



MEMORANDUM

Public Works Department

DATE: December 2, 2020

TO: Bicycle/Pedestrian Advisory Committee

FROM: Darwin Galang, Associate Civil Engineer

SUBJECT: El Monte Avenue Corridor Study

RECOMMENDATION

Provide input on a preferred alternative for the El Monte Avenue Corridor Study.

BACKGROUND

The project area, as shown in Figure 1, includes El Monte Avenue, between El Camino Real and the southerly City limits at Springer Road/Jay Street, and on West El Camino Real, between El Monte Avenue and Escuela Avenue, within Caltrans right-of-way.

El Monte Avenue is a four-lane street with two travel lanes and a bicycle lane in each direction. The posted speed limit is 35 miles per hour. The Average Daily Traffic (ADT) volume is approximately 20,000 vehicles per day. West El Camino Real is a six-lane street with three travel lanes in each direction, has a posted speed limit of 35 miles per hour, and ADT volume of approximately 45,000 vehicles per day.

The community requested the City to consider improvements along the El Monte Avenue corridor after a pedestrian fatality in October 2015 at the intersection of El Monte Avenue and Marich Way. In 2019, the City installed improvements at the intersection to improve the crossing for pedestrians, but there has been a continued interest from the community for an overall corridor study for safety of all modes of travel along the El Monte Avenue corridor and the adjacent West El Camino Real connection.



Figure 1: Project Area

On [October 1, 2019](#), the City also adopted the El Camino Real Streetscape Plan, which included planning-level recommendations for improvements at the intersection of El Camino Real and El Monte Avenue, including high-visibility pedestrian crossings, slip

lane closure, repurposing the “pork chop” island into public space, and green bicycle lanes along approaches.

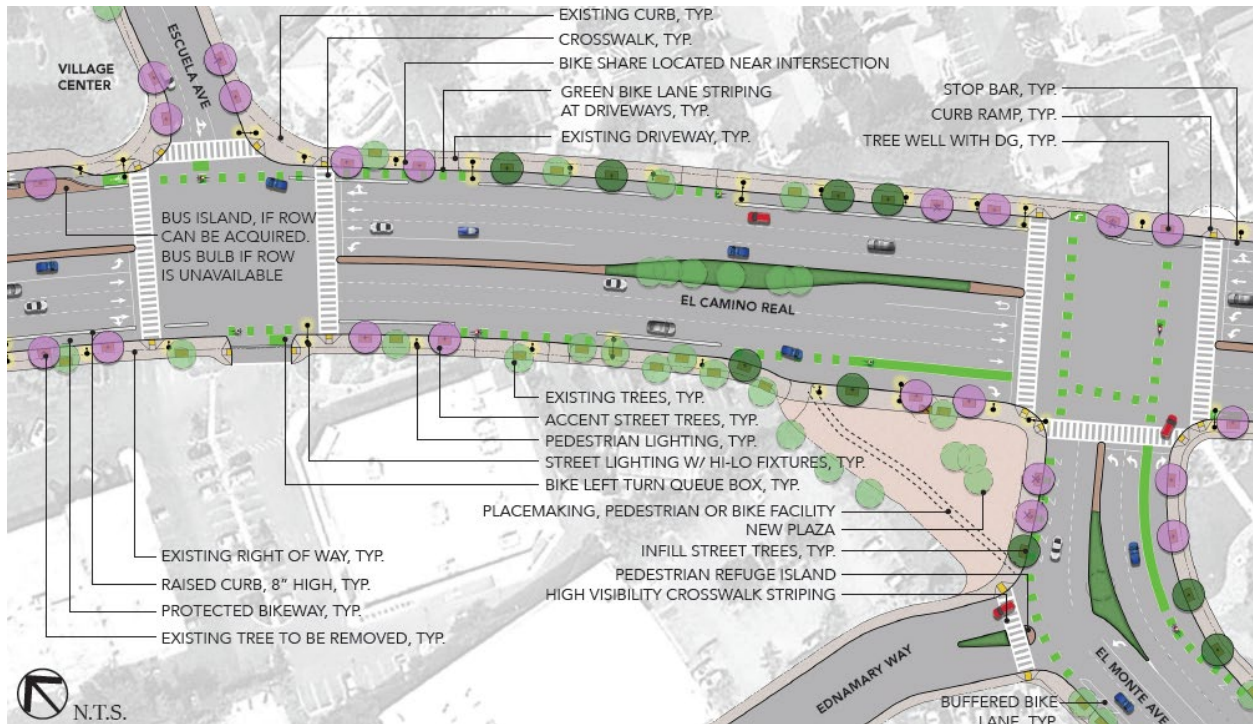


Figure 2: Design Concept for El Monte Avenue/ El Camino Real Intersection from El Camino Real Streetscape Plan

