



ADLP and Santa Cruz Ave

Safety Improvements – Conceptual Changes

BPAC Meeting
August 20, 2020



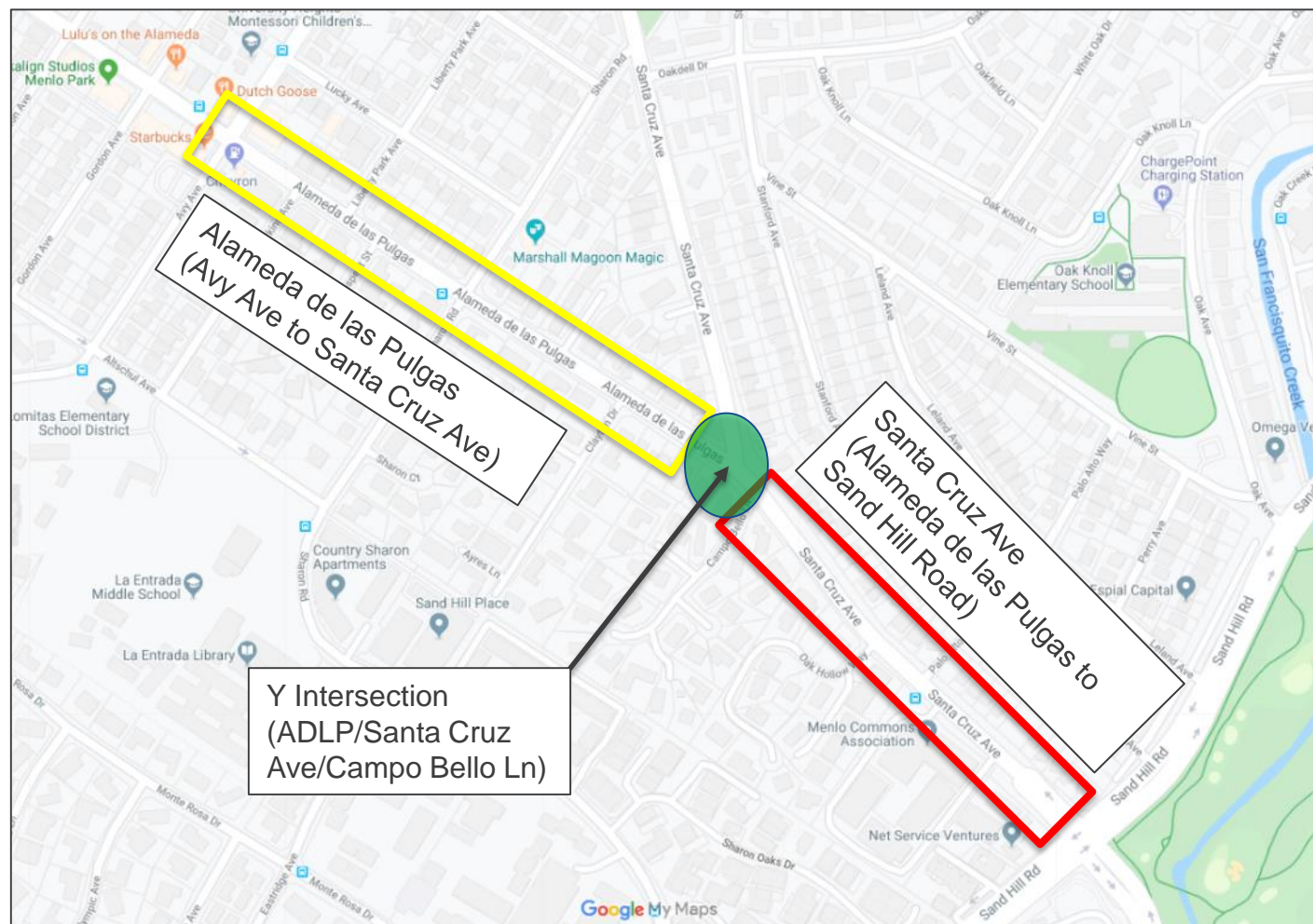
Where are we in the process?

