City of Mountain View

# MEMORANDUM

Public Works Department

**DATE:** **August 18, 2026**

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Priyoti Ahmed, Transportation Planner
Lauren Ledbetter, Transportation Manager
Allison Boyer, Assistant Public Works Director

**VIA:** Jennifer Ng, Public Works Director

**SUBJECT:** **Rengstorff Complete Streets Study, Project 25-39**

## RECOMMENDATION

Receive an update and provide feedback on corridor priorities and the three draft concept alternatives for the Rengstorff Avenue Complete Streets Study, Project 25-39.

## BACKGROUND

On September 2024, the City Council adopted the City's Vision Zero Action Plan and Local Road Safety Plan (VZAP/LRSP), which identifies priority projects and programs to achieve the City's Vision Zero goal of eliminating traffic fatalities and severe injuries by 2030. Rengstorff Avenue is part of the City's High Injury Network, which is made up of corridors with a history of fatal and severe traffic collisions. VZAP and LRSP identified Rengstorff Avenue Complete Streets Study as the number one priority project to improve safety in Mountain View.

In 2024, the City was awarded grant funding from Caltrans through the Sustainable Transportation Planning Grant Program to evaluate active transportation and green street improvements along Rengstorff Avenue between El Camino Real and Leghorn Street. (Figure 1). On September 10, 2024, the Council accepted $352,000 in grant funding from Caltrans and appropriated the funds to the Rengstorff Complete Streets Study (25-39). Council also approved a midyear Capital Improvement Program project and transferred and appropriated $71,600 from the Transportation Reserve Fund for the Rengstorff Complete Streets Study, with a total project budget of $423,600. The grant funding must be expended by June 2027.

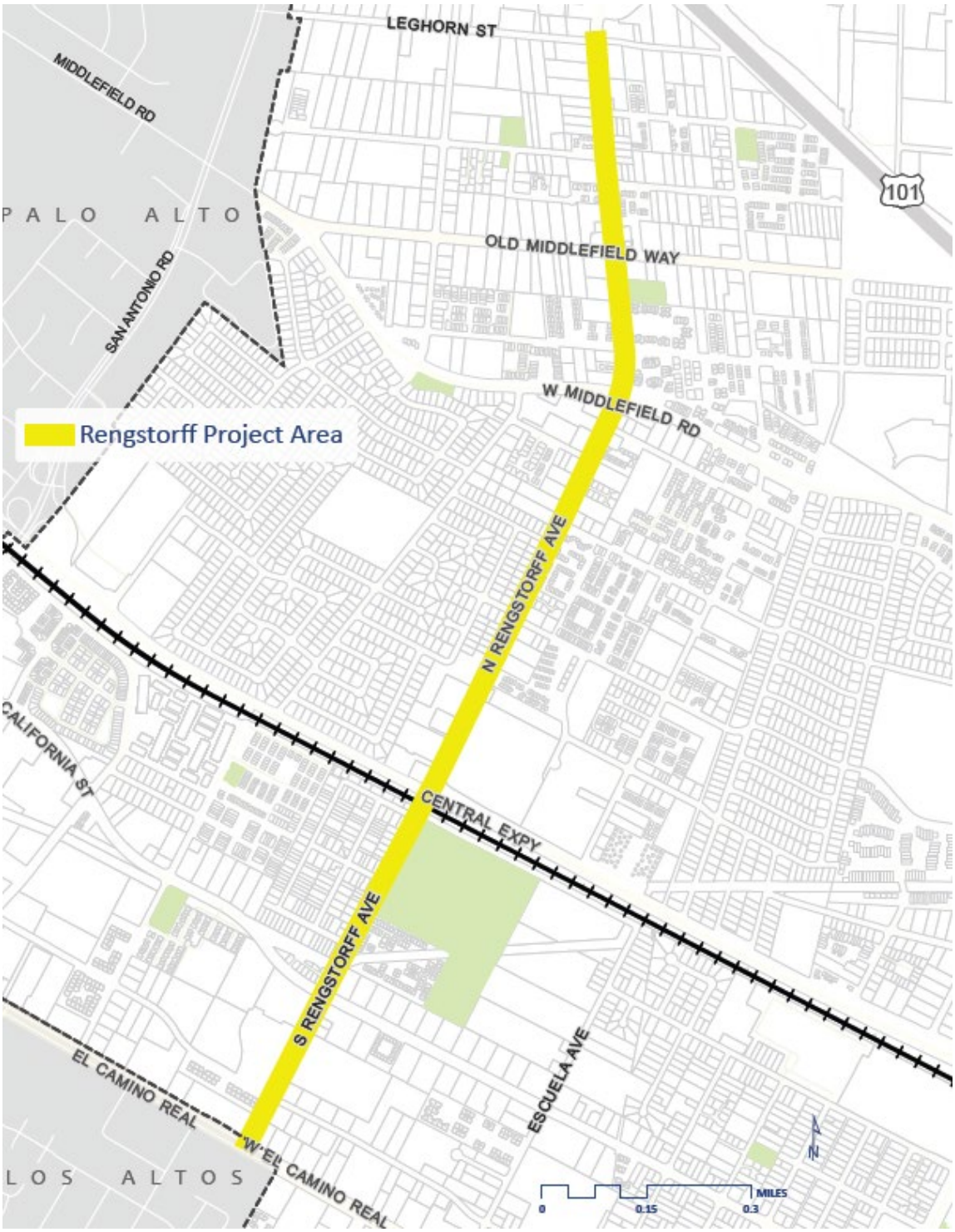


**Figure 1: Project Location**

Along with the VZAP/LRSP, Rengstorff Avenue was identified as a priority location for pedestrian and bicycle safety improvements in several Council-adopted citywide plans, including:

