

DATE: December 12, 2024

TO: Bicycle/Pedestrian Advisory Committee

FROM: Karen Gauss, Transportation Planner
Ria Hutabarat Lo, Transportation Manager
Edward Arango, Assistant Public Works Director/City Engineer

VIA: Jennifer Ng, Public Works Director

SUBJECT: Miramonte Avenue Bikeways Preliminary Design Study, Project 23-31

RECOMMENDATION

Receive an update and provide input on the Miramonte Avenue Bikeways Preliminary Design Study (Project 23-31), between El Camino Real and Castro Street/Marilyn Drive and between Cuesta Drive and Alegre Avenue.

BACKGROUND

On [December 10, 2019](#), the City Council adopted a Vision Zero Policy which established the goal of reaching zero fatal traffic collisions by 2030. Vision Zero efforts are spearheaded by the Public Works Department with shared responsibility by a multi-departmental working group. Building low-stress bikeways and improved pedestrian crossings on the City's high-injury network and suggested school routes are a step toward the City's Safe Routes to School and Vision Zero goals.

On [June 11, 2019](#), the City Council approved funding for Street Resurfacing and Slurry Seal Program, Project 20-01 (Project 20-01), including Miramonte Avenue, between Cuesta Drive and Castro Street ("Segment B" in Figure 1). This roadway segment includes a segment adjacent to Graham Middle School.

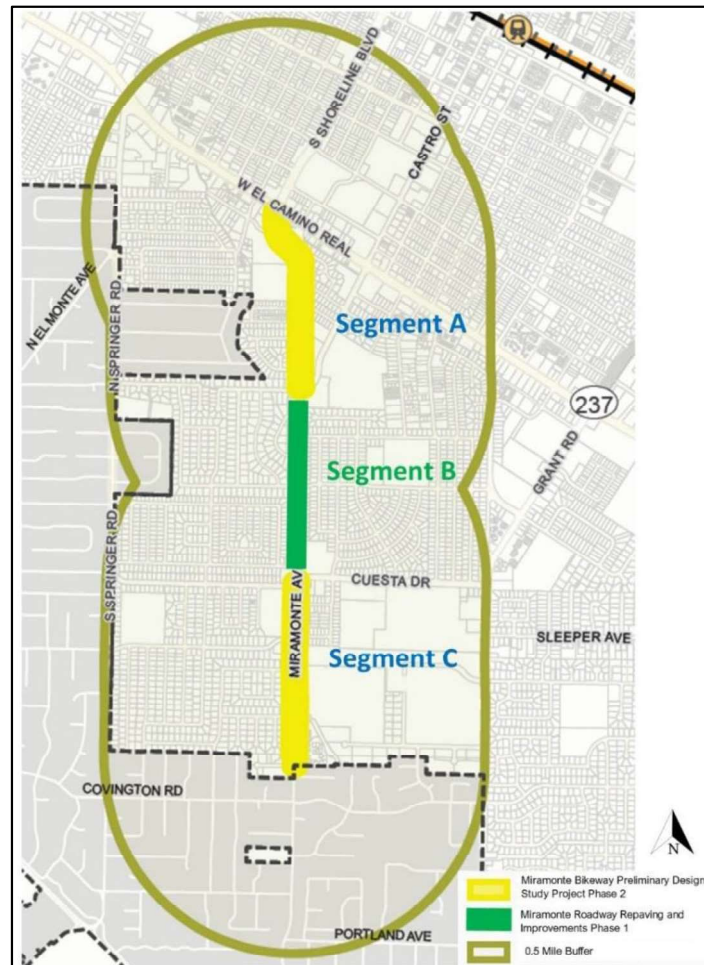


Figure 1: Project Location Map for Projects 20-01 and 23-31

On August 23, 2021, a motorist struck a Graham Middle School student at the intersection of Hans Avenue and Miramonte Avenue as reported in the Safe Routes to School update to the Council Transportation Committee on [May 3, 2022](#). Following this collision, staff evaluated opportunities to enhance bicycle safety in conjunction with the planned repaving (Project 20-01).

