

CHAPTER 3

CHAPTER 3: BIKEWAY IMPROVEMENTS

This chapter describes bikeway projects included in the 2003 Plan that have since been completed or are now in design or construction. Several proposed improvements have also been identified in this Chapter. The development of the new projects has the potential to increase bicycle commuting/transportation in Mountain View between 1 percent and 2 percent, by adding access to employment centers as well as to schools, residential, recreational and shopping areas. All projects identified by this plan are in the City of Mountain View and have been developed in accordance with the goal of the Plan outlined in Chapter 1, which is:

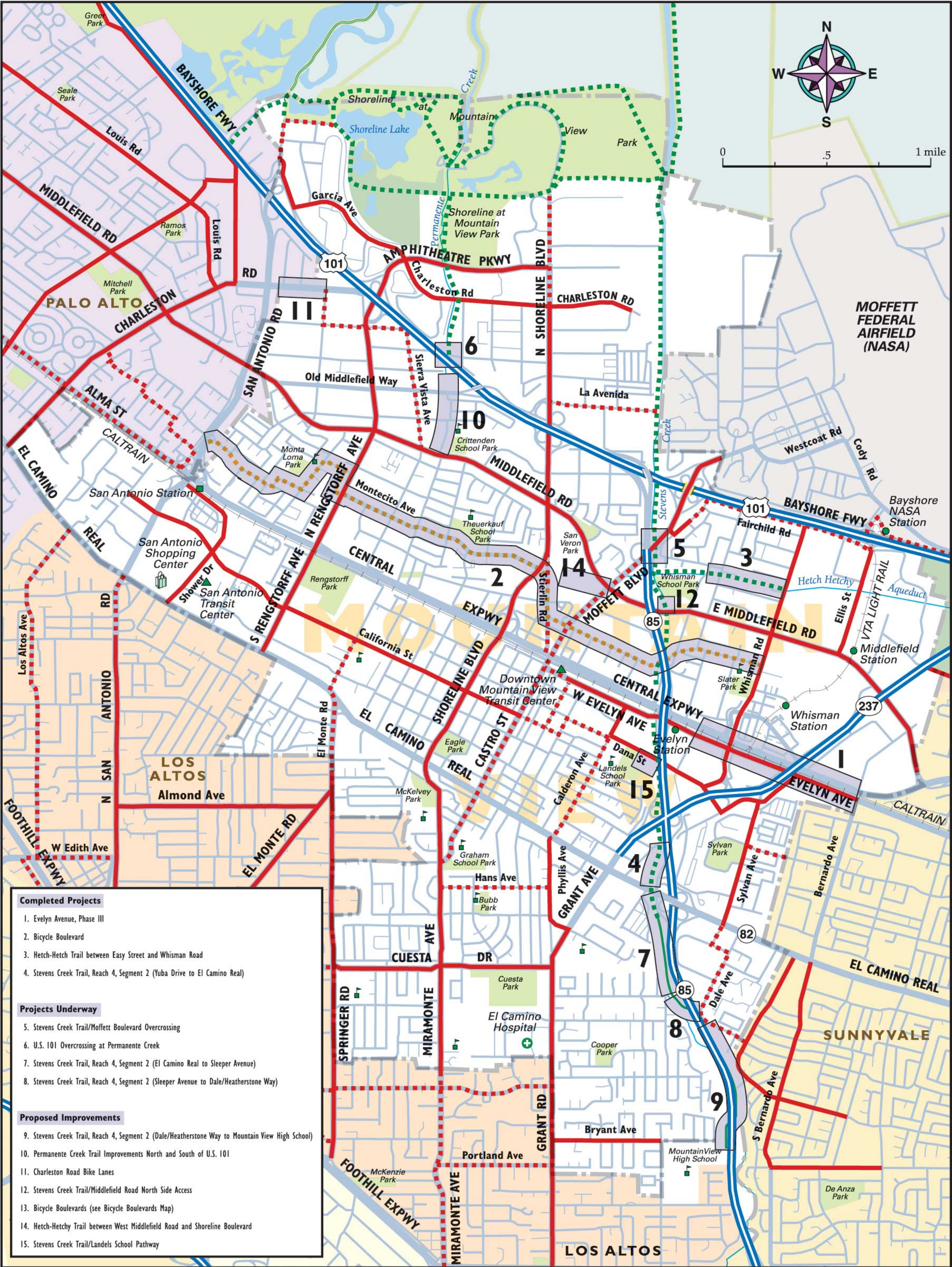
To provide a safe and efficient bicycle network that improves access, eliminates barriers to bicycle travel, encourages automobile trip reduction and promotes cycling as a recreational activity as well as a transportation/commute alternative.

A map of all projects in this chapter is included as Figure 9 on the following page.

Figure 9

See Map on Next Page

City of Mountain View
Proposed Bikeways



Designated Bike Lane

Recommended Bike Route

Bike Boulevard

Bike Path

Proposed Bike Path

CalTrain Station

VTA Station

Point of Interest

Post Office

Public School

Park

Golf Course

Project Area

13

Project Number
(referenced to list above left)

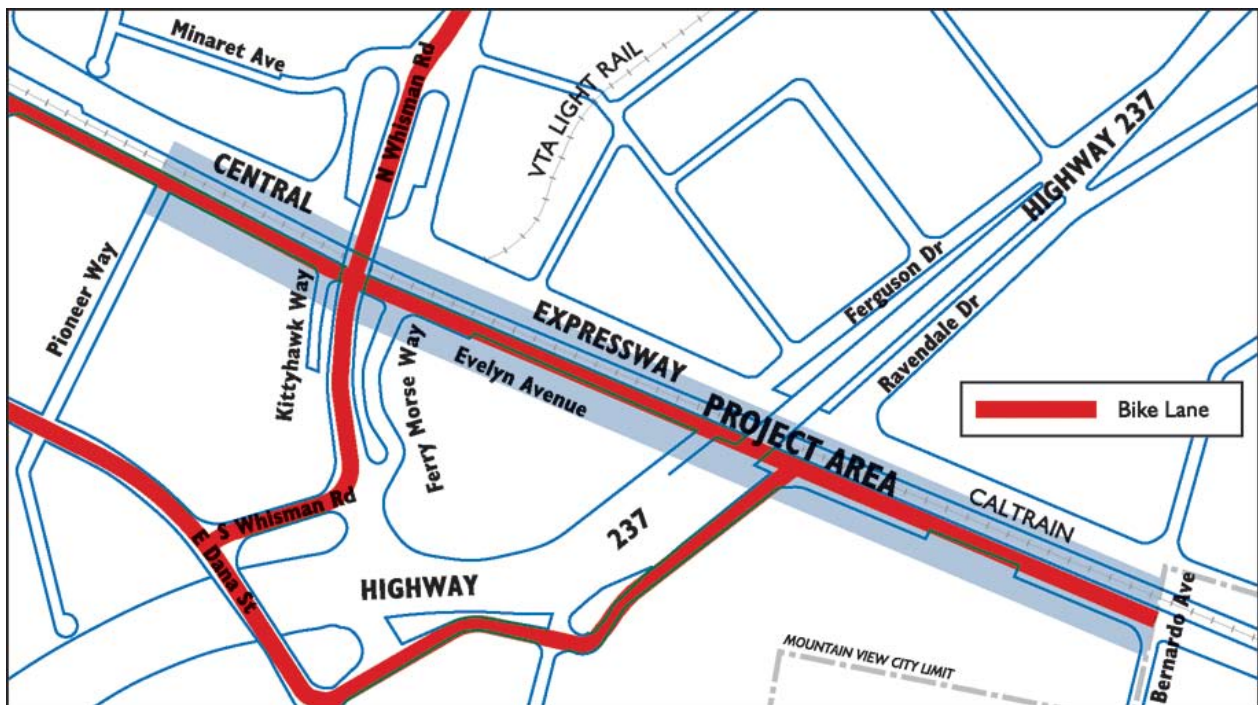
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Completed Projects

The following three projects were originally included in the 2003 Bicycle Transportation Plan as projects in design or under construction and have since been completed.

