



COUNCIL REPORT

DATE:	January 27, 2026
CATEGORY:	Consent
DEPT.:	Public Works
TITLE:	Miramonte Avenue Complete Streets Study, Project 23-31—Final Report; Street Reconstruction (Miramonte Avenue), Project 25-28—Professional Services Agreement

RECOMMENDATION

1. Approve the preferred plan for the Miramonte Avenue Complete Streets Study, Project 23-31, from El Camino Real to Castro Street/Marilyn Street (Segment A), as recommended by the Bicycle and Transportation Advisory Committee and Council Transportation Committee, and the final report for the Study (Attachment 1 to the Council Report).
2. Authorize the City Manager or designee to amend the professional services agreement with CSG Consultants, Inc., a California corporation (Entity No. 2249340), for Street Reconstruction (Miramonte Avenue), Project 25-28, to add \$403,000 for additional services, for a total not-to-exceed amount of \$550,000.

BACKGROUND

Prior Action and Status on Various Miramonte Avenue Capital Improvement Projects

On [December 10, 2019](#), the City Council adopted a Vision Zero Policy which established the goal of reaching zero fatal traffic collisions by 2030. This multi-departmental policy, led by the Public Works Department, aims to address fatal and severe collisions by implementing proven safety measures, such as low-stress bikeways and improved pedestrian crossings, on the City's high-injury network and suggested school routes.

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/Marilyn Drive ("Segment B" in Figure 1). This roadway segment includes a segment adjacent to Graham Middle School.

On [April 26, 2022](#), Council approved a two-way Class IV protected bikeway within Segment B, between Castro Street/Marilyn Drive and Hans Avenue, and inclusion into the design curb extensions and enhanced crosswalks across Miramonte Avenue at Hans Avenue (Project 20-01). On [June 27, 2023](#) Council approved the road diet alternative and on [June 25, 2024](#) Council

approved the plans and specifications for the road diet for Segment B (Project 20-01). The Segment B project, from Cuesta Drive to Castro Street/Marilyn Drive, includes the following elements (see Figure 2):

- Pavement resurfacing between Cuesta Drive and Castro Street;
- Removal and replacement of damaged concrete sidewalk, curb, and gutter;
- Americans with Disabilities Act (ADA)-compliant curb ramps;
- Infill of a sidewalk gap along Miramonte Avenue between Barbara Avenue and Starr Way;
- Class II buffered bike lanes on both sides of the street;
- 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 Class II bike lane;
- Landscaped median adjacent to the Class IV bikeway, with irrigation and low water use shrubs;
- Curb extensions (bulb-outs) and storm drain modification at Hans Avenue;
- An overhead rectangular rapid flashing beacon (RRFB) at the Miramonte Avenue and Hans Avenue intersection; and
- Road diet lane reconfiguration from a four- to three-lane road that includes a two-way center left-turn lane.

On September 23, 2025, Council took the following actions:

1. Accepted the bid withdrawal and relieved the bid of the apparent low bidder, Interstate Grading and Paving, Inc., of San Francisco, for Miramonte Avenue Improvements, Project 20-01, without forfeiting its bid security on the basis that a clerical error was made in assembling the bid, as provided in Sections 5101 and 5103 of the California Public Contract Code.
2. Authorized the City Manager or designee to amend the professional services agreement with Bellecci & Associates, Inc., a California corporation (Entity No. 1665633), to provide additional design services for Miramonte Avenue Improvements, Project 20-01, to add \$60,000 for a total amount not-to-exceed \$300,000.

3. Authorized the City Manager or designee to execute a professional services agreement with Zoon Engineering, Inc., a California corporation (Entity No. 3153645), to provide construction management and inspection services for Miramonte Avenue Improvements, Project 20-01, in a not-to-exceed amount of \$430,000.

Construction is anticipated to begin in March 2026 and be completed in fall 2026.

