



City of
Mountain View

ACTIVE TRANSPORTATION PLAN

APRIL 2026
PUBLIC DRAFT

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DEDICATION

This Active Transportation Plan is dedicated to the people of Mountain View who walk, bike, roll, and take transit through the city each day. It honors community members and partners who have advocated for safer streets, healthier neighborhoods, and equitable access to transportation for all. May this plan support a more connected, inclusive, and sustainable Mountain View for generations to come.



ACKNOWLEDGEMENTS

Thank you to the individuals and organizations that made the Mountain View Active Transportation Plan possible, as well as the many residents whose input is reflected in this document.

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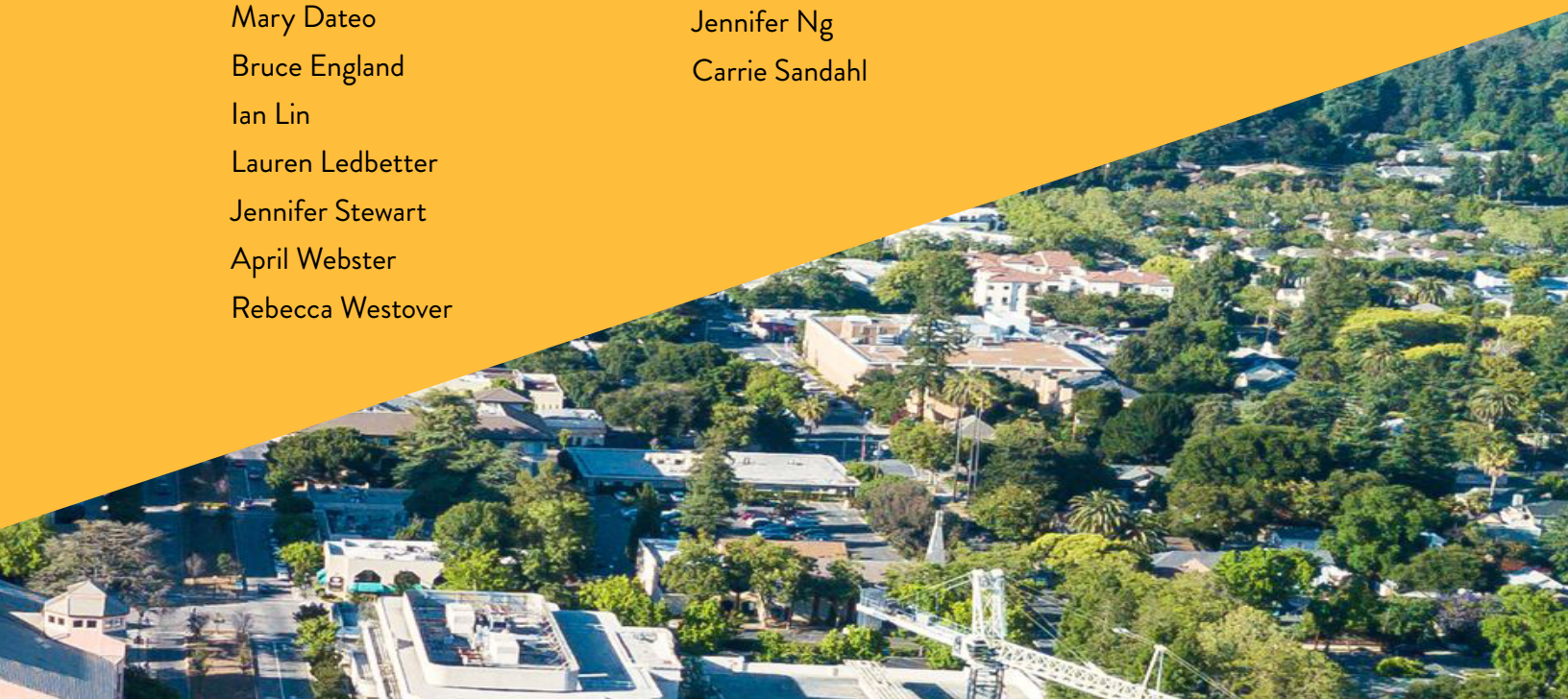


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EXECUTIVE SUMMARY



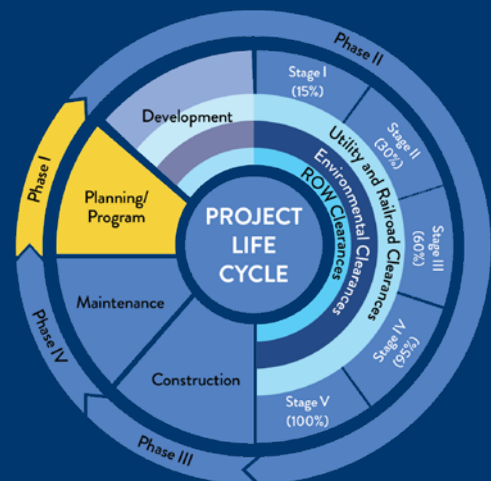
Mountain View Active Transportation Plan

Mountain View envisions an active transportation network that is safe and comfortable for all users regardless of age, ability, income, race or language.

The Mountain View Active Transportation Plan (MVATP) is data and community-driven at its core, responding to the actual active transportation experiences, priorities, and vision of people who walk, bicycle and roll in Mountain View. It builds on the work of previous plans to recommend citywide projects, policies, and programs that can improve walking (including wheelchairs or disability-related devices), bicycling, rolling (including e-scooters and other micromobility devices), and green streets in Mountain View.

WHAT IS AN ACTIVE TRANSPORTATION PLAN?

An Active Transportation Plan (ATP) outlines projects, policies, and programs that promote and support walking, bicycling, and rolling for everyone in a community, and provides an action plan for implementation of the recommendations.



VISION & GUIDING PRINCIPLES OF THE MVATP

The MVATP is guided by a Vision Statement and five Guiding Principles.

Vision Statement:

*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.*

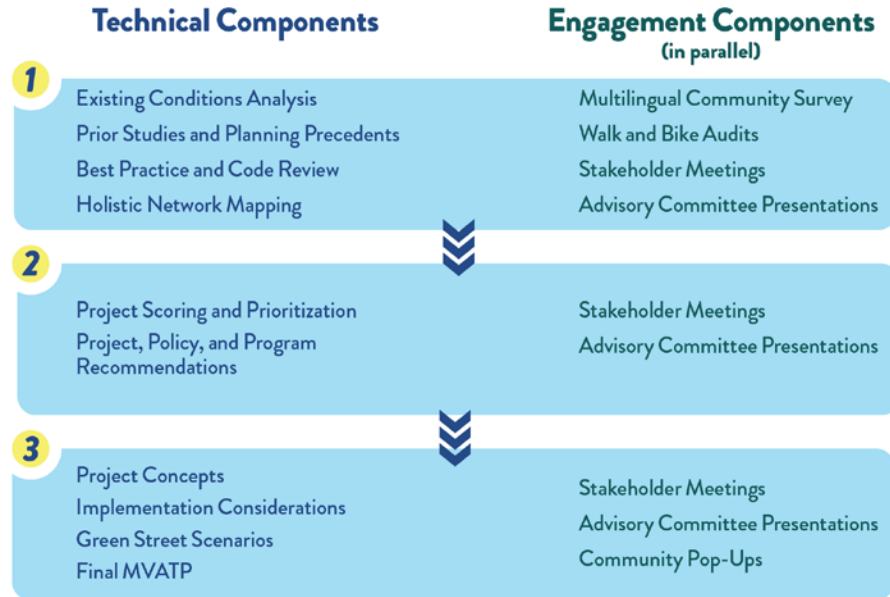


Guiding Principles:

- Mobility and Connectivity
- Safety and Comfort
- Access and Equity
- Sustainability and Biodiversity
- Innovation and Action-Oriented

DEVELOPING THE MVATP

The MVATP involved a multi-phase engagement and analysis process that occurred over an approximately two-year period. The phases included:



The MVATP includes the following sections and content:

Chapter 1: Introduction

This chapter introduces the MVATP and the process that was followed throughout its development, including details on public and stakeholder engagement. It also outlines the MVATP’s Vision Statement and Guiding Principles.

Chapter 2: What’s it like to walk, bicycle and roll in Mountain View today?

This chapter provides an overview of the community of Mountain View: the people who live and work there, how they move about the community, the infrastructure, services and policies that may influence active transportation and a holistic network vision for the future.

Chapter 3: Recommendations

This chapter highlights current positive actions in Mountain View and recommended projects, programs and policies to further support active travel.

Chapter 4: Let’s Roll! Implementing the MVATP

This chapter discusses ways to implement the recommendations discussed in Chapter 3, including the costs and benefits of green street infrastructure, project phasing considerations, funding support, and the importance of collaboration and commitment for actions to advance.

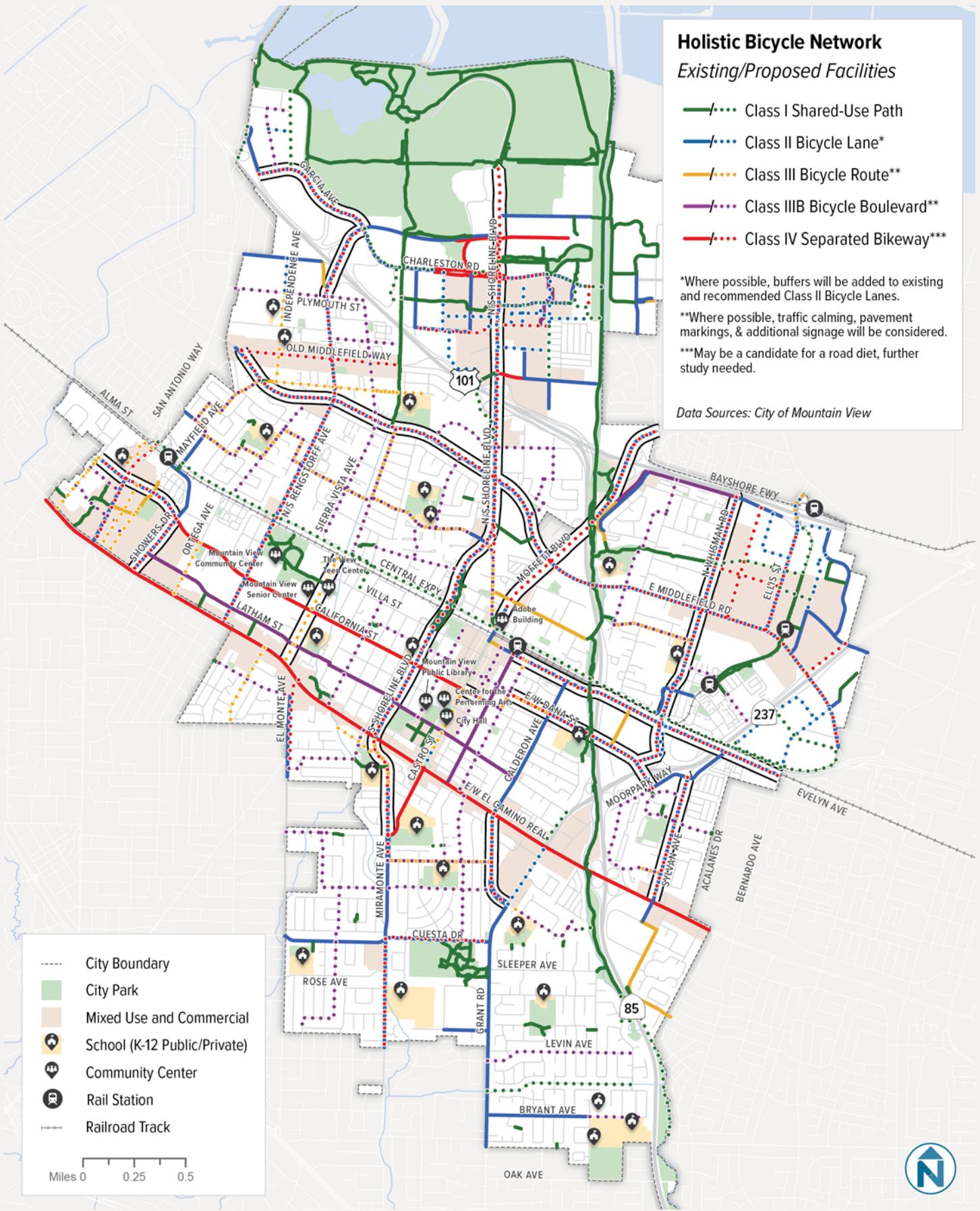
TAKING ACTION

The MVATP recommends priority infrastructure projects focused on completing gaps in the all ages and abilities bicycle network and improving the safety, comfort and connectivity of people walking along the city's pedestrian infrastructure (Figure 1). Several of the recommended projects include both a near-term, lower cost design to move an improvement forward, and a longer-term, more extensive reconstruction to layout a vision for the future.

Additionally, the plan outlines a number of active transportation-focused programs and policies that align with the MVATP's vision and guiding principles to improve mobility and connectivity, safety and comfort, access and equity, sustainability and biodiversity, and that are innovative and action oriented.

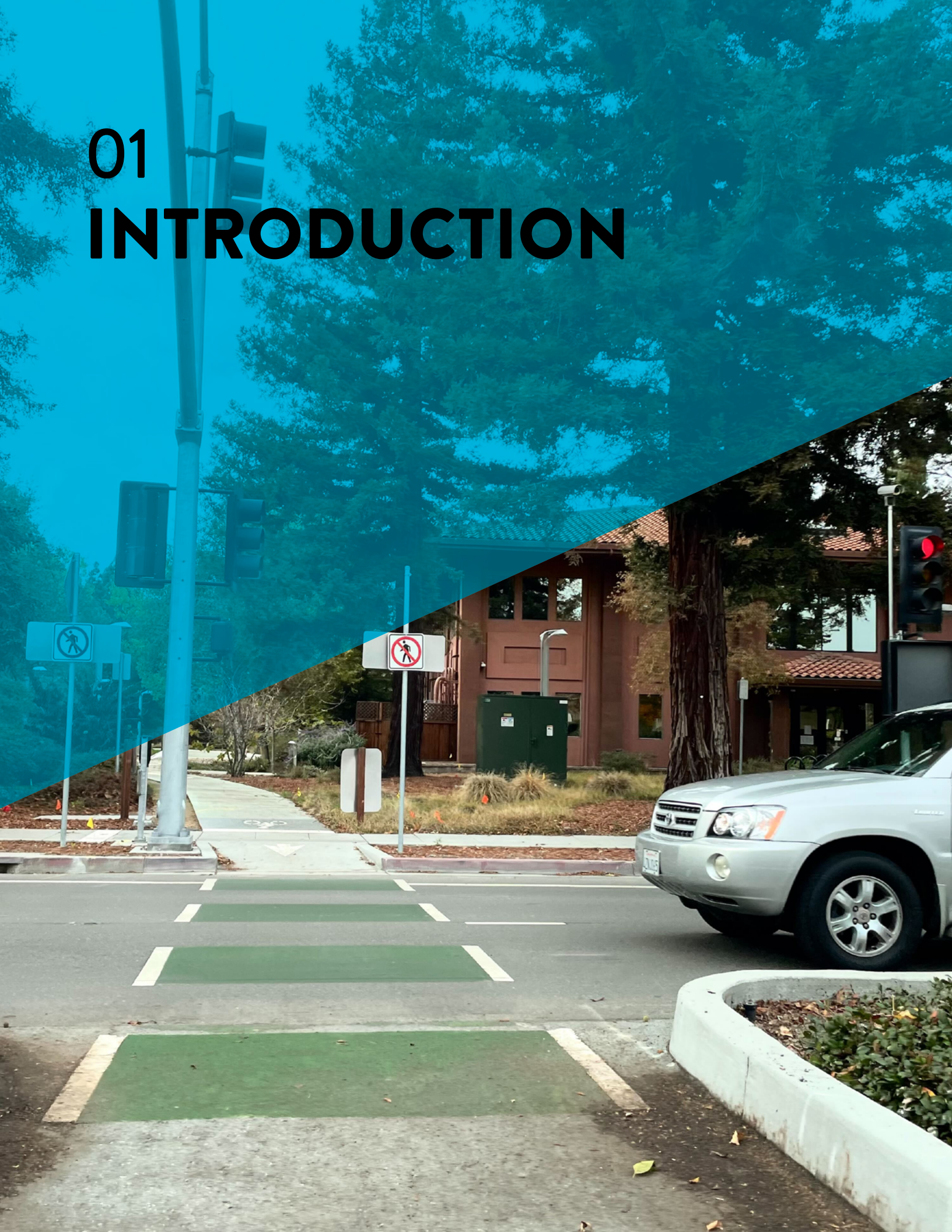
COMMITTING TO A SAFE AND ACTIVE COMMUNITY

Active transportation is an integral part of life in Mountain View. The MVATP is a commitment to creating an active transportation system that strengthens the community's access to housing, employment, schools, parks, open spaces and other destinations and enhances biodiversity. The plan complements other Mountain View planning documents and initiatives that support active transportation, safety, sustainability and biodiversity and will help to provide accountability to the community's commitment to these values.



01

INTRODUCTION



What is an Active Transportation Plan?

Mountain View envisions an active transportation network that is safe and comfortable for all users regardless of age, ability, income, race, or language.

This section outlines the multi-phase approach, summarizes public and stakeholder engagement methods, and presents the vision and guiding principles that shaped the plan's recommendations. It explains why the plan matters and how it will be used to improve active transportation throughout Mountain View.

PURPOSE AND PROCESS

Active transportation plans use data and community input to identify the gaps and opportunities to improve the environment for walking, bicycling/scooter and rolling (wheelchairs or disability-related devices). The plans typically contain recommendations for infrastructure projects, programs and policies that support active travel and an implementation plan to help recommendations move toward action.

The Mountain View Active Transportation Plan (MVATP) reflects the active transportation experiences and priorities of people who walk, bicycle, and roll in Mountain View. Building on previous City mode-specific plans (the 2014 Pedestrian Master Plan and the 2015 Bicycle Transportation Plan), the MVATP takes a holistic look at active transportation and the coordinated solutions that support both pedestrian and bicycle travel. Several other city, regional and state-level documents informed the development of the MVATP such as the 2020 Access MV Comprehensive Modal Plan, the 2024 Mountain View Vision Zero Action Plan, various Mountain View Precise Plans, the 2019 Environmental Sustainability Action Plan 4, the 2025 Metropolitan Transportation Commission Active Transportation Plan and Complete Street Policy, and the 2024 Caltrans Strategic Highway Safety Plan, Complete Street design documents (various years), and District 4 Pedestrian (2021) and Bicycle Plans (2018).

MULTI-PHASE PROCESS

The MVATP involved three primary phases:

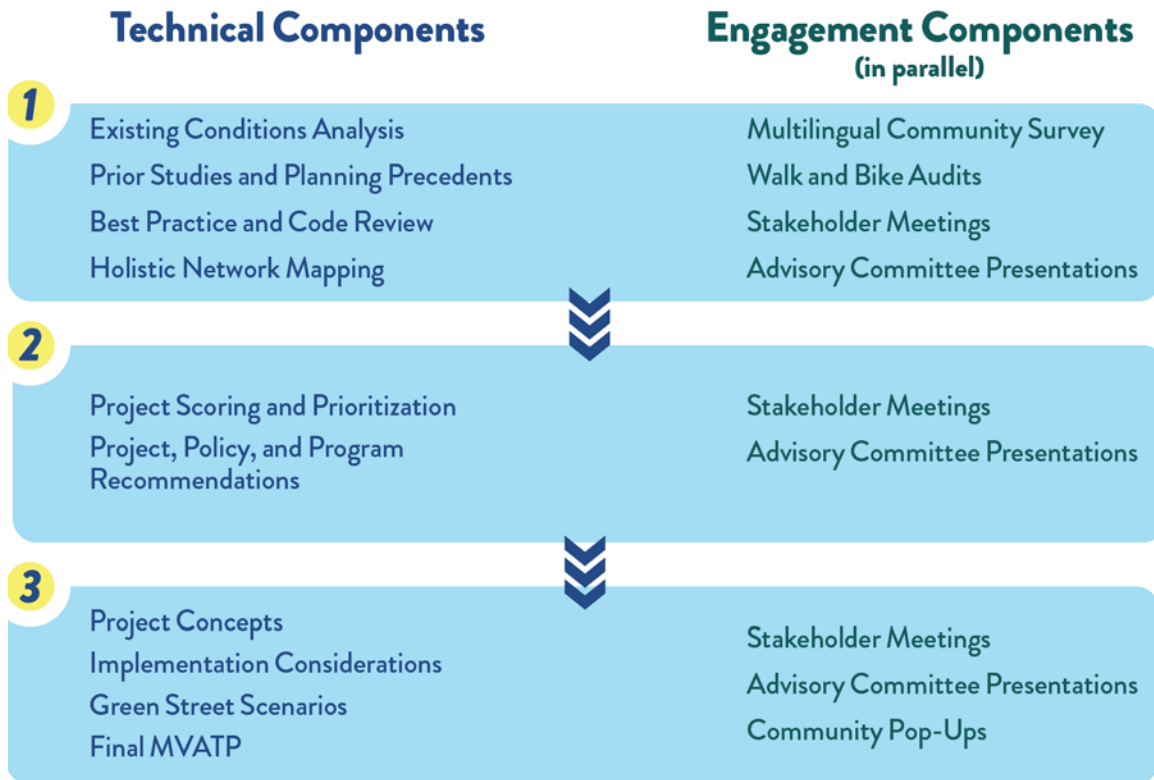


FIGURE 2 MVATP PROJECT PHASES

Phase 1

- ▶ Reviewed over 30 local, regional, and state planning documents related to transportation, general planning and green streets/sustainability to provide a contextual understanding of past planning recommendations and support for active transportation within Mountain View, the region and state.
- ▶ Analyzed current conditions that affect the ease, safety and comfort of people who walk, bicycle and roll in Mountain View, including physical infrastructure and complementary transportation services such as transit.
- ▶ Developed holistic active transportation network maps that identified on-street and off-street gaps and opportunities for active transportation improvements.
- ▶ Reviewed Mountain View Municipal Code focusing on those that may impact recreation, walking, and bicycling.
- ▶ Conducted a best practice review of policy and programming activities to identify resulting transportation behavior and outcomes that could be improved.

Phase 2

- ▶ Developed scoring criteria to evaluate potential physical infrastructure projects based on the MVATP guiding principles.
- ▶ Identified a list of sustainable projects based on the scoring process that improve safe, equitable and comfortable connections across the city.
- ▶ Coordinated the review of projects by stakeholders.
- ▶ Accelerated a prioritized list of physical infrastructure projects for planning level design and preliminary cost estimates.
- ▶ Developed a list of active transportation supportive policy and programming efforts based on best practice, past planning documents, and city code review.

Phase 3

- ▶ Prepared planning level design and preliminary cost estimates for seventeen projects considering near-term improvements that could be done with resurfacing and longer-term reconstruction efforts to support active transportation.
- ▶ Evaluated the short and long-term costs and benefits of green street infrastructure through a series of project development scenarios.
- ▶ Identified implementation factors such as funding sources, department and interagency collaboration, and commitment to innovation and action.

The Role of Public & Stakeholder Engagement

Public and stakeholder participation was a critical component of the MVATP's overall development. Public engagement was multi-lingual (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, multiple methods of public outreach and engagement were used.

ADVISORY COMMITTEES

Two project-specific committees and two city-wide committees provided input at key milestones of the project:

- 1) The **Technical Advisory Committee (TAC)**, an internal project committee with representatives from departments across the city with involvement in active transportation and green streets, such as Public Works, Community Development, Community Services, Police and Fire.
- 2) The **Active Transportation Plan Advisory Committee (ATPAC)**, an external project committee whose members represent community-based organizations and public agencies working on active transportation, green streets, and issues of concern to vulnerable road users, such as Santa Clara County Public Health Department, Santa Clara Valley Transportation Authority (VTA), the Community Services Agency, Mountain View Day Worker Center, MV Mobile Home Alliance, Youth Advisory Committee, Mountain View Los Altos High School District, Silicon Valley Bicycle Coalition, and Mountain View Chamber of Commerce. ATPAC members acted as liaisons with wider community networks, helped organize and participate in many of the ATP engagement activities, and provided input on the plan development.
- 3) The **Mountain View Bicycle and Pedestrian Advisory Committee (BPAC)**, a committee appointed by City Council to represent the interests of people who walk and bicycle in the city, reviewed and provided input on ATP-related topics at BPAC meetings throughout the project.
- 4) The **Council Transportation Committee (CTC)**, composed of three City Council members, provided input on city-wide and regional transportation planning topics.

LIVED EXPERIENCES

Lived experiences were critical to understanding the active transportation needs and opportunities in Mountain View. These insights were captured in Phase 1 by conducting three community walk tours, two bicycle tours, hosting a community-wide mapping survey, in-person small group meetings, and review of the AskMV platform comments. These insights both confirmed and highlighted community needs.

- ▶ **Three walk tours were held to understand user experience for people who walk in Mountain View.** Walk tours began at Rengstorff Park, Mistral Elementary school, Sunset Estates Mobile Home Park. Approximately 15-25 people took part in each tour, walking the streets adjacent to these community and residential locations, to better understand the walking experience of vulnerable road users.
- ▶ **Two bicycle tours were held to understand user experience bicycling in Mountain View.** Approximately 40 adults and three children participated in a three-hour-long collaborative process that covered over 11 miles of Mountain View, and focused on areas identified (in AccessMV, AskMV and survey comments) as high-stress critical connections in the bicycling network.

FIGURE 3 BICYCLE TOUR



- ▶ **An online map-based community survey was developed in spring 2023 via Maptionnaire.** The survey sought information on user experience related to walking, biking and rolling in Mountain View, including favorite places and routes, challenging spots and routes, and requested improvements. Participants digitally recorded responses on maps and provided qualitative comments and optional sociodemographic information. The survey was available in English, Spanish, Chinese, and Russian from May 15 till July 31, 2023. Six hundred fifty-five (655) people participated in the survey.
- ▶ **Small multilingual group meetings with stakeholders to discuss Maptionnaire survey questions in person, with translators present.** In-person meetings were held to connect with communities who were under-represented (relative to census demographics) in initial community survey responses. The meetings gathered input on experiences walking, biking and rolling in Mountain View.
- ▶ **The City of Mountain View maintains an online comment platform, AskMV, where people share feedback on various topics.** City staff monitors the platform for comments regarding walking and bicycling, and transportation safety. Approximately three years of feedback was gleaned to identify frequent concerns.

FIGURE 4
MULTI-LINGUAL MVATP SURVEY PROMOTION

City of Mountain View

TELL US WHAT YOU THINK ABOUT WALKING AND BIKING IN MOUNTAIN VIEW
Take a 5-minute, fun and interactive mapping survey to inform the City's Active Transportation Plan.

CUÉNTENOS QUÉ PIENSA SOBRE CAMINAR Y ANDAR EN BICICLETA EN MOUNTAIN VIEW
Complete una divertida e interactiva encuesta de 5 minutos sobre el mapeo para proporcionar información al Plan de Transporte Activo de la ciudad.

SURVEY LINK:
bit.ly/ATP_MV

ENLACE DE LA ENCUESTA:
bit.ly/ATP_MV

Survey Closes on: June 17, 2023

告诉我们您对在山景区步行和骑自行车的看法
参与一个5分钟的有趣交互式地图，对山景区的主要交通规划提供信息。

РАССКАЖИТЕ НАМ, ЧТО ДУМАЕТЕ О ПЕРЕДВИЖЕНИИ ПО МАУНТИН-ВЬЮ ПЕШКОМ И НА ВЕЛОСИПЕДЕ
Пройдите наш забавный интерактивный опрос, предполагающий работу с картой – таким образом вы предоставите ценные сведения для работы над Планом содействия активному передвижению.

