



City of Mountain View

Agenda

Bicycle/Pedestrian Advisory Committee

Wednesday, June 24, 2026

6:30 PM

Plaza Conference Room and Video Conference, 500
Castro St., Mountain View, CA 94041

Spanish or Chinese interpretation via Zoom and translation of meeting materials are available at no cost upon request. Please contact the City by 5:00 p.m. at least two business days prior to the day of the scheduled meeting by phone at (650) 903-6608 or by email at mep@mountainview.gov.

Interpretación por medio de Zoom y traducción de los materiales de la reunión estarán disponibles sin costo alguno con solicitud previa. Favor de comunicarse con la Ciudad antes de las 5:00 p. m. al menos dos días hábiles antes de la reunión agendada al (650) 903-6608 o por correo electrónico a mep@mountainview.gov.

如有需要，可通过 Zoom 获取中文翻译版，会议材料翻译版免费提供。请至少在会议预定日期前两个工作日下午 5:00 前 903-6608 或发送电子邮件至 mep@mountainview.gov 联系市政府。

This meeting is being conducted with a virtual component. Anyone wishing to address the Bicycle/Pedestrian Advisory Committee virtually may join the meeting at: <https://mountainview.gov/bpac> directly at <https://mountainview.zoom.us/j/81660817113>, or by dialing (888) 475-4499 and entering Webinar ID:816 6081 7113. When the Chair announces the item on which you wish to speak, click on the “raise hand” feature in Zoom or dial *9 on your phone. When the Chair calls your name to provide public comment, if you are participating via phone, please press *6 to unmute yourself.

1. CALL TO ORDER

2. ROLL CALL

3. ORAL COMMUNICATIONS FROM THE PUBLIC

This portion of the meeting is reserved for persons wishing to address the Committee on any matter not on the agenda. Speakers are limited to three minutes. State law prohibits the Committee from acting on non-agenda items.

4. CONSENT CALENDAR

4.1 Meeting Minutes April 29, 2026

Recommendation: Approve the BPAC meeting minutes from April 29, 2026

Attachments: [April 29, 2026 BPAC Minutes](#)

5. UNFINISHED BUSINESS

6. NEW BUSINESS

6.1 Active Transportation Collision Report

Recommendation: Receive information on collisions involving pedestrians and cyclists. Staff will be available to respond to questions.

6.2 One Bay Area Grant Cycle 4 Complete Streets Checklists

Recommendation: Review and provide comments on the Metropolitan Transportation Commission Complete Streets Checklists for One Bay Area Grant applications to be submitted by the City of Mountain View (Attachments 1 and 2 to the memorandum).

Attachments: [One Bay Area Grant Cycle 4 Complete Streets Checklists](#)
[ATT1 - ECR/Calderon Ave/Phyllis Ave Intersection Improvements Draft Complete Streets Check](#)
[ATT2 - ECR/Castro Intersection and Bikeway Improvements Draft Complete Streets Checklist](#)

6.3 Draft Fiscal Year 2026-27 Work Plan and Tentative Agenda List

Recommendation: Accept the Bicycle/Pedestrian Advisory Committee's Draft Fiscal Year 2026-27 Work Plan.

Attachments: [Draft Fiscal Year 2026-27 Work Plan and Tentative Agenda List](#)
[ATT1 - Draft Fiscal Year 2026-27 Work Plan](#)
[ATT2 - Draft Tentative Agenda List](#)

7. COMMITTEE/STAFF ANNOUNCEMENTS, UPDATES, REQUESTS, AND COMMITTEE REPORTS

No action will be taken on any questions raised by the Committee at this time.

7.1. Staff Comments

7.2. Committee Comments

8. SET DATE AND TIME FOR NEXT MEETING: Day, Date, 2019 B/PAC Meeting at 6:30 p.m.

Tuesday, August 18, 2026 BPAC Meeting at 6:30 p.m.

9. CALENDAR

Tuesday, August 18, 2026 BPAC Meeting at 6:30 p.m.

Wednesday, September 30, 2026 BPAC Meeting at 6:30 p.m.

Wednesday, October 28, 2026 BPAC Meeting at 6:30 p.m.

10. ADJOURNMENT

AGENDAS FOR BOARDS, COMMISSIONS, AND COMMITTEES

- The specific location of each meeting is noted on the notice and agenda for each meeting which is posted at least 72 hours in advance of the meeting. Special meetings may be called as necessary by the Committee Chair and noticed at least 24 hours in advance of the meeting.
- Questions and comments regarding the agenda may be directed to the Public Works Department at (650) 903-6311 or public.works@mountainview.gov.
- Interested persons may review the agenda and staff reports at <https://mountainview.legistar.com/Calendar.aspx>, at the Public Works Department counter, 500 Castro Street, First Floor and at the meeting.

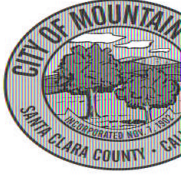
SPECIAL NOTICE—Reference: Americans with Disabilities Act, 1990

- Anyone planning to attend a meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the Public Works Department at (650) 903-6306 48-hours in advance of the meeting to arrange for assistance. Upon request, in advance, by a person with a disability, agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format. Also upon request, in advance, an assistive listening device can be made available for use during the meeting.
- The Committee may take action on any matter noticed herein in any manner deemed appropriate by the Committee. Their consideration of the matters noticed herein is not limited by the recommendations indicated herein.

SPECIAL NOTICE—Any writings or documents provided to a majority of the Bicycle/Pedestrian Advisory Committee regarding any item on this agenda will be made available for public inspection in the Public Works Department, 500 Castro Street, during normal business hours and at the meeting location noted on the agenda during the meeting.

ADDRESSING THE COMMITTEE

- Interested persons are entitled to speak on any item on the agenda and should make their interest known to the Chair.
- Anyone wishing to address the Committee on a nonagenda item may do so during the "Oral Communications" part of the agenda. Speakers are allowed to speak once on any number of topics for up to three minutes.



City of Mountain View

CITY HALL
500 CASTRO STREET

Legislation Text

File #: 206261, **Version:** 1

Meeting Minutes April 29, 2026

Approve the BPAC meeting minutes from April 29, 2026



City of Mountain View

Minutes

Bicycle/Pedestrian Advisory Committee

Wednesday, April 29, 2026

5:00 PM

Plaza Conference Room and Video Conference,
500 Castro St., Mountain View, CA 94041

1. CALL TO ORDER

At 5:00 p.m., Chair Kuszmaul called the meeting to order.

2. ROLL CALL

Present 5 - Committee Member Terry Barton, Committee Member Peggy Huang, Committee Member John Stone, Vice Chair Serge Bonte, and Chair James Kuszmaul

3. ORAL COMMUNICATIONS FROM THE PUBLIC

There were no public speakers in person or virtually.