This feasibility study aims to identify “Complete Street” elements and multi-modal transportation alternatives to improve the overall pedestrian and bicyclist safety and traffic operations along the project corridor.

ANALYSIS

Traffic and Collision Analysis

To evaluate operations along the corridor, the City conducted a traffic operational analysis which consisted of data collection, field investigation, and a review of the regulatory environment of the project area in July 2019. Collision data was obtained from 2016 to 2018, and two collisions were reported at the El Monte Avenue and Marich Way intersection within that three-year time frame. Both of these collisions involved “injury,” with one involving a pedestrian. No other collisions were reported within the study area for the same time frame.

Community Engagement

Staff conducted two community meetings aiming to engage and gather community input to develop safe pedestrian crossings and bicycle facilities along the El Monte Avenue corridor.

The first community meeting was held on Wednesday, January 15, 2020, in the form of a community charrette where attendees were invited to provide input on concerns and safety issues along the corridor. Approximately 35 members of the public attended the meeting. The main elements perceived by residents as reasons to a potential unsafe environment along the El Monte Avenue corridor included high vehicle volumes, high vehicle speeds, unclear signage, inadequate street lighting, crosswalk visibility, and lack of protected bicycle infrastructure.

The second community (virtual) meeting was held on Tuesday, August 18, 2020. At this meeting, staff gathered public input/comment on two project alternatives and addressed questions raised by the public before and during the meeting. A total of 25 participants attended the meeting.

Several proposed improvements overlap with Caltrans and the City of Los Altos, and coordination with these agencies has been initiated at those intersections that are within their respective jurisdictions.

Basic Operational Improvements

The following operational improvements were identified through the draft study analysis and public outreach process:

- Modify signal phasing for pedestrian and bicyclist safety. The Escuela Avenue/West El Camino Real intersection is currently using permitted left-turn phasing on Escuela Avenue and Walgreens driveway approaches, which results in conflicts between the left-turning vehicles and pedestrians/bicyclists crossing West El Camino Real. Modifying signal phasing at this intersection to a full “eight-phase” configuration will eliminate the conflicts and improve pedestrian and bicycle movements by providing dedicated left-turn lane phasing on all approaches of the intersection. This intersection is owned and operated by Caltrans, and these proposed changes will require their approval.
- Eliminate free right-turn lane from West El Camino Real to El Monte Avenue. The right-turn vehicular movement from eastbound West El Camino Real to southbound El Monte Avenue currently operates as “free right-turn” that poses

potential conflicts with pedestrians and bicyclists. Tightening the turning radius at the corner will result in a shorter crossing distance for pedestrians and encourages reduced speeds of vehicles turning right from West El Camino Real to El Monte Avenue.

- Reduce lane widths. The existing 60' traveled way width on El Monte Avenue may be encouraging vehicular travel speeds beyond the posted speed limit of 35 miles per hour. A general reduction of vehicular travel lane widths should be considered as part of a Complete Street cross-section.
- Install high-visibility pedestrian crosswalks. Additional pedestrian crosswalks on El Monte Avenue should be considered. Crossing opportunities should be equitably spaced between existing pedestrian crossings at Marich Way and Springer Road. Improvements could include high-visibility crosswalks, LED-enhanced signs, and median refuge islands. Installation of high-visibility pedestrian crosswalks with enhanced street lighting and Americans with Disabilities Act (ADA)-compliant curb ramps should also be considered for the side streets along El Monte Avenue.
- Bike infrastructure connecting El Monte Avenue to Escuela Avenue. There is a need to connect north-south bicyclist movements on El Monte Avenue with Escuela Avenue, across West El Camino Real. Striping and pavement marking improvements could better accommodate and demarcate this connection.
- Eliminate left turns from minor side streets. To reduce conflict points and where multiple access routes are available and access restrictions are acceptable to the community, elimination of left-turn ingress/egress movements from minor side streets should be considered while weighing in traffic operations and emergency access impacts. Three locations are candidates for these restrictions:
 - Pilgrim Avenue
 - Spargur Drive
 - Ednamary Way

