

**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>El Camino Real / El Monte / Escuela Intersection Improvements</b>
<b>Project Area/Location(s):</b>	Intersection of El Camino Real / Escuela Avenue and El Camino Real / El Monte Avenue. See ATTACHMENT 1: PROJECT AREA.

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

The project will include design and construction of intersection improvements which will include the following pending Caltrans approval: high visibility crosswalk markings, ADA accessible curb ramps, advanced stop bar, reduced curb radius, curb extensions, green streets and green stormwater infrastructure, Class IV protected bikeways, pedestrian signal heads, adjusted signal timing, green-colored left-turn queue box, and push button, protected intersection treatments where possible, green pavement markings at protected intersections, and slip lane removal at El Monte Avenue.

**Please indicate project phase (PE, ENV, CON)**

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**CONTACT INFORMATION**

<b>Contact Name &amp; Title:</b> Robert Gonzales, Principal Civil Engineer	<b>Contact Email:</b> <a href="mailto:robert.gonzales@mountainview.gov">robert.gonzales@mountainview.gov</a>	<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>	<p>Does Project implement relevant Plans, or other locally adopted recommendations?</p> <p>Plan examples include:</p> <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> <li>• Short-Range Transit Plan</li> <li>• Vision Zero/Systematic Safety Plan</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.</p> <p>If Project is inconsistent with adopted Plans, please provide explanation.</p>	<p>The project is called for in Mountain View's 2019 El Camino Real Streetscape Plan, which calls for "cross corridor intersection" improvements at El Camino Real / El Monte Avenue and El Camino Real / Escuela Avenue (p 24, 33).</p> <p>See ATTACHMENT 2: PROJECT DOCUMENTS</p> <p>The project is also called for in the 2014 El Camino Real Precise Plan, the forthcoming Vision Zero Action Plan / Local Road Safety Plan (VZAP/LRSP), and 2021 Comprehensive Modal Plan (AccessMV).</p> <p>The VZAP / LRSP identify El Camino Real as part of the City's High Injury Network. The project will enhance pedestrian, bicycle and motorist safety at the composite intersection of El Camino Real / Escuela Ave and El Camino Real / El Monte Ave.</p> <p>The project will also align with the upcoming Caltrans repaving project which will add Class IV protected bikeways along El Camino Real. Class IV facilities are consistent with the City's</p>

Topic	CS Policy Consideration	YES	NO	Required Description	Description
					Streetscape Plan plan as well as the Caltrans District 4 Bike Plan.
<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 checked="" type="checkbox"/>	<input 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 includes El Camino Real corridor. El Camino was also the highest scoring corridor in the 4-City Peninsula Bikeway Study from 2020, and Class IV protected bikeways were identified as a Tier 1 project in Caltrans' 2018 District 4 Bike Plan.</p> <p>The City is currently working with Caltrans to implemented Class IV protected bikeways and Class II bike lanes along El Camino in conjunction with an upcoming repaving project. This project will provide complementary improvements to enhance pedestrian and bicycle safety consistent with NACTO "All Ages and Abilities" principles and the US Access Board's 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>The project is on the BayViz regional high injury network and is the highest scoring corridor on the City's local High Injury Network as identified in the Vision Zero analysis presented to City Council on January 15, 2019, as well as 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>See ATTACHMENT 3: HIGH INJURY NETWORK.</p> <p>Pending Caltrans approval, the project includes various safety treatments including crosswalk visibility enhancements, advanced stop bars, slip lane removal, Class IV bikeways, and green pavement marking in conflict zones. Crosswalk visibility enhancements have been by FHWA as proven safety countermeasures. (<a href="https://safety.fhwa.dot.gov/provencountermeasures/">https://safety.fhwa.dot.gov/provencountermeasures/</a>)</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 El Camino Real as high stress with bike level of traffic stress (LTS) of 4. The City's El Camino Real Streetscape Plan and Caltrans District 4 Bike Plan identified Class IV protected bikeways as desired or tier 1 projects along El Camino Real in the project area. An upcoming Caltrans Capital Asset Preventative Maintenance (CAPM) project will take the first step toward this improvement by converting current parking lanes into a dashed green bike lanes (aka sharrows) and regular bike lane on the northbound side and a buffered bike lane on the southbound side, with bike detection and green-colored bike lanes through the intersections. While the CAPM project will take a step toward the final vision, sharrows and Class II facilities on this State Route may be insufficient to produce low stress conditions. This project will therefore reduce LTS by completing Class IV bikeways and providing intersection improvements consistent with Class IV protected bikeways. This will result in low 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 22 and 522 are located just outside of the project boundaries on the far side locations of northbound El Camino at Escula Avenue and southbound El Camino and El Monte Avenue. These bus stops will be addressed as part of the Caltrans CAPM project.
	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.  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.	VTA Routes 22, 52 and 522 and MVgo Route C operate within the project area. VTA Routes 22 and 522 are the highest passenger volume bus routes in Santa Clara County, however, the location is not identified as an MTC Mobility Hub.



Topic	CS Policy Consideration	YES	NO	Required Description	Description
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 bikeways, and treatments such as green bike lane striping at conflict zones, a through bike lane, green bike boxes, slip lane closure, pedestrian refuge island at Ednamary, and high visibility crosswalks. These treatments are consistent with Caltrans Design Information Bulletin 89-01, NACTO Urban Bikeway Design Guide and Urban Street Design Guide as well as AASHTO Guide for Development of Bicycle Facilities.
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 area is adjacent to a locally recognized low-income area and provides improved pedestrian, bicycle and transit access to substantial affordable housing in the area. Additionally, the project may improve last-mile access to jobs along the El Camino Real corridor area 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 July 13, 2022.  Comments will be ATTACHMENT 5: BPAC REVIEW in final.

