

## Miramonte Complete Streets Study – Community Outreach Round 1

### Notes

#### 9/28/24 Community Bike Ride

##### 1. The Trail between McKelvey Ballpark and St Joseph's School

Miramonte is unsafe. Cars drive at high speeds. Cars are unaware of the 25 mph speed limit. The speed limit signs are inconsistent/wrong. Can we make the speed limit 25 mph the whole way?

Cars hug the curb, they drift into the parking lane. It's hard to take the lane as a cyclist. It's not safe for kids. Cars park too far away from the curb. We need "parking tips" painted markers or boxes that show where the parking spaces are. Allow parking on Southbound side only during games.

Northbound between Harpster is too narrow. We should make room for a proper bike lane.

We need traffic calming like speed humps and bulb outs.

I want a crossing that connects the trail with Park Drive. Look at how people are crossing today, the crosswalk is hard to notice. A red signal or an RRFB would be better. Can we daylight the crosswalk and not allow parked cars near it? (red curb, ask Lorenzo)

Can you put a new crosswalk near the AAA/ballpark too?

ECR to Park needs bikeways

Improve ADA access at ECR-Calderon, ECR-Shoreline, ECR-Castro. We need a safe alternative path during construction.

There is a problem of piles of leaves in the protected bikeway in Fall.

We need bike lanes from ECR to Sonia. That bike lane section is bumpy. The city needs to look at driving lanes and traffic volumes. We want a physically separated bikeway. To counteract high speeds, we need narrower travel lanes for cars. The road is not wide enough for a bike lane in some places so a road diet would provide dedicated space for a bikeway. Miramonte is used by middle schoolers, and students from Springer and Bloch elementary schools.

There is a long stretch here without a place to cross Miramonte.

Please fix now: the signal timing for peds at Miramonte/El Camino; signage for bike/ped route through McKelvey. Signage is needed on the trail.

##### 2. Marilyn/Castro

Be careful where you put the concrete curb that protects the bike lane. It's better to put it outside the white line. I care about the perception of width.

The Castro section near Graham Middle School is nice. We want gaps in the protected bike lane so you can get out of the curb-protected bike lane if you need to, but small gaps where just a bike can fit, not a

car. I like the 2-way bikeway between Castro and Hans that is coming soon. How will bike and cars interact at Hans? Would a crossing guard help?

Bubb students get out of school at 2:40 PM, whereas Graham students get out at 3:30 so the exit rushes are not happening at the same time for the two schools. Afterschool sports kids won't have a crossing guard. The crossing guard is there for a 45 minute shift.

What will we do during construction? Find out with the Traffic Control Plan (TCP).

Very few cars do a Left Turn.

I want greenscaped medians, greenery and trees.

Cuesta Park Neighborhood CPNA – speeds are too high.

We need traffic calming. Explore a road diet.

I want the 2 lanes on Miramonte southbound to remain so I can turn right into Marilyn without waiting so long when there is a lot of car traffic.

I want to trigger the light with my bike. An extra push button would help.

There is not enough time to cross Miramonte at Barbara, the light is too short at Marilyn too.

The city should require delivery curb space or loading docks at new apartment buildings for Amazon, FedEx, furniture and people moving in/out.

We like Pedestrian Leading Intervals (PLI) at signalized intersections. We want the rules to be the same in all cities. Some nearby cities don't have PLI so when I ride my bike or walk, I don't always know to expect to go first or not.

### **3. Cuesta/House of Bagels**

Cars drive in the bike lane straight on Eastbound Cuesta and they drive in the bike lane on the southeast corner near the creek. The lanes are not aligned through this intersection.

Photo:



Green conflict zone markings are needed.

It's hard to turn left onto Cuesta when exiting the Safeway parking lot near the ballet school.

If we had a roundabout at Cuesta, that would help people go left/westbound on Cuesta by making a u-turn in the roundabout. Roundabouts also help with the alignment issue. We should do away with the slip lanes on Cuesta – roundabout. We need a pedestrian refuge when crossing at the Cuesta/Miramonte intersection. We need a No Right Turn on Red (NRTOR). Lots of cars traveling on Cuesta westbound turn right onto northbound Miramonte.

The south end of Miramonte needs a road diet. Speeds are too fast. How much of the Southbound traffic goes to Safeway? Cars turn in and don't watch for bikes. Cars exiting the Safeway parking lot pull into the bike lane looking right for a gap in traffic so they can turn left/north.

Could we close one of the driveways for Safeway on Miramonte?

The Cuesta and Barbara crosswalks are terrible and need PLI.

You can't hear the audio of the crosswalk equipment because traffic is so loud. Can you turn the volume up? And how about we calm the traffic so drivers go slower.

The bike lane southbound disappears at Sladky, and the cars come over close to the curb where the bikes go.

When you do a road diet on segment B, don't widen it back out when you get to Cuesta. Keep it one lane all the way along. I hope to see one straight lane, one left turn lane and the bike lane.

The southeast corner is tiny for pedestrians.

The driveways are falling apart especially at the gas station.

Permanente Creek is here and we could do a 2 lane road diet, freeing up green space along the creek. There is room for a linear park, benches to sit on, detached sidewalks so there are trees between the

moving cars and the pedestrians, a multi-use trail, a trail for runners (St Francis Track and Field, people running to Cuesta Park). Make sure the Water District is aware of and involved in this project.