To stay up-to-date with the planning process, please visit: www.MountainViewATP.com

Para estar al tanto del proceso de planificación, visite: www.MountainViewATP.com

ACTIVE TRANSPORTATION PLAN



FIGURE 5 **WALK TOUR**

PUBLIC WORKSHOPS, POP-UPS, AND COMMENT PERIODS

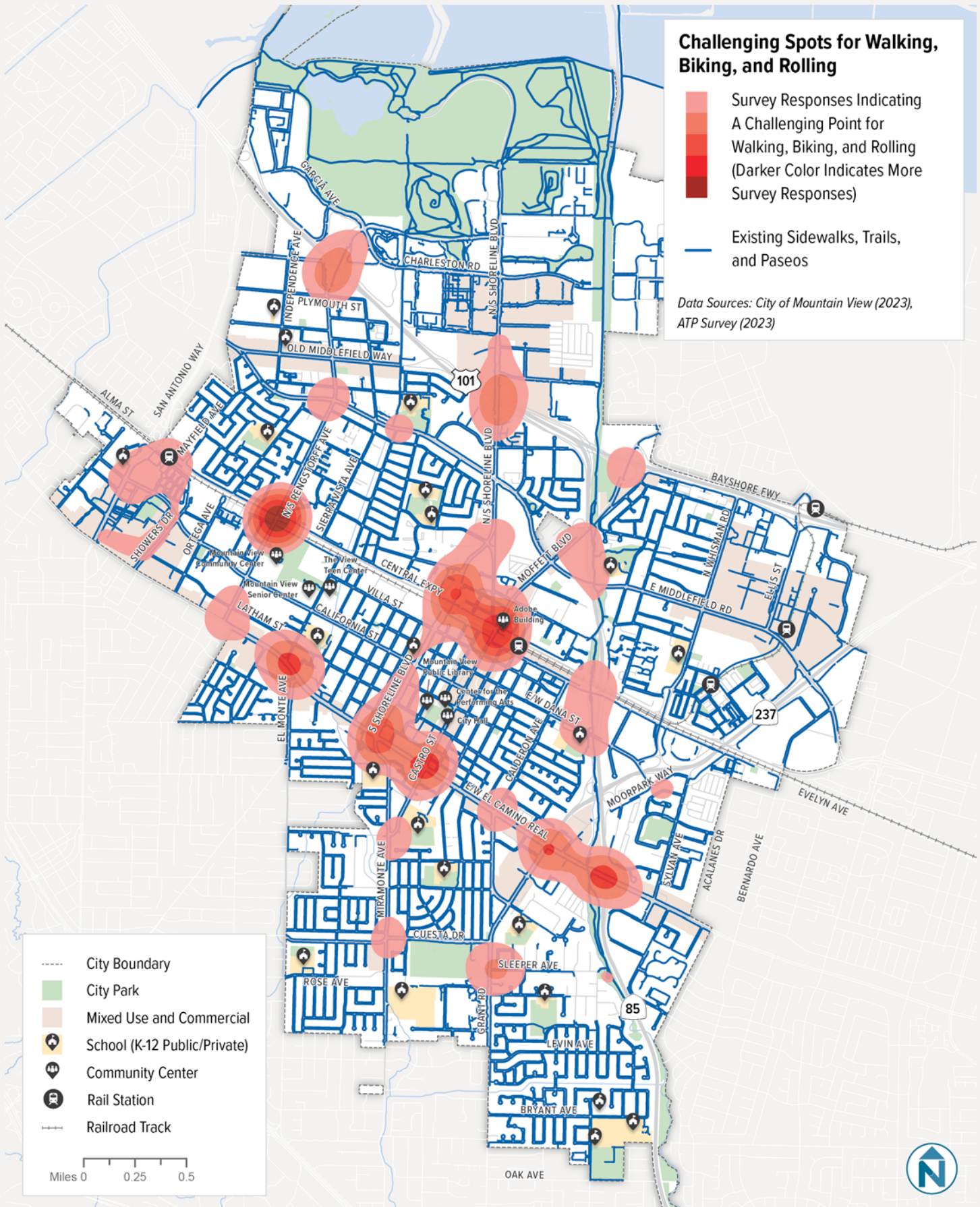
Pop-ups, workshops and comments during community events and public meetings were used as opportunities to gather additional feedback on MVATP findings and recommendations.

PUBLIC OFFICIAL ENGAGEMENT

Presentations to BPAC, CTC, and City Council were conducted at project milestones, including existing conditions, scoring criteria, holistic maps and final recommendations.

FIGURE 6 MISTRAL WALK TOUR PARTICIPANT NOTES





Note: a Key Locations table can be found in Chapter 2.

VISION & GUIDING PRINCIPLES OF THE MVATP

With input from the ATPAC, TAC, and BPAC, a Vision Statement and Guiding Principles were developed that reflected the goals, purpose and values of the MVATP. The Vision Statement and Guiding Principles were reviewed and approved by City Council.

Vision Statement:

*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

The guiding principles describe key outcomes and act as a framework that the project team can refer to throughout the planning process to ensure efficient, strategic, and accountable decision-making.

- **Mobility & Connectivity**
Streets that are easy to use and well-connected for walking, biking, and rolling purposes.
- **Safety & Comfort**
Trails, sidewalks, bikeways, intersections, and crosswalks that are safe, inviting, and easy to use.
- **Access & Equity**
Policies and programs that engage and protect vulnerable populations and increase mobility choices.
- **Sustainability & Biodiversity**
Green streets that improve access to nature and open spaces while promoting sustainability via native habitats and stormwater management.
- **Innovation & Action-Oriented**
An implementable plan with clear standards that are updated and aligned with adopted policies.

Why Does This Plan Matter and How Will It Be Used?

Achieving a future that supports sustainable active transportation for all in Mountain View requires a holistic approach and commitment to action. Through the development of an Active Transportation Plan, the City of Mountain View took an important step forward.

The MVATP helps the public and decision makers understand the importance of active transportation for community mobility, livability, health, and sustainability and its vision for it based on Mountain View values. The MVATP identifies a host of actions to create a truly active transportation system for Mountain View residents and visitors. Through these actions, the MVATP documents the community's commitment to active transportation through policy, programming and infrastructure, laying the groundwork for financial and organizational support for active transportation projects.

In addition, the MVATP informs future Capital Improvement Programs (CIPs), helping prioritize investments in active transportation projects. It also serves as guidance for private development along priority corridors, encouraging alignment with planned improvements without establishing strict requirements.



“We cannot achieve our climate, pollution, and health goals without replacing some individual car trips with active or shared transportation. Plus, we’ve got the best climate in the world!”

“Mountain View has the potential to create an active transit Mecca given its size (5 miles) and amenities. It will sustain us through economic highs and lows because people want to live where they can walk whether they know it or not.”

“Every bicyclist on a trail is one fewer car on the road, so while the infrastructure may be expensive, it provides a benefit to all Mountain View residents and not only the ones who use it.”

“Mountain View should think about this as a goal: ‘Active Transportation should be the preferred method of travel in Mountain View.’ Think about how it would change our street and sidewalk design decisions if we at least asked ourselves that question every time a streetscape design decision is made.”

FIGURE 8 COMMUNITY QUOTES
FROM MAPIONNAIRE SURVEY

02

WHAT'S IT LIKE TO WALK, BIKE AND ROLL IN MOUNTAIN VIEW TODAY?



Community Characteristics

Mountain View is a diverse community with a strong foundation of active transportation infrastructure and transit systems.

Through this ATP, the City aspires to be better. The existing system can be improved to increase connectivity, accessibility and safety, and provide more green infrastructure that can improve public and environmental health within the community by reducing heat exposure, improving air quality, stormwater retention, and biodiversity.

This chapter provides an overview of the existing conditions which is one of the first steps in the development of the MVATP. It describes key aspects of demographics, infrastructure, services, and other community characteristics that influence walking, bicycling, and green streets in Mountain View today.

THE PEOPLE OF MOUNTAIN VIEW

Mountain View is a jobs-rich Santa Clara County community that faces the opportunities and challenges of a strong Silicon Valley economy. The city's population is approximately 82,000, yet it also has a daily influx of workers for more than 100,000 jobs. Two thirds of the population is under the age of 44, and 22% is under 18.



SECONDARY DATA SOURCES

for Existing Conditions Analysis:

- ▶ City Open Data Portal - spatial data
- ▶ Geomate - satellite data
- ▶ U.S. Census Bureau, American Community Survey (ACS) 5-year estimates
- ▶ California Statewide Integrated Traffic Records System (SWITRS) - crash data
- ▶ Transit Service Data (Santa Clara Valley Transportation Authority (VTA))
- ▶ Mountain View Transportation Management Association (MTMA) and Caltrain

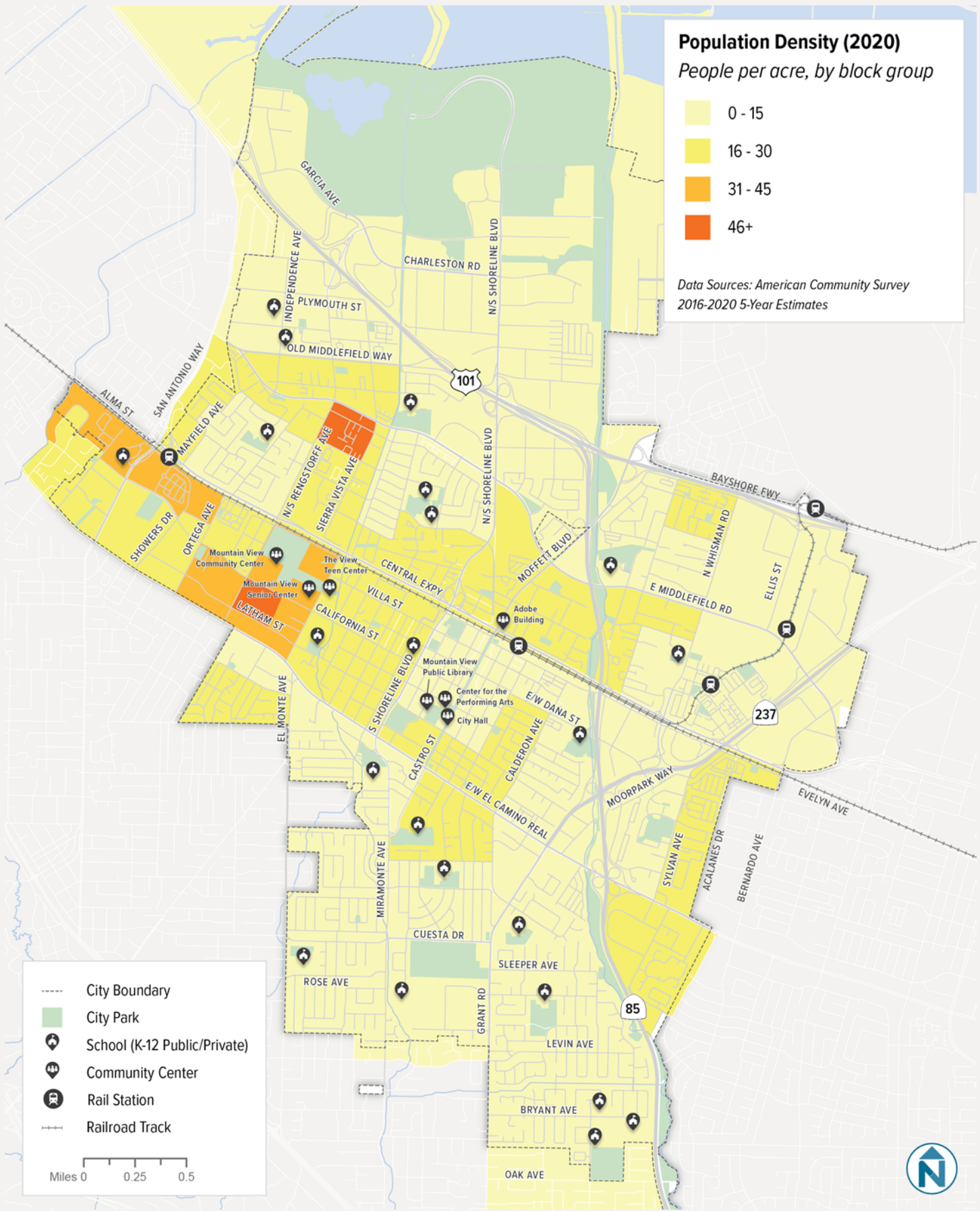
The city is ethnically diverse. Approximately 48% of Mountain View residents identify as white, 33% identify as Asian, with Chinese being the predominant Asian ethnicity, and 18% identify as Hispanic or Latino (Table 1).

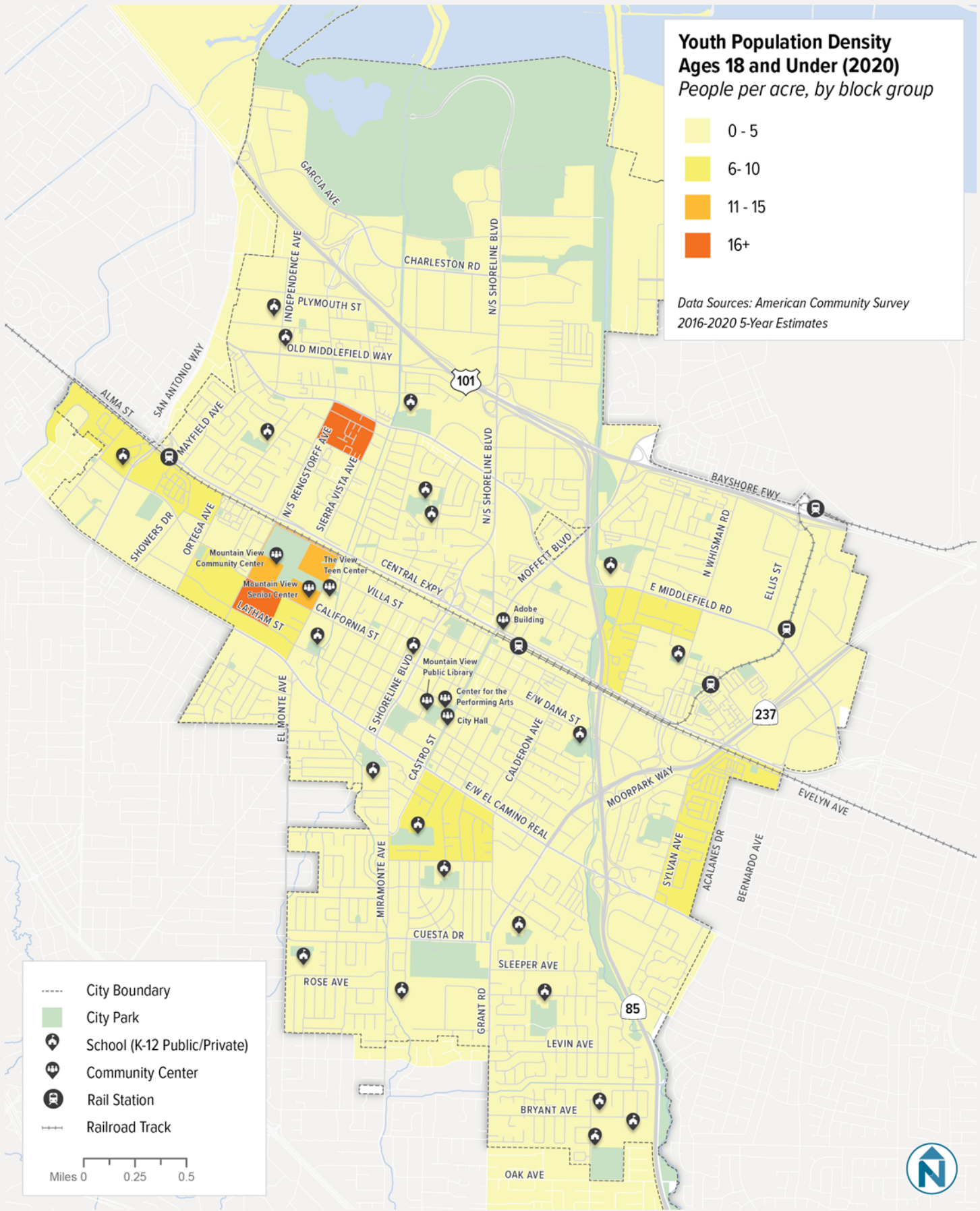
While the overall population density of Mountain View is low-to-medium, higher densities exist along and between key commercial and transit corridors such as Central Expressway/Caltrain and El Camino Real, and between Rengstorff Avenue and Escuela and Sierra Vista Avenues (Figure 9). Those neighborhoods also have higher youth densities (Figure 10).

TABLE 1 RACE AND ETHNICITY IN MOUNTAIN VIEW

RACE AND ETHNICITY IN MOUNTAIN VIEW	PERCENT OF RESIDENTS
White alone	48.4%
Asian alone	33.3%
Black or African American alone	2.4%
Native American, Native Alaskan alone	0.4%
Native Hawaiian, Pacific Islander alone	0.0%
Some other race alone	5.8%
Two or more races	9.6%
HISPANIC OR LATINO POPULATION	PERCENT OF RESIDENTS
Not Hispanic or Latino	82.0%
Hispanic or Latino	18.0%

Source: ACS 2021 5-year estimate





HOW DO WE MOVE ABOUT MOUNTAIN VIEW?

Mountain View is an active community. Commute data shows that people bicycle and walk to work at higher rates than other communities in California and the United States. Approximately 3.8% of workers ages 16 and over in Mountain View bicycle to work (compared with 0.7% statewide and 0.4% nationally) and 2.5% walk to work (compared with 2.4% statewide and 2.4% nationally). Together, walking and bicycling account for 5.3% of commutes, exceeding the 3.9% who take public transportation. (Table 2)

TABLE 2 COMMUTE MODE COMPARISON (2024)

COMMUTE MODE	MOUNTAIN VIEW	CALIFORNIA	UNITED STATES
Drove alone	51.8%	65.7%	68.8%
Carpooled	5.4%	9.5%	8.5%
Public transportation	3.9%	2.9%	3.2%
Walked	2.5%	2.4%	2.4%
Bicycle	3.8%	0.7%	0.4%
Taxicab, motorcycle, or other means	1.9%	1.7%	1.5%
Worked from home	30.6%	17.2%	15.1%

Source: ACS 2021 5-year estimate

Journey to Work data from the U.S. Census only provides a snapshot of walking and bicycling rates by one trip purpose. The Mountain View Safe Routes to School Program conducts an annual Student Travel Tally, capturing how students actually get to and from school. The 2024–2025 findings show that 25% of elementary school students, 33% of middle school students, and 27% of high school students walk or bicycle to school. Refer to Table 3 for the overall student travel mode share.

TABLE 3 STUDENT TRAVEL MODE SHARE (2024-2025)

PARENTS DROVE/ STUDENTS DROVE ALONE	CARPOOL	PUBLIC TRANSIT	SCHOOL BUS	WALK	BICYCLE	SCOOTER, SKATEBOARD, OR HOVERBOARD
64%	6%	3%	2%	17%	7%	1%

Source: Student Travel Tally Survey (2024-2025), Mountain View Safe Routes to School

Existing Transportation Infrastructure

This section summarizes current transportation conditions in Mountain View. It focuses on features that support walking and biking, highlights existing strengths in the active transportation network, and identifies key opportunities for improvement.

PEDESTRIAN INFRASTRUCTURE

Mountain View's sidewalk network is 96% complete and supports walking and rolling throughout the city through a series of connected sidewalks, paseos, plazas, signalized and unsignalized crosswalks, and enhanced crosswalks. Many newer sidewalks provide comfortable pedestrian conditions, allowing two people to walk side by side; however, some older sidewalks and driveways are not up to current standards.

Through community engagement, surveys, and field work conducted by Mountain View staff, several existing issues were identified, including uplifted sidewalks, obstructions, deteriorating concrete, and outdated driveway slope design. Community input also indicated that parked cars often block drivers' views of pedestrians on the sidewalk as they pull into driveways. Some of these issues stem from standards that were acceptable at the time of construction but do not reflect current best practices.

FIGURE 11 SIDEWALK CONDITIONS

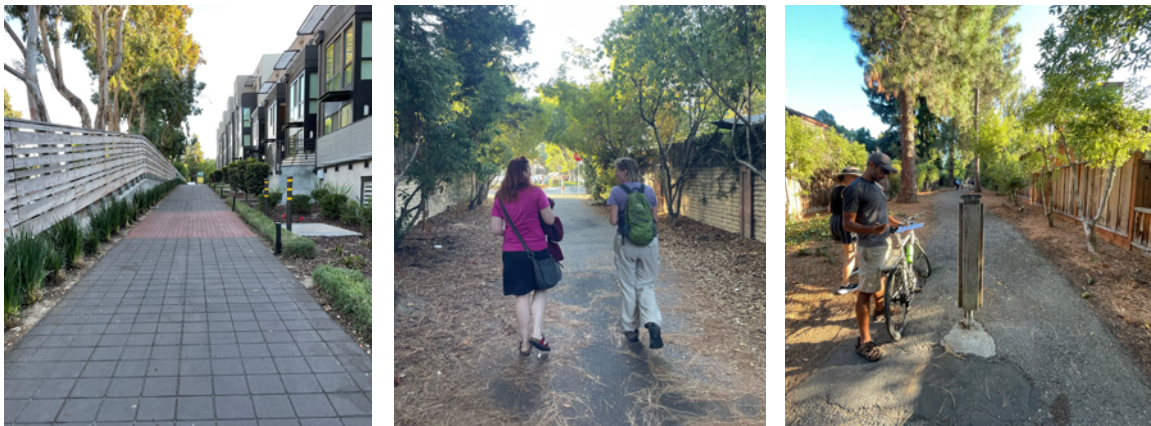


Beyond sidewalks and crosswalks, Mountain View’s pedestrian network includes a host of paseos and trails that further support connectivity and mobility throughout the city.

WHAT IS A PASEO?

A paseo is a short connection, often utilizing a public access easement that allows for increased pedestrian and cycling connections. Participants in the Rengstorff Park Walk Tour noted how the paseo connecting Latham to El Camino between Rengstorff and Ortega improved access to destinations on El Camino Real.

FIGURE 12 CAR-FREE PASEO EXAMPLES



Paseos are a valuable tool to provide public permeability for pedestrians and cyclists through private areas. These are often built as part of multi-family residences in Mountain View. They have the added benefit of providing “eyes on the street,” which increases visibility and promotes a sense of community. Survey respondents suggested more publicly accessible pathways, or paseos, through apartment and office complexes near schools and on routes to transit, such as the Caltrain stations, to increase active transportation accessibility.

Mountain View has over 2,100 signalized intersections, marked crosswalks, High-Intensity Activated CrossWalk beacons (HAWKs), LED-enhanced crosswalks, and rectangular rapid flashing beacons (RRFBs), all of which help draw attention to pedestrians crossing the roadway. Crossings are a critical component of walking and bicycling routes throughout the city..

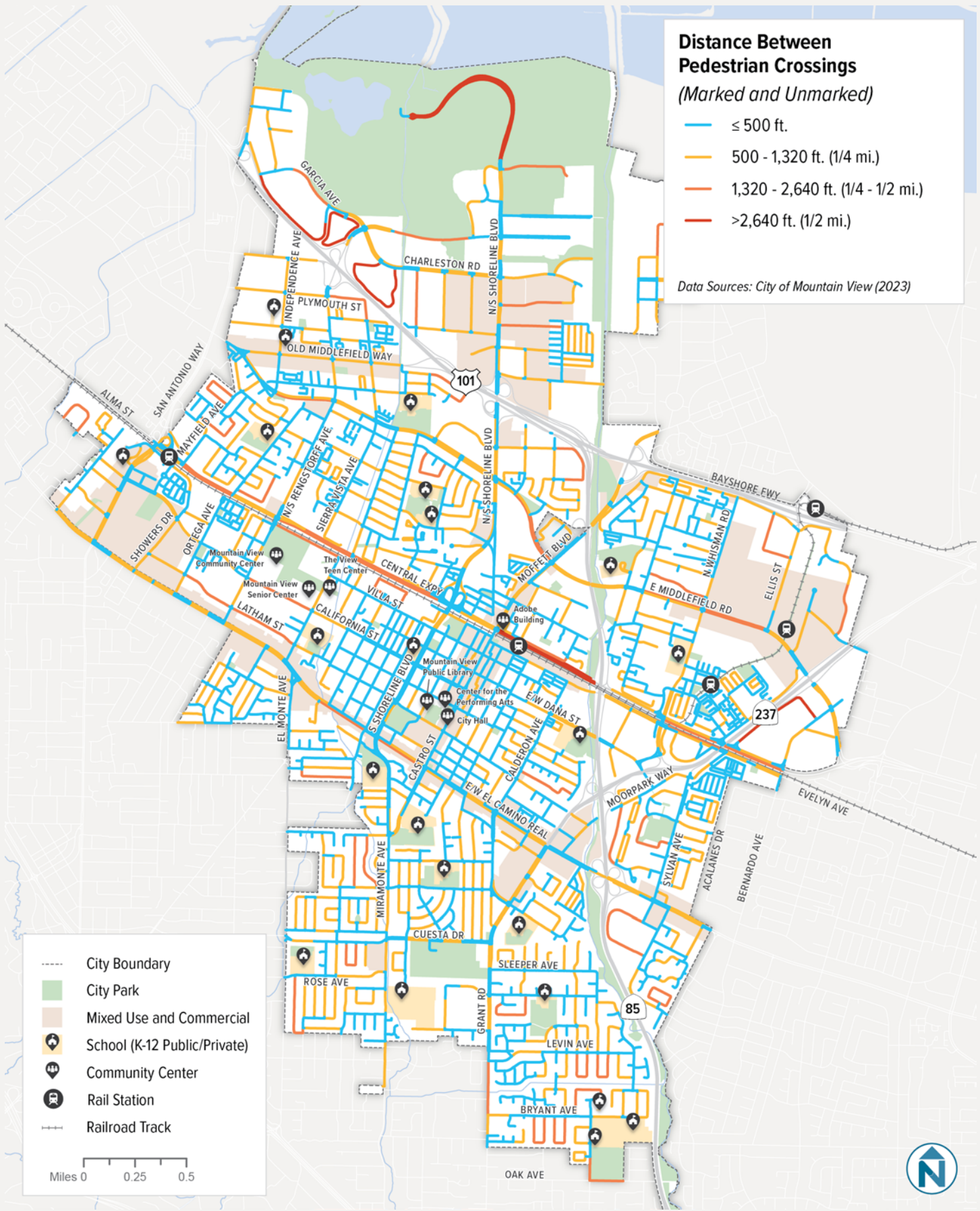
However, crossing roadways with higher speeds and multiple lanes was a recurring comfort and safety concern from Mountain View Residents, particularly along larger arterial roads such as El Camino Real and Central Expressway, where signalized crossing opportunities are more widely spaced (Figure 14). It is important to note that some of these larger arterial roads are under jurisdiction of Caltrans or Santa Clara County.



FIGURE 13 MARKED CROSSWALKS IN MOUNTAIN VIEW

To improve the pedestrian network, the City continues to enhance crossings and intersections with features that support pedestrian and bicycle safety, such as high visibility crosswalks, raised crosswalks, RRFBs, pedestrian hybrid beacons (PHBs), wave-actuated pedestrian push buttons, and removal of visual barriers near intersections.





BICYCLE NETWORK

The city has a varied network of bicycle facilities (Figure 16), some of which are well connected and some of which are fragmented due to gaps or barriers. The city has 2.0 linear miles of Class IV protected bikeway, 24.3 miles of Class I trail, and 27.6 linear miles of Class II bike lanes.

Different people have various levels of comfort, physical ability, and levels of risk they are willing to accept as they travel through the city. In Access MV, the City's multimodal transportation plan, the City identified a future all ages and abilities (AAA) bicycle network made up of existing and planned/funded projects (Figure 17). Facility types represented in the AAA network include bicycle boulevards, trails such as Stevens Creek Trail (a continuous AAA connection between the northern and southern parts of the City), protected bikeways and bicycle lanes on lower-speed, lower-volume streets.

However, not all neighborhoods have good connections to the trail network. Bicycle tour and survey participants noted difficult trail access conditions such as safety bollards, crossing challenges, a lack of trailheads and a lack of connecting sidewalks where Stevens Creek Trail meets major corridors such as Evelyn Ave, El Camino Real, Moffett Boulevard and West Middlefield Road, requesting or noting a need for improvements to the Permanente Creek Trail and its neighborhood connections.

FIGURE 15 EXAMPLE OF BICYCLE RACK



Bicycle Parking and End-of-Trip Facilities

A complete bicycle network includes other supportive infrastructure and facilities including safe and secure bicycle parking, accurate bicycle detection, bicycle maintenance stations, restrooms, drinking fountains, and clear wayfinding for bicyclists.

*“Much more bike parking is needed on streets,
and in retail parking lots.”*

FIGURE 16
TYPES OF BICYCLE FACILITIES IN MOUNTAIN VIEW'S ALL AGES AND ABILITIES (AAA) BICYCLE NETWORK



Trails (Class I) are shared-use bicycle and pedestrian paths that are physically separated from motor vehicle travel lanes, typically through horizontal separation and/or grade separation. In Mountain View, most Class I trails are paved, though some may be unpaved or have natural surface treatments.



Bicycle lanes (Class II) are striped bicycle facilities that do not include a physical barrier separating cyclists from motor vehicle lanes.

