MTC Complete Streets Checklist (El Monte Corridor Improvements)
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 in the public right of way (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – submit a Complete Streets Checklist (Checklist) to MTC.

Project sponsors shall coordinate with their respective County Transportation Agency (CTA) or local Bicycle and Pedestrian Advisory Committee (BPAC) (or equivalent) to review the CS Checklist. Checklists must be reviewed by the local or county BPAC (or equivalent) prior to MTC's review of the Checklist. **If a project includes a transit stop/station or is located along a transit route, the checklist must be signed by the transit agency(ies)** to confirm transit agency coordination and acknowledgement of the project.

Please note that projects claiming exceptions to the CS Policy must complete the Exceptions section on the Checklist, including the BPAC review, and provide a Department Director-level signature. Please fill out Contact Information and Project Information and then move to Statement of Exception, which is the last section.

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

CONTACT INFORMATION		
Contact Name & Title* Robert Gonzales	**Contact Email*** robert.gonzales@mountainview.gov	**Contact Phone Number** 650 903 6541
City/Agency* Mountain View	**Agency (if other)**	**County*** Santa Clara
Is your project seeking regional discretionary funds or an endorsement? * ☑ Regional Discretionary Funding ☐ Endorsement		

Please include the name of the regional discretionary funding program that this project is seeking.
Housing Incentive Pool Program

PROJECT INFORMATION

Project Name/Title* El Monte Corridor Improvements

Project Area/Location(s)* El Monte Avenue from El Camino Real to Springer Road

Project Area Map: *Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below.*
Exhibit1_MountainView_ElMonteCorridor_ProjectArea

PROJECT DESCRIPTION: (2000-word limit) *
You may also attach additional project documents, cross sections, plan views or other supporting materials.

The project will include design and construction of a road diet from four vehicle lanes to three lanes along El Monte Avenue consisting of one vehicle lane in each direction and a center median two-way left-turn lane; lane narrowing; Class II buffered bike lanes or Class IV protected bikeways wherever possible with green bike lane striping at conflict areas; high visibility crosswalks at intersections; pedestrian refuge islands at the intersection of El Monte Avenue and Hollingsworth Drive and the north approach to Springer Road (pending approval by the City of Los Altos); lighting improvements; green street elements including green stormwater infrastructure in the former slip lane at El Camino Real / El Monte Avenue intersection and other green stormwater infrastructure elements.

Cross-sections are displayed in Exhibit 2: Mountain View El Monte Corridor Support Material from Mountain View Council Report on 5/14/2024 and Alternative 3 of Council Report on 6/27/2023.

Please choose the project phase(s). *
☐ Planning
☑ PE
☐ ENV
☐ ROW
☑ CON
☐ O&M

Project Supporting Material: *Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below.*

Exhibit2_MountainView_ElMonteCorridor_SupportMaterial

Do You think your project qualifies for a Statement of Exception? *
☐ Yes
☑ No

Topic: Bicycle, Pedestrian 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 CS 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.

Plan examples include:

- City/County General + Area Plans
- Bicycle, Pedestrian & Transit Plan
- Community-Based Transportation Plan
- ADA Transition Plan
- Station Access Plan
- Short-Range Transit Plan
- Vision Zero/Systematic Safety Plan

Does the project implement relevant plans, or other locally adopted recommendations? *
☑ Yes
☐ No

Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date.
If the project is inconsistent with adopted plans, please provide explanation.

The following design elements for El Monte Avenue are called for under Recommendation S-4 of the City of Mountain View's Vision Zero Action Plan / Local Road Safety Plan, which was adopted 9/10/2024: road diet, high visibility crossings, buffered bike lanes or protected bikeways, green street elements, slip lane removal and protected intersections where feasible at El Camino Real (which is covered in the El Camino intersection improvements project).

Additionally, the City of Mountain View's Bicycle Transportation Plan, which was adopted November 17, 2014, indicates that as the City plans new or improved bicycle facilities on City streets with speeds at or above 30 mph, the City will prioritize installation of Class IV protected bikeways.

This policy is consistent with Caltrans DIB 94, adopted January 16, 2024, which calls for Class I, Class IV or buffered Class II facilities for roadways with a posted speed of 30 to 35 mph, and Class I or Class IV for roadways with a posted speed of more than 35 mph. El Monte Avenue has a posted speed of 35 mph and therefore Class IV protected bikeways will be installed as part of this project wherever feasible. Examples include the northbound segment near El Camino Real with larger spaces between driveways.

These plan recommendations and policies are provided in ATT2.

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 the how 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."

According to the NACTO All Ages and Abilities Guidance, Class IV protected bikeways are called for along roadways like El Monte Avenue that have a target speed of greater than 26 mph and vehicle volume greater than 6,000 average daily trips (ADT) (see ATT 2). As part of this project, Class IV protected bikeways will be installed. At a minimum, buffered Class II bike lanes will be installed where the spacing of driveways precludes protected facilities.

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 within the project area?*

☑ Yes
☐ No

Please summarize the traffic safety conditions and describe the project's traffic safety measures. The Bay Area Vision Zero System may be a helpful resource.

El Monte Avenue from Springer Road to El Camino Real is part of the City's High Injury Network as displayed in ATT 2. During the Vision Zero analysis period of 2014-19, there were 13 collisions along this roadway segment including two fatal or severe injury collisions. At the intersection of El Monte Avenue and Marich Way, there were four pedestrian/bicycle crashes during the analysis period, including one pedestrian fatality resulting from a driver striking a pedestrian who was crossing in the crosswalk.

El Monte / Marich intersection has been recently upgraded with a rectangular rapid flashing beacon and median splitter/pedestrian refuge. Additionally, this project will include the following traffic safety measures: 4- to 3-lane road diet, lane narrowing, buffered bike lanes or protected bikeways, green dashed conflict zones at driveways, high visibility crosswalks; pedestrian refuge islands at the intersection of El Monte Avenue and Hollingsworth Drive, and lighting improvements.

B. Topic: Safety and Comfort

Does the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analysis conducted? *

☑ Yes
☐ No

Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.

Under the City of Mountain View's Comprehensive Modal Plan "AccessMV", El Monte Avenue was identified as having a Bicycle Level of Traffic Stress (LTS) 4 for the segment between El Camino Real and Hollingsworth Drive. LTS 4 reflects very high stress conditions suitable for highly confident riders. For the segment from Hollingsworth Drive to Springer, El Monte Avenue was identified as having LTS 3, which is high stress and suitable for somewhat confident riders.

Lane narrowing and installation of Class II buffered bike lanes and Class IV protected bikeways will reduce both vehicular traffic speeds and reduce LTS along this roadway. Under the City's AccessMV analysis, LTS 2 is anticipated after installation of improvements.

Topic: Transit Coordination

A. Are there existing public transit facilities (stop or station) in the project area?
☑ Yes
☐ No

If yes, list transit facilities (stop, station or route) and all affected agencies.

VTA bus route #52

B. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.
☑ Yes
☐ No

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.
Exhibit 3_MountainView_ElMonteCorridor_TransitAgency [to be added]

C. 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.

Topic: Design

If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).

Pedestrian focused improvements include high visibility crosswalks and pedestrian refuge islands (also known as pedestrian safety islands) at Hollingsworth Drive, lighting improvements and lane width reductions. These elements will be designed in accordance with CA-MUTCD, PROWAG and NACTO Urban Street Design Guide.

If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.

Bikeway designations include Class II buffered bike lanes and Class IV protected bikeway where feasible. These elements will be designed in accordance with CA-MUTCD, NACTO Urban Bikeway Design Guide, NACTO Designing for All Ages and Abilities Guidance, Caltrans DIB 89-02 and Caltrans DIB 94.

Topic: Equity

A. Will the project improve active transportation in an Equity Priority Community (EPC)?
☐ Yes
☑ No

Please list census tracts that are designated as EPCs and affected by this project.
Mountain View has an extensive program of affordable housing strategies that are distributed throughout the City.

Topic: Bicycle and Pedestrian Advisory Committee (BPAC) or Equivalent Committee Review (Requirement)

Has a local (city is preferred and county is an option) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.
☐ Yes
☐ No
☑ The submission of this checklist will be reviewed by the BPAC. This option exists to use this CS Checklist submission (pdf emailed to you) for the BPAC review.
☐ Other

Please provide a summary of meeting comments. If meeting date hasn't occurred yet, please share BPAC meeting comments here.
BPAC scheduled for 10/30/2024

Compliance and Exemption

Statement of Compliance
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).

