CITY OF MOUNTAIN VIEW

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

AGENDA

NOTICE AND AGENDA

SPECIAL MEETING – WEDNESDAY, JUNE 4, 2014
PLAZA CONFERENCE ROOM AT CITY HALL – 500 CASTRO STREET
6:30 P.M.

1. **CALL TO ORDER**

2. **ROLL CALL**—Committee members Bruce England, Josette Langevine, Marc Roddin, Vice Chairperson Simon Purdon, and Chairperson Greg Unangst.

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**—None.

5. **UNFINISHED BUSINESS**—None.

6. **NEW BUSINESS**

   6.1 **BICYCLE TRANSPORTATION PLAN UPDATE**

   Overview:

   The Committee will receive a presentation regarding the status of the Bicycle Transportation Plan Update, including a summary of project objectives, schedule, and preliminary assessment of existing conditions.

   Recommendation:

   Receive report on progress to date on the Bicycle Transportation Plan Update.

6.2 NORTH BAYSHORE PRECISE PLAN

Overview:

The Committee will receive an overview of the North Bayshore Precise Plan and input on bicycle- and pedestrian-related issues and opportunities for the Precise Plan.

Recommendation:

Provide input on the bicycle- and pedestrian-related issues and opportunities associated with the North Bayshore Precise Plan.

6.3 UPCOMING AND RECENT EVENTS

Overview:

The Committee will discuss the Committee members' participation in the Thursday Night Live, Council Neighborhoods Committee neighborhood meetings, and other events.

Recommendation:

None.

6.4 VALLEY TRANSPORTATION AUTHORITY (VTA) BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC) UPDATE

Overview:

The Committee will receive a report from the City's VTA BPAC representative on the VTA BPAC agenda items.

Recommendation:

Comment on the VTA BPAC agenda items.

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, August 27, 2014, at 6:30 p.m.

9. **CALENDAR**

Wednesday, September 17, 2014—B/PAC Special Meeting

Wednesday, October 29, 2014—B/PAC Meeting

Wednesday, November 19, 2014—B/PAC Special Meeting

10. **ADJOURNMENT**

HK/7/PWK
915-06-04-14A-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 http://laserfiche.mountainview.gov/Weblink/Browse.aspx?startid=65710&dbid=0 and the Public Works Department counter beginning at 5:00 p.m. the Friday evening before each regular meeting. 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.

CITY OF MOUNTAIN VIEW

MEMORANDUM

Public Works Department

DATE: June 4, 2014

TO: Bicycle/Pedestrian Advisory Committee

FROM: Helen Kim, Transportation Planner
Linda Forsberg, Transportation and Business Manager

SUBJECT: Bicycle Transportation Plan Update

RECOMMENDATION

Receive report on progress to date on the Bicycle Transportation Plan Update.

BACKGROUND AND ANALYSIS

The City Council has identified improving bicycle and pedestrian mobility as a major City goal. In support of this goal, more than $3.5 million has been programmed into the City's capital improvement planning process since June 2013 to improve the bicycle and pedestrian environment in Mountain View, including an update to the City's Bicycle Transportation Plan (BTP).

The BTP Update will build on the 2008 Bicycle Transportation Plan (Attachment 1) and provide a vision, strategies, and actions for improving and encouraging bicycle travel in and through the City of Mountain View, including current Best Practices for planning, design, and execution of bicycle facilities and programs; implementation strategies and measurable goals; and eligibility of funding/grants. The BTP Update will also expand on the City's 2030 General Plan mobility goals (Attachment 2) by more specifically addressing bicycle-related needs of the community.

At its February 25, 2014 meeting, the City Council approved the agreement with Alta Planning to provide the following professional services for the BTP Update:

- A multifaceted community outreach program, including public workshops at key milestones during the project; Bicycle/Pedestrian Advisory Committee (B/PAC), Council Transportation Committee, and City Council Study Session discussions; and the use of innovative outreach techniques such as a project-specific website, in-

the-field intercept surveys, and text messaging to solicit input from a wide range of stakeholders, the general public, and bicyclists of all ages and abilities.

- Data collection and documentation of the City's existing bicycle network and facilities conditions and educational programs/policies that help promote and encourage bicycling.

- Analysis of bicycle travel demand for all skill levels of bicyclists.

- Identification and prioritization of changes to the bicycle network and facilities to improve and encourage bicycle mobility and safety in the City, including key criteria based on needs, connectivity (within and with adjacent communities), linkages to other transportation modes, safety, and meeting the bicycle-related goals and policies in the City's General Plan 2030 and Mobility Element.