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	
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.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements	

**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 to be provided in final version

**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.

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

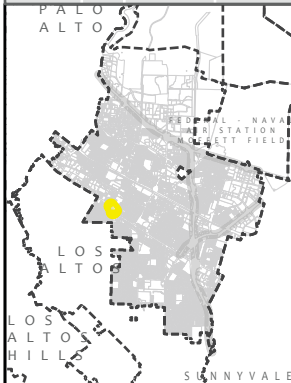
## Design Guidance

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.*



# ATTACHMENT 1: PROJECT LOCATION



## EL CAMINO REAL / ESCUELA / EL MONTE INTERSECTION IMPROVEMENTS PROJECT LOCATION MAP



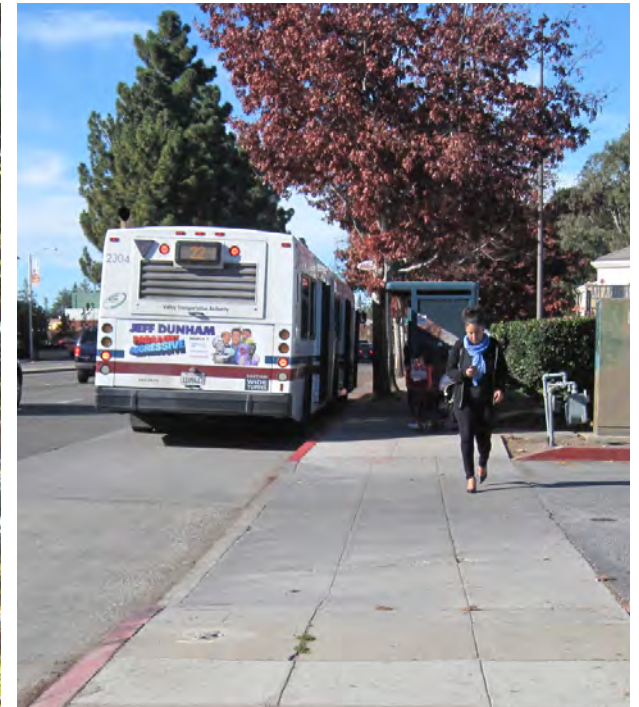


# EXCERPTS FROM:

# EL CAMINO REAL STREETSCAPE PLAN

November 18, 2019

## FINAL



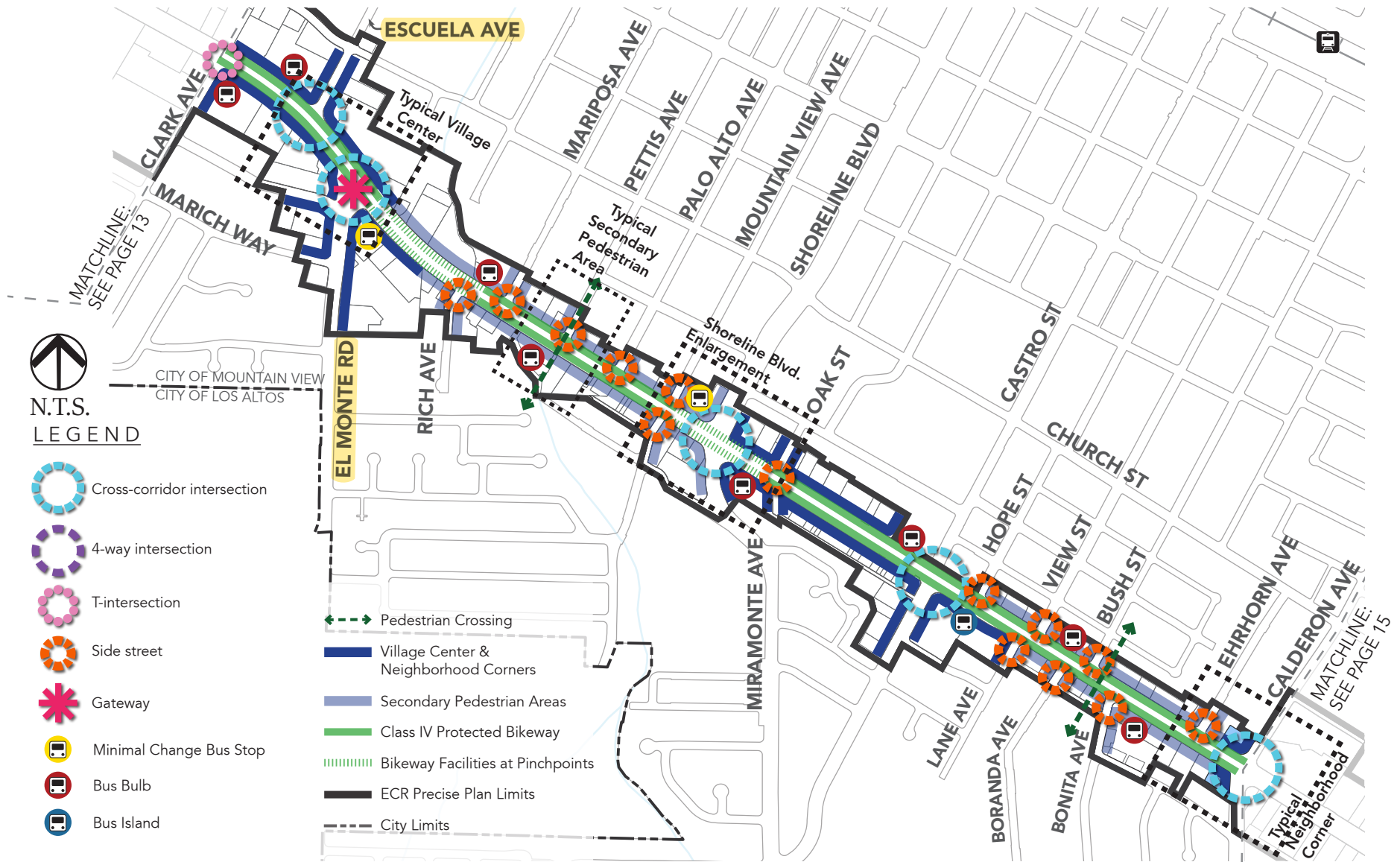


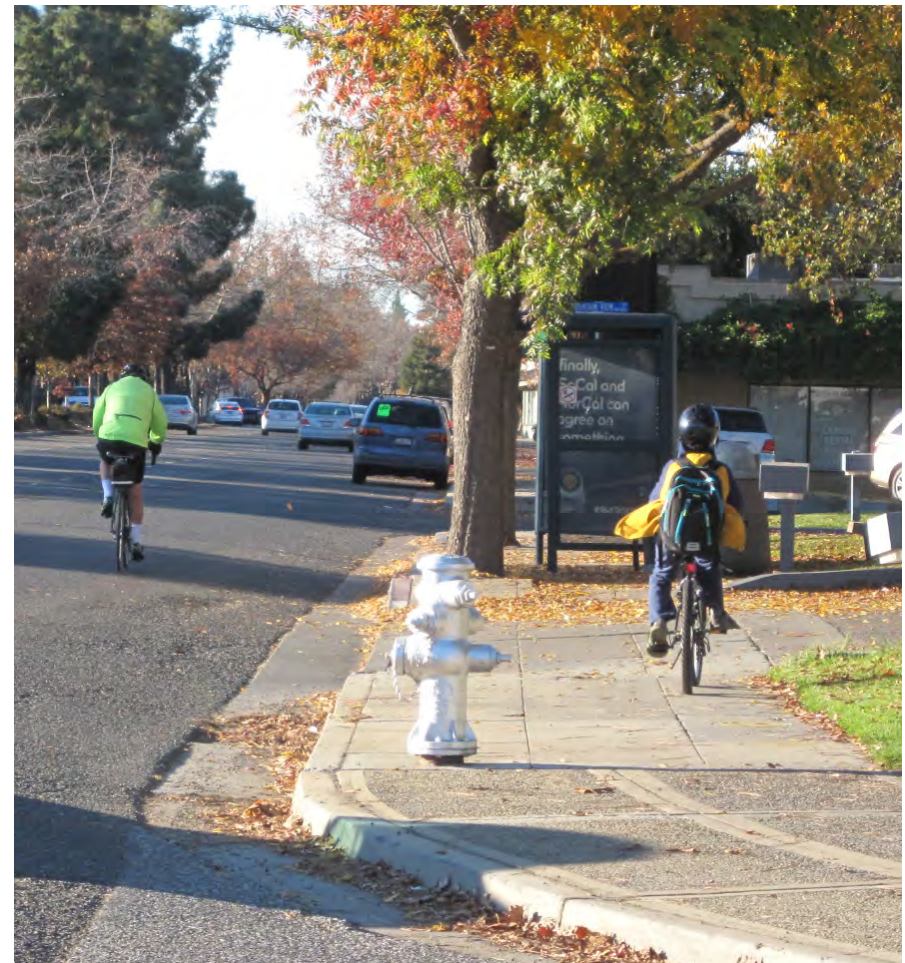
Figure 3-4: Corridor Streetscape: Clark Avenue to Calderon Avenue



## TYPICAL INTERSECTIONS

The intersection enlargement graphics (see Figures 3-6 through 3-10) illustrate a palette of recommended standard treatments to improve pedestrian, bicycle and transit access at intersections along El Camino Real. The four typical intersections are representative of the locations listed below:

- **Side Streets** are non-signalized streets that intersect and only allow right turns onto El Camino Real. Side streets include Rich Avenue, Mariposa Avenue, Pettis Avenue, Palo Alto Avenue, Mountain View Avenue, Oak Street, Hope Street, Lane Avenue, View Street, Boranda Avenue, Bush Street, Bonita Avenue, Ehrhorn Avenue, Montgomery Street, Bay Street, Yuba Drive, Dale Avenue and Crestview Drive.
- **T-intersections** are three-way signal-controlled or pedestrian hybrid beacon (PHB)-controlled intersections that have proposed bicycle infrastructure across El Camino Real. T-intersections include Del Medio Avenue, Jordan Avenue, Ortega Avenue, Distel Circle, Distel Drive and Clark Avenue.
- **Four-way intersections** are four-way signalized intersections that have proposed bicycle infrastructure along the El Camino Real leg of the intersection. Four-way intersections include Grant Road.
- **Cross-corridor intersections** are three- or four-way signalized intersections with bicycle infrastructure along all legs of the intersection. Cross-corridor intersections include San Antonio Road, Showers Drive, Rengstorff Avenue, Escuela Avenue, Shoreline Boulevard, Castro Street, Calderon Avenue and Sylvan Avenue.



*Bicyclists currently utilize sidewalks or share the road with vehicles*

## Cross-corridor Intersections

These are generally heavy volume signal-controlled roadways, with four to eight travel lanes, mostly without on-street parking on the side street (see Figure 3-10). Bicycle facilities are provided on the side street and represent key opportunities for improving connectivity to El Camino Real from the surrounding neighborhoods.

