

**DATE:** April 27, 2022

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Brandon Whyte, Active Transportation Planner  
Ria Hutabarat Lo, Transportation Manager

**SUBJECT:** **El Camino Real Pedestrian and Bicycle Improvements—Update**

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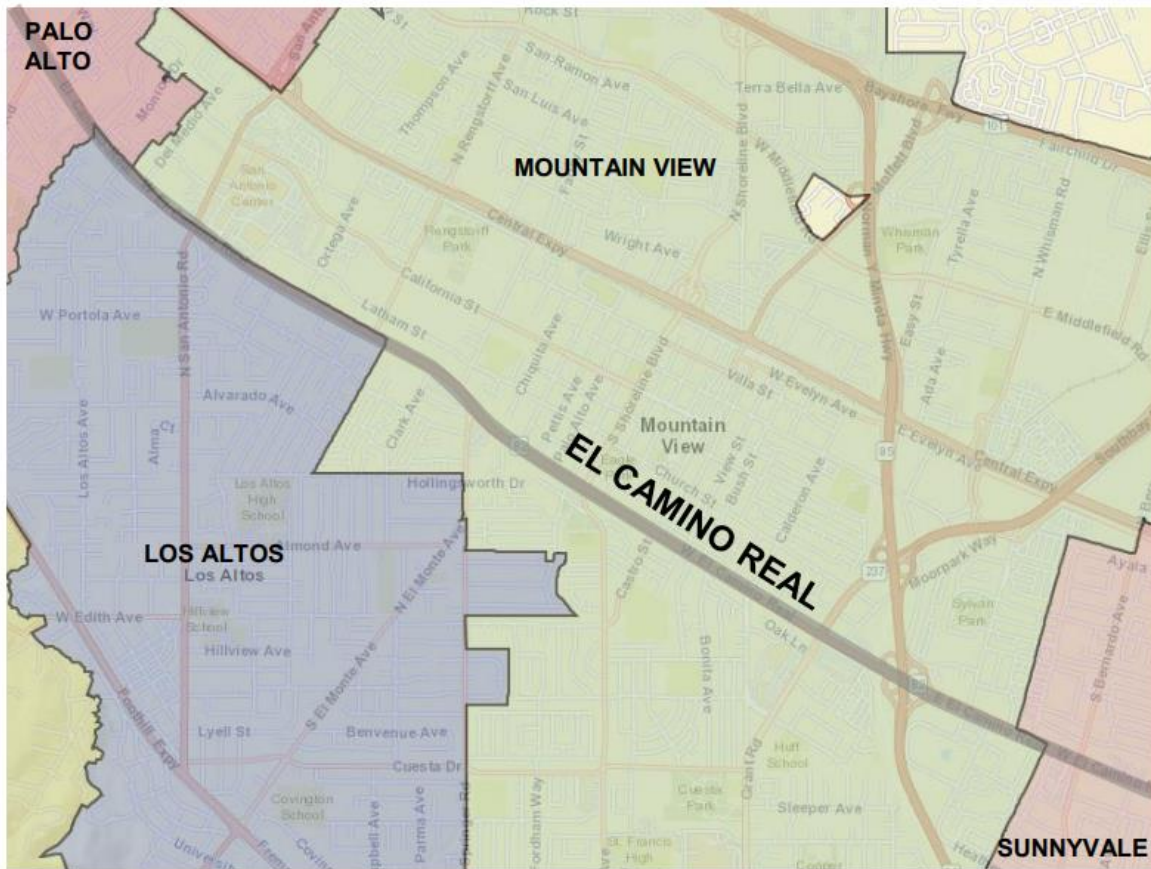
**RECOMMENDATION**

Receive an update on the El Camino Real Pedestrian and Bicycle Improvements.

**BACKGROUND**

El Camino Real is a historic urban highway and an important transportation corridor for residents, workers, and visitors, connecting major shopping and employment destinations with freeways, neighborhood streets, and transit. The roadway extends approximately four miles through Mountain View, connecting Sunnyvale to the southeast and Palo Alto and Los Altos to the northwest (Figure 1).

The segment of El Camino Real between Sunnyvale and Rengstorff Avenue lies entirely within Mountain View's City limits. Between Rengstorff Avenue and just west of Del Medio Avenue, the land uses on the north side of El Camino Real are in Mountain View; however, the City limit is at the back of curb on the north side. Therefore, the full width of El Camino Real in this segment lies within the City limits for Los Altos.



**Figure 1: Area Map of El Camino Real in Mountain View**

### **City Plans**

In 2007, a coalition of cities and agencies along the Peninsula adopted the Grand Boulevard Initiative (GBI) Vision. The GBI Vision envisions El Camino Real as a collection of vibrant places to work, live, shop, and play, connected by multi-modal links that promote walking and transit. The Mountain View 2030 General Plan, which was approved by the City Council in 2012, reiterated the GBI Vision and identified the El Camino Real corridor as a change area to be developed as “a revitalized boulevard that connects rather than divides the City, and as an attractive place to work, live, and play.”