- Pedestrian Master Plan (2014): Identified Rengstorff Avenue as a candidate location for streetscape and pedestrian environment enhancements.
- Bicycle Transportation Plan (2015): Recommended Class IV cycle tracks for Rengstorff Avenue between El Camino Real and Charleston Road; however, feasibility analysis was not conducted at the time.
- Comprehensive Modal Plan – AccessMV (2021): Scored Rengstorff Avenue as the highest-priority corridor across multiple criteria, including equity, mobility, walkability/bikeability, safety, sustainability, and consistency.
- Draft Active Transportation Plan (2026): Based on community input, the intersections of Rengstorff Avenue and Central Expressway as well as Rengstorff Avenue and Leland Avenue/Crisanto Avenue were identified as the top challenging spots for walking, biking, and rolling. The draft ATP recommends a Class IV bicycle facility on Rengstorff Avenue between El Camino Real and Leghorn Street. Mountain View's Active Transportation Plan is scheduled to be adopted by September 2026.

In March 2025, the City issued a Request for Proposals (RFP) and selected Kimley-Horn as the professional consultant to fulfill the project scope. The project scope, description and status are shown in Attachment 1.

## ANALYSIS

Since project initiation in Fall 2025, the Project Team has completed the following items:

- Established a multi-department Technical Advisory Committee to guide the study
- Developed project goals
- Conducted existing conditions analysis
- Conducted a first round of public outreach
- Developed conceptual alternatives

The following sections summarize the work completed during those tasks.

### Multi-Department Technical Advisory Committee (TAC)

The Study has established a multidepartment TAC with City staff, with diverse expertise to review the key deliverables. The TAC includes representatives from the Public Works Department (Civil Infrastructure; Traffic; and Land Development), Community Development Department, and Community Services Department. The TAC has met three times, including a field visit to review existing conditions, draft concepts, evaluation criteria, and provide feedback on the project.

**Project Goals**

The Project Team developed Study goals based on background documents, technical analysis and feedback from the first round of public outreach. These goals are:

- Explore ways to enhance safety, incorporate green street elements, and improve multimodal access for people walking, biking, using public transit, and driving along Rengstorff Avenue.
- Identify a preferred alternative and develop preliminary concept drawings and cost estimates.

**Existing Conditions Summary**

The existing conditions analysis documented existing challenges along the Rengstorff Avenue corridor. Rengstorff Avenue serves a diverse mix of land uses, including high-, medium-, and low-density residential development, commercial areas, and key community destinations, including the Mountain View Community Center, Teen Center and Senior Center. Rengstorff Avenue is also included as one of the City's Safe Routes to School for Monta Loma Elementary School, Crittenden Middle School and Los Altos High School.

Rengstorff Avenue is a two-lane arterial with a posted speed limit of 35 mph that provides a key connection to US 101 and North Bayshore. The corridor has a curb-to-curb width of 65 to 75 feet within an 80- to 90-foot right-of-way, continuous 4- to 6-foot sidewalks, Class II bike lanes, and on-street parking along most segments. The corridor is served by VTA bus routes, the Mountain View Community Shuttle, MVgo, and private employer shuttles.

As part of the analysis, staff and the consultant collected data to quantify existing conditions and challenges along the corridor, including collision history, average daily traffic (ADT), vehicle, bicycle, and pedestrian counts, vehicle speeds, and on-street parking utilization.

A summary of the existing conditions is provided in Attachment 2. Key findings include:

- **Collisions:** Collision data from California Statewide Integrated Traffic Record Systems (SWITRS) (July 2020–June 2025) identified 72 reported traffic collisions along the corridor, with the highest concentrations at Central Expressway (12) and Old Middlefield Way (10). Twenty-one collisions involved bicyclists or pedestrians. The most common primary collision factors across all modes were:
    - Traffic signal and sign violations (e.g., running red lights and limited signal visibility);
    - Unsafe speed;
    - Automobile right-of-way violations (failure of a vehicle to yield to another vehicle);
    - Driving or bicycling under the influence of alcohol or drugs; and
    - Conflicts between turning vehicles and people walking or biking.

- **Average Daily Traffic (ADT):** The highest ADT of 16,657 is in the 200' segment between Colony Street and Wyandotte Street.
- **Intersection Activity and Operations:** The highest number of pedestrian and bicycle activity is at Rengstorff Avenue and California Street. Vehicle congestion is highest at intersections of California Street, Central Expressway, Montecito Avenue, and Old Middlefield Way with a Level of Service E or F during commute times. All signalized intersections have at least one movement where 95$^{th}$ percentile queue exceeds storage length in both peak periods.
- **Speed:** Driver traveling speeds exceed the posted speed limit by 4 to 6 miles between Montecito Avenue and Jane Lane.
- **Parking:** There are approximately 253 parking spots on the corridor. On-street parking is allowed on approximately 40% of the corridor. Most parking is located north of Central Expressway. The highest parking occupancy is between Old Middlefield Way and Leghorn Street.
- **Transit:** The corridor is served by VTA Route 40, the Mountain View Community Shuttle, MVgo, and nearby VTA Routes 21, 22, and 522. The highest transit ridership is at the California Avenue/Rengstorff Avenue and at San Ramon Avenue/Rengstorff Avenue intersections.
- **Ongoing Projects**: There are two major ongoing projects. These are:

    - Rengstorff Avenue Grade Separation Project: To improve safety for all modes of travel, City is working with Caltrain on separating the railroad tracks from the road by lowering Rengstorff Avenue. The project will reduce local traffic congestion and train horn noise. A new pedestrian overcrossing will be constructed across Rengstorff Avenue to maintain east-west pedestrian and bicycle connectivity. The project is currently in the final design phase and the City is exploring the feasibility of phasing the construction of the project. (Figure 2).