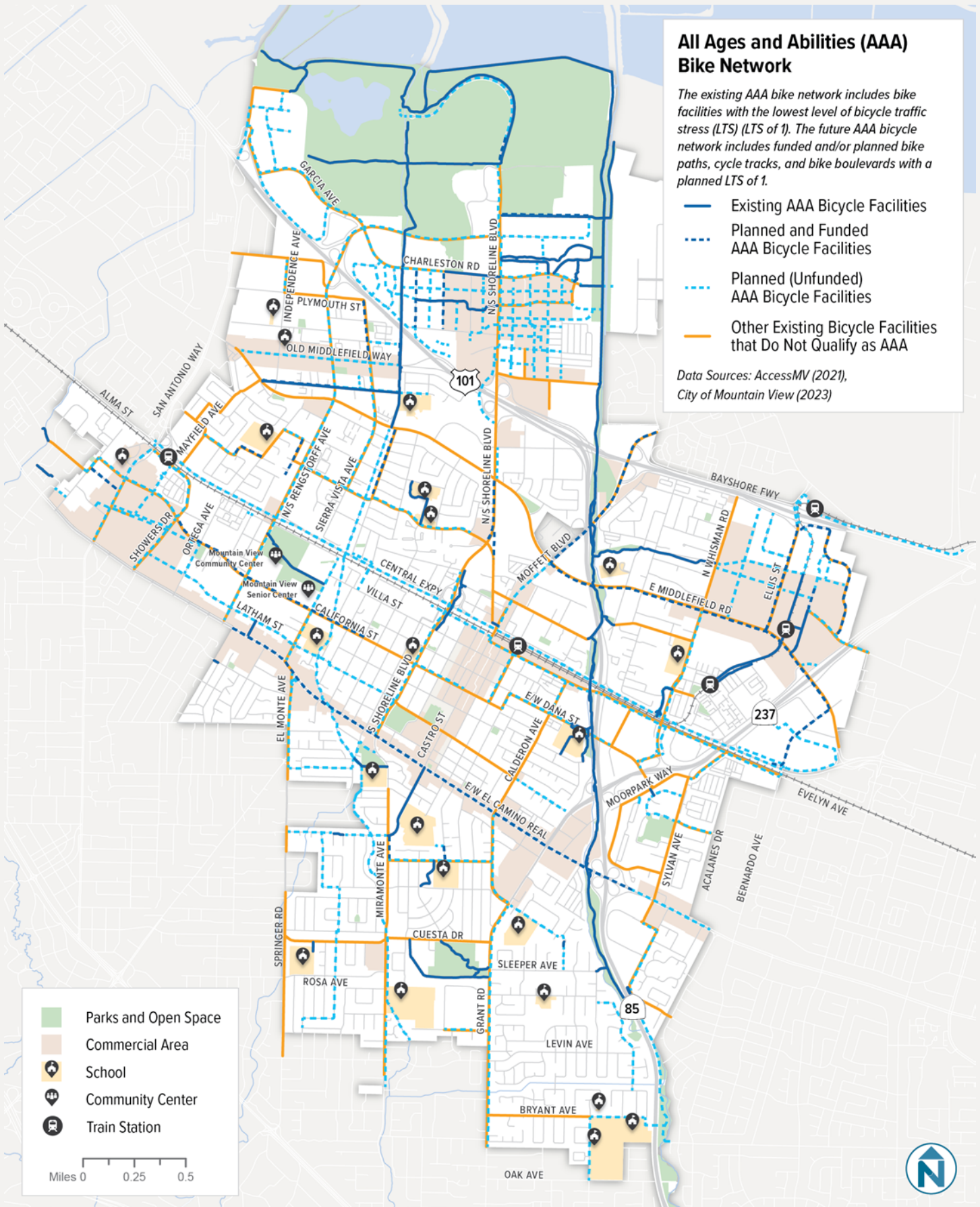


Bicycle boulevards and bike routes (Class III) are shared streets with low motor vehicle speeds and volumes, featuring design elements and pavement markings intended to prioritize bicycles.



Protected bikeways (Class IV) are bicycle facilities with physical barriers between bicyclists and motorized vehicles. Physical barriers can be provided with flexible plastic posts, concrete, plants and trees, or other treatments.

FIGURE 17
EXISTING AND PLANNED/FUNDED AAA BICYCLE FACILITIES VS. EXISTING BICYCLE NETWORK



Note: LTS (Level of Traffic Stress): a measure of how comfortable or stressful a roadway is for bicyclists based on traffic speed, volume, and bike facility conditions.

TRANSIT IN MOUNTAIN VIEW

Transit connections are made by walking, biking and rolling. Mountain View is well served by several high-quality regional and local transit services.

VTA light rail station areas like Whisman Station are well connected by a complete sidewalk network and low-stress bicycle routes. In some areas, such as Pacific Drive near Whisman station, station area planning has helped create walkable, shaded streets that improve transit access for people who walk, bicycle, and roll.

FIGURE 18 TRANSIT ACCESS CONDITION
IN MOUNTAIN VIEW



In most of the city, bus services on major roads and arterials are connected to adjacent neighborhoods via low-stress bicycle and pedestrian routes (Figure 18).

Survey respondents noted that the major arterials are some of the more challenging routes and crossing locations, making first and the last mile transit access important for active transportation infrastructure design.

TRANSIT SERVICES IN MOUNTAIN VIEW

- Caltrain commuter rail service
- VTA light rail service
- VTA bus service (including Rapid Bus Route 522 on El Camino Real)
- Mountain View Community Shuttle service
- MVgo commute-hour shuttles

Safety

Between 2015 and 2022, Mountain View reported 563 crashes involving people walking and biking, including 11 fatal and 52 severe injury crashes. According to the 2024 Mountain View Local Road Safety Plan (LRSP), 73% of fatal and severe injury (FSI) collisions occurred along arterials with higher vehicle speeds (35 mph or above), more vehicle lanes, and higher traffic volume.

Pedestrian collisions (typically involving a motor vehicle) were particularly concentrated along arterial roadways, which represent 20% of the city’s street network. FSI bicycle crashes were more distributed throughout the city. However, both pedestrian and bicycle FSI crash locations overlapped with locations that community members reported as challenging in the MVATP survey. (Figures 20 and 21). The top community-identified challenging locations are summarized in Table 4.

TABLE 4 TOP 10 CHALLENGING SPOTS FOR WALKING, BIKING, AND ROLLING AS INDICATED BY COMMUNITY INPUT

CHALLENGING SPOTS
Rengstorff Avenue & Central Expressway (and by extension: Rengstorff Avenue & Leland Avenue/Crisanto Avenue)
Castro Street/Moffett Boulevard & Central Expressway (and by extension: Castro Street & Evelyn Avenue)
El Camino Real & Castro Street
Central Expressway & Shoreline Boulevard
Grant Road & El Camino Real
Miramonte Avenue/Shoreline Boulevard & El Camino Real
SR-85 & El Camino Real
SR-101 & Shoreline Boulevard
SR-85 & Central Expressway
El Camino Real & Escuela Avenue

Crash types at intersections included conflicts during turning movements and broadsides, whereas crashes along the road often involved vehicle lane departures. There are several potential roadway improvements such as protected bike lanes, curb extensions, and/or pedestrian interval phasing and bicycle signals that may reduce conflict points and should be considered when designing multimodal streets.

FIGURE 20
FREQUENCY OF COLLISIONS INVOLVING PEOPLE WALKING AND CHALLENGING LOCATIONS

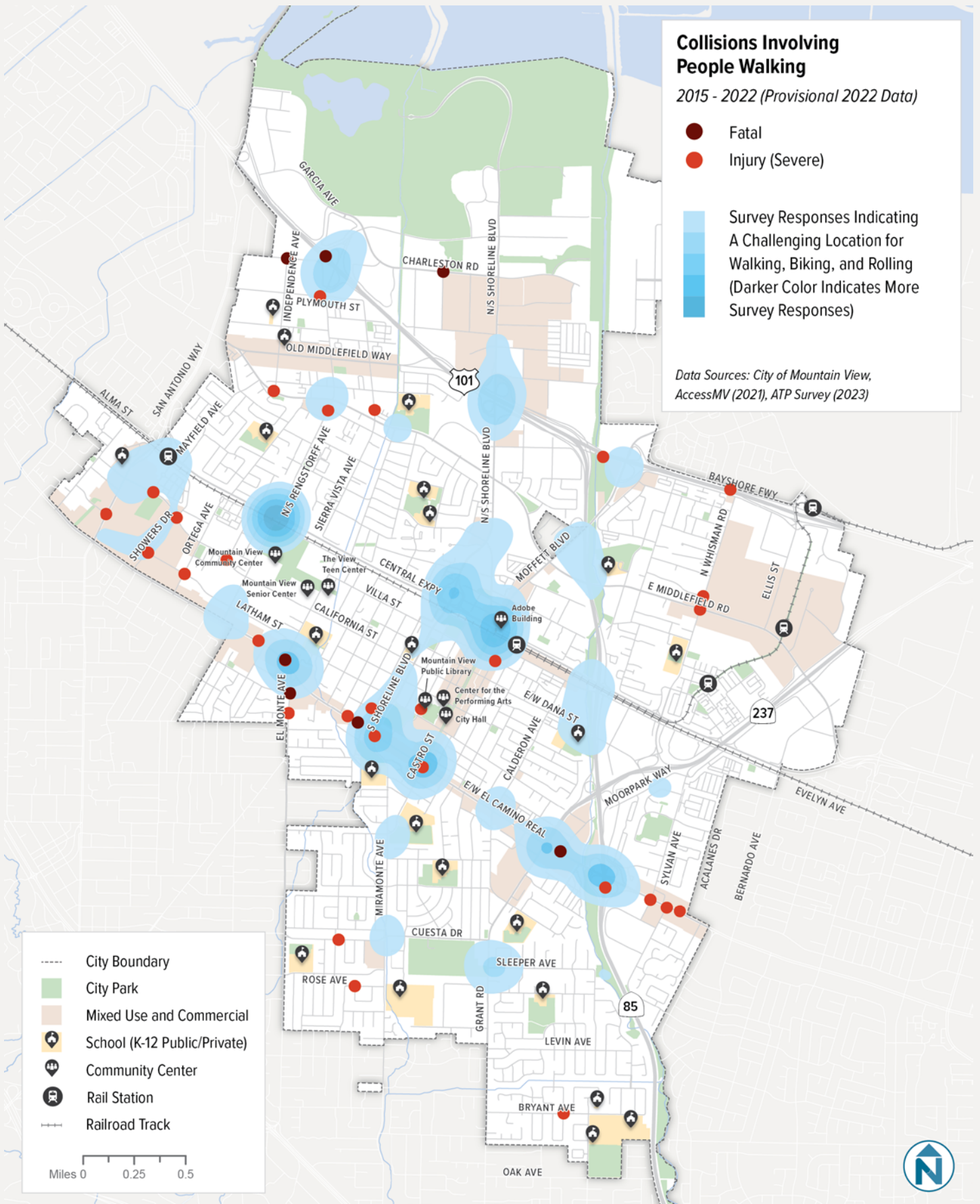
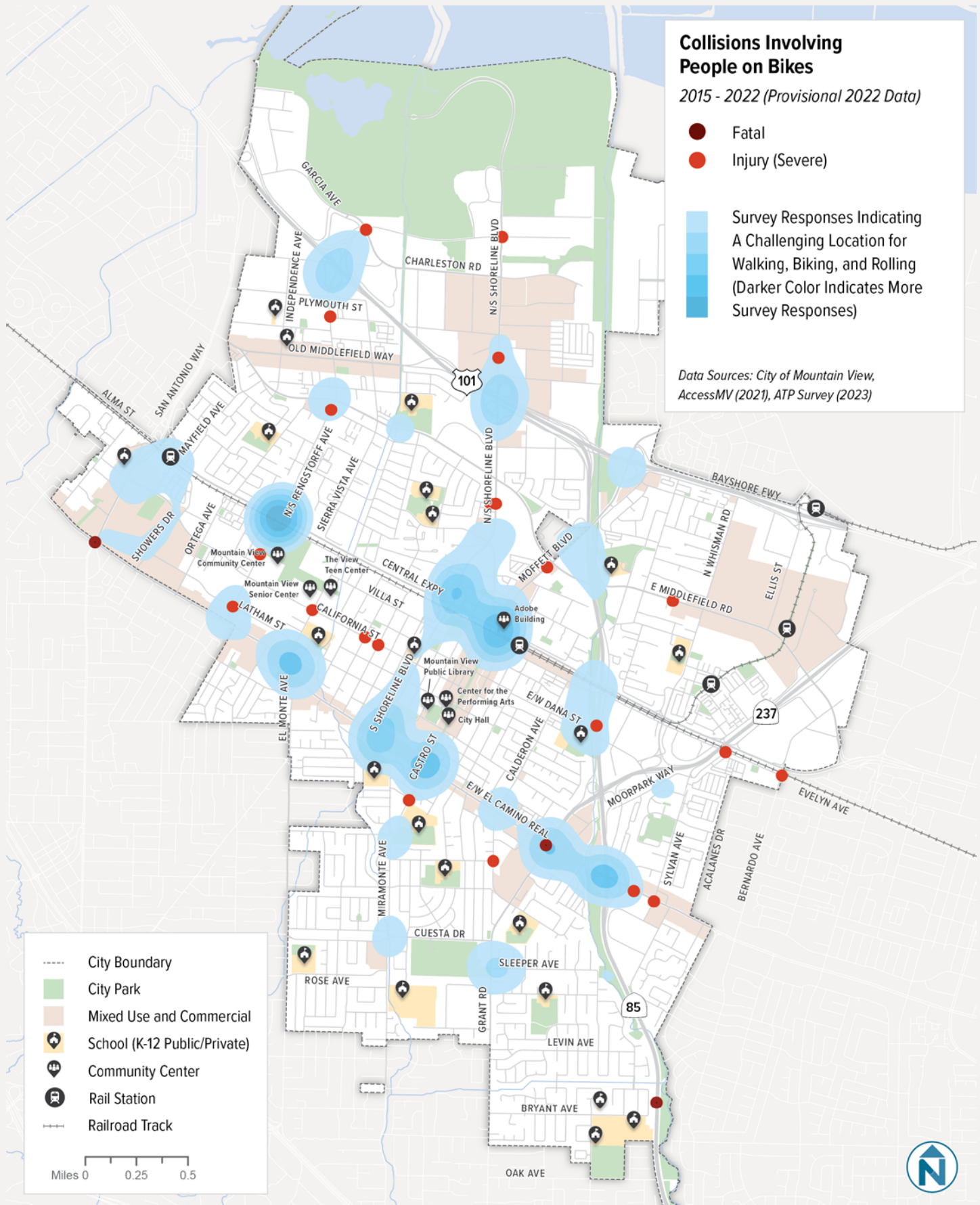


FIGURE 21
FREQUENCY OF COLLISIONS INVOLVING PEOPLE ON BICYCLE AND CHALLENGING LOCATIONS



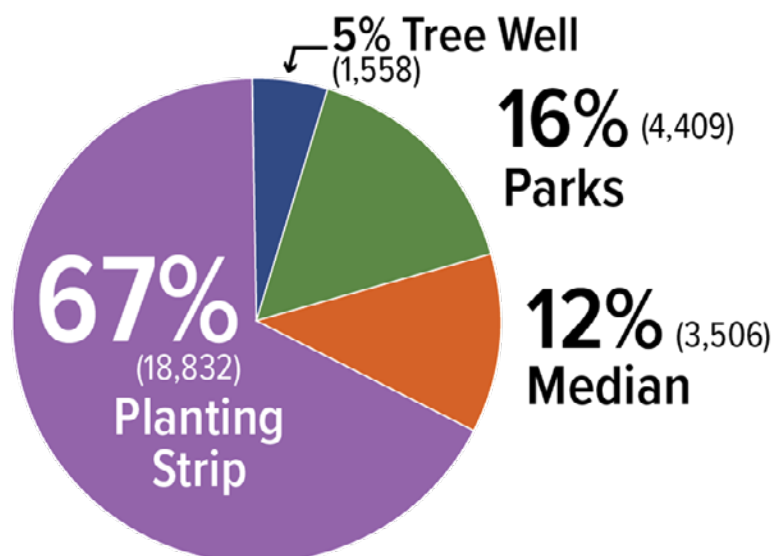
GREEN STREETS

In 2021, the Mountain View City Council established a goal to “protect and enhance local ecosystems and biodiversity through rewilding and other measures” as part of their Sustainability & Climate Resiliency strategic priority. The City is developing a Biodiversity and Urban Forest Plan to enhance the health of local ecosystems and prevent species loss through a multi-pronged approach. One element of this approach is planning for active transportation networks that double as wildlife corridors to preserve biodiversity assets, create new spaces for local native plants, and support local ecosystems.

Green Streets are a holistic approach that combines active transportation, biodiversity promotion, and green infrastructure development. Including Green Streets as a component of the MVATP presents a unique opportunity to support Mountain View’s sustainability and biodiversity goals by providing space for natural systems to thrive within the public right-of-way, while influencing how people use the street, often slowing motor vehicle traffic and increasing the comfort of pedestrians and cyclists of all ages and abilities by creating space and incorporating natural elements into the street. Metrics in the Biodiversity and Urban Forest Plan will evaluate green street projects for their contribution to canopy coverage, native species integration, habitat corridor function, and stormwater performance.

For the purpose of identifying possible improvements and developing project concepts (discussed in Chapter 3), the MVATP focused on two aspects of sustainability and biodiversity/green streets: plantable space and impervious surface cover.

FIGURE 22 PUBLIC TREE PLANTING LOCATIONS



Trees are a valuable community resource and an essential component of civic infrastructure. The City of Mountain View has been committed to preserving and enhancing its urban forest since 1960 when the City Council established tree care services. Street trees provide important shade, cooling, stormwater, water pollution reduction, and air purification services.

Approximately 2/3 of public trees are found in planting strips, which represents the biggest opportunity for additional community trees. Planting strips with trees adjacent to the roadway also provide an important physical buffer between the pedestrian and vehicular space, increasing comfort, safety and shade (Figure 22).

Impervious surfaces include concrete and asphalt surfaces, roofs, and other hard materials that do not allow water to soak into the ground. On the other hand, porous surfaces, like gardens and other unpaved areas, allow water to soak into the ground. Impervious surfaces affect the environment and natural systems in various ways, causing more stormwater runoff, flood risk and water pollution, and higher surface temperatures. Greening strategies, such as planting strips, tree wells, landscaped medians, and bicycle buffers, can increase pervious surfaces. These green street elements make a positive difference in areas filled with impervious surfaces by soaking up rainwater and cooling the surroundings, improving the overall environment in Mountain View neighborhoods.

Key Takeaways

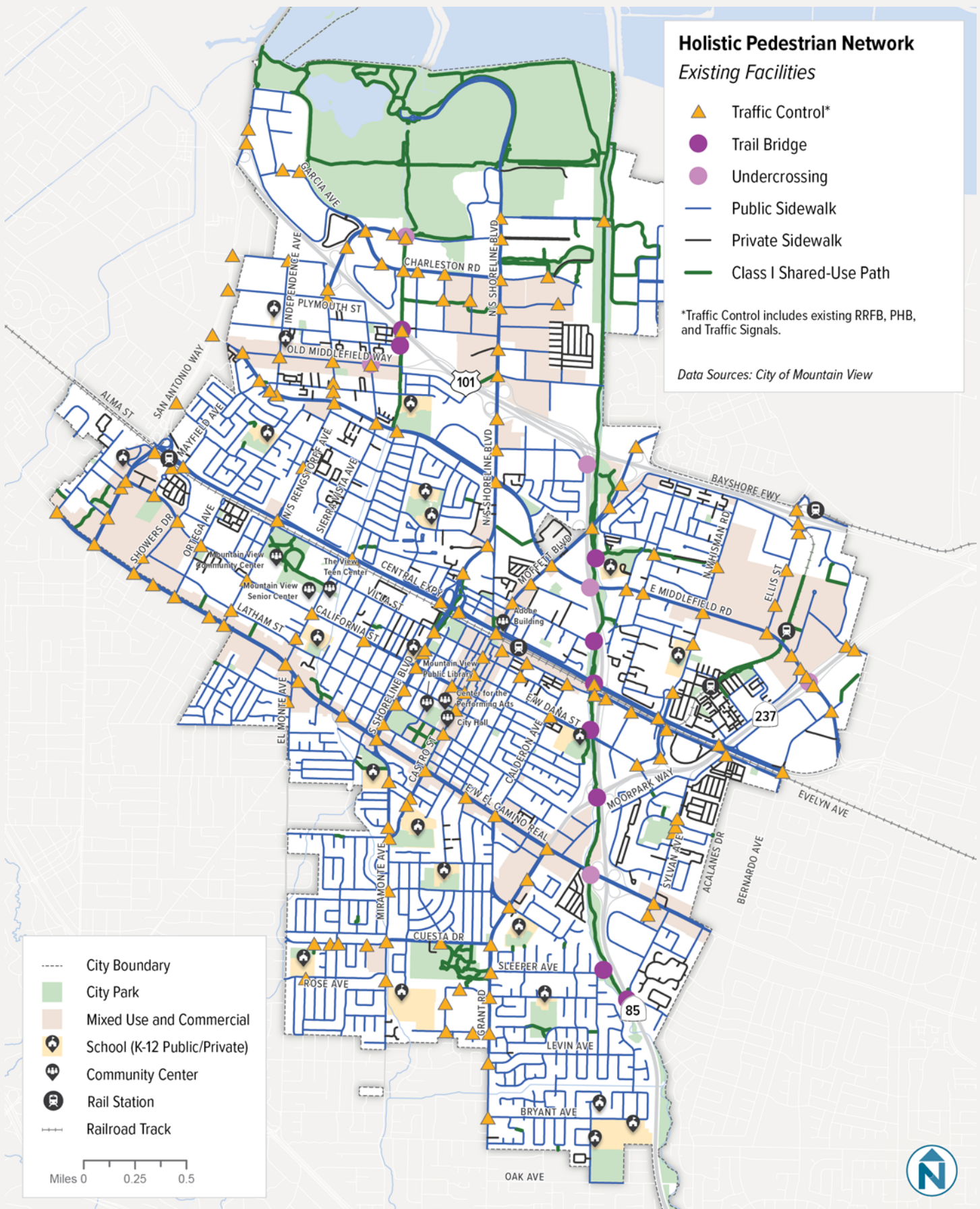
COMMUNITY SUPPORT FOR ACTIVE TRANSPORTATION

Mountain View is an active community. Through the survey, walk and bike tours, and data analysis, Mountain View residents noted the desire to walk, bicycle, and roll safely throughout the community. They desire access to key destinations such as shopping, schools, parks and transit. They also want end-of-trip support, such as secure bicycle parking at locations throughout the city to make it feasible and desirable to travel by active modes.

OPPORTUNITIES FOR A HOLISTIC ACTIVE TRANSPORTATION NETWORK

As demonstrated in the findings presented in this chapter, Mountain View has a strong foundation for its active transportation network. However, opportunities for improvement exist, whether filling gaps in the pedestrian and bicycle network or improving the quality of the existing infrastructure to increase connectivity, safety, comfort and sustainability. Holistic active transportation network maps were developed to highlight these future opportunities to expand the quantity and quality of the active transportation network in Mountain View (Figure 23, Figure 24, and Figure 25).

Note: The Policy on Unimproved Streets adopted by City Council in 1993 affirms the direction to not construct sidewalks in residential areas unless homeowners initiate an assessment district to fund these sidewalk. The policy references resident desires to maintain the rural character of these streets by not improving streets to current standards. Many missing sidewalks are in these unimproved areas.



03

RECOMMENDATIONS



What's Working?

The analysis of existing conditions, prior planning projects, existing policies and code and the development of the holistic network maps highlighted current strengths and areas of opportunity for improving active transportation in Mountain View.

The recommendations are grounded in the MVATP vision and guiding principles, identifying actions that improve mobility, connectivity, safety, comfort and access with a focus on equity, sustainability and biodiversity. The projects, programs and policies build on the strong foundation of innovation that exists in Mountain View, and an eye toward action.

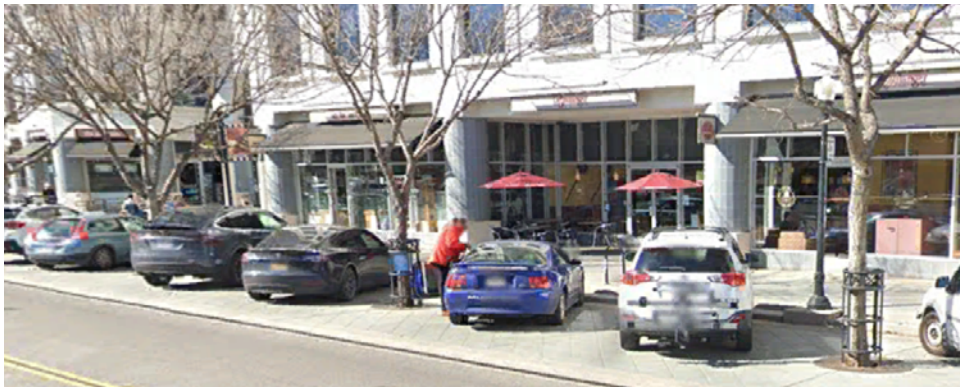
CURRENT PROGRESS

Mountain View is no stranger to active transportation programs and projects. The city currently supports walking, biking, and other forms of active transportation through a combination of programs, policy decisions, and capital projects. We highlight a few programs and projects that support the vision and guiding principles of this plan.

- ▶ **Castro Street Pedestrian Mall:** Originally created as a temporary COVID-19 response, the Castro Street Pedestrian Mall became a permanent feature of downtown Mountain View after City Council voted to make the closure permanent in 2024. Closing Castro Street between Evelyn and California Streets to vehicle traffic created vital outdoor space for gathering and recreation, improved pedestrian access to local businesses, and does not allow bicycling within the Pedestrian Mall. In December 2025, City Council also voted to extend the closure across the Caltrain tracks, further enhancing pedestrian connectivity in the downtown core.
- ▶ **El Camino Real Protected Bikeways:** In partnership with Caltrans, the City implemented protected bikeways along El Camino Real between Sylvan Avenue and Rengstorff Avenue in 2024. This project improves bicycle connectivity for community members traveling along this major corridor, noted as a critical and challenging route for bicyclists in the existing conditions community survey. While important progress has been made, continued expansion of low-stress bicycle facilities across and around El Camino Real should remain a priority to create a truly connected network.

- ▶ California Street Complete Streets Pilot Program (Shoreline to Showers: Constructed in 2025, the pilot program implemented reduced vehicle lanes, protected intersections, high-visibility crosswalks and midblock crossings, and parking-protected bikeways with a buffered section and green bicycle lane striping at conflict points. The project exemplifies complete streets design, balancing the needs of all road users while improving safety and comfort for people walking and biking. Upon completion of the pilot period, the project will be evaluated based on safety outcomes, operational data, and community feedback. That evaluation will inform a decision to either advance the project to a permanent installation or implement revisions accordingly.
- ▶ Vision Zero Marketing and Outreach Campaign: The City has completed the first phase of the Vision Zero outreach and education campaign to promote safety across Mountain View. Through this effort, the City provided information on pedestrian and bicycle safety at major citywide events and the farmers' market, and conducted a digital campaign. This effort also included safety videos explaining how to use the bicycle lanes on El Camino Real and the protected bicycle lane on California Street. This work is important for educating road users about the new bicycle and pedestrian facilities.
- ▶ Safe Routes to School Program (SRTS): SRTS continues to be a cornerstone of Mountain View's active transportation strategy. Through education, encouragement, engineering, and enforcement, the program promotes walking and bicycling to school, improves safety for students and families, and helps establish lifelong active transportation habits. The program's ongoing outreach and partnerships with school communities are essential and should be continued and expanded.

Mountain View also benefits from a network of existing multi-use trails (Stevens Creek Trail, Permanente Creek Trail, and Hetch Hetchy Trail) and integrated green street design elements, such as the protected bikeway with landscape on both sides of Charleston Avenue (top), planting strips with detached sidewalks on Martens Avenue (middle), and tree wells on Castro Street (bottom) (Figure 26). These provide safe, off-street, and low-stress connections for people walking, biking, and rolling in the city.

FIGURE 26 EXISTING GREEN STREET ELEMENTS

Other key successes demonstrate how programmatic tools and supportive programs help advance the ATP. The North Bayshore Precise Plan, for example, uses trip caps and regular monitoring to ensure transportation demand aligns with multimodal infrastructure investments, managing congestion while encouraging walking, biking, and transit use. Complementing this, initiatives such as the Neighborhood Traffic Management Program (NTMP), downtown bicycle-sharing partnerships, and free to ride Mountain View Community Shuttle further support safe, convenient, active and low-stress travel throughout the city.

Recommendations for the Future

Using the Guiding Principles of Mobility & Connectivity, Safety & Comfort, Access & Equity, Sustainability & Biodiversity, and Innovation & Action-Oriented, the MVATP identified projects that improve safe, equitable and comfortable connections across the city and programs and policies that continue to support active transportation.

Infrastructure projects went through a scoring and prioritization process using spatial, demographic, community input and organizational data, whereas policy and program recommendations went through an internal city review to finalize the list, based on planning precedent, best practice and state legislation and program research conducted in the first phase of the project.

SCORING & PRIORITIZING INFRASTRUCTURE PROJECTS

Scoring and prioritizing infrastructure projects is a standard exercise in transportation planning that grounds decision-making in data and community input. Projects are scored according to their potential to achieve the plan's visions and goals, and prioritize practical aspects that may affect the feasibility of a project such as potential project costs, implementation timeline and the opportunity to leverage planned work or funding. While a scoring and prioritization process may evaluate an extensive list of potential projects, the goal of the exercise is to develop a list of projects that could be planned and/or implemented over the anticipated timeframe of the plan.