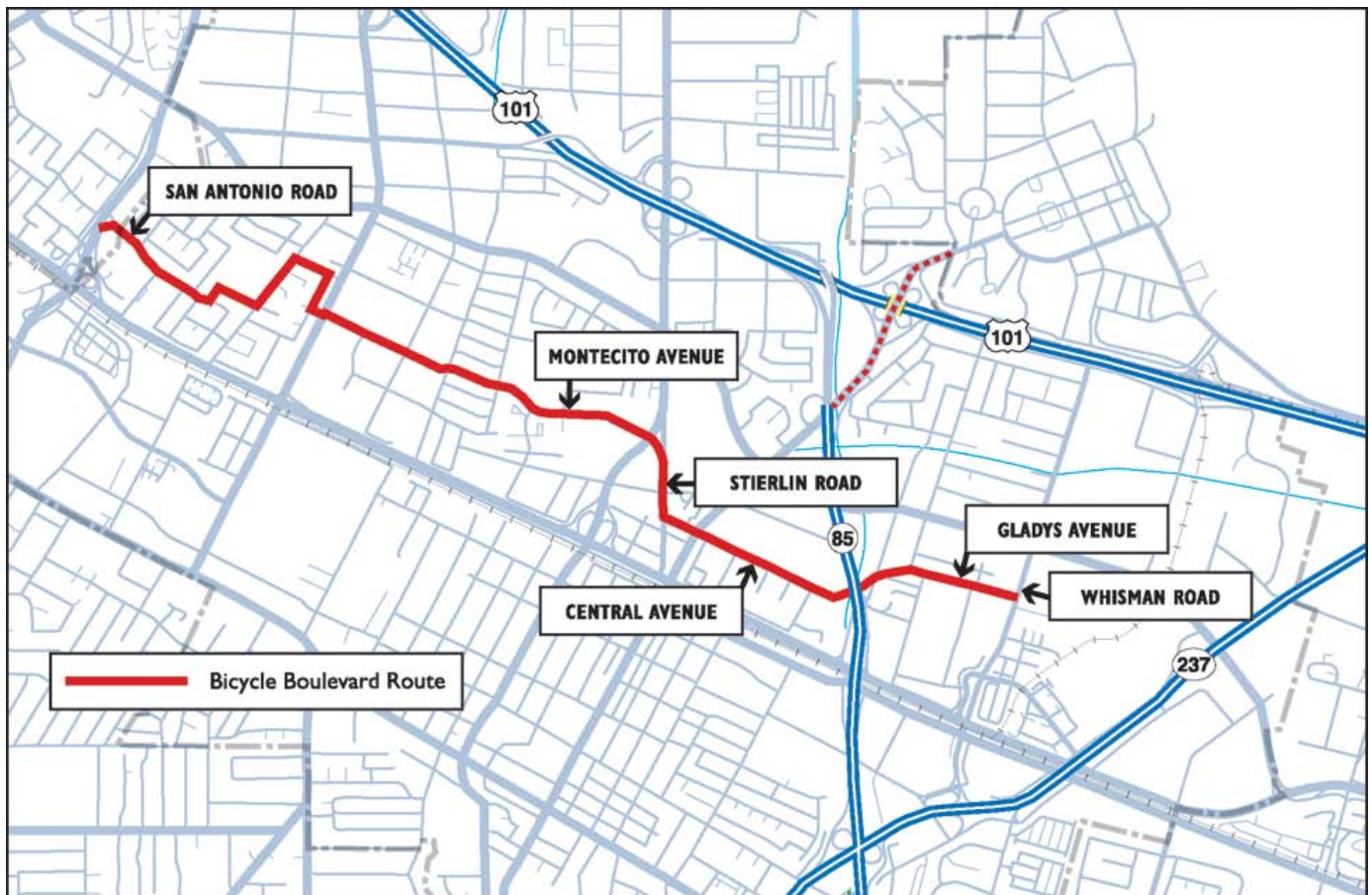
Evelyn Avenue, Phase III

The Evelyn Avenue project completed the widening of Evelyn Avenue in Mountain View from a two-lane roadway to a four-lane roadway with bike lanes on both sides. The project was approximately 0.8 mile in length and runs from Pioneer Way to the Sunnyvale city limits at Bernardo Avenue.



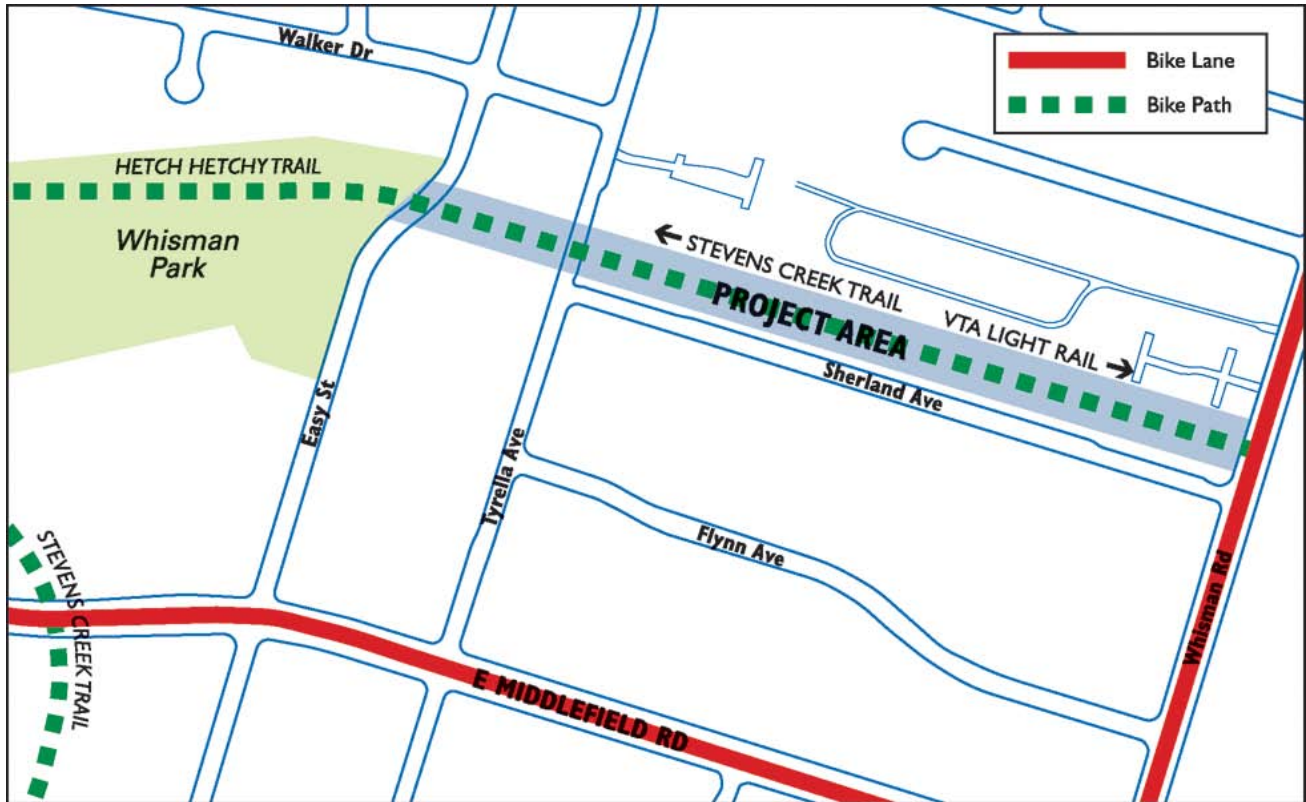
Bicycle Boulevards Study

This project studied selected City streets for selection of a bicycle boulevard route possibly concluding in a network of bicycle boulevards throughout Mountain View. A demonstration bicycle boulevard was completed in summer 2007 traveling East/West near Middlefield Road (see map below). It will be evaluated in summer 2008 and depending on the results, other routes may be considered for construction.



