

**DATE:** June 16, 2026

**TO:** Council Transportation Committee

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

**VIA:** Jennifer Ng, Public Works Director

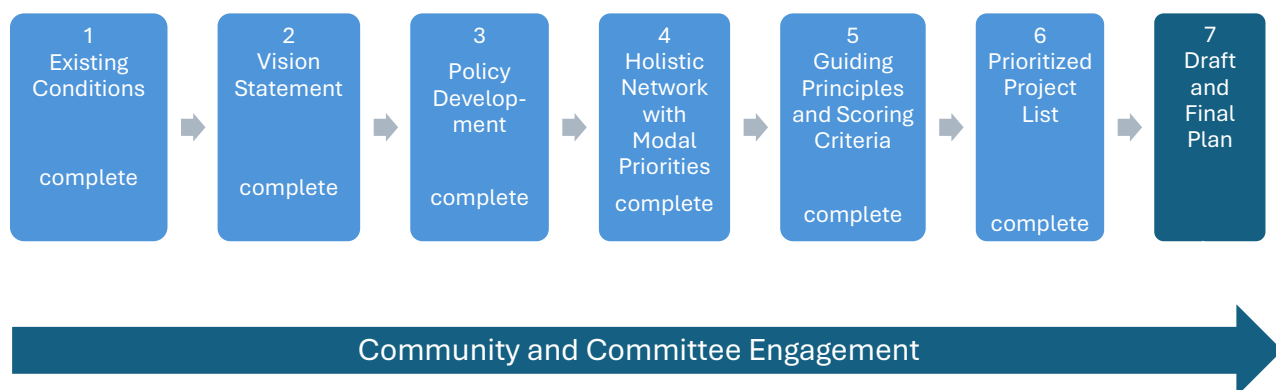
**SUBJECT:** **Active Transportation Plan—Public Draft for Review**

**RECOMMENDATION**

Staff requests that the Council Transportation Committee (CTC) review and comment on the Public Draft of the Mountain View Active Transportation Plan (MVATP).

**BACKGROUND**

On [May 24, 2022](#), the City Council authorized the City Manager to execute an agreement with Nelson\Nygaard Engineering for development of the MVATP in an amount not to exceed \$484,000. The contract was executed and project kick-off occurred in fall 2022. On [October 22, 2024](#), Council approved scope modifications and \$106,000 in additional funding. The revised scope included advancing work on the holistic network maps, additional outreach, and addition of planning-level feasibility analysis. Figure 1 outlines the steps in developing the MVATP and status.



**Figure 1: MVATP Steps and Status**

## Stakeholder and Committee Engagement

Throughout plan development, the project team has engaged with various stakeholders and committees to help guide the direction of the project. These included:

- *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.

## Progress Since April 2025 CTC Update

Staff have provided updates to the CTC throughout the development of the MVATP. The most recent update was provided on [April 1, 2025](#). At that meeting, staff presented the holistic network maps and scoring criteria to be used to identify priority projects. CTC reviewed the materials and recommended that staff proceed with the development of the Active Transportation Plan.

Since the April 2025 presentation to CTC, the following activities have occurred:

- Summer 2025: City staff and the project team developed a list of priority projects and related cutsheets that detail conceptual improvements.
- Fall 2025 to Winter 2026: The project team drafted the administrative draft plan. The document was presented to City staff for review in January and February 2026. Following review and comment on the administrative draft by members of the project TAC in February 2026, the project team worked to update the administrative plan.
- April – May 2026: The Public Draft Plan was posted online for comment and brought to the ATPAC and BPAC. The City also hosted a public meeting to present the plan on May 4.

## **ANALYSIS**

This report summarizes the contents of the Public Draft MVATP, the public comments received to-date, staff's proposed response to comments, and next steps.

### **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](#).

### **Vision**

*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** 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.

The plan includes the following content:

### **Public 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.

The project team hosted multiple community engagement efforts to understand walking and biking conditions in Mountain View. These included guided walking and biking tours focused on

vulnerable users and high-stress network areas, a multilingual online map-based survey with 655 comments identifying key routes and challenges, targeted small-group multilingual meetings to reach under-represented communities, and analysis of roughly three years of public feedback from the City’s AskMV platform. Chapter 1 of the MVATP includes additional details on all completed engagement activities.

### 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. Existing Conditions analysis was presented to and reviewed by BPAC on [October 25, 2023](#). A summary of existing conditions is presented in Chapter 2 of the Draft report.