- Development of implementation strategies and performance measures for the City to track its progress in implementing the BTP Plan, including recommended measurable goals/outcomes, ranking/phasing of recommended projects, and proposed funding sources.

- Update of the City Bike Map, including process to update the map regularly.

Schedule and Process

The BTP Update includes a robust outreach strategy to engage the community and offer input opportunities at key points of the planning process through multiple methods, including community workshops, public meetings, project website (*bikemountainview.com*), and user/business surveys.

The BTP Update will be developed in coordination with the B/PAC, the City's advisory committee, with knowledge and/or interest in bicycle- and pedestrian-related issues. The first community workshop is scheduled for fall 2014 to review existing bicycling conditions and provide input on bicycle network gaps, constraints, and opportunities. A second community workshop is scheduled for spring 2015 to solicit input on draft recommended bicycle network changes, projects, and programs. The draft BTP Update is scheduled to be released in May 2015, followed by the completion of the environmental review process in fall 2015 and adoption of the Final BTP Update by the end of 2015/early 2016.

Next Steps

The first City-wide community workshop is scheduled for fall 2014. Information gathered from the community will help set the scope and direction for preparation of proposed improvements to City's bicycle facilities, projects, and programs. The B/PAC will receive additional details on the BTP Update's schedule and process later this fall and as the BTP Plan moves forward.

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Attachments:
1. 2008 Bicycle Transportation Plan
2. General Plan 2030 Mobility Goals

CITY OF MOUNTAIN VIEW

2030 GENERAL PLAN

City-wide policy direction on improving bicycle connectivity, safety, and comfort through the 2030 General Plan goals:

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

- MOB 4.1: Bicycle network. Improve facilities and eliminate gaps along the bicycle network to connect destinations across the City.

- MOB 4.2: Planning for bicycles. Use planning processes to identify or carry out improved bicycle connections and bicycle parking.

- MOB 4.3: Public bicycle parking. Increase the amount of well-maintained, publicly accessible bicycle parking and storage throughout the City.

- MOB 4.4: Bicycle parking standards. Maintain bicycle parking standards and guidelines for bicycle parking and storage in convenient places in private development to enhance the bicycle network.

- MOB 4.5: Promoting safety. Educate bicyclists and motorists on bicycle safety.

Safe Routes to School. MOB-6: Safe and convenient pedestrian and bicycling access to schools for all children.

- MOB 6.1: Safe routes to schools. Promote Safe Route to Schools programs for all schools serving the City.

- MOB 6.2: Prioritizing projects. Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

- MOB 6.3: Connections to trails. Connect schools to the City-wide trail systems.

- MOB 6.4: Education. Support education programs that promote safe walking and bicycling to schools.

CITY OF MOUNTAIN VIEW

MEMORANDUM

Community Development Department

DATE: June 4, 2014

TO: Bicycle/Pedestrian Advisory Committee

FROM: Martin Alkire, Principal Planner
Randal Tsuda, Community Development Director

SUBJECT: **North Bayshore Precise Plan**

PURPOSE

Provide input on the bicycle- and pedestrian-related issues and opportunities associated with the North Bayshore Precise Plan.

BACKGROUND

Overview

The Environmental Planning Commission (EPC) and City Council have previously provided comments on the Precise Plan's draft land use and transportation strategies.

Staff is asking the Bicycle/Pedestrian Advisory Committee (B/PAC) to provide comments on bicycle and pedestrian issues and strategies relating to this Precise Plan. B/PAC input will be forwarded to the EPC and City Council as part of the Precise Plan review process.

The Draft Precise Plan will be released in July 2014. B/PAC comments will be forwarded to the EPC and City Council as part of their review in fall 2014. The Precise Plan is scheduled to be adopted by the end of 2014.

2030 General Plan

The 2030 General Plan includes the following bicycle and pedestrian goals:

- 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)

The General Plan identifies North Bayshore as a "Change Area," where land use changes and improvements are expected to transform the area from a low-intensity office park environment to a highly sustainable and more intensive mix of commercial uses. The General Plan also includes area-specific policies and form and character guidance (see Attachment 1—North Bayshore Change Area—General Plan). Multi-modal transportation improvements are also expected to be a significant part of this new North Bayshore vision.

The General Plan also includes complete streets policies and strategies. The General Plan categorizes streets by "street typologies" to describe their function and to prioritize how these streets will be designed to accommodate all travel modes. The Precise Plan implements this policy direction by establishing more specific street types for the area as described later in this report.