Please check below. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.
☑ Yes
☐ No

Statement of Exception
Topic: BPAC Review (Requirement)
Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form. ☐ Yes ☐ No ☐ The Checklist is being submitted to send to BPAC for review.
Please provide meeting date(s).
Please provide a summary of comments/discussion. N/A

Statement of Exception
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians. Yes/No? ☐ Yes ☐ No
If yes, please cite language and agency citing prohibited use. N/A
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). Yes/No? ☐ Yes ☐ No
If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling. Please share how that will be executed here. N/A
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route. Yes/No? ☐ Yes ☐ No
If yes, described alternative Plan/Project. N/A

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. Yes/No?**

☐ Yes
☐ No

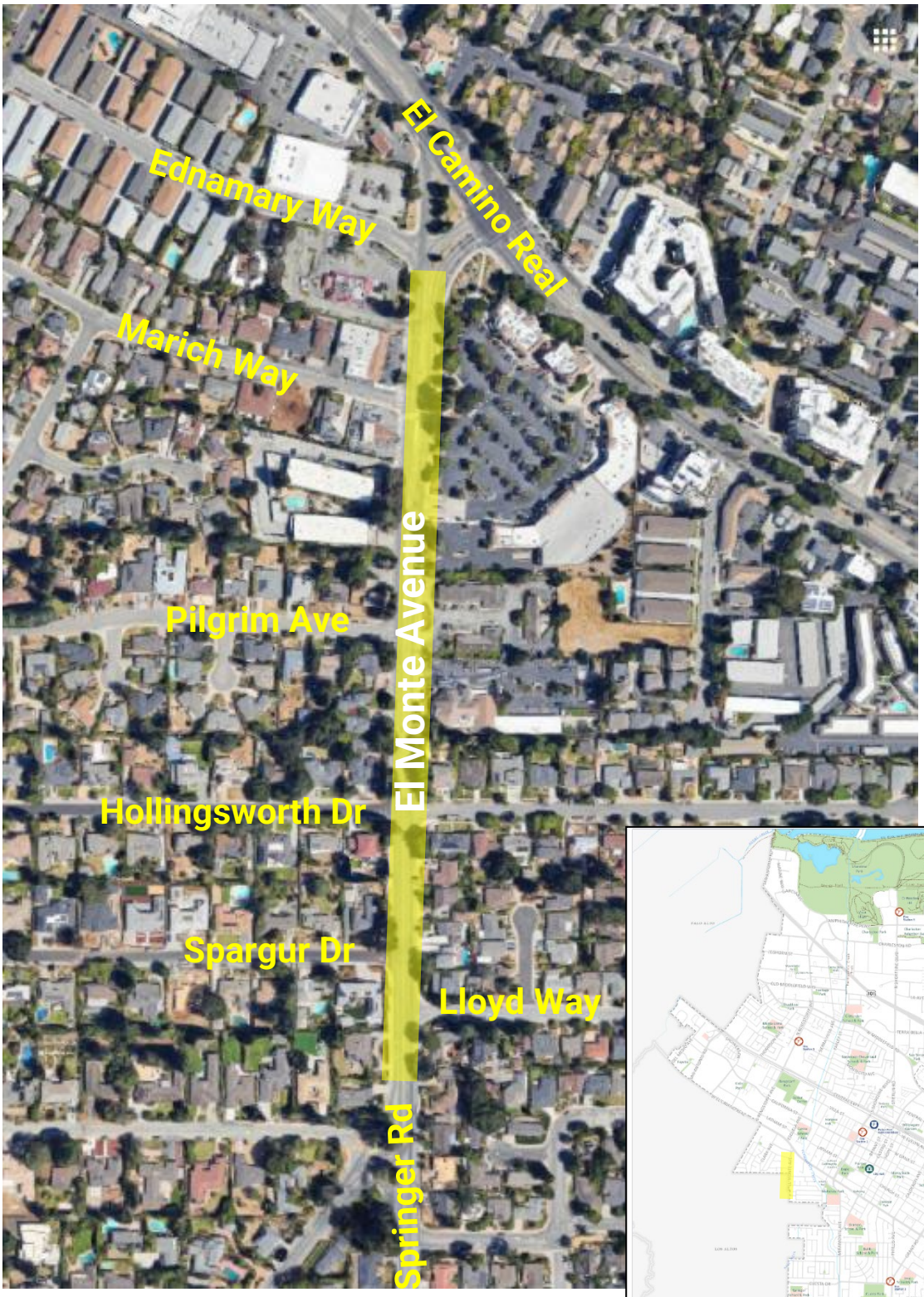
Describe condition(s) that prohibit implementation of CS policy requirements.
N/A

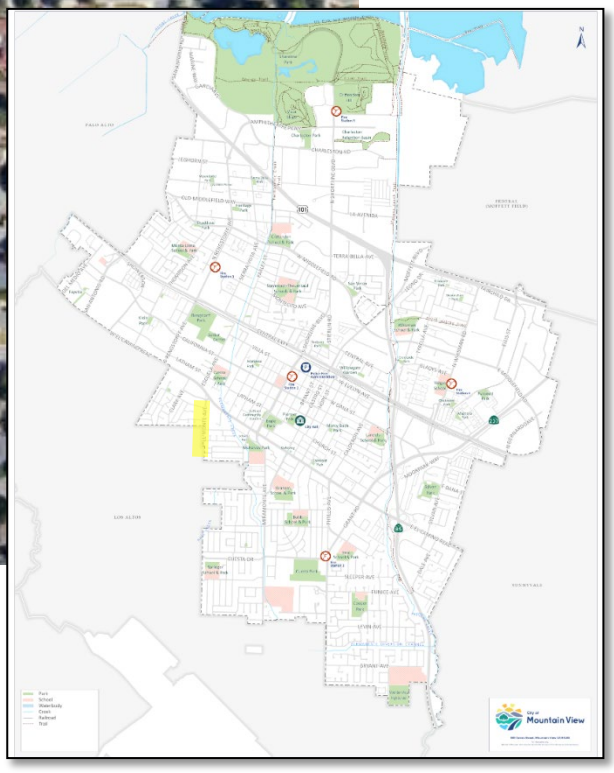
Name of Department Director or Equivalent for Exceptions

Department Director-Level Signature for Exceptions
Exceptions must be signed by a Department Director-level agency representative, or their designee. Please include name, title and copy of their approval of this exception in email or letter format below.

Director Approval File Upload
Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.

Exhibit1: City of Mountain View El Monte Corridor Project Area





Project Area

Exhibit 2: City of Mountain View El Monte Corridor Support Materials

Cross Sections from Council Report 5/14/2024

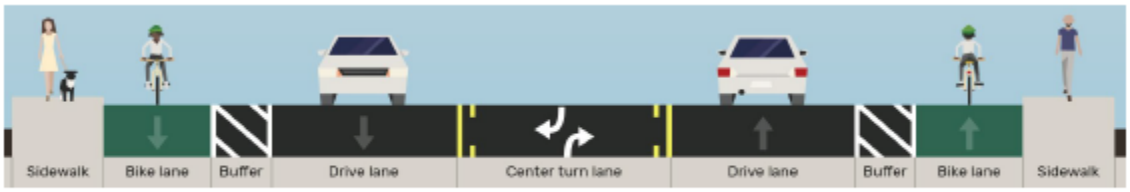
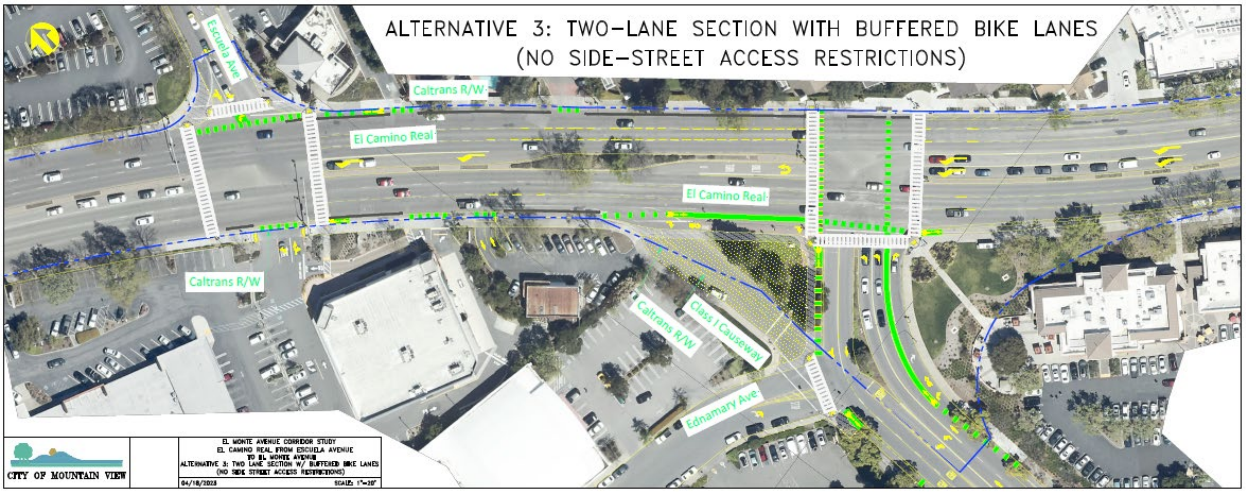


