

DATE: March 29, 2023

TO: Bicycle/Pedestrian Advisory Committee

FROM: Kathryn Robertson, Associate Civil Engineer
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VIA: Dawn S. Cameron, Public Works Director

SUBJECT: **Miramonte Avenue Improvements, Project 20-01**

PURPOSE

Receive an update on the design of Miramonte Avenue Improvements, Project 20-01, between Cuesta Drive and Castro Street.

BACKGROUND

In 2019, Council approved Miramonte Avenue between Cuesta Drive and Castro Street to receive pavement improvements as part of the Capital Improvement Program (see Figure 1). This segment of Miramonte Avenue is classified as an arterial road with four travel lanes, bicycle lanes, on-street parking in each direction, and was originally constructed in 1970. Over the years, it has received several asphalt overlay treatments, including the last overlay treatment in 2007.

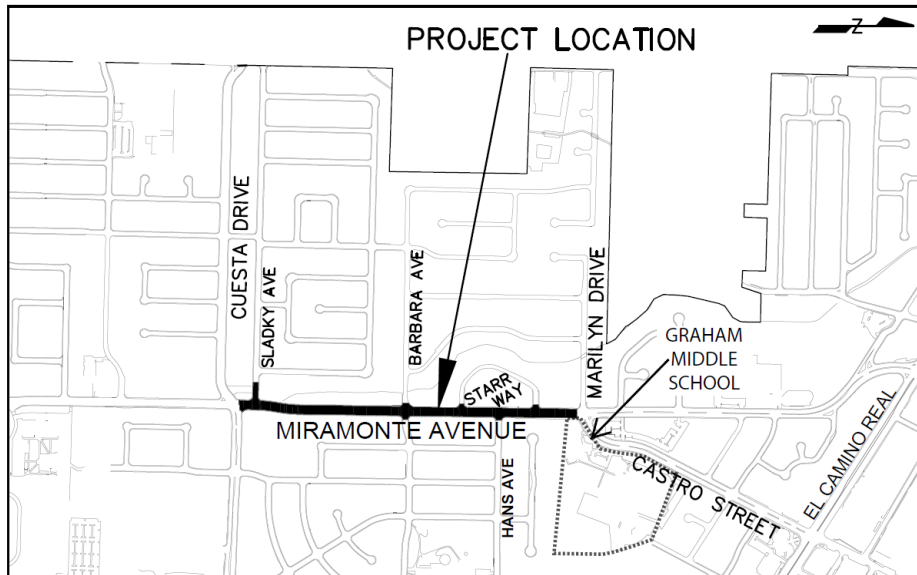


Figure 1: Project Location Map

The original project scope included the following:

- Pavement resurfacing;
- Removal and replacement of segments of concrete sidewalks, curb, and gutters;
- Installation of Americans with Disabilities Act (ADA)-compliant curb ramps;
- New pavement markings; and
- Class II green bicycle lanes on both sides of the street.

When the project was still undergoing in-house project design, it was determined that construction would need to be delayed to allow the Miramonte Water and Sewer Main Replacement project to be constructed first. The utility main replacement project will address the aging water and sewer main lines and service lines that run the entire length of the pavement resurfacing project. By constructing the utility main project first, it will avoid damaging the new roadway pavement. Construction of the utility project recently began, and completion is expected by the end of 2023.

This project sequencing provided an opportunity to modify the Miramonte Avenue Improvements project scope to further enhance pedestrian and bicycle safety between Castro Street and Hans Avenue. This section of Miramonte Avenue has a significant volume of school bicyclists, specifically on the east side of Miramonte Avenue, due to Hans Avenue being heavily used as a neighborhood connection for school bicyclists to and from Miramonte Avenue.

Students turning right from Hans Avenue onto Miramonte Avenue to access Graham Middle School can use a green Class II bike lane on the east side of the street and turn right onto Castro Street. However, students leaving Graham Middle School must turn left from Castro Street onto Miramonte Avenue and then left again onto Hans Avenue. In this case, they must either cross Miramonte Avenue at both Castro Street and Hans Avenue (650' apart) to use the bike lanes on the west side of Miramonte Avenue or ride on the Miramonte Avenue sidewalk on the east side counter to the direction of motor vehicle travel. Staff recommends providing a Class IV two-way separated bikeway on the east side of Miramonte Avenue, between Hans Avenue and Castro Street, to provide a safer alternative to crossing Miramonte Avenue twice or riding on the sidewalk.

