

DATE: September 2, 2025

TO: Council Transportation Committee

FROM: Karen Gauss, Transportation Planner
Priyoti Ahmed, Transportation Planner
Allison Boyer, Assistant Public Works Director

VIA: Jennifer Ng, Public Works Director

SUBJECT: **Miramonte Avenue Complete Streets Study, Project 23-31**

RECOMMENDATION

Review and recommend the preferred alternative concept plan for Miramonte Avenue Complete Streets Study (Project 23-31) from El Camino Real to Castro Street/Marilyn Street (Segment A) to City Council.

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. This multi-departmental policy led by the Public Works Department aims to address fatal and severe collisions through implementing proven safety countermeasures 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, 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 "Segment B"). On [June 27, 2023](#) Council approved the road diet alternative for Project 20-01 between Cuesta Drive and Castro Street/Marilyn Drive. The plans and specifications for the road diet were approved by Council on [June 25, 2024](#) for Segment B. Repaving from Cuesta Drive to Castro Street/Marilyn Drive is slated for 2025 construction.



Figure 1: Projects on Miramonte Avenue



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

In February 2023, staff applied 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 are shown below in Table 1:

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	Underway
Cost Estimate	August to September 2025	Underway
Draft and Final Alternatives Report	August to November 2025	Underway

Table 1: Miramonte Study Scope and Schedule

Outreach Round 1 Feedback

In Fall 2024, staff conducted round 1 of outreach to seek feedback on existing issues and potential improvements for Segments A and C. The outreach activities for round 1 included:

- An online survey available to the public
- A community bike ride and neighborhood walk
- Staff level meeting with Valley Water
- Hybrid community meeting
- Pop-up events at Graham Middle and Bubb Elementary Schools

The feedback that was received highlighted concerns such as high vehicle speeds and a wide roadway along Miramonte Avenue, as well as the absence of bike facilities near El Camino Real and Sonia Way. Survey respondents also suggested possible improvements, including a Class IV protected bikeway, high-visibility crosswalks, and additional greenery along Segments A and C.

On [December 12, 2024](#), Bicycle Pedestrian Advisory Committee (BPAC) received an update on Miramonte Avenue Complete Streets Study (23-31) for Segments A and C. Staff presented the existing conditions report and outreach summary and sought feedback on complete street components. During the 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. The committee also emphasized the importance of considering McKelvey Ballpark's flood protection function because it highlights the added benefits provided by green streets treatments. Additional BPAC feedback included the need for improved turning movements for vehicles at the intersection of Park Drive and Miramonte Avenue (on both sides of Miramonte), enhanced crosswalks, and new mid-block crossings.

ANALYSIS

The preferred alternative concept plan is for Miramonte Avenue from El Camino Real to Castro Street/Marilyn Street (Segment A). This concept plan is based on technical analysis and BPAC and community feedback. Throughout the study, staff gathered data on traffic volumes, vehicle speeds, traffic collisions, and parking utilization. In parallel, staff conducted two rounds of robust public outreach to seek feedback on various aspects of the study, including proposed parking removal and the overall concept plan. The findings from the technical analysis and public input were incorporated into the development of the concept plan. See Attachment A for the preferred alternative.

This preferred alternative concept also aligns with the scope of the Segment A repaving project (CIP 23-31). The roadway repaving provides an opportunity to improve safety through striping changes on an accelerated schedule. The striping changes could include bike lanes, high-visibility crosswalks, mid-block crossings and other striping improvements. Since the repaving budget is limited to maintenance activities (paving and striping) this concept plan does not include any curb modifications, median removal or major intersection improvements to align with the repaving project schedule. All ADA curb ramps will be included within the project scope where required to meet State and local requirements and guidelines. The concept plan includes reservation of future areas for green streets elements that could be implemented at a later time.

The study scope also included a concept plan for Segment C of Miramonte Avenue, from Cuesta Drive to the City boundary with Los Altos. Since Segment C is not scheduled for repaving and does not have an active Capital Improvement Project (CIP) or other identified funding sources, staff is prioritizing the design

and construction of Segment A (CIP 23-31) when street repaving is scheduled in 2026. As part of this study, staff has developed two draft alternative concepts for Segment C, which will be refined and brought back to BPAC and the community for feedback once funding is identified. For this study, the preferred alternative concept plan includes only Segment A.

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 is recommending a road diet for Segment A, similar to what was identified 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 wider sections currently accommodate a combined bike lane and parking, two travel lanes in each direction, and a center median with brickwork or landscaping. In the narrower middle portion of Segment A, between Harpster Drive and Park Drive, the curb-to-curb width is less than 60 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 have determined that a road diet—reducing from two vehicle travel lanes in each direction to one—is warranted and feasible based on observed Average Daily Traffic volumes and turning counts. For more information on traffic analysis, see Attachment B for data analysis. The reclaimed roadway space would be repurposed to improve safety and accessibility through the installation of Class IV protected bikeways shown in Figure 3 along the entire segment for both northbound and southbound directions.