    - **Improvements to the Rengstorff Avenue crosswalk at Junction Avenue**: Phase II of Grant/Sleeper and Other Pedestrian Crossing Improvements, Project 21-39, will install active transportation improvements at three intersections: Rengstorff Avenue/Junction Avenue, W. Middlefield Road/Terra Bella Avenue, and Cuesta Drive/Bonita Avenue. Improvements to the Rengstorff Avenue/Junction Avenue crosswalk include the installation of a pedestrian-actuated overhead pedestrian hybrid beacon (PHB), high-visibility crosswalk striping, enhanced advance warning signage and striping, and additional streetlight.

**Figure 2: Rengstorff Avenue Grade Separation Project**

## Public Outreach and Engagement

This Study includes three rounds of public outreach:

- Round 1: Existing travel patterns and improvement opportunities - completed
- Round 2: Three draft concept alternatives – in-progress
- Round 3: The preferred alternative and cost estimate

### Outreach Round 1 Activities

In February to March 2026, the City conducted the first round of outreach to understand existing travel patterns, identify safety concerns, and gather ideas for corridor improvements.

Outreach activities included:

- **Online Community Survey**: Open from February 1, 2026, to March 2, 2026, receiving approximately 1,000 responses.

- **Walk and Bike Tour**: 15 participants walked and biked along the corridor to identify safety concerns and improvement opportunities.
- **School Pop-Up**: Staff met with students and parents at Monta Loma Elementary School during drop-off to understand their experiences traveling along Rengstorff Avenue.

Community members were notified of the outreach via:

- **Yard Signs**: 30 yard signs were placed along Rengstorff Avenue and at key community destinations, including Monta Loma Elementary School, Crittenden Middle School, Community Center, Rengstorff Park, Teen Center, Senior Center, City Hall, Library, Cuesta Park, and Pioneer Park.
- **Postcards**: Approximately 8,500 mailers were sent to residents and businesses within 1,000 feet of Rengstorff Avenue.
- **Email Blasts**: Emails were distributed through the Community Center, Mountain View schools, and neighborhood groups.
- **Social Media**: The City social media posts publicized the survey and the walk and bike audits.

<u>Outreach Round 1 Findings</u>

Attachment 3 includes a detailed summary of the first round of outreach. The summary includes results of the online survey, and feedback received during the school pop-up and walk and bike tours. Key findings are summarized below:

*Online Survey:* The survey asked questions on participants' travel behavior, existing challenges of traveling on Rengstorff Avenue and the future safety improvements they would like to see to address challenges. Key findings from the survey include:

- **Travel Patterns**:
  - 71% of respondents live on or near Rengstorff Avenue;
  - 61% use the corridor for shopping, dining, medical appointments, or other errands;
  - 31% use it to commute to work, and
  - 14% use it go to school.
- **Travel Modes:**
  - 90% drive;
  - 46% walk;
  - 34% bike, and
  - 8% use transit.
- **Parking**: 80% reported they do not park on Rengstorff Avenue.

- **Safety Concerns:** Survey responders identified their top safety concerns along Rengstorff Avenue. Figure 3 shows the top four safety concerns identified by the survey respondents.

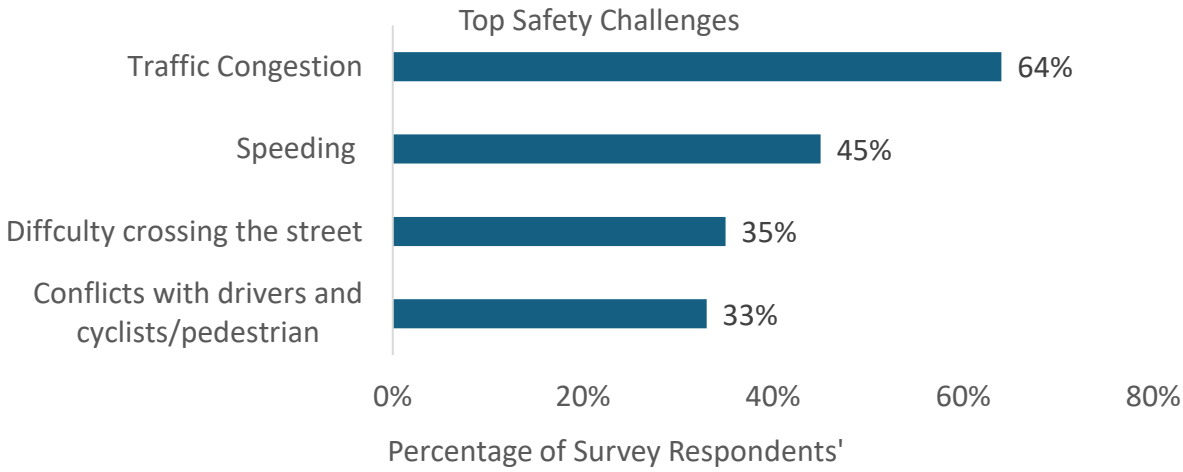


**Figure 3: Survey Respondents' Identified Safety Challenges**

- **Desired Improvements**: Respondents were provided with nine improvement ideas and asked to rank up to three of the improvements, in order of perceived importance. The results are shown in Figure 4 . A majority ranked safer bike and pedestrian crossings in their top three. Improved or protected bike lanes, slowing down drivers, and more greenery/landscaping were also common top three choices.