Improvements to consider, subject to feasibility and Caltrans approval, include treatments noted previously:

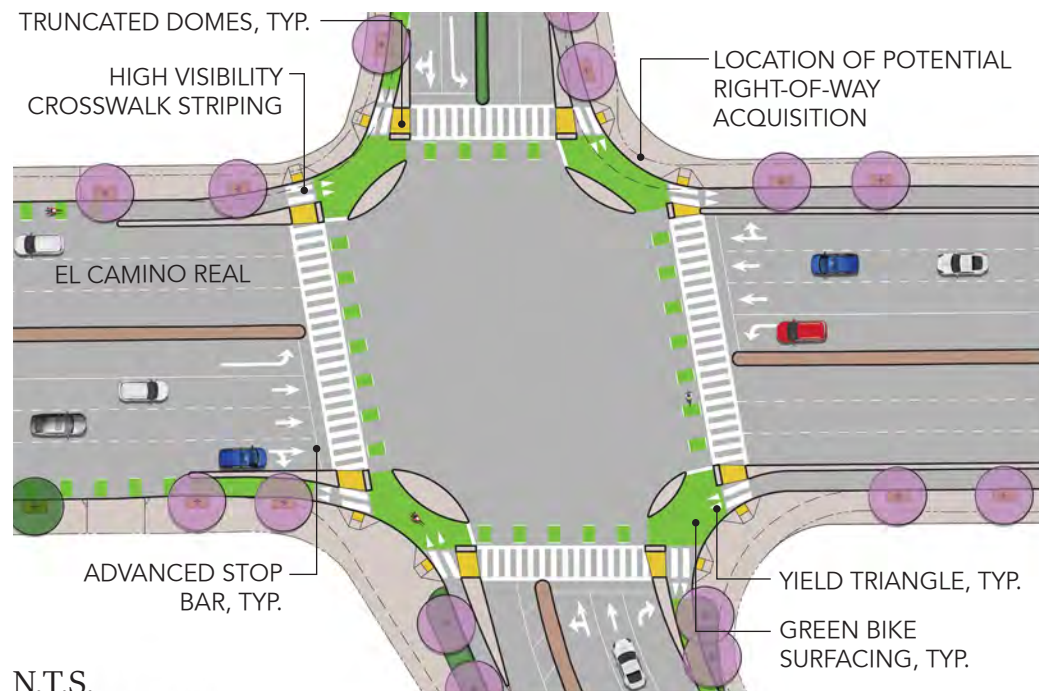
- High visibility crosswalk markings, such as ladder crosswalks
- ADA accessible curb ramps
- Advanced stop bar
- Reduced curb radius
- Curb extensions
- Green streets and green stormwater infrastructure
- Green-colored dashed bike lanes at intersections
- Pedestrian signal heads
- Adjusted signal timing
- Pedestrian refuge islands where there is sufficient median width
- Green-colored left-turn queue box
- Bicycle detection and push button
- Right turn-on-red restrictions

In addition, the following should be considered:

- Provide a protected intersection treatment with raised islands to provide pedestrians and bicyclists waiting at the

intersection a protected place to queue, to improve the visibility of pedestrians and bicyclists to turning vehicles, and to reduce vehicular speeds of turning vehicles. Right-of-way acquisition may be required to achieve the desired protected intersection geometry. These intersections include, but are not limited to: Shoreline Boulevard, Calderon Avenue and Sylvan Avenue.

- Provide green pavement markings at the protected intersection to denote bicycle queuing and travel areas.



N.T.S.

**Figure 3-10: Typical Cross-corridor Intersection**

*All improvements shown are conceptual and subject to further study and refinement.*