4. CONSENT CALENDAR

There were no public speakers in person or virtually

MOTION - M/S - Bonte/Stone - 5/0/0 - Approve consent calendar and February 25, 2026, BPAC meeting minutes

The motion carried by the following vote:

Yes: 5 - Committee Member Barton, Committee Member Huang, Committee Member Stone, Vice Chair Bonte, and Chair Kuszmaul

4.1 Meeting Minutes February 25, 2026

Approved via consent calendar

4.2 Fiscal Year 2026-27 Capital Improvement Program

Approved via consent calendar

4.3 Transportation Development Act Article 3 Funding

Approved via consent calendar

5. UNFINISHED BUSINESS

6. NEW BUSINESS

6.1 Active Transportation Plan-Public Draft for Review

Assistant Public Works Director Allison Boyer and Tracy McMillan from Nelson Nygaard provided a presentation on the Public Draft Mountain View Active Transportation Plan (MVATP).

Assistant Public Works Director Allison Boyer, Tracy McMillan from Nelson Nygaard, and Principal Civil

Engineer Robert Gonzales responded to Committee questions about project rescoping from the 2023 scope, trail and bike lane improvements, curb and intersection design standards, project scoring and costs, plan update timelines, and sidewalk width impacts on pedestrians.

Ten members of the public provided comments, with four speaking in person and six participating virtually:

(In person) Tracy Chu
(In person) Holger Isenberg
(In person) Selia Pamer
(In person) Greg Colinado
(Virtual) April Webster
(Virtual) Jesse Cup
(Virtual) Deb Henigson
(Virtual) Cliff Chambers
(Virtual) Steve Thompson
(Virtual) Scott Atwood

MOTION - M/S - Bonte/Stone - 5/0/0 Recommend the ATP to CTC with a note that the BPAC has reservations in the area of policies, metrics, and standards.

The motion carried by the following vote:

Yes: 5 - Committee Member Barton, Committee Member Huang, Committee Member Stone, Vice Chair Bonte, and Chair Kuszmaul

6.2 Middlefield Road Complete Streets, Project 22-01

Associate Civil Engineer Hoa Nguyen and Adam Merrill from Siegfried Engineering provided a presentation on the Middlefield Road Complete Streets, Project 22-01

Associate Civil Engineer Hoa Nguyen, Public Works Director Jennifer Ng, Assistant Public Works Director Allison Boyer, Assistant Public Works Director Ed Arango, Principal Civil Engineer Robert Gonzales, Senior Traffic Engineer Carla Ochoa, Kai-ling Kuo from Hexagon and Adam Merrill from Siegfried Engineering responded to Committee questions about the traffic analysis conditions and review triggers, the road diet evaluation and project scope, bicycle and pedestrian improvements including the SR 85 overpass sidewalk gap and shared-use path feasibility, potential traffic impacts at Moffett and Middlefield, and whether future road diets shown on the City map are formally planned projects.

Eleven members of the public provided comments, with four speaking in person and seven participating virtually:

(In person) Holger Isenberg
(In person) Tracy Chu
(In person) Mary Davia
(In person) Craig Cullen
(Virtual) Bruce Angland
(Virtual) Lada
(Virtual) Scott Atwood
(Virtual) Daniel Hulse
(Virtual) Valerie Fenick
(Virtual) April Webster
(Virtual) Jesse Cup

6.3 Santa Clara Valley Transportation Authority Bicycle & Pedestrian Advisory Committee-Recommended Member Appointment

There were no public speakers in person or virtually.

MOTION - M/S - Bonte/Huang - 5/0/0 - Recommend to the City Council to appoint Chair James Kuszmaul to the VTA BPAC.

The motion carried by the following vote:

Yes: 5 - Committee Member Barton, Committee Member Huang, Committee Member Stone, Vice Chair Bonte, and Chair Kuszmaul

7. COMMITTEE/STAFF ANNOUNCEMENTS, UPDATES, REQUESTS, AND COMMITTEE REPORTS

7.1. Staff Comments

Assistant Public Works Director Allison Boyer and Transportation Manager Lauren Ledbetter provided updates on recent events and projects.

7.2. Committee Comments

The Committee provided updates on recent bike buses at various schools and VTA BPAC meetings.

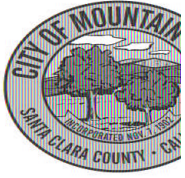
8. SET DATE AND TIME FOR NEXT MEETING:

The next BPAC meeting was set for Wednesday, June 24th, 2026, at 6:30 p.m.

9. CALENDAR

10. ADJOURNMENT

At 9:36 p.m., Chair Kuszmaul adjourned the meeting.



City of Mountain View

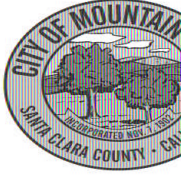
CITY HALL
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Legislation Text

File #: 205682, **Version:** 1

Active Transportation Collision Report

Receive information on collisions involving pedestrians and cyclists. Staff will be available to respond to questions.



City of Mountain View

CITY HALL
500 CASTRO STREET

Legislation Text

File #: 206242, **Version:** 1

One Bay Area Grant Cycle 4 Complete Streets Checklists

Review and provide comments on the Metropolitan Transportation Commission Complete Streets Checklists for One Bay Area Grant applications to be submitted by the City of Mountain View (Attachments 1 and 2 to the memorandum).

DATE: June 24, 2026

TO: Bicycle/Pedestrian Advisory Committee

FROM: Lauren Ledbetter, Transportation Manager
Allison Boyer, Assistant Public Works Director

SUBJECT: **One Bay Area Grant Cycle 4 Complete Streets Checklists**

RECOMMENDATION

Review and provide comments on the Metropolitan Transportation Commission Complete Streets Checklists for One Bay Area Grant applications to be submitted by the City of Mountain View (Attachments 1 and 2 to the memorandum).

BACKGROUND

The Metropolitan Transportation Commission (MTC) is the metropolitan planning organization (MPO) responsible for integrated regional transportation and land use planning and the distribution of federal transportation funding in the Bay Area. On March 25, 2022, MTC adopted a new Complete Streets Policy ([Resolution No. 4493](#)). The goal of the policy is to make sure that people who are biking, walking, rolling, and taking transit are safely accommodated within the transportation network. The policy states:

- Projects funded all or in part with regional discretionary funding or receiving MTC endorsements shall adhere to the Complete Streets Policy.
- All projects must implement Complete Streets as recommended in recently adopted local or Countywide plans, such as bicycle, pedestrian, active transportation, transit, Vision Zero, or other systemic safety plan, or Community-Based Transportation Plans.
- If a project is on MTC's [Regional Active Transportation \(AT\) Network](#), it should incorporate design principles based on "All Ages and Abilities," contextual guidance issued by the National Association of City Transportation Officials (NACTO), and Public Right-of Way Accessibility Guidelines (PROWAG) issued by the U.S. Access Board.
- Projects not located in the AT Network or included in a local plan should utilize federal, state, and local guidelines to determine appropriate Complete Streets accommodations.