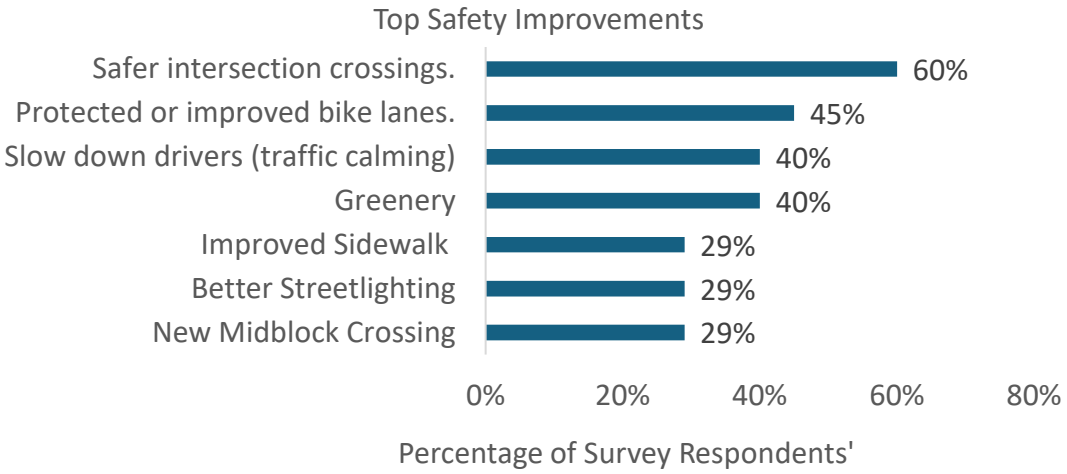


**Figure 4: Survey Respondents' Identified Safety Improvements**

*Walk and Bike Tour*: This event was attended by 15 participants (Figures 5 through 7). During the tour staff walked and biked with participants and directly experienced and observed corridor conditions. The attendees noted a desire for consistent bike lane widths, safer crossings at Central Expressway, additional midblock crossings between Central Expressway and Montecito Avenue (including near Jane Lane and Colony Street), and better enforcement of vehicles blocking bike lanes.

**Figure 5: Staff at Rengstorff Avenue Walk and Bike Tour**

**Figure 6: Community Member Riding with Staff at the Walk and Bike Tour**

**Figure 7: Community Members Meeting for Bike and Walk and Tour**

Outreach Round 2 Activities

Currently, staff is conducting outreach round 2 to solicit feedback on the draft concept alternatives. Outreach activities include an online survey, school pop ups and an in-person community meeting scheduled for Monday, August 24, 2026, from 5:30 p.m. to 7:00 p.m. Staff will provide an update on the initial survey findings and feedback received during the community meeting at the upcoming CTC meeting.

## Development and Evaluation of Initial Concepts

After completing the existing conditions analysis and the first round of outreach, the project team developed draft concept alternatives that responded to project goals, existing conditions analysis, prior plans, and public feedback collected during the outreach. In developing the three draft concept alternatives, the project team and the TAC recognized the fact that Rengstorff Avenue has limited right-of-way with multiple competing priorities, including maintaining vehicle

access between El Camino Real and the US 101 ramps, improving safety for drivers, pedestrians, and bicyclists, enhancing greening, and preserving well-utilized on-street parking for nearby residents.

Concepts Considered but not Advanced

Initial concepts that were evaluated and deemed infeasible included a two-way cycletrack on one side of the road and reducing travel lanes north of Central Expressway (road diet).

During the first round of public outreach, 64% of respondents identified traffic congestion as the corridor's primary issue. The existing conditions analysis identified the highest levels of vehicle congestion at the intersections of California Street, Central Expressway, Montecito Avenue, and Old Middlefield Way. Rengstorff Avenue is an important corridor providing vehicular access to US 101 and North Bayshore in Mountain View and has very high volumes during commute hours. The project team conducted traffic analysis to understand the impacts the road diet concept would have on vehicle delay, level of service, and queuing. The traffic analysis found that a road diet would result in significant and unacceptable impacts to Level of Service at Old Middlefield Way (moving from LOS D to LOS F during AM and PM peaks) and Montecito Avenue (moving from LOS D to LOS E during AM peak). At Old Middlefield Way, delay times would nearly quadruple in the morning and more than double in the evening. Based on the community feedback, existing conditions analysis, and the LOS analysis, all three draft concepts maintain the existing number of travel lanes to preserve vehicle capacity and corridor throughput while improving safety and multimodal access.

