



DATE: August, 24 2016

AGENDA ITEM # 2

**TO:** Bicycle/Pedestrian Advisory Commission

**FROM:** Cedric Novenario, Staff Liaison

**SUBJECT:** Miramonte Avenue Bicycle and Pedestrian Improvements –  
Conceptual Designs

**RECOMMENDATION:**

Review and recommend a bicycle and pedestrian conceptual design

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**BACKGROUND**

Miramonte Avenue in Los Altos is a two-lane, north-south Collector Street that connects Loyola Corners commercial district, the residential neighborhoods in Los Altos, and unincorporated Santa Clara County with many commercial centers in Mountain View. The current speed limit on Miramonte Avenue is 25 mph.

Currently, Miramonte is classified as a Class III bike route. Roadway shoulders and informal asphalt concrete or unpaved paths provide walking spaces along Miramonte Avenue. Concrete sidewalks exist south of Loraine Avenue. Miramonte Avenue also provides access to Loyola Elementary and Blach Intermediate Schools. Private schools such as, St. Francis High School and Miramonte Christian School are also served by Miramonte Avenue.

In the current Los Altos Bicycle Transportation Plan (BTP), Miramonte Avenue is identified as a Priority Bikeway with a recommended Class I pathway facility improvement. In fact, a Class I pathway was discussed in earlier versions of the Bicycle Transportation Plan and the 2010 Blach Neighborhood Traffic Study. The Miramonte Avenue Class I facility is also identified in the Valley Transportation Authority Bicycle Expenditure Plan (BEP) 2040. The BEP 2040 is a long range bicycle planning document that incorporates and focuses on cross-jurisdictional and regionally important bicycle facilities. The Miramonte Avenue improvements are considered in this category because of its connection with Foothill Expressway to the south and El Camino Real/Shoreline Avenue to the north.

Below are links to the BTP, the Blach Neighborhood Traffic Study and the BEP for reference:

- [http://www.losaltosca.gov/sites/default/files/fileattachments/Bicycle%20and%20Pedestrian%20Advisory%20Commission/page/460/2012\\_los\\_altos\\_bicycle\\_transportation\\_plan.pdf](http://www.losaltosca.gov/sites/default/files/fileattachments/Bicycle%20and%20Pedestrian%20Advisory%20Commission/page/460/2012_los_altos_bicycle_transportation_plan.pdf)

- [http://www.losaltosca.gov/sites/default/files/fileattachments/Public%20Works/page/3877/final\\_recommendations\\_memo\\_12\\_17\\_10\\_text.pdf](http://www.losaltosca.gov/sites/default/files/fileattachments/Public%20Works/page/3877/final_recommendations_memo_12_17_10_text.pdf)
- <http://www.vta.org/projects-and-programs/planning/bikes-countywide-bicycle-plan-cbp>

Bellecci and Associates is the design consultant retained to help the City conduct project surveying and conceptual design. The project currently is funded for design. Originally, the City intended to apply for construction grant funds should the project continue with design; however, if the project scope changes, other construction funding mechanisms will be explored.

## **DISCUSSION**

The recent Class I pathway improvements around Los Altos have received mixed results from users. Some have appreciated a separate non-motorized facility that can accommodate cyclists and pedestrians. Others have expressed concerns that a pathway is not wide enough to accommodate pedestrians walking shoulder to shoulder plus cyclists. Another concern raised is that the placement of a pathway is out of context in an area where homes are facing the pathway. For these reasons staff and Bellecci and Associates have developed three conceptual designs that can accommodate pedestrian and cyclists for review (Note: Bellecci and Associates will provide a detailed presentation at the BPAC meeting):

- Alternative #1 Class I Pathway
- Alternative #2 Class II (bike lanes) with an accessible walkway
- Alternative #3 Class III (bike route) with an accessible walkway

Bellecci and Associates will provide a detailed presentation regarding each alternative.

## **Constraints**

Prior to describing the alternative improvements, a discussion regarding the physical restraints is needed for overall context. All design alternatives were developed within the public-right-of way, however, many residential and public property lines are not consistent along Miramonte Avenue, which leaves some portions of Miramonte Avenue very little room for a consistent facility design. Depending on the alternative selected, as many as 45 trees and 20 utility poles may be impacted by pedestrian and bicycle improvements. In some cases, a pedestrian facility may be built around a tree or utility pole, but in the majority of cases, a tree may have to be removed and a utility pole will have to be relocated in order to accommodate bicycle and pedestrian improvements. This will be discussed further during the presentation by Bellecci and Associates.

### **Alternative #1 Class I Pathway/walkway**

This alternative places a potential Class I facility on the east side of Miramonte Avenue. Due to the varying property alignments and limited space availability in the public-right-of-way, the proposed Class I pathway is confined between Covington Road and Portland Avenue. Beyond Portland Avenue, an improved walkway and bike route is proposed on both sides of Miramonte Avenue and terminates at B Street. To further enhance mobility, a walkway is proposed on the west side of Miramonte Avenue between Covington Road and Portland Avenue. This will connect with the proposed walkway south of Portland Avenue. New or



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AGENDA ITEM # 2

improved crosswalks at Eastwood Drive, Berry Avenue, Portland Avenue, and Lorraine Avenue are also included in this proposal. This alternative unfortunately impacts 36-45 trees and 20 utility poles. Intersecting property driveways that extend into the public-right-of-way would be modified to fit with the proposed improvements.

### **Alternative #2 Class II (bike lanes) with an accessible walkway**

This option proposes a Class II bike lane for the entire length of Miramonte Avenue. The majority of the Class II bike lanes would also include a two-foot striped buffer; except for a short segment between Eastwood Drive and Berry Avenue, due to available space limitations. For pedestrians, a walkway made of natural looking materials, such as decomposed granite is proposed on both sides of Mirmaonte Avenue for added mobility. Crosswalks will be added or upgraded at Eastwood Drive, Berry Avenue, Portland Avenue, and Lorraine Avenue. All proposed improvements are within the public-right-of-way.

In terms of physical constraints, this option has a potential impact up to two trees and nine utility poles, which may require re-location. The Class II bike lane separates cyclist and pedestrian movements, while the two foot buffer enhances protection for the cyclist. Intersecting property driveways that extend into the public-right-of-way would be modified to fit with the proposed improvements.

### **Alternative #3 Class III (bike route) with an accessible walkway**

This option has the same proposed improvements as the Class II option, except a bike route is proposed instead of a bike lane and there will be no new walkway improvements on the eastside. If this option is selected, sharrows can be used to emphasize cyclist positioning on the road.

### **Level of Traffic Stress Analysis**

As part of the development of alternative bicycle and pedestrian improvements, a Level of Traffic Stress Analysis (LTS) was performed by Fehr and Peers, a sub consultant to Bellecci and Associates. The LTS is a tool first developed by the Mineta Transportation Institute in San Jose and later adapted by Fehr and Peers to evaluate a cyclist's comfort level riding through various street settings. Their report is attached which details their analysis regarding the proposed three alternatives. Fehr and Peers will be present at the commission meeting and will explain the LTS application and scoring to the proposed alternatives. Please note for Table 1 in the attachment, lower scores are considered better.

### **Recommendation**

Staff requests that the BPAC review and make a recommendation for a preferred bike and pedestrian improvement conceptual design, if any. Note, residents and property owners fronting Miramonte Avenue, corner lots adjacent and cul-de-sacs to Miramonte Avenue were invited to this meeting to provide their input and concerns

**NEXT STEPS**

Staff will present the alternatives and BPAC recommendations to the Planning and Transportation Commission for their comments. This meeting is TBD. Should the scope of this project change from the original Class I project description, staff will request a project scope change from the City Council. This meeting is also TBD.

Attachment:

Fehr and Peers – Alternative Concepts and Analysis Summary