The recommended modified scope of the project includes the following with the bicycle and pedestrian improvements highlighted in Figure 2:

- The original scope elements;
- Class IV bikeway (two-way separated bike lanes) on the east side of Miramonte Avenue, between Hans Avenue and Castro Street, in place of a single Class II bike lane;
- Curb extensions (bulb-outs) and storm drain modification at Hans Avenue; and
- A pedestrian actuated, LED-enhanced crosswalk system at the Miramonte Avenue and Hans Avenue intersection.



Figure 2: Bicycle and Pedestrian Improvements

To complete the additional design scope of work, the City issued a Request for Proposals (RFP) for design services and received proposals from four firms; Bellecci & Associates was selected as the winning proposal. In April 2022, Council authorized a professional services agreement to complete the Miramonte Avenue Improvements project design and provide construction support.

DISCUSSION

During the evaluation of the modified scope, staff found an additional opportunity to enhance the bicycle facilities in this corridor. The traffic volumes in this section (Castro Street to Cuesta Drive) of Miramonte Avenue indicate that a road diet from four to three lanes would be feasible. The recommended additional scope of the project includes the following:

- The modified scope elements;
- Reconfiguration from a four- to three-lane road that includes a two-way center left-turn lane; and
- Class II buffered bicycle lanes in place of Class II nonbuffered bike lanes.

Attachment 1 provides the full layout of the corridor improvements, showing the corridor consisting of three main segments, with the following discussion outlining each segment of the project.

Segment 1—Castro Street to Hans Avenue (see Figures 3, 4, and 5):

This segment includes:

- The signalized intersection at Castro Street with a high-visibility crosswalk on the south leg, protected intersection improvements at the southeast corner, and green bicycle paint on the east leg;
- A Class IV bikeway (two-way separated bicycle lanes) on the east side of Miramonte Avenue with curbs providing a vertical separation;
- A Class II buffered bicycle lane on the west side of Miramonte Avenue; and
- The intersection at Hans Avenue with a pedestrian-actuated, LED-enhanced crosswalk system, high-visibility crosswalks at the easterly and southerly legs, green bicycle paint, ADA-compliant curb ramps, and bulb-outs.

