



ADLP and Santa Cruz Ave

Safety Improvements – Conceptual Changes

BPAC Meeting
February 20, 2020



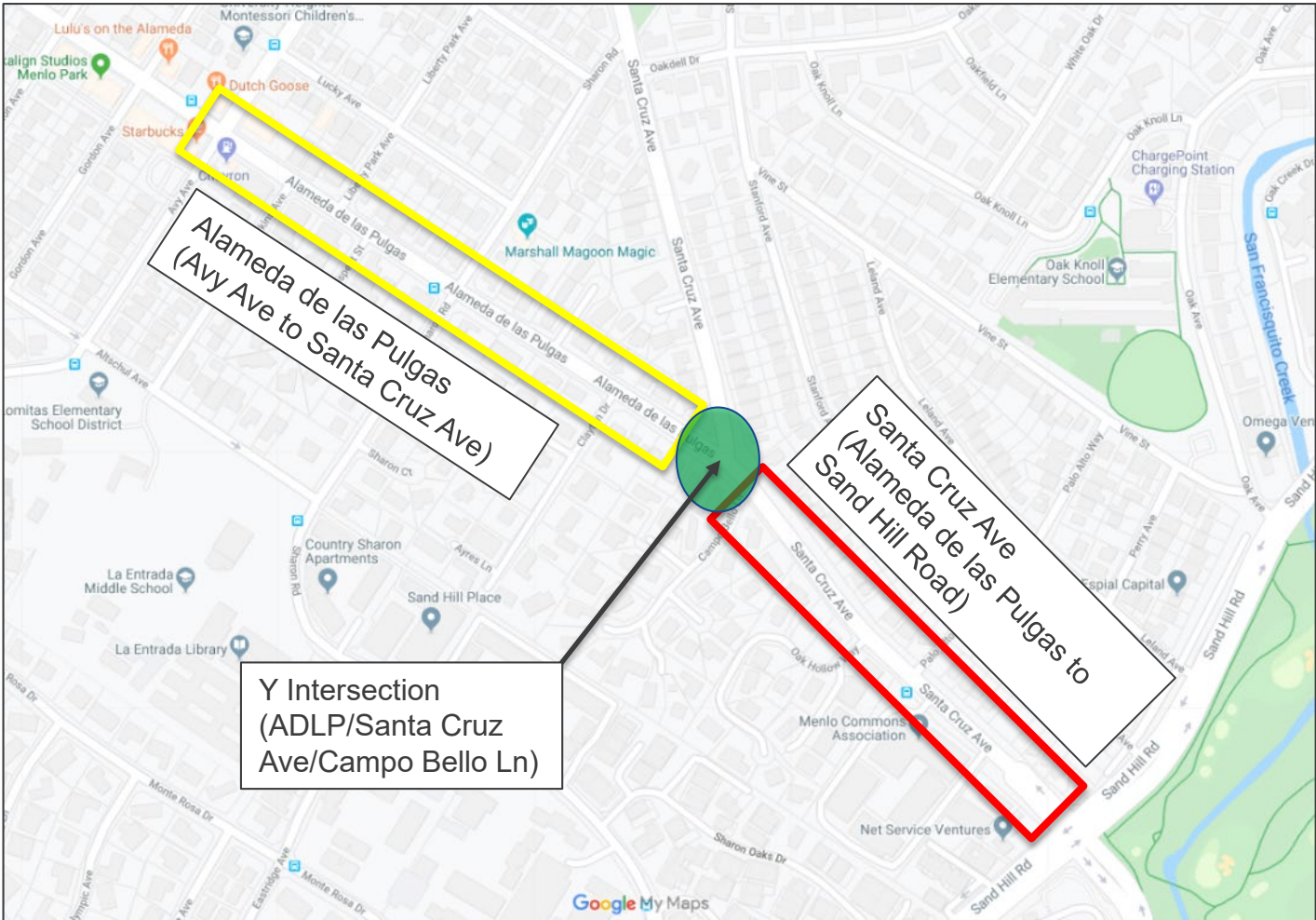
Where are we in the process?

- Formation of Task Force – completed 2017
- Needs Assessment – completed 2017
- Questionnaire to community – completed 2018
- Draft proposals – completed 2019
- Modeling – completed 2019
- **Updated Proposals - Meeting with Community – Winter 2019/2020**
- Finalize Report on Corridor Priorities – Spring 2020
- Report to the Board of Supervisors - Summer 2020