Pilgrim Avenue is connected to Marich Way via Blackfield Way, and the Pilgrim Avenue approach to El Monte Avenue could be left-turn access-restricted. Similarly, Spargur Drive and Hollingsworth Drive represent a continuous loop, and Spargur Drive at El Monte Avenue could be left-turn access-restricted as well. Finally, by allowing U-turn movement on El Monte Avenue and West El Camino Real, the removal of left-turn movement to/from Ednamary Way can also be achieved.

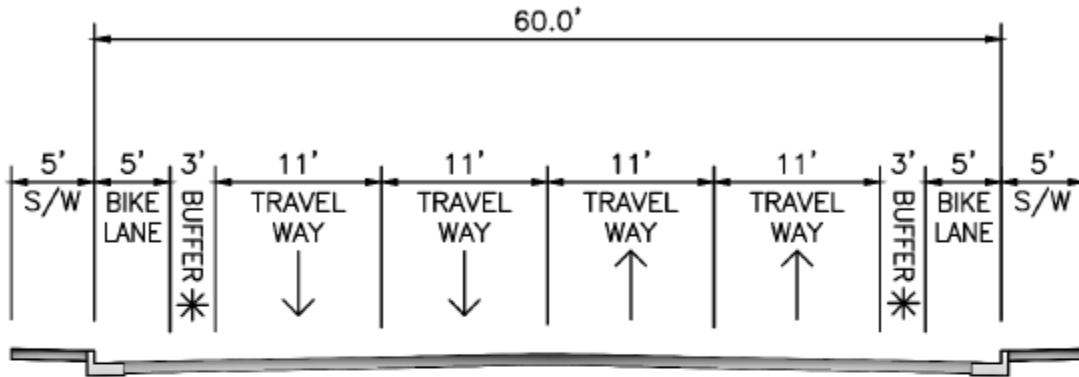
Project Alternatives

Building on feedback received from the community at the first public meeting, the project team developed two proposed conceptual alternatives to improve access, mobility, and safety for pedestrians and bicyclists along the corridor.

- Alternative 1 proposes to keep all existing intersections unrestricted to traffic movement similar to current conditions (see Attachment 1).
- Alternative 2 proposes new concrete median islands at some of the intersections to restrict access in and out of those side streets (see Attachment 2).

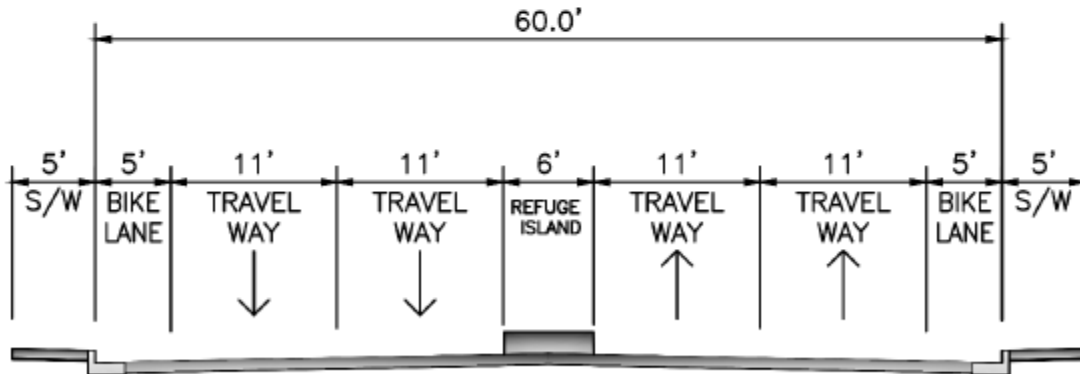
Existing travel lanes along El Monte Avenue are 12' wide, and bicycle lanes are 6' wide. Both conceptual alternatives propose four 11' wide travel lanes along El Monte Avenue and 5' wide bicycle lanes and 3' bicycle buffers, with the exception of some intersections for Alternative 2. For Alternative 2, due to the proposed concrete median islands and limited roadway width, there is not enough space to maintain the bicycle buffer adjacent to those intersections with restricted access.