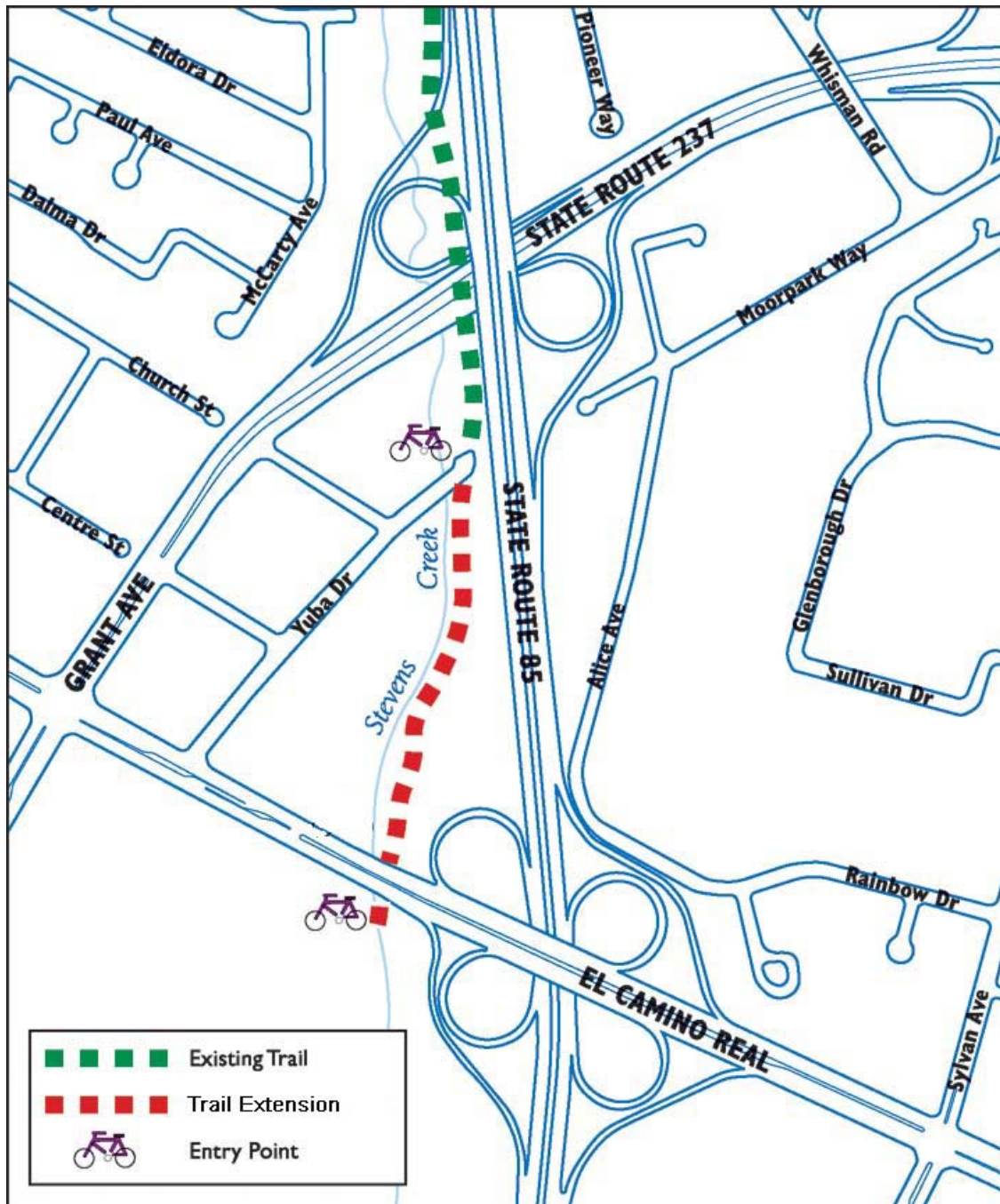
Hetch-Hetchy Trail Between Easy Street and Whisman Road

Running from North Whisman Road to Easy Street, this trail connects the surrounding neighborhoods and business developments to the Stevens Creek Trail and the Middlefield Road Light Rail Station. It opened in October 2004.



Stevens Creek Trail, Reach 4, Segment 2 (Yuba Drive to El Camino Real)

This trail sub-segment travels from Yuba Drive, the existing endpoint of Stevens Creek Trail, under El Camino Real, terminating in the meadow on the South side of El Camino Real. The trail extension was opened to the public in April 2008.



Projects Underway

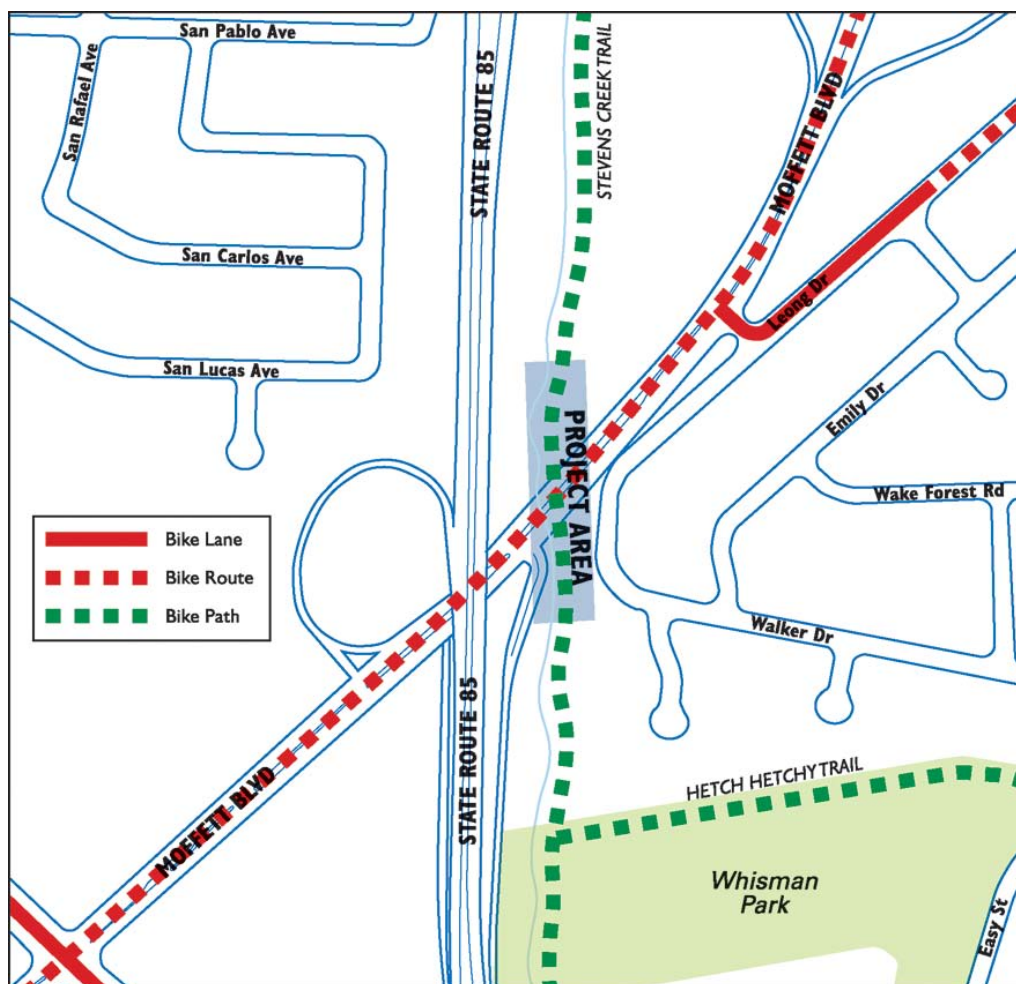
These projects were identified as proposed improvements in the 2003 Bicycle Transportation Plan and are now funded and in the design or construction phase.