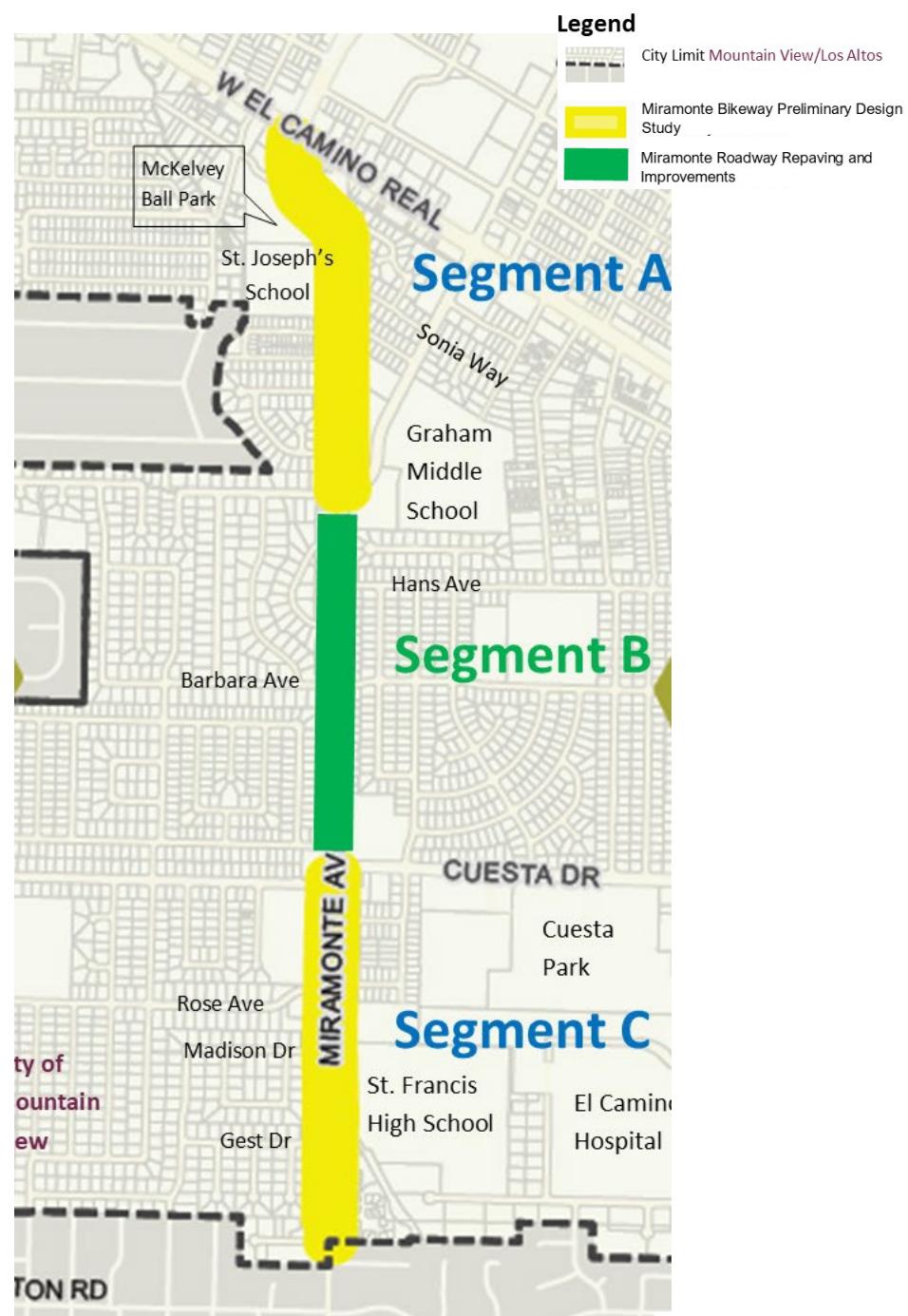


Figure 1: Existing Projects on Miramonte Avenue



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

In February 2023, staff applied for and received Santa Clara Valley Transportation Authority (VTA) 2016 Measure B grant funding for the Miramonte Avenue Bikeways Preliminary Design Study. As part of the midyear budget adjustments on [February 27, 2024](#), Council accepted the \$160,000 grant and appropriated the funds into an upcoming Street Reconstruction Project, Project 23-31, for Segment A, which extends from El Camino Real to Castro Street/Marilyn Drive.

In 2024, the City contracted Kimley-Horn to develop design concepts and outreach materials for the remainder of Miramonte Avenue within the City borders, which are Segments A and C. The project scope and status for Segments A and C are shown below in Table 1:

Table 1: Study Scope and Schedule

Task Name	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	Complete
	Round 2: May to August 2025	Complete
Preliminary Concept Alternatives	May to August 2025	Complete
Alternatives Evaluation Matrix and Preferred Alternative	July to August 2025	Complete
Cost Estimate	August to September 2025	Complete
Draft and Final Alternatives Report	August to November 2025	Complete

Miramonte Avenue Improvement Elements – El Camino Real to Castro Street (Segment A)

On [June 25, 2024](#), the City Council approved funding for Street Reconstruction (Miramonte Avenue), Project 25-28, as part of the adoption of the Fiscal Year 2024-25 Capital Improvement Program. Project 25-28 will resurface the roadway and implement improvements between El Camino Real and Castro Street as recommended by the Miramonte Avenue Complete Streets Study, Project 23-31, (see Segment A on Figure 1). Subject to Council approval, the project elements may include one or more of the following in addition to the street pavement resurfacing:

- Americans with Disabilities Act (ADA)-compliant curb ramps;
- Four-lane to two-lane road-diet;
- Class IV protected bikeways or Class II bike lanes;
- High-visibility crosswalks and advance stop bars;
- Median island reconstruction to accommodate new left-turn lanes; and
- Rectangular Rapid Flashing Beacon (RRFB) signal crossings at Trophy Avenue and Park Drive.