- 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 - Fall 2020

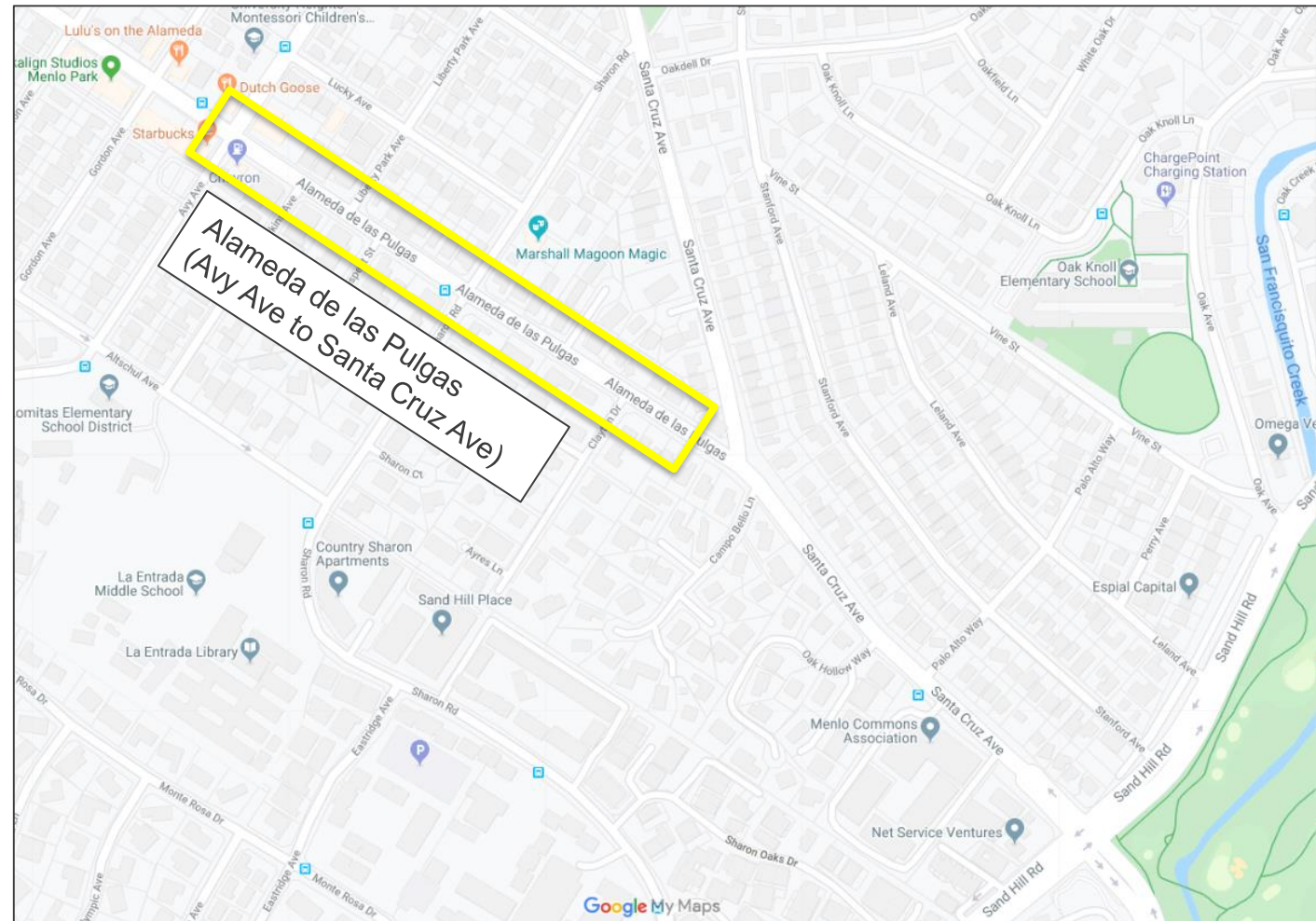
Major Findings of the Survey

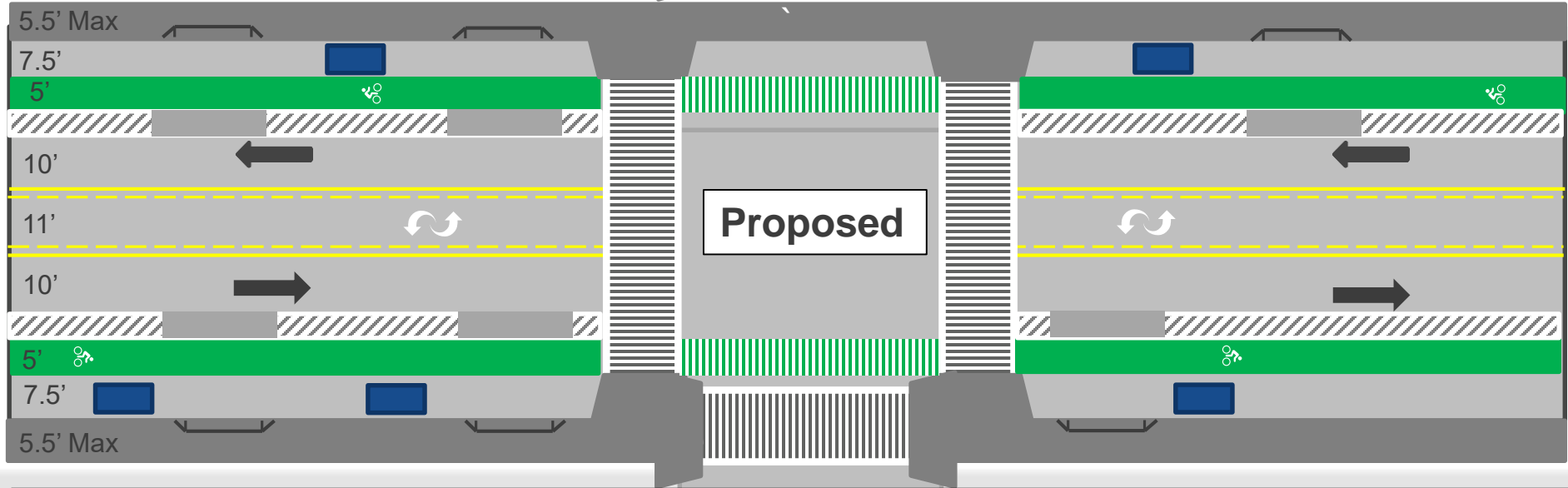
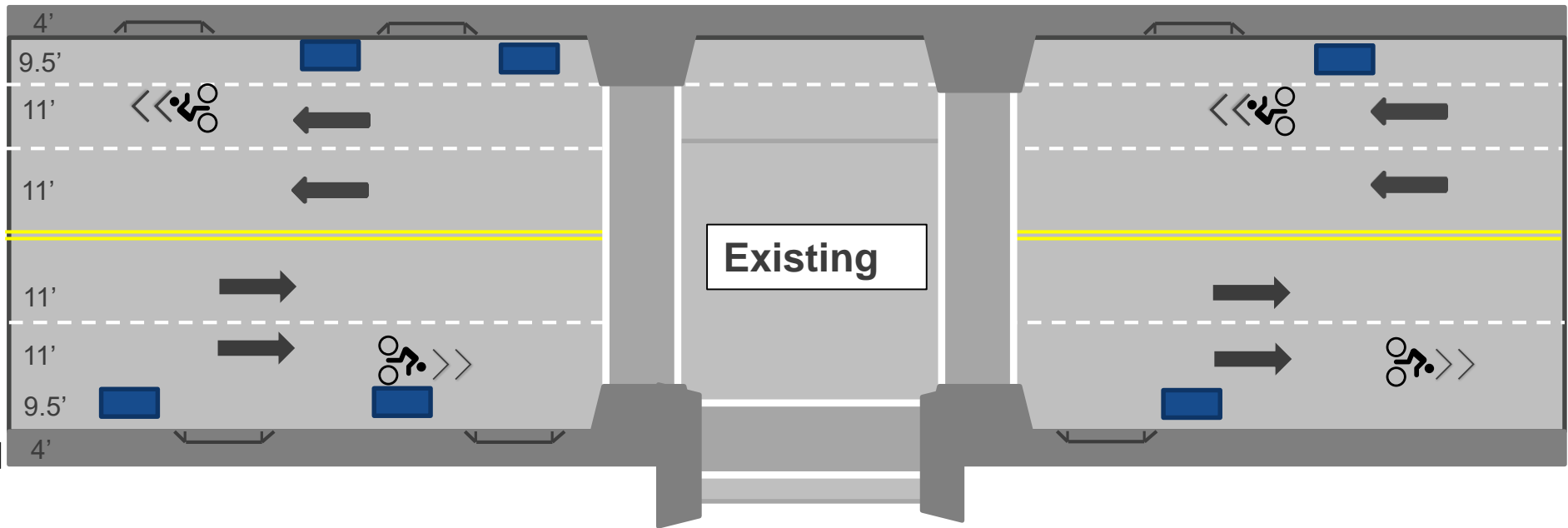
- The vast majority of all respondents (residents, commuters and non-resident users) wanted **safety improvements** along the corridor.
- Respondents consistently ranked “**Safer flow of traffic**” as an improvement most important to them.
- Within each respondent group, almost all were willing to **reduce 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