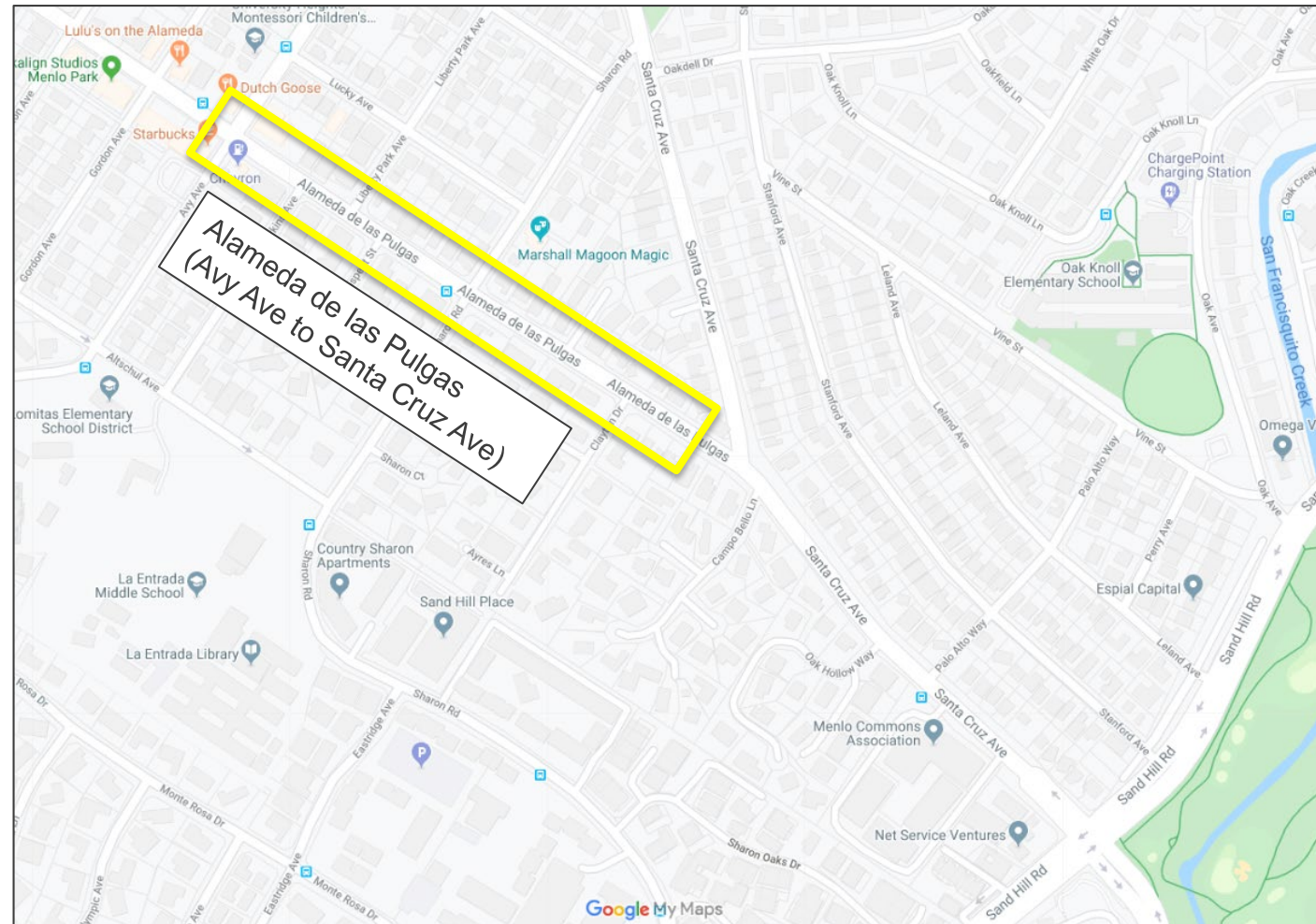
Major Findings of the Survey

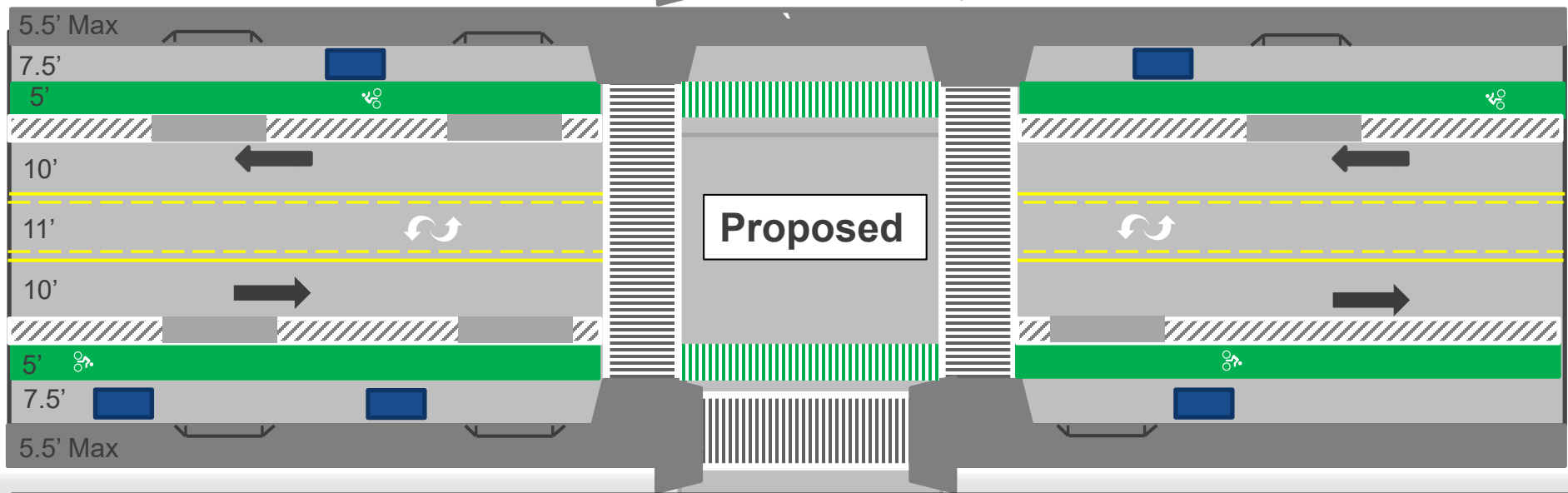
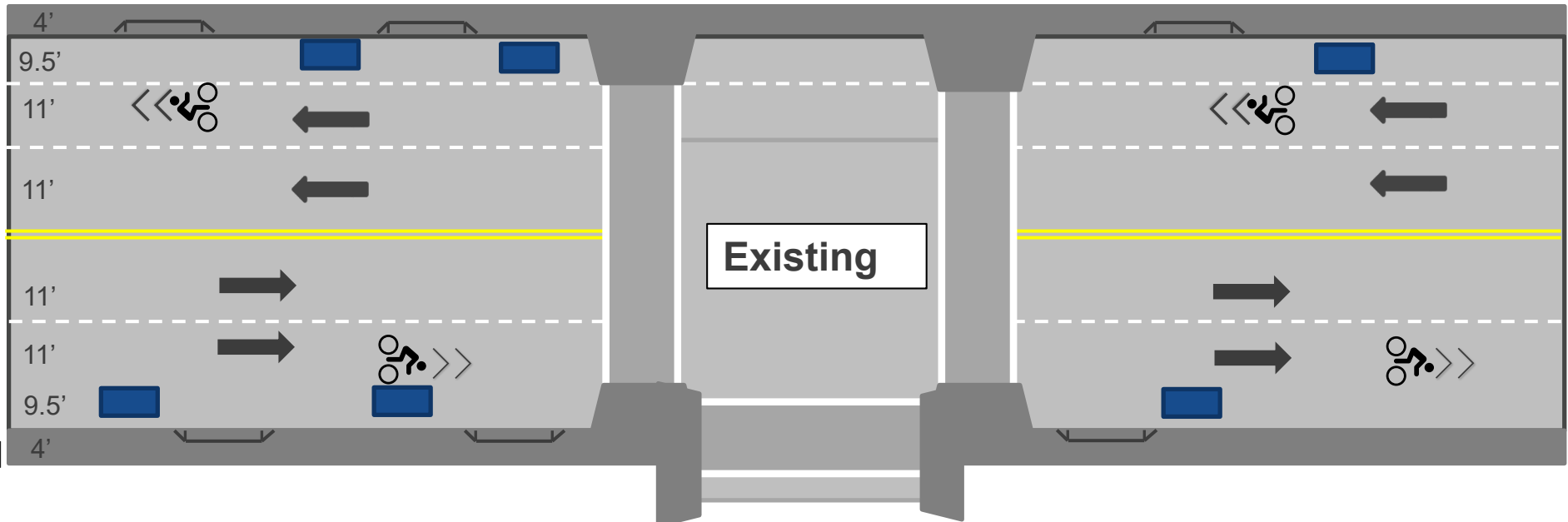
- The vast majority of all respondents (residents, commuters and non-resident users) wanted **safety improvements** along the corridor.
- Respondents consistently ranked “**Safer flow of traffic**” as an improvement most important to them.
- Within each respondent group, almost all were willing to **reduce a travel lane in exchange for improved safety**.
- However, **specific priorities and tradeoffs varied by respondent group**.

