



**BICYCLE/PEDESTRIAN ADVISORY
COMMITTEE**

AGENDA

NOTICE AND AGENDA

SPECIAL MEETING - THURSDAY, SEPTEMBER 26, 2013
PLAZA CONFERENCE ROOM AT CITY HALL - 500 CASTRO STREET
6:30 P.M.

1. **CALL TO ORDER**
2. **ROLL CALL**—Committee members Josette Langevine, Simon Purdon, Greg Unangst, Vice Chairperson Bruce England, and Chairperson Marc Roddin.
3. **ORAL COMMUNICATIONS FROM THE PUBLIC**

This portion of the meeting is reserved for persons wishing to address the Committee on any matter not on the agenda. Speakers are limited to three minutes. State law prohibits the Committee from acting on nonagenda items.

4. **MINUTES APPROVAL**

Minutes for the July 31, 2013 meeting have been delivered to Committee members and copies posted on the City Hall bulletin board. If there are no corrections or additions, a motion is in order to approve these minutes.

5. **UNFINISHED BUSINESS**

- 5.1 **PEDESTRIAN MASTER PLAN – PERFORMANCE MEASUREMENT**

Overview:

The Committee will discuss and provide input on revising the Pedestrian Master Plan document to add measurable outcomes as directed by the City Council.

Recommendation:

Provide input regarding proposed revisions to Chapter 5, Performance Measurement and Monitoring, of the Pedestrian Master Plan.

6. NEW BUSINESS

6.1 PROPOSED 100 MOFFETT BOULEVARD RESIDENTIAL DEVELOPMENT PROJECT – BICYCLE AND PEDESTRIAN FACILITIES

Overview:

The Committee will provide input on bicycle- and pedestrian-related issues associated with a private development proposal at 100 Moffett Boulevard.

Recommendation:

Provide input on the proposed bicycle and pedestrian facilities to be included as part of the proposed 100 Moffett Boulevard development.

6.2 NASA AMES BAYSHORE LIGHT RAIL STATION PEDESTRIAN ACCESS STUDY

Overview:

The Committee will provide input on the bicycle and pedestrian access improvement alternatives, including the preferred alternative, for the NASA Ames Bayshore Light Rail Station Pedestrian Access Study.

Recommendation:

Review and provide feedback regarding the staff-recommended alternative – a combination of Alternatives A1 and B1 – to improve pedestrian and bicycle access between the Bayshore/NASA Light Rail Transit (LRT) Station and the North Whisman Area.

6.3 SAN ANTONIO PRECISE PLAN

Overview:

The Committee will provide input on bicycle- and pedestrian-related issues for the San Antonio Precise Plan.

Recommendation:

Provide input on bicycle and pedestrian issues and opportunities for the San Antonio Precise Plan.

6.4 EL CAMINO REAL PRECISE PLAN

Overview:

The Committee will provide input on bicycle- and pedestrian-related issues for the El Camino Real Precise Plan.

Recommendation:

Provide input on bicycle and pedestrian issues and opportunities associated with the El Camino Real Precise Plan.

6.5 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 FUNDING

Overview:

The Committee will review and provide input on the proposed projects for Fiscal Years 2013-14 and 2014-15 Transportation Development Act (TDA) Article 3 funding.

Recommendation:

Provide input on proposed projects for Fiscal Years 2013-14 and 2014-15 Transportation Development Act (TDA) Article 3 Funding.

6.6 UPDATE TO BICYCLE TRANSPORTATION PLAN – DRAFT SCOPE OF WORK

Overview:

The Committee will review and provide input on the Draft Scope of Work for the Request for Proposals (RFP) to update the 2008 Bicycle Transportation Plan.

Recommendation:

Provide input on the Draft Scope of Work to be included in the Requests for Proposals for the update of the City's Bicycle Transportation Plan.

6.7 POLICE DEPARTMENT DATA

Overview:

The Committee will receive the Police Department's quarterly bicycle- and pedestrian-related accident data.

Recommendation:

None.

6.8 2013-14 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN

Overview:

The Committee will review its 2013-14 Work Plan and provide updates on recent activities.

Recommendation:

None.

7. COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS

No action will be taken on any questions raised by the Committee at this time.

7.1 STAFF COMMENTS

7.2 COMMITTEE COMMENTS

8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, November 20, 2013 – Bicycle/Pedestrian Advisory Committee Special Meeting

9. CALENDAR

Thursday, October 17, 2013 – Miramonte Avenue/Springer Road Neighborhood Meeting (Roddin and Langevine)

10. ADJOURNMENT

HK/5/PWK
915-09-26-13A-E

AGENDAS FOR BOARDS, COMMISSIONS, AND COMMITTEES

- The specific location of each meeting is noted on the notice and agenda for each meeting which is posted at least 72 hours in advance of the meeting. Special meetings may be called as necessary by the Committee Chair and noticed at least 24 hours in advance of the meeting.
- Questions and comments regarding the agenda may be directed to the Public Works Department at (650) 903-6311.
- Interested persons may review the agenda and staff reports at the Public Works Department counter beginning at 4:00 p.m. the Friday evening before each regular meeting. A copy can be mailed to you upon request. Staff reports are also available during each meeting.
- **SPECIAL NOTICE – Reference: Americans with Disabilities Act, 1990**
Anyone who is planning to attend a meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the Public Works Department at (650) 903-6311 48 hours in advance of the meeting to arrange for assistance. Upon request by a person with a disability, agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format.
- The Board, Commission, or Committee may take action on any matter noticed herein in any manner deemed appropriate by the Board, Commission, or Committee. Their consideration of the matters noticed herein is not limited by the recommendations indicated herein.
- **SPECIAL NOTICE –** Any writings or documents provided to a majority of the Bicycle/Pedestrian Advisory Committee regarding any item on this agenda will be made available for public inspection in the Public Works Department, located at 500 Castro Street, during normal business hours and at the meeting location noted on the agenda during the meeting.

ADDRESSING THE BOARD, COMMISSION, OR COMMITTEE

- Interested persons are entitled to speak on any item on the agenda and should make their interest known to the Chair.
- Anyone wishing to address the Board, Commission, or Committee on a nonagenda item may do so during the “Oral Communications” part of the agenda. Speakers are allowed to speak one time on any number of topics for up to three minutes.



MINUTES

REGULAR MEETING - WEDNESDAY, JULY 31, 2013
PLAZA CONFERENCE ROOM AT CITY HALL - 500 CASTRO STREET
6:30 P.M.

1. **CALL TO ORDER**

Vice Chairperson England called the meeting to order at 6:30 p.m.

2. **ROLL CALL**

Members Present: Committee members Josette Langevine, Greg Unangst, and Vice Chairperson Bruce England.

Members Absent: Committee member Simon Purdon and Chairperson Marc Roddin.

Staff Members Present: Linda Forsberg, Transportation and Business Manager; and Helen Kim, Project Manager.

Public Present: Sixteen (16) members of the public were present.

3. **ORAL COMMUNICATIONS FROM THE PUBLIC**

Jeral Poskey, Google Transportation Team representative, shared information regarding Google's recent bicycle programs and projects.

Carol Moholt shared support for closing Stierlin Road and safety concerns for bicyclists/pedestrians in the Jackson Park neighborhood.

Cherie Walkowiak shared safety concerns for pedestrians (children and seniors) crossing the intersection at Shoreline Boulevard and Wright Avenue.

Aldona Majorek shared safety concerns for pedestrians/bicyclists traveling on Rengstorff Avenue and Shoreline Boulevard, including crossing Central Expressway and highway ramps.

Douglas Kauppi shared safety concerns for pedestrians using the crosswalk at Plymouth Street and Shoreline Boulevard.

Winona Hubbard stated the need to have bicycle education for all adults and children.

Jennifer Summant stated the City should be connected by trails and shared safety concerns for pedestrians/bicycles in the Jackson Park neighborhood.

4. **MINUTES APPROVAL**

Motion—M/S Langevine/Unangst—Carried 3-0-2; Purdon, Roddin absent—Approve the minutes of the May 29, 2013 meeting.

5. **UNFINISHED BUSINESS**

6:40 5.1 **PEDESTRIAN MASTER PLAN—PROJECT PRIORITIZATION CRITERIA**

The Committee reviewed and finalized the proposed revisions to Chapter 4, Implementation Criteria, of the Pedestrian Master Plan document regarding project prioritization criteria. The Transportation and Business Manager responded to the Committee's questions.

SPEAKING FROM THE FLOOR WITH SUPPORT AND/OR RECOMMENDATIONS:

- Lucas Ramirez
- Carol Moholt
- Aldona Majorek
- Jarrett Mullen

Motion—M/S Langevine/Unangst—Carried 3-0; Purdon, Roddin absent—Approve proposed revisions to Chapter 4, Implementation Criteria, of the Pedestrian Master Plan document regarding project prioritization criteria with the addition of Senior Advisory Committee, Youth Advisory Committee, and other advisory committees under Section 4.1, and the addition of adult students and adults with special needs under Section 4.2, Walkability.

7:15 **5.2 PEDESTRIAN MASTER PLAN – PERFORMANCE MEASUREMENT**

The Committee provided input on the proposed revisions to Chapter 5, Performance Measurement and Monitoring, of the Pedestrian Master Plan. The Transportation and Business Manager responded to the Committee's questions.

SPEAKING FROM THE FLOOR WITH SUPPORT AND/OR RECOMMENDATIONS:

- Thida Cornes (e-mail comment read by Vice Chair England)
- Jerri-Ann Meyer (e-mail comment read by Vice Chair England)
- K. Shankari
- Jarrett Mullen

Staff will return to the Committee with revisions to Chapter 5 at the next Bicycle/Pedestrian Advisory Committee (B/PAC) meeting.

6. NEW BUSINESS

7:45 **6.1 VEHICLE EMISSIONS REDUCTIONS BASED AT SCHOOLS (VERBS) UPDATE**

The Committee received an update regarding the VERBS program activities during the 2012-13 school year and planned in 2013-14. The Executive Director of Safe Moves responded to the Committee's questions.

8:08 **6.2 SAN ANTONIO SHOPPING CENTER – SAFEWAY FRONTAGE PEDESTRIAN ZONE**

The Committee discussed and provided input regarding the pedestrian zone in front of the San Antonio Shopping Center Safeway store and suggestions for future shopping center projects. The Transportation and Business Manager responded to the Committee's questions.

SPEAKING FROM THE FLOOR WITH CONCERNS AND/OR RECOMMENDATIONS:

- Julie Lovins
- Don Bahl

- Jack Miller
- Aldona Majorek

It was the consensus of the Committee to support the following pedestrian-/bicycle-related improvements for the Merlone Geier San Antonio Shopping Center project and future shopping center projects:

San Antonio Shopping Center, Phase I:

- The pedestrian zone in front of the Safeway store needs to be more visible and communicate to motorists they should be aware of pedestrians in the area. There should be clearer/visible delineations for this pedestrian zone and additional signage.
- The Stop sign prior to heading up the parking ramp is obscured by a tree. The tree should be trimmed so the sign is clearly visible.
- The colored pavement designating the crosswalk at the bottom of the parking ramp is not discernible from the pavement.
- There are insufficient bike racks near the Safeway store; more bike racks are needed or they need to be relocated throughout the shopping center.
- Vehicles driving down the parking ramp habitually do not stop. Request the developer monitor this concern and make changes as needed to protect the safety of pedestrians and bicyclists.

San Antonio Shopping Center, Phase II and future shopping center projects:

- Include clearer delineations for pedestrian zones in front of stores, clearly communicating to motorists they should be aware of pedestrians in the area through signage and/or accent colors and treatments to ground surfaces.
- Suggested crosswalks for pedestrians should align with doors of the store.
- Include pedestrian-friendly sidewalks at all crosswalks.

- Ensure there is an adequate supply and proper location for bike racks throughout the project area.
- Consider speed humps with visible color delineations and signage.

8:40 **6.3 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (B/PAC) MEETINGS**

The Committee discussed and recommended changes to the frequency of B/PAC meetings. The Transportation and Business Manager responded to the Committee's questions.

SPEAKING FROM THE FLOOR WITH SUPPORT:

- Jeral Poskey
- K. Shankari
- Jack Miller
- Aldona Majorek
- Lucas Ramirez

It was the consensus of the Committee to support moving the B/PAC meetings from every two months to monthly. Staff will forward the Committee's request to the City Manager and Public Works Director.

9:00 **6.4 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3**

The Committee received information regarding the TDA Article 3 funding. The Project Manager responded to the Committee's questions.

9:05 **6.5 UPCOMING AND RECENT EVENTS**

The Committee discussed the members' participation in Thursday Night Live, Council Transportation Committee neighborhood meetings, and other events. The Transportation and Business Manager and Project Manager responded to the Committee's questions.

SPEAKING FROM THE FLOOR WITH CONCERNS AND/OR COMMENTS ON CITY'S BICYCLE LICENSING:

- Jeral Poskey
- Don Bahl
- Pat Hines

9:15 6.6 **2013-14 B/PAC WORK PLAN UPDATE**

The Committee reviewed the Fiscal Year 2013-14 B/PAC Work Plan approved by the City Council at its June 25, 2013 meeting, provided updates on its recent activities, and requested revisions to the approved Work Plan. The Transportation and Business Manager responded to the Committee's questions.

SPEAKING FROM THE FLOOR WITH SUPPORT AND/OR RECOMMENDATIONS:

- Pat Hines
- Aldona Majorek
- K. Shankari

Motion—M/S Langevine/Unangst—Carried 3-0-2; Purdon, Roddin absent—Forward a request that the Fiscal Year 2013-14 B/PAC Work Plan be expanded to add the following additional private development projects for the Committee's review: 700 East Middlefield Road (RREEF), 801 El Camino Real West (Greystar), 2600 Marine Way (Intuit), and Google (potentially multiple projects).

7. **COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS**

9:35 7.1 **STAFF COMMENTS**

There were 16 bicycle/pedestrian cases (6 open and 10 resolved) reported between June and July 2013 in the City's Customer Relationship Management (CRM) System.

7.2 **COMMITTEE COMMENTS**

- A Committee member stated a tunnel under Stevens Creek Trail was dark.
- A Committee member requested information on where electric bicycles and scooters are permitted in the City (i.e., trail, bike lane, etc.)
- The Vice Chair stated some people were not getting the B/PAC Agenda, indicated an error with the Police Department's 2012 pedestrian/bicycle

accidents data, suggested pedestrian-related improvements at Google campus area and Castro Street/Evelyn Avenue, and announced he had applied for the El Camino Real Precise Plan Advisory Group.

- A Committee member requested information on the City's bicycle licensing process and if B/PAC could assist with the processing.
- A Committee member requested printed materials regarding State law to educate motorists on pedestrian safety/requirements.

9:50 8. **SET DATE AND TIME FOR NEXT MEETING**

The next B/PAC meeting will be held on Wednesday, September 25, 2013.

9. **CALENDAR**

Wednesday, November 20, 2013 – B/PAC Special Meeting

Thursday, October 17, 2013 – Miramonte Avenue/Springer Road
Neighborhood Meeting (Roddin and Langevine)

10. **ADJOURNMENT**

The meeting was adjourned at 9:53 p.m.

HK/7/PWK
915-07-31-13mn-E

**MEMORANDUM**

Public Works Department

DATE: September 26, 2013

TO: Bicycle/Pedestrian Advisory Committee

FROM: Helen Kim, Project Manager
Linda Forsberg, Transportation and Business Manager
Michael A. Fuller, Public Works Director

SUBJECT: Pedestrian Master Plan Revisions—Measurable Outcomes/Performance Measures

RECOMMENDATION

Provide input regarding proposed revisions to Chapter 5, Performance Measurement and Monitoring, of the Pedestrian Master Plan.

BACKGROUND AND ANALYSIS

In approving the Pedestrian Master Plan (PMP) on January 15, 2013, the City Council directed the Bicycle/Pedestrian Advisory Committee (B/PAC) to begin revising the document to add project prioritization criteria and measurable outcomes to assess the City's progress in improving the pedestrian environment in Mountain View and meeting the PMP's five pedestrian-related goals (i.e., Complete Streets, Accessibility, Walkability, Safe Routes to Schools, and Maintenance).

At the March 6, 2013 joint meeting of the Council Transportation Committee (CTC) and B/PAC, the Committees reviewed the project prioritization criteria and performance measures/measurable outcomes used by other jurisdictions for pedestrian-related projects.

Based on the input received from the two Committees on March 6 regarding measures to assess the City's progress in improving the pedestrian environment in Mountain View, a list of potential performance measures was presented to the B/PAC for review and discussion at its April 8, 2013 meeting. At that meeting, staff was tasked with revising the performance measures and drafting a new chapter for the PMP to include a discussion on measuring the City's progress in improving Mountain View's pedestrian environment.

A proposed new chapter to the PMP (Chapter 5, Performance Measurement and Monitoring) of the Pedestrian Master Plan was presented to, and discussed by, the B/PAC at its July 31, 2013 meeting. The proposed chapter described:

- The performance measures the City will use initially to monitor its progress in improving the pedestrian environment.
- Desired performance targets for each measure.
- The frequency the data will be collected.
- Who will be responsible for data collection.

Based on the input received from the B/PAC at its July 31 meeting, staff has revised Chapter 5, Performance Measurement and Monitoring, of the PMP (Attachment 1) to further refine some of the proposed performance measures.

- Students Walking to/from School
 - Percentages, as well as absolute numbers, will be reported on.
 - Data will be collected and reported for each school.
 - The frequency of data collection/reporting has been increased to four times each school year.
- Students Receiving Pedestrian Safety Education
 - Percentages, as well as absolute numbers, will be reported on.
 - Data will be collected and reported for each school.
 - The frequency of data collection/reporting has been increased to four times each school year.
- Percentages, as well as absolute numbers, will be reported for pedestrian-related collisions involving pedestrians/vehicles and pedestrians/bicycles.
- New data points have been proposed to reflect/measure the City's vehicle (automobile, motorcycle, and bicycle) enforcement efforts that can impact pedestrian safety.

Based on the input received from the B/PAC, staff will further refine and/or finalize revisions to the proposed performance measures and Chapter 5 of the PMP.

NEXT STEPS

Staff will return to the B/PAC at its next meeting with additional refinement to the proposed performance measures and Chapter 5 of the PMP, as required.

If no significant refinements to the performance measures or Chapter 5 are required, staff will present the proposed new Chapter 5 of the PMP to the CTC for review and comment at a future meeting.

The CTC-endorsed version of Chapter 5 of the PMP will then be presented to the City Council for review and approval at a future meeting.

HK-LF-MAF/7/PWK
901-09-26-13M-E

Attachment: 1. Draft Chapter 5, Performance Measurement and Monitoring, of the Pedestrian Master Plan

cc: APWD—Solomon, CTE, PS—Oselinsky, File

CHAPTER 5—PERFORMANCE MEASUREMENT AND MONITORING

5.1 PERFORMANCE MEASURES

The pedestrian-related goals, policies and actions described in Chapter 3 establish a vision and framework for improving the pedestrian environment and walkability of Mountain View as envisioned in the 2030 General Plan and its mobility goals.

As the City continues to implement strategies, programs, and projects to improve the pedestrian environment in Mountain View, performance measures can be used to evaluate the City's progress in achieving its pedestrian-related goals.

The performance measures presented in this Pedestrian Master Plan are only the starting point for tracking the City's progress in addressing the pedestrian-related needs of the community. New/additional performance measures can be included in future updates of the Pedestrian Master Plan as new performance measures are identified by City staff, the City Council, the B/PAC, or other interested parties, as new data collection techniques become available, as new goals are added to the Pedestrian Master Plan, and/or as additional resources become available for the collection, analysis, and reporting of the data and performance measures.

New/additional performance measures are added to the Pedestrian Master Plan should have the following attributes:

- The measures should support/track progress on achieving one or more of the Pedestrian Master Plan's five (5) goals (see Chapter 3)
- The data required for the measures can be collected with available resources.
- The data required for the measures is consistently available and allow for comparisons over time (acknowledging some variation in data collection/reporting methodologies over time reflecting new Police Department policies, priorities and procedures).
- The measures are presented in a manner that is understandable and readily available to the general public.

5.2 PERFORMANCE MONITORING AND REPORTING

The City should update and report on each of the performance measures as the data becomes available. At a minimum, the data should be updated annually.

The data and updates should be posted on the B/PAC's web page, with links to the information available from other locations on the City's website.

Performance Measure	Baseline Measurement	Performance Target	Data Collection Frequency	Data Collection Responsibility
Number/Percentage of Students Walking to/from School (by school)	2012-13 School Year Data Collected Through the Vehicle Emissions Reductions Based at Schools (VERBS) Program	Increasing rate	4/school year	City staff/VERBS contractor
Number/Percentage of Students Receiving Pedestrian Safety Education (by school)	2012-13 School Year Data Collected Through the Vehicle Emissions Reductions Based at Schools (VERBS) Program	Increasing and/or steady rate	4/school year	City staff/VERBS contractor
Number/Percentage of Collisions <ul style="list-style-type: none"> • Pedestrian/Vehicle • Pedestrian/Bicycle 	2007 Data	Decreasing rate	Quarterly	City/Police Department staff
Pedestrian Safety-Related Vehicle Enforcement Measures <ul style="list-style-type: none"> • Speeding violations • Disregard of Regulatory Signs • Disregard of Signals • Wireless Device Violation • Failure to Yield to Pedestrian in Crosswalk 	2009 Data	Periodic increases reflecting enforcement activity, followed by long-term decreasing rate reflecting modified behavior	Quarterly	City/Police Department staff

**MEMORANDUM**

Public Works Department

DATE: September 26, 2013

TO: Bicycle/Pedestrian Advisory Committee

FROM: Renee Gunn, Associate Civil Engineer
Rebecca Shapiro, Associate Planner
Ed Arango, Principal Civil Engineer
Peter Gilli, Zoning Administrator
Michael A. Fuller, Public Works Director
Randal Tsuda, Community Development Director

SUBJECT: Proposed Bicycle and Pedestrian Facilities at the Residential Development Project at 100 Moffett Boulevard

RECOMMENDATION

Provide input on the proposed public bicycle and pedestrian facilities to be included as part of the proposed 100 Moffett Boulevard development.

BACKGROUND

Prometheus Real Estate Group has proposed a residential apartment (184 units) development project at the northwest corner of Moffett Boulevard and Central Expressway (Attachment 1).

As part of the Gatekeeper authorization in December 2011, Prometheus proposed to close the Stierlin Road ramp to Central Expressway and incorporate all of the right-of-way at the Stierlin Road cul-de-sac and Washington Alley into their project area. The inclusion of the right-of-way would have increased the lot area of the project, thus allowing the developer additional units.

In May 2012, the Council Transportation Committee (CTC) received an update on Prometheus' proposal to close Stierlin Road. Public input opposed the Stierlin Road closure. In response, Prometheus designed two alternative site plans for Stierlin Road: one with the ramp open and the other with the ramp closed. Each scenario was analyzed under the California Environmental Quality Act (CEQA), including traffic analysis, to provide Council with the greatest flexibility in taking final action on the

project. The expectation was that the options provided by Prometheus would allow Council to choose whether to close or retain the Stierlin Road ramp at the final public hearing.

In early 2013, Council considered recommendations from the Shoreline Transportation Study (STS), which identified the Shoreline transportation corridor as a major connection between the downtown and the North Bayshore Area (including Moffett Boulevard and Stierlin Road/Shoreline Boulevard). In March 2013, Council endorsed the Shoreline transportation corridor concept, including prioritization of potential future active transportation (bicycle and pedestrian) connections to North Bayshore from the Downtown Transit Center. This led staff to elevate the Stierlin Road design question to Council prior to the final public hearing on the project with a recommendation that at least a portion of the Stierlin Road right-of-way remain City-owned public right-of-way and, therefore, not available for Prometheus to count toward project floor area.

At the April 2, 2013 Study Session, Council was presented with various scenarios to resolve the floor area and Stierlin Road design issues. At the Study Session, a majority of the Council endorsed closure of the Stierlin Road vehicle ramp to Central Expressway and construction of a public bicycle/pedestrian path in its place. Council also supported a maximum floor area ratio (FAR) of 1.85. Based on this direction, the key remaining issue became how much of the Stierlin Road right-of-way would be considered for sale, determining the effective FAR for the project.

At the June 18, 2013 meeting, the City Council authorized the sale of a portion of Washington Alley and Stierlin Road to Prometheus while retaining a 34' wide section of Stierlin Road (Attachment 2). Council concluded that Stierlin Road would be closed to vehicular traffic and access would be limited to pedestrians and bicyclists. The City Council approved a site plan including a new right-turn lane along southbound Moffett Boulevard (Attachments 3 and 4).

Next summer, the City's Central Expressway Sidewalk Improvements, Project 11-44, will construct sidewalk along the north side of Central Expressway, from Gemini Avenue to Moffett Boulevard, where there is no sidewalk currently. The two projects have been coordinated such that the maximum extent of the sidewalk constructed with the City project can be utilized for the 100 Moffett Boulevard project. Due to the reconstruction of the northwest corner of Moffett Boulevard and Central Expressway to improve the pedestrian crossing and allow for the new right-turn lane, some of the sidewalk will need to be removed and relocated. The timing of the grant funding for

the City's CIP project does not allow the City to wait for the developer to install the sidewalk near the intersection.

ANALYSIS

There are a number of issues related to bicycle and pedestrian facilities within and adjacent to the proposed development project that staff would like to review with the Bicycle/Pedestrian Advisory Committee (B/PAC). Staff has worked extensively with the applicant to provide nonvehicular facilities that are both of a reasonable scope for this project and provide the maximum benefit to the City. Due to the proximity to downtown and the Transit Center and, therefore, being on a commuter route, staff has required the facilities discussed below as conditions of approval. At this time, staff requests B/PAC confirmation of the design of some of the facilities and input on the details of other components.

1. **Stierlin Road (nonvehicle access portion):** The City Council's decision on June 18 to close the southernmost segment of Stierlin Road to vehicular traffic (while retaining it as public right-of-way) has allowed for the design of a 14' wide, two-way, multi-use trail separated with landscaping from 4' sidewalks on each side. The width retained for the multi-use trail allows for the construction of a Caltrans Class I Bikeway. Additional 5' wide pedestrian-only sidewalks are provided on either side of the trail separated by a landscape buffer (Attachments 1 and 2).

Key Question: Does the proposed Stierlin Road section provide acceptable bicycle and pedestrian facilities?

2. **Central Expressway/Moffett Boulevard/Castro Street Intersection:** The applicant proposes to dedicate land to the City for the new right-turn lane and dedicated bike lane on southbound Moffett Boulevard from Jackson Street to Central Expressway. At the City Council Study Session, several residents expressed concern about the existing congestion at the intersection and how removal of the Stierlin Road on-ramp would increase the congestion. A new right-turn lane will help ease the existing congestion. The existing slip lane (free flow, no stopping) and island "pork chop" will be removed and replaced with a new right-turn lane (full stop, turn only after stop). The radius on the curb will be tighter than the existing condition to reduce the crossing distance for pedestrians and slow vehicles turning right. Green "bicycle" paint will be used for a bike lane at the intersection and at the beginning of the right-turn lane where through bikes and cars turning right may conflict. The design includes a refurbished bus stop that would provide Americans with Disabilities Act (ADA) access around the bus

shelter (the current bus stop/shelter does not meet ADA standards). New striping at the intersection of Moffett Boulevard and Central Expressway will include a 15' wide crosswalk, stop bars, and lane striping. The City's Traffic Engineer has determined that no changes are required to the signing and striping on southbound Castro Street south of Central Expressway (Attachments 3 and 4).

Key Question: Do the proposed improvements along Moffett Boulevard, Central Expressway, and Castro Street provide an improved experience and acceptable pedestrian and bicycle facilities along these rights-of-way?

- 3. Stierlin Road and Washington Street Sidewalk Configuration:** Prometheus has proposed a layout for the sidewalk along Washington Street to Stierlin Road that is different than the City standard configuration (Attachments 5 and 6). This configuration separates the pedestrian path from the standard location behind the park strip and combines it with the pedestrian pathway between the two halves of the proposed development. With the redevelopment of the site, pedestrian travel patterns will change and it is unclear how many pedestrians will be walking along Washington Street versus between the new apartment buildings. Prometheus' design prioritizes travel between the buildings over travel along the public streets.

Staff suggests that the sidewalk be adjacent to the roadway along Washington Street and Stierlin Road. The crossing between the proposed buildings would need to be relocated to match the new sidewalk. Staff does not support two separate pedestrian crossings in such a short distance because it would be confusing to bicyclists and potentially create greater conflicts with bicyclists who are traveling perpendicular to the pedestrian crossing (Attachment 7).

Key Question: Which sidewalk configuration provides the best bicycle and pedestrian experience?

- 4. Moffett Boulevard Streetscape:** As part of the Prometheus project, the sidewalk, median island, planting, curb, and gutter for the west side of Moffett Boulevard will be reconstructed between Central Expressway and Jackson Street. Staff requests input from B/PAC regarding the look and feel of the pedestrian experience and associated configuration within this right-of-way. The building setback from the curb varies from 18' near Central Expressway to 24' closer to Jackson Street. There would be a minimum of 12' of right-of-way behind the curb. Near Jackson Street, there is wider right-of-way north of the bus stop.

Three options for the Moffett Boulevard streetscape are outlined below:

- Tree Grates: 4' x 4' decorative grates over small tree wells. There would be 8' of sidewalk where there is a tree well; 12' other places. This layout is similar to Castro Street (Attachment 8).
- Park Strip: 4' continuous park strip with 8' sidewalk. This layout is typical of other downtown locations and many residential areas except that the sidewalk is wider (Attachments 8 and 9).
- Tree Wells: Long tree cutouts 4' deep and 10' long. This would provide an 8' sidewalk behind the tree cutouts and 12' in other locations. This is similar to newly reconstructed segments of El Camino Real. **Note:** Currently El Camino Real has only a 4' sidewalk behind the tree well in most locations (Attachment 8).

For reference, El Camino Real at the new San Antonio project has a 6' park strip and 12' sidewalk. San Antonio Road has a 6' park strip and 5' sidewalk.

Key Questions: What is B/PAC's recommendation for the Moffett Boulevard streetscape?

CONCLUSION

The issues that staff is requesting input from B/PAC are summarized below with the simplified options:

1. Confirm the design (widths) of the nonvehicular portion of Stierlin Road is sufficient for pedestrian and bicycle use.
2. Confirm the design of the Central Expressway/Moffett Boulevard/Castro Street intersection is appropriate for pedestrian and bicycle use.
3. Provide a recommendation on the design of the Stierlin Road/Washington Street sidewalk configuration.

