

DATE: April 27, 2022

TO: Bicycle/Pedestrian Advisory Committee

FROM: Nancy Doan, Senior Management Analyst
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SUBJECT: **Fiscal Year 2022-23 Capital Improvement Program**

RECOMMENDATION

Provide input regarding the recommended capital projects that support active transportation to be considered for inclusion in the City's Fiscal Year 2022-23 Capital Improvement Program.

BACKGROUND

The Capital Improvement Program (CIP) is a planning tool used to coordinate location, timing, and funding of capital improvements to maintain and manage City infrastructure that enhances the overall quality of life in the City. The City infrastructure consists of physical structures, systems, and facilities needed to provide critical services to the community such as sidewalks, streets, streetlights, traffic signals, utility pipe systems (stormwater, water, and wastewater), parks, trails, open space, and City buildings.

Fiscal Year 2022-23 is the second year of the biennial capital improvement planning cycle. During the second year of the cycle, review is focused on: (1) projects that are scheduled to "roll forward" for funding in Fiscal Year 2022-23; (2) modifications to some "roll-forward" projects; (3) a limited number of new projects; and (4) amendments to existing projects.

The City Council held a Study Session regarding the Fiscal Year 2022-23 CIP on April 12, 2022. The memo for that Study Session, included as Attachment 1, presents an overview of the CIP and the recommended Fiscal Year 2022-23 CIP focused on the projects described above.

DISCUSSION

Active Capital Improvement Program Projects

The City Council was provided an update on the number of capital projects currently under way, including status of projects with proposed active transportation improvements or enhancements. While the number and value of new projects vary each year, a review of the past 10 years reveals an increase in new projects each year of more than 15% in the second five-year period, and more than double in the total value of projects.

Table 1: Five-Year Averages of New Projects

Five-Year Period	Average Number of New Projects per Year	Average Total Budget of New Projects per Year
2012-13 through 2016-17	51	\$27.9 million
2017-18 through 2021-22	59	\$64.8 million

Significant cost increases have occurred in a variety of projects, including active transportation improvements, parks and recreation, facilities renovation, and major utilities. Maintaining staffing levels to deliver capital projects has continued to be a challenge for the Public Works Department. For this reason, staff recommended the number of roll-forward and new CIP projects included in the Fiscal Year 2022-23 CIP be limited. Staff must balance initiating these new CIP projects while continuing work to complete the 329 active CIPs, including projects with active transportation improvements as shown in Table 2 below, with staffing capacity limitations.

**Table 2: Status of Active CIP Projects Involving
Active Transportation Improvements/Enhancements**

Project Title (CIP #)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
Shoreline Boulevard/Villa Street Signal Improvement, Project 16-27	<ul style="list-style-type: none"> • Protected left turn phases to eliminate vehicles/pedestrian conflicts. • Removal of free right lane from westbound Villa Street to northbound Shoreline Boulevard. • New crosswalk on the north side crossing Shoreline Boulevard. • Enhanced crosswalk striping and signage. • Sidewalk and curb ramp improvements. 	Construction	Complete: summer 2022
East Whisman Area Transit-Oriented Development Improvements, Phase II: Ellis Street Improvements, Project 16-48	<ul style="list-style-type: none"> • High visibility crosswalk and shortened crosswalks. • Multi-use path on the west side of Ellis Street between Fairchild Drive and Manila Avenue. 	Design	Begin: fall 2022 Complete: fall 2023
Shoreline Boulevard at Highway 101 Bicycle and Pedestrian Bridge, Project 16-60	<ul style="list-style-type: none"> • Two-way cycle track and walkway bridge between Terra Bella and Pear Avenue over U.S. 101. 	Preliminary Design	Begin: spring 2025. Complete: spring 2026
Shoreline Boulevard/Church Street-Latham Street Intersection Signal Improvements, Projects 17-27, 19-27, 20-27, 21-27	<ul style="list-style-type: none"> • Protected left turn phases to eliminate vehicles/pedestrian conflicts. • Reconstruct median for more available crosswalk area. 	Design	Begin: fall 2022 Complete: summer 2023
Stierlin Road Bicycle and Pedestrian Improvements, Project 17-41 (Including Shoreline Boulevard between Montecito Avenue and West Middlefield Road)	<ul style="list-style-type: none"> • Protected intersection. • Buffered Bike Lane. • High visibility crosswalks. • Midblock pedestrian crossing. • Improved lighting, traffic calming. 	Design	Begin: early 2023 Complete: fall 2023