Corridor Design Alternatives



Alameda de las Pulgas Proposed Improvements





To Sand Hill Road



To Avy Ave

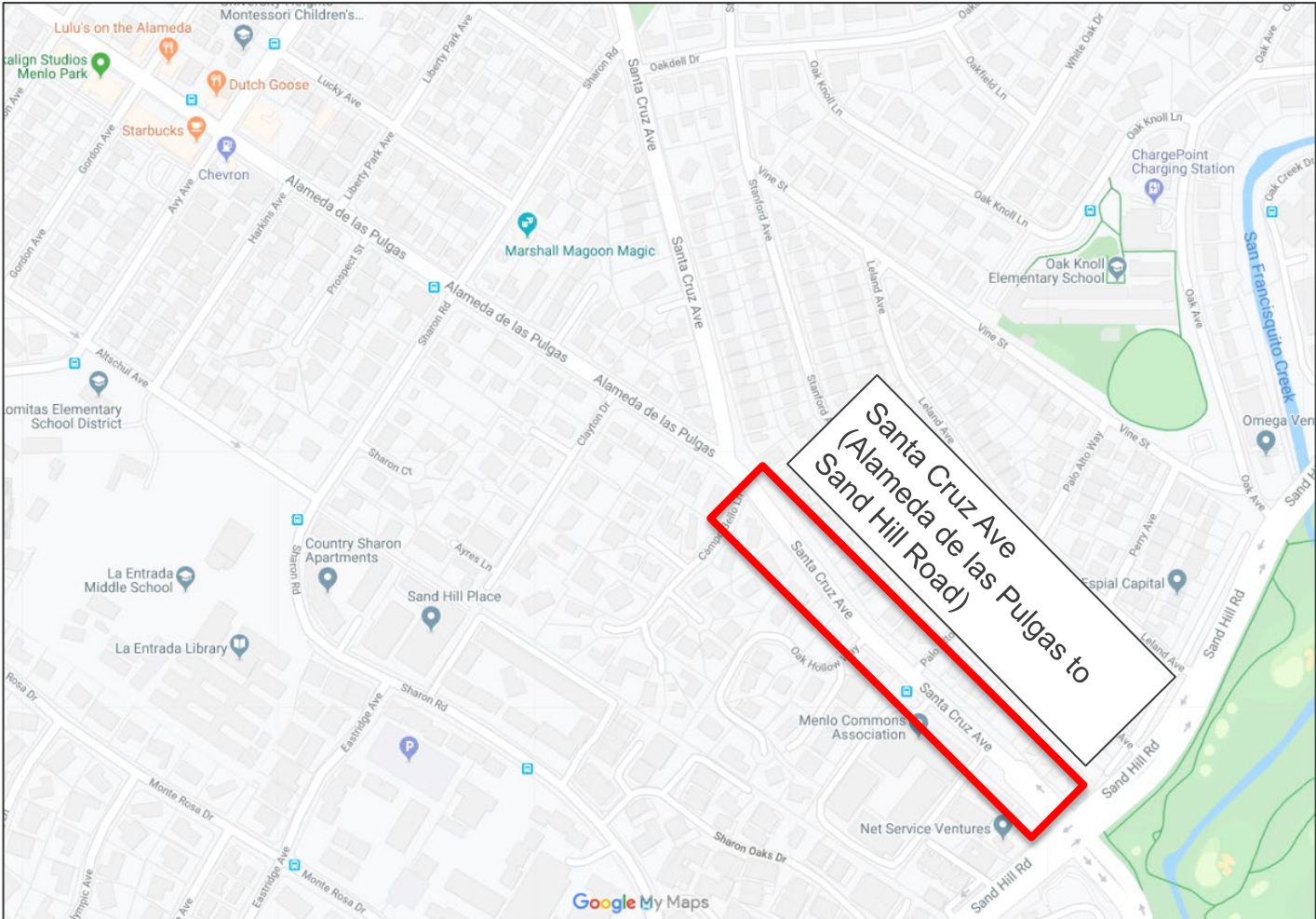


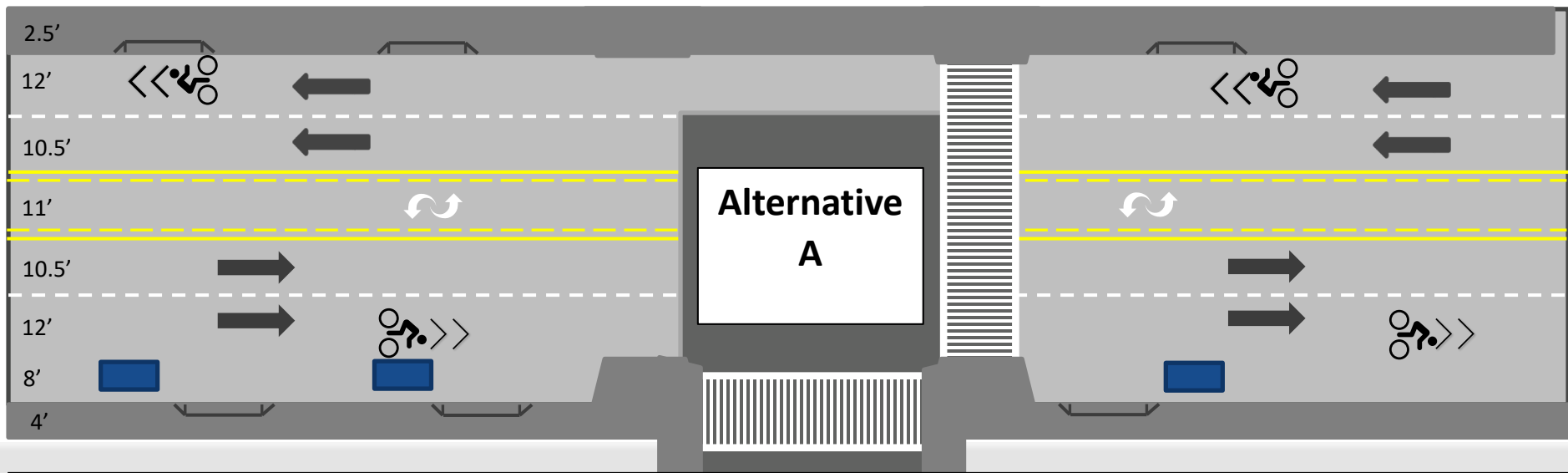
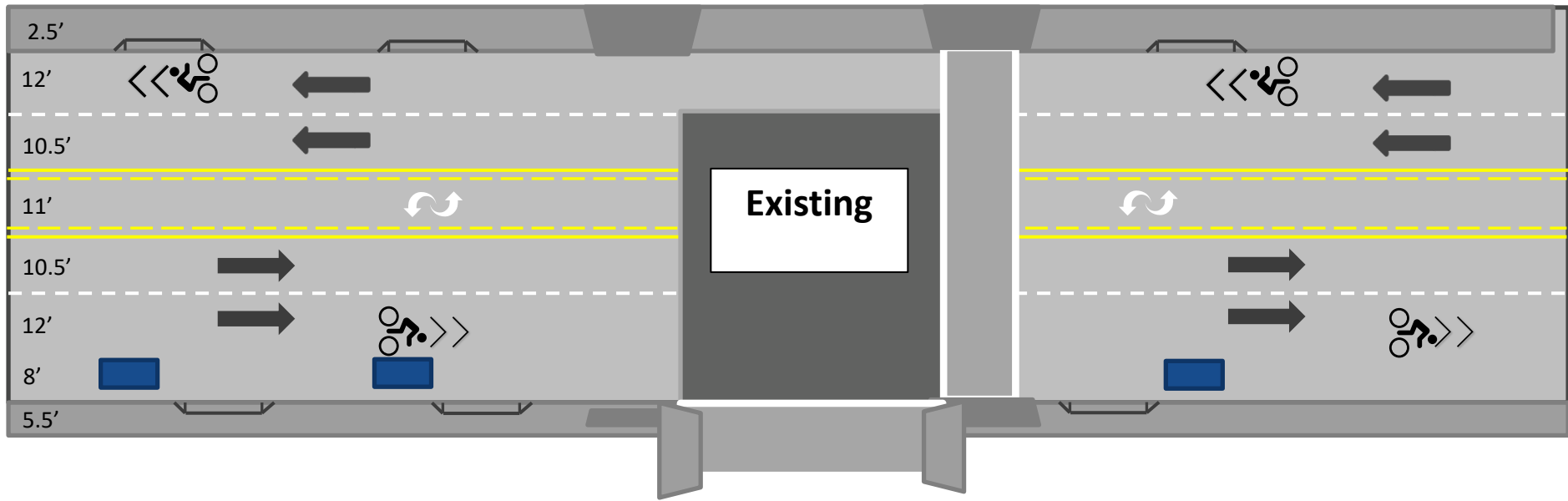
Changes: Modify to one lanes northbound, one lane southbound and a two-way turn lane. Narrow lanes, add bulbouts, crosswalks, bike lanes in both directions, bike buffer in both directions and widen sidewalks.

