Ellis/101 interchange. Funding is primarily from TOD payments from three development locations: 690 Middlefield, 331 Fairchild, and 625 Clyde.	TCM D-1 TCM D-2 TCM D-3	A1, A2, A5, A6, A7, E3, E4, E8	Programmed/ Underway	Adopted FY 2015-16 CIP (CIP 16-48)	City

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>Stierlin Road Bicycle and Pedestrian Improvements, Design and Construction.</b> Design (17-41) and Construction (19-29) of bicycle and pedestrian improvements along Stierlin Road between the Transit Center and Montecito Avenue.	TCM D-1 TCM D-2	A1, A2, A5, A6, A7	Programmed/ Underway	Adopted FY 2016-17 CIP (CIP 17-41 and 19-29)	City
<b>San Antonio Streetscape and Pedestrian Improvements.</b> Implement the San Antonio Precise Plan standards and guidelines for streetscape improvements, including improved crosswalks, landscaping, widened sidewalks, pedestrian lighting and amenities.	TCM D-2	A5, A6, A7, B12	Programmed/ Underway	San Antonio Precise Plan	City and private developments
<b>Safe Routes to Schools Education Program.</b> Vehicle Emissions Reductions Based at Schools (VERBS) grant funding to continue current program to reduce greenhouse gas emissions around schools and encourage bicycling and walking to school to age-appropriate educational programs for Grades K-12 in all public and private schools in the City, as well as Los Altos High School.	TCM C-2 TCM C-4	E2	Ongoing	Adopted FY 2013-14 CIP (CIP 14-35)	City
<b>MOB 6.1: Safe routes to schools.</b> Promote Safe Routes to Schools programs for all schools serving the city.	TCM C-2 TCM C-4	E2	Ongoing	General Plan Policy	City
<b>MOB 6.4: Education.</b> Support education programs that promote safe walking and bicycling to schools.	TCM C-2 TCM C-4	E2	Ongoing	General Plan Policy	City
<b>Permanente Creek Trail – Rock Street to West Middlefield Road, Construction.</b> Partner with the Mountain View Whisman School District (MVWSD) to integrate the extension of the Permanente Creek Trail extension from Rock Street to West Middlefield Road with the school site improvements at Crittenden Middle School currently under design.	TCM D-1 TCM D-2	A1, A2, A5, A6, A7	Completed	Adopted FY 2015-16 CIP (CIP 16-47)	City

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>Green Bicycle Lanes.</b> Green bicycle lanes at Shorebird Way, Crittenden Lane, Cuesta Drive/Miramonte Avenue intersection, Grant Road/Bryant Street intersection, and El Camino Real/Sylvan Avenue intersection.	TCM D-1 TCM D-2	A1, A2, A5, A6, A7	Completed	Various CIP projects	City
<b>Bicycle Transportation Plan Update.</b> A comprehensive, City-wide plan of bicycle facility needs, including spot improvements and corridors.	TCM C-2 TCM D-1	A1, A2	Completed	NA	City
<b>Pedestrian Master Plan.</b> A City-wide plan with pedestrian-related policies and guidelines providing tools for future pedestrian improvements.	TCM C-2 TCM D-2	A5, A6, A7	Completed	NA	City
<b>Crosswalk Safety and Traffic Calming Improvements.</b> Improvements along South Shoreline Boulevard, at Mercy Street/Calderon Avenue intersection, Dana Street/Pioneer Way intersection, Ellis Street/Hetch-Hetchy intersection, and Middlefield Road/Independence Ave intersection.	TCM D-1 TCM D-2	A5, A6, A7	Completed	Various CIP projects	City
<b>California/Escuela/Shoreline Complete Streets Feasibility Study.</b> Study includes wider sidewalks, bike lanes, traffic calming devices and streetscape beautification that enhance non-motorized safety, accessibility, and mobility.	TCM D-2	A5, A6, A7	Completed	Adopted FY 2014-15 CIP (CIP 14-41)	City
<b>FREEWAY AND ARTERIAL OPERATIONS</b>					
<b>Rengstorff Grade Separation, Environmental Clearance.</b> Environmental clearance for a proposed grade separation project at Rengstorff and Central Expressway/Caltrain tracks.	TCM B-1	F4, F5	Programmed/ Underway (Implement. Unscheduled)	NA	City, County, JPB, Regional Funding