To implement the General Plan vision for North Bayshore, the Precise Plan will also include a new street network, including prioritized improvements, prioritization of bicycle facilities, and new bicycle and pedestrian policies.

Pedestrian Master Plan

The Pedestrian Master Plan (PMP) identifies the following actions to inform implementation of the Precise Plan. Staff responses of how these actions are being implemented by the Precise Plan are included in italics.

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

  Street design standards and guidelines will be included in the Precise Plan and will specifically target improving the overall pedestrian environment in the area.

- **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)

  A new network of "green streets" and pedestrian connections will be included in the Precise Plan.

- **Grade separations**—Support plans for new grade-separated infrastructure and updates to existing infrastructure to reduce conflicts between modes and improve accommodations for pedestrians. (1.3.3)

  The Precise Plan process is coordinating with the City's Shoreline Corridor Study. This study is analyzing the potential for a new transit/bike/pedestrian and/or bike/pedestrian bridge crossing over Highway 101 just west of Shoreline Boulevard. The Precise Plan will also be implementing new cycle tracks and improved sidewalks to reduce conflicts between modes and improve pedestrian safety and comfort.

- **Street grid**—Identify and leverage opportunities for a street grid of smaller blocks and improved connections as parcels redevelop. (1.4.1.)

  The Precise Plan proposes a new grid of smaller blocks and increased connectivity throughout the area.

- **Connections through superblocks**—Develop pedestrian improvement standards aimed at breaking down large blocks where vehicular intersections are not feasible or desirable. (3.2.1)

The Precise Plan proposes to break down the existing large blocks with a new street grid with greenways for bicycle/pedestrian use only.

- **Safety and security**—Encourage building design features in new developments, such as windows and entries oriented toward public pathways, to improve the safety and security of pedestrians. (3.2.4)

  The Precise Plan will include urban design standards to improve pedestrian safety and security. These include, but may not be limited to, locating buildings closer to the street; windows, entries, and other pedestrian-oriented features required along key commercial frontage areas such as Shoreline Boulevard; and wider sidewalks.

- **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)

  Enhanced pedestrian crossings have been included in the priority transportation improvements list.

The PMP also identifies North Bayshore as a potential location for the following types of projects:

- Potential streetscape and pedestrian environment enhancement locations (Shoreline Boulevard).

- Potential City trail network improvement locations (with Stevens Creek and Permanente Creek Trails).

These projects may be funded and implemented through CIP projects and/or North Bayshore private development projects as they occur.

ANALYSIS

New Street Network

The existing North Bayshore street network has large blocks with limited street connectivity. A new network is proposed to implement the General Plan's North Bayshore vision to break down the area's large blocks with new connections to allow easier and more convenient access and alternative routes for all modes of travel (see Attachment 2—Existing and New Street Network). This will help achieve the General Plan's goals to reduce auto trips to employer and retail/service destinations, reduce

vehicle emissions, create more active and healthy transportation options, and support a campus-style character in the area.

Priority Roadway Improvements

There are several key street improvements critical to helping North Bayshore improve its overall mobility goals. It is important to note that for some of the priority segments, the exact alignment is not prescribed but rather the connections are only identified since the exact alignment may need to shift based on development patterns over time. A graphical representation of the priority improvements is shown in Attachment 3. A summary table describing each priority roadway improvement in more detail is presented in Attachment 4.

Given that roadway improvements will be implemented over time, the summary table has grouped improvements by level of priority. Highest priority projects are roadway improvements most critical to ensuring that the overall circulation network will operate efficiently and provide improved accessibility for transit vehicles, bicyclists, and pedestrians.

Bicycle Priority Improvements

Many bicycle facilities, particularly those along access streets, will be constructed as parcels are redeveloped over time. The City will therefore need to work with developers to ensure that a cohesive bicycle network is ultimately created. To help direct limited resources toward those projects that play a key role in providing connectivity and ease of access for cyclists, bicycle improvements have been prioritized as described below.

High Priority

1. Shoreline Boulevard: Two-way cycle tracks on both sides of Shoreline Boulevard from Highway 101 to Amphitheatre Parkway.

2. Charleston Road: One-way cycle tracks on both sides.

3. East/west multi-use path between Permanente Creek and Shoreline Boulevard, north of Charleston Road and south of Amphitheatre Parkway.

4. East/west multi-use path between Permanente Creek and Shoreline Boulevard, south of Charleston Road and north of Plymouth Street.

Medium Priority

1. East/west multi-use path between Shoreline Boulevard and Stevens Creek, south of Charleston Road and north of Plymouth Street.

