

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

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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-

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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.

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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

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- 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

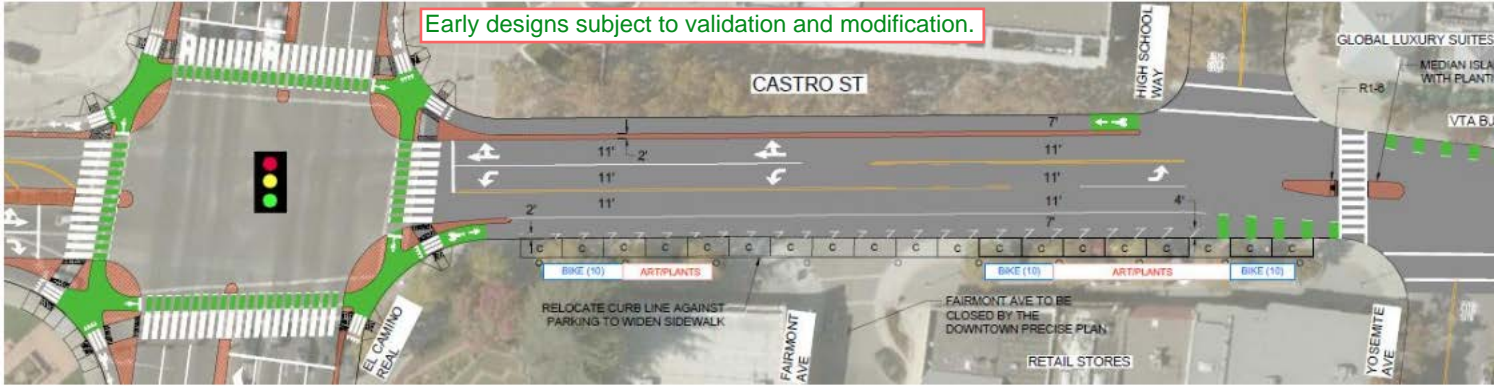
Comments will be provided later.

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.



CASTRO ST

HIGH SCHOOL WAY

GLOBAL LUXURY SUITES

MEDIAN ISLAND WITH PLANTINGS

Rt-8

VTA BUS



BIKE (10) ARTIPLANTS

BIKE (10) ARTIPLANTS

BIKE (10)

RELOCATE CURB LINE AGAINST PARKING TO WIDEN SIDEWALK

FAIRMONT AVE

FAIRMONT AVE TO BE CLOSED BY THE DOWNTOWN PRECISE PLAN

RETAIL STORES

YOSEMITE AVE

EL CAMINO REAL