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>Shoreline Boulevard NB Off-Ramp.</b> Proposed off-ramp realignment to improve vehicular operations and capacity. This could potentially include a designated bus-only lane.	TCM B-1	F4, F5	Programmed/ Underway	NBPP and Nexus Study	City & Caltrans
<b>Preliminary Design: Plymouth/Space Park Connection Across Shoreline Boulevard.</b> Proposed new streets with two-lane travel lanes and bicycle lanes on each side, plus sidewalks.	TCM B-1 TCM D-1 TCM D-2	A1, A2, A3, A5, A6, A7, F4, F5	Programmed/ Underway	NBPP and Nexus Study	City
<b>MOB 10.1: Efficient automobile infrastructure.</b> Strive to maximize the efficiency of existing automobile infrastructure and manage major streets to discourage cut-through traffic on neighborhood streets.	TCM B-1	F4, F5	Ongoing	General Plan Policy	City
<b>Traffic Management:</b> Continue to implement the neighborhood traffic management program in new areas, including traffic calming, radar speed feedback signs, speed humps and other improvements	TCM C-5	F10	Ongoing	NA	City
<b>HOV Improvements:</b> Continue to participate in projects and programs implementing the regional HOV network.	TCM B-3	D4, D5, F1	Ongoing	NA	City with Regional Agencies
<b>TRANSPORTATION DEMAND MANAGEMENT STRATEGIES</b>					
<b>Adoption of a Residential Parking Permit Program (RPPP).</b> The RPPP is a parking management strategy that secures parking available for the residents without increasing parking supply. This supports new development with reduced parking ratios to effectively limit vehicle trips.	TCM E-2	E6	Completed	NA	City
<b>North Bayshore Congestion Pricing Strategy.</b> Develop a strategy for adoption of congestion pricing if North Bayshore trip cap measures are unsuccessful.	TCM E-3		Completed	NBPP	City

Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>LAND USE STRATEGIES</b>					
<b>North Bayshore Precise Plan Update: Residential Uses.</b> This Update to the North Bayshore Precise Plan includes up to 10,000 new residential units. The increase is anticipated to potentially reduce the number of regional trips considering North Bayshore as both origin and destination.	TCM D-3	E3, E4, E6, E8	Programmed/ Underway	NA	City
<b>East Whisman Precise Plan.</b> The Plan provides guidance on future land use and zoning changes that envision highly sustainable office development in close proximity to the VTA Light Rail Transit stations. New residential uses will be added to reduce regional trips, along with pedestrian, bicycle, and transit improvements, TDM and parking requirements that enhance multimodal utilization of the Plan Area.	TCM C-1 TCM C-3 TCM D-1 TCM D-2 TCM D-3	B7, E1, E5, E6, C1, C2, D1, A1, A2, A3, A4, A5, A6, A7, E3, E4, E8	Programmed/ Underway	General Plan	City
<b>LUD 3.1: Land use and transportation.</b> Focus higher land use intensities and densities within a half-mile of public transit service, and along major commute corridors.	TCM D-3	E3, E4, E8	Ongoing	General Plan Policy	City
<b>LUD 8.2: Streets friendly to bicyclists and pedestrians.</b> Encourage a network of streets friendly to bicyclists and pedestrians that create a safe and comfortable environment and include convenient amenities and features.	TCM D-1 TCM D-2 TCM D-3	A1, A2, A3, A5, A6, A7, E3, E4, E8	Ongoing	General Plan Policy	City
<b>LUD 8.3: Enhanced publicly-accessible bicycle and pedestrian connections.</b> Encourage new and existing developments to enhance publicly-accessible bicycle, pedestrian and transit connections.	TCM D-1 TCM D-2 TCM D-3	A1, A2, A3, A5, A6, A7, E3, E4, E8	Ongoing	General Plan Policy	City
<b>LUD 8.4: Pedestrian-oriented civic and public spaces.</b> Create and encourage new pedestrian-oriented civic and public spaces throughout the city.	TCM D-2 TCM D-3	A5, A6, A7, E4, E8	Ongoing	General Plan Policy	City