Future Traffic Impacts (2030): This is likely to increase vehicle travel time by an average of 1 minute during the peak period for each direction. However, bike and pedestrian facilities are greatly improved.



Santa Cruz Avenue Proposed Improvements

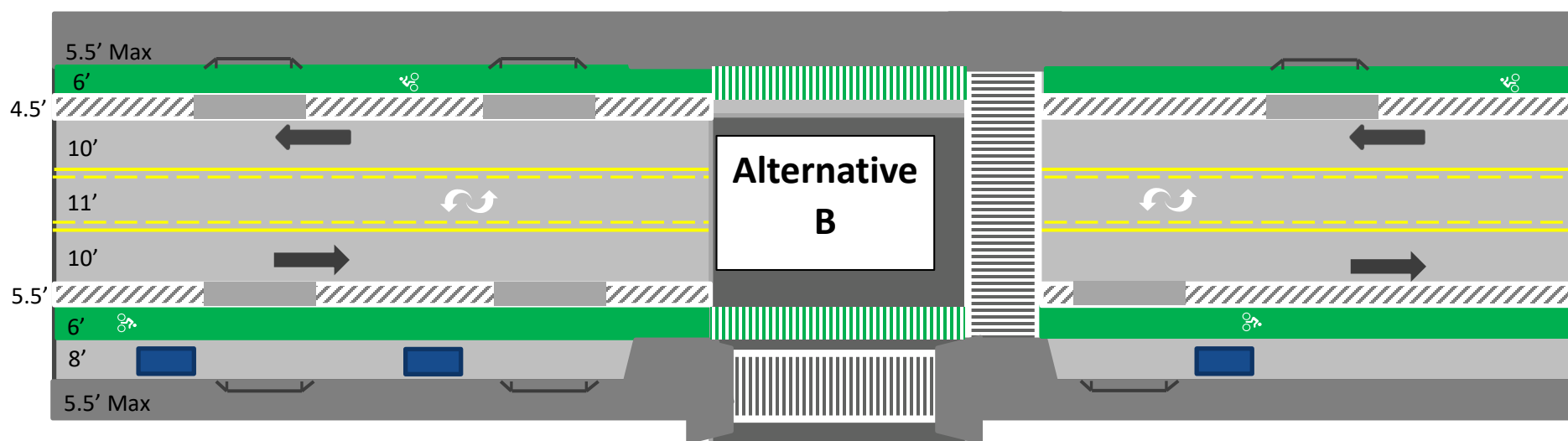




Changes: Keep two lanes northbound and two lanes southbound, add bulbouts, and crosswalks.

Future Traffic Impacts (2030): This is not likely to impact vehicle travel time but only allows for **minimal** pedestrian/bike improvements.





**Alternative
B**

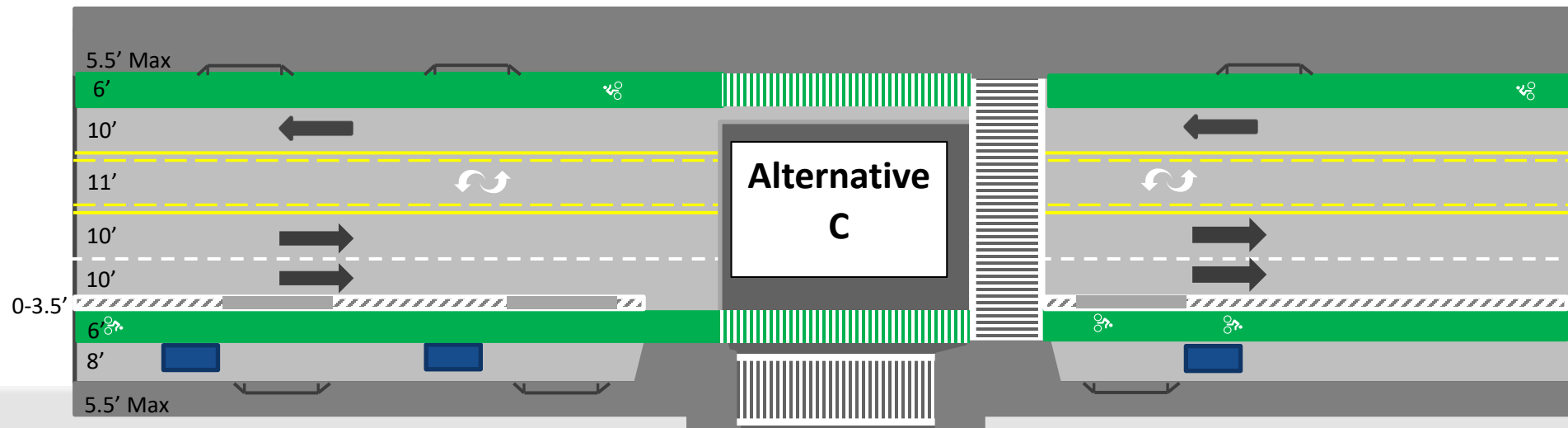
Changes: Modify to one lane northbound, one lane southbound and a two-way turn lane. Narrow lanes, add bulbouts, crosswalks, bike lanes in both directions, bike buffer in both directions and widen sidewalks

Future Traffic Impacts (2030): This is likely to increase vehicle travel time by an average of 1 minute during the peak period for each direction. Bike and pedestrian facilities are greatly improved as a result.

To Sand Hill Road



To ADLP



**Alternative
C**

Changes: Modify to two lanes northbound, one lane southbound and a two-way turn lane. Narrow lanes, add bulbouts, bike lanes in both directions and widen sidewalks. Add Bike Buffer only in the northbound direction.

