ATTACHMENT 1

MIRAMONTE

Complete Streets Study

Draft Final Report

November 2025

VISION ZERO

City of Mountain View

2016 MEASURE B

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Executive Summary

The City of Mountain View (City) is dedicated to improving the safety and accessibility of its transportation network. As part of this effort, the City adopted the Vision Zero Policy in 2019, followed by the Vision Zero Action Plan and the Local Road Safety Plan in September 2024. In the Vision Zero Action Plan and Local Road Safety Plan, the Miramonte Avenue corridor from El Camino Real to the southern City limit ranked among the top twenty projects, underscoring its priority for pedestrian and bicyclist improvements. To support the goals of these policies and plans, the Miramonte Complete Streets Study (Study) addresses needs along the corridor for pedestrians and bicyclists.

Miramonte Avenue is a significant corridor within the City that connects various community resources, including four schools – Saint Francis High School, Benjamin Bubb Elementary School, Graham Middle School, and St. Joseph School – and serves as a critical route for pedestrians, cyclists, and motorists. The corridor is split into three segments for project planning and implementation purposes. From north to south, Segment A extends between El Camino Real and Castro Street/Marilyn Drive, Segment B extends between Castro Street/Marilyn Drive and Cuesta Drive, and Segment C extends from Cuesta Drive to the southern City limit.

The goal of the Study (Segments A and C) is to develop preliminary design concepts that enhance safety and accessibility, aligning with the City's Vision Zero and Safe Routes to School objectives. The Study process included background document review, data collection, extensive community outreach, design concept development, recommendations, and preliminary cost estimates. For this Study, there were two rounds of public engagement including online surveys and community events to gather valuable feedback to inform the design process.

Data collection revealed that the weekday average daily traffic (ADT) in both Segments A and C is below 10,000, indicating that a road diet could be explored for implementation. Spot speed surveys observed that 28% of vehicles exceeded posted speed limits, underlining the need for traffic calming measures. Parking utilization did not exceed 27% in Segment A and 8% in Segment C during any time of day, suggesting that some on-street parking can be removed with minimal effect on residents. Community feedback highlighted the desire for improvements.

This Study is funded by a Valley Transportation Authority (VTA) 2016 Measure B Planning Grant to recommend bicycle and pedestrian safety improvements along Segments A and C. These improvements will be integrated with Segment B, which is planned for repaving in 2026. The Segment B project will also include safety and access enhancements, such as a two-way cycle track on the east side of the roadway, between Hans Avenue and Castro Street.

A preferred resurfacing alternative was developed for Segment A, proposing to reduce travel lanes and remove on-street parking at certain locations to improve bicycle and pedestrian safety. The preferred resurfacing alternative 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 on Segment A through Mountain View's Capital Improvement Program (25-39), scheduled for 2026. This alternative has a preliminary cost estimate, including 30% contingency and administration, design, and permitting costs, of just over $4.5 million..

The Study also developed long-term alternatives for Segments A and C. These include road diets, the addition of landscape-separated bike lanes, and improvements at critical intersections.

This Study recommendation is supported by a comprehensive technical analysis and planning level design concepts that address existing issues and incorporate community input to identify a path forward towards implementing improvements that enhance safety and accessibility along Miramonte Avenue.

1. Introduction

The City of Mountain View (City) is dedicated to improving the safety and accessibility of its transportation network. In the Vision Zero Action Plan and Local Road Safety Plan, the Miramonte Avenue corridor from El Camino Real to the southern City limit ranked among the top twenty projects, underscoring its priority for pedestrian and bicyclist improvements. To support the goals of these policies and plans, the Miramonte Complete Streets Study (Study) addresses needs for pedestrian and bicyclist improvements along the corridor.

Miramonte Avenue is a major arterial and a significant corridor within the City, connecting various community resources, including four schools: Saint Francis High School, Benjamin Bubb Elementary School, Graham Middle School, and St. Joseph School. It serves as a critical route for pedestrians, cyclists, and motorists. Additionally, Miramonte Avenue connects Foothill Expressway to El Camino Real, which provides access to Downtown Mountain View. The corridor is split into three segments for project planning and implementation purposes. From north to south, Segment A extends between El Camino Real and Castro Street/Marilyn Drive, Segment B extends between Castro Street/Marilyn Drive and Cuesta Drive, and Segment C extends from Cuesta Drive to the southern City limit.

This Study is funded by a Valley Transportation Authority (VTA) 2016 Measure B Planning Grant to recommend bicycle and pedestrian safety improvements along Segments A and C. These improvements will be integrated with Segment B, which is planned for repaving in 2026. The Segment B project will also include safety and access enhancements, such as a two-way cycle track on the east side of the roadway, between Hans Avenue and Castro Street.

1.1. Purpose, Goals, and Objectives of the Study

The goal of the Study is to develop preliminary design concepts that enhance safety and accessibility, aligning with the City's Vision Zero and Safe Routes to School objectives. The Study assesses the feasibility of providing a road diet, pedestrian crossing improvements, and protected bikeways along Segments A and C to create a safer, more user-friendly Miramonte Avenue.

The Study process included data collection, such as traffic counts, pedestrian and bicycle counts, spot speed surveys, collision data, and parking utilization data, all of which were combined with extensive community outreach. Two rounds of public engagement, through surveys and community events, gathered valuable feedback to inform the design concepts.

1.2. Purpose of this Report

This report is the final deliverable for the Study and summarizes the work done to date. This report summarizes the Study, including:

- Existing conditions along Miramonte Avenue based on background information and data collection
- Key findings from feedback collected from the community through two rounds of public outreach
- A preferred resurfacing alternative for Segment A, including traffic analysis and a cost estimate
- Long-term alternatives for Segments A and C

1.3. Study Area

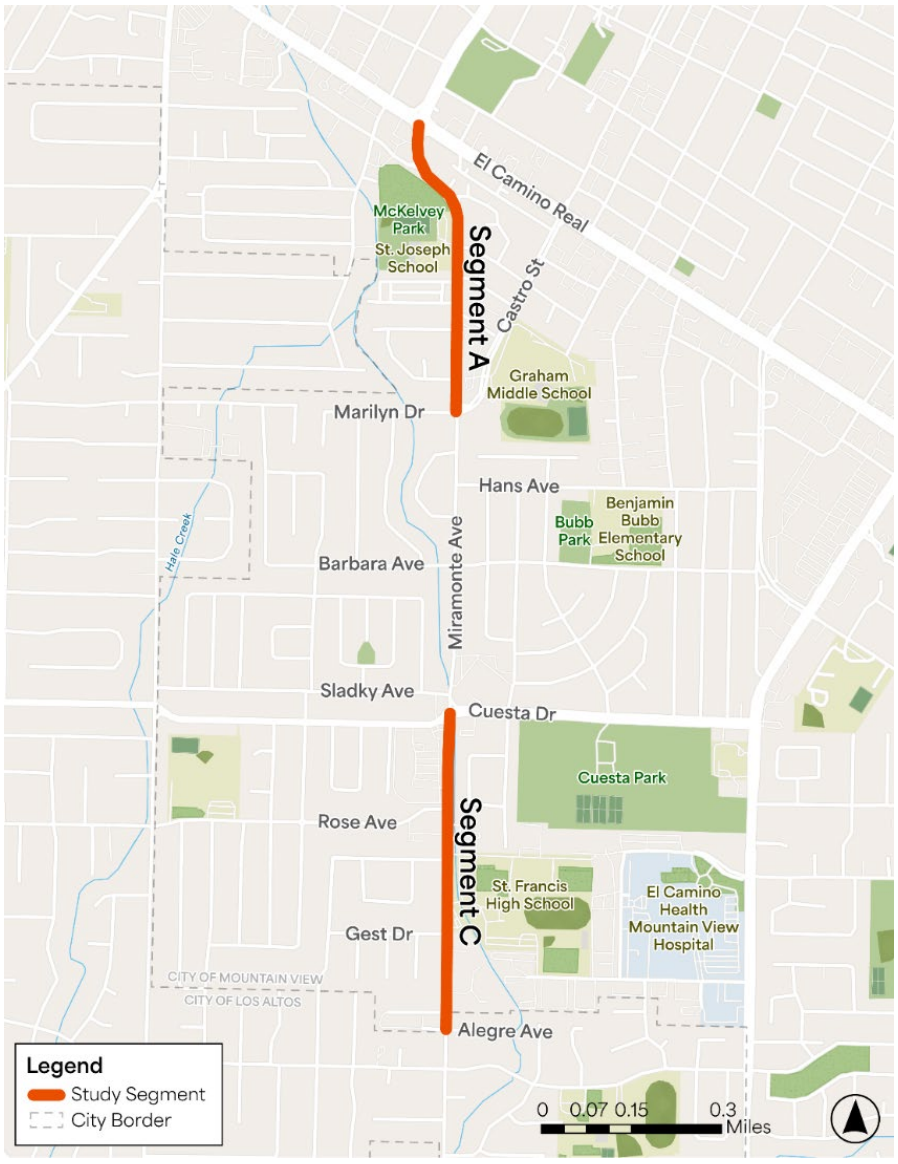
The Study area is along Miramonte Avenue in the City. The Study area is shown in **Figure 1** and is focused on two segments of Miramonte Avenue:

- Segment A: El Camino Real to Castro Street/Marilyn Drive
- Segment C: Cuesta Drive to the southern City limit near Alegre Avenue

Pavement improvements, which include safety and access enhancements, will be implemented in the section of Miramonte Avenue between Cuesta Drive and Castro Street/Marilyn Drive (Segment B) in 2026.

As scoped for the Study, two concept alternatives were developed for each of Segments A and C. The City plans to repave Segment A in late 2026, following the completion of Segment B. Therefore, after the initial development of draft long-term alternatives, the Study pivoted to include a resurfacing alternative for Segment A that could be implemented in conjunction with that repaving effort. The focus of the Study and design effort is to identify a community-supported resurfacing concept for pedestrian and bicycle facilities, primarily using striping and signage, that can be implemented with the repaving project.

Figure 1: Study Area



2. Background Document Review

2.1. Pedestrian Master Plan, 2014

The Pedestrian Master Plan (PMP) is a City-wide policy document that provides pedestrian-related policies, guidelines, and tools for future improvements that will enhance pedestrian safety, connectivity, and walkability. The PMP addresses mobility goals set forth in the City's 2030 General Plan. The PMP characterizes Miramonte Avenue as a predominantly single-family residential area with neighborhood and regional commercial shopping centers. Based on analysis of the existing pedestrian network, the PMP identifies Miramonte Avenue as a possible candidate for a road diet feasibility study with the goal of converting travel lanes into space for new and improved pedestrian facilities. Additionally, several intersections on the corridor were identified as candidates for pedestrian improvements: the signalized intersection at Castro Street/Marilyn Drive as well as the intersection at Hans Avenue. The signalized intersection at Castro Street/Marilyn Drive underwent improvements after the PMP was released.

2.2. Bicycle Transportation Plan, 2015

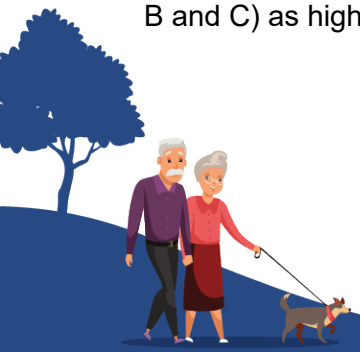
The Bicycle Transportation Plan (BTP) is a comprehensive policy document that proposed a City-wide bicycle network along with bicycle-related programs and support facilities to improve access and safety for bicyclists. The BTP built upon mobility goals outlined in the City's 2030 General Plan. The BTP recommended a Class II bike lane on Miramonte Avenue from El Camino Real to Harpster Drive and a Class IIB buffered bike lane along Miramonte Avenue from Gest Drive to Harpster Drive.

2.3. Active Transportation Plan (ongoing)

The City is currently developing an Active Transportation Plan (ATP), which will update and build upon the previously completed Pedestrian Master Plan and Bicycle Transportation Plan. The ATP will provide a roadmap of projects and policies with an emphasis on green treatments to support walking, rolling, and biking in Mountain View. The draft final plan is slated to be released in 2026.

2.4. Vision Zero Action Plan/Local Roads Safety Plan, 2024

The Vision Zero Action Plan (VZAP)/Local Roads Safety Plan (LRSP) both analyzed the City's crash history to recommend infrastructure and non-infrastructure improvements aimed at enhancing roadway safety in the City. The VZAP focuses on programmatic and policy strategies to prevent severe injuries and fatal crashes with a focus on the City's high injury network (HIN). The LRSP systematically identifies, analyzes, and prioritizes infrastructure improvements for the City's roadways, based on guidance from the California Department of Transportation (Caltrans) and the statewide Strategic Highway Safety Plan (SHSP). The VZAP identified Miramonte Avenue as part of the top twenty projects and the intersections of Miramonte Avenue at Hans Avenue (Segment B) and Cuesta Drive (Segments B and C) as high-crash intersections for walking and biking.



2.5. Plan Layout for Miramonte Avenue Improvements Project (Segment B)

The Miramonte Avenue Improvements Project (Project), which spans the segment between Castro Street/Marilyn Drive and Cuesta Drive (Segment B of the Study), has completed its design, with construction set to begin in 2026. The Project objective is to enhance multimodal and school access, as identified in this Study, as well as reconstruct the roadway along Miramonte Avenue between Castro Street/Marilyn Drive and Cuesta Drive (Segment B). The Project's plan layout is shown in **Figure 2.** Improvements include:

- Remove one travel lane in each direction;
- Accessible curb ramps;
- High-visibility crosswalks;
- Rectangular rapid flashing beacon (RRFBs) at Hans Avenue;
- Class IIB buffered bicycle lanes;
- A two-way Class IV protected bikeway between Castro Street/Marilyn Drive and Hans Avenue adjacent to Graham Middle School; and
- Restripe all lane markings for cars, bikes, and pedestrians to replace 4" striping with 6" striping per the latest Caltrans' striping standards for diver visibility.

The concept designs for Segments A and C consider the transition of the roadway to match the condition to be built as part of the Miramonte Avenue Improvements Project.

Figure 2: Miramonte Avenue Improvements Project (Segment B)

3. Existing Conditions

In September 2024, a site visit was conducted to better understand the existing conditions along Miramonte Avenue. **Table 1** summarizes pedestrian and bicycle volumes that were collected at intersections along Miramonte Avenue and **Image 1** and **Image 2** show various segments of Miramonte Avenue being used by bicyclists and pedestrians. Altogether, the volumes and site visit observations illustrate the high number of pedestrians and bicyclists that use the corridor.

Table 1: Peak Hour Pedestrian and Bicycle Volumes

Intersection	AM Peak Hour Pedestrian Volume	AM Peak Hour Bicycle Volume
Miramonte Avenue and El Camino Real (Segment A)	31	19
Miramonte Avenue and Park Drive (Segment A)	5	13
Miramonte Avenue and Castro Street/Marilyn Drive (Segment A)	52	84
Miramonte Avenue and Cuesta Drive (Segment B)	37	37
Miramonte Avenue and Madison Drive (Segment B)	35	34

Image 1: Various Photos Showing Bicyclists and Pedestrians Traveling Along Segment A

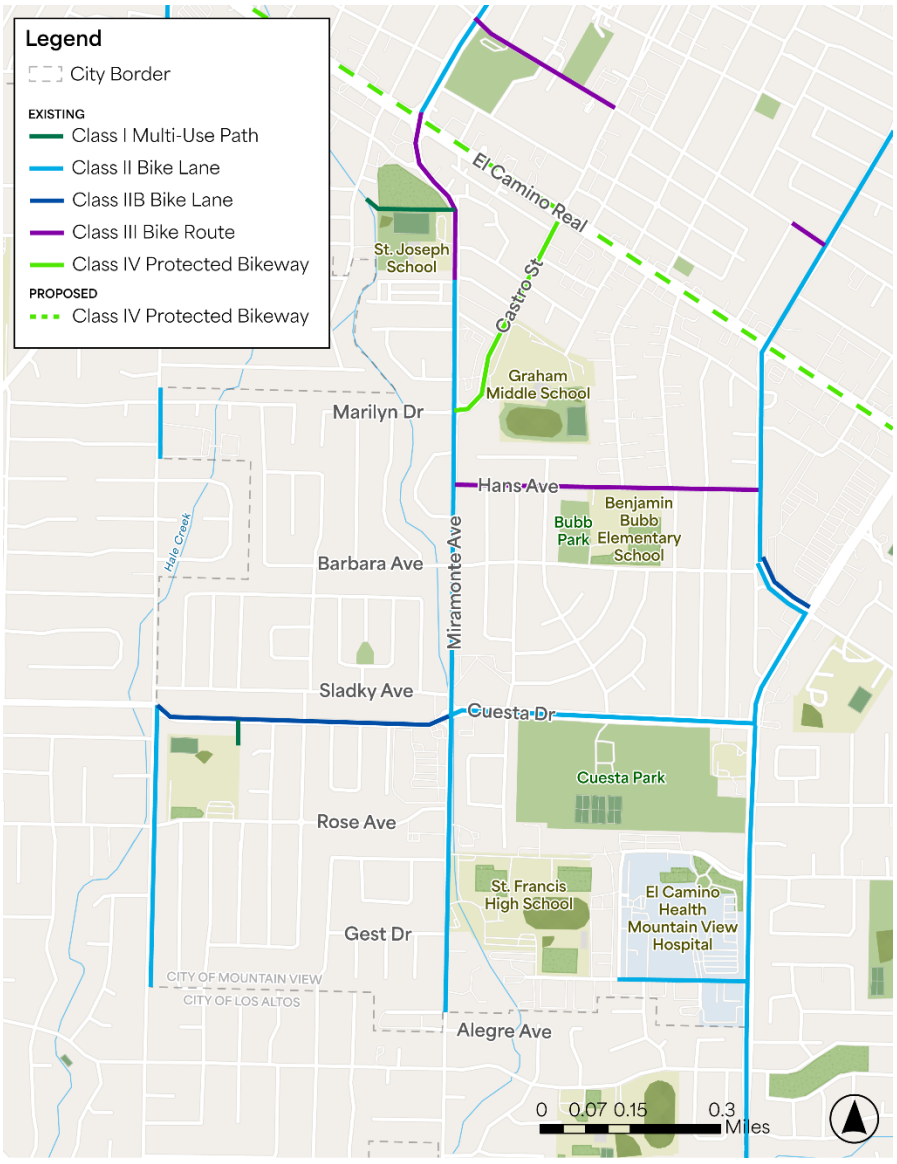
Image 2: Various Photos Showing Bicyclists and Pedestrians Traveling Along Segment C

3.1. Bikeways

Figure 3 shows the existing bike network in the vicinity of Miramonte Avenue, per the City's online Interactive Bikeway Map. On Miramonte Avenue, a Class III ("sharrows") bike route exists from El Camino Real to Harpster Drive. South of Harpster Drive, Miramonte Avenue has Class II bike lanes. Adjacent bikeways connect Miramonte Avenue to several schools and parks.

Figure 3 illustrates the City's online Interactive Bikeway Map. However, it was noted that the entire stretch of Castro Street is not a Class IV Protected Bikeway. Additionally, the proposed Class IV Protected Bikeway on El Camino Real has been implemented.

Figure 3: Existing Bikeways



3.2. Traffic Data

To assess the existing conditions of Segments A and C, turning movement counts, average daily traffic (ADT) counts, spot speed surveys, and parking utilization data was collected. The full data collection summary can be found in **Appendix A: Data Collection Summary**.

Turning Movement Counts

Turning movement counts, including bikes and pedestrians, were conducted at the following five intersections in September 2024:

- Miramonte Ave and El Camino Real (Segment A);
- Miramonte Ave and Park Dr (Segment A);
- Miramonte Ave and Castro St/Marilyn Dr (Segment A);
- Miramonte Ave and Cuesta Dr (Segment C); and
- Miramonte Ave and Madison Dr (Segment C).

Average Daily Traffic (ADT)

ADT counts were conducted at the following two locations, also in September 2024:

- Miramonte Ave, just south of Sonia Way (Segment A); and
- Miramonte Ave, just south of Rose Ave (Segment C).

Weekday ADT in Segment A is approximately 8,000. Weekend ADT is approximately 65% of weekday ADT – approximately 5,200.

Weekday ADT in Segment C is approximately 9,000. Weekend ADT is approximately 69% of weekday ADT – approximately 6,200.

Auto Speeds

Spot speed surveys were conducted at the following two locations, also in September 2024:

- Miramonte Ave, just north of Trophy Dr (Segment A); and
- Miramonte Ave, just south of Madison Dr (Segment C).

The speed limit is 25 miles per hour (mph) north of Trophy Drive and 35 mph south of Trophy Drive. Near Trophy Dr (Segment A), the 85th percentile northbound speed was 38 mph, and the 85th percentile southbound speed was 36 mph, three mph and one mph over the posted speed limit of 35 mph, respectively.

Near Madison Drive (Segment C), the 85th percentile northbound speed was 37 mph, and the 85th percentile southbound speed was 39 mph, two mph and four mph over the posted speed limit of 35 mph, respectively.

Collision Analysis

Over the past 10 years, there have been two severe injury collisions on Miramonte Avenue – one at El Camino Real and the other at Sonia Way. **Table 2** summarizes the collisions on Miramonte Avenue.

Table 2: Project Area Collisions from 2013-2023 (source: Transportation Injury Mapping System, (TIMS))

Primary Rd (name of the roadway on which the crash occurred)	Secondary Rd (name of the roadway that intersects the Primary Rd)	Severe Injury Collisions	Ped-Involved Collisions	Bike-Involved Collisions	All Collisions
El Camino Real	Shoreline Bl	0	0	1	12
El Camino Real	Miramonte Av	1	1	1	9
Miramonte Av	Castro St	0	1	1	7
Miramonte Av	Cuesta Dr	0	0	4	6
Miramonte Av	Hans Av	0	0	2	4
Miramonte Av	Barbara Av	0	0	2	2
Miramonte Av	Sladky Av	0	0	1	2
Miramonte Av	Madison Dr	0	0	1	2
Miramonte Av	Yardis Ct	0	0	0	1
Miramonte Av	Starr Wy	0	0	0	1
Miramonte Av	Park Dr	0	0	0	1
Miramonte Av	Eichler Dr	0	0	0	1
Miramonte Av	Rose Av	0	0	0	1
Miramonte Av	Sonia Wy	1	0	0	1
Total		**2**	**2**	**13**	**50**

3.3. Parking Conditions

Figure 4 shows existing on-street parking in Segment A and **Figure 5** shows existing on-street parking in Segment C.

Figure 4: Existing Parking Supply in Segment A

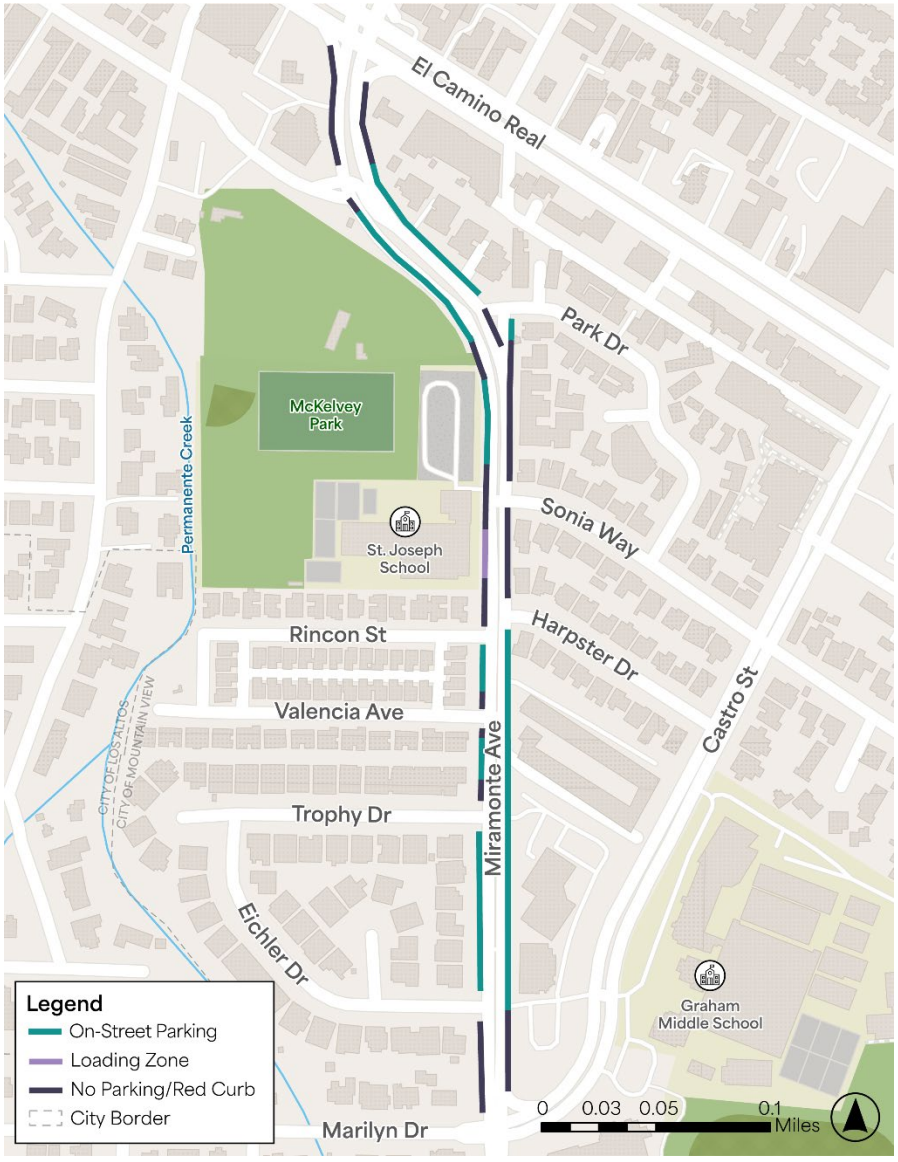
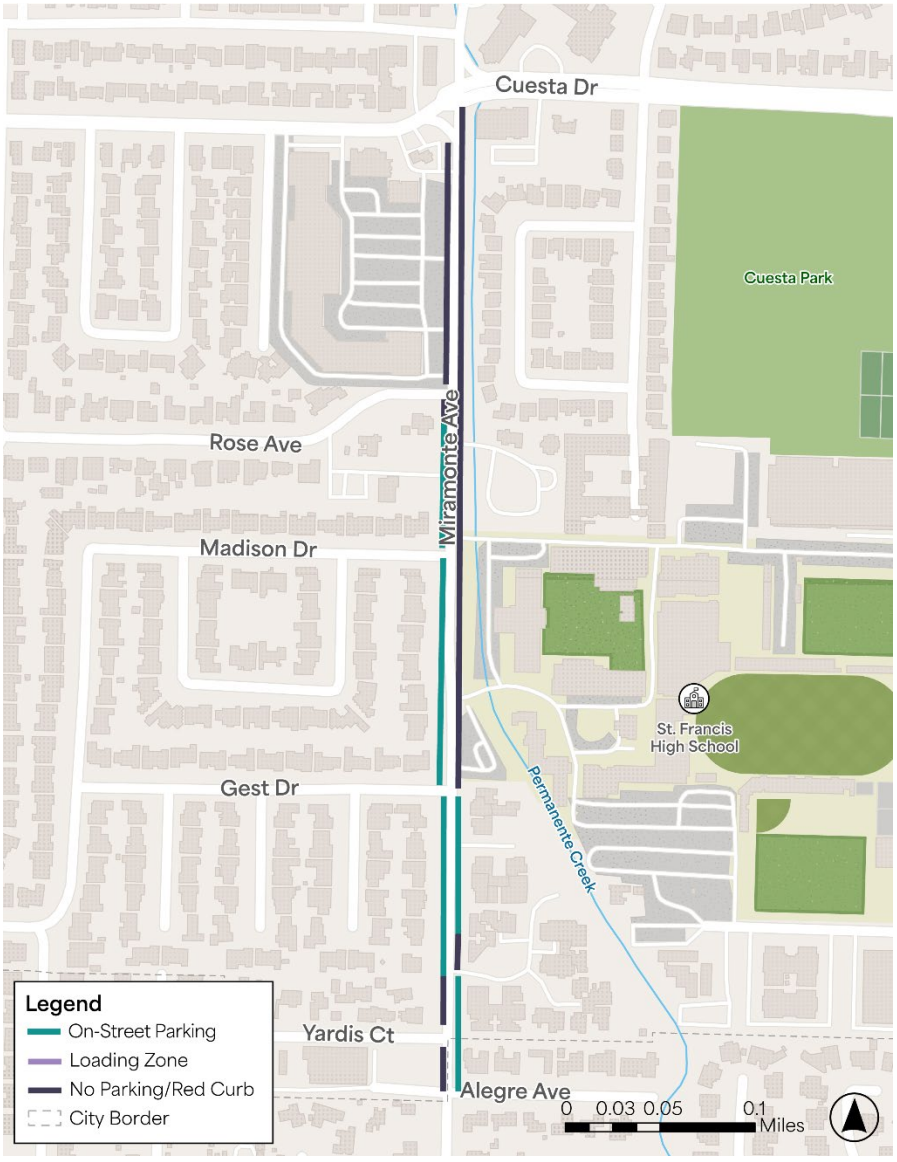


Figure 5: Existing Parking Supply in Segment C



City staff collected parking utilization data along the entire length of Miramonte Avenue from El Camino Real to Yardis Court, including both on-street and off-street parking. Data was collected at various times throughout the day in February, March, and September 2024.

There are approximately 161 on-street parking spaces in Segment A and approximately 154 on-street parking spaces in Segment C. The maximum number of parking spaces occupied at any given time in Segment A was 36 (27%) and in Segment C was 12 (8%).

4. Community Outreach Round 1

The first round of outreach took place in Fall 2024 and consisted of an online survey, bike and walking tour, and community events. The survey and events were promoted through the project webpage, e-mails to interested and affected parties, mailed postcards to all addresses within 750' on both sides of Miramonte Avenue in Segments A, B, and C, social media posts, door-to-door engagement with businesses on the corridor, and other advertisements in the community (posters, lawn signs, palm cards, spoke cards, and flyers on car windshields). Community Outreach Round 1 is summarized below, and the detailed outreach summary can be found in **Appendix B: Outreach Round 1 Summary**.

4.1. Events

The following in-person events were conducted during the first round of outreach:

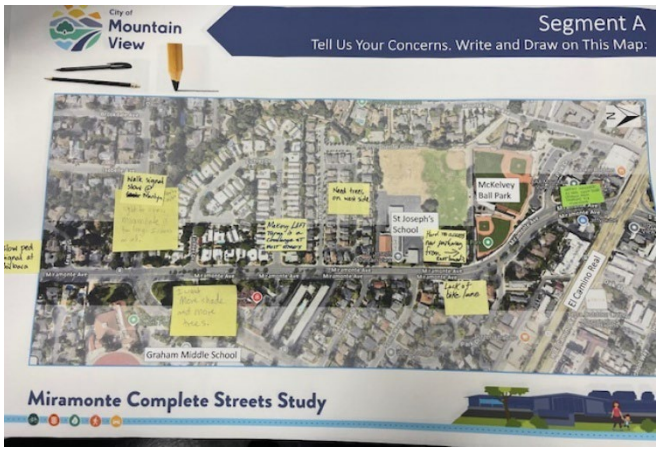
- Community Bike Ride – September 28, 2024 (**Image 3**)
- Neighborhood Walk – November 16, 2024 (**Image 4**)
- Community Meeting – December 3, 2024 (**Image 5**)
- Four pop-up events – October 25, October 26, November 13, and November 14, 2024

At each event, City staff engaged with community members to raise awareness about the Study and gather feedback.

Image 3: Photos from the Community Bike Ride

Image 4: Photos from the Neighborhood Walk

Image 5: Photos from the Community Meeting



4.2. Online Survey

A survey hosted on the Social Pinpoint platform was open for feedback for seven weeks from October 18 to December 9, 2024. The survey featured an interactive map where users could place geographic pins to locate issues they experience in the Study area and a question-based survey.

The interactive map received 230 responses and the question-based survey received 252 responses. Of the respondents to the question-based survey, 74% indicated that they reside on or near Miramonte Avenue.

4.3. Key Findings

Respondents were asked to categorize the pins noting project issues by type. **Figure 6** shows the breakdown of responses by pin category.

Figure 6: Social Pinpoint Pin Breakdown

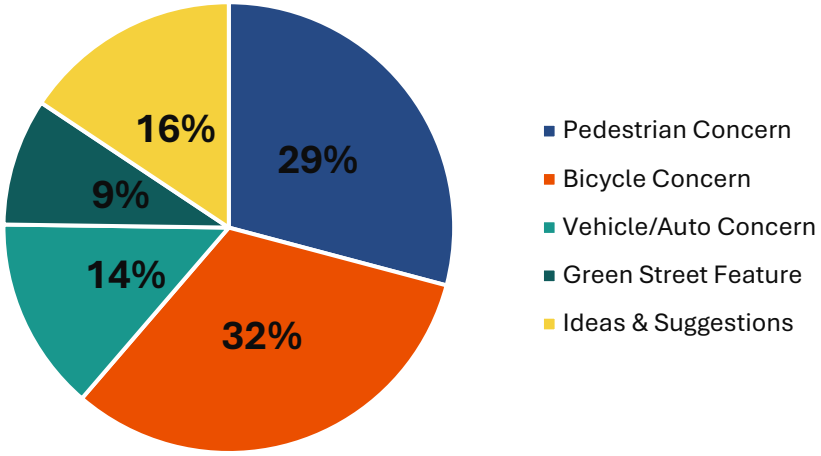


Figure 7 and **Figure 8** show the density of pedestrian concern and bicycle concern pins, respectively. The intersections of Miramonte Avenue with Cuesta Drive, Park Drive, and El Camino Real were all identified as areas where pedestrians and cyclists have the greatest concerns.

