

Growth and Transportation in the City of Mountain View

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AECOM

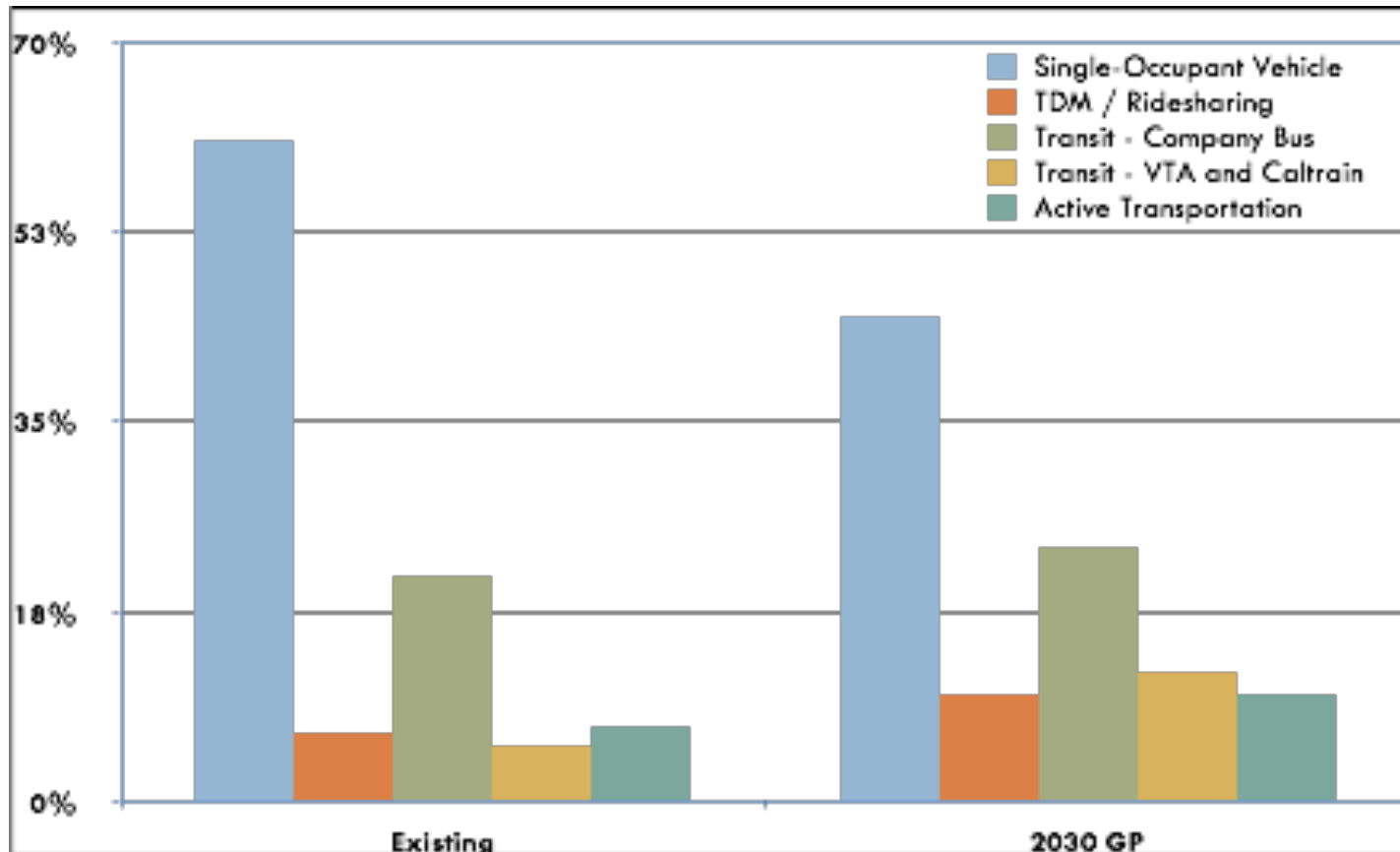


The Challenge

- City of Mtn View General Plan revised in 2012 to increase density in support of high tech employment growth in North Bayshore and throughout the city
- Limited road access (three entry points) and no expansion plans
- Two miles from Caltrain Commuter Rail and VTA light rail stations

The Challenge

- City plan (supported by employers) is to reduce Single-Occupant Vehicle commutes to 45% or less



Is It Achievable?

- Potentially, due to:
 - ▣ Unprecedented employer commitment to substantial commute services
 - ▣ Millennial Generation's embrace of transit and bikes
 - ▣ New options powered by smart phone aps (bike-sharing, car-sharing)

Transportation Study (2013)

- The Big Picture
 - Public – private partnerships with strong role for Transportation Management Association
 - Multiple, reinforcing strategies
 - New services and supporting infrastructure

The Strategies

- Employer-Operated Commuter Buses
 - ▣ Long trips (25-50+ miles); high quality (e.g. wi-fi)
 - ▣ Google = 120+ exclusive bus fleet – 6,000 trips
 - ▣ Others following - LinkedIn
 - ▣ Shared systems (RidePal)
 - ▣ Expected to continue serving at least 25% of commuters



The Strategies

- Bicycle Commute
 - ▣ Improved infrastructure
 - ▣ Company incentives
 - ▣ Company bikes, e-bikes
 - ▣ Increase to 10% or more of commuters



The Strategies

- Rail Connections (“Last Mile”)
- Caltrain electrification – service increase
- Light rail – express trains to South Bay BART extension
- Grow to serve 15% of commuters



The Corridor

Solutions for the “Last Mile”