On [April 26, 2022](#), Council authorized a professional services agreement with Bellecci & Associates to design Segment B with safety enhancements that include a two-way Class IV protected bikeway, between Castro Street/Marilyn Drive and Hans Avenue, enhanced crosswalks across Miramonte Avenue at Hans Avenue, and curb extensions at Hans Avenue. On [June 27, 2023](#), Council further approved a road diet for Miramonte Avenue between Cuesta Drive and Castro Street/Marilyn Drive and appropriated Transportation Development Act Article 3 (TDA3) funds to augment the project. Finally, on [June 25, 2024](#), Council accepted additional TDA3 funds and augmented the project to account for inflation. The repaving from Castro Street/Marilyn Drive to Cuesta Drive is slated for construction in 2025.



**Figure 2: Safety Enhancements on Miramonte Avenue
Between Castro Street and Cuesta Drive**

In February 2023, staff successfully applied for the Santa Clara Valley Transportation Authority (VTA) 2016 Measure B planning-grant funding for the Miramonte Avenue Bikeways Preliminary Design Study, which will develop a design concept for Segments A and C. As part of the midyear budget adjustments on [February 27, 2024](#), Council accepted the \$160,000 grant and appropriated these funds into an upcoming Street Reconstruction Project, Project 23-31, for Segment A.

After executing the grant agreement with VTA, staff issued a Request for Proposals (RFP) in December 2023 and received proposals from three firms. Kimley-Horn was selected and is providing consulting services for the work.

ANALYSIS

The goal of the Miramonte Avenue Bikeways Preliminary Design Study is to develop a preliminary design concept for pedestrian and bicycle improvements along Miramonte Avenue in Segments A and C. Tasks include vehicle counts, parking analysis, traffic analysis, community engagement, alternatives development, preliminary concept design, and cost estimates. Potential design elements to be explored may include:

- Class IV protected bikeways, Class II buffered bike lanes, Class II bike lanes, and/or Class I multi-use trail;
- Four- to three-lane or four- to two-lane road diet and lane narrowing;

- Pedestrian crossing improvements, such as high-visibility crosswalks and corner bulb-outs;
- Intersection improvements, such as LED-enhanced crosswalks, rapid rectangular-flashing beacons, or other treatments;
- Sidewalk widening;
- Green street treatments, such as sustainable stormwater infrastructure, landscaped buffers, and greenway treatments; and
- Smooth transitions throughout the corridor to join other projects, including the current paving project, and a future, protected intersection project at the intersection with El Camino Real.

Scope and Schedule

The scope and schedule of the project are listed below:

Description	Schedule	Status
Background Document Review	July to August 2024	Complete
Data Collection: Traffic, Parking, Speed	September 2024	Complete
Community Outreach	Round 1: September to December 2024 Round 2: March to April 2025	Under way
Preliminary Concept Alternatives	December 2024 to March 2025	Analysis under way
Alternatives Evaluation Matrix and Preferred Alternative	July 2025 to August 2025	Not started
Cost Estimate	August 2025 to September 2025	Not started
Draft and Final Alternatives Report	August 2025 to November 2025	Not started

Area Characteristics

Land Uses

Land uses in the project area include residential housing, a park and ball fields, schools, an elderly care facility, professional offices, churches, and commercial retail areas. Both study segments serve as access routes to Graham Middle School (900 students), Saint Francis High School (1,780 students), St. Joseph School (170 students), and Bubb Elementary School (355 students). A portion of the southern segment (Segment C and part of Segment B) abuts or falls within the riparian zone for Permanente Creek.

Roadway Geometry

Throughout the study area, Miramonte Avenue has two-vehicle travel lanes in each direction. Segment A has a curb-to-curb width that varies from 55' to 75'. The wider sections have a combined bike lane and parking, two vehicle travel lanes in each direction, and a center median with bricks or landscaping. In a middle portion of Segment A, between Harpster Drive and Park Drive, the curb-to-curb width is less than 60', and there are "No Parking" and no bike lanes on the northbound side.