Project Title (CIP #)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
Rengstorff Avenue Grade Separation, Projects 17-37 (Preliminary Engineering and Environmental), 22-27 (Final Design and ROW)	<ul style="list-style-type: none"> • Class IV bikeways on Rengstorff Avenue between Stanford Avenue and Central Expressway. • Bike/pedestrian overcrossing between Rengstorff Park and west side of Rengstorff Avenue. • Widened sidewalks. 	Preliminary Design	Begin: early 2025 (pending funding availability). Complete: 2027
Rengstorff Avenue/Latham Street Signal Improvements, Projects 18-27 and 22-15	<ul style="list-style-type: none"> • Protected left-turn phases to eliminate vehicles/pedestrian conflicts. • High-visibility crosswalks. • Bike enhancements include green bike skip boxes approaching along Rengstorff Avenue and a bike crossing at the intersection along the west side of Rengstorff Avenue. 	Design	Begin: early 2023 Complete: fall 2023
Grant Road and Sleeper Avenue Intersection Improvements, Projects 18-68 (Study), 21-39 (Design and Construction)	<ul style="list-style-type: none"> • Installation of a Pedestrian Hybrid Beacon (PHB). • High-visibility crosswalk across the southern leg of Grant Road with left-turn restriction from Sleeper Avenue. • Bike improvement crossing Grant Road. • New and enhanced crosswalk striping and signage. Americans with Disabilities Act (ADA)-compliant curb ramps. 	Study Completed	Begin: fall 2023 Complete: spring 2024
Bernardo Avenue Undercrossing, Project 18-69	<ul style="list-style-type: none"> • Bike/pedestrian undercrossing of Caltrain rail and Central Expressway. • Bicycle access improvements within 500' of approaches. 	Preliminary Design and Environmental	Begin: 2025 Complete: 2027
Cross-Culvert Removal, Project 19-49 (Dana Street between Oak Street and Franklin Street)	<ul style="list-style-type: none"> • High-visibility crosswalks. • ADA-compliant curb ramps. 	Design	Begin: spring 2023 Complete design: fall 2023

Project Title (CIP #)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
El Monte Corridor Improvements, Projects 19-61 (Study), 21-38 (Design and Construction)	<ul style="list-style-type: none"> • Complete streets study. • New and enhanced crosswalks with lighting, striping, and signage. • Enhanced bike facility. • ADA-compliant curb ramps. 	Study	Begin: spring 2024 Complete: end of 2024
State Route 237/Middlefield Road Interchange Improvements, Project 19-65	<ul style="list-style-type: none"> • ADA-compliant curb ramps. • High-visibility crosswalks. • Class IV bikeways on Middlefield Road between Ferguson Drive and State Route 237 eastbound on- and off-ramps. 	Preliminary Design	Begin: summer 2024 Complete: spring 2025
Miramonte Avenue Pavement Improvements, Project 20-01	<ul style="list-style-type: none"> • Class II bike lanes on Miramonte Avenue between Cuesta Drive and Hans Avenue. • Two-way Class IV bike lane on northbound Miramonte Avenue between Hans Avenue and Castro Street. • Bulb-out and LED-enhanced crosswalk system at Hans Avenue. 	Design	Begin: summer 2023 Complete: end of 2023
Annual Traffic Studies/ Neighborhood Traffic Management Program Improvements/Bicycle Counts, Project 20-15	<ul style="list-style-type: none"> • Latham Street under study for Neighborhood Traffic Management Program improvements. 	Study	Pending Study Completion
Castro Street Curb Ramp, Project 20-30	<ul style="list-style-type: none"> • Replace curb ramps in downtown section of Castro Street. 	Design	Begin: fall 2022 Complete: spring 2023
Plymouth Street/Space Park Way Realignment, Project 20-40	<ul style="list-style-type: none"> • High visibility crosswalks. • Two-way bikeway on Shoreline Boulevard between Plymouth Street/Space Park and Pear Avenue. • Class II bikeways on Plymouth Street between Joaquin Road and Shoreline Boulevard. 	Design	Begin: fall 2023 Complete: summer 2024

