

**MTC Complete Streets Checklist (Dana Street Complete Streets)
Implementation of MTC’s Complete Streets Policy, Resolution 4493, Adopted 3/25/22**

Background

Since 2006, MTC’s Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC’s OBAG 2 requirements.)

Requirements

MTC’s CS Policy requires that all projects in the public right of way (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – submit a Complete Streets Checklist (Checklist) to MTC.

Project sponsors shall coordinate with their respective County Transportation Agency (CTA) or local Bicycle and Pedestrian Advisory Committee (BPAC) (or equivalent) to review the CS Checklist. Checklists must be reviewed by the local or county BPAC (or equivalent) prior to MTC’s review of the Checklist. If a project includes a transit stop/station or is located along a transit route, the checklist must be signed by the transit agency(ies) to confirm transit agency coordination and acknowledgement of the project.

Please note that projects claiming exceptions to the CS Policy must complete the Exceptions section on the Checklist, including the BPAC review, and provide a Department Director-level signature. Please fill out Contact Information and Project Information and then move to Statement of Exception, which is the last section.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at <https://mtc.ca.gov/planning/transportation/complete-streets>

CONTACT INFORMATION		
Contact Name & Title* Ria Hutabarat Lo	Contact Email* ria.lo@mountainview.gov	Contact Phone Number 650 903 6595
City/Agency* Mountain View	Agency (if other)	County* Santa Clara
Is your project seeking regional discretionary funds or an endorsement? *		
<input checked="" type="checkbox"/> Regional Discretionary Funding <input type="checkbox"/> Endorsement		

<p>Please include the name of the regional discretionary funding program that this project is seeking. Housing Incentive Pool Program</p>	
<p>PROJECT INFORMATION</p>	
Project Name/Title*	Dana Street Complete Streets Project
Project Area/Location(s)*	Between Pioneer Way and Moorpark Way
Project Area Map:	<i>Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below.</i> Exhibit1_MountainView_DanaStCorridor_Project Area
<p>PROJECT DESCRIPTION: (2000-word limit) * <i>You may also attach additional project documents, cross sections, plan views or other supporting materials.</i></p> <p>The project will include design and construction of a road diet between Pioneer Way and Whisman Road, Class II bike lanes or Class IV protected bikeways between Pioneer Way and Moorpark Way, high-visibility crossings, a pedestrian hybrid beacon at Dana Street and Pioneer Way intersection, tightened curb radii at various locations, and potential roundabout at Dana Street and Moorpark Way intersection if feasible, and green street elements.</p> <p>Exhibit 2: Mountain View Dana Street Corridor Supporting Material includes excerpts from Bicycle Transportation Plan where Dana Street is identified as a future Class IV/Class II bicycle facility; Vision Zero Action Plan that identified Dana Street improvements as a priority segment (Segment S-18); and Safe Routes to School Map for Edith Landels Elementary, Graham Middle and Mountain View High School which identifies Dana Street as a suggested route to school.</p>	
<p>Please choose the project phase(s). *</p> <p><input type="checkbox"/> Planning <input checked="" type="checkbox"/> PE <input type="checkbox"/> ENV <input type="checkbox"/> ROW <input checked="" type="checkbox"/> CON <input type="checkbox"/> O&M</p>	
<p>Project Supporting Material: <i>Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below.</i></p> <p>Exhibit2_MountainView_DanaStCorridor_Support Material</p>	
<p>Do You think your project qualifies for a Statement of Exception? *</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	

Topic: Bicycle, Pedestrian and Transit Planning

The Complete Streets Policy states that projects that are funded all or in part with regional discretionary funding or receiving MTC endorsements must implement CS as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero, or other systemic safety plan, Community Based Transportation Plans, or transit plan.

Plan examples include:

- City/County General + Area Plans
- Bicycle, Pedestrian & Transit Plan
- Community-Based Transportation Plan
- ADA Transition Plan
- Station Access Plan
- Short-Range Transit Plan
- Vision Zero/Systematic Safety Plan

Does the project implement relevant plans, or other locally adopted recommendations? *

- Yes
 No

Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date.

If the project is inconsistent with adopted plans, please provide explanation.

City of Mountain View Bicycle Transportation Plan (adopted November 2015) identifies Dana Street as proposed Class II bike lane facility, while noting that the proposed classification is based on preliminary planning-level evaluation of field conditions. The Bicycle Transportation Plan also establishes a policy that as the City plans new or improved bicycle facilities on City streets with vehicle speeds at or above 30 mph (such as Dana Street), priority consideration be given to the installation of Class IV protected/separated bike lanes/cycle tracks. If Class IV facilities are determined to be infeasible, the City may consider Class II buffered bikeways or other alternatives. The Bicycle Transportation Plan can be found at the link below:

<https://www.mountainview.gov/home/showpublisheddocument/2706/637967769931230000>

City of Mountain View Vision Zero Action Plan / Local Road Safety Plan (adopted 9/10/2024) identifies Dana Street as a priority segment for infrastructure improvements that could include speed reduction, potential road diet, curb radii reduction, high visibility crossings, slip lane removal, and protected bikeways over SR-85 (Segment S-18). This plan can be found at the link below:

<https://mountainview.legistar.com/LegislationDetail.aspx?ID=6852930&GUID=8775BA68-2363-46CD-BBC5-825FAF81C5E3&Options=&Search=>

Topic: Active Transportation Network

Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map here] *

- Yes
 No

If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities" and/or the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way."

According to the NACTO All Ages and Abilities Guidance, roadways like Dana Street that have a target speed of greater than 26 mph are called for Class IV protected bikeways, reduced speeds or road diets are called. As part of this project, Class IV protected bikeways will be installed (where feasible) and where the spacing of driveways precludes protected facilities, Class II buffered bike lanes will be installed.

A. Topic: Safety and Comfort

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?*

Yes
 No

Please summarize the traffic safety conditions and describe the project's traffic safety measures. The Bay Area Vision Zero System may be a helpful resource.

Although the corridor is not identified as HIN, Dana Street has been identified in the Vision Zero Action Plan (Exhibit 2) as a priority corridor for infrastructure improvements along the roadway (Recommendation S-18), including intersection improvements. The prioritization criteria were based on crash history, equity and proximity to destinations including its designation as a suggested route to Landels Elementary, Graham Middle and Mountain View High School.

B. Topic: Safety and Comfort

Does the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analysis conducted? *

Yes
 No

Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.

Under the City of Mountain View's Comprehensive Modal Plan "AccessMV", Dana Street was identified as having a Bicycle Level of Traffic Stress (LTS) 3. LTS 3 is a high stress segment and suitable for somewhat confident riders.

Potential road diet, speed reduction, and installation of Class II buffered bike lanes and Class IV protected bikeways will reduce both vehicular traffic speeds and reduce LTS along this roadway.

According to the City's AccessMV analysis, these improvements are expected to result in associated improvement to LTS 1 in segments where Class IV bikeways can be installed.