The MVATP scoring process used seventeen 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 (Table 5). Mountain View staff across several departments, along with the TAC, ATPAC, BPAC, CTC, and City Council, all provided input into the scoring and prioritization process.

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Access and Equity	Supports lower income residents	U.S. Census data	Project is not within a low- or low-to mid-income census tract	0
			Project is within a low- to mid-income census tract defined as having more than 14% of the population below 200% of the federal poverty level (FPL).	7
			Project is within a low-income census tract defined as having more than 28% of the population below 200% of FPL.	14
Access and Equity	Fills a gap in existing sidewalk network	City of Mountain View GIS data	Project does not close a sidewalk gap	0
			Project partially closes a sidewalk gap	3
			Project does close a sidewalk gap	6.5
Access and Equity	Fills a gap in All Ages and Abilities (AAA) bicycle network	City of Mountain View GIS data	Project does not close a gap in the AAA bicycle network	0
			Project partially closes a gap in the AAA bicycle network	3
			Project does close a gap in the AAA bicycle network	6.5
Maximum score for Access and Equity scoring criteria				27
Safety and Comfort	Addresses community concerns	GIS data representing an aggregation of community comments from Maptionnaire survey, walk audits, other community events, and Mountain View's online and 311 community comment portals	Project area has low density of community comments (lower third)	0
			Project area has medium density of community comments (middle third)	4
			Project area has high density of community comments (top third)	9

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA (CONTINUED)

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Safety and Comfort	Addresses existing (historic) crash patterns	GIS crash data analysis from Mountain View Local Road Safety Plan	Project area has no or low density of fatal or severe injury crashes (bottom third)	0
			Project area has medium density of fatal or severe injury crashes (middle third)	7
			Project area has a relatively high density of fatal or severe injury crashes (top third)	14
Safety and Comfort	Improves pedestrian network density	Mountain View GIS data measuring the distance between pedestrian crossing opportunities	Project does not reduce pedestrian block length at all	0
			Project reduces pedestrian block length but not to less than 500'	2
			Project reduces pedestrian block length to less than 500'	4
Safety and Comfort	Reduces pedestrian crossing distance	Mountain View GIS data measuring the width of pedestrian crossing distance at intersections	Project does not decrease width of pedestrian crossing distance	0
			Project does decrease width of pedestrian crossing distance	5
Maximum score for Safety and Comfort scoring criteria				32
Mobility and Connectivity	Supports school children	Mountain View GIS data of all school locations	Project is more than 5-minute walk (0.25 mile) from a school (public or private)	0
			Project is less than 5-minute walk (0.25 mile) from a school or on a suggested route to school (public or private)	4
			Project fronts a school (public or private)	9

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA (CONTINUED)

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Mobility and Connectivity	Supports other key destinations (commercial center, park, trail, senior center or senior living community)	Mountain View GIS data of key destinations	Project is more than 5-minute walk (0.25 mile) from a key destination	0
			Project is less than 5-minute walk (0.25 mile) from a key destination	4
			Project fronts a key destination	9
Mobility and Connectivity	Improves first/last mile connection to transit	Mountain View GIS data of all transit stops	Project is not within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	0
			Project is within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	2
			Project is within 10-minute walk (0.5 mile) of major transit stop or high-quality transit corridor (bus or rail)	4
Maximum score for Mobility and Connectivity scoring criteria				22
Sustainability and Biodiversity	Reduces impervious surface area	Mountain View satellite imagery and GIS data	Project does not reduce impervious surface area	0
			Project reduces impervious surface area by less than 4%	2
			Project reduces impervious surface area by 4% or more	4.5
Sustainability and Biodiversity	Provide Plantable Space	Mountain View satellite imagery and GIS data	Project does not increase open space for plantings (per typical)	0
			Project provides enough space for ground cover plantings (plantable spaces < 5' wide)	2
			Project provides enough space for ground cover plantings and shade trees (plantable spaces ≥ 5' wide)	4.5

TABLE 5 MOUNTAIN VIEW ACTIVE TRANSPORTATION SCORING CRITERIA (CONTINUED)

GUIDING PRINCIPLE	SCORING CRITERIA	DATA SOURCE	METRIC THRESHOLDS	SCORE
Maximum score for Sustainability and Biodiversity scoring criteria				9
Feasibility	Order of Magnitude	Previous Mountain View project unit costs	\$\$\$ (> \$10M)	0
	Cost (includes environmental, ROW, etc.)		\$\$ (\$2M - \$10M)	1
			\$ (< \$2M)	2
Feasibility	Interagency Coordination	Assessment of agency jurisdictions and departmental responsibilities	City and 2 or more additional outside agencies	0
			City and 1 additional outside agency	1
			None, only city departments	2
Feasibility	Practical Implementation Timeframe	Mountain View staff professional judgment	Long	0
			Medium	1
			Short	2
Feasibility	Opportunity To Leverage Existing Planned Project	Mountain View staff professional judgment	No	0
			Yes	2
Feasibility	Alignment With Local, Regional And/or Federal Funding Sources/ Opportunities	Mountain View staff and consultant professional judgement	No	0
			Yes	2
Maximum score for Feasibility scoring criteria				10
Total maximum scoring across all scoring criteria				100

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 potential projects were then scored using each scoring criteria's metric threshold. A maximum score of 100 was possible; potential project scores ranged from a high of 88.5 to a low of 7. Additional details on the scoring methodology are provided in Appendix A.

City staff reviewed the twenty-four highest scoring potential projects and selected twenty to move forward into draft project concepts (the four other projects already have plans underway or are in the Caltrans right-of-way) (Table 6 and Figure 27).

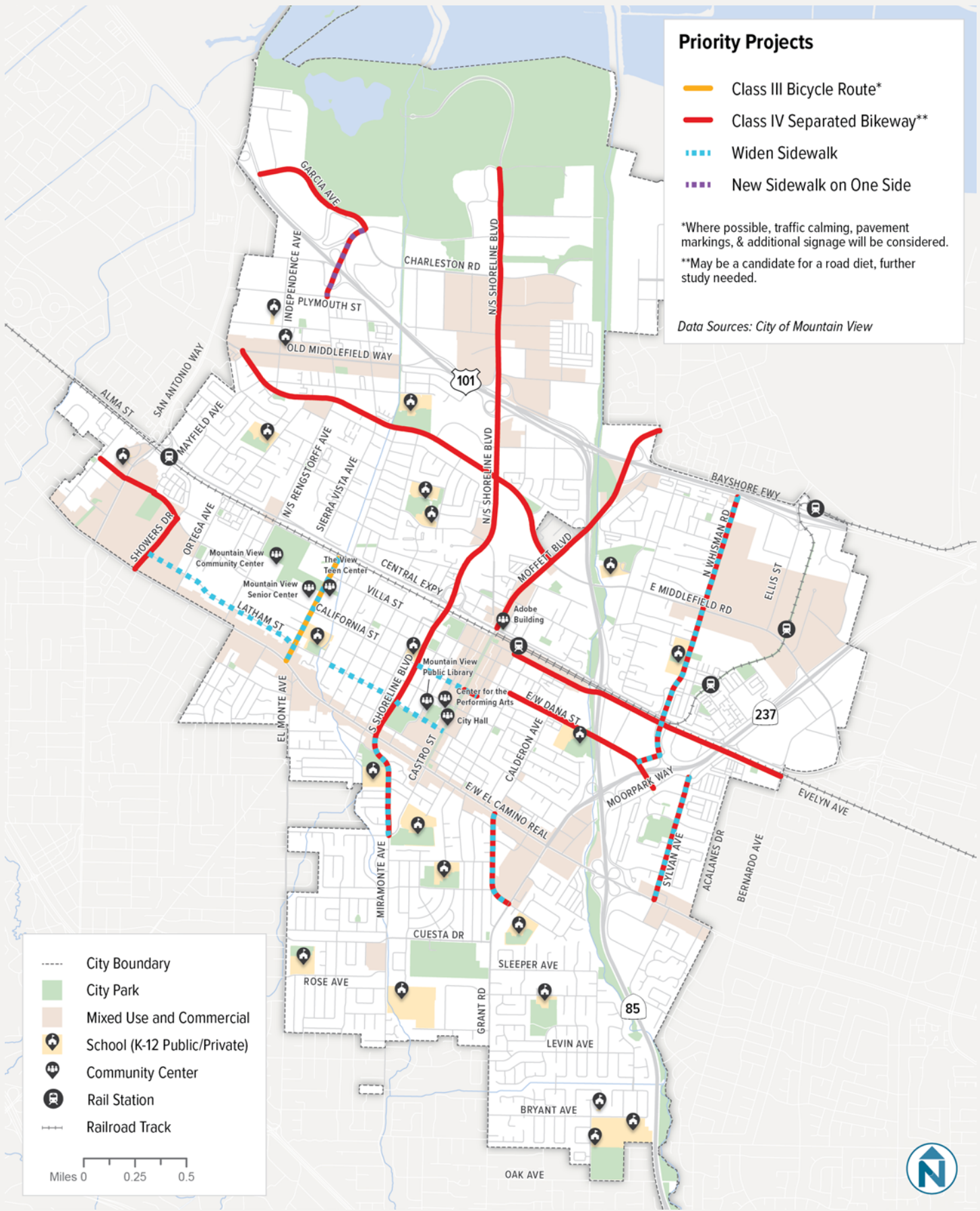
TABLE 6 MVATP IDENTIFIED PRIORITY PROJECTS WITH EXTENTS, MILEAGE, AND RECOMMENDATIONS

PROJECT NAME, EXTENTS	MILEAGE	RECOMMENDED PED AND BICYCLE IMPROVEMENT A	RECOMMENDED PED AND BICYCLE IMPROVEMENT B	RECOMMENDED PED AND BICYCLE IMPROVEMENT C
California Street, South Shoreline Boulevard to Showers Drive	1.38	Escuela Avenue Protected Intersection	Shoreline Blvd Protected Intersection	-
California Street, Showers Drive to Del Medio Avenue	0.5	Showers Protected Intersection	San Antonio Protected Intersection	-
Whisman Road, Fairchild Drive to East Dana Street	1.43	Dana Street Protected Intersection	Whisman Station Intersection Reconstruction	Pacific Drive Intersection Reconstruction
Escuela Avenue, Crisanto Ave to El Camino Real	0.5	California/Escuela Intersection Reconstruction	Rengstorff Park Pedestrian and Bicycle Crossing	Crisanto Avenue Intersection Tightening
California Street, Hope Street to South Shoreline Blvd	0.32	Castro Intersection Tightening	-	-
Showers Drive, California Street to El Camino Real	0.32	San Antonio Station Pedestrian Crossing	Target Paseo Crossing	-
West Middlefield Road, Moffett Blvd to Old Middlefield Way	2	Farley Street Bicycle and Pedestrian Trail Connection to Crittendon Middle School	San Veron, San Pierre, Terra Bella Pedestrian Crossings	Old Middlefield Intersection Tightening
Latham Street, Escuela Ave to Showers Drive	0.84	Rengstorff Protected Intersection	Showers Drive Bicycle and Pedestrian Crossing	Escuela Avenue Protected Intersection
South Shoreline Boulevard, Montecito Avenue to El Camino Real	1.1	Dana Street Bicycle Connection	Montecito Avenue Intersection Tightening	Central Expy Ramp Crossings
Latham St/Church St, Castro Street to Escuela Ave	0.85	Shoreline Boulevard - Protected Intersection	Oak Street - Crossing to Eagle Park	Pioneer Memorial Park Crossing

TABLE 6 MYATP IDENTIFIED PRIORITY PROJECTS WITH EXTENTS, MILEAGE, AND RECOMMENDATIONS (CONTINUED)

PROJECT NAME, EXTENTS	MILEAGE	RECOMMENDED PED AND BICYCLE IMPROVEMENT A	RECOMMENDED PED AND BICYCLE IMPROVEMENT B	RECOMMENDED PED AND BICYCLE IMPROVEMENT C
Rengstorff Avenue, Garcia Avenue to Leghorn Street	0.4	101 Ramp Crossings	Garcia/Amphitheater Protected Intersection	-
Dana St, Bush Street Moorpark Way	0.85	Moorpark Way Intersection Tightening	Calderon Protected Intersection	-
Miramonte Ave, El Camino Real to Marilyn Drive	0.5	El Camino Real Protected Intersection	Park Drive Pedestrian Crossing	Sonia Way Pedestrian Crossing
North Shoreline Blvd, Plymouth Street to Montecito Avenue	1.02	W Middlefield Protected Intersection	101 Ramp Crossings	-
Garcia Avenue, Amphitheater Parkway to Bayshore Parkway	0.6	Permanente Creek Trail Connection	Garcia/Amphitheater Protected Intersection	Salado Drive Pedestrian Crossing to Park
Evelyn Ave, Bush Street to South Bernardo Avenue	1.35	Stevens Creek Trail Connection	Bernardo Street Undercrossing	-
Phyllis Avenue, El Camino Real to Grant Road	0.5	El Camino Real, Hans Avenue, Grant Road Protected Intersections	Tyler Park Way and Pamela Drive Mid-Block Crossings-	-
Sylvan Ave, Moorpark Way to El Camino Real	0.6	Moorpark Way Intersection Tightening	Sevely Drive Pedestrian Crossing	El Camino Real Protected Intersection
North Shoreline Blvd, North Road to Plymouth Street	0.8	Amphitheater Parkway Protected Intersection	Charleston Road Connection to Sidepath	-
Moffett Blvd, RT Jones Road to Central Expressway	1.29	Middlefield Protected Intersection	101 Ramp Crossings	Stevens Creek Trail Connection

Note: See Figure 27 for map reference.



POLICY AND PROGRAM RECOMMENDATIONS

A list of policies and programs that support active transportation was developed, aligned with the MVATP vision and guiding principles. These were based on review of Mountain View and peer community planning precedent, best practices, and state legislation and program research. Programs and policies from previous planning efforts such as the Local Road Safety Plan were included if the action had not yet been implemented and had relevance to active transportation. These initiatives will be added as part of projects or programs, such as Safe Routes to School, not as new stand alone projects. Mountain View staff across several departments reviewed the list to determine feasibility, roles and responsibility and alignment with broader city values. The final list of policies and programs (Table 7) represent relatively low-cost actions that can be taken by the city to support active transportation.

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
No Right Turn on Red Policy	Implement a pilot to prohibit right turns on red (RTOR) at selected locations to improve safety, comfort, and confidence for pedestrians and cyclists at signalized intersections. No RTOR can be reinforced with various sign and signal interventions.	Safety & Comfort	Public Works (PW) & Police Department (PD)
Leading Pedestrian Interval Policy	Providing pedestrians with a headstart when entering a crosswalk will promote pedestrian safety and prioritization at intersections evaluated and recommended by staff.	Access & Equity	PW
Greening / Tree Canopy Improvements	Incorporate greenery and street trees into larger infrastructural improvements along roadways. These can have the dual benefit of serving environmental and planning goals and elements of a safer street design.	Sustainability & Biodiversity	Community Services Department (CSD) & Community Development Department (CDD) & PW

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Daylighting	Implement and enforce the “Daylighting Law”, Assembly Bill 413, which became law in California in 2023. Daylighting prohibits stopping, standing, or parking within 20 feet of the approach side of any marked or unmarked crosswalk or within 15 feet where a curb extension is present. Daylighting provides greater visibility at intersections, improving safety for pedestrians and bicyclist crossing the street, as well as for drivers.	Safety & Comfort Mobility & Connectivity	PW & PD
Staff Continuing Education	Staff continuing education on the Vision Zero Action Plan and Local Road Safety Plan, defensive driving in City vehicles, Safe Systems Approach, and safety countermeasures will raise city staff proficiency in promoting and enforcing Safe Road interventions.	Safety & Comfort Access & Equity	Human Resources, Fire Department, CDD, PW & PD
Evaluation of Speed Limits and Speed Zones	Examine opportunities for speed limit reductions allowable through the California Vehicle Code, such as measured changes in speed after a project’s completion or in a specific district or zone when justified by an engineering or traffic survey.	Safety & Comfort	PW & PD
Enforcement of School Zone Speed Limits	Enforcing school zone speed limits promotes driver awareness and caution in areas where youth are gathered.	Safety & Comfort	PW & PD
Update Bicycle Parking Standards	Incorporate recommended revisions to the Bicycle Parking Standards in Mountain View’s municipal code that call for simplified and more flexible standards to allow for the construction of more high-quality bicycle parking.	Mobility & Connectivity	PW & CDD

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

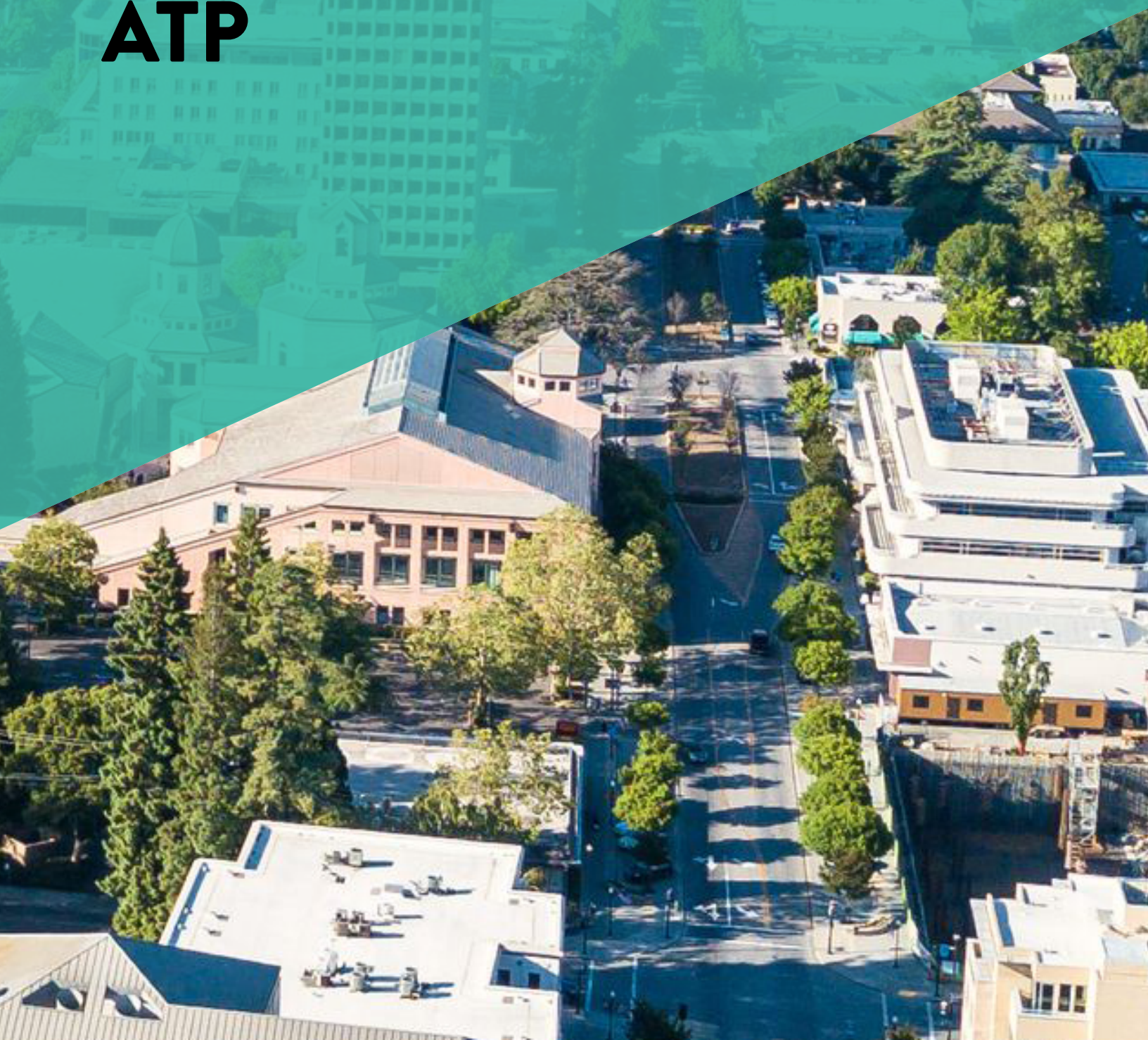
PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Education and Enforcement on Use of Personal Electric Micromobility Devices	Public education campaigns and safety trainings through established programs like Safe Routes to School and other high exposure outlets in Mountain View on the legal and appropriate use of personal electric micromobility devices (e.g, Class 1-3 e-bikes, e-motos, escooters), such as which devices are street legal, who can use them, where they are permitted to ride and park, applicable speed limits, and other best practices and regulations to promote safe and responsible use, and the enforcement of such.	Mobility & Connectivity	CDD, PD, CSD & Local School Districts/Schools.
Road Safety Education	Road safety education for all modes and road users to increase awareness of rules of the road/transportation system and responsibilities as travelers.	Safety & Comfort Access & Equity	PD
Consideration of Pedestrian Connectivity via Paseos in Property Development.	Paseos, or pedestrian-only streets, are narrow paths between buildings, alleys, or public staircases that provide safe walking and biking connections across neighborhoods. They must be enforced as pedestrian-only to be effective.	Safety & Comfort Access & Equity	PD
Bicycle Friendly Community Designation	The Bicycle Friendly Community designation from the League of American Bicyclists opens up resources that support the establishment and improvement of bicycle infrastructure and policy in Mountain View.	Safety & Comfort Access & Equity	PW
Walk safe designation/ re-up	The non-profit America Walks promotes walkability in communities around the country through Community Change grants and Walk Safe Community designations.	Safety & Comfort Access & Equity	PW
Expansion of Safe Routes Programs	Building off of Mountain View's successful Safe Routes to School (SRTS) program, add Safe Routes to Parks and Safe Routes to Transit programs to encourage safe walking, bicycling, transit riding and driving to important destinations within Mountain View, particularly for youth and families.	Safety & Comfort	PW, CSD & Transit Partners

TABLE 7 LIST OF RECOMMENDED POLICIES AND PROGRAMS (CONTINUED)

PROGRAM/ POLICY	DESCRIPTION	GUIDING PRINCIPLES	RESPONSIBLE DEPARTMENT (S)
Transportation Demand Management (TDM)	TDM focuses on establishing travel choice within a community through policy and programs to reduce dependency on automobile travel. TDM supports larger active transportation infrastructural improvements by making walking and biking trips more feasible. A TDM policy is currently underway by city staff.	Mobility & Connectivity	PW
Social Walks/ Rides	Regularly scheduled community-promoted walk or bicycle tours in different areas of the City focusing on encouragement and training for new users, raising community awareness or road safety and best practices. These could be organized through established programs like Safe Routes to School.	Safety & Comfort Access & Equity	PW
Maintenance of Active Transportation Facilities	Funding and programming for regular maintenance of active transportation facilities such as bicycle lane street sweeping and sidewalk cleaning and repair will uphold the safety and comfort of active transportation trips throughout the city.	Safety & Comfort	PW
Waste Bin Policy and Maintenance	Placing waste bins conspicuously throughout Mountain View promotes the proper disposal of waste.	Safety & Comfort	PW
Evaluation of Infrastructure Projects	Evaluation of infrastructure projects is important for monitoring and accountability. It helps to show whether projects had the intended impact of improving travel behavior and safety for multiple modes. Funding programs such as the CTC's Active Transportation Program require pre- and post-counts of walking, bicycling and vehicles.	Mobility & Connectivity	PW

04

LET'S ROLL! IMPLEMENTING THE ATP



Implementation Process Considerations

The development of the project scenarios, cross sections, cost estimates, and implementation strategies translated the MVATP vision and guiding principles into a practical framework for action. This chapter outlines the steps, resources, and decisions needed to change and move priority projects from concept to construction, including how to prioritize investments, manage trade-offs, and align projects with available funding opportunities. The implementation approach balances ambition with feasibility, ensuring projects advance safety, comfort, access, sustainability, and biodiversity while working within real-world constraints.

The Green Street scenario illustrates this approach by demonstrating how street space can be reallocated to improve safety, environmental performance, and the public realm. By examining material alternatives and identifying ways to manage challenges, it shows why strategic implementation matters. Effective implementation relies on collaboration and trust across City departments and with regional partners to advance shared transportation goals. All the infrastructure recommendations presented in this section will require further engineering review to confirm design adequacy and feasibility prior to implementation.

PROJECT PRIORITIZATION AND DESIGN CONSIDERATIONS

One of the five Guiding Principles of the MVATP is Action-Oriented and Innovation. To reflect this principle, priority project concepts were developed with two alternatives: resurfacing and reconstruction. Resurfacing represents Action-Oriented, offering lower costs and fewer barriers to implementation. Reconstruction represents Innovation, identifying opportunities to integrate new design guidance, infrastructure concepts, and green street elements.

Resurfacing

Resurfacing alternatives assume the street would undergo routine maintenance, including slurry seal or a grind and overlay, 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. The scope includes pavement markings, signage, and improved bicycle facilities such as concrete curbs or flexible delineator posts. Sidewalk construction or other concrete work is not included, although minor sidewalk maintenance may be performed to meet Title II ADA requirements. Where projects intersect or cross another agency’s right-of-way (e.g. Caltrans, Santa Clara County), coordination will be needed.

Reconstruction

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 pavement degradation or a similar scale of work. These alternatives allow for curb line adjustments and the installation of continuous Class IV bikeway separation, such as curbed planting strips along the bikeway. No additional right-of-way acquisition is assumed. Reconstruction projects may affect drainage patterns, trees, medians, and other existing features which will require further feasibility analysis. These projects are long-term, visionary concepts that would be adapted to site-specific conditions, recognizing that full implementation may not be practical on narrower streets.

For all alternatives, cross sections were developed based on these assumptions and are detailed in the cutsheets included in Appendix B. Each cutsheet provides a narrative describing existing conditions, proposed changes in each alternative, and implementation considerations, along with an illustrative cross section showing elements and widths. The cutsheets also include maps illustrating project limits and nearby destinations like parks and schools served by the improvements. Cross sections were developed using measurements from high-quality aerial imagery; however, field verification during future design may identify discrepancies that require adjustments.

Costs

Cost estimates for resurfacing alternatives were developed using generalized unit costs (based on city project bid results from 2023 and 2024) and frequency assumptions. These include, but are not limited to, resurfacing, striping, signage, and Class IV bikeway elements. The estimates are intended to reflect the incremental cost of installing bicycle facilities as part of a resurfacing project. Other elements that may be included in resurfacing projects—such as sidewalks or median islands—vary by location and are not included in these estimates.

The estimates also include percentage-based allowances for design, coordination, permitting, environmental review, and similar project development costs, which vary by project scale.

Costs for reconstruction alternatives were not developed. Reconstruction projects typically include substantial additional work unrelated to bicycle or pedestrian facilities, such as utility replacement and full-depth pavement reconstruction, and vary significantly by location. Due to these uncertainties, reliable cost estimates were not feasible. In most cases, the cost of bicycle and pedestrian facilities would represent a relatively small portion of the overall reconstruction project cost.

TABLE 8 ESTIMATED RESURFACING PROJECT COST FOR PRIORITY PROJECTS

PROJECT	LENGTH (MILES)	BIKEWAY CLASS IN RESURFACING ALTERNATIVE	EST. PROJECT COST (2025 DOLLARS IN MILLIONS)
California Street, South Shoreline Boulevard to Showers Drive	1.38	Class IV	\$5.5
California Street, Showers Drive to Del Medio Avenue	0.5	Class IV	\$2.0
Whisman Road, Fairchild Drive to East Dana Street	1.43	Class IV	\$5.7
Escuela Avenue, Crisanto Ave to El Camino Real	0.5	Class III	\$1.5
California Street, Hope Street to South Shoreline Blvd	0.32	Class III	\$1.0
Showers Drive, California Street to El Camino Real	0.32	Class IV	\$1.3
West Middlefield Road, Moffett Blvd to Old Middlefield Way	2	Class IV	\$8.0
Latham Street, Escuela Ave to Showers Drive	0.84	Class III	\$2.5
South Shoreline Boulevard, Montecito Avenue to El Camino Real	1.1	Class IV	\$4.4
Latham St/Church St, Castro Street to Escuela Ave	0.85	Class III	\$2.5
Rengstorff Avenue, Garcia Avenue to Leghorn Street	0.4	Class IV	\$1.6
Dana St, Bush Street Moorpark Way	0.85	Class IV	\$3.4
Miramonte Ave, El Camino Real to Marilyn Drive	0.5	Class IV	\$2.0
Garcia Avenue, Amphitheater Parkway to Bayshore Parkway	0.6	Class II	\$2.9
Evelyn Ave, Bush Street to South Bernardo Avenue	1.35	Class IV	\$5.4
Phyllis Avenue, El Camino Real to Grant Road	0.5	Class IV	\$2.0
Sylvan Ave, Moorpark Way to El Camino Real	0.6	Class IV	\$2.4

Note: Costs are estimates in 2025 dollars, based on information available at the time, and are expected to increase over time. Costs have been rounded up to nearest \$100,000.