2. Bicycle facilities connecting Highway 101, Shoreline Boulevard, and Plymouth Street.

3. Rengstorff Avenue: One-way cycle tracks on both sides of the roadway.

4. Amphitheatre Parkway: One-way cycle tracks on both sides of the roadway.

Lower Priority

1. Bicycle lanes on access streets.

Question No. 1—Does the B/PAC have any comments on the proposed prioritization of the North Bayshore bicycle network?

Street Typologies

Streets in Mountain View play various roles. They provide local property access, accommodate infrastructure, and allow people to move throughout the district and connect to the larger region. Streets are used for more than just moving cars; they also provide networks for moving pedestrians, bicycles, transit, and goods.

The following table describes proposed new North Bayshore street types and their design requirements to support each street's primary functions.

Figure 1: North Bayshore Precise Plan Street Typologies

Type	Definition	Travel Lanes	Bicycle Facilities	Parking Access	Examples
Gateway Boulevard	Major entries to North Bayshore, with high-quality facilities for walking and biking.	2+2 plus median	Cycle tracks	If needed for properties not served by access street.	• Shoreline Boulevard • San Antonio Road • Rengstorff Avenue
Transit Boulevard	Provide cohesiveness, amenity, and reliability for high-frequency transit.	Varies	Cycle track or path	Where access streets are available, driveways should be reduced or eliminated. Where there are not access streets, driveways are permitted but placed to minimize negative impacts on bus stops.	• Charleston Road • Garcia Avenue
Access Street	Distribute auto traffic from gateway boulevards to parking lots.	1+1	Bike lane or cycle track, typical. Shared street with traffic calming.	Yes. Most parking accessed from these streets.	• La Avenida • Stierlin Court
Green Street	Provide very high-quality walking and cycling environment.	None	Multipurpose path	No	East/west connection between Stevens Creek and Permanente Creek

The complete street network showing all the street typologies is included in Attachment 5.

Question No. 2—Does the B/PAC have any comments on the proposed street typologies related to improving bicycle and pedestrian travel in North Bayshore?

Bicycle Network

Each existing or planned street in North Bayshore is part of the bicycle network. Cycle tracks on Shoreline Boulevard in addition to a pedestrian and bicycle crossing over Highway 101 will provide high-quality access to downtown Mountain View and the

Downtown Transit Center. New east/west shared paths will provide high-quality, separated bicycle and pedestrian facilities that provide connections between the existing Stevens Creek and Permanente Creek Trails, enabling cyclists to cross the entire area without having to interact with traffic. Cycle tracks on Charleston Road, Garcia Avenue, Rengstorff Avenue, and Amphitheatre Parkway will enable cyclists to circulate through the area within their own designated right-of-way.

Class II bike lanes will be available on the majority of access streets, including La Avenida, Space Park Way, Plymouth Street, Alta Avenue, Joaquin Road, Stierlin Court, Crittenden Lane, and the new frontage road providing connections throughout the area and to multi-use paths. All other streets in the area are designated as "shared" streets and will be designed for both cars and bicycles to share the road at a more moderate speed that is compatible with a cyclist's pace. People are more likely to ride bikes if they feel safe and can easily access their destinations. A network of "shared" streets can also provide better access to the entire district. The complete bicycle network is shown in Attachment 6.

Primary Bicycle Network

Multi-Use Paths and Cycle Tracks. These corridors form the main thoroughfares of the bicycle network and include both dedicated off-street multi-use paths (Class 1) and cycle tracks (Class 1). These routes provide cyclists with facilities separated from vehicular traffic and that connect to regional bicycle facilities.

These are streets where, for example, traffic signals could be synchronized to give a "green wave" or continuous green lights at average cycling speeds and where bicycles should receive priority treatment at intersections, such as advanced stop lines ("bike boxes"), continuous bike lane markings through the intersection, and traffic signal loop detectors.

Secondary Bicycle Network

Bicycle Lanes. These suggested corridors aim to complete important gaps in the primary bicycle network. When completed, they will allow safe and direct connections throughout the district and to regional facilities. These corridors are on-street bicycle lanes (Class 2).

Tertiary Bicycle Network

Shared Streets. These streets have low traffic volume and speed. Markings and signage should be provided to signify that the roadway is shared with cyclists.

Question No. 3—Does the B/PAC have any comments on the proposed North Bayshore bicycle network?

NEXT STEPS

The Draft Precise Plan will be publicly released in July 2014 and will address key issues raised in this report. B/PAC input will be forwarded to the EPC and City Council. EPC and City Council Public Hearings on the Precise Plan will take place in fall 2014 with adoption of the Precise Plan expected by the end of 2014.