The two-way cycletrack was dropped due to the complexity of managing conflicts at multiple driveways and designing and operating intersections with a two-way cycletrack. Additionally, the constrained corridor would only permit bicycle facilities to be provided on one side of Rengstorff Avenue, requiring all southbound bicyclists to cross Rengstorff Avenue to access the cycletrack. Finally, the project will require coordination with and approval by Caltrans (at El Camino Real), Santa Clara County (at Central Expressway), and California Public Utilities Commission (at Caltrain) and the risk of a two-way cycletrack not being approved by outside agencies was high.

## Draft Concept Alternatives

Attachment 4 includes draft concept alternatives' layout and cross-sections for:

Alternative A: Improved Intersections
Alternative B: Improved Bike Facility
Alternative C: Improved Pedestrian Facilities and Greening

These are described below.

- **Alternative A: Improved Intersections:** This draft concept alternative improves intersections and safety at key crossing locations while maintaining existing on-street parking along Rengstorff Avenue. The cross-section for Alternative A will remain the same (Figure 9 and Figure 10). Proposed improvements include:
    - Intersection improvements: enhanced crosswalks, curb extensions, ADA-compliant curb ramps and green dashed bike lane markings through intersections (Figure 8)
    - Protected intersection elements at intersections where feasible
    - New midblock crossings with Rectangular Rapid Flashing Beacons (RRFBs) at Wyandotte Street, Junction Avenue and Waldorf School.