Figure 2: Typical Cross-Section—Alternative 3 (Road Diet)

Concept Designs from Council Report 6/27/2024



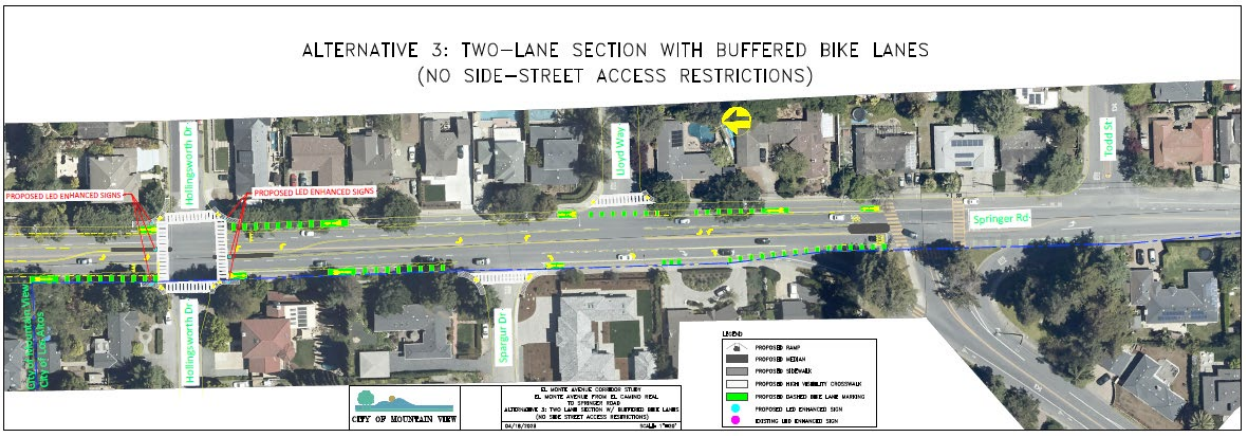


Exhibit 2:
Supporting Documents

DRAFT
VISION ZERO ACTION PLAN
&
LOCAL ROAD SAFETY PLAN

VISION ZERO

NELSON
NYGAARD

City of
Mountain View

HIGH CRASH LOCATIONS

The City of Mountain View Vision Zero Working Group identified a High Injury Network. Figure 11 identifies the specific segments of that network that have the highest rate per mile of fatal and severe crashes, roadway and land use factors, and common crash types. Note that crash data used for this plan is prior to Castro Pedestrian Mall implementation, which was implemented summer 2020.

Figure 11 High Crash Street Segments (Top Ten from 2014-2019 based on KSI Crashes per Mile)

Location	Total Crashes	KSI Crashes	KSI Crashes per Mile	Roadway and Land Use Factors	Common Crash Types in this Location
East El Camino Real (east of Grant Rd)	61	9	10.04	▪ 40 mph ▪ Commercial / Precise Plan	▪ Driver right turn with pedestrian ▪ Driver left turn (motor vehicle only)
Ellis St (E Middlefield Rd to Manila Ave)	16	4	5.68	▪ 40 mph ▪ Commercial / Precise Plan	▪ Driver ran off road ▪ Motorcycle involved
N Rengstorff Ave (Central Expwy to Middlefield Rd)	45	3	4.69	▪ 35 mph ▪ Commercial / Precise Plan	▪ Driver left turn with bicyclist or pedestrian ▪ Pedestrian crossing between intersections
Amphitheatre Pkwy (Garcia Ave to Shoreline Blvd)	23	3	4.45	▪ 35 mph	▪ Driver proceeding straight with bicyclist (sideswipe)
N Shoreline Blvd (Central Expwy to Middlefield Rd)	33	3	4.42	▪ 35 mph ▪ Commercial / Precise Plan	▪ Driver ran off road ▪ Driver left turn with bicyclist
El Monte Ave (Full Extent in Mountain View)	13	2	4.34	▪ 35 mph ▪ Commercial / Precise Plan	▪ Pedestrian crossing in crosswalk and driver proceeding straight
California St (Rengstorff Ave to Shoreline Blvd)	34	4	4.31	▪ 35 mph	▪ Bicycle involved
S Rengstorff Ave (El Camino Real to Central Expwy)	44	2	3.55	▪ 35 mph ▪ Commercial / Precise Plan	▪ Bicycle involved
San Antonio Rd (Full Extent in Mountain View)	30	2	3.48	▪ 35 mph ▪ Commercial / Precise Plan	▪ Bicycle or pedestrian at signalized intersection
Castro St (Central Expressway to Miramonte Ave /Marilyn Dr)	54	4	3.46	▪ Commercial / Precise Plan	▪ Pedestrian crossing between intersections

Data analysis conducted for the Local Road Safety Plan found that people walking and biking suffer from fatal and severe crashes at a disproportionately high rate in Mountain View compared to their mode share. During the period from 2014-2019 the City's highest-crash intersections for people walking and biking

include El Camino Real/Sylvan, Showers/Latham, Rengstorff/Latham, Charleston/Huff, El Monte/Marich, El Camino Real/Dale, San Antonio/Fayette, Ortega/Latham and Shoreline/Villa. Figure 12 lists these locations along with information on total crashes, total fatal and severe crashes, and roadway and land use factors.

Four intersections have been upgraded since the analysis period: Showers/Latham crosswalk was upgraded from in-pavement flashers to RRFBs; El Monte/Marich was upgraded to an LED-enhanced crosswalk with pedestrian refuge island; Shoreline/Villa was reconfigured with a new marked crosswalk, protected left turns, and slip lane removal; and Charleston/Huff was converted to a 8-phase signal to eliminate left turn conflicts. Additional improvements are in design for Rengstorff/Latham.

Figure 12 Crash Intersections for People Walking and Biking (Top Ten, Ranked by Total Injury Crashes)

Location	Ped/Bike Crashes	KSI Crashes	Roadway and Land Use Factors	Crash Types
El Camino Real and Sylvan Ave / The Americana*	3	2	▪ Signalized ▪ 40 mph with 25 mph posted speed limits ▪ Commercial/ Precise Plan	▪ Driver right turn with bicyclist proceeding straight
Showers Dr and Latham St	6	1	▪ Three-way intersection (2023 RRFB on Latham and Stop control on Showers) ▪ 35 mph with 25 mph posted speed limits ▪ Commercial/ Precise Plan	▪ Driver and bike proceeding straight (broadside) ▪ Pedestrian in crosswalk with driver left turn or straight
Rengstorff Ave and Latham St	5	1	▪ Signalized ▪ 35 mph with 25 mph posted speed limits	▪ Driver left turn with pedestrian
Charleston Rd and Huff Ave	5	1	▪ Signalized ▪ 35 mph with 25 mph posted speed limits ▪ Commercial/ Precise Plan	▪ Driver left turn with pedestrian in crosswalk
El Monte Ave and Marich Way	4	1	▪ Three-way intersection (2019 LED enhanced crosswalk on El Monte Ave and stop control on Marich Way) ▪ 35 mph with 25 mph posted speed limits	▪ Pedestrian crossing in crosswalk
El Camino Real and Dale Ave*	3	1	▪ Three-way intersection (Stop controlled on Dale) ▪ 30 mph with 40 mph posted speed limits ▪ Commercial/ Precise Plan	▪ Driver right turn with pedestrian in crosswalk
San Antonio Rd and Fayette Dr	3	1	▪ Signalized ▪ 35 mph with 25 mph posted speed limits ▪ Commercial/ Precise Plan	▪ Bike-involved
Ortega Ave and Latham St	3	1	▪ Commercial/ Precise Plan	▪ Driver left turn with pedestrian in crosswalk
Shoreline Blvd and Villa St	9	0	▪ Signalized (2022 reconfiguration and slip lane removal) ▪ 35 mph with 30 mph posted speed limits	▪ Driver left turn with bicyclist or pedestrian

*Intersections not owned by City of Mountain View

High crash intersections for walking, biking and motor vehicles as well as high KSI roadway segments and the high injury network are displayed in Figure 14.

Figure 14 Top 10 Crash Locations, All Modes

PRIORITIZATION METHOD

In conjunction with community members and BPAC, the project team developed three criteria to prioritize key street segments and intersections for the installation of countermeasures. These criteria include:

- History and severity of crashes,
- Equity, and
- Proximity to key destinations.

More detailed information on the criteria and prioritization method is provided in **Appendix 3**.

The above criteria were applied to twenty-seven key segments and twenty-two key intersections in the City in order to develop a prioritized list of segments and intersections. The candidate segments and intersections were identified through the systemic safety analysis. As displayed in Figure 15, Figure 16, and Figure 17, each key segment was evaluated, with a total score that reflects a combination of the three key criteria.