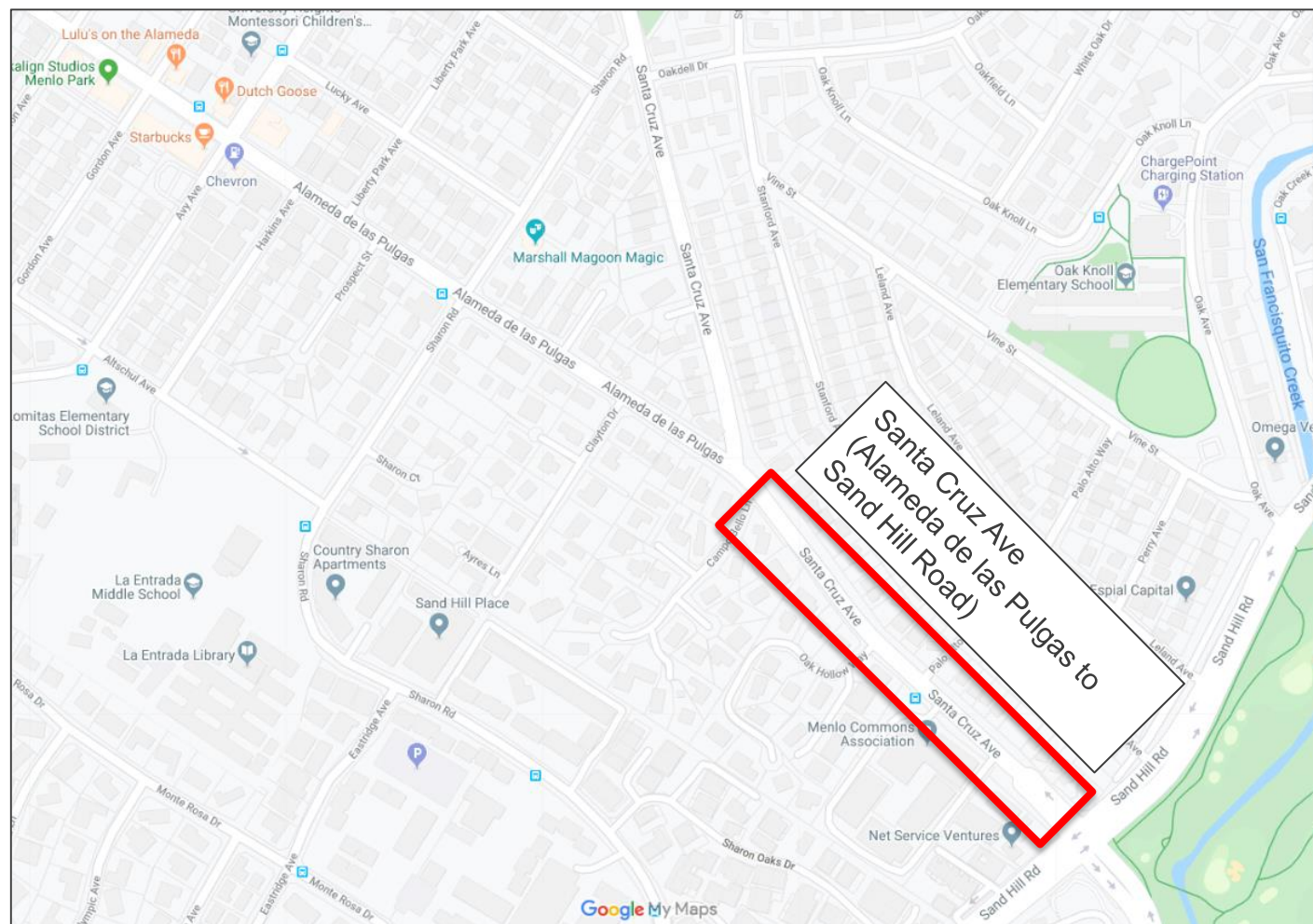


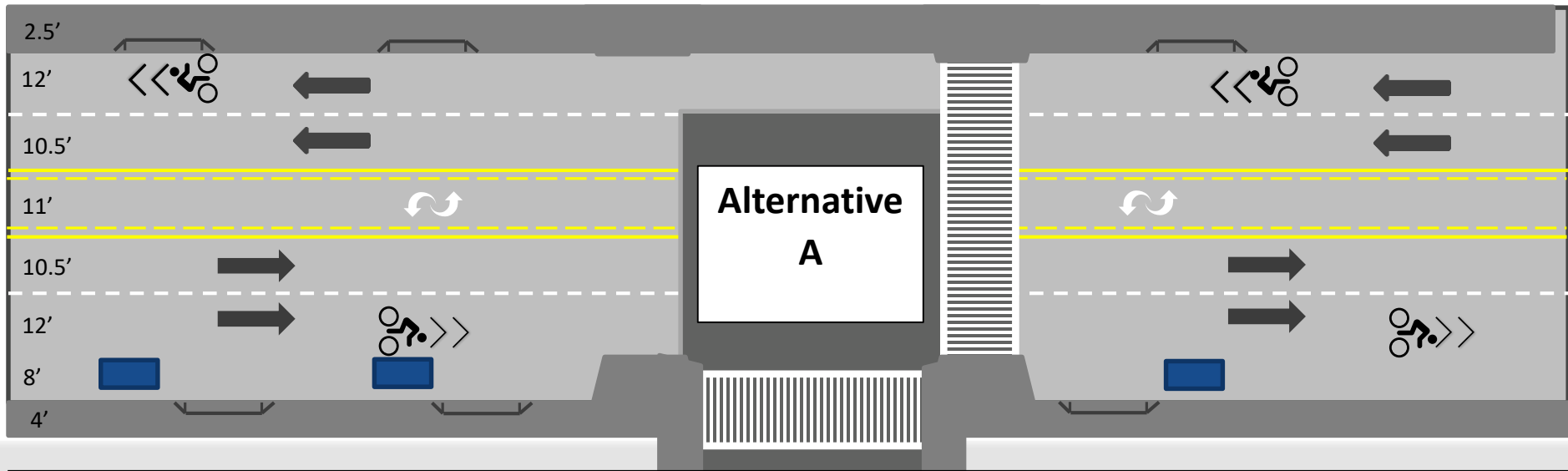
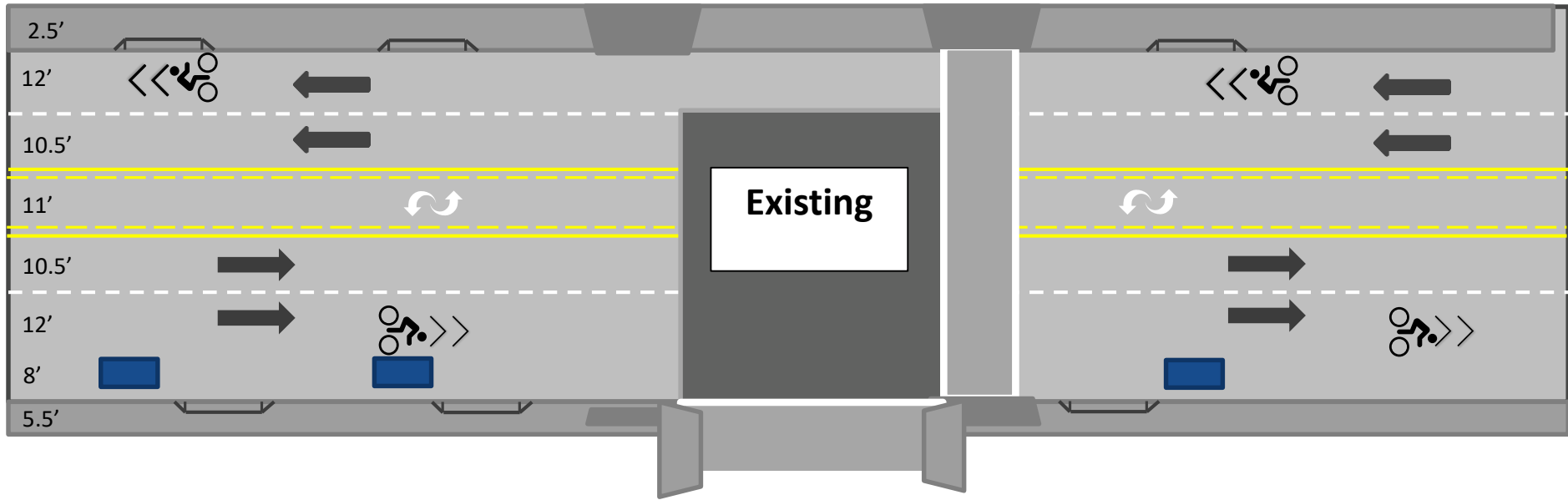
Changes: Modify to one lanes northbound, one lane southbound and a two-way turn lane. Narrow lanes, add bulbouts, crosswalks, bike lanes in both directions, bike buffer in both directions and widen sidewalks.