**Figure 9: Example of Protected Intersection in Mountain View**

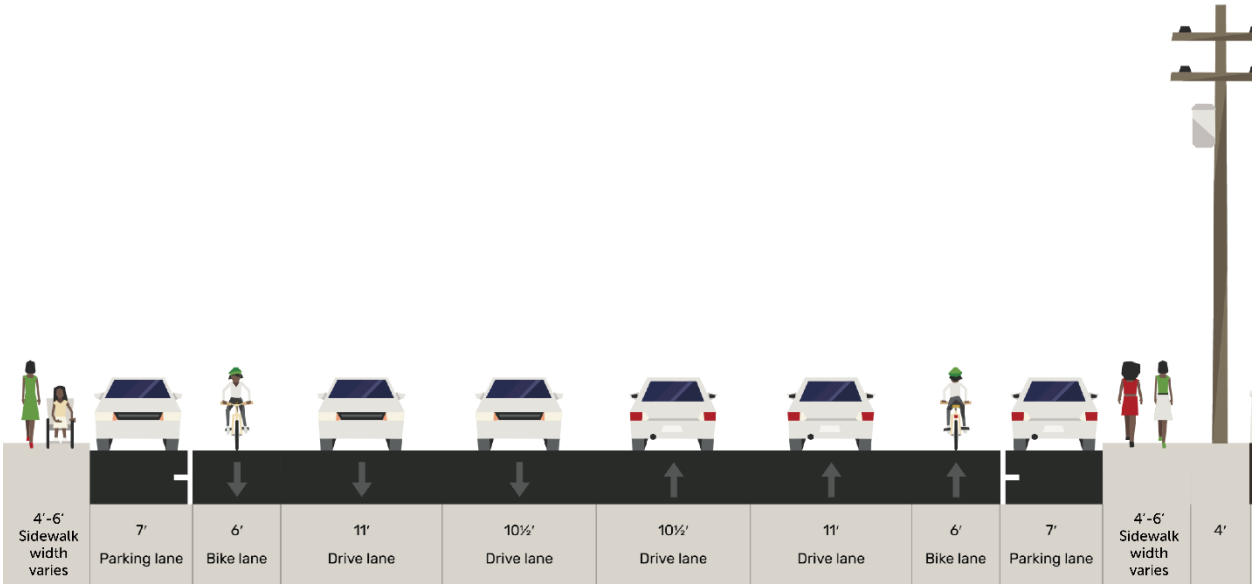


**Figure 8: Draft Concept Alt A: Typical Cross-section North of Central Expressway**

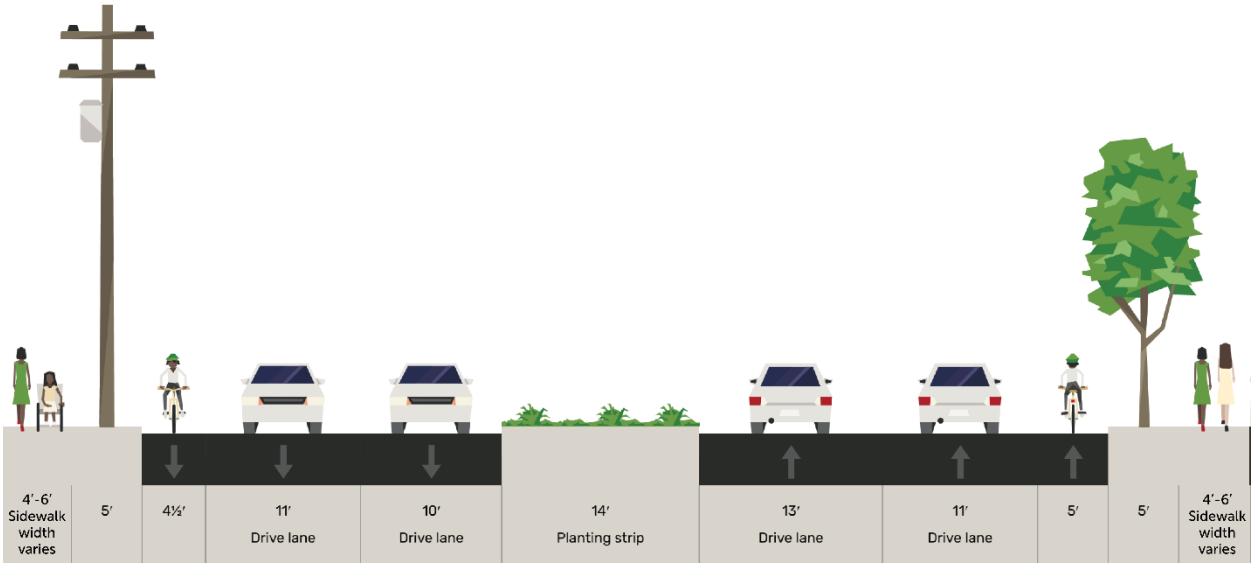


**Figure 10: Draft Concept Alt A Typical Cross-section South of Central Expressway**

- **Alternative B: Improved Bike Facility:** This concept includes all proposed improvements from Alternative A and upgrades bicycle facilities along Rengstorff Avenue. Alternative B proposes buffered and Class IV protected bike lanes by removing approximately 60% of existing on-street parking along the corridor. Proposed improvements include:
    - Class IV protected bike lanes with physical barriers from Central Ave to Leghorn Street (Figure 11 and Figure 12)
    - Greening at intersection corners and within bike lane buffers
    - All improvements included in Alternative A, including:
        - Intersection improvements: enhanced crosswalks, curb extensions, ADA-compliant curb ramps and green dashed bike lane markings through intersections
        - Protected intersection elements at intersection where feasible
        - New midblock crossings with Rectangular Rapid Flashing Beacons (RRFBs) at Wyandotte Street, Junction Avenue, the Waldorf School, and Rengstorff Park.