Action Name and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Requirements	Status	Source	Responsibility
<b>LUD 8.5: Pedestrian and bicycle amenities.</b> Encourage attractive pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists.	TCM D-1 TCM D-2 TCM D-3	A1, A2, A3, A4, A5, A6, A7, E4, E8	Ongoing	General Plan Policy	City
<b>El Camino Real Precise Plan.</b> The document contains guidance for change in land use and zoning to create a pedestrian- and bicycle-friendly environment with higher intensity, transit-oriented retail and residential units, includes a priority for affordable housing, and identified TDM strategies.	TCM C-1 TCM C-3 TCM D-1 TCM D-2 TCM D-3	B7, E1, E5, E6, C1, C2, A1, A2, A3, A4, A5, A6, A7, E3, E4, E8, F11	Completed	General Plan	City
<b>San Antonio Precise Plan.</b> The Plan describes guidance and direction for future land use and zoning to transform the area to have higher intensity, transit-oriented development; pedestrian, bicycle and transit streetscape improvements; and TDM requirements.	TCM C-1 TCM C-3 TCM D-1 TCM D-2 TCM D-3	B7, E1, E5, E6, C1, C2, A1, A2, A3, A4, A5, A6, A7, E3, E4, E8	Completed	General Plan	City
<b>North Bayshore Precise Plan.</b> The Plan describes land use and zoning guidance for future development in the area to accommodate highly sustainable offices with comprehensive TDM strategies. This includes single-occupant vehicles trip cap of 45 percent, vehicle trip-cap at gateway locations, maximum parking requirements, provision of minimum rideshare and carpool parking, and future consideration of congestion pricing. In addition, the Plan identified a series of pedestrian, bicycle, and transit improvements in the area to support the potential change in mode share.	TCM C-1 TCM C-3 TCM D-1 TCM D-2 TCM D-3	B7, E1, E5, E6, C1, C2, D1, A1, A2, A3, A4, A5, A6, A7, E3, E4, E8, F11	Completed	General Plan	City

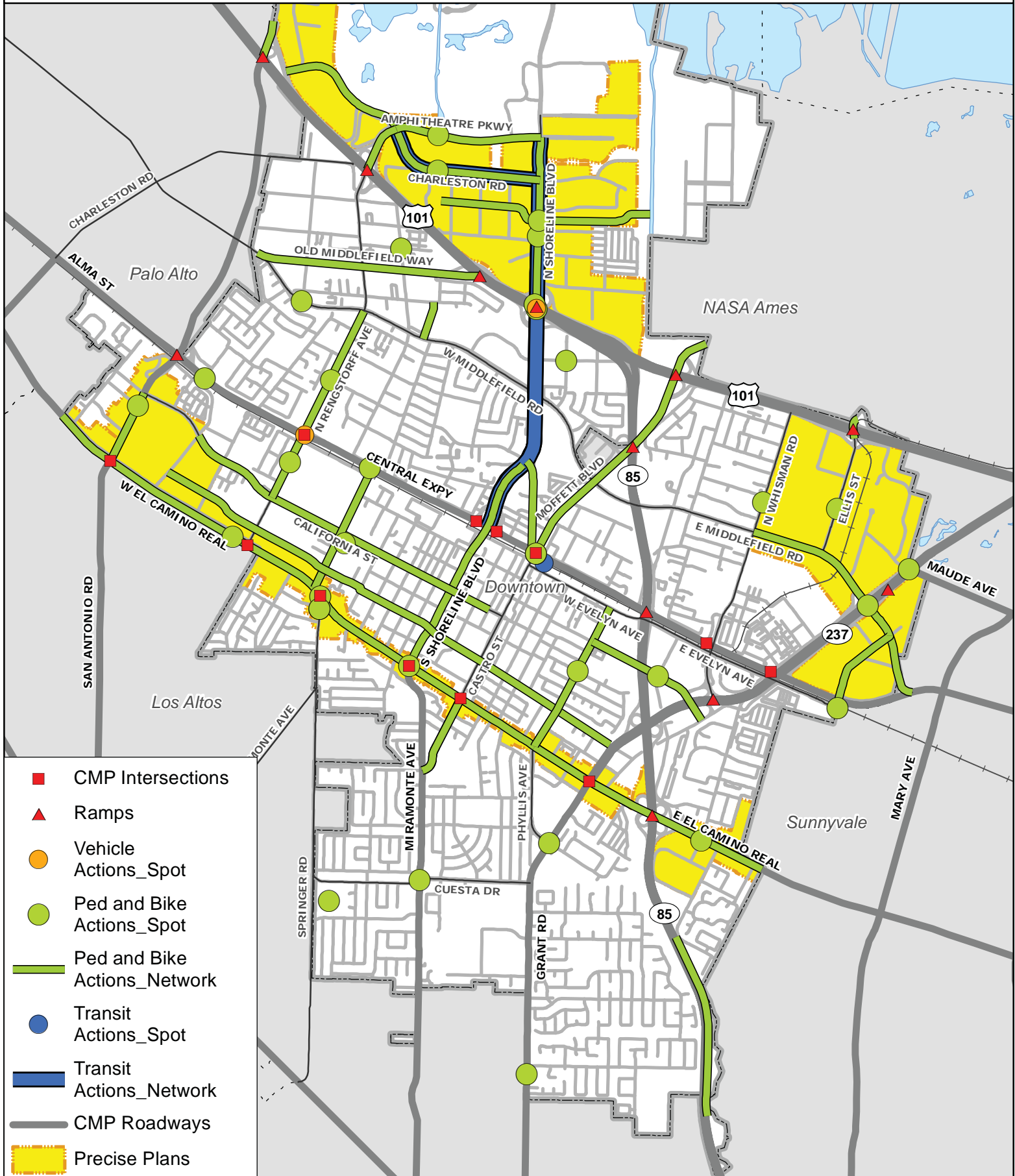
Note: NBPP – North Bayshore Precise Plan

