

**DATE:** May 15, 2023

**TO:** Council Transportation Committee

**FROM:** Kathryn Robertson, Associate Civil Engineer  
Robert Gonzales, Principal Civil Engineer  
Edward Arango, Assistant Public Works Director/City Engineer

**VIA:** Dawn S. Cameron, Public Works Director

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

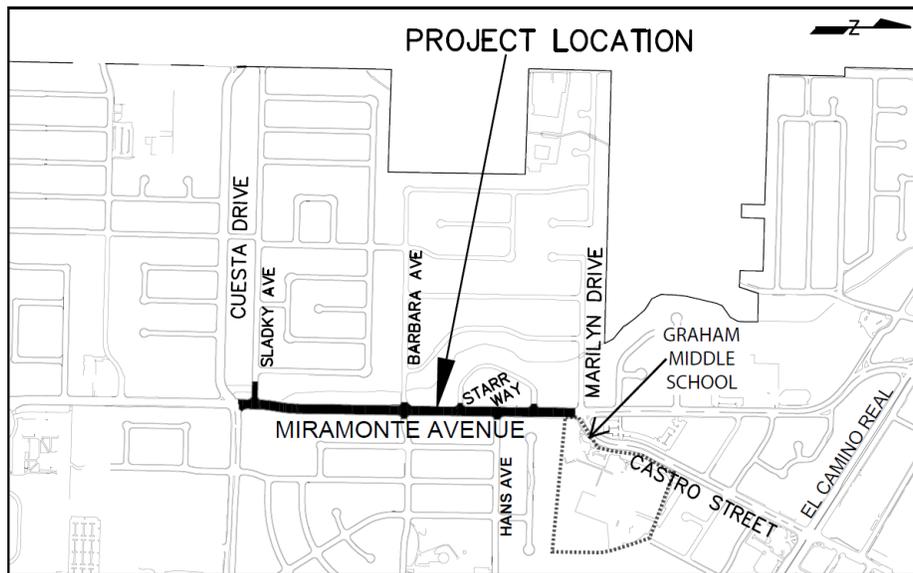
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**RECOMMENDATION**

Review the road diet alternative for Miramonte Avenue Improvements, Project 20-01, between Cuesta Drive and Castro Street, and forward a recommendation to the City Council to approve the road diet alternative.

**BACKGROUND**

In 2019, Council approved Miramonte Avenue between Cuesta Drive and Castro Street to receive pavement improvements as part of the Fiscal Year 2019-20 Capital Improvement Program (see Figure 1). This segment of Miramonte Avenue is classified as an arterial road with four travel lanes, bicycle lanes, and 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 for the pavement project 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 and

Graham Middle School. Currently, 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 developed a concept for 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.

On [April 26, 2022](#), Council approved a modified scope of the project that included the following 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. At the April 26, 2022 meeting, Council also authorized a professional services agreement with Bellecci & Associates 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 bicycle 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 east and south legs, 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