SCENARIO: GREEN STREET INFRASTRUCTURE

Many streets in Mountain View contain excess roadway width that can be reallocated to better support walking, biking, and ecological functions. By shifting curb lines inward where feasible, space can be created along sidewalks to provide separation between people and vehicles, accommodate trees and stormwater features, and improve safety and overall quality of the public realm. While green street infrastructure may involve a greater upfront capital cost, long-term environmental health, traffic safety and social benefits are notable.



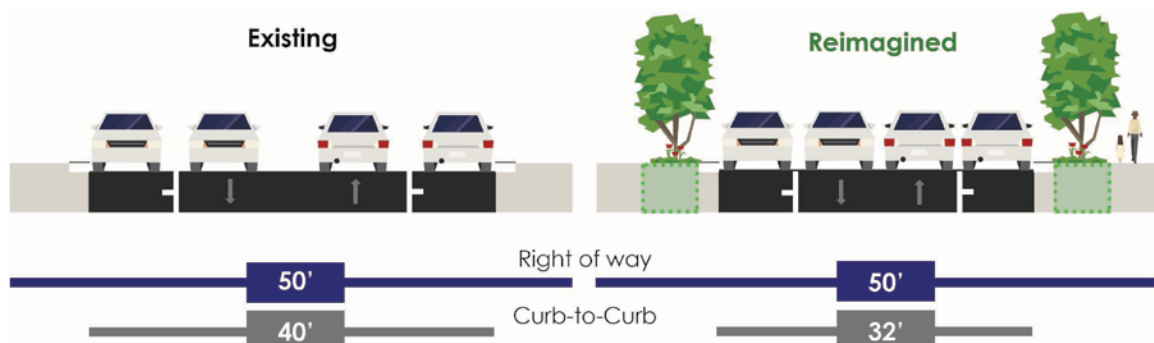
FIGURE 28
CONCEPT ILLUSTRATION OF GREEN STREET

Green street infrastructure represents a strategic investment in community well-being, environmental sustainability, and urban livability.

Material Alternatives

Based on block-level analysis, six material alternatives were evaluated against a base street modification cost of \$2.82 million (\$535 per foot of roadway) to create a 4-foot green infrastructure zone. Base costs assume one mile of street reconstruction and each material alternative's cost would be added to that. The estimate includes both sides of the street with no change to the overall roadway width (Figure 29). These estimates are intended to indicate relative costs rather than final construction prices.

FIGURE 29 ASSUMPTIONS FOR EXISTING AND REIMAGINED STREET



The estimate assumes full reconstruction of sidewalks and driveways within the right-of-way. Driveways are assumed to occur every 100 feet and to be approximately 20 feet wide. Cost data are based on aggregated City of Mountain View bid prices for similar projects and were rounded. Figure 30 illustrates the costs of various material alternatives for the reimagined street section.

FIGURE 30 ADD-ON COST PER MILE FOR MATERIAL ALTERNATIVES IN REIMAGINED STREETS BEYOND BASE STREET MODIFICATION COST



Benefits

- ▶ Mulch and aggregate provide immediate cost advantages over concrete.
- ▶ Drought-tolerant planted options begin providing environmental benefits early, such as temperature reduction and improved pedestrian comfort.
- ▶ Concrete provides durability, low maintenance, and predictable performance.
- ▶ Planted alternatives with irrigation and bioswales deliver growing returns over time such as expanded tree canopy, better air quality, stabilized maintenance costs, and cost-effective MRP 3.0 compliance.

Trade-Offs

- ▶ Concrete has high upfront costs and limited ecological or community benefits.
- ▶ Mulch and aggregate may require more frequent replenishment or upkeep, adding to ongoing maintenance costs.
- ▶ Planted options need irrigation and care during establishment.
- ▶ Irrigated and bioswale-planted landscapes require higher initial investment. These plantings will also require maintenance such as irrigation and pruning after maturity.

Challenges and Mitigations

Moving curb lines can significantly increase project complexity and cost by triggering a range of additional infrastructure requirements. These include, but are not limited to: drainage analysis and utility adjustments; sidewalk, signal, and driveway demolition and reconstruction; and extensive coordination with property owners. It requires more complex engineering, construction, and interagency coordination beyond the basic street maintenance. Table 9 outlines the key considerations associated with green street projects and practical ways to reduce or manage them.

TABLE 9 COMMON GREEN STREET CHALLENGES AND POTENTIAL SOLUTIONS

CHALLENGE	MITIGATION
Higher upfront capital costs	While costs are primarily upfront, the environmental, aesthetic, and infrastructure benefits persist for the life of the tree and associated improvements.
Tree roots can lift sidewalks	Careful species selection, appropriate planting techniques, and the use of modified sidewalk sections can reduce the risk of root-related damage.
Potential property damage from falling limbs	Tree species limited to small or medium-sized varieties that are unlikely to pose a risk to adjacent private property.
Reduced visibility within the right-of-way	Tree placement will be carefully coordinated to avoid sight triangles and maintain safe visibility at intersections and driveways.
Requires ongoing maintenance	All maintenance will be performed by the City as part of its standard operations.

Implications of Green Streets

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. Simply put,

Green Streets = Active Transportation + Biodiversity + Green Infrastructure.

“I think trees can do wonders in making some of the overwhelming walking areas (e.g. along Central around Rengstorff) less so and make it more pleasant and psychologically feel safer.”

Figure 31 represents a range of green street elements and its benefits. Green stormwater infrastructure is required for Municipal Regional Stormwater Permit 3.0 compliance, managing runoff through increased pervious surfaces that reduce, slow, and treat stormwater while improving water quality. Street trees and vegetation enhance air quality by filtering pollutants and, when using native species, provide habitat corridors that support pollinators and ecosystems in this biodiversity hotspot region.

GREEN STREETS

Mountain View’s tree cover is 19.5% of the city, with a goal of 22.7% by 2030.

Refer to the Biodiversity and Urban Forest Plan for more information about green streets progress, goals, and actions.

FIGURE 31 A FEW GREEN STREET ELEMENTS AND THEIR BENEFITS

Planting strip: Replaces heat-absorbing pavement; absorbs rainwater and reduces runoff



Cul-de-sac: Captures stormwater and improves local drainage



Tree well: Supports tree growth, providing cooling streets and shade for pedestrians



Bikeway: Provides safe, comfortable, and shaded routes



Parklet: Creates public spaces for rest and social interaction



Median: Filters air pollution and adds greenery to busy roads

Green street projects require strategic site selection, interagency coordination, and supporting policies. Engaging the residents and businesses early helps build support, address concerns about visibility and maintenance, and ensure designs reflect community priorities. Implementation strategies that reduce risk and build momentum include:

- ▶ **Pilot and phased projects:** Start with lower-risk streets that have favorable conditions to demonstrate feasibility. Use a phased approach that allows vegetation to establish while monitoring safety, performance, and maintenance needs. Lessons learned from these pilots will inform expansion to more complex or higher-priority locations in future years.
- ▶ **Target priority corridors and nodes:** Once pilot projects demonstrate success, focus investments on high-priority routes such as streets near schools, commercial areas, flood-prone segments, and existing or planned bikeways and trail connections. This approach advances both stormwater compliance and active transportation goals simultaneously.
- ▶ **Standardize designs:** Use simple, repeatable typologies such as corner curb extensions with bioretention, mid-block rain gardens, and permeable parking lanes to streamline design, permitting, construction, and maintenance.

Good candidates for these treatments include streets that are in need of utility upgrades or repairs, have excess pavement width, have drainage conditions that allow for curb line modifications, and supportive property owners. Any proposed green areas should be planned with consideration of existing underground utilities to avoid conflicts and ensure feasibility during installation and maintenance. Identifying streets with these characteristics can substantially reduce risk, cost, and implementation challenges.

Funding Sources for Active Transportation Projects

Funding to support active transportation infrastructure and programming is available from many different sources at the federal, state, regional and local level. A non-exhaustive list of potential funding options includes (Table 9):

Federal Funding

Safe Streets and Roads for All (SS4A)

SS4A is a federal-aid grant program for regional, local, and Tribal initiatives to improve roadway safety. Funding is provided for Planning and Demonstration Grants that support the development of a comprehensive safety action plan that identify the most pressing roadway safety concerns in a community and implement solutions. Implementation Grants fund projects and initiatives to address identified roadway safety issues. An eligible Action Plan must be adopted before applying for implementation funds.

Highway Safety Improvement Program (HSIP)

HSIP is a federal-aid program that supports states' efforts to significantly reduce fatal and serious injuries on public roads with spot or systemic safety improvements. California splits HSIP funds between state HSIP for state highways and local HSIP for local roads. Recipient agencies are required to have a completed Local Road Safety Plan (LRSP) or an equivalent plan to be eligible.

Community Development Block Grant (CDBG)

The CDBG program is a federal grant program funded by the Department of Housing and Urban Development (HUD) to support various projects and programs serving low-income areas. CDBG funds may be used for transportation infrastructure projects such as sidewalk construction, provided they expand economic opportunities for low- and moderate-income households through increased mobility, safety, and accessibility. Mountain View receives about \$600,000 each year in CDBG funds that are primarily allocated to non-profit agencies on a two-year application cycle.

State/Regional Funding

California Transportation Commission Active Transportation Program (ATP)

The Active Transportation Program consolidated various transportation programs into a single program and was originally funded at about \$123 million a year from a combination of state and federal funds. The goals of the ATP include increasing trips completed by walking and biking, increasing the safety and mobility of pedestrians, advancing climate and public health goals, and supporting projects that benefit many types of users including disadvantaged communities. Other Santa Clara County cities have previously been awarded ATP funds to fund pedestrian and bicycle safety projects.

Strategic Growth Council Affordable Housing and Sustainable Transportation Program (AHSC)

As a grant program of the State of California, the AHSC Program funds affordable housing and transportation projects close to jobs, schools, and other daily destinations to help California meet both its climate and equity goals. AHSC provides funding for affordable housing developments, sustainable transportation infrastructure, and programs that encourage residents to walk, bicycle, and use public transit. Mountain View received \$49.7 million to transform an underutilized parking lot into a 7-story development with 161 apartment units within a ten-minute walk of a major multimodal transit station with bus, light rail, and commuter rail services.

Transportation Development Act Article 3 (TDA 3)

The TDA was enacted by the California Legislature in 1971 to improve existing public transportation services and encourage regional transportation coordination. It allocates tax revenue funding for transit and non-transit related purposes that comply with regional transportation plans. Eligible counties with a population under 500,000 may also use funds for local streets and roads, construction and maintenance. TDA 3 funds are a subset of the overall TDA funds collected specifically for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC), the nine-county MPO in the San Francisco Bay Area, allows counties to use these funds for projects that are reviewed by a Bicycle Advisory Committee and approved by MTC.

Santa Clara Valley Transportation Authority (VTA) Measure B

Santa Clara County voters approved a 30-year, half-cent sales tax to enhance transit, highways, expressways, and active transportation. Collection began April 2017 and funds are allocated across various categories including streets & roads, light and commuter rail, bicycle and pedestrian transportation, and transit operations. VTA releases a Call for Projects every year, with the most recent cycle offering \$2.2 million of funding for proposals of at least \$100,000.

Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Regional Fund

Since 1991, the Department of Motor Vehicles has imposed a \$4 surcharge on cars and trucks registering within the BAAQMD, also known as the “Air District”, to provide grant funding to projects that reduce motor vehicle emissions. The Air District’s Board of Directors approves Calls for Projects and allocates 60% of TFCA funds every year. The other 40% of funds are passed through nine Bay Area counties through the TFCA 40 Percent Fund.

Local Funding

California Transportation Commission (CTC) Local Partnership Program (LPP)

Using an annual \$200 million appropriation from the Road Maintenance and Rehabilitation Account, the LPP provides funding to counties, cities, districts, and regional transportation agencies that have approved fees or taxes dedicated to transportation improvements. LPP funds are used to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

TABLE 10 OVERVIEW OF POTENTIAL FUNDING OPTIONS

FUNDING MECHANISM	ALIGNMENT	DESCRIPTION
Federal		
Safe Streets and Roads for All (SS4A)	Policy	Federal grant program for initiatives to improve roadway safety projects that reduce or eliminate roadway fatalities
Highway Safety Improvement Program (HSIP)	Policy	Federal-aid program supporting states’ efforts to significantly reduce fatal and serious injuries on public roads.
Community Development Block Grant (CDBG)	Policy	Federal grant program by HUD to support various projects and programs serving low-income areas, including infrastructure projects that expand economic opportunities.

FUNDING MECHANISM	ALIGNMENT	DESCRIPTION
State/Regional		
California Transportation Commission Active Transportation Program (ATP)	Policy	State program disbursing funds to active transportation projects that promote walking and biking trips, pedestrian safety and mobility, and climate and public health goals.
Strategic Growth Council Affordable Housing and Sustainable Transportation Program (AHSC)	Policy	State grant program funding affordable housing and transportation projects close to jobs, schools, and other daily destinations that encourage residents to walk, bicycle, and use public transit.
Santa Clara Valley Transportation Authority (VTA) Measure B	Fiscal	County tax measure enacting a 30-year, half-cent sales tax to enhance transit, highways, expressways, and active transportation. Funds are allocated to streets and roads, light and commuter rail, bicycle and pedestrian transportation, and transit operations.
BAAQMD Transportation for Clean Air (TFCA)	Fiscal	\$4 surcharge on cars and trucks registering within the Bay Area Air District. Funds are used for grants to projects that reduce motor vehicle emissions.
Transportation Development Act Article 3 (TDA3)	Fiscal	Section of the 1971 TDA that specifically funds biking and pedestrian projects, Eligible counties with a population under 500,000 may also use funds for local streets and roads, construction and maintenance.
Local		
CTC Local Partnership Program (LPP)	Fiscal	An annual \$200 million appropriation for funding counties, cities, districts, and regional transportation agencies that have approved fees or taxes dedicated to transportation improvements. Funds can be used to support initiatives to improve infrastructure, mobility, and public health.

COLLABORATION

Coordination and collaboration are critical for the implementation of projects, programs and policies. The complexity of coordination was a factor when scoring projects, considering not just internal collaboration among City departments but also the level of coordination needed with regional and state partners such as Caltrans, VTA, and Santa Clara County to move projects toward implementation. Additional partners adds complexity but also fosters collaboration and trust and can help to achieve shared transportation goals. A recent example of effective cross-agency collaboration is the El Camino Real protected bikeways, installed in partnership with Caltrans to improve multimodal access along this key corridor.

COMMITMENT TO THE VISION & NEXT STEPS FOR THE CITY

Active transportation is an integral part of life in Mountain View, as evidenced by the high rates of walking and bicycling by those who travel about the city, and by the city and community's investment in active transportation programs and facilities.

The MVATP is a commitment to creating an active transportation system that strengthens the community's access to housing, employment, parks, schools and other destinations and enhances biodiversity. The plan complements other Mountain View planning documents and initiatives that support active transportation, safety, sustainability and biodiversity and will help to provide accountability to the community's commitment to these values.

Using the Guiding Principles of Mobility & Connectivity, Safety & Comfort, Access & Equity, Sustainability & Biodiversity, and Innovation & Action-Oriented, the MVATP identified sustainable projects that improve safe, equitable and comfortable connections across the city and programs and policies that continue to support active transportation. This list of projects, programs and policies provides an action plan and progress report for the next 5-10 years for the city to move projects forward in the capital planning process and to seek funding to further build out a sustainable and active infrastructure for all residents and visitors of Mountain View. All these elements would require in depth engineering review to determine their site-specific adequacy and feasibility.

APPENDIX A: PROJECT PRIORITIZATION



Appendix A – Project Prioritization Memo

Project prioritization is a standard exercise in transportation planning projects that grounds decision making in data and community input. It provides an objective assessment of potential projects, typically using a screening process and scoring criteria associated with a plan’s vision and goals and practical aspects that may affect the feasibility of a project such as jurisdictional purview, potential project costs, implementation timeline and the opportunity to leverage planned work or funding. While screening, scoring and prioritization process may evaluate an extensive list of potential projects, the goal of the exercise is to come down to a list of projects that could be planned and/or implemented over the anticipated timeframe of the plan.

Screening

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. The potential projects were initially screened to estimate the general scale and scope of project types (e.g., quick build or paint and post projects vs. corridor green street improvements) and categories of possible project types (e.g., pedestrian improvements, bicycle improvements, green streets). Projects were also screened to determine if the project was within the purview of the City’s responsibilities. The majority of potential projects were retained through the screening process.

Scoring

The MVATP scoring process used seventeen 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 (*Table 1: Mountain View Active Transportation Scoring Criteria* Table 1). Mountain View staff across several departments, the TAC, ATPAC and BPAC and CTC and City Council all provided input into the scoring and prioritization process.

Table 1: Mountain View Active Transportation Scoring Criteria

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
Access and Equity	Supports lower income residents	U.S. Census data	Project is not within a low- or low- to mid-income census tract	0
			Project is within a low- to mid-income census tract defined as having more than 14% of the population below 200% of the	7

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
			federal poverty level (FPL).	
			Project is within a low-income census tract defined as having more than 28% of the population below 200% of FPL.	14
Access and Equity	Fills a gap in existing sidewalk network	City of Mountain View GIS data	Project does not close a sidewalk gap	0
			Project partially closes a sidewalk gap	3
			Project does close a sidewalk gap	6.5
Access and Equity	Fills a gap in All Ages and Abilities (AAA) bicycle network	City of Mountain View GIS data	Project does not close a gap in the AAA bicycle network	0
			Project partially close a gap in the AAA bicycle network	3
			Project does close a gap in the AAA bicycle network	6.5
Maximum score for Access and Equity scoring criteria				27
Safety and Comfort	Addresses community concerns	GIS data representing an aggregation of community comments from Maptionnaire survey, walk audits, other community events, and Mountain View's online and 311 community comment portals	Project area has low density of community comments (lower third)	0
			Project area has medium density of community comments (middle third)	4
			Project area has high density of community comments (top third)	9

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
Safety and Comfort	Addresses existing (historic) crash patterns	GIS crash data analysis from Mountain View Local Road Safety Plan	Project area has no or low density of fatal or severe injury crashes (bottom third)	0
			Project area has medium density of fatal or severe injury crashes (middle third)	7
			Project area has a relatively high density of fatal or severe injury crashes (top third)	14
Safety and Comfort	Improves pedestrian network density	Mountain View GIS data measuring the distance between pedestrian crossing opportunities	Project does not reduce pedestrian block length at all	0
			Project reduces pedestrian block length but not to less than 500'	2
			Project reduces pedestrian block length to less than 500'	4
Safety and Comfort	Reduces pedestrian crossing distance	Mountain View GIS data measuring the width of pedestrian crossing distance at intersections	Project does not decrease width of pedestrian crossing distance	0
			Project does decrease width of pedestrian crossing distance	5
Maximum score for Safety and Comfort scoring criteria				32
Mobility and Connectivity	Supports school children	Mountain View GIS data of all school locations	Project is more than 5-minute walk (0.25 mile) from a school (public or private)	0
			Project is less than 5-minute walk (0.25 mile) from a school or on a suggested route to school (public or private)	4
			Project fronts a school (public or private)	9

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
Mobility and Connectivity	Supports other key destinations (commercial center, park, trail, senior center or senior living community)	Mountain View GIS data of key destinations	Project is more than 5-minute walk (0.25 mile) from a key destination	0
			Project is less than 5-minute walk (0.25 mile) from a key destination	4
			Project fronts a key destination	9
Mobility and Connectivity	Improves first/last mile connection to transit	Mountain View GIS data of all transit stops	Project is not within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	0
			Project is within 5-minute walk (0.25 mile) of any transit stop (bus or rail)	2
			Project is within 10-minute walk (0.5 mile) of major transit stop or high-quality transit corridor (bus or rail)	4
Maximum score for Mobility and Connectivity scoring criteria				22
Sustainability and Biodiversity	Reduces impervious surface area	Mountain View satellite imagery and GIS data	Project does not reduce impervious surface area	0
			Project reduces impervious surface area by less than 4%	2
			Project reduces impervious surface area by 4% or more	4.5
Sustainability and Biodiversity	Provide Plantable Space	Mountain View satellite imagery and GIS data	Project does not increase open space for plantings (per typical)	0
			Project provides enough space for ground cover plantings (plantable spaces < 5' wide)	2

Guiding Principle	Scoring Criteria	Data source	Metric thresholds	Scoring
			Project provides enough space for ground cover plantings and shade trees (plantable spaces \geq 5' wide)	4.5
Maximum score for Sustainability and Biodiversity scoring criteria				9
Feasibility	Order Of Magnitude Cost (includes environmental, ROW, etc.)	Previous Mountain View project unit costs	\$\$\$ (> \$10M)	0
			\$\$ (\$2M - \$10M)	1
			\$ (< \$2M)	2
Feasibility	Interagency Coordination	Assessment of agency jurisdictions and departmental responsibilities	City and 2 or more additional outside agencies	0
			City and 1 additional outside agency	1
			None, only city departments	2
Feasibility	Practical Implementation Timeframe	Mountain View staff professional judgment	Long	0
			Medium	1
			Short	2
Feasibility	Opportunity To Leverage Existing Planned Project	Mountain View staff professional judgment	No	0
			Yes	2
Feasibility	Alignment With Local, Regional And/or Federal Funding Sources/Opportunities	Mountain View staff and consultant professional judgement	No	0
			Yes	2
Maximum score for Feasibility scoring criteria				10
Total maximum scoring across all scoring criteria				100

The screened potential projects were scored based on the degree to which the anticipated improvements met each scoring criteria’s metric threshold. A maximum score of 100 was possible; potential project scores ranged from a high of 88.5 to a low of 7.

Prioritizing

City staff reviewed the twenty-four highest scoring potential projects and selected twenty to move forward into draft project concepts (the four other projects already have plans underway or are in the Caltrans right of way).

APPENDIX B: CUTSHEET DEVELOPMENT



Appendix B – Cutsheet Memo

Cutsheet Development Process

After all potential projects were scored, the priority projects were identified. Three projects were removed from the list because they are in Caltrans ROW, which elevated three other projects for which cutsheets would be developed. Additionally, during cutsheet development, three projects were removed because an adopted Precise Plan had already codified their proposed future conditions. After these refinements, 17 cutsheets were developed.

Table 1: Identified Priority Projects

Rank	Project Name	Extent	Total Score	Short Term Alternative	Long Term Alternative	Notes
1	California Street	South Shoreline Boulevard to Showers Drive	88.5	Y	Y	
2	California Street	Showers Drive to Del Medio Avenue	87.5	N – pilot project installed in 2025	Y	
3	Whisman Road	Fairchild Drive to East Dana Street	78.5	Y	Y	
4	Escuela Avenue	Crisanto Ave to El Camino Real	76.5	Y	Y	
5	California Street	Hope Street to South Shoreline Blvd	74.5	Y	Y	
6	Showers Drive	California Street to El Camino Real	73.5	Y	Y	
7	West Middlefield Road	Moffett Blvd to Old Middlefield Way	69.5	Y	Y	
8	Latham Street	Escuela Ave to Showers Drive	68.5	Y	Y	
9	South Shoreline Boulevard	Montecito Avenue to El Camino Real	68.5	Y	Y	
NA	El Camino Real	Rengstorff Ave to Shoreline Blvd	67.5			Caltrans ROW

Rank	Project Name	Extent	Total Score	Short Term Alternative	Long Term Alternative	Notes
10	Latham St/Church St	Castro Street to Escuela Ave	66.5	Y	Y	
11	Rengstorff Avenue	Garcia Avenue to Leghorn Street	66	N – Complete Streets Study underway in 2025	Y	
NA	Rengstorff	El Camino Real to Leghorn St	66			N - Planning study underway
12	Dana St	Bush Street Moorpark Way	65.5	Y	Y	
NA	E Middlefield Rd	Moffet Blvd to Central Expy	64			N - long-term design completed
13	Miramonte Ave	El Camino Real to Marilyn Drive	64	N - Complete Streets Study underway in 2025	Y	
NA	North Shoreline Blvd	Plymouth Street to Montecito Avenue	63.5			Removed – Refer to Precise Plan
14	Garcia Avenue	Amphitheater Parkway to Bayshore Parkway	63.5	Y	Y	Removed Amphitheater Parkway (Garcia Avenue to Bill Graham Parkway)
15	Evelyn Ave	Bush Street to South Bernardo Avenue	62.5	Y	Y	

Rank	Project Name	Extent	Total Score	Short Term Alternative	Long Term Alternative	Notes
16	Phyllis Avenue	El Camino Real to Grant Road	61.5	Y	Y	
17	Sylvan Ave	Moorpark Way to El Camino Real	57	Y	Y	Removed The Americana (El Camino Real to Continental Circle)
NA	North Shoreline Blvd	North Road to Plymouth Street	57			Removed – Refer to Precise Plan
NA	Moffet Blvd	RT Jones Road to Central Expressway	56.5			Removed – Refer to Precise Plan

Most projects were developed with two alternatives: resurfacing and reconstruction. In some cases, a resurfacing alternative was not included if a related study is underway or a project has been recently implemented.

Resurfacing alternatives assume the street will undergo routine maintenance, including a grind and overlay, creating a “blank slate” for installing bike facilities. These alternatives do not involve moving curb lines; therefore, the existing curb-to-curb width defines the space available for reallocation. The scope for these alternatives typically includes pavement markings, signage, and Class IV bikeway elements such as rubber armadillos or flexible delineator posts. Sidewalk construction or other concrete work is not included, although minor sidewalk maintenance may be performed to meet Title II ADA requirements. Where projects intersect or cross another agency’s right-of-way (eg Caltrans, Santa Clara County, etc.), coordination will be needed.

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. These alternatives allow for curb line adjustments and the installation of permanent Class IV bikeway separation, such as curbed planting strips along the bikeway. No additional right-of-way acquisition is assumed. Reconstruction projects may affect drainage patterns, trees, medians, and other existing features which will require further feasibility analysis. These projects are long-term, visionary concepts that would be implemented only when or if an opportunity for full reconstruction arises.

A basis of design was established that set criteria for various widths of elements that comprise the cross section.

Table 2: Basis of Design

Cross Section Element	Width (min. unless noted)
Sidewalk	5 ft
Sidewalk planting area	4.5 ft
Travel Lane	11 ft
Turning Lane	12 ft
Bike lanes (including curb + gutter)	5 ft
Buffered bike lanes	2 ft + 4 ft
Bike lanes	6 ft (preferred)
Parking lane	8 ft

Existing widths were then measured and documented in a spreadsheet to assess the available curb to curb and right-of-way width. For some projects, both widths vary within the limits. The most constrained segment was used to develop cross sections to represent a cross section that can be applied along the corridor. Future efforts will assess how to allocate excess width (e.g. widen Class IV buffers). Cross sections were developed using measurements from high-quality aerial imagery; however, field verification during future design may identify discrepancies that require adjustments. Once dimensions were reviewed and approved, cross section graphics were developed using these values. These graphics represent nominal width of each element and further design for these projects will refine dimensions.

Each cutsheet provides a narrative describing existing conditions like posted speed limit, traffic volume, destinations, transit service, existing cross section elements like travel lanes, bike lanes, sidewalks, planted space, turn lanes, etc. In addition, cutsheets also describe proposed changes in each alternative and implementation considerations as well as illustrative cross sections detailing the elements and widths. The cutsheets include area maps illustrating project limits and nearby destinations served by the improvements like schools and parks. Finally, the plan goals are linked to the project to describe how ATP goals are advanced by a given project. This narrative content, the maps, the plan goals, and the cross section were then compiled into a single page cutsheet for each project.

CALIFORNIA STREET

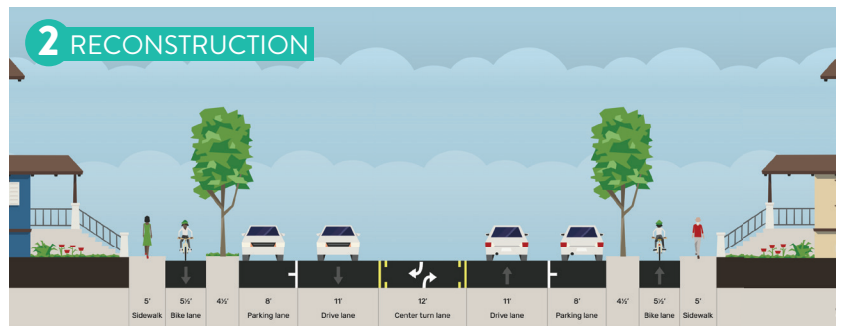
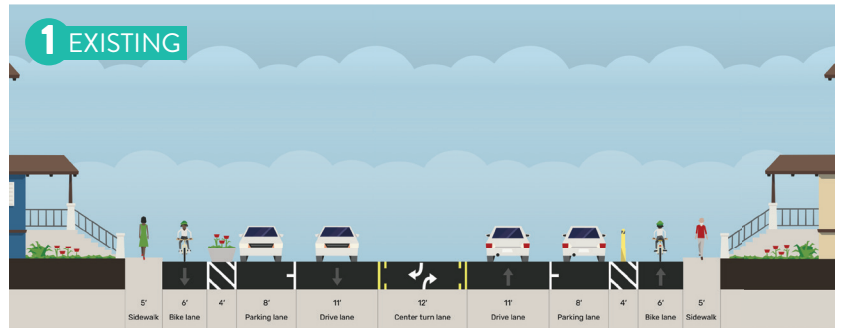
South Shoreline Boulevard to Showers Drive (1.38 miles)

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: California Street was redesigned in 2025 to remove one travel lane in each direction to add Class IV bikeways between Showers Drive and South Shoreline Boulevard and add 3 mid-block crossings. The land use along the street is primarily single-family residential toward the east and multi-family residential with some commercial toward the west. Destinations along or just off this street include Rengstorff Park, Klein Park, Castro/Mistral Elementary School and Mountain View Academy. Valley Transportation Authority Route 21 operates along California Street. The posted speed limit is 35 mph.