Figure 3: Examples of Class IV Protected Bikeways

Parking Removal Analysis

Currently, on-street parking is available on Segment A as shown in Figure 4. 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 C for more information. Based on this analysis, staff recommends removing on-street parking shown in Figure 5. The parking data study indicates consistent parking demand near the commercial area north of the Miramonte Avenue and Castro Street/Marilyn Drive intersection and near duplexes and multifamily housing south of the El Camino Real and Miramonte Avenue intersection. Staff recommends keeping parking spaces at both locations.



Figure 4: Existing Parking Spaces

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.” The buffer space may also be used in the future to implement green streets elements, such as landscaping or bioswales.



Figure 5: 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 multi-family housing, McKelvey Ball Park, and commercial establishments such as Jiffy Lube, AAA and other auto-repair shops. For this segment, the Plan will include:

- A new Class IV bikeway on both the northbound and southbound sides of Miramonte Avenue (Figure 6). From W. Park Drive to E. Park Drive, the bikeway will be parking-protected.
- A new Rectangular Rapid Flashing Beacon (RRFB) at Park Drive across Miramonte Avenue
- Updated crosswalks at the E. Park Drive intersection (Figure 7)
- New dashed green pavement markings for bicyclists across “conflict zones” (Figure 7)

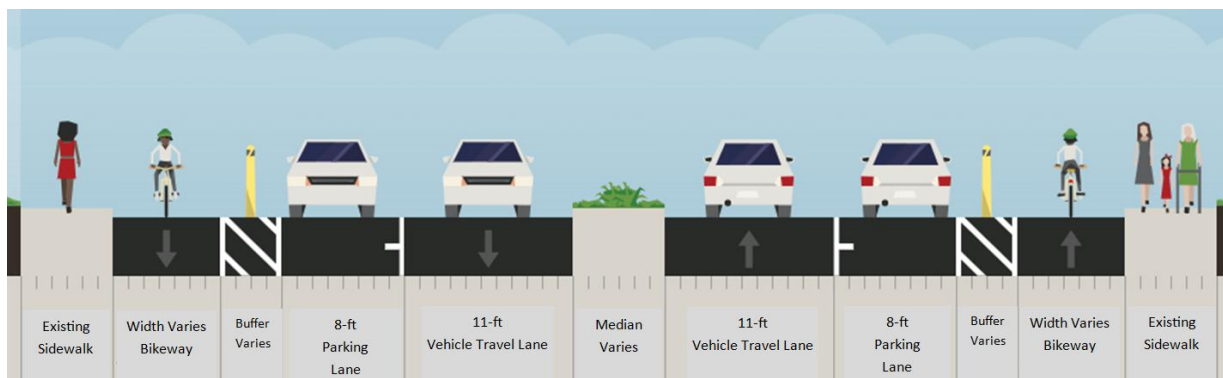


Figure 6: Typical Cross-Section from El Camino Real to South of E. Park Drive.

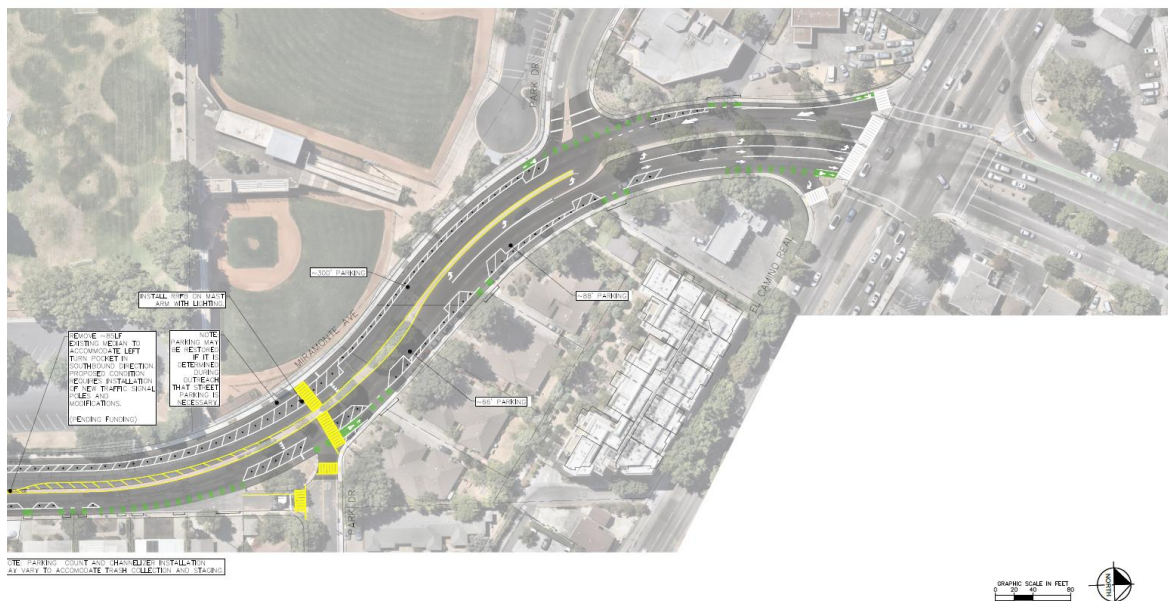


Figure 7: Preferred Concept Plan from El Camino Real to South of E. Park Drive.