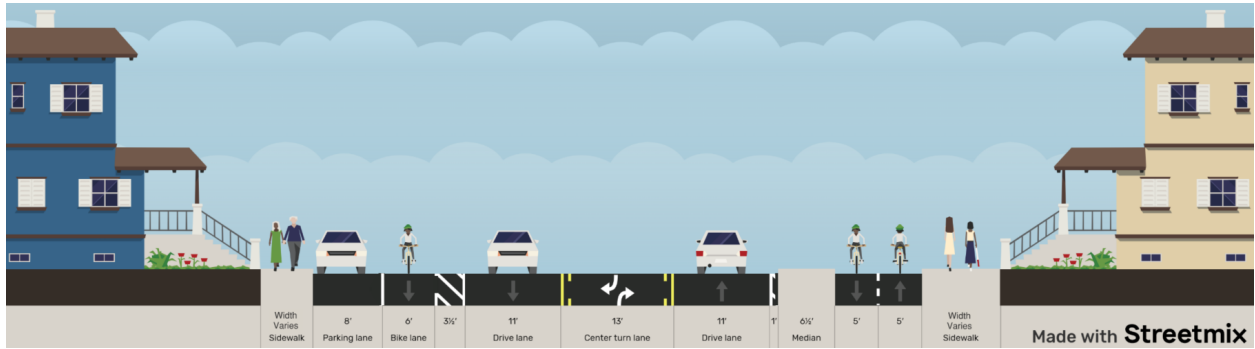


Figure 3: Typical Cross Section of Segment 1

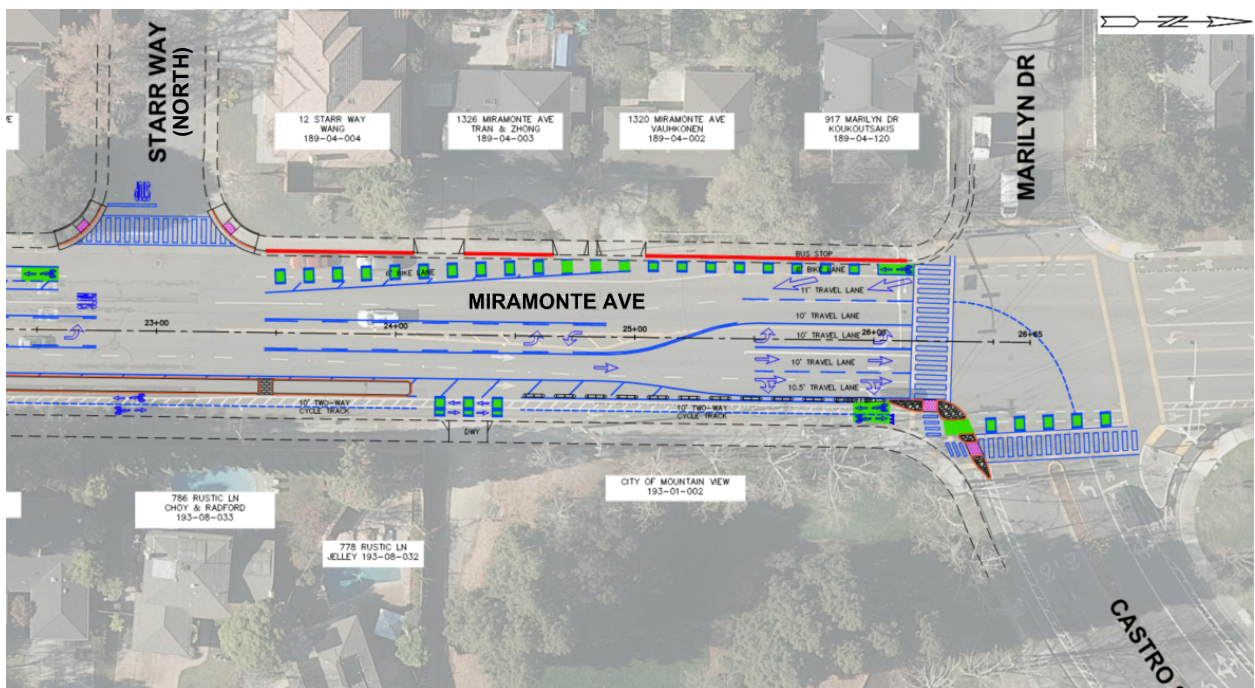


Figure 4: Castro Street to Starr Way (North)