There are limited exceptions to the Complete Streets Policy. Exceptions relate to projects where:

- Bicyclists or pedestrians are prohibited by law;
- Costs of providing Complete Streets accommodation would be excessively disproportionate (generally understood to be at least 20% of project costs);
- There is an alternate plan to implement Complete Streets elements; or
- Conditions exist where policy cannot be met (e.g., fire and safety specifications, spatial conflicts with transit, or environmental conflicts).

MTC Complete Streets Checklist

MTC Resolution No. 4493 requires project sponsors requesting \$250,000 or more in regional discretionary funding or seeking MTC sponsorship to complete an [MTC Complete Streets Checklist](#). The checklist must be reviewed by a local or Countywide Bicycle and Pedestrian Advisory Committee prior to a grant application being submitted to MTC. Comments from the Committee are submitted as an attachment to the checklist.

One Bay Area Grant

In February 2026, MTC's [Resolution No. 4740](#) established the fourth round of One Bay Area (OBAG 4) grant funding, which will provide federal funding for transportation projects from 2027 through 2030. The funds are managed and administered by MTC in partnership with Bay Area county transportation agencies. The Santa Clara Valley Transportation Authority (VTA) manages OBAG 4 within Santa Clara County.

In early May 2026, VTA issued a [call for projects](#) for approximately \$81 million in OBAG 4 funding. Projects must be eligible for Federal Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds. Eligible projects include but are not limited to: all phases of pedestrian, bicycle, transit, or motor vehicle capital projects, operational management strategies for local arterials, and transportation programs addressing transportation demand management, safe routes to schools, or mobility management for seniors and people with disabilities. The minimum grant request is \$500,000.

ANALYSIS

The City of Mountain View is submitting two projects to MTC's OBAG 4 funding program.

To identify potential projects, staff reviewed Capital Improvement Program (CIP) projects for Fiscal Year 2026-27 through Fiscal Year 2029-30 and considered eligibility for OBAG 4,

competitiveness, schedule, phases already completed, cost, and priority for the City. Staff has limited the number of grant applications to ensure the City can deliver projects within the OBAG 4 delivery windows and accommodate the significant administrative overhead that OBAG 4 federal grants require. Staff is proposing to submit the following projects, which are strong competitors, deliverable within grant timelines, and advance projects that are a priority for the City:

- **El Camino Real/Calderon Avenue/Phyllis Avenue Intersection Improvements:** The City is applying for design and construction phases. The project will design and construct bicycle and pedestrian improvements, including protected intersections and green infrastructure elements where feasible. During design, specific elements will be considered for incorporation, including, but not limited to, corner safety islands, removal of a right-turn slip lane, directional Americans with Disabilities Act (ADA) curb ramps, accessible pedestrian signals (APS), traffic signal replacement, and green bike lane striping along Phyllis Avenue from El Camino Real to Camille Court. The City will coordinate with VTA to ensure designs accommodate existing and planned transit needs.
- **El Camino Real/Castro Intersection and Castro Bikeway Improvements:** The City is applying for construction phase. The project will construct the following improvements along Castro Street, between Victor Avenue and Yosemite Avenue: protected intersection elements at the El Camino Real (State Route 82) and Castro Street intersection, including physical barriers to separate bicyclists from vehicles, such as raised islands near each corner; new buffered bike lanes and striping updates between Victor Way and Yosemite Avenue; a lane reduction on southbound Castro Street to accommodate new buffered bike lanes while maintaining all turning movements; on-street parking realignment on the west side of Castro Street from diagonal parking to parallel parking; pavement resurfacing along Castro Street to address lane reductions and new improvements; and replacement of any curb ramps that are noncompliant with ADA standards. The City will coordinate with VTA and the Mountain View Community Shuttle to ensure designs accommodate existing and planned transit needs.

DISCUSSION

The Mountain View Bicycle/Pedestrian Advisory Committee (BPAC) is being asked to review the MTC Complete Streets Checklists for the above projects, which the City intends to submit for consideration to OBAG 4. Staff recommends that BPAC members consider the following questions as they review each of the OBAG 4 projects and checklists:

- Are the answers to the checklist clear and understandable to a layperson?
- Has the project sufficiently incorporated Complete Streets recommendations outlined in the adopted plans?

- If an exception to the Complete Streets Checklist is requested, is it reasonable?
 - *No exceptions are requested.*
- Are there any additional comments related to the project and proposed improvements?

Staff will consider BPAC comments when drafting the grant applications.

NEXT STEPS

Comments from the BPAC will be summarized for inclusion as part of each of the final Complete Streets checklists.

City staff will then submit the project applications and final Complete Streets checklists to the VTA by July 27, 2026.

Attachments:

1. El Camino Real/Calderon Avenue/Phyllis Avenue Intersection Improvements Draft Complete Streets Checklist
2. El Camino Real/Castro Intersection and Castro Bikeway Improvements Draft Complete Streets Checklist

cc: PWD, APWD—Boyer, TM, PCE—Gonzales, PCE—Lopez

MTC Complete Streets Checklist – DRAFT

Section 1: Contact and Project Information

Contact Name:

Kathryn Robertson

Email Address:

Kathryn.robertson@moutainview.gov

Contact Phone Number:

650-903-6079

Project Sponsor:

Mountain View Public Works Department

County:

Santa Clara

Is your project seeking regional discretionary funds or an endorsement?

Regional Discretionary funding

Include the name of the regional discretionary funding program that this project is seeking. If you are unsure, please email completestreets@bayareametro.gov:

OBAG 4

Project Name/Title:

El Camino Real / Calderon Avenue / Phyllis Avenue Intersection Improvements

Project Location:

Mountain View, Caltrans

Project Description: (500 character limit)

Please include scope of project, project extents, length of segment(s), street names, transit stop/stations, etc.

The El Camino Real / Calderon Avenue - Phyllis Avenue Intersection Improvements project will design and construct bicycle and pedestrian improvements, including protected intersections and green infrastructure elements where feasible.

During design, specific elements will be considered for incorporation, including but not limited to: corner safety islands, removal of a right turn slip lane, , directional Americans with Disabilities Act (ADA) curb ramps, Accessible Pedestrian Signals (APS), traffic signal replacement, and green bike lane striping along Phyllis Avenue from El Camino Real to Camille Court. City will coordinate with VTA to ensure designs accommodate existing and planned transit needs.

Project Phase(s):

Planning (PLN)

Environmental (ENV)

Preliminary Engineering (PE)

Design Engineering (PSE)

Right-of-Way Acquisition (ROW)

Construction (CON)

Operating and Maintenance (O&M)

Project Mode(s):

Bicycle

Pedestrian

Roadway Transit (bus, light rail, streetcar)

Non-Roadway Transit (heavy rail, ferries, etc.)

Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

Yes/No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

Yes/**No**

Section 2: Pedestrian, Bicycle, and Transit Planning

Topic: Pedestrian, Bicycle and Transit Planning

The Complete Streets Policy states that projects that are funded all or in part with regional discretionary funding or receiving MTC endorsements must implement Complete Streets as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero, or other systemic safety plan, Community Based Transportation Plans, or transit plan.

