



COUNCIL REPORT

DATE: June 27, 2023

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Miramonte Avenue Improvements,
Project 20-01—Various Actions**

RECOMMENDATION

1. Find that in accordance with the California Environmental Quality Act (CEQA) requirements, Miramonte Avenue Improvements, Project 20-01, is categorically exempt as Class 1, Existing Facilities and Class 4, Minor Alterations to Land, under CEQA Guidelines Sections 15301 and 15304.
2. Approve the road diet alternative for Miramonte Avenue Improvements, Project 20-01, between Cuesta Drive and Castro Street as recommended by the Bicycle/Pedestrian Advisory Committee and Council Transportation Committee.
3. Adopt a Resolution of the City Council of the City of Mountain View Approving a Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2023-24 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding, to be read in title only, further reading waived (Attachment 1 to the Council report).
4. Accept \$346,497 in Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding and appropriate the funds to Miramonte Avenue Improvements, Project 20-01. (Five votes required)
5. Authorize the City Manager or designee to execute all documents and agreements, and take all necessary actions related to the acceptance of Fiscal Year 2023-24 Transportation Development Act Article 3 funding.

BACKGROUND

In 2019, Council approved pavement improvements for Miramonte Avenue between Cuesta Drive and Castro Street 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.

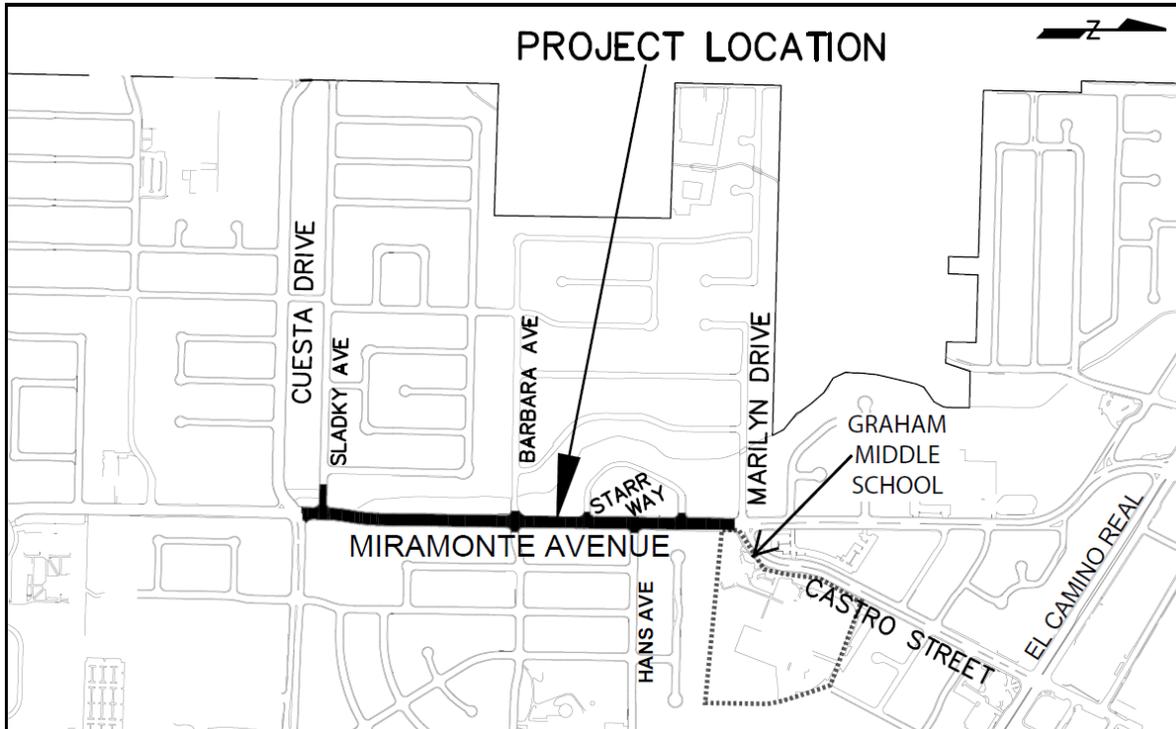


Figure 1: Project Location Map

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.
- 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 paused to allow the Miramonte Water and Sewer Main Replacement project to be constructed first. The utility main replacement project addresses the aging water and sewer main lines and service lines that run the entire length of the pavement resurfacing project. Constructing the utility main project first avoids damaging the new roadway

