



COUNCIL REPORT

DATE:	March 10, 2026
CATEGORY:	Consent
DEPT.:	Public Works Department
TITLE:	Interim Pedestrian Mall Improvements (Castro Intersections), Project 23-49– Design Concept

RECOMMENDATION

As recommended by the Council Transportation Committee, approve the design concept for Interim Pedestrian Mall Improvements (Castro Intersections), Project 23-49.

BACKGROUND

Castro Street, between West Evelyn Avenue and California Street, was temporarily closed to vehicular traffic in June 2020 in response to the COVID-19 pandemic, and the Castro StrEATS program was implemented. This program was launched to facilitate outdoor dining in the Castro Street public right-of-way, support social distancing, and aid the recovery of Mountain View's downtown businesses. The program has been revised several times since, resulting in the current-day permanent closure of the 100, 200, and 300 blocks of Castro Street as a pedestrian mall and outdoor dining location. The closure supported local businesses by facilitating outdoor dining, and it was met with tremendous support from businesses and the community.

On [October 11, 2022](#), the City Council adopted resolutions adopting a Negative Declaration in accordance with the California Environmental Quality Act (CEQA) for the pedestrian mall and establishing a pedestrian mall pursuant to the California Streets and Highways Code, introduced an ordinance for establishing a pedestrian mall on Castro Street (adopted on [October 25, 2022](#)), and approved a midyear Capital Improvement Program project, Interim Pedestrian Mall Improvements. The establishment of the Castro Street Pedestrian Mall required modifications to traffic control operations at three cross-street intersections due to the elimination of vehicle access on Castro Street. The intersections included California Street, Dana Street, and Villa Street (see Figure 1).



Figure 1: Castro Street Intersections

The Council Ad Hoc Subcommittee for the Interim Castro Street Pedestrian Mall (which has been dissolved since 2023) and City Council have taken several additional actions as shown in Table 1.

Table 1: Council Actions

Date	Action/Milestone
<u>March 20, 2023</u>	The Council Ad Hoc Subcommittee considered several items related to the mall, including intersection operations at Dana Street and Villa Street. The Ad Hoc Subcommittee recommended that Council approve signal-controlled intersections, emphasizing pedestrian protection at the Dana Street and Villa Street intersections, for permanent, ongoing operations.
<u>May 9, 2023</u>	Council took several actions related to the Downtown Outdoor Patio and Sidewalk Café Program, including directing staff to evaluate a single central pedestrian crossing at the Dana Street and Villa Street Intersections. The approved improvements at the Dana Street and Villa Street intersections included : • Removal of the two pedestrian crossings and conversion into a single centralized crossing at each location; • Installation of new vehicle and pedestrian signal infrastructure, vehicle detection, traffic signal poles with mast arms, hands-free pedestrian push buttons with

	vocalization, and other necessary traffic signal upgrades consistent with current downtown design practices; • Modification of street curbs; and • Installation of a combination of bollards and fencing to guide pedestrians to new center street crossings.
October 22, 2024	Council authorized the City Manager or designee to execute a professional services agreement with Kimley-Horn and Associates, Inc., to provide professional design and construction support services in a not-to-exceed amount of \$870,000. In addition, staff was directed to redesign the concept layouts for the Villa Street and Dana Street intersections to allow pedestrians to cross in alignment with sidewalks as well as through the center of the intersections. Staff was to refer the concepts to the Bicycle/Pedestrian Advisory Committee and the Council Transportation Committee. Council directed staff to advance the Dana Street and Villa Street intersections through design and construction, and to create another phase for construction of the Castro Street/California Street roundabout in a future year due to funding constraints.

ANALYSIS

The consultant and staff reviewed feedback received from the October 22, 2024 Council meeting and developed concept layouts for the Villa Street and Dana Street intersections. As presented to Council in October 2024, the project will be performed in two phases. Phase 1 will include the design and bid package of the Villa Street and Dana Street intersections Phase 2 will complete the project by improving the intersection at California Street.

The Villa Street and Dana Street intersection configurations are very similar and include the following elements (see Figures 2 and 3, and Attachment 1):

- Pedestrian crossings aligned with the existing sidewalks along Castro Street, consistent with the existing access configuration;
- A central street crossing that includes 21' wide opening (providing access to emergency vehicles) aligned with the painted pedestrian mall central walkway;

- Removable standard bollards to help prevent vehicle access to the pedestrian mall, while facilitating emergency access and maintenance at key locations;
- Reuse of the existing round bollards;
- Bulb-outs to shorten pedestrian crossing distances;
- Reuse of the existing decorative fencing to provide a consistent pedestrian mall treatment;
- New traffic signals and pedestrian push buttons;
- New uniform thermoplastic crosswalk treatment (highly durable material used for roadway markings) that extends the entire width of the street; and
- Refreshed striping.

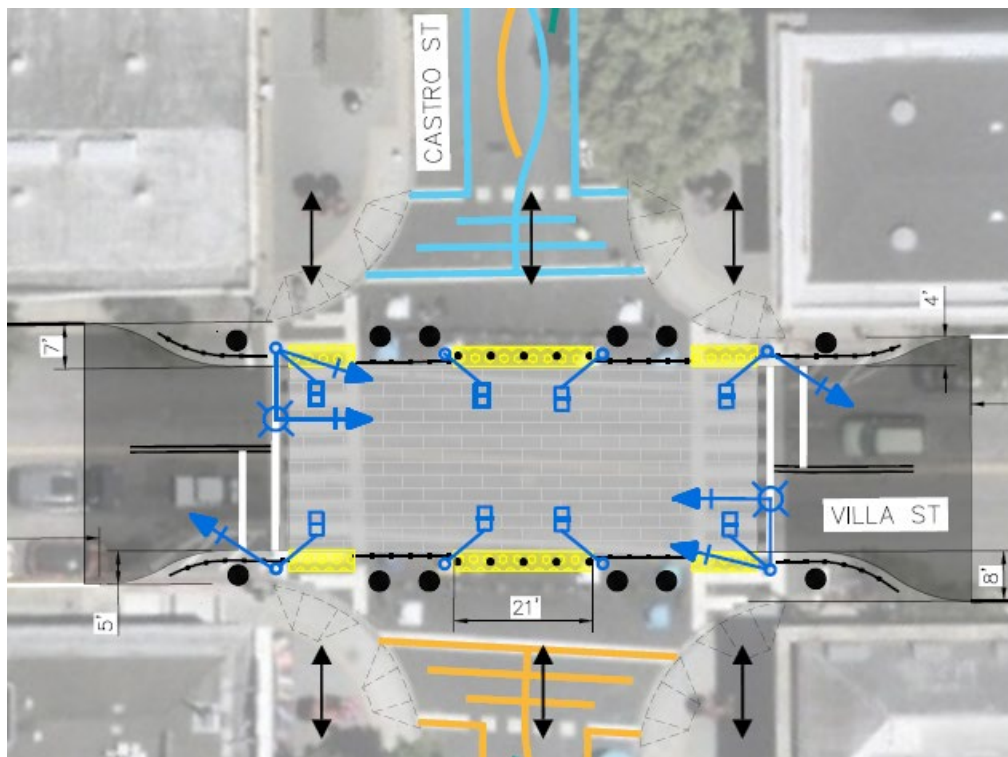


Figure 2: Villa Street/Castro Street Concept Layout

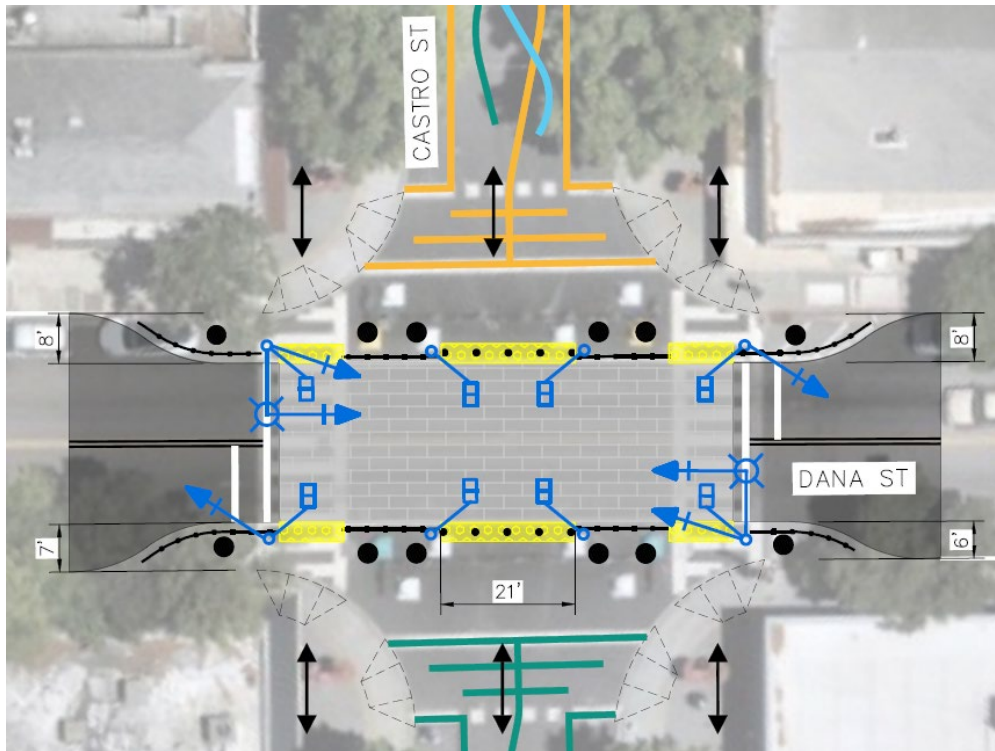


Figure 3: Dana Street/Castro Street Intersection Concept Layout

The concept layouts for the two intersections provide for pedestrians using the Castro Street sidewalk to continue walking along the same alignment on Castro Street to cross either Villa Street or Dana Street without the need to use the central crossing. The central crossing accommodates pedestrians using the mall's central walkway. All pedestrian crossing locations will include accessible pedestrian signals (which include touchless button technology and audible indications of when to cross the street). In the east-west direction, pavement markings with limit lines set back from the intersection identify where vehicles stop to wait for a green signal.

Attachment 1 includes details of the various intersection elements shown in Figures 2 and 3 above.

Bicycle/Pedestrian Advisory Committee

On [June 25, 2025](#), staff presented these design concepts to the Bicycle/Pedestrian Advisory Committee (BPAC). The BPAC recommended that the Council Transportation Committee (CTC) recommend Council approve the design concept. As part of the recommendation, the BPAC provided the following feedback for both intersections, suggesting that these elements be evaluated after the project is implemented:

- Adjust signal timing as necessary to provide adequate time for vehicles to clear the intersections to ensure there are no conflicts with pedestrians;
- Install speed humps in advance of the intersection approaches; and
- Evaluate posted speed limits and apply feasible reductions.

Staff will incorporate the requested signal timing adjustment into the project. Post-implementation of the intersection changes, staff will conduct a new Engineering and Traffic Survey (speed study) to determine whether Dana Street and Villa Street are eligible for a speed limit reduction and possible installation of speed humps. If the streets are eligible, staff will apply the applicable reduction provisions allowed under Assembly Bill 43.

Council Transportation Committee

On [December 2, 2025](#), staff presented the design concept to the CTC, including feedback received from the BPAC. The CTC recommended City Council approve the design concept for Castro Improvements, Project 23-49 and provided the following additional feedback:

- Consider furnishings that create a more cohesive, attractive, and pedestrian-oriented environment suitable for downtown; and
- Explore a design that is more efficient and uncluttered by minimizing the number of push buttons and poles at the intersections.

Staff will evaluate the feedback received from the CTC and identify furnishings suitable for the downtown and the feasibility of minimizing the number of push buttons and poles. If the recommended action is approved by Council, final design will be completed in summer 2026 and construction is anticipated to begin in fall 2026, pending construction funding authorization from Council.

FISCAL IMPACT

Interim Pedestrian Mall Improvements (Castro Street Intersection Improvements), Project 23-49, is funded with \$1,500,000 from the General Non-Operating Fund and \$1,000,000 from the Transportation Reserve Fund, for a total project budget of \$2,500,000. The project has sufficient funding for the recommended action; no additional appropriation is requested at this time.

Design for Phase 1 of the project is fully funded. Additional funding for construction is needed for Phase 1 and will be included in the upcoming CIP process that Council will consider in spring

2026. Phase 2 (California intersection) is expected to begin concept design in 2026, after Phase 1 design is complete and construction funding is secured.

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.

EXEMPT FROM THE LEVINE ACT

☒ Competitively bid contract

CONCLUSION

Interim Pedestrian Mall Improvements (Castro Intersections), Project 22-49, design concept offers a pedestrian-focused, cost-effective near-term solution to enhance pedestrian safety at the Castro Street intersections with Villa and Dana Streets. The recommended improvements include shortened pedestrian crossings, new traffic signals and accessible pedestrian signals, improved lighting, and removable standard bollards. With approval of the CTC recommended concept design, final design will be completed in fall 2026 and construction is anticipated to begin early 2027.

ALTERNATIVES

1. Do not approve the design concept for the Interim Pedestrian Mall Improvements (Castro Intersections), Project 23-49, and direct staff to modify the concept design.
2. Provide other direction.

PUBLIC NOTICING

In addition to the City’s standard agenda and posting requirements, notices were mailed to residents and property owners within 750’ of the project area and distributed to neighborhood associations, downtown businesses, and other interested parties.

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Attachment: 1. Design Concept

cc: PWD, APWD – Arango, CTE, PCE – Gonzales, SCE – Cervantes