Based on this analysis, Rengstorff Avenue corridor emerged as the highest VZAP/LRSP priority in the City. Other high priority segments include portions of El Camino Real, Shoreline Boulevard, California Street, El Monte Avenue, San Antonio Road, Middlefield Road, Latham Street, Grant Road, and Villa Street.

Many of these segments are associated with safety enhancements that have been implemented since the study period; have funding through construction in the next two years through the City Capital Improvement Program (CIP); or have Council approved conditions of approval for improvements that would be implemented by private development in the next five years. Locations with implemented, funded or conditioned improvements that fully address the respective maneuvers were not carried forward in the prioritization process.

Figure 15 Total Score and Project Information for Key Segments

Corridor	Segment	Score	Projects Constructed since 2019 or Fully Funded for Construction
S Rengstorff Ave	El Camino Real – Central Expressway	11	-
W El Camino Real*	Rengstorff Ave – Castro St	10	CIP 20-61 High Visibility Crossings, Pedestrian Hybrid Beacon (Pettis), Protected Bikeways
N Shoreline Blvd	Central Expressway – Middlefield Rd	10	CIP 17-41 Protected Intersection at Montecito, Protected Bikeways from Montecito to Middlefield.
N Rengstorff Blvd	Central Expressway – Middlefield Rd	10	-
California St	Rengstorff Ave – Shoreline Blvd	10	CIP 21-40 Pilot Road Diet, High Visibility Crossings, Midblock Crossings, Parking Protected Bikeways, and Protected Intersections
S Shoreline Blvd	El Camino Real – Central Expressway	9	CIP 21-37 Shoreline Pathway from Wright to Villa, CIP 16-27 Shoreline/Villa High Visibility Crossings, Slip Lane Removal
E El Camino Real*	East of Grant Rd	9	CIPs 20-61 & 22-29 High Visibility Crossings, Pedestrian Hybrid Beacon (Crestview), Protected Bikeways

Corridor	Segment	Score	Projects Constructed since 2019 or Fully Funded for Construction
El Monte Ave	Full Extent	8	CIPs 19-61 & 21-38 Road Diet, High Visibility Crossings, Buffered Bike Lanes, Green Street Elements, Slip Lane Removal, Protected Intersections (where feasible)
San Antonio Rd	Full Extent (in Mountain View)	8	-
E Middlefield Rd	East of SR 85	7	CIP 24-28 High-visibility crossings, protected bikeways, and protected intersections on Middlefield Road from Moffett Boulevard to Bernardo Avenue.
Latham St	West of Shoreline Blvd	7	High Visibility Crosswalks (completed)
Grant Rd	Southern City Limits – El Camino Real	7	CIP 21-39 Pedestrian Hybrid Beacon (Grant/Sleeper)
Villa St	Full Extent	7	High Visibility Crossings (Shoreline), Speed Humps
California St	West of Rengstorff Ave	7	CIP 21-40 California Complete Streets Pilot (from Shoreline to Showers) – Road Diet, High Visibility Crossings, Midblock Crossings, Parking Protected Bikeways & Protected Intersections.
N Rengstorff Ave	North of Middlefield Rd	7	-
Central Expressway*	Shoreline Blvd – Bernardo Ave	7	Managed and maintained by Santa Clara County
Old Middlefield Way	Full Extent	7	-
E Evelyn Ave	Full Extent	6	-
Amphitheater Pkwy	Full Extent	6	Protected bikeways from Bill Graham to Shoreline, protected intersection treatments at Shoreline/Amphitheater
N Whisman Road	Central Expressway – Fairchild Dr	6	-
Miramonte Ave	El Camino Real – Southern City Limits	6	CIP 20-01 Rectangular Rapid Flashing Beacon and Bulbouts at Miramonte/Hans, Road Diet and Buffered or Protected Bikeways from Cuesta to Castro, Landscaped Medians Hans to Castro, Sidewalk Gap Closure Starr to Barbara
Sierra Vista Ave	Full Extent	6	CIP xx All-way stop at Sierra Vista/Colony
Cuesta Dr	Miramonte Ave – Grant Rd	6	Buffered bike lanes from Springer to Miramonte
E Dana St	Calderon Ave – Moorpark Ave	5	-
Garcia Ave	Bayshore Blvd – Amphitheater Pkway	4	-

*Intersections not owned by City of Mountain View

6 Recommendations

The output of an VZAP/LRSP is a list of recommended prioritized projects to improve road safety in a community. These projects may be both infrastructure and non-infrastructure projects, which is the case for the recommendations presented in this section. The recommendations are aligned with the goals of the City of Mountain View Vision Zero Policy as well as current and future priority planning and programming efforts.

INFRASTRUCTURE RECOMMENDATIONS

As discussed in Chapter 2, the following safety corridors within Mountain View City limits have been identified through the VZAP/LRSP process:

1. Rengstorff Avenue from El Camino Real to Garcia Avenue/Charleston Road;
2. Shoreline Boulevard from El Camino Real to North Road;
3. California Street from San Antonio Road to Hope Street;
4. Ellis Street from Middlefield Road to Manila Avenue; and
5. El Monte Avenue from Springer Road to El Camino Real;
6. San Antonio Road from El Camino Real to Central Expressway;
7. Middlefield Road from western city limit (400 feet east of San Antonio Road) to Central Expressway; and
8. Old Middlefield Way from Middlefield Road to US-101.

Based on Caltrans guidance for developing a LRSP, more specific infrastructure recommendations and priorities are provided below. Note that all recommendations still require further engineering review to determine design adequacy and feasibility.

Prioritized Corridor Segments and Intersections

The following are the prioritized corridor segments and intersections for infrastructure improvements. These lists account for prioritization criteria related to crash history, equity and proximity to destinations. In addition, the lists account for planned network improvements that are funded and included in the City's approved capital improvement program (CIP).

Recommended improvements indicated in Figure 18 and Figure 19 reflect key crash concerns and City plans and subject to further engineering feasibility analysis. Additionally, recommended improvements may be subject to approval by another agency such as Caltrans which owns and regulates State Routes including El Camino Real; the County of Santa Clara which owns and regulates Central Expressway; and Valley Water which oversees waterways such as Stevens Creek Trail at Middlefield Road.

Figure 18 Recommended Safety Corridor Projects

ID	Corridor	Segment / Location	Recommended Improvements beyond FY2023-24[7]	Other Supporting Documents
S-1	Rengstorff Ave	El Camino Real – Leghorn St	Rengstorff Avenue Green Complete Streets (Appendix D)	CIP 27-xx Rengstorff GCS Study
S-2	Shoreline Blvd	El Camino Real – Montecito	Protected Bikeways from El Camino Real to Montecito	Shoreline Boulevard Corridor Study
S-3	California St	Showers Drive – Shoreline Blvd	Permanent Installation – pending pilot results (26-xx California Construction Showers-Shoreline)	21-40 California Complete Street Pilot and evaluation
S-4	El Monte Ave	City Limits to El Camino Real	El Monte Corridor Improvements (21-38 pending additional funding)	El Monte Corridor Improvements (19-61) & El Camino Real Streetscape Plan
S-5	Ellis St	Full Extent	Protected Bikeways	
S-6	San Antonio Rd	Full Extent (in Mountain View)	Complete Streets Overpass (by Caltrain with County of Santa Clara & City of Palo Alto).Project schedule to be determined.	-
S-7	E Middlefield Rd	East of SR 85	Midblock Crossing at LRT and Sidewalk over SR 85 and Stevens Creek Trail	East Whisman Precise Plan & CIP 25-xx Middlefield Road Across SR85, Feasibility Study
S-8	Latham St	West of Shoreline Blvd	Sharrows, Curb Extensions or Splitters, Advance Stop Bar, High Visibility Crosswalks, Bike Boulevard Signs and Markings and Speed Humps West of Escuela St	16-38 Latham/Church Bike Boulevard (pg. 26-27, 33-35)
S-9	Grant Rd	City Limits – El Camino Real	High Visibility Crosswalks, New Bikeways (Martens-El Camino Real)	-
S-10	Central Expressway	Shoreline Blvd – Bernardo Ave	High Visibility Crosswalks, Protected Bikeways (by County of Santa Clara)	SCC Active Transportation Plan (underway)
S-11	Old Middlefield Way	Full Extent	High Visibility Crossings, Protected Bikeways	Bicycle Transportation Plan
S-12	E Evelyn Ave	Full Extent	Bikeways (CIP 25-xx & 27-xx Evelyn Bikeway Design, Construction)	MV Transit Center Master Plan
S-13	Amphitheater Pkwy	Full Extent	Protected Bikeways	North Bayshore Circulation Study Table 1
S-14	N Whisman Road	Central Expressway – Fairchild Dr	Complete Streets	East Whisman Precise Plan Table 19
S-15	Miramonte Ave	El Camino Real – City Limits	Complete Streets Upgrades Castro to El Camino Real (23-31) & Southern City Limits to Cuesta	Measure B funded Miramonte Phase 2 Feasibility Study

[7] CIP References are based on the FY2023-24 Budget as outlined in the June 13, 2023 City Council Item 6.2 Attachment 1

Figure 19 Recommended Safety Corridor Projects

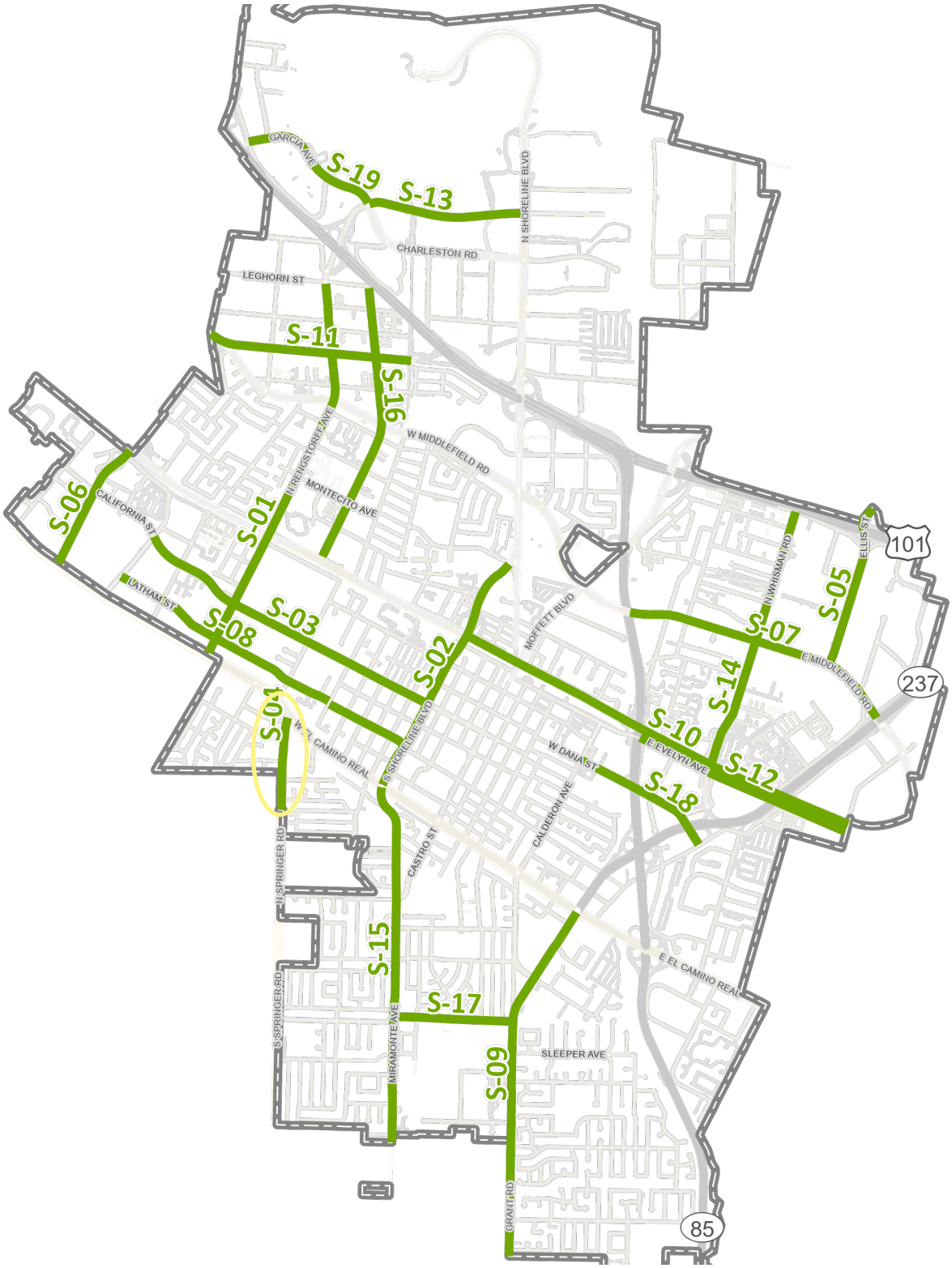


Figure 20 Recommended Safety Intersection Projects

Rank	Street 1	Street 2	Recommended Improvements beyond FY2023-24[8]	Source Document
I-1	El Camino Real	Castro Street	Protected Intersection (CIP 25-xx, ECR/Castro)	El Camino Real Streetscape Plan
I-2-3	El Camino Real	Escuela, El Monte,	Protected Intersections (CIP 22-29 ECR/Escuela/El Monte)	El Camino Real Streetscape Plan
I-4-6	El Camino Real	Shoreline, Calderon, Sylvan	Protected Intersections (27-xx El Camino Real Construction)	El Camino Real Streetscape Plan
I-7	Middlefield Rd	Independence Ave	Median crossing island, pedestrian hybrid beacon, and improved intersection lighting	
I-8	Charleston Rd	Amphitheater Pkwy	High Visibility Crossing, Protected Intersection	North Bayshore Circulation Study
I-9	Ortega Ave	Latham St	Curb extension, high-visibility crosswalk, traffic calming with traffic circle	Latham Bike Boulevard Council Direction
I-10	Moffett Blvd	SR 85	Protected Bikeways (24-03)	One Bay Area Grant 3 (OBAG3)
I-11	Rengstorff Ave	Old Middlefield Way	High Visibility Crossing	CIP 27-xx Rengstorff GCS Study
I-12	California Street	Pacchetti Way	Pedestrian Signal Modification, High Visibility Crosswalk, Median Crossing, Curb Radius Reduction, Bike Signal Phasing, Bike Treatment at intersection	San Antonio Precise Plan
I-13	Whisman Rd	Middlefield Rd	High Visibility Crossing, Protected Intersection	OBAG3 Projects
I-14	Whisman Rd	Flynn Ave	High Visibility Crossing	East Whisman Precise Plan
I-15	Shoreline Blvd	Amphitheater Pkwy	Curb ramp and hydrant relocation to clear bikeway	North Bayshore Precise Plan
I-16	E El Camino Real	Grant Rd	High visibility crosswalk, Reduced curb radius, Curb extensions, Green-colored dashed bike lanes, Pedestrian signal heads, Adjusted signal timing, Pedestrian refuge islands, bike box, Right-turn-on-red restrictions	El Camino Streetscape Plan (pg. 23)
I-17	Sierra Vista Ave	Hackett Ave	High Visibility Crossing, Bi-directional Ramp, Traffic Circle	
I-18	Shoreline Blvd	Mountain Shadows Dr	Pedestrian hybrid beacon	
I-19	Rengstorff Ave	Junction Ave (near San Ramon Ave)	Pedestrian Hybrid Beacon at Junction Avenue	CIP 27-xx Rengstorff GCS Study

[8] CIP References are based on the FY2023-24 Budget as outlined in the June 13, 2023 City Council Item 6.2 Attachment 1

BIKE MOUNTAIN VIEW

MOUNTAIN VIEW

BICYCLE TRANSPORTATION PLAN UPDATE

ADOPTED
NOVEMBER 17, 2015

(a) Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

(1) When overtaking and passing a vehicle proceeding in the same direction.

(2) When preparing for a left turn at an intersection or into a private road or driveway.

(3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge, subject to the provisions of Section 21656. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

(4) When approaching a place where a right turn is authorized.

(b) Any person operating a bicycle upon a roadway of a highway, which highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near the left-hand curb or edge of that roadway as practicable.

4.5.5. REGULATING THE USE OF CITY PARKS AND OTHER CITY FACILITIES CODE SECTION 38.9

Chapter 38 of the Mountain View City Code regulates the use of City parks, including Class I trails, which are considered to be part of the City's park system. Section 38.9 prohibits the use of electric bicycles on any path or walkway in a park or facility. In addition, the Code does not refer to any specific speed limit for trails/parks.

SEC. 38.9. Prohibited activities in parks or facilities. The following activities are prohibited in any park or recreational facility:

f. Operating or riding a motorcycle, moped, motorbike, motorized bicycle, motorized scooter or any other vehicle on any path or walkway in a park or facility. This section does not apply to wheelchairs and other devices for the disabled or vehicles in the service of the city parks or facility. This section shall not apply to the use of an electric personal assistive mobility device (EPAMD) on any city trail or walkway within a city park or facility.

g. Stopping, parking, riding or driving any horse or other animal, or propelling or parking any bicycle, unicycle, skateboard, roller skates, roller blades or other wheeled apparatus elsewhere than on the areas designated for those uses or upon the lawn or landscaped areas of a park or facility. This section does not apply to wheelchairs and other devices for the disabled or vehicles in the service of the city parks or facilities.

The City has been considering modifications to these regulations and implemented a one-year pilot program in August 2015 to:

- Permit the use of electric assistive mobility devices (e.g., electric bicycles and scooters) on City trails.
- Allow the use of non-motorized skateboards on City trails.
- Permit the use of motorized skateboards on City bike paths and trails, but not until the California Vehicle Code has been modified to allow use of electric skateboards on bike paths and trails.
- Implement a continuous 15 mile per hour speed limit throughout the City trail system in conjunction with an educational outreach program regarding trail etiquette, additional signage along trails, and enforcement.

Recommendation

This Plan recommends the City evaluate the results of the pilot once it has been completed and make permanent any changes that are determined to improve mobility in the community.

4.5.6. BIKEWAY FACILITIES ON CITY STREETS

Bicyclists' level of stress traveling on streets can depend on a wide variety of factors including, but not limited to:

- A bicyclist's age and skill level
- Street type/configuration (e.g., arterial, residential, commercial, etc.)
- Existing bicycle facilities, if any
- Vehicle travel speeds

- Traffic volume
- Surrounding land uses
- On-street parking demand
- Existing Complete Streets accommodations at intersections

Generally, bicycle facilities on City streets that provide some level of physical separation from vehicle traffic (e.g., Class II buffered bike lanes or Class IV protected/ separated bike lanes or cycle tracks), provide bicyclists with a less-stressful environment in which to bike. The availability of these types of bicycle facilities on streets throughout the City will likely encourage more people to bike in Mountain View.

Recommendation

As the City plans new or improved bicycle facilities on, or major improvements to, City streets with vehicle speeds at or above 30 MPH, the City should give priority consideration to the installation of Class IV protected/ separated bike lanes/cycle tracks.

The City Traffic Engineer should be responsible for determining the applicability, design and implementation of Class II buffered bike lanes and/or Class IV bikeways on these streets. Special attention may be given to locations where the installation of Class IV bikeways will extend the network of less-stressful bikeways by connecting to existing or planned Class I or Class IV facilities. The City Traffic Engineer may consider any or all of the following in making their determination:

- Actual or perceived safety concerns at intersections within the bikeway network
- Availability of additional right-of-way
- Community input
- Location and number of driveways (a high density of driveways may lead to a more expensive and less effective Class IV facility)
- Existing and future bicycle traffic volume and capacity
- Existing and future motor vehicle traffic volume and capacity
- Other physical characteristics of the existing roadway
- Potential connections to other Class I and Class IV facilities
- Presence and occupancy of on-street parking
- Proximity to trip generators with large numbers of youth, seniors and/or families (i.e. playgrounds, schools, senior centers, etc.)
- Surrounding land uses

Per Assembly Bill 1193, Caltrans is currently developing State-level guidelines to establish minimum safety design criteria for the planning and construction of Class IV protected bike lanes by January 1, 2016. In the interim, agencies may use the NACTO Urban Bikeway Design Guide and/or the FHWA Separated Bike Lane Planning and Design Guide to inform their designs so long as the project documentation references either document as the source of the design decisions and justifies their use.

If right-of-way constraints and/or the high density of driveways make a Class IV bikeway infeasible, the City may consider a Class II buffered bikeway, a Class II bike lane, or an alternative route.

4.5.7. BIKEWAY NETWORK REGIONAL CONNECTIVITY

As evidenced by the significant number of bikeway network improvements recommended throughout the City identified in this Plan, the City places a priority on improving the connectivity of the City's bikeway network. Equally important is the need to improve existing and create new connections to bikeways in the neighboring cities of Los Altos, Sunnyvale and Palo Alto.

This Plan recommends that it should be the City's policy to improve regional bikeway connections as a strategy to increase bicycle ridership of all ages and skills in Mountain View and throughout the region. Establishing such a policy emphasizes the importance of these connections, and also supports similar policies listed in County, Regional and State Plans identified in Appendix C.

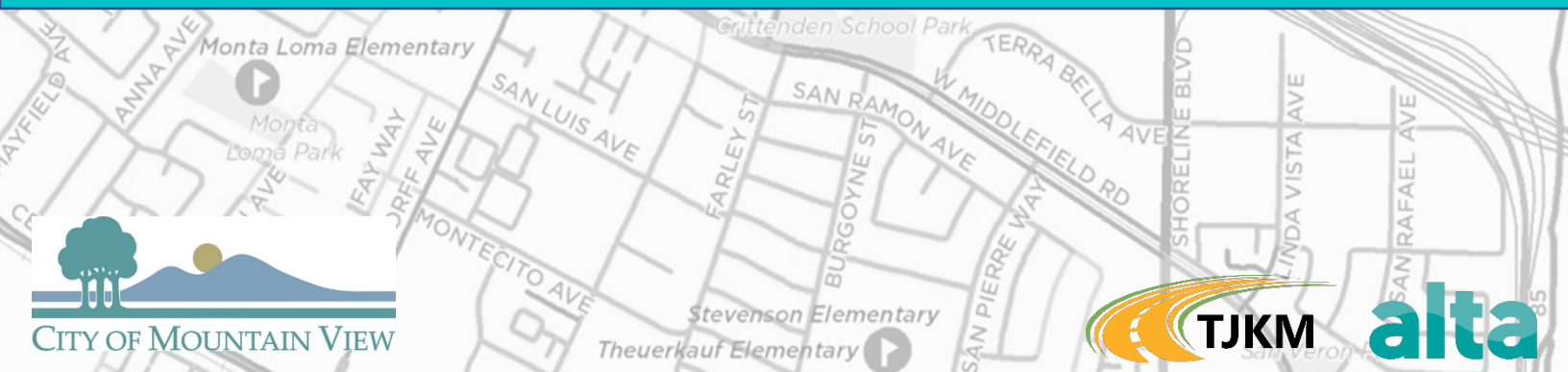
Recommendation

This Plan recommends that it should be the City of Mountain View's policy to coordinate the planning and implementation of the improvements to the City's bicycle network with neighboring jurisdictions to

AccessMV

Mountain View's Comprehensive Modal Plan

May 2021



CITY OF MOUNTAIN VIEW

TJKM

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Figure 3-10. Existing Bicycle Level of Traffic Stress