Stevens Creek Trail/Moffett Boulevard Overcrossing

Overview: An at-grade crossing currently exists along the Stevens Creek Trail at Moffett Boulevard. The proposed overcrossing will provide an alternative to the at-grade crossing, reducing potential conflicts between cyclists and motor vehicles. The existing at-grade crossing will remain to provide pedestrians and cyclists on Moffett Boulevard convenient access to Stevens Creek Trail.

Total Project Cost: \$4.9 million

Time Line: Construction is expected to begin in April 2008 with project completion in March 2009.

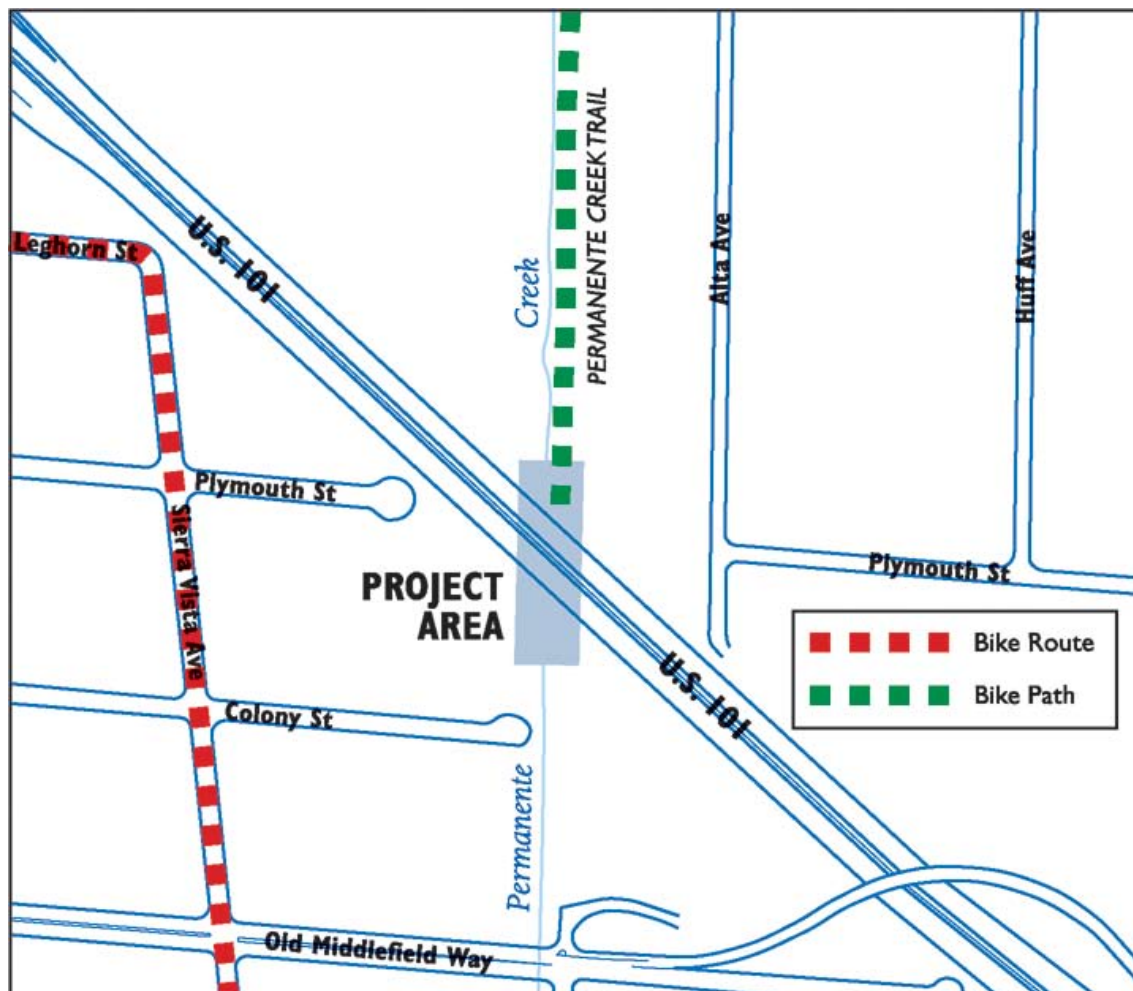


U.S. 101 Overcrossing at Permanente Creek

Overview: This project will construct an overcrossing at Permanente Creek over U.S. 101, providing dedicated bicycle access to the North Bayshore Area of Mountain View, Shoreline Park and the Bay Trail from the South side of U.S. 101. The overcrossing project is in the design phase and the Mountain View City Council will discuss whether or not to fully fund construction of the project in fall 2008. If the project moves forward, it will be built in conjunction with the Santa Clara Valley Water District's (SCVWD) planned flood control improvements in the project area.

Total Project Cost: \$5.3 million

Time Line: A construction timeline will be developed following the City Council's decision regarding the project.

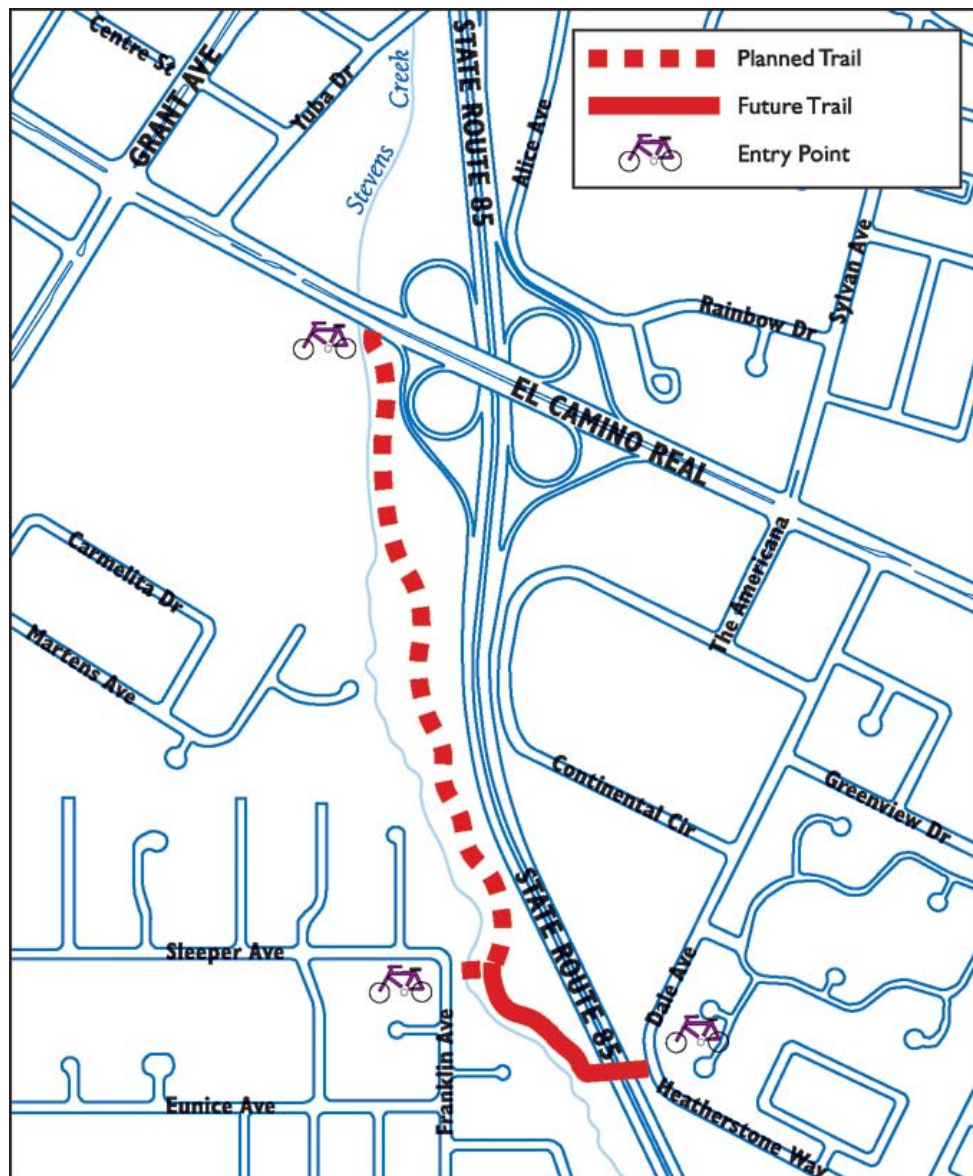


Stevens Creek Trail, Reach 4, Segment 2 (El Camino Real to Sleeper Avenue)