Community Feedback Regarding Miramonte Traffic Concerns (December 16, 2025 Council Meeting)

On [December 16, 2025](#), Council took several actions in relation to the Housing Element, including introducing an ordinance and adopting several resolutions for amendments to the General Plan, Zoning and Precise Plans for various property locations. One of the locations was at 1702 Miramonte Avenue. At the December 16 Council meeting there was community feedback regarding traffic concerns at and near the Cuesta/Miramonte and Sladky/Miramonte intersections. Concerns included the queue backup created from left turn movements into and out of Sladky Avenue from and to Miramonte Avenue, as well as overflow parking from businesses spilling into the residential neighborhood west of Miramonte Avenue. In response to this feedback, Public Works staff identified both near-term solutions that staff will undertake and long-term strategies that Council may evaluate this spring.

The near-term solutions include:

- Evaluating the restriction of left-turn movements into and out of Sladky Avenue from/to Miramonte Avenue, which will include data collection. After review of the data, staff will determine if any turn restrictions would be substantiated, and engage the neighborhood accordingly. Implementation of restrictions could be incorporated with the Miramonte Paving project (Cuesta to Castro) starting construction this spring, or independently.

- Observing the signal timing of the Cuesta/Miramonte intersection and if signal adjustments are recommended, incorporating those adjustments.
- Evaluating requests submitted by the public for site specific parking concerns. Staff will review these locations for sight visibility concerns and should staff find it warranted, red curb will be installed where appropriate.

The left turn restriction evaluation and signal timing observations will occur by this spring. The evaluation of specific parking concerns will begin as soon as staff receives public submissions and will be ongoing.

For long-term strategies, as part of Council's review of the next Capital Improvement Program in spring 2026, staff will identify a possible traffic study as a future new project. This will allow staff and Council to consider the study in context with the workload of other transportation project requests. The study could review the configuration of the Cuesta/Miramonte and Sladky/Miramonte intersections and determine the feasibility of improvements that may be implemented to improve intersection operations.

ANALYSIS

Public Outreach and Feedback

For Miramonte Avenue Complete Streets Study, staff conducted two rounds of public outreach - in the Fall of 2024 and in the Summer of 2025. For both outreach rounds, public engagement notifications included yard and pole signs, social mediaposting, as well as email blasts to schools and subscribers of active transportation projects (Figure 3). The outreach notifications also included 2,567 postcards to all addresses within 750' on both sides of Miramonte Avenue in Segments A, B, and C (Figure 4). Staff went door-to-door on two occasions to all businesses on the corridor and placed flyers on cars parked on Miramonte Avenue.

Miramonte Avenue Complete Streets Study, Project 23-31 – Final Report
Street Reconstruction (Miramonte Avenue), Project 25-28 – Professional Services Agreement
January 27, 2026
Page 8 of 25



Figure 3: Outreach Advertisements

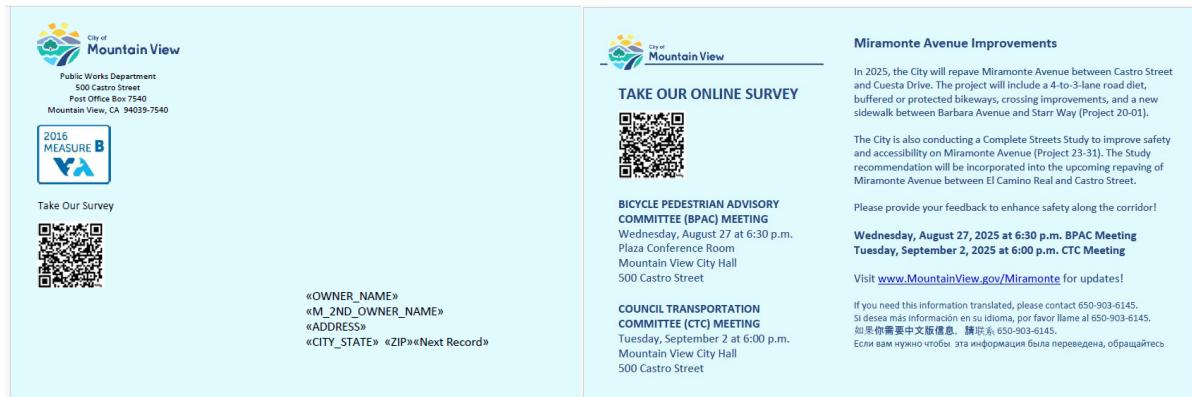


Figure 4: Outreach Postcard

Outreach Round 1

During the first round of outreach, staff gathered feedback on existing conditions and potential improvement ideas for Segments A and C of Miramonte Avenue. Engagement methods included an online survey, a community bike ride (Figure 5), a neighborhood walk, staff-level meetings with Valley Water, a hybrid community meeting, and pop-up events at Graham Middle School and Bubb Elementary School.

Feedback from this round of outreach highlighted concerns about high vehicle speeds, the wide roadway along Miramonte Avenue, and gaps in bike facilities near El Camino Real and Sonia Way. Survey respondents also suggested potential improvements, such as a Class IV protected bikeway, high-visibility crosswalks, and additional greenery along Segments A and C.



Figure 5: Miramonte Avenue Community Bike Ride

Outreach Round 2

During the second round of outreach, staff solicited feedback on proposed alternatives for Miramonte Avenue Segment A, including the typical cross-sections, bicycle facilities, proposed travel lane reduction, and parking removal proposal. Staff gathered feedback through an online survey and by hosting pop-up events at McKelvy Park, Graham Middle School, and Bubb Elementary School.

Survey

The survey received over 500 responses. Staff engaged with approximately 60 parents and students during the pop-up events to gather their feedback and answer questions about the project. The feedback from the survey includes:

- Preferred Plan:
 - 60% of respondents support the proposed plan.

- Of those who did not support the plan, 35% preferred preserving a travel lane and 17% preferred retaining all existing on-street parking.
- Parking Proposal:
 - 65% supported the removal of the proposed amount or more on-street parking.
 - 29% of the overall surveyed, including 25% of resident respondents, did not support any on-street parking removal.
 - 6% supported some on-street parking removal.
- Additional Treatments Suggested:
 - New and improved pedestrian crossings.
 - Traffic calming measures to reduce vehicle speeds (e.g., curb extensions).
 - Increased street trees and landscaping.
 - Improved street lighting.

Pop ups

McKelvey Ballpark Little League Game: On July 7, 2025, staff hosted a pop-up event during a Little League game at McKelvey Park to gather feedback on the proposed removal of parking and the overall concept plan. Staff received feedback from 30 event attendees, who primarily expressed the need for safer street conditions for walkers, bikers, and drivers accessing Miramonte Avenue. The feedback also included support for both parking removal and travel lane reduction to implement a Class IV protected bikeway.

In August, staff attended back-to-school events at Bubb Elementary School, Graham Middle School, and the Mountain View Whisman School District Orientation (Figure 6). At the pop-ups, staff received positive feedback for the preferred alternative as well as requests for additional curb extensions, additional crosswalks, and mid-block crossings within the study area.

Most outreach feedback received by staff supports the proposed parking removal and overall concept plan. Staff incorporated public feedback into the preferred alternative. During outreach, community members also requested additional traffic calming measures and greening elements.

Bicycle and Pedestrian Advisory Committee (BPAC)

On December 12, 2024, BPAC received an update on Miramonte Avenue Complete Streets Study (23-31) for Segments A and C. The BPAC reviewed and provided feedback on existing conditions,



Figure 6: Miramonte Pop-up at Mountain View Whisman School District Orientation

findings, and outreach round 1 summary. At this meeting, BPAC supported the road diet, traffic calming through reduced vehicle speeds, protected bikeways, and repairs to broken sidewalks. BPAC members recommended incorporating additional green elements, such as more trees to buffer sidewalks and maximizing green space in Segment C along Permanente Creek on Segment C.

On [August 27, 2025](#), BPAC reviewed and recommended the draft preferred plan to the Council Transportation Committee. Along with the recommendation, BPAC also provided additional feedback:

1. Explore switching the on-street parking on Miramonte Avenue near McKelvy ballpark to loading zones and converting the McKelvey Park cul de sac area loading zone to parking.
2. Consider installing an additional midblock crossing at Miramonte Avenue and W. Park Drive.
3. Evaluate the potential for adding a driveway at the maintenance road directly below the ballpark.
4. Assess conditions for northbound cyclists on Miramonte Avenue turning left onto Park Drive.
5. Consider installing a bi-directional bike lane from Miramonte Avenue and the maintenance alleyway to Miramonte Avenue and E. Park Drive.
6. Review guidance for marked and unmarked crosswalks on southbound Miramonte Avenue.
7. Explore implementing No Turn on Red (NTOR) restrictions at Sonia Way/Miramonte Avenue for all approaches.
8. Explore opportunities to shorten turn radii where feasible to slow vehicles when crossing the bike lane.
9. Explore options to shorten and improve the merge/transition between Segments A and B.

Study staff met with the Public Works Capital Project and Traffic teams to discuss and identify next steps. Staff have included BPAC's feedback (#3) and added the maintenance driveway in the plan. The design team will continue to evaluate BPAC's feedback and incorporate it where feasible, based on the project scope, budget, and technical analysis.

Council Transportation Committee (CTC)

On [September 2, 2025](#), CTC reviewed and recommended the preferred concept plan for Miramonte Avenue from El Camino Real to Castro Street/Marilyn Street (Segment A) to City Council with added feedback including:

1. Identify next steps to include BPAC feedback into the preferred plan and design
2. Assess areas to identify shade deserts and recommend tree locations
3. Provide high-level cost estimates for greening and tree implementation in the study area

Staff incorporated CTC feedback for greenery and provided recommended greening locations in the preferred alternative which is included in the final report (Attachment 1). The planning-level cost estimate to implement and maintain trees within raised medians is \$500,000. The design team will update this planning-level cost estimate during the project design phase.

Alternative Concept Plans

The study scope and final report include both long-term and resurfacing concept plans for Miramonte Avenue, from El Camino Real to Castro Street/Marilyn Street (Segment A). The long-term concept envisions a redesigned roadway that may include Class IV protected bikeways, green street elements, and pedestrian improvements. Based on Council priorities and upcoming Active Transportation Plan projects, staff will pursue future funding opportunities to further develop the long-term concept and identify next steps in the coming years.

The resurfacing concept plan option aligns with the current repaving project scope, which is limited to maintenance activities (paving and striping) and does not include significant curb modifications. The resurfacing concept includes a new Class IV bikeway, enhanced pedestrian crossings, and other striping changes that can be implemented as part of the repaving project (Project 25-28) scheduled for 2026.

The final report also includes Segment C of Miramonte Avenue, from Cuesta Drive to the southern City boundary with Los Altos. Since Segment C is not scheduled for repaving and does not have an active Capital Improvement Program (CIP) project or other identified funding sources, staff is prioritizing the design and construction of Segment A (Project 25-28) when street repaving is scheduled in 2026. As part of this Study, staff have developed a bicycle and pedestrian improvement toolbox that includes roundabouts, Class IV bikeways, and green street elements for Segment C. This toolbox will be refined and presented to BPAC and the community for feedback once staff have identified funding. For this Study, the preferred alternative concept plan includes only Segment A.

Preferred Concept Plan

Staff refined the Segment A resurfacing concept into a preferred alternative plan for Miramonte Avenue from El Camino Real to Castro Street/Marilyn Street (Segment A). The preferred concept plan is based on data collection, technical analysis, and BPAC, CTC and community feedback. For the Study, the consultant gathered data on traffic volumes, bicycle and pedestrian counts, vehicle speeds, traffic collisions, and parking utilization. The collected Study data is included in the final report (Attachment 1). In parallel, as previously described, staff conducted two rounds of robust public outreach to seek feedback on various aspects of the Study, including proposed parking removal, travel lane reduction and the overall concept plan. The findings from the technical

analysis and public input were incorporated into the development of the concept plan and the final report (Attachment 1).

Along with the stripping changes, all ADA curb ramps will be included within the project scope where required to meet State and local regulations and guidelines. The estimated project cost, including design and construction, is \$4.5 million. The preferred concept plan includes the reservation of future areas for additional green street elements that could be implemented at a later time.

Segment A: Preferred Concept Plan Overview

The concept plan for Segment A includes safety features such as Class IV bikeways, high-visibility crosswalks, a mid-block crossing, and dashed green (conflict zone) markings across intersections. These safety features are implemented by removing one travel lane in each direction on Miramonte Avenue and eliminating parking in areas with minimal parking demand.

Road-Diet Analysis

To improve safety and implement a consistent roadway design along Miramonte Avenue, staff recommend a road diet for Segment A, similar to what is to be constructed for Segment B. Currently, Segment A consists of two vehicle travel lanes in each direction, with a curb-to-curb width ranging from 55 to 75 feet. The existing condition for this section includes “No Parking” signage and lacks bike lanes on the northbound side.

Based on data collection and technical analysis, staff determined that a road diet—reducing from two vehicle travel lanes in each direction to one is feasible based on observed Average Daily Traffic volumes and turning counts. For more information on traffic analysis, see the final report (Attachment 1). The reclaimed roadway space would be repurposed to install Class IV protected bikeways along the entire segment for both northbound and southbound directions, as shown in Figure 7, which will improve safety and accessibility along the corridor.



Figure 7: Examples of Class IV Protected Bikeways

Parking Removal Analysis

Currently, on-street parking is available along Segment A as shown in Figure 8. As part of the concept plan analysis, staff collected parking utilization data and conducted a walk audit to

estimate parking utilization along Segment A. See Attachment 1 for more information.



Figure 8: Existing Parking Spaces

Based on the parking analysis, staff recommends removing the on-street parking shown in Figure 9. Staff distributed flyers on parked cars and sent postcards to residents along the corridor to notify them of the proposed parking removal. The parking data indicate consistent parking

demand near the commercial area north of the Miramonte Avenue and Castro Street/Marilyn Drive intersection, as well as near duplexes and multifamily housing south of the El Camino Real and Miramonte Avenue intersection. Therefore, staff recommends keeping parking spaces at these locations.

The roadway space made available by the road diet and parking removal will be used for a barrier-and parking-protected bikeway, providing separation between vehicles and bicyclists to reduce conflict points, including the risk of “dooring.” In 2017, the City implemented a similar design on Castro Street near Graham Middle School, and collisions decreased, as documented in the Council-adopted Vision Zero Action Plan. This reduction in collisions is consistent with the Federal Highway Administration’s proven countermeasure toolbox for protected bikeways.¹ The buffer space may also be used in the future to implement green streets elements, such as landscaping or bioswales.

¹ Federal Highway Administration. *Proven Safety Countermeasures*. U.S. Department of Transportation, Federal Highway Administration. Available at: <https://highways.dot.gov/safety/proven-safety-countermeasures>

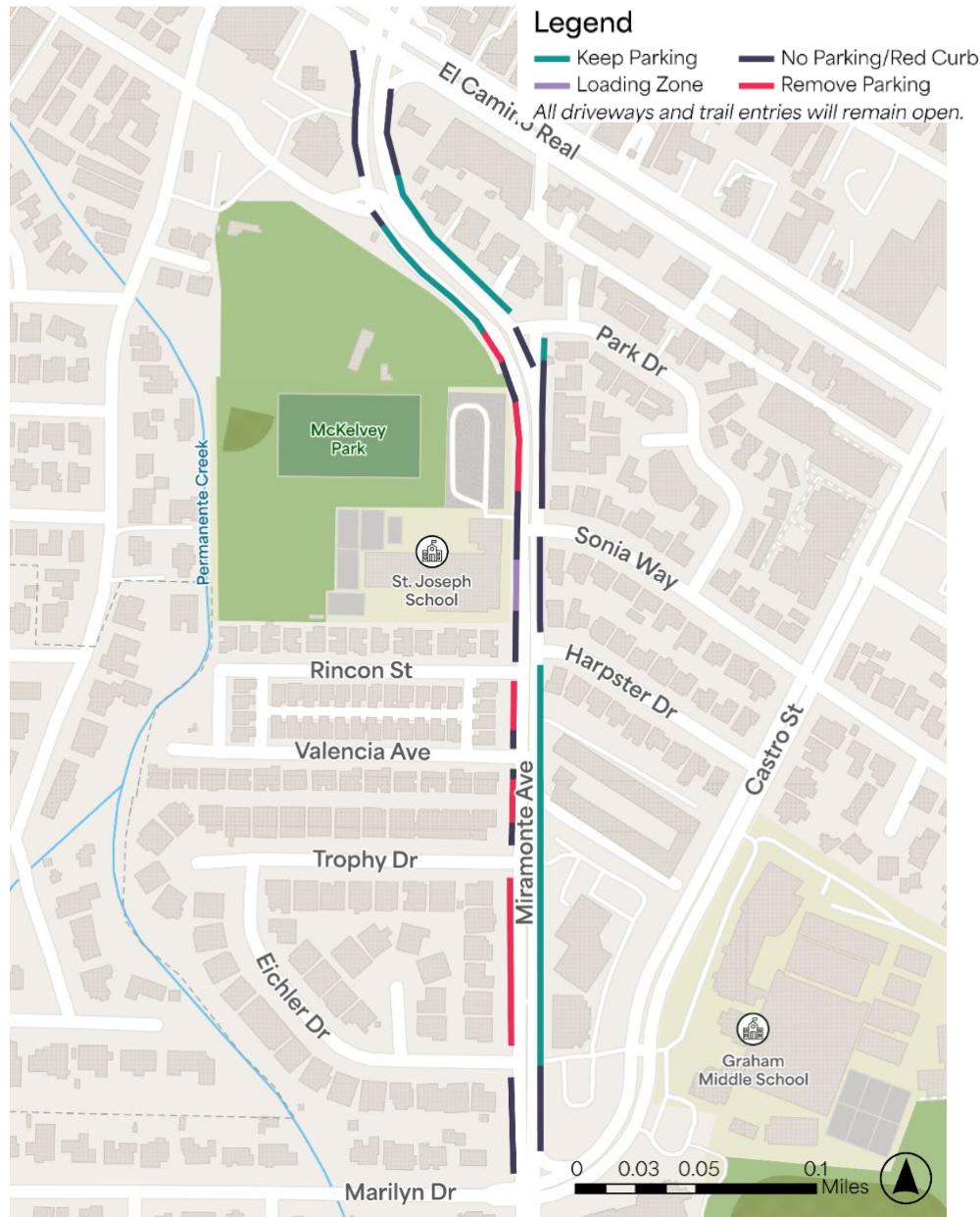


Figure 9: Proposed Parking Removal Map

Miramonte Avenue from El Camino Real to South of E. Park Drive.

The land use along the section of Miramonte Avenue from El Camino Real to E. Park Drive includes single- and multifamily housing, McKelvey Ball Park, and commercial establishments such as Jiffy Lube, AAA and other auto-repair shops. Based on BPAC and CTC feedback, staff will:

1. Explore switching the on-street parking near McKelvey ballpark to loading zones and converting the McKelvey Park loading zone to parking.

2. Consider installing an additional midblock crossing at Miramonte Avenue and W. Park Drive.
3. Assess conditions for northbound cyclists on Miramonte Avenue turning left onto Park Drive.
4. Consider installing a bi-directional bike lane from Miramonte Avenue and the maintenance alleyway to Miramonte Avenue and E. Park Drive.
5. Review guidance for marked and unmarked crosswalks on southbound Miramonte Avenue.
6. Explore implementing No Turn on Red (NTOR) restrictions at Sonia Way/Miramonte Avenue for all approaches.
7. Explore opportunities to shorten turn radii where feasible to slow vehicles when crossing the bike lane.
8. Explore options to shorten and improve the merge/transition between Segments A and B.

The preferred concept plan for this segment will include:

- A new Class IV bikeway on both the northbound and southbound sides of Miramonte Avenue (Figure 10).
- A new Rectangular Rapid Flashing Beacon (RRFB) at Miramonte and W. Park Drive
- Updated crosswalks at the E. Park Drive intersection (Figure 11)
- New dashed green pavement markings for bicyclists across “conflict zones” (Figure 11)
- A bi-directional bike lane from Miramonte Avenue and the maintenance alleyway will be explored through the detailed design as additional survey data is necessary to determine if it is feasible.