In Segment C, the curb-to-curb width varies from 50' to 70' and a white stripe marking a bike lane that varies in width. In some sections, there is a combined bike lane and parking. As Miramonte Avenue continues into the City of Los Altos, it has one-vehicle lane in each direction with a white-striped shoulder.

Transit

The northern and central portions (Segments A and B) serve as transit corridors for VTA Bus Route 51 and the Mountain View Community Shuttles.

Traffic Volumes

Kimley-Horn conducted Average Daily Traffic (ADT) counts 24 hours a day for seven days, from Monday, September 16, to Sunday, September 22, 2024. The ADT in Segment A is approximately 8,000 vehicles weekday and 5,200 weekend. For Segment C, ADT is approximately 9,000 weekday and 6,200 weekend.

Speed

Speed data was collected on Tuesday, September 10, 2024, from 10:15 a.m. to 11:50 a.m., once the speed of 100 vehicles at each location had been measured. Speed was measured at Miramonte Avenue near Trophy Drive (Segment A) and at Miramonte Avenue just south of Madison Drive (Segment C). Near Trophy Drive (Segment A), the 85th percentile northbound speed was 38 miles per hour (mph), 13 mph over the posted speed limit of 25 mph.

The 85th percentile southbound speed was 36 mph, 1 mph over the posted speed limit of 35 mph at that location. Further north, near Park Drive, the posted speed limit reduces to 25 mph. The maximum speed recorded at this location was 40 mph, which occurred in the northbound direction. Near Madison Drive (Segment C), the 85th percentile northbound speed was 37 mph, the 85th percentile southbound speed was 39 mph, and the 85th percentile bidirectional speed was 38 mph. The 85th percentile speed was at most 4 mph over the posted speed limit of 35 mph. The maximum speed recorded at this location was 43 mph, which occurred in the southbound direction.

Parking

Staff conducted a parking study taking counts at six time points from 6:00 a.m. to 11:00 p.m. on:

- Tuesday, February 27;
- Sunday, March 3;
- Saturday, March 9;
- Wednesday, September 18;
- Thursday, September 19; and
- Saturday, September 21, 2024.

Staff did not collect parking data between midnight and 5:59 a.m.

Based on this parking study, 15% of on-street spaces were utilized at the maximum time observed (Tuesday, February 27, at 9:00 a.m. for the west side of Miramonte Avenue, and Saturday, March 9, at 6:00 a.m. for the east side). We have a total of 138 address and 388 on-street parking spaces on Miramonte Avenue. Of those 138 addresses, 127 addresses had adequate on-site uncovered parking available to accommodate the on-street demand. There are 11 addresses that experience high-parking utilization rates on-street while uncovered off-street spaces are also utilized. Those 11 addresses have 22.8 on-street parking spaces. In other words, on-street parking is in high demand for 7.2% of addresses, or 5.8% of on-street parking spaces. Private covered garage spaces were not included in the calculations. Private covered garage spaces are present at 10 of the 11 addresses with the highest on-street parking demand.

Collisions

Over the past 10 years, there have been two severe injury collisions on Miramonte Avenue: one at El Camino Real and the other at Sonia Way. Table 1 summarizes the collisions on Miramonte Avenue.

Table 1: Project Area Collisions from 2013-2023
 (Source: Transportation Injury Mapping System, (TIMS))