Overview: This sub-segment will run from the South side of El Camino Real, along Stevens Creek to Sleeper Avenue. A prefabricated bike and pedestrian bridge will span the creek at Sleeper Avenue, providing neighborhood access to the trail. The project is currently in the design phase.

Total Project Cost: \$2 million

Time Line: Project design is nearing completion and construction will be begin in fall 2008 and finish by fall 2009.

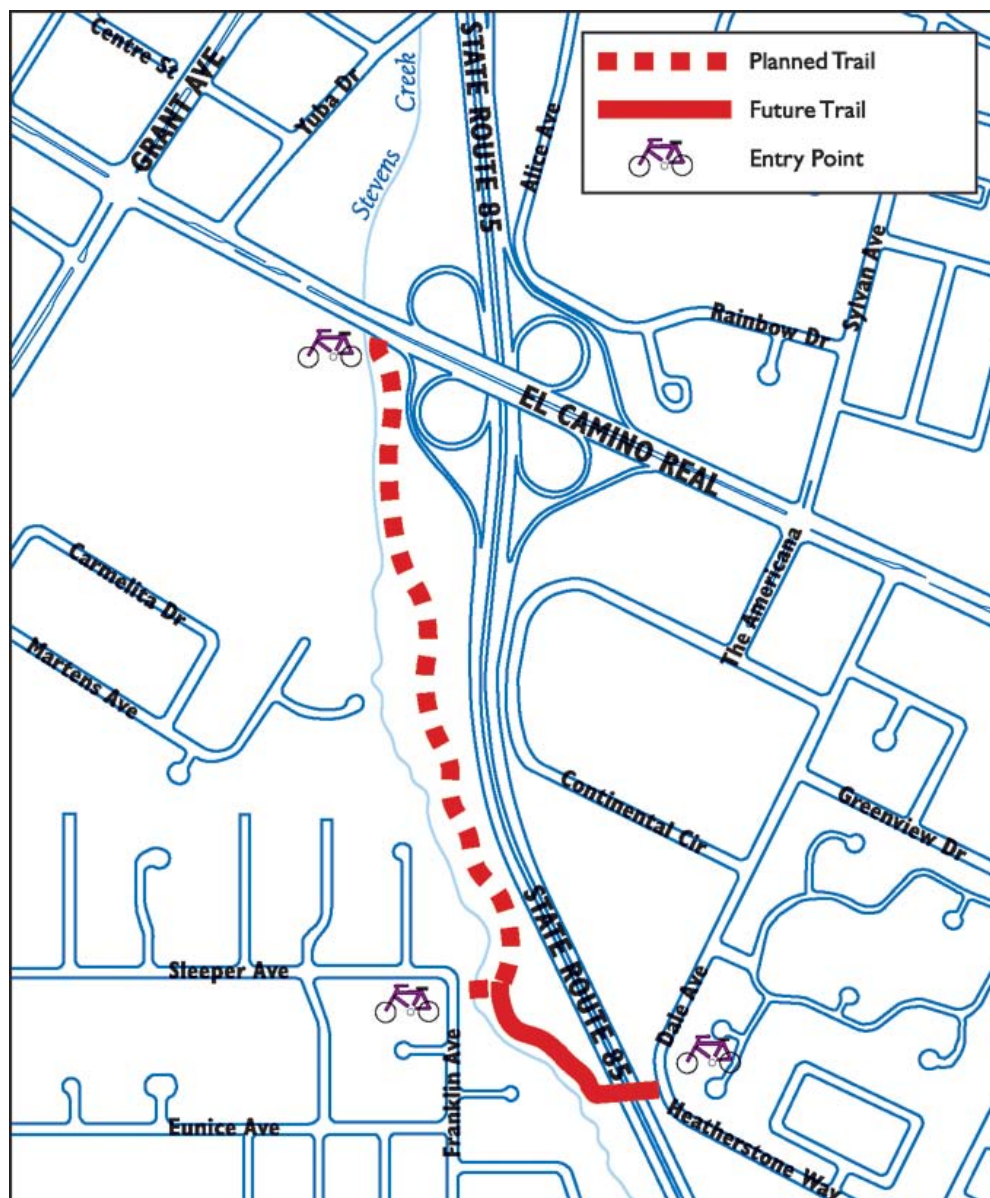


Stevens Creek Trail, Reach 4, Segment 2 (Sleeper Avenue to Dale/Heatherstone)

Overview: The proposed trail sub-segment will travel from Sleeper Avenue, over State Route 85, to Dale Avenue/Heatherstone Way, and is being designed concurrently with the El Camino Real to Sleeper Avenue sub-segment described above, although it will be built separately.

Total Project Cost: \$10 million (estimated)

Time Line: Project design is currently underway. A construction schedule will be developed once project funding is identified.



Proposed Improvements

To identify possible new projects, the City analyzed the current bicycle network, City Council priorities and Bicycle/Pedestrian Advisory Committee proposals. Each project was ranked according to criteria discussed below. Each criterion is worth 20-points, with a total of 100 points possible.

- Safety: Does the project directly or indirectly improve cyclist safety?
- Community Support: Does the community support this project?
- Cost: Does the benefit of the project outweigh the costs?
- Connectivity: Will the project connect underserved portions of the community with the bikeway network? Will the project connect the bikeway network to centers of activity or other jurisdictions? Does the project eliminate a gap in the bikeway network?
- Commute/Transportation Trips: Will the project increase the number of bicycle commute/transportation trips?

Proposed Project Funding

Each project has been or will be incorporated into the Capital Improvement Program budget. However, most projects cannot be fully funded with limited City discretionary revenues. To advance some of these projects, the City must actively pursue grant opportunities at the regional, State and Federal level.