Topic: Transit Coordination

A. Are there existing public transit facilities (stop or station) in the project area?
 Yes
 No

If yes, list transit facilities (stop, station or route) and all affected agencies.
Mountain View Community Shuttle Grey and Red routes; bus stop at Whisman/Dana

B. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.
 Yes
 No

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.
Exhibit3_MountainView_DanaSt_TransitAgency [to be added]

C. Is there a MTC Mobility Hub (map) within the project area? *
 Yes
 No

If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the Mobility Hubs Playbook Play 1.

Topic: Design

If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).
Pedestrian focused improvements include curb radii reduction, high visibility crossings and slip lane removal. These elements will be designed in accordance with CA-MUTCD, PROWAG and NACTO Urban Street Design Guide.

If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.
Bikeway designations include Class II buffered bike lanes and Class IV protected bikeway where feasible. These elements will be designed in accordance with CA-MUTCD, NACTO Urban Bikeway Design Guide, NACTO Designing for All Ages and Abilities Guidance, Caltrans DIB 89-02 and Caltrans DIB 94.

Topic: Equity
A. Will the project improve active transportation in an Equity Priority Community (EPC)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please list census tracts that are designated as EPCs and affected by this project. Mountain View has an extensive program of affordable housing strategies that are distributed throughout the City.

Topic: Bicycle and Pedestrian Advisory Committee (BPAC) or Equivalent Committee Review (Requirement)
Has a local (city is preferred and county is an option) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred. <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> The submission of this checklist will be reviewed by the BPAC. This option exists to use this CS Checklist submission (pdf emailed to you) for the BPAC review. <input type="checkbox"/> Other
Please provide a summary of meeting comments. If meeting date hasn't occurred yet, please share BPAC meeting comments here. <to be added after Oct 30, 2024 BPAC meeting>

Compliance and Exemption
Statement of Compliance The proposed project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202).
Please check below. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Statement of Exception
Topic: BPAC Review (Requirement)
Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form.

- Yes
- No
- The Checklist is being submitted to send to BPAC for review.

Please provide meeting date(s).

Please provide a summary of comments/discussion.
N/A

Statement of Exception

1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians. Yes/No?

- Yes
- No

If yes, please cite language and agency citing prohibited use.

N/A

2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost). Yes/No?

- Yes
- No

If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling. Please share how that will be executed here.

3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route. Yes/No?

- Yes
- No

If yes, described alternative Plan/Project.

Sidewalk access on Dana Street over State Route 237 is available on the south (eastbound) side of the road.

4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints. Yes/No?

- Yes
- No

Describe condition(s) that prohibit implementation of CS policy requirements.

N/A

Name of Department Director or Equivalent for Exceptions

Department Director-Level Signature for Exceptions

Exceptions must be signed by a Department Director-level agency representative, or their designee. Please include name, title and copy of their approval of this exception in email or letter format below.

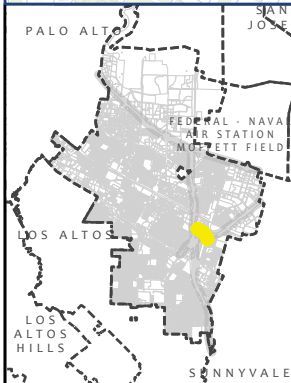
Director Approval File Upload

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.

Exhibit 1



 Project Area



E DANA STREET COMPLETE STREETS LOCATION MAP



DRAFT
VISION ZERO ACTION PLAN
&
LOCAL ROAD SAFETY PLAN



6 Recommendations

The output of an VZAP/LRSP is a list of recommended prioritized projects to improve road safety in a community. These projects may be both infrastructure and non-infrastructure projects, which is the case for the recommendations presented in this section. The recommendations are aligned with the goals of the City of Mountain View Vision Zero Policy as well as current and future priority planning and programming efforts.

INFRASTRUCTURE RECOMMENDATIONS

As discussed in Chapter 2, the following safety corridors within Mountain View City limits have been identified through the VZAP/LRSP process:

1. Rengstorff Avenue from El Camino Real to Garcia Avenue/Charleston Road;
2. Shoreline Boulevard from El Camino Real to North Road;
3. California Street from San Antonio Road to Hope Street;
4. Ellis Street from Middlefield Road to Manila Avenue; and
5. El Monte Avenue from Springer Road to El Camino Real;
6. San Antonio Road from El Camino Real to Central Expressway;
7. Middlefield Road from western city limit (400 feet east of San Antonio Road) to Central Expressway; and
8. Old Middlefield Way from Middlefield Road to US-101.

Based on Caltrans guidance for developing a LRSP, more specific infrastructure recommendations and priorities are provided below. Note that all recommendations still require further engineering review to determine design adequacy and feasibility.

Prioritized Corridor Segments and Intersections

The following are the prioritized corridor segments and intersections for infrastructure improvements. These lists account for prioritization criteria related to crash history, equity and proximity to destinations. In addition, the lists account for planned network improvements that are funded and included in the City's approved capital improvement program (CIP).

Recommended improvements indicated in Figure 18 and Figure 19 reflect key crash concerns and City plans and subject to further engineering feasibility analysis. Additionally, recommended improvements may be subject to approval by another agency such as Caltrans which owns and regulates State Routes including El Camino Real; the County of Santa Clara which owns and regulates Central Expressway; and Valley Water which oversees waterways such as Stevens Creek Trail at Middlefield Road.

DRAFT Vision Zero Action Plan / Local Road Safety Plan
City of Mountain View

Figure 18 Recommended Safety Corridor Projects

ID	Corridor	Segment / Location	Recommended Improvements beyond FY2023-24 ⁷	Other Supporting Documents
S-1	Rengstorff Ave	El Camino Real – Leghorn St	Rengstorff Avenue Green Complete Streets (Appendix D)	CIP 27-xx Rengstorff GCS Study
S-2	Shoreline Blvd	El Camino Real – Montecito	Protected Bikeways from El Camino Real to Montecito	Shoreline Boulevard Corridor Study
S-3	California St	Showers Drive – Shoreline Blvd	Permanent Installation – pending pilot results (26-xx California Construction Showers-Shoreline)	21-40 California Complete Street Pilot and evaluation
S-4	El Monte Ave	City Limits to El Camino Real	El Monte Corridor Improvements (21-38 pending additional funding)	El Monte Corridor Improvements (19-61) & El Camino Real Streetscape Plan
S-5	Ellis St	Full Extent	Protected Bikeways	
S-6	San Antonio Rd	Full Extent (in Mountain View)	Complete Streets Overpass (by Caltrain with County of Santa Clara & City of Palo Alto). Project schedule to be determined.	-
S-7	E Middlefield Rd	East of SR 85	Midblock Crossing at LRT and Sidewalk over SR 85 and Stevens Creek Trail	East Whisman Precise Plan & CIP 25-xx Middlefield Road Across SR85, Feasibility Study
S-8	Latham St	West of Shoreline Blvd	Sharrows, Curb Extensions or Splitters, Advance Stop Bar, High Visibility Crosswalks, Bike Boulevard Signs and Markings and Speed Humps West of Escuela St	16-38 Latham/Church Bike Boulevard (pg. 26-27, 33-35)
S-9	Grant Rd	City Limits – El Camino Real	High Visibility Crosswalks, New Bikeways (Martens-El Camino Real)	-
S-10	Central Expressway	Shoreline Blvd – Bernardo Ave	High Visibility Crosswalks, Protected Bikeways (by County of Santa Clara)	SCC Active Transportation Plan (underway)
S-11	Old Middlefield Way	Full Extent	High Visibility Crossings, Protected Bikeways	Bicycle Transportation Plan
S-12	E Evelyn Ave	Full Extent	Bikeways (CIP 25-xx & 27-xx Evelyn Bikeway Design, Construction)	MV Transit Center Master Plan
S-13	Amphitheater Pkwy	Full Extent	Protected Bikeways	North Bayshore Circulation Study Table 1
S-14	N Whisman Road	Central Expressway – Fairchild Dr	Complete Streets	East Whisman Precise Plan Table 19
S-15	Miramonte Ave	El Camino Real – City Limits	Complete Streets Upgrades Castro to El Camino Real (23-31) & Southern City Limits to Cuesta	Measure B funded Miramonte Phase 2 Feasibility Study

