

**Complete Streets Checklist**  
**Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22**

**Background**

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

**Requirements**

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at <https://mtc.ca.gov/planning/transportation/complete-streets>

This form may be downloaded at <https://mtc.ca.gov/planning/transportation/complete-streets>.

**Submittal**

Completed Checklists must be emailed to [completestreets@bayareametro.gov](mailto:completestreets@bayareametro.gov).

<b>PROJECT INFORMATION</b>	
<b>Project Name/Title:</b>	<b>Charleston Road Complete Streets</b>
<b>Project Area/Location(s):</b>	Charleston Road from Huff Avenue to Amphitheatre Parkway and Garcia Avenue from Amphitheatre Parkway to Salado Drive
See ATTACHMENT 1: PROJECT AREA.	

**PROJECT DESCRIPTION: (300-word limit)**

The project will include construction of a complete streets transit boulevard on Charleston Road between Huff Avenue and Amphitheatre Parkway, and complete streets improvements on Garcia Avenue between Amphitheatre Parkway and Salado Drive. Based on the North Bayshore Precise Plan (p143-148), transit boulevards include transit signal priority, transit-only lanes, transit queue jumps, bus stop treatments, high visibility crosswalks, wide sidewalks, narrow travel lanes, and Class IV protected bikeways. On Garcia, complete streets improvements will include high visibility crosswalks, wide sidewalks, narrow travel lanes, and Class IV protected bikeways.

**Please indicate project phase (CON)**

May attach additional project documents, cross sections, plan view, or other supporting materials –

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**CONTACT INFORMATION**

<b>Contact Name &amp; Title:</b> Robert Gonzales, Principal Civil Engineer	<b>Contact Email:</b> robert.gonzales@mountainview.gov	<b>Contact Phone:</b> 650 903 6541
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**Agency:** City of Mountain View

Topic	CS Policy Consideration	YES	NO	Required Description	Description
<b>1. Bicycle, Pedestrian and Transit Planning</b>	Does Project implement relevant Plans, or other locally adopted recommendations?  Plan examples include: <ul style="list-style-type: none"> <li>• City/County General + Area Plans</li> <li>• Bicycle, Pedestrian &amp; Transit Plan</li> <li>• Community-Based Transportation Plan</li> <li>• ADA Transition Plan</li> <li>• Station Access Plan</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.  If Project is inconsistent with adopted Plans, please provide explanation.	The project is called for in Mountain View's 2015 North Bayshore Precise Plan, which calls for a gateway boulevard with a transit corridor overlay on Charleston Road and Garcia Avenue in the project area (p 137, 142-148). The project is also called for in the 2021 North Bayshore Circulation Study.  The corridor was also identified as a priority transit corridor under the City's Comprehensive Modal Plan (AccessMV) (p125).  Ongoing work on the Local Road Safety Plan (LRSP) identified Charleston Road as part of the City's most recent High Injury Network (2010-19).  The project will enhance pedestrian, bicycle and transit access along the corridor as part of the City's ambitious mode share and sustainability goals.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	<ul style="list-style-type: none"> <li>• Short-Range Transit Plan</li> <li>• Vision Zero/Systematic Safety Plan</li> </ul>				See ATTACHMENT 2: PROJECT DOCUMENTS
<b>2. Active Transportation Network</b>	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the <a href="#">MTC Complete Streets webpage</a> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities Design Guidelines</i> below.	<p>The MTC Regional Active Transportation Network does not include Charleston Road.</p> <p>Charleston Road and Garcia Avenue is a major bike and transit corridor identified in the North Bayshore Precise Plan, which serves a major employment area with tens of thousands of jobs. The Class IV protected bikeway facilities along the corridor are consistent with NACTO "All Ages and Abilities" principles, and pedestrian improvements at intersections and along sidewalks are consistent with PROWAG.</p>
<b>3. Safety and Comfort</b>	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The <a href="#">Bay Area Vision Zero System</a> may be a resource.	<p>Charleston Road is on the City's most recent local High Injury Network as identified in the Systemic Safety Analysis for the integrated Vision Zero Action Plan/Local Road Safety Plan presented to B/PAC on March 30, 2022 (<a href="https://mountainview.legistar.com">https://mountainview.legistar.com</a>).</p> <p>The project includes various safety treatments including high visibility crosswalks, wide sidewalks, narrow travel lanes, landscaped buffers and Class IV protected bikeways. Crosswalk visibility enhancements and bikeway facilities have been by FHWA as proven safety countermeasures. (<a href="https://safety.fhwa.dot.gov/provencountermeasures/">https://safety.fhwa.dot.gov/provencountermeasures/</a>)</p> <p>See ATTACHMENT 3: HIGH INJURY NETWORK.</p>