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Attachments:
1. North Bayshore Change Area—General Plan
2. Existing and New Street Network
3. Priority Transportation Improvements
4. Transportation Priority Improvements Summary Table
5. Complete Street Network
6. Complete Bicycle Network

NORTH BAYSHORE CHANGE AREA

VISION

The North Bayshore Change Area continues its role as a major high-technology employment center, and emerges as a model of innovative and sustainable development that protects and stewards biological habitat and open space within the Change Area and North Bayshore as a whole.

In 2030, sensitive species of Shoreline at Mountain View Regional Park remain and thrive. Shoreline at Mountain View, the Stevens and Permanente creeks, Charleston Basin wetlands, and the Stevens Creek Trail remain unique and defining features of the area. Businesses and development respect and enhance the nearby wildlife, wetlands, trees and habitat areas that make the area unique. Workers and visitors enjoy nature and views of open space, the bay and mountains.

A more intensive mix of land uses promotes sustainable growth with additional services for people who live or work nearby. Start-ups and small businesses create an economically diverse area. New development incorporates highly sustainable design features and materials.

Shoreline Boulevard is the spine of North Bayshore, with a mix of land uses and ground-floor pedestrian activity. The North Shoreline Boulevard and Highway 101 area is revitalized as a gateway destination with a mix of stores, services, entertainment and hotels.

North Bayshore's pattern of large blocks has new pedestrian and bicycle connections. These make it easier and more sustainable and efficient for employees to move around in an active campus environment. Improved transportation services connect to the Mountain View Transit Center and other city destinations.

A network of well-distributed plazas, greens and public spaces enhances North Bayshore's vast open space while stewarding the area's sensitive species and habitats. The area uses strategies to adapt to rising sea levels.

GOALS AND POLICIES

Innovation and Sustainability

Innovation and sustainability policies support the area's future as a leader in highly sustainable and innovative development.

***Goal LUD-15:** An area that is a model of highly sustainable and innovative development, protective of the natural and biological assets of the area.*

Policies

*LUD 15.1: **A leader in sustainable planning.*** Create and promote North Bayshore as a leader in innovative and sustainable planning and growth.

*LUD 15.2: **Sustainable development focus.*** Require sustainable site planning, building and design strategies.

*LUD 15.3: **Highly sustainable development.*** Encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.

*LUD-15.4: **Wildlife friendly development.*** Implement wildlife friendly site planning, building and design strategies.

Land Use and Design

Land use and design policies support an increased diversity and mix of land uses and protected open space resources and habitat.

***Goal LUD-16:** A diverse area of complementary land uses and open space resources.*

Policies

*LUD 16.1: **Protected open space.*** Protect and enhance open space and habitat in North Bayshore.

*LUD 16.2: **Mix of uses.*** Create and promote the North Shoreline Boulevard corridor as a vibrant mix of commercial, service and entertainment uses.

*LUD 16.3: **Business-class hotel.*** Encourage the development of a business-class hotel and conference center.

*LUD 16.4: **Innovative corporate campuses.*** Encourage innovative corporate campus designs.

*LUD 16.5: **Protected views.*** Protect views by including open areas between tall buildings.

*LUD 16.6: **Open space amenities.*** Encourage development to include open space amenities, plazas and parks that are accessible to the surrounding transit, bicycle and pedestrian network.

*LUD 16.7: **Gateway development.*** Support the creation of a gateway development with a diverse mix of uses near Highway 101 and North Shoreline Boulevard.

Mobility

Mobility policies create a sustainable and efficient transportation system that connects to Downtown, improves bicycle and pedestrian circulation, and plans for future connections to surrounding areas.

Goal LUD-17: ***A sustainable and efficient multi-modal transportation system.***

Policies

LUD 17.1: Connectivity. Improve connectivity and integrate transportation services between North Bayshore, Downtown, NASA Ames and other parts of the city.

LUD 17.2: Transportation Demand Management strategies. Require development to include and implement Transportation Demand Management strategies.

LUD 17.3: Bicycle and pedestrian focus. Support bicycle and pedestrian improvements and connections to and throughout North Bayshore.

LUD 17.4: North Shoreline Boulevard and Rengstorff Avenue enhancements. Encourage the enhancement of North Shoreline Boulevard, Rengstorff Avenue and other key streets in North Bayshore through new development and street design standards.

Sea-Level Rise

Sea-level rise policies create a forward-thinking strategy for adapting to this potential future change.