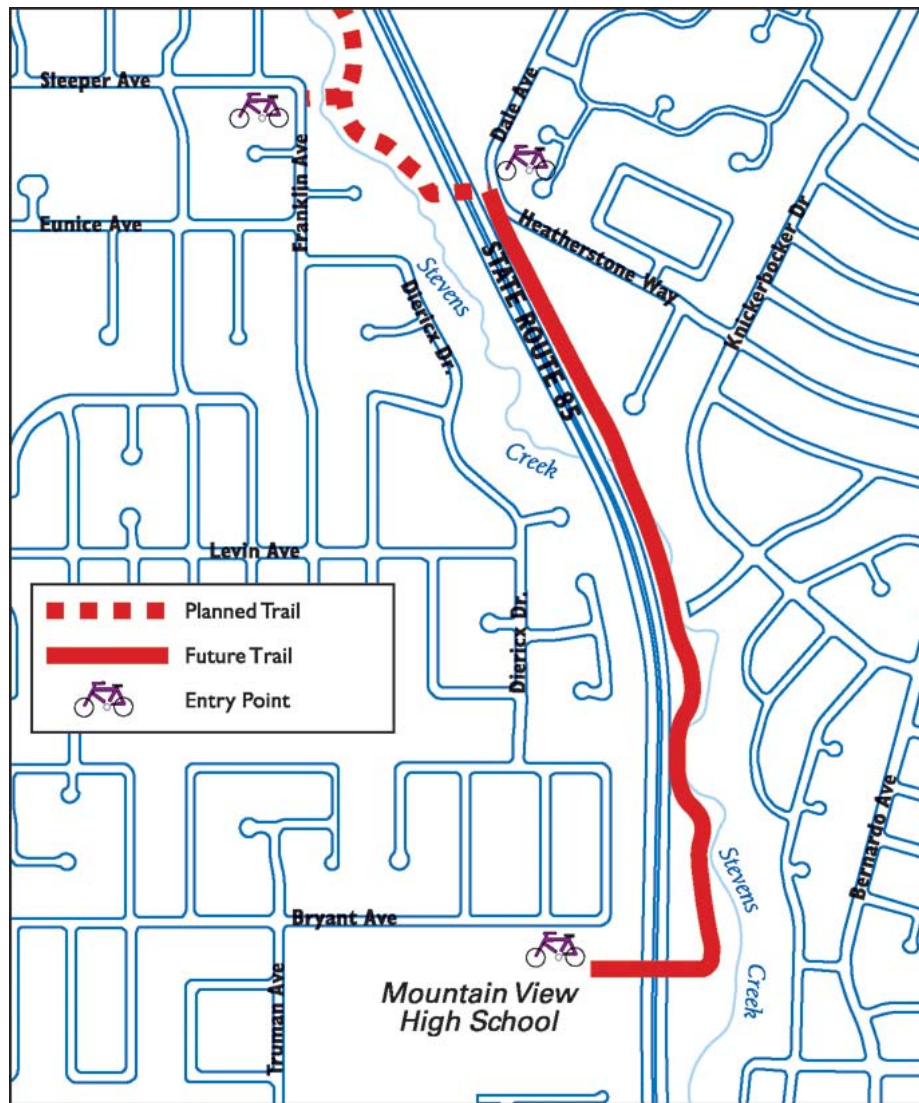
Stevens Creek Trail, Reach 4, Segment 2 (Dale Avenue/Heatherstone Way to Mountain View High School)

Overview: This section of trail would travel from the endpoint at Dale Avenue/Heatherstone Way to Mountain View High School by crossing Route 85 again with a second bridge. Project design will follow completion of the portion to Dale Avenue/Heatherstone Way.

Total Project Cost: \$10 million (estimated)

Time Line: A project time line is pending completion of current Stevens Creek Trail extensions and identification of project funding.

Rank: 1



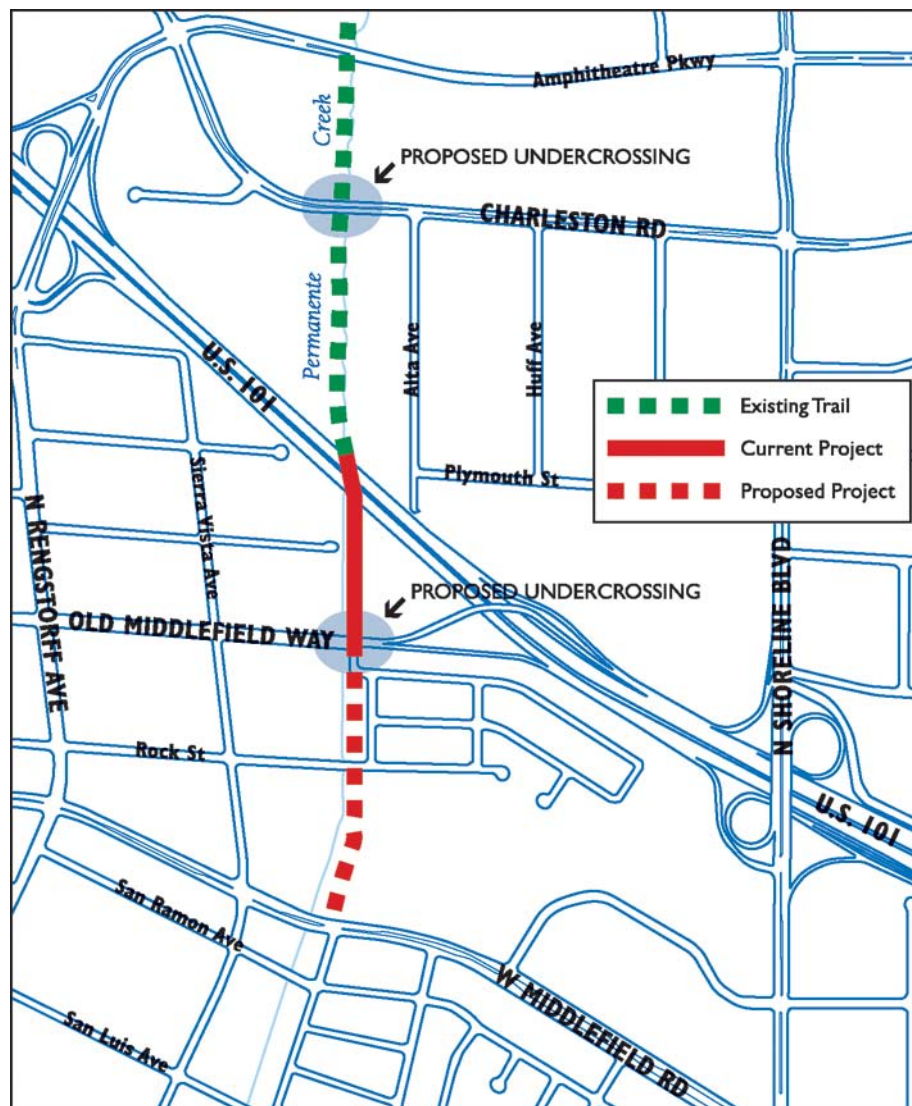
Permanente Creek Trail Improvements North and South of US 101

Overview: This project proposes improvements to Permanente Creek Trail including undercrossings at Charleston Road and Old Middlefield Way and extension south from Old Middlefield Way to Middlefield Road. The project concept will first undergo a feasibility review before engineering design is considered. No funding has been allocated or identified for feasibility or design.

Total Project Cost: \$4.2 million (estimated)

Time Line: A project timeline will be considered following determination of feasibility. Funding for the feasibility analysis will be considered in the context of the City's Capital Improvement Plan process.

