



DISCUSSION CALENDAR

Agenda Item # 4

AGENDA REPORT SUMMARY

Meeting Date: November 13, 2018

Subject: Update on Miramonte Avenue Path, Project CF-01006

Prepared by: Aruna Bodduna, Transportation Services Manager

Reviewed by: Susanna Chan, Public Works Director

Approved by: Chris Jordan, City Manager

Attachment(s):

None

Initiated by:

City Council, Capital Improvement Program (CIP) Project CF-01006

Previous Council Consideration:

April 12, 2016; November 14, 2017; June 12, 2018; July 10, 2018

Fiscal Impact:

\$330,000 (CIP budget)

\$1,000,000 (Grant funding)

Environmental Review:

Categorically exempt

Policy Question(s) for Council Consideration:

- Should the City continue with current design and construction of Miramonte Avenue Path project consistent with Complete Streets Policy and meeting federal grant funding obligations?

Summary:

- The key elements of Miramonte Avenue Path project include raised sidewalk with curb and gutter, Class II buffered bicycle lanes on both sides of the street
- City secured \$1,000,000 federal grant funding in 2017
- Currently in Caltrans approval process to request authorization for construction bid notice. Once this is received, project is ready for bid
- Federally-funded projects must comply with Metropolitan Transportation Commission's (MTC) Regional Project Delivery Policy (MTC Resolution No. 3606)
- Per MTC, agencies that do not comply with the delivery policy will be subject to limitations on programming in future years



Subject: Update on Miramonte Avenue Path, Project CF-01006

- Council recommendation at July 10, 2018 Study Session included modifying the key project elements to include flush pedestrian pathway with horizontal separation on one side of the street, Class II bicycle lanes without buffer on the both sides of the street
- Modifying the project key elements will require redesign of the project and restart the Caltrans environmental review process required for federally funded projects
- With the proposed design revisions, the project delivery milestones cannot be met, and project would not comply with the MTC's Regional Project Delivery Policy

Staff Recommendation:

Authorize staff to continue with current design and construction of Miramonte Avenue Path, Project CF-01006



Subject: Update on Miramonte Avenue Path, Project CF-01006

Purpose

To provide update on Miramonte Avenue Path Project.

Background

Metropolitan Transportation Commission's (MTC) One Bay Area Grant program (OBAG) is a funding approach that aligns the Commission's investments with support for focused growth. Cities and counties can use these OBAG funds to invest in transportation categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, safe routes to school, and mobility management. MTC distributes OBAG funds to county Congestion Management Agencies, or CMAs, in each of the nine Bay Area counties. The CMAs are responsible for soliciting, evaluating and selecting eligible projects within their counties.

The Vehicle Emissions Reductions Based at Schools (VERBS) Program is Santa Clara County's locally programmed portion of MTC's One Bay Area Safe Routes to School program. VERBS is focused on reducing greenhouse gases by promoting walking, biking, transit, and carpooling to school, targeting grades K-12.

Federally-funded projects must comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606). These policies include deadlines for certain delivery milestones to ensure that the region is able to deliver federally-funded projects in a timely manner. Projects that fail to meet these deadlines are subject to deprogramming by MTC. Project sponsors (cities or counties) that do not comply with the delivery policy will be subject to limitations on programming in future years.

In 2017, the City applied for and successfully secured VERBS grant funding through a competitive selection process for the construction of Miramonte Avenue Path-Phase 1 project (project limits from Covington Road to Berry Avenue) in the amount of \$1,000,000. The scope of Miramonte Avenue Path project is to install sidewalks and buffered Class II bike lanes on both sides of the street, along with improving crosswalks. This will help rechannelize traffic and enhance bicycle and pedestrian safety with improved facilities providing access to three schools and a public park within the project vicinity. The project design was developed in compliance with the Complete Streets Policy (Assembly Bill 1358, "Complete Streets Act of 2008") adopted by Council on December 8, 2015.