2. Reconstruction: This reconstruction concept proposes upgrading the existing bikeway buffers to planting strips and constructing protected intersections at Escuela Avenue, Rengstorff Avenue, and at Shoreline Drive. This concept will alter existing drainage patterns and have implications for future design and construction.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK



SAFETY AND COMFORT

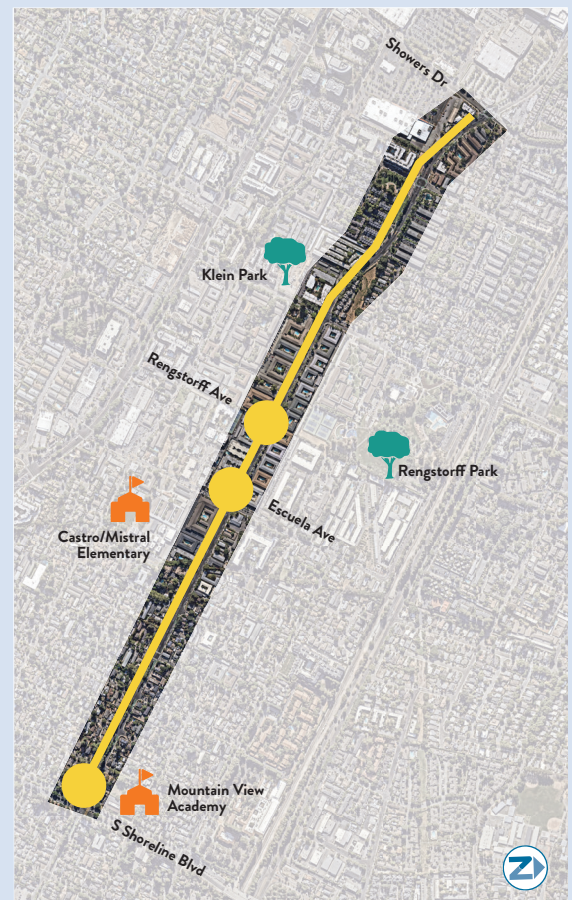


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **All Ages and Abilities** bicycle network and **access** to schools, parks, and senior centers in a **disadvantaged community** area of Mountain View.
- Improves **safety and comfort** through physical separation of bicyclists and vehicles on the roadway and decreases crossing distances for pedestrians at intersections.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



CALIFORNIA STREET

Showers Drive to Del Medio Avenue (0.5 miles)

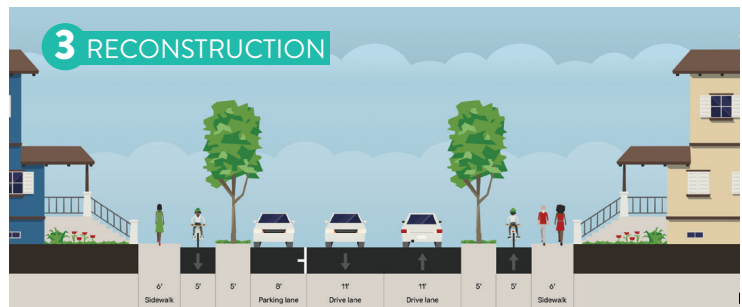
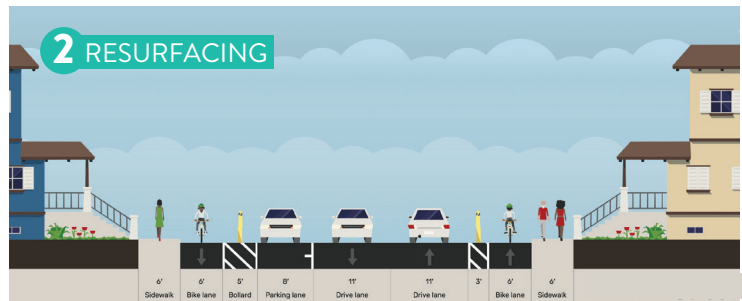
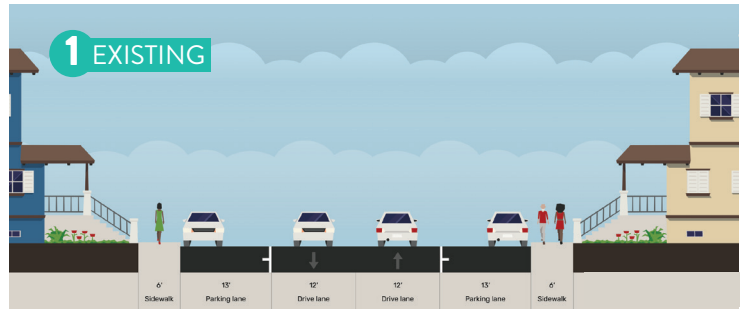
PROPOSED CONCEPTS

1. Existing: This segment of California Street is predominantly characterized by multi-family residential development, with occasional commercial uses. Class II bike lanes are provided between Showers Drive and San Antonio Street; however, west of San Antonio, the bike lanes are replaced with on-street parking. A center turn lane replaces the median near Showers Drive. Recent development just east of San Antonio Street has enhanced the pedestrian realm with detached sidewalks and planting strips and a Class II bike lane in each direction and a mid-block crossing at Aspen Way. This segment of California Street connects Mountain View bike network to Palo Alto, accesses Community School of Music and Arts and provides access to transit on San Antonio Street including Valley Transportation Authority Route 21 and MVGO D Shuttle. The posted speed limit is 35 mph.

2. Resurfacing: This concept narrows both travel lanes and one parking lane and consolidates parking to one side to create space for a Class IV bikeway in both directions. A parking analysis will be an implication consideration as this project develops.

3. Reconstruction: This concept upgrades the Class IV bikeways to include planting strips and repositions the on-street parking adjacent to the travel lane. This concept also proposes the construction a protected intersection at San Antonio Road and reconstruction at intersection with Showers Drive. This concept will alter existing drainage patterns and have implications for future design and construction. Project will require additional data collection to verify justification for parking changes. Coordination with San Antonio Precise Plan will be required.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK



SAFETY AND COMFORT

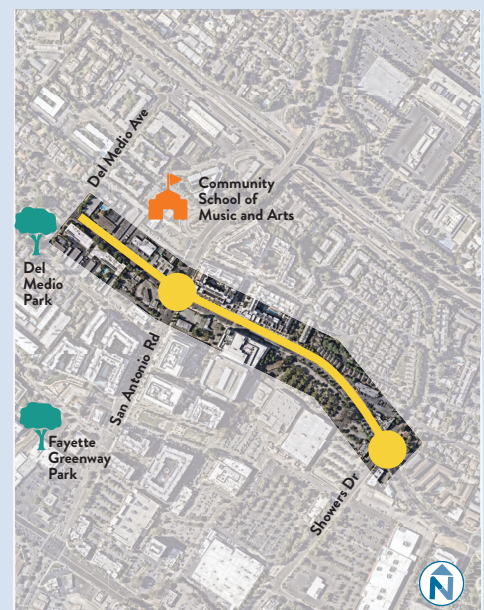


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **All Ages and Abilities** bicycle network and **access** to commercial services and Del Medio Park in a **disadvantaged community** area of Mountain View.
- Improves **safety** through physical separation of bicyclists and vehicles on the roadway and decreases crossing distances for pedestrians at intersections.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



WHISMAN ROAD

Dana Street to Fairchild Drive (1.43 miles)

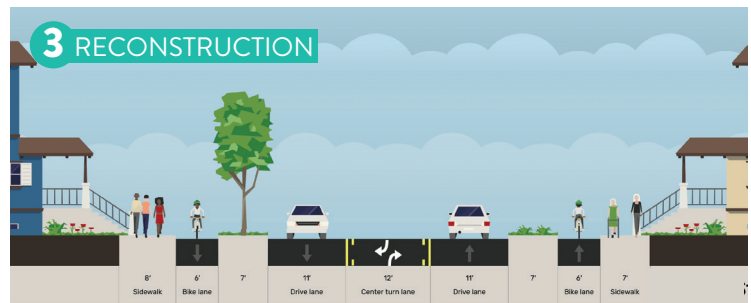
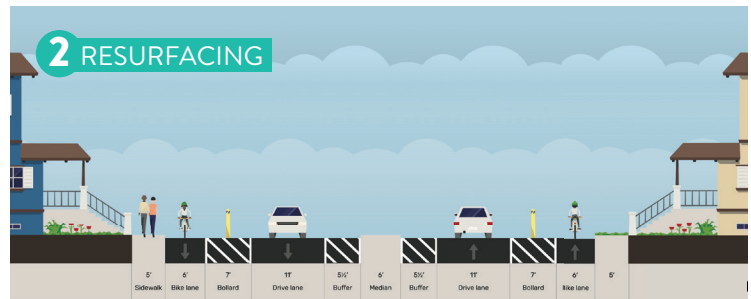
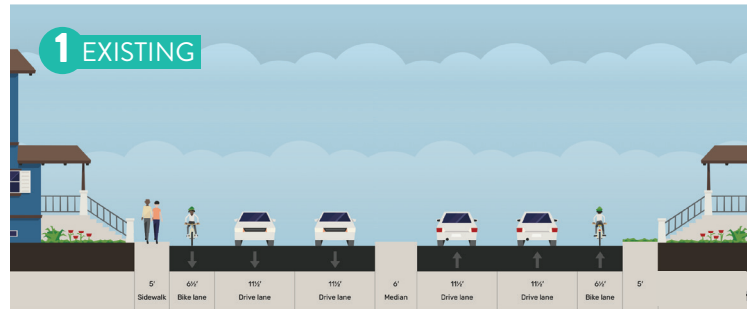
PROPOSED CONCEPTS

1. Existing: This segment of Whisman Road has primarily residential land use frontage, with some commercial frontage near Dana Street. Class II bike lanes exist along the corridor and connect to the Hetch Hetchy Trail, with on-street parking provided on the west side between Gladys Avenue and Fairchild Drive. The roadway has one travel lane in each direction from Fairchild Drive to East Middlefield Road and expands to two lanes in each direction for the remainder of the segment. There are no midblock crossings in this segment. The posted speed limit is 35 mph and there is 25mph school zone in front of Vargas Elementary School.

2. Resurfacing: This concept proposes narrowing travel lanes to create wider Class II bike lanes. There are no major implementation considerations for this concept.

3. Reconstruction: This concept proposes widening the city-owned bridge over Central Expressway to match the right-of-way width on the southern approach. Key elements of the concept includes narrowing the median, upgrading the Class II bikes lanes to Class IV bikeways and increasing the width. The concept also proposes adding a sidewalk on the east side, and incorporating planting strip to increase separation between pedestrians and vehicle traffic. A cycle track segment at Vargas Elementary should be considered as this project develops. This project also reconstructs the Pacific Drive and Whisman Station intersections and constructs a protected intersection at Dana Street. This project includes curb relocation as well as Santa Clara County and Caltrain coordination. Project will require additional data collection to verify justification of lane reconfiguration. Sidewalk widening will be constructed to maintain roadway widths as feasible. Coordination with details in East Whisman Precise Plan will be required.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



SAFETY AND COMFORT

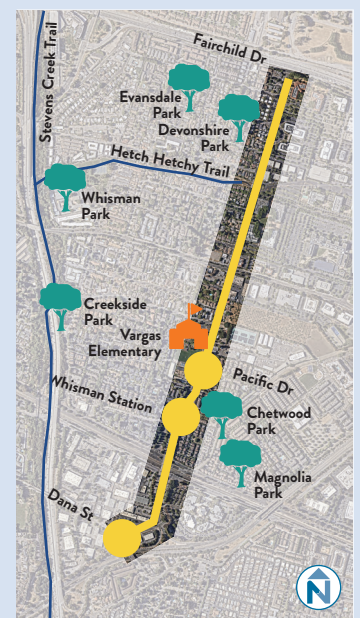


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** by completing a gap in the sidewalk network that provides better access to schools and other key destinations such as parks, commercial areas and transit.
- Improves **safety** through physical separation of bicyclists and vehicles on the roadway, and decreases crossing distances for pedestrians at intersections.
- Improves **sustainability** and biodiversity through increases in pervious surface area and plantable space.



ESCUELA AVENUE

El Camino Real to Crisanto Avenue (0.5 miles)

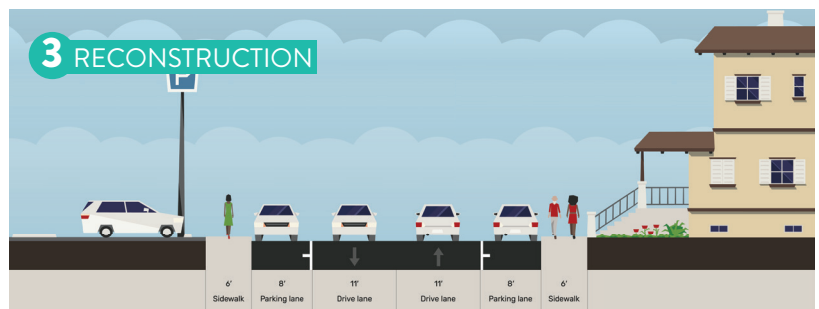
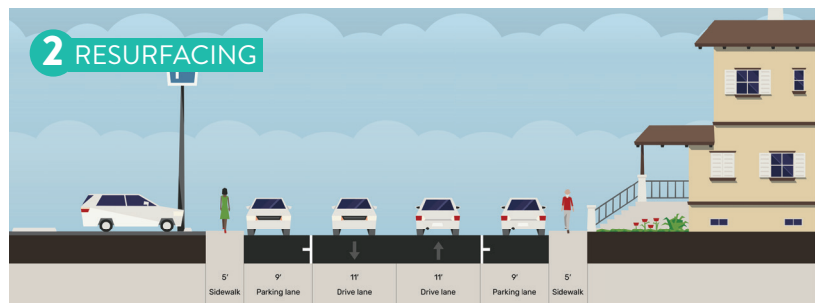
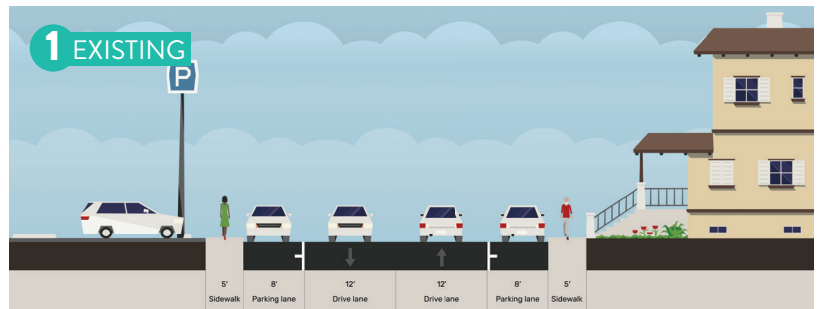
PROPOSED CONCEPTS

1. Existing: Escuela Avenue is primarily residential land use frontage, with some commercial uses near El Camino Real. The corridor also serves Castro/Mistral Elementary School and the Day Worker Center. The street provides one travel lane in each direction and on-street parking. Two improved crossings are provided—one serving Mistral Elementary and another serving a Red Route bus stop. At the California Street intersection, Valley Transportation Authority Route 21 serves the transit stops. Escuela Avenue also connects to a bike- and pedestrian-only entrance to Rengstorff Park. The posted limit is 25 mph.

2. Resurfacing: This concept proposes narrowing travel lanes to reallocate width for the widening of parking lanes to create a visual narrowing of the street to manage speeds. There are no major implications for this concept but this project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes narrowing parking lanes to reallocate width to the sidewalks, increasing separation between pedestrians and vehicular traffic as well as adding trees where feasible in the parking lane width. The concept also includes reconstruction of the intersections at Crisanto Avenue and California Street and constructing a pedestrian and bicycle crossing to Rengstorff Park. In addition to Caltrans coordination, this concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

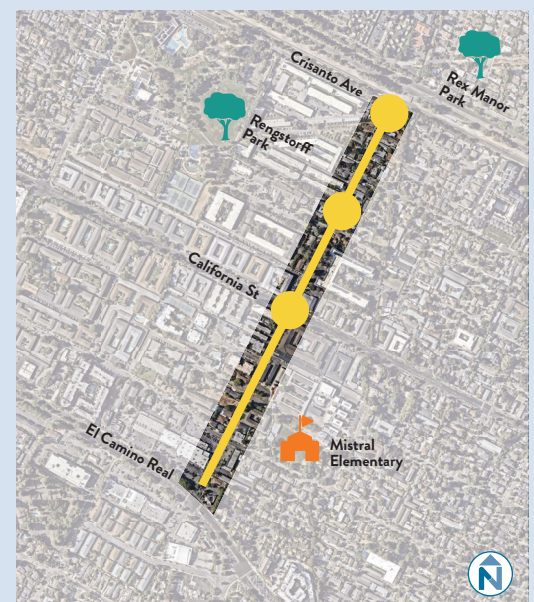


MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **comfort** and **accessibility** of walking to local schools, parks and community services through greater separation between the sidewalk and vehicles moving on the roadway in a disadvantaged community area of Mountain View.
- Improves **mobility** and **connectivity** through improved marked crossings at intersections and a mid-block/local road marked crossing.



CALIFORNIA STREET

Shoreline Boulevard to Bush Street (0.32 miles)

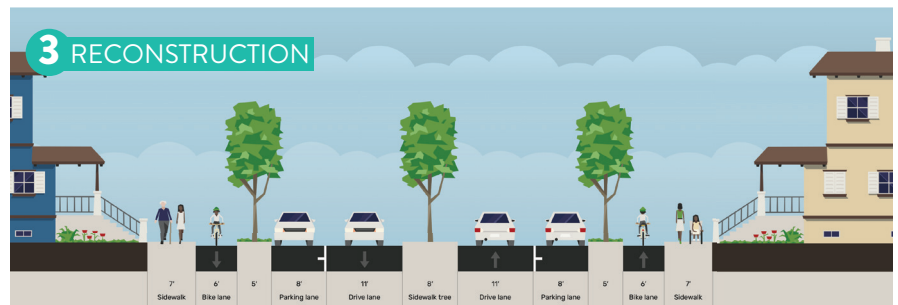
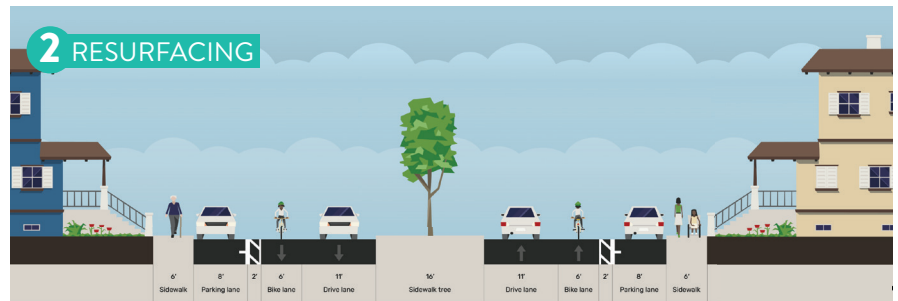
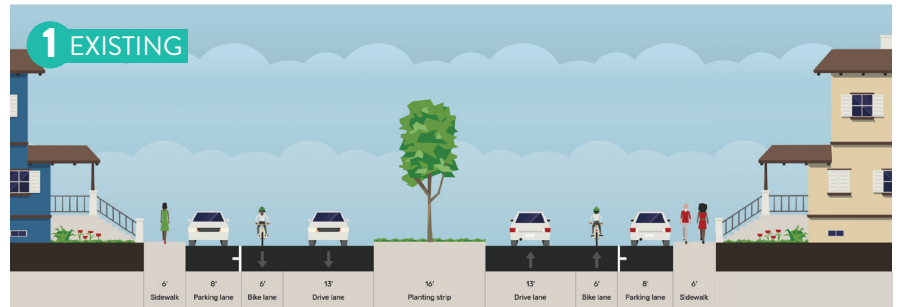
This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: California Street is primarily fronted with single-family homes, with commercial uses concentrated near the intersection with Castro Street. The corridor features continuous Class II bike lanes, on-street parking, attached sidewalks, and a landscaped median with trees. East of Hope Street, the roadway narrows to one travel lane in each direction, on-street parking, and detached sidewalks. California Street serves as an important connection into Downtown Mountain View. Nearby destinations include Pioneer Memorial Park, Eagle Park, and Mercy Bush Park. The posted speed limit is 35 mph.

2. Resurfacing: This concept proposes narrowing both travel and parking lanes to install wider Class II bike lanes. There are no major implications for this concept.

3. Reconstruction: This concept proposes narrowing the median to create detached sidewalks or widen existing sidewalk planting strips. The project upgrades the Class II lanes to Class IV bikeways with a curbed planting strip. This concept reconstructs the intersection at Castro Street. This project could require tree removal and will include curb relocation along the median and sidewalk which will alter existing drainage patterns. East of Hope Street, the available right of way narrows which means the cross section will look different in that section.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES

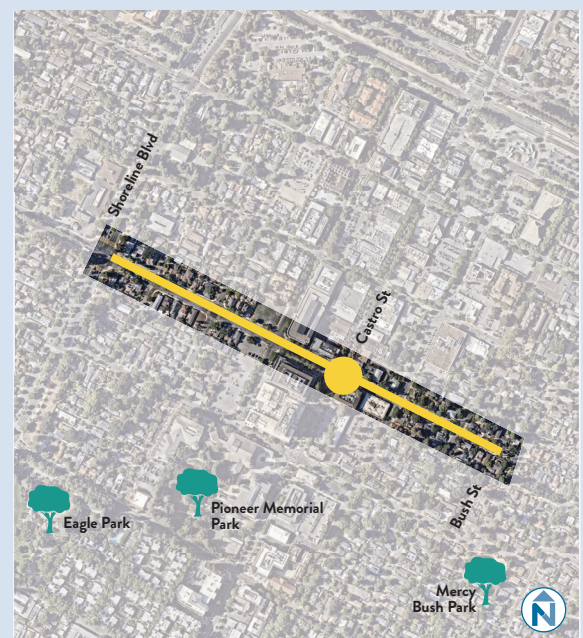


MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through improved marked crossings at intersections and more physical separation between bicyclists and vehicles in the roadway.



WEST MIDDLEFIELD ROAD

Moffett Boulevard to Old Middlefield Way (2 miles)

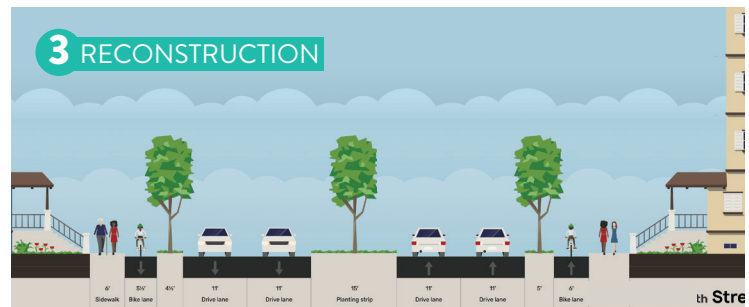
PROPOSED CONCEPTS

1. Existing: West Middlefield Road has a mix of single family residential, multifamily residential, and commercial land use. The cross section includes attached sidewalks, continuous Class II bike lanes, two travel lanes in each direction, and a planted median with trees. The posted speed is 35 mph. There are no mid-block crossings but there are two beacon crossings (Victory Avenue and Independence Avenue) and enhanced pedestrian crossing signage at San Pierre Way and Terra Bella Avenue. Middlefield Road has a connection to the Permanente Creek Trail at Farley Street and also serves as access for people biking or walking to Crittenden Middle School, Monta Loma Elementary School, and Theuerkauf Elementary School. The Gray Route operates along Middlefield Road. The posted speed limit is 35 mph and 9,000 vehicles in a day were counted east of Rengstorff Ave in 2024.

2. Resurfacing: This concept proposes narrowing the travel and bike lanes to install Class IV bikeways. There are no major implications for this concept.




3. Reconstruction: This concept proposes upgrading the Class IV bikeways to include curbed planting strips. Additionally, the project reconstructs the Old Middlefield Way intersection and constructs a trail connection at Farley Street along with upgraded crossings at San Veron, San Pierre, and Terra Bella. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction. Project will require additional data collection to verify justification for parking changes.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

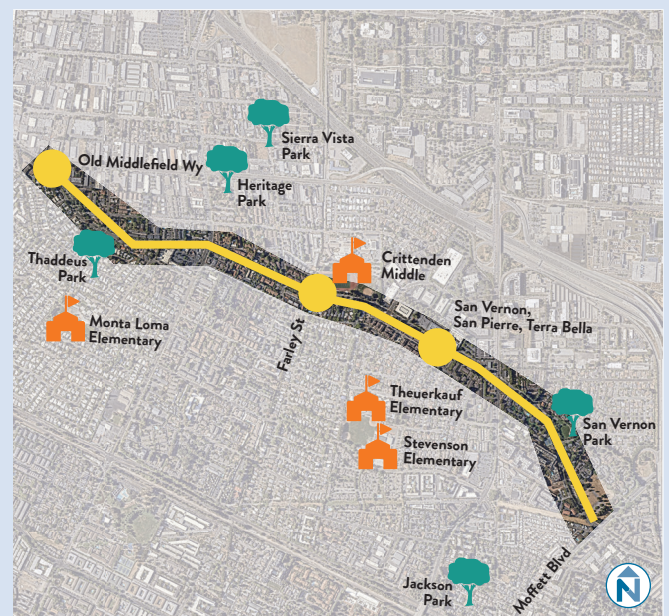
GUIDING PRINCIPLES

-  MOBILITY AND CONNECTIVITY
-  SUSTAINABILITY AND BIODIVERSITY
-  ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway, a new trail connection and improved marked crossings at intersections.
- Improves **access** to schools and other key destinations such as parks, commercial areas, and transit.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



LATHAM STREET

Showers Drive to Escuela Avenue (0.84 miles)

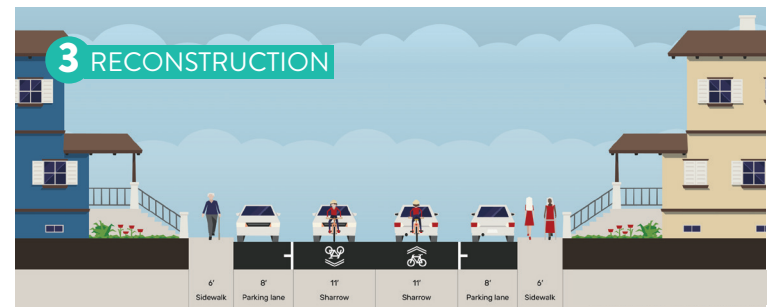
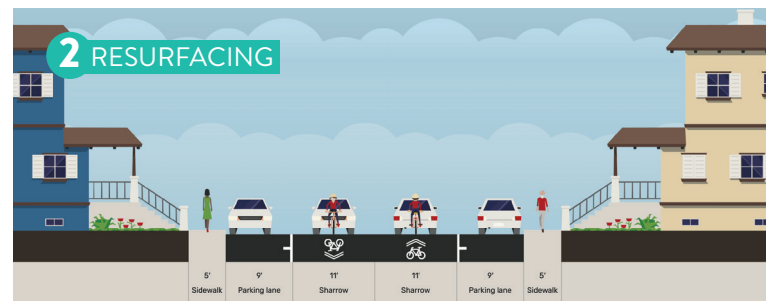
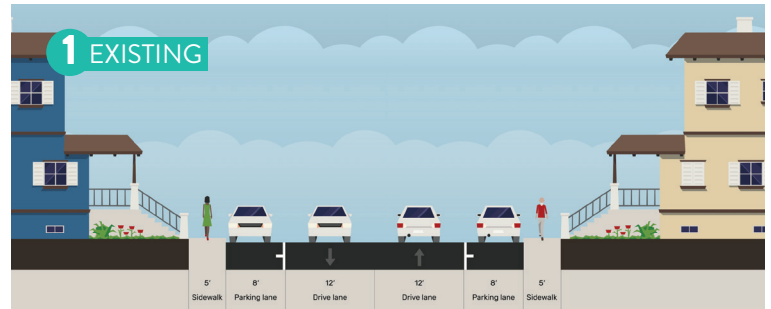
PROPOSED CONCEPTS

1. Existing: Latham Street has primarily multi-family residential frontage. The cross section operates as two travel lanes with parking on both sides and attached sidewalks. There are speed humps between Ortega Avenue and Escuela Avenue. Castro Elementary School is the east end of this segment and has a 15 mph school zone for Castro/Mistral Elementary School. The posted speed limit is otherwise 25 mph. Approximately 2,000 vehicles use this street west of Rengstorff Avenue (2024 count) each day. The development patterns have created long block lengths which makes the crossings and sidewalk connections to north-south streets important for pedestrians as well as those trying to access Valley Transportation Authority Route 22 one block south on El Camino Real. Nearby parks include Klein, Rengstorff and Gemello Parks.