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

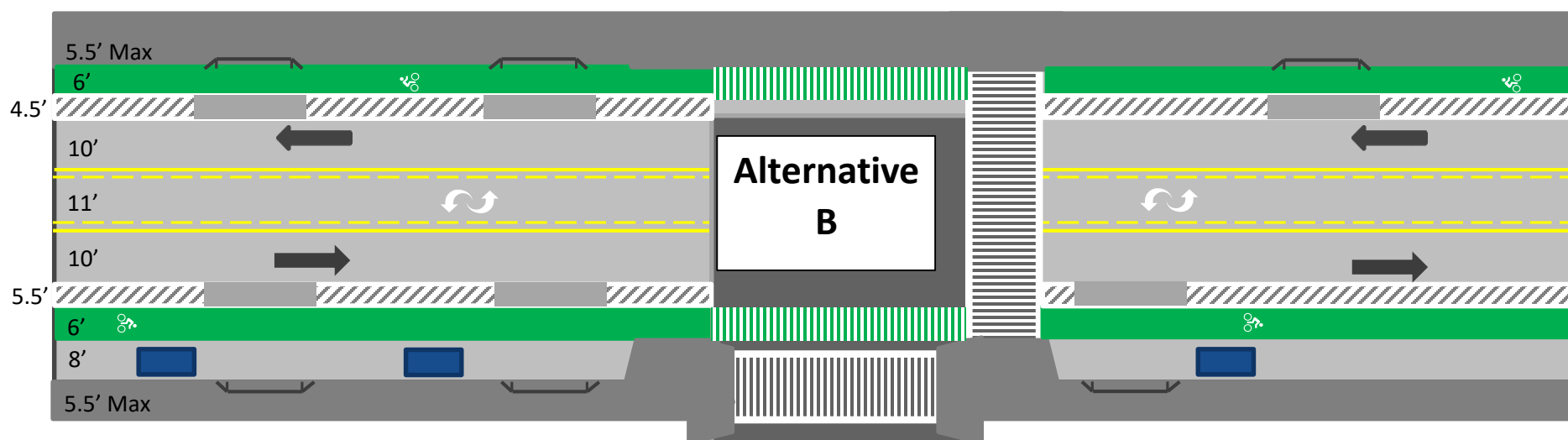




Changes: Keep two lanes northbound and two lanes southbound, add bulbouts, and crosswalks.

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





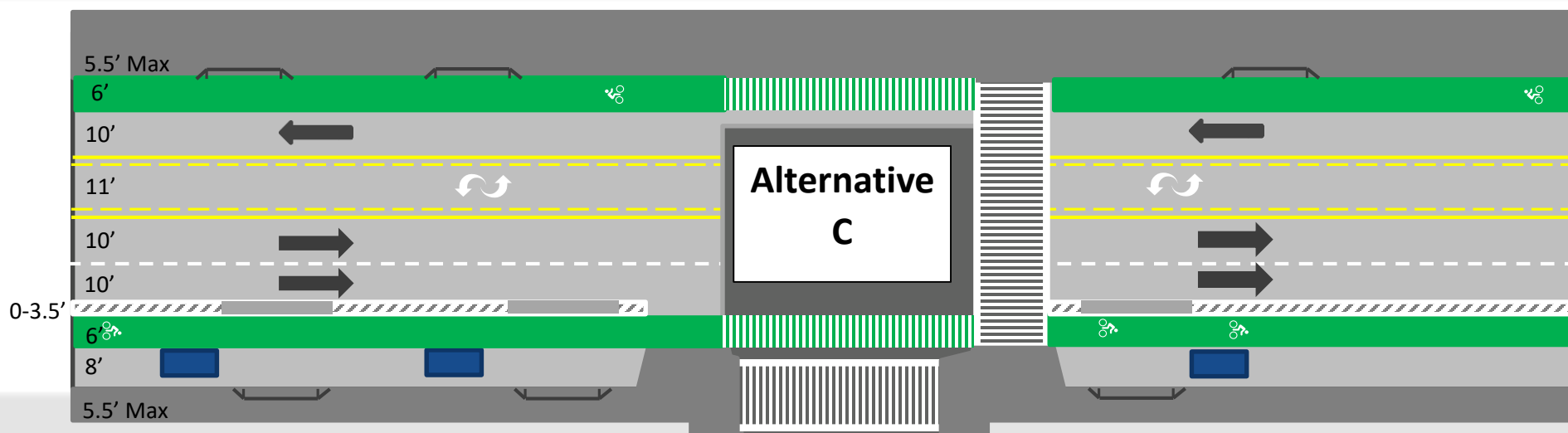
Changes: Modify to one lane northbound, one lane southbound and a two-way turn lane. Narrow lanes, add bulbouts, crosswalks, bike lanes in both directions, bike buffer in both directions and widen sidewalks