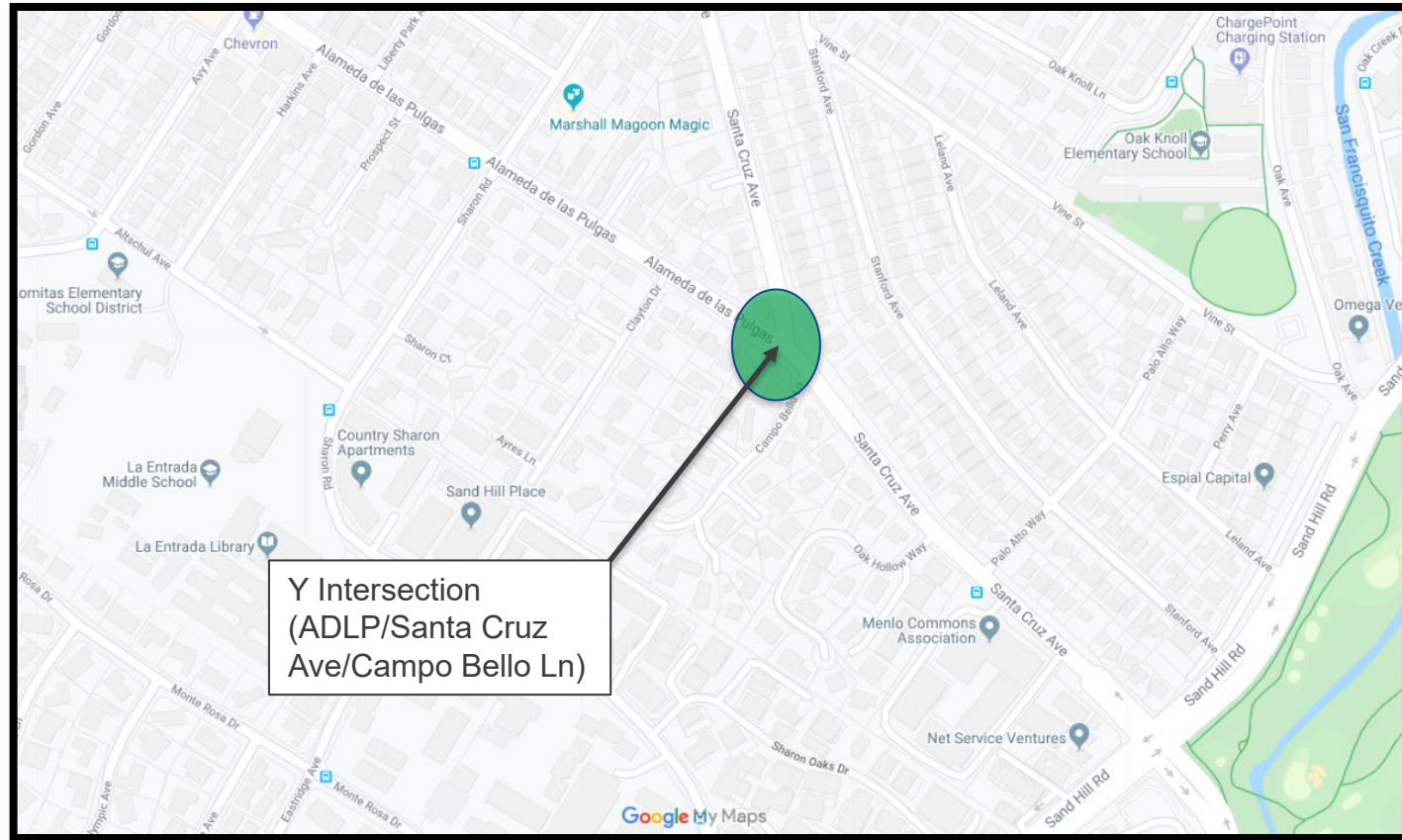
Future Traffic Impacts (2030): This is not likely to impact vehicle travel time but does allow for significant pedestrian/bike improvements.