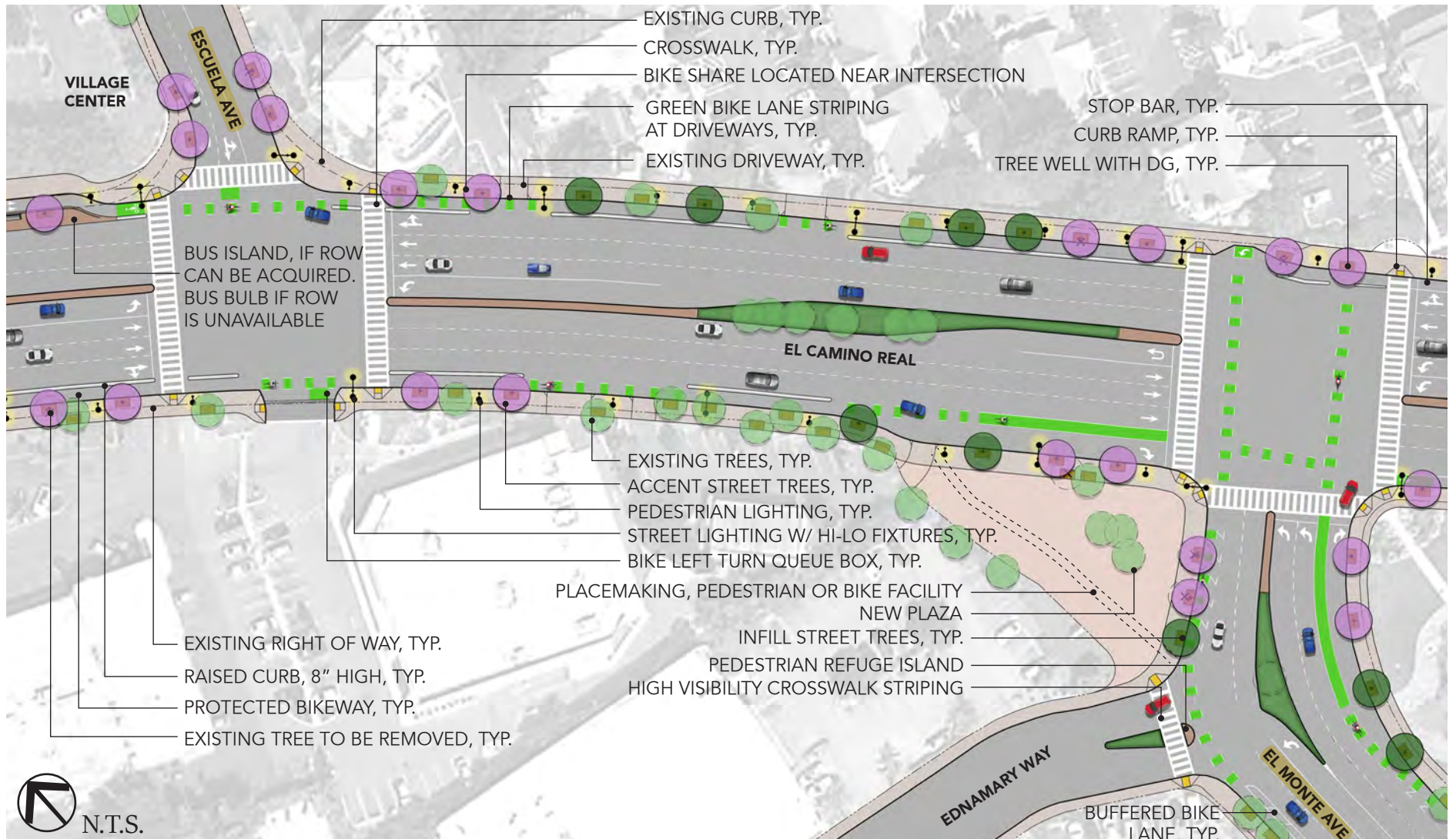
## PRECISE PLAN LAND USE AREAS

### Village Centers & Neighborhood Corners

Village Centers and Neighborhood Corners are areas identified in the ECRPP and shown in Figures 3-3 through 3-5. In these areas, ground floor commercial spaces will support pedestrian activity and create opportunities for vibrant public spaces. Streetscape elements to be incorporated within Village Centers (see Figure 3-16) and Neighborhood Corners (see Figure 3-17) are outlined further in Chapter 4. Key considerations for Village Centers and Neighborhood Corners include the following:

- Village centers and Neighborhood Corners are primary pedestrian areas and should have amenities that support high levels of pedestrian activity.
  - Tree wells should be four feet wide by eight feet long where the sidewalk width must remain eight feet. Tree wells should be enlarged to five feet wide by eight feet long where the sidewalk width is twelve feet. Tree wells should have a stabilized decomposed granite surface with root barriers at the perimeter.
  - Green infrastructure should be installed to the extent possible in locations such as landscaping strips, curb extensions, sidewalks and the future public plaza created by slip lane closure at El Monte Ave. Green infrastructure includes permeable paving, bioswales, and rain gardens.
  - In general, existing mature trees should be retained. Smaller, more colorful accent trees should replace the existing scarlet oaks at intersections to differentiate the primary pedestrian areas and provide seasonal color. Utilize different species throughout the corridor to improve species diversity of the urban forest, be consistent with General Plan policies regarding use of native species (INC 5.5 and POS-12), and complement those already on-site (see Chapter 4). Accent trees should be spaced at thirty feet to forty feet intervals. Larger street trees should be placed at forty feet to forty-five feet intervals or to infill gaps between the existing street trees.
- Benches, bike racks and trash receptacles should be provided mid-block on blocks that are 1,000 feet or longer and near intersections at public/private plazas. They should be located by the curb while maintaining a minimum of five feet clear pedestrian walk zone or be located within the building setback. Bike and/or scooter share stations should be placed near intersections in the amenity zone (see Figure 3-18), preferably near transit stops, public plazas, and other destinations.
  - Mid-block cut-throughs and public pathways from Church Street and Latham Street should be signed and provide other visual cues in the public right-of-way that encourage pedestrians to utilize them.
  - Street lights should be located approximately 130' feet apart with a pedestrian light attached to each post. An additional pedestrian light should be located in between each street light. Light level should be sufficient to support high levels of pedestrian activity, while also achieving dark sky compliance. The recommended light levels for roadways in Primary Pedestrian Areas is 1.3 foot-candles.





**Figure 3-16: Typical Village Center - El Monte Avenue**  
 All improvements shown are conceptual and subject to further study and refinement.

# 4 STREETScape GUIDELINES

## PEDESTRIAN AND BICYCLE AMENITIES

This chapter establishes standards for future improvements proposed by the design concepts described in Chapter 3. It provides specific recommendations for amenities, furnishings and plant species proposed along the corridor. The guidelines are provided in order to form a consistent and united identity for El Camino Real as different segments and elements are implemented along the four-mile corridor. The following include pedestrian and bicycle improvements to enhance safety and circulation throughout El Camino Real.



### Class IV Protected Bikeway

A bikeway that is physically separated from the adjacent travelway through the use of a raised concrete curb or other equivalent vertical element that minimizes inadvertent or intentional vehicular intrusion into the bikeway.



### 2-Stage Bike Queue Box

A painted area for cyclists to queue that is outside of the bikeway, travel lane, and crosswalk and that allows cyclists to make a left turn at intersections through a two-stage movement (similar to pedestrians crossing two legs of an intersection)



### Green Bike Lane

A pavement marking of high friction surface treatment in the color green that helps increase the visibility of cyclists to motorists and delineates the areas where cyclists are expected to travel through intersections or other conflict points such as across driveways.



### Bike Detection

Mechanism used to alert the intersection signal controller to change traffic signals to give a cyclist the right-of-way which may include automatic pavement inductive loops, video sensing, or manual button activated systems.



### Pedestrian High Visibility Crosswalk

Pavement markings that increase the awareness of motorists to pedestrian crossing areas through the use of ladder style markings.





### **Pedestrian Curb Extension**

An extension or widening of the sidewalk into the parking lane that helps calm traffic by narrowing the roadway, reduces pedestrian crossing distances and increases the visibility of pedestrians to motorists.



### **Pedestrian Curb Ramp**

A ramped transition between the sidewalk and the roadway pavement that should be oriented toward the associated crosswalk.



### **Pedestrian Hybrid Beacon (PHB)**

A pedestrian-activated traffic control device that helps pedestrians cross roadways by requiring motorists to make a complete stop through a red signal indication. PHBs are also known as High Intensity Activated Crosswalks (HAWKS).