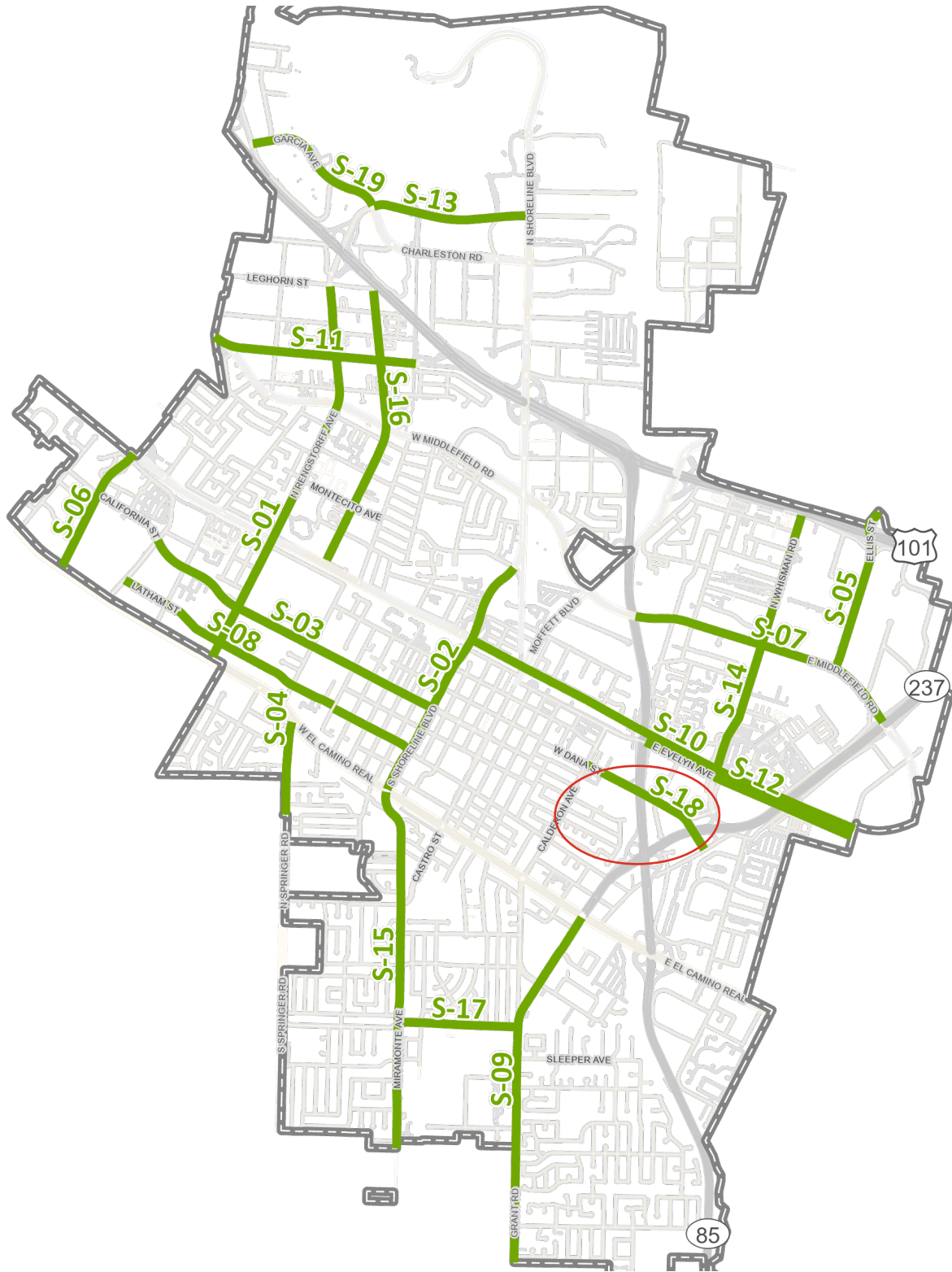
⁷ CIP References are based on the FY2023-24 Budget as outlined in the [June 13, 2023](#) City Council Item 6.2 Attachment 1

DRAFT Vision Zero Action Plan / Local Road Safety Plan
City of Mountain View

ID	Corridor	Segment / Location	Recommended Improvements beyond FY2023-24 ⁷	Other Supporting Documents
S-16	Sierra Vista Ave	Full Extent: Silverwood Ave – Rengstorff Ave	Bike Boulevard Treatments	Bicycle Transportation Plan
S-17	Cuesta Dr	Miramonte Ave – Grant Rd	Potential Road Diet (where feasible), Hi Viz Crossings, Protected Bikeways from Miramonte to Grant	Pedestrian Master Plan, Bicycle Transportation Plan
S-18	E Dana St	Calderon Ave – Moorpark Ave	Speed reduction, Potential Road Diet, Curb radii reduction, High Visibility Crossing, Slip Lane Removal, Protected Bikeways over SR 85	Bicycle Transportation Plan, Safe Routes to School Suggested Maps
S-19	Garcia Avenue	Bayshore Blvd – Amphitheater Parkway	Protected Bikeways	North Bayshore Circulation Study

