

**MEMORANDUM**

Public Works Department

DATE: August 28, 2019

TO: Bicycle/Pedestrian Advisory Committee

FROM: Helen Kim, Transportation Planner
Ria Hutabarat Lo, Transportation Manager
Dawn S. Cameron, Assistant Public Works Director

SUBJECT: Draft El Camino Real Streetscape Plan, Project 16-67

RECOMMENDATION

Receive public and Bicycle/Pedestrian Advisory Committee comments on the Draft El Camino Real Streetscape Plan Report (Attachment 1 to this memorandum).

BACKGROUND

The City of Mountain View 2014 El Camino Real Precise Plan (ECRPP) established mobility-related guidelines and principles for development of the El Camino Real corridor. In relation to streetscape changes, these guidelines included wider sidewalks, new pedestrian crossings, improved bus stops, no reductions in travel lanes, buffered or protected bicycle facilities, and removal of on-street parking to create a balanced multi-modal corridor. In 2018, Caltrans identified implementation of Class IV protected bikeways on El Camino Real in Mountain View as a Tier 1 project in the District 4 Bike Plan. The 2018 Santa Clara Valley Transportation Authority (VTA) Countywide Bike Plan also included El Camino Real in Mountain View on its list of unbuilt cross-County bike corridors (CCBCs) recommended to be developed as a Class IV protected bikeway. VTA also identified El Camino Real as one of the most stressful bike facilities in the County. In addition, El Camino Real is one of the three alignments being studied for a safe and high-quality bicycle corridor from Redwood City to Mountain View as part of the Managers' Mobility Partnership's Peninsula Bikeway Alignment Study.

The Draft El Camino Real Streetscape Plan Report (Attachment 1) provides design concepts and recommendations to achieve the mobility guidelines set forth in the ECRPP and the Caltrans District 4 Bike Plan. The design concepts will be used by private developers and City capital improvement projects to improve mobility for all modes of travel (pedestrians, bicycles, transit, and motor vehicles) along the corridor

and will ensure that a coherent and consistent streetscape for El Camino Real will emerge over time.

Multiple opportunities were provided for stakeholder and community members to provide input throughout the plan development (see *Chapter 2, Community Outreach*, of the Draft Plan). At its April 25, 2018 and October 24, 2018 meetings, the Bicycle/Pedestrian Advisory Committee (B/PAC) provided input on the draft existing conditions and proposed multi-modal improvements along and across the corridor, including at intersections, pedestrian/bicycle crossings, and transit stops.

Caltrans Paving and ADA Projects

Caltrans is currently in the environmental clearance phase to repave El Camino Real from Highway 237/Grant Road to the San Mateo County line. Caltrans is also preparing to upgrade the Americans with Disabilities Act (ADA) curb ramps between Knickerbocker Drive in Sunnyvale and the Santa Clara/San Mateo County line in Palo Alto. Caltrans expects to start design on both of these projects in spring 2020 and begin construction in summer 2022.

These upcoming Caltrans projects provide an opportunity for the City to incorporate bikeway improvements and certain pedestrian enhancements, contingent on the City submitting its list of requested improvements to Caltrans staff in early summer 2019. Based on direction from the City Council at its [June 18, 2019 meeting](#), staff has begun working with Caltrans to include the following El Camino Real streetscape improvements in the Caltrans projects:

- Installation of Class IV protected bikeway facilities where space permits via parking removal between Castro Street and Highway 237/Grant Road.
- Project expansion to include installation of Class IV protected bikeway facilities between Highway 237/Grant Road and Sylvan Avenue. This area is outside of Caltrans' current repaving project limits.
- Lane striping northwest of Castro Street consistent with future installation of Class IV protected bikeways.
- Construction of curb extensions and/or other pedestrian crossing enhancements that require curb reconfigurations.
- Implementation of other pedestrian crossing enhancements consistent with the El Camino Real Streetscape Plan that can be integrated into the paving project.

Examples include high-visibility crosswalk markings, advanced stop bars, and bike detection at intersections.

- Installation of conduit that will be needed for future crossing installations at Pettis Avenue, Bonita Avenue, and possibly Crestview Drive.

Funding for Mountain View's estimated contribution to design and construct these items has been included in the 5-Year Capital Improvement Program (CIP) adopted by Council on June 11, 2019. Once there is agreement with Caltrans on which improvements will be included in their project, the City and Caltrans will execute a Cooperative Agreement for the City to help fund some of these improvements.

Bicycle and pedestrian improvements that are identified in the ECRPP and Streetscape Plan and are not implemented as part of the Caltrans repaving and ADA upgrade projects would be pursued at a later time either as part of the development process or as separate capital projects undertaken by the City via the Caltrans design approval process.

ANALYSIS

The fully developed Draft El Camino Real Streetscape Plan Report is built on the input previously received from the community, B/PAC, Council Transportation Committee, and City Council. The Draft El Camino Real Streetscape Plan Report proposes the following design concepts:

- Widen the existing 8' sidewalk to 12', if a 4' easement is granted by the adjacent property owners, as described in the ECRPP;
- Replace existing on-street parking with Class IV protected bikeways, where space allows, and Class II bike lanes where space is constrained within the existing 104' curb-to-curb width;
- Implement new signalized bike/pedestrian crossings at Pettis Avenue, Bonita Avenue, and Crestview Drive;
- Install pedestrian and bicycle enhancements for various intersection types along the corridor; and
- Provide transit stop enhancement and treatments.

The design concepts have been more fully developed and refined since the B/PAC's last review on October 24, 2018. Key additions to the Draft Plan are as follows:

- Results of a parking utilization and availability survey, which found that on-street parking utilization is low throughout the corridor, most on-street parking could be accommodated using empty on-site spaces, and removal of on-street parking between Castro Street and Sylvan Avenue would be expected to have minimal parking impacts.
- Implementation strategies, which have been described above, for three signalized bike/pedestrian crossings, bikeway facilities, intersection improvements, and other streetscape improvements.

The B/PAC is requested to review the Draft Plan and provide input. Given that the design concepts were previously reviewed by the B/PAC, staff suggests that the B/PAC focus on confirming that the design concepts are clearly illustrated and described and on providing any comments on other aspects of the Draft Plan, including the implementation strategies.

NEXT STEPS

The B/PAC's input on the Draft Plan will be provided to City Council as they deliberate on the Draft Final El Camino Real Streetscape Plan. The Draft Final Plan is scheduled to be released in fall 2019.

The City will continue to pursue implementation of initial Streetscape Plan elements, including bikeway facilities, pedestrian improvements at intersections, and new pedestrian/bicycle crossings through the CIP, development approval process, and coordination with the Caltrans repaving and ADA upgrade projects.

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Attachment: 1. [Draft El Camino Real Streetscape Plan Report](#)