Primary Road (name of the roadway on which the crash occurred)	Secondary Road (name of the roadway that intersects the primary road)	Severe Injury Collisions	Pedestrian- Involved Collisions	Bike- Involved Collisions	All Collisions
El Camino Real	Shoreline Boulevard	0	0	1	12
El Camino Real	Miramonte Avenue	1	1	1	9
Miramonte Avenue	Castro Street	0	1	1	7
Miramonte Avenue	Cuesta Drive	0	0	4	6
Miramonte Avenue	Hans Avenue	0	0	2	4
Miramonte Avenue	Barbara Avenue	0	0	2	2
Miramonte Avenue	Sladky Avenue	0	0	1	2
Miramonte Avenue	Madison Drive	0	0	1	2
Miramonte Avenue	Yardis Court	0	0	0	1
Miramonte Avenue	Starr Way	0	0	0	1
Miramonte Avenue	Park Drive	0	0	0	1
Miramonte Avenue	Eichler Drive	0	0	0	1
Miramonte Avenue	Rose Avenue	0	0	0	1
Miramonte Avenue	Sonia Way	1	0	0	1
TOTAL		2	2	13	50

Community Engagement

For this study, there will be two rounds of community engagement:

- **Round 1:** For the first round of engagement, staff has been gathering information on the user experience in the project area and potential improvements to be considered. Engagement activities included:
 - A community bike ride (approximately 30 participants) on September 28, 2024;
 - Staff had a meeting with Valley Water on November 12, 2024;
 - A neighborhood walk (four participants) on November 16, 2024,
 - Pop-up events at Graham Middle School (Graham) and Bubb Elementary School (Bubb) on November 13 and November 14, 2024,
 - Hybrid community meeting on December 3, 2024 (5 participants in person, 10 participants via Zoom, 15 total);
 - A online survey available for the public at MountainView.gov/miramonte;
 - Publicity efforts for these engagement activities included yard signs, signs on poles, social media, including Facebook, Instagram, X, and Nextdoor, email blasts to schools and subscribers; and
 - Two rounds of 2,567 postcards to all addresses within 750' on both sides of Miramonte Avenue in Segments A, B, and C. Staff went door to door to Baskin Robbins, Garden Fresh, Sterling Upholstery, Sterling Pool Supply, Shoreline Auto Care, AAA, all businesses at Blossom Valley Center, First Presbyterian Church, Miramonte Dental, and Villa Sienna. Staff placed flyers on cars parked on Miramonte Avenue between El Camino Real and Park Drive on two occasions. See Figures 5, 6, and 7 below.



Figures 5 and 6: Outreach Advertisements



Figure 7: Outreach Postcards

- **Round 2:** The second round of engagement will begin in April 2025, and staff will present concept alternatives and seek feedback from the public through an online survey, pop-ups at the schools in the project area, and a community meeting, and from the BPAC and Council Transportation Committee (CTC).
- **BPAC and CTC:** In late spring/summer 2025, staff will present the alternative designs to BPAC and CTC for review. In fall 2025, staff will present the completed draft alternative report to BPAC and CTC.

Community input, provided during the community bike ride and neighborhood walk, noted the following attributes and concerns within the study area:

- High vehicle speeds on both segments of Miramonte Avenue and some side streets;
- Heavy use of the roadway by student bicyclists;
- Wide roadway on Miramonte Avenue and some side streets;
- Absence of bike facilities on Miramonte Avenue near El Camino Real and near Sonia Way;
- Narrow bike lanes or shared bike/parking lane in some segments;
- Uneven or narrow sidewalk conditions in both segments;
- Difficult crossing conditions, including at Park Drive;
- Conflicts with school access movements;
- Poor pavement condition in Segment A;
- High-turn speeds at El Camino Real, Park Drive, Sonia Way, Cuesta Drive, Safeway driveways, Rose Avenue, Madison Drive, and Gest Drive;
- Attractive sidewalk with tree cover near Permanente Creek; and
- Discontinuity of roadway, sidewalk, and bike lane facilities between Mountain View and Los Altos.

DISCUSSION

Staff requests BPAC input on the following questions:

- Please rank the following in order of importance:
 - Reducing traffic speed;
 - Installing new or improving existing bikeways;
 - Improving crosswalks;
 - Improving sidewalks; or
 - Including green street elements.
- Are there other elements or priorities that should be considered for this study?

NEXT STEPS

The project team will complete the data analysis and community engagement efforts and develop initial concept alternatives. Staff will bring the draft concept alternatives to BPAC in April 2025 and to CTC in May 2025.

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