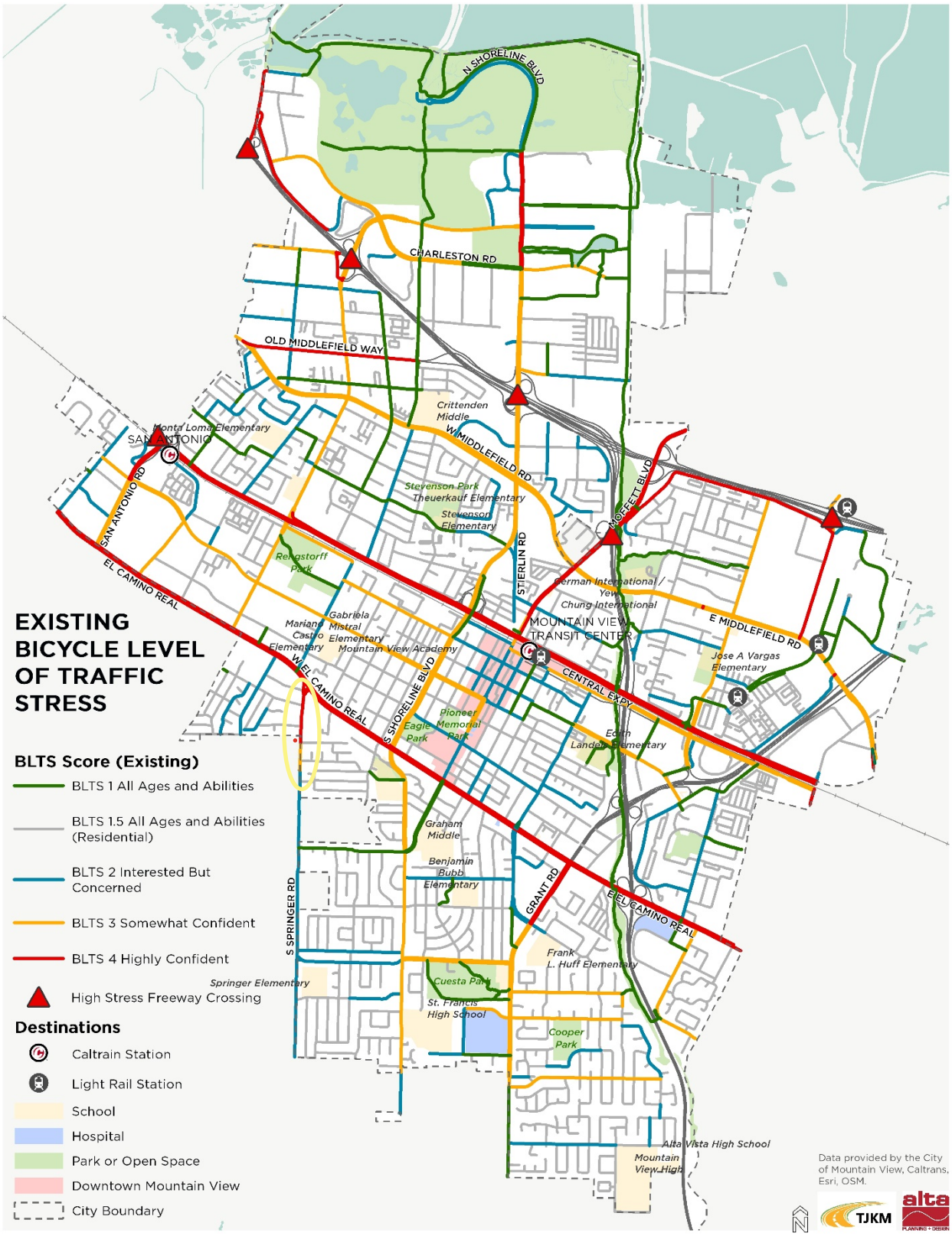
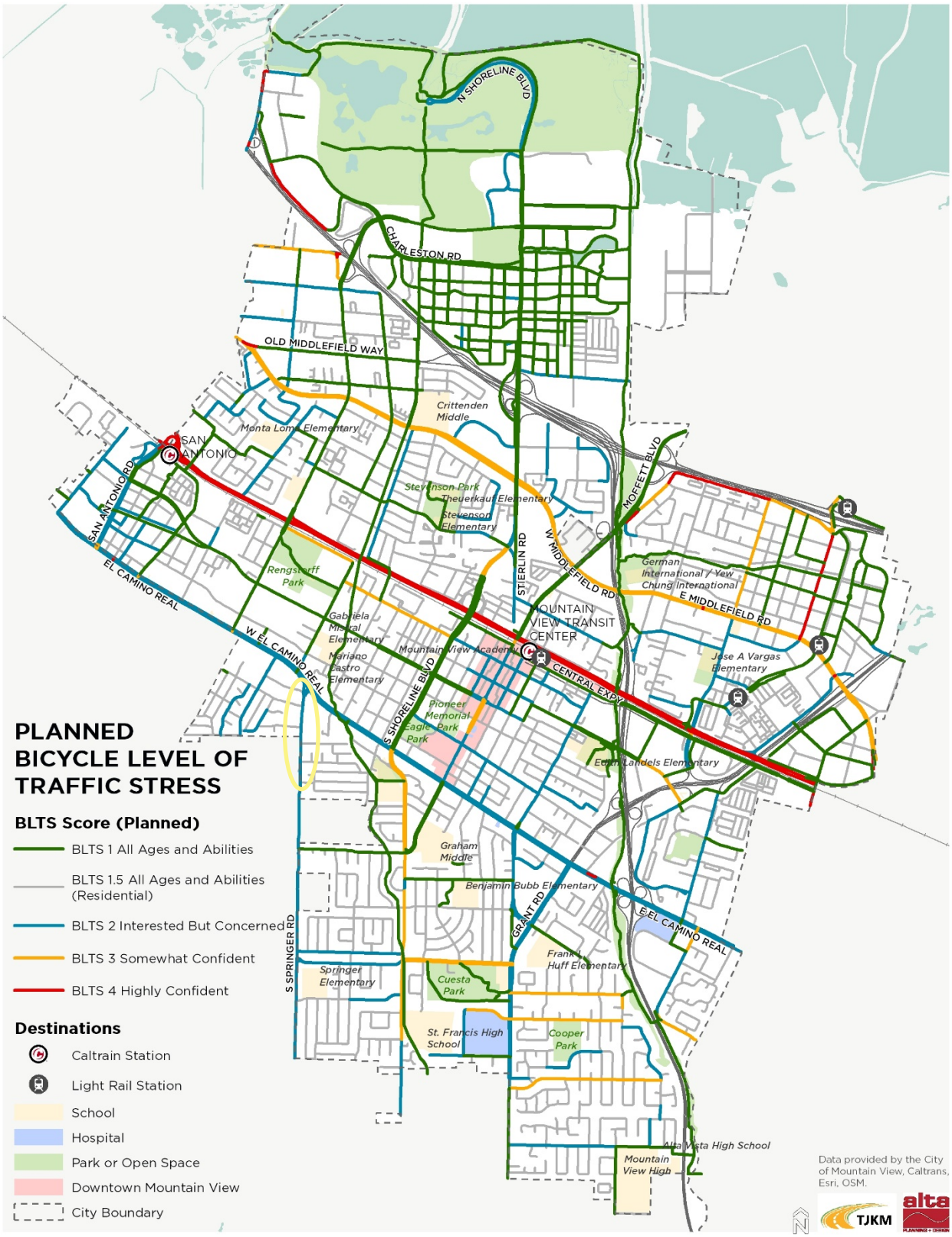