Alternative 1: No access restriction on side streets



Typical 4 Lane Cross-Section

Alternative 2: Side-street access restrictions at some locations



**Typical 4 Lane Cross-Section with Refuge Island
(Buffered Bike Lanes Outside of Refuge Island Areas)**

Figure 3: Typical Cross-Section

At the second community meeting, the public supported the bicycle and pedestrian proposed improvements discussed. Five attendees stated that they were in favor of Alternative 2, while one attendee was in favor of Alternative 1.

NEXT STEPS

Staff will present the proposed improvement alternatives, including feedback received, to the City Council in early 2021. The study completion date is anticipated in spring 2021.

PUBLIC NOTICING

In addition to agenda posting, notices were mailed to the residents and property owners along the El Monte Avenue corridor and residents of the City of Los Altos who live adjacent to the study area.

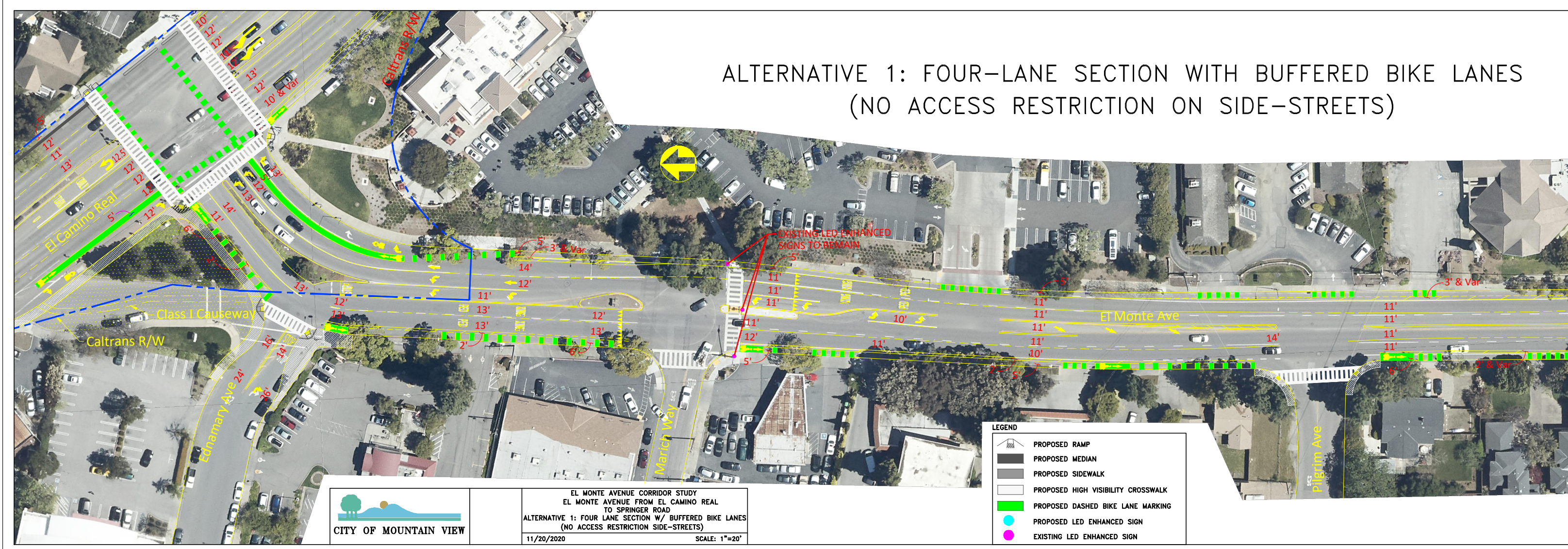
Project information can also be found on the project webpage at: https://www.mountainview.gov/depts/pw/projects/el_monte_corridor_study.asp.