### 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 Class IV separated facilities. **Table 1** and **Table 2** below provide a summary of proposed new facilities.

**Table 1 - Pedestrian Recommendations**

<b>Recommendation</b>	<b>Mileage</b>	<b>Number</b>
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 2 - Bicycle Recommendations**

<b>Recommendation</b>	<b>Mileage</b>
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 (ex. daylighting and leading pedestrian intervals), strengthening education and enforcement (ex. driver education programs, and targeted enforcement), enhancing the public realm (ex. Improving tree canopy and waste bin placement education), and supporting behavior change through programs (ex. Implementation of Safe Routes to School programs, and community walk and bike events). The Plan also recommends updating standards and policies (ex. bicycle parking requirements and design details) and using data-driven approaches to evaluate effectiveness over time.

### *Prioritization*

The prioritization process included 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. 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 went through a scoring and prioritization process using spatial, demographic, community input and organizational data. City staff presented the scoring criteria to BPAC, ATPAC, and internal staff on [April 24, 2024](#) and back to BPAC on [March 11, 2025](#).

Following this review and scoring, 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 priority projects—including those that were dropped—and 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** assume the street would undergo routine maintenance, including 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.

- **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 \$55M.

### *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.

### Public Comment Received on the Draft MVATP

The Draft MVATP was published on April 20, 2026, with several opportunities for public input in April and May:

- April 20 through May 15, 2026: Public Draft MVATP hosted on CollaborateMV for comment. Visitors to the website posted 37 responses. Most responses included multiple individual comments. Staff also received several comments via email.
- April 21, 2026: Public Draft MVATP presented to ATPAC.
- April 29, 2026: Staff presented the plan to BPAC. Several community members provided comments.
- May 4, 2026: The City hosted a public meeting to present the plan and receive comments. Seventeen members of the public attended and provided comments.
- 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.
- To date, the City has received over 200 individual comments on the public draft plan.

Following the completion of public feedback period on the Public Draft MVATP, City staff compiled the comments and identified key themes, summarized below. For each theme, staff indicate a proposed response.

Theme: Request for additional round of review of the updated sections by BPAC

City staff and the consultant will present the updated final report to BPAC for affirmation and recommendation in August 2026.

Theme: Strengthen the Programs and Policies section by referencing adopted local plans and explaining how the MVATP will coordinate with them

The following policies will be added to the ATP:

- Continue to use best practice design guides
- Review and update city standards to reflect current practices
- Develop performance metrics, measure them, report on them (City will provide an annual review)
- Continue enforcing rules of the road (e.g. stopping/parking in bike lanes, not yielding to pedestrians)
- Reference additional policies and programs from the Vision Zero plan

City staff and the consultant will add featured policy and program cutsheets with more detail on selected items.

City staff will further explain how MVATP will coordinate implementation with the Mountain Vision Zero Action Plan and Local Road Safety Plan, Mountain View Parks and Recreation Strategic Plan, among others.

Theme: Better highlight the MVATP's role in advancing sustainability

City staff and the consultant will add language explaining how the Plan will coordinate with the Biodiversity and Urban Forest Plan and City sustainability and decarbonization plans.

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

City staff and the consultant will include related language to the Programs and Policies section.

Theme: More focus on pedestrian improvements in MVATP

City staff and the consultant will clarify the explanation of how recommendations were developed and how they improve conditions and comfort for people walking and biking.

The plan will be revised to further highlight the pedestrian recommendations.

Theme: Greater consistency across sections of the plan

City staff and the consultant will review the recommended improvements and project cutsheets for consistency.

The Mountain View Active Transportation Plan is a forward-looking document incorporating the City's vision for its roadways, including facilities for pedestrians, bicyclists and other means of rolling, green streets, and safety improvements. The Active Transportation Plan will shape the future over the next decade and beyond for roadway improvements.

**RECOMMENDATION**

Staff requests that the Council Transportation Committee (CTC) review and comment on the Public Draft of the Mountain View Active Transportation Plan (MVATP).

**NEXT STEPS**

After receiving CTC feedback, City staff and the consultant will review comments from all advisory boards and the public and revise the document into a Final Plan. The revised document will return to BPAC in August 2026 for affirmation and a recommendation for City Council approval in September 2026. Should the plan be approved in September 2026, staff will be able to incorporate plan recommendations into the FY27-28 budget cycle, which begins in October 2026.

Attachments: 1. PUBLIC DRAFT – Active Transportation Plan Appendices

cc: PWD—Ng, APWD—Boyer, TM—Ledbetter