Please check all of the relevant plans that this project helps to implement: *

- City/County General + Specific Area Plans
- Bicycle, Pedestrian and/or Active Transportation Plan(s)
- Community-Based Transportation Plan
- ADA Transition Plan
- Station Access Plan
- Transit Plan
- Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan
- Safe Routes to School Plan
- Other

Please provide details on plan recommendations affecting the project area, if any, with plan adoption date:

Vision Zero Action Plan/Local Road Safety Plan (2019): In September 2024, the Mountain View City Council adopted the Vision Zero Action Plan and Local Road Safety Plan, which identified the El Camino Real / Calderon Avenue / Phyllis Avenue as a high-collision location and priority area for safety improvements. The plan recommends implementing a protected intersection design to enhance visibility, reduce conflict points, and improve safety and accessibility for all roadway users, including pedestrians, bicyclists, transit riders, and motorists.

El Camino Real Streetscape Plan (2019): In November 2019, the Mountain View City Council adopted the El Camino Real Streetscape Plan, which identified the El Camino Real/Calderon Avenue/Phyllis Avenue intersection as a cross-corridor intersection. The plan defines a cross-corridor intersection as a signalized intersection with bicycle facilities on the side streets, creating an opportunity to improve bicycle connectivity between neighborhoods and destinations along the corridor. The Streetscape Plan recommends this intersection to be a protected intersection to enhance safety, visibility, and accessibility for people walking and bicycling. Improvements to be considered, subject to feasibility and Caltrans approval, include high-visibility crossing, ADA-accessible curb ramps, advanced stop bars, reduced curb radii, curb extensions, green streets and green stormwater infrastructure, green-colored dashed bicycle lane markings through intersections, pedestrian signal heads, adjusted signal timing, raised pedestrian refuge islands where sufficient median width exists, green-colored left-turn bicycle queue boxes, bicycle detection and push buttons, and right-turn-on-red restrictions. These improvements are intended to reduce conflicts among roadway users, shorten pedestrian crossing distances, improve visibility, calm turning vehicle movements, and create a safer and more comfortable intersection for pedestrians, bicyclists, transit users, and motorists.

Topic: Active Transportation Network

Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map [here](#)]

Yes/No

If yes, describe how the project adheres to the National Association of City Transportation Official's (NATCO's) "[Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities](#)" and/or the Architectural and Transportation Barriers Compliance Board's "[Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way](#)." :

Background: MTC's Complete Streets Policy states, "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. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024,) by the U.S. Access Board should also be referenced during design."

Where feasible, the project will install protected corners at the Calderon/Phyllis/ECR intersection to provide lower-stress crossings suitable for users of all ages and abilities. The project adheres to the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way by incorporating directional Americans with Disabilities Act (ADA) curb ramps, Accessible Pedestrian Signals (APS), and by providing an alternate pedestrian access route during construction.

Is there a [MTC Mobility Hub](#) (map) within the project area?

Yes/**No**

If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the [Mobility Hubs Playbook Play 1](#):

N/A

Topic: Safety and Comfort

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?

Yes/No

Please summarize the traffic safety conditions and describe the project's traffic safety countermeasures. The [Bay Area Vision Zero System](#) may be a helpful resource:

El Camino Real / Calderon Avenue - Phyllis Avenue is one of the city's highest-demand intersections, serving motorists, bicyclists, pedestrians and transit customers providing a critical connection to Mountain View High School, downtown Mountain View, commercial area, multifamily housing, and employment centers. The intersection includes six travel lanes on El Camino Real with a posted speed limit of 35 mph and five two stops served by VTA's local buses.

These attributes provide limited visibility between motorists and people walking or bicycling, long pedestrian crossing distances, and high traffic volumes that increase the potential for conflicts between users. This intersection is on the City of Mountain View's High Injury Network, which identifies roadway segments with the highest traffic crashes. In the past five years, there were 15 reported collisions at this intersection, including four involving pedestrians and two involving bicyclists. The crashes resulted in significant injuries, including one severe injury collision, two visible injury collisions, and 12 injury collisions involving complaints of pain.

The proposed project is seeking to implement protected intersection elements to improve safety and accessibility for all roadway users. Key countermeasures to be evaluated for inclusion if feasible include corner safety islands, green dashed bicycle crossings, and removing a slip lane to increase visibility between motorists, bicyclists, and pedestrians. These countermeasures will shorten crossing distances, better define travel paths for all modes, reduce conflict points, and provide enhanced protection for people walking and bicycling. These improvements are intended to reduce the severity of collisions and support safer travel for students, residents, employees, and visitors.

Topic: Bicycle, Pedestrian and Transit Facility Design

Please check all the infrastructure elements that are included in this phase of the Project:

- Sidewalk Gap Closure
- Sidewalk Widening
- New Crosswalk
- Updated Crosswalk/Crosswalk Enhancements
- Pedestrian Safety Island(s)
- Curb Extensions
- Class I Multi-Use Trail or Path
- Class 2 Bike Lane or Buffered Bike Lane
- Class 3 Bicycle Boulevard / Slow Street
- Class 3 Bike Route - Sharrow
- Class 4 Separated Bikeway
- Speed Hump/Table/Cushion/Raised Sidewalk
- Daylighting/Corner Parking Restrictions
- Speed Limit Reduction
- New Traffic Signal or Control Device

- Upgrade to Existing Traffic Signal or Other Control Device
- Transit Signal Priority
- Transit Queue-Jump Lanes
- Transit Lanes
- HOV Lanes
- Bus-on-Shoulder Lanes
- Transit Stop Design (transit bulbs, boarding islands, etc.)
- Transit Supportive Stop Placement/Spacing
- Other: (please specify)

Topic: Equity

Will the project help to improve active transportation or transit in an [Equity Priority Community \(EPC\)](#)? *

no

Please list census tracts that are designated as EPCs and affected by this project:

n/a

Topic: Resilience

Will the Project integrate green infrastructure? (For more information on green infrastructure and sustainable stormwater solutions, please visit <https://www.sfestuary.org/green-streets>)

Yes / No / N/A

Section 3: Compliance and Exception Review

Topic: Statement of Compliance

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes/No

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes/No

Topic: Transit Agency Review

Please select the transit agency (or agencies) that serve the community where the project is located:

VTA

When coordinating with the transit agency (or agencies), did they notify you that they do NOT have service (including non-revenue or detours, etc.) in your project area?

TBD.

Have all potentially affected transit agencies had the opportunity to review this project?

The City provided VTA with a Draft MTC Complete Streets Checklist in early June and expects a reply from VTA by June 30, 2026.

Topic: Bicycle and Pedestrian Advisory Committee/Commission Review

Has a local Bicycle and Pedestrian Advisory Committee/Commission (BPAC) reviewed this Checklist?