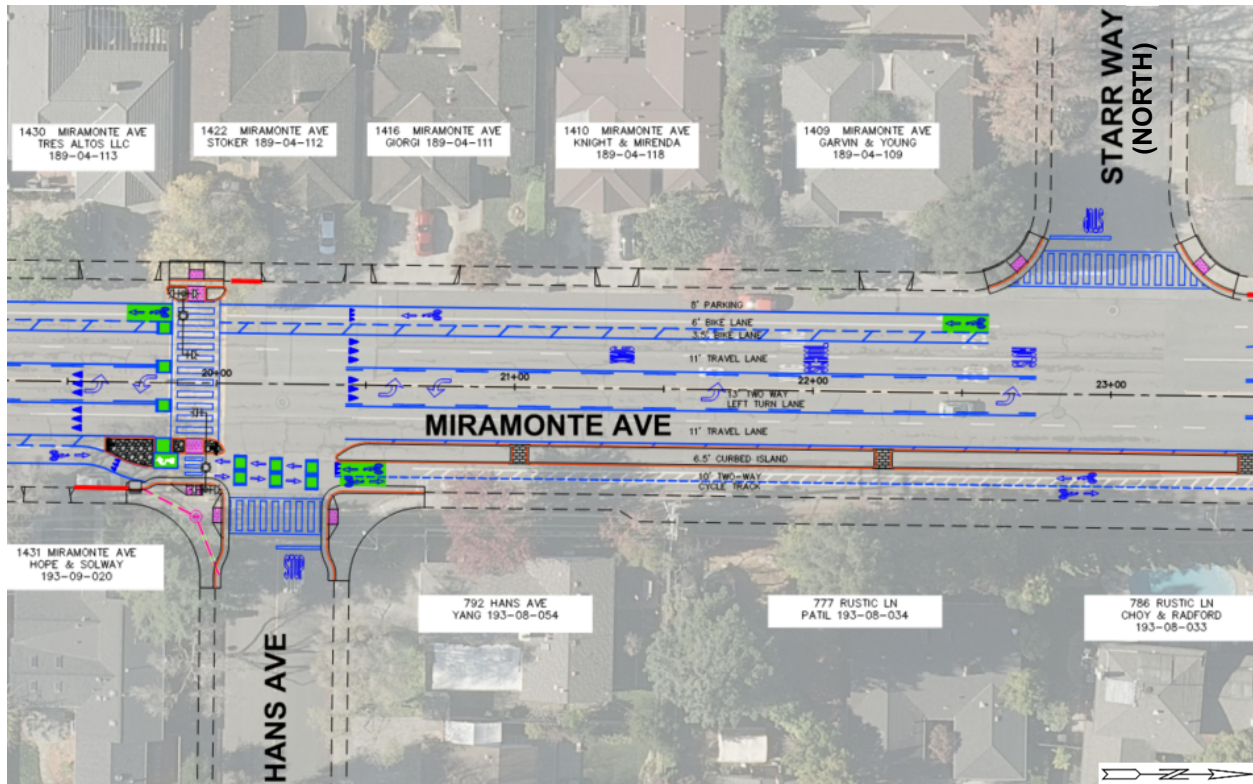


Figure 5: Starr Way (North) to Hans Avenue

Segment 2—Hans Avenue to Barbara Avenue (see Figures 6 and 7):

This segment includes Class II buffered bicycle lanes on both sides of Miramonte Avenue, filling in a sidewalk gap on the west side, between Barbara Avenue and Starr Way (south), high-visibility crosswalks, and ADA-compliant curb ramp improvements. The road diet layout allows the inclusion of buffered bicycle lanes and the retention of on-street parking in front of the residences between Barbara Avenue and Starr Way.

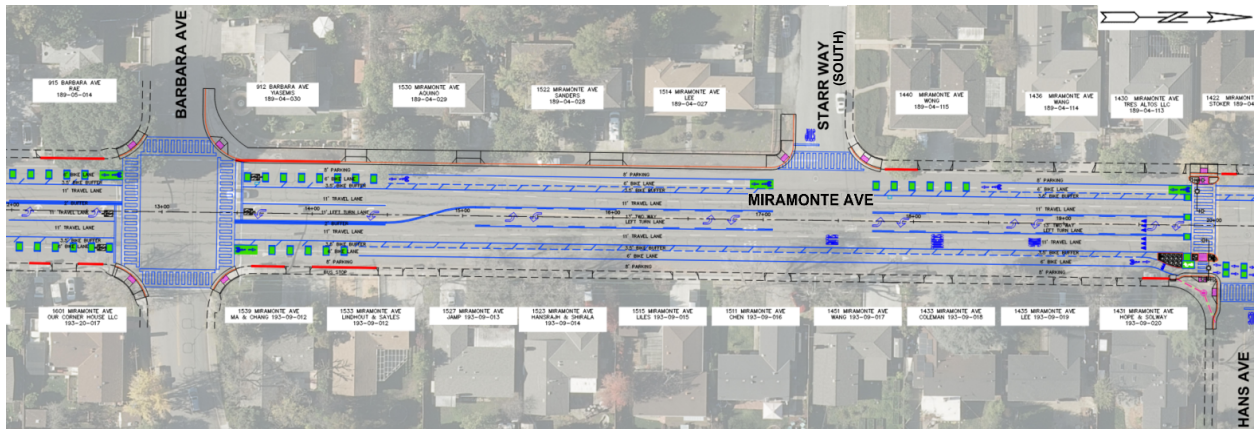


Figure 6: Hans Avenue to Barbara Avenue

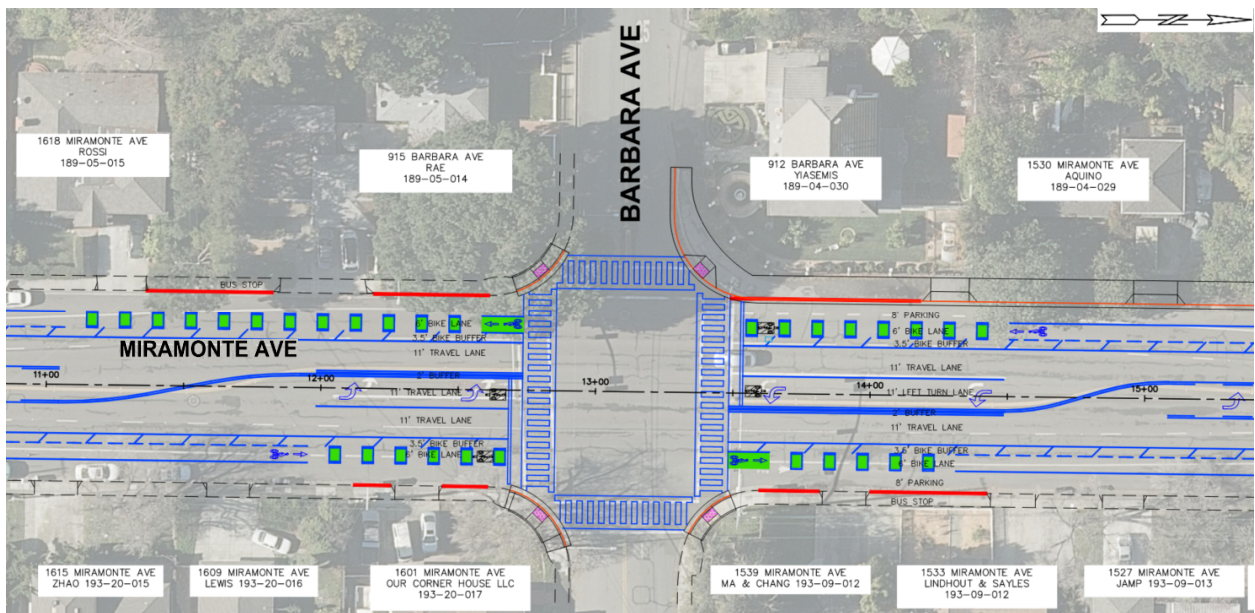


Figure 7: Barbara Avenue Intersection

Segment 3—Barbara Avenue to Cuesta Drive (see Figures 8, 9, and 10):

This segment includes continuation of the Class II buffered bicycle lanes on both sides of Miramonte Avenue, high-visibility crosswalks, and ADA curb ramp improvements. Similar to Segment 2, the road diet layout allows for buffered bicycle lanes, while retaining on-street parking.

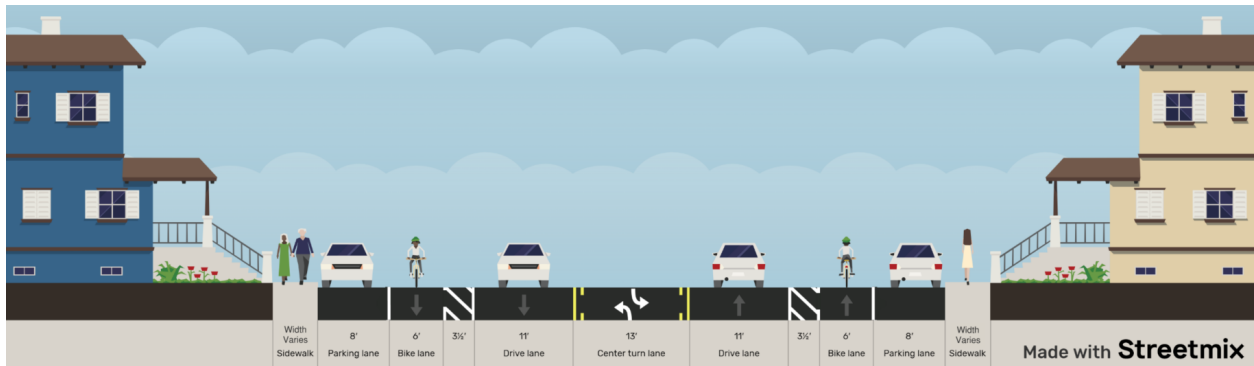


Figure 8: Typical Cross Section of Segment 3

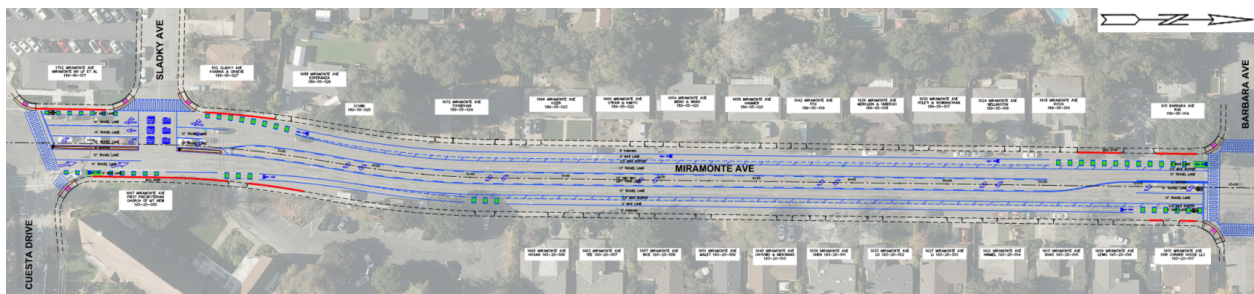


Figure 9: Barbara Avenue to Cuesta Drive

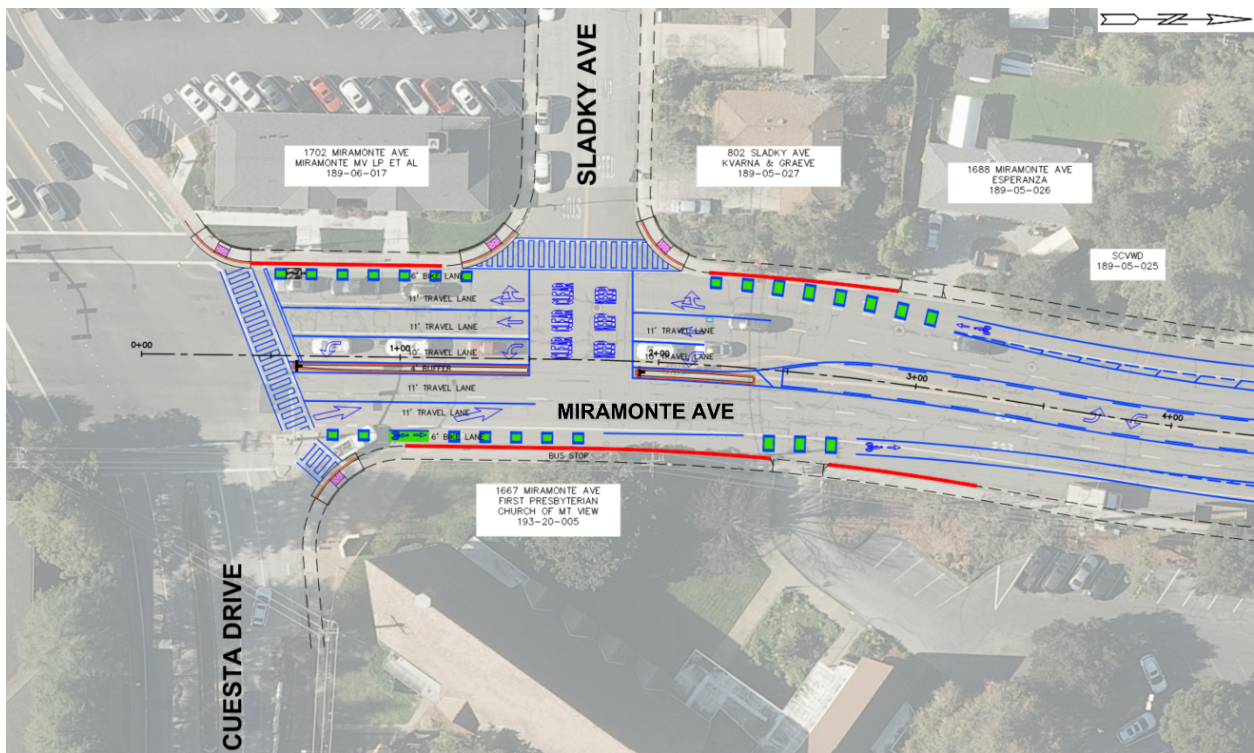


Figure 10: Cuesta Drive and Sladky Avenue Intersections

CONCLUSION

The Miramonte Avenue Improvements project scope additions and modifications will achieve improved pedestrian and bicycle elements between Cuesta Drive and Castro Street. The improvements generally include a road diet, two-way separated bicycle lanes, buffered bicycle lanes, retaining on-street parking, high-visibility crosswalks, and a pedestrian-actuated, LED-enhanced crosswalk system with bulb-outs at the Miramonte Avenue and Hans Avenue intersection. The input from the BPAC will inform the design development of the project. Staff anticipates design completion by end of 2023 and construction starting in early 2024 after the completion of the utility main replacement project.

PUBLIC NOTICING

In addition to the standard agenda posting, notices were mailed to property owners and residents within 750' of the project site.

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Attachment: 1. Miramonte Avenue Improvements Plan Layout