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 multi-family 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 8). 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 9)
- New dashed lines for bicyclists across “conflict zones” at side streets (Figure 9)

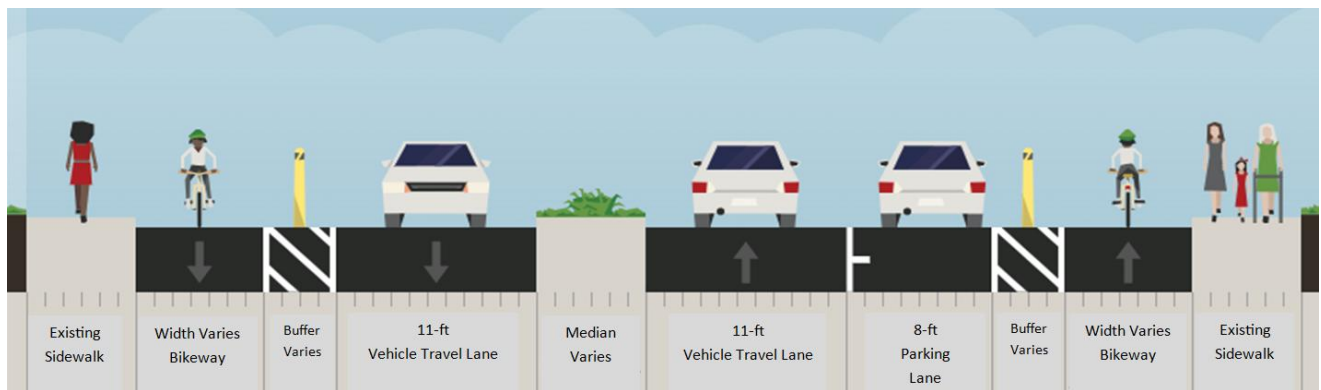


Figure 8: Typical Cross-Section E. Park Drive to Trophy Drive



Figure 9: 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 10).
- Updated crosswalks at the Marilyn Drive / Castro Street intersection. (Figure 11)
- New dashed lines for bicyclists at “conflict zones” at side streets. (Figure 11)

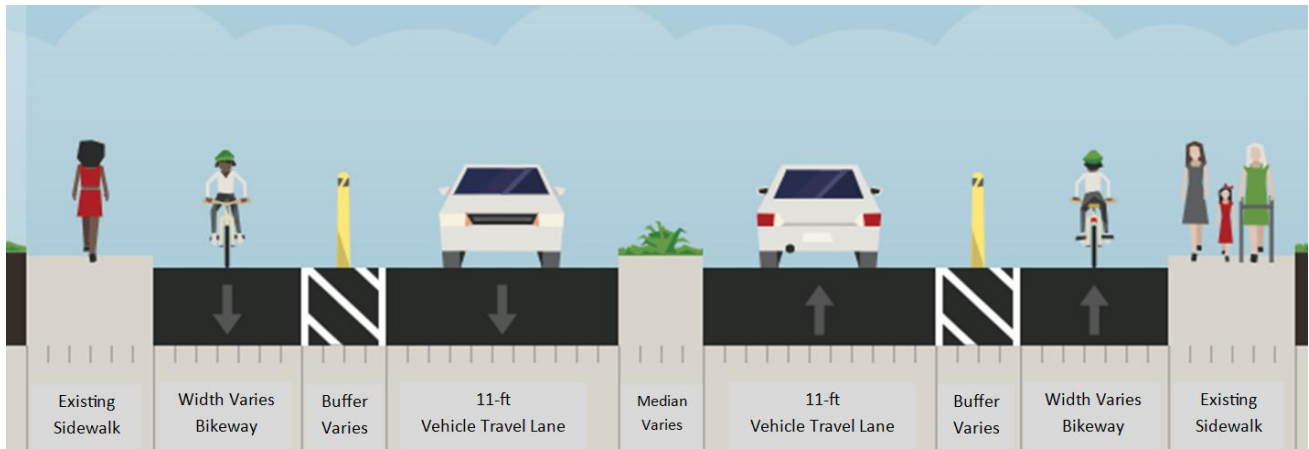


Figure 10: Typical Cross-Section from Miramonte Avenue from Trophy Drive to Marilyn Drive



Figure 11: Preferred Alternative from Trophy Drive to Marilyn Drive

Alternative Option: Miramonte Avenue from Harpster Drive to Marilyn Drive.