Visions for the Last Mile

□ Technology Trail

- Cycletrack
- Freeway Crossing
- Station Access



Visions for the Last Mile

□ Shuttle Up

- High-capacity, high-tech
- Bus lanes and priority



Visions for the Last Mile

□ Let's Share

- Bike-sharing
- One-way Car-sharing
- On Demand Ridesharing



Silicon Valley Evolution

	Old	New
Development		
Building Type	1-2 story tilt-up	4-10 floor steel
Parking	Surface	Mostly Structure
Industry	Chips, R & D	Software
Modes (%)		
SOV	80+%	60% or less
Transit	< 10%	20+%
Walk/Bike	Nil	10%
Policies	Growth & sprawl; road expansion	Sustainability; walkability

Driving Factors for Companies

- Competition for workers (cost of doing business)
- Commute time is work time (increased productivity)
- Creating a collaborative work environment
- Increasing cost of parking

Challenges for Cities

- Finding the right public-private partnership
- Ensuring adequate infrastructure (transit & bike, more than roads) – and protecting public investments
- Monitoring and enforcement

Challenges for Transit Agencies

- Recognize both public and private transit is needed – may still need more capacity
- Become a relevant (and flexible) partner with private sector
- Last Mile is critical – and more than buses
- Embrace smart phone technology

SHORELINE CORRIDOR TRANSPORTATION STUDY

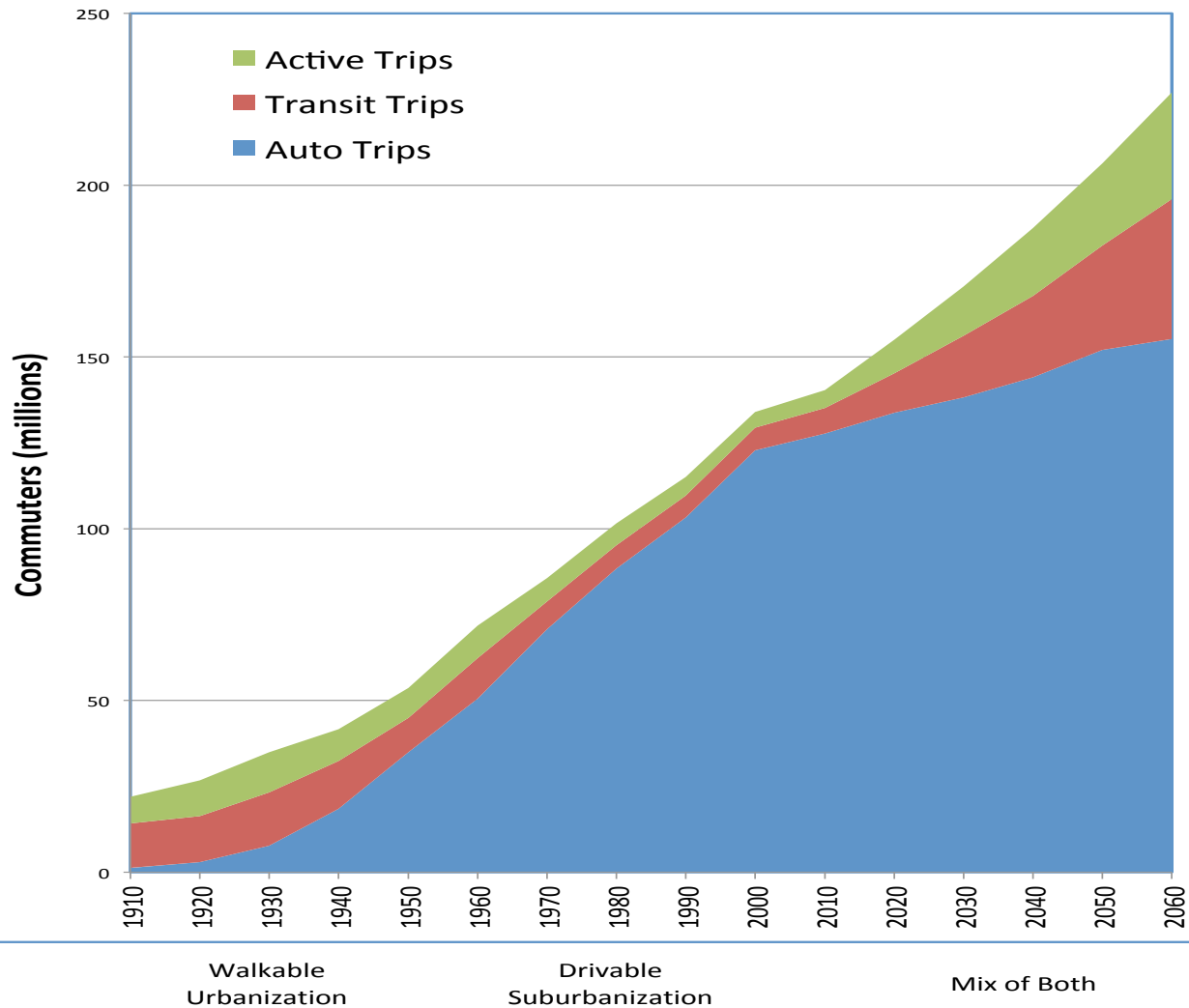
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City of Mountain View

Shoreline Blvd Corridor Study

- Further develop “last mile” strategy and prepare conceptual plan
- Coordinated with North Bayshore Precise Plan
- Initial community meetings held with additional outreach in May and in Fall

TravelFuture – One Scenario



Travel Shifts Over Time

	1930	1960	2000
Work Trip Length by Auto (miles)	5	10	15
Auto Mode Share	20%	64%	88%
Average Vehicle Speed (mph)	25	28	34

Improve Local Transit Services

Number of buses/shuttles arriving in AM