Yes/No

Please provide the meeting date(s):

To be reviewed on June 24, 2026

Summary of BPAC meeting comments

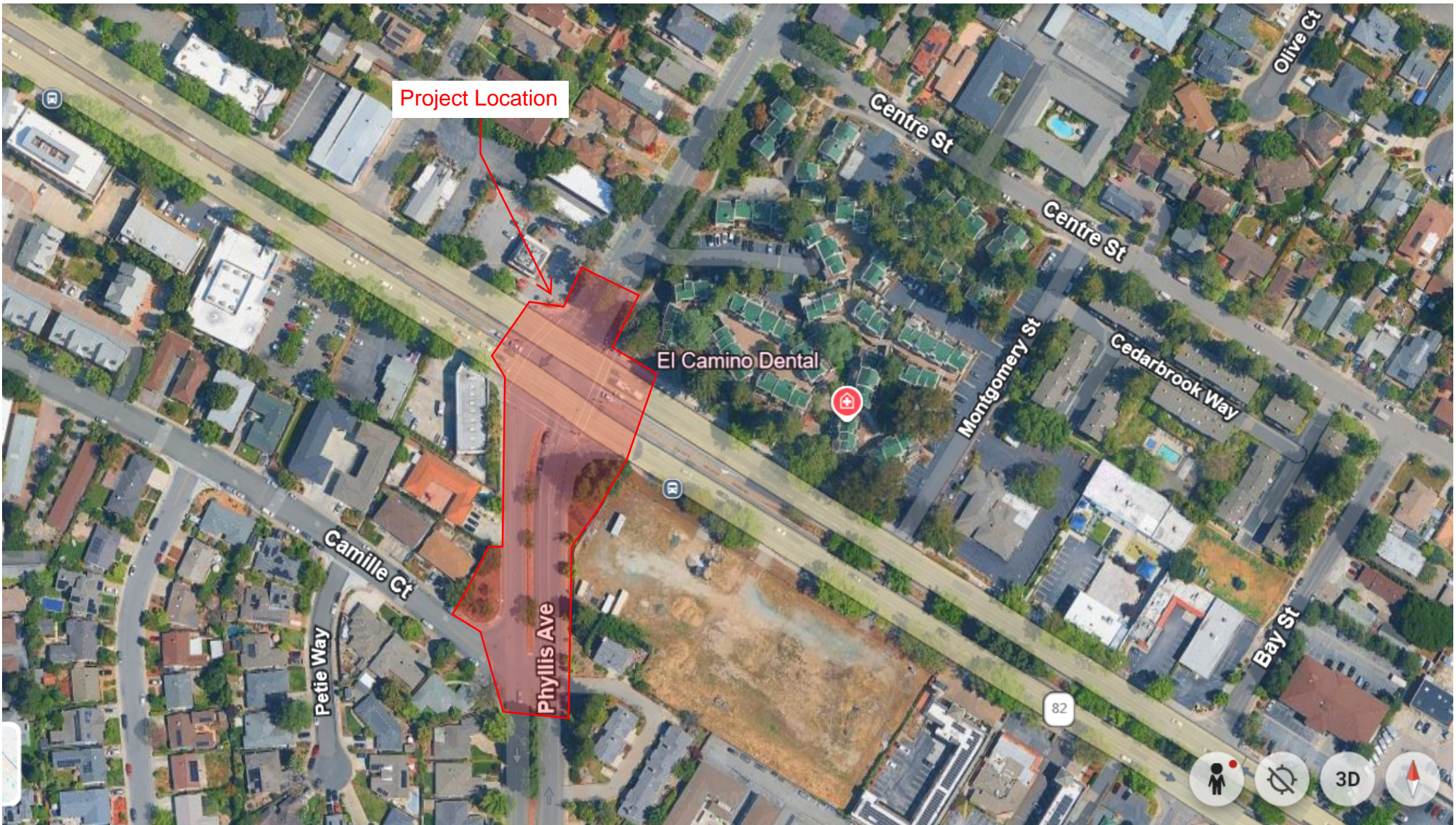
To be completed after the BPAC meeting.

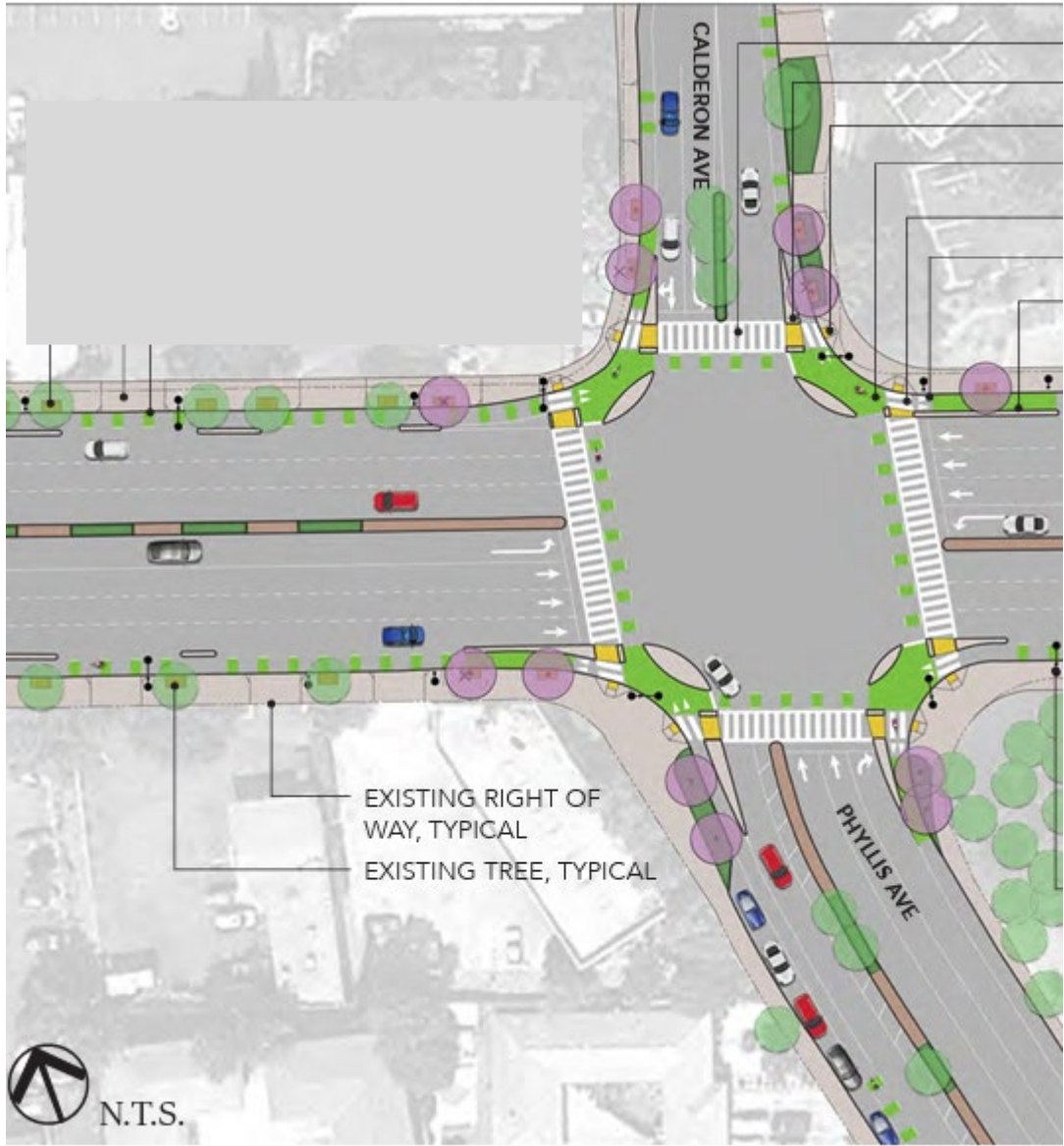
DRAFT Vision Zero Action Plan / Local Road Safety Plan
City of Mountain View