Figure 7: Density of Pedestrian Concern Pins

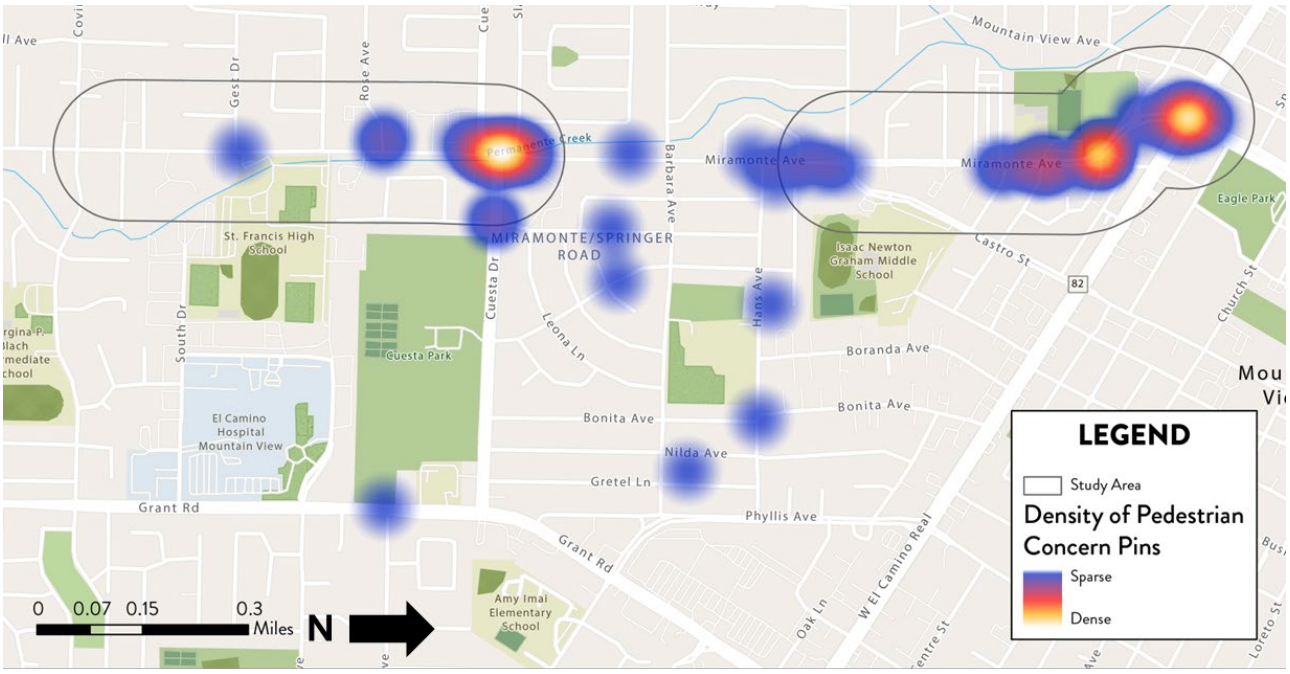
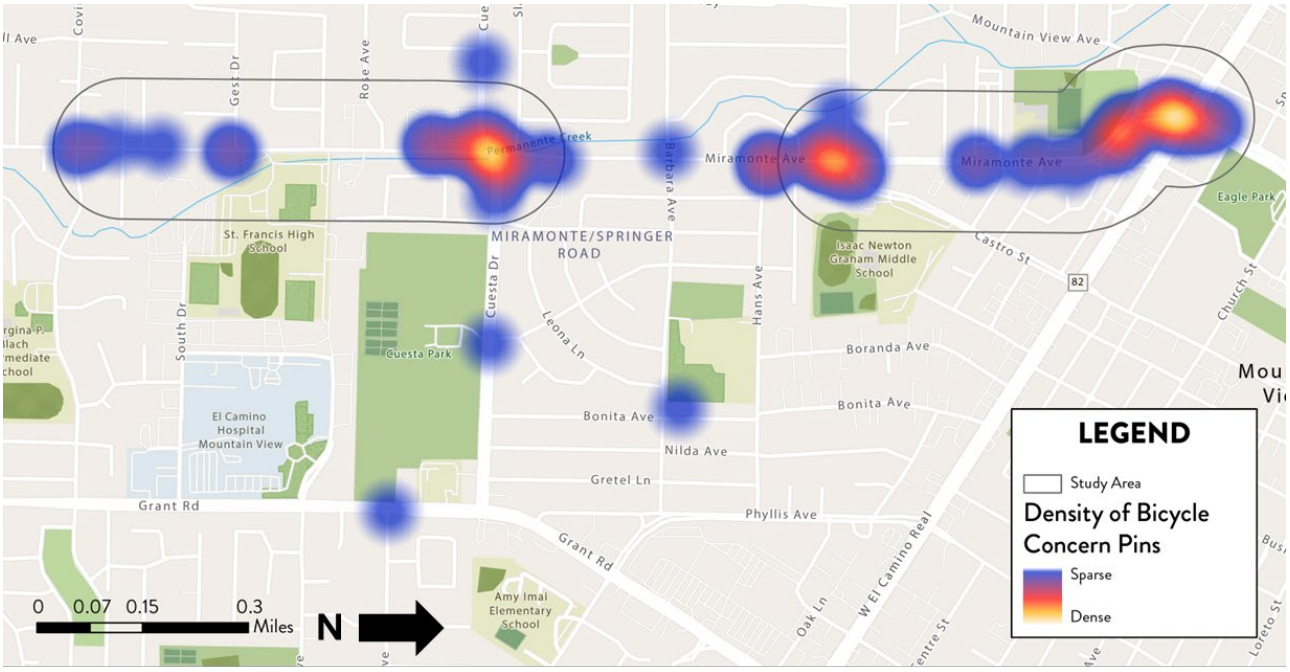


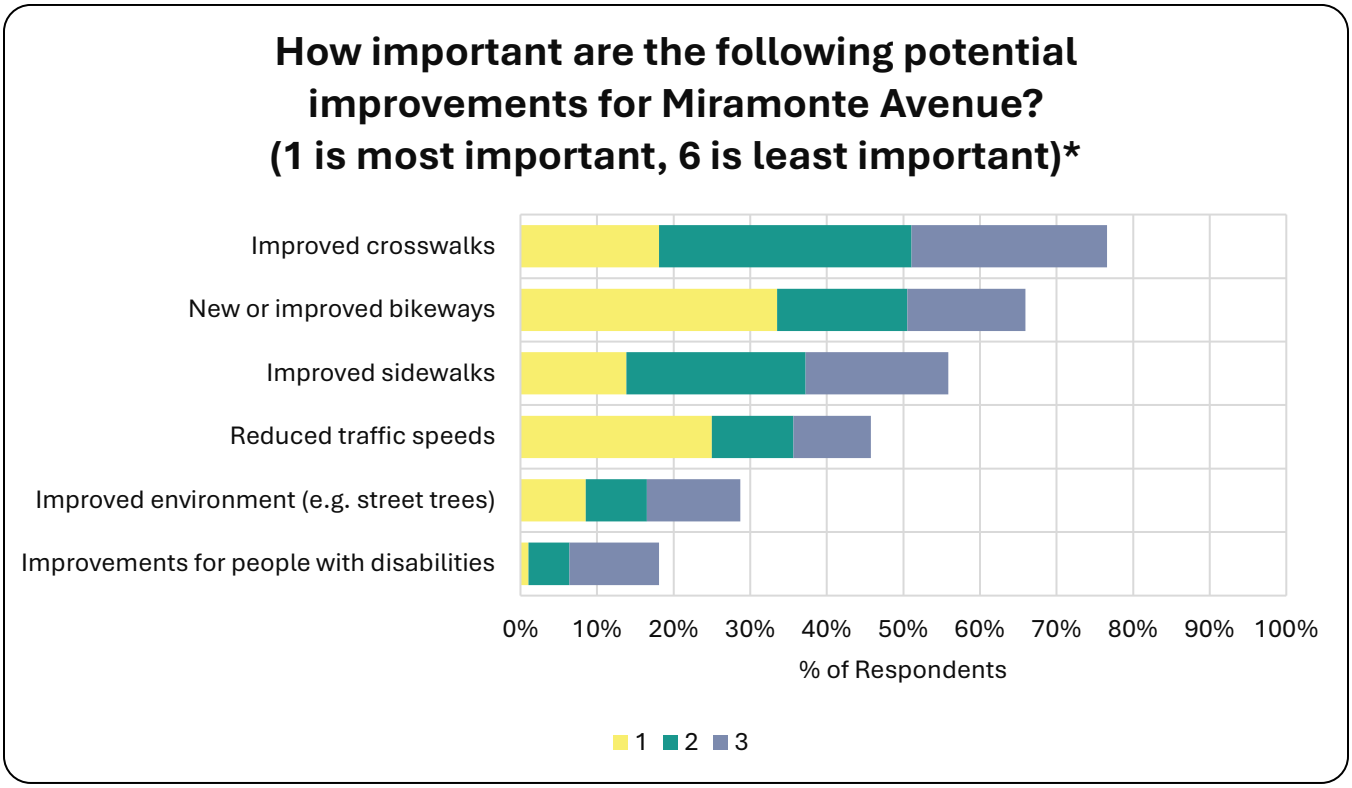
Figure 8: Density of Bicycle Concern Pins



The following key findings and themes were identified through the first round of outreach:

- Bicyclists and pedestrians often feel uncomfortable on Miramonte Avenue due to the speed of traffic.
- Existing crosswalks feel uncomfortable and pedestrian waiting areas are small. **Figure 9** shows that respondents collectively prioritized improved crosswalks.
- While respondents noted existing safety concerns, many still bike and walk on the corridor because they lack a convenient alternative connection.
- Respondents felt that current traffic signal timing is not catered to bicyclists and pedestrians. Suggestions from the community included Leading Pedestrian Intervals (LPIs) and bike actuated signals.
- Traffic calming measures suggested by community members include speed bumps, bulb-outs, and a road diet.

Figure 9: Improvement Priorities for Round 1 Survey Respondents



**Only answers for ranks 1 through 3 are shown.*

5. Study Recommendation

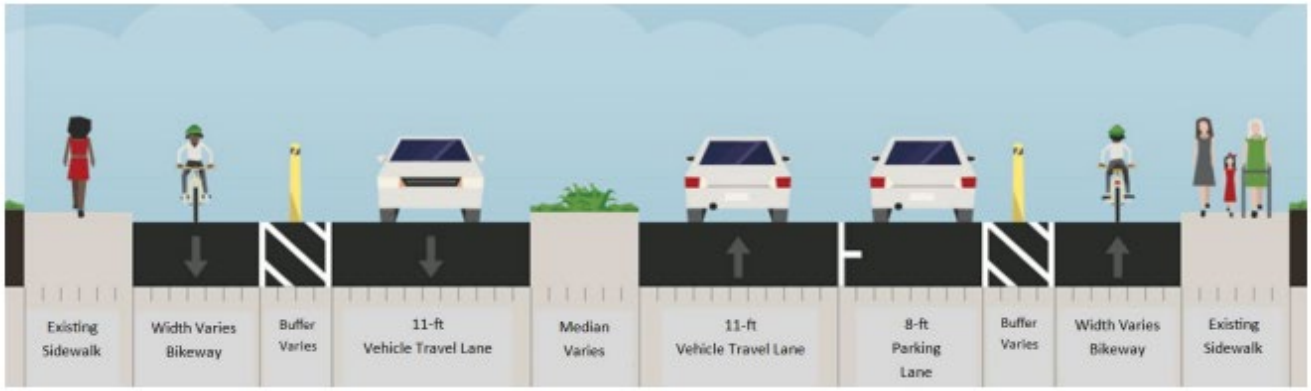
Based on initial feedback from the City, the Study recommends a resurfacing concept for Segment A only. This concept would be implemented in the near term, along with a repaving effort in that segment. It would integrate with the upcoming construction of improvements in Segment B, which is expected to start in 2026. Segment C does not have a near-term resurfacing alternative, as it currently does not have a planned repaving project.

5.1. Segment A: Resurfacing Concept

The preferred resurfacing alternative for Segment A, as outlined in full in Appendix C: Study Recommendation – Segment A, proposes a road diet that removes one travel lane in each direction and adds Class IV bike lanes on both sides. In this alternative, existing curbs are maintained, and as much on-street parking as possible is preserved. Typical cross sections for the resurfacing alternative are shown in **Figure 10** and **Figure 11**.

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

Figure 11: Typical Cross-Section from E. Park Drive to Trophy Drive



Traffic Analysis

To determine the impact of the proposed changes with the resurfacing alternative, a traffic operations analysis was conducted at the following locations where count data was available in Segment A:

- Miramonte Ave and El Camino Real – signalized;
- Miramonte Ave and Park Dr – side-street stop-controlled; and
- Miramonte Ave and Castro St/Marilyn Dr – signalized.

The analysis evaluated Existing Baseline (2024 volumes, existing geometry) and Existing with Project (2024 volumes, proposed geometry) conditions during the AM and PM peak periods. The full traffic analysis can be found in **Appendix D: Traffic Analysis Summary**.

The intersection analysis found that the proposed road diet in Segment A of Miramonte Avenue does not result in impacts to traffic operations at the three intersections analyzed. Additionally, daily roadway volumes, which are less than 10,000, indicate that a road diet could be explored for implementation[1].

Cost Estimate

The total preliminary cost estimate for the resurfacing alternative for Segment A, including 30% contingency and administration, design, and permitting costs is just over $4.5 Million. A summary of the cost is provided in **Table 3**.

[1] Federal Highway Administration, *Road Diet Information Guide*, 2014

Table 3: Summary of Preliminary Cost Estimate

PRELIMINARY COST ESTIMATE — Kimley»Horn

City of Mountain View

City of Montain View
Miramonte Ave - Bikeways Project
Summary of Project Cost
Conceptual ROM

ITEM DESCRIPTION	RESURFACING ALTERNATIVE
TOTAL GENERAL ITEMS	$406,000
TOTAL STREET IMPROVEMENTS	$1,254,000
TOTAL SIGNING AND STRIPING IMPROVEMENTS	$830,000
TOTAL SIGNAL IMPROVEMENTS	$450,000
CONTINGENCY (30%)	$882,000
TOTAL SOFT COSTS	$688,000
TOTAL CAPITAL OUTLAY COSTS	**$4,509,000**

NOTES:

1. These estimates reflect the proposed improvements identified in the concept drawings dated October 2025

6. Long-Term Reconstruction

After improvements for Segments A and B are complete, the segments should be studied to evaluate improvements to bicycle and pedestrian safety and accessibility. Based on the results, future improvement projects should reference the Vision Zero Action Plan's Toolbox of Safety Countermeasures, which recommends multimodal improvements to address specific crash types. The Study scope includes long-term concepts for Segments A and C to establish a vision for the corridor. These alternatives are in draft form and would require substantial planning, engineering, and community outreach if funding becomes available for future implementation. Their inclusion serves to document the study process and provide high-level guidance for potential future planning or design efforts. The long-term alternatives were developed for both Segments A and C. The long-term options may include a road diet, greening elements, raised crosswalks, Rectangular Rapid Flashing Beacons, and other safety improvements.

6.1. Segment A

The long-term reconstruction alternative for Segment A envisions a roadway renovation that includes a road diet, involving the removal of one travel lane and the addition of a center turn lane. This alternative will include the same number of on-street parking spaces as the resurfacing option and the additional roadway space would accommodate landscape-separated Class IV bikeways on both sides of the street. Additional improvements may include intersection enhancements such as upgraded bicycle and pedestrian crossings, a raised intersection, and the installation of roundabouts where feasible. This alternative remains in draft form and would require substantial planning, engineering, and community outreach if funding becomes available for future implementation. Its inclusion in the Study serves to document the planning process and provide high-level guidance for potential future design and implementation efforts.

6.2. Segment C

In this alternative, Segment C roadway would be reconstructed to include a road diet that removes one travel lane in each direction and adds a center turn lane. The existing Class II bike lanes would be upgraded to landscape-separated Class IV bikeways on both sides of the street by removing on-street parking. Both sidewalks would be separated from the Class IV bikeways by landscaped buffers. Additional intersection improvements may include enhanced bicycle and pedestrian crossings, such as new RRFBs at Gest Drive and Rose Avenue, as well as median refuges and roundabouts where feasible. This alternative would also provide additional green space along the east side of Miramonte Avenue. This concept remains in draft form and would require substantial planning, engineering, and community outreach if funding becomes available for future implementation. Its inclusion in the Study serves to document the planning process and provide high-level guidance for potential future design and implementation efforts.

7. Community Outreach Round 2

The second round of outreach occurred during the summer of 2025 and included a survey and community events to seek feedback on the resurfacing altenrative plan. Community Outreach Round 2 is summarized below, and the detailed outreach summary can be found in **Appendix E: Outreach Round 2 Summary**.

The Study was also presented to the Bicycle Pedestrian Advisory Committee (BPAC) on August 27, 2025, and to the Council Transportation Committee (CTC) on September 2, 2025. The BPAC suggested additional midblock crossings and crosswalks, as well as a bi-directional bike lane from the maintenance driveway south of McKelvey Ball Park to Park Drive, which will be considered in the final design. The CTC requested the location and cost for biodiversity and trees along the corridor.

7.1. Events

The following in-person event was conducted by City staff during the second round of outreach:

- McKelvey Ball Park Pop-Up – June 7, 2025 (**Image 6**)
- Pop-ups at Graham Middle School, Bubb Elementary School, Mountain View Whisman School District Orientation – August 2025

Image 6: City Staff at the McKelvey Ball Park Pop-up

7.2. Online Survey

An online question-based survey hosted on the Cvent platform was open for six weeks from July 17 to August 29, 2025. Respondents were presented with project-related questions, including an open-ended

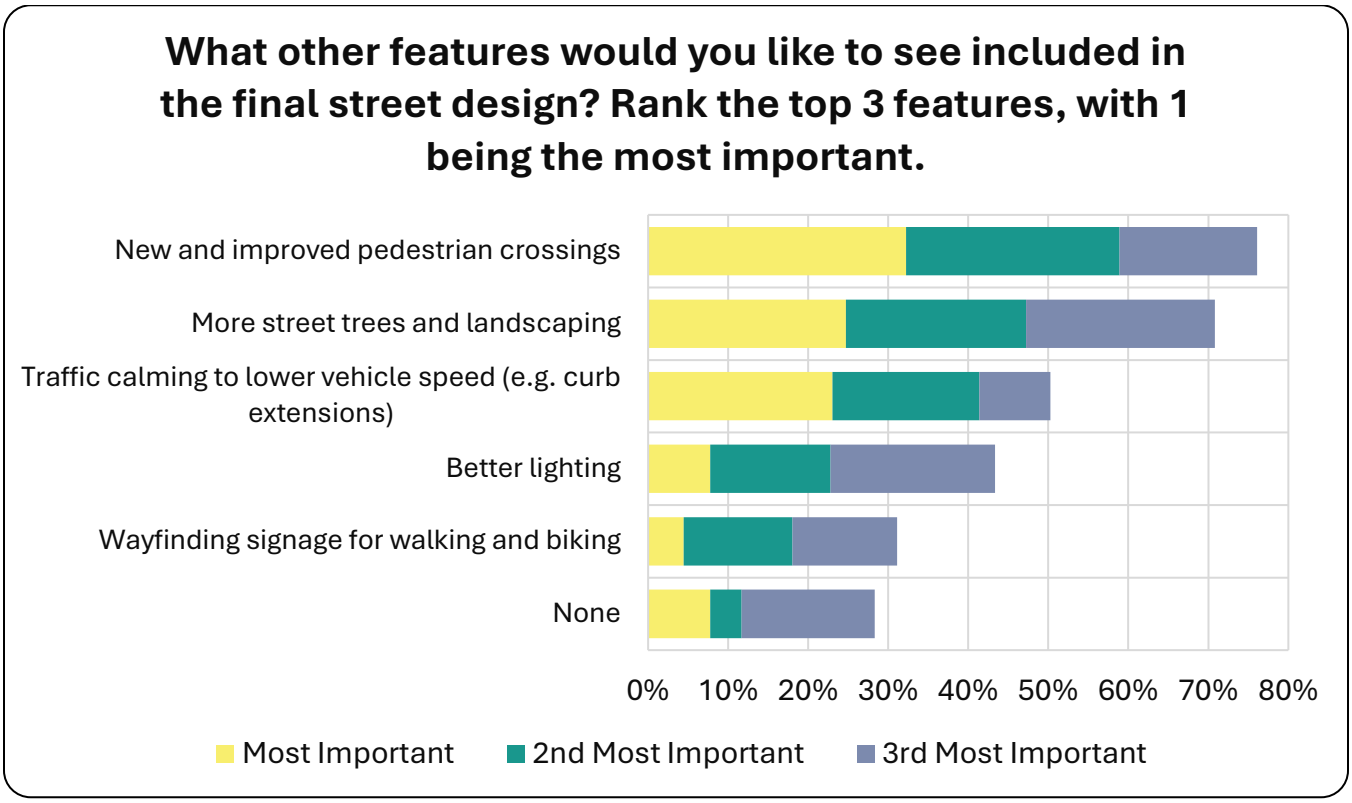
question, as well as optional demographic questions. The survey received 548 responses, including partial responses.

7.3. Key Findings

Key findings from the second round of outreach include the following:

- Approximately 67% of respondents reside on or near Miramonte Ave with close to 30% living south of Castro St/Marilyn Dr.
- At least 50% of respondents walk and/or bike on Miramonte Ave.
- 52% of respondents support the proposed resurfacing concept.
- Of the 36% who do not support the new roadway design, 39% do not want a travel lane removed, and 25% want to see no changes to the roadway.
- 43% of respondents would walk or bike more often if the proposed roadway concept was built.
- 65% of respondents were supportive of the proposed parking removal or with removing even more parking than proposed.
- The top three features, beyond the bicycle facility improvements, that respondents would like to see included in the Study are new and improved pedestrian crossings, more street trees and landscaping, and traffic calming to lower vehicle speeds. **Figure 12** shows the breakdown of respondents' priorities for roadway features.

Figure 12: Round 2 Outreach Question Survey Results for Question 8



7.4. Committee Review

On August 27, 2025, BPAC reviewed and recommended the preferred resurfacing concept plan to the Council Transportation Committee (CTC). Along with the recommendation, BPAC also provided additional feedback:

1. Explore switching the on-street parking near McKelvy 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. 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.

During the design phase, staff will evaluate BPAC's feedback and incorporate it where feasible, based on the project scope, budget, and technical analysis. Staff has included BPAC's feedback (#3) and added maintenance driveway in the preferred resurfacing plan.

7.5. Council Transportation Committee (CTC)

On September 2, 2025, CTC reviewed and recommended the preferred resurfacing 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. Explore areas for shade desserts and recommend tree locations.
3. Provide high-level cost estimates for greening and tree implementation in the Study area.

Staff identified that trees could be located along the ballpark near Park Drive and Sonia Drive. The preliminary cost estimate to implement and maintain trees within raised medians with design and contingency is approximately $500,000. The design team will update this preliminary cost estimate during the project design phase.

8. Next Steps

The Study builds upon the Miramonte Avenue Improvements Project to enhance the safety and accessibility of Miramonte Avenue, which has been identified through previous City planning efforts as a vital corridor in Mountain View that could benefit from improvements. The Study uses a combination of public input and technical analysis to identify current challenges, such as the need for reduced operating speeds and improved pedestrian crossings. The Study recommendation is a resurfacing alternative for Segment A that can be included in the City's upcoming paving program for Miramonte Avenue from El Camino Real to Castro Street/Marilyn Street. The Study recommendation implements a road diet on Miramonte Avenue between El Camino Real and Castro Street/Marilyn Street to install a Class IV protected bike facility, provide new and enhanced pedestrian crossings, and reserve space for additional landscaping in the future. Long-term draft alternatives are proposed for Segments A and C for future consideration and review.

If the City Council approves the final report, the next steps would be to proceed with detailed design and environmental clearance of the recommended resurfacing alternative. The bike and pedestrian improvements would be implemented as part of an upcoming repaving effort.

The long-term improvements for both Segments A and C will require substantial planning, engineering, and community outreach to refine the concepts further and select a preferred alternative before seeking City Council approval to proceed with final design, environmental, and construction.

Appendix A: Data Collection Summary

December 2024

MIRAMONTE

Complete Streets Study

Data Collection

VISION ZERO

City of Mountain View

2016 MEASURE B

Data Collection

Turning Movement Counts (TMC)

Turning movement counts, including bikes and pedestrians, were conducted at the following five intersections on Thursday, September 19, 2024 between 7AM and 9AM and between 2PM and 6PM:

1. Miramonte Ave and El Camino Real (Segment A)
2. Miramonte Ave and Park Dr (Segment A)
3. Miramonte Ave and Castro St/Marilyn Dr (Segment A)
4. Miramonte Ave and Cuesta Dr (Segment C)
5. Miramonte Ave and Madison Dr (Segment C) (recollected on 9/26 due to equipment failure)

Average Daily Traffic (ADT) Counts

ADT counts were conducted at the following two locations, 24 hours a day for seven days, from Monday, September 16, 2024 to Sunday, September 22, 2024:

1. Miramonte Ave, just south of Sonia Way (Segment A)
2. Miramonte Ave, just south of Rose Ave (Segment C)

Speed Surveys

Speed surveys were conducted at the following two locations on Tuesday, September 10, 2024 starting at 10:15AM and ending at 11:50AM, once the speed of 100 vehicles at each location had been measured:

1. Miramonte Ave, near Trophy Dr (Segment A)
2. Miramonte Ave, just south of Madison Dr (Segment C)

Parking Utilization

City of Mountain View staff collected parking utilization data along the entire length of Miramonte Avenue from El Camino Real to Yardis Court, including on-street and off-street data. Data was collected at the following dates and times:

- Tuesday, February 27, 2024, at 6AM, 9AM, 12PM, 4PM, 7PM and 11PM
- Sunday, March 3, 2024, at 6AM, 9AM, 12PM, 4PM, 7PM and 11PM
- Saturday, March 9, 2024, at 6AM, 9AM, 12PM, 4PM, 7PM and 11PM
- Wednesday, September 18, 2024, at 6AM, 9AM, 12PM, 4PM, 7PM and 11PM (4PM data was recollected on 10/16)
- Thursday, September 19, 2024, at 6AM, 9AM, 12PM, 4PM, 7PM and 11PM (9AM data was recollected on 10/17)

- Saturday, September 21, 2024, at 6AM, 9AM, 12PM, 4PM, 7PM and 11PM

Summary of Data

Turning Movement Counts

Miramonte Ave and El Camino Real (Segment A)

The peak hours at this intersection occur between 7:45AM and 8:45AM and between 5PM and 6PM. During the AM peak hour, 3,847 vehicles pass through the intersection and during the PM peak hour, 4,257 vehicles pass through the intersection.

During the AM peak hour, 497 vehicles travel northbound on Miramonte Avenue and 773 travel southbound. During the PM peak hour, 391 travel northbound and 855 travel southbound.

A total of 19 and 18 bikes travel through the intersection in the AM and PM peak hours, respectively. Most cyclists, 15 and 11 in the AM and PM peak hours, respectively, are completing through movements on Miramonte Avenue.

During each peak hour, 31 pedestrians cross at the intersection.

Miramonte Ave and Park Dr (Segment A)

The peak hours at this intersection occur between 7:45AM and 8:45AM and between 4:45PM and 5:45PM. During the AM peak hour, 1,126 vehicles pass through the intersection and during the PM peak hour, 976 vehicles pass through the intersection. The vast majority of traffic is through traffic on Miramonte Avenue (>98%) with no more than 14 vehicles traveling in any one direction during any peak hour on Park Drive.

During the AM peak hour, 546 vehicles travel northbound on Miramonte Avenue and 566 travel southbound. During the PM peak hour, 457 travel northbound and 514 travel southbound.

A total of 13 and 9 bikes travel through the intersection in the AM and PM peak hours, respectively.

A total of 5 and 6 pedestrians cross at the intersection in the AM and PM peak hours, respectively.

Miramonte Ave and Castro St/Marilyn Dr (Segment A)

The peak hours at this intersection occur between 7:45AM and 8:45AM and between 5PM and 6PM. During the AM peak hour, 1,264 vehicles pass through the intersection and during the PM peak hour, 1,156 vehicles pass through the intersection. The majority of traffic is on Miramonte Avenue with the western leg of the intersection experiencing the lowest traffic volumes.

During the AM peak hour, 620 vehicles travel northbound on Miramonte Avenue and 512 travel southbound. During the PM peak hour, 528 travel northbound and 467 travel southbound. Over 200 vehicles make the NBR turning movement in the AM peak hour and over 130 vehicles make each of the NBR and WBL turning movements in the PM peak hour.

A total of 84 bikes travel through the intersection in the AM peak hour, over 50% of which make the NBR turning movement from Miramonte Avenue onto Castro Street. A total of 33 bikes travel through the intersection in the PM peak hour.

A total of 52 and 27 pedestrians cross at the intersection in the AM and PM peak hours, respectively. The majority of pedestrian crossings occurred on the south leg of Miramonte Avenue.

Miramonte Ave and Cuesta Dr (Segment C)

The peak hours at this intersection occur between 7:45AM and 8:45AM and between 4:45PM and 5:45PM. During the AM peak hour, 2,204 vehicles pass through the intersection and during the PM peak hour, 2,232 vehicles pass through the intersection.

During the AM peak hour, 617 vehicles travel northbound on Miramonte Avenue and 486 travel southbound. During the PM peak hour, 417 travel northbound and 525 travel southbound.

A total of 37 bikes travel through the intersection in the AM peak hour, almost 50% of which are through movements on Miramonte Avenue. A total of 28 bikes travel through the intersection in the PM peak hour.

A total of 37 and 33 pedestrians cross at the intersection in the AM and PM peak hours, respectively.

Miramonte Ave and Madison Dr (Segment C)

The peak hours at this intersection occur between 7:30AM and 8:30AM and between 4:30PM and 5:30PM. During the AM peak hour, 1,060 vehicles pass through the intersection and during the PM peak hour, 937 vehicles pass through the intersection.

During the AM peak hour, 262 vehicles travel northbound on Miramonte Avenue and 440 travel southbound. During the PM peak hour, 347 vehicles travel northbound and 464 travel southbound.

A total of 34 and 21 bikes travel through the intersection in the AM and PM peak hours, respectively with over 88% being through movements on Miramonte Avenue.

A total of 35 and 20 pedestrians cross at the intersection in the AM and PM peak hours, respectively.

Average Daily Traffic (ADT) Counts

Miramonte Ave, just south of Sonia Way (Segment A)

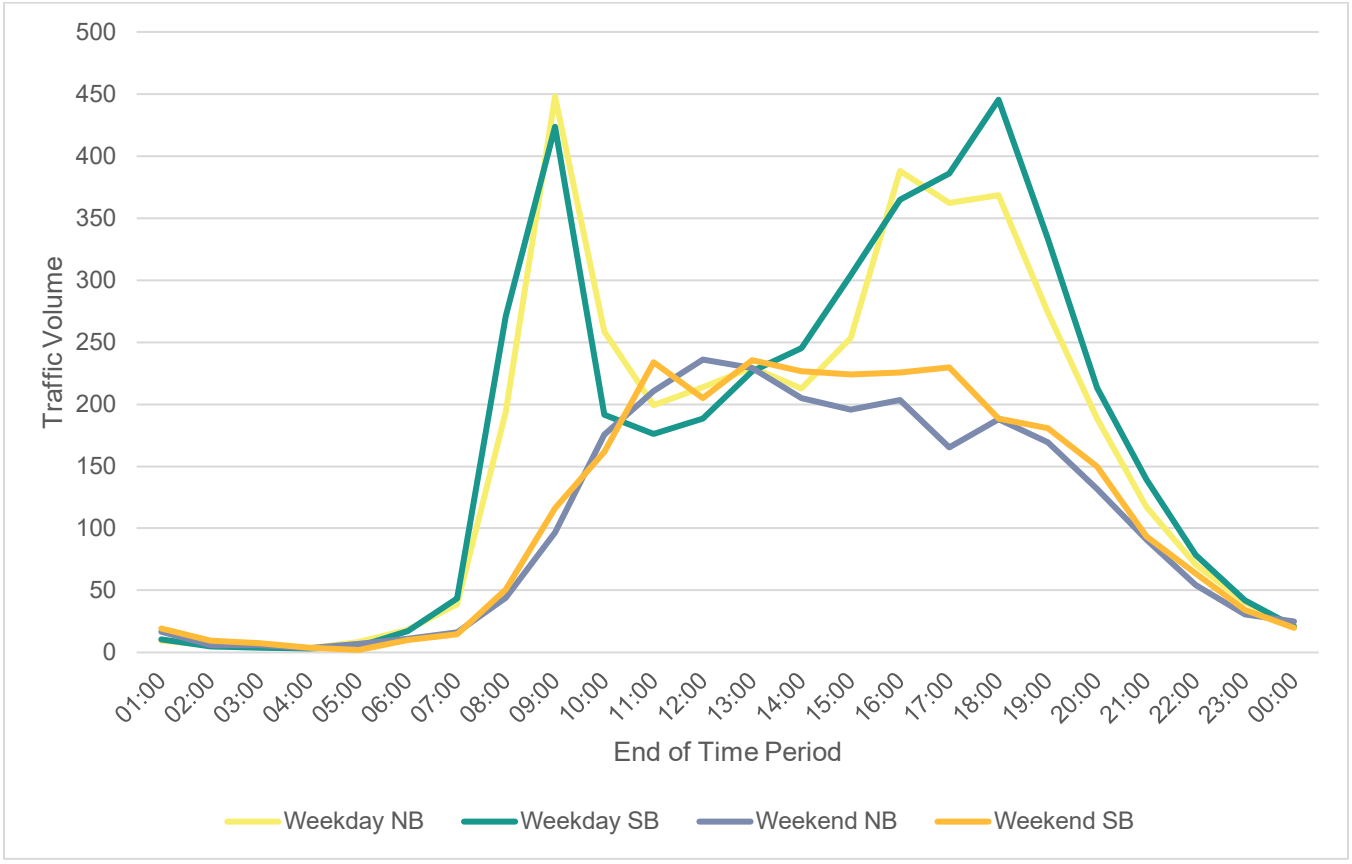
Weekday average daily traffic (ADT) in Segment A is approximately 8,000. Weekend traffic is approximately 65% of weekday traffic – approximately 5,200 vehicles.

The weekday AM peak hour is between 8AM and 9AM with up to 928 vehicles traveling in both directions. The weekday PM peak hour is between 5PM and 6PM with up to 926 vehicles traveling in both directions.

During the weekend, the peak hour occurs at midday with up to 530 vehicles traveling in both directions.

Figure 1 shows hourly volumes on Segment A of Miramonte Avenue.

Figure 1: Traffic Volumes on Segment A of Miramonte Avenue



Miramonte Ave, just south of Rose Ave (Segment C)

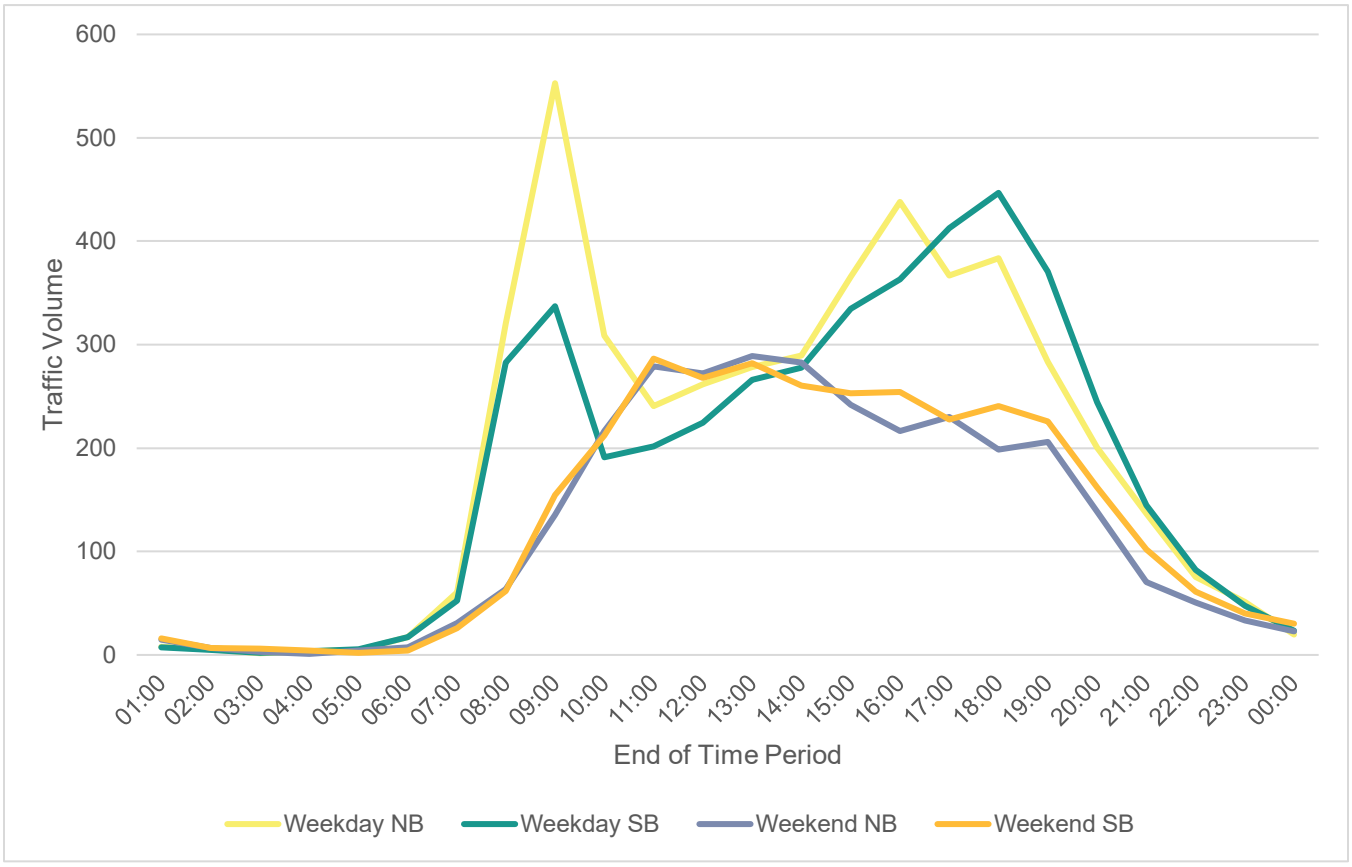
Weekday ADT in Segment C is approximately 9,000. Weekend traffic is approximately 69% of weekday traffic – approximately 6,200 vehicles.

The weekday AM peak hour is between 8AM and 9AM with up to 1,040 vehicles traveling in both directions. The weekday PM peak hour is between 5PM and 6PM with up to 914 vehicles traveling in both directions.

During the weekend, the peak hour occurs at midday with up to 573 vehicles traveling in both directions.

Figure 2 shows hourly volumes on Segment C of Miramonte Avenue.

Figure 2: Traffic Volumes on Segment C of Miramonte Avenue



Speed Surveys

Near Trophy Dr (Segment A), the 85th percentile northbound speed was 38mph, 13mph over the posted speed limit of 25mph.

The 85th percentile southbound speed was 36mph, 1mph over the posted speed limit of 35mph at that location. Further north, near Park Drive, the posted speed limit reduces to 25mph.

The maximum speed recorded at this location was 40mph which occurred in the northbound direction.

Near Madison Dr (Segment C), the 85th percentile northbound speed was 37mph, the 85th percentile southbound speed was 39mph, and the 85th percentile bidirectional speed was 38mph. The 85th percentile speed was at most 4mph over the posted speed limit of 35mph. The maximum speed recorded at this location was 43mph which occurred in the southbound direction.

Parking Utilization

There are 161 on-street parking spaces in Segment A and 154 on-street parking spaces in Segment C. Parking utilization is generally higher in the morning. In Segment A, less than a quarter of parking spaces are occupied at any given time with only 6AM on a Saturday seeing higher levels of parking utilization (27%). Parking utilization in Segment C does not exceed 8% at any time, which occurs at 9AM on a weekday. Table 1 summarizes the parking utilization data.

Table 1: Summary of Parking Utilization Data

	Segment A	Segment C
Number of on-street parking spaces	161	154
Maximum number of occupied spaces – weekday	36	12
Maximum percentage of occupied space – weekday	22%	8%
Maximum number of occupied spaces – weekend	43	4
Maximum percentage of occupied space – weekend	27%	3%

Appendix B: Outreach Round 1 Summary

MIRAMONTE
Complete Streets Study

Outreach Round 1 Summary

VISION ZERO

City of Mountain View

2016 MEASURE B

December 2024

Overview

- Round 1 community outreach consisted of:
  - 9/28: Community bike ride
  - 11/16: Neighborhood walk
  - 12/3: Community Meeting
  - 10/25, 10/26, 11/13, 11/14: Pop-ups
  - Online interactive map and question survey
- Project and events were promoted through:
  - Webpage
  - E-mails to interested and affected parties
  - Mailed postcards
  - Social media posts
  - Door-to-door engagement with businesses on corridor
  - Flyers on car windshields
  - Posters, lawn signs, palm cards, and spoke cards

Events

Community Bike Ride – September 28, 2024

- **Date:** Saturday, September 28, 2024
- **Time:** 10:00AM / 10:15AM
- **Location:** Mountain View Transit Center / Schaefer Park: 914 Mountain View Avenue

City of Mountain View

Join Our Bike Ride!