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's <a href="#">LTS</a> .	Mountain View's Comprehensive Modal Plan (AccessMV) identified Charleston Road and Garcia as high stress with bike level of traffic stress (LTS) of 3. The project will provide Class IV protected bikeways. This will eliminate high stress conditions for this key bicycle corridor.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	Bus stop facilities for VTA Route 40, ACE Orange Shuttle, and MVgo Routes C and D are located within project boundaries on Garcia Avenue at Salado Drive, Charleston or Garcia at Amphitheatre Parkway, and Charleston Road near Landings Drive. These services are provided by Mountain View Transportation Management Association (MTMA) and the Santa Clara Valley Transportation Authority (VTA).
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide confirmation email from transit operator(s).	CS Checklist has been provided to Lauren Ledbetter, VTA, and Roni Hattrup, MTMA.  Comments will be ATTACHMENT 4: TRANSIT AGENCY REVIEW in final checklist.
	C. Is there a MTC <a href="#">Mobility Hub</a> within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	Charleston Transit Center was built in 2020 and is located 200 feet to the east of Charleston / Huff intersection. The Charleston Transit Center will function as the mobility hub serving the project corridor. It includes 350-foot long bus islands with protected bikeways on both sides of the road, bus shelters, bike parking, shared device pods, wayfinding and amenities.
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	As shown in Attachment 2, the project will provide Class IV protected bikeways on both sides of the roadway, eight-foot sidewalks, drought-tolerant landscaping throughout, and high-quality transit facilities that include signal prioritization of transit vehicles. The designs are consistent with the NACTO Urban Bikeway Design Guide. The project will also provide high visibility crosswalks, consistent with NACTO Urban Street Design Guide as well as the Institute of Traffic Engineers Guide to Designing Walkable Urban Thoroughfares.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Please list EPC(s) affected.	The project provides access to low-income households living in affordable housing within Mountain View as well as last-mile access to jobs in North Bayshore from EPCs in other parts of the Bay Area.  See ATTACHMENT 5: EQUITY PRIORITY HOUSING
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	CS Checklist has been provided to Lauren Ledbetter for VTA BPAC review on June 8, 2022.  Comments will be ATTACHMENT 6: BPAC REVIEW in final checklist.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	<input checked="" type="checkbox"/>

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	

<p>4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.</p>	<input type="checkbox"/>	<p>Describe condition(s) that prohibit implementation of CS policy requirements</p>	
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**SIGNATURES / NOTIFICATIONS**

**TRANSIT**

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

**DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS**

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

**Full Name:** Dawn S. Cameron  
**Title:** Public Works Director  
**Date:** 5/25/2022

**Signature:** Signature will provided in final checklist.

**All Ages and Abilities and Guidelines**

**1. All Ages and Abilities**

**[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)**

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public

Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts <sup>†</sup>	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph <sup>†</sup>	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

## Design Guidance

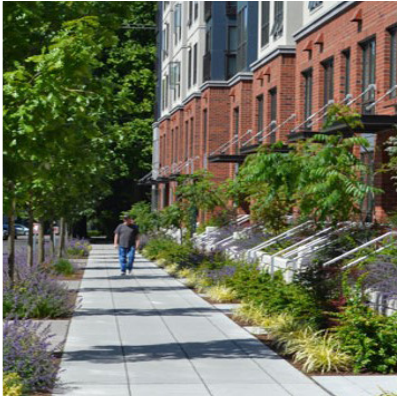
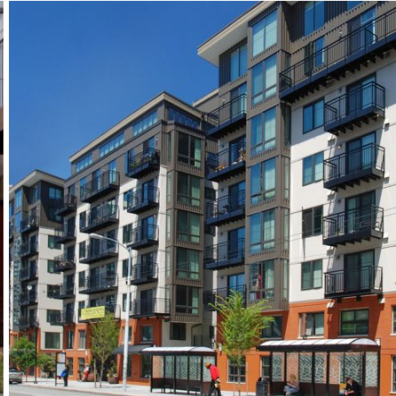
Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.





EXCERPTS  
FROM

# North Bayshore Precise Plan



## Transit Boulevard

The Transit Boulevard is an “overlay” street type, covering portions of Shoreline Boulevard and Charleston Road, and all of Garcia Avenue. On these street segments, transit is planned to operate at high frequencies. Achieving this plan’s ambitious mode split goals requires fast and reliable transit service. Therefore, transit needs are prioritized above other modes in this street type.

Transit amenities, such as high quality shelters, real-time transit arrival information and benches, should be provided at all stops on these streets. High priority must be given to creating excellent pedestrian conditions in the design of the streets, intersections and buildings. Good bicycle connections and bicycle parking facilities at major stops are also important to support commuters who take their bikes on transit. Driveways are strongly discouraged along Transit Boulevards to reduce conflicts between pedestrians, cyclists, and automobiles. Design standards for Transit Boulevards are provided in Table 15.

## Access Street

Access Streets distribute traffic from Gateway Boulevards to different destinations. Access Streets include the majority of the area’s driveways and parking entrances since these will be minimized along Gateway Boulevards and Transit Boulevards. These streets will generally operate at low speeds, between 15 and 25 mph. Design standards for Access Streets are provided in Table 16.