Goal LU-18: ***A comprehensive strategy for reducing the effects of future sea-level rise.***

Policies

LUD 18.1: Collaboration on sea-level rise impacts. Collaborate with regional, state and federal agencies to address the effects of potential rises in sea levels through assessing vulnerabilities and creating adaptation strategies.

LUD 18.2: Flood retention areas. Plan for the development of flood retention areas to address effects from sea-level rise.

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- An active, cohesive, pedestrian-oriented North Shoreline Boulevard corridor with wide sidewalks and tree wells.
- Smaller blocks, including mid-block pedestrian and bicycle paths.
- Wide sidewalks with planter strips.
- A well-connected bicycle network with on-street bicycle lanes, bicycle-priority streets and bicycle or shared-use paths and trails.
- Pedestrian and bicyclist street improvements such as benches, bicycle parking, directional signs and landscaping.
- Short street-crossing distances and smaller curb radiuses to improve pedestrian safety.

Wide sidewalks and active ground-floor uses along North Shoreline Boulevard

Site Layout and Design

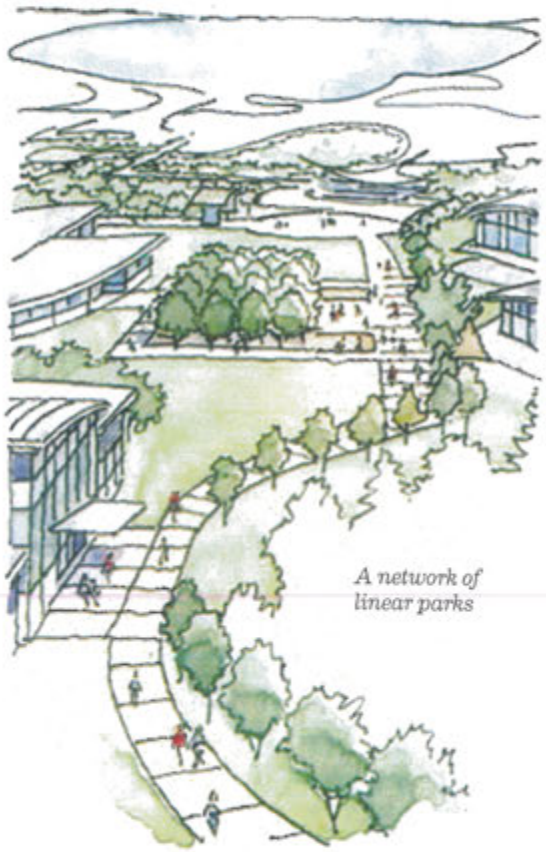
- Development includes sustainable features such as passive solar, stormwater retention, heat island reduction, renewable energy production or other types of green infrastructure and technology.
- Buildings located close to and facing the sidewalk.
- Spaces between buildings in the mixed-use area are primarily for plazas, paths and greens.
- Driveways and parking access designed to limit conflicts with pedestrians.
- Parking located in the least visible locations with permeable surfaces, significant landscaping including trees and direct pedestrian paths to building entrances.
- Landscaping supports campus-like outdoor amenity spaces.
- Significant landscaping and visual buffering such as trees or large planting areas within building setbacks.
- Innovative architecture that responds to its unique surroundings.
- Buildings break up massing and avoid long, uninterrupted walls along the street.
- Step-backs of upper building floors where smaller looking buildings are desired, such as along pedestrian routes.
- Parking structures preferred over parking lots, especially in key pedestrian areas.

Plazas and Shared Space

- Paths and trails connecting open spaces, campuses and key destinations.
- Plazas distributed throughout North Bayshore, especially near transit and along mixed-use streets.
- Parks, streets and trails encourage views of Shoreline at Mountain View Regional Park and the mountains.
- Natural, habitat-oriented open space areas encouraged, particularly near Stevens Creek, Permanente Creek, Shoreline at Mountain View Regional Park and bay wetlands.

Building-to-Street Relationship

- Building massing and design create building fronts oriented to pedestrians.
- Building frontages include doors and windows.
- Building entrances face streets, plazas and open areas accessible to the public.
- Mixed-use and commercial buildings include attractive, functional and visible ground-floor features such as awnings, signs and other pedestrian-scaled elements.