DG/6/PWK
916-12-02-20M

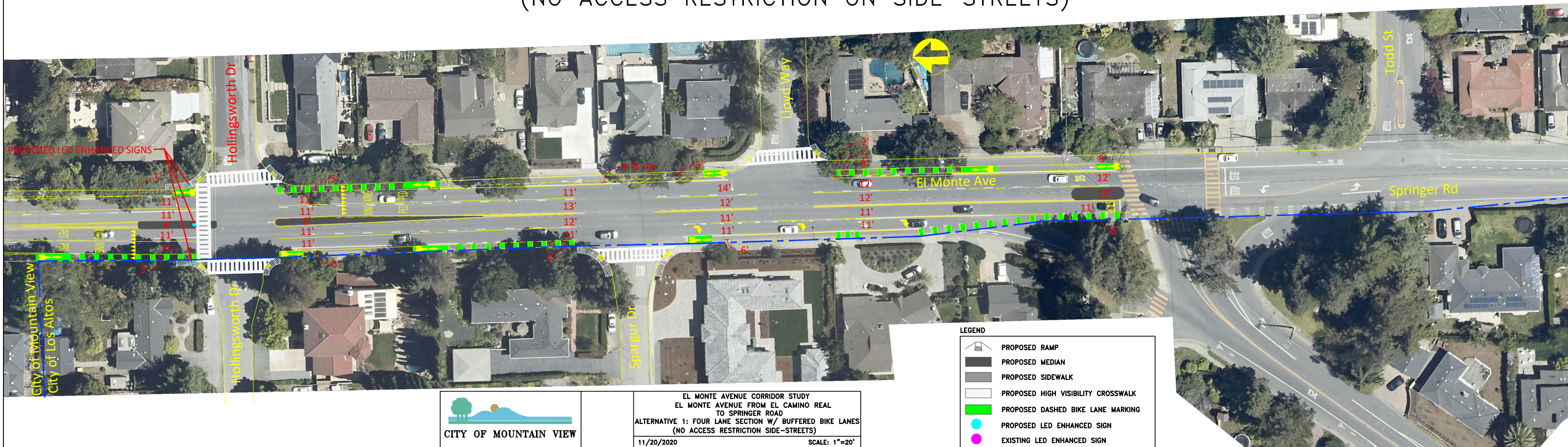
Attachments: 1. [Conceptual Plan Alternative 1](#)
2. [Conceptual Plan Alternative 2](#)

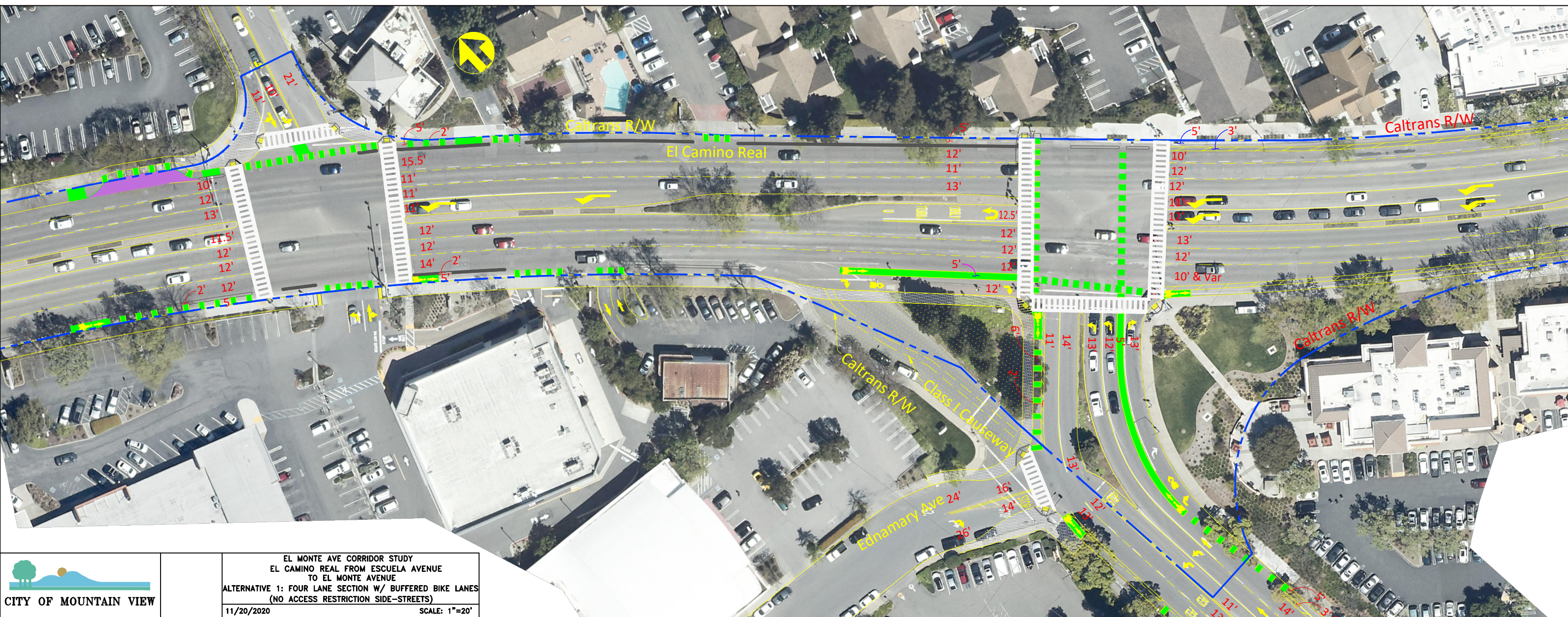
cc: PWD, APWD – Arango, TE, ACE – Galang