Figure 2 High Injury Network, 2014-2022



Location Map: El Camino Real / Calderon Avenue - Phyllis Avenue





Early designs subject to validation and modification.

MTC Complete Streets Checklist – DRAFT

Section 1: Contact and Project Information

Contact Name:

Bill Giang

Email Address:

Bill.Giang@mountainview.gov

Contact Phone Number:

650-903-6276

Project Sponsor:

City of Mountain View

County:

Santa Clara

Is your project seeking regional discretionary funds or an endorsement?

Yes

Include the name of the regional discretionary funding program that this project is seeking. If you are unsure, please email completestreets@bayareametro.gov:

OBAG4

Project Name/Title:

El Camino Real/Castro Intersection and Castro Bikeway Improvements, Project 25-30

Project Location:

Mountain View

Project Description: (500 character limit)

Please include scope of project, project extents, length of segment(s), street names, transit stop/stations, etc.

The project will construct the following improvements along Castro Street, between Victor Avenue and Yosemite Avenue: Protected intersection elements at the El Camino Real (SR 82) and Castro Street intersection, including physical barriers to separate bicyclists from

Attachment 2: El Camino Real/Castro Intersection and Castro Bikeway Improvements Draft Complete Streets Checklist

vehicles, such as raised islands near each corner; New buffered bike lanes and striping updates between Victor Way and Yosemite Avenue; a lane reduction on southbound Castro Street to accommodate new buffered bike lanes, while maintaining all turning movements; On-street parking realignment on the west side of Castro Street from diagonal parking to parallel parking; Pavement resurfacing along Castro Street to address lane reductions and new improvements; and Replacement of any curb-ramps that are non-compliant with the Americans with Disabilities Act standards. City will coordinate with VTA and the Mountain View Community Shuttle to ensure designs accommodate existing and planned transit needs.

Project Phase(s):

Planning (PLN)

Environmental (ENV)

Preliminary Engineering (PE)

Design Engineering (PSE)

Right-of-Way Acquisition (ROW)

Construction (CON)

Operating and Maintenance (O&M)

Project Mode(s):

Bicycle

Pedestrian

Roadway Transit (bus, light rail, streetcar)

Non-Roadway Transit (heavy rail, ferries, etc.)

Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

Yes/**No**

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

Yes/**No**

Section 2: Pedestrian, Bicycle, and Transit Planning

Topic: Pedestrian, Bicycle and Transit Planning

The Complete Streets Policy states that projects that are funded all or in part with regional discretionary funding or receiving MTC endorsements must implement Complete Streets as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero, or other systemic safety plan, Community Based Transportation Plans, or transit plan.

Please check all of the relevant plans that this project helps to implement: *

- City/County General + Specific Area Plans
- Bicycle, Pedestrian and/or Active Transportation Plan(s)
- Community-Based Transportation Plan
- ADA Transition Plan
- Station Access Plan
- Transit Plan
- Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan
- Safe Routes to School Plan
- Other

Please provide details on plan recommendations affecting the project area, if any, with plan adoption date:

Vision Zero Action Plan/Local Road Safety Plan (2024): In September 2024, the Mountain View City Council adopted the Vision Zero Action Plan and Local Road Safety Plan, which identified the El Camino Real/Castro Street intersection as a high-collision location and priority area for safety improvements. The plans recommend implementing a protected intersection design to enhance visibility, reduce conflict points, and improve safety and accessibility for all roadway users, including pedestrians, bicyclists, transit riders, and motorists.

El Camino Real Streetscape Plan (2019): In November 2019, the Mountain View City Council adopted the El Camino Real Streetscape Plan, which identified the El Camino Real/Castro Street intersection as a cross-corridor intersection. The plan defines a cross-

corridor intersection as a signalized intersection with bicycle facilities on the side streets, creating an opportunity to improve bicycle connectivity between neighborhoods and destinations along the corridor. The Streetscape Plan recommends this intersection to be a protected intersection to enhance safety, visibility, and accessibility for people walking and bicycling. Improvements to be considered, subject to feasibility and Caltrans approval, include high-visibility crossing, ADA-accessible curb ramps, advanced stop bars, reduced curb radii, curb extensions, green streets and green stormwater infrastructure, green-colored dashed bicycle lane markings through intersections, pedestrian signal heads, adjusted signal timing, raised pedestrian refuge islands where sufficient median width exists, green-colored left-turn bicycle queue boxes, bicycle detection and push buttons, and right-turn-on-red restrictions. These improvements are intended to reduce conflicts among roadway users, shorten pedestrian crossing distances, improve visibility, calm turning vehicle movements, and create a safer and more comfortable intersection for pedestrians, bicyclists, transit users, and motorists.

Castro Bikeway Feasibility Study: In May 2023, the Castro Street Bikeway Feasibility Study recommended protected intersection elements at El Camino Real/Castro Street, including raised corner islands to separate bicyclists from motor vehicles and improve visibility. The study also recommended buffered bicycle lanes between Victor Way and Yosemite Avenue, a southbound lane reduction to accommodate the bike lanes, parking reconfiguration, pavement resurfacing, and ADA-compliant curb ramp upgrades. This project will improve multimodal access between Downtown Mountain View, El Camino Real, and Graham Middle School by enhancing existing bicycle and pedestrian facilities and extending improvements along Castro Street between El Camino Real and Yosemite Avenue. Together, these improvements will reduce conflicts, shorten crossing distances, improve visibility, and create a safer and more comfortable corridor for all users.

Active Transportation Network

Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map [here](#)]

Yes/No

If yes, describe how the project adheres to the National Association of City Transportation Officials' (NACTO's) "[Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities](#)" and/or the Architectural and Transportation Barriers Compliance Board's "[Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way](#)." :

Background: *MTC's Complete Streets Policy states, "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. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024,) by the U.S. Access Board should also be referenced during design."*

The project will install buffered bike lanes along Castro Street for exclusive use of bicyclists and device users. It will be a low-stress and a safe facility for users of all ages and abilities including cyclists and e-bikers. The protected intersection at Castro / El Camino Real will include safety islands for pedestrians and turn boxes for bicyclists. Directional ADA ramps will also be installed to improve accessibility.