A network of linear parks

Existing Street Network

New Streets and Bicycle Facilities

Priority Transportation Improvements

Transportation Priority Improvements Summary

Roadway	Boundary	Existing	Proposed	Existing ROW (midblock)	Proposed ROW (midblock)	Role
High Priority						
Shoreline Boulevard	Highway 101 to Plymouth Street	3+2 lanes Turn pockets Bike lanes both directions	3+2 lanes Turn pockets Two way cycle tracks on each side	84 feet	104 feet (10' on each side for dual direction cycle tracks)	Serves as a gateway to North Bayshore and primary transit, bicycle, and pedestrian connector to the Transit Center
Shoreline Boulevard	Plymouth Street to Amphitheatre Parkway	2+2 lanes Turn pockets Bike lanes both directions	2+2 lanes Turn pockets Two way cycle tracks on each side	70 feet	90 feet (10' on each side for dual direction cycle tracks)	Serves as a gateway to North Bayshore and primary transit, bicycle, and pedestrian connector to the Transit Center
Charleston Road	Shoreline Boulevard to Amphitheatre Parkway	2+2 Turn pockets Bike lanes in both directions	2+2 lanes 2 of which are transit only Turn pockets Two way cycle tracks on each side	72 feet	82 feet (cycle tracks replace bicycle lanes and 3' buffer added) to 131 feet (transit waiting areas, green space)	A primary transit street providing fast and reliable east-west connections across North Bayshore and to the core of the district.
Garcia Avenue	Amphitheatre Parkway to Bayshore Parkway to San Antonio Road	1+1 lane Turn pockets Bike lanes in both directions	1+1 lanes Turn pockets Cycle tracks on each side	50 feet	50 feet to 106 feet depending on configuration	A primary transit street serving the northwest corner of the district.

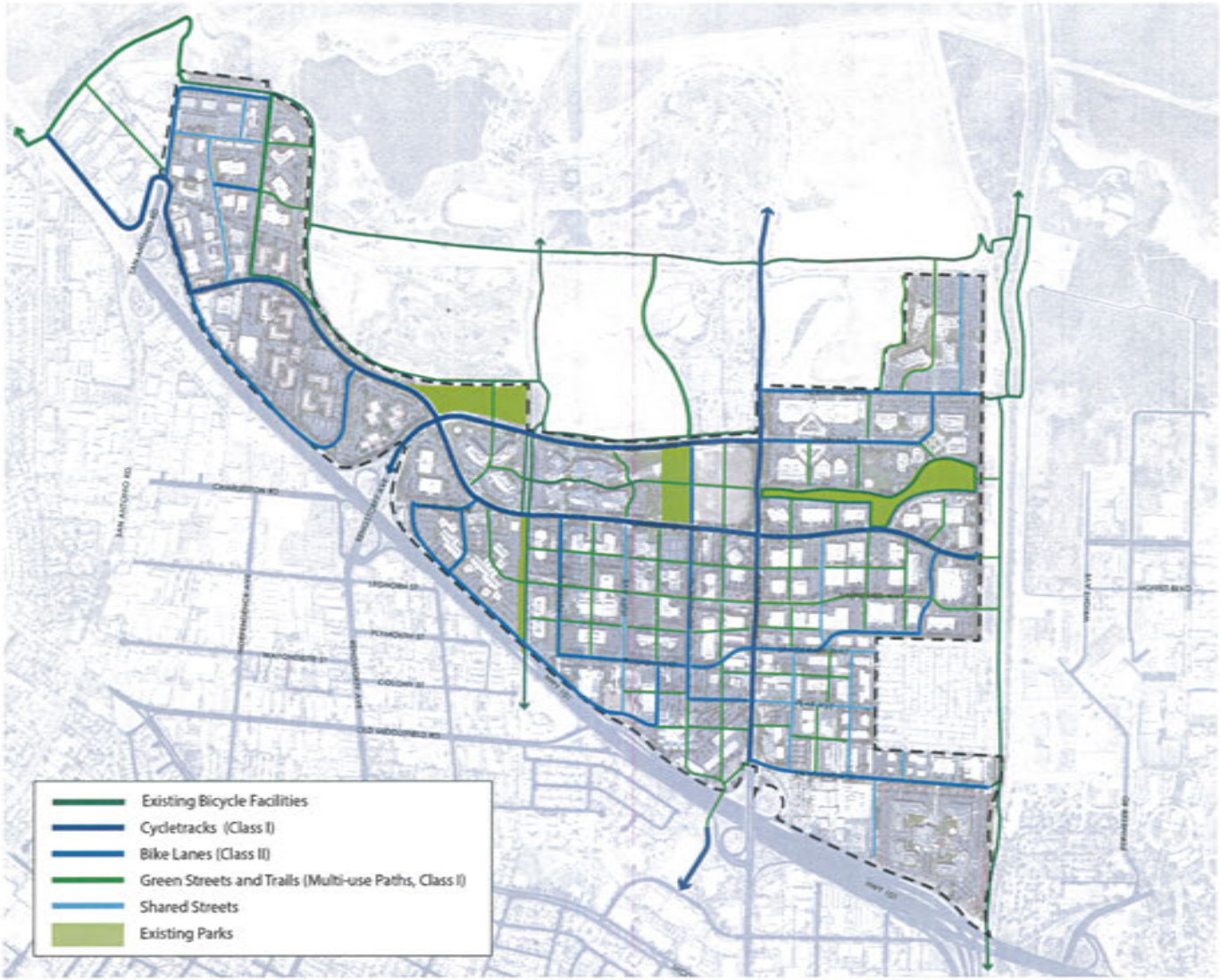
Roadway	Boundary	Existing	Proposed	Existing ROW (midblock)	Proposed ROW (midblock)	Role
New east-west direct crossing across Shoreline Boulevard	Potential connections include modifying Plymouth Street to connect with Space Park Way or Pear Avenue	NA	1+1 lane Bicycle lanes on each side	NA	38 feet (11' travel lanes, 5' bicycle lanes, 3' buffer)	Will eliminate the need for drivers trying to cross Shoreline to make turning movements on and off Shoreline Boulevard or use Charleston Road instead.
East-west greenway connection #1	South of Charleston Road connecting to Permanente and Stevens Creek trails	NA	Multiuse path	NA	11' to 15'[1]	Separated bicycle and pedestrian facility that enables users to connect to regional trails without having to interact with vehicular traffic.
E-W greenway connection #2	Between Amphitheater Parkway and Charleston Road connecting to Permanente Creek Trail and Shoreline Boulevard	NA	Multiuse path	NA	11' to 15'[2]	Separated bicycle and pedestrian facility that enables users to connect to regional trails without having to interact with vehicular traffic.
Signalized bike crossings	EW greenway #1 & #2 at Shoreline	NA	NA	NA	NA	Provide protected and prioritized crossing for cyclists
Medium Priority						
Frontage Road along Highway 101	Landings Drive to Plymouth Street	NA	1+1 lane	NA	40 feet (10' vehicle lanes, 10' pedestrian realm each side of the street)	Shift vehicular traffic traveling to the northwest corner away from Shoreline Boulevard and Charleston Road
North – south connection between La Avenida Street and Charleston Road east of Shoreline Boulevard	La Avenida Street and Charleston Road	NA	1+1 lane	NA	40 feet (10' vehicle lanes, 10' pedestrian realm each side of the street)	Provide a direct north-south connection east of Shoreline Boulevard where none currently exists