ALTERNATIVE 1: FOUR-LANE SECTION WITH BUFFERED BIKE LANES
(NO ACCESS RESTRICTION ON SIDE-STREETS)



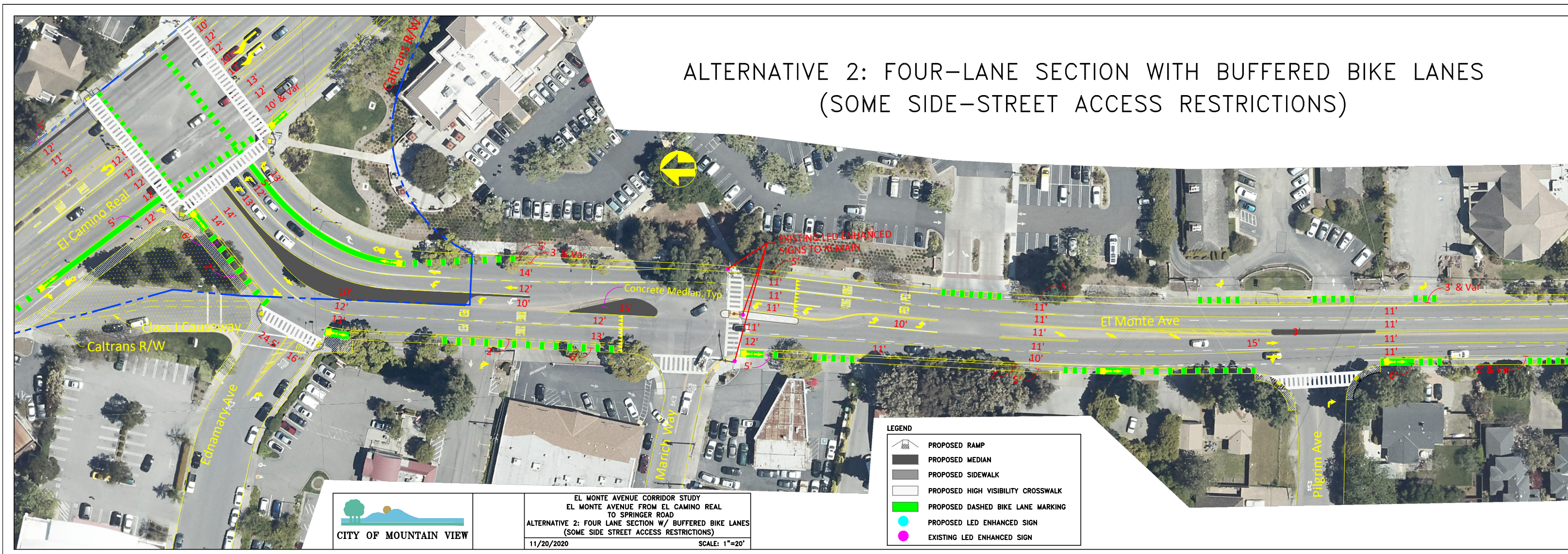
ALTERNATIVE 1: FOUR-LANE SECTION WITH BUFFERED BIKE LANES
(NO ACCESS RESTRICTION ON SIDE-STREETS)