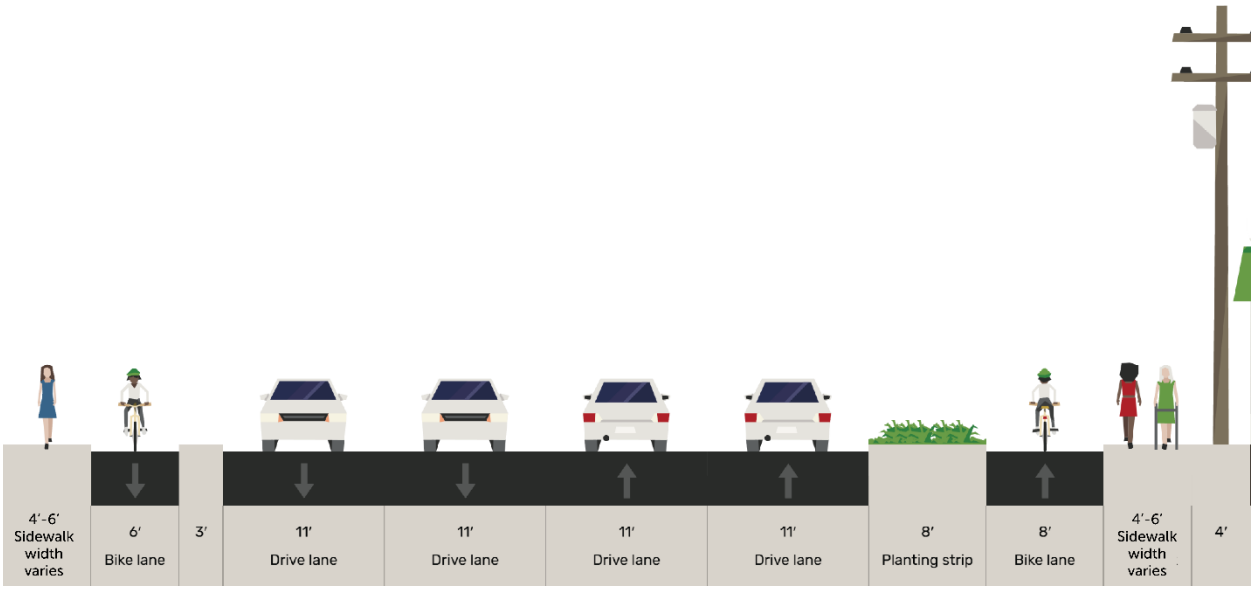


**Figure 11: Draft Concept Alt B Typical Cross-section North of Central Expressway**

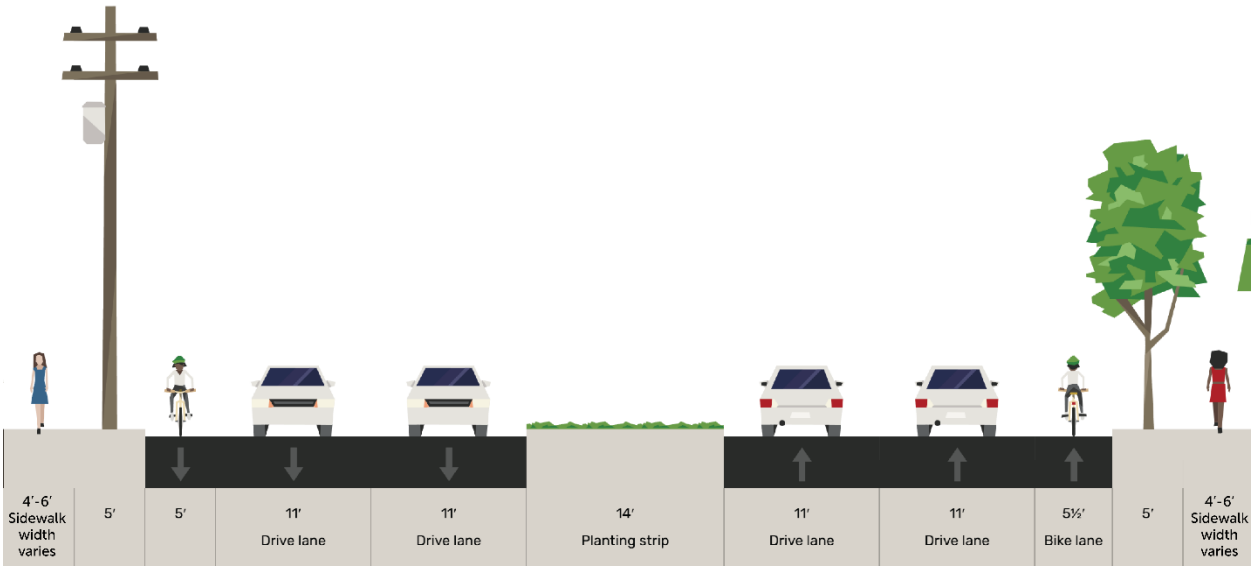


**Figure 12: Draft Concept Alt B Typical Cross-section South of Central Expressway**

- **Alternative C: Improved Pedestrian Facilities and Greening:** This concept includes all proposed improvements from Alternative A and further enhances safety, accessibility, and comfort for people walking along Rengstorff Avenue. The concept widens sidewalks to six feet by removing approximately 48% of existing on-street parking and adds trees, landscaping, and other green infrastructure throughout the corridor. Proposed improvements include:
    - Widening sidewalks to six feet throughout the corridor
    - Additional greening, including trees, tree wells, landscaping, and bioretention (Figure 15 and Figure 16)
    - All improvements included in Alternative A, including:
        - Intersection improvements: enhanced crosswalks, curb extensions, ADA-compliant curb ramps and green dashed bike lane markings through intersections
        - Protected intersection elements at intersection where feasible
        - New midblock crossings with Rectangular Rapid Flashing Beacons (RRFBs) at Wyandotte Street, Junction Avenue and the Waldorf School (Figure 16 and Figure 17)