Is there a [MTC Mobility Hub](#) (map) within the project area?

Yes/No

If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the [Mobility Hubs Playbook Play 1](#):

Not Applicable

Topic: Safety and Comfort

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?

Yes/No

Please summarize the traffic safety conditions and describe the project's traffic safety countermeasures. The [Bay Area Vision Zero System](#) may be a helpful resource:

El Camino Real and Castro Street is one of the city's highest-demand intersections, serving motorists, bicyclists, pedestrians, and transit customers, and providing a critical connection to Graham Middle School, downtown Mountain View, the library, multifamily housing, and employment centers. The intersection includes six travel lanes on El Camino Real with a posted speed limit of 35 mph and five bus stops served by VTA's local and high-frequency buses and Mountain View's Community Shuttle. These attributes result in limited visibility between motorists and people walking or bicycling, long pedestrian crossing distances, and high pedestrian, bicyclist, and motor vehicle volumes that increase the potential for conflicts between users.

Attachment 2: El Camino Real/Castro Intersection and Castro Bikeway Improvements Draft Complete Streets Checklist

This intersection is on City of Mountain View's High Injury Network, which identifies roadway segments with the highest traffic crashes. In the past five years, there were nine reported collisions at this intersection, including two involving pedestrians and one involving a bicyclist. The crashes resulted in significant injuries, including four severe injury collisions, two visible injury collisions, and three injury collisions involving complaints of pain.

The proposed project will implement a protected intersection to improve safety and accessibility for all roadway users. Key countermeasures include corner safety islands, setback bicycle crossings, and improved pedestrian crossings that increase visibility between motorists, bicyclists, and pedestrians. The project will shorten crossing distances, better define travel paths for all modes, reduce conflict points, and provide enhanced protection for people walking and bicycling while maintaining access through the intersection. These improvements are intended to reduce the likelihood and severity of collisions and support safer travel for students, residents, transit customers, employees, and visitors.

Topic: Bicycle, Pedestrian and Transit Facility Design

Please check all the infrastructure elements that are included in this phase of the Project:

- Sidewalk Gap Closure
- Sidewalk Widening
- New Crosswalk
- Updated Crosswalk/Crosswalk Enhancements
- Pedestrian Safety Island(s)
- Curb Extensions
- Class I Multi-Use Trail or Path
- Class 2 Bike Lane or Buffered Bike Lane
- Class 3 Bicycle Boulevard / Slow Street
- Class 3 Bike Route - Sharrow
- Class 4 Separated Bikeway
- Speed Hump/Table/Cushion/Raised Sidewalk

Attachment 2: El Camino Real/Castro Intersection and Castro Bikeway Improvements Draft Complete Streets Checklist

- Daylighting/Corner Parking Restrictions
- Speed Limit Reduction
- New Traffic Signal or Control Device
- Upgrade to Existing Traffic Signal or Other Control Device
- Transit Signal Priority
- Transit Queue-Jump Lanes
- Transit Lanes
- HOV Lanes
- Bus-on-Shoulder Lanes
- Transit Stop Design (transit bulbs, boarding islands, etc.)
- Transit Supportive Stop Placement/Spacing
- Other: (please specify)

Topic: Equity

Will the project help to improve active transportation or transit in an [Equity Priority Community \(EPC\)](#)? *

No

Please list census tracts that are designated as EPCs and affected by this project:

Not applicable

Topic: Resilience

Will the Project integrate green infrastructure? (For more information on green infrastructure and sustainable stormwater solutions, please visit <https://www.sfestuary.org/green-streets>)

Yes / **No** / N/A

Section 3: Compliance and Exception Review

Topic: Statement of Compliance

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes/No

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes/No

Topic: Transit Agency Review

Please select the transit agency (or agencies) that serve the community where the project is located:

Santa Clara Valley Transportation Authority, Mountain View Community Shuttle

When coordinating with the transit agency (or agencies), did they notify you that they do NOT have service (including non-revenue or detours, etc.) in your project area?

The project will be coordinated with VTA

Have all potentially affected transit agencies had the opportunity to review this project?

The City submitted the Checklist to VTA and expects a response by June 30, 2026.

Topic: Bicycle and Pedestrian Advisory Committee/Commission Review

Has a local Bicycle and Pedestrian Advisory Committee/Commission (BPAC) reviewed this Checklist?

Yes/No

Please provide the meeting date(s):

June 24, 2026

Summary of BPAC meeting comments

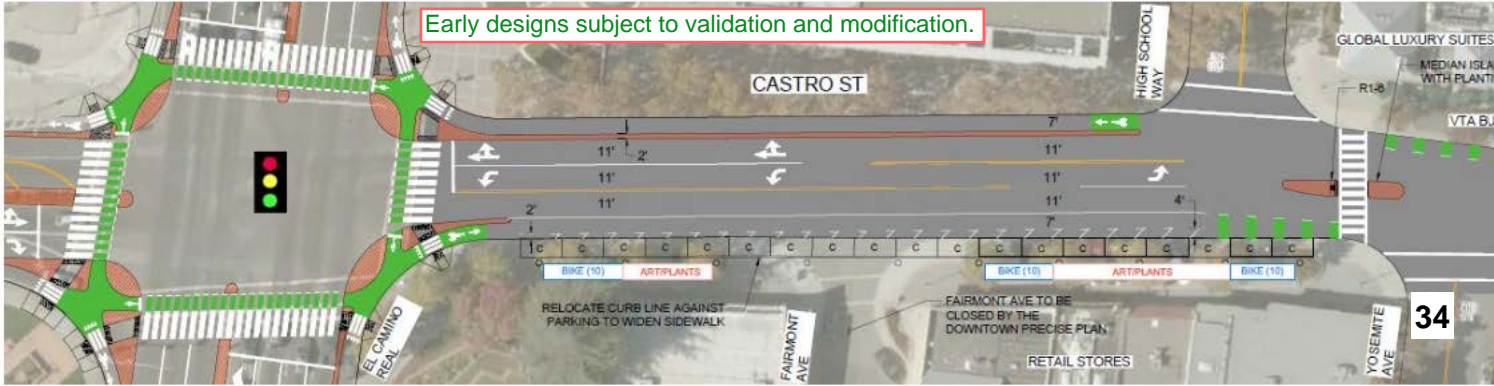
Comments will be provided later.

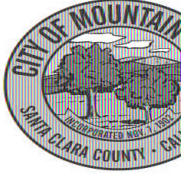
DRAFT Vision Zero Action Plan / Local Road Safety Plan
City of Mountain View

Figure 2 High Injury Network, 2014-2022



Early designs subject to validation and modification.