**Santa Cruz Ave/Alameda de las Pulgas
“Y” Intersection
Proposed Improvements**



Santa Cruz Ave/Alameda de las Pulgas “Y” Intersection Proposed Improvements



Existing



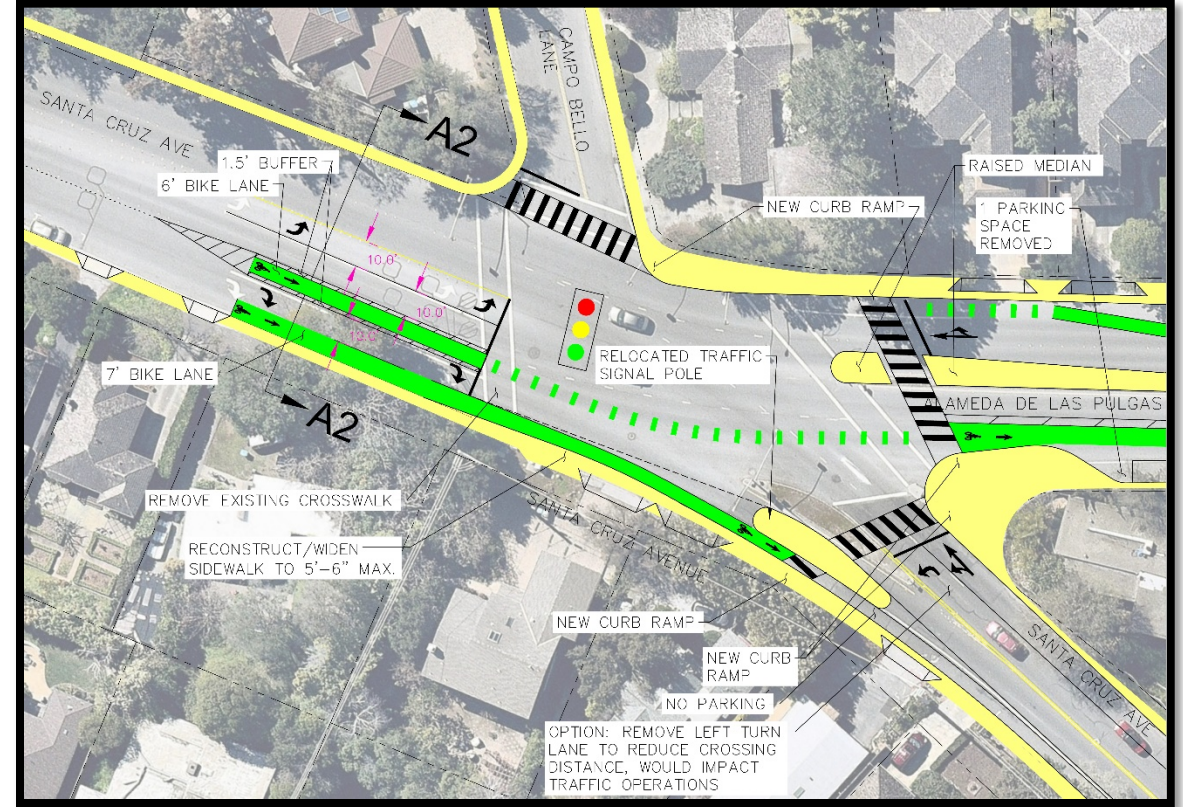
To Sand Hill Road



To ADLP



Alternative A



To Sand Hill Road

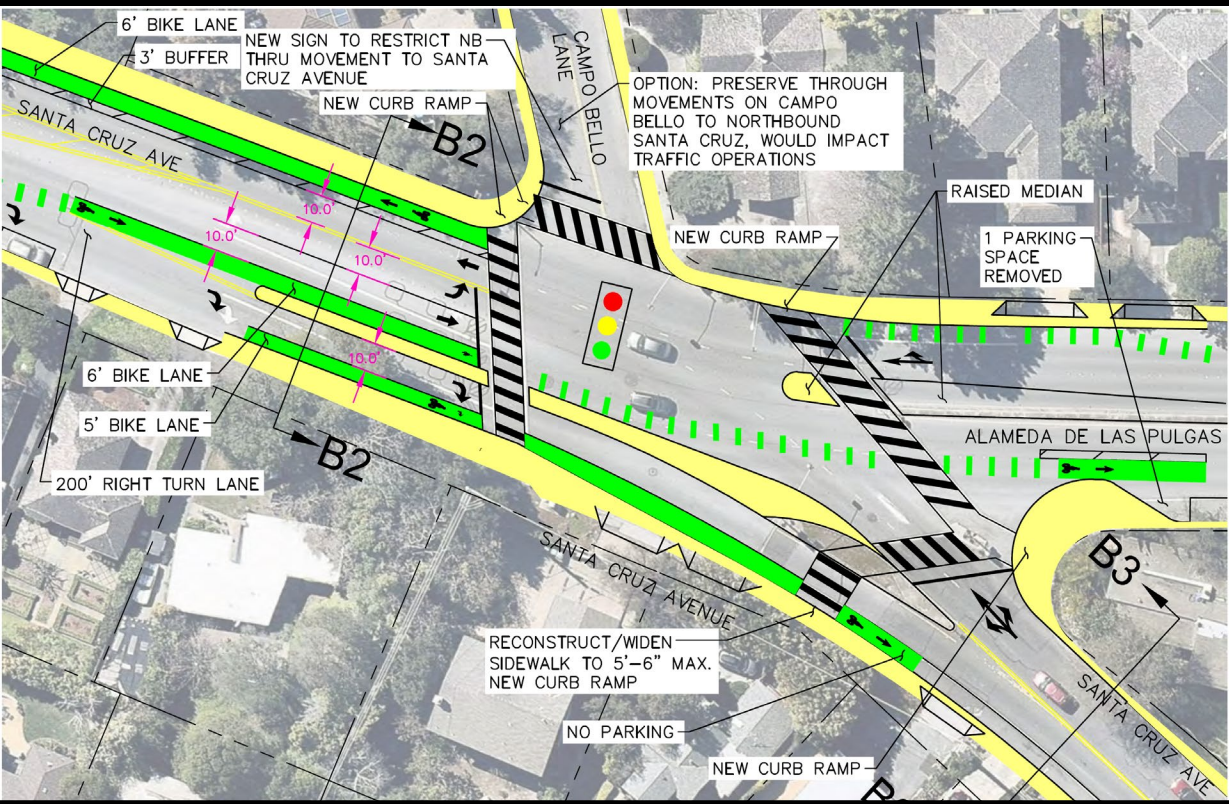


Future Traffic Impacts (2030):
 This is not likely to impact vehicle travel time through the corridor. This improvement only allows for **limited** pedestrian/bike improvements at the SCA/ADLP intersection.