DRAFT Vision Zero Action Plan / Local Road Safety Plan
City of Mountain View

Figure 19 Recommended Safety Corridor Projects





AccessMV

Mountain View's Comprehensive Modal Plan

May 2021

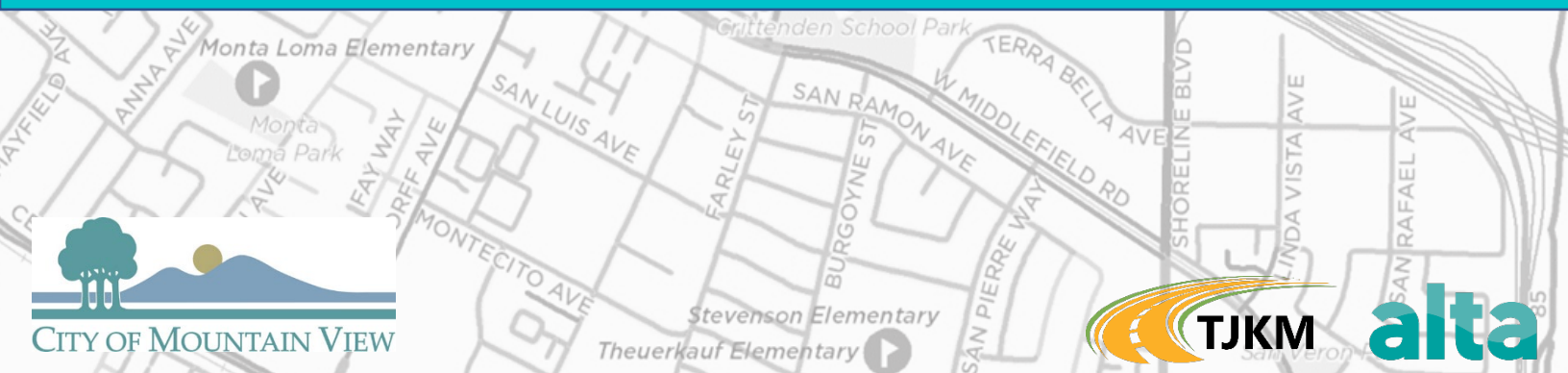


Figure 3-10. Existing Bicycle Level of Traffic Stress

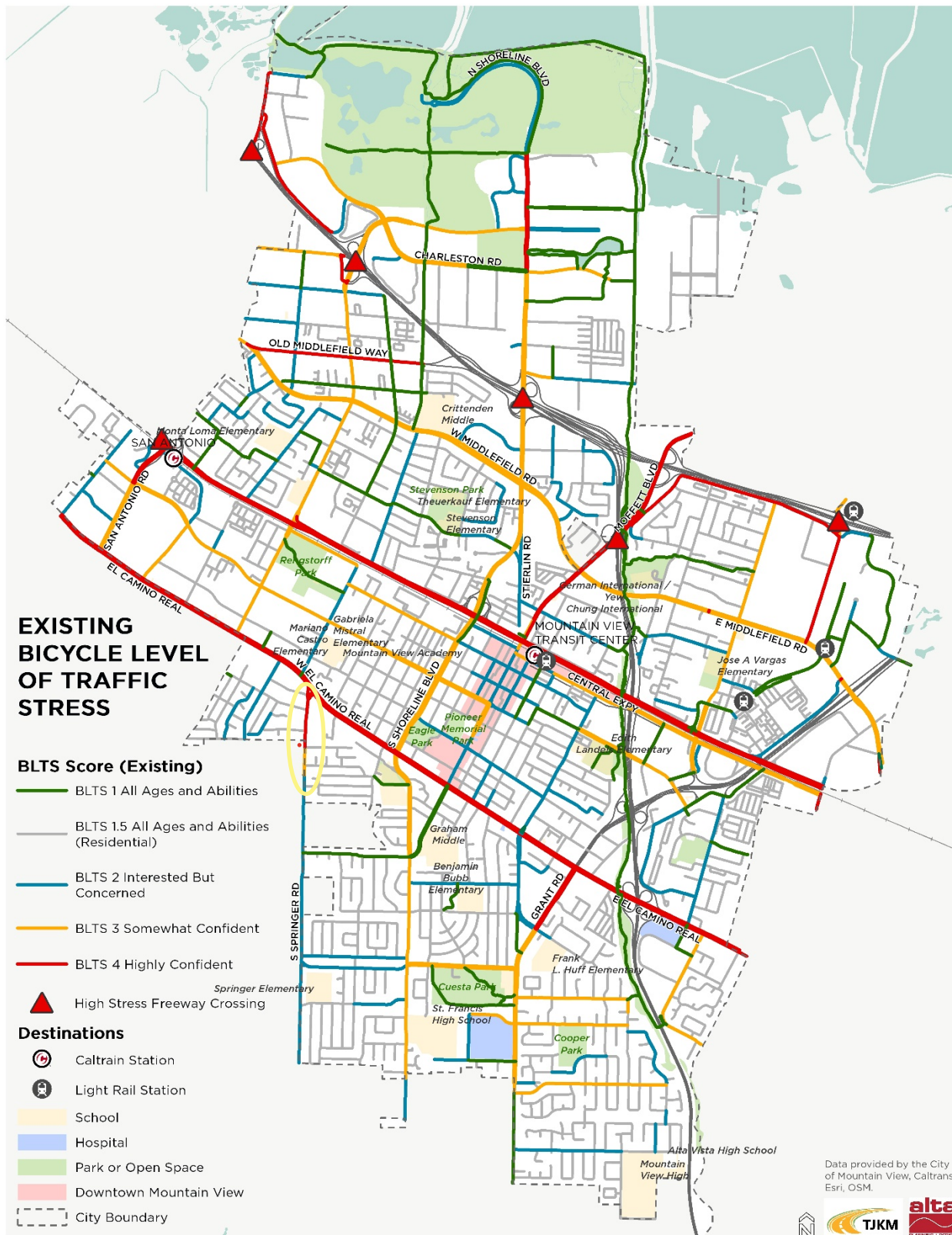


Figure 3-11. Existing Bicycle Level of Traffic Stress with Collisions



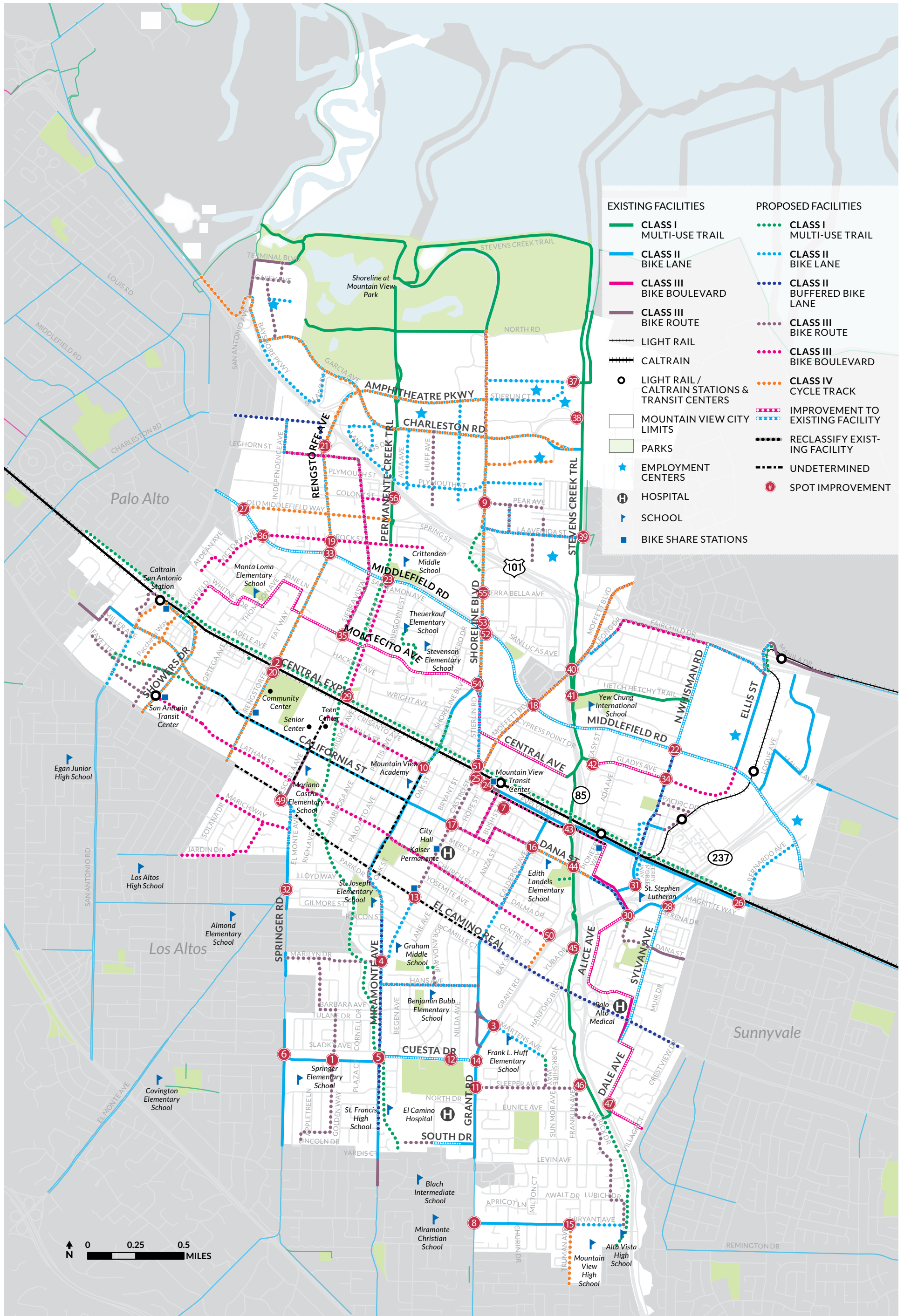


MOUNTAIN VIEW
BICYCLE TRANSPORTATION
PLAN UPDATE

ADOPTED
NOVEMBER 17, 2015



Figure 4-3 Recommended Bikeway Improvements (City-Wide View)



This map is formatted for 11" x 17"

(continued)

TABLE 4-2 RECOMMENDED CLASS II BIKE LANE IMPROVEMENTS				
Reference Number (Network)	Location	Street	End	Length (miles)
N-122	Bernardo Avenue	Central Expressway	Middlefield Road	0.38
N-125	Alta Avenue	Charleston Road	US Route 101	0.32
N-126	Bayshore Parkway	Garcia Avenue	Salvador Drive	0.62
N-127	La Avenida Street	Shoreline Boulevard	Stevens Creek Trail	0.52
N-128	Landings Drive Loop	Charleston Road	Charleston Road	0.48
N-129	Independence Avenue	Leghorn Street	Charleston Road	0.17
N-130	Leong Drive	Moffett Boulevard	Evandale Avenue	0.13
N-131	Sylvan Avenue	Rainbow Drive	Moorpark Way	0.63

** Identified in the Shoreline Corridor Study as a Class II buffered or Class IV facility*

4.1.3. RECOMMENDED CLASS II BUFFERED BIKE LANES

Buffered bicycle lanes provide a signed, striped and stenciled lane for one-way travel on both sides of a roadway. In addition to the typical width of a bicycle lane, buffered bike lanes also have a striped buffer that provides additional separation between the motor-vehicle travel lane and the bike lane. Buffered bicycle lanes are often recommended on roadways with heavier traffic volumes and speeds.

Recommendation

This Plan recommends implementation of the Class II buffered bikeway improvements listed in **Table 4-3**.



Figure 4-6 A buffered bike lane on Moffett Boulevard

TABLE 4-3 RECOMMENDED CLASS II BUFFERED BIKE LANE IMPROVEMENTS*				
Reference Number	Location	Street	End	Length (miles)
N-29	El Camino Real	Calderon Avenue	Dale Avenue	0.99
N-65	Castro Street	Marilyn Drive	Sonia Way	1.15
N-90	Charleston Road	San Antonio Road	North Rengstorff Avenue	0.57
N-91	East Dana Street	Moorpark Way	West Dana Street	0.3
N-117	North Whisman Road	East Middlefield Road	East Evelyn Avenue	0.6

**Proposed classification based on preliminary planning-level evaluation of field conditions. Pursuant to the policy recommendation regarding bikeway facilities on City streets (Section 4.5.6, page 88), as the City plans new or improved bicycle facilities on, or major improvements to, City streets with vehicle speeds at or above 30 mph, priority consideration should be given to the installation of Class IV protected/separated bike lanes/cycle tracks. If Class IV facilities are determined to be infeasible, the City may consider Class II buffered bikeways or other alternatives.*

Reference Number	Location	Street	End	Length (miles)
