

Attachment 7 - Crosswalk Frequency Analysis

The City Council requested more information on minimum distances between pedestrian crossings along El Camino Real. The attached Crossing Locations Map shows the locations of existing pedestrian crossings. Many factors influence this issue, so one recommended distance may not be the most appropriate. However, the Grand Boulevard Initiative (GBI) created recommendations on the distance between crosswalks in their Multimodal Transportation Corridor Plan. These are shown in the following table.

Table: Distances between Signalized Crossings

<p><u>GBI</u> Recommended maximum - "Node" Areas <u>City of Mountain View</u> Examples in the Plan's Village Centers ("Node" Areas)</p> <ul style="list-style-type: none"> Grant Road to Phyllis Avenue Shoreline Boulevard to Castro Street Showers Drive to San Antonio Road Escuela Avenue to Clark Avenue 	<p>660 feet</p> <p>1,450 feet</p> <p>1,400 feet</p> <p>1,150 feet</p> <p>500 feet</p>
<p><u>GBI</u> Recommended maximum - "Link" Areas <u>City of Mountain View</u> Examples outside the Plan's Village Centers ("Link" Areas)</p> <ul style="list-style-type: none"> Shoreline Boulevard to El Monte Avenue* Sylvan Avenue to Bernardo Avenue* Castro Street to Calderon Avenue* 	<p>1,320 feet</p> <p>2,400 feet</p> <p>2,250 feet</p> <p>2,050 feet</p>

*These have been identified as potential locations for new crossings

The GBI guidelines provide direction based on comfortable walking speeds and distances, but assume conditions are similar throughout the corridor. However, the following factors may also affect demand for new crosswalks.

- A. *Key destinations:* Schools, bus stops, shopping centers and popular restaurants can influence where people cross the corridor. Bus stops tend to be located roughly 1,000 to 1,500 feet apart along El Camino Real. Bubb Elementary School is located at the end of Boranda Avenue, mid-way between Castro Street and Calderon Avenue, one of the largest crosswalk gaps in the City and near a proposed crossing location.

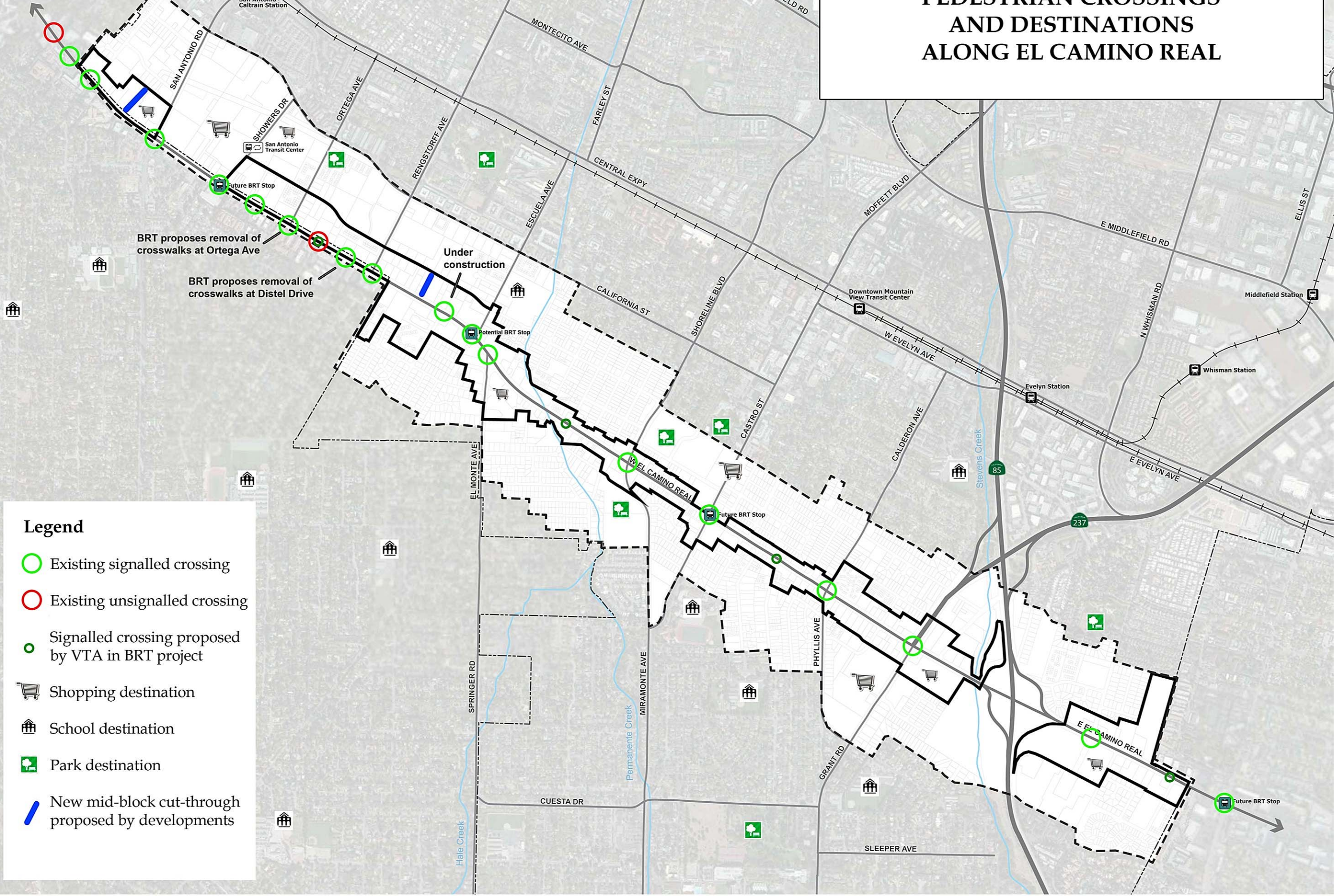
- B. *Neighborhood connectors:* Residential streets extending into neighborhoods, such as Bonita Avenue, Bush Street and Pettis Avenue, may attract more walkers and bicyclists than busy arterials with existing crossings. These people may not want to travel to the nearest arterial to cross the corridor. The three streets above are near proposed crossing locations.

- C. *Effect of crossings on traffic:* Installing many new crossings can negatively affect traffic congestion, depending on the number of pedestrians and the timing of nearby traffic lights. A phased approach for adding crosswalks may be appropriate, where only the most-needed crosswalks are installed and further analysis is conducted.

Staff Recommendation

Include new crossings at Bonita Avenue, Pettis Avenue and Crestview Drive. Some locations in Village Centers, such as between Shoreline Boulevard and Castro Street or between Grant Road and Phyllis Avenue, would still have more than the GBI-recommended distance between protected crossings.

PEDESTRIAN CROSSINGS AND DESTINATIONS ALONG EL CAMINO REAL



- Legend**
- Existing signalled crossing
 - Existing unsignalled crossing
 - Signalled crossing proposed by VTA in BRT project
 - Shopping destination
 - School destination
 - Park destination
 - ▬ New mid-block cut-through proposed by developments