EL MONTE AVE CORRIDOR STUDY
EL CAMINO REAL FROM ESCUELA AVENUE
TO EL MONTE AVENUE
ALTERNATIVE 1: FOUR LANE SECTION W/ BUFFERED BIKE LANES
(NO ACCESS RESTRICTION SIDE-STREETS)
11/20/2020 SCALE: 1"=20'

ALTERNATIVE 2: FOUR-LANE SECTION WITH BUFFERED BIKE LANES
(SOME SIDE-STREET ACCESS RESTRICTIONS)



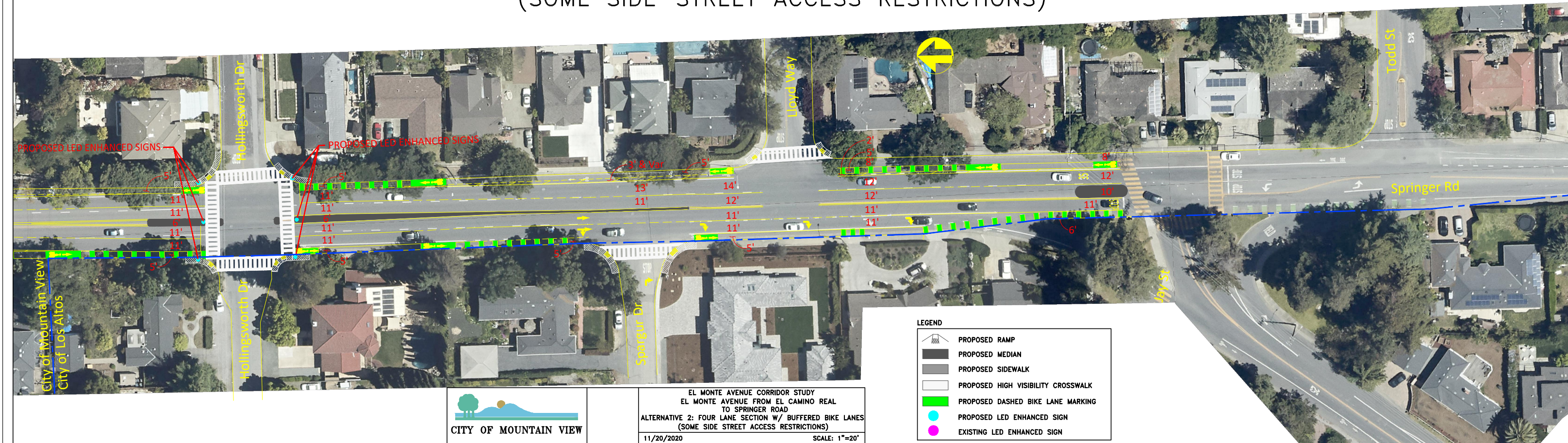
LEGEND

	PROPOSED RAMP
	PROPOSED MEDIAN
	PROPOSED SIDEWALK
	PROPOSED HIGH VISIBILITY CROSSWALK
	PROPOSED DASHED BIKE LANE MARKING
	PROPOSED LED ENHANCED SIGN
	EXISTING LED ENHANCED SIGN