N-101	Mayfield Avenue-Whisman Road Bike Boulevard Extension	Gladys Avenue	Ellis Street	0.42
N-119	Blackfield Way	Jardin Drive	Marich Way	0.24
N-120	Continental Circle	Dale Avenue	The Americana	0.08
N-121	Heatherstone Way	South Knickerbocker Drive	Dale Avenue	0.24

4.1.6. RECOMMENDED CLASS IV CYCLE TRACK / PROTECTED BIKE LANES

A Class IV bikeway, known as a cycletrack or protected bikeway, is an on-street bike lane that is physically separated from motor-vehicle traffic by a vertical separation, such as a curb, bollards, or car parking. A protected bikeway is similar to a Class II buffered bike lane, but provides the vertical physical barrier, separation and associated comfort a user can experience on a Class I path.

Recommendation

This Plan recommends implementation of the Class IV bikeway improvements listed in **Table 4-6**.



Figure 4-9 A protected bike lane in San Francisco (Flickr User Nick Falbo)

Reference Number	Location	Street	End	Length (miles)
N-8	Rengstorff Avenue	El Camino Real	Amphitheatre Parkway	2.01
N-13	Moffett Boulevard	Central Expressway	Clark Road	1.26
N-16	Shoreline Boulevard	La Avenida Street	Space Park Way	0.24
N-27	Old Middlefield Way	Middlefield Road	Permanente Creek Trail	0.77
N-28	Stierlin Road	Central Expressway	Shoreline Boulevard	0.11
N-48	West Dana Street	Calderon Avenue	Pioneer Way	0.34
N-49**	California Street	San Antonio Road	Ortega Avenue	0.52
N-50**	Showers Drive	El Camino Real	California Street	0.85
N-59	Shoreline Boulevard	Stierlin Road	Terra Bella Avenue	0.4
N-102	Truman Avenue	Oak Avenue	Bryant Avenue	0.31
N-103	Pacchetti Way	Showers Drive	San Antonio Shopping Center	0.34
N-104	Yuba Drive	El Camino Real	Church Street	0.18
N-15***	Amphitheatre Parkway	US Route 101	North Shoreline Boulevard	0.85
N-31***	Charleston Road/Garcia Avenue	San Antonio Road	Shorebird Way	2.54
N-32***	Shoreline Boulevard	Shorebird Way	Terra Bella	0.66
N-55***	Shorebird Way	Shoreline Boulevard	Charleston Road	1.14

*Proposed classification based on preliminary planning-level evaluation of field conditions. Pursuant to the policy recommendation regarding bikeway facilities on City streets (Section 4.5.6, page 88), as the City plans new or improved bicycle facilities on, or major improvements to, City streets with vehicle speeds at or above 30 mph, priority consideration should be given to the installation of Class IV protected/separated bike lanes/cycle tracks. If Class IV facilities are determined to be infeasible, the City may consider Class II buffered bikeways or other alternatives.
