Appendix: VTA Deficiency Plan Requirements' "Action List" items not represented

The VTA Deficiency Plan Requirements' "Action List" is based on the 1992 Clean Air Plan, which is now superseded. For the purpose of full disclosure and to comply with the language in the VTA Deficiency Plan Requirements, the following are Actions from the Action List that have not been included in the document.

- B3: Expansion of Ferry Services - There are no ferries in Mountain View
- D3: Accelerated Implementation of the 2005 HOV Master Plan - There are no related improvements in Mountain View from this Plan
- F2: Ramp Metering - Ramp metering is not within the City's jurisdiction, though the City will work with regional agencies on ramp metering when proposed for construction
- F3: Auxiliary Lanes - Freeway auxiliary lanes are not within the City's jurisdiction, though the City will work with regional agencies on auxiliary lanes when proposed for construction
- F9: One-way Streets - The City does not have, nor is planning to construct one-way streets

# MULTIMODAL IMPROVEMENT PLAN ACTION LIST OVERVIEW



**Table 4-3. Transportation control measures.**

Number	Title	Description
TCM A-1	Improve Local and Areawide Bus Service	Improve transit by providing new Express Bus or Bus Rapid Transit on major travel corridors, funding the replacement of older and dirtier buses, and implementing Transit Priority Measures on key transit routes.
TCM A-2	Improve Local and Regional Rail Service	Improve rail service by sustaining and expanding local and regional rail services and by providing funds to maintain rail-cars, stations, and other rail capital assets.
TCM B-1	Implement Freeway Performance Initiative	Improve the performance and efficiency of freeway and arterial systems through operational improvements, including implementing the Freeway Performance Initiative, the Arterial Management Program, and the Bay Area Freeway Service Patrol.
TCM B-2	Improve Transit Efficiency and Use	Improve transit efficiency and use through continued operation of 511 Transit, and full implementation of TransLink® fare payment system and the Transit Hub Signage Program.
TCM B-3	Bay Area Express Lane Network	Introduce roadway pricing on Bay Area highways through the implementation of an express lane network, also known as a High Occupancy Toll (HOT) lane network.
TCM B-4	Goods Movement Improvements and Emission Reduction Strategies	Improve goods movement and reduce emissions from diesel equipment through implementation of the Bay Area's Trade Corridors Improvement Fund (TCIF) projects and various funding programs to replace or retrofit diesel equipment.
TCM C-1	Support Voluntary Employer-Based Trip Reduction Program	Support voluntary employer trip-reduction programs through the implementation of the 511 Regional Rideshare Program and Congestion Management Agency rideshare programs, the Spare the Air Program, encouraging cities to adopt transit benefit ordinances, and supporting Bay Area shuttle service providers.
TCM C-2	Implement Safe Routes to Schools and Safe Routes to Transit	Facilitate safe routes to schools and transit by providing funds and working with transportation agencies, local governments, schools, and communities to implement safe access for pedestrians and cyclists.
TCM C-3	Promote Rideshare Services and Incentives	Promote rideshare services and incentives through the implementation of the 511 Regional Rideshare Program and Congestion Management Agency rideshare programs including marketing rideshare services, operating rideshare information call center and website, and providing vanpool support services.
TCM C-4	Conduct Public Outreach and Education	Educate the public about the air quality, environmental, and social benefits of carpooling, vanpooling, taking public transit, biking, walking, and telecommuting, through the Spare the Air campaign and Transportation Climate Action Campaign.
TCM C-5	Promote Smart Driving/Speed Moderation	Educate the public about the air quality and climate protection benefits of reducing high-speed driving and observing posted speed limits.