## Neighborhood Streets

Neighborhood streets provide access to and from North Shoreline Boulevard and serve as its primary vehicular network. They do not include parking entrances, or refuse pick-up, but facilitate emergency access to Service Streets. Neighborhood streets have fixed locations, bicycle lanes, and a curbside zone available for transit stops, street trees, stormwater treatment, and other active uses. Neighborhood streets include: Joaquin Road, Huff Avenue, Plymouth Street, Charleston Road (east of Shoreline), Space Park Way, Pear Street, and La Avenida. Design standards are provided in Table 17.

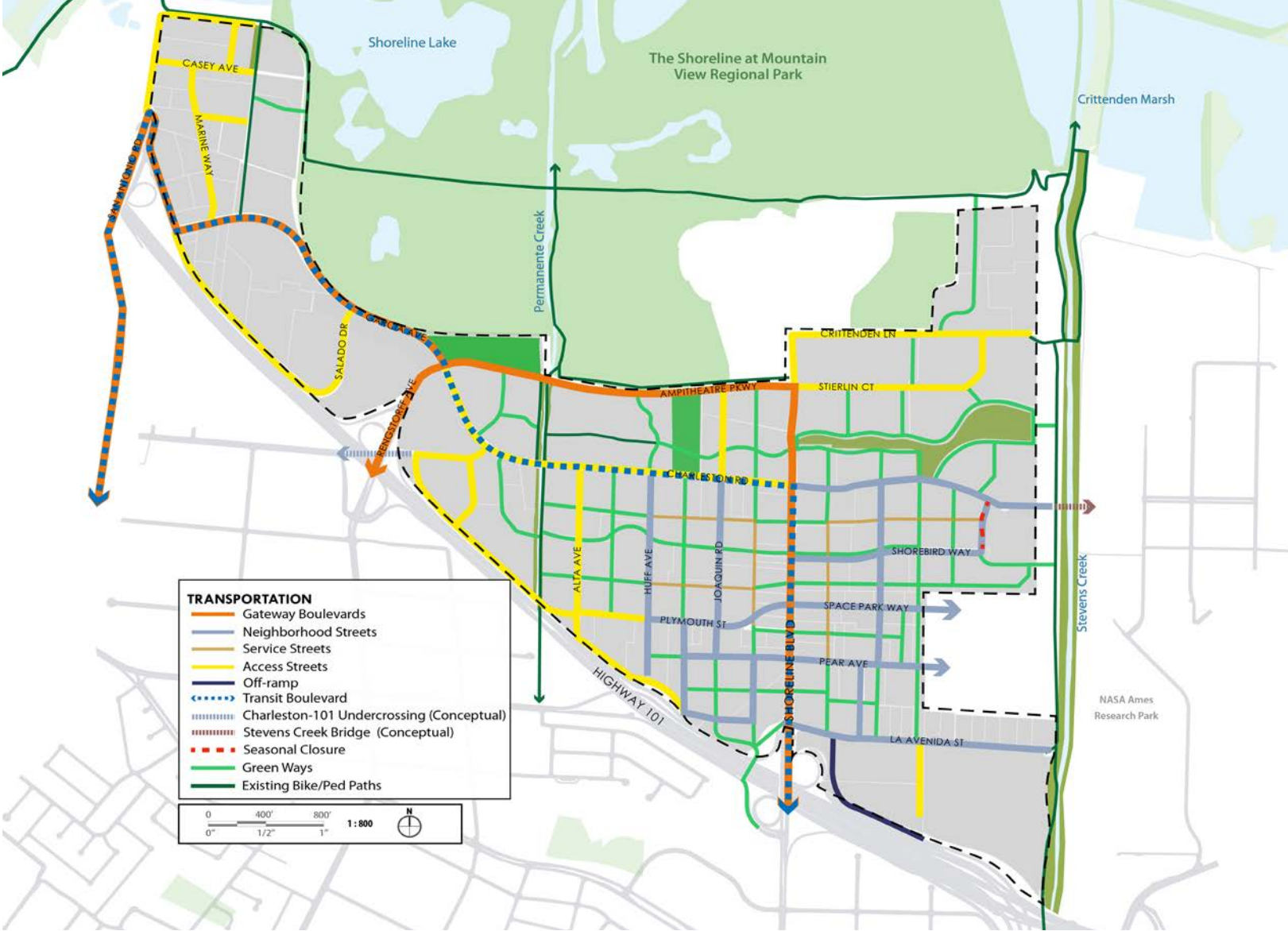
## Service Streets

Service streets are residential or service-oriented. They accommodate refuse pick-up, deliveries, emergency access, loading zones, and parking entrances. They provide a continuous, direct path of travel across Neighborhood Streets, but have no fixed location in the Precise Plan. Design standards are provided in Table 18.



