



COUNCIL REPORT

	DATE:	January 27, 2026
	CATEGORY:	Consent
	DEPT.:	Public Works
	TITLE:	El Camino Real/Castro Intersection and Castro Bikeway Improvements, Design, Project 25-30—Professional Services Agreement

RECOMMENDATION

Authorize the City Manager or designee to execute a professional services agreement with Bellecci & Associates, operating as Sanbell, Inc., a California corporation, (Entity No. 1665633), to provide design and construction support services for El Camino Real/Castro Intersection and Castro Bikeway Improvements, Design, Project 25-30, in a not-to-exceed amount of \$620,000.

BACKGROUND

Citywide mobility is an essential element to the City's long-term sustainability planning. The City prioritizes walking, bicycling, and public transit usage to reduce greenhouse gas emissions, promote mobility, and improve Mountain View's overall health, wellness, and livability.

El Camino Real/Castro Intersection and Castro Bikeway Improvements, Project 25-30, (ECR/Castro Project) was approved as part of the Fiscal Year 2024-25 Capital Improvement Program (CIP). The ECR/Castro Project limits are on Castro Street, between Victor Avenue and Yosemite Avenue (see Figure 1) and will provide protected intersection elements at the El Camino Real and Castro Street intersection, and bicycle lanes improvements on Castro Street, between Victor Avenue and Yosemite Avenue. These improvements will provide enhancements for all users of the El Camino Real and Castro Street intersection and Castro Street, including students bicycling and walking across El Camino Real to and from Graham Middle School.

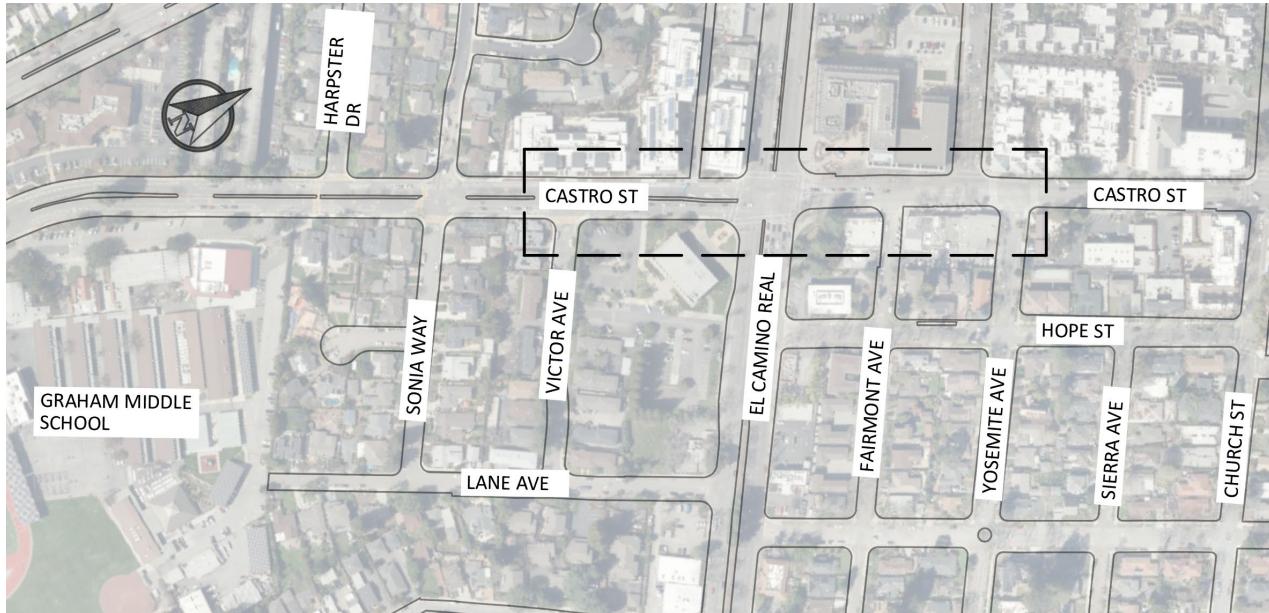


Figure 1 – Project Location

Castro Bikeway Feasibility Study, Project 17-53 - Previous Committee and Public Meetings

The Castro Street Bikeway Feasibility Study, Project 17-53, (Study) was approved as part of the Fiscal Year 2016-17 Capital Improvement Program to support the Council's major goal to "develop and implement comprehensive and innovative transportation strategies to achieve mobility, connectivity, and safety for people of all ages." An initial draft Study was reviewed by the Bicycle/Pedestrian Advisory Committee (BPAC) and Downtown Committee in 2020 and 2021.

On [January 25, 2023](#) staff presented BPAC the revised Study showing up to four alternatives of conceptual bikeway layouts of Castro Street between El Camino Real and California Street. The difference in the alternatives occurred between Yosemite Avenue and just before California Street. **In all alternatives, the Castro Street improvements between El Camino Real and Yosemite Avenue were consistent.** The improvements between El Camino Real and Yosemite included a protected intersection at Castro Street and El Camino Real, and bike lanes to Yosemite Avenue. The BPAC reviewed the alternatives for the scenarios of short-/medium-term and long-term alternatives and supported Short-/Medium-Term Alternative 2 and Long-Term Alternative 2.