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



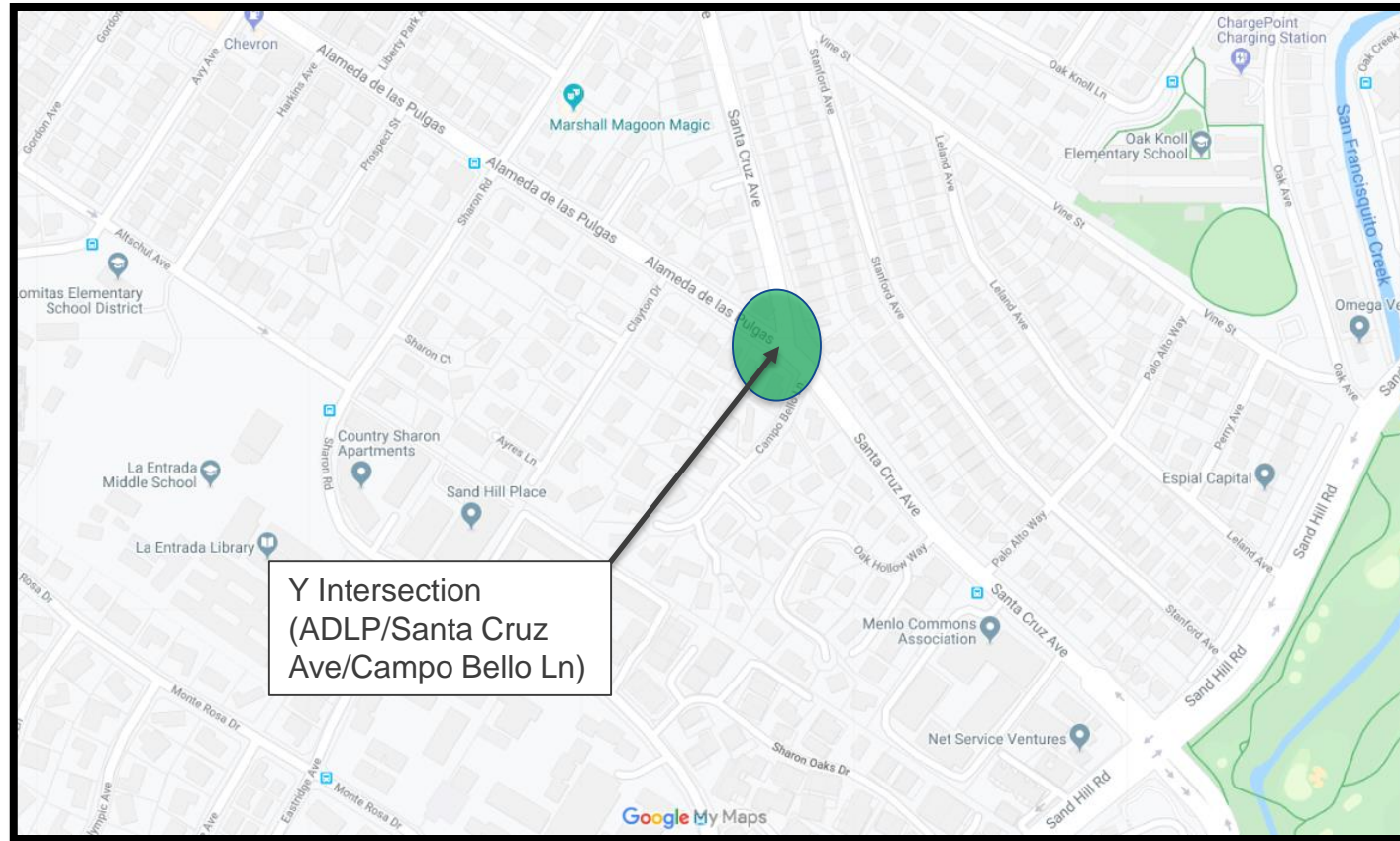
Changes: Modify to two lanes northbound, one lane southbound and a two-way turn lane. Narrow lanes, add bulbouts, bike lanes in both directions and widen sidewalks. Add Bike Buffer only in the northbound direction.