2. Resurfacing: This concept proposes narrowing the travel lanes to widen the parking lanes to create a visual narrowing to manage vehicle speeds. There are no major implications for this concept.

3. Reconstruction: This concept proposes removing on-street parking on one side of the road to widen the sidewalks and incorporate sidewalk curbed planting strips (detached sidewalks). The concept also proposes adding trees where feasible in the parking lane width. Spot improvements include constructing crossings at Showers Drive, midblock between Ortega Avenue and Rengstorff Avenue, midblock between Rengstorff Avenue and Escuela Avenue, a protected intersection at Rengstorff Avenue, and a protected intersection at Escuela Avenue. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

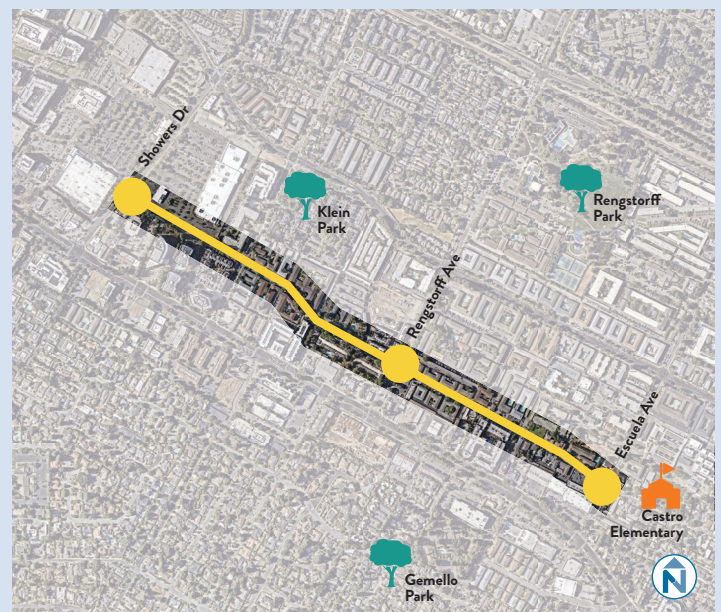


MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **comfort** and **accessibility** of walking to local schools, parks and community services through greater separation between the sidewalk and vehicles moving on the roadway and at intersections in a disadvantaged community area of Mountain View.
- Improves **mobility** and **connectivity** through improved marked crossings at intersections and a mid-block/local road marked crossing.



S SHORELINE BOULEVARD

El Camino Real to Montecito Avenue (1.1 miles)

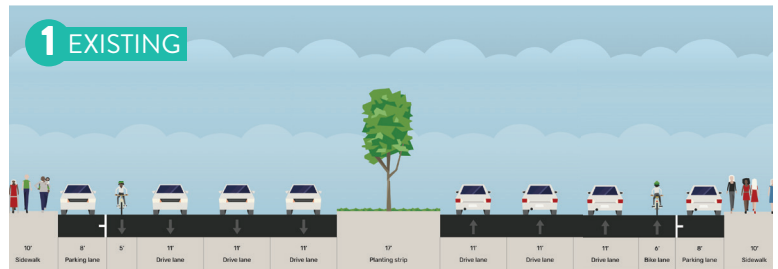
PROPOSED CONCEPTS

1. Existing: South Shoreline Boulevard has continuous Class II bikes lanes, on-street parking, and three travel lanes in each direction and attached sidewalks. There is a planted median with trees from El Camino Real to Villa Street. North of Villa Street the median narrows and is not planted; there is no sidewalk until Jackson Street. This street provides access to Eagle Park, Pioneer Memorial Park, and Mountain View Public Library, and Mountain View Academy. There is one mid-block crossing at Mercy Street where a median restricts vehicle traffic from crossing South Shoreline Blvd. Valley Transportation Authority Route 21 can be accessed at the intersection with California Street and Gray Route can be accessed at Villa Street. There is a connection for bikes and pedestrians to access Evelyn Street which is grade separated from South Shoreline Boulevard. Valley Transportation Authority Route 40 has a stop pair at Wright Street. The posted speed limit is 35 mph.

2. Resurfacing: This concept proposes removing one travel lane in each direction to accommodate Class IV bikeways and relocating parking away from the curb to provide separation between the bike lanes and vehicle lanes. Traffic operations and parking analyses will implicate this project's development as well as the maintenance considerations for planters. This project intersects with County and Caltrain right of way which will require coordination.

3. Reconstruction: This concept proposes upgrading the bikeway buffers to curbed planting strips. This design also incorporates additional sidewalk planting space. Spot treatments include the Montecito Avenue intersection and constructing improved Central Expressway ramp crossings and a bike connection at Dana Street.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

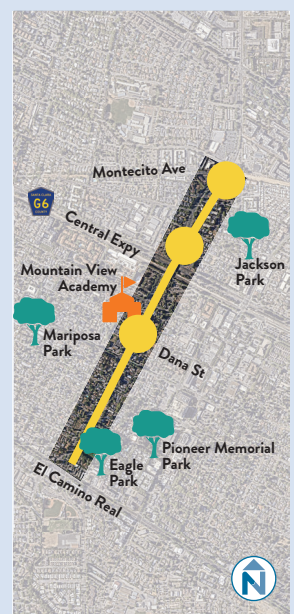


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and improved marked crossings at intersections and Central Expressway ramp crossings.
- Improves **access** to schools and other key destinations such as parks, community resources and transit.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



LATHAM/CHURCH STREET

Escuela Avenue to Castro Street (0.85 miles)

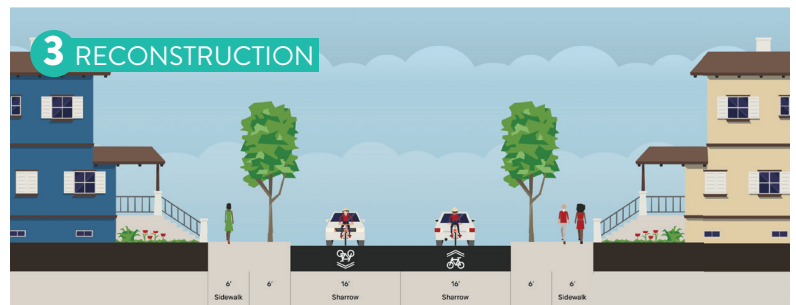
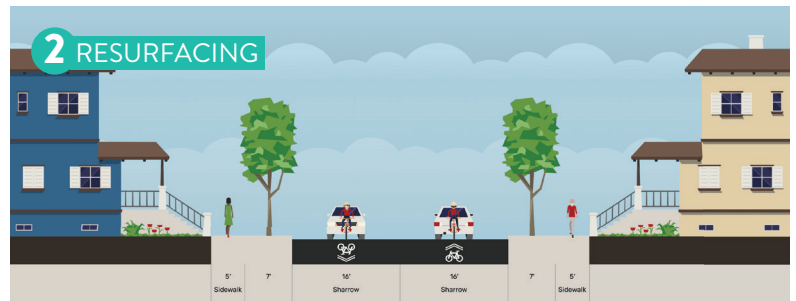
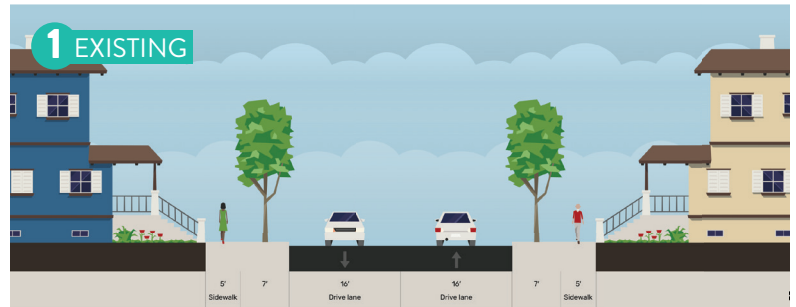
PROPOSED CONCEPTS

1. Existing: This street is primarily single-family residential with some multi-family and commercial land use. The block lengths are short and intersections are generally all way stops with marked crosswalks and some curb extensions to shorten crossing distances for pedestrians. The cross section includes on-street parking and two travel lanes. There are no bike lanes and the sidewalks are attached. The intersection with Shoreline Blvd is the only signalized intersection and is large which can make crossing uncomfortable for people walking or biking. Destinations on this street serves the Castro/Mistral Elementary School, Mountain View Whisman School District preschool, Eagle Park, and Pioneer Memorial Park. Castro Street is an important connection into downtown for people walking or biking. The posted speed limit is 25 mph and approximately 1500 vehicles a day use this street (2024 count).

2. Resurfacing: This concept proposes the implementation of a bike boulevard which includes speed management devices, bike boulevard markings, and wayfinding. There are no major implications for this concept.

3. Reconstruction: This concept proposes narrowing travel lanes and sidewalk planting spaces to reallocate width to the sidewalks. Treatments include a protected intersection at Shoreline Boulevard and pedestrian crossings at Oak Street and Pioneer Memorial Park. This project modifies curb lines which has drainage implications.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** through the implementation of a bicycle boulevard and comfort for pedestrians via a widened sidewalks on a low speed/low volume roadway.
- Improves **connectivity** through shorter crossing distances and marked crossings at intersections.



RENGSTORFF AVENUE

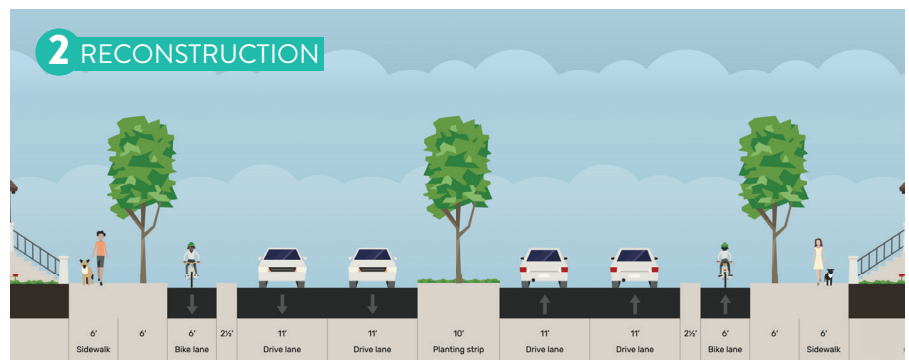
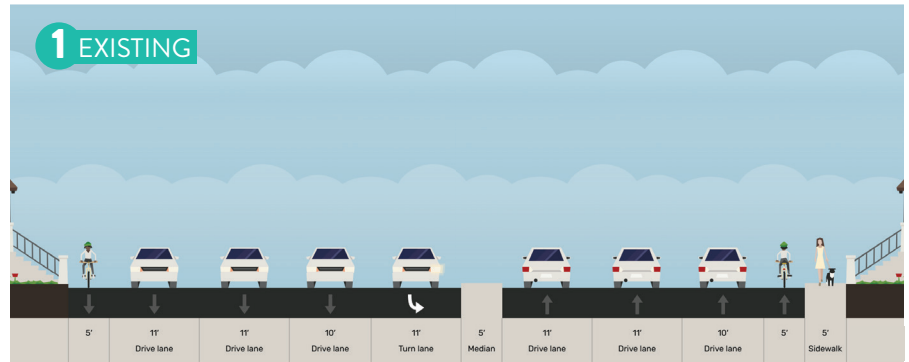
Leghorn Street to Garcia Avenue (0.4 miles)

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: Rengstorff Avenue in this segment has commercial land use near Leghorn Street and then corporate campus offices north of the Bayshore Expressway. There are on and off ramps to the expressway in both directions. There are continuous Class II bike lanes but sidewalks are not continuous. This segment is an important connection to Shoreline Park and for employees travelling to and from work at the large corporate campus. South of this segment, from Leghorn Avenue to El Camino Real, a complete streets study is underway.

2. Reconstruction: This concept proposes removing one travel lane in each direction to install Class IV bikeways. Curbed planting strips are added both along the sidewalk and between the bike lanes and vehicle travel lanes to provide increased separation and protection for cyclists. This project also constructs a protected intersection at Garcia Avenue/ Amphitheatre Parkway and improves crossings at the US-101 ramps. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction as well as Caltrans coordination. There is no resurfacing concept due to ongoing Rengstorff Complete Streets study. Project will require additional data collection to verify justification for lane reconfiguration.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES

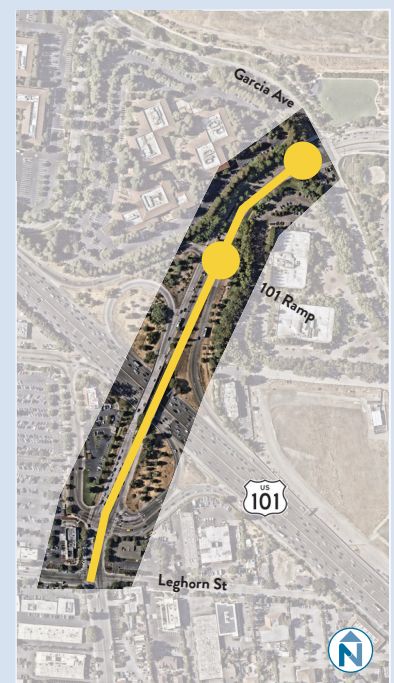


SAFETY AND COMFORT

WHY IS THIS IMPORTANT?

This project:

- Improves **safety** through physical separation of bicyclists and vehicles on the roadway, and decreases crossing distances for pedestrians at intersections.



DANA STREET

Bush Street to Moorpark Way (0.85 miles)

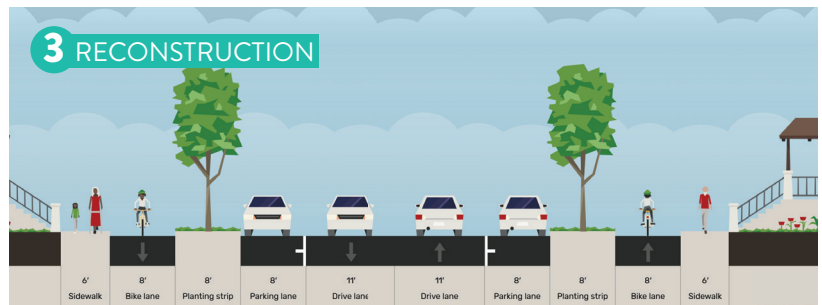
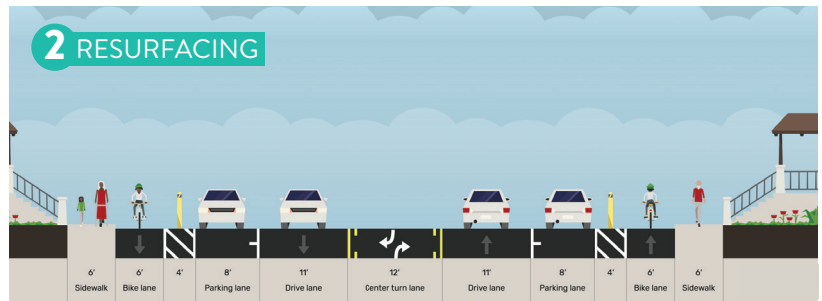
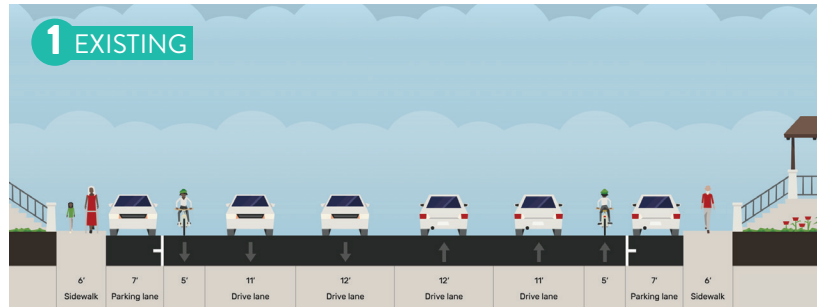
PROPOSED CONCEPTS

1. Existing: Dana Street is a neighborhood street with primarily residential use but there is some light industrial land use east of Highway 85. From Bush Street to Calderon Avenue the street has parking on both sides, one lane each direction, and the sidewalks are separated from the street by a planting strip. East of Calderon Avenue, a planted median separates directions of traffic and there are Class II bike lanes. East of Pioneer Way, there are two travel lane each direction and no median. The sidewalks are not separated from the street. This street has a connection the Stevens Creek Trail and directly serves Landels Elementary School. the posted speed limit is 35 mph and about 6,200 vehicles use this street each day (2024 count) just east of Pioneer Way.

2. Resurfacing: This concept proposes narrowing travel lanes and parking lanes and removing on-street parking on one side to provide space for the installation of Class IV bikeways. This project cross intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes a road reconfiguration to make room for curbed planted strips between the parking lane and the bike lane. Construction of a protected intersection at Calderon Avenue and reconstruction of the intersection at Moorpark Way is also proposed. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

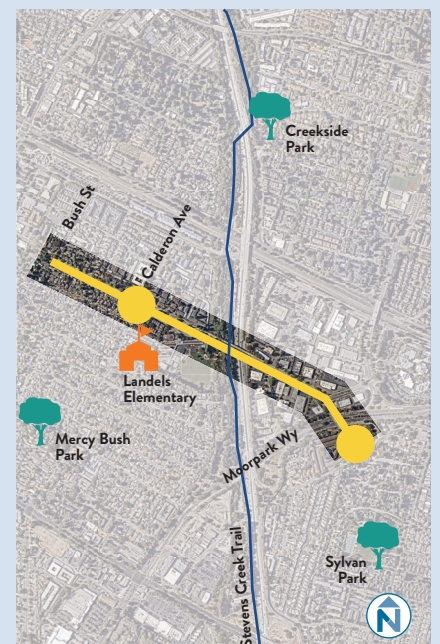


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and shorter crossing distances at intersections
- Improves **access** to schools and other key destinations such as trails and employment areas.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



MIRAMONTE AVENUE

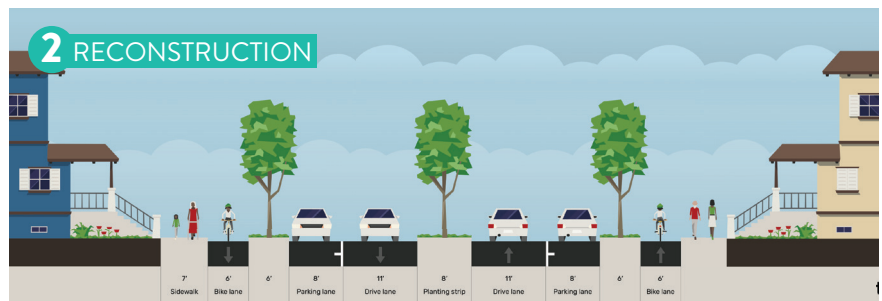
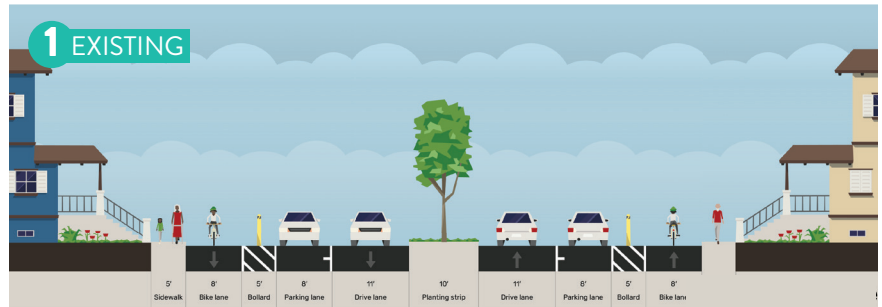
El Camino Real to Marilyn Drive (0.5 miles)

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: This segment of Miramonte Avenue has an active project underway called Miramonte Avenue Complete Streets Study, Project 23-31. Refer to that study for more information about existing conditions. The posted speed limit is 25 mph and 2024 counts collected near Sonia way showed about 6,000 vehicles use this street each day. Destinations along and near this street include Graham Middle School, St Joseph Catholic School, Eagle Park, Pioneer Memorial Park, and McElvey Ball Park.

2. Reconstruction: This concept proposes upgrading the bike lane buffer to a planted strip. Additionally, this concept proposes constructing a protected intersection at El Camino Real and pedestrian crossings at Park Drive and Sonia Way. This concept will alter existing drainage patterns by relocating curbs and have implications for future design and construction.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK

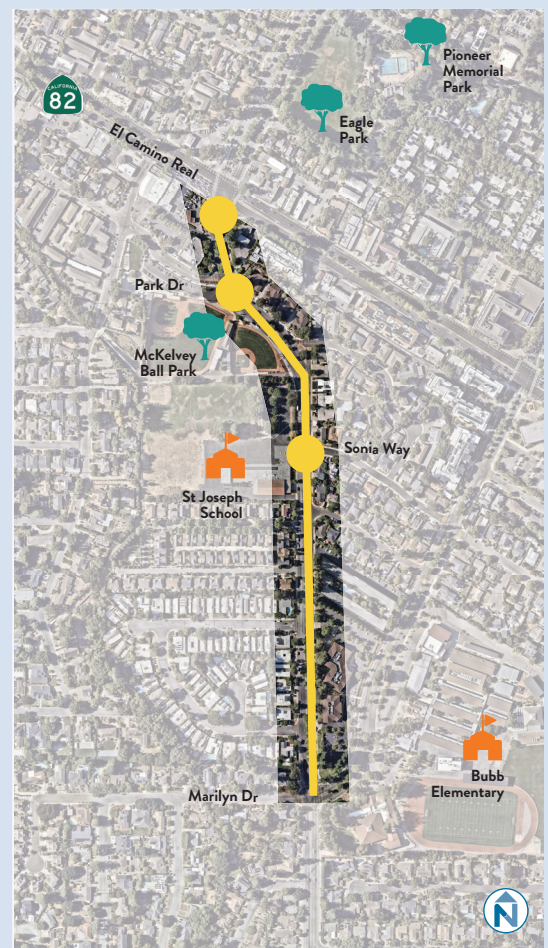


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and shorter crossing distances at intersections
- Improves access to schools and other key destinations such as community resources and employment areas.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



GARCIA AVENUE

Bayshore Parkway to Amphitheatre Parkway (0.6 miles)

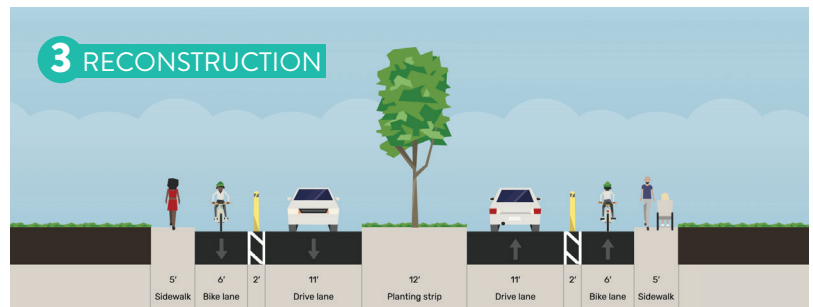
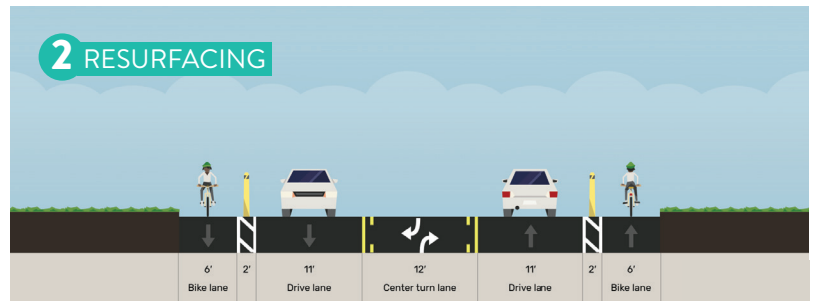
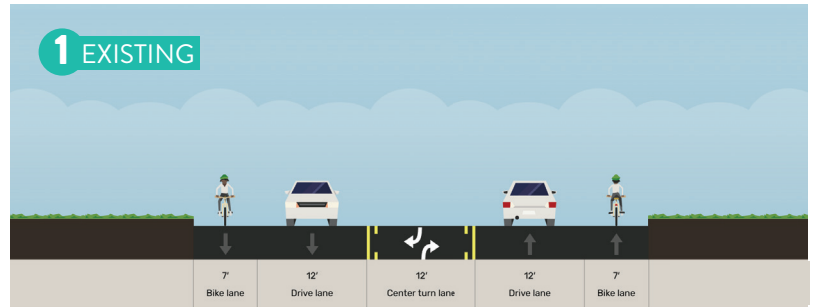
PROPOSED CONCEPTS

1. Existing: Garcia Avenue has corporate campus on both sides. Garcia Avenue generally has one travel lane in each direction and a center turn lane as well as continuous Class II bike lanes and some planted medians and mid-block crossings near Marine Way. Garcia Avenue provides access to Shoreline Park which a major destination for recreation and entertainment. The posted speed limit is 35 mph. This street is also addressed in the North Bayshore Precise Plan.

2. Resurfacing: This concept proposes narrowing travel lanes to reallocate space for wider Class IV bikeways. There are no major implications for this project.

3. Reconstruction: This concept proposes the removal of one travel lane in each direction to provide space for the installation of curbed planting strips for the Class IV bikeways. A queuing analysis will be required to move this concept forward.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES

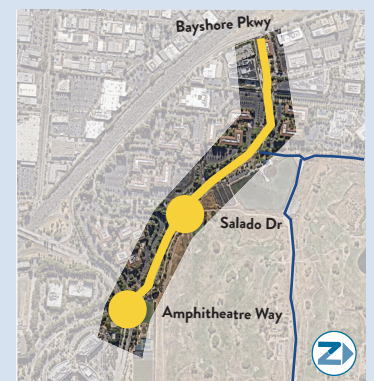


SAFETY AND COMFORT

WHY IS THIS IMPORTANT?

This project:

- Improves **safety** through physical separation of bicyclists and vehicles on the roadway, and the provision of sidewalks on both sides of the street.



EVELYN AVENUE

Bush Street to Bernardo Avenue (1.35 miles)

PROPOSED CONCEPTS

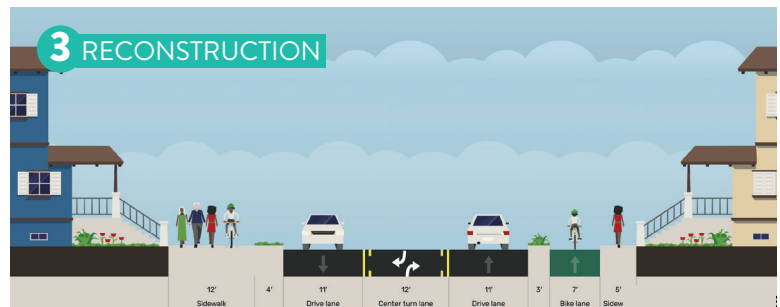
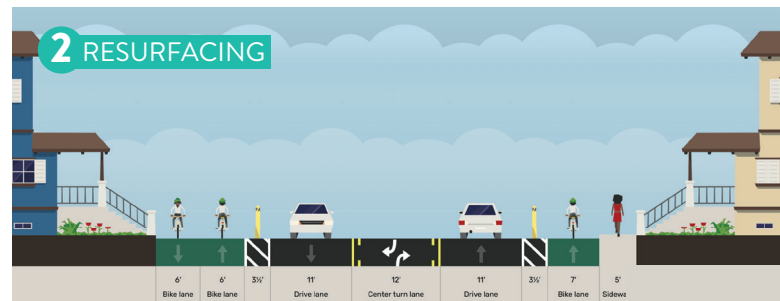
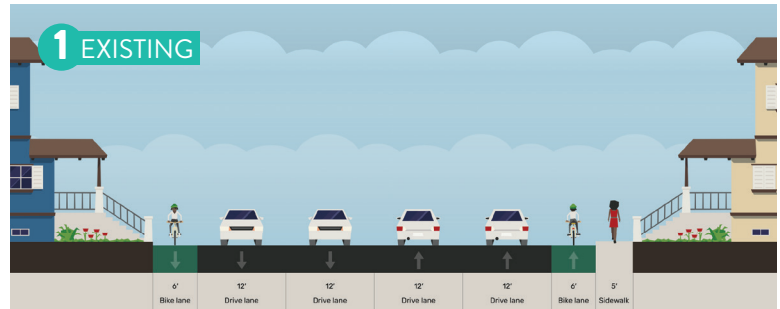
1. Existing: Evelyn Avenue is a mix of single family, multifamily, and commercial land use. This segment has continuous Class II bike lanes typically with two travel lanes in each direction. There are several multi-family housing complexes in the segment and sidewalk only on the south curb from the Highway 85 exit to Bernardo Street. West Evelyn Ave has a pedestrian and bicycle connection to the Stevens Creek Trail near the West Valley Freeway. This is an important connection into and out of downtown Mountain View and to access Caltrain's Mountain View Station. Nearby destinations include Landels and Vargas Elementary Schools and Magnolia and Chetwood Parks. The posted speed limit is 30 mph.