Project Title (CIP #)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
El Camino Real Bike/Pedestrian Improvements, Projects 20-61, 22-29	<ul style="list-style-type: none"> • Bike lanes. • New pedestrian crossings with pedestrian hybrid beacons. Replace curb ramps/add curb bulb-outs. • High visibility crosswalks 	Design (by Caltrans as part of repaving project)	Begin: early 2023 Complete: fall 2023
Street Resurfacing, Project 21-01 (Leong Drive and Fairchild Drive)	<ul style="list-style-type: none"> • Bike lanes. 	Design	Begin: fall 2022 Complete: early 2023
Annual Sidewalk and Curb Repairs, Project 21-06	<ul style="list-style-type: none"> • Repair sidewalks and install nine curb ramps throughout the City. 	Design	Begin: fall 2022 Complete: early 2023
Street Lane Line and Legend Repainting, Project 21-12	<ul style="list-style-type: none"> • High-visibility thermoplastic crosswalks around City of Mountain View schools. 	Design	Begin: spring 2023. Complete: fall 2023
SB1 Streets Project, Project 21-30 (Velarde Street, Pamela Drive, Bay Street, Doverton Square, Katrina Way, Fairbrook Drive)	<ul style="list-style-type: none"> • High-visibility crosswalks. 	Design	Begin: early 2023. Complete: end of 2023
Transit Center Grade Separation and Access Project, Project 21-35	<ul style="list-style-type: none"> • Shared-use path underneath the Evelyn Avenue ramp to Shoreline Boulevard. • Bike/pedestrian undercrossings between northside of Central Expressway and Transit Center and downtown. • Bikeways and high-visibility crosswalks within project limits. 	Design	Begin: early 2025 (pending funding availability).
Bicycle/Pedestrian Improvements, Project 21-37 (Shoreline Boulevard from Wright Avenue to Villa Street)	<ul style="list-style-type: none"> • Reconstruct bicycle and pedestrian pathway on east side of Shoreline Boulevard. • ADA-compliant curb ramps. • Pathway lighting. 	Design	Begin: summer 2023 Complete: early 2024

Project Title (CIP #)	Bike/Pedestrian Element	Status	Anticipated Construction Timeline
California Complete Streets, Project 21-40 (Showers Drive to Ortega Avenue segment)	<ul style="list-style-type: none"> • Vehicle lane reduction from five lanes to three lanes. • Parking-protected bike lanes. • Bulb-outs, midblock crossings, protected intersection treatments and enhanced lighting. 	Design	Begin: fall 2023 Complete: early 2024
Crittenden Lane Reconstruction, Project 21-41	<ul style="list-style-type: none"> • Bike facilities. • ADA-compliant curb ramps. 	Design	Begin: early 2024 Complete: fall 2024

The 25 CIP projects listed in Table 2 relate to the integrated Vision Zero Action Plan/Local Road Safety Plan and Suggested Routes to Schools as follows:

- 13 projects are located on the high injury network.
- 15 projects are at locations with known collision history between 2014 and 2019.
- 20 projects are applying known proven Safety Measures for Collision Type.
- 15 projects are along suggested routes to schools.

There are four remaining projects that are not at these types of locations. These are pavement maintenance projects, and staff is integrating bicycle and pedestrian improvements with these projects.

Recommended Fiscal Year 2022-23 CIP Projects

The recommended Fiscal Year 2022-23 projects include the Year 2 roll-forward projects from the Five-Year CIP adopted in June 2021 and a limited number of new projects that have more immediate needs and should not wait until the next five-year CIP planning process. In reviewing new project requests, staff considered the availability of staffing resources along with the Council's Strategic Priorities, Council direction received over the last year, and the following priorities confirmed by Council during the Five-Year CIP process in 2021:

- Public and personnel safety.
- Compliance with regulatory requirements.