Figure 3-11. Existing Bicycle Level of Traffic Stress with Collisions

Figure 3-12. Planned Bicycle Level of Traffic Stress

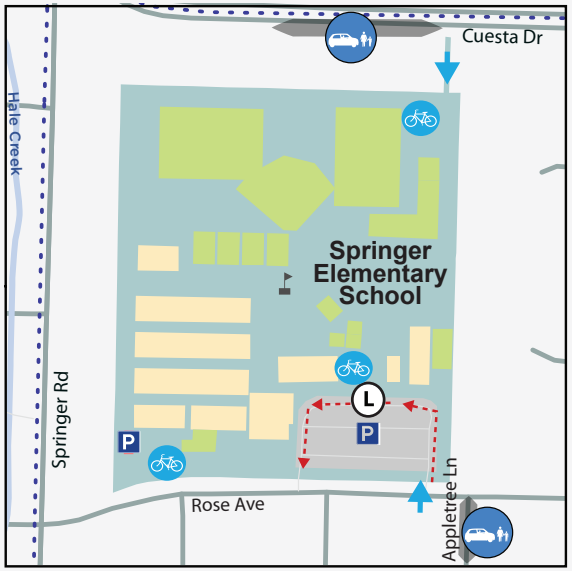


Springer Elementary

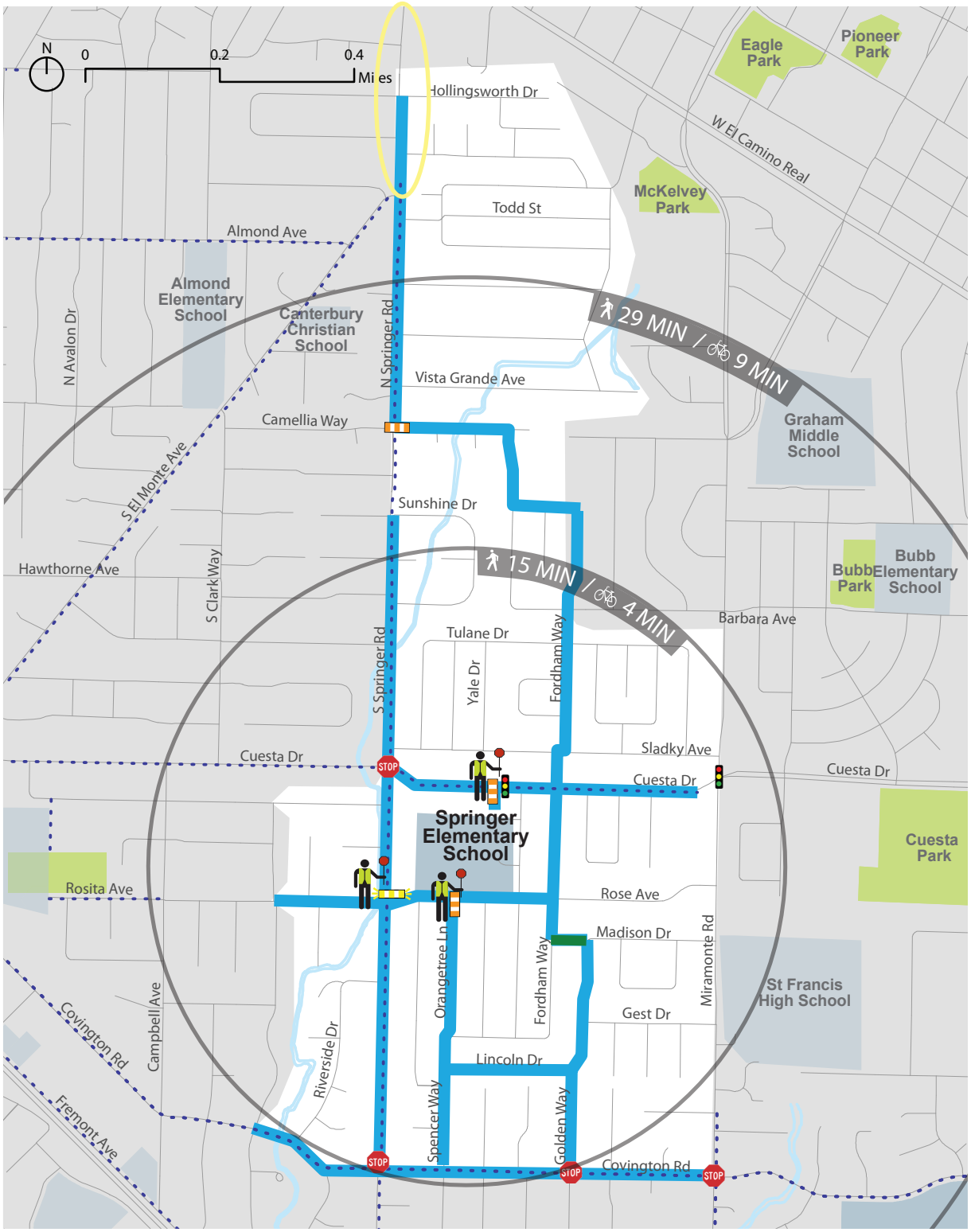
SUGGESTED ROUTES

1120 Rose Avenue
Mountain View, CA 94040

- Suggested Walking & Biking Route
- Connector Path
- Existing Bikeway
- Marked Crosswalk
- Flashing Crosswalk
- Pedestrian & Bicycle Access
- Half-mile and Mile Zones (Road Network)
- Park & Walk Location
- Crossing Guard Location
- Bicycle Parking
- Traffic Signal
- All-Way Stop
- Attendance Area
- Parks and Open Space
- School
- Drop off/pick up



Enlargement Map



BENJAMIN BUBB ELEMENTARY SCHOOL

525 HANS AVE.
MOUNTAIN VIEW, CA 94041

LEGEND

- All-Way Stop
- Traffic Signal
- Crossing Guard
- VTA Bus Stop
- VTA Bus Stop Route 22

Community Shuttle Stop

- Gray Route
- Red Route
- School Entrance
- Suggested Route
- Bike Lane
- Bike Route
- Trail
- School Catchment Area
- City Boundary

GRAHAM MIDDLE SCHOOL

1175 CASTRO ST.
MOUNTAIN VIEW, CA 94040

LEGEND

- All-Way Stop
- Traffic Signal
- Crossing Guard
- VTA Bus Stop
- VTA Bus Stop Route 22

Community Shuttle Stop

- Gray Route
- Red Route
- School Entrance
- Bike Lane
- Bike Route
- Part-Time Bike Lane
- Suggested Route
- School Catchment Area
- City Boundary

LOS ALTOS HIGH SCHOOL

201 ALMOND AVE.
LOS ALTOS, CA 94022

LEGEND

- All-Way Stop
- Traffic Signal
- Crossing Guard
- VTA Bus Stop
- VTA Bus Stop Route 22

Community Shuttle Stop

- Gray Route
- Red Route
- School Entrance
- Suggested Route
- Bike Lane
- Bike Route
- Trail
- City Boundary
- School Catchment Area

N

0 0.13 0.25 0.5 MILES

DESIGN INFORMATION BULLETIN NUMBER 94

California Department of Transportation
Division of Design

Complete Streets: Contextual Design Guidance

APPROVED BY:

Lisa Ramsey

LISA RAMSEY
Acting Chief, Division of Design

January 16, 2024

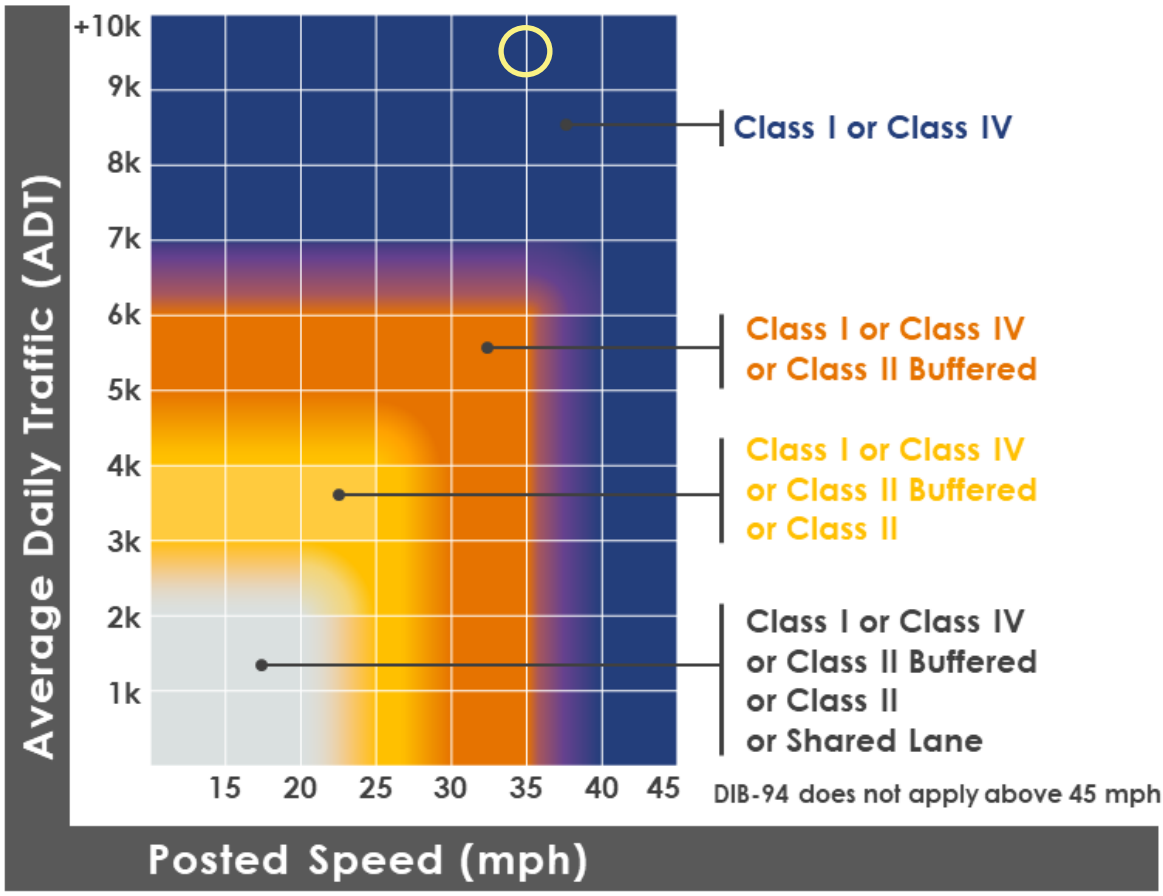
Class II bike lanes in order of priority. The selection of a facility with less vertical or horizontal separation, or the use of a narrower bikeway width, is likely to decrease comfort and functionality, making the bikeway less appealing to some bicyclists. In general, Class III facilities should only be considered for limited distances, as an interim measure, at locations where very low volumes of bicyclists are anticipated, or where the value of providing a constrained facility outweighs the option of providing no facility at all. Once the most appropriate bicycle facility has been identified for each segment of a project, the transitions between any facility changes may be designed. Tables 5.1.1, 5.1.2, 5.1.3, and 5.1.4 provide the recommended ranges for bicycle traveled ways that should be applied to the respective bikeway classifications. Designers should strive to provide a usable traveled way width within these ranges to the maximum extent feasible. The values within the recommended range will be optimal for most locations. The practical maximum value or range should only be considered when bicyclist volumes are high and there are clear benefits. When space is available for a maximum value, there may be other options for the use of that width, such as additional bike lane buffer space or wider sidewalk.

Widths approaching the minimum values should be considered only for short distances and where the benefit of providing a narrow facility outweighs the alternative of no facility at all.

The minimum bikeway width should be as indicated in the underlined text in Tables 5.1.1, 5.1.2, 5.1.3, and 5.1.4.

The following sections provide more details about each bicycle facility type.

Figure 5-A - Recommended Bicycle Facilities for Urban Areas, Suburban Areas, and Rural Main Streets



Designing for All Ages & Abilities

Contextual Guidance for High-Comfort Bicycle Facilities

NACTO
National Association of City Transportation Officials

December 2017

Choosing an All Ages & Abilities Bicycle Facility

This chart provides guidance in choosing a bikeway design that can create an All Ages & Abilities bicycling environment, based on a street's basic design and motor vehicle traffic conditions such as vehicle speed and volume. This chart should be applied as part of a flexible, results-oriented design process on each street, alongside robust analysis of local bicycling conditions as discussed in the remainder of this document.

Users of this guidance should recognize that, in some cases, a bicycle facility may fall short of the All Ages & Abilities criteria but still substantively reduce traffic stress. Jurisdictions should not use an inability to meet the All Ages & Abilities criteria as reason to avoid implementing a bikeway, and should not prohibit the construction of facilities that do not meet the criteria.

Contextual Guidance for Selecting All Ages & Abilities Bikeways

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

* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[18]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.