**Identified in the San Antonio Precise Plan as either a Class II buffered or Class IV facility

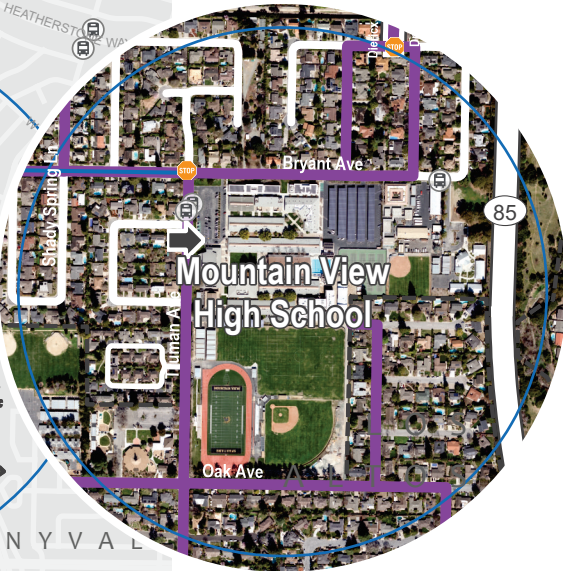
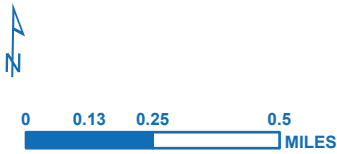
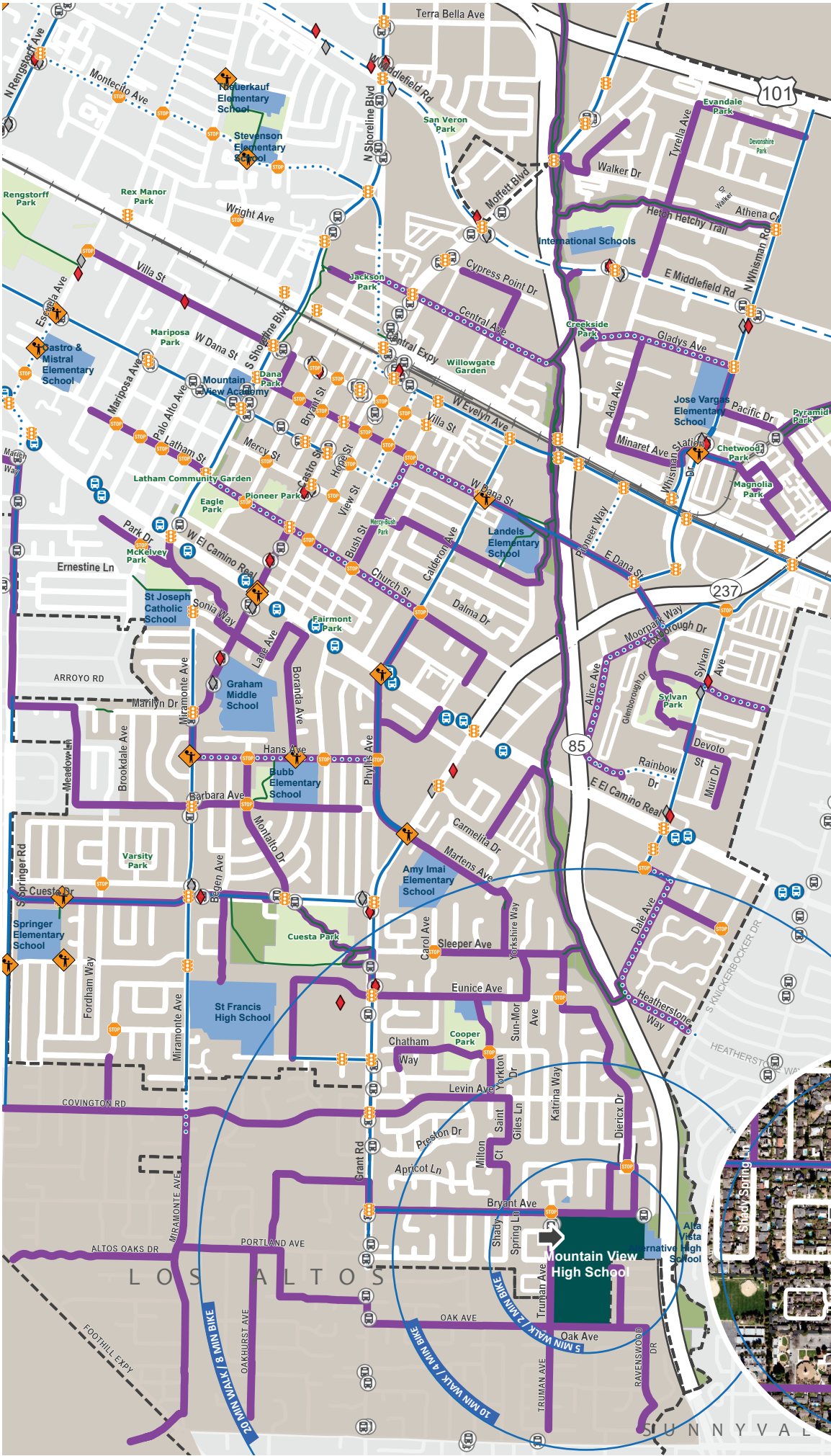
***Identified in the North Bayshore Precise Plan as either a Class I or Class IV facility

MOUNTAIN VIEW HIGH SCHOOL

3535 TRUMAN AVE.
MOUNTAIN VIEW, CA 94040

LEGEND

















-  All-Way Stop
-  Traffic Signal
-  Crossing Guard
-  VTA Bus Stop
-  VTA Bus Stop Route 22
-  Community Shuttle Stop
-  Gray Route
-  Red Route
-  School Entrance
-  Bike Lane
-  Bike Route
-  Trail
-  Suggested Route
-  School Catchment Area
-  City Boundary

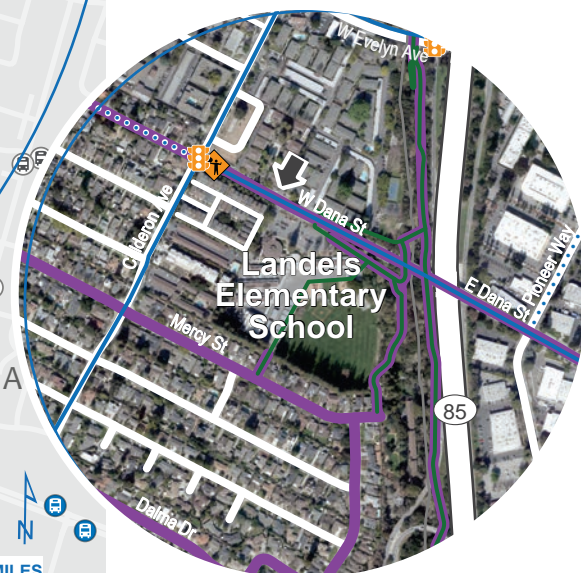
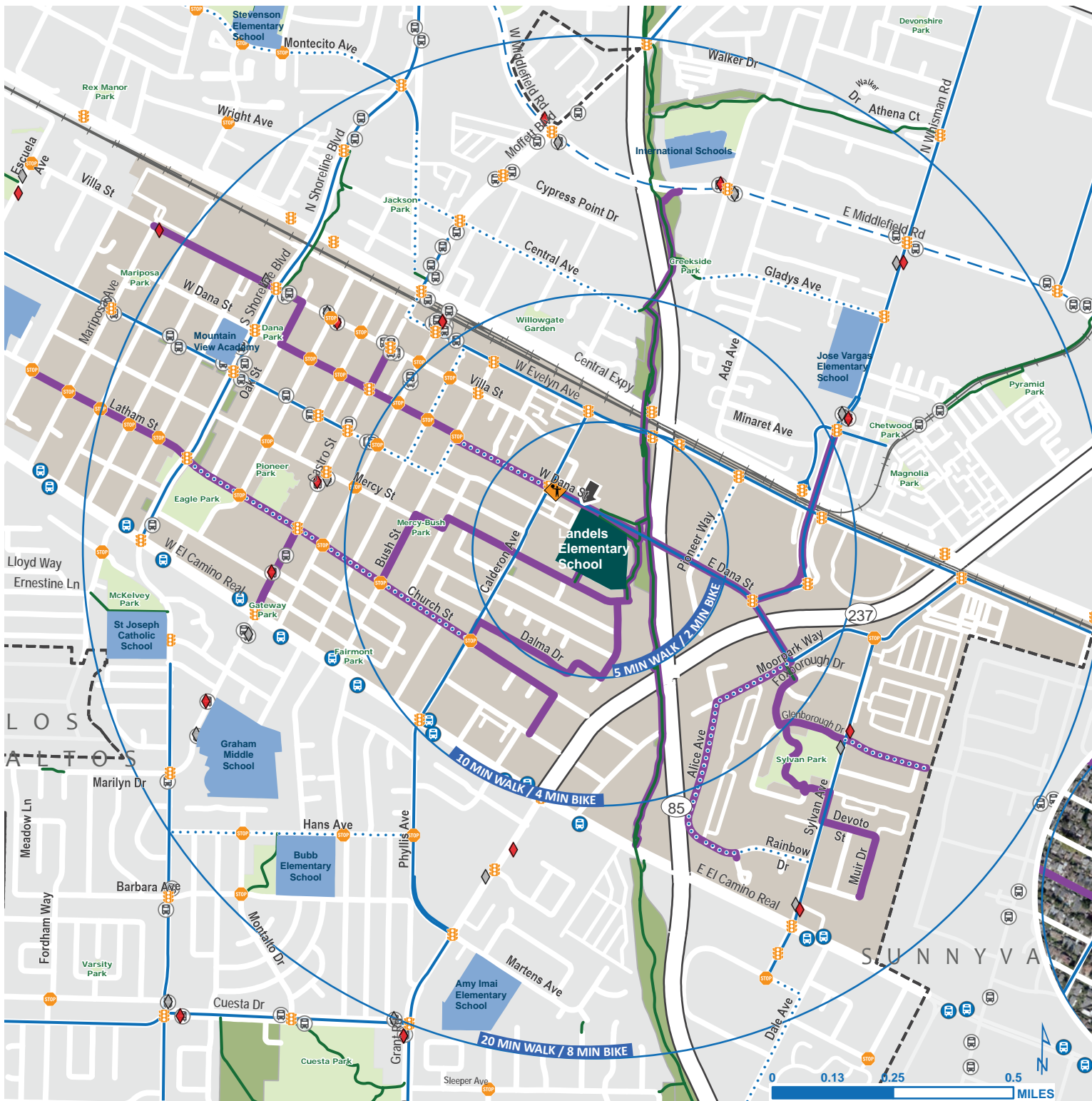


EDITH LANDELS ELEMENTARY SCHOOL

115 W DANA ST.
MOUNTAIN VIEW, CA 94041

LEGEND
















-  All-Way Stop
-  Traffic Signal
-  Crossing Guard
-  VTA Bus Stop
-  VTA Bus Stop Route 22
-  Community Shuttle Stop
-  Gray Route
-  Red Route
-  School Entrance
-  Suggested Route
-  Bike Lane
-  Bike Route
-  Part-Time Bike Lane
-  Trail
-  School Catchment Area
-  City Boundary