2. Resurfacing: This concept proposes removing a travel lane in each direction, add a two-way cycle track on the north curb and a Class IV bikeway on the south curb. The two-way cycle track aligns with the proposal for the Mountain View Transit Center improvements on Evelyn Street. There are drainage implications for this project due to modified curb lines and Caltrain coordination will be required. Traffic analysis will also be needed.

2. Reconstruction: This concept proposes raising the two-way cycle track on the north curb to sidewalk level and creating a shared use path and adding a curbed planting strip to the Class IV bikeway on the south curb. A new bicycle/pedestrian crossing to the Stevens Creek Trail is also included. There are additional drainage implications for this scenario as well as the need for removal of the planted median from Bernado to Highway 85.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

NOTE: These cross-sections were developed as part of an MTA technical assistance project.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK



SAFETY AND COMFORT



SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves the **All Ages and Abilities** bicycle network and access to employment, transit, and trails.
- Improves **safety** through physical separation of bicyclists and vehicles on the roadway and improved marked crossings for pedestrians at intersections.
- Improves **sustainability** and biodiversity through increases in pervious surface area and plantable space.



PHYLLIS AVENUE

El Camino Real to Grant Road (0.5 miles)

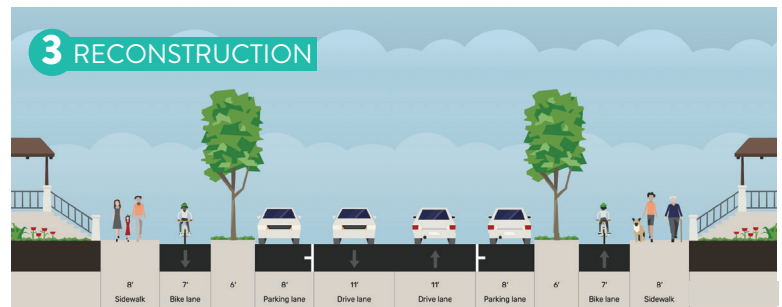
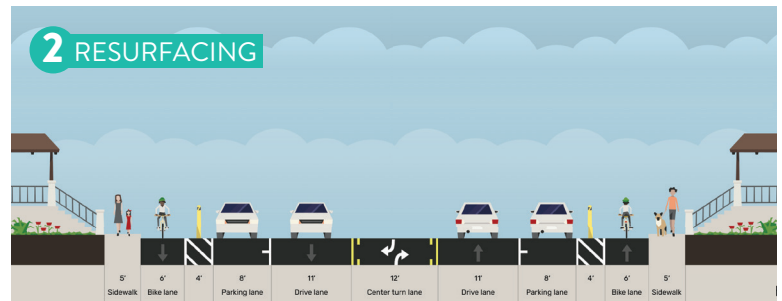
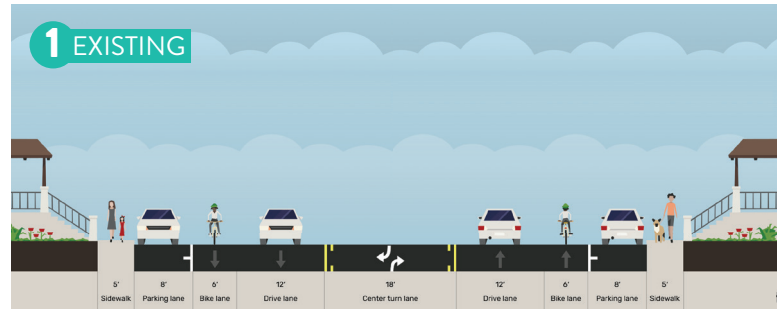
PROPOSED CONCEPTS

1. Existing: Phyllis Avenue is a primarily residential street with some pockets of commercial land use at either end. Phyllis includes on-street parking, a continuous Class II bike lane, and a wide center turn lane. In some segments, a planted median is present. At the south end, there is a large shopping center which attracts pedestrian traffic along and across Phyllis Avenue. There are no mid-block crossings - the only crossing in this segment is at the all way stop at Hans Avenue which also has some traffic calming elements to manage turning speeds/trajectories. Phyllis Avenue is an important connection for people walking or biking to Imai Elementary and Graham Middle schools. The posted speed limit is 30 mph and about 5,600 vehicles use this street each day (2024 count).

2. Resurfacing: This project proposes narrowing the existing lane widths to install Class IV bikeways that are parking protected. This project includes protected intersections at El Camino Real, Hans Avenue, and Grant Road and constructing mid-block crossings at Tyler Park Way and Pamela Drive. This project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes that upgrading the bike lane buffer to curbed planting strip and widening the sidewalk by removing the center turn lane. This scenario would require traffic analysis.

This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY



ACCESS, EQUITY, AND ALL AGES AND ABILITIES NETWORK



SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and shorter crossing distances at intersections.
- Improves **access** to schools and other key destinations such as community resources and employment areas.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



SYLVAN AVENUE/THE AMERICANA

Moorpark Way to Continental Circle (0.6 miles)

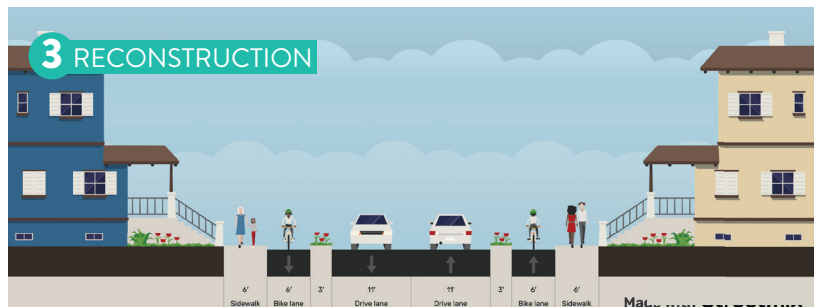
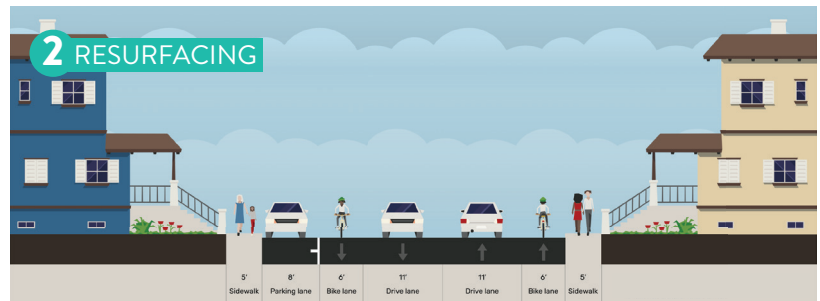
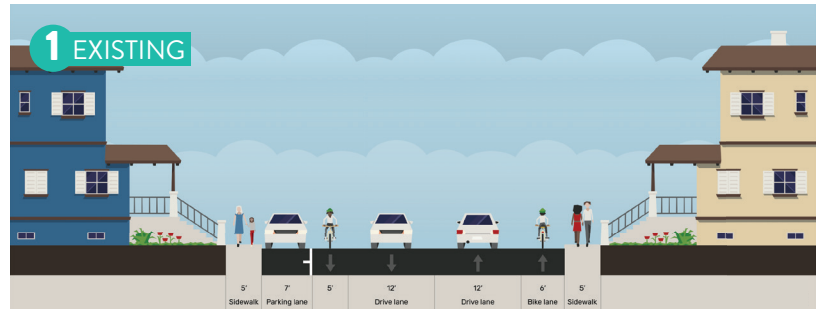
This cross-section shows only the typical section of the street; it does not represent every aspect of the roadway. Some segments may need to be addressed differently.

PROPOSED CONCEPTS

1. Existing: Sylvan Avenue is a mix of single family, multifamily, and commercial land use. Sylvan Avenue has Class II bike lanes and one travel lane in each direction. There is parking on both sides of the street from East Dana Street to Moraga Drive and continuous sidewalks. Sylvan Park is in the middle of this segment and a popular destination and has a pedestrian crossing. The posted speed limit is 30 mph and about 6,000 vehicles travel on this street each day (2024 count).

2. Resurfacing: This concept proposes narrowing travel lanes to reallocate space for wider bike lanes. This project intersects with Caltrans right of way which will require coordination.

3. Reconstruction: This concept proposes raising the bike lane on one side of the roadway, reallocates on-street parking away from the curb to enhance cyclist safety, and installs a curbed planting strip between the bike lane and parking lane to provide additional separation. This project includes reconstruction at Moorpark Way intersection and constructing a pedestrian crossing at Sevely Drive and a protected intersection at El Camino Real. Sidewalk widening will be constructed to maintain roadway widths as feasible. This project requires Caltrans coordination.



*Illustrative concepts have been developed with references from AASHTO Bike Guide (2024), NACTO Bikeway Design Guide (2025), CA MUTCD (2014), and, Caltrans DIB-94 (2024).

GUIDING PRINCIPLES



MOBILITY AND CONNECTIVITY

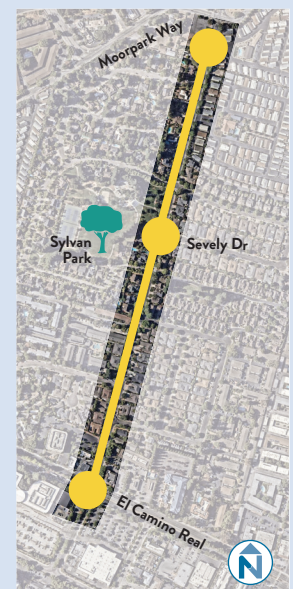


SUSTAINABILITY AND BIODIVERSITY

WHY IS THIS IMPORTANT?

This project:

- Improves **mobility** and **connectivity** through physical separation of bicyclists and vehicles on the roadway and improved marked crossings.
- Improves **sustainability** and **biodiversity** through increases in pervious surface area and plantable space.



APPENDIX C: RECOMMENDED IMPROVEMENTS



Recommended Improvements – Sidewalks

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
S Whisman Rd	Fairchild Dr	E Dana St	Widen Sidewalk	1.44	Sidewalks On Both Sides
Sylvan Ave	Moorpark Way	El Camino Real	Widen Sidewalk	0.62	Sidewalks On Both Sides
Escuela Ave	Crisanto Ave	El Camino Real	Widen Sidewalk	0.56	Sidewalk on Both Sides
Latham St	Shower Dr	Escuela Ave	Widen Sidewalk	0.84	Sidewalk on Both Sides
Phyllis Ave	El Camino Real	Grant Rd	Widen Sidewalk	0.47	Sidewalk on Both Sides
Rengstorff Ave	Charleston Rd	Leghorn St	Sidewalk on 1-side	0.38	Sidewalk On One Side
Latham St - Church St	Chiquita Ave	Castro St	Widen Sidewalk	0.64	Sidewalk on Both Sides
Shorebird Way	Charleston Rd	510' south of Charleston Rd	Sidewalk on 1-side	0.10	Sidewalk On One Side
Ellis St	National Ave	220' south of National Ave	Sidewalk on 1-side	0.05	Sidewalk On One Side
Maude Ave	260' south of Logue Ave	100' south of Clyde Ave	Sidewalk on 1-side	0.15	Sidewalk On One Side
Easy St	Gladys Ct	400' south of Gladys Ct	Sidewalk on 1-side	0.07	Sidewalk On One Side
Gladys Ct	100' south of Easy St	Easy St	Sidewalk on 1-side	0.03	No Sidewalks
Fountain Park Ln	Stierlin Rd	120' west of Stierlin Rd	Sidewalk on 1-side	0.03	Sidewalk On One Side
Polaris Ave	Wright Ave	430' south of Wright Ave	Sidewalk on 1-side	0.08	Sidewalk On One Side
Polaris Ave	430' south of Wright Ave	150' north of Wentworth St	Sidewalk on 2-sides	0.02	No Sidewalks
Wildrose Way	Wildrose Way East End	Granada Dr	Sidewalk on 1-side	0.11	No Sidewalks
Canna Ct	Granada Dr	Granada Dr	Sidewalk on 1-side	0.12	No Sidewalks
Lilac Ln	Granada Dr	Granada Dr	Sidewalk on 1-side	0.12	No Sidewalks
Pilgrim Ave	100' east of Blackfield Way	50' west of Mayflower Ct	Sidewalk on 2-sides	0.03	No Sidewalks
Pilgrim Ave	50' west of Mayflower Ct	100' east of Priscilla Ct	Sidewalk on 1-side	0.10	Sidewalk On One Side
Pilgrim Ave	100' east of Priscilla Ct	El Monte Ave	Sidewalk on 2-sides	0.04	No Sidewalks
High School Way	Shoreline Blvd	Oak St	Sidewalk on 1-side	0.07	Sidewalk On One Side
Harpster Dr	Castro St	Miramonte Ave	Sidewalk on 2-sides	0.11	Sidewalk on Both Sides
Carol Ave	Sleeper Ave	north end of street	Sidewalk on 2-sides	0.11	No Sidewalks
Eunice Ave	Hilo Ct	160' east of Hilo Ct	Sidewalk on 1-side	0.03	Sidewalk On One Side
California St	Shoreline Blvd	Hope St	Widen Sidewalk	0.32	Sidewalk on Both Sides
Miramonte Ave	El Camino Real	Marilyn Dr	Widen Sidewalk	0.50	Sidewalk on Both Sides
Grant Rd	Bryant Ave	Paula Ct	Sidewalk on 1-side	0.08	Sidewalk On One Side

Recommended Improvements – Bicycle Facilities

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
Garcia Ave	Bayshore Pkwy	Amphitheatre Pkwy	Class IV	0.64	Class II
Rengstorff Ave	Leghorn St	El Camino Real	Class IV	1.71	Class II
Charleston Rd	Inigo Way	Stevens Creek Trail	Class I	0.28	Class II
Charleston Rd	Amphitheatre Pkwy	Huff Ave	Class I	0.44	Class II
Casey Ave	Marine Way	East End	Class IIIB	0.11	None
Marine Way	Casey Ave	Garcia Ave	Class IIIB	0.31	None
Coast Ave	Marine Way	East End	Class II	0.11	None
San Antonio Rd	Bayshore Pkwy	US 101	Class I	0.19	None
Plymouth Connector	Plymouth St	Shoreline Blvd	Class I	0.35	None
Pear Ave	Shoreline Blvd	East End	Class II	0.24	None
New Trail	La Avenida St	Shorebird Connector	Class I	0.26	None
Independence Ave	Charleston Rd	Leghorn St	Class II	0.17	None
Leghorn St	San Antonio Rd	Sierra Vista Ave	Class IIIB	0.62	None
Independence Ave	Leghorn St	Rock St	Class III	0.44	None
Old Middlefield Way	Middlefield Rd	Stevens Creek Trail	Class IV	0.77	None
Rock St	Independence Ave	Camp Ave	Class III	0.74	None
S Whisman Rd	Fairchild Dr	E Dana St	Class IV	1.44	Class II
Victory Ave	Middlefield Rd	Dell Ave	Class IIIB	0.25	Class III
Dell Ave	Nita Ave	Victory Ave	Class IIIB	0.07	Class III
Nita Ave	Dell Ave	150' West of Mayfield Ave	Class IIIB	0.13	Class III
Mayfield Ave	Nita Ave	Whitney Dr	Class IIIB	0.10	Class III
Farley St	Middlefield Rd	Central Expy	Class IIIB	0.64	Class III
Whitney Dr	Mayfield Ave	Laura Ln	Class IIIB	0.18	Class III
Laura Ln	Whitney Dr	Thompson Ave	Class IIIB	0.16	Class III
Thompson Ave	Junction Ave	Central Expy	Class IIIB	0.53	None
Jane Ln	Thompson Ave	Fay Way	Class IIIB	0.11	Class III
Fay Way	Jane Ln	Jewell Pl	Class IIIB	0.11	Class III
Jewell Pl	Fay Way	Rengstorff Ave	Class IIIB	0.05	Class III
Montecito Ave	Rengstorff Ae	800' East of San Pierre Way	Class IIIB	0.74	Class III
San Pierre Way	Middlefield Rd	Montecito Ave	Class IIIB	0.36	None
Granada Dr	Montecito Ave	Wright Ave	Class IIIB	0.18	None
Wright Ave	Beatrice St	Shoreline Blvd	Class IIIB	0.44	None
Stierlin Rd	Shoreline Blvd	Washington St	Class IIIB	0.39	Class III
Stierlin Rd	Shoreline Blvd	Stierlin Rd	Class IV	0.17	None
Colony St	Rengstorff Ave	East End	Class IIIB	0.33	None
Terra Bella Ave	Middlefield Rd	San Rafael Ave	Class IIIB	0.66	None
San Rafael Ave	Terra Bella Ave	San Pablo Dr	Class IIIB	0.15	None
San Pablo Dr	San Rafael Ave	San Simeon Dr	Class IIIB	0.05	None
San Simeon Dr	San Pablo Dr	San Lucas Ave	Class IIIB	0.10	None
San Lucas Ave	San Simeon Dr	San Veron Ave	Class IIIB	0.04	None
San Veron Ave	San Lucas Ave	Middlefield Rd	Class IIIB	0.09	None
Sylvan Ave	Moorpark Way	El Camino Real	Class IV	0.62	Class II
Gladys Ave	Easy St	N Whisman Rd	Class IIIB	0.39	Class III
Keller Dr - Easy St	Tyrella Ave	Gladys Ave	Class IIIB	0.65	None
Tyrella Ave	Fairchild Dr	Keller Dr	Class IIIB	0.18	None
Evelyn Ave	View St	Bernardo Ave	Class IV	1.43	Class II
Hetch Hetchy Trail Extension	N Whisman Rd	LR Trail Extension	Class I	0.43	None
LR Trail Extension	Fairchild Dr	Hetch Hetchy Trail Extension	Class I	0.25	None

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
Ellis St	Manila Dr	Fairchild Dr	Class IV	0.51	Class II
Street B	N Whiseman Rd	EllisSt	Class IV	0.33	None
Street A	Fairchild Dr	Middlefield Rd	Class IV	0.56	None
Street B Multi Use Path	Ellis St	Logue Ave	Class I	0.16	None
Logue Ave	North End	Maude Ave	Class IIB	0.10	None
Clyde Ct	Clyde Ave	South End	Class IIB	0.06	None
Street D	Clyde Ct	Logue Ave	Class IIB	0.15	None
State Rd 237 Service Rd	Maude Ave	Middlefield Rd	Class IV	0.24	None
Revendale Dr	Central Expy	N Bernardo Ave	Class IIB	0.54	None
N Bernardo Ave	Middlefield Rd	Central Expy	Class IIB	0.39	None
Ferguson Dr Connector	Furguson Dr	Middlefield Rd	Class I	0.42	None
Compass Way	Pyramid Way	Ferguson Dr	Class IIIB	0.16	None
Pacific Dr	Whisman Rd	Melia Lp	Class IIIB	0.16	None
Central Expy	West City Limit	East City Limit	Class I	3.44	None
EWPP Connection	Ravendale Dr	Furgeson Dr Connector	Class I	0.61	None
Dana St	Bush St	Moorpark Way	Class IV	0.85	Class II, Class III
Hope St	Evelyn Ave	Church St	Class IIIB	0.50	None
Bush St	Evelyn Ave	Villa St	Class III	0.08	None
Bush St	Villa St	El Camino Real	Class IIIB	0.63	None
Escuela Ave	Crisanto Ave	El Camino Real	Class III	0.56	None
E Dana St	Sylvan Ave	East End	Class IIIB	0.18	None
Foxborough Dr - Glenborough Dr	Sylvan Ave	Sylvan Ave	Class IIIB	0.41	None
Alice Ave - Rainbow Dr	Moorpark Way	Sylvan Ave	Class IIIB	0.54	None
Moorpark Way	Alice Ave	E Dana St	Class IIIB	0.18	None
California St	Hope St	Bush St	Class IIIB	0.14	Class III
Casto St	California St	High School Way	Class III	0.35	None
Phyllis Ave	El Camino Real	Grant Rd	Class IV	0.47	Class II
New Trail	Church St	El Camino Real	Class I	0.18	None
Martens Ave	Grant Rd	Carmelita Dr	Class III	0.07	None
Martens Ave	Carmelita Dr	East End	Class IIIB	0.33	None
Kentmere Ct	Martens Ave	East End	Class IIIB	0.07	None
Alexander Ct	Martens Ave	End	Class IIIB	0.03	None
Kentmere Connector	Kentmere Ct	Stevens Creek Trail	Class I	0.06	None
Levin Ave	Grant Rd	Diericx Dr	Class IIIB	0.72	None
Stevens Creek Trail Extension	Dale Ave/Heatherstone Way	W Remington Dr	Class I	0.74	None
Permanente Creek Trail	Grant Rd	Diericx Dr	Class I	0.72	None
Mariposa Ave	Villa St	El Camino Real	Class IIIB	0.55	None
Bonny/Villa Connector	Villa St	Bonny St	Class I	0.25	None
Ortega Ave	California St	El Camino Real	Class III	0.28	None
Pacchetti Way	Village Green Dog Park	El Camino Real	Class III	0.26	None
Private Road	California St	El Camino Real	Class III	0.34	None
San Antonio Rd	Central Expwy	El Camino Real	Class IV	0.57	Class II
San Antonio Cir	San Antonio Rd	San Antonio Rd	Class III	0.21	None
Miller Ave	Del Medio Ave	San Antonio Rd	Class IIIB	0.17	None
Fayette Dr	Del Medio Ave	Private Road	Class IIIB	0.27	None
Del Medio Ave	California St	El Camino Real	Class III	0.32	None
New Road	Private Road	Pacchetti Way	Class IIIB	0.05	None
Ferry Morse Way	Evelyn Ave	S Whisman Rd	Class II	0.16	None
Clark Ave	El Camino Real	Jardin Dr	Class III	0.41	None
Marich Way	Karen Way	El Monte Ave	Class IIIB	0.38	None

Corridor	From	To	Recommended Improvement	Length (Mi.)	Existing Facility
Todd St/Ernestine Ln/ Mountain View Ave	Springer Rd	El Camino Real	Class IIIB	0.51	None
Park Dr	East End	Miramonte Ave	Class III	0.23	None
Marilyn Dr	Springer Rd	East End	Class IIIB	0.22	None
Meadow Ln - Barbara Ave	Marilyn Dr	Phyllis Ave	Class IIIB	1.10	None
Fordham Way - Orangetree Ln	Barbara Ave	Lincoln Dr	Class IIIB	0.85	None
Bonita Ave	El Camino Real	Cuesta Dr	Class IIIB	0.71	None
Hans Ave	Miramonte Ave	Phyllis Ave	Class IIIB	0.51	Class III
Boranda Ave	Isaac Newton Middle	Hans Ave	Class IIIB	0.08	None
GMS Paseo	GMS	Boranda Ave	Class I	0.05	None
New Trail Connector	Diericx Dr	Stevens Creek Trail	Class I	0.23	None
National Ave	Fairchild Dr	Ellis St	Class IIB	0.32	None
Rengstorff Ave	Charleston Rd	Leghorn St	Class IV	0.38	Class II
Shoreline Blvd - Miramonte Ave	North Rd	Castro St	Class IV	3.44	Class II
Moffett Blvd	Central Expy	City Limit East	Class IV	1.29	Class II
Showers Dr	California St	City Limit South	Class IV	0.32	Class II
Middlefield Rd	Old Middlefield Way	Moffett Blvd	Class IV	1.94	Class II
New Trail	Terminal Blvd	Garcia Ave	Class I	0.38	None
Fairchild Dr - Clyde Ave	Ellis St	Clyde Ave	Class IIB	0.16	None
Sierra Vista Ave	Leghorn St	Silverwood Ave	Class IIIB	1.21	None
California St	Del Medio Ave	Showers Dr	Class IV	0.49	Class II
California St	Hope St	Castro St	Class IV	0.07	Class III
Bryant Ave	Truman Ave	Lubich Dr	Class IIIB	0.27	None
Miramonte Ave	Cuesta Dr	City Limit South	Class IV	0.53	Class II
Cuesta Dr	Miramonte Ave	Grant Rd	Class IV	0.51	Class II
Grant St	El Camino Real	Martens Ave	Class II	0.33	None
Casto St	High School Way	El Camino Real	Class IIB	0.07	None
Middlefield Rd	Moffett Blvd	City Limits East	Class IV	1.80	Class II
Miramonte Ave	Castro St	Hans Ave	Class IV	0.12	Class II
Space Park Way	Shoreline Blvd	Space Park Way (East End)	Class IV	0.25	None
El Monte Ave	El Camino Real	Springer Rd	Class IV	0.41	Class II
Ellis St	Manila Dr	Fairchild Dr	Class II	0.18	Class III
Franklin St	Evelyn Ave	Latham St	Class IIIB	0.51	None
Dana St	Pettis Ave	Bush St	Class IIIB	0.71	None
Green Loop	Charleston Rd	Shorline Blvd	Class I	0.15	None
Charleston Rd	Shoreline Blvd	Inigo Way	Class IV	0.23	Class II
Inigo Way	Space Park Way	Charleston Rd	Class IIB	0.26	Class IIIB
Monarch St	Grove St	Black St	Class IIB	0.38	None
New Trail	Shorebird Way	Stevens Creek Trail	Class I	0.22	None
Black St	Charleston Rd	Shorebird Way	Class IV	0.10	None
Willow St	Shorebird Way	Monarch St	Class IIB	0.05	None
Manzanita St	Space Park Way	300' South of Charleston Rd	Class IIB	0.18	None
Grove St	Shorebird Way	Space Park Way	Class IIB	0.09	None
Plymouth St	Shorebird Way	355' East of Joaquin Rd	Class IIB	0.07	None
Plymouth St	140' West of Shorebird Way	Alta Ave	Class IV	0.34	Class II
Huff Ave	Charleston Rd	Plymouth St	Class IIB	0.28	None
Monarch St	Shorebird Blvd	Huff Ave	Class IIB	0.27	None
C St - B St	Plymouth St	Main St	Class IIB	0.31	None
Shorebird Way (Green Loop)	Charlestone Rd	Shoreline Blvd	Class I	0.46	Class II
New Trail	Charlestone Rd	Stevens Creek Trail	Class I	0.20	None

Recommended Improvements – Crossings

Cross Street A	Cross Street B	Recommended Improvement	Existing Facility
Springer Rd	Cuesta Dr	Unsignalized crossing	All-Way Stop
Sylvan Ave	Rainbow Dr	Unsignalized crossing	None
Miramonte Ave	Trophy Dr	Unsignalized crossing	None
Whisman Rd	Sherland Ave	Unsignalized crossing	None
Whisman Rd	Devonshire Ave	Unsignalized crossing	None
Middlefield Rd	San Veron Ave	Unsignalized crossing	None
Middlefield Rd	160' West of Midrock Cors	Unsignalized crossing	None
Stierlin Ct	860' East of Shoreline Blvd	Mid-block crossing	None
Wyandotte St	Rengstroff Ave	Unsignalized crossing	None
Cuesta Dr	Bonita Ave	Unsignalized crossing	None
Moffett Blvd/Castro St	Evelyn Ave	Unsignalized Crossing	None
Cuesta Dr	Miramonte Ave	Signalized Crossing	Signalized Crossing
California St	Escuela Ave	Signalized Crossing	Signalized Crossing
Montecity Ave	Granada Dr	Mid-block crossing	All-Way Stop
Villa St	Bush St	Signalized crossing	Signalized Crossing
Calderon Ave	Paul Ave	Unsignalized Crossing	None
Calderon Ave	Loreto St	Unsignalized crossing	None
View St	Dana St	Unsignalized crossing	All-Way Stop
Grant Ave	Portland Ave	Mid-block crossing	None
Grant Rd	Eureka Ave	Mid-block crossing	None
Grant Rd	Fremont Ave	Mid-block Crossing	Signalized Crossing
Hans Ave	Phyllis Ave	Mid-block crossing	All-Way Stop
Bryant Ave	Truman Ave	Unsignalized crossing	All-Way Stop
Pear Ave	Inigo Way	Mid-block crossing	None
Middlefield Rd	Shoreline Blvd	Signalized crossing	Signalized Crossing
View St	Evelyn At	Uncontrolled crossing	All-Way Stop
Evelyn Ave	Hope St	Unsignalized crossing	Signalized Crossing
Evelyn Ave	Bush St	Signalized crossing	Signalized Crossing
Calderon Ave	Evelyn Ave	Signalized crossing	Signalized Crossing
Middlefield Rd	250' North of Logue Ave	Mid-block crossing	None