

Dear Chair Hicks and Council Transportation Committee members Kamei and McAlister,

Thank you for allowing me to serve on ATPAC. I appreciate the City's commitment to active transportation. I particularly appreciate the plan's emphasis on Safe Routes to School, coordination across active transportation efforts, and creating a more connected network for residents of all ages.

I also appreciate the inclusive, multi-year process that produced this draft and the effort to bring together many existing active transportation initiatives into a single framework. The draft reflects substantial work by staff, advisory bodies, and community members and provides a strong foundation for future implementation.

My comments focus on whether the plan provides sufficient direction for future Councils and staff to implement active transportation improvements over time.

For me, two questions are central:

- Why does the City need this plan?
- How will it be implemented?

## **Clarify the Purpose of the Plan in the Plan itself**

Staff presented to ATPAC a compelling case for a new Active Transportation Plan. I've encouraged staff for the plan itself to more clearly explain that case, because the plan is what will guide future decision-makers.

The plan appears to represent a shift from grant-driven implementation toward policy-driven implementation. That is an important distinction and, in my view, should be stated more explicitly.

I would also encourage stronger discussion of:

- Livability and quality of life.
- The use of objective design standards, such as NACTO, DIB-94, and CA MUTCD, to provide clear direction to staff.
- Strategic grant alignment, where policy drives grant applications rather than grants driving project selection.
- Environmental sustainability and greenhouse-gas reduction.
- Integration with the Biodiversity and Urban Forest Plan and Green Streets policies to improve shade, comfort, and the overall experience of walking and bicycling.
- Coordination with other active transportation efforts, including Vision Zero, Safe Routes to School, and external agency plans.

## **Implementation Considerations**

For the plan to succeed, I believe it would help to identify responsibility for:

- Reviewing transportation projects for active transportation opportunities.
- Coordinating among City departments and external agencies.
- Managing active transportation programs and outreach.
- Developing staff expertise in active transportation best practices.

I recognize that the specific organizational structure is a staff recommendation and Council decision. My main point is that clearly assigned responsibility and accountability would make it easier to translate the plan's policy goals into action.

## **Implementation Tools**

I would encourage the City to consider three implementation tools:

**Opportunistic implementation:** Incorporate active transportation improvements whenever resurfacing, reconstruction, or other transportation work occurs.

**Pilot project framework:** Establish a formal pilot framework that allows the City to test improvements using temporary materials, gather data, and evaluate outcomes before making permanent investments. Pilot projects can also provide an opportunity to gather community input, evaluate outcomes and refine approaches before permanent investments are made.

**Programs:** Expand programs that help children, teenagers, parents, seniors, and other community members understand and use the active transportation network.

Given the location of Mountain View's high schools, high school students would benefit from learning how to identify routes that may include crossing major streets, such as El Camino Real, and how to bike, roll, or walk safely. In our high schools, this work could be student-led through a club, with appropriate adult support.

## **Coordination with External Agencies**

Many of the corridors that matter most to residents involve other agencies, including Caltrans and Santa Clara County.

The plan would benefit from clearer discussion of how Mountain View will coordinate with those agencies, particularly where jurisdictional boundaries create gaps in the active transportation network.

## **Readability and Usability of Maps**

I support Council's request for clearer maps.

Separate bicycle and pedestrian maps, along with clearer comparisons between existing conditions, approved projects, and proposed improvements, would make the document more accessible and useful.

## **Clear Metrics**

I would also encourage the City to identify metrics so future Councils and residents can evaluate progress over time. Clear metrics can help demonstrate successes, identify areas for improvement, and support data-informed decision-making.

As implementation proceeds, the City may also wish to periodically evaluate completed projects and adjust approaches where desired outcomes are not being achieved.

## **Conclusion**

I view this document not as another map or CIP list, but as a framework for how active transportation improvements will be delivered over time.

To strengthen the plan, I would encourage the City to:

- Clearly articulate the purpose of the plan.
- Identify implementation responsibilities.
- Consider a pilot project framework.
- Improve map readability.
- Establish clear metrics.
- Align implementation with maintenance and capital improvement cycles.

I appreciate the thoughtful work that has gone into this draft, especially the attention to students, families, and safer access to schools. I look forward to continued collaboration as the City moves from planning to implementation.

Thank you for your consideration and for your continued work on active transportation in Mountain View.

Sincerely,

Thida Cornes  
Trustee, MVLA High School District  
Member, Active Transportation Plan Public Advisory Committee