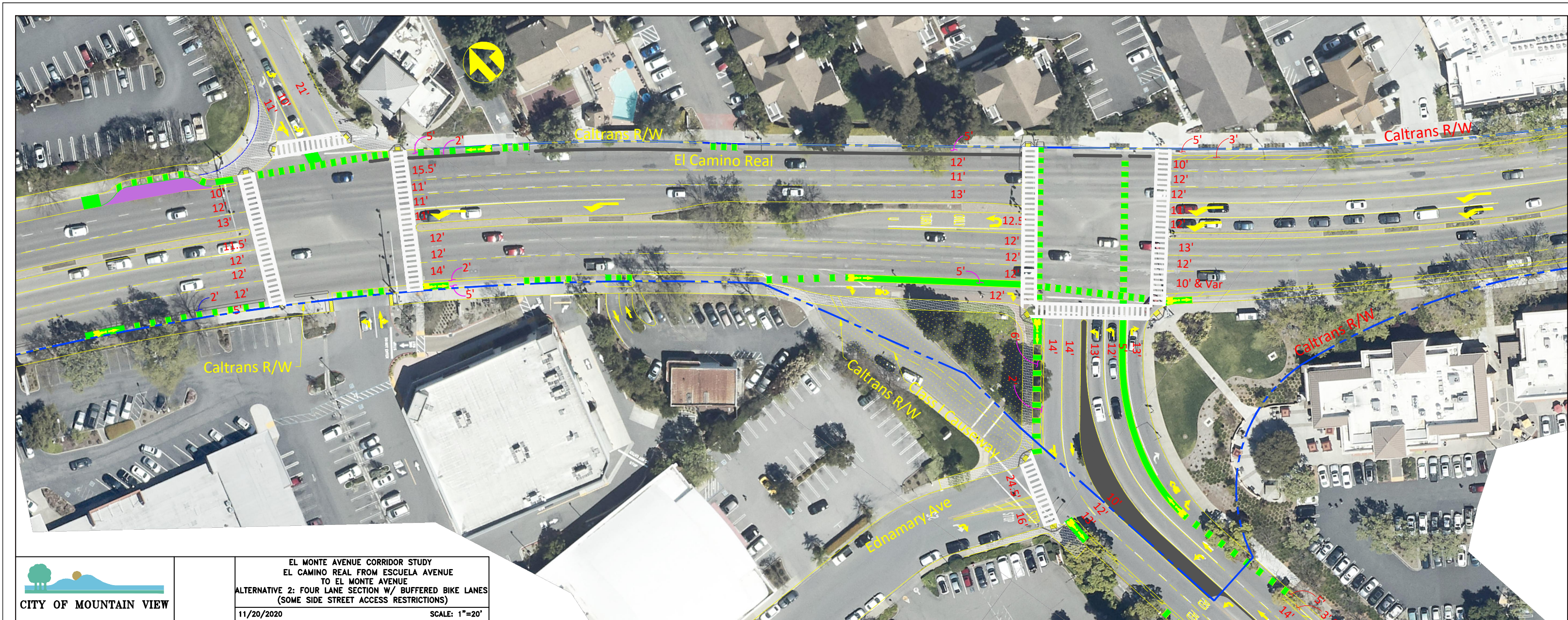
EL MONTE AVENUE CORRIDOR STUDY
EL MONTE AVENUE FROM EL CAMINO REAL
TO SPRINGER ROAD
ALTERNATIVE 2: FOUR LANE SECTION W/ BUFFERED BIKE LANES
(SOME SIDE STREET ACCESS RESTRICTIONS)
11/20/2020 SCALE: 1"=20'

ALTERNATIVE 2: FOUR-LANE SECTION WITH BUFFERED BIKE LANES
(SOME SIDE-STREET ACCESS RESTRICTIONS)



EL MONTE AVENUE CORRIDOR STUDY
EL MONTE AVENUE FROM EL CAMINO REAL
TO SPRINGER ROAD
ALTERNATIVE 2: FOUR LANE SECTION W/ BUFFERED BIKE LANES
(SOME SIDE STREET ACCESS RESTRICTIONS)
11/20/2020 SCALE: 1"=20'

LEGEND	
	PROPOSED RAMP
	PROPOSED MEDIAN
	PROPOSED SIDEWALK
	PROPOSED HIGH VISIBILITY CROSSWALK
	PROPOSED DASHED BIKE LANE MARKING
	PROPOSED LED ENHANCED SIGN
	EXISTING LED ENHANCED SIGN



EL MONTE AVENUE CORRIDOR STUDY
EL CAMINO REAL FROM ESCUELA AVENUE
TO EL MONTE AVENUE
ALTERNATIVE 2: FOUR LANE SECTION W/ BUFFERED BIKE LANES
(SOME SIDE STREET ACCESS RESTRICTIONS)
11/20/2020 SCALE: 1"=20'