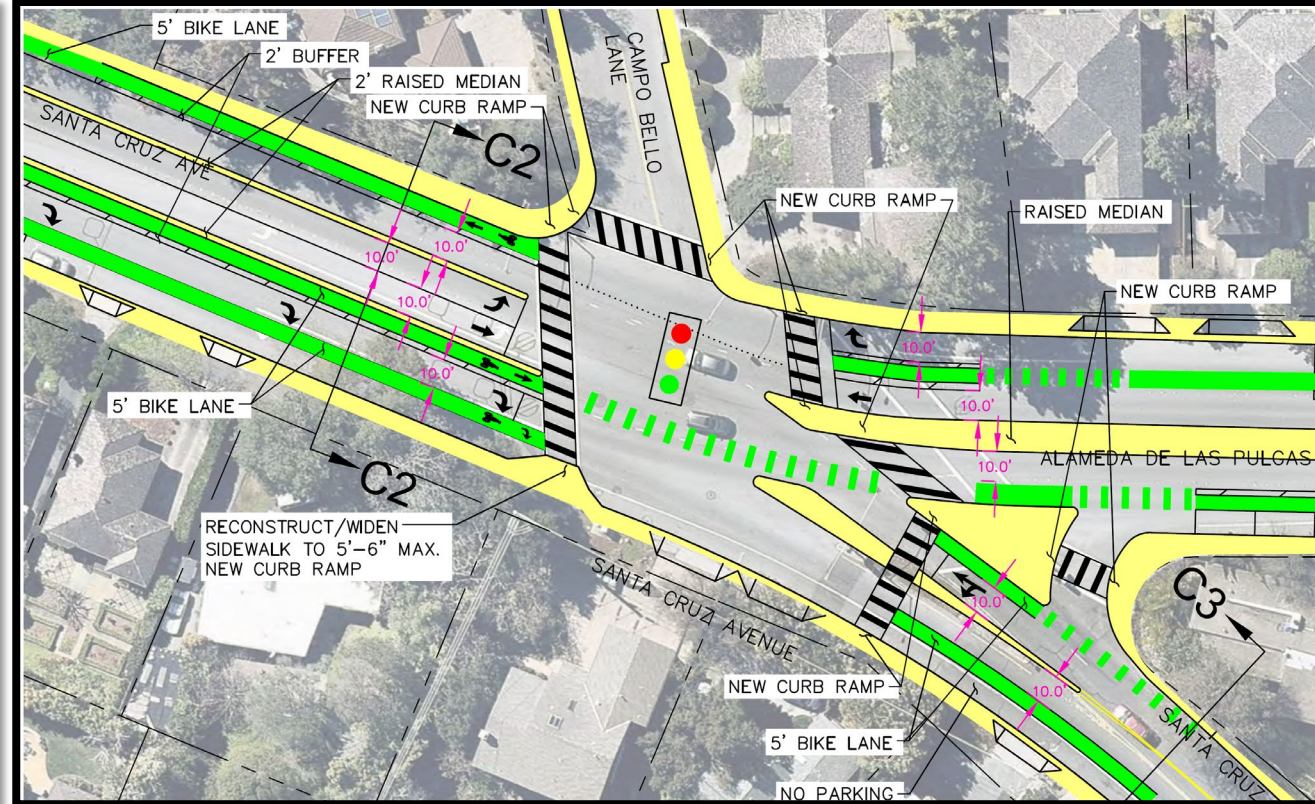
To ADLP



Alternative B



Alternative C



To Sand Hill Road

To ADLP

To Sand Hill Road

To ADLP

Future Traffic Impacts (2030):

This is likely to impact vehicle travel time through the corridor. Bike and pedestrian facilities are greatly improved at the SCA/ADLP Intersection

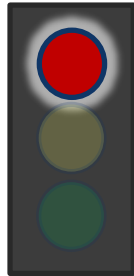
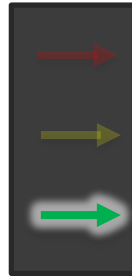
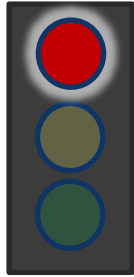
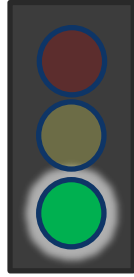
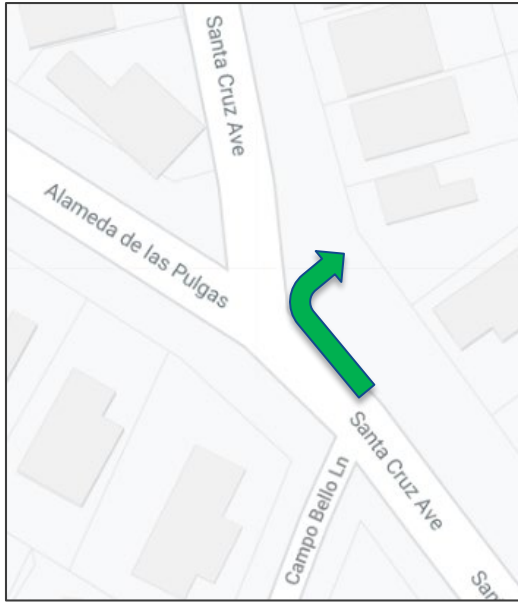
Future Traffic Impacts (2030):

This is likely to impact vehicle travel time. Bike and pedestrian facilities are greatly improved at the SCA/ADLP Intersection. This option also improves intersection visibility.



**Santa Cruz Ave/Alameda de las Pulgas
“Y” Intersection
Right Turn Signal to Menlo Park**





Phasing Option 1 – No right-turn on Red (current)	Phasing Option 2 – Extended Green for turns (previous)	Phasing Option 3 – Right-turn on Red OK
Right-turn OK; Yield to pedestrians	Right-turn OK; Yield to pedestrians	Right-turn OK; Yield to pedestrians
No right-turn	No right-turn	Right-turn OK after complete stop; Yield to pedestrians
N/A	Right-turn OK	N/A
	+More vehicle throughput -Less pedestrian features	+Slightly more vehicle throughput -Less pedestrian features

Community Survey – Alternative Preferences

- Survey will be posted online at
https://www.surveymonkey.com/r/SCA_ADLP
by end of the day on January 31, 2020
- Survey will be closed on February 23, 2020

Next Steps

- Collect community feedback on alternative preferences.....FEB 23, 2020
- Reconvene and review with Task Force..... MAR 2020
- Prepare Final Report.....APR 2020
- Request Board adoption of plan.....JUNE 2020