pavement. Construction of the utility project began in January 2023, with completion expected by the end of January 2024.

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. On [April 26, 2022](#), Council approved a modified scope for the project and authorized a professional services agreement with Bellecci & Associates to complete the Miramonte Avenue Improvements project design and provide construction support. The modified scope includes the following bicycle and pedestrian improvements, as 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.
- A pedestrian-actuated, overhead Rectangular Rapid-Flashing Beacon (RRFB) at the Miramonte Avenue crosswalk at Hans Avenue.

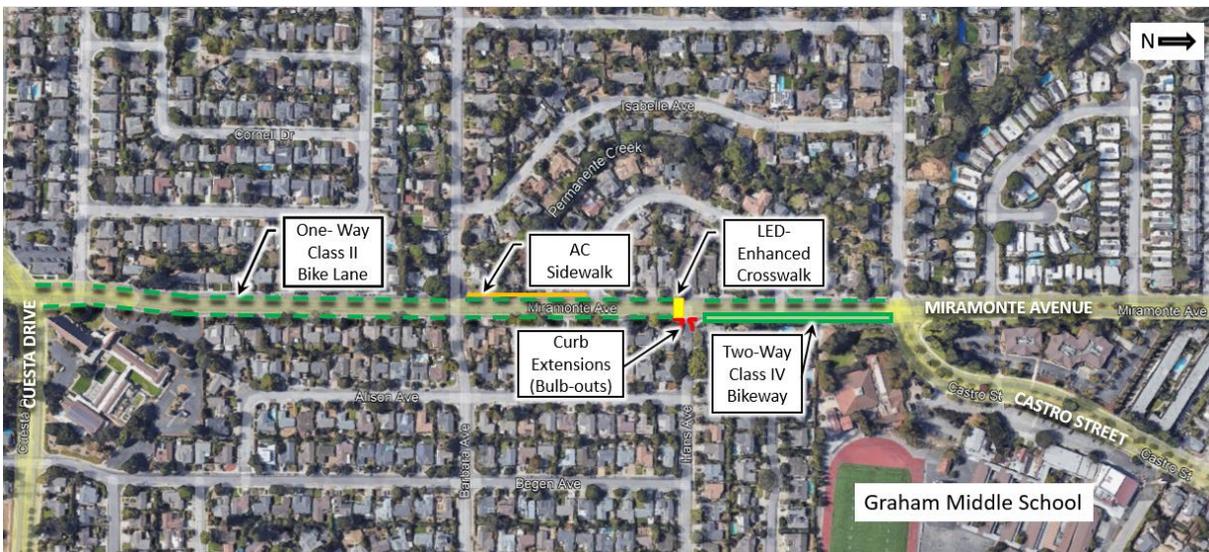


Figure 2: Bicycle and Pedestrian Improvements

As described below, the project scope has been further modified to provide a road diet alternative, which has been recommended for approval by both the Bicycle/Pedestrian Advisory Committee (BPAC) and the Council Transportation Committee (CTC).

ANALYSIS

Road Diet Alternative

During the evaluation of the modified design 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 vehicular travel lanes to two vehicular travel lanes with a two-way left turn lane in the middle 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.
- Class II buffered bicycle lanes in place of Class II nonbuffered bicycle lanes.