4. Provide a recommendation on the design of the Moffett Boulevard streetscape.

RG-RS-EA-PG-MAF-RT/2/PWK
926-09-26-13M-E

- Attachments:
1. L1.1: Schematic Landscape Plan
 2. C-02: Street Sections
 3. 1: Bicycle Network and Circulation
 4. 2: Bicycle Network and Circulation
 5. L1.7: Schematic Landscape Sections and Enlargements
 6. Stierlin Road and Washington Street Intersection Rendering
 7. Revised Paseo Plan
 8. L1.9: Schematic Streetscape Options
 9. Moffett Boulevard Rendering



: Architecture
 : Planning
 : Urban Design

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Sheet Title:

SCHEMATIC
 LANDSCAPE PLAN

Job No. 12033
 Date: 09/09/2013
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Sheet No:

L1.1





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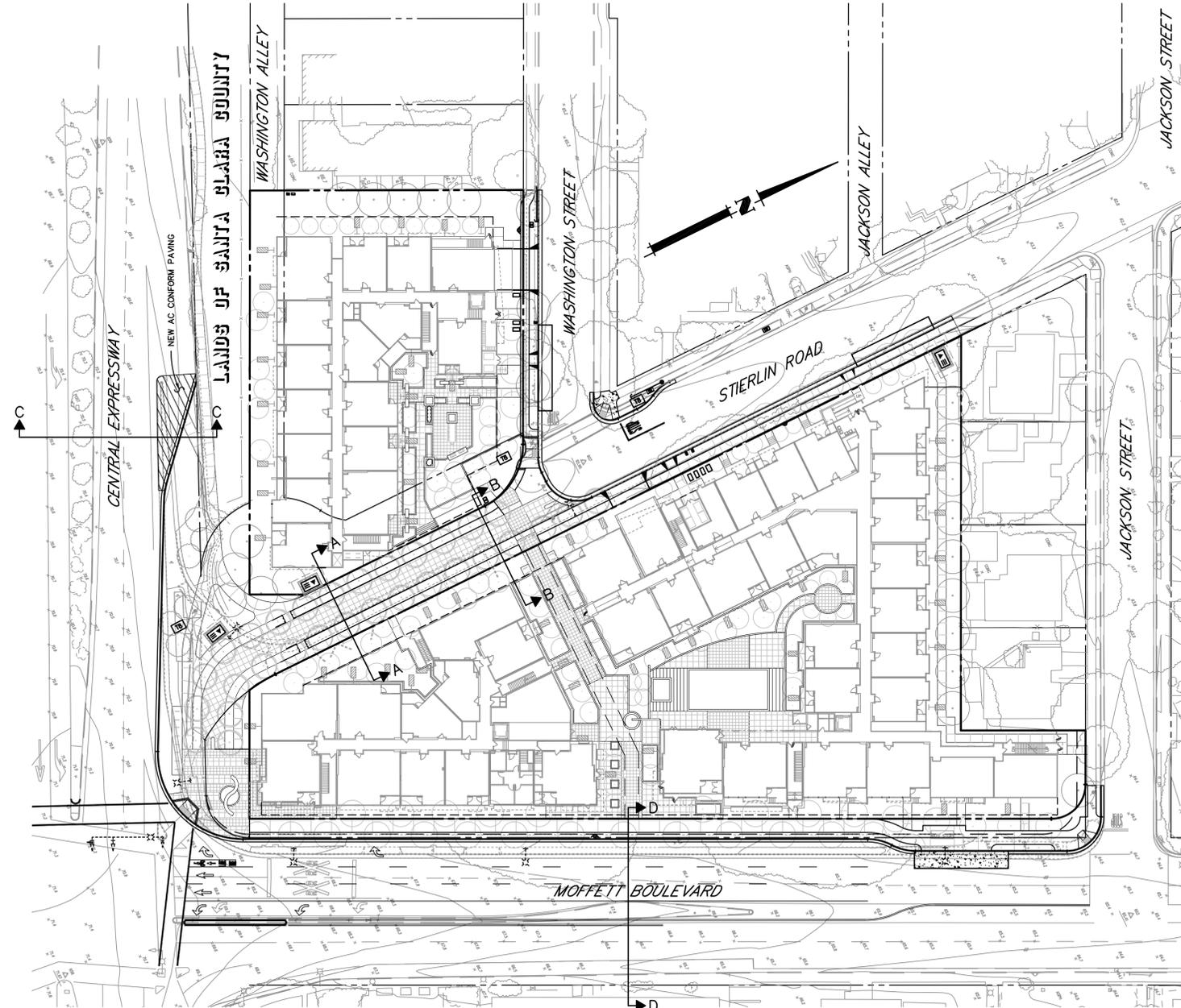
224 Airport Parkway
 Suite 525
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Sheet Title:
 STREET SECTIONS

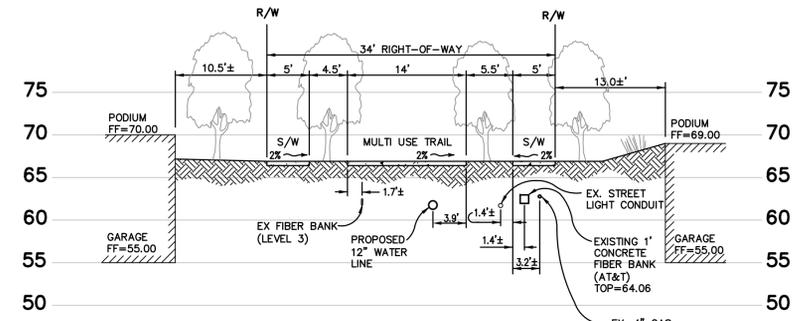
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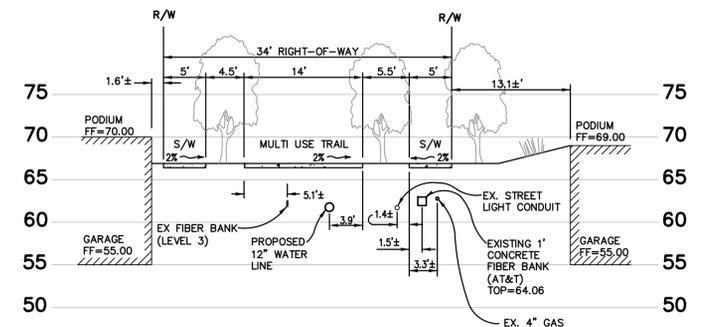
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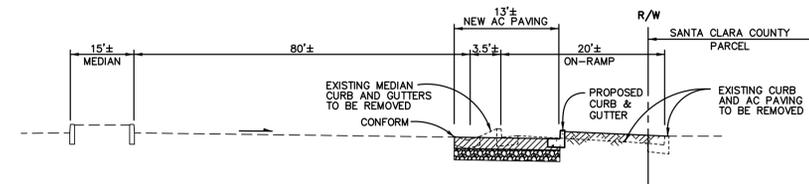
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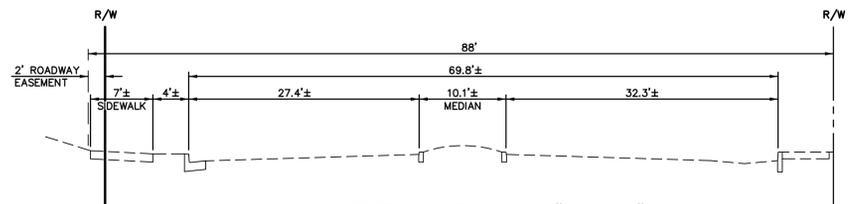
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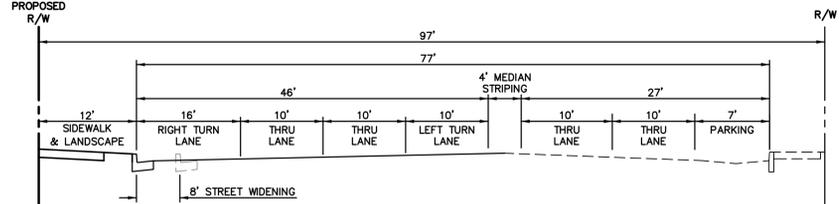
STIERLIN ROAD-PASEO STREET SECTION B-B
 SCALE: HORIZ. 1"=10' VERT. 1"=10'



CENTRAL EXPRESSWAY STREET SECTION C-C
 N.T.S.



MOFFETT BOULEVARD - "BEFORE" EXISTING STREET SECTION D-D
 N.T.S.



MOFFETT BOULEVARD - "AFTER" PROPOSED STREET SECTION D-D
 N.T.S.



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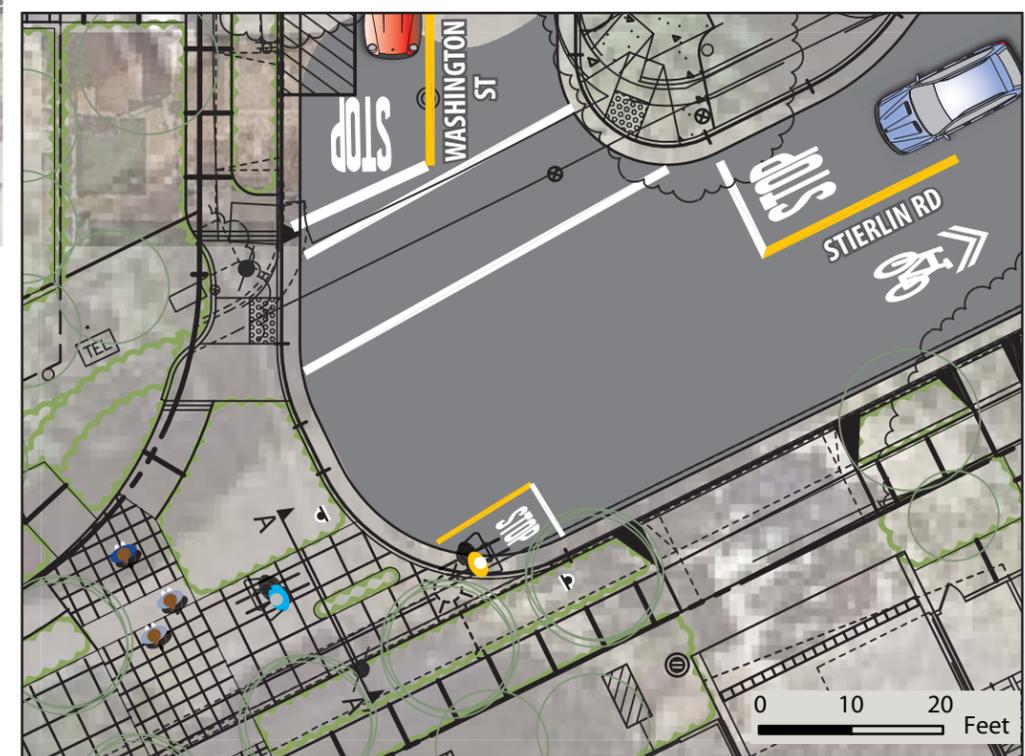
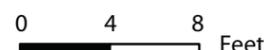
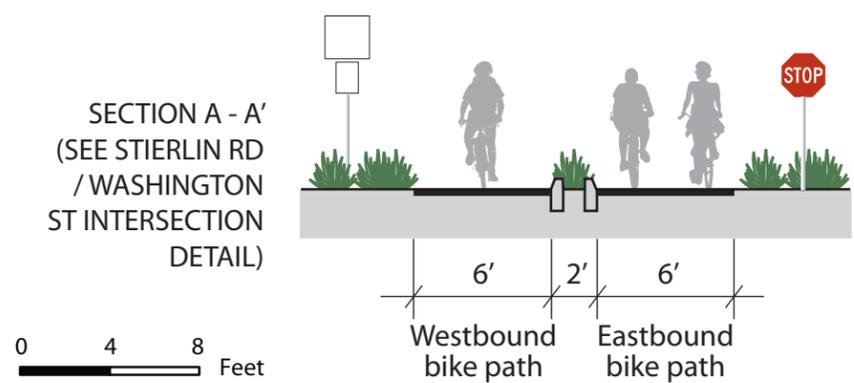
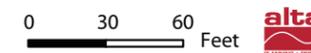
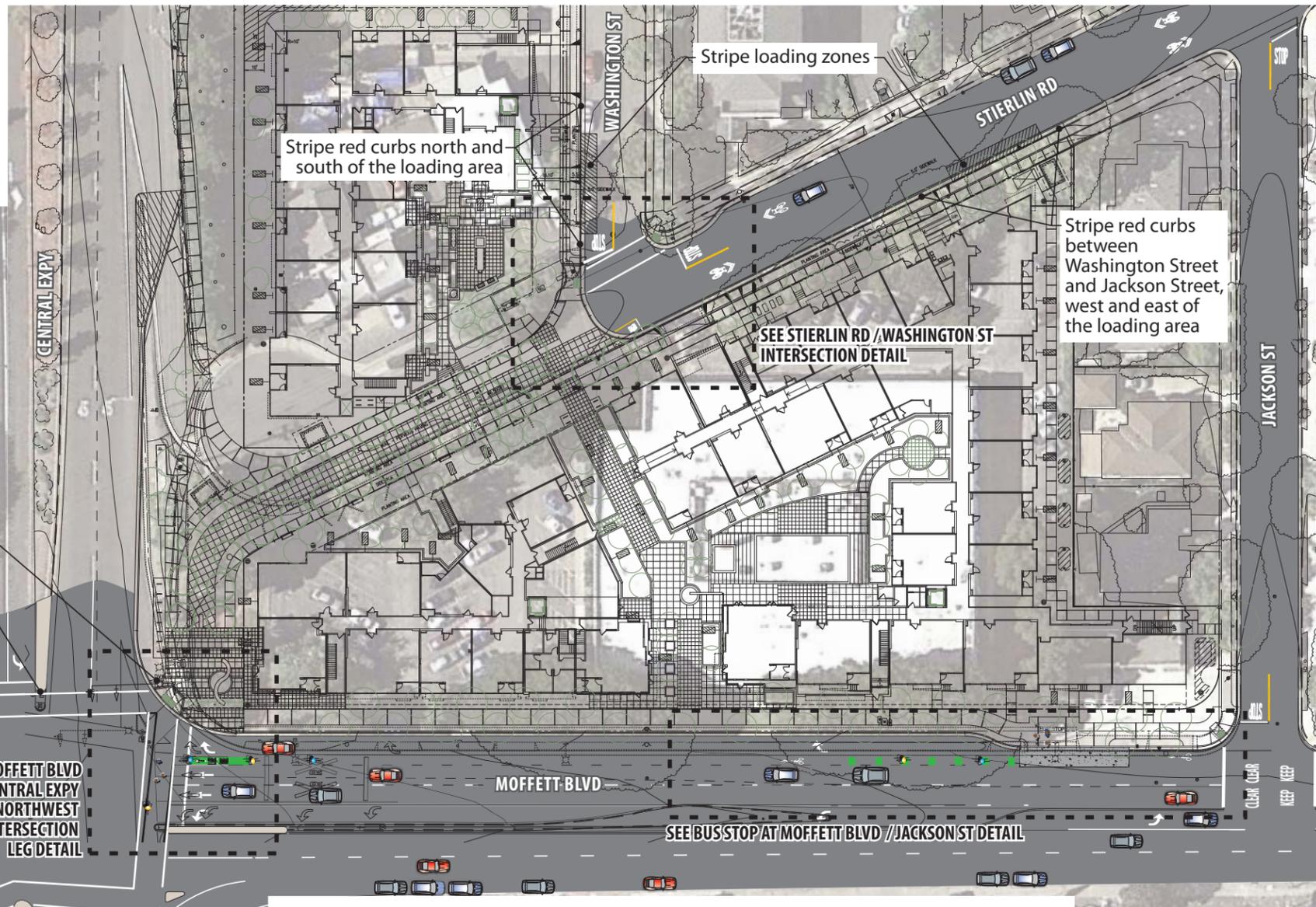
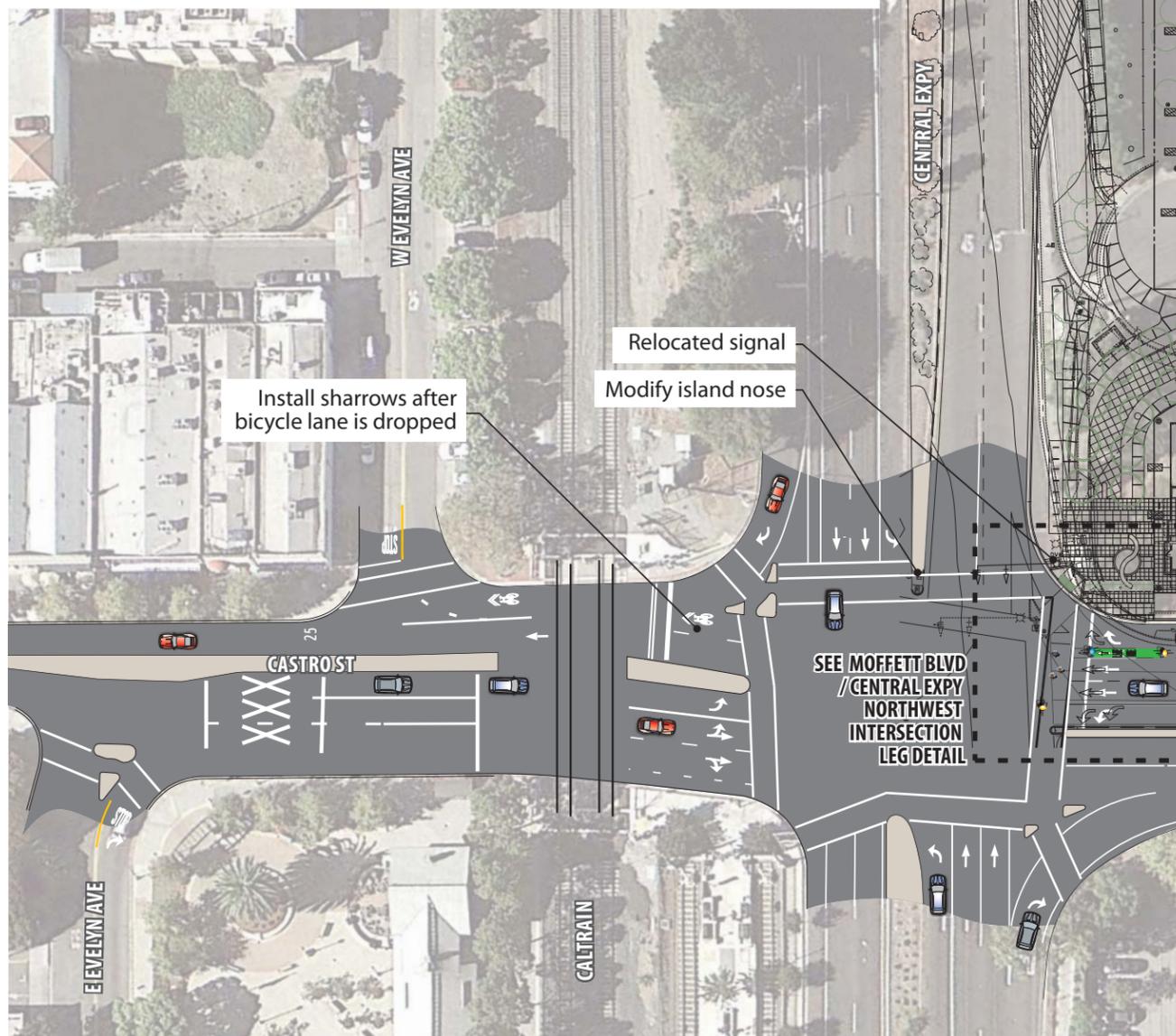


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Job No. 12033
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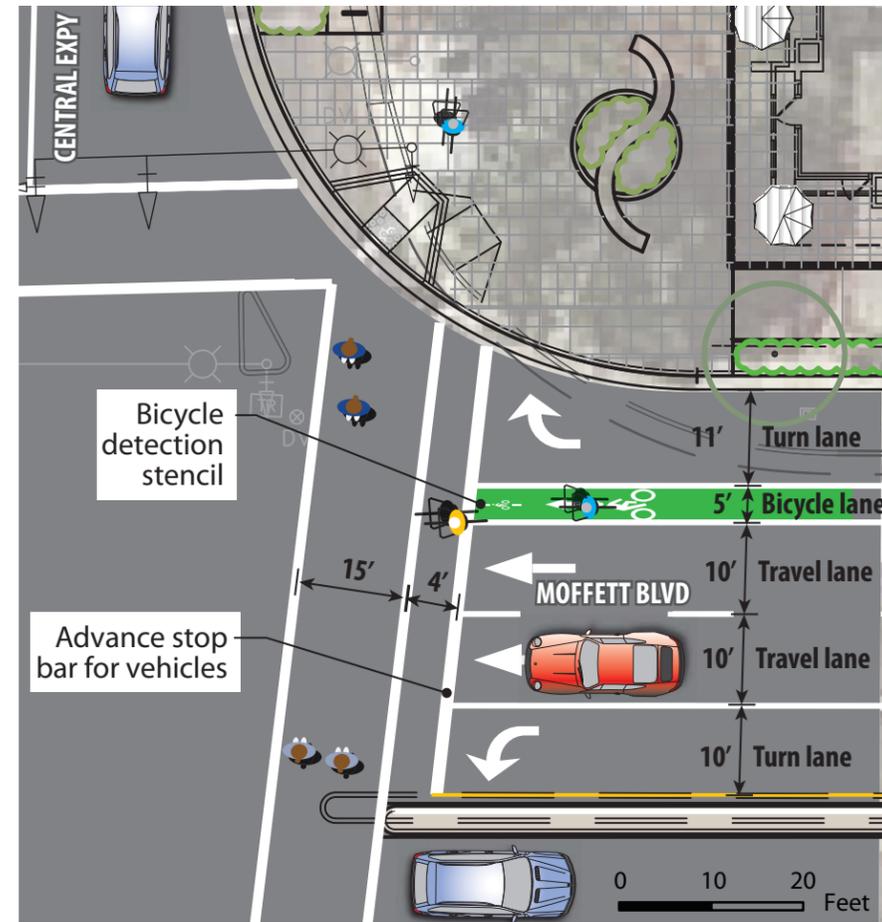
RECOMMENDATIONS OVERVIEW



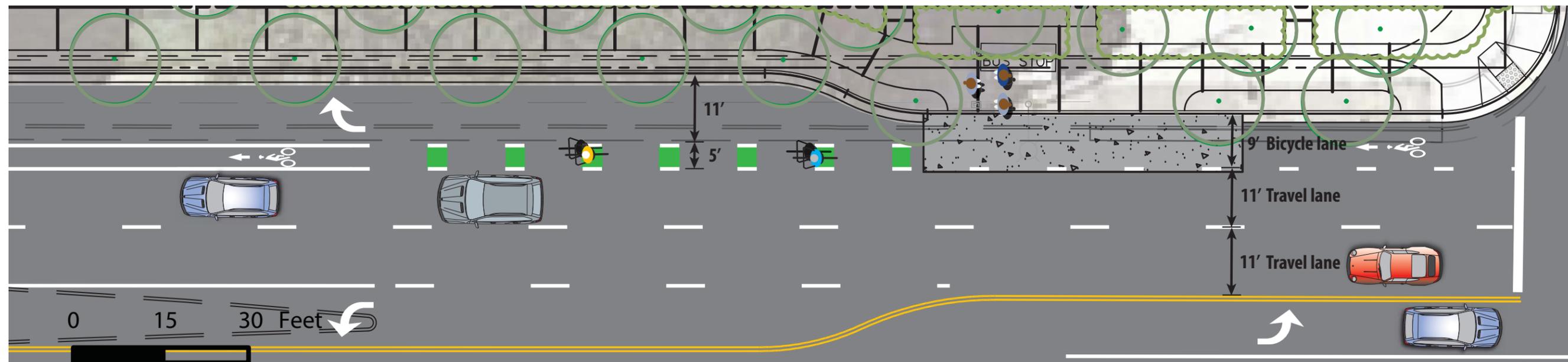
STIERLIN RD / WASHINGTON ST INTERSECTION DETAIL

MOFFETT BLVD / CENTRAL EXPY NORTHWEST INTERSECTION LEG DETAIL

GREEN BIKE LANE WITH ADVANCED STOP BAR, REVISED CROSSWALK



BUS STOP AT MOFFETT BLVD / JACKSON ST INTERSECTION DETAIL



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Bicycle Network
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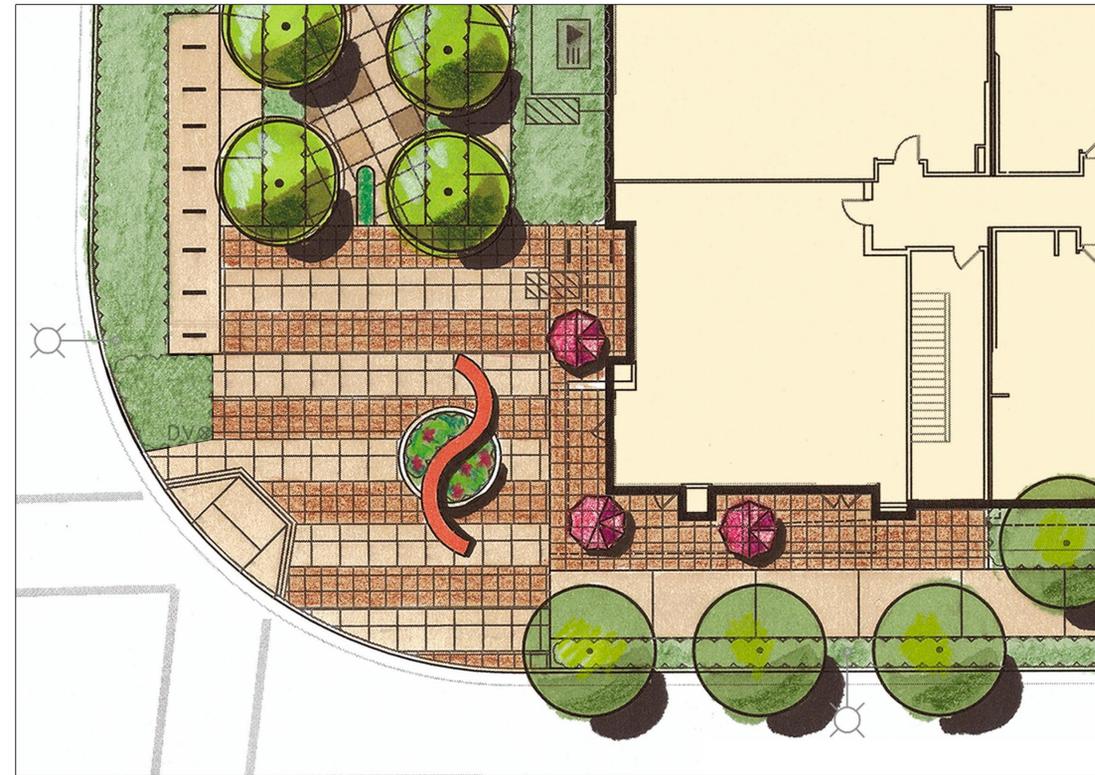
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SCHEMATIC LANDSCAPE SECTIONS AND ENLARGEMENTS

Job No. 12033
Date: 08/23/2013
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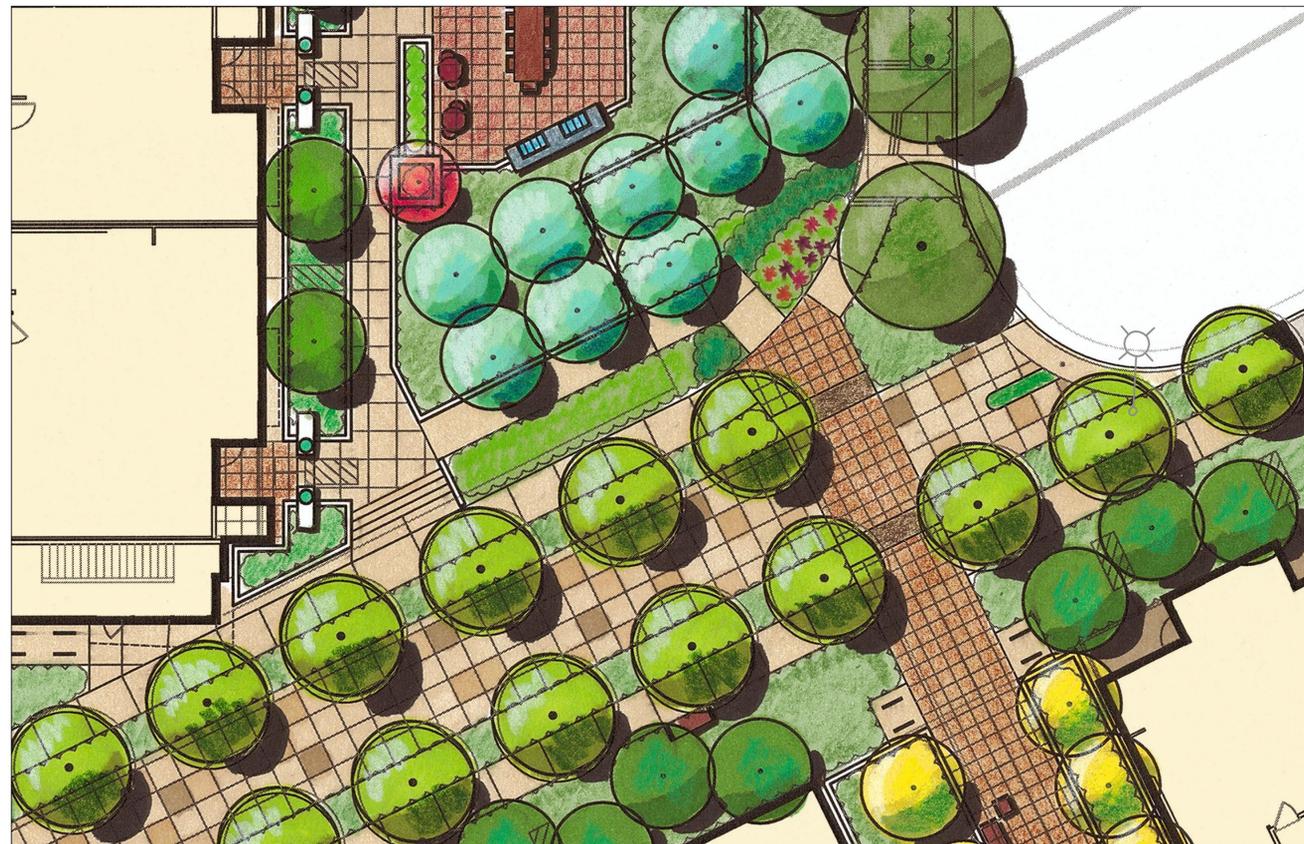
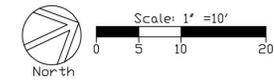
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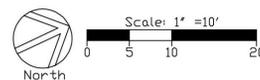
Paseo Section



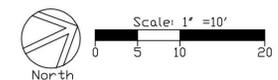
Moffett and Central Expressway Plaza



Paseo Plan



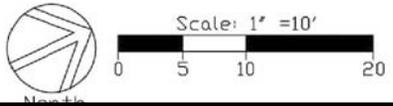
Moffett Plaza







aseo Plan





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Sheet Title:
SCHEMATIC STRETSCAPE OPTIONS

Job No. 12033
 Date: 09/09/2013
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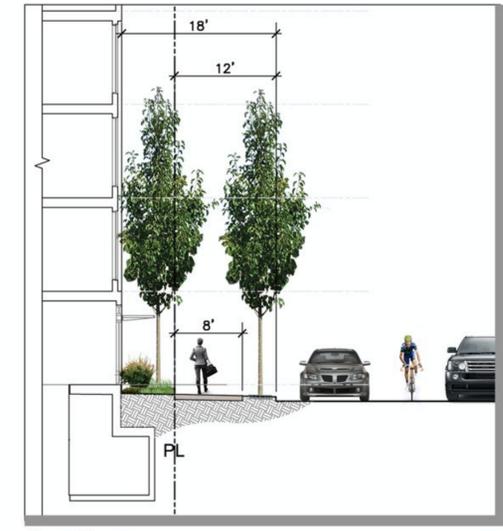
Moffett Streetscape w/ Tree Grates
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Moffett Streetscape w/ Park Strip
 Scale: 1"=20'-0"



Moffett Streetscape w/ Tree Cut-outs
 Scale: 1"=20'-0"



Section Scale: 1"=10'-0"



Section Scale: 1"=10'-0"



Section



**MEMORANDUM**

Public Works Department

DATE: September 26, 2013

TO: Bicycle/Pedestrian Advisory Committee

FROM: Joy Houghton, Assistant Civil Engineer
Jacqueline Andrews Solomon, Assistant Public Works Director
Michael A. Fuller, Public Works Director

**SUBJECT: NASA Ames Bayshore Light Rail Station Pedestrian Access Study,
Project 09-29**

RECOMMENDATION

Review and provide feedback regarding the staff-recommended alternative—a combination of Alternatives A1 and B1—to improve pedestrian and bicycle access between the Bayshore/NASA Light Rail Transit (LRT) Station and the North Whisman Area.

BACKGROUND

The North Whisman commercial/industrial area, between Middlefield Road and Highway 101, is served by the Santa Clara Valley Transportation Authority (VTA) at the Middlefield Road LRT Station to the south and the Bayshore/NASA LRT Station to the north. While the Middlefield Road LRT Station is convenient to commuters travelling to the southern portion of the North Whisman Area, the Bayshore/NASA LRT Station is separated from the area by Highway 101. The existing pedestrian and bicycle route across Highway 101 is circuitous and requires pedestrians to use the sidewalk along the west and north sides of Ellis Street and bicyclists to share the roadway on Ellis Street and Manila Drive since there are no existing bike lanes (Figure 1). Many pedestrians do not take the existing route and, instead, traverse along and across the light rail tracks.

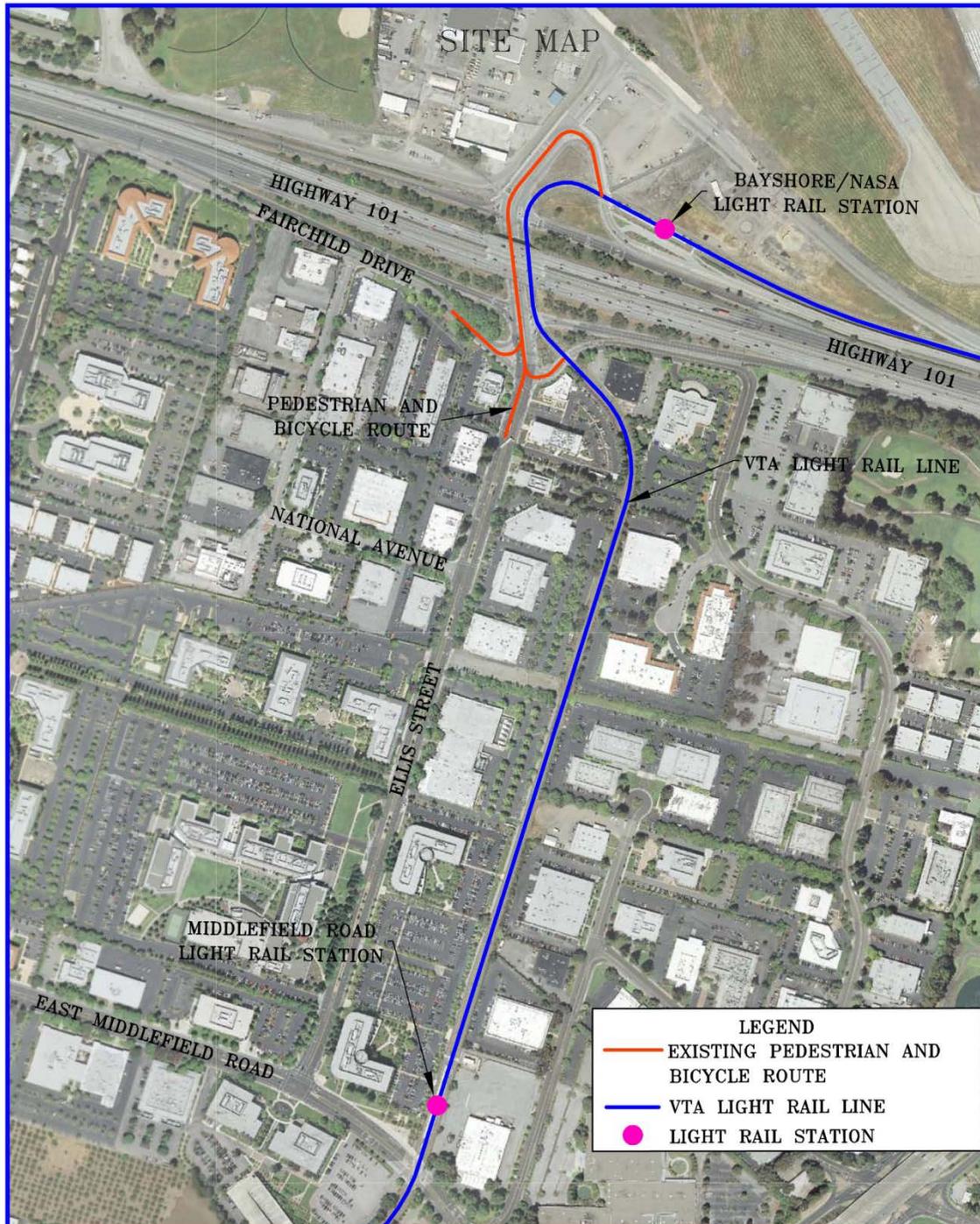


Figure 1 – Project Site Map

ANALYSIS

The City retained Alta Planning + Design to evaluate alternatives for improving the accessibility for pedestrians and bicyclists across Highway 101 to the Bayshore/NASA LRT Station. In November 2012, Public Works staff presented the initial results of the study to the Bicycle/Pedestrian Advisory Committee (B/PAC) and received input on four alignment alternatives. Public Works staff has also received input on the alternatives from the National Aeronautics and Space Administration (NASA), California Department of Transportation (Caltrans), California Public Utilities Commission (CPUC), and VTA.

Based on the input received, a combination of two of the alternatives is recommended to move forward in the study. Alternative A improves the existing route on the west side of Ellis Street and Alternative B provides a more direct route to the light rail station on the east side of Ellis Street. A summary of all four alternatives is provided below:

Alternative A: Enhancements and Improvements on the West Side of Ellis Street

There are two alternatives for improvements to the existing pedestrian route on the west side of Ellis Street – Alternative A1 and Alternative A2.

Alternative A1 features modification of curbs at different locations to reduce vehicle speed, sidewalk widening south of Highway 101, a shared path on the west side of Ellis Street by cutting into the bridge abutment, and a new sidewalk south of the light rail tracks north of Highway 101 (Figure 2). The cost for design and construction of Alternative A1 is estimated to be \$2.7 million.

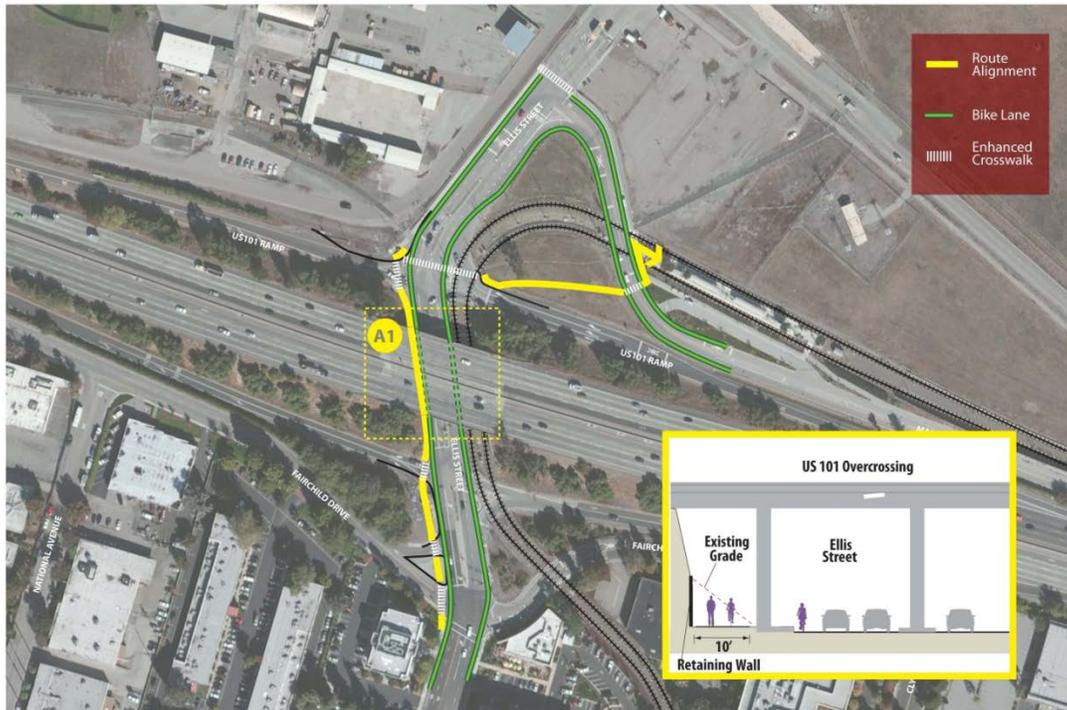


Figure 2 – Alternative A1

Alternative A2 features modification of curbs at different locations to reduce vehicle speed, sidewalk widening south of Highway 101, utilization or widening of the existing sidewalk in the underpass, and a wider sidewalk on Ellis Street north of Highway 101 and Manila Drive (Figure 3). The cost for design and construction of Alternative A2 is estimated to be \$1.6 million. Alternative A2 is not preferred because it utilizes the existing route to the light rail station, which is not heavily used due to its indirectness, especially for pedestrians originating from the east side of Ellis Street.

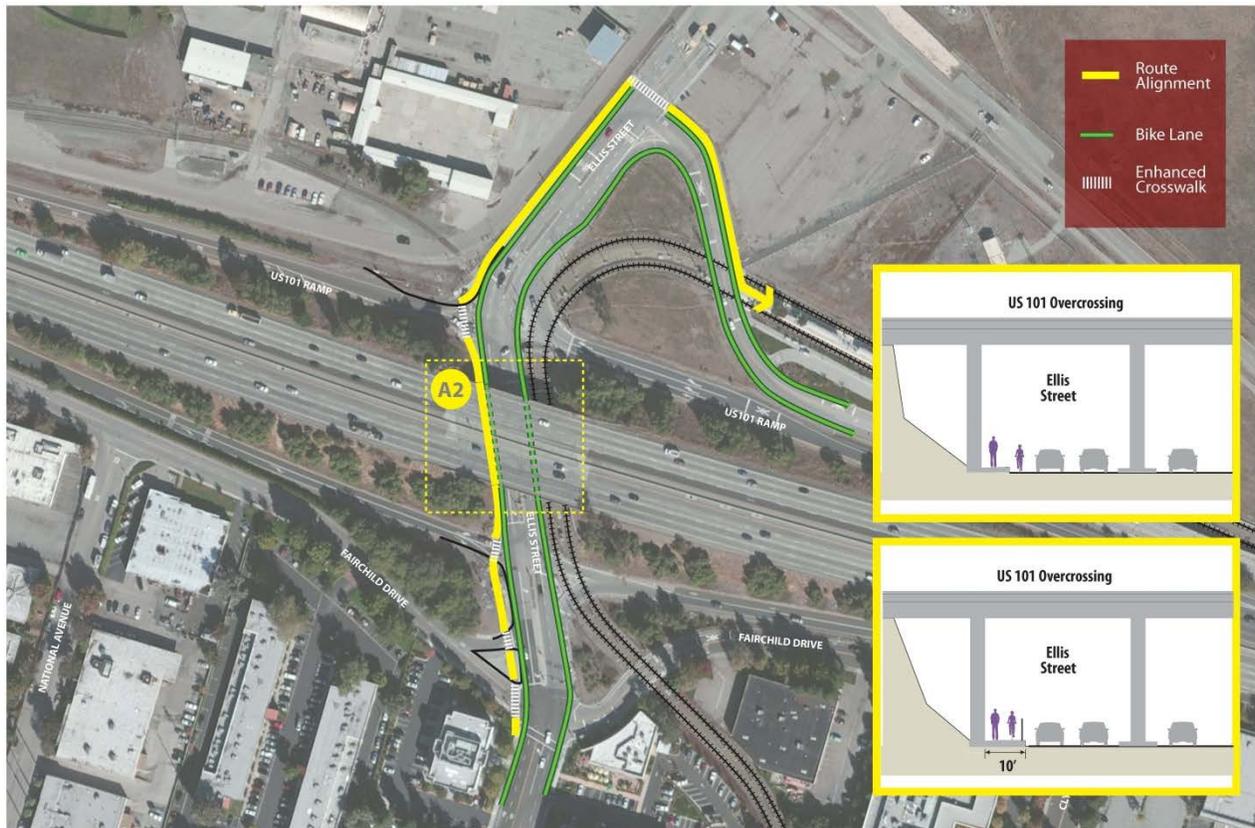


Figure 3 – Alternative A2

Although Alternative A1 is higher in cost than Alternative A2, Alternative A1 is preferred because it reduces the number of lanes pedestrians have to cross to access the light rail station from the North Whisman Area, it utilizes the existing sidewalk in the underpass as a buffer between motorists and the shared path users, and it is a more direct route to the light rail station than Alternative A2.

Alternative B: Shared Path on the East Side of Ellis Street

There are three alignment alternatives that feature enhancements and improvements on the east side of Ellis Street – Alternative B1, Alternative B2, and Alternative B3.

Alternative B1 features a crosswalk on the east side of Ellis Street at Fairchild Drive, an at-grade crossing at the Highway 101 southbound on-ramp, a slightly elevated shared path in the underpass east of the light rail tracks, an at-grade crossing at Highway 101 northbound off-ramp, and a new sidewalk south of the light rail tracks north of Highway 101 (see Figure 4). The cost of design and construction of Alternative B1 is estimated to be \$2.0 million.

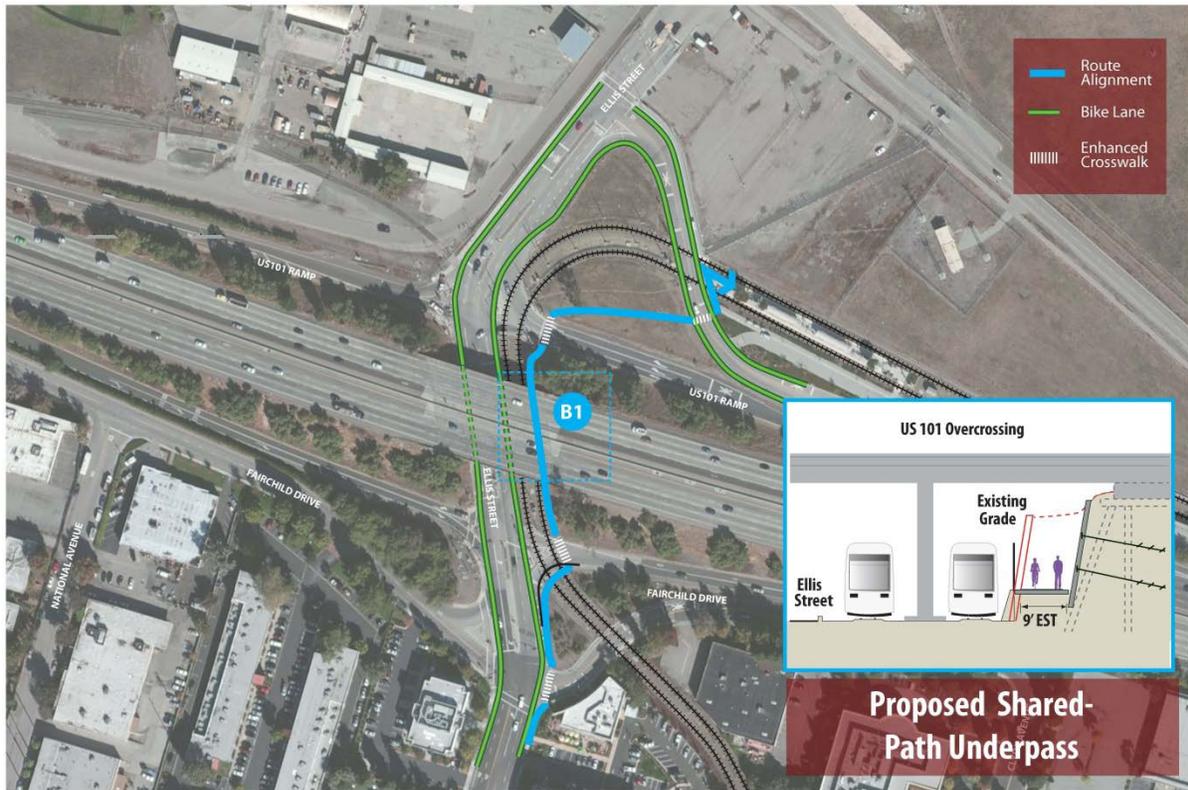


Figure 4 – Alternative B1

Alternative B2 features a crosswalk on the east side of Ellis Street at Fairchild Drive, an at-grade crossing of the Highway 101 southbound on-ramp, a ramp up to an elevated shared path in the underpass east of the light rail tracks, and a structure over the Highway 101 northbound off-ramp and Manila Drive where height is maintained up to

the light rail station where stairs and elevator are provided (see Figure 5). The cost of design and construction of Alternative B2 is \$4.4 million. This alternative is not preferred because it requires a maintenance and management plan for the elevator, additional security and design features due to limited visibility from the roadway, and its high cost.

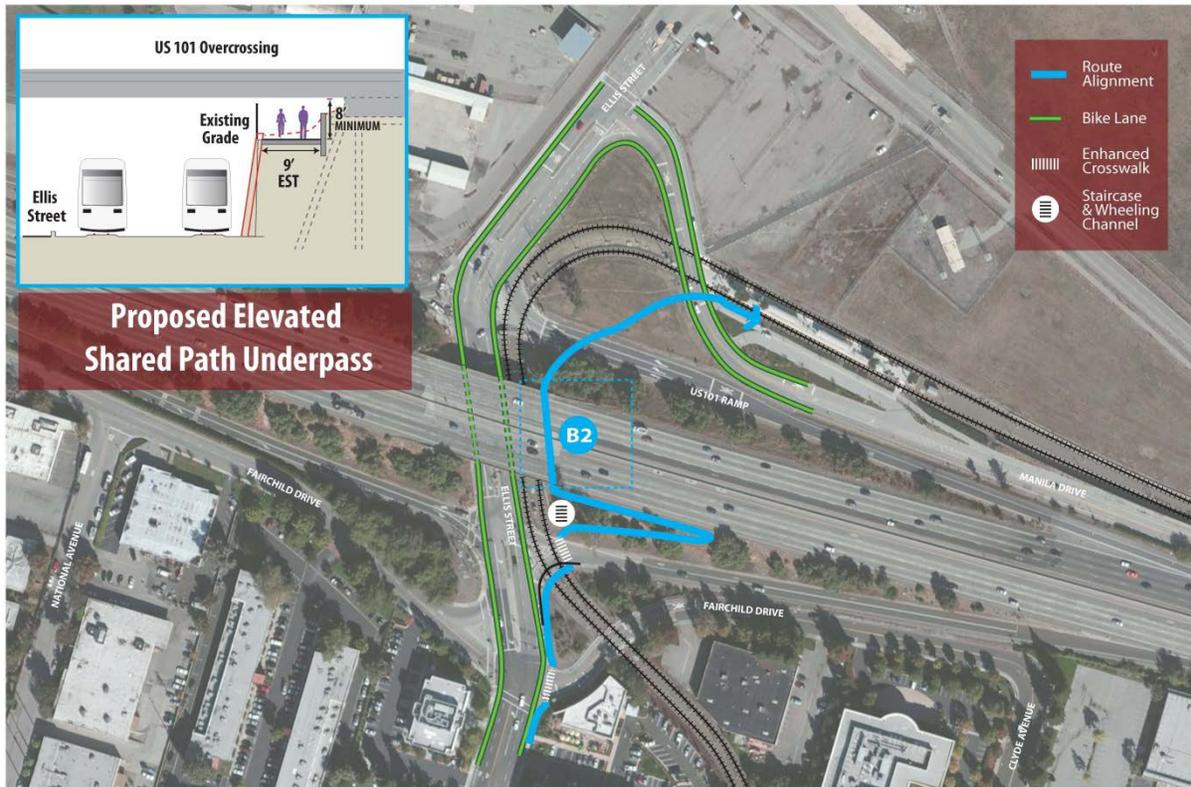


Figure 5 – Alternative B2

Alternative B3 features a crosswalk on the east side of Ellis Street at Fairchild Drive, an at-grade crossing of the Highway 101 southbound on-ramp, a ramp up to an elevated shared path in the underpass east of the light rail tracks, a path that ramps down north of Highway 101, an at-grade crossing at Highway 101 northbound off-ramp, and a new sidewalk south of the light rail tracks and north of Highway 101 (see Figure 6). The cost of design and construction of Alternative B3 is estimated to be \$1.6 million. Alternative B3 is also not recommended because it requires additional security and design features due to limited visibility from the roadway and it is a longer path of travel than Alternatives B1 and B2.

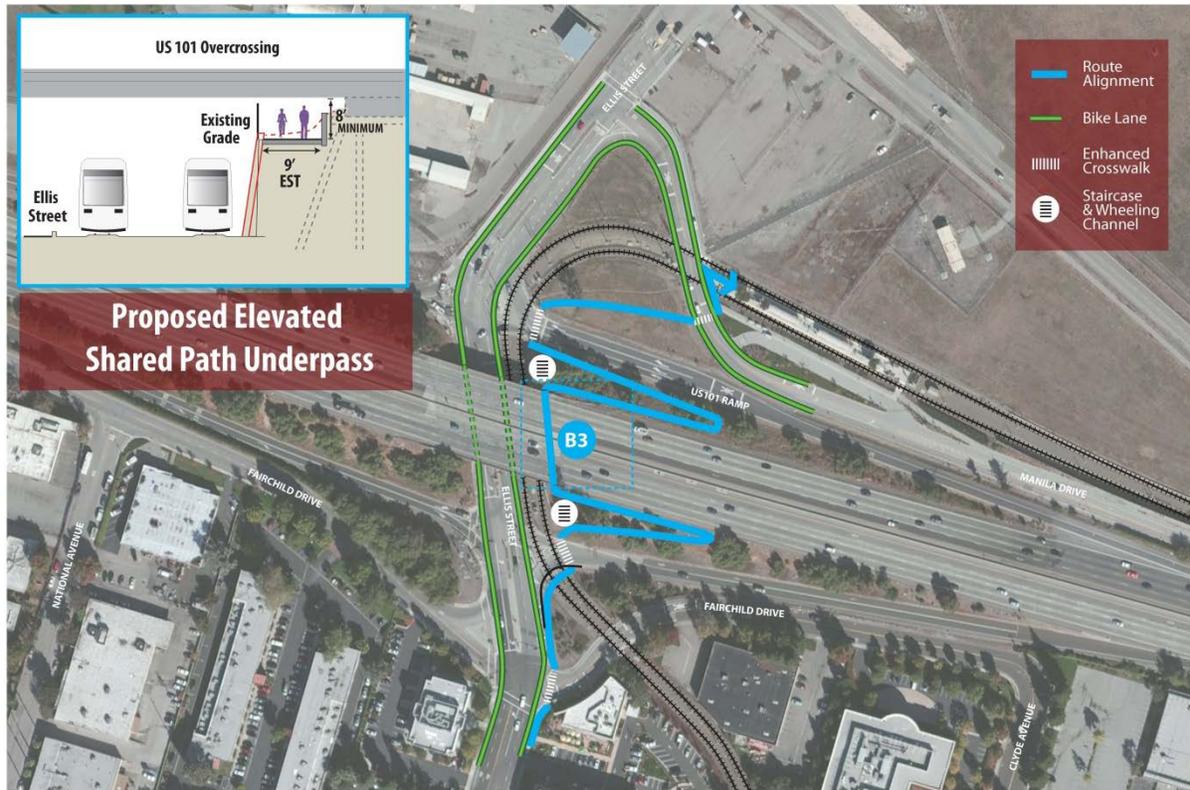


Figure 6 – Alternative B3

Alternative B1 is the preferred alternative because it is the most direct at-grade route to the light rail station, it provides better visibility from the roadway, and requires fewer structures than Alternatives B2 and B3.

Two additional alternatives were considered early in the study but not carried further.

Alternative C: Tunnel on the East Side of Ellis Street

Alternative C features a crosswalk on the east side of Ellis Street at Fairchild Drive, a tunnel east of Ellis Street and under Highway 101 that ramps up north of Highway 101, an at-grade crossing the Highway 101 northbound off-ramp, and a sidewalk south of the light rail tracks north of Highway 101. This alternative was recommended not to move forward due to cost (\$4.4 million), and safety and security concerns.

Alternative D: Overpass Above Highway 101

Alternative D features a crosswalk on the east side of Ellis Street at Fairchild Drive and a ramp on the south side of the Highway 101 to an overpass above Highway 101 with

the option to either ramp down north of Highway 101 to cross the off-ramp at-grade or maintain elevation up to the light rail station and use an elevator down to the light rail station. This alternative was recommended not to move forward for the following reasons: ramps on both sides of the freeway will require tree removal, new path increases travel time, and is the highest in cost (\$8.2 million).

Based on initial findings of the study and recommendations from the consultant, staff recommends moving forward with a combination of Alternatives A1 and B1 as the preferred alternative. Alternative A1 enhances and improves the existing route to better accommodate pedestrians originating from the west side of Ellis Street and Alternative B2 provides the most direct route to the light rail station from the east side of Ellis Street, south of Highway 101. The combined alternatives (Figure 7) will accommodate existing pedestrians and bicyclists, as well as occupants of future developments by providing direct routes to the Bayshore/NASA LRT Station on both sides of Ellis Street. The combined alternatives will also improve accessibility for current and future developments at Moffett Field. The estimated total project cost of Alternative A1 and Alternative B1 combined is \$4.7 million.

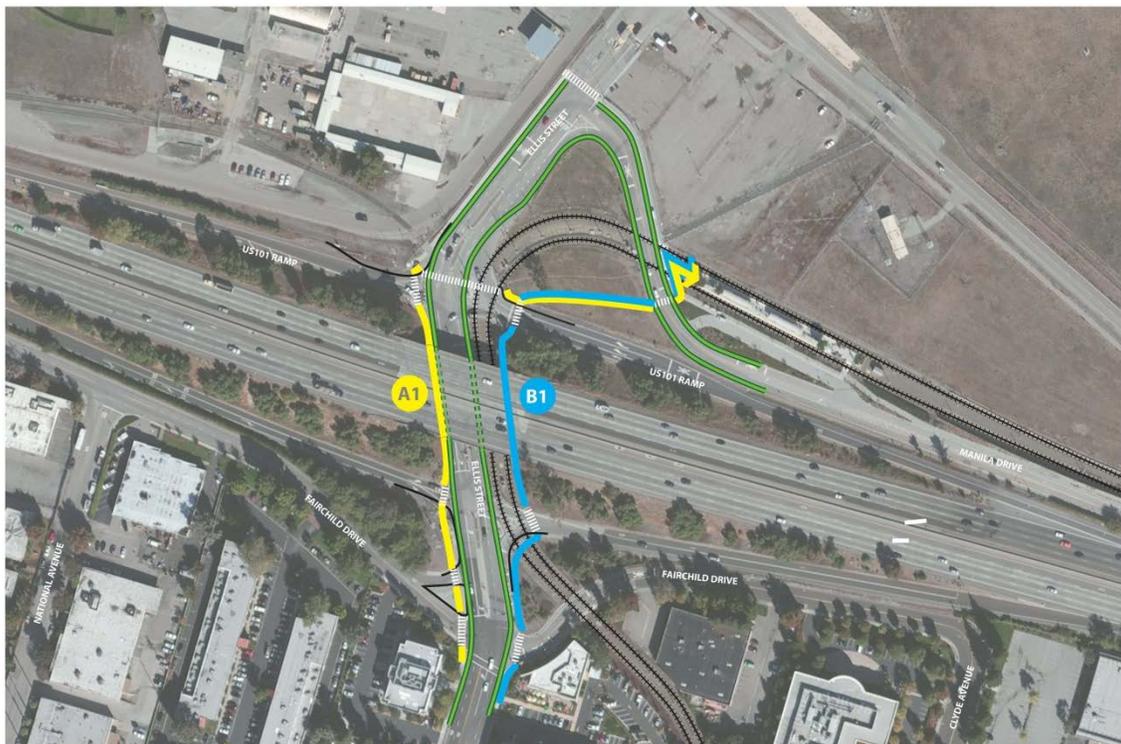


Figure 7 – Combined Alternatives A1 and B1

FISCAL IMPACT

The Transit Overlay District in the North Whisman Area allows certain developments to be constructed with a floor area ratio (FAR) above 0.35 – the standard floor area ratio for new developments. To be considered for higher-density development, developers must provide transit-oriented amenities aimed at reducing single-occupant auto commuting and by payment of a Transit-Oriented Development (TOD) fee. The NASA Ames Bayshore Light Rail Station Pedestrian Access Study, Project 09-29, is funded with developer contributions to the TOD Fund. The design and construction of the preferred alternative, estimated to be \$4.7 million, is also proposed to be funded through the TOD Fund.

CONCLUSION

Staff is seeking the B/PAC's and the public's comments and input on the staff-recommended alternative – a combination of Alternatives A1 and B1.

The next step is to present the preferred alternative and input received to the Council Transportation Committee in October 2013. Staff will also present the preferred alternative and input received to the City Council in December 2013 and request approval on staff's recommendation of the preferred alternative. The preferred alternative will be evaluated in further detail to complete the study and the results of the study will be proposed as a future Capital Improvement Program (CIP) project for design and construction.

ALTERNATIVES

1. Approve another alternative as the B/PAC's preferred alternative.
2. Take no action regarding the selection of a preferred alternative.

PUBLIC NOTICING

Noticing for this meeting included an advertisement in the *Mountain View Voice*, an announcement on the City's website, and mailers sent to residents and businesses within the North Whisman Area.

JH-JAS-MAF/5/PWK/907-09-26-13M-E

cc: APWD – Solomon, PCE – Au, CTE, ACE – Houghton, DZA(A), PM – Kim, TBM,
F/c

**MEMORANDUM**

Community Development Department

DATE: September 26, 2013

TO: Bicycle/Pedestrian Advisory Committee

FROM: Rebecca Shapiro, Associate Planner
Martin Alkire, Principal Planner
Peter Gilli, Planning Manager (Acting)/Zoning Administrator

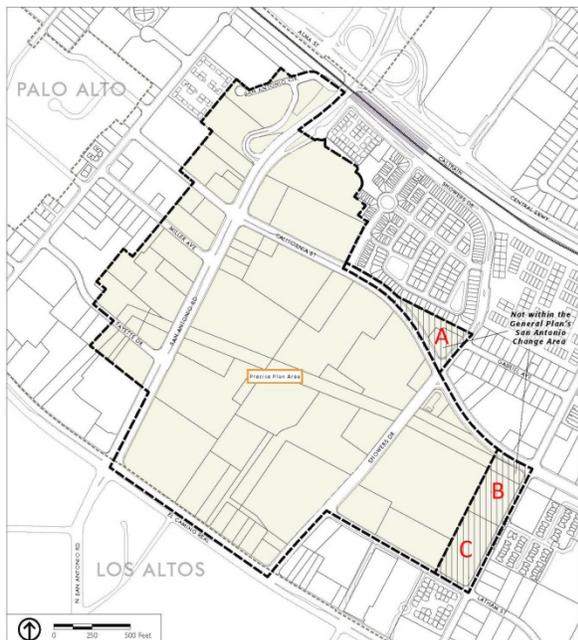
SUBJECT: San Antonio Precise Plan Update

RECOMMENDATION

Provide input on bicycle and pedestrian issues and opportunities for the San Antonio Precise Plan.

BACKGROUND

The City is developing the San Antonio Precise Plan to implement the 2030 General Plan policy direction for the San Antonio Change Area. The Precise Plan will have standards for private development and mobility improvements to ensure private development is coordinated with the design of the public right-of-way (ROW).



Staff is asking the Bicycle/Pedestrian Advisory Committee (B/PAC) to provide input on existing conditions in and around the San Antonio Precise Plan Area and how the Area can be improved for bicyclists and pedestrians. This input, along with input from other stakeholders and the Environmental Planning Commission (EPC), will be forwarded to the City Council when they meet in October to discuss the existing conditions and areas of further study for the Precise Plan Area. B/PAC's input may also inform future work to develop land use and mobility alternatives for the Precise Plan.

2030 General Plan

San Antonio Change Area

In July 2012, the City adopted the 2030 General Plan, which includes area-specific policies and form and character guidance for the San Antonio Change Area. The Precise Plan will implement this direction (see Attachment 1 – 2030 General Plan, San Antonio Change Area Section). The 2030 General Plan policy and guidance is intended to help direct the future look and feel of the San Antonio area as a diverse regional and community destination, with a new mix of land uses, pedestrian-oriented streets and buildings, and easy bicycle and pedestrian connectivity to transit stations and surrounding neighborhoods.

General Plan implementation began with a community visioning process from October to December 2012 to provide community input for City review of Gatekeeper projects such as the Merlone Geier Phase II project and Precise Plan work. The visioning process identified key community objectives, strategies, and improvements to refine 2030 General Plan direction (see Attachment 2 – San Antonio Visioning Report).

2030 General Plan City-Wide Policy Direction

In addition to Change Area direction, the 2030 General Plan includes major policy direction applicable City-wide. This includes an emphasis on improving bicycle and pedestrian connectivity, safety, and comfort through the following General Plan goals:

Goal LUD-4: Local retail and services within comfortable walking and bicycling distance of all residents and employees.

Goal LUD-5: Pedestrian-accessible village centers that serve surrounding neighborhoods.

Goal LUD-8: A network of pedestrian-oriented, sustainable, and public spaces.

Goal MOB-1: Streets that safely accommodate all transportation modes and persons of all abilities.

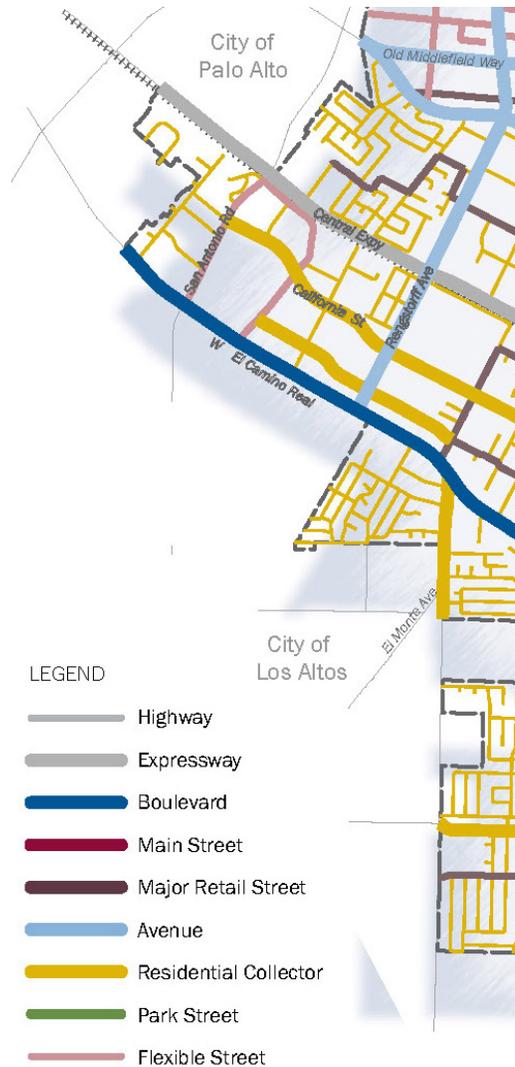
Goal MOB-3: A safe and comfortable pedestrian network for people of all ages and abilities at all times.

Goal MOB-4: A comprehensive and well-used bicycle network that comfortably accommodates bicyclists of all ages and skill levels.

The 2030 General Plan also categorizes streets into new “types” to describe their role in the street network and provide guidance on priorities for future roadway design. The General Plan defines the relative priority for transit, pedestrians, bicycles, and vehicles for all street types, with the highest-priority mode expected to receive the greatest emphasis. The San Antonio Change Area has two main street types: “Residential Collector” and “Flexible Street,” with the following priorities:

- *Residential Collector:* Walking and bicycling are high priorities, vehicles are a medium priority, and transit is a low priority. The guidelines for this designation recognize the challenge of accommodating vehicle traffic while ensuring a high quality of life for residents.
- *Flexible Street:* Walking is a high priority, bicycling is a medium to high priority, vehicles are a medium priority, and transit is a medium to low priority. This designation typically occurs in or near change areas, and the guideline support objectives to balance travel by all modes and encourage improved access for non-vehicle modes.

While the General Plan defines the mode priorities for these street types, it also recognizes that the design of the City’s streets should reflect the specific character and conditions of a particular area, incorporating input from area stakeholders.



Pedestrian Master Plan

In addition to City-wide policies, the Pedestrian Master Plan (PMP) identifies the following actions that specifically relate to precise plans:

Action 1.2.2 (Targeted Standards): Consider additional corridor-specific and/or Precise Plan-based street design standards and guidelines to enhance the pedestrian environment.

Action 1.3.1 (Pedestrian Connections): Ensure Precise Plans and zoning standards include guidelines for public greenways to create strong pedestrian connections, particularly in locations where large blocks are prevalent and vehicular through-connections may not be feasible.

The PMP also identifies the following potential projects in San Antonio Area locations:

- Road diet feasibility study for California Street. *(Note: For the majority of the California Street corridor, this work will be done through a separate Fiscal Year 2013-14 Capital Improvement Project (CIP). The segment between San Antonio Road and Showers Drive will be studied under the Precise Plan and will be coordinated with the CIP study to the extent feasible.)*
- Potential streetscape and pedestrian environment enhancements on San Antonio Road and California Street.
- Potential connectivity improvements to eliminate pedestrian circulation barriers such as crossing Central Expressway and the missing link between Del Medio Avenue and the San Antonio Caltrain Station.
- Potential intersection improvement locations, including San Antonio Road at California Street and Pacchetti Way at California Street.

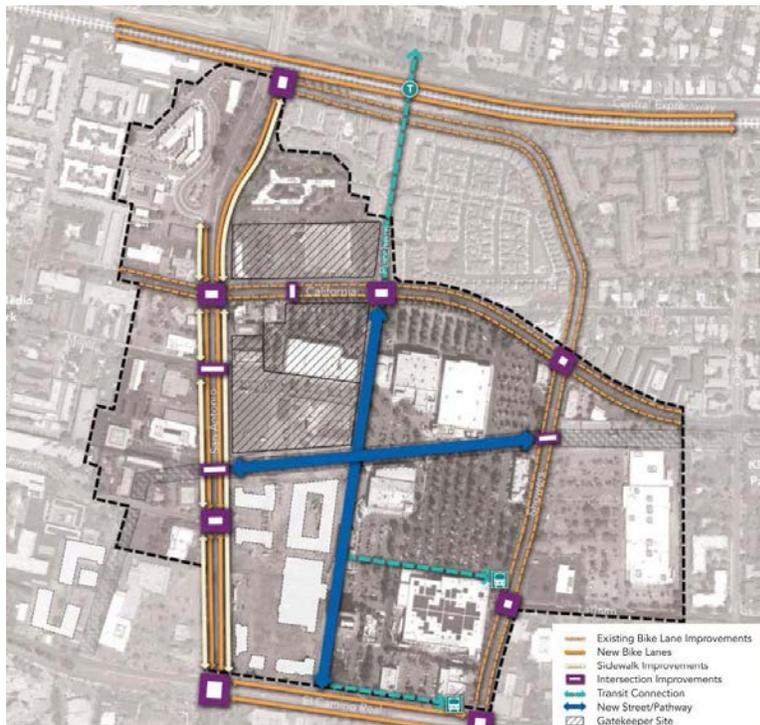
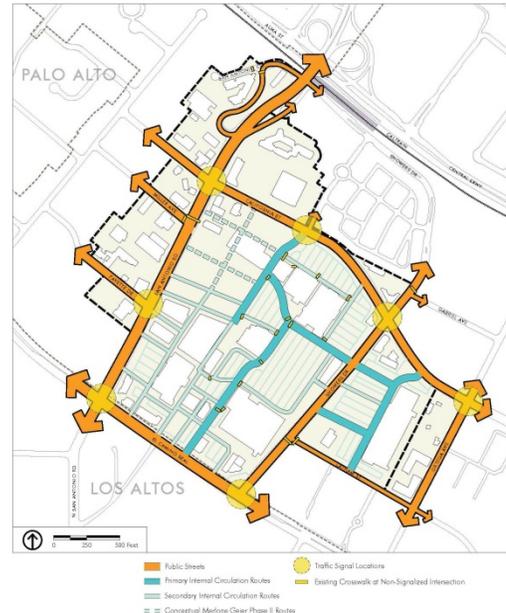
The San Antonio Precise Plan update has just begun and, to date, the update process has benefited from existing sources of policy direction and community input, including the San Antonio visioning process and Gatekeeper project review. These information sources support the content and graphics in this report.

ANALYSIS

A key mobility challenge for the area is balancing vehicle circulation, including traffic congestion and management, with the 2030 General Plan vision for improved bicycle and pedestrian connectivity to and within the area. The following sections discuss more specific bicycle and pedestrian conditions and key questions on which B/PAC input is requested, focusing first on San Antonio Center and then area-wide topics.

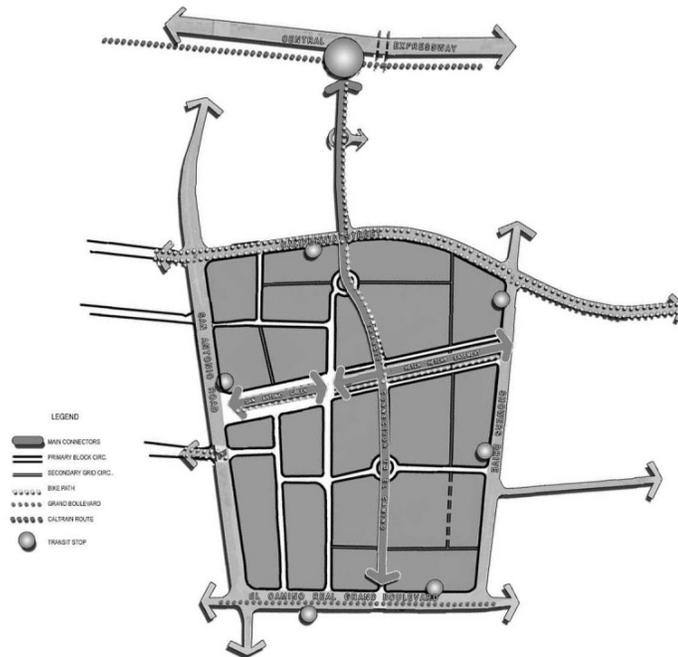
San Antonio Center

Interior Circulation. San Antonio Center (Center) forms the core of the Precise Plan area. Although the overall San Antonio Area is fairly compact, the Center has large perimeter blocks, and the interior network of primary and secondary roadways is circuitous and designed for easy vehicle access to and from parking areas. These conditions mean there are disjointed interior pathways specifically for bicycle and pedestrian travel. This environment does not provide convenient or comfortable access to or connections within the Center for bicyclists and pedestrians.



San Antonio Visioning Process – Connectivity Strategy Diagram

The General Plan emphasizes improving pedestrian and bicycle access to and through the Center, especially for access to transit. The existing San Antonio Precise Plan includes a circulation plan that begins to plan for a better designed grid of streets and pathways. The San Antonio visioning process also provided community-identified bicycle and pedestrian opportunities to achieve this objective (see maps to left and below). The San Antonio Precise Plan process will study these mobility options.



San Antonio Center Precise Plan – Circulation Plan

Key Question: Are there other locations in San Antonio Center where new or improved streets, sidewalks, and bicycle facilities should be studied?



Pedestrian Improvements. San Antonio Center has a hierarchy of interior “streets,” including primary and secondary vehicle paths and loading/delivery corridors.

Existing sidewalks primarily provide access around buildings, with limited connectivity to public streets and other locations in the Center. Although still automobile-oriented, there is an improved grid of pedestrian pathways in the Merlone Geier Phase I project, and there will be a higher standard for improvements in the Phase II project. Pathways are not provided along loading/delivery corridors.

The existing Precise Plan for the Center maintains a roadway hierarchy, and

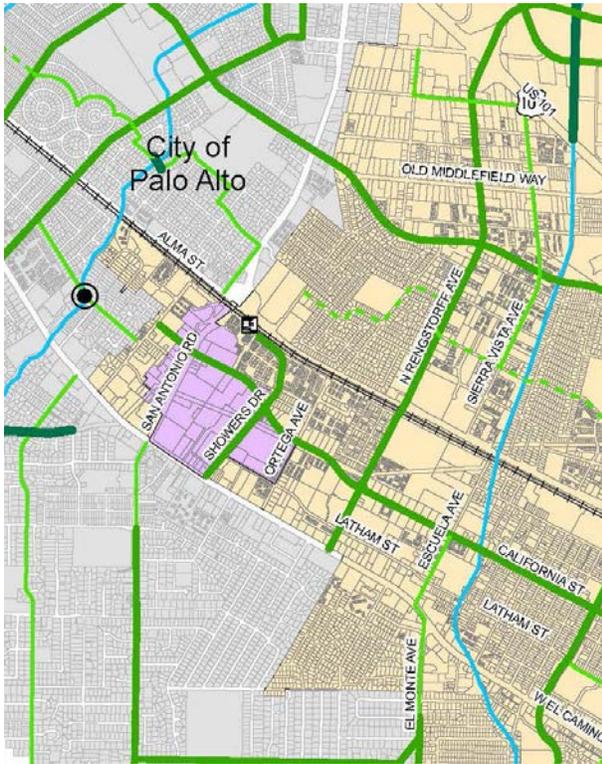
plans for an improved grid of streets and pathways. The Precise Plan update will continue to study options to improve the street grid and provide sidewalks connecting through the Center, with the potential exception of loading/delivery roadways where it is less comfortable to walk.

Key Question: Does B/PAC support a strategy of prioritizing pedestrian improvements in areas where walking is encouraged, or should the Precise Plan study options to provide sidewalk improvements along all interior streets?

Bicycle Improvements. Some dedicated bicycle improvements were incorporated into the Merlone Geier Phase I development, but are largely absent elsewhere in the Center. The project also provided a more grid-like roadway network allowing bicycle travel. Although bicycles have the right to utilize any City roadway, the Precise Plan will study opportunities to provide specific bicycle improvements throughout the Center, linked with the surrounding bicycle network on public streets. In providing input on the Merlone Geier Phase I project, B/PAC supported bicycle improvements paired with vehicle roadways rather than paired with pedestrian improvements.

Key Question: Generally, does B/PAC support bicycle improvements along roadways rather than pairing with pedestrian facilities? *(Note: This question is intended to solicit an overall recommendation; there may be specific situations where it is advantageous to fully separate bicycle facilities or pair them with pedestrian improvements.)*

Area-Wide Connectivity



Bicycle Network. There are limited bicycle facilities within or immediately adjacent to the San Antonio Precise Plan Area. The only bicycle improvements in the immediate area are along automobile-oriented segments of California Street and Showers Drive. Although bicycles have the right to travel along vehicle lanes, fast-moving cars, heavy traffic, and vehicle turning into or leaving commercial driveways make the area a challenging environment for bicyclists of all ages and abilities, whether or not there are specific bicycle facilities. The major roadways surrounding the area and the Caltrain tracks are also barriers to connectivity with surrounding neighborhoods and adjacent cities.

Key Questions: In addition to the improvements identified through the visioning process (see “Interior Circulation” section of this report), should the City study public bicycle facilities in other locations, such as along Latham Street?

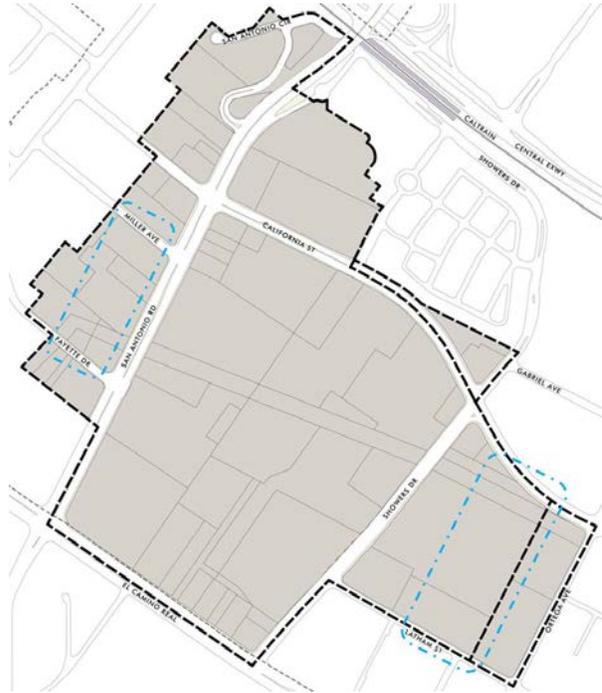
Are there specific types of new facilities or improvements to existing facilities the Precise Plan team should study?

Pedestrian and Bike Crossings. Unlike segments of El Camino Real, pedestrian crossings occur relatively frequently—on average approximately every 650’, which is not significantly greater than along Castro Street in downtown. However, area stakeholders have expressed concern about pedestrian visibility and safety at existing crossings of public streets, driveways, and San Antonio Center roadways. In studying the street network, the Precise Plan will identify opportunities to improve existing, at-grade pedestrian crossing locations and crossing improvements to address access across barriers such as the Caltrain tracks and Central Expressway.

Key Question: In addition to the crossing of Central Expressway, are there other locations where the Precise Plan team should study grade-separated crossings?

Connections through Large Blocks. During the San Antonio visioning process, there was general consensus that the pedestrian environment along public streets and interior roadways needs to be more attractive and comfortable to walk along. Improving the streetscape environment is an important Precise Plan objective.

There may also be opportunities to provide parallel pedestrian pathways in mid-block locations, connecting through properties between existing public streets. These connections can provide more attractive access through surrounding neighborhoods to pedestrian crossing locations. Potential areas for new pedestrian connections are shown in blue on the graphic to the right.



Key Question: Are there any other locations, outside San Antonio Center, where parallel, “mid-block” connections should be studied?

Urban Design

Pedestrian Environment (public sidewalks and landscaping). The San Antonio visioning process included a visual preference survey, providing information about community preferences for sidewalk conditions. The photos below show the most popular residential and retail sidewalk conditions. Community members liked these photos based on their look and feel, including landscaping, amenities, and storefront conditions. Specific dimensions of the improvements did not appear to be as important.



Existing public sidewalks in the San Antonio Area generally do not have landscape strips or tree wells between the sidewalk and the street; they range in width from approximately 5' to 8'. Currently, El Camino Real has 8' sidewalk zones. However, there are tree wells that only leave a 4' wide continuous path. New projects are generally providing up to 5' wide planters and a 7' wide walking zone, for a total width of 12'. The Merlone Geier Phase I project at San Antonio Center widened its portion of the El Camino Real sidewalk to 10'. For San Antonio Road in front of the project, the public sidewalk and landscape area were narrowed from the original proposal to accommodate potential/future bike lane improvements.

Key Questions: What design strategies are most important to improve the pedestrian experience on sidewalks? Are there minimum sidewalk zone widths (combined sidewalk and landscaping) recommended by B/PAC for public streets in the Area?

Character of Buildings, Parking, and Landscaping. The General Plan has guidelines for projects to locate parking behind or to the side of buildings, to have interesting and transparent frontages, and to design landscaping and buildings for pedestrian comfort. New projects in Mountain View have implemented this direction by adding to tree canopy, breaking up large buildings, and placing distinctive entrances near the street.

The Merlone Geier Phase I development began to take steps to provide more building frontage and less surface parking area along public frontages. Expectations for the Merlone Geier Phase II development are that the design of buildings, landscaping, and parking will provide a stronger pedestrian and bicycle environment.

Key Questions: What are specific design strategies for buildings that can improve the pedestrian experience? Are there specific existing examples in the San Antonio Area that B/PAC recommends trying to emulate or avoid?

Urban Design Near Caltrain and VTA Transit Stops. Although the City will not be responsible for constructing or improving transit stations, new development under the Precise Plan could occur in close proximity to area transit stations, and bicycle and pedestrian access to these transit locations and urban design of projects can help transit use (another 2030 General Plan objective).

Key Questions: What are specific public improvements that enhance the pedestrian and bicycle experience near transit locations (e.g., public bicycle parking, major pedestrian pathways, open space, etc.)? What specific site design strategies help improve how a development project orients to a transit station?

Other Questions

The Precise Plan team has been gathering background information to support future areas of study in the Precise Plan process. To support this work, staff has identified the following general questions for B/PAC to consider:

- Are there any locations in or around the area that are known to be frequently visited by residents on foot or by bicycle?
- What are the challenges accessing these places? What are the positive experiences?
- What additional comments do you have regarding bike/pedestrian issues, design, character, strategies, etc., for consideration in the Precise Plan process?

NEXT STEPS

This meeting is an early opportunity for B/PAC to identify key bicycle and pedestrian issues and opportunities for the Precise Plan area. Staff will take B/PAC's input and forward it to the City Council at a meeting tentatively scheduled for October 8, 2013. B/PAC input will be one of several perspectives provided to Council for their deliberation.

Based on direction from Council, the Precise Plan team will begin work on Precise Plan alternatives containing different land use and transportation system options to implement 2030 General Plan direction. The Precise Plan alternatives will be refined with the City's EPC and qualitatively analyzed.

Further public outreach, including a community workshop tentatively scheduled for January 2014, will be conducted before Council selects a preferred Precise Plan alternative. The preferred alternative will guide the drafting of the Precise Plan and the environmental review process.

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- Attachments:
1. 2030 General Plan
 2. San Antonio Visioning Report
 3. Full-Size Maps from Staff Report

CHANGE AREAS

Extensive community input helped identify where Mountain View could significantly change over the life of the General Plan, and what the change could look like in the built environment, open spaces, natural habitats and community connections. Each change area is part of its own larger planning area.

The General Plan change areas include (Figure 3.8):

- North Bayshore
- East Whisman
- El Camino Real
- San Antonio
- Moffett Boulevard

The General Plan identifies new land uses and intensities for change areas, primarily in commercial and industrial zoned areas along corridors and in commercial locations. Changes in these areas include greater commercial intensities and residential densities than under the 1992 General Plan and new, more intensive mixed-use designations.

After an introduction to form and character, the rest of this section presents a vision, goals and policies and form and character for each change area.

The vision descriptions present a high-level snapshot of how these areas may change over time to help Mountain View achieve its General Plan vision. Citywide General Plan goals and policies also apply to change areas.

Form and Character

This section further describes the principles for design and development in change areas—how they will develop and look. These are not policy mandates. They reinforce General Plan policies, and will guide Zoning Ordinance and precise plan updates, the development review process and capital improvement projects in change areas.

Form and character includes four key topics:

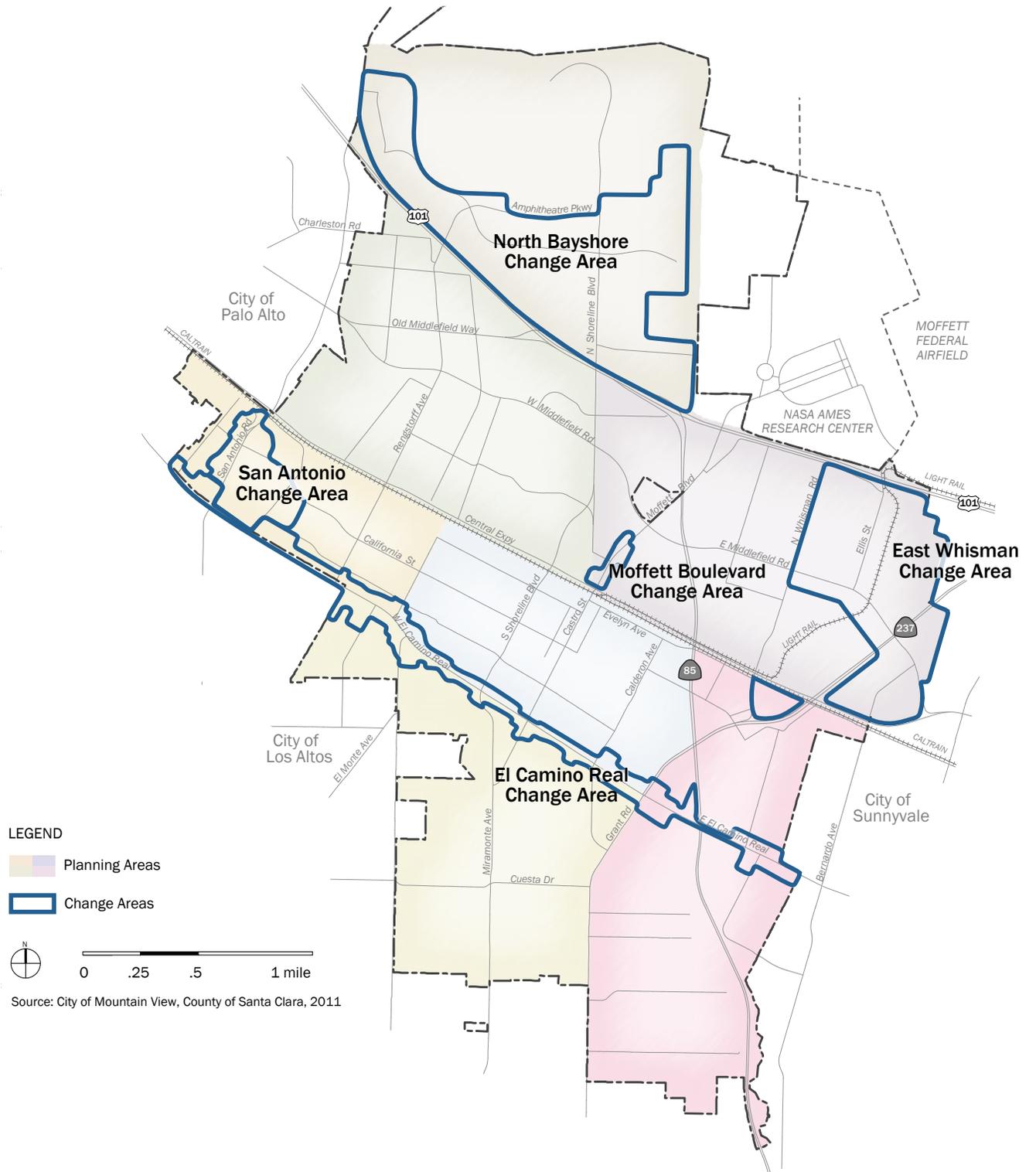
Pedestrian and Bicyclist Environment shows how the network of blocks and streets accommodates pedestrians and bicyclists. Pedestrians, bicyclists and drivers use streets to different degrees, depending on the context.

Site Layout and Design describes how development projects are designed, including buildings, landscaping, parking and access.

Plazas and Shared Space addresses how areas such as plazas, courtyards and trails can be incorporated into change areas.

Building-to-Street Relationship refers to how buildings are designed and positioned in relation to the street.

Figure 3.8: Change Areas



SAN ANTONIO CHANGE AREA



VISION

The San Antonio Change Area continues to evolve as a diverse regional and community destination with a variety of land uses and mobility improvements.

In 2030, San Antonio is a lively mixture of commercial and residential uses. Bicyclists and pedestrians connect easily to surrounding neighborhoods, Caltrain and VTA transit stations. San Antonio Center, the core of the area, is a regional and local draw with its housing and stores, services and restaurants. Walkable blocks and streets oriented to pedestrians are punctuated by plazas and the Hetch Hetchy right-of-way.

GOALS AND POLICIES

San Antonio policies encourage higher intensities and increased diversity of land uses with improved bicycle and pedestrian circulation and connections to public transportation.

Goal LUD-21: *A gateway neighborhood with diverse land uses, public amenities and strong connections to surrounding areas.*

Policies

LUD 21.1: A mix of land uses. Support a mix of commercial land uses serving the neighborhood and the region.

LUD 21.2: Higher-density residential near transit. Encourage higher-density residential uses near bus and Caltrain stations.

LUD 21.3: Improved connectivity. Promote improved connectivity to adjacent neighborhoods, destinations and Downtown.

LUD 21.4: Improved pedestrian and bicycle circulation. Support improved pedestrian and bicycle circulation and connectivity throughout the area.

LUD 21.5: Hetch Hetchy right-of-way. Promote the use of the Hetch Hetchy right-of-way for open space and mobility improvements in the area.

Goal LUD-22: *A revitalized San Antonio Center with a diverse mix of uses and connections to adjacent neighborhoods.*

Policies

LUD 22.1: San Antonio Center transformation. Support the transformation of San Antonio Center into a regional mixed-use and commercial destination.

LUD 22.2: Residential uses. Support new residential uses within San Antonio Center.

LUD 22.3: Gathering spaces. Encourage new plazas, open space and other gathering spaces in the San Antonio Center.

LUD 22.4: Pedestrian-oriented design elements. Ensure that developments include pedestrian-oriented design elements such as accessible building entrances, visible storefronts and landscaping.

LUD 22.5: Finer street grid. Promote a finer street grid and improved connectivity within San Antonio Center.

LUD 22.6: Improved mobility. Support improved mobility within San Antonio Center for vehicles, transit, bicyclists and pedestrians.

LUD 22.7: Improved bicycle and pedestrian connections. Promote improved bicycle and pedestrian connections to the San Antonio Caltrain station, El Camino Real bus service, adjacent neighborhoods and the citywide bicycle and pedestrian network.

LUD 22.8: Parking area safety. Ensure safe pedestrian and bicycle access through parking areas.

SAN ANTONIO CHANGE AREA

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- Streets and paths for pedestrians and bicyclists established in the San Antonio Center.
- Large parcels include clear pedestrian, bicycle, and multi-modal roadway connections.
- Wide sidewalks and tree wells reinforce pedestrian-oriented, mixed-use setting.
- Hetch Hetchy right-of-way used as open space and a pedestrian and bicyclist connection.
- Pedestrian amenities such as plazas, street furniture and directional signs.
- Safe pedestrian and bicyclist crossings of busy streets.
- Bicycle parking in convenient and accessible locations around commercial destinations.
- Small curb radiuses and short street-crossing distances.

Safe and attractive pedestrian paths through parking areas



SAN ANTONIO CHANGE AREA

Site Layout and Design

- Clear network of streets, driveways and bicycle and pedestrian pathways connecting key areas.
- Site and building design well coordinated across parcels at the San Antonio Center.
- Buildings at or near sidewalk, located to support the pedestrian and bicycle environment.
- Streets, plazas and open spaces framed by buildings and their primary frontages.
- Sites and buildings designed to avoid long, uninterrupted walls along the street.
- Safe and convenient pedestrian and bicyclist connections within parking areas.
- Street parking in active pedestrian areas.
- Parking structures preferred over parking lots, especially in key pedestrian areas.
- Garage and service bay openings oriented to alleys and rear of buildings.

Plazas and Shared Space

- Central connecting open space and gathering areas along Hetch Hetchy right-of-way.
- Plazas located near major commercial nodes and shaped by the most intensive buildings and uses.

Building-to-Street Relationship

- Engaging, pedestrian-scaled building design and features along sidewalks and key pedestrian routes.
- Big-box buildings and larger parking areas wrapped by store-fronts, stand-alone buildings or other pedestrian-oriented features.
- Mixed-use and commercial buildings include attractive, functional and visible ground-floor features such as awnings, signs and other pedestrian-scaled elements.
- Residential buildings engage the street with stoops, porches, terraces and other features.
- Frequent windows and pedestrian features and high-quality materials on buildings facing the street.



Large buildings include pedestrian-oriented features



city of mountain view
san antonio
area visioning
report



january 2013

city of mountain view
san antonio area visioning report



january 2013

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introduction

1

The San Antonio Center has evolved greatly since its inception in the 1950s, and is currently undergoing a period of transition and growth. The San Antonio Area visioning process was initiated by members of the community and City Council during the General Plan adoption process. It was conceived as an **opportunity for community stakeholders to participate in shaping the future of the San Antonio Change Area** by identifying the key objectives, strategies and improvements. This report **summarizes the community input** gathered in the Fall of 2012. It **highlights common preferences as well as topics where there was diverging input**. The

visioning process findings will require **further analysis during the forthcoming San Antonio Precise Plan** process which will refine all input and define options for topics of differing input.

The following chapters include an introduction to the visioning process and existing conditions; the overarching community principles for guiding precise plan development and future improvements and buildings; form, use and character preferences; and a summary of the key findings and next steps in the Precise Plan process.

IN THIS CHAPTER:

Visioning Purpose and Process

Existing Conditions Overview

VISIONING PURPOSE AND PROCESS

Implement General Plan Goals

The Mountain View 2030 General Plan was adopted by the City Council in July 2012. It outlines five “change areas” across the city - including the San Antonio Change Area - that the community identified as opportunities for change and enhancement over the next 20 years. The San Antonio Visioning Process builds on the goals, policies and future vision for the San Antonio Change Area, as outlined in the General Plan.

Gather Community Input

The San Antonio Area visioning process took place from October to December 2012. Several community engagement tools were used to gather a wide range of community input, including two community workshops and online interactive tools.

The community workshops were each attended by 60 - 80 participants. The sessions included presentations, interactive surveys, breakout group exercises and large group discussions to shape form, use and character concepts for the San Antonio Area.

In conjunction with the community workshops, the online interactive tools helped to engage additional members of the community and refine workshop topics. The online tools included two online surveys, which together received over 700 responses, and an interactive map that allowed participants to pinpoint comments and photos in specific locations.

Comprehensively summarizing all of the community input from the visioning process is difficult and requires both art and science to determine overall community desires for the future of the San Antonio Area. Understanding that each and every comment cannot be included, this report aims to highlight common preferences that were emphasized repeatedly by participants at the workshops and through the online tools. Technical analysis to determine the feasibility of these common preferences was not included in the visioning process, but will be a part of the Precise Plan process.

In addition to the common preferences identified through the visioning process, there were also many dissimilar opinions and areas where further input is needed. These topics for further study are highlighted throughout the report. All of the



Community Workshop #1 Breakout Group Exercise



Community Workshop #2 Large Group Discussion



Online Interactive Mapping



Community Workshop #1 Large Group Report

community comment cards, survey responses, online mapping, wallgraphic recordings and workshop input summaries are included in the report appendices.

Inform the San Antonio Precise Plan

Input from the San Antonio Area visioning process will inform creation of the San Antonio Precise Plan, scheduled to begin in early 2013. Through feasibility and technical analysis, and further community review and input, the Precise Plan process will result in the development of specific regulations, policies and plan alternatives for the San Antonio Change Area.

EXISTING CONDITIONS OVERVIEW

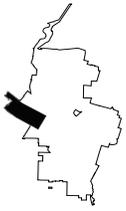
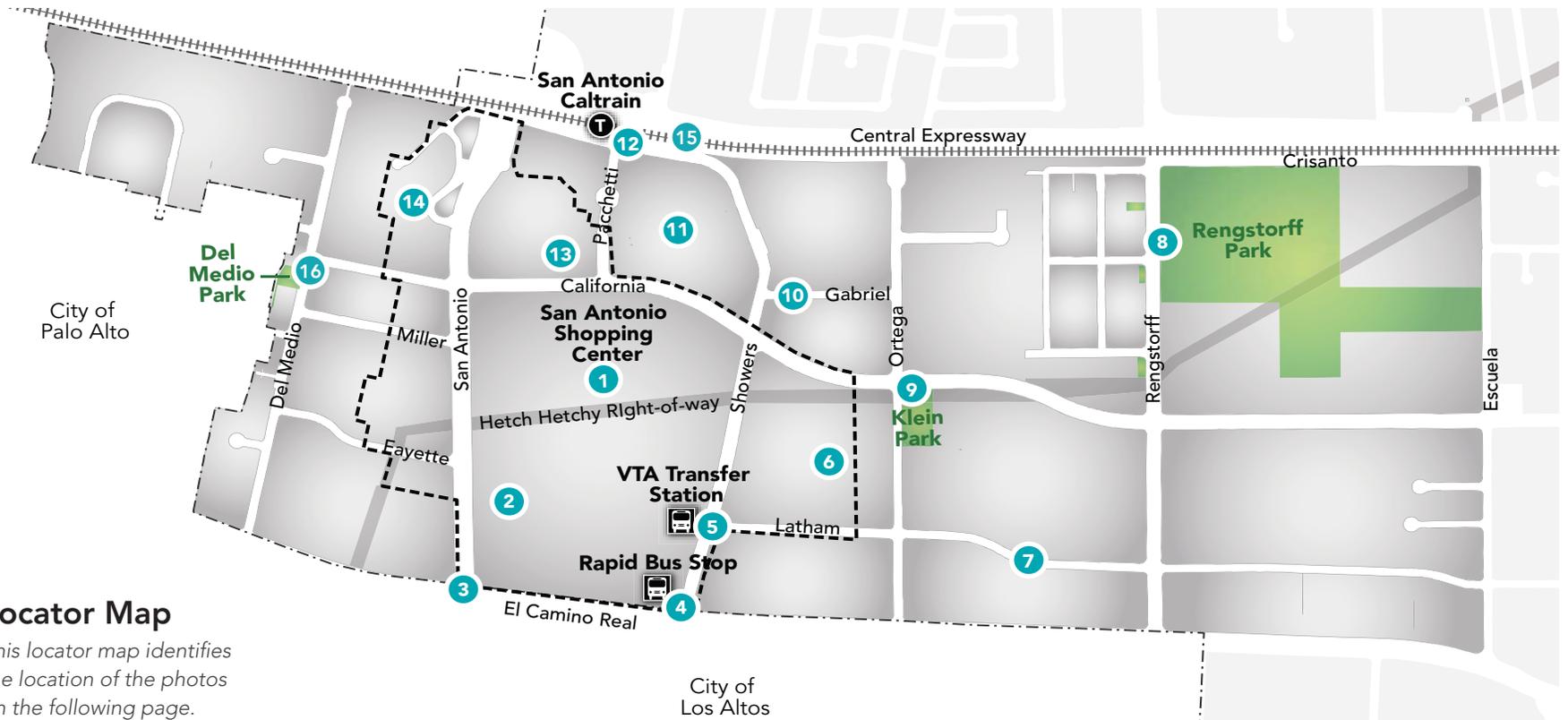
The San Antonio Area is located along the City of Mountain View's western edge, adjacent to Palo Alto and Los Altos, and includes a diverse mix of commercial and residential uses. It is anchored by the San Antonio Center, a major regional shopping destination. Caltrain rail and VTA bus service are prominent transportation amenities.

The San Antonio Center is surrounded by a range of small and medium-sized retail/commercial uses, as well as existing residential developments and neighborhoods.

The San Antonio Center is undergoing updates through a recent development project to incorporate a wider range of uses and development types, including new residential

uses. Typical for a suburban location, the San Antonio Area contains several auto-oriented developments and roadways such as El Camino Real, San Antonio Road, California Street and Showers Drive.

The following maps and photos illustrate the San Antonio Area destinations, land uses and surrounding context.



Locator Map

This locator map identifies the location of the photos on the following page.



1 San Antonio Shopping Center



2 Merlone Geier Phase I Construction



3 San Antonio Road and El Camino Real



4 Rapid Bus Stop



5 VTA Bus Transfer Station



6 Target



7 Multifamily Residential Area



8 Rengstorff Park



9 Klein Park



10 Single Family Residential Area



11 The Crossings Development



12 San Antonio Caltrain Station



13 Safeway



14 Community School of Music and Arts



15 Caltrain Station Pedestrian Underpass



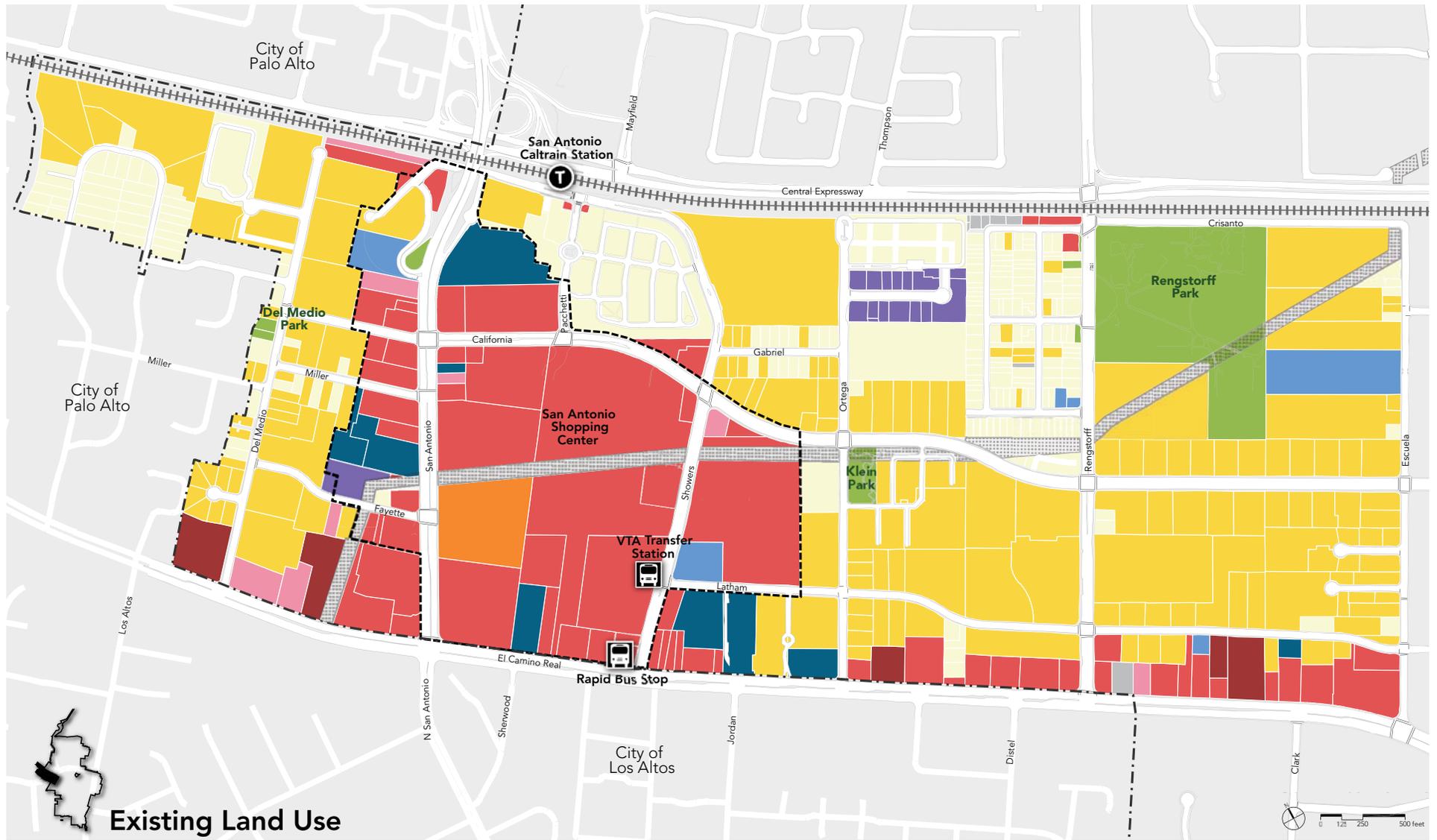
16 Del Medio Park



Aerial

Legend

- | | | | | | |
|--|---------------------------|--|------------------|--|-------------------------------|
| | Change Area Parcel | | Major Bus Stop | | Retail/Market |
| | City Boundary | | Caltrain Station | | Educational/Community Service |
| | Hetch Hetchy Right-of-way | | Railroad | | Open Space |



Existing Land Use

- | | | | | | |
|---------------------|------------------|---------------|-----------|---------------|------------|
| Change Area Parcels | Major Bus Stop | Single Family | Mixed Use | Office | Industrial |
| City Boundary | Caltrain Station | Multi Family | Retail | Open Space | Utility |
| | Railroad | Motel | Service | Institutional | Vacant |



community vision

2

The San Antonio Area visioning process helped refine objectives for public improvements and future development that were identified for the Change Area in the General Plan; and included participant discussion of potential opportunities and challenges to achieve community desires. Key opportunities for improvement voiced by participants include the need for more plazas and open space, bike- and pedestrian-friendly streets and paths, improved links to transit, a range of

land uses, and balancing of automobile traffic with other modes of transportation. One key area reflecting more divergent opinions is preferred height and intensity for future development, which will require further discussion and analysis. Based on these opportunities and challenges, the following vision framework outlines the community's guiding principles for the future of the San Antonio Area.

IN THIS CHAPTER:

General Plan Vision

Community Principles - Visioning Process

vision framework

SAN ANTONIO CHANGE AREA VISION GENERAL PLAN 2030

The San Antonio Change Area continues to evolve as a diverse regional and community destination with a variety of land uses and mobility improvements.

In 2030, San Antonio is a lively mixture of commercial and residential uses. Bicyclists and pedestrians connect easily to surrounding neighborhoods, Caltrain and VTA transit stations. San Antonio Center, the core of the area, is a regional and local draw with its housing, retail stores, services and restaurants. Walkable blocks and streets oriented to pedestrians are punctuated by vibrant, active plazas and enhancements to the Hetch Hetchy right-of-way.

COMMUNITY PRINCIPLES - VISIONING PROCESS



Create human-oriented streets, open spaces and buildings



Create a balanced multimodal community with appropriate design, traffic mitigations and safety measures



Expand and improve the pedestrian network, through means such as connections through the San Antonio Center and access to transit



Expand and create an interconnected bicycle network



Retain existing and encourage new neighborhood-serving businesses mixed with regional commercial destinations



Create a range of community gathering spaces in the neighborhood



Retain existing and encourage new community services



Ensure proper transitions from higher densities within the San Antonio Center to adjacent neighborhoods



Explore opportunities to create a greenway along the Hetch Hetchy right-of-way



form, use and character 3

Using the General Plan Form and Character Guidelines as a starting point, visioning process participants explored the specific locations and high-level design concepts for multimodal connectivity, open space, and land use and intensity throughout the San Antonio Area. Community participants arrived at several areas of consensus around streetscape character, connectivity, open space and land use. However, opinions differed more significantly on the appropriate building heights and intensity for

many areas of the site. This range of input - from common preferences to areas for further discussion - is outlined in this chapter. In addition to the higher level input on the overall Change Area, a focused discussion of land use and intensity in specific Sub Areas of the site is also included in this chapter. These concepts are a summary of community input and are not an endpoint. They will be subject to further study, including additional outreach and technical feasibility analysis in the Precise Plan.

IN THIS CHAPTER:

Connectivity

Open Space

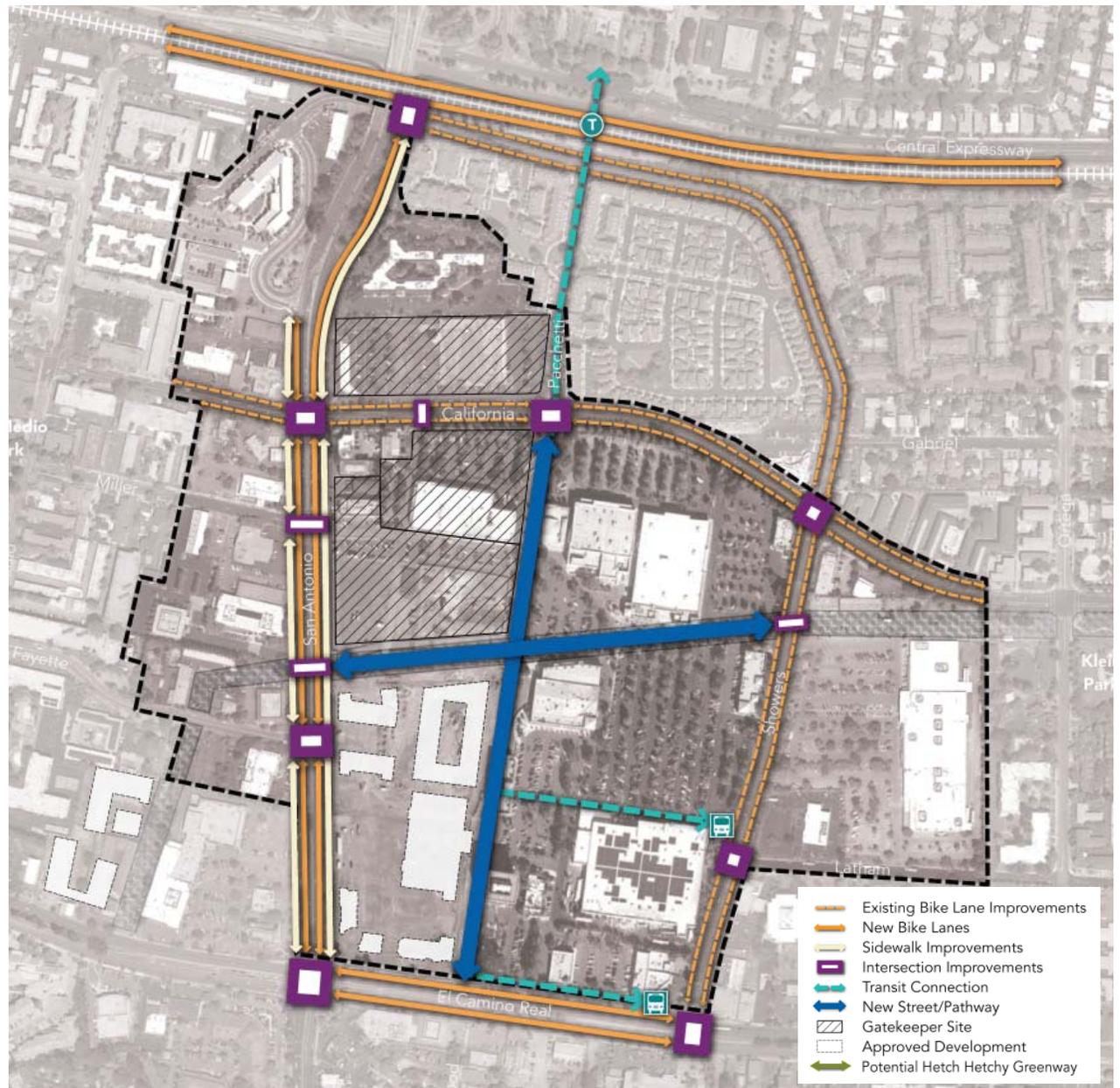
Land Use and Intensity

- Sub Area Concepts

CONNECTIVITY

COMMON PREFERENCES

- Improved pedestrian/bike connections from Caltrain to local lines, through the San Antonio Center, across the Central Expressway, and to other neighborhoods
- Major new North/South and East/West streets/pathways through the San Antonio Center
- Sidewalk improvements along San Antonio Road including wider sidewalks
- Clear and visible pedestrian areas at intersections including bulbouts and refuges for safety, as well as new mid-block crossings
- Tree and landscaping buffers in residential areas, especially buffers that provide shade and include native/drought tolerant plants
- Wide and clearly defined bike lanes with buffers
- Visible and sufficient bike parking
- Retail streets with walkable main street character, especially California Street



Connectivity Strategy Diagram



Popular Visual Preference Survey Photos

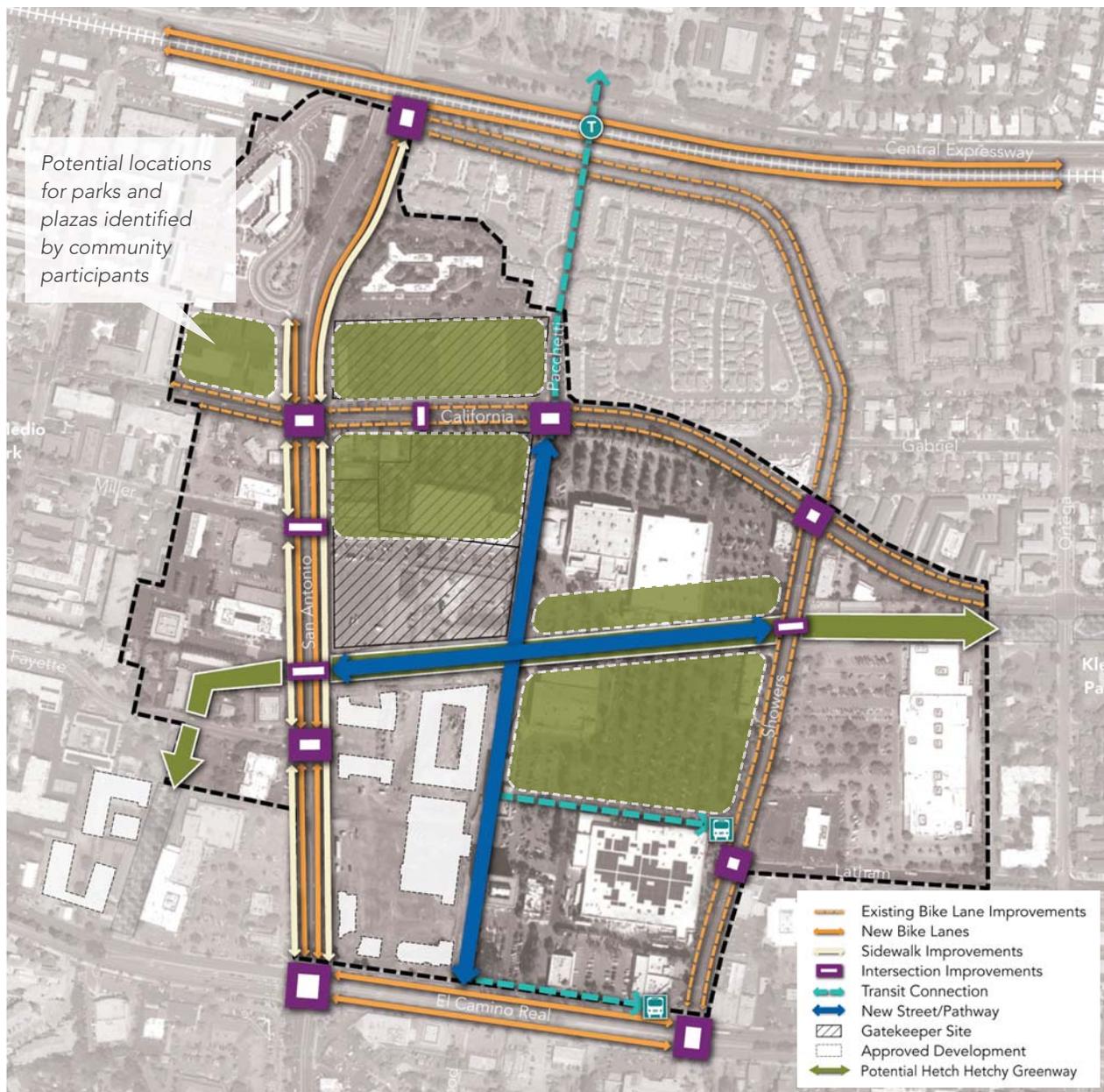
TOPICS FOR FURTHER STUDY

- Specific locations and types of bike/ pedestrian design standards and improvements
- Location of additional new North/ South and East/West streets and pathways connecting through the San Antonio Center
- Relationship of pathways and greenways to new open space
- Potential for pathways in retail areas to be dedicated to only bike and pedestrian traffic
- Balance between traffic calming measures and automobile traffic flow
- Location of surface parking in relationship to streets and buildings
- Residential area setbacks

OPEN SPACE

COMMON PREFERENCES

- Greenway along Hetch Hetchy right-of-way
- Balanced ratio of built space to open space, with parks and plazas throughout new development to provide sense of openness
- Amenities for community gathering in commercial areas and/or aligned with community services and including seating, shade, and flexible open areas for cultural and recreational activities
- Open space, trees and landscaping that provide an inviting environment
- Provide a mix of well-designed open spaces, including small, unexpected pocket parks
- Children’s play areas



Open Space Strategy Diagram



Popular Visual Preference Survey Photos

TOPICS FOR FURTHER STUDY

- Economic impact of designating areas as open space, particularly larger neighborhood parks
- Landscape design styles - comments included open, clean and modern, "cozy" and traditional
- The ratio of hardscape (pavers, etc.) to landscape
- Use of open space to create viewsheds

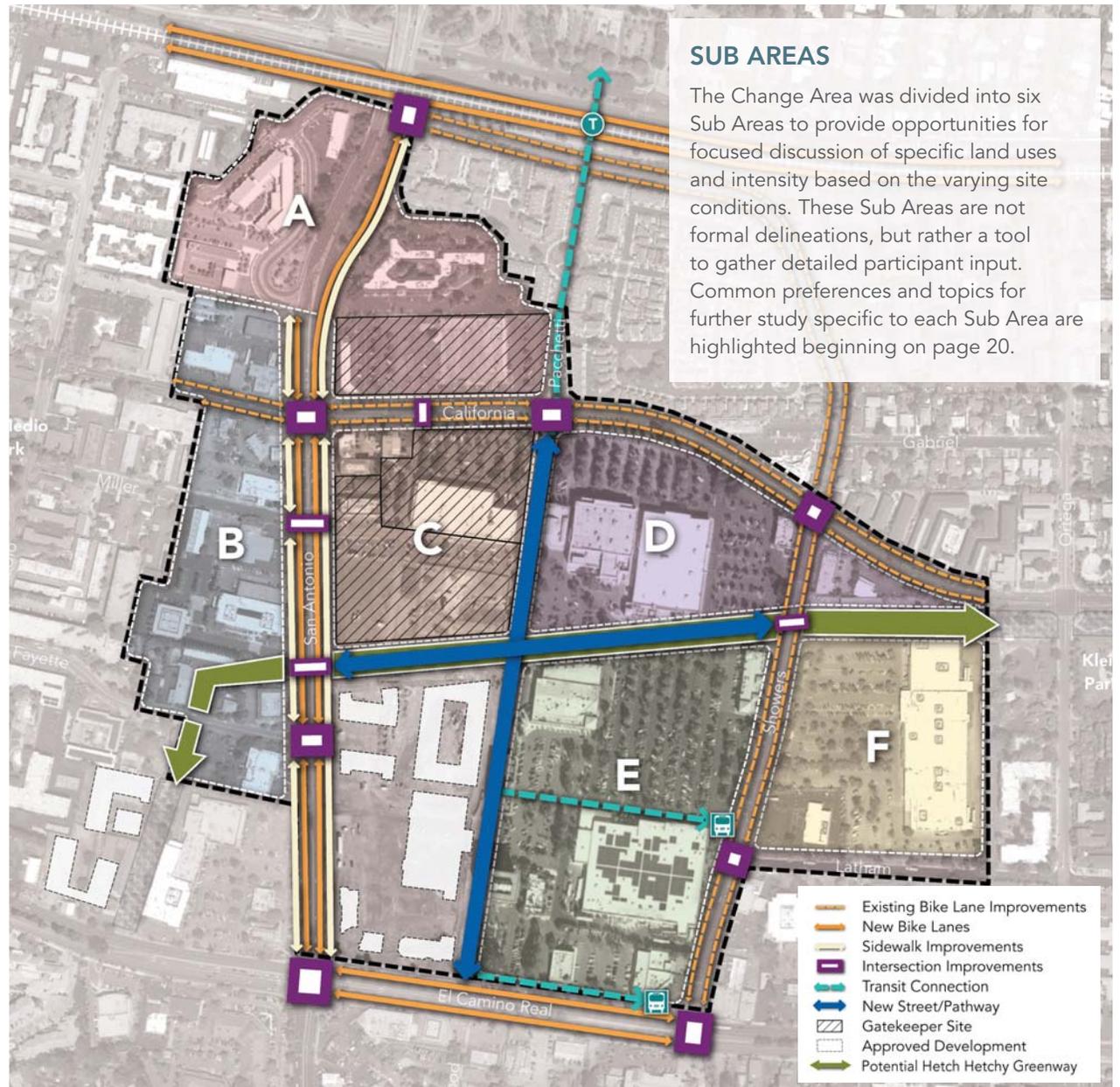
LAND USE AND INTENSITY

COMMON PREFERENCES

- New buildings to include stepbacks, setbacks, staggered heights, façade variety and individual identity
- Private open spaces, balconies and patios on residential buildings
- Large retail wrapped with mixed use development to provide a human scale
- Ground floor design with large windows, entries and other human-scaled features to be inviting and welcoming
- New buildings that fit into the neighborhood
- Small and neighborhood-serving businesses, office, retail and community services

GENERAL PLAN GUIDELINES

- The San Antonio Change Area includes (3) land use designations: Mixed-Use Corridor (Sub Area A), General Mixed-Use (Sub Area B), and Mixed-Use Center (Sub Areas C-F)



Sub Areas Diagram



Popular Visual Preference Survey Photos

TOPICS FOR FURTHER STUDY

- Building heights and intensity in the different site locations
- Importance of mountain views in the design of new development
- Architectural styles - comments ranged from modern to traditional
- Design of parking structures - wrapping parking with other uses, underground parking vs. above ground structured parking vs. surface parking
- Affordable housing near transit

SUB AREA A

COMMON PREFERENCES

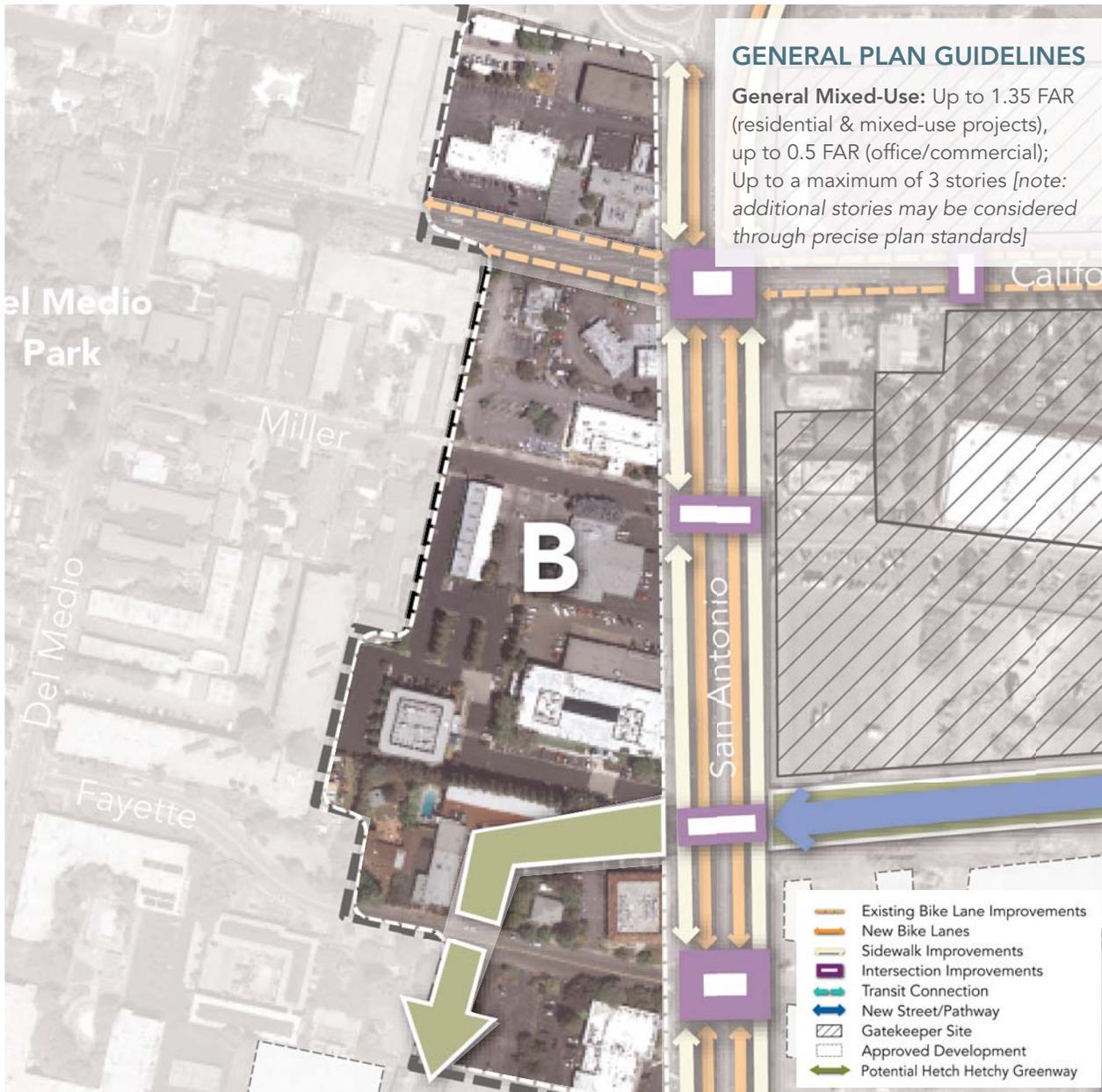
- **Land Use:** Community Services, Residential
- **Intensity:** Building height transition to residential areas

TOPICS FOR FURTHER STUDY

- **Land Use:** Additional land uses - comments included office, retail or flex building (ex. live-work or business incubator spaces)
- **Land Use:** Community impacts of changing commercial land uses to residential (ex. loss of valued businesses and community services)
- **Intensity:** Range of building heights to best transition to residential areas - comments included 2-4 stories



Sub Area A Diagram



Sub Area B Diagram

SUB AREA B

COMMON PREFERENCES

- **Land Use:** Mixed Use Residential/Retail, Office
- **Intensity:** No clear consensus on heights (see below)

TOPICS FOR FURTHER STUDY

- **Land Use:** Land uses that would complement development east of San Antonio to improve the corridor as a whole
- **Intensity:** Building heights - balance of neighborhood transitions to the west and creating complementary transitions to taller buildings in San Antonio Center
- **Intensity:** Coordination with the multiple property owners because small lots may need to be assembled for development feasibility

SUB AREA C

COMMON PREFERENCES

- **Land Use:** Mixed Use Office/Retail and Residential/Retail
- **Intensity:** No clear consensus on heights (see below)

TOPICS FOR FURTHER STUDY

- **Land Use:** Additional land uses - comments included theater, hotel, flex buildings, parks and plazas
- **Intensity:** Building heights - comments range from 1-6 stories
- **Intensity:** Location of taller buildings, if determined desirable and feasible - comments noted these should be located internal to the San Antonio Center with lower density local-serving businesses along San Antonio Road and California Street



Sub Area C Diagram



Sub Area D Diagram

SUB AREA D

COMMON PREFERENCES

- **Land Use:** Retail (small retail along California, large retail within the San Antonio Center), office close to Caltrain
- **Intensity:** Building height transition to residential areas 1-3 stories

TOPICS FOR FURTHER STUDY

- **Land Use:** Additional land uses
- **Intensity:** Potential locations for higher intensity buildings - comments included internal to the San Antonio Center or adjacent to the multifamily housing area east of Showers

SUB AREA E

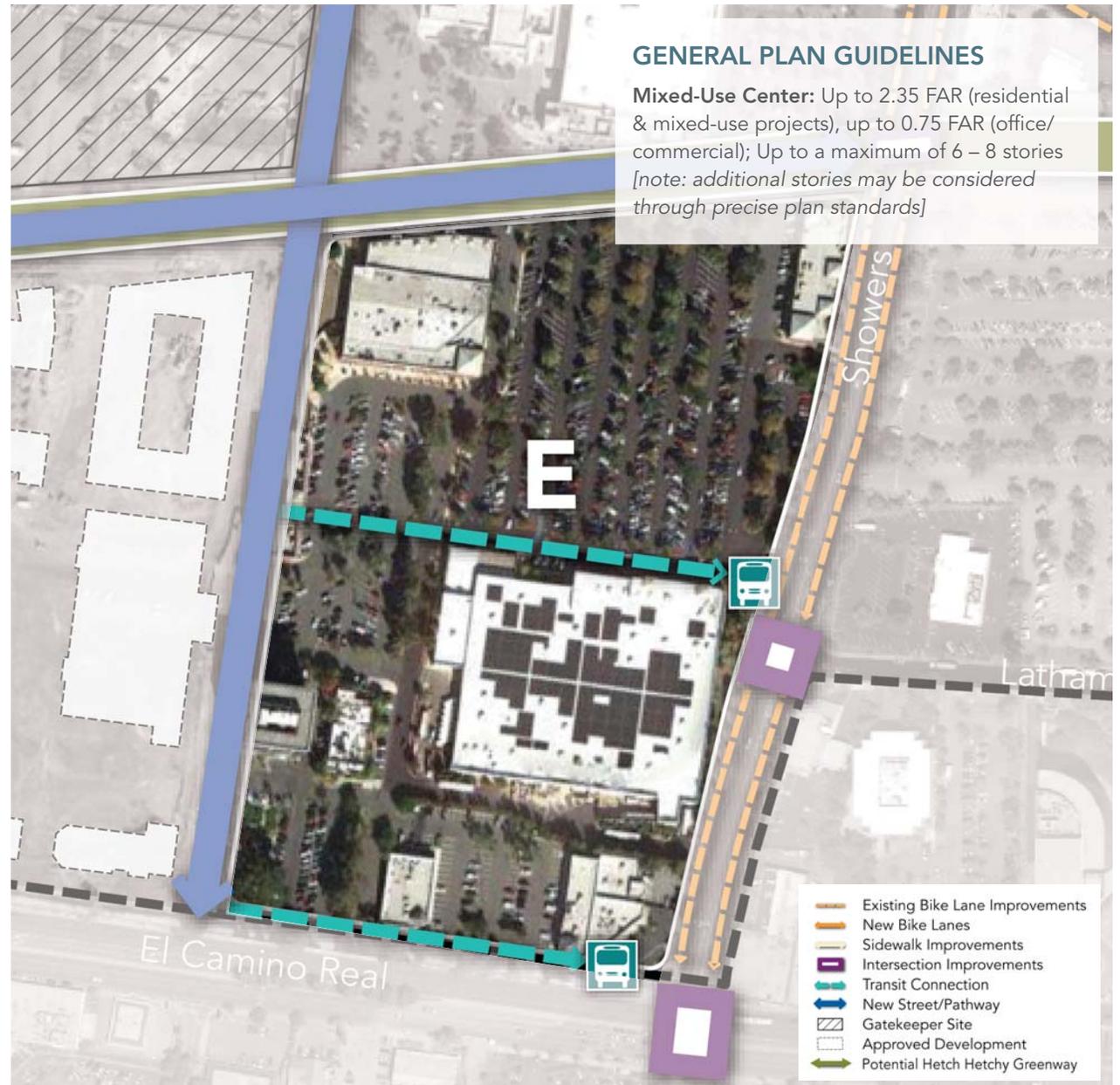
COMMON PREFERENCES

- **Land Use:** Retail
- **Intensity:** 1-3 stories

TOPICS FOR FURTHER STUDY*

- **Land Use:** Additional land uses
- comments included office, flex buildings, residential, community services, park
- **Intensity:** Building heights

**Note: There was a lack of specific input on this area from the community*



Sub Area E Diagram



Sub Area F Diagram

SUB AREA F

COMMON PREFERENCES

- **Land Use:** Retail, Residential
- **Intensity:** No clear consensus on heights (see below)

TOPICS FOR FURTHER STUDY

- **Land Use:** Additional uses - comments included office, flex buildings, community services (public comments suggested potentially a school)
- **Intensity:** Building heights and location of taller buildings - comments included from 1-5 stories



conclusions and next steps⁴

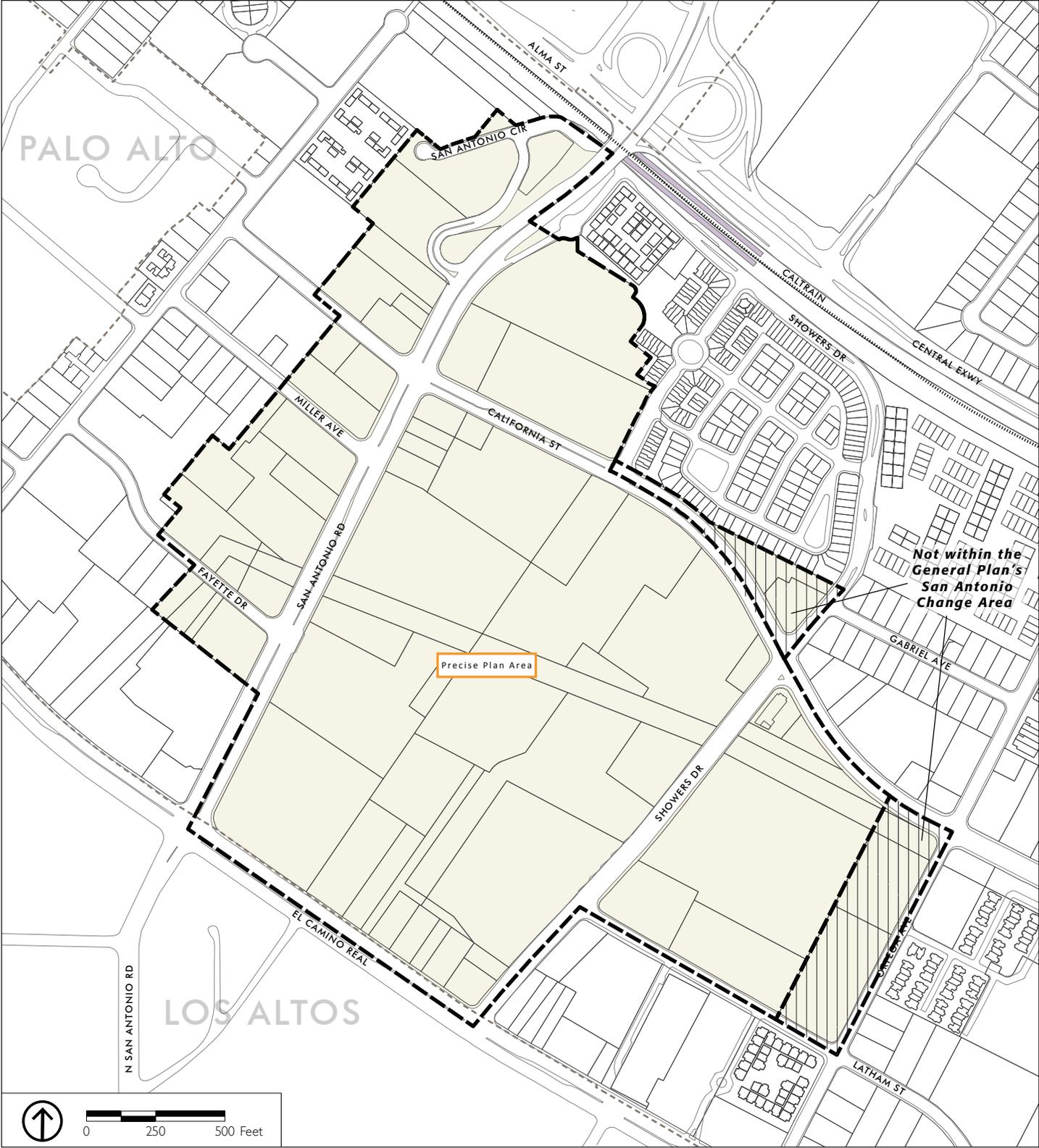
The San Antonio Area visioning process engaged stakeholders to outline the challenges and opportunities for the future of the area. The key themes repeated by the community throughout the process included creating a human-oriented, well-connected and balanced multimodal environment with neighborhood-serving businesses and community services, and appropriate transitions from the San Antonio Center to adjacent neighborhoods.

Further discussion with the community will continue in the upcoming San Antonio Precise Plan process to refine visioning input and to help in evaluating options for future development projects and public improvements. The City expects the Precise Plan to be a concise, easy to use and internally consistent regulatory document that provides clear direction for development projects but also does not limit flexible and creative options to achieve General Plan goals. The Precise Plan may address, but

not be limited to, the following topics: support and attraction of a mix of commercial land uses serving the neighborhood and the region; urban design that facilitates overall connectivity and safety, including walkability, bikeability, transit access and clear vehicle circulation; strategies and standards to transform and revitalize the San Antonio Center; sustainable development and transportation demand management; and community health and wellness.

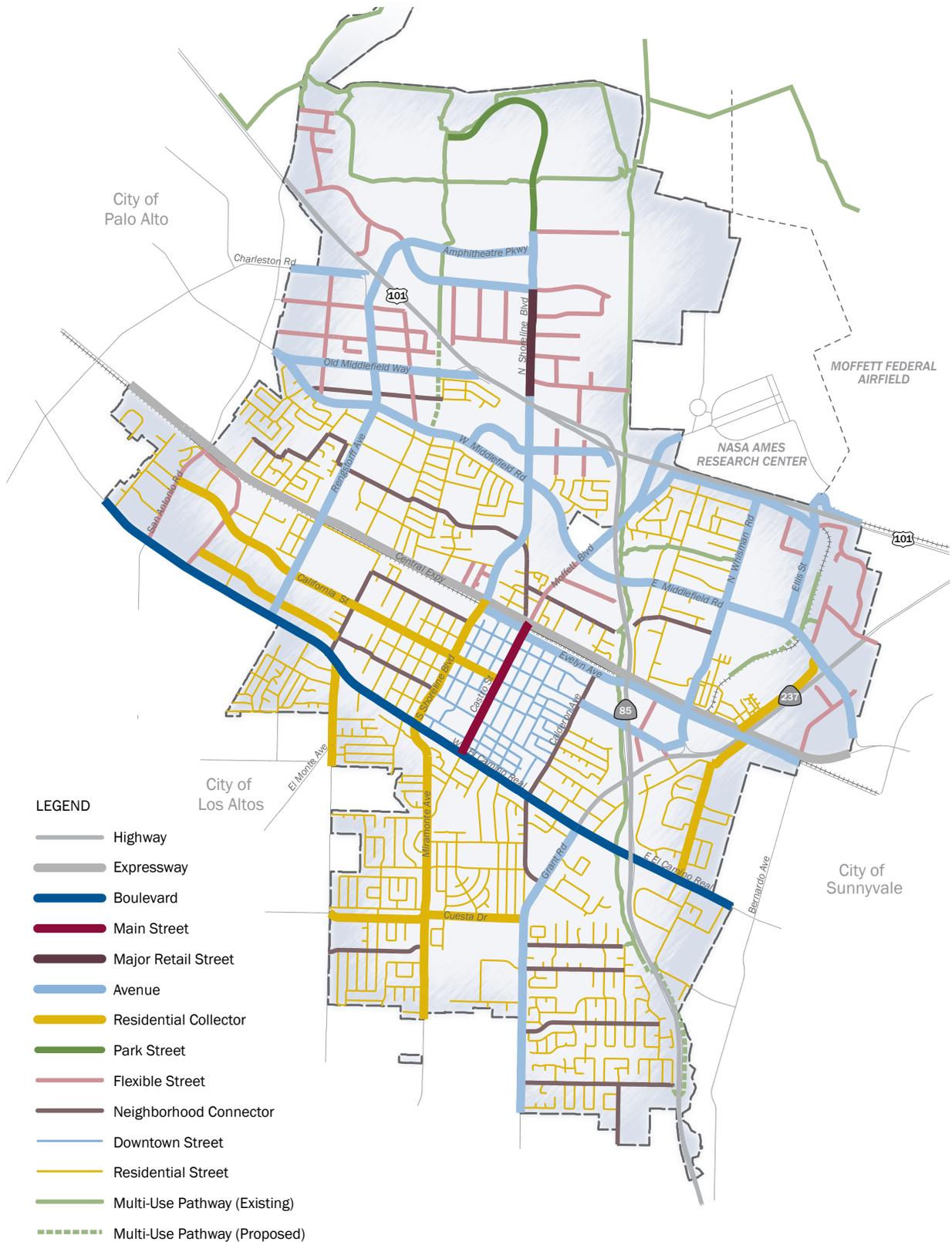
Community members interested in updates and continued opportunities for involvement in the San Antonio Area planning process should contact:

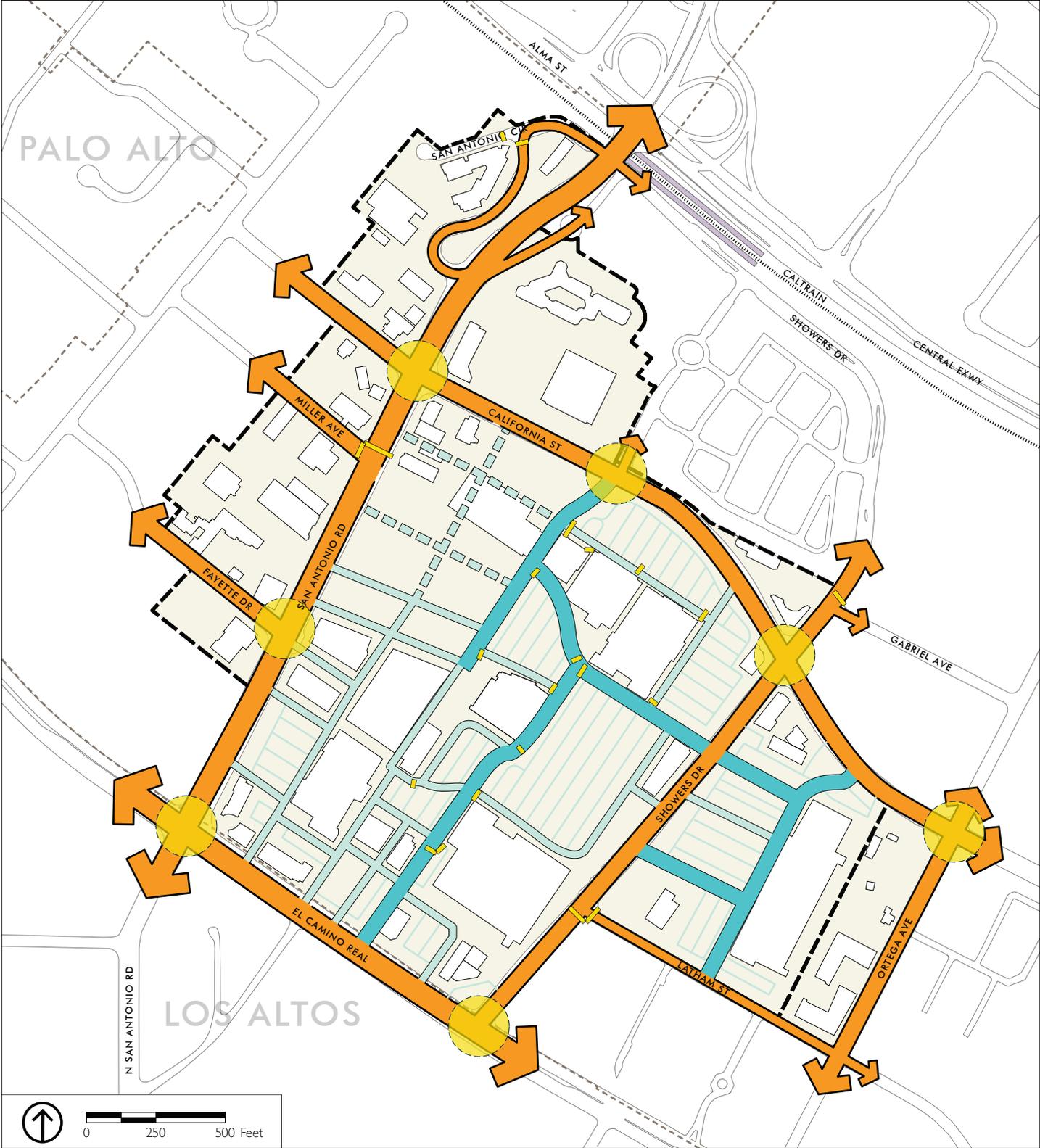
Community Development Department
Planning Division
500 Castro Street, P.O. Box 7540
Mountain View, CA 94039
phone: 650-903-6306
e-mail: rebecca.shapiro@mountainview.gov



SAN ANTONIO
PRECISE PLAN AREA
FIGURE 1-4

Figure 4.4: Street Typology





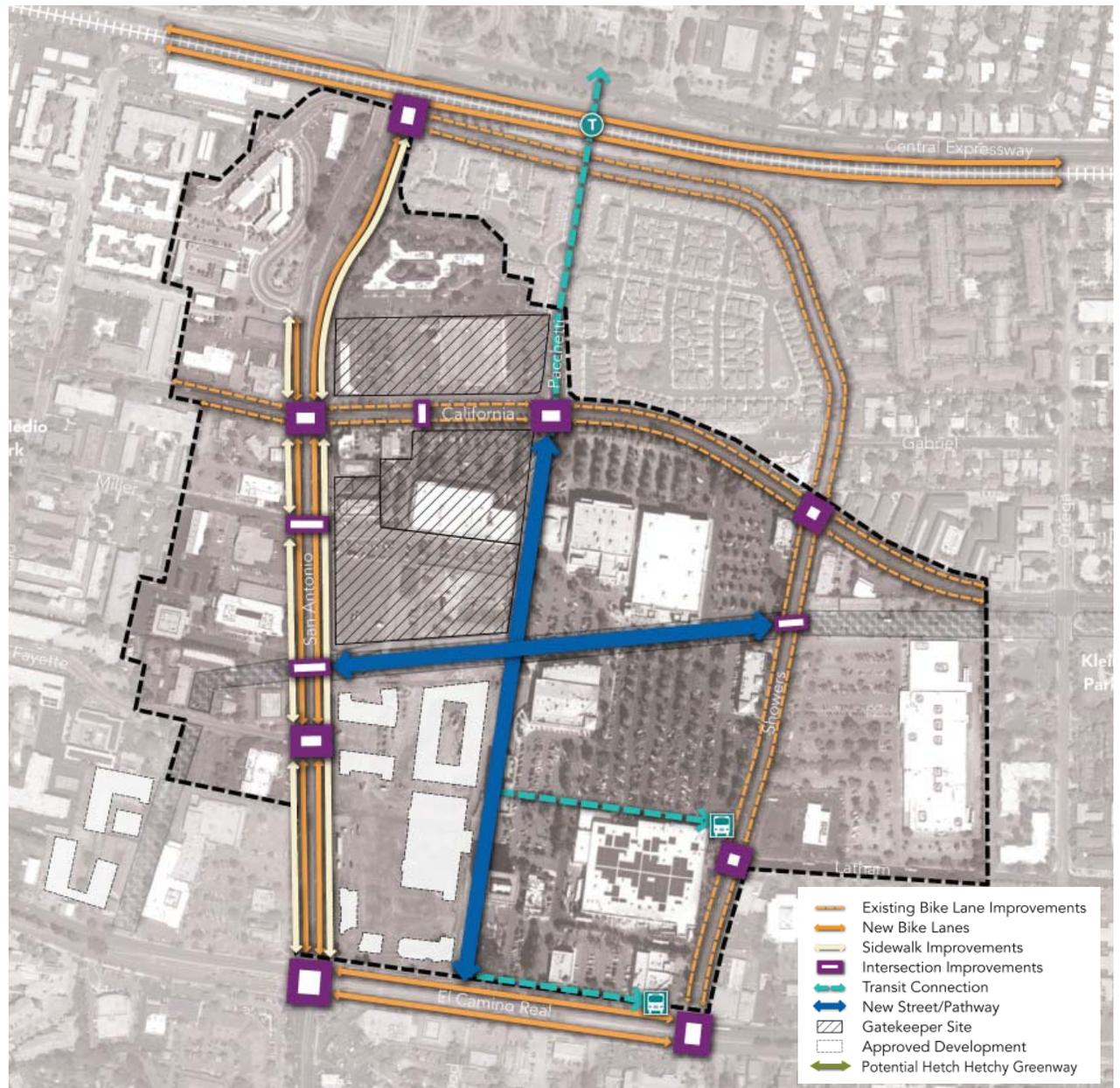
SITE CIRCULATION
FIGURE 3-10

- Public Streets
- Primary Internal Circulation Routes
- Secondary Internal Circulation Routes
- Conceptual Merlone Geier Phase II Routes
- Traffic Signal Locations
- Existing Crosswalk at Non-Signalized Intersection

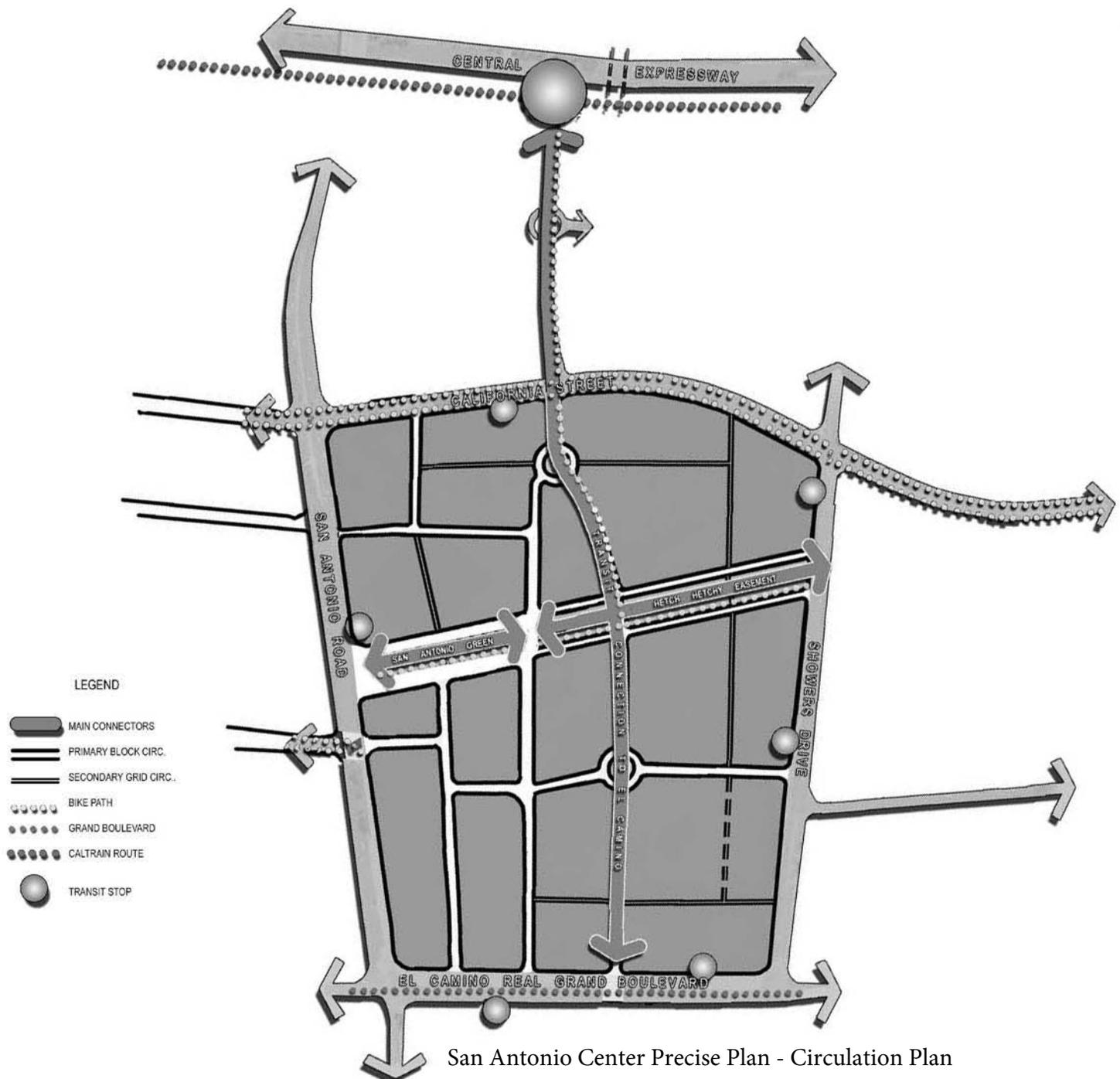
CONNECTIVITY

COMMON PREFERENCES

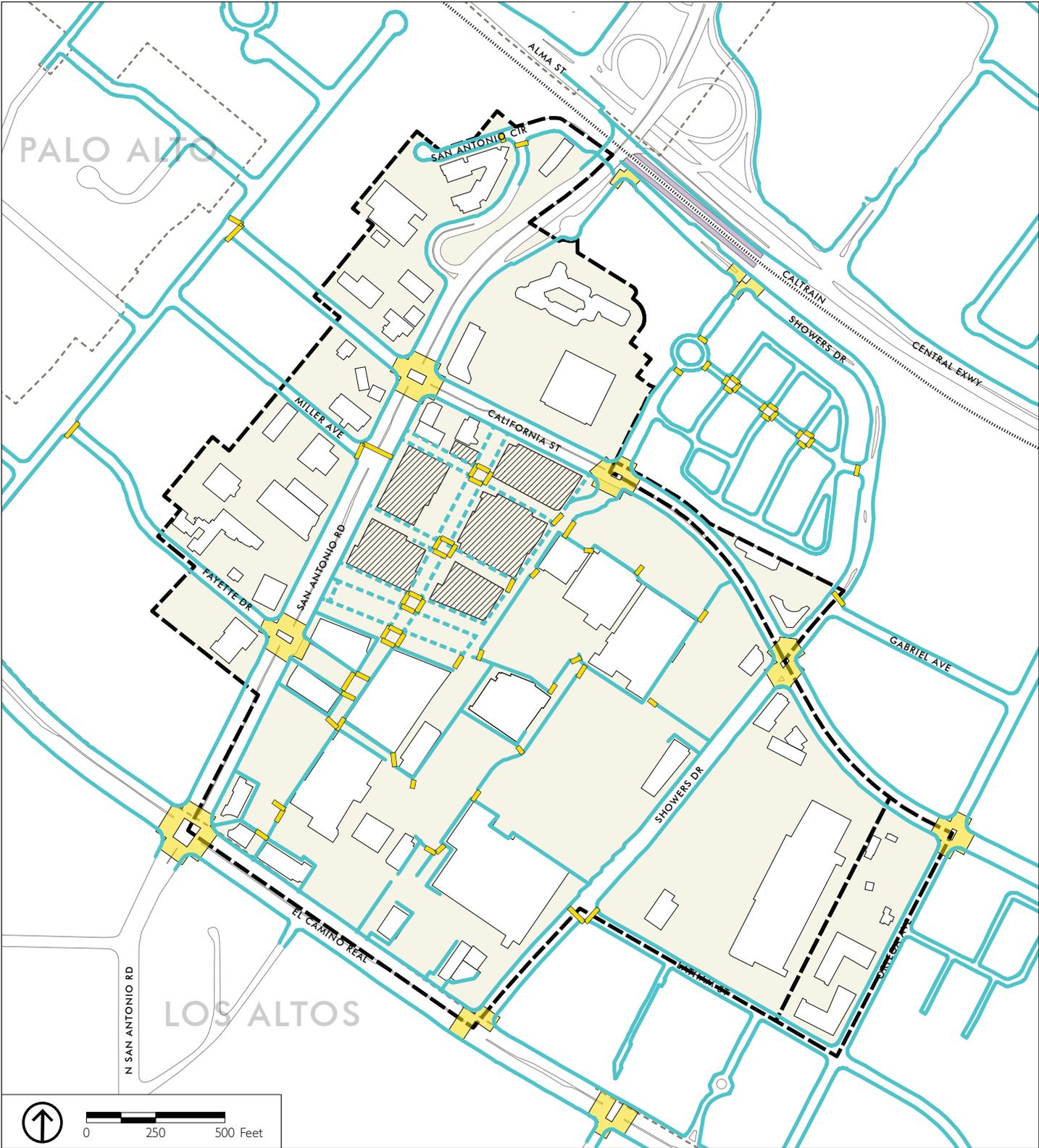
- Improved pedestrian/bike connections from Caltrain to local lines, through the San Antonio Center, across the Central Expressway, and to other neighborhoods
- Major new North/South and East/West streets/pathways through the San Antonio Center
- Sidewalk improvements along San Antonio Road including wider sidewalks
- Clear and visible pedestrian areas at intersections including bulbouts and refuges for safety, as well as new mid-block crossings
- Tree and landscaping buffers in residential areas, especially buffers that provide shade and include native/drought tolerant plants
- Wide and clearly defined bike lanes with buffers
- Visible and sufficient bike parking
- Retail streets with walkable main street character, especially California Street



Connectivity Strategy Diagram

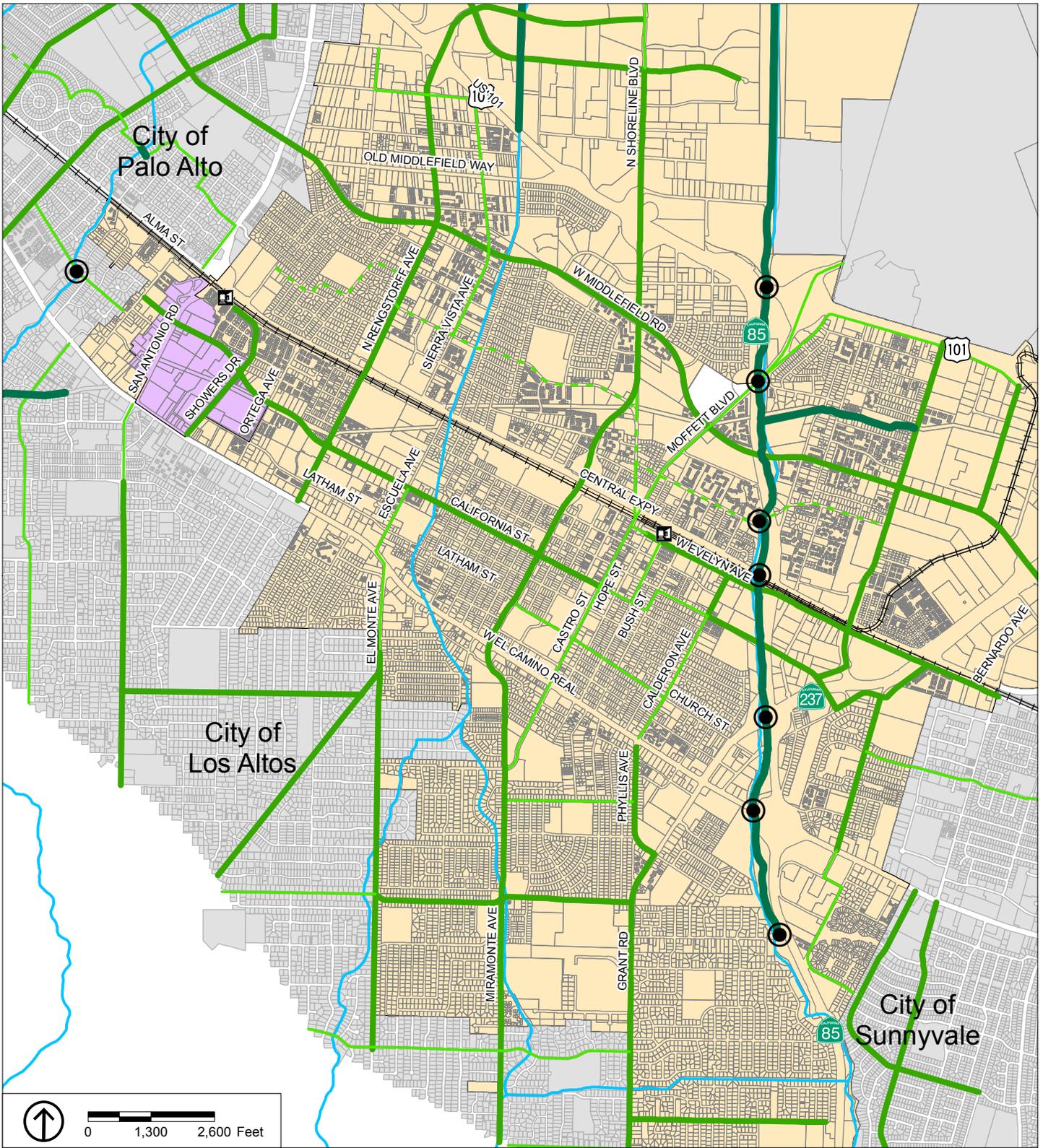


San Antonio Center Precise Plan - Circulation Plan



PEDESTRIAN CIRCULATION
 FIGURE 3-11

- Existing Sidewalk
- Conceptual Merlone Geier Phase II Sidewalks
- Existing Street-Crossing at Signalized Intersection
- Existing Crossing at Non-Signalized Intersection
- Proposed Merlone Geier Phase II Development

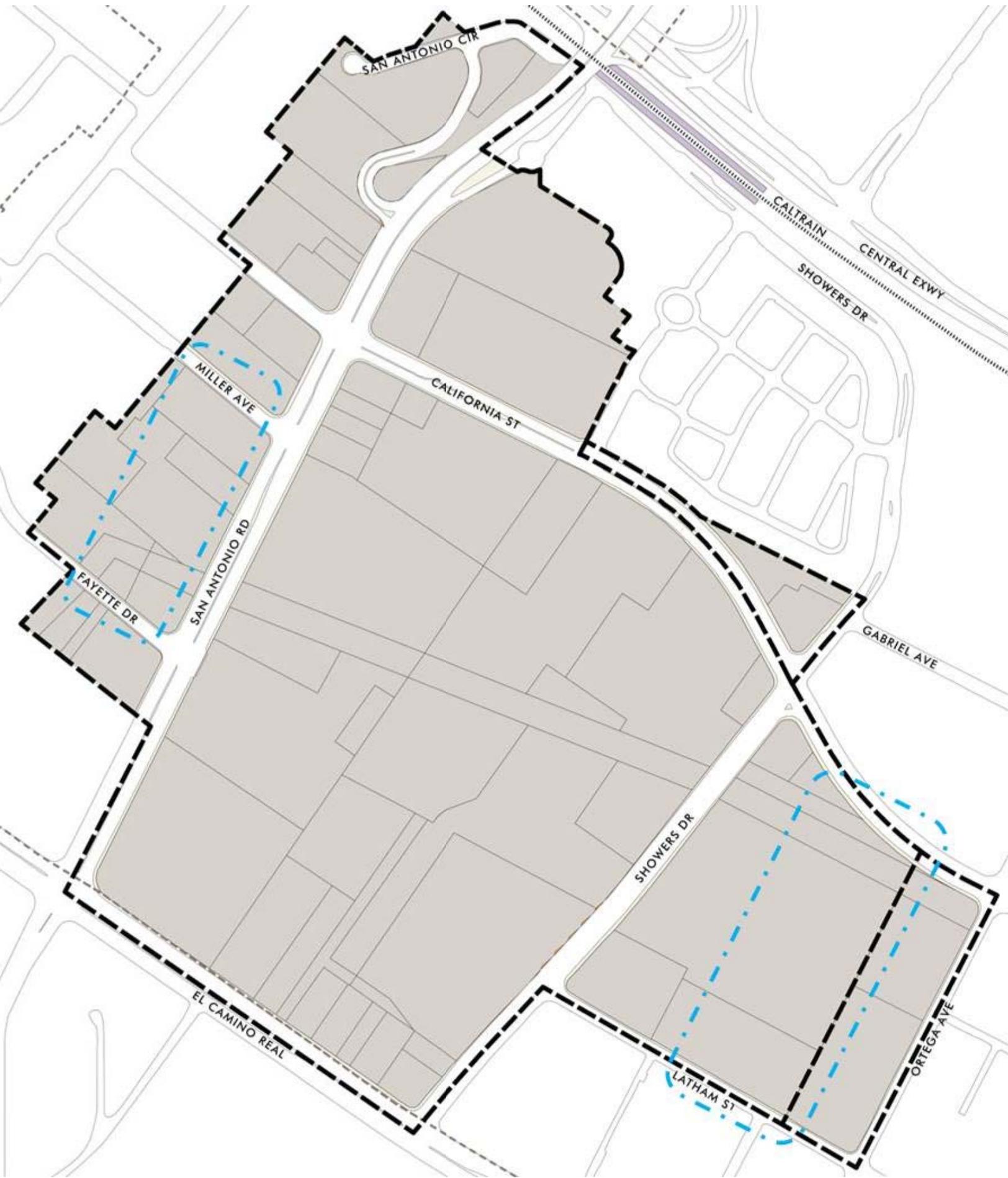


Source:



FIGURE 04

BICYCLE FACILITIES SERVING PRECISE PLAN AREA BY CLASSIFICATION



Connections through Large Blocks Diagram

**MEMORANDUM**

Community Development Department

DATE: September 26, 2013

TO: Bicycle/Pedestrian Advisory Committee

FROM: Eric Anderson, Assistant Planner
Martin Alkire, Principal Planner
Peter Gilli, Acting Planning Manager

SUBJECT: Pedestrian and Bicycle Issues for the El Camino Real Precise Plan

PURPOSE

To provide input on bicycle and pedestrian issues associated with the El Camino Real Precise Plan.

BACKGROUND

The City is developing the El Camino Real Precise Plan to coordinate improvements and development along the El Camino Real Corridor. The Precise Plan will also have specific standards for development that will implement the policies and land uses in the 2030 General Plan.

Staff is asking the Bicycle/Pedestrian Advisory Committee (B/PAC) to provide their comments on current conditions of the El Camino Real Corridor (Corridor) and input on how the Corridor can be improved, particularly for bicycle riders and pedestrians. This input, along with analysis and input from other stakeholders, will be given to the Council when they meet to discuss the Plan in October, and may also inform the development of Plan alternatives.

The El Camino Real Precise Plan and the San Antonio Precise Plan are being developed concurrently in part to take advantage of shared analysis and consistent decision-making. However, El Camino Real differs from the San Antonio area in several key ways. Last year, residents and stakeholders took part in a visioning process for the San Antonio area. A similar process has not been done for El Camino Real, although the Precise Plan-development process will have workshops, focus groups, and other outreach tools. The information available now is based on the General Plan, technical observation, and experience from reviewing development projects. Additionally, the El

Camino Real area is a long, varied corridor compared to the San Antonio area's more compact shape. This may necessitate focusing on key areas for more detailed scrutiny, while providing more policy-level direction for other areas.

2030 General Plan

Last year, the City adopted the 2030 General Plan. Major policy direction in the Plan included an emphasis on bicycle and pedestrian connectivity, safety, and comfort. Goals in the General Plan that addressed bicycles and pedestrians included:

- Local retail and services within comfortable walking and bicycling distance of all residents and employees. (LUD-4)
- Pedestrian-accessible village centers that serve surrounding neighborhoods. (LUD-5)
- A network of pedestrian-oriented, sustainable, and public spaces. (LUD-8)
- A safe and comfortable pedestrian network for people of all ages and abilities at all times. (MOB-3)
- A comprehensive and well-used bicycle network that comfortably accommodates bicyclists of all ages and skill levels. (MOB-4)

El Camino Real was identified as a Change Area in the General Plan; an area where new mix of land uses would foster a more walkable and transit-friendly corridor. The Change Area section of the General Plan includes area-specific policies and form and character guidance (see Attachment 1—El Camino Real Change Area Section of the General Plan). The Precise Plan will be an implementation of that Change Area direction.

The General Plan's complete streets strategy categorizes streets into "types" to describe their role and provide policy direction. Each street type is associated with a priority scale for transit, pedestrians, bicycles, and cars. El Camino Real was identified as a Boulevard, where pedestrians, transit, and cars share high priority, and bikes have medium to low priority, depending on the availability of alternate routes. Since three modes (pedestrians, transit, and cars) share high priority, decisions to improve the streetscape for one mode must be weighed against their impact on each of the other modes.

Pedestrian Master Plan

Staff identified the following actions from the Pedestrian Master Plan (PMP) that relate to the El Camino Real Precise Plan:

- **Targeted Standards**—Consider additional Corridor-specific and/or Precise Plan-based street design standards and guidelines to enhance the pedestrian environment. (1.2.2)
- **Pedestrian Connections**—Ensure Precise Plans and zoning standards include guidelines for public greenways to create strong pedestrian connections, particularly in locations where large blocks are prevalent and vehicular through-connections may not be feasible. (1.3.1)
- **Connections through Superblocks**—Develop pedestrian improvement standards aimed at breaking down large blocks where vehicular intersections are not feasible or desirable. (3.2.1)
- **Existing Neighborhoods**—Identify and enhance pedestrian facilities and connections through existing neighborhoods to commercial locations and amenities. (3.2.2)
- **Safety and Security**—Encourage building design features in new developments, such as windows and entries oriented towards public pathways, to improve the safety and security of pedestrians. (3.2.4)
- **Key Pedestrian Crossings**—Develop a priority list for enhanced pedestrian crossings along key barriers, such as railroad tracks, State highways, and key arterial and collector streets. (3.3.1)

The PMP identifies El Camino Real as a potential location for the following types of projects:

- Potential streetscape and pedestrian environment enhancement locations.
- Potential City trail network improvement locations (with Stevens Creek Trail).
- Potential intersection improvement locations (at El Monte Avenue and Castro Street and preferred walking routes where there may not be a signal).
- Potential midblock crossing improvement locations.

ANALYSIS

Staff and consultants have examined the existing connectivity and urban design of the Precise Plan area. The remainder of this document identifies some of the major issues and opportunities observed, which relate to bicycle and pedestrian comfort and mobility. Questions for the B/PAC's consideration are also provided.

Connectivity

The frequency of pedestrian and bike crossings. There are areas along the Corridor where there are no pedestrian crosswalks for 2,000', or over one-third mile (see Attachment 2—Pedestrian Crossings and Destinations Along El Camino Real). This can make connections between neighborhoods on either side of El Camino Real difficult. It also complicates access to services and bus stops on the opposite side of the street. The Valley Transportation Authority's (VTA) proposed Bus Rapid Transit (BRT) project is studying the possible addition of several new signalized crosswalk locations: Pettis Avenue, Bonita Avenue, and Crestview Drive.

Caution must be used when deciding if and where new signalized crosswalks should be located, since they can have a significant impact on vehicle congestion and may present safety concerns for pedestrians and motorists. In general, proposed crosswalks must be assessed for their impact on traffic speed and diversion to neighborhood streets. High-priority locations for new crosswalks should consider nearby populations and destinations, and whether reasonable alternatives exist.

Connections through large blocks. Several proposed apartment projects on the Corridor have included new pedestrian connections through large blocks (see Attachment 2—Pedestrian Crossings and Destinations Along El Camino Real). These connections allow for more pleasant and often more direct routes to destinations on the Corridor. The project under construction at 2650 El Camino Real West will improve the Hetch Hetchy right-of-way to allow for access between Fayette Drive and El Camino Real. The project at 1984 El Camino Real West is proposing a new public walkway between Latham Street and El Camino Real, halfway between Escuela Avenue and Rengstorff Avenue.

The role of El Camino Real in the bicycle network. The Precise Plan and the forthcoming update of the Bicycle Transportation Plan (Bicycle Plan) will address whether bicycle facilities (such as bike lanes or routes) should be located along El Camino Real. The City's existing bikeway network does not include formal bicycle travel paths on El Camino Real, although some components of the City's bicycle

network either connect to or intersect the Corridor (See Attachment 3—Bicycle Network). Fast-moving vehicles, frequent driveways, buses, and on-street parking make the current environment particularly challenging, and the City's neighboring jurisdictions, Los Altos and Sunnyvale, currently do not have facilities on El Camino Real for inter-city travel to tie into. As stated earlier, the 2030 General Plan does not prioritize bicycles as highly as other modes.

In its current configuration, there is limited right-of-way width to accommodate new bike travel facilities with the existing vehicle travel lanes, on-street parking, and the large landscaped medians that are so distinctive in Mountain View's portion of the Corridor. The addition of new bicycle travel facilities would likely come at the expense of reduced vehicle travel lanes (or their widths) or on-street parking, which serves many of the small businesses on lots too small to have their own parking supply. Informational signage and striping may fit into the current right-of-way with less impact on other modes, but they do not provide as much comfort and safety from traffic as larger bike facilities, such as designated bike lanes and cycle tracks.

There will be significant public discussion during the Precise Plan process about how or if bicycle transportation will be accommodated along the El Camino Real Corridor. This discussion will weigh the interests of motorists, public transit users and providers, bicyclists, and businesses located along and near the Corridor. The decision to accommodate bicycle facilities must also consider whether there are alternate routes and how easy it is to access them, regional connections, and the types of improvements needed to support bicyclist safety. While some of these issues will be addressed through the Precise Plan process, other issues may be addressed as part of the update of the Bicycle Plan, which is just beginning. A draft of the Bicycle Plan is scheduled to be available in late 2015.

B/PAC input is requested regarding the following connectivity issues discussed above:

- Are there any locations on or near the Corridor that residents frequently visit on foot or by bike? What are the challenges in accessing these places? Are there locations along the Corridor that can be improved with new crossings and connections through blocks?
- Should bicycle travel facilities be accommodated on a portion of or all of El Camino Real?

Urban Design

Width of sidewalks and dimensions of park strips and tree wells. Currently, El Camino Real has 8' sidewalks with tree wells that leave a 4' wide continuous path. New projects along the Corridor are widening the sidewalks: 5' wide planters and 7' wide walking zone, for a total width of 12' (see Attachment 4—Street Cross-Section Diagram). These dimensions are based on walking comfort, improved sidewalk capacity, and tree-well size that can support large-canopy trees. The Environmental Planning Commission (EPC) and City Council supported these new dimensions when reviewing and approving recent private development projects on El Camino Real (for example, the proposed apartments at the Tropicana Lodge site). The City Council directed the Merlone Geier Partners project, which redeveloped the northeast corner of El Camino Real and San Antonio Road, to widen its portion of the El Camino Real sidewalk even more, to a 6' planter and a 12' sidewalk, a total of 18'.

Many of the project locations where wider sidewalks are being built have deep lots where projects can absorb 4' to 10' of additional sidewalk width without affecting their development viability. However, there are smaller lots along the Corridor that would be deeply impacted by the loss of 10'. Moving the curb to accommodate additional sidewalk width is not currently under consideration, except at intersections where bulb-outs may be considered.

Character of buildings, parking, and landscaping. The General Plan has guidelines for projects to locate parking behind or to the side of buildings, to have interesting and transparent frontages, and to design landscaping and buildings for pedestrian comfort (see Attachment 1—El Camino Real Change Area Section of the General Plan). New projects along the Corridor have implemented this direction by adding to tree canopy, limiting the width and adding architectural variation to large buildings, and placing distinctive entrances near the street.

New projects on El Camino Real are being designed with a 24' setback to the curb for residential frontages and an 18' setback for nonresidential frontages (see Attachment 4—Street Cross-Section Diagram). The residential setback was designed to enhance pedestrian comfort by accommodating two rows of large-canopy trees and other buffer landscaping. It also includes space for attractive stairs and porches. The nonresidential setback allows for outdoor amenities, such as tables and patios, a sidewalk up to 18' wide, and additional landscaping. These dimensions have been applied to all El Camino Real Gatekeeper projects, and City Council and the EPC have supported them when reviewing the projects.

Plazas and gathering areas on El Camino Real. The General Plan has policy direction to support plazas and gathering areas along El Camino Real. Plazas may provide more visibility to retail establishments, foster a more pedestrian-friendly environment, and support social interaction. However, some people have commented that El Camino Real is not a comfortable or attractive place for a plaza due to noise and congestion from cars.

Land use and urban design near bus stops and BRT. The General Plan allows for more intensive development near key locations, such as public transit facilities, including existing bus and proposed BRT stops. This strategy of intensifying land use near transit stops is called Transit-Oriented Development (TOD), which supports public transit services and improves mobility options for residents and businesses.

In order for TOD to be successful, the development must be designed to facilitate pedestrians getting to and from the transit stop. Some of these design considerations include clear signage and way-finding, comfortable and shaded walking environments, and active entrances or attractive plazas close to the station.

B/PAC input is requested regarding the following urban design issues discussed above:

- Does the B/PAC have any comments on the draft street section (Attachment 4)?
- What are positive experiences you have had as a pedestrian along El Camino Real, either within Mountain View or another city?
- Are plazas appropriate on El Camino Real? If so, are there design strategies to enhance them?
- What specific design strategies will improve how a project orients to a transit stop?

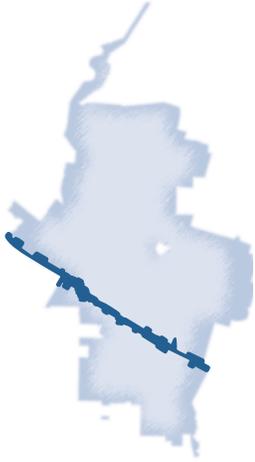
NEXT STEPS

B/PAC's input will be one of several perspectives provided to City Council for their deliberation on the development of land use and mobility alternatives. The alternatives will be qualitatively analyzed and subject to further public outreach before Council selects a preferred alternative. This will guide the drafting of the Precise Plan and the environmental review prior to adoption (see Attachment 5 – Precise Plan Process).

EA-MA-PG/7/CDD
899-09-26-13M-E

- Attachments:
1. El Camino Real Change Area Section of the General Plan
 2. Pedestrian Crossings and Destinations Along El Camino Real
 3. Bicycle Network
 4. Street Cross-Section Diagram
 5. Precise Plan Process

EL CAMINO REAL CHANGE AREA



VISION

El Camino Real becomes a revitalized grand boulevard with a diverse mix of commercial and residential uses and public improvements.

In 2030, El Camino Real is a grand boulevard that connects Mountain View with other cities and links diverse neighborhoods. It is a vibrant, landscaped, comfortable and convenient place where people want to be. It is easy to cross El Camino Real by walking or riding a bicycle.

El Camino Real's residential and mixed-use buildings are compact, varied and interesting. They offer a range of places to live and work close to services and transit stops. Buildings and public plazas engage the street and create pedestrian activity. Buildings transition gracefully to residential neighborhoods.

El Camino Real is a transit corridor anchored by regional and local commercial buildings. Transportation services are safe, efficient and convenient.

GOALS AND POLICIES

El Camino Real policies support future redevelopment and enhancement to create a corridor friendly to transit and pedestrians with a mix of commercial and residential land uses compatible with surrounding neighborhoods.

Goal LUD-20: A vibrant transit and pedestrian corridor with a mix of land uses.

Policies

LUD 20.1: Increased redevelopment. Encourage private properties along El Camino Real to be redeveloped and enhanced.

LUD 20.2: Focused intensive development. Allow more intensive development in key locations based on factors such as lot size, character of surrounding land uses, distance to transit facilities and opportunities to improve a site.

LUD 20.3: Building height variation. Support a variety of building heights along El Camino Real to create a wide-ranging and interesting street.

LUD 20.4: Residential design transitions. Require sensitive design transitions between El Camino Real development and surrounding residential neighborhoods.

LUD 20.5: Landscaped pedestrian amenities. Encourage development to provide landscaped pedestrian amenities and gathering places.

LUD 20.6: Parcel assembly. Support the assembly of parcels that fosters new development projects.

LUD 20.7: New street standards. Support new City street design standards for El Camino Real that improve the safety and accessibility of all ways of travel.

LUD 20.8: Street standards collaboration. Collaborate with surrounding cities on development of street design standards.

LUD 20.9: Regional agency collaboration. Collaborate with the Grand Boulevard Initiative, Valley Transportation Authority (VTA), Caltrans and other regional agencies and cities on land use and transportation-improvement strategies.

EL CAMINO REAL CHANGE AREA

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- Street design improvements create a safer and more comfortable pedestrian environment.
- Wide sidewalks, tree wells and pedestrian improvements, especially in retail shopping areas, at major intersections and near transit stations.
- Small curb radiuses and short street-crossing distances.

A safe and attractive pedestrian environment



Site Layout and Design

- Building size and layout respond to surrounding neighborhood character and transit amenities.
- Buildings at or near the sidewalk, with variations in building heights and setbacks for an attractive street.
- Garages, driveways and sidewalk cuts minimized and designed to support a pedestrian-oriented street.
- Driveways and parking primarily oriented to rear or side of sites.
- Landscaping buffers parking areas along streets or next to residential areas.
- Upper stories of tall buildings stepped back to reduce visual bulk, especially along pedestrian routes and next to neighborhoods.
- Parking integrated into buildings preferred over parking structures, especially in key pedestrian areas.

EL CAMINO REAL CHANGE AREA

Plazas and Shared Space

- Open areas with landscaping along the corridor to promote pedestrian comfort and activity.
- Plazas near key destinations and nodes of activity.
- Plazas and other outdoor areas integrated with active building entrances.

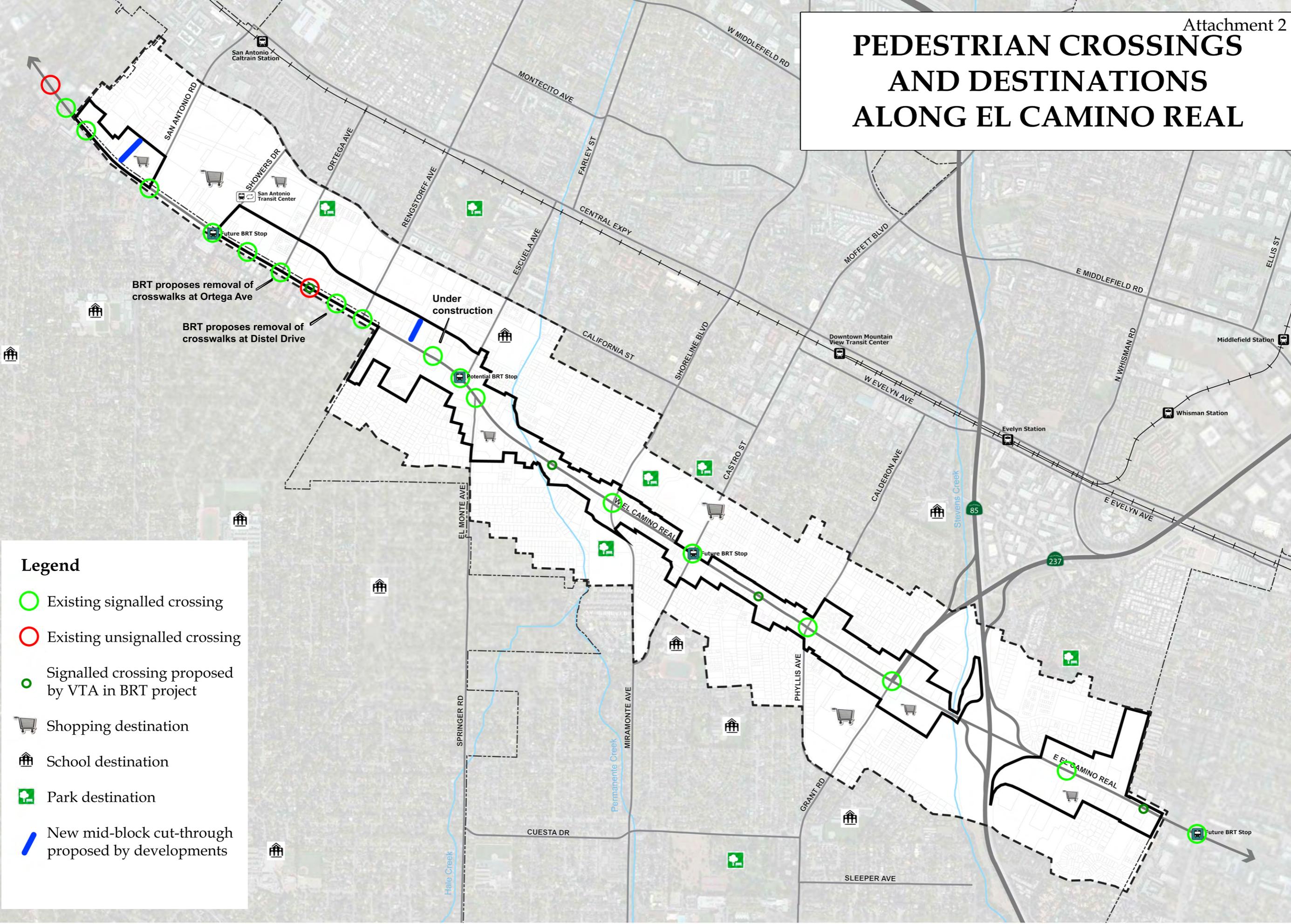
Building-to-Street Relationship

- Building frontages engage the street to provide visual interest and reinforce the pedestrian environment.
- Attractive, human-scaled and visually transparent ground floors activate the street.
- First-floor heights support a range of commercial or residential uses.
- Stoops, porches and terraces on side streets.