City of Mountain View

CITY HALL
500 CASTRO STREET

Legislation Text

File #: 206241, Version: 1

Draft Fiscal Year 2026-27 Work Plan and Tentative Agenda List

Accept the Bicycle/Pedestrian Advisory Committee's Draft Fiscal Year 2026-27 Work Plan.

DATE: June 24, 2026

TO: Bicycle/Pedestrian Advisory Committee

FROM: Lauren Ledbetter, Transportation Manager
Allison Boyer, Assistant Public Works Director

SUBJECT: **Draft Fiscal Year 2026-27 Work Plan and Tentative Agenda List**

RECOMMENDATION

Accept the Bicycle/Pedestrian Advisory Committee’s Draft Fiscal Year 2026-27 Work Plan.

BACKGROUND AND ANALYSIS

City Council Policy A-23, Work Item Referral for Council Advisory Bodies and Councilmember Committees, requires all Council advisory bodies to annually prepare work plans for City Council review and approval. Council review and adoption of proposed work plans for Fiscal Year 2026-27 is scheduled for September 2026.

The Bicycle/Pedestrian Advisory Committee’s (BPAC’s) Draft Fiscal Year 2026-27 Work Plan is attached (Attachment 1). The proposed work items included in the draft work plan operationalize the roles and responsibilities of the BPAC and identify specific actions the BPAC will take during the upcoming year to address mobility and connectivity, one of seven strategic priorities identified by the City Council as Council Strategic Priorities for Fiscal Years 2025-26 and 2026-27.

Staff have populated the draft work plan with suggested items for Fiscal Year 2026-27 and is soliciting input from the BPAC regarding additions to or deletions from the proposed work plan. As a reminder, the inclusion of an item in the work plan does not necessarily guarantee the commitment of City resources to support the work plan item. Any new items requiring significant additional City staffing or financial resources will require additional Council review and approval of the necessary resources before work can begin.

CONCLUSION

Staff requests BPAC input on items to be added to or removed from its Draft Fiscal Year 2026-27 Work Plan so the work plan can be presented, along with other draft advisory work plans, to the City Council in September for review and approval.

- Attachments:
1. Draft Fiscal Year 2026-27 Work Plan
 2. Draft Tentative Agenda List

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN
Fiscal Year 2026-27

Title and Description	Key Milestones	Date <i>per milestone quarters are calendar year</i>	Current Status/Notes
Ongoing Work Items			
A. Review, prioritize, and recommend bicycle and pedestrian projects for the annual TDA Article 3 funding application cycle	Preliminary review of potential projects VTA call for projects	April 2027 Q2 2027	
B. Provide input into the development and review of comprehensive bicycle/pedestrian facility plans and regulations (e.g., General Plan Mobility Chapter, Precise Plans, City Code revisions, and Zoning Ordinance bicycle parking requirements)	As required/requested	As required/ requested	
C. Review the City roadway system and bikeway/pedestrian facilities for bicycle and pedestrian suitability and recommend improvements	Ongoing	Ongoing	
D. Make recommendations on capital improvements to bicycle/pedestrian facilities	Annual Capital Improvement Program (CIP) development and approval process	2027	
E. Review public projects to ensure adequate consideration of the needs of bicyclists, pedestrians, and people with disabilities	Regular review of current active transportation projects	Ongoing	

Title and Description	Key Milestones	Date <i>per milestone quarters are calendar year</i>	Current Status/Notes
F. Promote bicycle and pedestrian safety via the City website and programs	Ongoing	Ongoing	
G. Coordinate with City departments and advisory bodies, other jurisdictions within Santa Clara County, and transportation-related agencies (e.g., VTA, Caltrans) on pedestrian and bicycling matters	<p>City representatives attend monthly VTA BPAC meetings</p> <p>Participate in Association of Pedestrian and Bicycle Professionals webinars offered through the VTA</p> <p>Pursue coordination activities as opportunities are identified (example: joint BPAC meetings, communications with other Mountain View commission members)</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	
H. Active Transportation Plan/Local Road Safety Plan performance measures, trends, and targets to assess progress in improving the City's pedestrian and bicycle environment	Receive/review Police data on pedestrian/vehicle, bicycle/vehicle, and pedestrian/bicycle collisions and near misses	Quarterly	

Title and Description	Key Milestones	Date <i>per milestone quarters are calendar year</i>	Current Status/Notes
I. Monitor performance measures, trends, and targets to assess progress in improving the number of students walking or bicycling to school	Implement SRTS program with schools	Ongoing	
J. Promote and participate in events to encourage bicycling and walking (subject to BPAC members' availability)	Bike MV Bike Rides SVBC 2026 Bike Summit Monster Bash Walk to School Day Earth Day Bike to Wherever Days	Biannual August 2026 October 2026 April 2027 May 2027	
K. Annual Review of Active Transportation Plan	BPAC agenda item	Q2 2027	
L. Legislative Review and Update	BPAC agenda item	Ongoing	
Fiscal Year 2026-27 Work Items			
1. Review progress on Vision Zero Policy and implementation of Vision Zero Action Plan	Implement Local Road Safety Plan	Annual	
2. Rengstorff Avenue Complete Streets Study	Existing Conditions and Draft concepts Preferred Alternatives Concepts	Q3 2026 Q1 2027	
3. Shared Micromobility Pilot Program	Staff Update	Q3 2026	

Title and Description	Key Milestones	Date <i>per milestone quarters are calendar year</i>	Current Status/Notes
4. Evelyn Avenue Complete Streets Project	Staff Update	Q1 2027	
5. Stevens Creek Trail Extension	Staff Update	Q1 2027	
6. California Complete Street Post-Study		Q3 2026	
7. Moffett Precise Plan		Q2 2027	
8. Updated City Standard Details		Q2 2027	
9. Update BPAC on Implementation of Active Transportation Plan Policies and Programs		Annually	

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

TENTATIVE AGENDA LIST

2026-27

C: Consent, I: Information, A: Action

8/18/26	Safe Routes to School Final Report	C
	Rengstorff Existing Conditions and Draft Concepts	I
	Active Transportation Plan (Recommend to CTC)	A
9/30/26	ECR/Castro Bikeways, Project Update (CIP 25-30) (Staff Update - no report or action, presentation only)	I
	California Complete Street Post-Study	I
10/28/26	Micro Mobility Pilot Program Update	I
	Collision Data Review	I
11/18/26	<i>No items identified at this time.</i>	
December	OFF	
1/27/27	VZAP Annual Report	C
	Rengstorff Preferred Alternatives Concepts	A
	Stevens Creek Trail Extension (Staff update – no report or action, presentation only)	I
2/24/27	Collision Data Review	I
3/31/27	SRTS Program Update	A
	Evelyn Complete Streets Study Update	I
4/28/27	CIP	A
	TDA3 Projects Allocation and Complete Streets Checklist Review	A
May	OFF	
6/30/27	Moffett Precise Plan	I
	Collision Data Review	I
	Updated City Standard Details	I