

DATE: August 18, 2026

TO: Bicycle/Pedestrian Advisory Committee

FROM: Lauren Ledbetter, Transportation Manager
Allison Boyer, Assistant Public Works Director

VIA: Jennifer Ng, Public Works Director

SUBJECT: **Active Transportation Plan—Final**

RECOMMENDATION

Review the Final Mountain View Active Transportation Plan (MVATP) and recommend the plan for adoption to City Council.

BACKGROUND

On November 10, 2020, Council directed staff to integrate and update the Pedestrian Master Plan (PMP), adopted by Council January 28, 2014, and the Bicycle Transportation Plan (BTP), adopted by Council November 17, 2015. The combined plan is the Active Transportation Plan. In the new Active Transportation Plan, competing uses within the public right-of-way would be evaluated with a more holistic approach. On May 24, 2022, the City Council authorized the City Manager to execute an agreement with NN Engineering, Inc. (Project Team), for the development of a Mountain View Active Transportation Plan (MVATP), Project 21-36.

Plan Purpose

The MVATP is a long-range plan that sets a vision for the future of walking, bicycling, and rolling in Mountain View. It summarizes the current conditions in the City, including community perspectives and experiences. It identifies and prioritizes projects, policies, and programs that the City can implement to promote and support walking, bicycling, and rolling. It will serve as a guide and resource for City staff's day-to-day work and provide context for decisions and direction made by the City's advisory bodies and City Council.

Plan Development

The MVATP was developed through a multi-year process that included technical analysis, extensive community engagement, and interdepartmental collaboration. As the plan progressed,

staff provided updates and requested feedback from various stakeholders and committees. These are:

- *Technical Advisory Committee (TAC)*: comprised of 13 staff members from Public Works, Community Services, Fire, and Community Development Departments and City Manager's Office.
- *Active Transportation Public Advisory Committee (ATPAC)*: comprised of representatives from 12 community-based organizations, nonprofit entities, or advisory bodies, and Valley Transportation Authority.
- *Bicycle and Pedestrian Advisory Committee (BPAC)* a five-member committee established to address a variety of issues associated with promoting a safe and positive environment for bicyclists and pedestrians in Mountain View, including transportation, safety and access.
- *Council Transportation Committee (CTC)* a three-member City Council subcommittee established to oversee programs and activities intended to improve and enhance the City's transportation systems.

Staff also provided periodic updates to City Council. Table 1 lists meetings and topics discussed at BPAC, CTC, and City Council.

Table 1: Committee, Commission, and Council Meetings

Date	Body	Topic
<u>May 24, 2022</u>	City Council	Authorize the City Manager to execute an agreement with consultant for development of Active Transportation Plan
<u>February 22, 2023</u>	BPAC	Receive presentation on scope of work and provide input to vision statement
<u>October 25, 2023</u>	BPAC	Review and provide feedback on existing conditions report
<u>April 24, 2024</u>	BPAC	Review and provide feedback on draft scoring criteria
<u>May 28, 2024</u>	City Council	Review and approve scoring criteria
<u>September 3, 2024</u>	CTC	Recommend approval for funding, revised scope, and direction on vision statement
<u>October 22, 2024</u>	City Council	Approve funding, revised scope, and direction of vision statement
<u>March 4, 2025</u>	CTC	Project update
<u>March 11, 2025</u>	BPAC	Scoring criteria and Holistic Network Map
<u>April 29, 2026</u>	BPAC	Review and comment on Public Draft Active Transportation Plan
<u>June 16, 2026</u>	CTC	Review and comment on Public Draft Active Transportation Plan

Date	Body	Topic
August 18, 2026 (scheduled)	BPAC	Recommend Final Plan for adoption
August 31, 2026 (scheduled)	CTC	Recommend Final Plan for adoption
September 22, 2026 (scheduled)	City Council	Recommend Final Plan for adoption

Public Engagement

Public and stakeholder participation was a critical component of the MVATP's development. Public engagement was multi-lingual (English, Spanish, Chinese and Russian), with translation and interpretation services for key events.

The project team hosted multiple community engagement efforts to understand walking and biking conditions in Mountain View and allow opportunities for the community to comment on plan development. These included:

- Guided walking and biking tours focused on vulnerable users and challenging areas
- A multilingual online map-based survey with 655 respondents, used to identify favorite areas and challenges
- Targeted small-group multilingual meetings to reach under-represented communities
- Analysis of roughly three years of public feedback from the City's AskMV platform, which allows people to submit concerns to the City
- Soliciting comments on the Public Review Draft Plan through CollaborateMV and an in-person public meeting

Input gained from these activities informed the plan recommendations and the criteria used to select the top priority projects. Comments included specific location-based suggestions as well as larger themes, including support for the trails and protected bikeways, recognition that major streets are both important routes and barriers, a desire to improve intersections and reduce driver speed, and the fact that people walk and bike for everyday travel, not just recreation.

Vision and Guiding Principles

The Vision and Guiding Principles of the MVATP were developed in collaboration with the ATPAC, the city's BPAC, and city staff. The CTC reviewed the Vision and recommended revisions to City Council on [September 3, 2024](#). City Council approved the revised Vision on [October 22, 2024](#):

Mountain View leads the region with an Active Transportation Plan that defines a series of connected, low-stress, and green corridors that invite active transportation. The corridors include shade, wildlife habitat, and public open spaces. The plan enables the City to intentionally support a culture of walking and biking, enhance biodiversity, and reduce climate change impacts.

Guiding Principles:

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

ANALYSIS

This report summarizes the contents of the Final MVATP, how staff addressed the comments received on the Public Review Draft MVATP, and next steps.

Plan Contents

The Final MVATP includes the following content:

Existing Conditions

An initial step in the MVATP process was a review of background documents and analysis of existing conditions and community survey input. The analysis addressed active transportation conditions related to demographics, mode share, network connectivity, collisions, access, equity, biodiversity, and user perceptions. The Draft Existing Conditions and Needs Summary report was presented to and reviewed by BPAC on [October 25, 2023](#). A summary of existing conditions is presented in Chapter 2 of the MVATP, and the Final Existing Conditions and Needs Summary report is included as Appendix E.

Chapter 2 also includes holistic network maps, which illustrate Mountain View's existing and proposed bicycle and pedestrian infrastructure, drawn from the City's specific plans, corridor studies, master plans, and bicycle, pedestrian or vision zero related planning efforts. The intention is to bring together in one map all proposed bicycle and pedestrian infrastructure, to identify gaps, and to show a long-term vision for the City's walking and bicycling networks.

Recommendations

The recommendations presented in Chapter 3 and Appendices A and B of the MVATP align with the plan’s vision and focus on providing safer, more comfortable, and separated facilities for people walking and biking. The pedestrian recommendations include new and/or upgraded Class I shared-use paths, sidewalks, and crossing improvements. The bicycle recommendations include Class I shared-use paths, Class II bicycle lanes, Class III bicycle routes and boulevards, and Class IV separated facilities. Table 2 and Table 3 below provide a summary of proposed new facilities.

Table 2: Pedestrian Recommendations (New)

Recommendation	Mileage	Number
Crossing improvements		30
Class I shared-use path	10.5	
Sidewalk widening	5.4	
New sidewalk on one side	1.5	
New sidewalk on both sides	0.3	

Table 3: Bicycle Recommendations (New)

Recommendation	Mileage
Class I shared-use path	10.5
Class II bike lane	4.9
Class III bike route	4.3
Class IIIB bicycle boulevards	20.5
Class IV separated bikeways	22.5

This chapter also includes a set of program and policy recommendations to support active transportation. These program and policy recommendations were developed to align with the MVATP’s Vision and Guiding Principles to support safer and more accessible walking and biking. They were also informed by related programs and policies in other adopted City plans, including the [Vision Zero Action Plan and Local Roadway Safety Plan](#).

The proposed programs and policies include improving intersection safety (e.g., daylighting and leading pedestrian intervals), strengthening education and enforcement (e.g., road safety education programs and targeted enforcement), enhancing the public realm (e.g., improving tree canopy and waste bin placement policy), and supporting behavior change through programs (e.g., implementation of Safe Routes to School programs and community walk and bike events). The plan also recommends updating standards and policies (e.g., bicycle parking requirements and design details) and using data-driven approaches to evaluate effectiveness over time.

Prioritization

Projects were prioritized using 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 criterion had an associated metric that allowed for measurement of the criterion using objective data, community comments, or professional judgment, depending on the criterion. Mountain View staff across several departments, the TAC, ATPAC, BPAC, CTC, and City Council all provided input into the scoring and prioritization process.