[1] AASTO Bicycle Design Guidelines 2012
[2] AASTO Bicycle Design Guidelines 2012

Roadway	Boundary	Existing	Proposed	Existing ROW (midblock)	Proposed ROW (midblock)	Role
Rengstorff Avenue	Charleston Road to Highway 101	2+2 lanes Turn pockets Bike lane in n-s direction	2+2 lanes Turn pockets Cycle tracks on each side	varies	80' to 85'	Main entry point to the district.
San Antonio Road	Bayshore Parkway to Highway 101	1+2 or 1+1 depending on segment Turn pockets	Same as existing	varies	varies	Gateway to North Bayshore
Amphitheatre Parkway	Shoreline Boulevard to Charleston Road	3 to 4 travel lanes Turn pockets Bike lanes both directions	2 + 2 travel lanes Turn lanes Cycle tracks on each side	56 to 82 feet	80' to 85'	Provide auto drivers with a more attractive option than Charleston, thus reducing congestion on Charleston Road. By shifting auto traffic from Charleston Road to Amphitheater Parkway, Charleston Road can more efficiently serve transit.
Bicycle facilities connecting Highway 101, Shoreline Boulevard, and Plymouth Street	The alignment is TBD but would run through the Sywest property to provide a connection from Shoreline and/or future pedestrian bridge and Plymouth Street	NA	Multiuse path	NA	11' to 16'[3]	Improve bicycle entry to North Bayshore from the potential new bridge and Shoreline Boulevard.
Bridge over Highway 101 west of Shoreline Boulevard	NA	NA	Bike and pedestrian only	NA	Unknown	Provide a protected bicycle and pedestrian crossing to improve safety and ease of access to North Bayshore.
Shoreline Boulevard NB off-ramp	NA	NA	NA	NA	NA	Improve vehicular operations and capacity at one of the primary entry points.

[3] AASTO Bicycle Design Guidelines 2012

Complete Street Network



Complete Bicycle Network