**Figure 13: Example of Widened Sidewalk with Trees in City of Cleveland**


**Figure 14: Example of Tree Bulbouts (Tree Wells) in Sacramento**

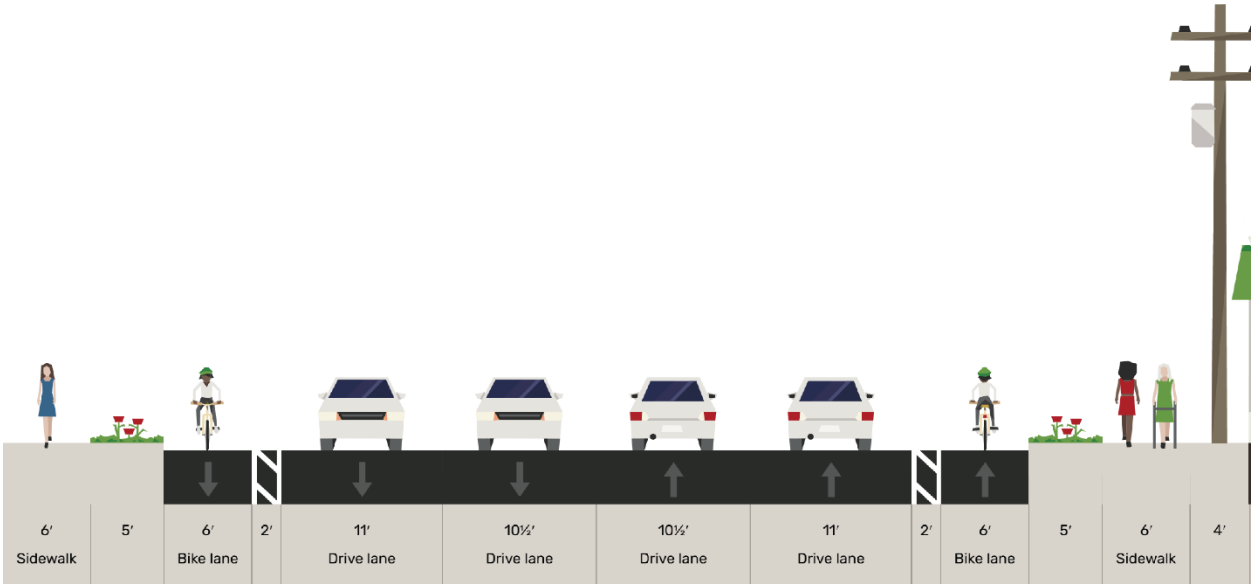


**Figure 15: Draft Concept Alt C Typical Cross-section North of Central Expressway**

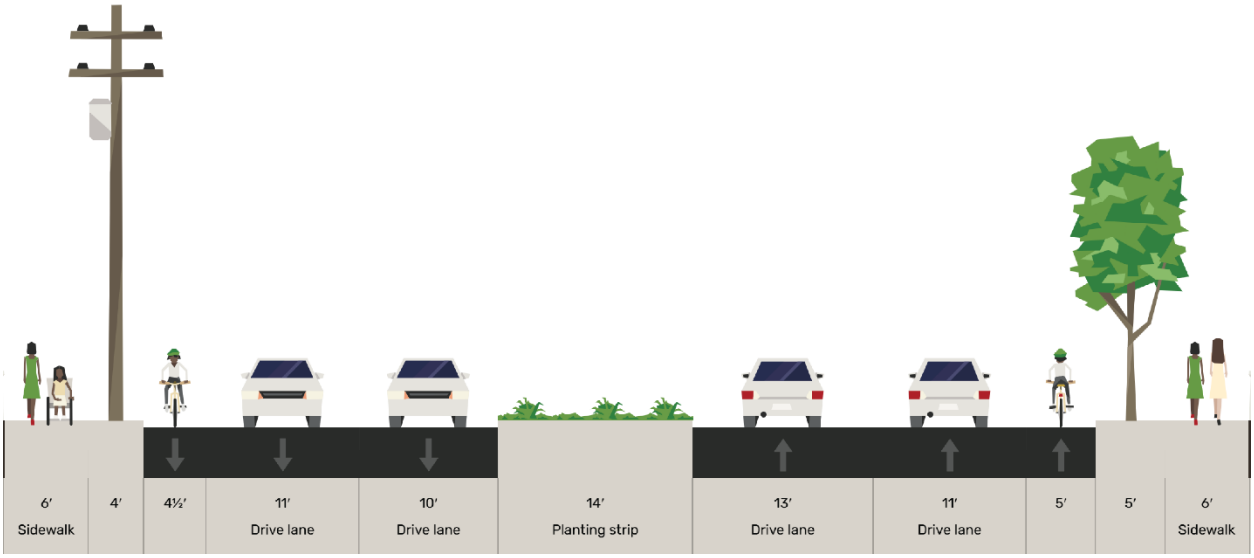


**Figure 16: Draft Concept Alt C Typical Cross-section South of Central Expressway**

Table 2 summarizes and compares the features and impacts of the three alternatives.

**Table 1: Concept Alternative Comparison**

| Key Features | Alternative A: Improved Intersections | Alternative B: Improved Bike Facility | Alternative C: Improved Pedestrian Facilities and Greening |
|---|---|---|---|
| Intersection Improvements | Yes | Yes | Yes |
| Mid-block Crossings | Yes | Yes | Yes |
| On-street Parking | No Change | Approx. 60% parking spaces removed to provide protected bikeway | Approx. 48% parking spaces removed to provide wider sidewalks and greenery |
| Bicycle Lane | No Change | Protected bike lane | No Change |
| Wider Sidewalk | No Change | No Change | Widening sidewalk to 6 ft throughout the corridor* |
| Added Greenery | No Change | Landscaping throughout the corridor* | Tree wells, landscaping, bio-retention throughout the corridor* |
| Speed Reduction | Yes, at intersections and mid-blocks | Yes, by repurposing parking lane for bikeway | Yes, by repurposing parking lane for widened sidewalk |
| ** Specific locations to be determined in future design phase.* | | | |

**DISCUSSION**

The project team is currently bringing the draft concept alternatives to the community for review and feedback. Recognizing that the corridor has limited right-of-way and competing priorities that cannot all be met within this right-of-way, staff are requesting feedback from the Bicycle/Pedestrian Advisory Committee on the draft concept alternatives and priorities for the corridor.

**Staff suggest the following discussion topics:**

1. What improvements should be prioritized on the corridor?
    a. Protected bike lane
    b. Additional midblock crossings
    c. Improved intersection crossings (curb extensions, updated crosswalks, ADA ramps)
    d. Maintaining on-street parking
    e. Maintaining vehicle travel times
    f. Slower vehicle speeds
    g. Greenery with more trees and landscaping
    h. Accessibility for people with disabilities
    i. Better school access
    j. Other improvements

2. What outcomes do you think will best serve the community?
    a. Pedestrian safety, convenience, and comfort
    b. Bicycle safety, convenience, and comfort
    c. Green infrastructure
    d. On-street parking availability
    e. Motor vehicle circulation
    f. Transit access

3. Provide feedback on the proposed concept alternatives:
    a. Alternative A: Improved Intersections
    b. Alternative B: Improved Bike Facility
    c. Alternative C: Improved Pedestrian Facility and Greenery

## NEXT STEPS

Staff will continue to collect community input on the draft concept alternatives through August. A community meeting is scheduled for Monday, August 24, 2026, at 5:30 p.m. at Rengstorff Community Center. Staff will also seek direction from the Council Transportation Commission on Monday, August 31, 2026. Following completion of the second round of public outreach, feedback from BPAC, and direction from CTC, staff will develop a preferred alternative that responds to the feedback and direction.

Staff will present the preferred alternative to the community, BPAC, and CTC in January and February 2027. Based on the feedback received, staff will make final refinements to the preferred alternative and draft a final report for Council review by April 2027. This Study will identify safety improvements along Rengstorff Avenue. Staff will use the Study's recommendations to seek

future grant opportunities to fund the construction and implementation of the proposed improvements.

Attachment 1: Scope and Schedule
Attachment 2: Existing Conditions
Attachment 3: Rengstorff Complete Street Outreach Round 1 Summary
Attachment 4: Draft Concept Alternatives and Cross-section

cc: PWD, APWD—Boyer, TM – Ledbetter