Saturday, September 28
Meet with your bike and helmet at
10:00 a.m. at MV Transit Center or
10:15 a.m. at Schaefer Park
914 Mountain View Avenue

Miramonte Avenue Improvements

In 2024-25, the City will repave Miramonte Avenue between Castro Street and Cuesta Drive. The project will include a 4- to 3-lane road diet, buffered or protected bikeways, crossing improvements, and a new sidewalk between Barbara Avenue and Starr Way.

Meanwhile, the City is conducting a Complete Streets study for the rest of Miramonte Avenue (Project 23-31). The selected design will be incorporated when the city repaves Miramonte Avenue between El Camino Real and Castro Street, and will inform a future capital project for the segment between Cuesta Drive and Los Altos.

Please provide your feedback to enhance safety along the corridor!

Saturday, September 28, 2024 10 a.m. Corridor Bike Ride
Coming Soon: Neighborhood Walk, Online Mapping Survey, Community Meeting

Visit www.MountainView.gov/Miramonte for updates!

If you need this information translated, please contact 650-903-6145.
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如果你需要中文版信息，請联系 650-903-6145.
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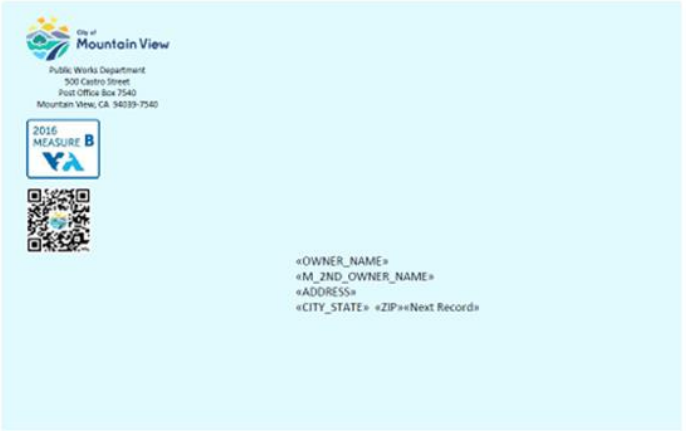


City of Mountain View

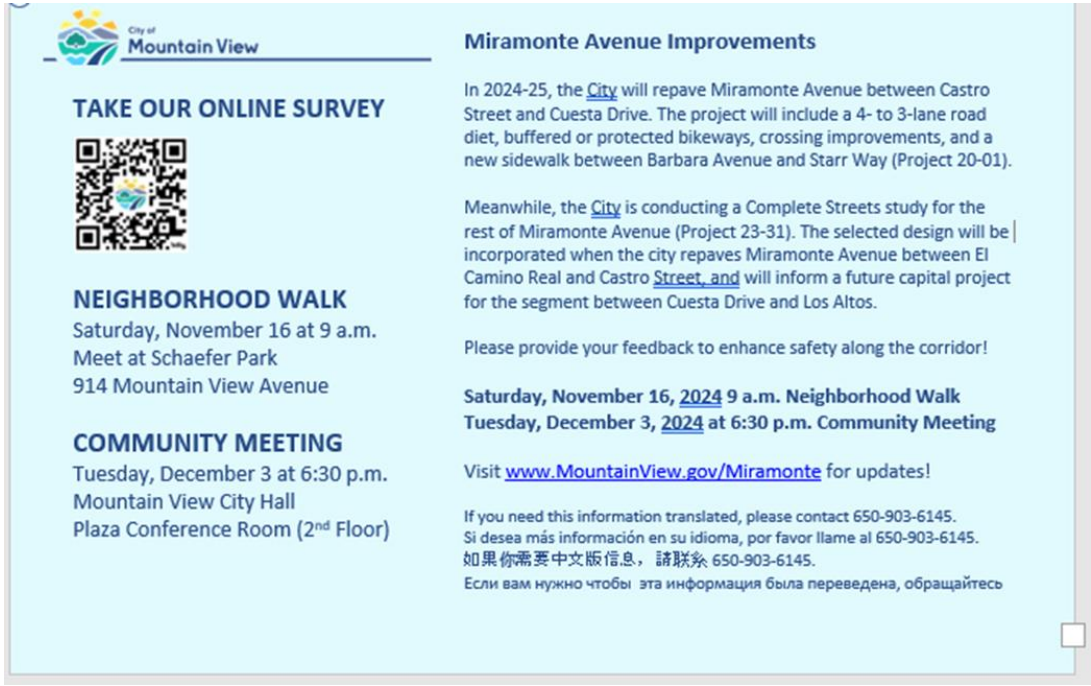
Public Works Department
500 Castro Street
Post Office Box 7540
Mountain View, CA 94039-7540

2016 MEASURE B

«OWNER_NAME»
«M_2ND_OWNER_NAME»
«ADDRESS»
«CITY_STATE» «ZIP»«Next Record»

Neighborhood Walk – November 16, 2024

- **Date:** Saturday, November 16, 2024
- **Time:** 9:00AM
- **Location:** Schaefer Park: 914 Mountain View Avenue



City of Mountain View

TAKE OUR ONLINE SURVEY

NEIGHBORHOOD WALK
Saturday, November 16 at 9 a.m.
Meet at Schaefer Park
914 Mountain View Avenue

COMMUNITY MEETING
Tuesday, December 3 at 6:30 p.m.
Mountain View City Hall
Plaza Conference Room (2nd Floor)

Miramonte Avenue Improvements

In 2024-25, the City will repave Miramonte Avenue between Castro Street and Cuesta Drive. The project will include a 4- to 3-lane road diet, buffered or protected bikeways, crossing improvements, and a new sidewalk between Barbara Avenue and Starr Way (Project 20-01).

Meanwhile, the City is conducting a Complete Streets study for the rest of Miramonte Avenue (Project 23-31). The selected design will be incorporated when the city repaves Miramonte Avenue between El Camino Real and Castro Street, and will inform a future capital project for the segment between Cuesta Drive and Los Altos.

Please provide your feedback to enhance safety along the corridor!

Saturday, November 16, 2024 9 a.m. Neighborhood Walk
Tuesday, December 3, 2024 at 6:30 p.m. Community Meeting

Visit www.MountainView.gov/Miramonte for updates!

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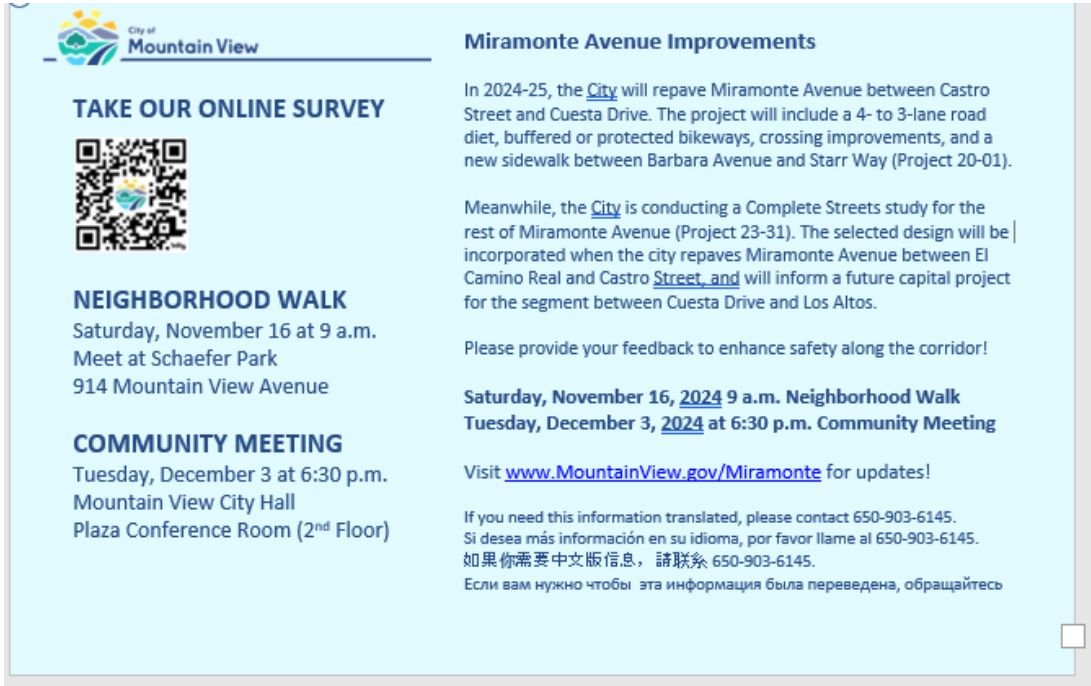
Если вам нужно чтобы эта информация была переведена, обращайтесь

Community Meeting – December 3, 2024

- **Date:** Tuesday, December 3, 2024
- **Time:** 6:30PM
- **Location:** Mountain View City Hall: Plaza Conference Room (2nd Floor)



City of Mountain View

TAKE OUR ONLINE SURVEY

NEIGHBORHOOD WALK
Saturday, November 16 at 9 a.m.
Meet at Schaefer Park
914 Mountain View Avenue

COMMUNITY MEETING
Tuesday, December 3 at 6:30 p.m.
Mountain View City Hall
Plaza Conference Room (2nd Floor)

Miramonte Avenue Improvements

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Meanwhile, the City is conducting a Complete Streets study for the rest of Miramonte Avenue (Project 23-31). The selected design will be incorporated when the city repaves Miramonte Avenue between El Camino Real and Castro Street, and will inform a future capital project for the segment between Cuesta Drive and Los Altos.

Please provide your feedback to enhance safety along the corridor!

Saturday, November 16, 2024 9 a.m. Neighborhood Walk
Tuesday, December 3, 2024 at 6:30 p.m. Community Meeting

Visit www.MountainView.gov/Miramonte for updates!

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Pop-Up Events

- 10/26: Monster Bash:
  - 10:00AM to 2:00PM
  - Rengstorff Park, Mountain View
- 11/13: Graham Middle School Anything But a Car Day
- 11/14: Bubb Elementary School Ruby Bridges Day

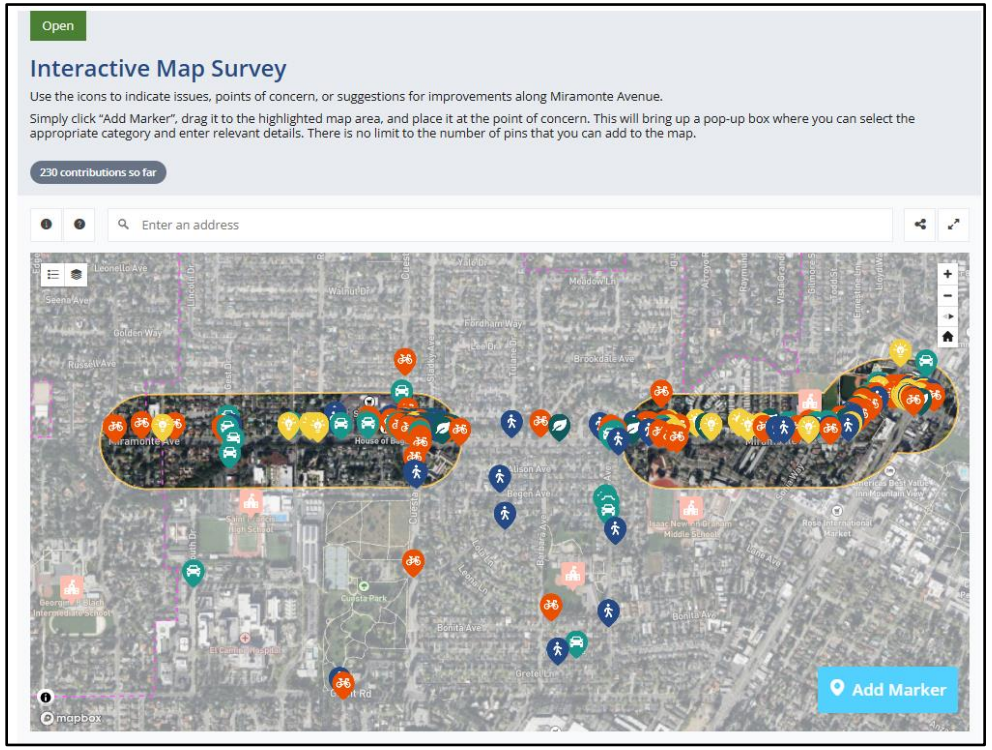
Survey

Details

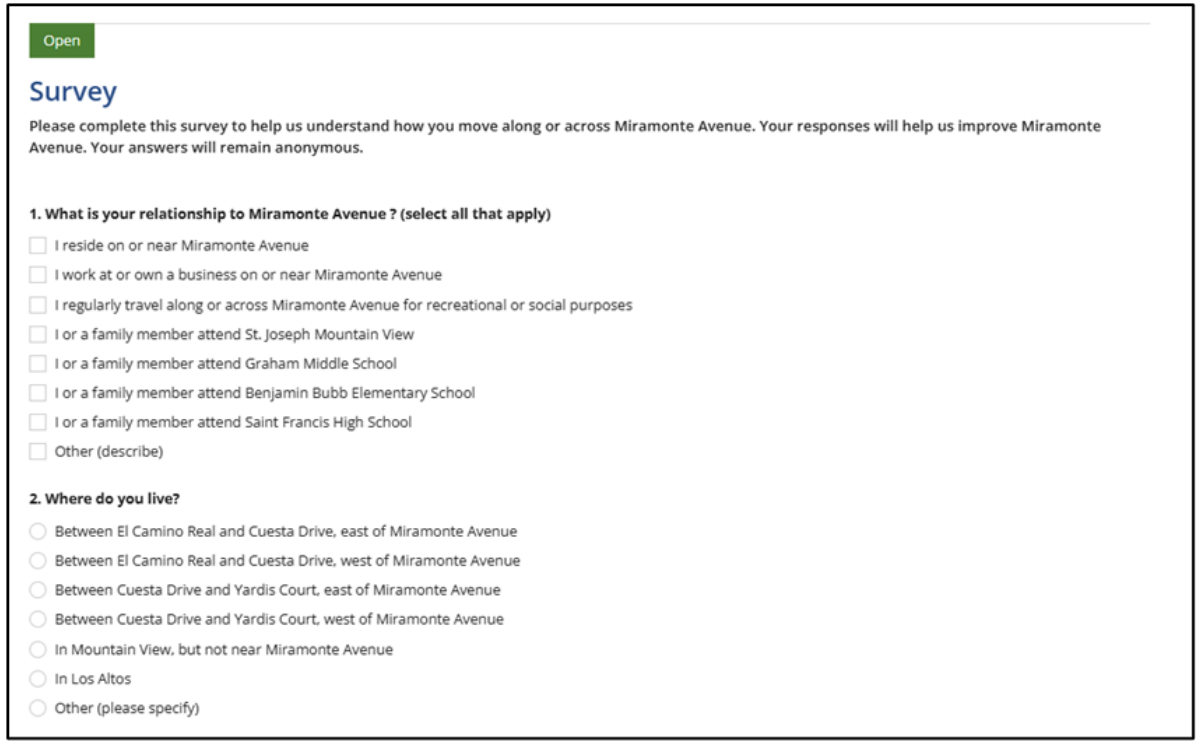
- Social Pinpoint
  - Interactive map survey
  - Question survey
- Open for seven (7) weeks: Friday, October 18, 2024 – Monday, December 9, 2024
- Shared with:
  - People who attended events
  - ATP subscriber list (>1,000)
  - Every residence on either side of Miramonte Ave (within 750 ft) via 2 flights of postcards
  - Businesses on Miramonte
  - Available on website

Results

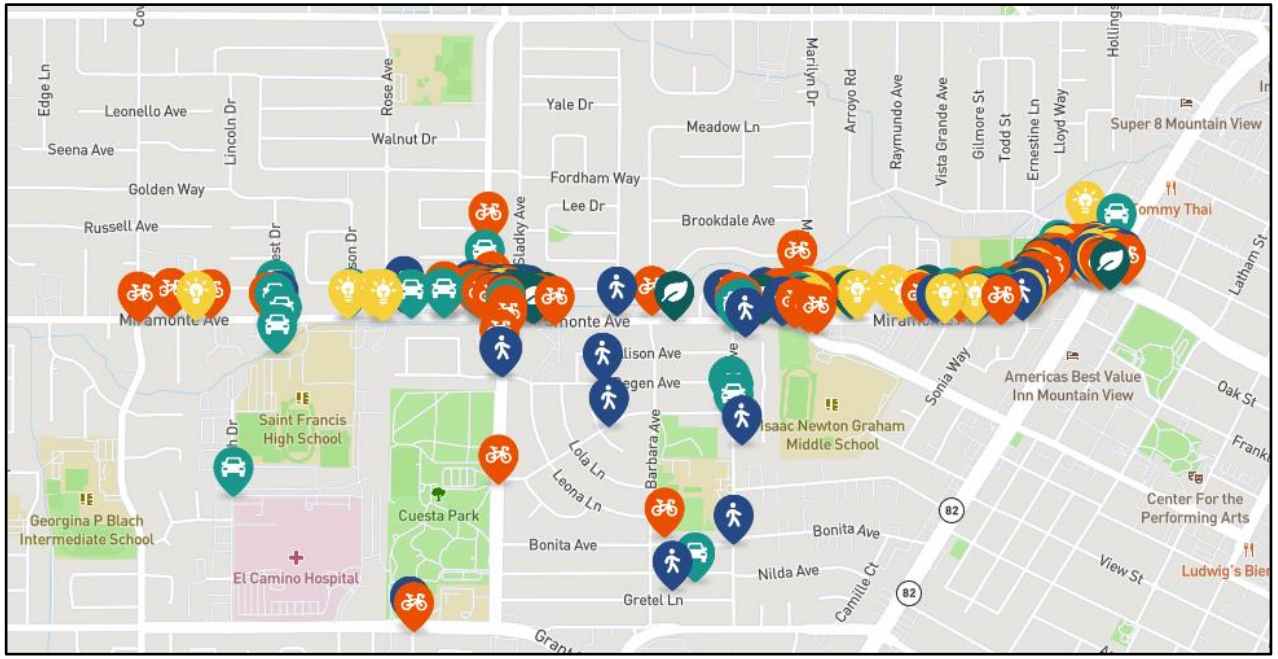
Interactive Map Survey Responses: 230



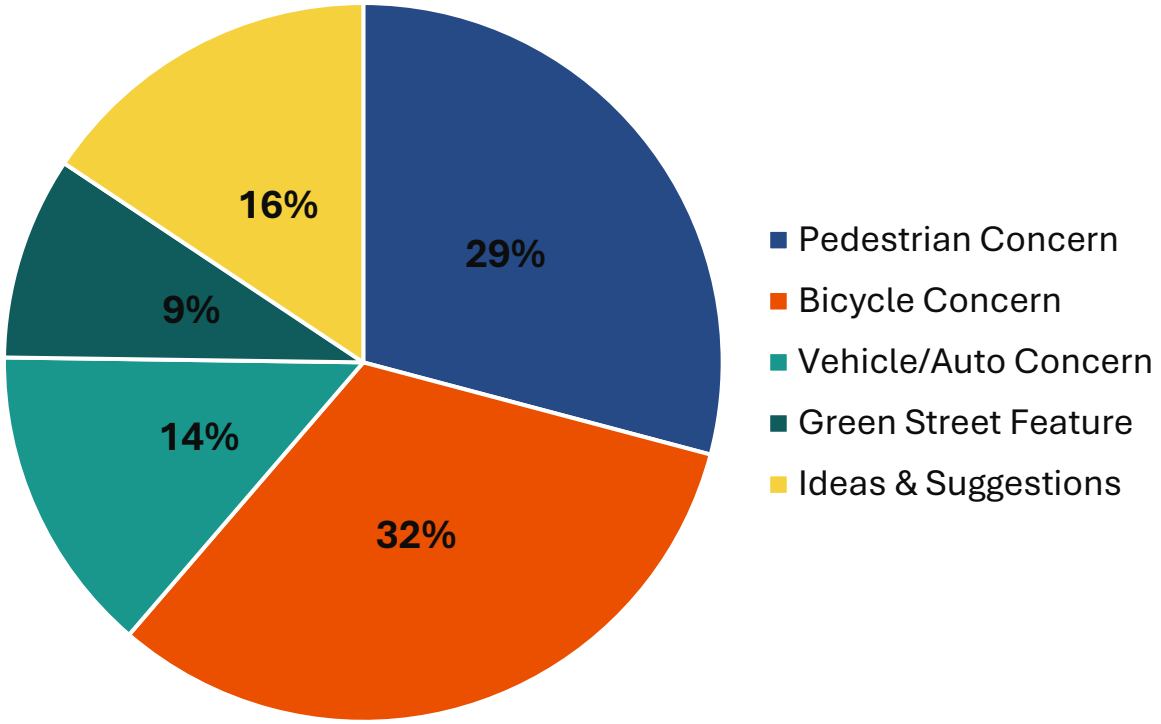
Question Survey Responses: 252



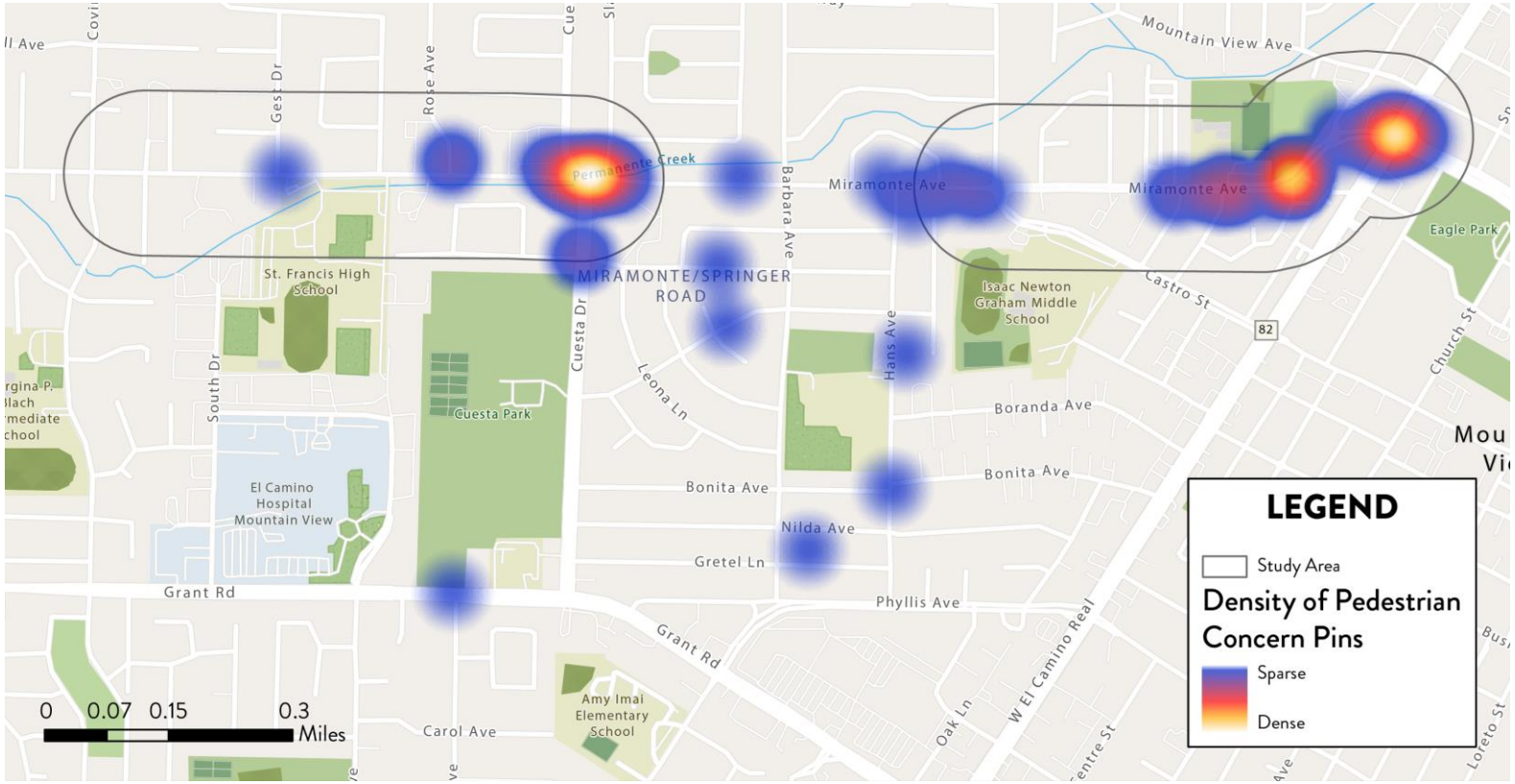
Interactive Map Survey



Map Pins by Category



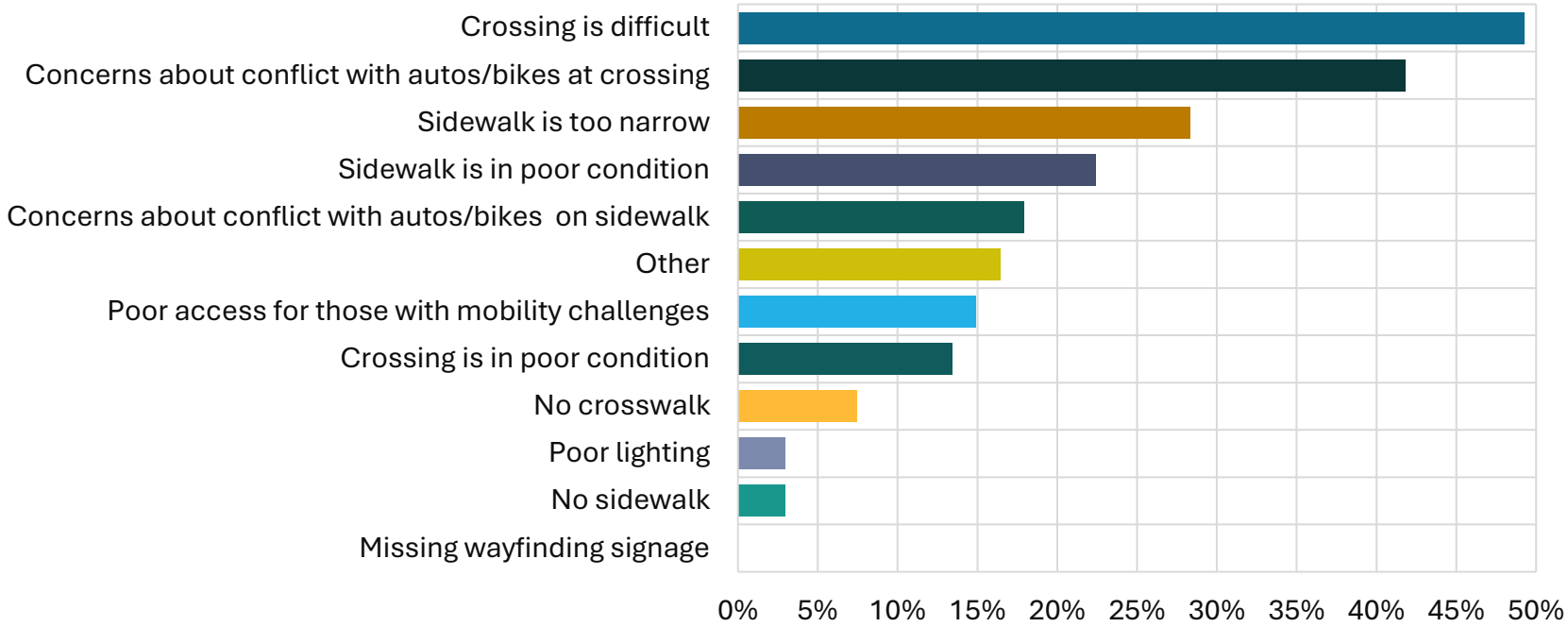
Pedestrian Concern Pins



- 67 pins
- Locations with high densities of pedestrian concerns:
  - Intersection of Cuesta Dr
  - Intersection of Park Dr
  - Intersection of El Camino Real

Pedestrian Concern: Question 1

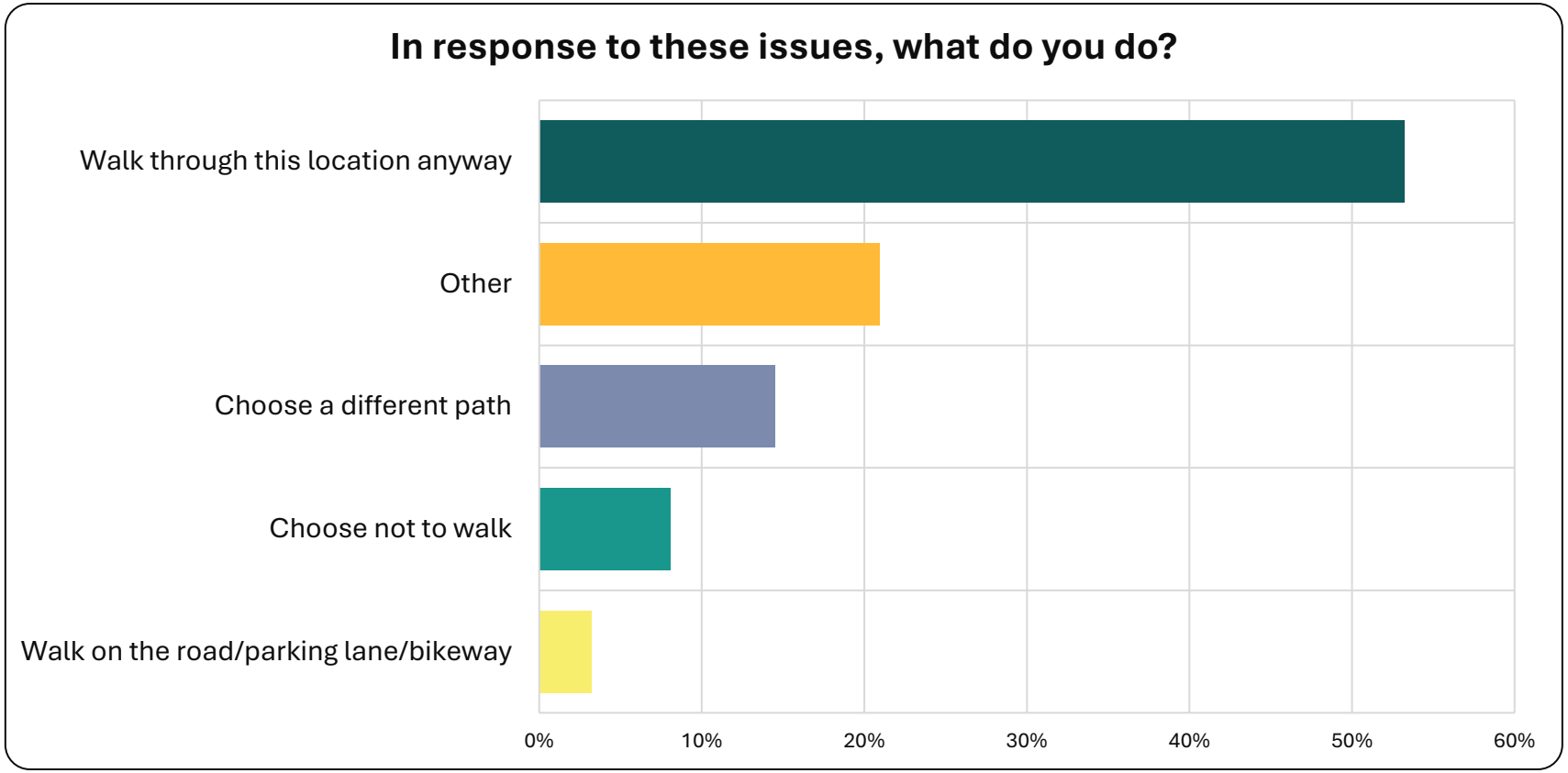
What issue do you experience at this location as a pedestrian? (select all that apply)



Example "Other" responses:

- *"Such a wide crossing and cars make the right turn from Miramonte to Cuesta so easily and at a higher speed that it feels challenging to cross even on a walk signal"*
- *"cars often do not slow down/stop, even when the crosswalk warning is on"*

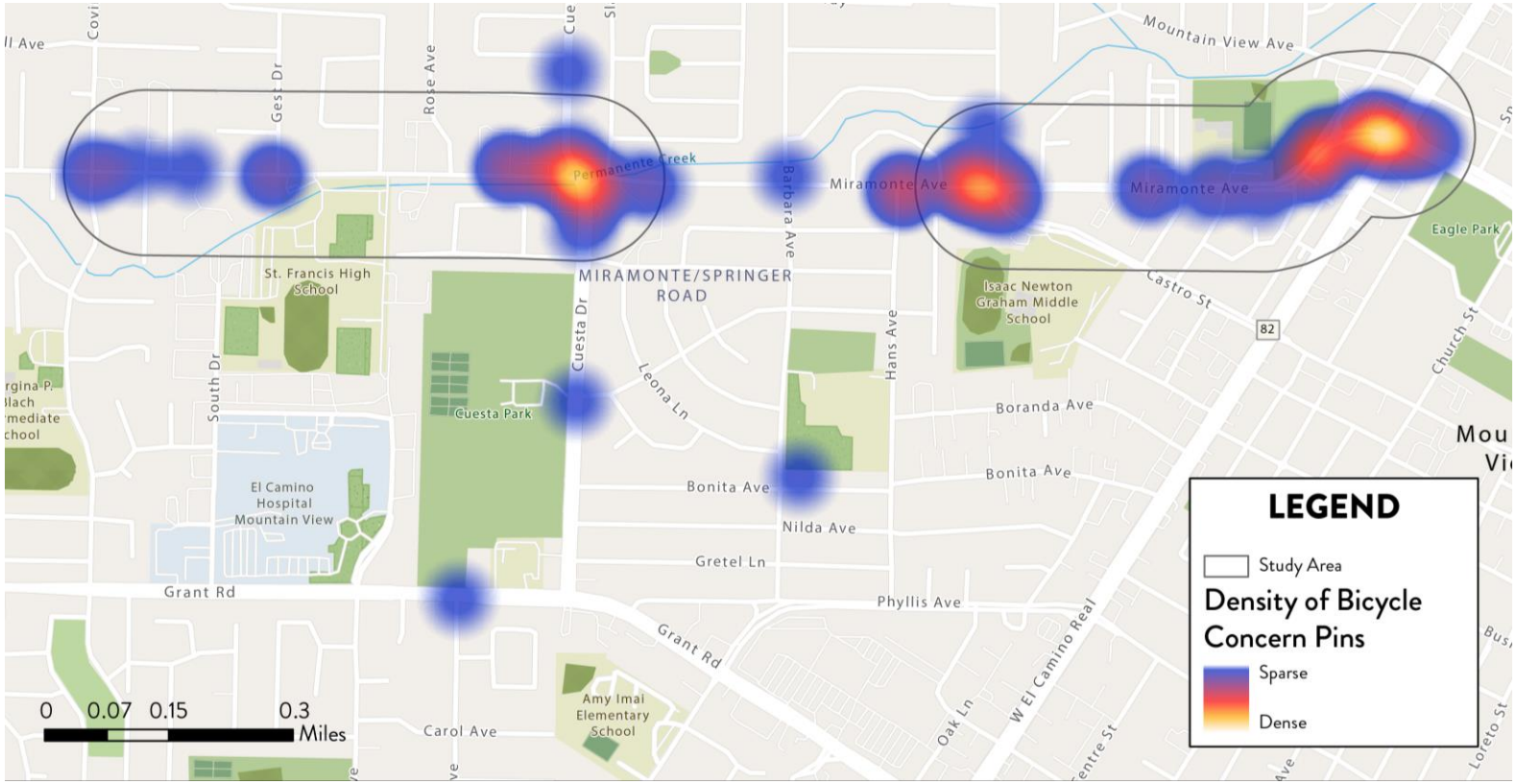
Pedestrian Concern: Question 2



Example "Other" responses:

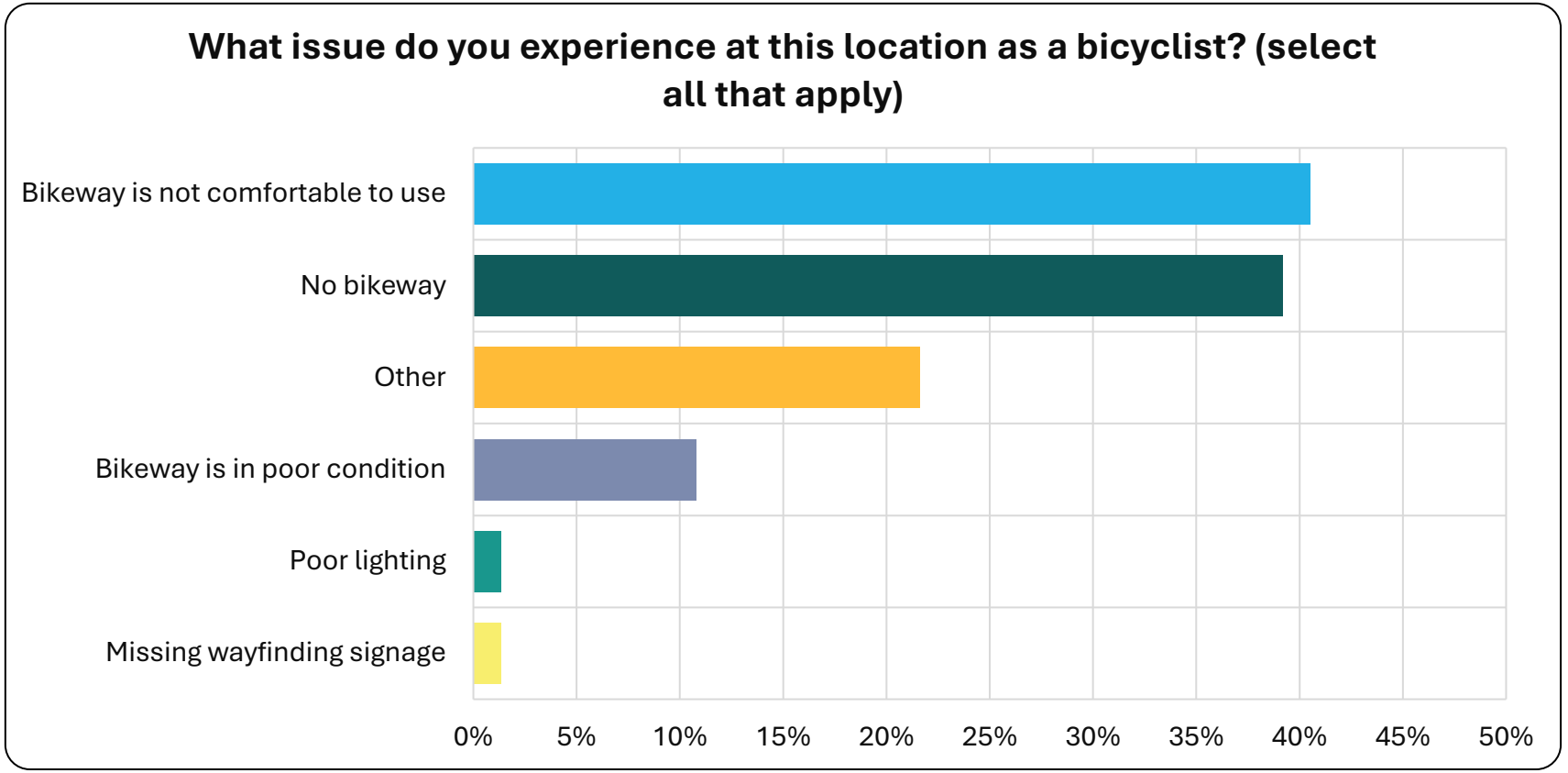
- *"I've walked it and I've opted to drive instead"*
- *"I've walked it, or take a different path, even if it's longer, but because the nicer/safer route is longer, sometimes I just drive"*
- *"Very careful when crossing especially with kids"*

Bicycle Concern Pins



- 74 pins
- Locations with high densities of bicycle concern pins:
  - Intersection of Cuesta Dr
  - Intersection of Marilyn Dr/Castro St
  - Intersection of El Camino Real

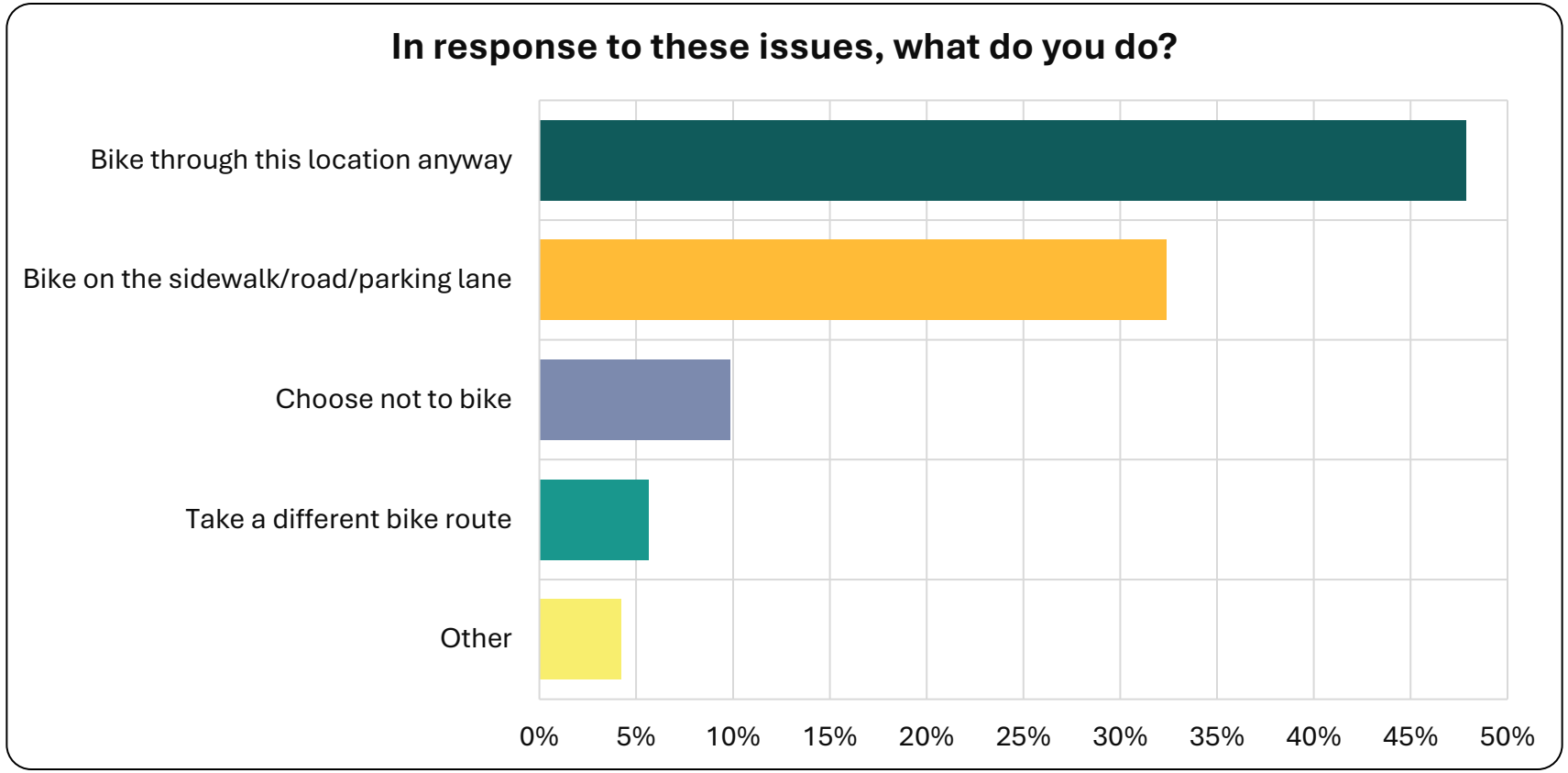
Bicycle Concern: Question 1



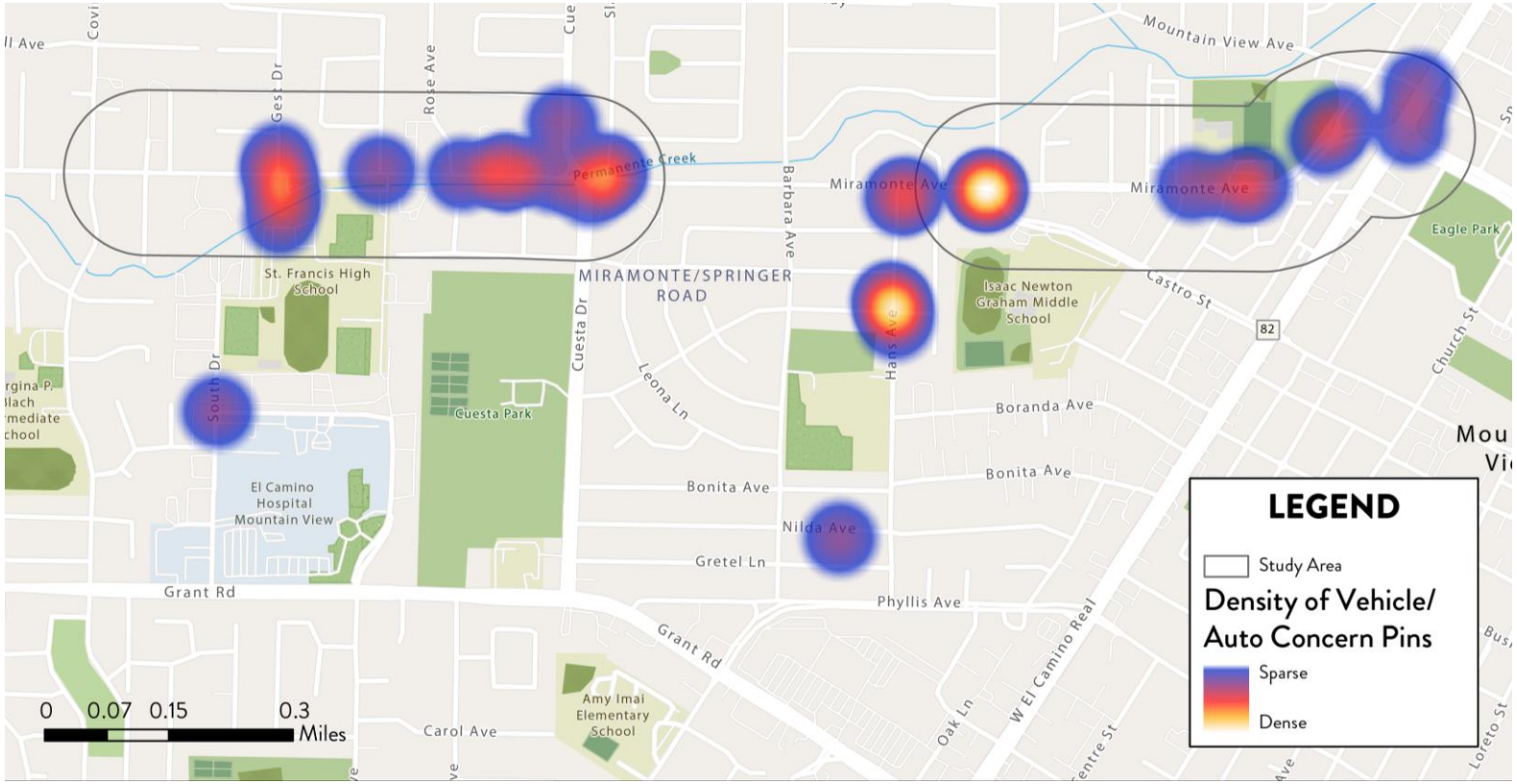
Example "Other" responses:

- *"Cars encroaching on sidewalk/bike lane"*
- *"Parked cars here leave no room for bike to get through without going into traffic or going into door zone. Please don't allow parking here"*
- *"Not sure on Traffic light trigger location"*

Bicycle Concern: Question 2

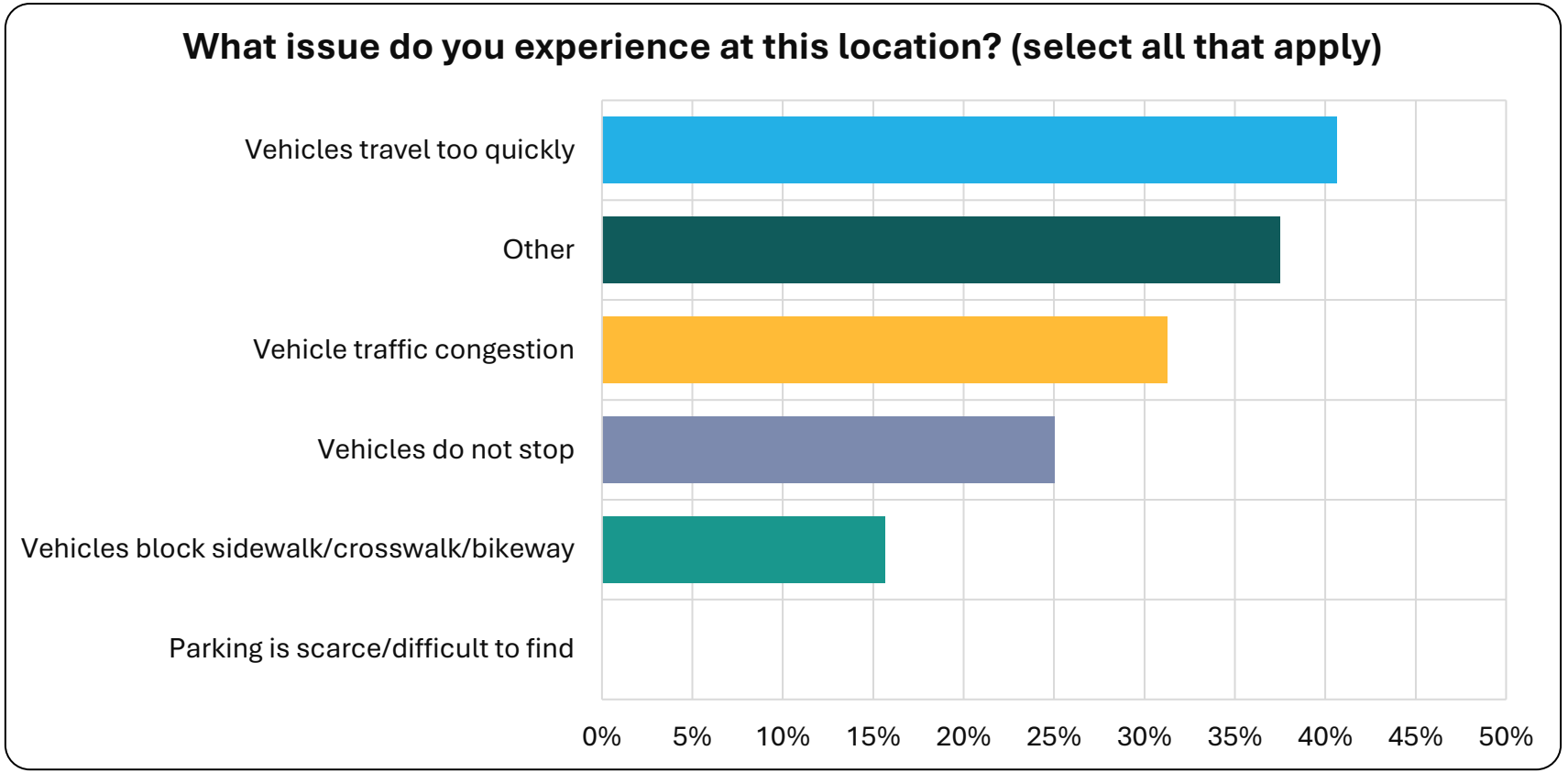


Vehicle/Auto Concern Pins



- 32 pins
- Locations with high densities of vehicle/auto concern pins:
  - Intersection of Gest Dr
  - Intersection of Cuesta Dr
  - Intersection of Marilyn Dr/Castro St

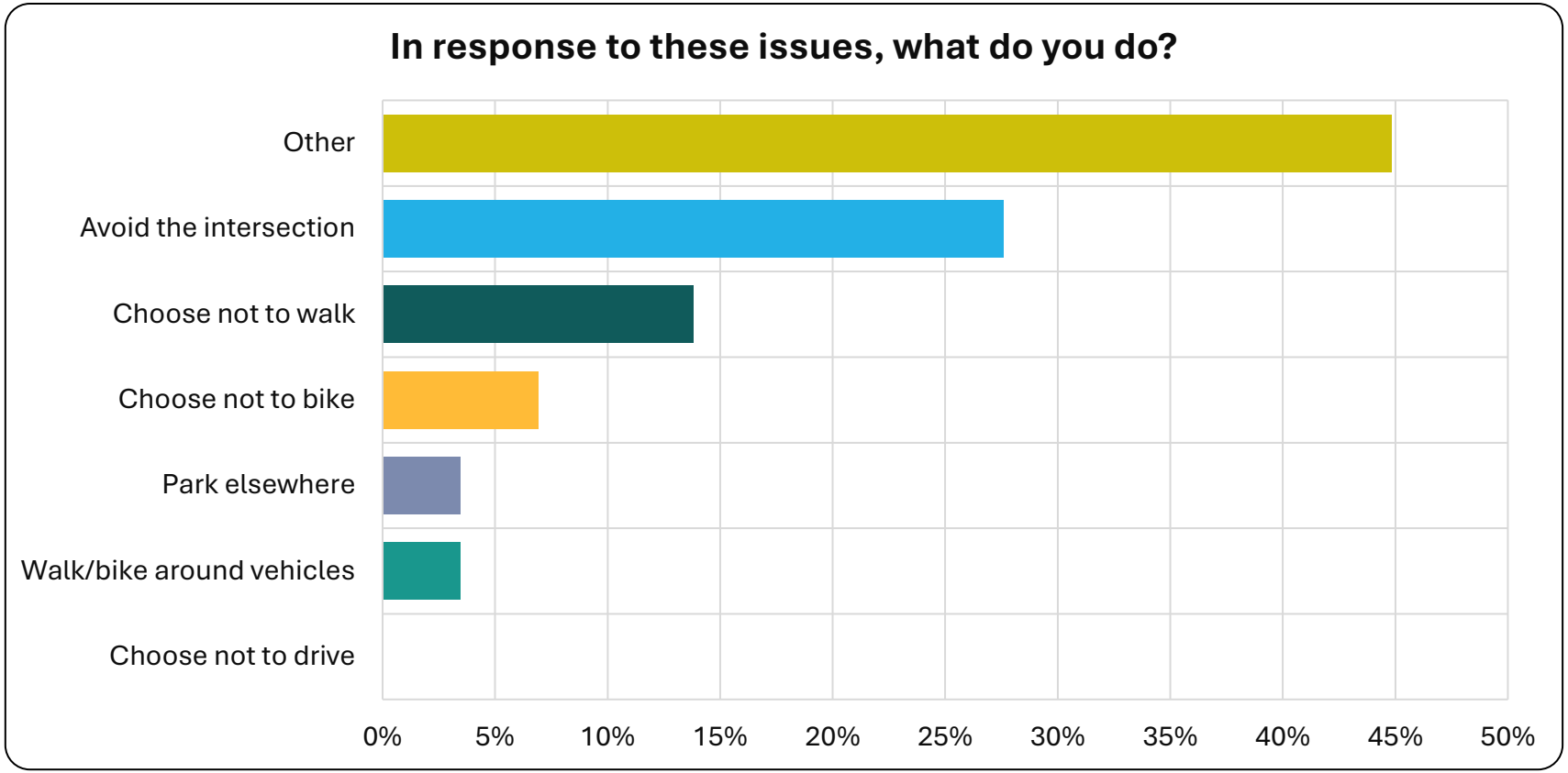
Vehicle/Auto Concern: Question 1



Example "Other" responses:

- *"Signage obstructs left-hand turn signal from Cuesta to Miramonte"*
- *"Vehicles drive dangerously and uturn."*
- *"Low visibility for left turn from Hans onto miramonte"*

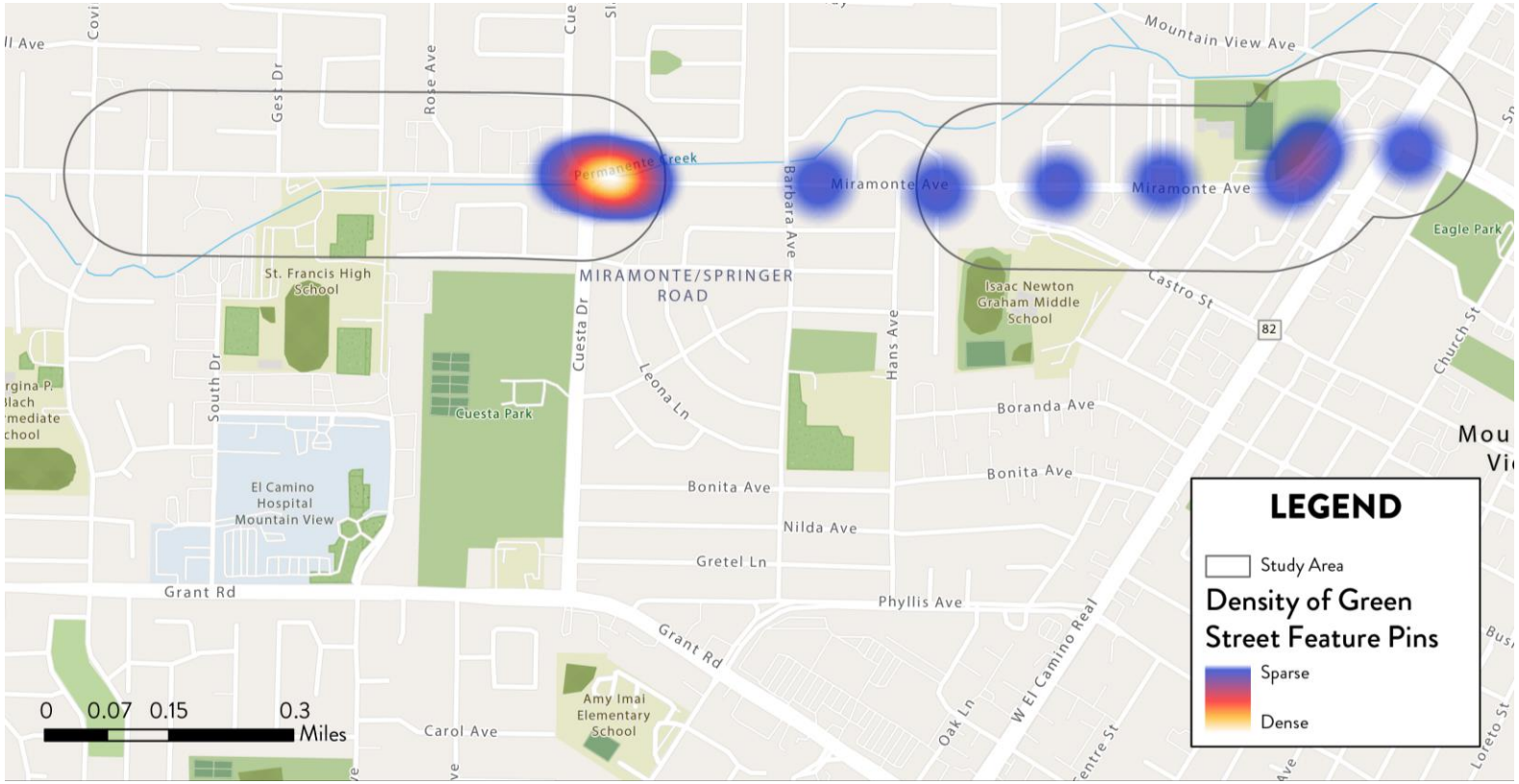
Vehicle/Auto Concern: Question 2



Example "Other" responses:

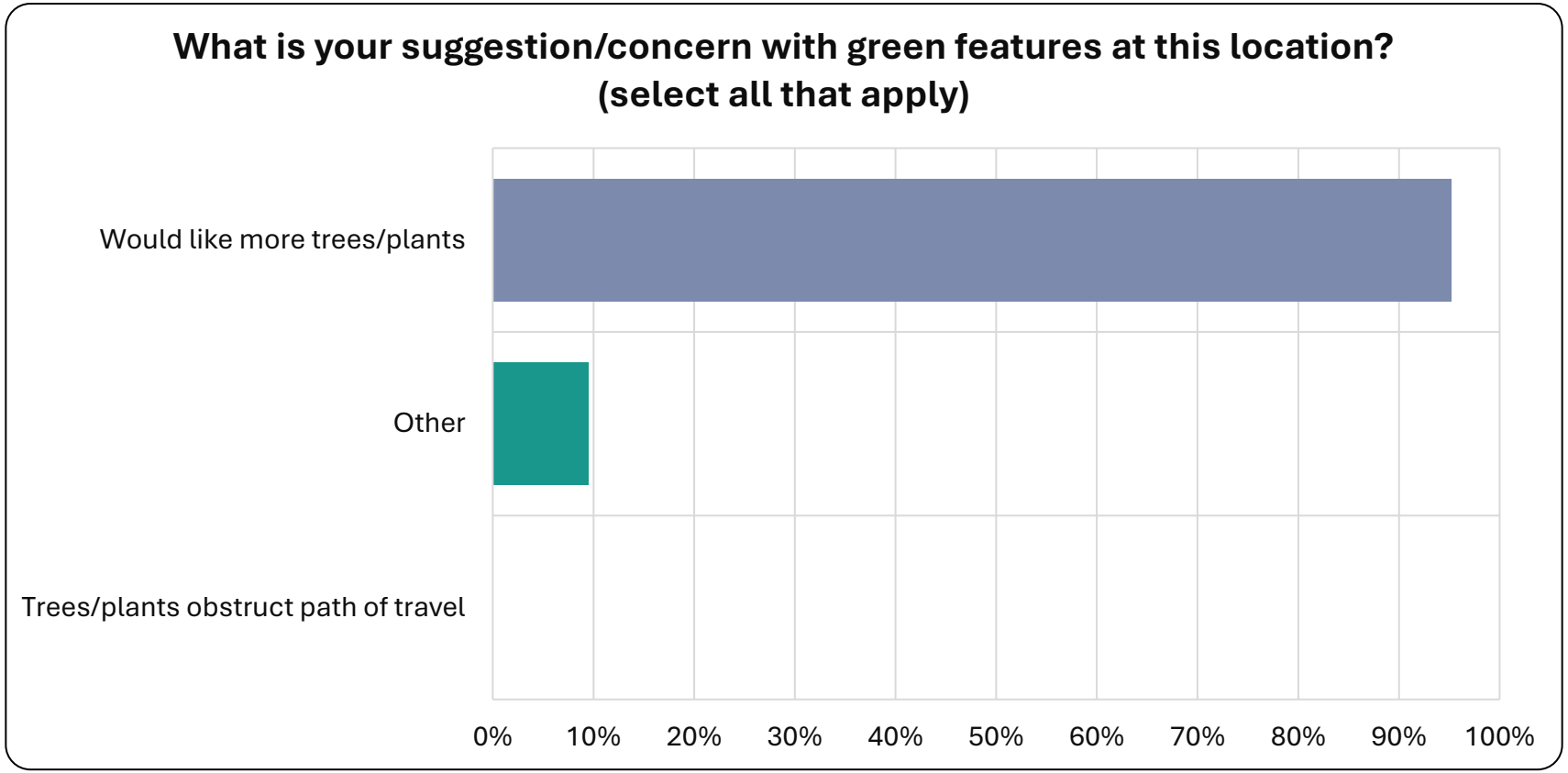
- *"Drive with extra caution"*
- *"be hyper-vigilant at that corner"*
- *"go very carefully"*

Green Street Feature Pins

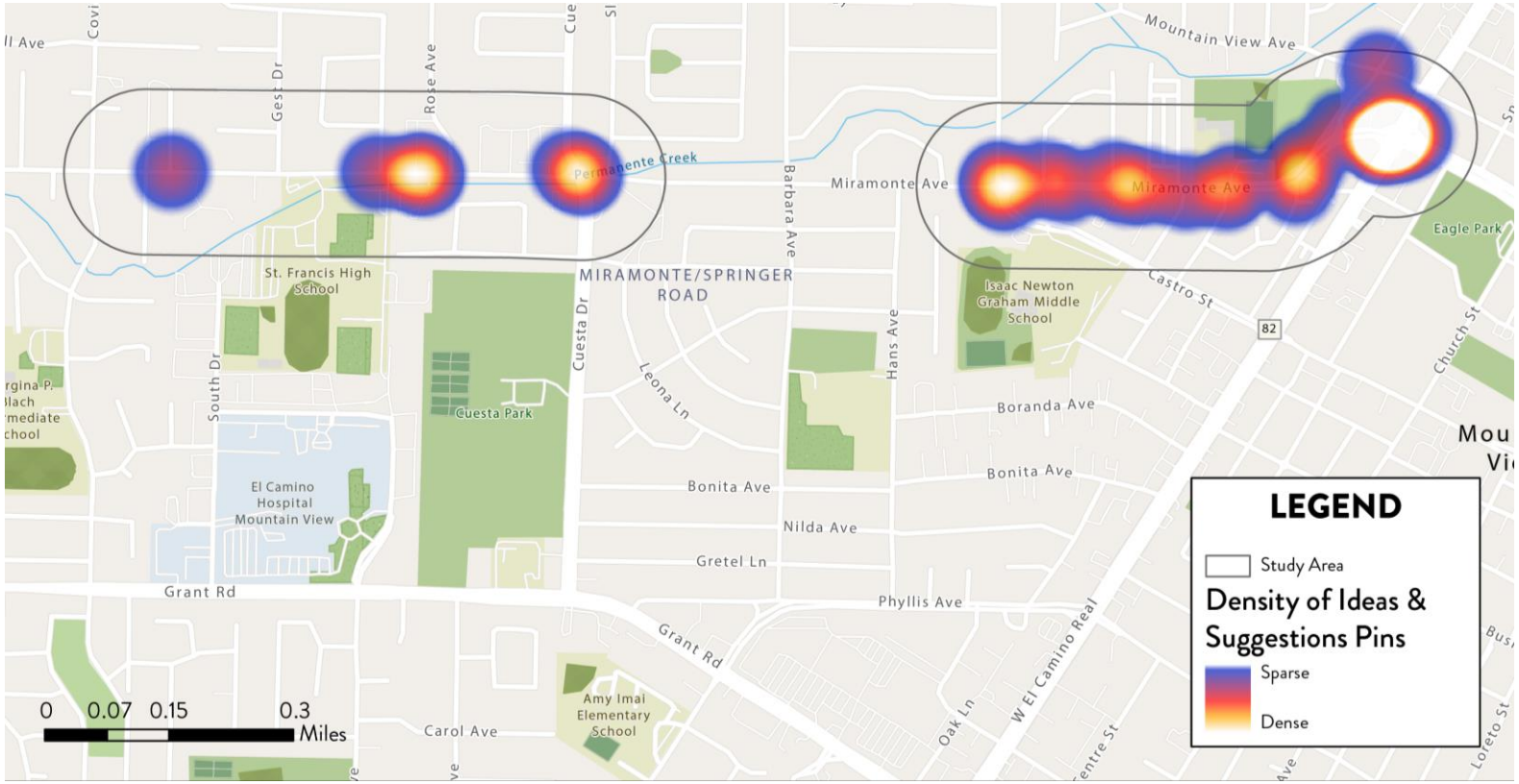


- 21 pins
- Locations with high densities of green street feature pins:
  - Intersection of Cuesta Dr

Green Street Feature: Question 1

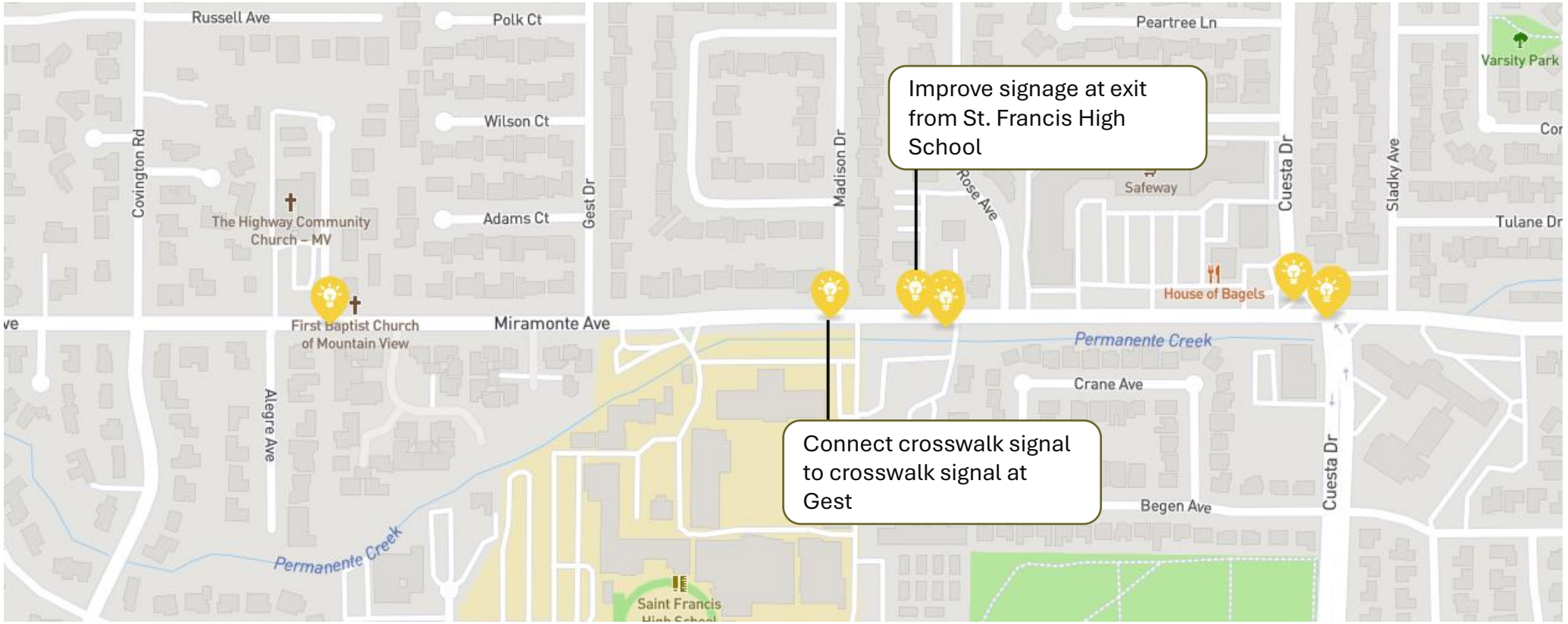


Ideas and Suggestions Pins



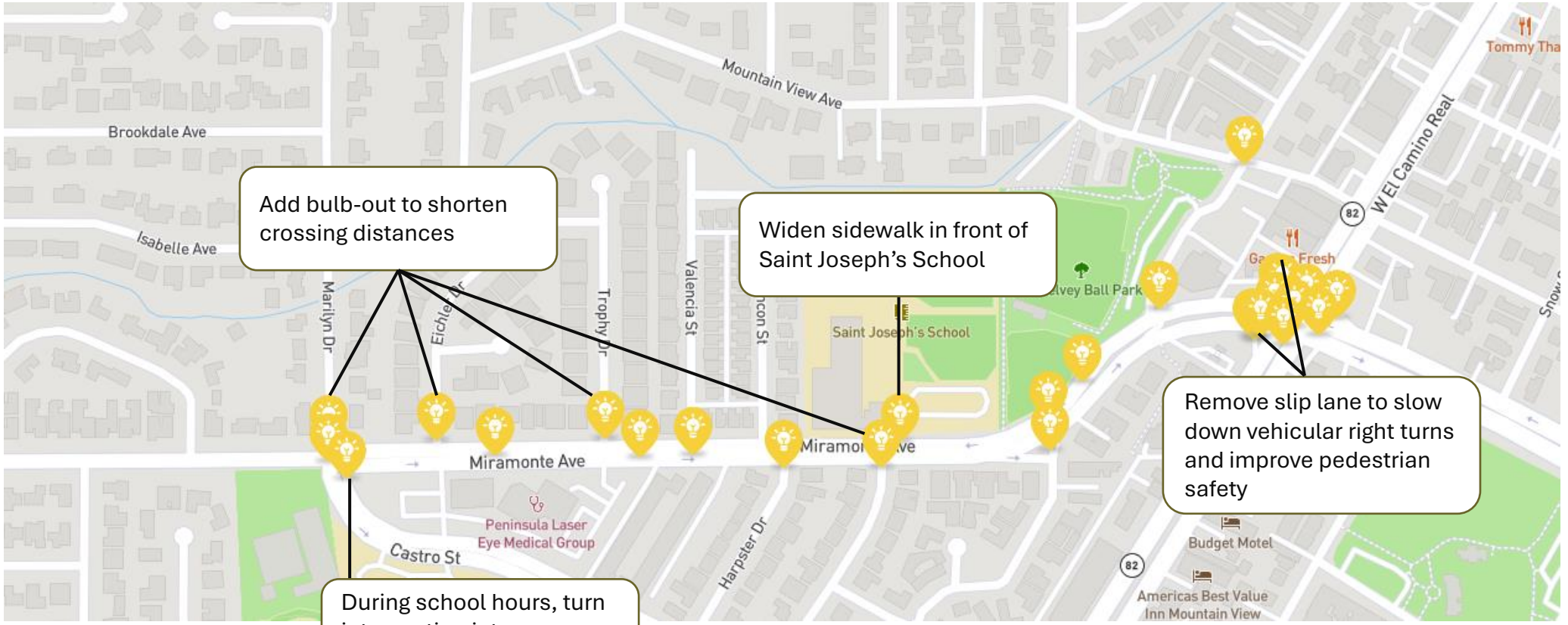
- 36 pins
- Locations with high densities of ideas and suggestions pins:
  - Intersection of Rose Ave
  - Intersection of Cuesta Dr
  - Intersection of Marilyn Dr/Castro St
  - Intersection of El Camino Real

Ideas and Suggestions Pins: Yardis Ct to Cuesta Dr



- Example responses are called out

Ideas and Suggestions Pins: Castro St to El Camino Real

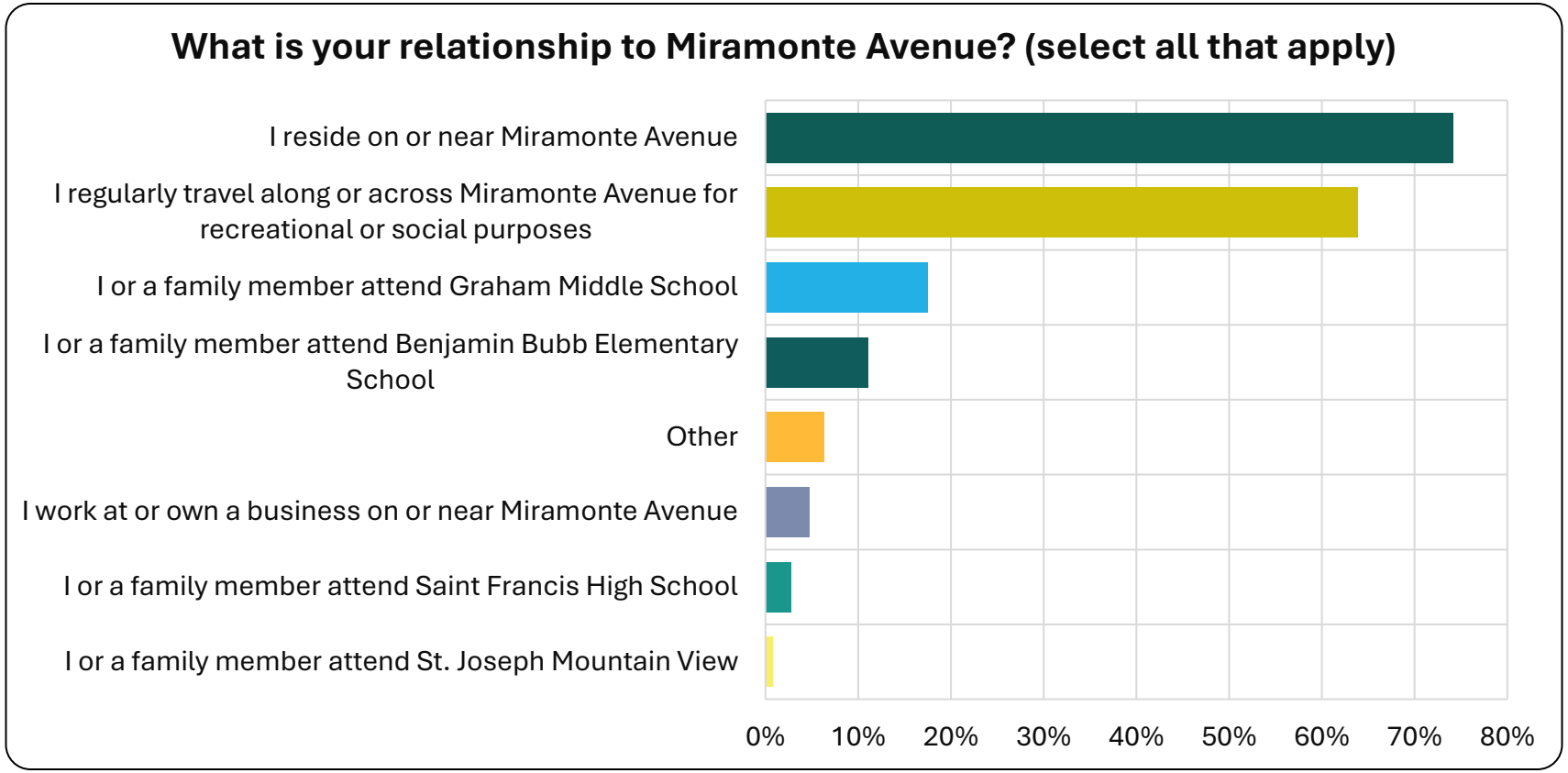


- Example responses are called out

Question Survey

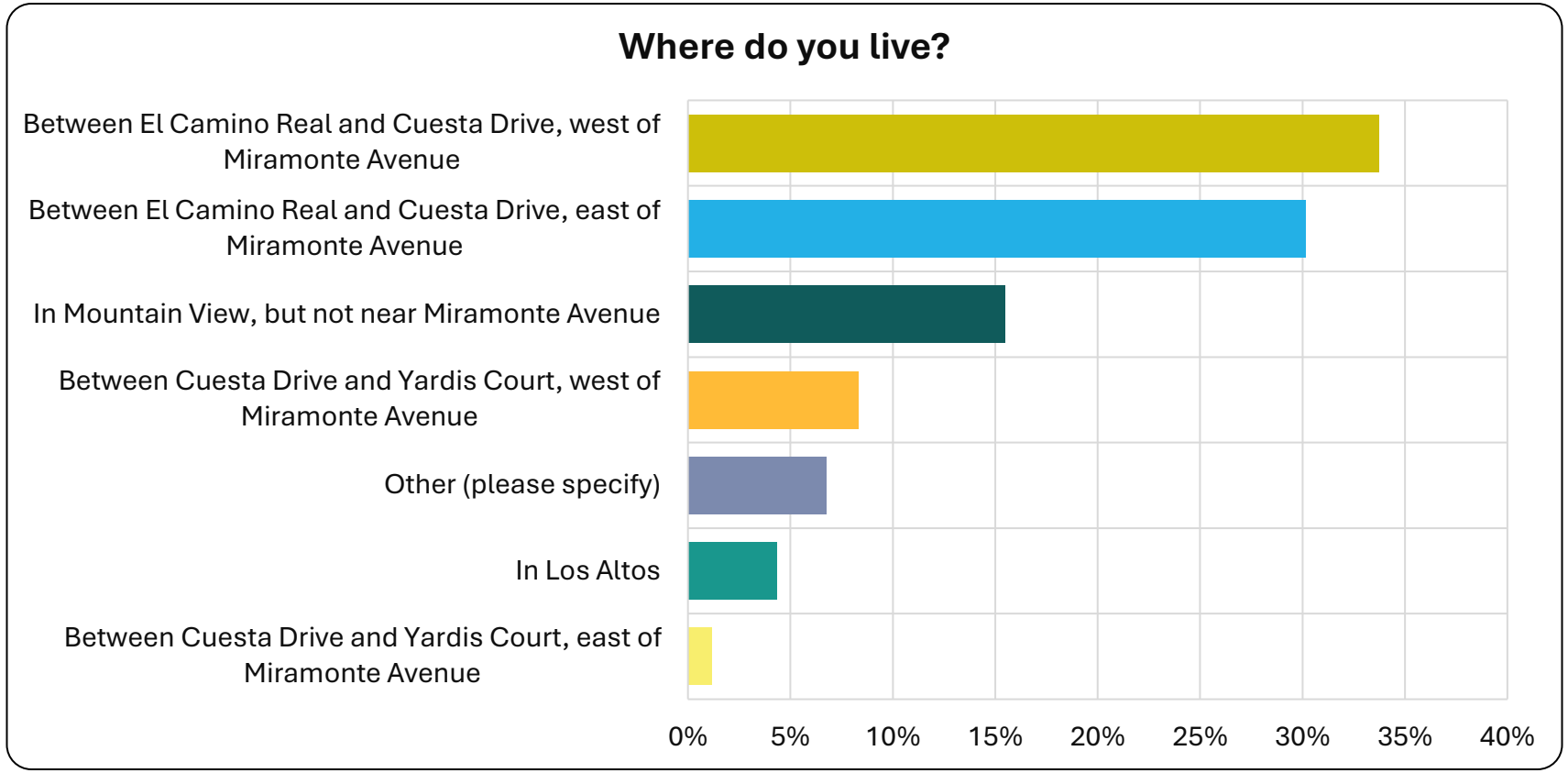
- Questions:
  - 8 project-related questions
  - 4 demographic questions
  - Email address collection

Question 1



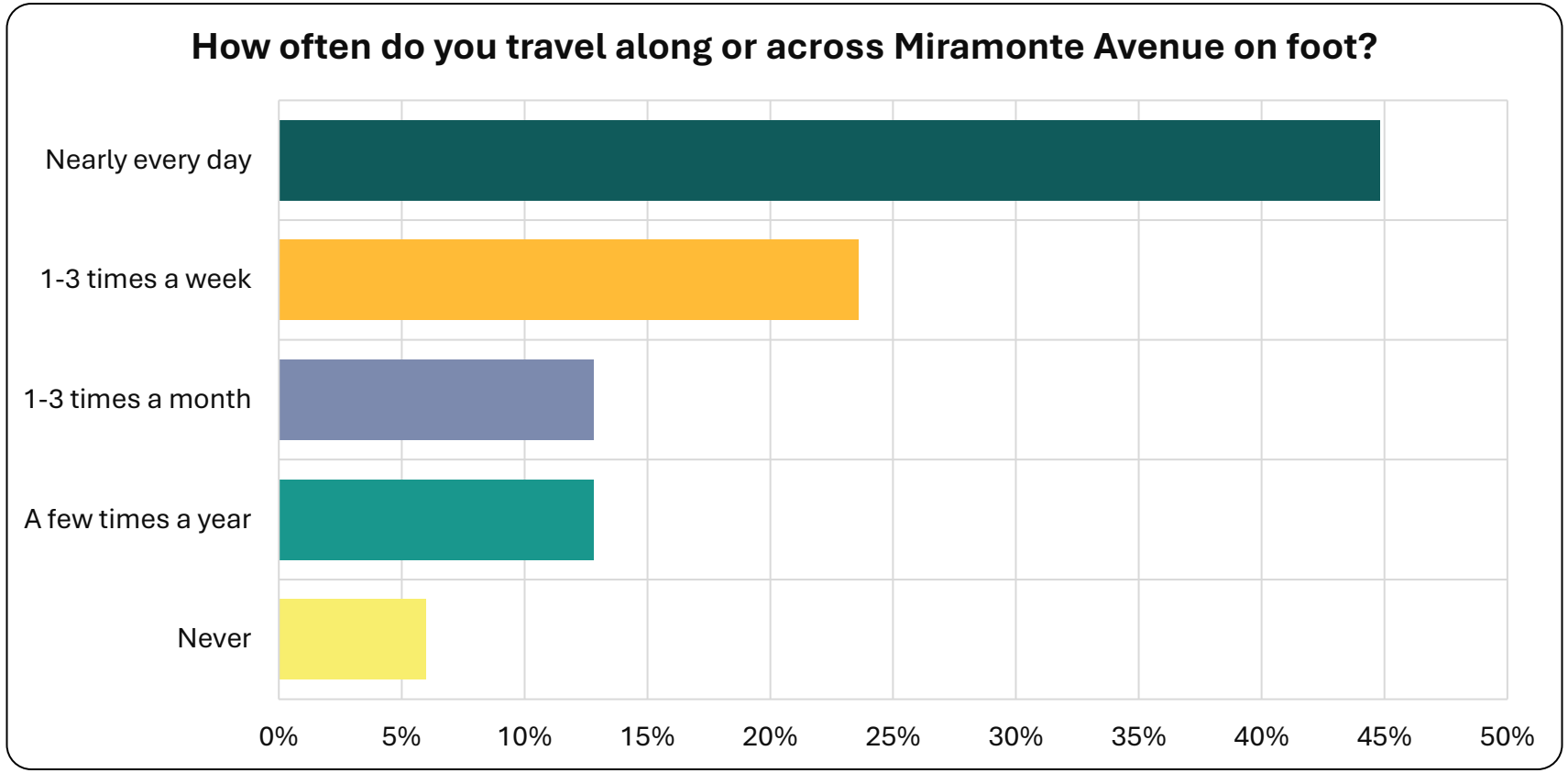
252 respondents

Question 2



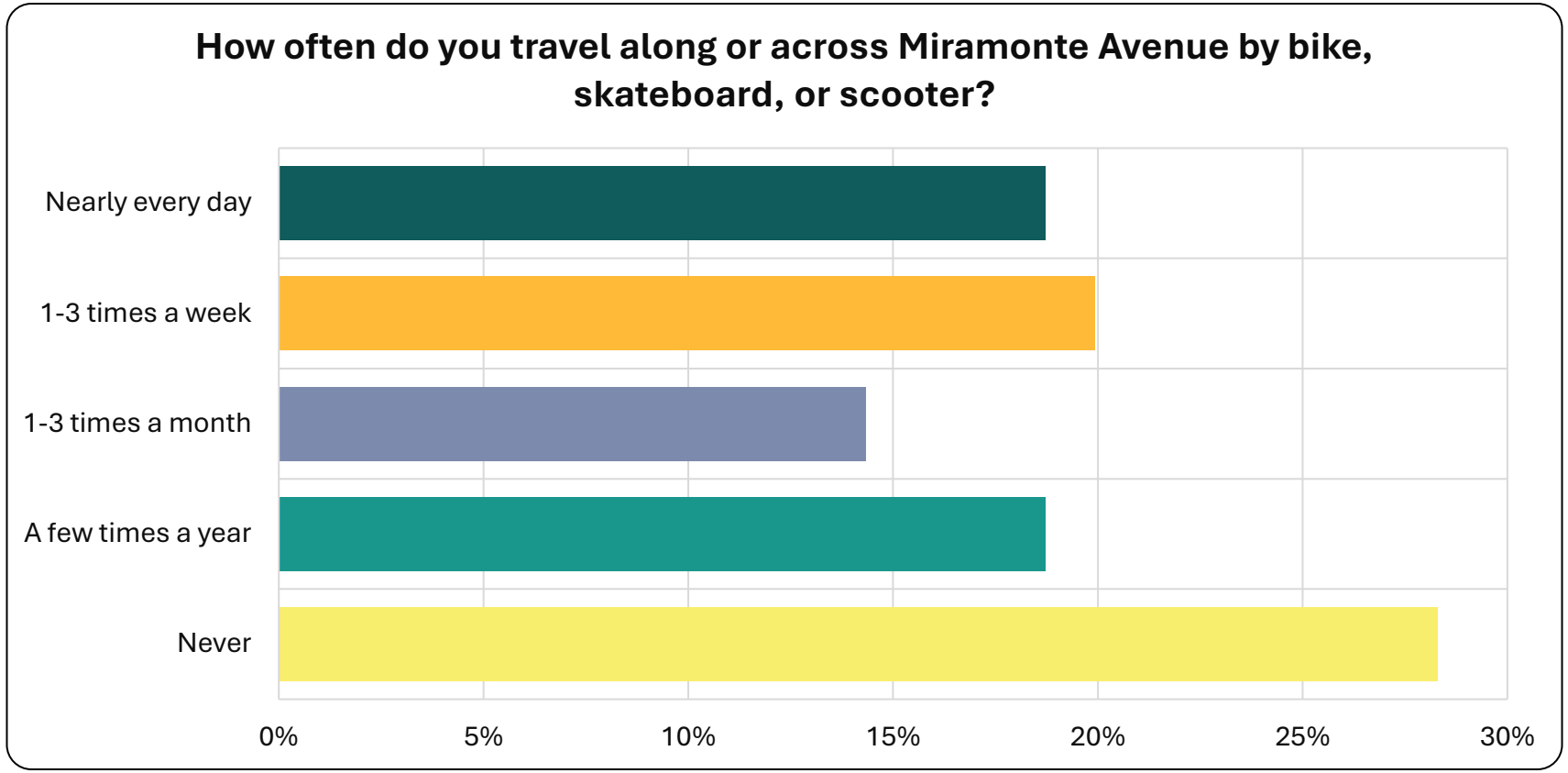
252 respondents

Question 3



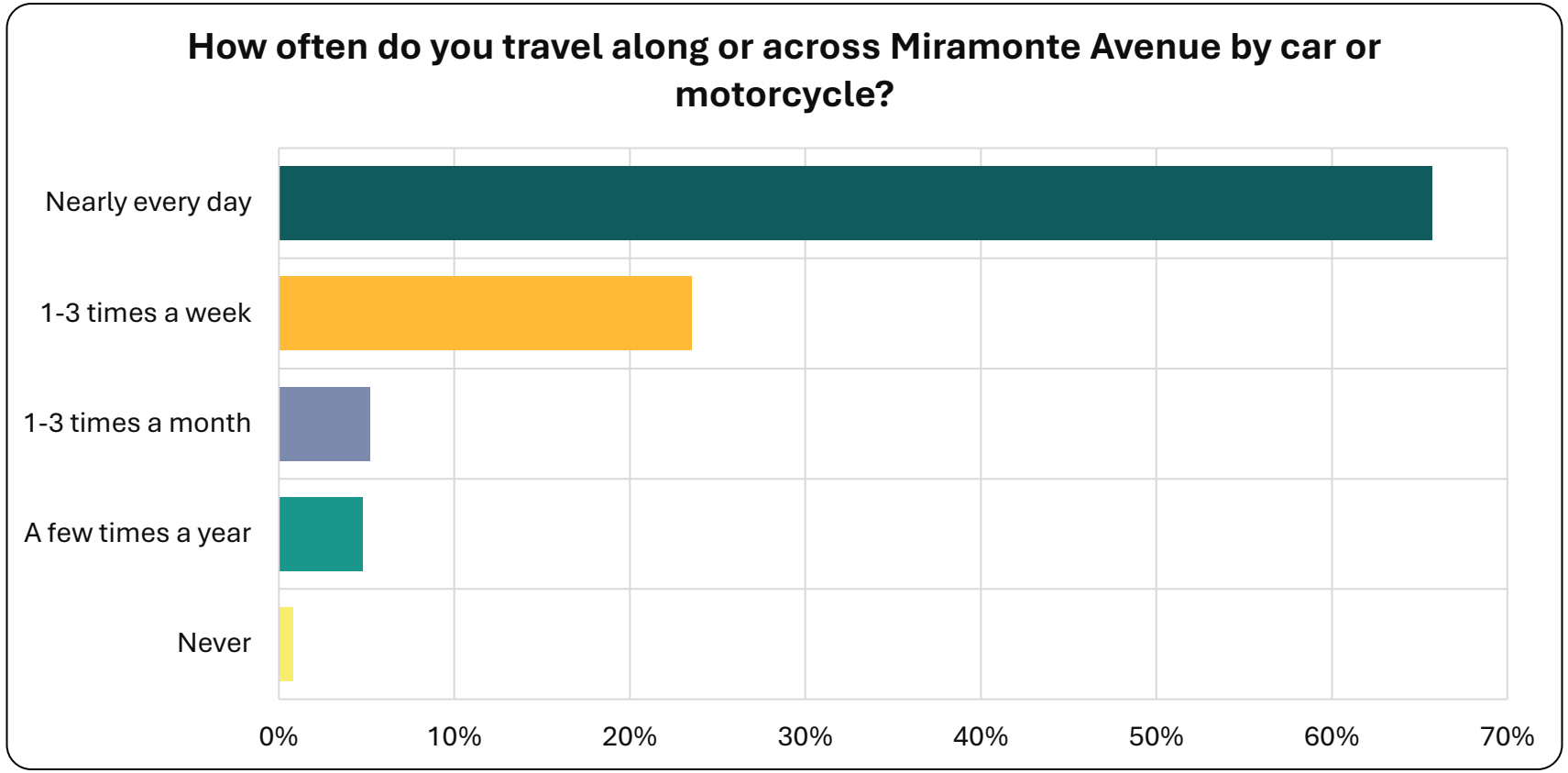
250 respondents

Question 4



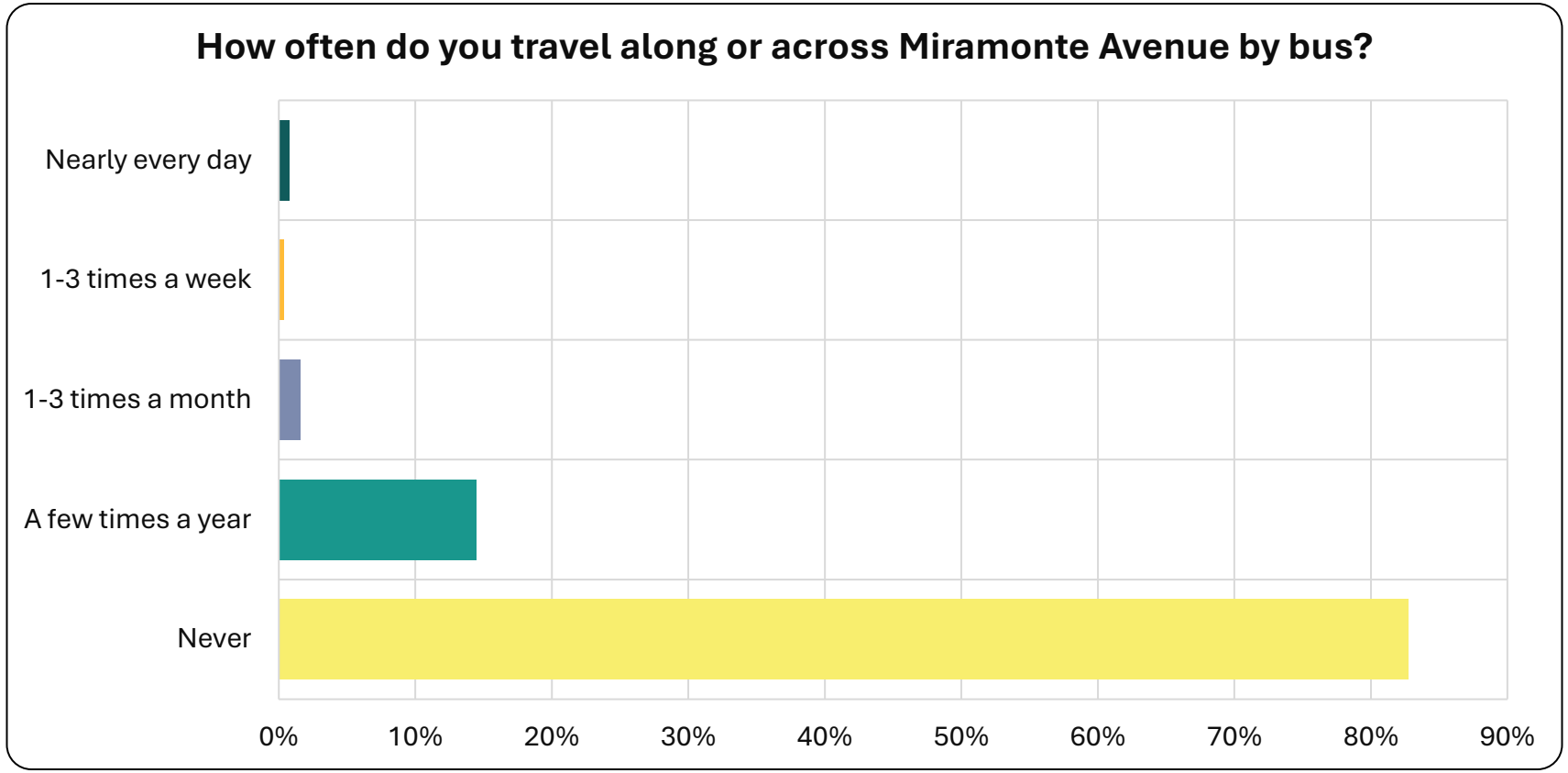
251 respondents

Question 5



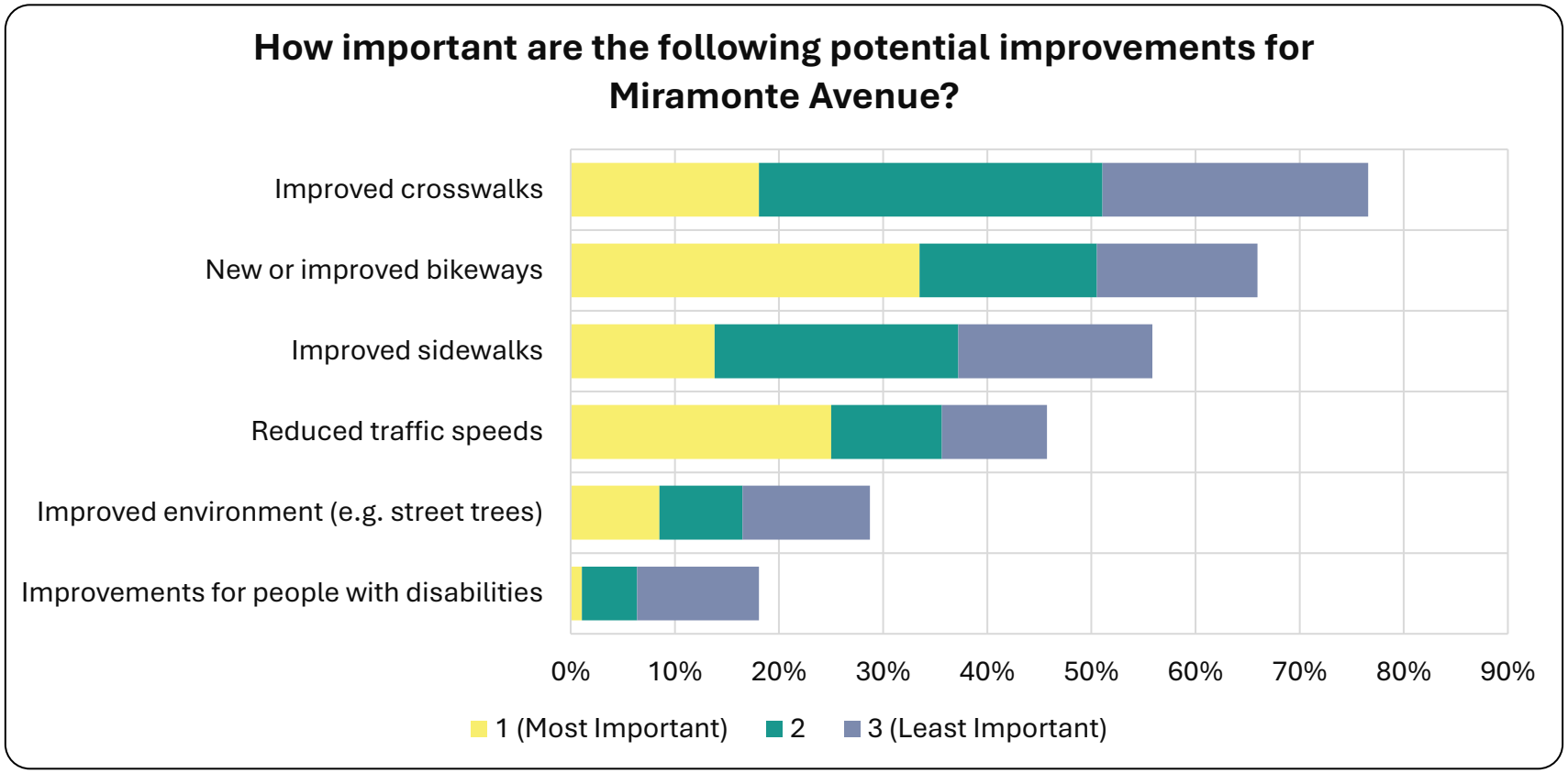
251 respondents

Question 6



249 respondents

Question 7



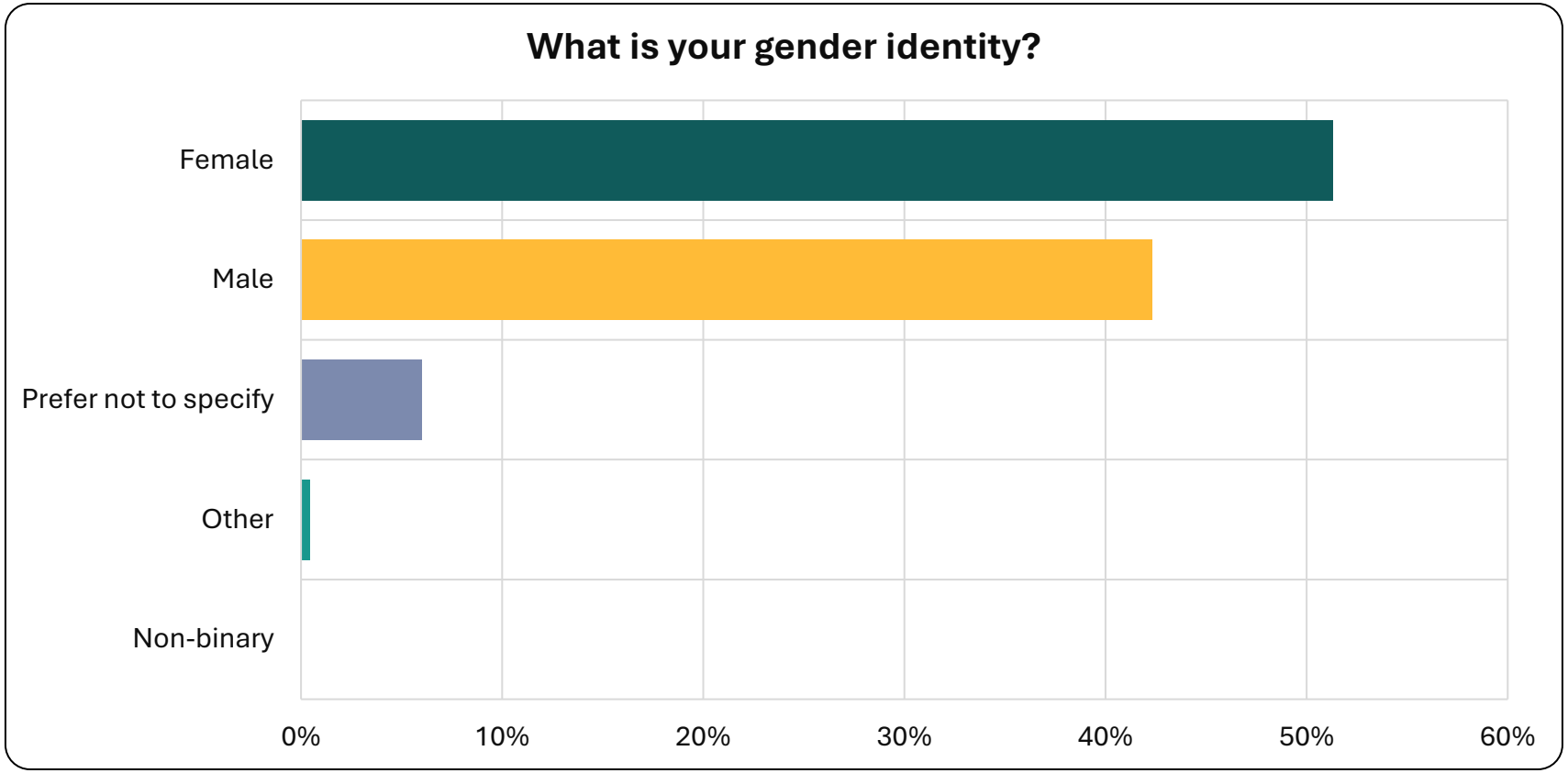
- 188 respondents
- “New or improved bikeways” was ranked as the most important improvement by the most respondents (63 respondents, 34%)
- “Improved crosswalks” was ranked as a top three priority improvement by the most respondents (144 respondents, 77%)

Question 8:

Are there any other priorities that should be considered for Miramonte Avenue between Yardis Court and Cuesta Drive, or between Castro Street and El Camino Real?

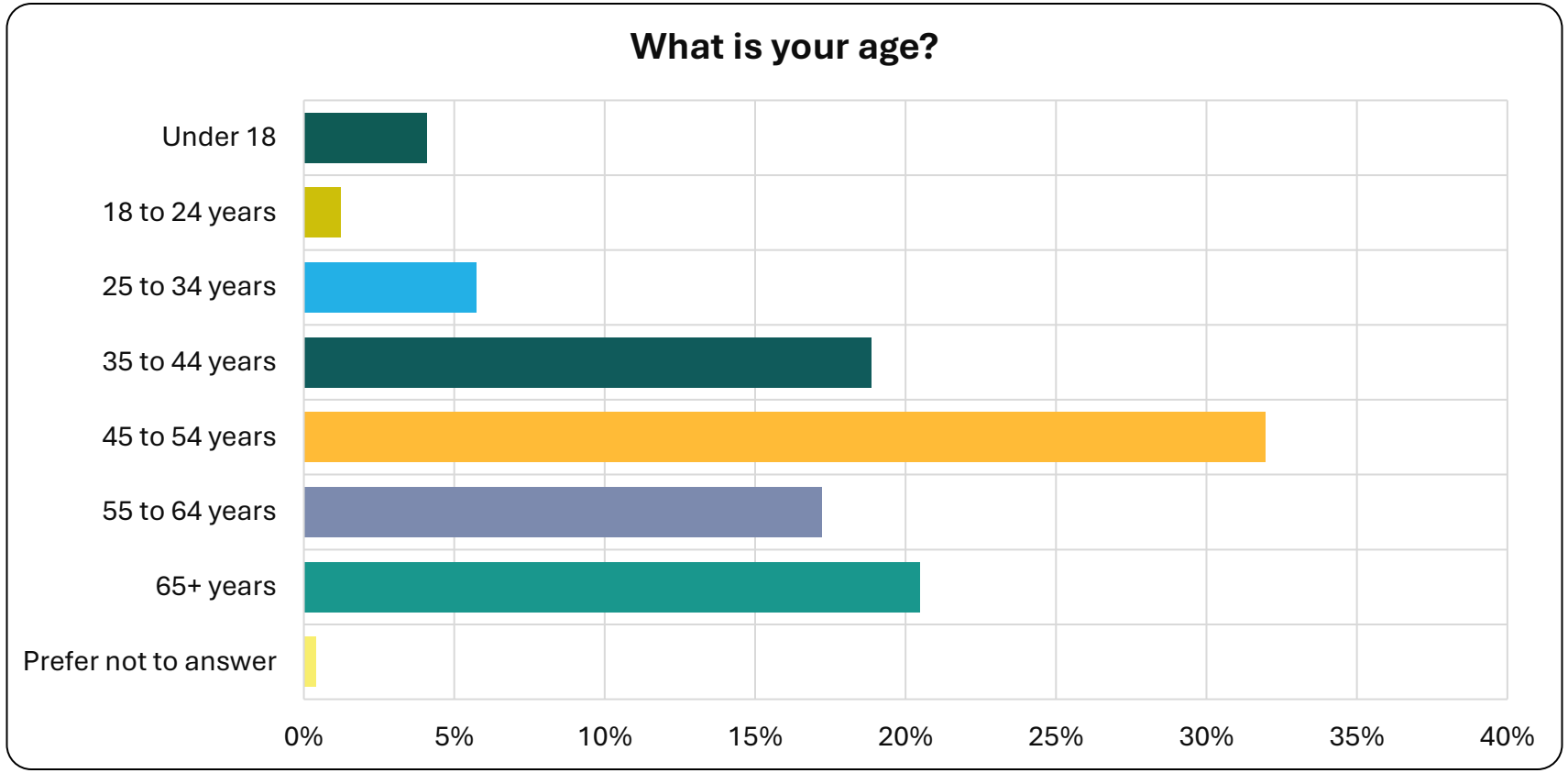
- 130 responses
  - Common comments
  - Repairing potholes (11 comments)
  - Repaving (11 comments)

Question 9



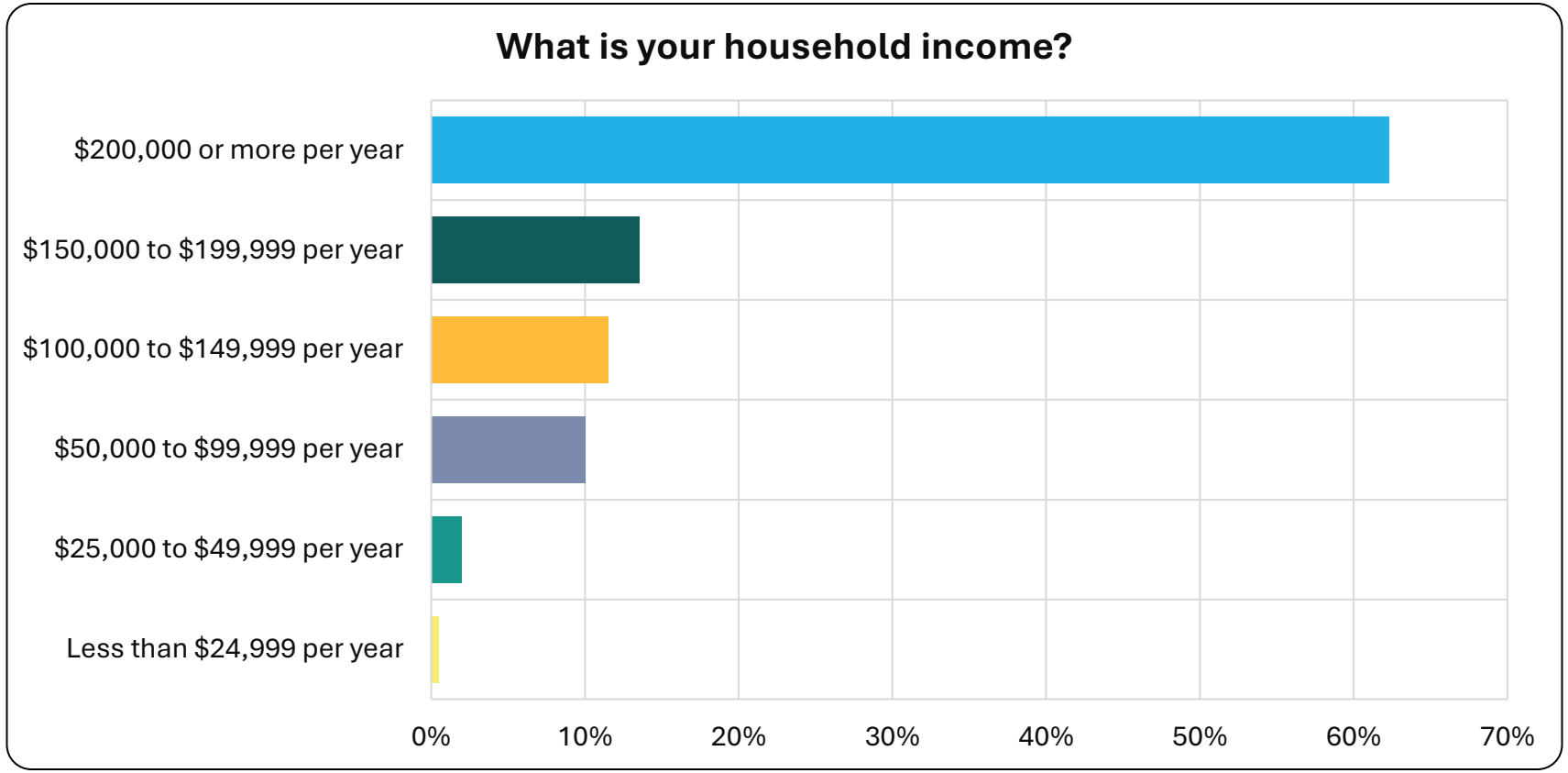
234 respondents

Question 10



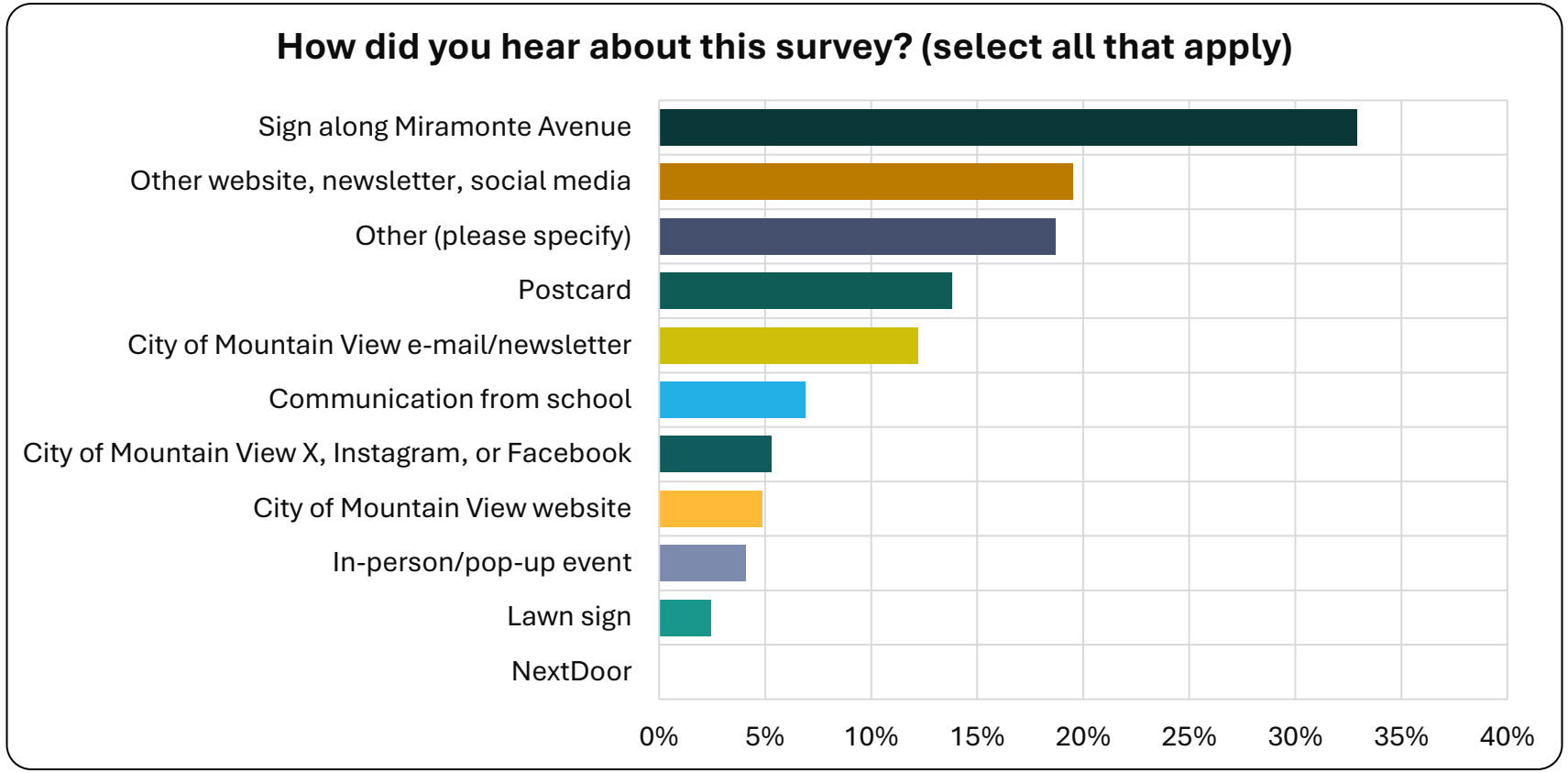
244 respondents

Question 11



199 respondents

Question 12

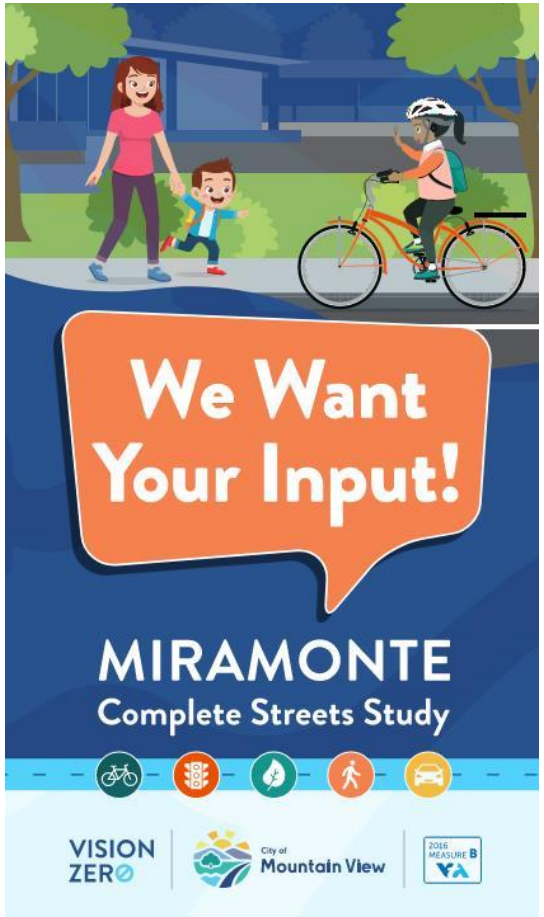


246 respondents

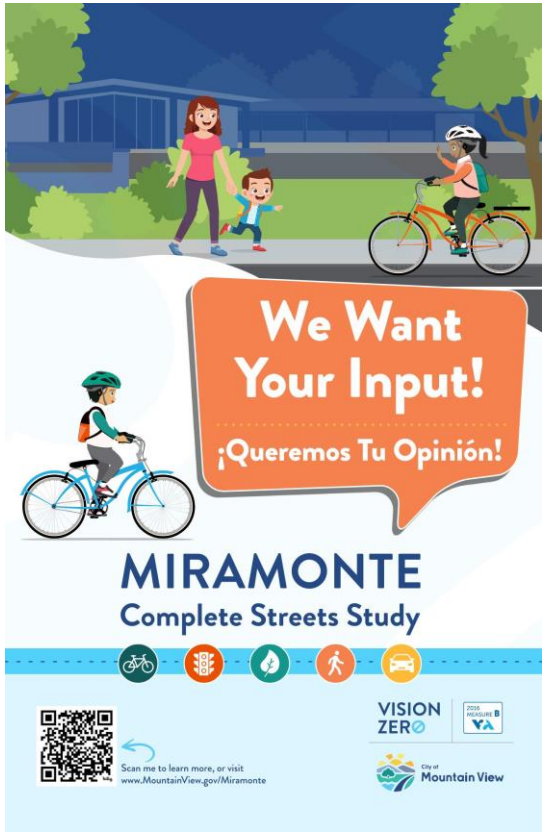
Collateral

Collateral – Lawn Sign

Collateral – Palm Card



Collateral – Poster



Collateral – Spoke Card

Collateral – Board

Collateral – Postcards

City of Mountain View

Join Our Bike Ride!

Saturday, September 28
Meet with your bike and helmet at
10:00 a.m. at MV Transit Center or
10:15 a.m. at Schaefer Park
914 Mountain View Avenue

Miramonte Avenue Improvements

In 2024-25, the City will repave Miramonte Avenue between Castro Street and Cuesta Drive. The project will include a 4- to 3-lane road diet, buffered or protected bikeways, crossing improvements, and a new sidewalk between Barbara Avenue and Starr Way.

Meanwhile, the City is conducting a Complete Streets study for the rest of Miramonte Avenue (Project 23-31). The selected design will be incorporated when the city repaves Miramonte Avenue between El Camino Real and Castro Street, and will inform a future capital project for the segment between Cuesta Drive and Los Altos.

Please provide your feedback to enhance safety along the corridor!

Saturday, September 28, 2024 10 a.m. Corridor Bike Ride
Coming Soon: Neighborhood Walk, Online Mapping Survey, Community Meeting

Visit www.MountainView.gov/Miramonte for updates!

If you need this information translated, please contact 650-903-6145.
Si desea más información en su idioma, por favor llame al 650-903-6145.
如果你需要中文版信息，請联系 650-903-6145.
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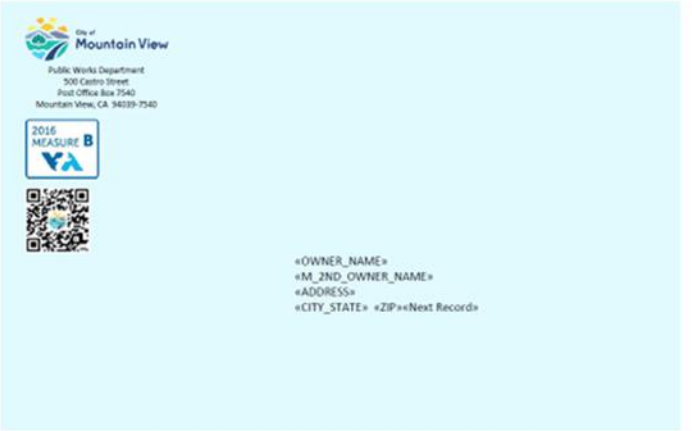
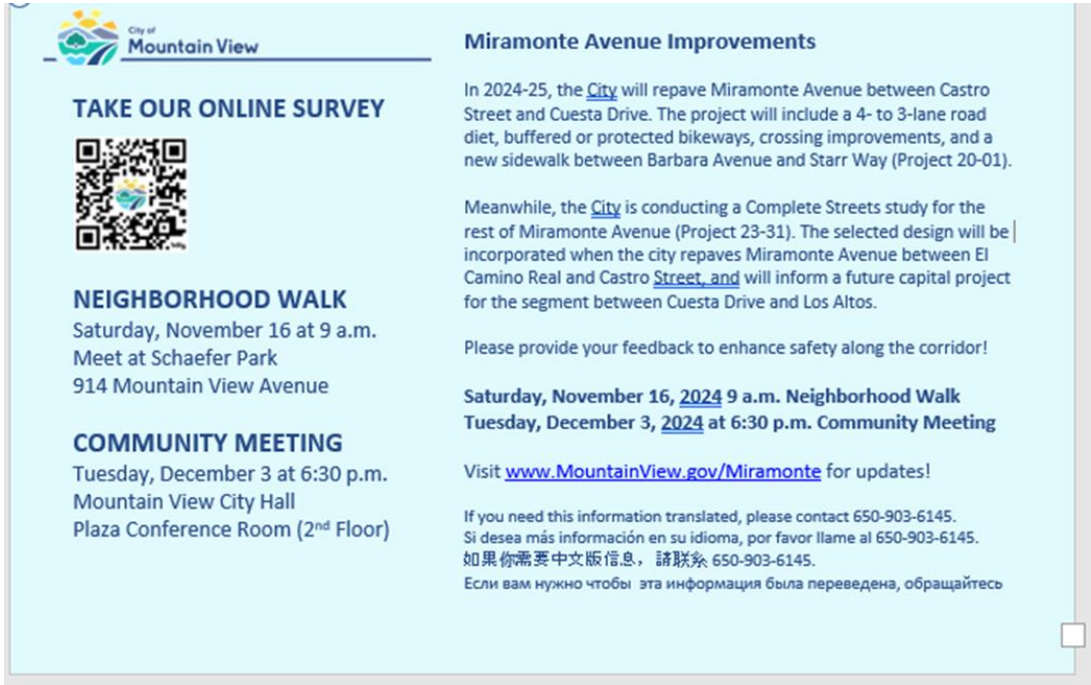


City of Mountain View
Public Works Department
500 Castro Street
Post Office Box 7540
Mountain View, CA 94039-7540

2016 MEASURE B VTA

«OWNER_NAME»
«M_2ND_OWNER_NAME»
«ADDRESS»
«CITY_STATE» «ZIP»«Next Record»



City of Mountain View

TAKE OUR ONLINE SURVEY

NEIGHBORHOOD WALK
Saturday, November 16 at 9 a.m.
Meet at Schaefer Park
914 Mountain View Avenue

COMMUNITY MEETING
Tuesday, December 3 at 6:30 p.m.
Mountain View City Hall
Plaza Conference Room (2nd Floor)

Miramonte Avenue Improvements

In 2024-25, the City will repave Miramonte Avenue between Castro Street and Cuesta Drive. The project will include a 4- to 3-lane road diet, buffered or protected bikeways, crossing improvements, and a new sidewalk between Barbara Avenue and Starr Way (Project 20-01).

Meanwhile, the City is conducting a Complete Streets study for the rest of Miramonte Avenue (Project 23-31). The selected design will be incorporated when the city repaves Miramonte Avenue between El Camino Real and Castro Street, and will inform a future capital project for the segment between Cuesta Drive and Los Altos.

Please provide your feedback to enhance safety along the corridor!

Saturday, November 16, 2024 9 a.m. Neighborhood Walk
Tuesday, December 3, 2024 at 6:30 p.m. Community Meeting

Visit www.MountainView.gov/Miramonte for updates!

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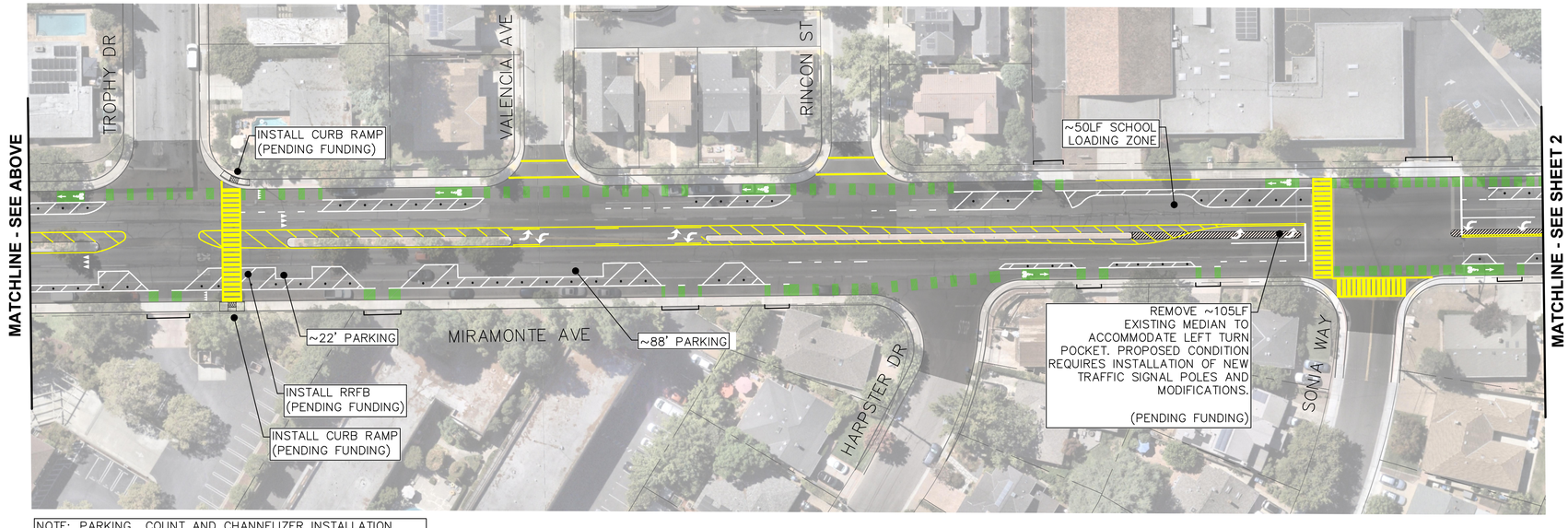
Если вам нужно чтобы эта информация была переведена, обращайтесь

VISION ZERO | City of Mountain View | 2016 MEASURE B VTA

Appendix C: Study Recommendation – Segment A

NOTE: PARKING COUNT AND CHANNELIZER INSTALLATION MAY VARY TO ACCOMODATE TRASH COLLECTION AND STAGING.



NOTE: PARKING COUNT AND CHANNELIZER INSTALLATION MAY VARY TO ACCOMODATE TRASH COLLECTION AND STAGING.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

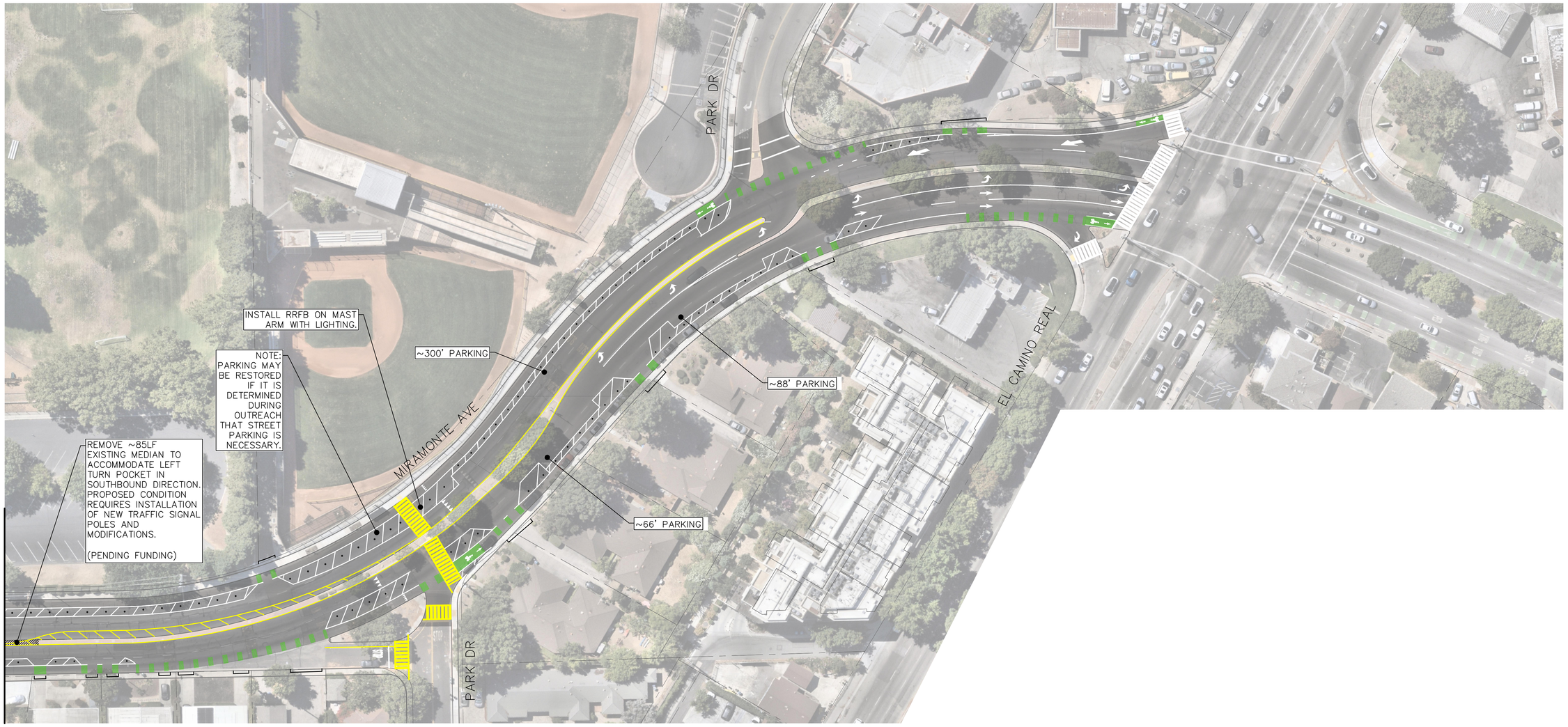
October 2025

Kimley»Horn

City of Mountain View

Miramonte Complete Streets Study - Segment A

Miramonte Ave Between Castro St and Sonia Way | Page 1/2



NOTE: PARKING COUNT AND CHANNELIZER INSTALLATION MAY VARY TO ACCOMODATE TRASH COLLECTION AND STAGING.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

October 2025

Kimley»Horn

City of Mountain View

Miramonte Complete Streets Study - Segment A

Miramonte Ave Between Park Dr and El Camino Real | Page 2/2

Appendix D: Traffic Analysis Summary

August 2025

MIRAMONTE

Complete Streets Study

Traffic Analysis Summary

VISION ZERO

City of Mountain View

2016 MEASURE B

Introduction

This report summarizes the results of a traffic operations analysis conducted for the three study intersections along Miramonte Avenue, between El Camino Real and Castro St/Marilyn Dr, in the City of Mountain View. The analysis evaluated Existing Baseline and Existing with Project conditions during the AM and PM peak periods using Synchro Version 12.

Data Collection

Turning Movement Counts

Turning movement counts, including bicycles and pedestrians, were collected on Thursday, September 19, 2024, between 7:00 AM and 9:00 AM and between 2:00 PM and 6:00 PM at the following intersections:

1. Miramonte Ave and El Camino Real – signalized
2. Miramonte Ave and Park Dr – side street stop controlled
3. Miramonte Ave and Castro St/Marilyn Dr – signalized

Average Daily Traffic

Average daily traffic (ADT) counts were conducted along Miramonte Ave, just south of Sonia Wy, 24 hours a day for seven days, from Monday, September 16, 2024 to Sunday, September 22, 2024.

Additional details on data collection are provided in **Appendix A: Data Collection**.

Signal timing data was provided by the City of Mountain View.

Analysis Scenarios

Two scenarios were evaluated:

- **Existing Baseline Conditions:** Based on observed traffic volumes and current intersection configurations.
- **Existing with Project Conditions:** Reflects proposed roadway modifications, including a road diet on Miramonte Avenue. No vehicle diversion is assumed to occur due to the capacity reduction. Note that the Project is not proposed to change intersection geometrics at Intersections 1 and 3.

Methodology

Intersection performance was analyzed using Synchro Version 12 to obtain traffic measures of effectiveness (MOEs). MOEs for this analysis include intersection delay, Level of Service (LOS), and 95th percentile queue length.

Intersection delay, which is measured in seconds, is the average time that drivers wait at an intersection during the peak 15-minutes of the peak hour of roadway traffic. Higher intersection delay is associated with a poorer experience for drivers. Delay measurements were generated using the Highway Capacity Manual (HCM) 2000 methodology.

LOS is a qualitative measure expressed as a letter grade (A through F) that describes the operation of an intersection. LOS A is associated with the ideal operation of an intersection where drivers experience free flow traffic. LOS F is associated with the worst operation of an intersection where drivers experience high congestion. Per California Senate Bill SB743 and City of Mountain View Resolution 18484: Adopt Policy Implementing Calif. Environmental Quality Act Senate Bill 743, LOS is not a determinant for project impacts as part of state environmental review. It is provided here for informational purposes only.

The 95th percentile queue length represents the queue length that is only expected to be exceeded 5% of the time during the peak 15 minutes in the peak hour. It is commonly used as a basis of determining turn pocket lengths.

Results

Weekday ADT is approximately 8,000. Weekend traffic is approximately 65% of weekday traffic – approximately 5,200 vehicles. An ADT of less than 10,000 indicates that a road diet could be implemented with minimal operational impacts.[1]

Detailed Synchro outputs are provided in **Appendix B: Detailed Synchro Reports.** The summary tables below present LOS and average delay for each intersection, as well as 95th percentile queue lengths.

[1] Federal Highway Administration, *Road Diet Information Guide*, 2014.

Table 1: Intersection Delay and LOS Results – Miramonte Ave and El Camino Real

Intersection Approach	AM Existing (Delay (s) / LOS)	AM Ex + Proj (Delay (s) / LOS)	PM Existing (Delay (s) / LOS)	PM Ex + Proj (Delay (s) / LOS)
EB	43.2 / D	43.2 / D	40.3 / D	40.3 / D
WB	35.7 / D	35.7 / D	32.2 / C	32.2 / C
NB	87.9 / F	87.9 / F	96.4 / F	96.4 / F
SB	76.0 / E	76.0 / E	73.5 / E	73.5 / E
Overall	**54.0 / D**	**54.0 / D**	**50.2 / D**	**50.2 / D**

Table 2: 95th Percentile Queue Results – Miramonte Ave and El Camino Real

Movement	AM Existing (95th Percentile Queue Length (ft))	AM Ex + Proj (95th Percentile Queue Length (ft))	PM Existing (95th Percentile Queue Length (ft))	PM Ex + Proj (95th Percentile Queue Length (ft))
EBL	240	240	255	255
EBT	494	494	600	600
EBR	63	63	56	56
WBL	197	197	227*	227*
WBT	493	493	512	512
NBL	240	240	282*	282*
NBT	288	288	200	200
SBL	311	311	289	289
SBT	291	291	261	261
SBR	50	50	224	224

**95th percentile volume exceeds capacity, queue may be longer.*

The Project is not proposing to change geometrics at the Miramonte Ave and El Camino Real intersection. Therefore, the Existing and Existing + Project results are identical.

Table 3: Intersection Delay and LOS Results – Miramonte Ave and Park Dr

Intersection Approach	AM Existing (Delay (s) / LOS)	AM Ex + Proj (Delay (s) / LOS)	PM Existing (Delay (s) / LOS)	PM Ex + Proj (Delay (s) / LOS)
WB	10.9 / B	13.9 / B	9.9 / A	11.5 / B
NB	N/A	N/A	N/A	N/A
SB	N/A	N/A	N/A	N/A
Overall	**0.1 / A**	**0.1 / A**	**0.1 / A**	**0.1 / A**

Table 4: 95th Percentile Queue Results – Miramonte Ave and Park Dr

Movement	AM Existing (95th Percentile Queue Length (ft))	AM Ex + Proj (95th Percentile Queue Length (ft))	PM Existing (95th Percentile Queue Length (ft))	PM Existing (95th Percentile Queue Length (ft))
WBL	<1 vehicle	<1 vehicle	<1 vehicle	<1 vehicle
WBR	0	0	0	0
NBT	0	0	0	0
NBR	0	0	0	0
SBL	0	0	0	0
SBT	0	0	0	0

The Project is proposing to reduce the number of travel lanes by one in each direction on Miramonte Ave on each side of Park Dr. The proposed improvements would lead to a nominal delay increase on the westbound (stop controlled) leg of Miramonte Ave and Park Dr of 3.0 seconds in the AM peak and 1.6 seconds in the PM peak. The LOS during the AM and PM peak periods remains at LOS A in the

Existing with Project condition. During the AM peak, the 95th percentile queue on the westbound leg would not see a measurable increase.

Table 5: Intersection Delay and LOS Results – Miramonte Ave and Castro St/Marilyn Dr

Intersection Approach	AM Existing (Delay (s) / LOS)	AM Ex + Proj (Delay (s) / LOS)	PM Existing (Delay (s) / LOS)	PM Ex + Proj (Delay (s) / LOS)
EB	33.4 / C	33.4 / C	25.7 / C	25.7 / C
WB	34.2 / C	34.2 / C	20.9 / C	20.9 / C
NB	18.6 / B	18.6 / B	12.5 / B	12.5 / B
SB	13.5 / B	13.5 / B	11.6 / B	11.6 / B
Overall	**18.3 / B**	**18.3 / B**	**13.5 / B**	**13.5 / B**

Table 6: 95th Percentile Queue Results – Miramonte Ave and Castro St/Marilyn Dr

Movement	AM Existing (95th Percentile Queue Length (ft))	AM Ex + Proj (95th Percentile Queue Length (ft))	PM Existing (95th Percentile Queue Length (ft))	PM Ex + Proj (95th Percentile Queue Length (ft))
EBL	40	40	21	21
WBL	64	64	74	74
WBT	63	63	73	73
NBL	<1 vehicle	<1 vehicle	<1 vehicle	<1 vehicle
NBT	192	192	156	156
SBL	101	101	31	31
SBT	120	120	137	137

**95th percentile volume exceeds capacity, queue may be longer.*

The Project is not proposing to change geometrics at the Miramonte Ave and Castro St/Marilyn Dr intersection. Therefore, the Existing and Existing + Project results are identical.

Key Findings and Conclusion

Existing Baseline Conditions (2024 volumes, existing geometry):

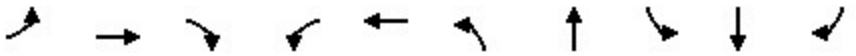
- All three intersections operate at acceptable LOS during both AM and PM peak periods.

Existing with Project Conditions (2024 volumes, proposed geometry):

- The road diet slightly increases delay on the westbound (stop controlled) leg of Miramonte Ave and Park Dr, with the LOS remaining at LOS B or better.
- Delay, LOS, and 95th percentile queues remain unchanged at the signalized intersections of Miramonte Ave and El Camino Real and Miramonte Ave and Castro St/Marilyn Dr as the Project would not change intersection geometrics at those locations.

The proposed road diet on Miramonte Avenue (between El Camino Real and Castro Street/Marilyn Drive) does not result in impacts to traffic operations.

Appendix B: Detailed Synchro Reports



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	343	995	152	107	1285	164	450	217	452	274
v/c Ratio	0.81	0.54	0.18	0.59	0.51	0.80	0.84	0.86	0.71	0.55
Control Delay (s/veh)	92.6	32.4	8.5	91.9	33.5	103.1	87.5	104.4	76.2	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.6	32.4	8.5	91.9	33.5	103.1	87.5	104.4	76.2	10.2
Queue Length 50th (ft)	207	414	23	123	375	192	272	254	267	0
Queue Length 95th (ft)	240	494	63	197	493	240	288	311	291	50
Internal Link Dist (ft)		343			461		677		208	
Turn Bay Length (ft)	190			200		225				
Base Capacity (vph)	505	1845	853	180	2515	280	692	310	762	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.54	0.18	0.59	0.51	0.59	0.65	0.70	0.59	0.50

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	288	836	128	103	1133	101	133	318	46	178	371	225
Future Volume (vph)	288	836	128	103	1133	101	133	318	46	178	371	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.6	4.6	4.1	4.6		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1562	1805	5114		1805	3524		1805	3610	1573
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1562	1805	5114		1805	3524		1805	3610	1573
Peak-hour factor, PHF	0.84	0.84	0.84	0.96	0.96	0.96	0.81	0.81	0.81	0.82	0.82	0.82
Adj. Flow (vph)	343	995	152	107	1180	105	164	393	57	217	452	274
RTOR Reduction (vph)	0	0	55	0	5	0	0	7	0	0	0	226
Lane Group Flow (vph)	343	995	97	107	1280	0	164	443	0	217	452	48
Confl. Peds. (#/hr)	5		10	10		5	8		8	8		8
Confl. Bikes (#/hr)			5			7			9			2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									4
Actuated Green, G (s)	21.7	92.0	92.0	18.0	88.3		20.6	27.0		25.3	31.7	31.7
Effective Green, g (s)	21.7	92.0	92.0	18.0	88.3		20.6	27.0		25.3	31.7	31.7
Actuated g/C Ratio	0.12	0.51	0.51	0.10	0.49		0.11	0.15		0.14	0.18	0.18
Clearance Time (s)	4.1	4.6	4.6	4.1	4.6		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	422	1845	798	180	2508		206	528		253	635	277
v/s Ratio Prot	c0.10	c0.28		c0.06	0.25		0.09	c0.13		c0.12	0.13	
v/s Ratio Perm			0.06									0.03
v/c Ratio	0.81	0.54	0.12	0.59	0.51		0.80	0.84		0.86	0.71	0.17
Uniform Delay, d1	77.2	29.7	22.9	77.5	31.2		77.7	74.4		75.6	69.8	63.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.8	1.1	0.3	3.5	0.7		17.7	10.8		23.0	3.1	0.1
Delay (s)	88.0	30.8	23.2	81.0	31.9		95.4	85.2		98.6	73.0	63.1
Level of Service	F	C	C	F	C		F	F		F	E	E
Approach Delay (s/veh)		43.2			35.7			87.9			76.0	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	14	546	0	0	566
Future Volume (Veh/h)	0	14	546	0	0	566
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	16	728	0	0	755
Pedestrians	2					3
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						757
pX, platoon unblocked	0.88					
vC, conflicting volume	1108	369			730	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	860	369			730	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	264	631			882	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	16	364	364	0	378	378
Volume Left	0	0	0	0	0	0
Volume Right	16	0	0	0	0	0
cSH	631	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.21	0.21	0.00	0.22	0.22
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s/veh)	10.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s/veh)	10.9	0.0			0.0	
Approach LOS	B					

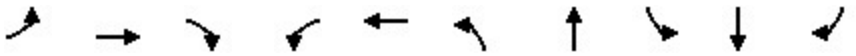
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	64	63	6	759	121	519
v/c Ratio	0.19	0.23	0.23	0.02	0.59	0.38	0.24
Control Delay (s/veh)	31.3	35.2	35.2	34.0	20.9	35.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.3	35.2	35.2	34.0	20.9	35.6	11.1
Queue Length 50th (ft)	20	29	28	3	144	53	63
Queue Length 95th (ft)	40	64	63	13	192	101	120
Internal Link Dist (ft)	129		279		2529		1804
Turn Bay Length (ft)		155		70		100	
Base Capacity (vph)	942	893	891	341	1842	570	2290
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.07	0.07	0.02	0.41	0.21	0.23

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	17	7	87	6	4	5	409	206	97	410	5
Future Volume (vph)	11	17	7	87	6	4	5	409	206	97	410	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.2	5.2		4.6	4.6		4.6	4.6	
Lane Util. Factor		1.00		0.95	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.97		1.00	0.99		1.00	0.95		1.00	1.00	
Flt Protected		0.98		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1803		1715	1712		1805	3394		1805	3602	
Flt Permitted		0.98		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1803		1715	1712		1805	3394		1805	3602	
Peak-hour factor, PHF	0.63	0.63	0.63	0.76	0.76	0.76	0.81	0.81	0.81	0.80	0.80	0.80
Adj. Flow (vph)	17	27	11	114	8	5	6	505	254	121	512	6
RTOR Reduction (vph)	0	7	0	0	0	0	0	36	0	0	0	0
Lane Group Flow (vph)	0	48	0	64	63	0	6	723	0	121	519	0
Confl. Peds. (#/hr)	7		28	28		7	10		7	7		10
Confl. Bikes (#/hr)			8			5			24			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		7.2		7.4	7.4		1.6	30.4		12.6	41.4	
Effective Green, g (s)		7.2		7.4	7.4		1.6	30.4		12.6	41.4	
Actuated g/C Ratio		0.09		0.10	0.10		0.02	0.39		0.16	0.54	
Clearance Time (s)		5.0		5.2	5.2		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		168		164	164		37	1339		295	1936	
v/s Ratio Prot		c0.03		c0.04	0.04		0.00	c0.21		c0.07	0.14	
v/s Ratio Perm												
v/c Ratio		0.28		0.39	0.38		0.16	0.54		0.41	0.27	
Uniform Delay, d1		32.5		32.7	32.7		37.0	17.9		28.9	9.6	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9		1.5	1.5		2.1	0.5		0.9	0.1	
Delay (s)		33.4		34.2	34.2		39.1	18.5		29.8	9.7	
Level of Service		C		C	C		D	B		C	A	
Approach Delay (s/veh)		33.4			34.2			18.6			13.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	77.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	343	995	152	107	1285	164	450	217	452	274
v/c Ratio	0.81	0.54	0.18	0.59	0.51	0.80	0.84	0.86	0.71	0.55
Control Delay (s/veh)	92.6	32.4	8.6	91.9	33.5	103.1	87.5	104.4	76.2	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.6	32.4	8.6	91.9	33.5	103.1	87.5	104.4	76.2	10.2
Queue Length 50th (ft)	207	414	23	123	375	192	272	254	267	0
Queue Length 95th (ft)	240	494	63	197	493	240	288	311	291	50
Internal Link Dist (ft)		343			461		677		208	
Turn Bay Length (ft)	190			200		225				
Base Capacity (vph)	505	1845	834	180	2515	280	692	310	762	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.54	0.18	0.59	0.51	0.59	0.65	0.70	0.59	0.50

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	288	836	128	103	1133	101	133	318	46	178	371	225
Future Volume (vph)	288	836	128	103	1133	101	133	318	46	178	371	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.6	4.6	4.1	4.6		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1526	1805	5114		1805	3524		1805	3610	1573
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1526	1805	5114		1805	3524		1805	3610	1573
Peak-hour factor, PHF	0.84	0.84	0.84	0.96	0.96	0.96	0.81	0.81	0.81	0.82	0.82	0.82
Adj. Flow (vph)	343	995	152	107	1180	105	164	393	57	217	452	274
RTOR Reduction (vph)	0	0	55	0	5	0	0	7	0	0	0	226
Lane Group Flow (vph)	343	995	97	107	1280	0	164	443	0	217	452	48
Confl. Peds. (#/hr)	5		10	10		5	8		8	8		8
Confl. Bikes (#/hr)			5			7			9			2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									4
Actuated Green, G (s)	21.7	92.0	92.0	18.0	88.3		20.6	27.0		25.3	31.7	31.7
Effective Green, g (s)	21.7	92.0	92.0	18.0	88.3		20.6	27.0		25.3	31.7	31.7
Actuated g/C Ratio	0.12	0.51	0.51	0.10	0.49		0.11	0.15		0.14	0.18	0.18
Clearance Time (s)	4.1	4.6	4.6	4.1	4.6		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	422	1845	779	180	2508		206	528		253	635	277
v/s Ratio Prot	c0.10	c0.28		c0.06	0.25		0.09	c0.13		c0.12	0.13	
v/s Ratio Perm			0.06									0.03
v/c Ratio	0.81	0.54	0.12	0.59	0.51		0.80	0.84		0.86	0.71	0.17
Uniform Delay, d1	77.2	29.7	23.0	77.5	31.2		77.7	74.4		75.6	69.8	63.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.8	1.1	0.3	3.5	0.7		17.7	10.8		23.0	3.1	0.1
Delay (s)	88.0	30.8	23.3	81.0	31.9		95.4	85.2		98.6	73.0	63.1
Level of Service	F	C	C	F	C		F	F		F	E	E
Approach Delay (s/veh)		43.2			35.7			87.9			76.0	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	14	546	0	0	566
Future Volume (Veh/h)	0	14	546	0	0	566
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	16	728	0	0	755
Pedestrians	2					3
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						757
pX, platoon unblocked	0.85					
vC, conflicting volume	1485	733			730	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1482	733			730	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	117	422			882	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	16	728	0	755
Volume Left	0	0	0	0
Volume Right	16	0	0	0
cSH	422	1700	1700	1700
Volume to Capacity	0.04	0.43	0.00	0.44
Queue Length 95th (ft)	3	0	0	0
Control Delay (s/veh)	13.9	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s/veh)	13.9	0.0		0.0
Approach LOS	B			

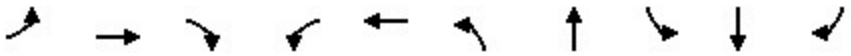
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	40.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	64	63	6	759	121	519
v/c Ratio	0.19	0.23	0.23	0.02	0.59	0.38	0.24
Control Delay (s/veh)	31.3	35.2	35.2	34.0	20.9	35.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.3	35.2	35.2	34.0	20.9	35.6	11.1
Queue Length 50th (ft)	20	29	28	3	144	53	63
Queue Length 95th (ft)	40	64	63	13	192	101	120
Internal Link Dist (ft)	129		279		2529		1804
Turn Bay Length (ft)		155		70		100	
Base Capacity (vph)	942	893	890	341	1842	570	2290
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.07	0.07	0.02	0.41	0.21	0.23

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	17	7	87	6	4	5	409	206	97	410	5
Future Volume (vph)	11	17	7	87	6	4	5	409	206	97	410	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.2	5.2		4.6	4.6		4.6	4.6	
Lane Util. Factor		1.00		0.95	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.97		1.00	0.99		1.00	0.95		1.00	1.00	
Flt Protected		0.98		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1803		1715	1709		1805	3394		1805	3602	
Flt Permitted		0.98		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1803		1715	1709		1805	3394		1805	3602	
Peak-hour factor, PHF	0.63	0.63	0.63	0.76	0.76	0.76	0.81	0.81	0.81	0.80	0.80	0.80
Adj. Flow (vph)	17	27	11	114	8	5	6	505	254	121	512	6
RTOR Reduction (vph)	0	7	0	0	0	0	0	36	0	0	0	0
Lane Group Flow (vph)	0	48	0	64	63	0	6	723	0	121	519	0
Confl. Peds. (#/hr)	7		28	28		7	10		7	7		10
Confl. Bikes (#/hr)			8			5			24			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		7.2		7.4	7.4		1.6	30.4		12.6	41.4	
Effective Green, g (s)		7.2		7.4	7.4		1.6	30.4		12.6	41.4	
Actuated g/C Ratio		0.09		0.10	0.10		0.02	0.39		0.16	0.54	
Clearance Time (s)		5.0		5.2	5.2		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		168		164	164		37	1339		295	1936	
v/s Ratio Prot		c0.03		c0.04	0.04		0.00	c0.21		c0.07	0.14	
v/s Ratio Perm												
v/c Ratio		0.28		0.39	0.38		0.16	0.54		0.41	0.27	
Uniform Delay, d1		32.5		32.7	32.7		37.0	17.9		28.9	9.6	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9		1.5	1.5		2.1	0.5		0.9	0.1	
Delay (s)		33.4		34.2	34.2		39.1	18.5		29.8	9.7	
Level of Service		C		C	C		D	B		C	A	
Approach Delay (s/veh)		33.4			34.2			18.6			13.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	77.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	348	1152	124	129	1473	179	323	189	389	362
v/c Ratio	0.84	0.60	0.14	0.68	0.55	0.95	0.78	0.76	0.72	0.79
Control Delay (s/veh)	91.8	29.6	6.7	91.2	29.1	126.0	85.0	89.1	76.2	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.8	29.6	6.7	91.2	29.1	126.0	85.0	89.1	76.2	31.4
Queue Length 50th (ft)	197	442	14	141	390	201	184	208	223	110
Queue Length 95th (ft)	255	600	56	#227	512	#282	200	289	261	224
Internal Link Dist (ft)		343			461		677		208	
Turn Bay Length (ft)	190			200		225				
Base Capacity (vph)	453	1933	888	191	2674	191	717	329	998	620
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.60	0.14	0.68	0.55	0.94	0.45	0.57	0.39	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	334	1106	119	119	1231	124	140	235	17	172	354	329
Future Volume (vph)	334	1106	119	119	1231	124	140	235	17	172	354	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.6	4.6	4.1	4.6		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1576	1805	5101		1805	3569		1805	3610	1549
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1576	1805	5101		1805	3569		1805	3610	1549
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.78	0.78	0.78	0.91	0.91	0.91
Adj. Flow (vph)	348	1152	124	129	1338	135	179	301	22	189	389	362
RTOR Reduction (vph)	0	0	45	0	5	0	0	4	0	0	0	225
Lane Group Flow (vph)	348	1152	79	129	1468	0	179	319	0	189	389	137
Confl. Peds. (#/hr)	12		4	4		12	15					15
Confl. Bikes (#/hr)			12						2			6
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									4
Actuated Green, G (s)	20.1	90.9	90.9	18.1	88.9		17.9	19.6		23.7	25.4	25.4
Effective Green, g (s)	20.1	90.9	90.9	18.1	88.9		17.9	19.6		23.7	25.4	25.4
Actuated g/C Ratio	0.12	0.53	0.53	0.11	0.52		0.11	0.12		0.14	0.15	0.15
Clearance Time (s)	4.1	4.6	4.6	4.1	4.6		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	414	1930	842	192	2667		190	411		251	539	231
v/s Ratio Prot	c0.10	c0.32		c0.07	0.29		c0.10	0.09		0.10	c0.11	
v/s Ratio Perm			0.05									0.09
v/c Ratio	0.84	0.60	0.09	0.67	0.55		0.94	0.78		0.75	0.72	0.59
Uniform Delay, d1	73.4	27.0	19.4	73.1	27.2		75.5	73.1		70.3	68.9	67.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.7	1.4	0.2	7.1	0.8		48.2	8.2		10.8	4.0	2.7
Delay (s)	87.1	28.4	19.6	80.2	28.0		123.8	81.3		81.1	73.0	70.2
Level of Service	F	C	B	F	C		F	F		F	E	E
Approach Delay (s/veh)		40.3			32.2			96.4			73.5	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	5	456	1	0	514
Future Volume (Veh/h)	0	5	456	1	0	514
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.90	0.90	0.84	0.84
Hourly flow rate (vph)	0	8	507	1	0	612
Pedestrians	5					1
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						757
pX, platoon unblocked	0.90					
vC, conflicting volume	818	260			512	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	586	260			512	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	401	741			1059	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	254	254	1	306	306
Volume Left	0	0	0	0	0	0
Volume Right	8	0	0	1	0	0
cSH	741	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.15	0.15	0.00	0.18	0.18
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s/veh)	9.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s/veh)	9.9	0.0			0.0	
Approach LOS	A					

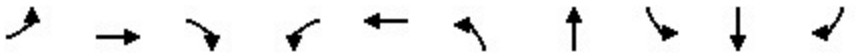
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	91	90	8	599	23	490
v/c Ratio	0.04	0.17	0.17	0.01	0.35	0.04	0.26
Control Delay (s/veh)	21.6	23.8	23.8	26.3	14.0	26.0	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	23.8	23.8	26.3	14.0	26.0	11.6
Queue Length 50th (ft)	2	15	15	1	34	4	28
Queue Length 95th (ft)	21	74	73	15	156	31	137
Internal Link Dist (ft)	129		279		2529		1804
Turn Bay Length (ft)		155		70		100	
Base Capacity (vph)	1330	1282	1278	654	2619	973	2965
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.07	0.01	0.23	0.02	0.17

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	8	6	132	6	6	7	380	141	21	432	14
Future Volume (vph)	3	8	6	132	6	6	7	380	141	21	432	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.2	5.2		4.6	4.6		4.6	4.6	
Lane Util. Factor		1.00		0.95	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.99		1.00	0.96		1.00	1.00	
Flt Protected		0.99		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1773		1715	1708		1805	3448		1805	3590	
Flt Permitted		0.99		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1773		1715	1708		1805	3448		1805	3590	
Peak-hour factor, PHF	0.71	0.71	0.71	0.80	0.80	0.80	0.87	0.87	0.87	0.91	0.91	0.91
Adj. Flow (vph)	4	11	8	165	8	8	8	437	162	23	475	15
RTOR Reduction (vph)	0	8	0	0	0	0	0	22	0	0	1	0
Lane Group Flow (vph)	0	15	0	91	90	0	8	577	0	23	489	0
Confl. Peds. (#/hr)	5		11	11		5	6		5	5		6
Confl. Bikes (#/hr)			4			2			4			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		2.5		8.4	8.4		1.2	20.9		2.5	22.2	
Effective Green, g (s)		2.5		8.4	8.4		1.2	20.9		2.5	22.2	
Actuated g/C Ratio		0.05		0.16	0.16		0.02	0.39		0.05	0.41	
Clearance Time (s)		5.0		5.2	5.2		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		82		268	267		40	1341		84	1484	
v/s Ratio Prot		c0.01		c0.05	0.05		0.00	c0.17		c0.01	0.14	
v/s Ratio Perm												
v/c Ratio		0.19		0.34	0.34		0.20	0.43		0.27	0.33	
Uniform Delay, d1		24.6		20.2	20.2		25.8	12.0		24.7	10.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.1		0.8	0.8		2.5	0.3		1.8	0.2	
Delay (s)		25.7		20.9	20.9		28.2	12.3		26.5	10.9	
Level of Service		C		C	C		C	B		C	B	
Approach Delay (s/veh)		25.7			20.9			12.5			11.6	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	53.7	Sum of lost time (s)	19.4
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	348	1152	124	129	1473	179	323	189	389	362
v/c Ratio	0.84	0.60	0.14	0.68	0.55	0.95	0.78	0.76	0.72	0.79
Control Delay (s/veh)	91.8	29.6	6.8	91.2	29.1	126.0	85.0	89.1	76.2	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.8	29.6	6.8	91.2	29.1	126.0	85.0	89.1	76.2	31.4
Queue Length 50th (ft)	197	442	14	141	390	201	184	208	223	110
Queue Length 95th (ft)	255	600	56	#227	512	#282	200	289	261	224
Internal Link Dist (ft)		343			461		677		208	
Turn Bay Length (ft)	190			200		225				
Base Capacity (vph)	453	1933	872	191	2674	191	717	329	998	620
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.60	0.14	0.68	0.55	0.94	0.45	0.57	0.39	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	334	1106	119	119	1231	124	140	235	17	172	354	329
Future Volume (vph)	334	1106	119	119	1231	124	140	235	17	172	354	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.6	4.6	4.1	4.6		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1550	1805	5101		1805	3569		1805	3610	1549
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1550	1805	5101		1805	3569		1805	3610	1549
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.78	0.78	0.78	0.91	0.91	0.91
Adj. Flow (vph)	348	1152	124	129	1338	135	179	301	22	189	389	362
RTOR Reduction (vph)	0	0	45	0	5	0	0	4	0	0	0	225
Lane Group Flow (vph)	348	1152	79	129	1468	0	179	319	0	189	389	137
Confl. Peds. (#/hr)	12		4	4		12	15					15
Confl. Bikes (#/hr)			12						2			6
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									4
Actuated Green, G (s)	20.1	90.9	90.9	18.1	88.9		17.9	19.6		23.7	25.4	25.4
Effective Green, g (s)	20.1	90.9	90.9	18.1	88.9		17.9	19.6		23.7	25.4	25.4
Actuated g/C Ratio	0.12	0.53	0.53	0.11	0.52		0.11	0.12		0.14	0.15	0.15
Clearance Time (s)	4.1	4.6	4.6	4.1	4.6		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	414	1930	828	192	2667		190	411		251	539	231
v/s Ratio Prot	c0.10	c0.32		c0.07	0.29		c0.10	0.09		0.10	c0.11	
v/s Ratio Perm			0.05									0.09
v/c Ratio	0.84	0.60	0.10	0.67	0.55		0.94	0.78		0.75	0.72	0.59
Uniform Delay, d1	73.4	27.0	19.4	73.1	27.2		75.5	73.1		70.3	68.9	67.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.7	1.4	0.2	7.1	0.8		48.2	8.2		10.8	4.0	2.7
Delay (s)	87.1	28.4	19.6	80.2	28.0		123.8	81.3		81.1	73.0	70.2
Level of Service	F	C	B	F	C		F	F		F	E	E
Approach Delay (s/veh)		40.3			32.2			96.4			73.5	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	5	456	1	0	514
Future Volume (Veh/h)	0	5	456	1	0	514
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.90	0.90	0.84	0.84
Hourly flow rate (vph)	0	8	507	1	0	612
Pedestrians	5					1
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						757
pX, platoon unblocked	0.86					
vC, conflicting volume	1124	513			512	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1065	513			512	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	214	562			1059	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	8	507	1	612
Volume Left	0	0	0	0
Volume Right	8	0	1	0
cSH	562	1700	1700	1700
Volume to Capacity	0.01	0.30	0.00	0.36
Queue Length 95th (ft)	1	0	0	0
Control Delay (s/veh)	11.5	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s/veh)	11.5	0.0		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	91	90	8	599	23	490
v/c Ratio	0.04	0.17	0.17	0.01	0.35	0.04	0.26
Control Delay (s/veh)	21.6	23.8	23.8	26.3	14.0	26.0	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	23.8	23.8	26.3	14.0	26.0	11.6
Queue Length 50th (ft)	2	15	15	1	34	4	28
Queue Length 95th (ft)	21	74	73	15	156	31	137
Internal Link Dist (ft)	129		279		2529		1804
Turn Bay Length (ft)		155		70		100	
Base Capacity (vph)	1330	1282	1276	654	2619	973	2965
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.07	0.01	0.23	0.02	0.17

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	8	6	132	6	6	7	380	141	21	432	14
Future Volume (vph)	3	8	6	132	6	6	7	380	141	21	432	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.2	5.2		4.6	4.6		4.6	4.6	
Lane Util. Factor		1.00		0.95	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.99		1.00	0.96		1.00	1.00	
Flt Protected		0.99		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1773		1715	1706		1805	3448		1805	3590	
Flt Permitted		0.99		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1773		1715	1706		1805	3448		1805	3590	
Peak-hour factor, PHF	0.71	0.71	0.71	0.80	0.80	0.80	0.87	0.87	0.87	0.91	0.91	0.91
Adj. Flow (vph)	4	11	8	165	8	8	8	437	162	23	475	15
RTOR Reduction (vph)	0	8	0	0	0	0	0	22	0	0	1	0
Lane Group Flow (vph)	0	15	0	91	90	0	8	577	0	23	489	0
Confl. Peds. (#/hr)	5		11	11		5	6		5	5		6
Confl. Bikes (#/hr)			4			2			4			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		2.5		8.4	8.4		1.2	20.9		2.5	22.2	
Effective Green, g (s)		2.5		8.4	8.4		1.2	20.9		2.5	22.2	
Actuated g/C Ratio		0.05		0.16	0.16		0.02	0.39		0.05	0.41	
Clearance Time (s)		5.0		5.2	5.2		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		82		268	266		40	1341		84	1484	
v/s Ratio Prot		c0.01		c0.05	0.05		0.00	c0.17		c0.01	0.14	
v/s Ratio Perm												
v/c Ratio		0.19		0.34	0.34		0.20	0.43		0.27	0.33	
Uniform Delay, d1		24.6		20.2	20.2		25.8	12.0		24.7	10.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.1		0.8	0.8		2.5	0.3		1.8	0.2	
Delay (s)		25.7		20.9	20.9		28.2	12.3		26.5	10.9	
Level of Service		C		C	C		C	B		C	B	
Approach Delay (s/veh)		25.7			20.9			12.5			11.6	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	53.7	Sum of lost time (s)	19.4
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Appendix E: Outreach Round 2 Summary

MIRAMONTE
Complete Streets Study

Outreach Round 2 Summary

VISION ZERO

City of Mountain View

2016 MEASURE B

September 2025

Overview

- Round 2 community outreach consisted of:
  - 6/7/25: McKelvey Ballpark pop-up
  - Online question survey
- Events and survey were promoted through:
  - Webpage
  - E-mails to interested and affected parties
  - Mailed postcards
  - Social media posts
  - Door-to-door engagement with businesses on corridor
  - Flyers on car windshields
  - Posters, lawn signs, palm cards, and spoke cards

Events

McKelvey Ballpark Pop-Up - 6/7/25

- 33 people were engaged
- Everyone lived in the City of Mountain View
- 90% of people drove to the ballpark
- All but one person supported the proposed bikeway. Nearly all supported the road diet and parking removal.
- Over 50% would have biked to the ballpark if the proposed roadway changes were made

Survey

VISION ZERO | City of Mountain View | 2016 MEASURE B

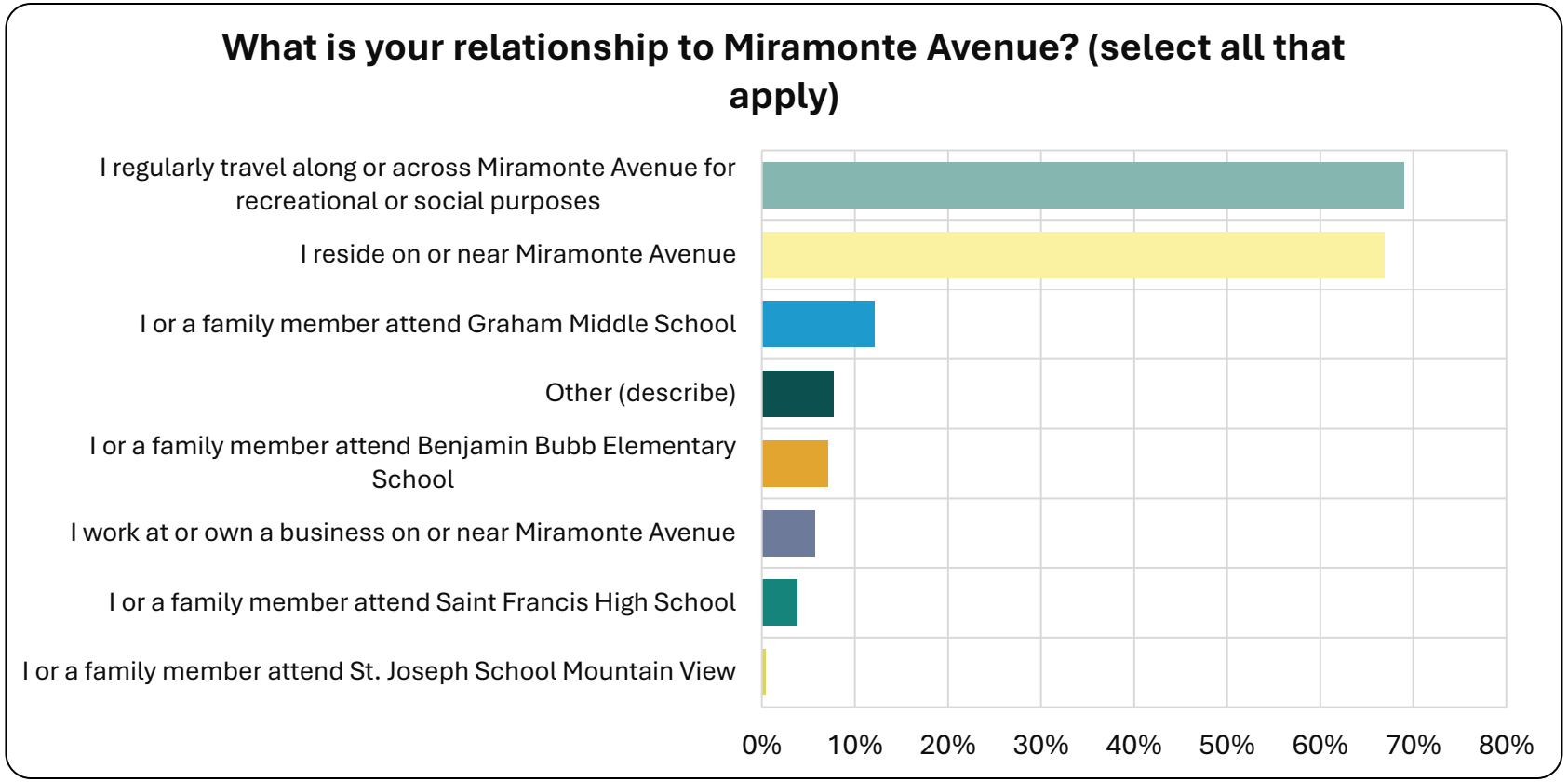
Survey

- Open for **6 weeks** from July 17 to August 29, 2025
- **548** responded to at least one question
- Questions:
  - Email address collection
  - 9 project-related questions (incl. follow up and open ended questions)
  - 4 demographic questions
  - 1 question to determine how people heard about the survey

Key Takeaways

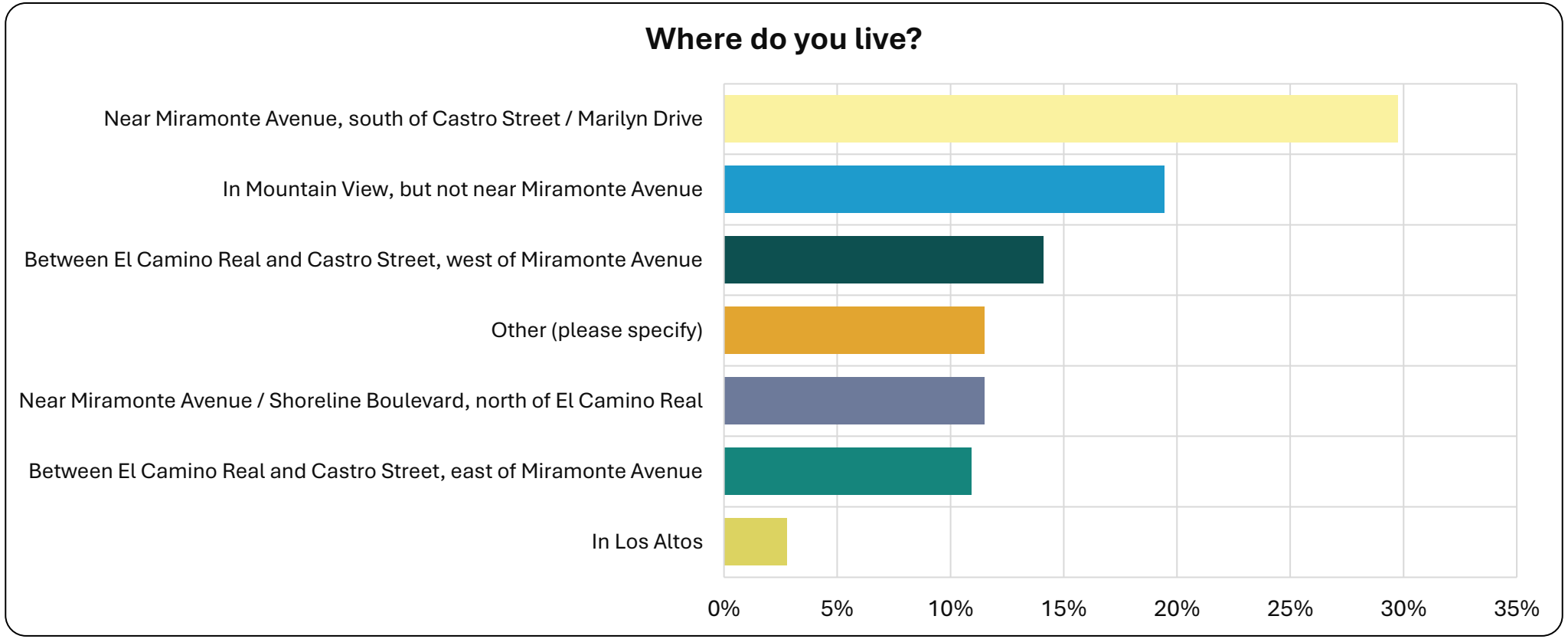
- Almost 67% of respondents reside on or near Miramonte Ave with close to 30% living south of Castro St / Marilyn Dr
- At least 50% of respondents walk and/or bike on Miramonte Ave
- More than 50% of respondents support the new roadway design
- Of the 36% who do not support the new roadway design, 39% want a travel lane preserved and 25% want to see no changes to the roadway
- 43% of respondents would walk or bike more often if the proposed roadway design was built
- 65% of respondents were supportive of the proposed parking removal or with removing even more parking than proposed
- The top three additional features that respondents would like to see included in the project are:
  - New and improved pedestrian crossings
  - More street trees and landscaping
  - Traffic calming to lower vehicle speed