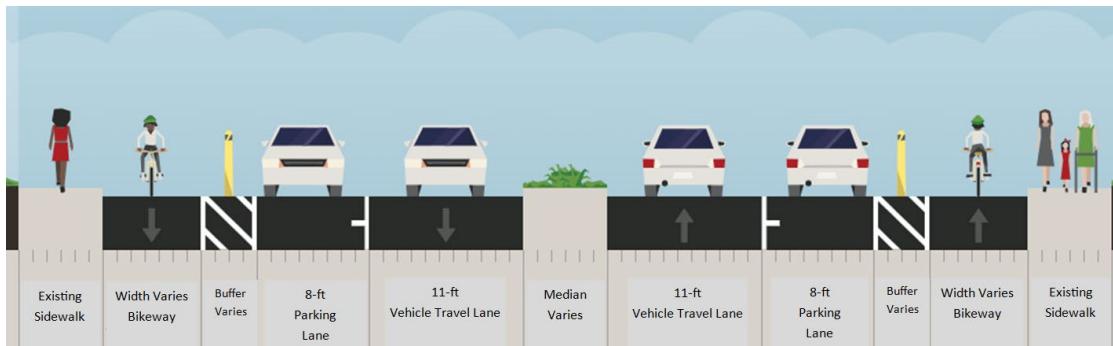


Figure 10: Typical Cross-Section from El Camino Real to South of E. Park Drive



Figure 11: Preferred Concept Plan from El Camino Real to South of E. Park Drive.

Miramonte Avenue from E. Park Drive to Trophy Drive.

The land use along the section of Miramonte Avenue from E. Park Drive to Trophy Drive includes single- and multifamily housing and St. Joseph School. For this segment, the Plan will include:

- A new Class IV bikeway on both the northbound and southbound sides of Miramonte Avenue (Figure 12). On the Northbound side between Harpster Drive and Trophy Drive the bikeway will be parking-protected
- Updated crosswalks at the Sonia Way intersection. A new crosswalk on the north side of Trophy Drive (Figure 13)
- New dashed lines for bicyclists across “conflict zones” at side streets (Figure 13)

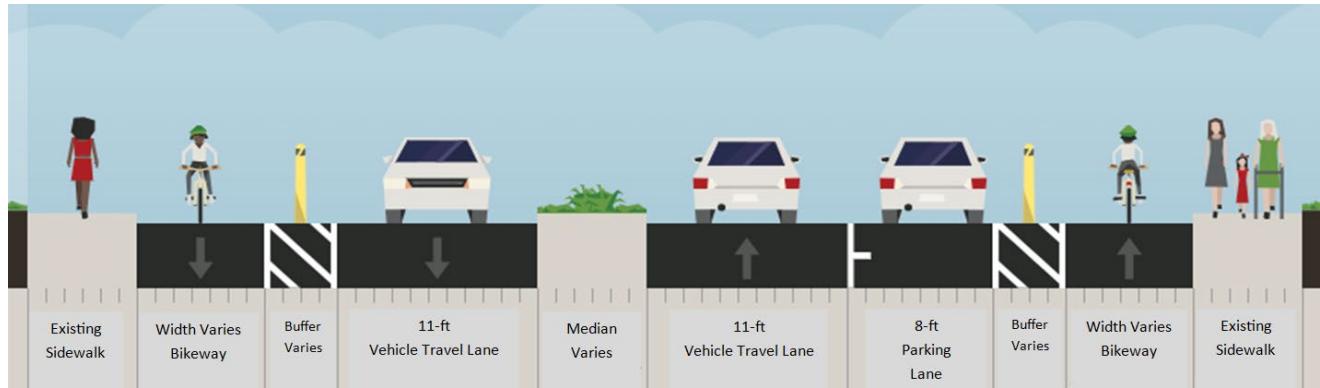


Figure 12: Typical Cross-Section E. Park Drive to Trophy Drive



Figure 13: Preferred Plan E. Park Drive to Trophy Drive

Miramonte Avenue from Trophy Drive to Marilyn Drive.

The land use along the section of Miramonte Avenue from E. Park Drive to Trophy Drive includes single-family housing and medical offices. For this segment, the Plan will include:

- A new Class IV bikeway on both the northbound and southbound sides of Miramonte Avenue (Figure 14).
- Updated crosswalks at the Marilyn Drive / Castro Street intersection. (Figure 15)
- New dashed lines for bicyclists at “conflict zones” at side streets. (Figure 15)



Figure 14: Typical Cross-Section from Miramonte Avenue from Trophy Drive to Marilyn Drive



Figure 15: Preferred Alternative from Trophy Drive to Marilyn Drive

Professional Design Services Agreement

In November 2023, staff issued a Request for Qualifications to establish a list of on-call general civil engineering firms to provide design services for future roadway and transportation projects. Eleven (11) proposals were received. A selection committee comprised of Public Works staff evaluated the proposals and reviewed their qualifications. The committee identified a prequalified list of 10 consulting firms. As the need arises, staff can solicit proposals from one or more of the prequalified consultants, rotating through firms for various projects.