On [February 7, 2023](#) and [March 7, 2023](#), staff similarly presented the Study to the Downtown Committee where they voted in favor of Short-/Medium-Term Alternative 2 and Long-Term Alternative 2.

On April 13, 2023, City staff held a hybrid community engagement event at City Hall and virtually. Approximately, 20 members of the public attended either in person or remotely. Participants generally supported Short-/Medium-Term Alternative 2 and Long-Term Alternative 2.

On [May 15, 2023](#), the Council Transportation Committee (CTC) reviewed the Study and considered staff's recommendation for the Castro Street segment between Yosemite Avenue and California Street. CTC deferred a recommendation to the City Council for the project until it could be considered in the context of the Downtown Precise Plan, and asked that staff consider all modes of transportation and the pedestrian experience on Castro Street.

Since this meeting, the Downtown Precise Plan has been initiated, and staff will be able to evaluate design alternatives in coordination with the development of the Downtown Precise Plan.

Vision Zero Action Plan

The Vision Zero Action Plan, adopted by Council on [September 10, 2024](#), identified the El Camino Real and Castro Street intersection as the highest-ranked safety intersection project.

Improvements Recommended

Due to the CTC's deferral of a recommendation to Council for the Castro Street segment between Yosemite Avenue and California Street, the ECR/Castro Project will focus on the Castro Street segment south of Yosemite Avenue, to Victor Way. The project design will initiate from the Study's recommendations, and previous input from BPAC and DTC. The concept plan will be presented to CTC for input and is anticipated to include the following improvements:

- Protected intersection elements at the El Camino Real 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.
- Southbound lane reduction to accommodate the buffered bike lanes on the east side of Castro Street, 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.
- Replacement of any curb-ramps that are non-compliant with the Americans with Disabilities Act standards.

This project will improve multi-modal access along this integral segment that connects Mountain View's Downtown area with the regional arterial of El Camino Real as well as Graham Middle School. The project also modifies the existing bicycle and pedestrian improvements between Victor Avenue and El Camino Real, and extends bicycle and pedestrian improvements north along Castro Street between El Camino Real and Yosemite Avenue.

ANALYSIS

In November 2023, staff issued a Request for Qualifications to establish a list of on-call general civil engineering firms to provide design services for future roadway and transportation projects. Eleven (11) proposals were received. A selection committee comprised of Public Works staff evaluated the proposals and reviewed the consultant qualifications. The committee identified a prequalified list of 10 consulting firms. As the need arises, staff solicits proposals from one or more of the prequalified consultants, rotating through firms for various projects.

In July 2025, the City issued a Request for Proposals (RFP) to four firms from the prequalified list for professional design and construction support services for the ECR/Castro Project and received three proposals. A selection committee evaluated the proposals and reviewed the firms' understanding of the project. The committee selected Sanbell, Inc. (Sanbell) as the most qualified firm based on merits of their written proposal, experience in completing similar projects, and understanding of project goals.

The main elements of the scope of services include:

- Conduct site surveys and investigations, data collection, and design analysis;
- Prepare documents per Caltrans requirements and coordinate with Caltrans for permit approvals;
- Provide support and attendance at public meetings (as-required);
- Prepare construction bid documents; and
- Provide bidding and construction support.

Conceptual plans will be shared at a CTC meeting for the committee and public to comment upon during the design development process. In addition, Public Works staff will work with the Community Development Department to coordinate the design development of these proposed improvements with the concurrent development of the Downtown Precise Plan Comprehensive Update and Active Transportation Plan. Additional coordination will take place with the proposed private development at 881 Castro Street should Council approve this development project in the future.

At the completion of design development, staff will seek Council approval of plans, specifications and estimates for bidding the project for construction.

The recommended fee of \$620,000 for basic services and contingency is consistent for such services, and staff considers the fee to be fair and reasonable for the scope of work required. If the recommended action is approved by Council, Sanbell will begin design in spring 2026. The project is estimated to complete design in fall 2027, providing sufficient time for the public engagement process and Caltrans' review of the project plans and permitting requirements. Construction is anticipated to begin in spring 2028, pending funding allocations.

FISCAL IMPACT

El Camino Real/Castro Intersection and Castro Bikeway Improvements, Design, Project 25-30, is funded with \$1,200,000 from the CIP Reserve Fund.

The fee for the recommended agreement is \$521,000 for basic services and reimbursable expenses, and \$99,000 for additional services, for a total not-to-exceed amount of \$620,000. The project has sufficient funds for the recommended action, and no additional appropriation is requested at this time.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

- Contract or franchise agreement

CONCLUSION

The ECR/Castro Project aims to enhance Castro Street to improve multimodal access to the downtown area and Graham Middle School. The scope is limited to Castro Street, stretching from Victor Avenue to Yosemite Avenue, including the Castro/El Camino Real intersection. Staff recommends awarding the professional services agreement to Sanbell to provide design and construction support services. Due to the necessary coordination needed within a Caltrans facility

(El Camino Real), the design is expected to be completed by fall 2027, with construction anticipated to begin in spring 2028.

ALTERNATIVES

1. Do not authorize the City Manager or designee to execute a professional services agreement with Sanbell and direct staff to request a proposal from a different consultant from the City's on-call general civil engineering list.
2. Provide other direction.

PUBLIC NOTICING – Agenda posting.

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