Rank: 2



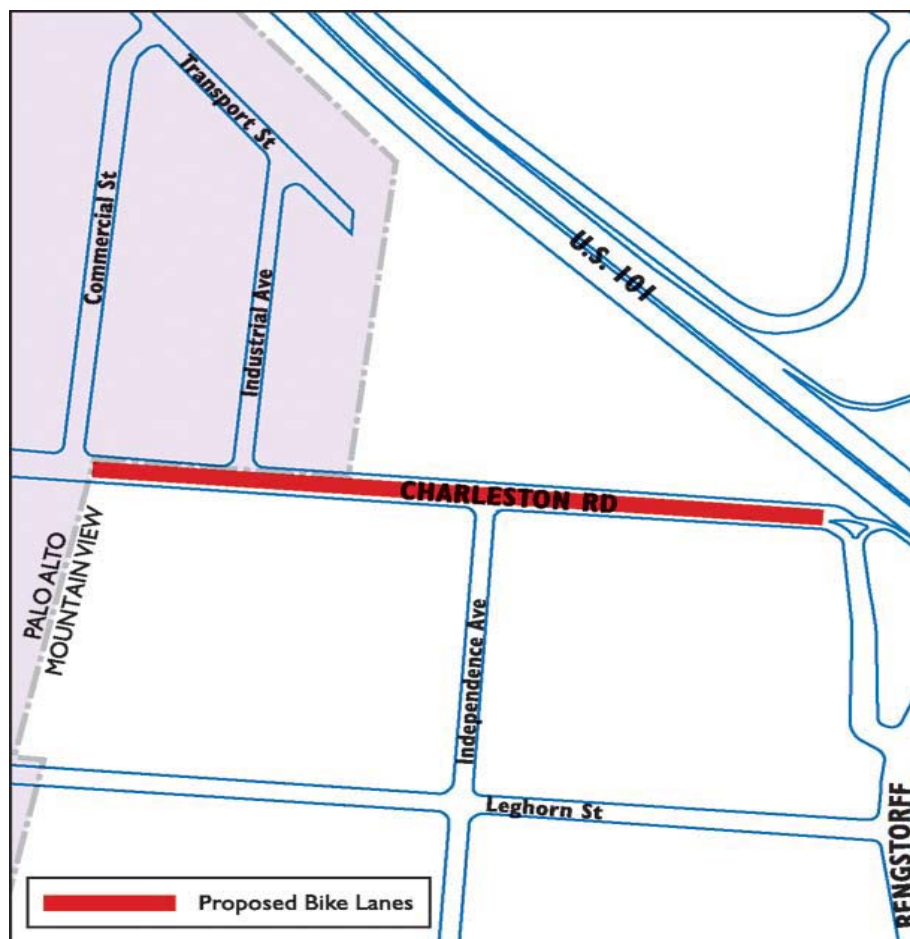
Charleston Road Bike Lanes

Overview: This project will stripe bike lanes along Charleston Road between Independence Way and the Mountain View/Palo Alto city limits. However, the city limits are not at an intersection. Additionally, Charleston Road narrows between the Palo Alto city limits and the nearest intersection, San Antonio Road, requiring Palo Alto to reduce the number of vehicle lanes or widen the roadway to incorporate bike lanes. Currently, neither option is being considered by the City of Palo Alto. Until Palo Alto is able to extend the bike lanes to the intersection of San Antonio Road, the project will remain on hold and unfunded.

Total Project Cost: \$10,000 (estimated cost to the City of Mountain View)

Time Line: None. This project is contingent upon the City of Palo Alto's ability to extend the bike lanes from the city limits to the intersection of San Antonio Road. The project will remain on hold until the City of Palo Alto considers the improvements.

Rank: 3



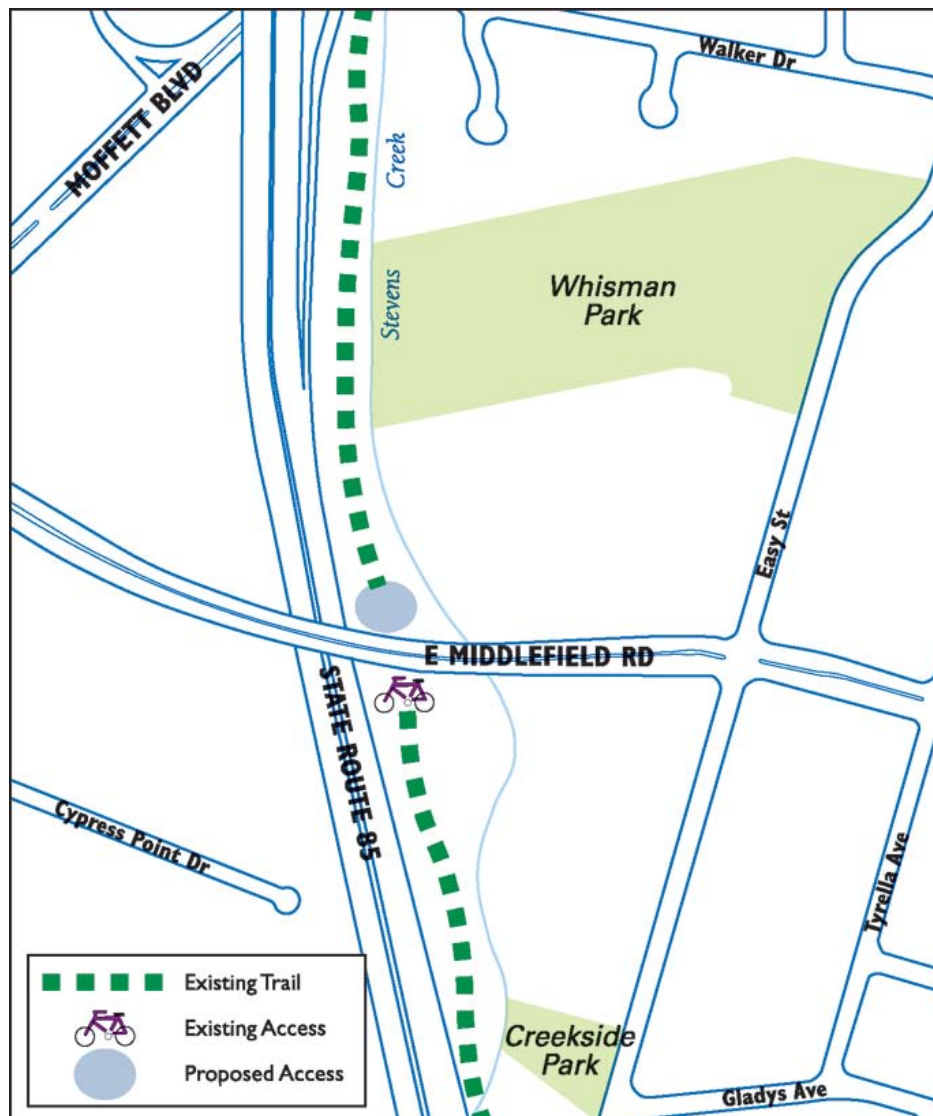
Stevens Creek Trail/Middlefield Road North Side Access

Overview: The proposed project will construct a new access point to Stevens Creek Trail on the North side of Middlefield Road. Currently, only southbound bicycle traffic has access to the trail from Middlefield Road. A raised median prevents northbound traffic from using the existing access point. Before a project is funded, a feasibility study is needed to determine the best location for the north side access point.

Total Project Cost: \$700,000 (estimated)

Time Line: A project timeline will be developed following completion of a feasibility study. Funding for a feasibility study will be considered in the context of the City's Capital Improvement Plan process.

Rank: 4



Bike Boulevards

Overview: This project proposes to construct a network of bicycle boulevards throughout the city, similar to the demonstration bicycle boulevard described in the Completed Projects section of this Chapter. However, construction of additional bicycle boulevard routes will be dependant upon the success of the demonstration project. Each boulevard is highlighted on the map on the next page and can be implemented independently or as an entire network.