On May 23, 2025, the City issued a Request for Proposal (RFP) to four firms from the prequalified list for professional design and construction support services and received two proposals. A selection committee evaluated the proposals and reviewed the firms' understanding of the project. The committee selected CSG Consultants, Inc. (CSG), as the most qualified firm based on the merits of their written proposal, experience in completing similar projects, and understanding of the project goals.

In October 2025, the City Manager authorized staff to execute a professional services agreement with CSG for a portion of CSG's proposed services, including project management and preliminary design (surveying and soil investigation) in the amount of \$122,868 for basic services, and a contingency of \$24,132 for a total not-to-exceed amount of \$147,000. This allowed CSG to advance preliminary work while staff awaited the Study to be finalized and approved by Council.

The amendment scope for Council's approval in this agenda item includes:

- Perform design analysis;
- Prepare construction bid documents;
- Assist with Caltrans encroachment permit application; and
- Provide bidding and construction support.

The recommended fee for these additional services is \$403,000. This fee is consistent for such services, and staff considers the fee to be fair and reasonable for the scope of work required. Should Council approve the Study, staff recommends Council authorize amending the professional services agreement with CSG to add \$403,000, for a new agreement amount not to exceed \$550,000, inclusive of basic and additional services.

NEXT STEPS

If the Council approves the Miramonte Avenue Complete Streets - Final Report, the design team will use the Council-approved recommendations to begin design work for the repaving project on Miramonte Avenue, from El Camino Real to Castro Street/Marilyn Street, Segment A (23-31). Design is estimated to be completed in fall 2026 and construction would begin in early 2027.

Based on Council priorities and upcoming Active Transportation Plan projects, staff will pursue future funding opportunities to further develop the long-term concept for Segments A and C and identify next steps in the coming years.

FISCAL IMPACT

Miramonte Avenue Complete Streets Study, Project 23-31, is funded with \$900,000 from the 2016 Measure B Sales Tax Fund, \$160,000 from the VTA 2016 Measure B Bicycle and Pedestrian Program, and \$145,000 from the Transportation Reserve Fund, for a total project budget of \$1,205,000. There is no fiscal impact associated with the adoption of the Miramonte Avenue Complete Streets - Final Report.

The design team will prepare a detailed cost estimate as part of the repaving project and will return to Council with the updated cost estimate for Project 25-28. Street Reconstruction (Miramonte Avenue), Project 25-28, is funded with \$250,000 from the Construction/Conveyance Tax Fund and \$750,000 from the 2016 Measure B Sales Tax Fund, for a total project budget of \$1,000,000. The professional services agreement fee, with the inclusion of the recommended amendment, is \$489,553 for basic services and reimbursable expenses and a contingency of \$60,447 for additional services, for a total not-to-exceed amount of \$550,000. Project 25-28 has sufficient funds for the recommended action, and no additional appropriation is requested at this time for the design of the project.

Staff will return to Council at a future meeting with a recommendation to appropriate additional funding for the construction phase. The additions to the project scope received from BPAC and CTC, such as the addition of a new midblock crossing and green street elements in the medians, will necessitate additional funding beyond what is already projected.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more

information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

Contract or franchise agreement

CONCLUSION

The Miramonte Avenue Complete Streets – Final Report aligns with the Council’s Vision Zero Policy, which seeks to eliminate fatal traffic crashes in Mountain View by 2030 and enhance bicycle and pedestrian safety along Miramonte Avenue, from El Camino Real to Castro Street/Marilyn Street, Segment A (Project 23-31). Staff developed the final report through technical analysis and incorporated feedback from the CTC, BPAC, stakeholders, and community members. The preferred plan features Class IV barrier- and parking-protected bikeways, additional crosswalks with a Rectangular Rapid Flashing Beacon (RRFB), and potential locations for new trees. Preliminary design has begun, and a design services amendment with CSG is recommended to proceed with the full design consistent with the Study. Design is estimated to be completed in fall 2026 and construction would begin in early 2027.

ALTERNATIVES

1. Approve the Miramonte Complete Street Study Final Report and authorize an amendment to the professional services agreement with CSG
2. Do not approve the Miramonte Avenue Complete Street Study Final Report and direct staff to make revisions and return to Council.
3. Provide other direction.

PUBLIC NOTICING

Agenda posting and distribution to Vision Zero and Active Transportation email subscribers.

Miramonte Avenue Complete Streets Study, Project 23-31 – Final Report
Street Reconstruction (Miramonte Avenue), Project 25-28 – Professional Services Agreement
January 27, 2026
Page 25 of 25

Prepared by:

Priyoti Ahmed
Transportation Planner

Hoa Nguyen
Associate Civil Engineer

Joseph Cervantes
Senior Civil Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

Reviewed by:

Allison Boyer
Assistant Public Works Director

Edward Arango
Assistant Public Works Director/
City Engineer

Attachment: 1. Miramonte Avenue Complete Streets Study – Final Report

cc: PWD—Ng, TM, TP—Priyoti, F (23-31, 25-28)