**Table 4-3 (continued). Transportation control measures.**

Number	Title	Description
TCM D-1	Improve Bicycle Access and Facilities	Expand bicycle facilities serving transit hubs employment sites, educational and cultural facilities, residential areas, shopping districts, and other activity centers.
TCM D-2	Improve Pedestrian Access and Facilities	Provide funding for projects to improve pedestrian access to transit hubs, employment sites, educational and cultural facilities, residential areas, shopping districts, and other activity centers.
TCM D-3	Support Local Land Use Strategies	Promote land use patterns, policies, and infrastructure investments that support mixed-use, transit-oriented development that reduce motor vehicle dependence and facilitate walking, bicycling and transit use.
TCM E-1	Value Pricing Strategies	Implement value pricing (congestion pricing) on Bay Bridge; consider expanding value pricing to other Bay Area toll bridges to manage travel demand during congested periods. Measure may also include value pricing in the City of San Francisco.
TCM E-2	Parking Pricing and Management Strategies	Promote policies to implement market-rate pricing of parking facilities, reduce parking requirements for new development projects, parking “cash-out”, unbundling of parking in residential and commercial leases, shared parking at mixed-use facilities, etc.
TCM E-3	Implement Transportation Pricing Reform	Develop a regional transportation pricing strategy that includes policy evaluation and implementation. Pricing policies to be evaluated include gasoline taxes, bridge tolls, congestion pricing, parking pricing, HOT lanes, VMT or carbon fees, pay-as-you-drive insurance, etc.

**Table 4-1**  
**Deficiency Plan Action List**

**A. BICYCLE AND PEDESTRIAN MEASURES**

- A1. Improved Roadway Bicycle Facilities and Bike Paths
- A2. Transit and Bicycle Integration
- A3. Bicycle Lockers and Racks at Park and Ride Lots
- A4. Bicycle Facilities and Showers at Developments
- A5. Improved Pedestrian Facilities
- A6. Pedestrian Signals
- A7. Lighting for Pedestrian Safety

**B. TRANSIT**

- B1. Improvement of Bus, Rail, and Ferry Transit Service
- B2. Expansion of Rail Transit Service
- B3. Expansion of Ferry Services
- B4. Preferential Treatment for Buses and In-Street Light Rail Vehicle (LRVs)
- B5. Transit Information and Promotion
- B6. Transit Pricing Strategies to Encourage Ridership and Reduce Transit Vehicle Crowding
- B7. Transit Fare Subsidy Programs
- B8. Transit Centers
- B9. Improved and Expanded Timed Transfer Programs
- B10. Improved and Expanded Fare Coordination
- B11. Signal Preemption by Transit Vehicles
- B12. Bus Stop Bulbs
- B13. School Bus Transit Service

**C. CARPOOLING, BUSPOOLING, VANPOOLING, TAXIPOOLING, JITNEYS, CASUAL CARPOOLING AND OTHER SHARED RIDES (Ridesharing)**

- C1. Preferential Treatment for Shared Ride Vehicles
- C2. Increased Use of Commuter/Employer Services

**D. HIGH OCCUPANCY VEHICLE (HOV) FACILITIES**

- D1. Preferential Treatment for HOVs
- D2. Bus and Carpool/Buspool/Vanpool/Taxipool Priority Lanes on Local Arterials
- D3. Accelerated Implementation of the 2005 HOV Master Plan
- D4. HOV to HOV Facilities
- D5. Direct HOV Lane Entrance/Exit Ramps to Arterials and Space Generators

**E. OTHER TCMs, RELATED MEASURES**

- E1. Stricter Travel Demand Management/Trip Reduction Ordinance
- E2. Expanded Public Education Programs
- E3. Child Care Facilities at or close to Employment Sites, Transit Centers and Park and Ride Lots
- E4. Retail Services at or close to Employment Sites, Transit Centers and Park and Ride Lots
- E5. Telecommuting Centers and Work-at-Home Programs
- E6. Parking Management

**F. TRAFFIC FLOW IMPROVEMENTS**

- F1. Preferential Treatment of HOVs (See measures B4 and C1)
- F2. Ramp Metering
- F3. Auxiliary Lanes
- F4. Signalization Improvements
- F5. Computerized Traffic and Transit Control/Management on Arterials
- F6. Turn Lanes at Intersections
- F7. Turn Restrictions at intersections
- F8. Reversible Lanes
- F9. One-Way Streets
- F10. Targeted Traffic Enforcement Programs
- F11. Restrictions on Curb Side Deliveries and On-Street Parking