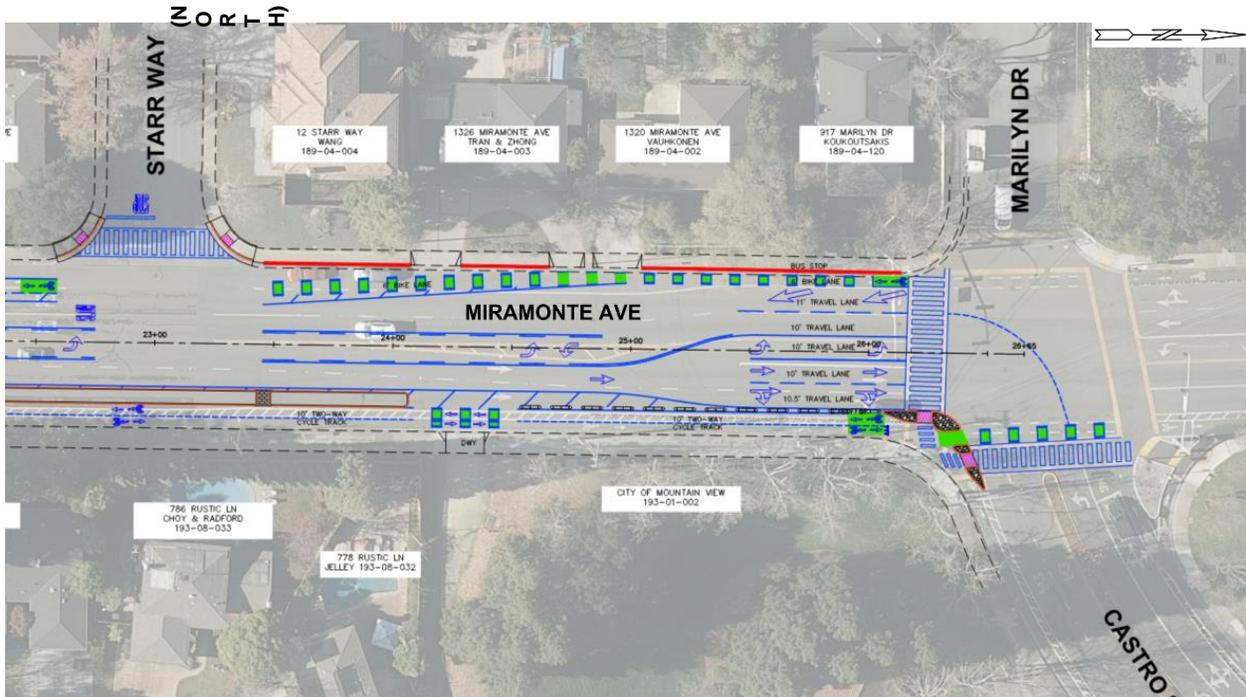


Figure 4: Castro Street to Starr Way (North)

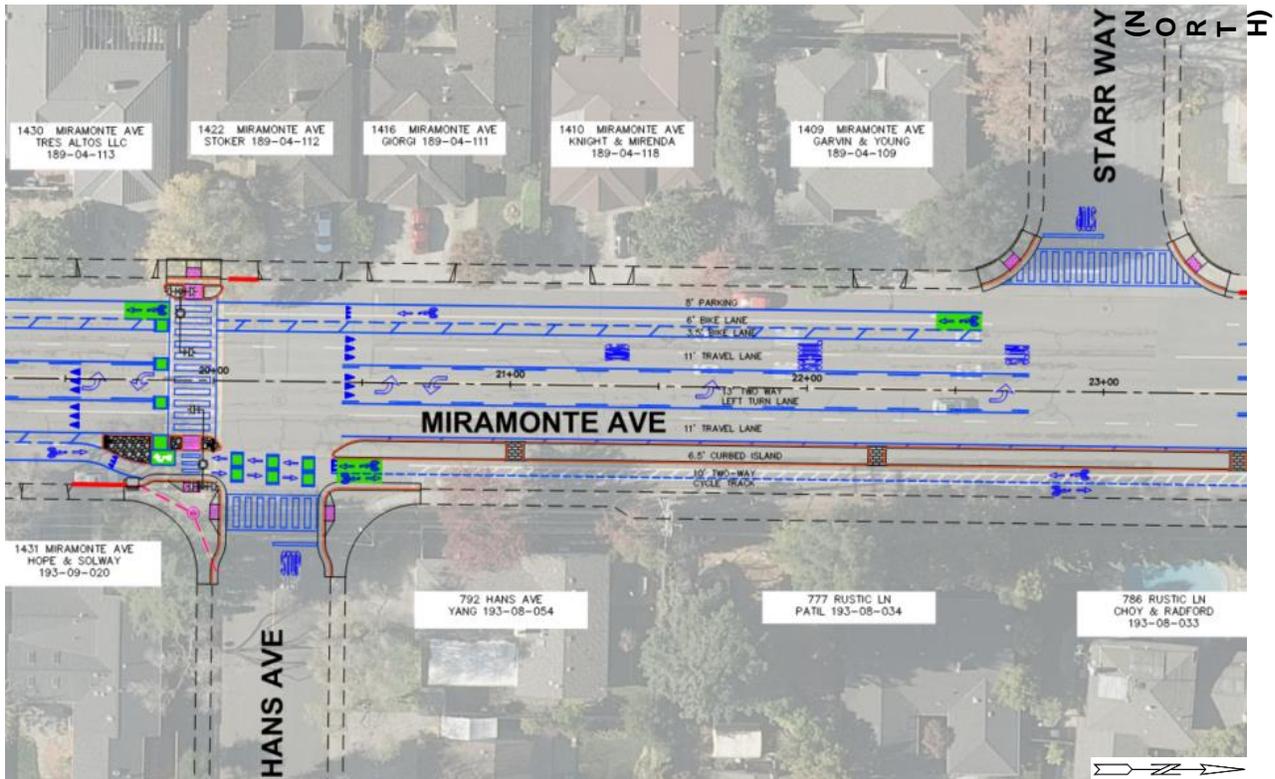


Figure 5: Starr Way (North) to Hans Avenue

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.

South

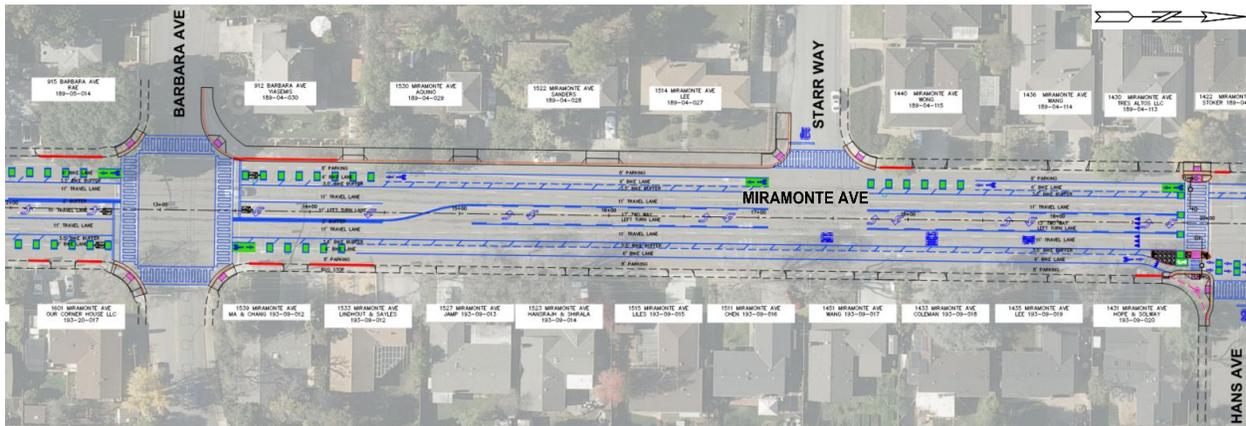


Figure 6: Hans Avenue to Barbara Avenue

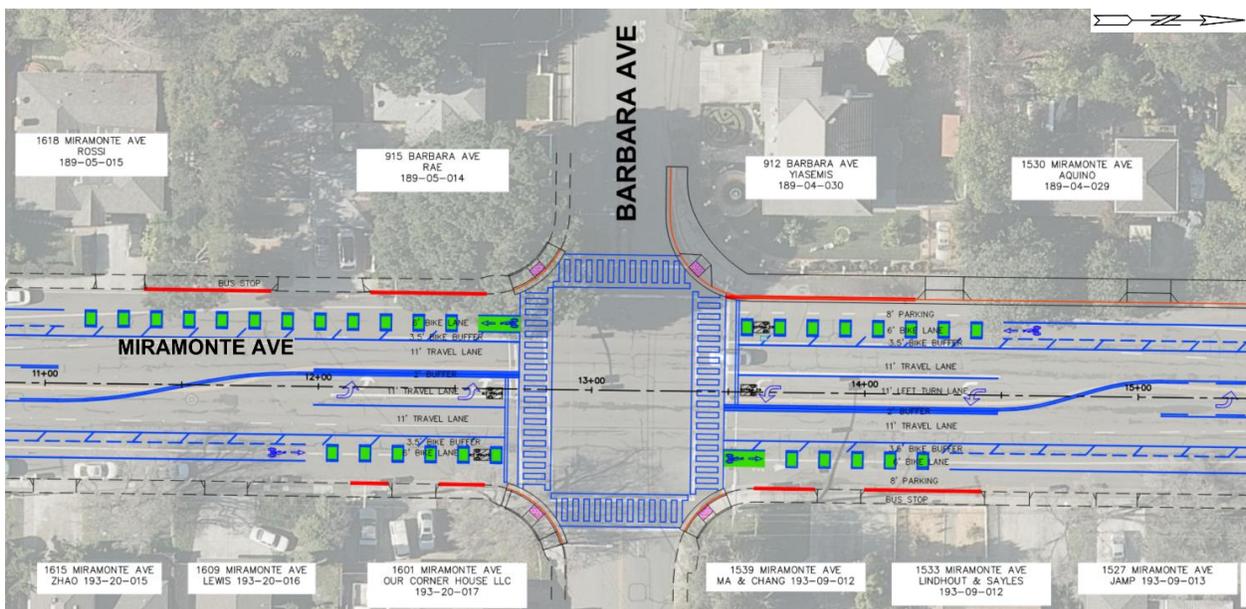


Figure 7: Barbara Avenue Intersection

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.

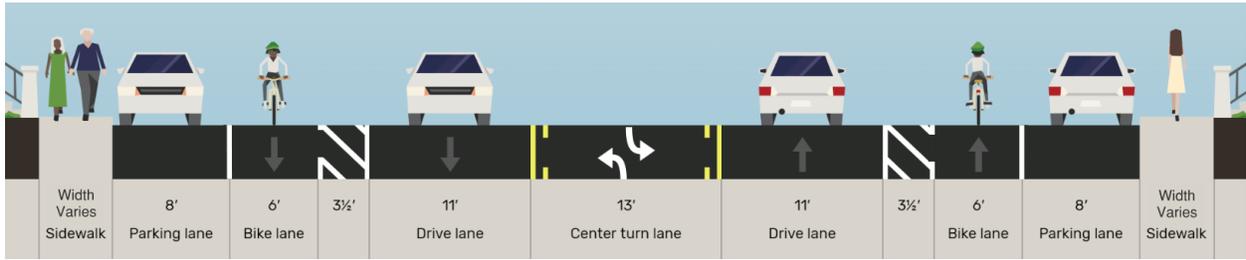


Figure 8: Typical Cross Section of Segment 3



Figure 9: Barbara Avenue to Cuesta Drive

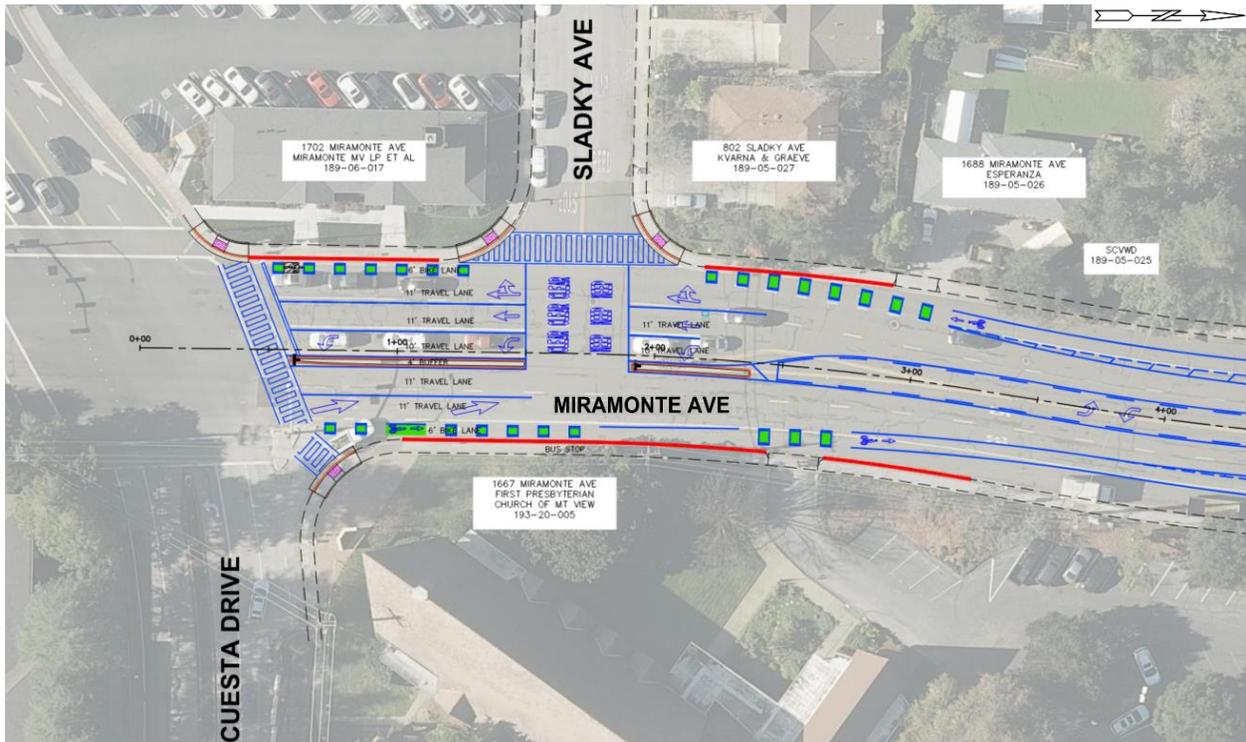


Figure 10: Cuesta Drive and Sladky Avenue Intersections

### **Bicycle/Pedestrian Advisory Committee**

On [March 29, 2023](#), staff provided a project update to the Bicycle/Pedestrian Advisory Committee (BPAC) with the inclusion of the road diet modification. Twenty-four (24) members of the public attended. The BPAC indicated support for the project with the following key feedback:

- Provide directional curb ramps at the Hans Avenue intersection. The concept has incorporated directional curb ramps at this intersection.
- Reduce two-way center left-turn lane width, if feasible, and provide additional space to bicycle elements. Staff will evaluate the turn lane width and reduce, if feasible.
- Include green street elements into the project. Staff will evaluate and include, where feasible, native drought-tolerant low-growing plantings, such as within the median adjacent to the two-way separated bicycle lanes from Castro Street to Hans Avenue, and other available locations.

Committee members inquired about the decision to provide buffered bicycle lanes rather than parking-protected bikeways. Parking-protected bikeways were considered but due to the high number of driveways serving the individual residential properties, there would be significant impacts to available on-street parking in order to maintain safe visibility for each driveway. The proposed road diet reconfiguration retains on-street parking, while also adding the buffer to the bike lanes.

Based on the lower traffic volumes, benefits of the road diet alternative, including traffic-calming, improved safety for other modes of travel, and support from the BPAC, staff recommends a road diet alternative, from four lanes to three lanes with buffered bike lanes, for Miramonte Avenue Improvements, Project 20-01, between Cuesta Drive and Castro Street.

### **NEXT STEPS AND PROJECT SCHEDULE**

Staff will take the CTC-recommended alternative to Council for approval in June 2023. Should Council support staff's recommendation, design is anticipated to be completed by the end of 2023, in order for construction to start in early 2024, after the completion of the utility main replacement project.

A key driver for the project schedule is that the Miramonte Avenue road pavement is deteriorating and overdue for pavement resurfacing. Staff will be fast-tracking the design changes to incorporate the road diet if approved but has no schedule flexibility to consider other design concepts without delaying the pavement work.

**PUBLIC NOTICING**

Agenda posting. In addition to the standard agenda posting, notices were mailed to residents and property owners within 750' of the project site, and an announcement was posted on the City's website.

KR-RG-EA/LL/PWK

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Attachment: 1. Miramonte Avenue Improvements Plan Layout