

## **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](mailto: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.*

Attachment 1: El Camino Real / Calderon Avenue / Phyllis Avenue Intersection  
Improvements Draft MTC Complete Streets Checklist

---

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.

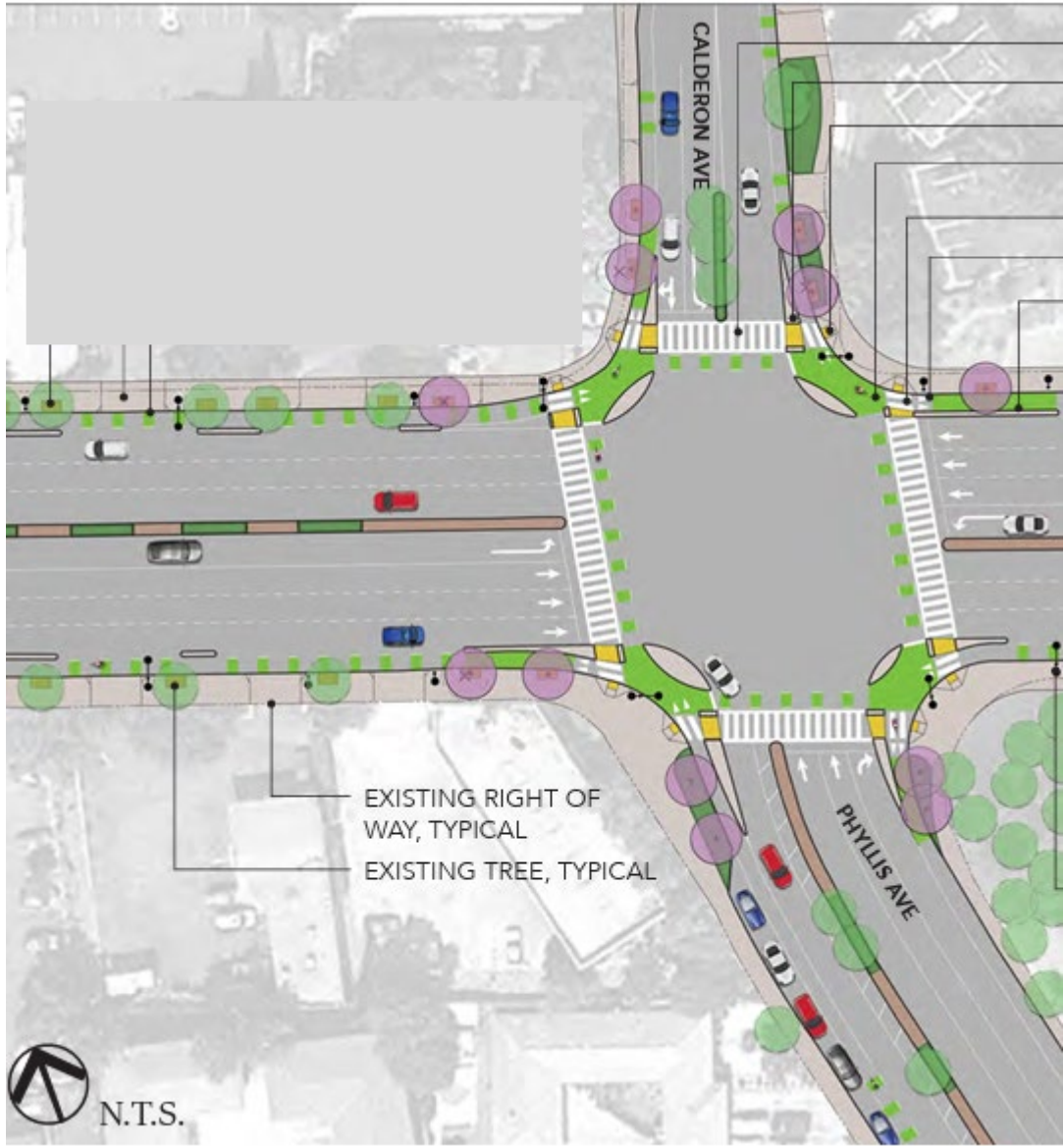
**DRAFT Vision Zero Action Plan / Local Road Safety Plan**  
City of Mountain View

**Figure 2 High Injury Network, 2014-2022**



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





Early designs subject to validation and modification.