An alternative concept for this section of the plan is a Class II bike lane between Harpster Drive and Marilyn Drive where vehicles are parked along the curb with the bike lane adjacent to the travel lane. This option

would retain eight parking spaces compared to the preferred alternative Class IV parking-protected bike lane that separates bicyclists from vehicular traffic. The trade-off is the removal of the physical barrier between vehicles and bicyclists, which may increase potential conflict points while providing additional parking.

Committee Feedback:

On August 27, 2025, BPAC reviewed the concept plan for Segment A along with proposed levels of parking removal. Staff will share BPAC's feedback at the Council Transportation Committee (CTC) meeting on September 2, 2025.

Community Engagement:

For this study, staff conducted two rounds of public outreach. Staff conducted round 1 in fall 2024 and round 2 in August 2025. Outreach round 2 activities included:

- An online survey available to the public (438 respondents as of 8/12/2025)
- Pop-up events at Graham Middle and Bubb Elementary Schools (60 attendees)
- Pop-up at McKelvy Park during Little League (30 attendees)

Like in Round 1, public engagement included two engagement activities, yard and pole signs, social media including Facebook, Instagram, X, as well as email blasts to schools and subscribers of active transportation projects (Figure 12). 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 13). Staff went door to door on two occasions to all businesses on the corridor and placed flyers on cars parked on Miramonte Avenue.



Figure 12: Outreach Advertisements

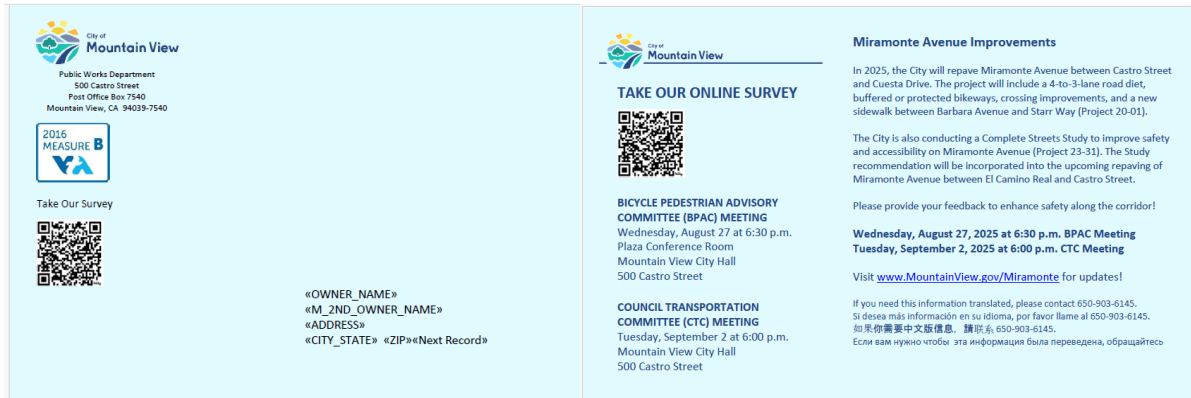


Figure 13: Outreach Postcard



Figure 16: Outreach Social Media Posts

Outreach Round 2 Feedback

During the second round of outreach, staff solicited feedback on the proposed alternatives for Miramonte Avenue Segment A, including typical cross-sections and proposed parking removal.

Survey: The online survey received 438 responses, primarily from Miramonte residents and pass-through travelers. Key feedback included on:

- Preferred Plan:
 - 54% of respondents support the proposed plan.
 - 19% preferred additional Class IV protected bike lane.
 - 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:
 - 39% supported the proposed on-street parking removal.
 - 26% supported more parking removal.

- 29% 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 parking removal and overall concept plan. Staff received feedback from 30 event attendees which include 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 road diet.
- Bubb Elementary School and Graham Middle School: Staff also conducted pop ups at Bubb Elementary on August 12 and Graham Middle School on August 12 and 16. Staff will share feedback from the pop-up at CTC meeting.

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. While this phase of the project does not include those features, staff will continue seeking opportunities to implement them in the project area in the future.

NEXT STEPS

Staff will present the concept plan to the CTC on September 2, 2025, in addition to feedback gathered at the August 27th BPAC meeting. Staff will incorporate feedback from both BPAC and CTC and will bring the draft final report for adoption to Council later this year.

If the CTC approves the preferred concept plan, design for Segment A will begin later this year, with construction expected to be completed by 2026.

Attachments: A. Draft Preferred Concept Plan
 B. Miramonte Traffic Analysis
 C. Parking Data Summary

cc: