

MIRAMONTE AVENUE PATH PROJECT

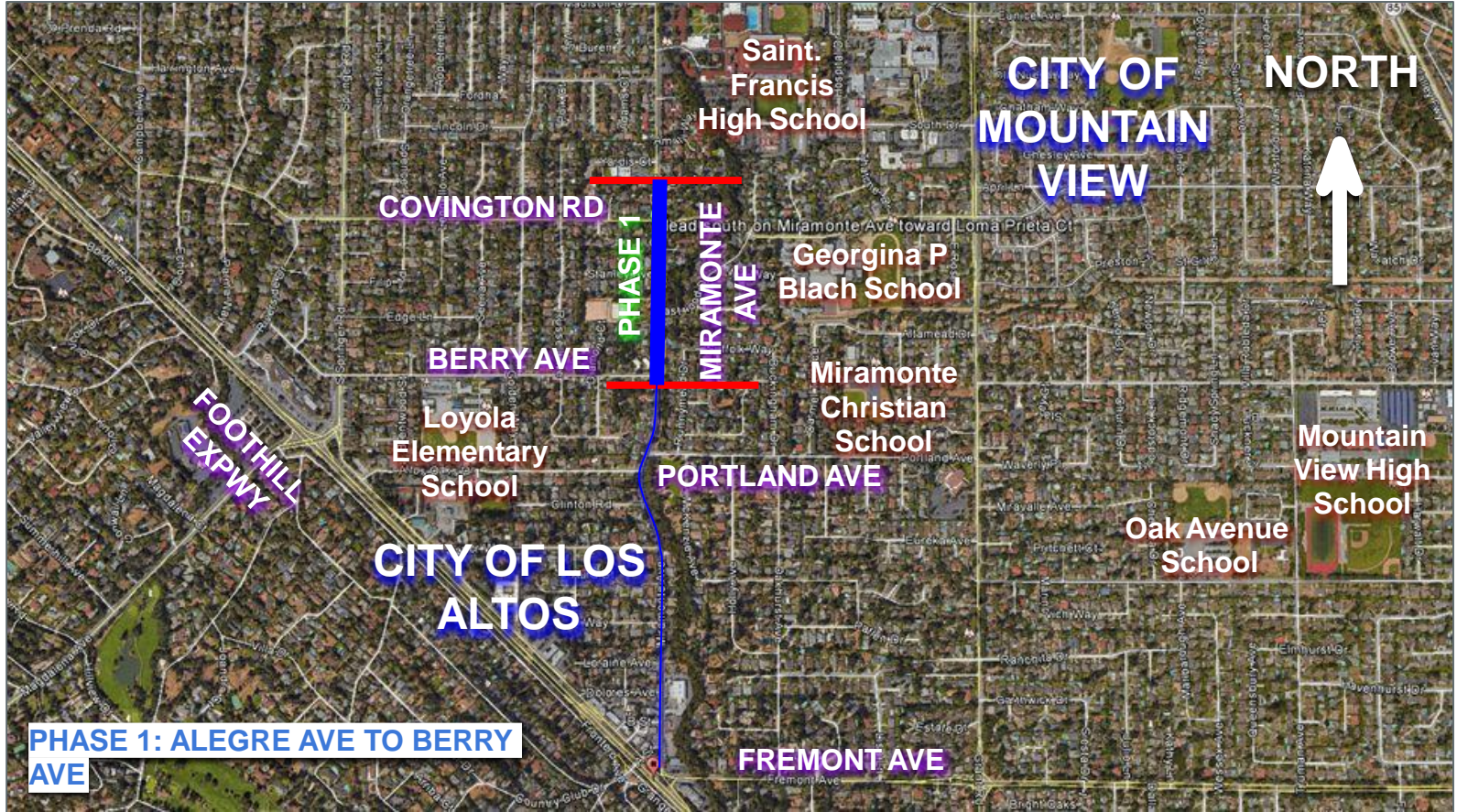
City Council Meeting | July 10, 2018

Speakers:

Daniel Leary | Bellecci & Associates

Susanna Chan | Public Works Director

Project Limits of Work



Project Goals

- **Improve safety for all users of streets by**
 - **Providing dedicated & protected accessible walkways & accessible curb ramps**
 - **Providing dedicated & buffered Class II bike lanes**
 - **Enhancing school crosswalks**
- **Meet the State Requirements for Complete Streets**
- **Improve transportation network connectivity**

AB 1358 Complete Streets Act

*“Commencing on January 1, 2011, ...the legislative body of a city ... will plan for a **balanced, multimodal transportation** network that meets the needs of all users of streets, ... to include **motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation**”*

Los Altos Complete Streets Policy

- **Adopted in 2015**
- **Recognizes bicycle, pedestrian, and transit modes as integral elements of transportation system**
- **Recognizes the benefits in health, safety, welfare, economic vitality and environmental well-being of the community**

Project Recognition in Planning Documents

- **Blach Neighborhood Traffic Study (2010-2011)**
- **Bicycle Transportation Plan (2010 – 2012)**
- **Pedestrian Master Plan (2014-2015)**
- **Capital Improvement Program (Since 2013)**
- **County Bicycle Expenditure Plan**
- **Valley Transportation Authority Bicycle Expenditure Plan 2040**

Project Level Public Outreach

- **BPAC Presentation:** **August 2016**
- **Community Presentation and Open House:** **January 2018**
- **Complete Streets Commission:** **January 2018**

Key Community Concerns on Design of Project

- **Potential bus route – VTA has no plan for Miramonte to be a bus route**
- **Widen roadway width – the paved section of the roadway remains the same, utilized existing shoulders and narrowed travel lanes for buffered bike lanes**
- **Traffic calming – not the goal of this project, but the improvements do not preclude implementation of future traffic calming plan**
- **Neighborhood characteristics**
- **Parking**

Existing Conditions



Lack of Walkways

Existing Conditions



Lack of Curb Ramps

Existing Conditions



Lack of Bike Lanes

Existing Conditions

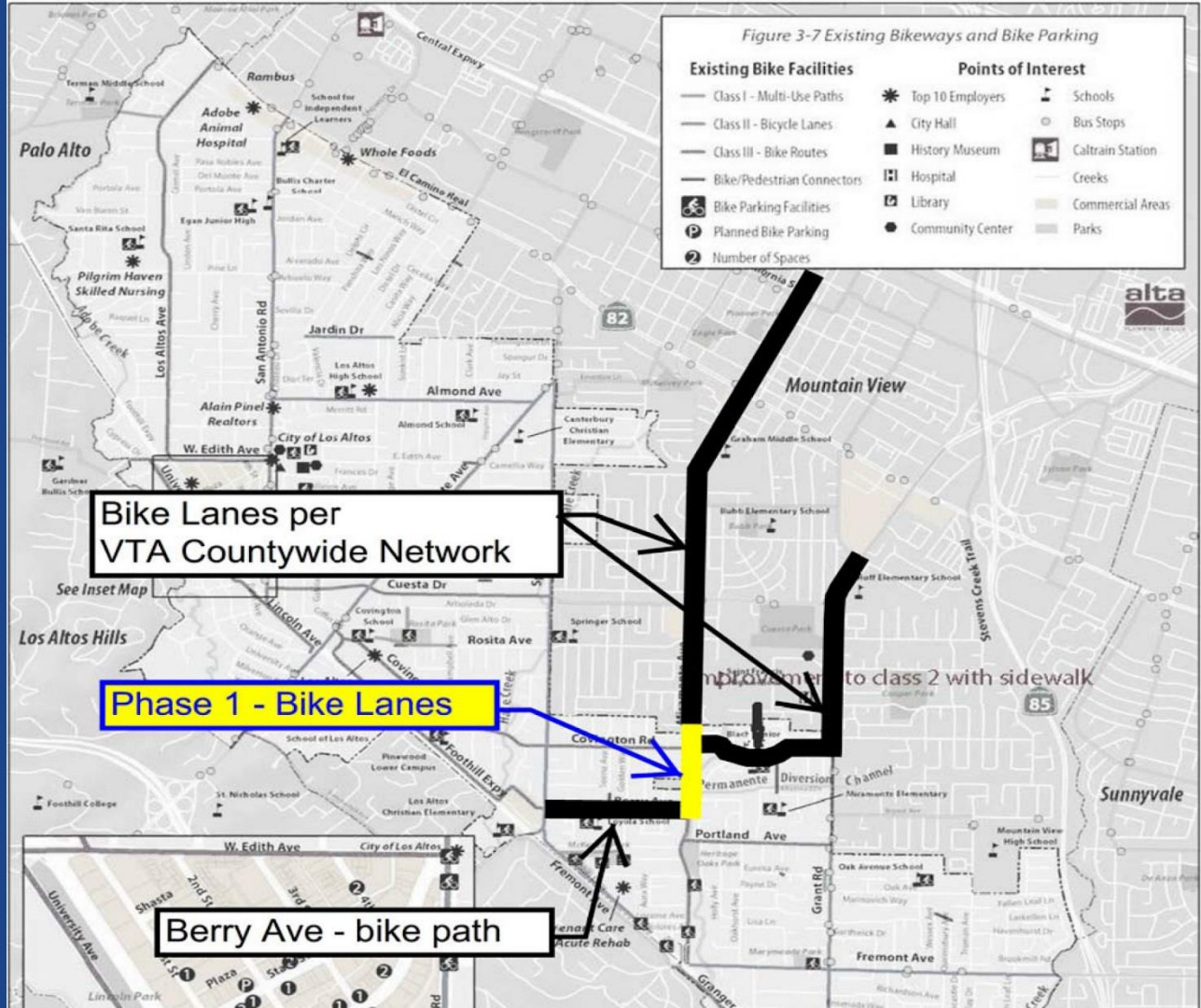


Figure 3-7 Existing Bikeways and Bike Parking

Existing Bike Facilities		Points of Interest	
— Class I - Multi-Use Paths	✳ Top 10 Employers	🏫 Schools	🚏 Bus Stops
— Class II - Bicycle Lanes	🏛 City Hall	🏨 History Museum	🚉 Caltrain Station
— Class III - Bike Routes	🏥 Hospital	📖 Library	🌳 Creeks
🚲 Bike/Pedestrian Connectors	🏠 Community Center	🏬 Commercial Areas	🌳 Parks
🚲📍 Bike Parking Facilities			
📍 Planned Bike Parking			
② Number of Spaces			

Existing Bike Facilities

- Class I - Multi-Use Paths
- Class II - Bicycle Lanes
- Class III - Bike Routes
- Bike/Pedestrian Connectors
- 🚲 Bike Parking Facilities
- 📍 Planned Bike Parking
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Bike Lanes per VTA Countywide Network

Phase 1 - Bike Lanes

Berry Ave - bike path

County Bicycle Map: Regional Connectivity

August 2016 - BPAC Meeting

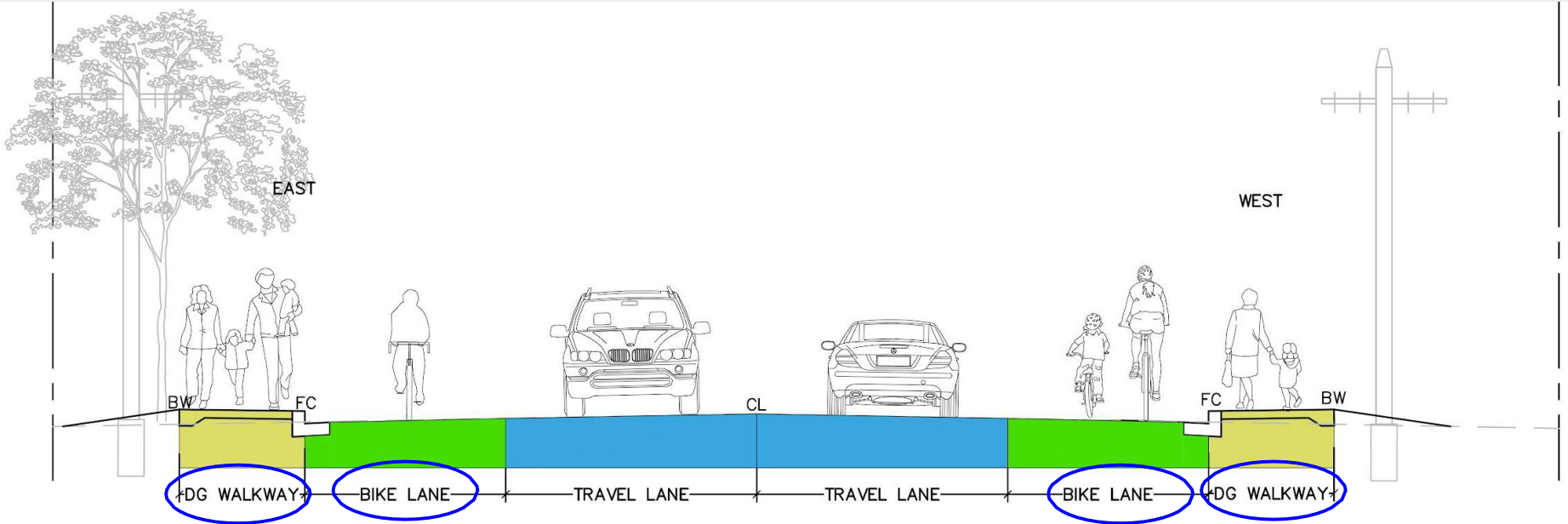
Bicycle Pedestrian Advisory Commission



August 2016 | BPAC

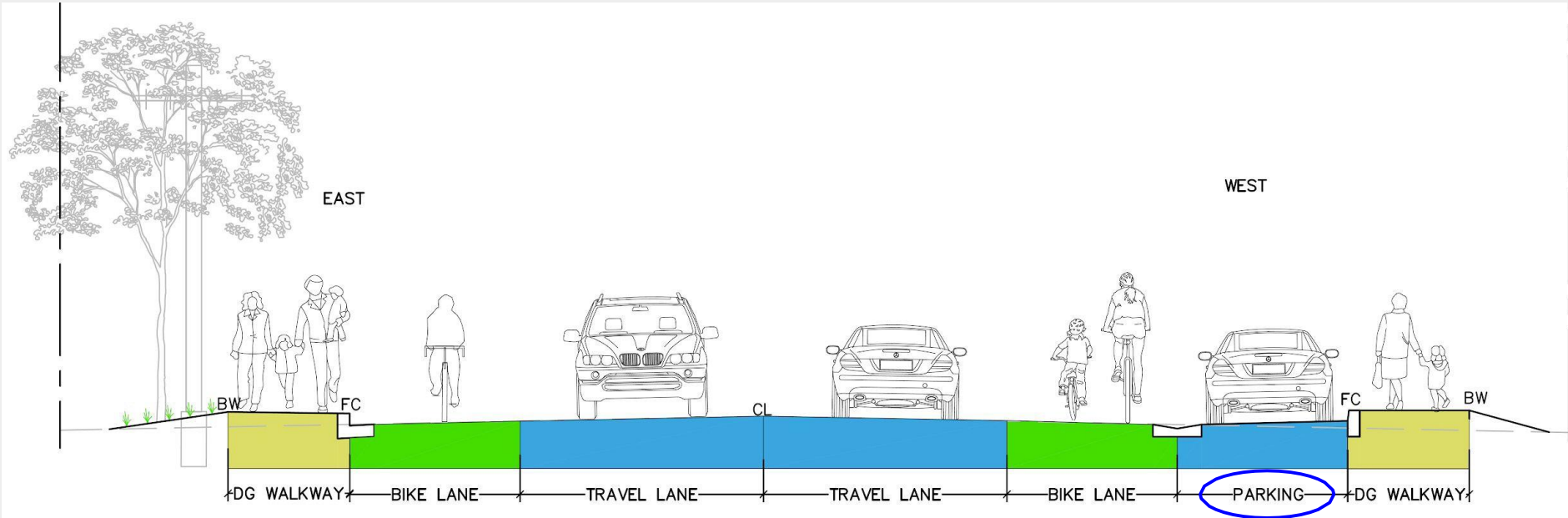
- **Alternative 1 - Class I Path on one side**
- **Alternative 2 - Class II Bike Lane on both sides (SELECTED)**
Lowest LTS Score (“Level of Traffic Stress”)
- **Alternative 3 - Class III Bike Route**

Typical Section - Miramonte Ave



Miramonte Avenue

Typical Section with Parking (West)



Miramonte Avenue south of Stanley Ave

Parking

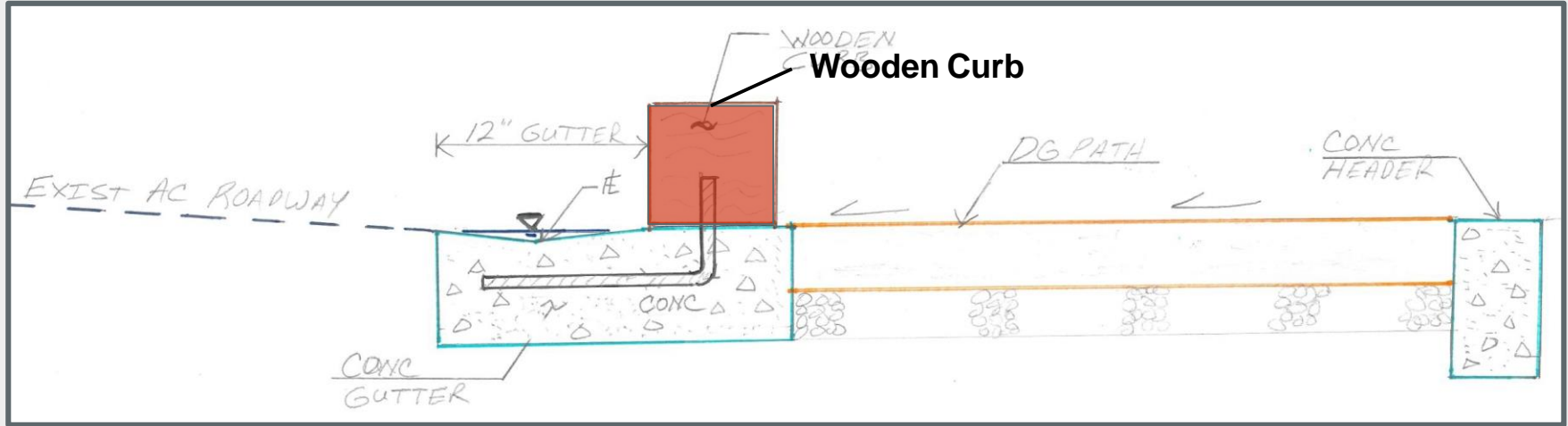
Phase I Segment

- **Daytime parking counts from 2016 = 3 Parked cars**
- **Evening parking counts from Jan 10, 2018 = 0 Parked cars**
- **Evening parking from Jan 11, 2018 = 0 Parked cars**

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- **Allowable Space for Parking in Phase I = 12 New Parking Spaces**

Other Typical Sections Considered But Not Selected -

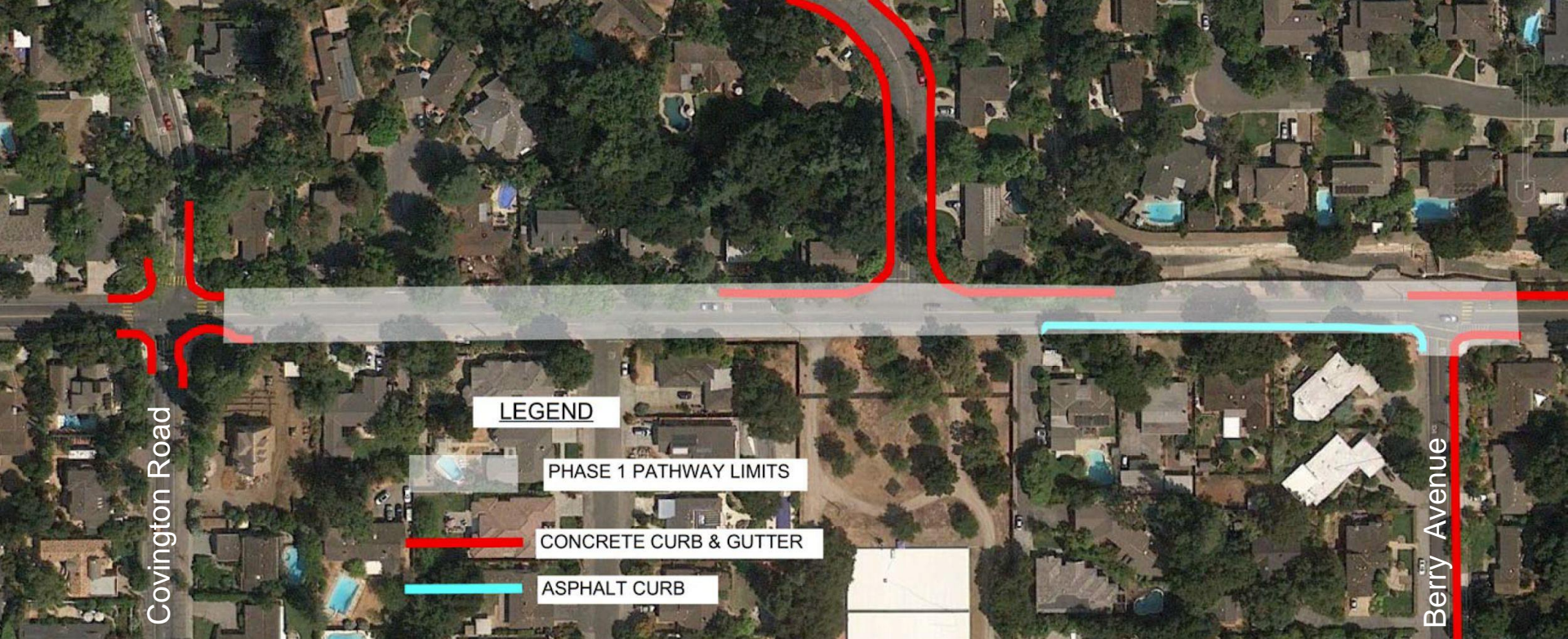
Flush decomposed granite walk



Not selected because:

- *High maintenance due to drainage trapped behind wooden curbs*
- *Reduce bike buffer width by 8"*
- *Concrete curbs are not a new element to this neighborhood, some segments have existing curbs*

Project Edges with Existing Curb



Project Edges with Existing Curb



Covington Road Curb

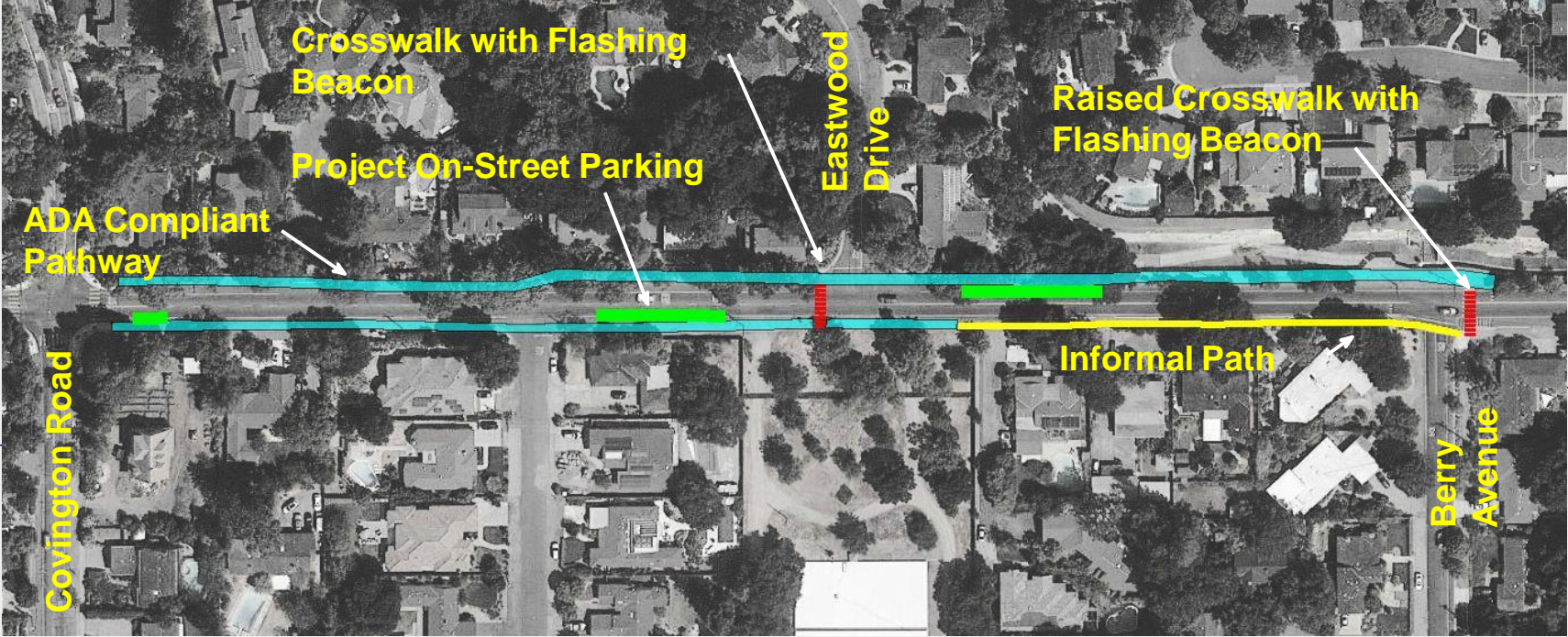
Covington



Eastwood Drive Curb

Avenue
Berry

Flashing Beacons | Pathways | Parking



Rectangular Rapid Flashing Beacon