The existing conditions analysis and holistic network map development identified over 100 potential pedestrian and bicycle infrastructure project opportunities across the city of Mountain View. These projects were scored and prioritized using the criteria above.

Staff reviewed the 24 highest ranked projects and selected twenty to move forward into draft project concepts. The four that were not selected for draft project concepts already have plans underway or are in Caltrans right-of-way. The list of 24 priority projects and the 20 conceptual designs are provided in Appendix B of the MVATP.

Implementation

Chapter 4 of the MVATP outlines the steps, resources, and decisions needed to move priority projects from concept to construction.

Resurfacing and Reconstruction Concepts

To balance the need for near-term improvements with the higher cost and longer timeline associated with major capital projects, the plan includes two alternatives for priority projects:

- **Resurfacing alternatives** present improvements that could be included in routine maintenance projects, including grind and overlay. These alternatives do not involve moving curb lines; therefore, the existing curb-to-curb width defines the space available for reallocation.
- **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 present visionary concepts that may affect drainage patterns, trees, medians, and other existing features. These concepts will require additional feasibility analysis.

Cost Estimates

Cost estimates were developed for resurfacing alternatives of priority projects only. Cost estimates for resurfacing alternatives were developed using generalized unit costs and frequency assumptions. The estimated costs for these resurfacing projects are approximately \$54 million.

Green Street Infrastructure

The Plan also provides recommendations for improving green street infrastructure in Mountain View. Green streets deliver measurable benefits that extend far beyond aesthetics. They provide space for natural elements to support biodiversity, incorporate sustainable stormwater strategies, create inviting environments through complementing traffic-calming efforts, and prioritize active transportation modes for people of all ages and abilities. Recommendations are conceptual in nature and did not include feasibility review.

Funding

Funding to support active transportation infrastructure and programming is available from many different sources at the federal, state, regional and local level. The Plan provides a non-exhaustive list of potential funding options in Chapter 4.

Comments on Public Review Draft Plan

As part of the public engagement process for the review of the Mountain View Active Transportation Plan (MVATP), City staff presented the draft document in a series of meetings including:

- Bicycle & Pedestrian Advisory Committee (BPAC) on [April 29, 2026](#)
- Public Workshop on May 4, 2026
- Council Transportation Committee (CTC) on [June 16, 2026](#)

The Plan was also available for public review from April 20, 2026 through May 18, 2026 on Collaborate MV. The City used email subscription lists and social media to invite people to the meetings and share the opportunity to comment on the public draft plan.

During the public review period, staff spoke to community members and received written input through the project website and by email. The City received over 200 individual comments on the public draft plan. During the BPAC and CTC meetings, members offered positive feedback on the plan's thoroughness and readability and recommended additions to the recommended policies and programs.

The key themes raised by BPAC, CTC, and community members were:

- Request the Final Plan be reviewed by BPAC and CTC prior to bringing to City Council
- Strengthen the Programs and Policies section by referencing adopted local plans and explaining how the MVATP will coordinate with them
- More focus on pedestrian improvements in MVATP
- Greater consistency across sections of the plan
- Better highlight the MVATP's role in advancing sustainability

- Add performance metrics, defined outcomes (such as safety, mode shift, and comfort), and better multimodal data collection

Attachment 2 identifies where and how these themes have been addressed in the Final Plan.

NEXT STEPS

Following BPAC and CTC actions, the MVATP is scheduled to be presented to City Council for adoption on September 22, 2026.

After adoption, staff will begin implementation of the plan. City staff will develop reporting metrics to measure the success of the plan and begin collecting data. The first report on ATP implementation progress will be presented to BPAC in Fall 2027.

The MVATP is a visionary, long-range plan, and it is expected that each capital project will require further public engagement and engineering review to validate assumptions and confirm feasibility prior to implementation. Staff will recommend new priority projects and programs be added to the Capital Improvement Program based on opportunities, Council priorities, and funding availability. Several priority projects are already underway or will be shortly. These include, but are not limited to:

21-40 – California Street (West) Complete Street Improvements, Pilot

22-01 – Middlefield Complete Streets

25-28 – Miramonte Avenue Improvements

25-39 – Rengstorff Avenue Complete Street Study

27-27 – Mountain View Design Standards Update

Evelyn Avenue Complete Streets Study

Attachments: 1. Active Transportation Plan and Appendices
 2. Response to Comments

cc: PWD—Ng, APWD—Boyer, TM—Ledbetter