This corridor has potential to help provide space for migrating animals and other species.

I would love a linear park, lots of raised hands. I like walking on the side of Miramonte that has the creek.

Is there potential for a road diet on Cuesta too? That would be good.

My 3-wheel recumbent bike or my cargo bike doesn't fit in the bike lane on Miramonte heading north towards Cuesta. The bike lane is too narrow. I want a bike lane wide enough for 2 people.

Could we get a bike box or a Dutch intersection at Cuesta/Miramonte?

#### 4. Yardis

Yardis was the last city street to get paved, in the early 2000s.

The bike lane narrows between Safeway and Rose Ave. The pavement near the gutter is cracked and awful. Rose takes you to Springer Elementary School.

Can we fill in the missing sidewalks south of Yardis? Where exactly is the city limit line? Can you remove (underground the utility wires) or move poles so they are not in the middle of the new sidewalk?

Bloch elementary school is nearby and kids (should) bike there. We need to add more to the Safe Routes to School (SRTS) map for Los Altos kids who go to MVHS.

The ped signal north of St Francis is funky. It's very long. It changes from red to green weird. Can you get a "quick pedestrian" button and a "pedestrian who needs extra time" button?

There are long stretches on this road with no crosswalk across Miramonte.

The tree canopy is uneven so it makes travel at sunset and at night challenging

The speed detector sign flashes even when you are going at a safe speed. Can you make it flash only for speeding?

#### **Emails**

**From:** Community Member via email

**Sent:** Friday, October 4, 2024 4:59 PM

**To:** Gauss, Karen <[Karen.Gauss@mountainview.gov](mailto:Karen.Gauss@mountainview.gov)>

**Subject:** Re: Miramonte project -- opportunity for feedback

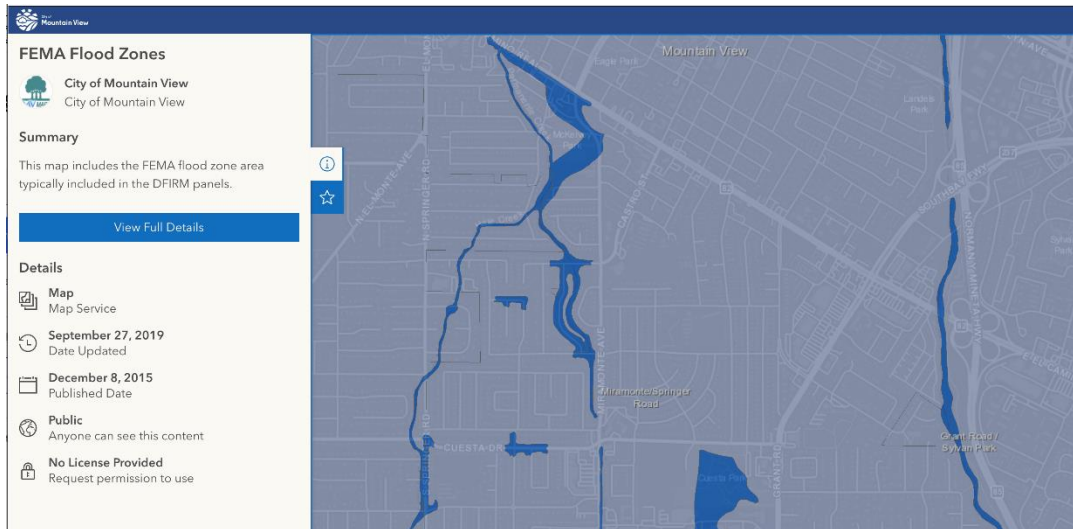
Hi Karen -- happy almost weekend!

Where would I find the current proposed plans for the Miramonte? Are there plans for green infrastructure of any form?

Thanks! I had suggested in a presentation I made to Council a year and a half ago that the Miramonte Project provided a good opportunity for introducing green infrastructure and suggested that it be renamed as Miramonte Green Complete Streets Project. Councilmember Ramirez ended up proposing that California St and Rengstorff be renamed as Green Complete Streets project. I'll reach out to Councilmembers to remind them as well.

### Miramonte near ECR in a FEMA flood zone?

It looks like there's a FEMA flood zone right by Miramonte (I believe that's due to Permanente Creek).



Source: <https://data-mountainview.opendata.arcgis.com/maps/98b16ce4c2c34685a5a3340ac2a4cebd/explore?location=37.378380%2C-122.085277%2C15.72>

It seems that area could be a good opportunity for green stormwater infrastructure. From what I recall from the April 3, 2023 meeting, the City has a mandate to improve the flood resiliency of the City and updated the city code with an ordinance:

All new development or substantial improvements within the City's Special Flood Hazard Areas are subject to the Flood Plain Management Ordinance per City's Municipal Code Chapter 8, Article VIII, and are required to submit Flood Development Permit Applications and Elevation Certificates.

From what I've heard, we also haven't yet identified any projects to help the City meet its MRP 3.0 numeric requirement to convert 5 acres of impervious land to pervious by 2027. It seems this could be a great opportunity to remedy that.