- Local match or cost-sharing to secure grants or other funding.
- Pavement rehabilitation/reconstruction and preventative maintenance as needed to maintain the City's current Pavement Condition Index (PCI) rating.

Recommended roll-forward and new Fiscal Year 2022-23 CIP projects involving active transportation improvements/enhancements are described in Table 3.

**Table 3: Fiscal Year 2022-23 CIP Projects
Involving Active Transportation Improvements/Enhancements**

Project Title (CIP #)	Project Description
Annual Street Maintenance (23-01) (Segments of: Fairhaven Court, Frances Way, Church Street, West Dana Street, Villa Street, Higdon Avenue, Permanente Way, McCarty Avenue, Bryant Street, Loreto Street, Mercy Street, Mariposa Avenue)	Annual roadway pavement maintenance, including application of various pavement treatments (fog seal, slurry seal and overlay), adjustment of utilities and monuments, installation of pavement markers and traffic lines, and integrate active transportation elements such as ADA-compliant curb ramps, high-visibility crosswalks and bike lane striping, where feasible. One-time funding increase for Fiscal Year 2022-23 of \$1 million to add new street locations for needed pavement treatments.
Concrete Sidewalk/Curb Repairs (23-02)	Replace deteriorated sidewalks and repair concrete curbs, gutters, and sidewalks displaced by street tree growth, and/or failure of City-owned utilities.
Biennial ADA Improvements to City Facilities (23-15)	Continuation of efforts to implement ADA improvements at City facilities.
Annual Traffic Infrastructure Maintenance/Neighborhood Traffic Management Program Improvements (23-16)	Funding for traffic calming devices on neighborhood, local, and residential streets in conformance with the Neighborhood Traffic Management Program, as well as annual bicycle counts and contracts with consultants regarding improving traffic flow. Replace traffic signal controllers, traffic detector loops, back-up batteries, LED signal lights, and radar speed signs.

Project Title (CIP #)	Project Description
Forestry Maintenance Program and Street Tree Replanting (23-18)	Contract to prune, remove, stump, purchase, and plant approximately 800 to 1,000 medium to large trees within the City. Maintain trees damaged by freezing, disease, drought, and other natural causes. In Fiscal Year 2022-23, \$97,000 in one-time funding to add Outreach and Education Contractor. In Fiscal Year 2022-23, \$90,000 in one-time increase to perform significant work on Stevens Creek Trail for Safety and Tree Health reasons.
Landings Frontage Road Connections (Rengstorff Avenue to Plymouth Street), Design	Preliminary design of a new vehicle bridge across Permanente Creek and a connection to Plymouth Street, including bike facilities and sidewalks (a North Bayshore Precise Plan Priority Transportation Project).
Hope Street and Villa Street Traffic Signal Installation	Install a new eight-phase traffic signal at the intersection of Hope Street and Villa Street. Install a new Signal Interconnect Conduit (SIC) with twisted copper wires to connect the new signal to the existing signal at Castro Street and Villa Street to coordinate signal timing between these two signals.
Active Transportation Improvements	Enhance pedestrian and bicycle safety through installation of ADA-compliant curb ramps, sidewalk, raised crosswalks, bulb-outs, rectangular rapid-flashing beacons, LED-enhanced signs, signs, and striping in various locations.
Street Reconstruction Project (Segment of Miramonte Avenue between Castro Street and El Camino Real and Sladky Avenue between Miramonte Avenue and Springer Road)	Improve roadway pavement and integrate active transportation elements such as ADA-compliant curb ramps, high-visibility crosswalks, and bike lane striping where feasible.
Metropolitan Transportation Commission Mobility Hub Pilot	Implement bike room improvements at the Transit Center (includes \$200,000 grant from the Metropolitan Transportation Commission's Mobility Hub Pilot Program.)

City Council Study Session Feedback

The City Council supported the staff-recommended Fiscal Year 2022-23 CIP and directed staff to: (1) amend the California Complete Street Pilot project; (2) add a new project for Pickleball Court Preliminary Study and Design; and (3) expand the Equity Lens review of projects.

California Complete Street Amendment and Public Art

The California Complete Street Project between Showers Drive and Ortega Avenue is currently in the design phase and proposes a pilot that includes a road diet reducing the street from five lanes (two lanes in each direction and a center turn lane) to three lanes (one lane in each direction and a center turn lane) and nonpermanent improvements, including temporary bulb-outs and painted buffers. The construction was anticipated to begin in 2023. The intent of the pilot is to evaluate the effectiveness of the improvements and to adjust future permanent improvements for the remainder of the corridor from Showers Drive to Shoreline Boulevard. The pilot phase also includes preconstruction monitoring and a postconstruction evaluation period. This pilot-phased approach is consistent with the 2015 California Complete Streets Feasibility Study.

As directed by the City Council, staff will recommend an amendment to expand the project limits and scope of the California Complete Street Pilot, Project 21-40. The project limits for the pilot will be between Showers Drive and Shoreline Boulevard. The existing four lanes between Showers Drive and Mariposa Avenue will be reduced to three lanes with a center turn lane. The existing four lanes from Mariposa Avenue to Shoreline Boulevard will be reduced to two lanes without a center turn lane. As part of the design for both segments, staff would evaluate whether there is sufficient right-of-way for a temporary parking-protected bikeway and, if not, design for buffered bike lanes. A permanent project will follow the postpilot evaluation period.

In addition to scope expansion, Council directed the permanent California Complete Street project improvements include a public art element to enhance the bicycle and pedestrian experience within the project limits. Staff will return at a future date following the postpilot evaluation period to recommend a CIP project to convert the temporary improvements to permanent and include public art.

Pickleball Court Preliminary Study and Design

Council directed staff to add a new CIP project for the preliminary design of possible locations and layouts for new dedicated pickleball courts and design of those courts. Staff will add a Pickleball Court Preliminary Study and Design project in the recommended Fiscal Year 2022-23 CIP.

Equity Lens Expansion

Consistent with Council direction for the City budget analysis, staff reviewed the new discretionary projects and project amendments recommended in the Fiscal Year 2022-23 CIP in terms of benefit and/or burden to communities of color and/or low-income residents. Staff did not identify any CIP projects that would burden communities of color and/or low-income

residents and noted projects that were considered neutral in terms of burden or benefit, and projects that would indirectly and directly benefit communities with low-income residents.

Council directed staff to expand the equity lens for CIP projects to include evaluation of benefit and/or burden to persons with disabilities. The recommended Fiscal Year 2022-23 CIP projects and project amendments will all be designed consistent with Federal ADA requirements and will not create a burden for persons with disabilities. Nearly all of the recommended CIP projects listed in Table 3 will directly benefit persons with disabilities by improving ADA ramps and providing street crossing enhancements.

Summary

Staff is recommending the number of roll-forward and new CIP projects for Fiscal Year 2022-23 be limited due to staffing resources and the very high number of active CIPs. In addition, funding available for transportation-related projects has been fully allocated and any new transportation projects would require pausing or defunding another project to free up staff time and make funding available. Staff's priority is to work toward completing the active CIP projects as quickly as possible to free up resources to start new projects. Staff requests the Bicycle/Pedestrian Advisory Committee (B/PAC) review and support the inclusion of the active transportation-related projects listed in Table 3 in the Fiscal Year 2022-23 CIP, including the Council-directed modifications to the California Complete Street Pilot project.

NEXT STEPS

Staff will provide a summary of B/PAC input in the Council report for the Recommended Fiscal Year 2022-23 Capital Improvement Program scheduled for Council adoption on June 28, 2022.

ND-JH-RG-EA-DSC/BW/8/PWK

959-04-21-22M

Attachment: 1. Council Study Session Memo Dated April 12, 2022

cc: PWD, APWD—Arango, APWD—Skinner, SMA—Doan, SMA—Goedicke, PCE—Gonzales, AE—Houghton