Buildings support a range of uses and activate the street

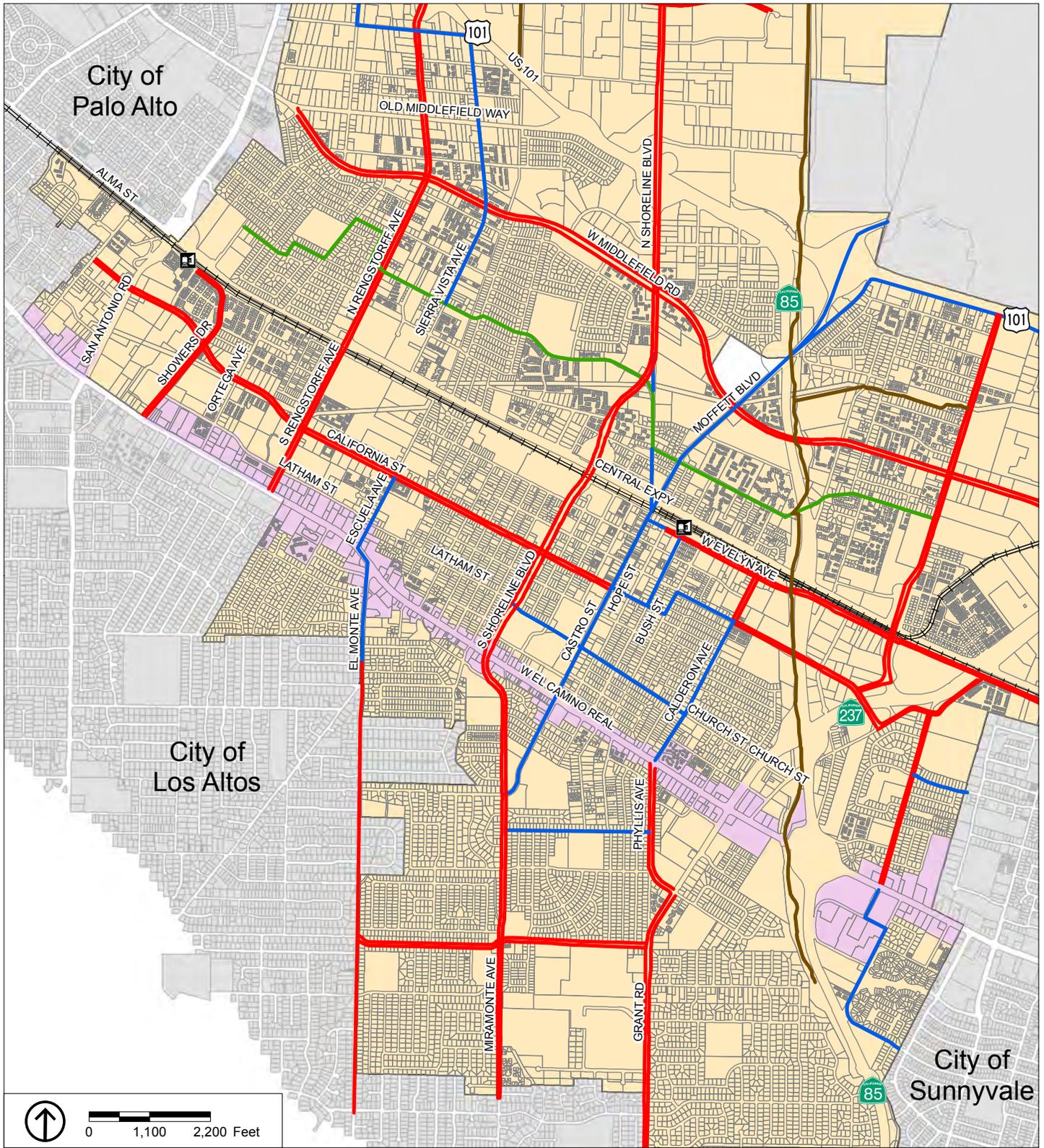
PEDESTRIAN CROSSINGS AND DESTINATIONS ALONG EL CAMINO REAL



Legend

- Existing signalled crossing
- Existing unsignalled crossing
- Signalled crossing proposed by VTA in BRT project
- Shopping destination
- School destination
- Park destination
- ▬ New mid-block cut-through proposed by developments

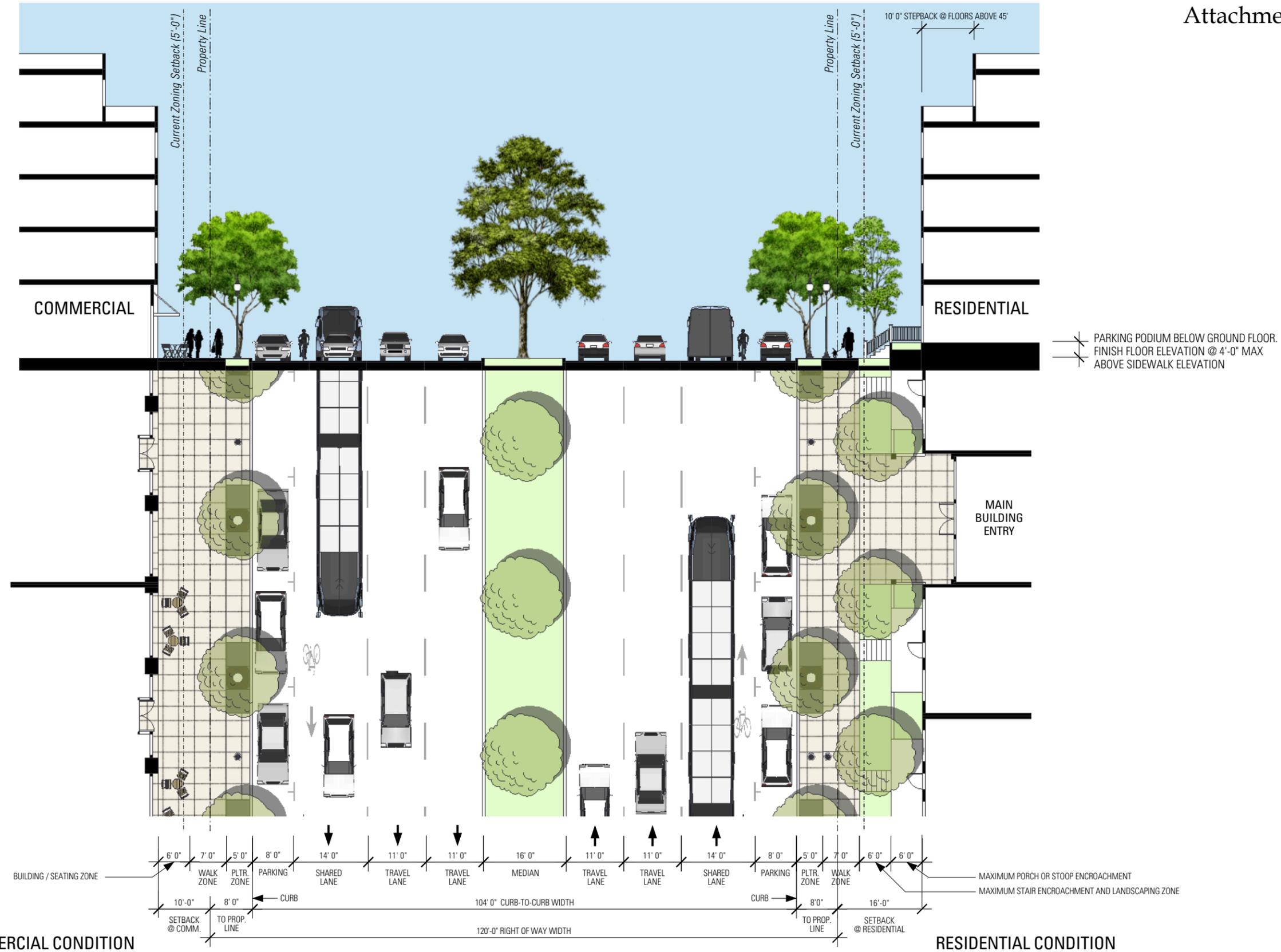
CITY OF MOUNTAIN VIEW
EL CAMINO REAL PRECISE PLAN
EXISTING CONDITIONS ASSESSMENT



Source:



BICYCLE FACILITIES SERVING PRECISE PLAN AREA BY CLASSIFICATION



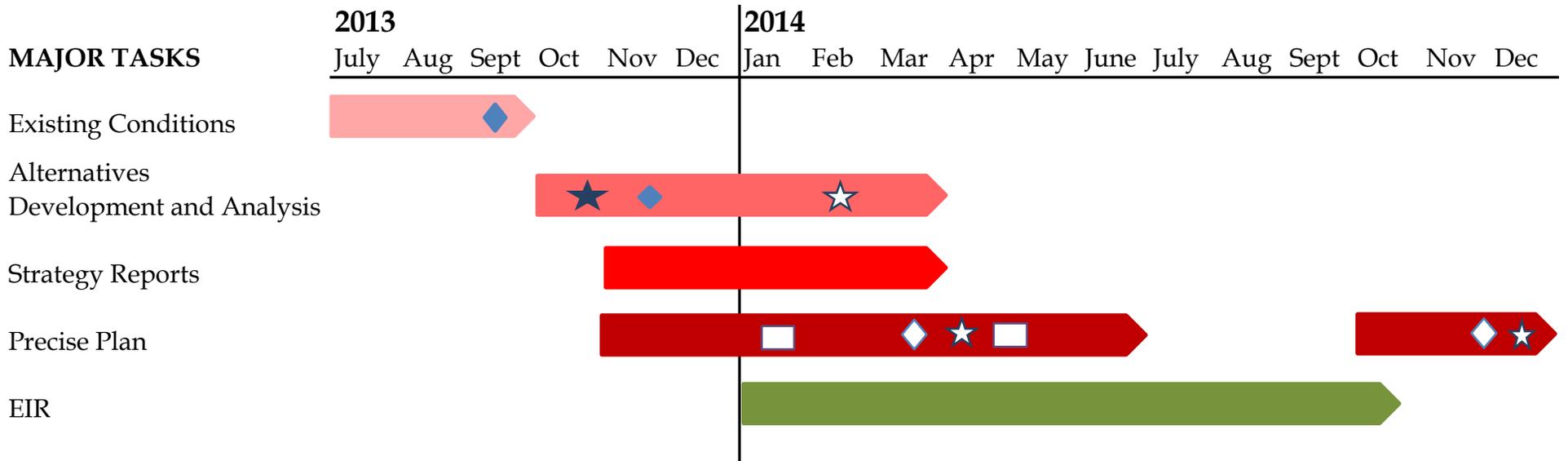
EL CAMINO REAL | TYPICAL STREET SECTION WITH ON-STREET PARKING

MOUNTAIN VIEW, CA | APRIL 23, 2012 | CITY OF MOUNTAIN VIEW



EL CAMINO REAL PRECISE PLAN

SCHEDULE AS OF AUGUST 21, 2013



Legend

- ◆ Environmental Planning Commission Meeting
- ◇ Tentative Environmental Planning Commission Meeting (final dates TBD)
- ★ City Council Meeting
- ☆ Tentative Council Meeting (final dates TBD)
- Tentative Public Workshop (final dates TBD)

**MEMORANDUM**

Public Works Department

DATE: September 26, 2013

TO: Bicycle/Pedestrian Advisory Committee

FROM: Helen Kim, Project Manager
Linda Forsberg, Transportation and Business Manager
Michael A. Fuller, Public Works Director

SUBJECT: Transportation Development Act (TDA) Article 3 Funding

RECOMMENDATION

Provide input on proposed projects for Fiscal Years 2013-14 and 2014-15 Transportation Development Act (TDA) Article 3 Funding.

BACKGROUND

TDA Article 3 is an annual State grant for pedestrian and bike projects and is based on a return of a portion of gas tax revenues on a per capita basis. The Bicycle/Pedestrian Advisory Committee (B/PAC) recommends projects to the Council Transportation Committee which forwards them to the City Council for approval. There is a three-year time limit to complete the project to be reimbursed. Past grants funded sidewalks, curb ramps, audible and countdown pedestrians signals, bike maps, bike racks, education programs, and bike-/pedestrian-related intersection improvements.

The City “banked” its Fiscal Year 2013-14 TDA Article 3 funds for a future project. Approximately \$180,000 is anticipated to be available from the combined 2013-14 and 2014-15 TDA Article 3 funding cycles because this funding includes banked funds from Fiscal Year 2013-14; the time limit to expend the combined TDA Article 3 funding is two years.

At its January 2013 meeting, the B/PAC requested staff return to the Committee as early as possible with a robust list of proposed projects for the Committee and members of the community to review.

PROPOSED PROJECTS

Staff is seeking the initial Committee's input, including preferences, regarding the following proposed projects for the combined Fiscal Years 2013-14 and 2014-15 TDA Article 3 Funding:

Crosswalk at Middlefield Road/Independence Avenue (\$90,000 – \$110,000)

Installation of LED-enhanced pedestrian warning signs activated by pedestrian push buttons. Other improvements include median refuge islands and high-visibility crosswalk markings.

The project is listed in the 2013 Pedestrian Master Plan based on community input and received the most number of complaints.

Crosswalk at Cuesta Drive/Bonita Avenue (\$80,000 – \$100,000)

Installation of LED-enhanced pedestrian warning signs activated by pedestrian push buttons. Other improvements include median refuge islands and high-visibility crosswalk markings.

The project is located across Cuesta Park and was requested by the residents and Cuesta Park Neighborhood Association.

Crosswalk at California Street/Franklin Street (\$150,000 – \$180,000)

Installation of LED-enhanced pedestrian warning signs activated by pedestrian push buttons. Other improvements include median refuge islands, high-visibility crosswalk markings, and bulb-outs.

The project served as a pathway to downtown, including the Library, City Hall, and Pioneer Park, and there was a fatality several years ago at this intersection.

Shoreline Boulevard Restriping (\$160,000 – \$190,000)

Restripe northbound Shoreline Boulevard between Villa Street and Wright Avenue to reduce conflicts between bicycles and vehicles at the on-ramp and off-ramp locations at Shoreline Boulevard and Central Expressway. The project will include restriping northbound Shoreline Boulevard and creating a right-turn only lane at the on-ramp to Central Expressway and reducing the number of lanes at the conflict point of Shoreline

Boulevard/Central Expressway off-ramp south of Wright Avenue. Other improvements include installation of signs, striping, and green bike lanes at the conflict areas.

Audible Signals (\$40,000 – \$50,000)

Replace existing pedestrian push buttons with Americans with Disabilities (ADA) compliant push buttons and audible pedestrian signals at seven intersections:

- Castro Street/California Street
- Castro Street/Dana Street
- Castro Street/Villa Street
- Shoreline Boulevard/Middlefield Road
- Shoreline Boulevard/Wright Avenue
- Shoreline Boulevard/Montecito Avenue
- Charleston Road/Independence Avenue

The project also includes the installation of a bicycle-detection system at Charleston Road/Independence Avenue as requested by a number of bicyclists using this intersection to access shopping centers and other facilities in the area.

NEXT STEPS

Based on the Committee's input and preferences, staff will return with a more refined project description and cost information for projects the B/PAC identifies as worthy of additional consideration/discussion. The Committee will review and recommend the project(s) for Fiscal Years 2013-14 and 2014-15 TDA Article 3 Funding at its November 20, 2013 meeting.

HK-LF-MAF/5/PWK
915-09-26-13M-E

**MEMORANDUM**

Public Works Department

DATE: September 26, 2013

TO: Bicycle/Pedestrian Advisory Committee

FROM: Helen Kim, Project Manager
Linda Forsberg, Transportation and Business Manager
Michael A. Fuller, Public Works Director

SUBJECT: Update to Bicycle Transportation Plan – Draft Scope of Work

RECOMMENDATION

Provide input on the Draft Scope of Work to be included in the Request for Proposals for the update of the City's Bicycle Transportation Plan.

BACKGROUND

The Fiscal Year 2013-14 Capital Improvement Program adopted by the City Council in June included a project (Project 14-42) to update the City's existing Bicycle Transportation Plan (Plan). The current Plan was last updated in 2008. The State requires bike transportation plans (meeting certain criteria established by the State and Metropolitan Transportation Commission) to be updated every five years by their governing agencies to remain eligible to receive State Bicycle Transportation Account (BTA) funds.

The Updated Bicycle Transportation Plan (Updated Plan) will describe existing conditions and needs; provide a vision, strategies, and actions for improving and encouraging bicycle travel in and through the City of Mountain View; reflect current Best Practices for planning, design, and execution of bicycle facilities and programs; and establish eligibility of funding from Caltrans and other sources.

The development of an Updated Bicycle Transportation Plan has one of the recommended follow-up actions identified in the Shoreline Transportation Study presented to Council last February.

The Updated Plan will be used as one implementation tool of the City's 2030 General Plan. The Updated Plan will expand upon the 2030 General Plan mobility goals by more specifically addressing bicycle-related needs of the community.

Staff anticipates the process to update the Bicycle Transportation Plan will take approximately 18 to 24 months.

NEXT STEPS

City Council approval of the consultant contract is anticipated by February 2014 and the release of the Draft Updated Plan by spring/summer 2015.

HK-LF-MAF/9/PWK
915-09-09-13M-E

Attachment: 1. Draft Scope of Work for the Request for Proposals to Update the Bicycle Transportation Plan

**CITY OF MOUNTAIN VIEW
BICYCLE TRANSPORTATION PLAN UPDATE**

DRAFT SCOPE OF WORK

1. Project Work Plan and Management
 - a. Meet with City staff to establish project goals/objectives, confirm project schedule, and discuss logistics, including developing list of key stakeholders/focus groups and collection of data/GIS/digital information necessary for the project.
 - b. Deliverables: Project schedule with milestones, public participation plan, and schedule of meetings, including documentation of meetings, findings, and written comments.

2. Community Engagement
 - a. Develop a public outreach strategy that will engage the community and offer input at key points in the planning process. The public outreach should reach the City's diverse demographic, engaging bicyclists of all ages and abilities to solicit input regarding existing bicycle facilities and identify potential bicycling network improvements/strategies. The anticipated meetings/public workshops include, but are not limited to:
 - Meeting with Staff Technical Advisory Committee (5).
 - School/Traffic Safety/Business Groups (3).
 - Bicycle/Pedestrian Advisory Committee (B/PAC) (5).
 - Council Transportation Committee (CTC)/Parks and Recreation Commission (3).
 - Community Meeting (2).
 - City Council Meeting (3).

3. Review Documentation Related to the City's Bicycle Transportation Needs

a. That Consultant shall review:

- Mountain View 2008 Bicycle Transportation
Plan: <http://www.ci.mtnview.ca.us/civica/filebank/blobdload.asp?BlobID=10951>.
- Mountain View 2010 Bike
Map: <http://www.ci.mtnview.ca.us/civica/filebank/blobdload.asp?BlobID=7206>.
- Mountain View 2030 General Plan, including the Mobility Element: http://www.mountainview.gov/city_hall/community_development/planning/plans_regulations_and_guidelines/general_plan.asp.
- Mountain View 2008 Open Space
Plan: <http://www.mountainview.gov/civica/filebank/blobdload.asp?BlobID=5460>.
- 2012 Palo Alto Bicycle and Pedestrian Transportation
Plan: <http://www.cityofpaloalto.org/civicax/filebank/documents/31928>.
- 2012 Los Altos Bicycle Transportation
Plan: <http://www.ci.los-altos.ca.us/committees-commissions/bpac/pdf/2012%20Los%20Altos%20Bicycle%20Transportation%20Plan.pdf>.
- 2006 Sunnyvale Bicycle Transportation
Plan: <http://sunnyvale.ca.gov/Portals/0/Sunnyvale/DPW/Transportation/SunnyvaleBicyclePlan2006.pdf>.

The consultant should also monitor progress of the following ongoing bicycle-related City projects and, as appropriate, coordinate/incorporate results of these projects (interim or final) into the Updated Bicycle Transportation Plan (Plan):

- Regional Bay Area Bike Share Pilot Program.
- San Antonio Precise Plan.
- El Camino Real Precise Plan.

- North Bayshore Area Precise Plan.
- CIP Project 14-36, Modifications to Castro Street between El Camino Real and Miramonte Avenue.
- CIP Project 14-38, Permanente Creek Trail, Charleston Road, and Amphitheatre Parkway Crossings.
- CIP Project 14-41, California Street/Escuela Avenue Improvements.
- CIP Project 14-44, Shoreline Transit Corridor, Feasibility Study.
- CIP Project 14-45, Downtown Bike Racks.

4. Existing Conditions Analysis

- a. Document the existing bicycle infrastructure and programs in Mountain View, including existing bicycle networks/amenities, and educational programs and policies that help promote and encourage bicycling as an alternative nonmotorized transportation solution. The inventory of existing conditions should note geographical and infrastructure barriers and identify Americans with Disabilities Act (ADA) needs to accommodate bicyclists with disabilities.
- b. Deliverables: Inventory of existing facilities, programs, and policies.

5. Needs Assessment and Bicycle Counts

- a. Analyze and summarize available bicycling data, distinguished by the types of trips made, and assess collision history involving bicycles from 2007 to present.
- b. Work with staff to select bicycle count locations and administer the data collection, including training of volunteers, using the Metropolitan Transportation Commission (MTC) standards for data collection. As part of the data collection, differentiation of commute and other purposes should be noted. The City will provide bicycle counts completed in 2012 and 2013 for the Stevens Creek Trail.
- c. Deliverables: Recommendation and administration for bicycle data collection, including origin/destination data; summary of bicycle collisions; summary of the needs and characteristics of bicyclists; and summary of

estimated bicycle travel demand for existing and proposed bicycle facilities for all skill levels (i.e., casual, experienced, youth, adults, seniors, etc.).

6. Identify and Prioritize Changes to the Bicycle Network

- a. Develop a recommended list of policies, programs, and infrastructure projects to improve and encourage bicycle mobility and safety in Mountain View. The City-wide bicycle network improvements shall be based on key criteria, including needs, connectivity (both within the community and with bicycle facilities in adjacent communities), linkages to other transportation modes (e.g., Caltrain, VTA), safety, and meeting the bicycle-related goals and policies as articulated in the City's Mobility Element of the 2030 General Plan and other City policy and planning documents.
- b. Deliverables: (1) Recommended list of policies, infrastructure projects, and programs, including description, planning level cost estimates, and metrics to prioritize each recommendation. The project cost estimate shall be based on design guidelines from the California Manual on Uniform Traffic Control Devices (MUTCD), Caltrans and/or Valley Transportation Authority standards, and also include an order of magnitude costs for other soft/contingency costs associated with implementation, including plans, specifications, environmental clearance, and project management. (2) Attractive and easy-to-read maps and diagrams of existing bicycle facilities and proposed bicycle network improvements.

7. Implementation and Funding Strategy

- a. Identify implementation strategies and performance measures for the City to track its progress in implementing the Plan, including coordination and maintenance of existing projects and programs. The consultant will also recommend changes to existing City standards, codes, and/or ordinances to implement the Plan.
- b. Deliverables: Description of strategy to rank and phase the recommendations and include estimated project cost, estimated timeline for completion, and proposed funding sources (including monitoring, maintenance, and security).

8. Updated City Bike Map

- a. Update the 2010 City Bike Map to include all existing and planned bicycle networks and amenities.
- b. Deliverables: Updated City Bike Map.

9. Environmental Document

- a. Prepare an appropriate environmental document under the California Environmental Quality Act (CEQA) for the City-wide Bicycle Transportation Plan. The consultant will be responsible for preparing an Initial Study and finalizing the CEQA document. A Negative Declaration is anticipated for the project.
- b. Deliverables: CEQA clearance.

10. Final Updated Plan

- a. Provide a Draft City-wide Bicycle Transportation Plan for review and comment by City staff in both paper and electronic copies. The Plan will meet the requirements established by VTA, Caltrans, and MTC to qualify for grant funding, including Caltrans Bicycle Transportation Account (BTA). The draft Plan will be presented to the B/PAC, CTC, and City Council. The consultant will prepare a final version of the Plan incorporating all the comments and feedback received.
- b. Deliverables: One unbound original paper copy and an electronic copy for each of the draft and final reports.

6.7

2013 Ped Reports Apr-May-Jun

vs bike
vs Car
vs ped
vs nothing

other
Bike
Car
Ped

CR	Date	Time	Location	Beat	RD	Intersection	Ped	vs parked car	PCF	PCF-Definition	Fault of	Ped DOB	Extent of injury Fatal/Severe/Other Visible/Pain	Driver DOB	Ped action prior to Accident
13-00493	1/25/2013	1421	El Camino Real/hwy 237	1	hwy 237	26' N of ECR	yes	car	21950(A)	failure to yield to ped in x walk	Car	8/24/1948	other visible	5/11/1956	crossing in crosswalk
13-01080	2/2/2013	749	Dana St/Shoreline Blvd	2	Shoreline Blvd	37' S of Dana St	yes	car	21950(A)	failure to yield to ped in x walk	Car	1/9/1998	severe injury	8/15/1977	crossing in crosswalk
13-1834	4/3/2013	1624	Central Exp/Rengstorff av	3	Central Exp	293' E. of Reng.	yes	car	21650(I)	Drive right side of roadway	Car	10/16/1931	fatal	3/6/1976	walking side of road
13-2694	5/14/2013	1916	California Ave/Castro St	1	California Ave	44' W of Castro St	yes	car	21950(A)	failure to yield to ped in x walk	Car	9/29/1954	other visible	6/29/1966	crossing in crosswalk
13-3860	6/4/2013	1724	Sylvan ave/Moraga Dr	1	intersection	intersection	yes	car	internet	N/A	Unk	8/1/1965	other visible	Unk	crossing in crosswalk
13-3212	6/8/2013	1038	El Monte Ave/ECR	2	intersection	intersection	yes	car	21950(A)	failure to yield to ped in x walk	Car	11/1/1983	severe injury	4/16/1955	crossing in crosswalk
13-3420	6/19/2013	1037	Rengstorff Ave/Rock St	3	Rengstorff Ave	24' N of Rock St	yes	car	21950(A)	failure to yield to ped in x walk	Car	2/9/1956	other visible	5/31/1976	crossing in crosswalk

	# of reports	2012 vs 2013 % change
Jan-Mar 2013	2	-50%
Jan-Mar 2012	4	
Apr-May-Jun 2013	5	0.00%
Apr-May-Jun 2012	5	
Year to Date 2013	7	-22%
Year to Date 2012	9	

6.7

2013 Bike reports Apr-May-Jun

CR	Date	Time	Location	Beat	Intersection	Bike	vs bike	PCF	PCF-Definition	other	DOB	Unk	Extent of Injury	
							vs Car			Bike		Yes		
							vs ped			Car			No	
							vs nothing			Ped	Bike	Helmet		
							vs parked car			Fault of		Bike	Fatal/Severe/Other Visible/Pain	
1	13 893	2/15/13	1713	N. Shoreline/ Hy 101	3	Shoreline Blvd/Hy 101	Y	car	22107i	unsafe turn	car	5/22/1975	YES	other visible
2	13 1347	3/11/13	1657	Central Expwy/Hy 85	4	Central Expwy/SR 85	Y	car	23152(a)(f)	DUI	Car	7/4/1961	Yes	major injuries
3	13 1438	3/15/13	1740	Montecito/San Pierra	3	Montecito/Poppy Pl	Y	car	22450(a)	failure to stop at a stop sign	Bike	12/21/1955	No	other visible
1	13 1928	4/8/13	1041	Mariner Dr/Moffett	3	Mariner Dr/Moffett	Y	car	21804A	right of way	bike	6/12/1990	yes	pain
2	13 1989	4/11/13	852	Ellis St/Hy 101	4	Ellis St/Hy 101	Y	car	21453A	failure to stop, red signal	bike	1/16/1963	unk	other visible
3	13 2133	4/18/13	1850	Hy 101/N Shoreline Bl	4	Shoreline/Hy 101	Y	car	Internet	N/A	bike	3/13/1979	unk	other visible
4	13 2382	4/29/13	1852	Castro St/Mercy St	1	Castro St/Mercy St	Y	car	21801A	right of way	car	1/17/1983	yes	other visible
5	13 2355	4/29/13	733	W Dana St/S Shoreline Bl	1	W Dana St/S Shoreline	Y	car	22350	unsafe speed	car	7/29/1988	N/A	none
6	13 2414	5/1/13	930	S Shoreline Bl/Villa St	3	1000 Blk Villa St	Y	car	21650.1	wrong direction	bike	9/15/1982	no	other visible
7	13 2613	5/10/13	1300	California St/S Rengstorff Av	2	Cal. St./S Rengstorff Av	Y	car	unk	none	other	4/9/1955	unk	pain
8	13 3014	5/30/13	835	Church St/Ehrhorn Av	1	700 Blk Ehrhorn Av	Y	car	21703	following to closley	car	2/4/1958	yes	other visible
9	13 3147	6/5/13	826	Central Ex/San Antonio Rd	3	100 Blk San Antonio Rd	Y	car	21801A	right of way	car	10/17/1974	unk	other visible

		2012 vs 2013	
	# of reports	% change	
Jan-Mar 2013	3	-75%	
Jan-Mar 2012	12		

Apr-May-Jun 2013	9	-36%	
Apr-May-Jun 2012	14		

Year to Date 2013	12	-54%	
Year to Date 2012	26		

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN
Fiscal Year 2013-14
UPDATED 7/31/13

Title and Description	Key Milestones	Date (per milestone)	Current Status/ Notes
Ongoing Work Items			
A. As appropriate, respond to City Council and/or CTC request for input on bicycle- or pedestrian-related matters, including bicycle/pedestrian improvement impacts of public and private development projects.	Input on San Antonio, El Camino Real, and North Bayshore Precise Plans. Input on Mayfield project. Input on San Antonio Center Project – Phase II. Input on 100 Moffett Boulevard project.	TBD TBD TBD TBD	
B. Provide CTC with recommended City B/PAC appointments to the Santa Clara Valley Transportation Authority.	Recommendation to CTC regarding appointment to VTA BPAC.	1/2014	Marc Roddin's term ends 6/30/14.
C. Attend/distribute materials promoting walking and bicycling at City and community events.	Farmer's Market Thursday Night Live CNC Meetings Spring Parade	Sundays 7-8/2013 10/17/13 4/2014	Completed

Title and Description	Key Milestones	Date (per milestone)	Current Status/ Notes
D. Support City bicycle and pedestrian safety education efforts.	Participate in City's VERBS Program. Input on City's B/PAC web page.	Through 10/2014 Ongoing	VERBS Program runs through October 2014. B/PAC received VERBS update on 7/31/13.
E. Coordinate with City departments and advisory bodies, other Santa Clara County jurisdictions, and transportation-related agencies (e.g., VTA, Caltrans) on pedestrian and bicycling matters.	Updates from City's representative regarding VTA BPAC Agenda.	Ongoing	Updates provided at each B/PAC meeting.
Fiscal Year 2013-14 Work Items			
1. Support the update and implementation of the Pedestrian Master Plan (PMP).	Recommendations to CTC and City Council regarding criteria and measurable goals.	3/2014	B/PAC completed revisions to Chapter 4, Implementation Criteria, on 7/31/13.
2. Support the development of the Bicycle Transportation Plan.	Input on Request for Proposals.	9/2013	
3. Monitor and provide input regarding bicycle and pedestrian projects included in the City's Capital Improvement Program (CIP).	Recommendations regarding projects to include in FY 2014-15 through 2018-19 CIP.	TBD	Early 2014, based on CIP development process schedule.
4. Review and make recommendations regarding projects for Transportation Development Act (TDA) funding.	Preliminary discussion regarding potential projects. Recommendations to CTC regarding projects.	9/2013 1/2014	

Title and Description	Key Milestones	Date (per milestone)	Current Status/ Notes
5. Promote and support events encouraging bicycling and walking.	Walk to School Bike to School Bike to Work	10/2013 5/2014 5/2014	
6. Review the City's roadway system for bicycle and pedestrian suitability.	Develop pedestrian/bike data collection and evaluation process. Develop survey to improve existing pedestrian/bike facilities.	TBD TBD	B/PAC reviewed pedestrian data collection and performance measures on 7/31/13.