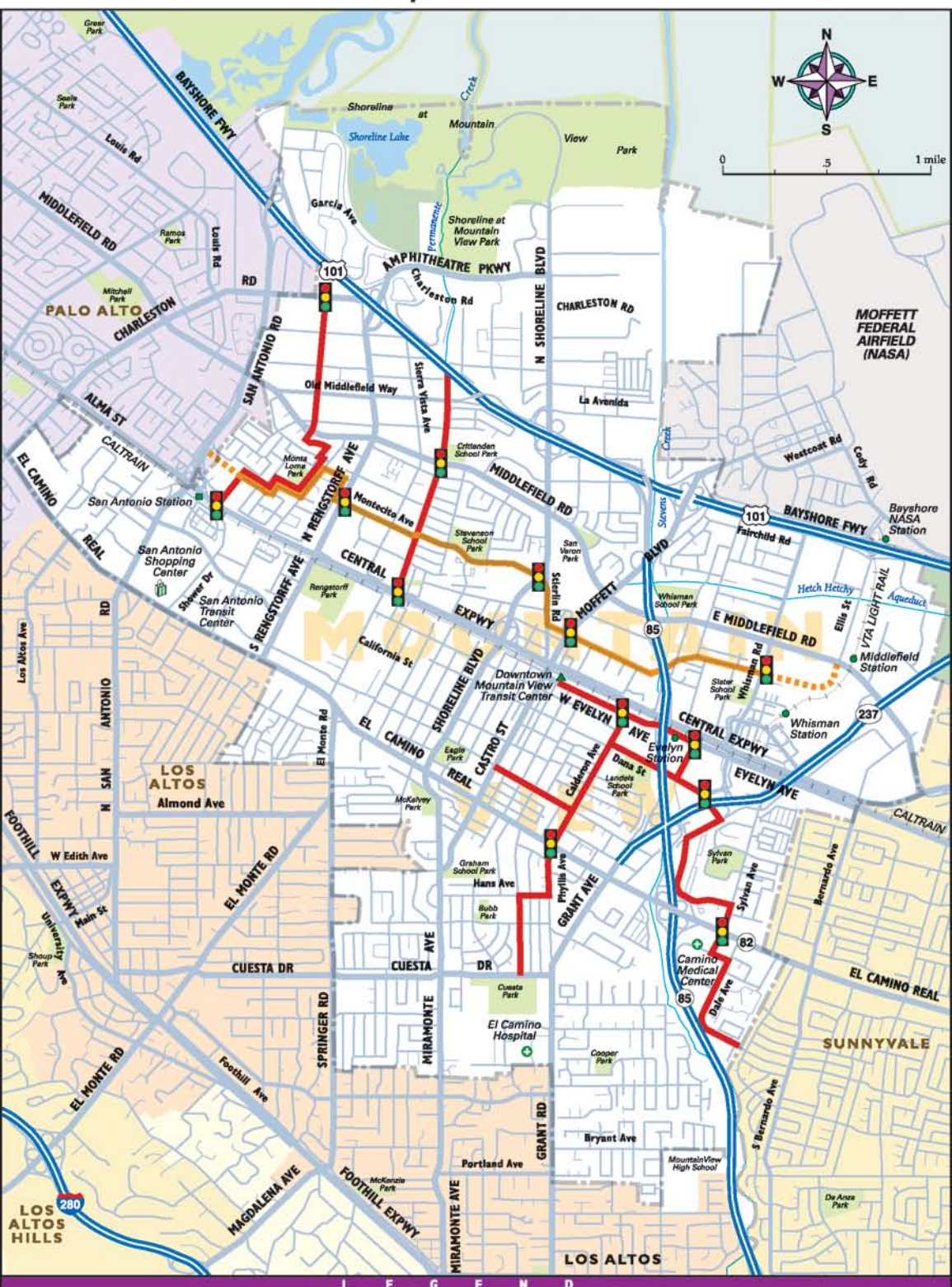
Total Project Cost: \$250,000 (estimated – all routes)

Time Line: A timeline will be established pending evaluation of the demonstration bicycle boulevard.

Rank: 5

See Map on Next Page

City of Mountain View Bicycle Boulevards



- Existing Bike Boulevard (Mayfield Avenue-Whisman Road)
- - - - - Proposed Extension to Existing Bike Boulevard (Mayfield Avenue-Whisman Road)
- Proposed Bike Boulevard
- Existing Traffic Signal at Existing/Proposed Bike Boulevard

- CalTrain Station
- VTA Station
- Point of Interest
- Post Office
- Public School
- Park
- Golf Course

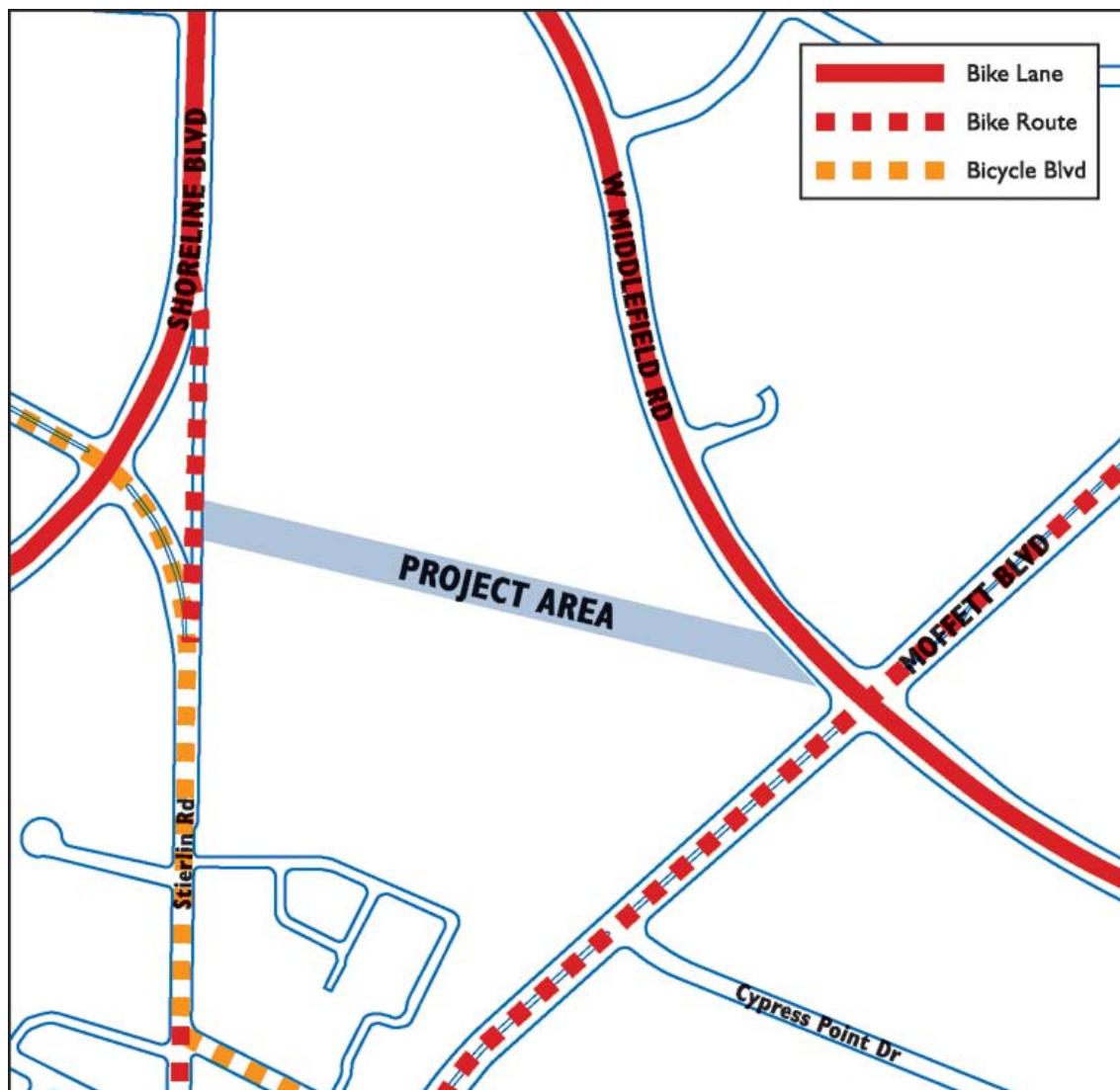
Hetch-Hetchy Trail Between West Middlefield Road and Shoreline Boulevard

Overview: This portion of trail will separate bicycle and pedestrian traffic from Middlefield Road and Shoreline Boulevard. It is approximately 0.25 mile long and would run between West Middlefield Road and Shoreline Boulevard. As this trail segment would be built on lands owned by the City and County of San Francisco, construction is dependent upon receipt of a permit from the San Francisco Public Utilities Commission.

Total Project Cost: \$800,000 (estimated)

Time Line: This project is in the conceptual stage and is not funded. As such, a project time line has not been established.

Rank: 6



Stevens Creek Trail/Landels School Pathway

Overview: Widening the existing pathway access between the Landels School parking lot and Stevens Creek Trail to improve access as well as cyclist and pedestrian safety.

Total Project Cost: \$600,000 (estimated)

Time Line: This project is not funded and a time line has not been established.

Rank: 7