*An example of a transit corridor with cycle tracks.*

Figure 25: Complete Conceptual Street Framework



The proposed street alignments shown in these figures are illustrative as the precise location will be determined during the entitlement process

Table 14: Design Standards for Gateway Boulevards

Gateway Boulevards are major entries to North Bayshore and other arterials, with facilities for walking and biking.				
Design Criteria	Shoreline Boulevard	Amphitheatre Parkway	Rengstorff Avenue	Garcia Avenue
<b>Curb-to-curb</b>	70' to 84'	56' to 85'	80' to 85'	50'
<b>Right-of-way</b>	The existing curb-to-curb section may remain north of Plymouth, with cycle tracks and sidewalks requiring additional right of way. Additional ROW may be needed to accommodate site specific conditions while maintaining other design criteria.	Mostly the same as existing, with cycle tracks and sidewalks requiring additional new right of way. Additional ROW may be needed to accommodate site specific conditions while maintaining other design criteria.	Mostly the same as existing, with cycle tracks and sidewalks requiring new right of way. Additional ROW may be needed to accommodate site specific conditions while maintaining other design criteria.	Mostly the same as existing, with cycle tracks requiring some new right of way where path segments missing. Additional ROW may be needed to accommodate site specific conditions while maintaining other design criteria.
<b>Design Speed*</b>	35 mph			
<b>Pedestrian Zone</b>	101 to Charleston Rd.: Min. 13' sidewalk with structural soil, tree grates, and trees adjacent to cycle track, except for east side from La Avenida to Pear. East side from La Avenida to Pear: Min. 5' landscape buffer between cycle track and travel lanes. Min. 8' sidewalk and min. 5' landscape buffer, between sidewalk and cycle track, with structural soil, tree grates, and trees. Charleston to Amphitheatre: Min. 8' sidewalk and min. 5' landscape buffer between sidewalk and cycle track. Min. 5' landscape buffer between cycle track and travel lanes. **	Minimum 8' sidewalk and minimum 5' landscape buffer between cycle track and travel lanes. **		
<b>Vehicular Lanes</b>	Two lanes northbound and three southbound from Highway 101 to Plymouth, plus turn pockets. Two lanes each direction from Plymouth to Amphitheatre. Lane width 11' – 12' 13' Reversible transit only lane south of Space Park Way. Curb lane may be converted to peak HOV lane, pending further study.	Up to two lanes each direction plus turn pockets  Lane width 11'	Up to two lanes each direction plus turn pockets.  Lane width 11'	Up to two lanes each direction plus turn pockets.  Lane width 11'

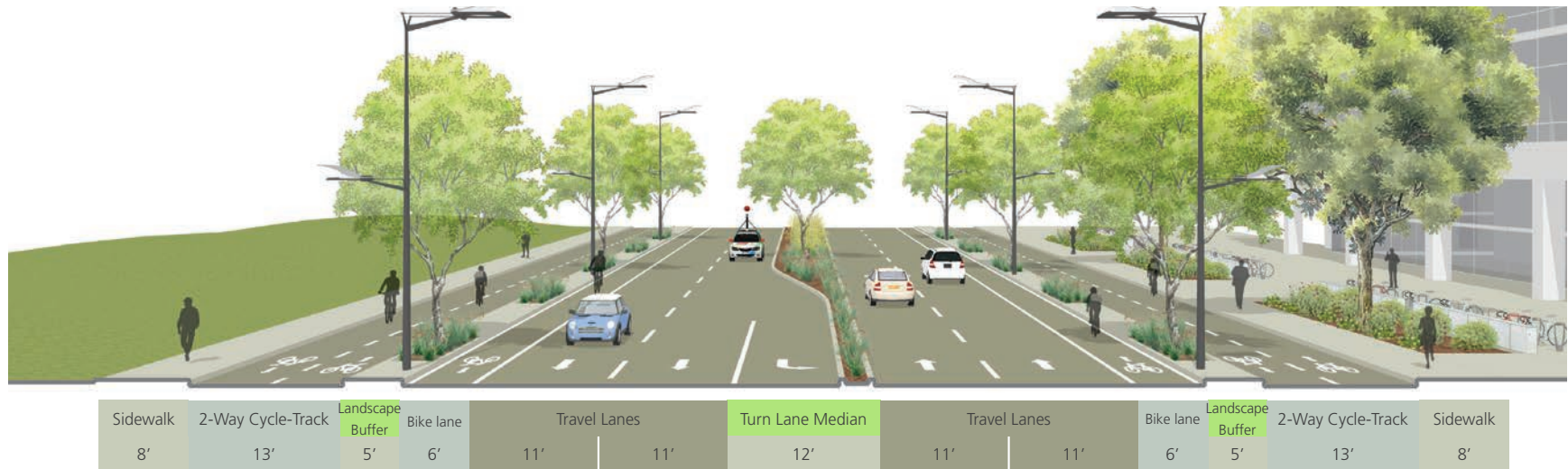
Table 14 (continued)

Gateway Boulevards are major entries to North Bayshore and other arterials, with facilities for walking and biking.				
<b>Transit</b>	Highest quality bus stop amenities. Signal prioritization.			
<b>On-Street Parking</b>	Not permitted			
<b>Parking Access</b>	Not allowed except for properties not served by Access Streets. Driveway curb cuts should be minimized and shared wherever possible.			
<b>Bike Facilities</b>	La Avenida to Pear Ave.: 13' two-way cycle track on west side only. Bike lanes in street. Min. 5' landscape buffer between cycle track and travel lanes. Pear to Amphitheatre: 13' two-way cycle track on both sides of the street. Optional bike lanes in street.	13' two-way cycle track on both sides of the street. Optional bike lanes in street.	13' two-way cycle track on both sides of the street. Optional bike lanes in street.	13' two-way cycle track on both sides of the street. Optional bike lanes in street.
<b>Medians</b>	Maintain median except if replaced by reversible transit-only lane.	Maintain existing median	Maintain existing median	Maintain existing median
<b>Special Policy Considerations</b>	Additional property dedications may be necessary to achieve desired improvements and/or turn lanes.			

\*Design rather than posted speed is specified as this is the speed for which the roadway should be designed. Posted speed is typically lower than design speed by 5 mph.

\*\* For all cases, a buffer (landscape and/or vertical curb) shall be installed between the sidewalk and the cycle track.

Figure 26: Gateway Boulevard: Potential Configuration of Amphitheatre Parkway



Cross sections will be reconciled with existing conditions as part of a future effort.

Table 15: Design Standards for Transit Boulevards

Transit Boulevards provide cohesiveness, amenities and reliability for high frequency transit. This type may be overlaid onto other street types. Transit Boulevard design considerations supersede design guidance for other street types.			
Design Criteria	Charleston Road between Shorebird Way and Garcia Avenue	Garcia Avenue	Shoreline Boulevard between Highway 101 and Charleston Road
<b>Curb-to-Curb</b>	57'	50'	70' to 84'
<b>Right-of-Way</b>	Mostly the same as existing, with cycle tracks and sidewalks requiring some new right of way as well as widened sidewalks with transit waiting areas. Stops in traffic lane on Transit Boulevards; may be in duck-out where not part of Transit Boulevard overlay. Additional ROW may be needed to accommodate site specific conditions while maintaining other design criteria.	Mostly the same as existing, with cycle tracks and sidewalks requiring some new right of way where path segments missing. Stops in traffic lane on Transit Boulevards; may be in duck-out where not part of Transit Boulevard overlay. Additional ROW may be needed to accommodate site specific conditions while maintaining other design criteria.	The existing curb-to-curb section may remain north of Plymouth, with cycle tracks and sidewalks requiring additional right of way. South of Plymouth additional right-of-way will be needed for the reversible transit lane and boarding areas at/near Pear. Additional ROW may be needed to accommodate site specific conditions while maintaining other design criteria.
<b>Design Speed*</b>	30 mph	35 mph	35 mph
<b>Pedestrian Zone</b>	Minimum 8' sidewalk plus an additional 12' for bus passenger waiting areas and bus stop amenities. Most of Charleston from Shoreline to Permanente Creek will be a bus passenger loading zone. Except at bus stops, a minimum 5' landscape buffer between cycletrack and street. Min. 5' landscape between sidewalk and cycle track. **	Minimum 8' sidewalk and minimum 5' landscape buffer between cycle track and travel lanes. At bus stops a minimum of an additional 12' for waiting areas and bus stop amenities. **	Minimum 13' sidewalk with structural soil, tree grates and trees adjacent to cycle track, except east side from La Avenida to Pear. East side from La Avenida to Pear: Minimum 8' sidewalk and minimum 5' landscape buffer, between sidewalk and cycle track, with structural soil, tree grates, and trees. At bus stops a minimum of an additional 12' for waiting areas and bus stop amenities. **
<b>Vehicular Lanes</b>	2 through lanes in each direction, plus turn pockets. Curb lanes designated transit only. Lane width 11' – 12'	One lane in each direction, plus turn pockets. Lane width 11' – 12'	Two lanes northbound and three southbound from Highway 101 to Plymouth, plus turn pockets. Two lanes each direction from Plymouth to Amphitheatre. Lane width 11' – 12' Reversible transit only lane south of Plymouth, pending recommendation from Shoreline Corridor Study. Curb lane may be converted to peak HOV lane.
<b>Transit</b>	Provide transit amenities within the Core. Signal prioritization. Transit-only lanes and queue-jumps as necessary to reduce delay. Stops typically in lane. Stops in traffic lane on Transit Boulevards; may be in duck-out where not part of Transit Boulevard overlay.		

\*Design rather than posted speed is specified as this is the speed for which the roadway should be designed. Posted speed is typically lower than design speed by 5 mph.

\*\* For all cases, a buffer (landscape and/or vertical curb) shall be installed between the sidewalk and the cycle track.

Table 15 (continued)

Transit Boulevards provide cohesiveness, amenities and reliability for high frequency transit. This type may be overlaid onto other street types. Transit Boulevard design considerations supersede design guidance for other street types.			
Design Criteria	Charleston Road between Shorebird Way and Garcia Avenue	Garcia Avenue	Shoreline Boulevard between Highway 101 and Charleston Road
<b>On-Street Parking</b>	Not allowed		
<b>Parking Access</b>	Not allowed except for properties not served by access streets. Driveway curb cuts should be minimized and shared wherever possible.		
<b>Bike Facilities</b>	13' minimum two-way cycle track on each side of the street.	13' two-way cycle track on both sides of the street. Bike lanes in street.	La Avenida to Pear Ave.: 13' two-way cycle track on west side only. Bike lanes in street. Min. 5' landscape buffer between cycle track and travel lanes. Pear Ave. to Charleston Rd.: 13' two-way cycle track on both sides of the street. Bike lanes in street. Min. 5' landscape buffer between cycle track and travel lanes. **
<b>Medians</b>	Maintain existing medians if feasible	Maintain existing median	Maintain existing medians if feasible
<b>Special Policy Considerations</b>	Dedicated transit lanes and transit queue-jump lanes may be necessary to minimize person delay while maintaining acceptable vehicle delay. The areas adjacent to bus stops along Transit Boulevards should receive the highest level of pedestrian investment, and additional dedication may be necessary.		

Figure 29: Transit Boulevard: Potential Configuration of Charleston Road



Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 30: Transit Boulevard: Potential Configuration of Garcia Avenue



Sidewalk	2-Way Cycle-Track	Landscape Buffer	Bike lane (Optional)	Drive Lane	Planting Strip	Drive Lane	Bike lane (Optional)	Landscape Buffer	2-Way Cycle-Track	Sidewalk
8'	13'	5'	6'	11'	11'	11'	6'	5'	13'	8'

Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 31: Transit Boulevard: Potential Configuration of Shoreline Boulevard between Pear Avenue and Plymouth Street Looking South

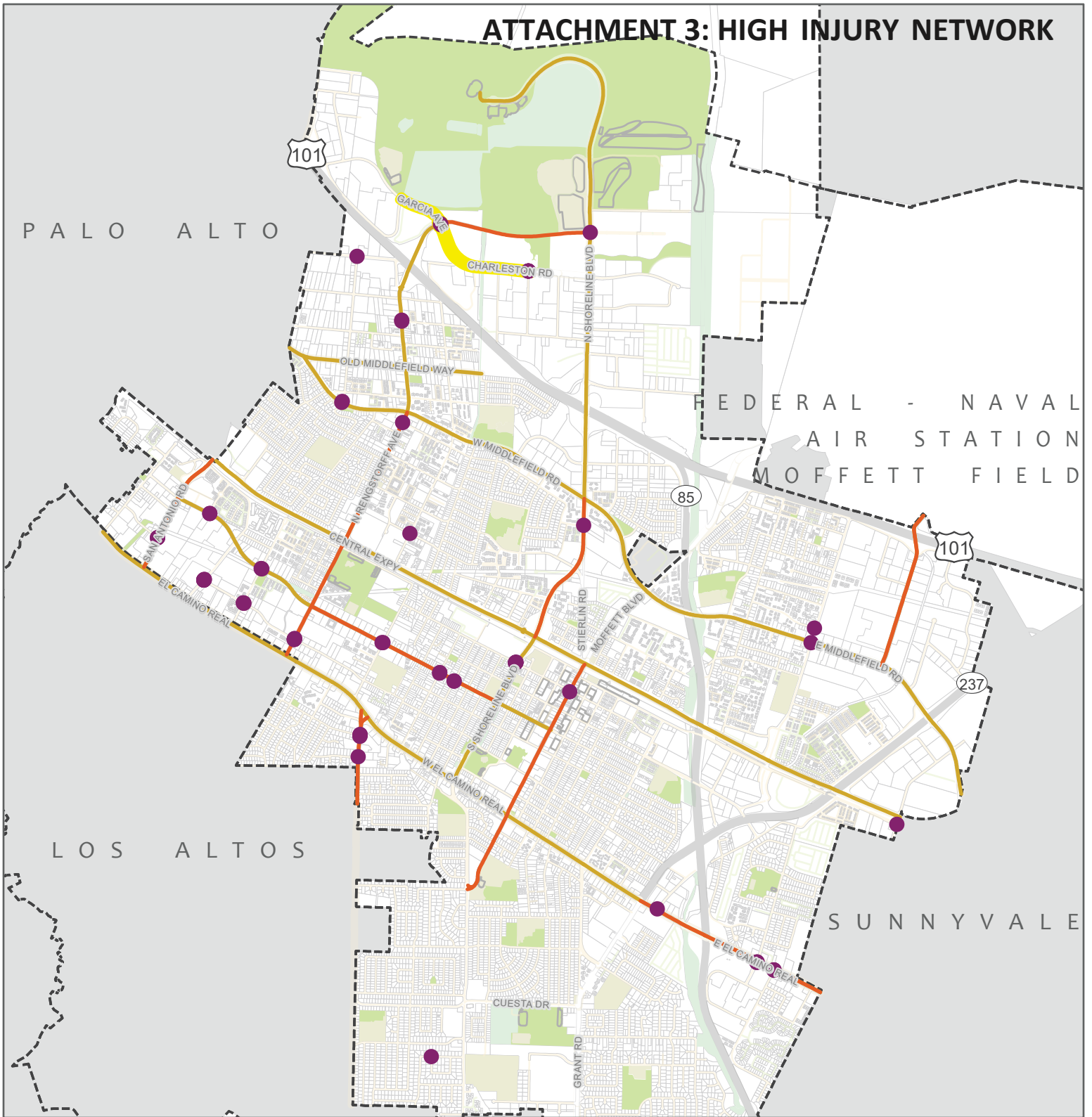


Sidewalk	Landscape	2-Way Cycle-Track	Landscape	Bike lane	Travel Lanes	Landscape	Reversible Transit-only	Landscape	Travel Lanes	Bike lane	Landscape	2-Way Cycle-Track	Landscape	Sidewalk		
8'	5'	13'	5'	6'	11'	11'	13'	5'	11'	11'	11'	6'	5'	13'	5'	8'

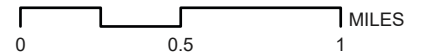
Cross sections will be reconciled with existing conditions as part of a future effort.



# ATTACHMENT 3: HIGH INJURY NETWORK



HIGH INJURY NETWORK, 2010-2019

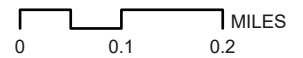


- High Ped/Bike Crash Intersection
- Project Area
- Top Ten KSI Street Segments
- City Boundary
- High Injury Network





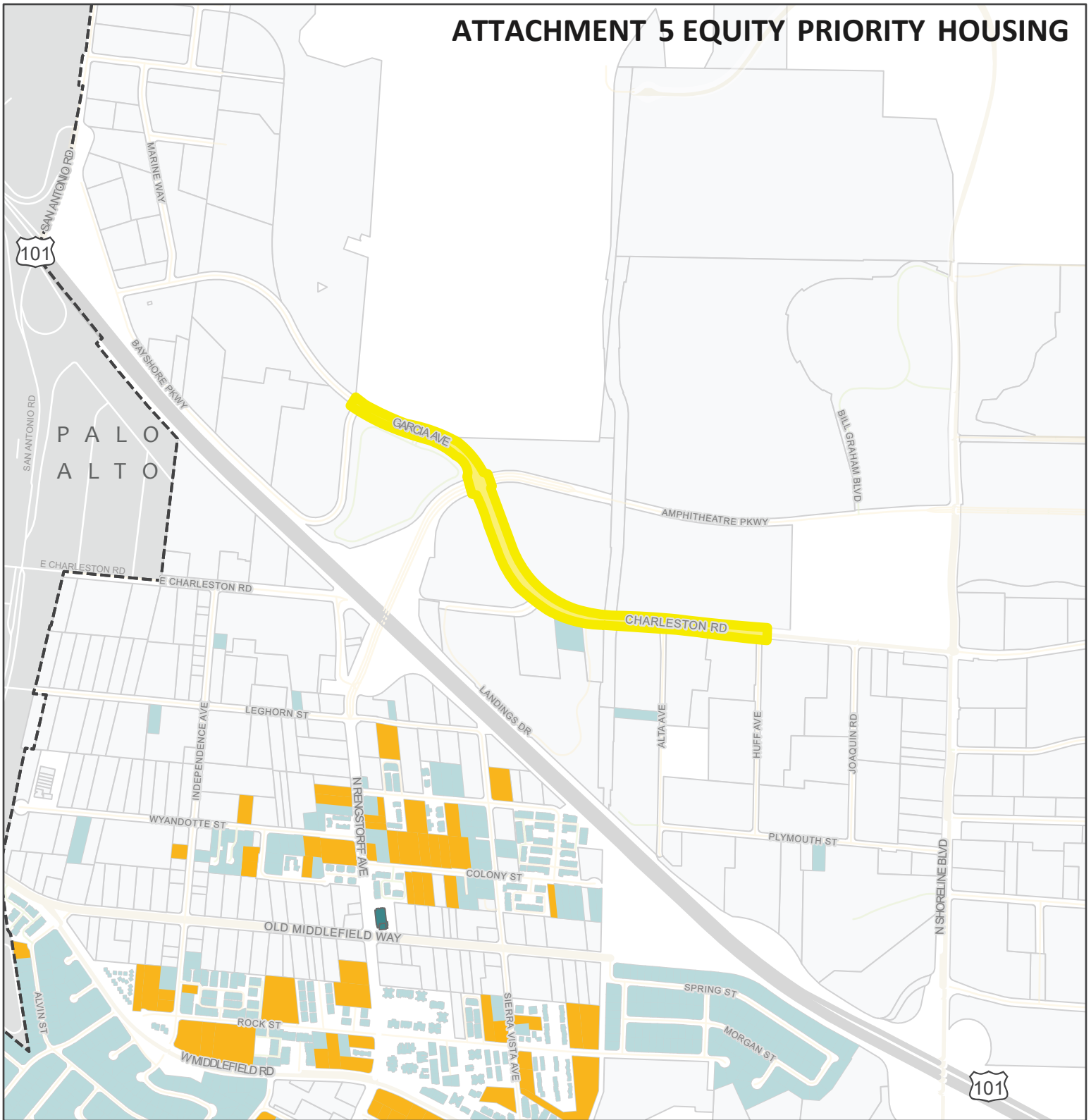
# CHARLESTON ROAD COMPLETE STREETS - CRASHES



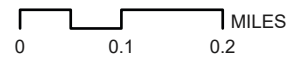
- Crashes 2010 - 2019
- Project Area
- Caltrain/VTA Light Rail Station
- School
- City Boundary



# ATTACHMENT 5 EQUITY PRIORITY HOUSING

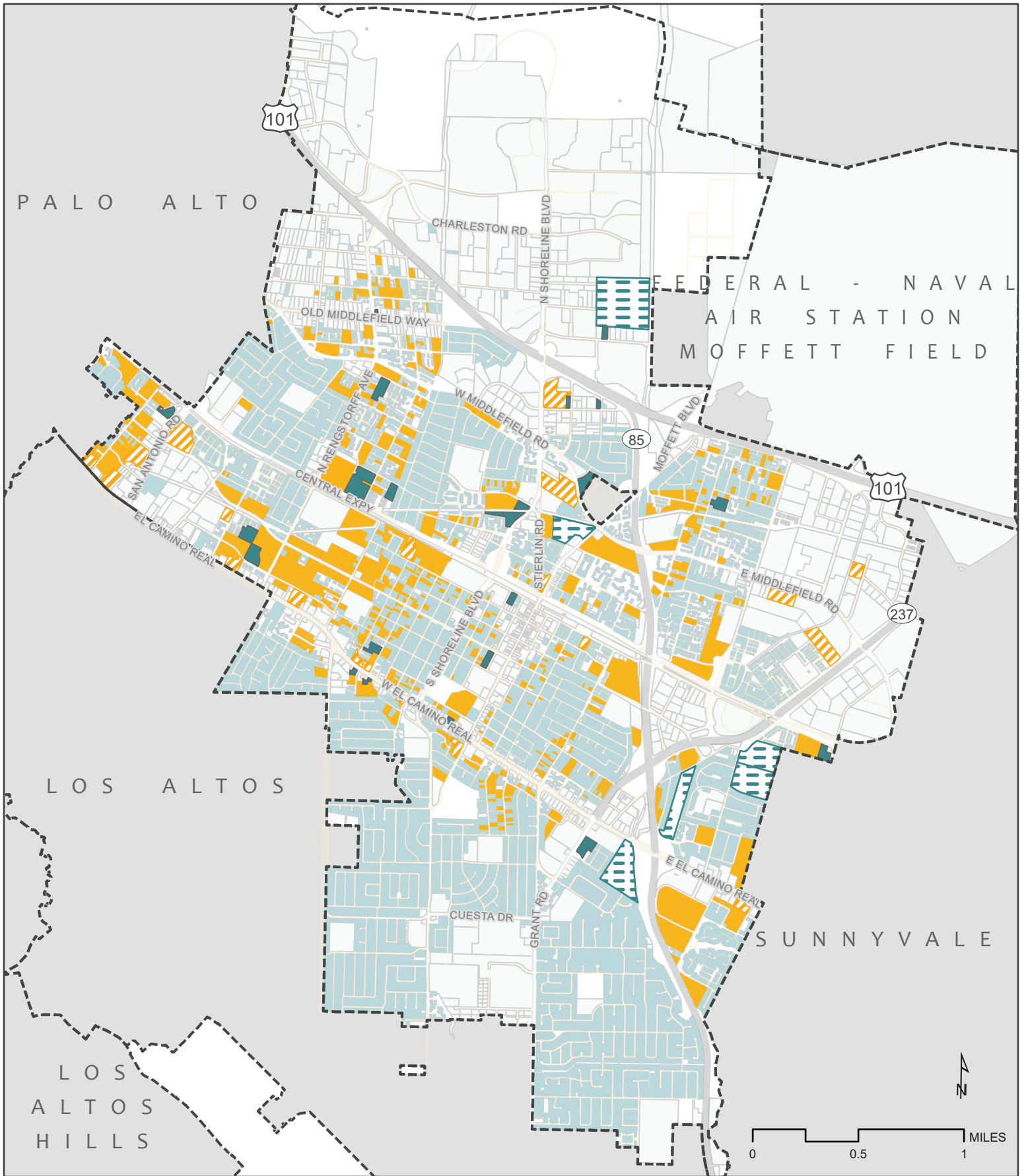


## CHARLESTON ROAD COMPLETE STREETS - EQUITY PRIORITY HOUSING



- |                                                                                                                 |                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
|  Subsidized Rentals           |  Other Residential Housing |
|  Subject to Below Market Rate |  Project Area              |
|  Stabilized Rentals           |  City Boundary             |
|  Mobile Home Parks            |                                                                                                               |





# CITY OF MOUNTAIN VIEW HOUSING DISTRIBUTION

- Subsidized Rentals
- Mobile Home Parks
- Subject to Below Market Rate
- Other Residential Housing
- Stabilized Rentals
- City Boundary