### **Angled Pedestrian Refuge**

A median refuge for pedestrians that orients them toward the direction of oncoming vehicles to encourage pedestrian awareness of oncoming traffic and motorist eye contact with pedestrians.



### **Landscape Strip**

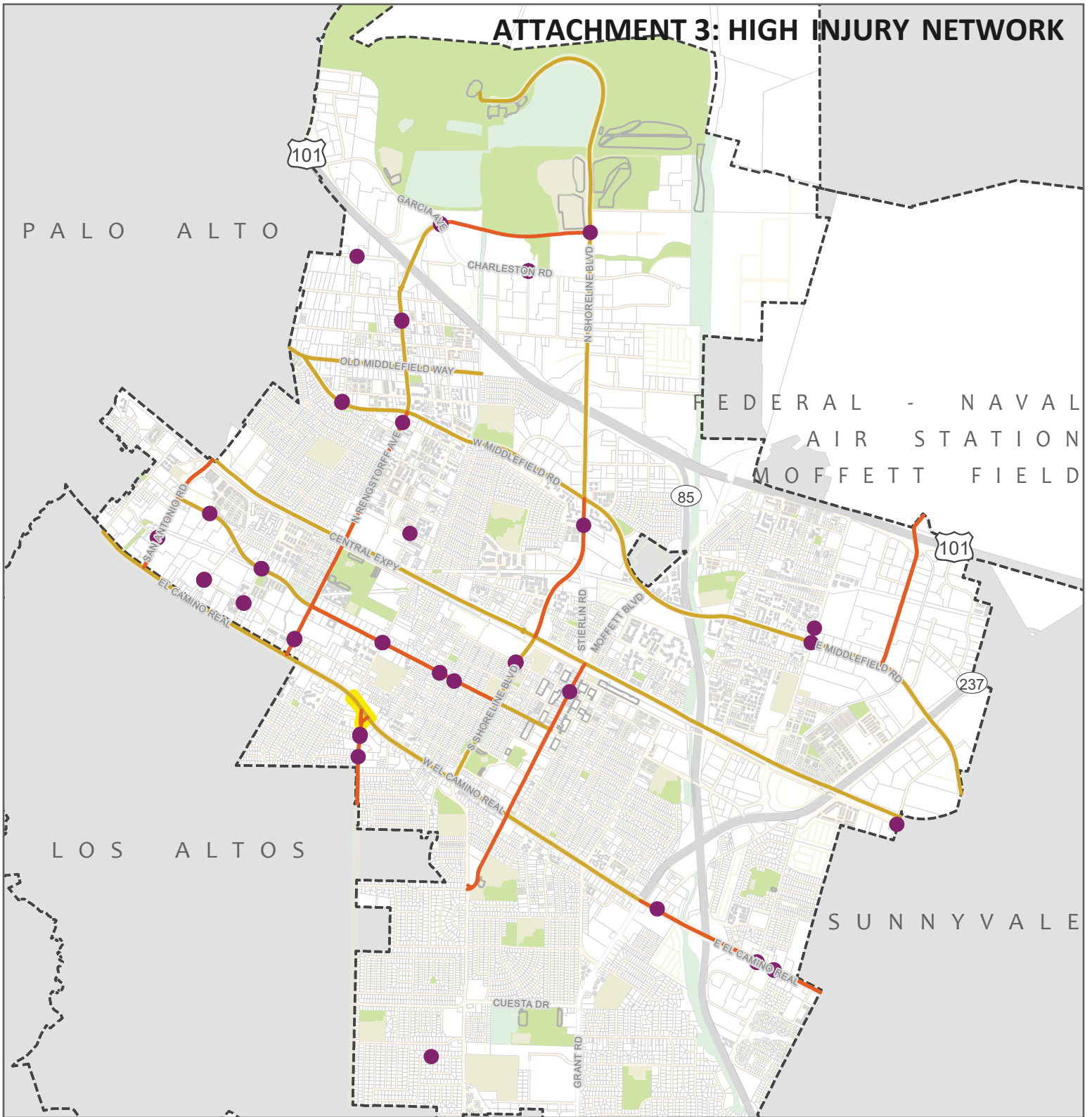
A planted area along a sidewalk that serves as a buffer between pedestrians and motorists. The landscape strip should be 4-foot wide for an 8-foot sidewalk, and 5-foot wide for a 12-foot sidewalk. Maximize use of green infrastructure elements in landscape strip.



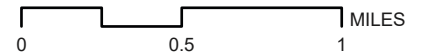
### **Green Stormwater Infrastructure**

Strategies designed to reduce and treat urban stormwater by encouraging percolation through soil and uptake by plants. Strategies include rain gardens, permeable paving, bioswales and street tree planting.

# ATTACHMENT 3: HIGH INJURY NETWORK



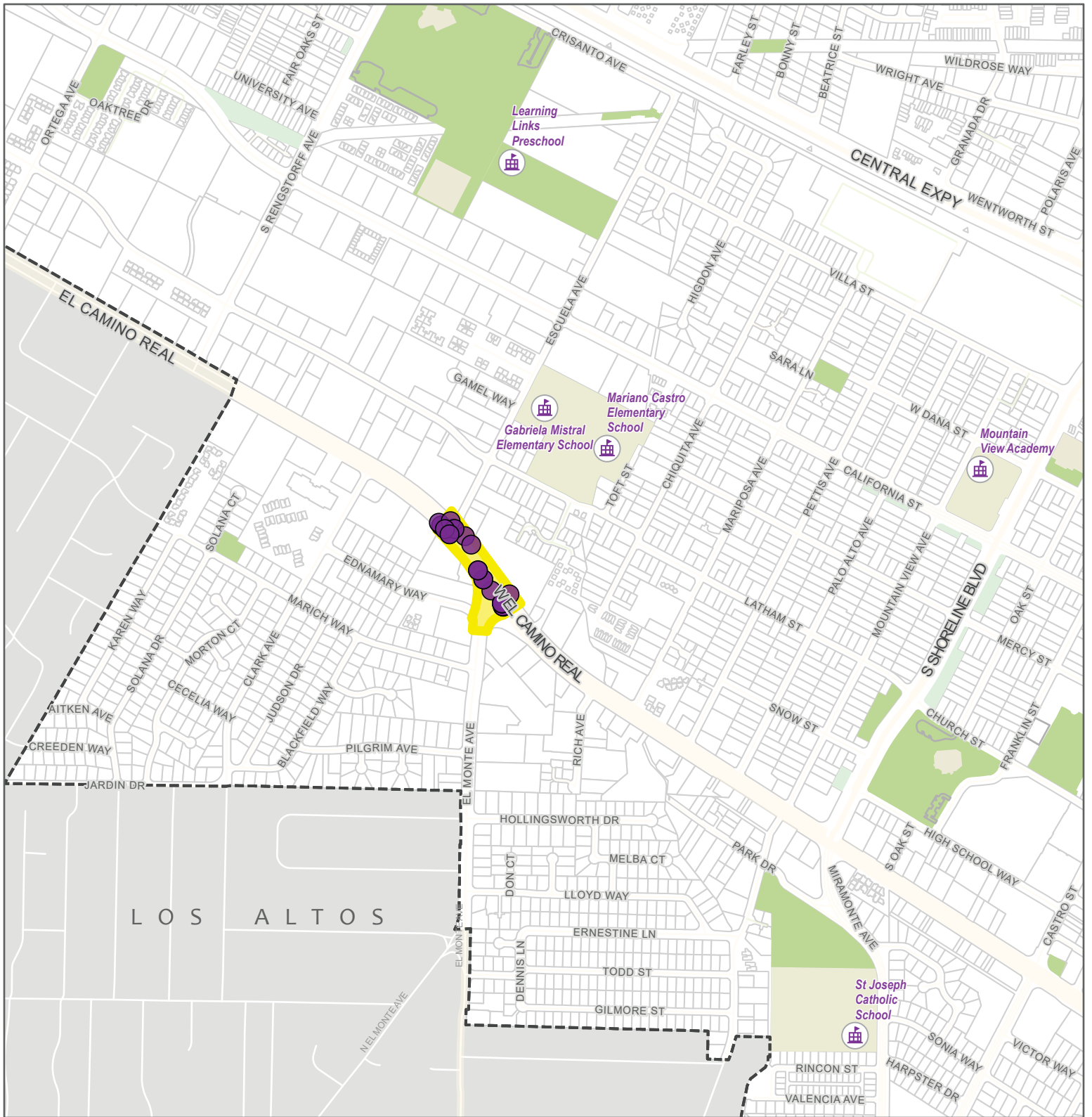
HIGH INJURY NETWORK, 2010-2019



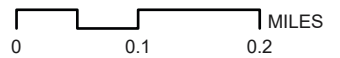
- High Ped/Bike Crash Intersection
- Top Ten KSI Street Segments
- High Injury Network
- Project Area
- City Boundary







# EL CAMINO REAL / ESCUELA / EL MONTE INTERSECTION IMPROVEMENTS - CRASHES



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





# The Bay Area Vision Zero System

**Place** **Regional High Injury Network**

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**Select map overlays**

Select from the options below to add overlay map layers on your area of interest.

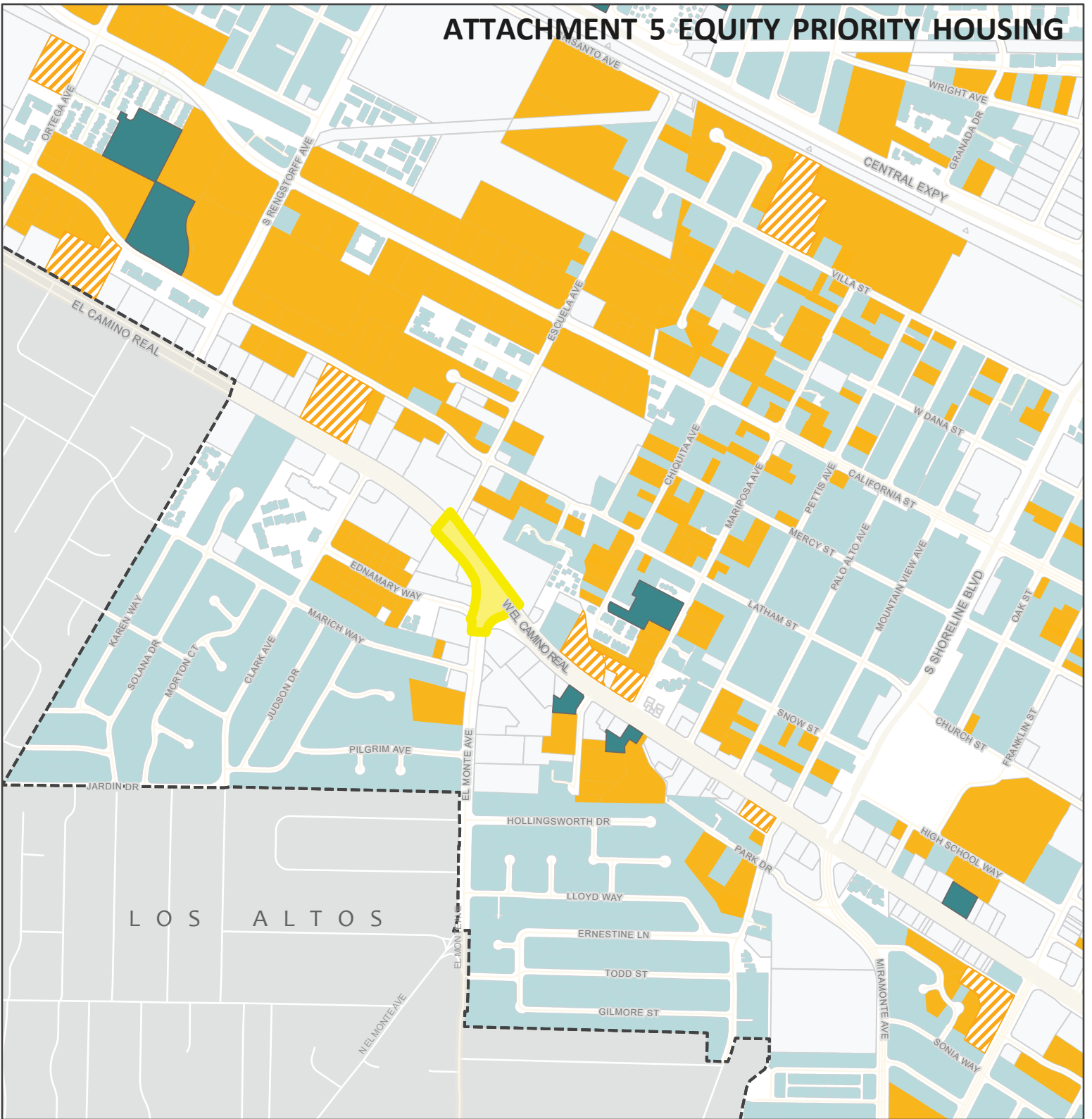
**Equity Priority Community**

**Points of Interest**

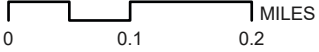
- Transit
- Childcare & Adult Care
- Education
- Health/ Medical Outpatient










# ATTACHMENT 5 EQUITY PRIORITY HOUSING

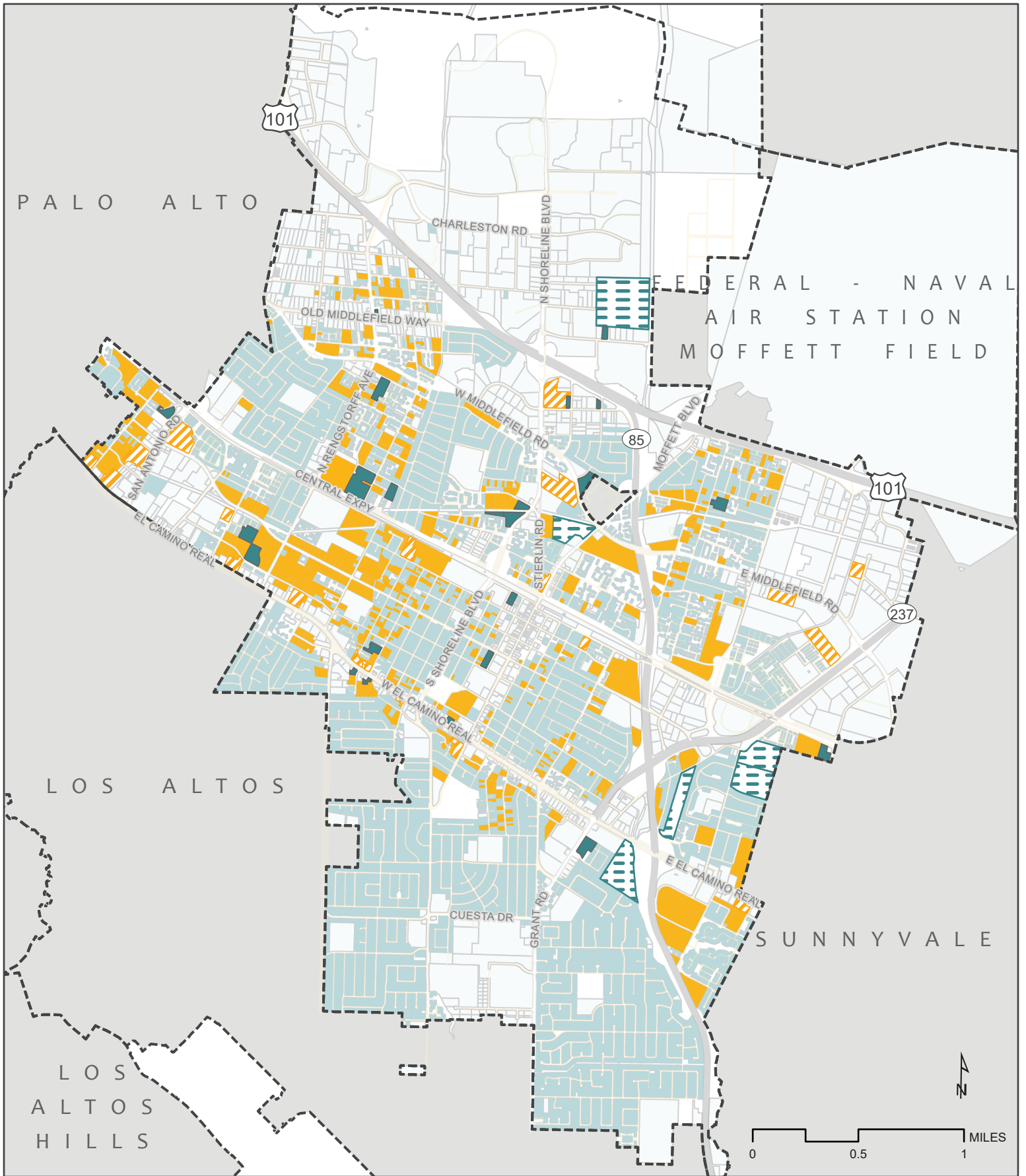


## EL CAMINO REAL / ESCUELA / EL MONTE INTERSECTION IMPROVEMENTS - EQUITY PRIORITY HOUSING



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