The staff report for this project from July 10, 2018 Study Session provides more information on the project background, outreach efforts, and criteria for selecting Phase 1 project limits for grant application. As indicated in the staff report, outreach included a special meeting of the Complete Streets Commission (then Bicycle and Pedestrian Advisory Committee) on August 24, 2016; a public meeting on January 22, 2018; and a regular meeting of the Complete Streets Commission on January 24, 2018. Project concept design presented at the August 2016 meeting included raised pathway with curb and gutter, while acknowledging impacts to on-street parking. During the parking survey conducted in 2016 and 2018, three (3) parked cars were observed during daytime and none during



Subject: Update on Miramonte Avenue Path, Project CF-01006

evening time. It should be noted that the current project design accommodates parking in some portions along Miramonte Avenue.

At the July 10, 2018 Study Session, Councilmembers provided direction to staff to determine if the \$1,000,000 grant funding would still be available if the design is changed. Council then directed staff to explore re-designing the pathway project with the following suggested design changes:

- Embedding the curbed buffer between the pedestrian walkway and the bike path so it is flush between the two lanes and both lanes are at grade with the street;
- Removing the designated on-street parking from one side of the street;
- Removing the pedestrian walkway on the west side of the street or narrowing the bike path to provide enough space for vertical separation of the pedestrian walkway;
- Finding alternative permeable materials for the pedestrian walkway that are more permanent and require less maintenance in place of the decomposed granite;
- Suggesting alternative signals/beacons or designs for the pedestrian crosswalks in place of the Rectangular Rapid Flashing Beacons (RRFB);
- Exploring alternative traffic calming elements to enhance safety; and
- Holding a public meeting noticing every home on the Miramonte Corridor before bringing the re-design back to the City Council.

The above proposed changes would allow retaining on-street parking on one side of the street along Miramonte Avenue.

Discussion/Analysis

Per MTC guidelines, CMA's will manage countywide calls for projects and recommend a list of projects for adoption by the MTC Commission. As Santa Clara County's CMA, Valley Transportation Authority (VTA) is responsible approving grant project proposals within the County.

Following the July 10, 2018 study session, staff reached out to VTA to determine if the City can retain the grant funding with the following project revisions:

- Pedestrian Facilities - originally planned for elevated 5-foot wide sidewalks on both sides of street, the revised proposal includes a 5-foot wide pathway on one side of the street at street level (not elevated). There will be a 18" stone swale between the pedestrian pathway and the bike lane to provide drainage and horizontal separation;
- Bike Facilities – originally planned for Class II buffered bike lanes on both sides of the street, the revised proposal includes Class II bike lanes on both sides of the street. There will not be enough room for the buffer; and
- Crosswalks – originally planned for a raised crosswalk with RRFB, the revised proposal includes just a raised crosswalk without RRFB.



Subject: Update on Miramonte Avenue Path, Project CF-01006

The Miramonte Avenue Path project was programmed with \$1 million of construction funding that needed to be obligated by October 1, 2018. The proposed revisions listed above will require re-design of the project and re-submittal for Caltrans environmental review process with the new design. In doing so, the project will not meet the MTC's Regional Project Delivery Policy.

VTA recommends giving the City until January 31, 2019 to submit for funding obligation as originally scoped. If the City doesn't submit by that date or the City Council makes a formal decision not to proceed with the current scope, the City will lose \$1,000,000 grant funding and VTA will reprogram these grant funds to another agency's project.

Options

- 1) Authorize Staff to continue with current design and construction of Miramonte Path, Project CF-01006

Advantages: Complies with Council Adopted Complete Streets Act of 2008 to provide accommodations to all road users and meet federal grant funding obligations

Disadvantages: Some residents along project corridor do not support the current design

- 2) Consider redesign of the project and pursue future grant opportunities

Advantages: Concerned residents along project corridor could support a future design

Disadvantages: City will lose the \$1,000,000 federal funds approved for current design; redesign will require additional City funding, and may require construction funds if unsuccessful in securing future grants

- 3) Do not pursue the project and remove from City's CIP

Advantages: None

Disadvantages: This is not consistent with the adopted plans and policies, the project will not be completed, and the City will lose the \$1,000,000 federal funds for not delivering the project

Recommendation

Staff recommends Option 1.