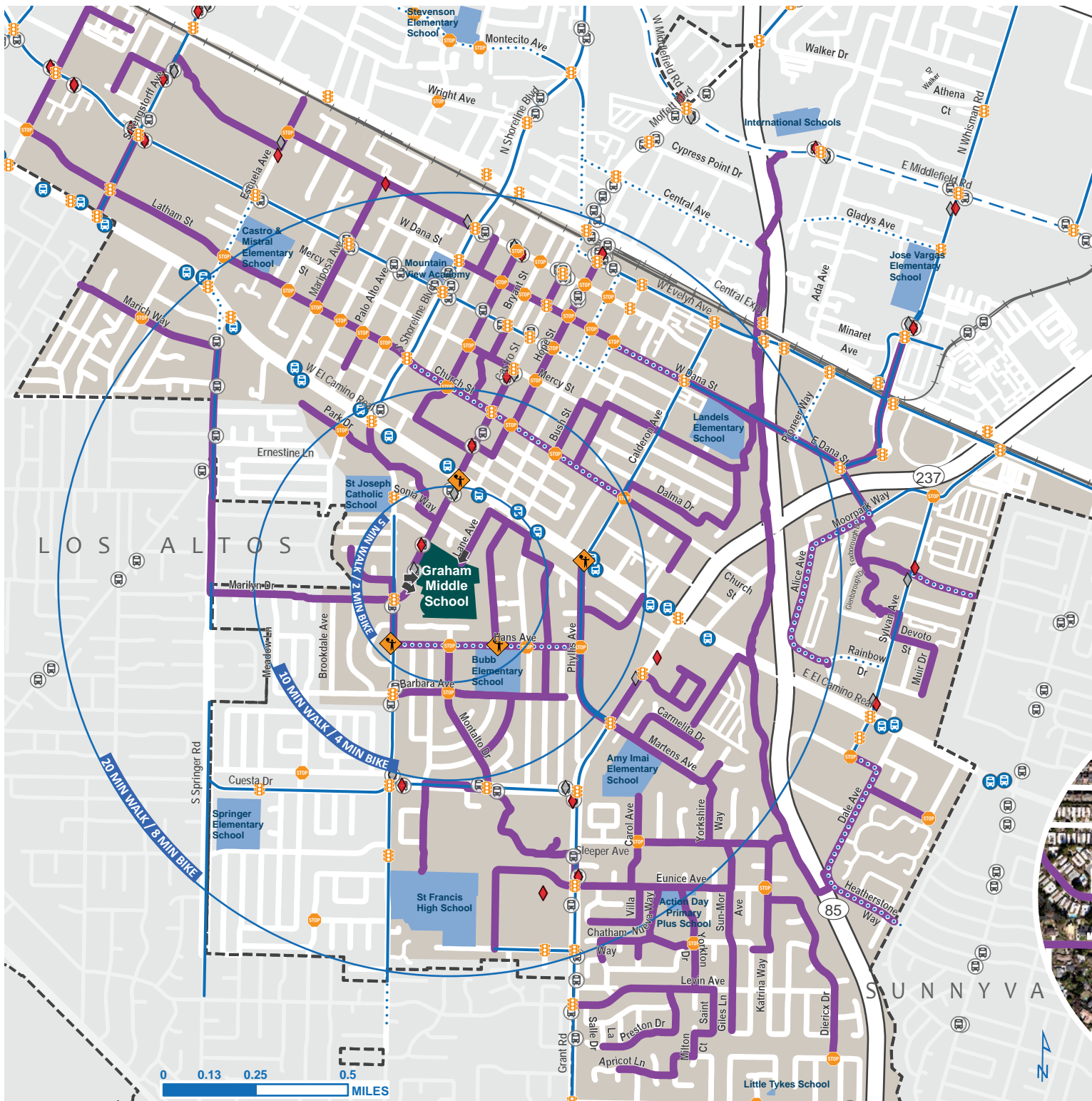


GRAHAM MIDDLE SCHOOL

1175 CASTRO ST.
MOUNTAIN VIEW, CA 94040

LEGEND

-  All-Way Stop
-  Traffic Signal
-  Crossing Guard
-  VTA Bus Stop
-  VTA Bus Stop Route 22
-  Community Shuttle Stop
-  Gray Route
-  Red Route
-  School Entrance
-  Bike Lane
-  Bike Route
-  Part-Time Bike Lane
-  Suggested Route
-  School Catchment Area
-  City Boundary



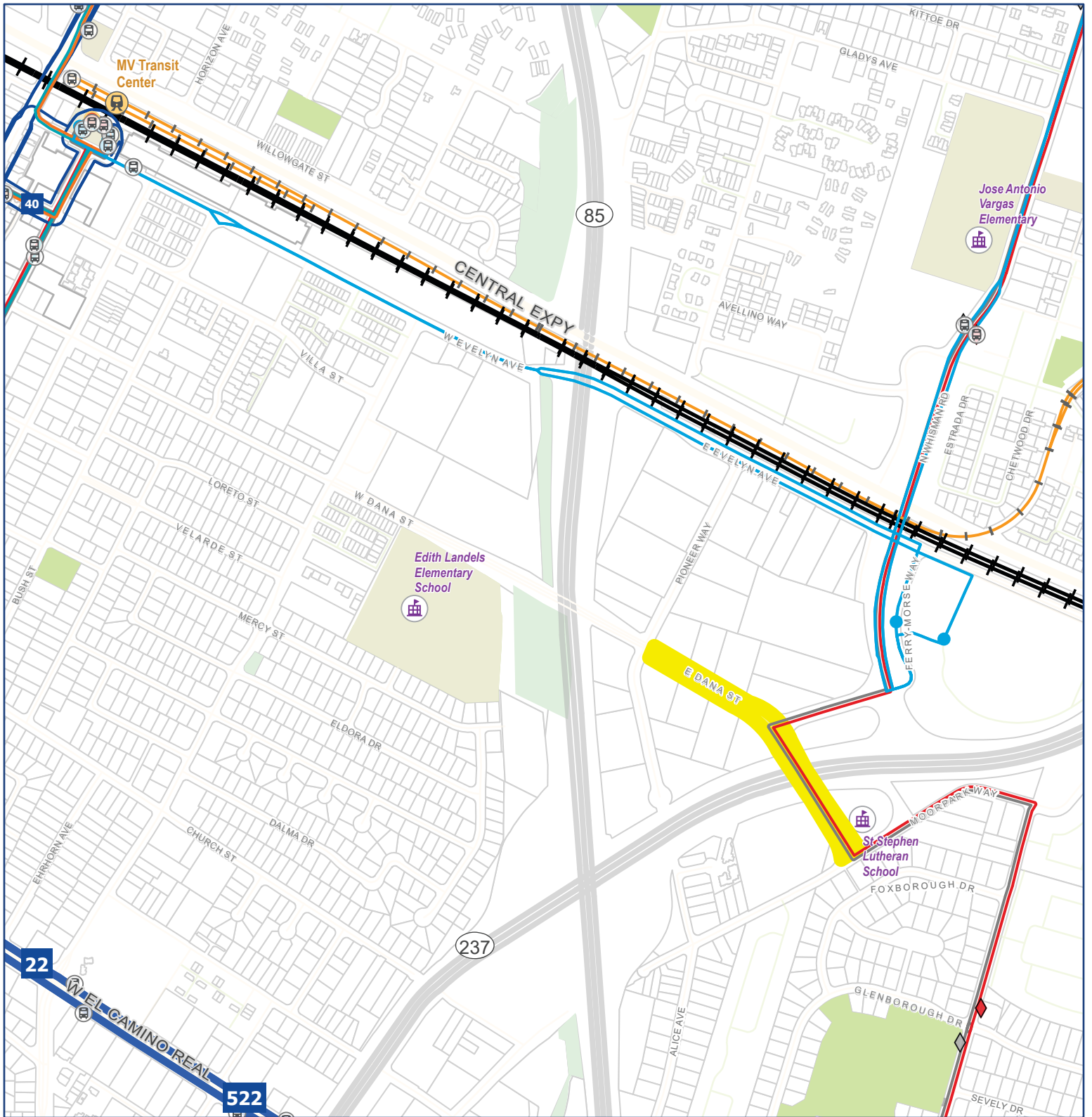


E DANA COMPLETE STREETS - HOUSING



- Subsidized Rentals
- Subject to Below Market Rate
- Stabilized Rentals
- Mobile Home Parks
- Other Residential Housing
- City Boundary
- RTA RV Safe Parking Sites
- Project Area





E DANA COMPLETE STREETS - TRANSIT



- | | | |
|---------------------------------|--------------------------------|---------------|
| Caltrain/VTA Light Rail Station | Community Shuttle Stop | Project Area |
| Caltrain Rail | Gray | School |
| VTA Light Rail | Red | City Boundary |
| VTA Bus Stop | Community Shuttle - Red Route | |
| VTA Bus Routes | Community Shuttle - Gray Route | |
| Express | MVgo Route A Stop | |
| Frequent | MVgo Route A | |
| Local | MVgo Route B Stop | |
| | MVgo Route B | |