Question 1



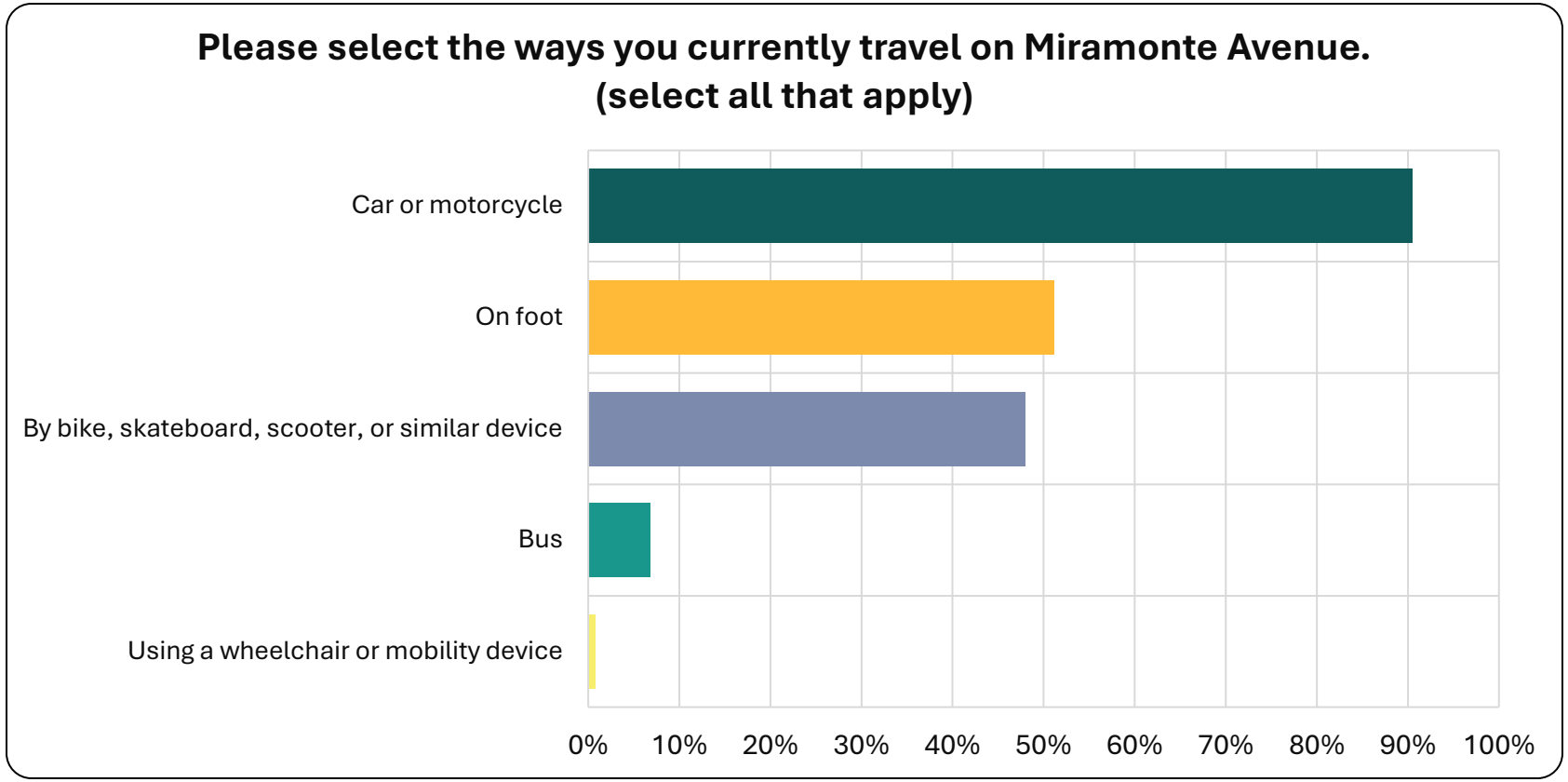
504 respondents

Question 2



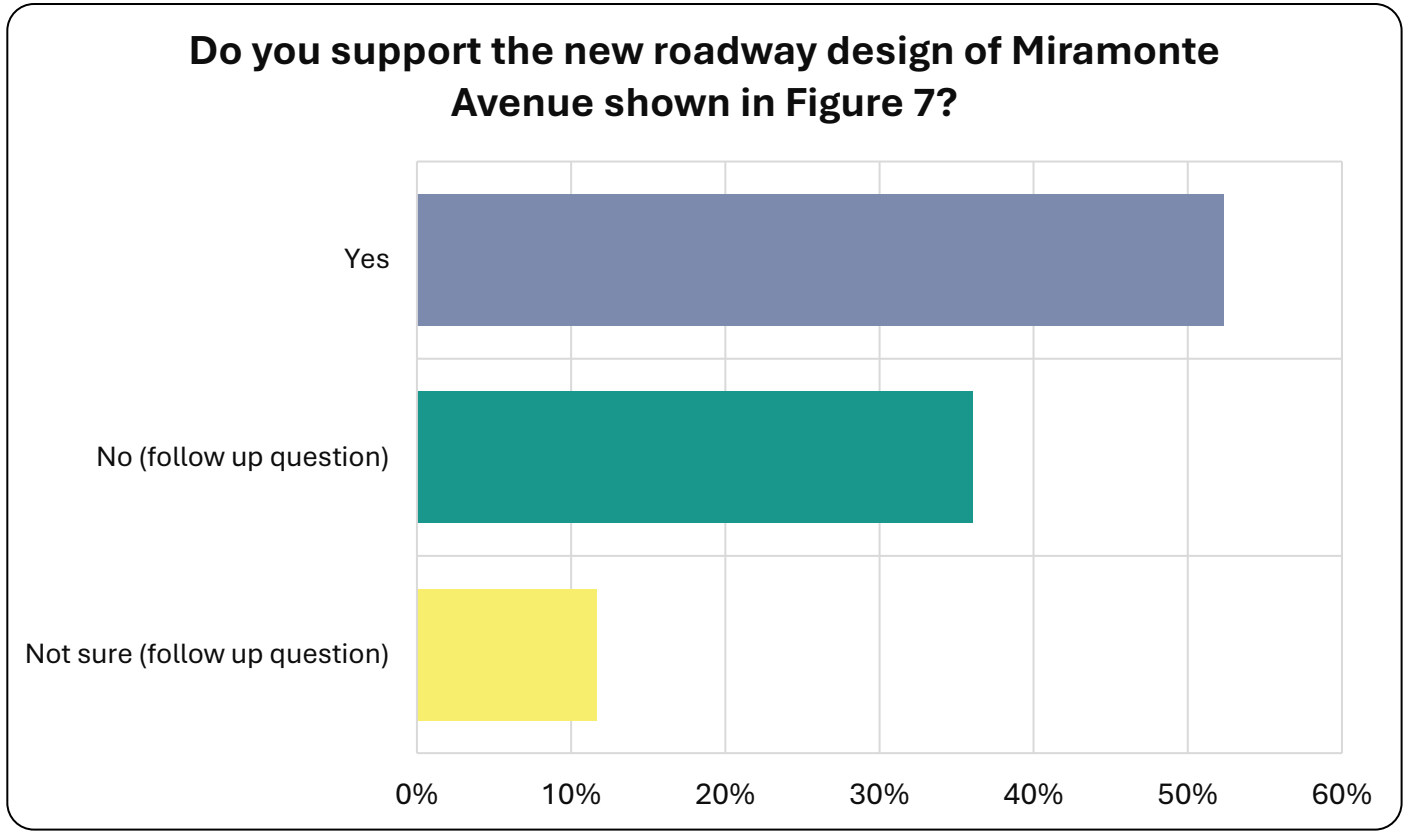
504 respondents

Question 3



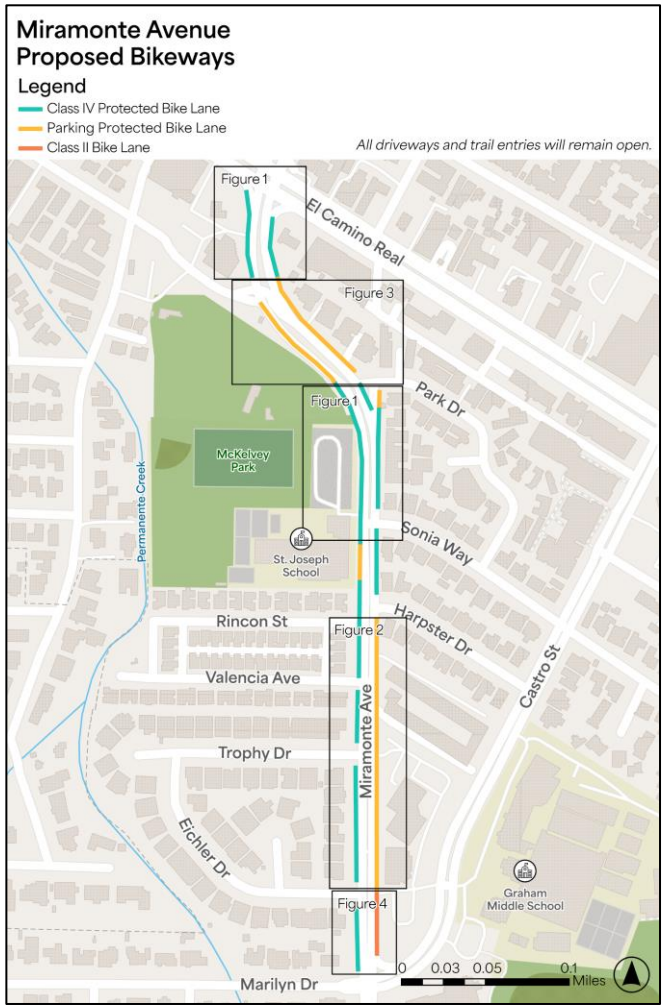
504 respondents

Question 4

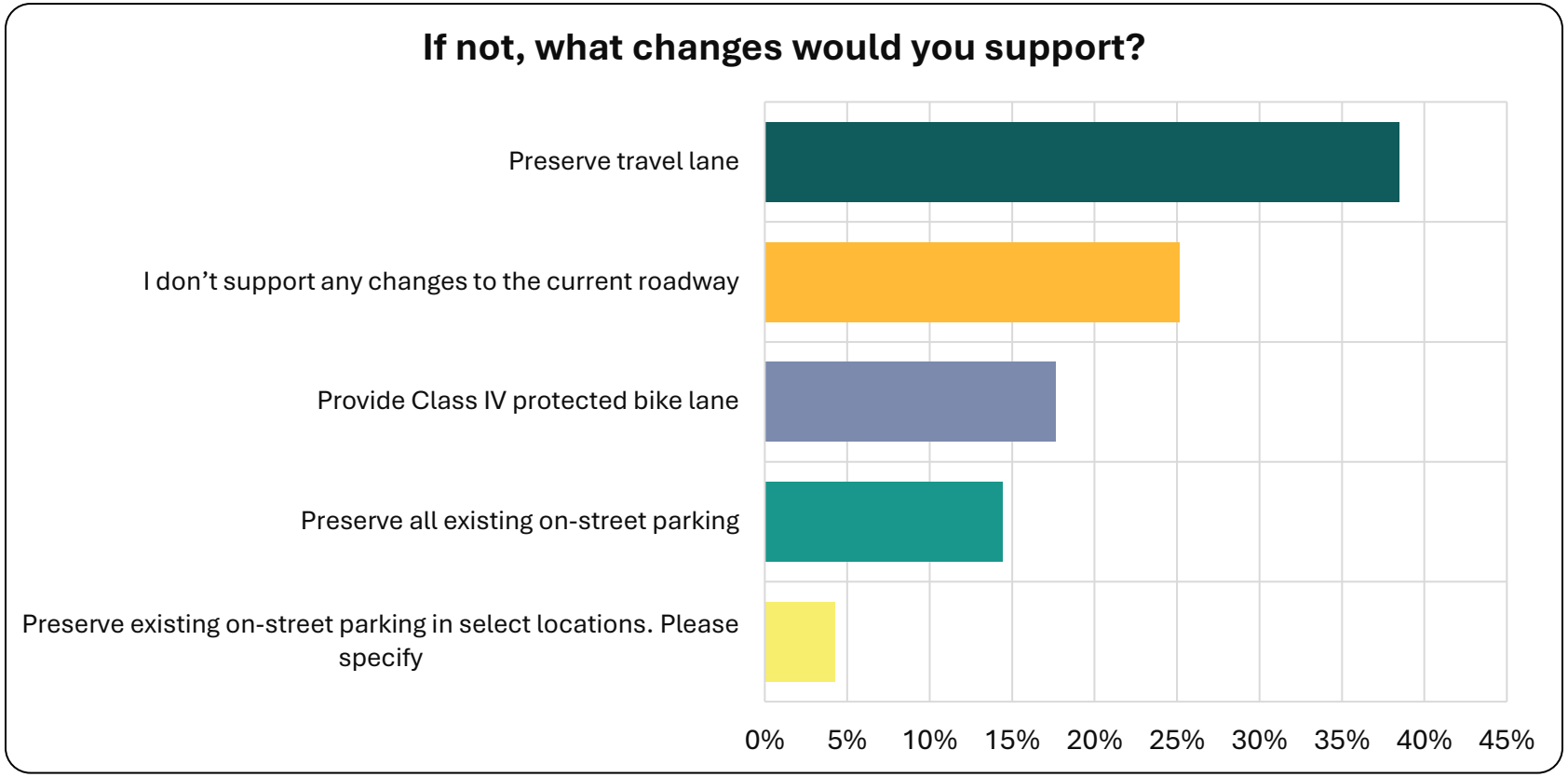


411 respondents

Figure 7. Proposed Bikeways Map

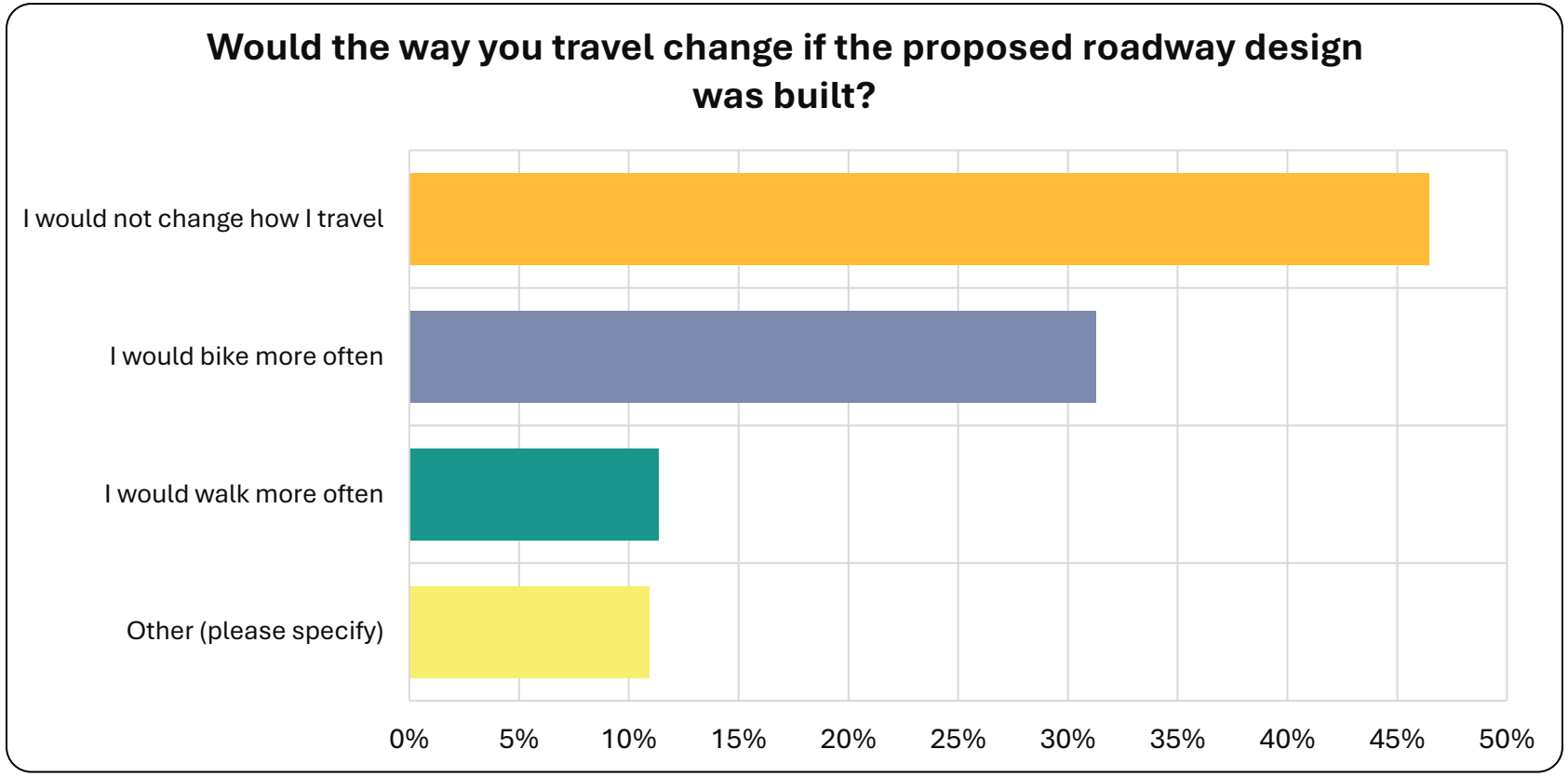


Question 5



187 respondents

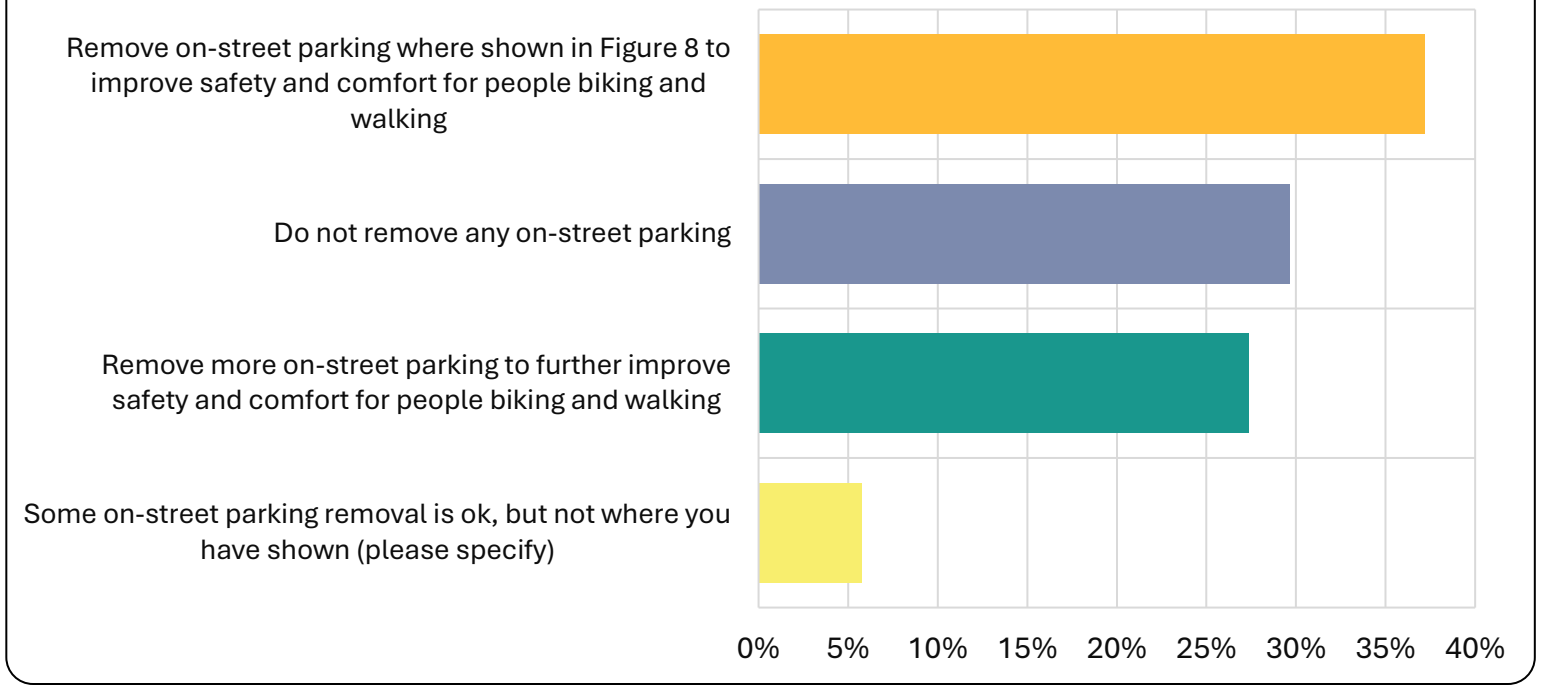
Question 6



411 respondents

Question 7

Please select which idea you support the most regarding parking (see Figure 8). (select one)

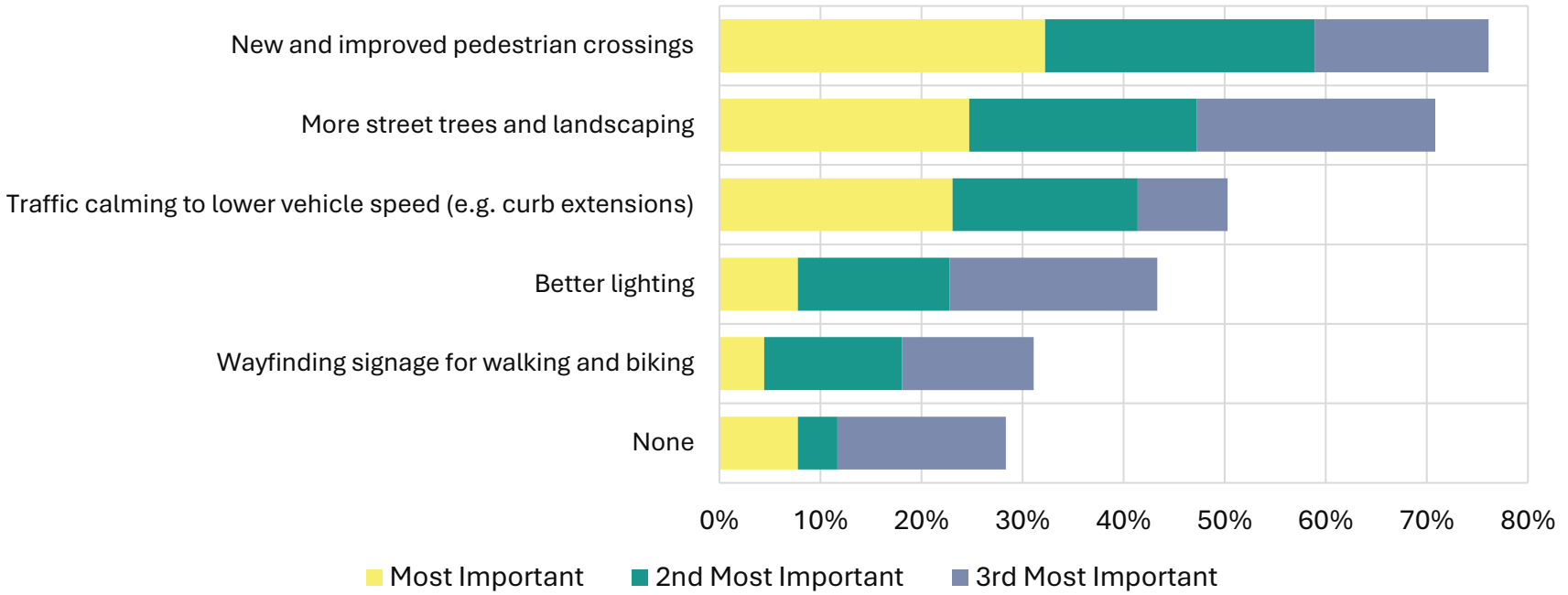


398 respondents

Figure 8. Proposed Parking Map

Question 8

What other features would you like to see included in the final street design? Rank the top 3 features, with 1 being the most important.



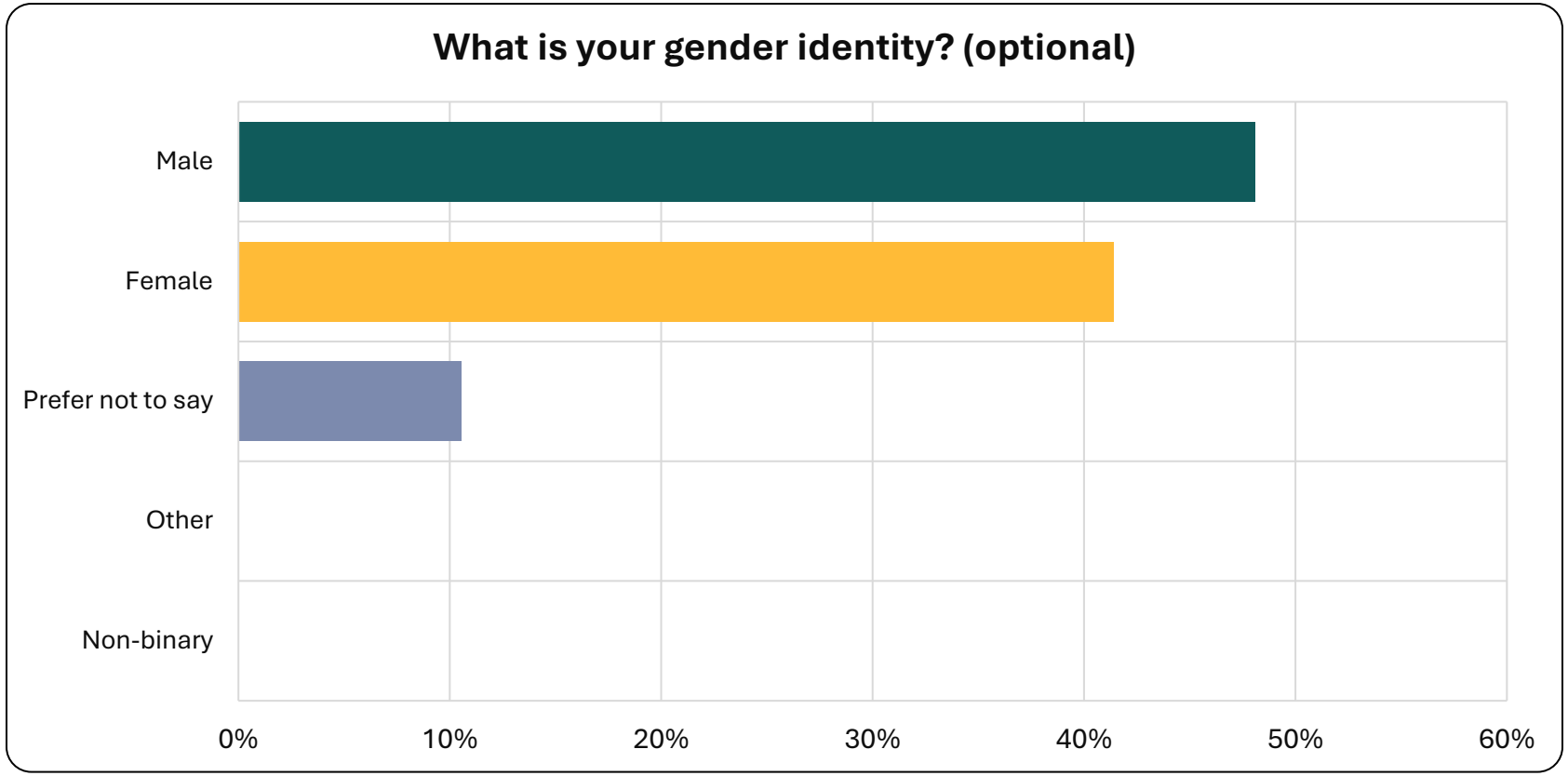
- 360 respondents
- 274 respondents (76%) chose “new and improved pedestrian crossings” as one of their top three priorities
- “New and improved pedestrian crossings” was also chosen as the highest priority by the most respondents (116 respondents, 32%)

Question 9

Do you have any other comments or want to see another feature not listed in Question 8?

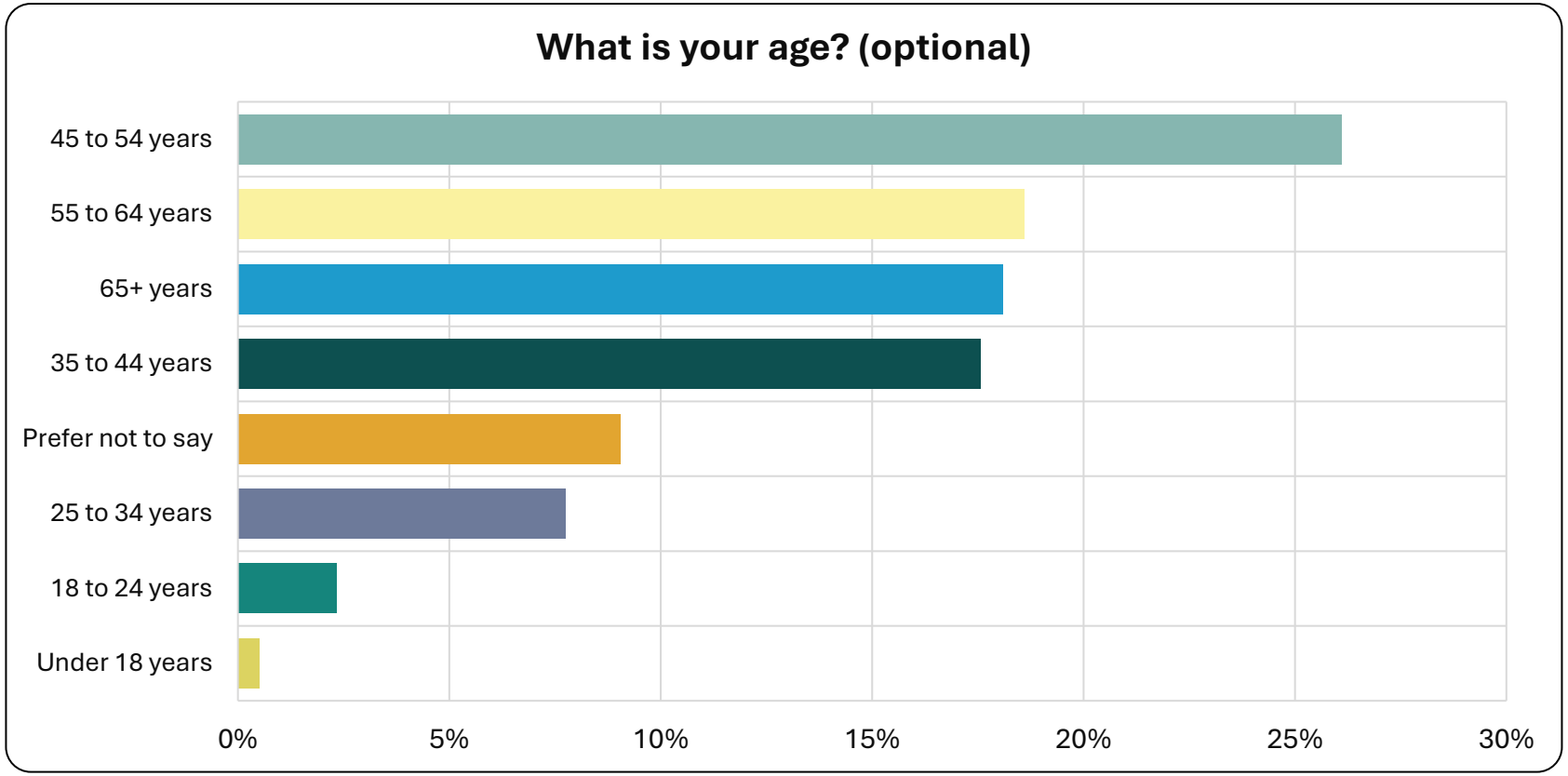
- 192 responses
- Common recommendations:
  - Repaving
  - Increased and more visible speed limit signage
  - Traffic calming
- Common concerns:
  - Increased congestion if road diet is implemented with references to California Avenue
  - Curb extensions can be dangerous

Question 10



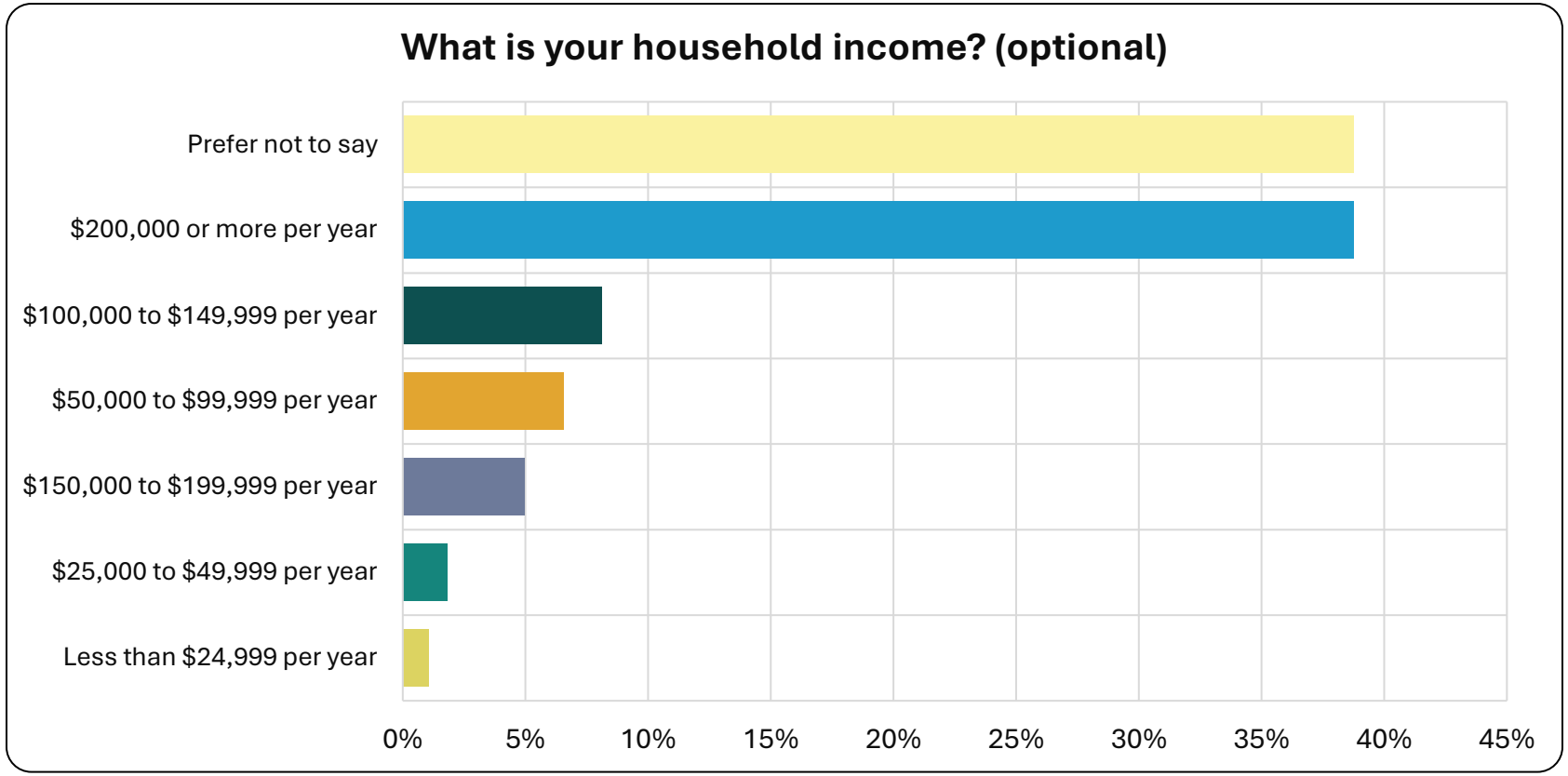
389 respondents

Question 11



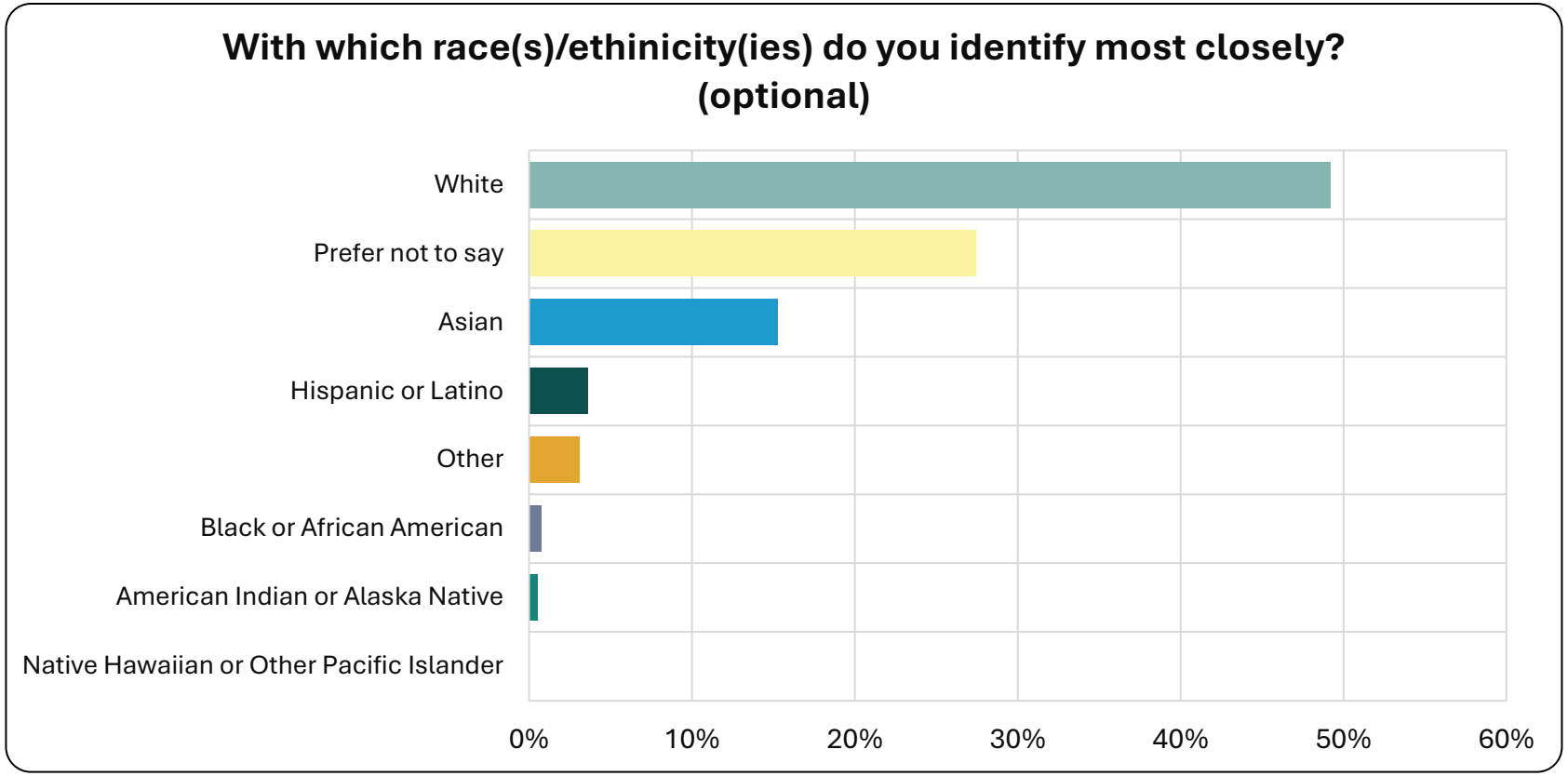
387 respondents

Question 12



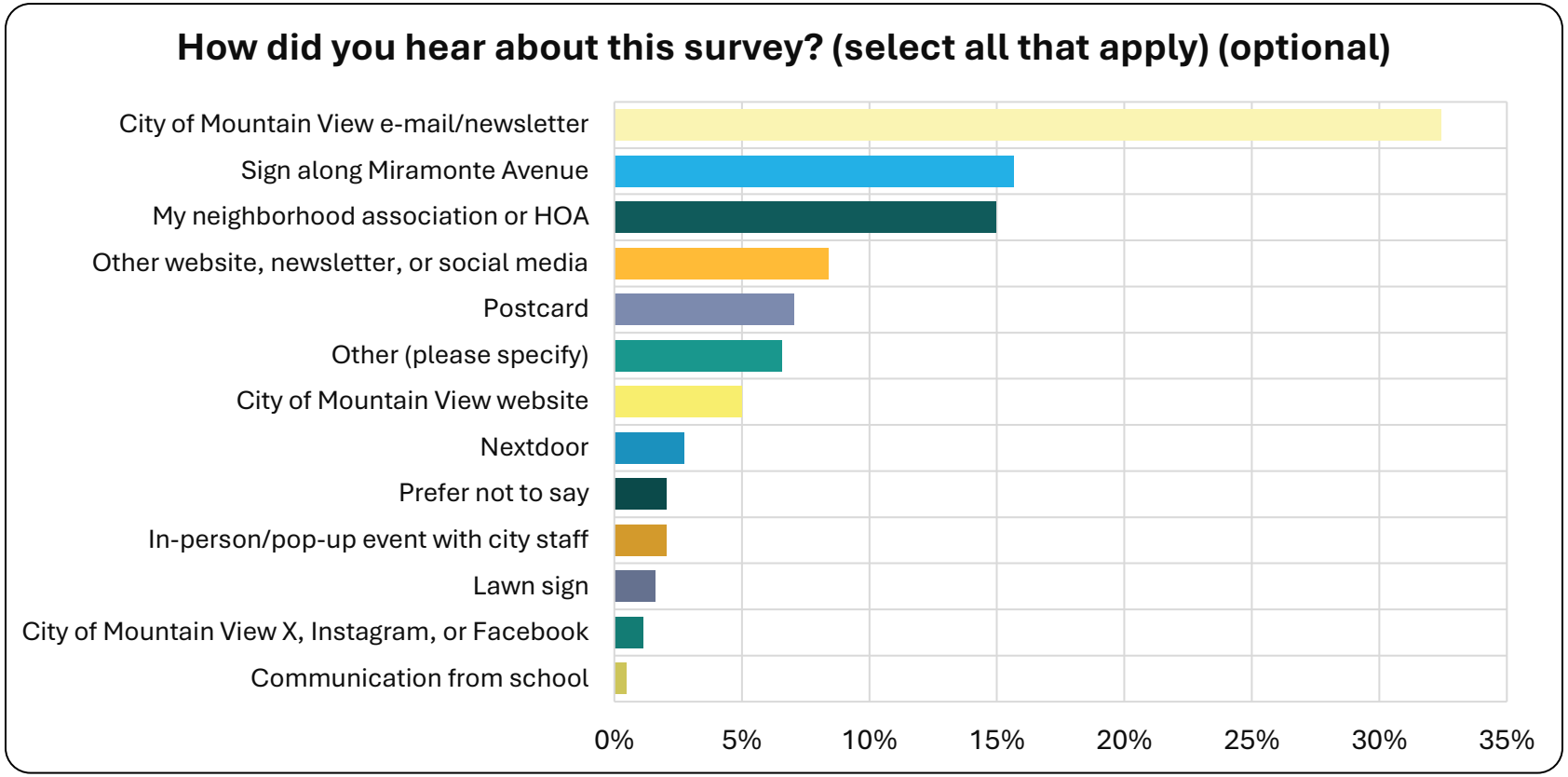
382 respondents

Question 13



386 respondents

Question 14

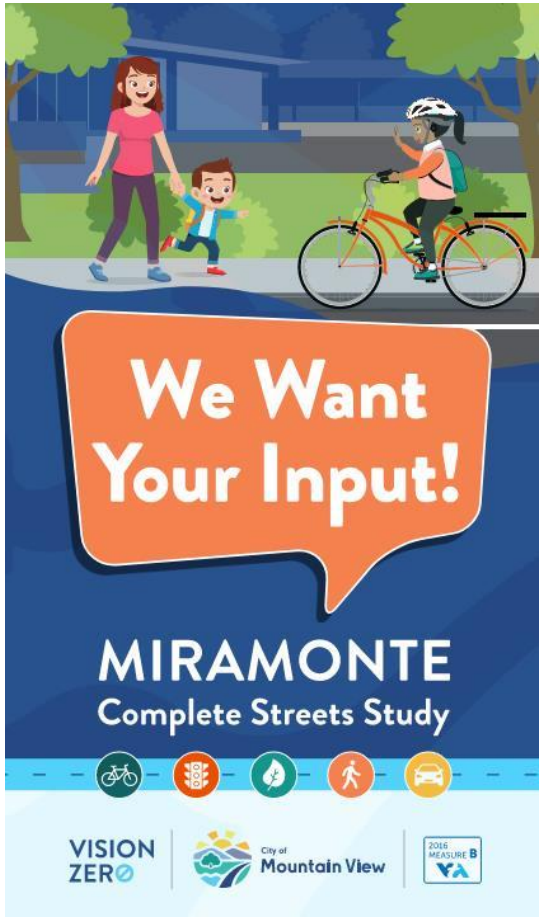


392 respondents

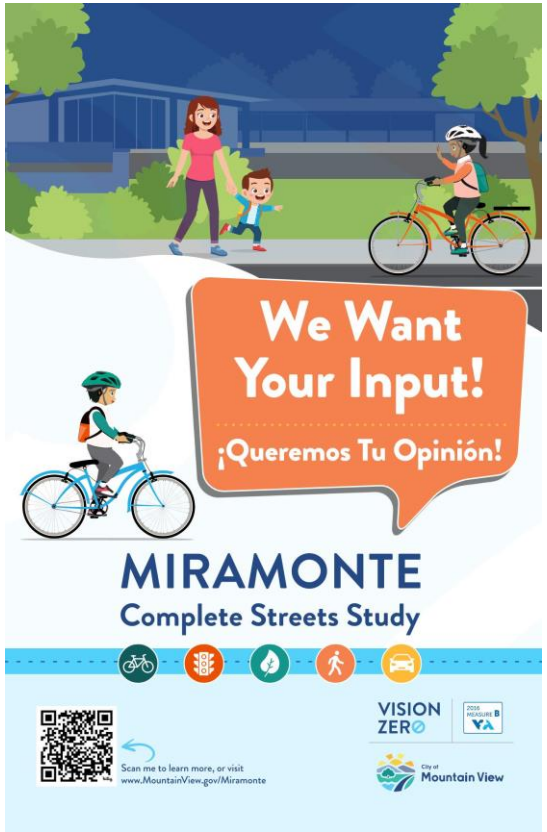
Collateral

Collateral – Lawn Sign

Collateral – Palm Card



Collateral – Poster



Collateral – Spoke Card

Collateral – Postcards

City of Mountain View

Public Works Department
500 Castro Street
Post Office Box 7540
Mountain View, CA 94039-7540

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Take Our Survey

PRSRT STD
U.S. POSTAGE
PAID
SAN JOSE, CA
PERMIT 1206

<<traymark_>> <<cont_id>> <<endorse>> <<gpb_id>> <<sequence>>

<<FIRST>>
<<COMPANY>>
<<ADDRESS>>
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City of Mountain View

TAKE OUR ONLINE SURVEY

BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING
Wednesday, August 27 at 6:30 p.m.
Plaza Conference Room
Mountain View City Hall
500 Castro Street

COUNCIL TRANSPORTATION COMMITTEE (CTC) MEETING
Tuesday, September 2 at 6:00 p.m.
Mountain View City Hall
500 Castro Street

Miramonte Avenue Improvements

In 2025, the City will repave Miramonte Avenue between Castro Street and Cuesta Drive. The project will include a 4-to-3-lane road diet, buffered or protected bikeways, crossing improvements, and a new sidewalk between Barbara Avenue and Starr Way (Project 20-01).

The City is also conducting a Complete Streets Study to improve safety and accessibility on Miramonte Avenue (Project 23-31). The Study recommendation will be incorporated into the upcoming repaving of Miramonte Avenue between El Camino Real and Castro Street.

Please provide your feedback to enhance safety along the corridor!

Wednesday, August 27, 2025 at 6:30 p.m. BPAC Meeting
Tuesday, September 2, 2025 at 6:00 p.m. CTC Meeting

Visit www.MountainView.gov/Miramonte for updates!

If you need this information translated, please contact 650-903-6145.
Si desea más información en su idioma, por favor llame al 650-903-6145.
如果你需要中文版信息，請联系 650-903-6145.
Если вам нужно чтобы эта информация была переведена, обращайтесь

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