Attachment 2 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 between Castro Street and Hans Avenue with a raised median providing a vertical separation and potential opportunity to add plantings that will not conflict with the utilities under the median.
- A Class II buffered bicycle lane on the west side of Miramonte Avenue.
- A pedestrian-actuated RRFB at the Miramonte Avenue crosswalk at Hans Avenue, 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

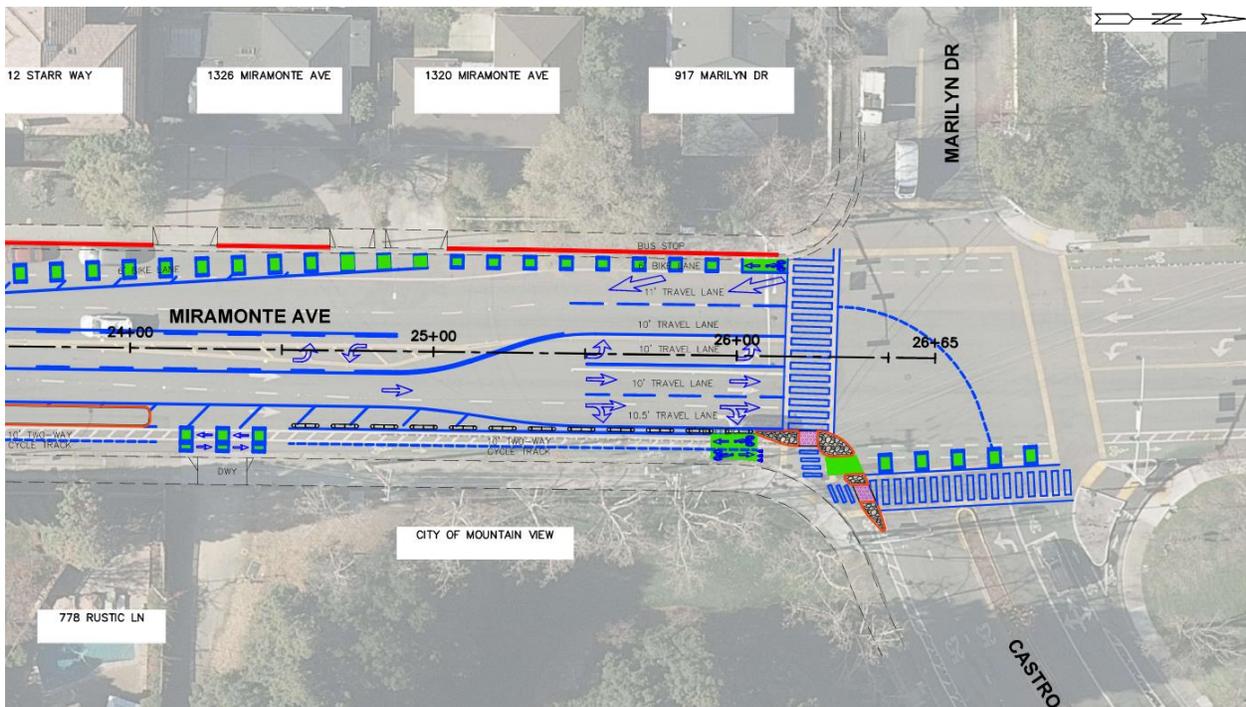


Figure 4: Castro Street to Starr Way (North)

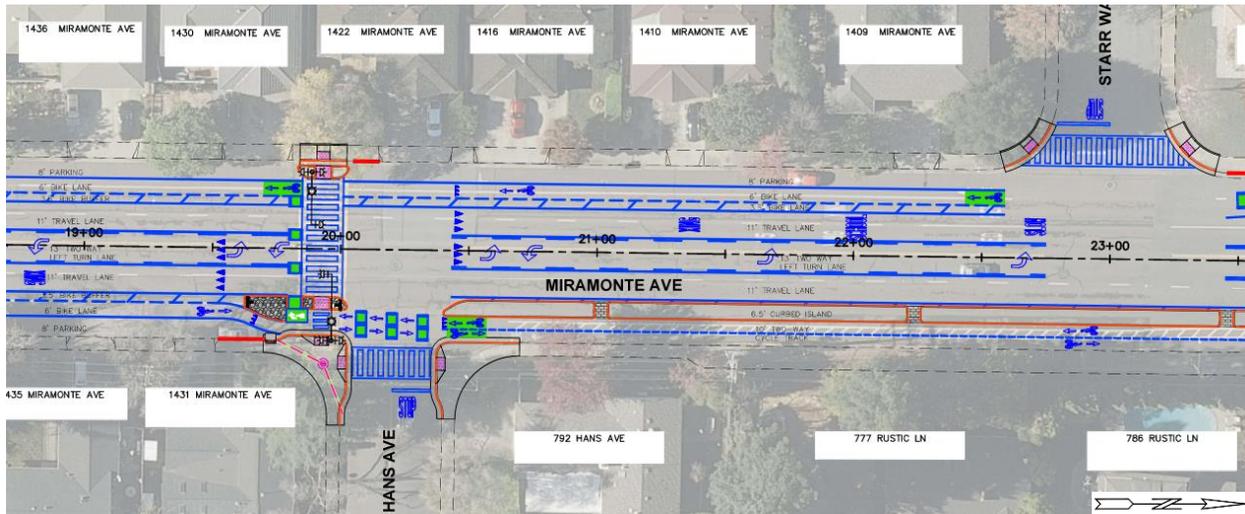


Figure 5: Starr Way (North) to Hans Avenue

Segment 2—Hans Avenue to Barbara Avenue (see Figures 6, 7, and 8):

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.

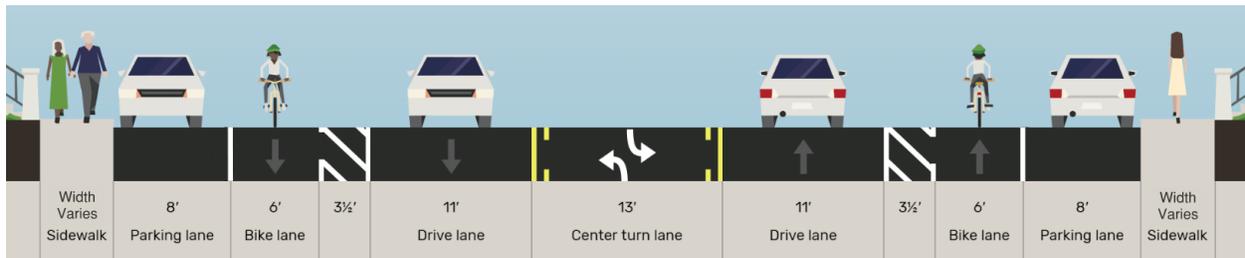


Figure 6: Typical Cross Section of Segment 2



Figure 7: Hans Avenue to Barbara Avenue

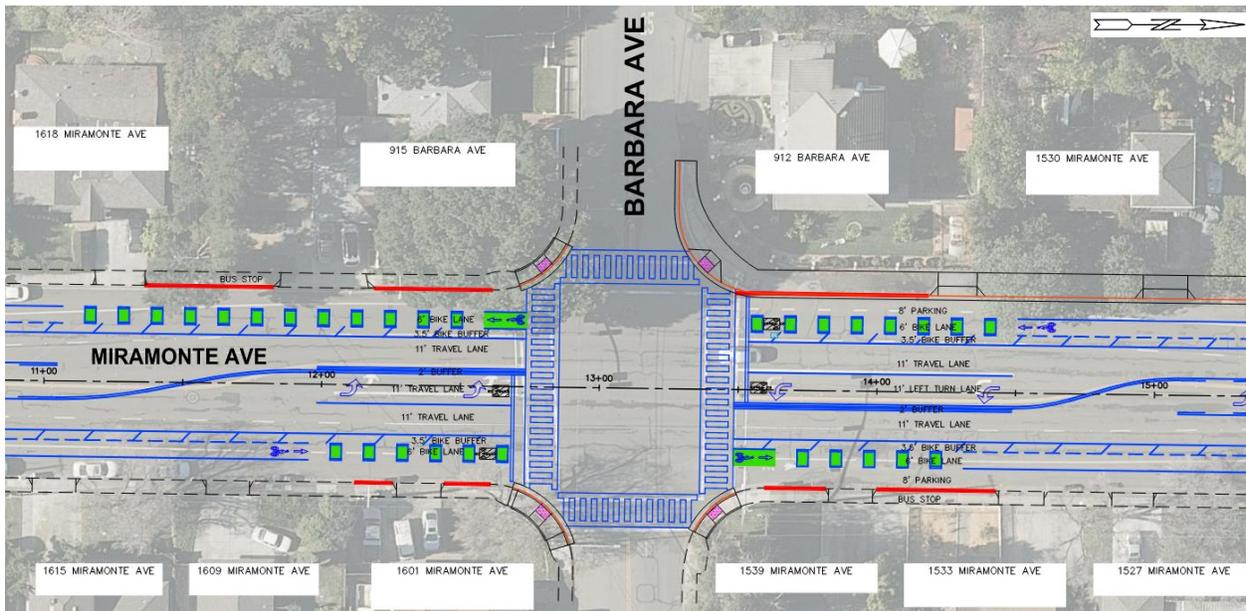


Figure 8: Barbara Avenue Intersection

Segment 3—Barbara Avenue to Cuesta Drive (see Figures 9, 10, and 11):

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.

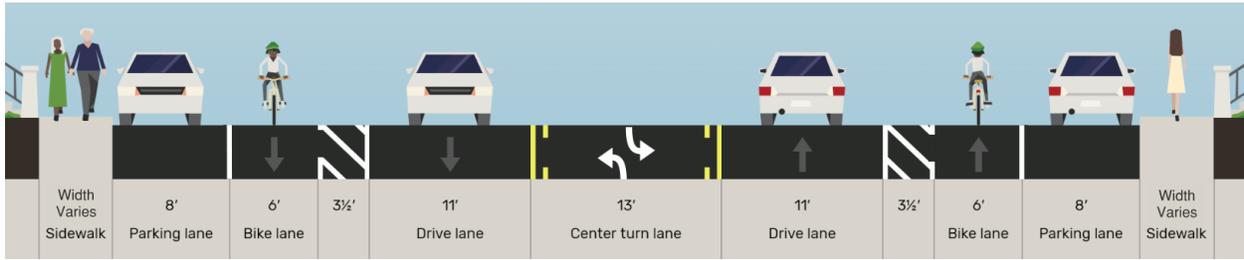


Figure 9: Typical Cross Section of Segment 3

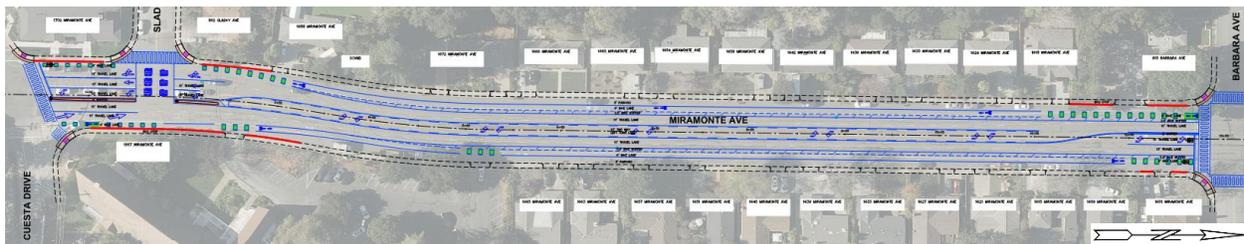


Figure 10: Barbara Avenue to Cuesta Drive

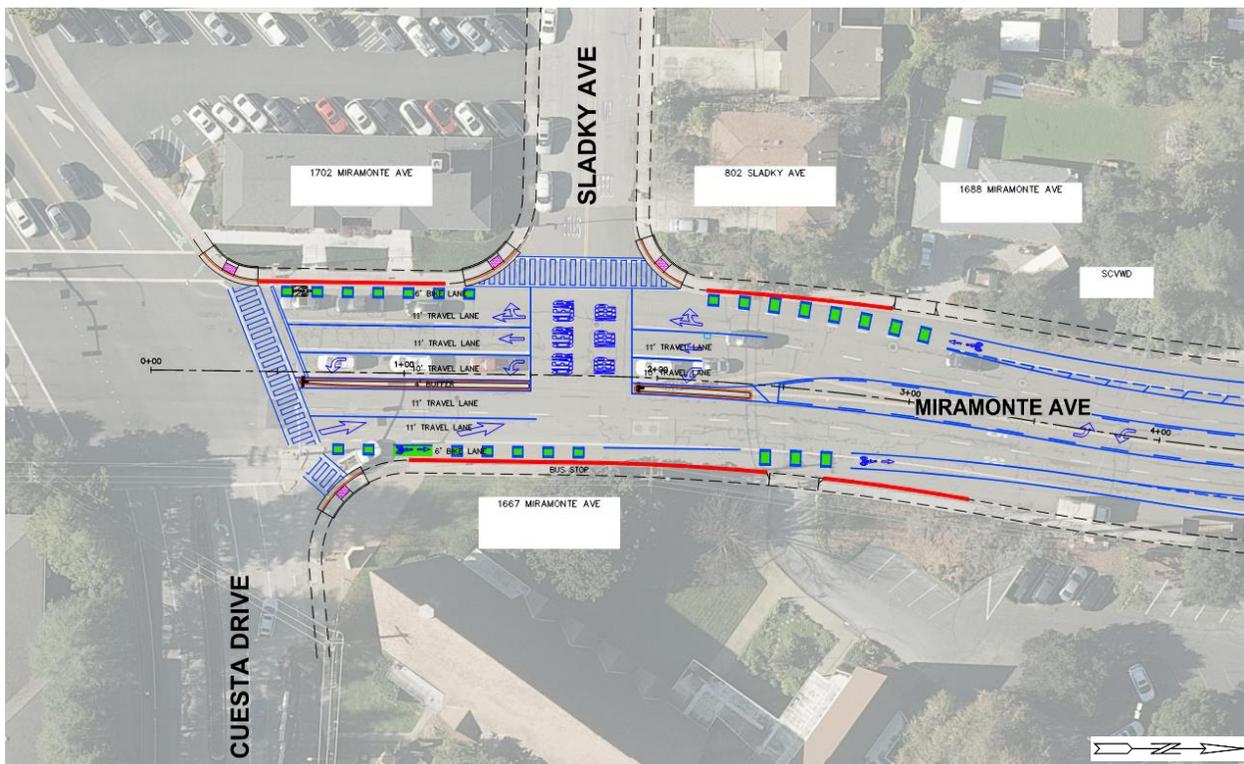


Figure 11: Cuesta Drive and Sladky Avenue Intersections

Committee Review and Recommendations

On [March 29, 2023](#), staff provided a project update to the BPAC with the inclusion of the road diet modification. Twenty-four (24) members of the public attended. The BPAC indicated support for the project and recommended the road diet alternative.

On [May 15, 2023](#), staff provided a project update to the CTC to review the road diet alternative and request its recommendation to Council. The CTC unanimously approved forwarding a recommendation to the City Council to approve the road diet alternative.

Should Council approve staff's recommendation, design is anticipated to be completed by end of 2023, with construction starting in early 2024 after the completion of the utility main replacement project.

Transportation Development Act Article 3

Transportation Development Act Article 3 (TDA3) is a State program that provides funding for pedestrian and bicycle projects. These guaranteed funds (one-quarter cent of the general Statewide sales tax) are distributed annually to the Metropolitan Transportation Commission (MTC), the regional transportation planning agency for the Bay Area, to allocate to local agencies on a per-capita basis. In Santa Clara County, the Santa Clara Valley Transportation Authority (VTA) is responsible for submitting a coordinated Countywide claim for TDA3 funds to the MTC for each city and the County.

The amount of annual TDA3 funding received by the City varies and depends upon the total sales tax revenues generated. The City has used past TDA3 grant funds for a variety of pedestrian and bicycle projects, including: improvements to sidewalks; curb ramps; intersections; audible and countdown pedestrian signals; bike maps; bike racks; and education programs.

According to VTA guidelines, the City may bank up to five years of annual TDA3 allocations. The City has banked its allocation over the past three years for a total of \$278,867. The Fiscal Year 2023-24 allocation is \$67,630. Combining the banked allocations and the 2023-24 allocation, there is now \$346,497 available to allocate to projects or bank for use in future years.

For the City to receive TDA3 funds, the BPAC must prioritize and recommend a proposed project (or projects) for TDA3 funding, and the City Council must adopt a resolution approving the project and requesting allocation of the TDA3 funding from MTC.

At its [April 27, 2023](#) meeting, BPAC prioritized and recommended Miramonte Avenue Improvements, Project 20-01, for the \$346,497 in TDA3 funding. If Council approves the recommended action, staff will submit the TDA3 project application (Exhibit B within Attachment 1) to VTA.

Environmental Clearance

In accordance with the California Environmental Quality Act (CEQA), staff has reviewed the scope of this project and determined that it meets the classification for categorically exempt as both a Class 1, Existing Facilities and a Class 4, Minor Alterations to Land. The proposed site is an existing street that has no environmentally sensitive elements and is proposed for maintenance work. Staff recommends that Council make findings that, in accordance with the CEQA requirements, the project is categorically exempt as a Class 1, Existing Facilities, and Class 4, Minor Alterations to Land, under CEQA Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations) Sections 15301 and 15304, respectively.

FISCAL IMPACT

An increase in appropriations of \$346,497 from the TDA3 funds is requested. Miramonte Avenue Improvements, Project 20-01, is funded with \$1,782,000 from the Construction/Conveyance Tax Fund, \$90,000 from the State Gas Tax Fund, and \$1,180,000 from the 2016 Valley Transportation Authority (VTA) Measure B Sales Tax—Local Streets and Roads Program Fund, for a total project budget of \$3,052,000. With the recommended allocation of \$346,497 in TDA3 funds, the total project budget will be \$3,398,497.

As previously reported to Council, the initial modified scope is anticipated to increase construction costs and exceed the project budget. Staff will return at a later date with a recommendation to increase project funding once a construction cost estimate is better defined. Additional funding is expected to be available from the VTA Measure B—Local Streets and Roads Program Fund.

CONCLUSION

Based on the lower traffic volumes and benefits of the road diet alternative, including traffic-calming, improved safety for other modes of travel, support from the BPAC, and recommendation from the CTC, staff recommends Council approve the road diet alternative, from four lanes to three lanes with buffered bike lanes, for Miramonte Avenue Improvements, Project 20-01. The City has banked TDA3 funds available for allocation towards a City project. Staff and the BPAC recommend the City's entire allocation be utilized for Miramonte Avenue Improvements, Project 20-01.

ALTERNATIVES

1. Do not approve the recommended road diet alternative.
2. Direct staff to bank the \$346,497 in accumulated TDA3 funding for allocation in a future fiscal year.
3. Provide other direction.

PUBLIC NOTICING—Agenda posting and notification to the BPAC.

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F/c (20-01)

Attachments: 1. Resolution Requesting TDA3 Funding Allocation
2. Miramonte Avenue Improvements Plan Layout