In 2014, the City Council adopted the El Camino Real Precise Plan (ECRPP), which established mobility-related guidelines to support the General Plan vision. The Precise Plan called for wider sidewalks, interstitial pathways (paseos), shorter crossings, improved landscaping, bicycle facilities, transit signal priority, enhanced bus stops, removal of on-street parking, and transit-oriented development without a reduction in travel lanes. These pedestrian and bicycle

improvements were further developed through the [El Camino Real Streetscape Plan \(ECRSP\)](#), which the City Council adopted in 2019. Design standards from the ECRSP include:

- Replacing existing on-street parking with Class IV protected bikeways and Class II bike lanes where space is constrained;
- Installing pedestrian and bicycle enhancements at intersections;
- Providing transit stop enhancements and treatments;
- Installing new signalized pedestrian crossings at Pettis Avenue, Bonita Avenue, and Crestview Drive; and
- Widening existing 8' wide sidewalk to 12' if a 4' easement is granted by the adjacent property owners when parcels redevelop.

Pedestrian and bicycle improvements outlined in the ECRSP are consistent with the City's Vision Zero Policy, which aims to eliminate fatal traffic collisions in the City by 2030. The improvements are consistent with AccessMV, Mountain View's Comprehensive Modal Plan, which identified El Camino Real as a priority corridor for multi-modal transportation improvements.

### **Caltrans Policies, Plans, and Projects**

While the City of Mountain View has established a vision for the El Camino Real corridor, the roadway is owned and operated by the State of California Department of Transportation (Caltrans). As such, any improvements are subject to Caltrans approval.

In 2014, Caltrans' Deputy Directive No. DD-64-R2 recognized bicycle, pedestrian, and transit modes as integral elements of the transportation system. The Deputy Directive also noted that all transportation improvements are opportunities to improve safety, access, and mobility for all travelers, directing the agency to provide for the needs of travelers of all ages and abilities. In 2018, Caltrans also released a District 4 Bike Plan, which identifies Class IV protected bikeways on El Camino Real in Mountain View as a Tier 1 project for Caltrans.

In 2018, Caltrans initiated work on a project to repave El Camino Real between State Route 237/Grant Road in Mountain View and Sand Hill Road in Palo Alto and install Americans with Disabilities Act (ADA) ramp upgrades between Knickerbocker Drive in Sunnyvale and Sand Hill Road in Palo Alto. Consistent with the Caltrans 2020-2024 Strategic Plan, Caltrans staff has been responsive to City requests for a partnership approach to delivering some improvements in conjunction with the repaving and ADA ramp upgrades project.

## **ANALYSIS**

The El Camino Real Streetscape Plan will be implemented over time in various stages. Current implementation activities are described below:

### **Caltrans Repaving**

On June 18, 2019, City Council directed staff to work with Caltrans to pursue implementation of bicycle and pedestrian improvements in conjunction with the Caltrans repaving project. On September 14, 2021, the City Council also approved the removal of on-street parking along El Camino Real, from Rengstorff Avenue to Sylvan Avenue, to accommodate bikeway facilities. The City Council additionally authorized the City Manager to execute a cooperative agreement with Caltrans for El Camino Real Pedestrian and Bicycle Improvement, Projects 20-61 and 22-29, for a not-to-exceed total contribution from the City of Mountain View of \$6,700,000.

City staff has coordinated with Caltrans project staff to identify the project elements that can be incorporated into the Scope of Work for a paving and ADA ramp upgrades project without delaying the much-needed repaving work. Caltrans has now provided City staff with draft engineering plans prior to construction. The bicycle and pedestrian improvements incorporated into the draft engineering plans are presented in Attachment 1 as an informational item.

On March 25, 2022, the Los Altos City Council approved the removal of on-street parking on El Camino Real from Rengstorff Avenue to the Palo Alto limits in favor of having Caltrans add buffered bike lanes as part of the upcoming repaving project.

### **Protected Intersections**

Protected intersections require intersection reconfiguration design work, additional civil work, and potential signal changes. This type of work is beyond the scope of work for Caltrans' repaving and ADA ramp upgrades project. As identified in the Streetscape Plan, protected intersections at cross-corridor connections will be implemented in future City projects following the Caltrans repaving project under encroachment permits from Caltrans.

### **Sidewalk Improvements**

Staff is also working to ensure that elements of the Streetscape Plan located beyond the edge of curb are implemented in conjunction with private land development projects. These include sidewalk widening, landscaping, street furniture, and access improvements.

**NEXT STEPS**

Staff will continue to coordinate with Caltrans as they complete the final design for the repaving and ADA ramp upgrades project this summer. Caltrans expects construction beginning in calendar year 2023.

Elements that are not incorporated into the repaving work will be considered as part of future updates to the City's Capital Improvement Program and land development opportunities that arise.

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- Attachment:   1.   El Camino Real Improvements to be Implemented Via Caltrans Repaving and ADA Ramps Upgrades Project