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

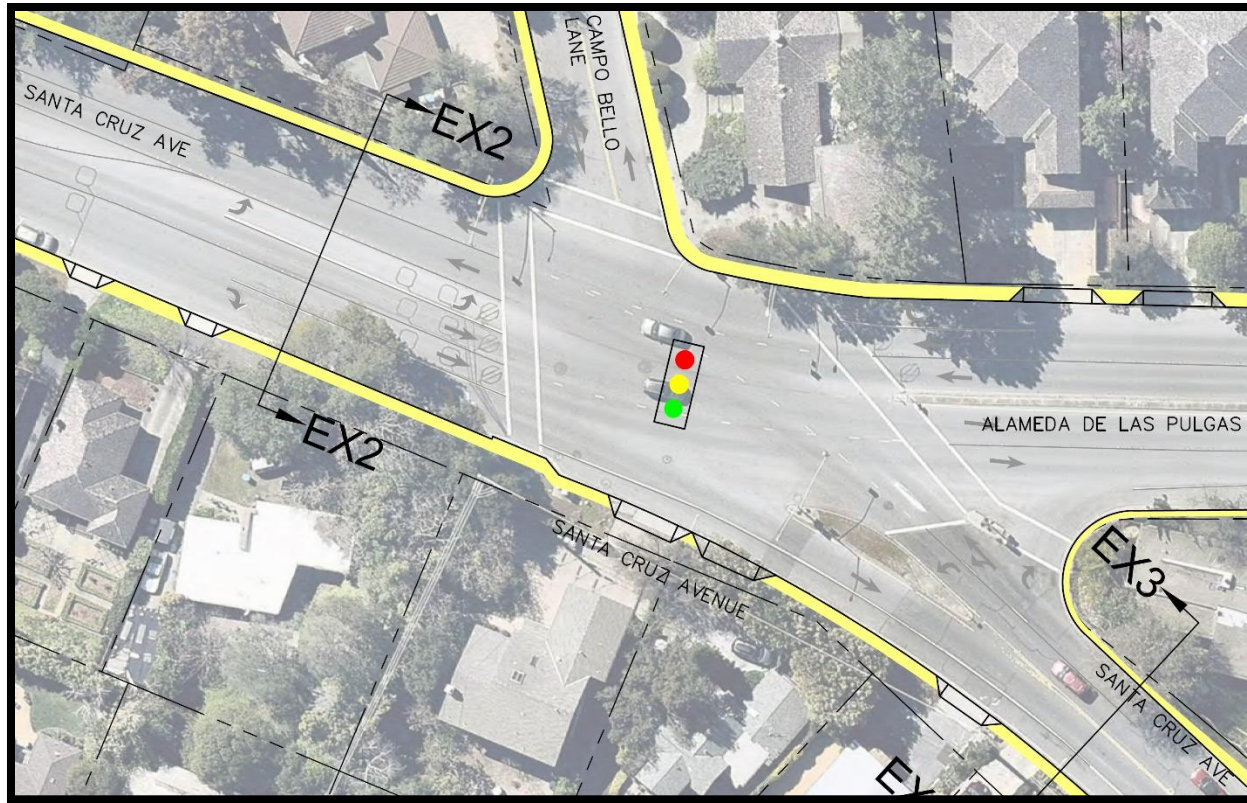


Santa Cruz Ave/Alameda de las Pulgas “Y” Intersection Proposed Improvements

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



Existing



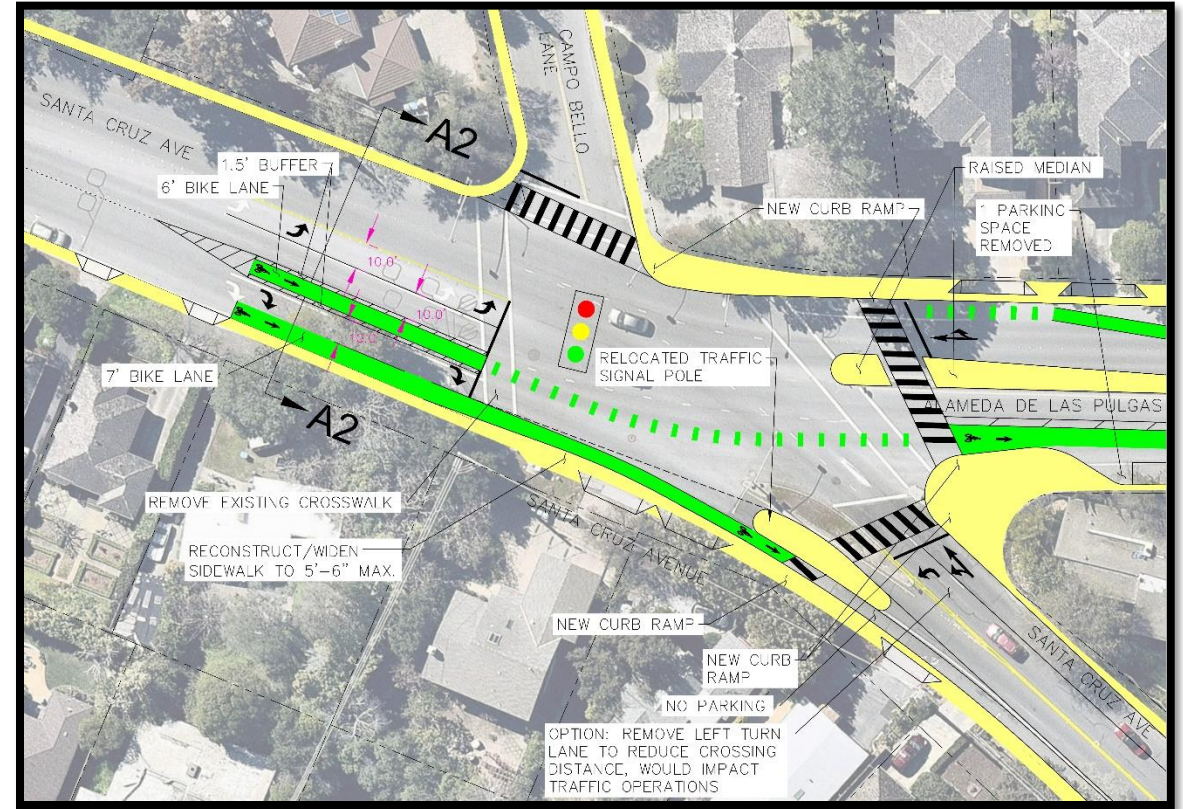
To Sand Hill Road



To ADLP



Alternative A



To Sand Hill Road



To ADLP

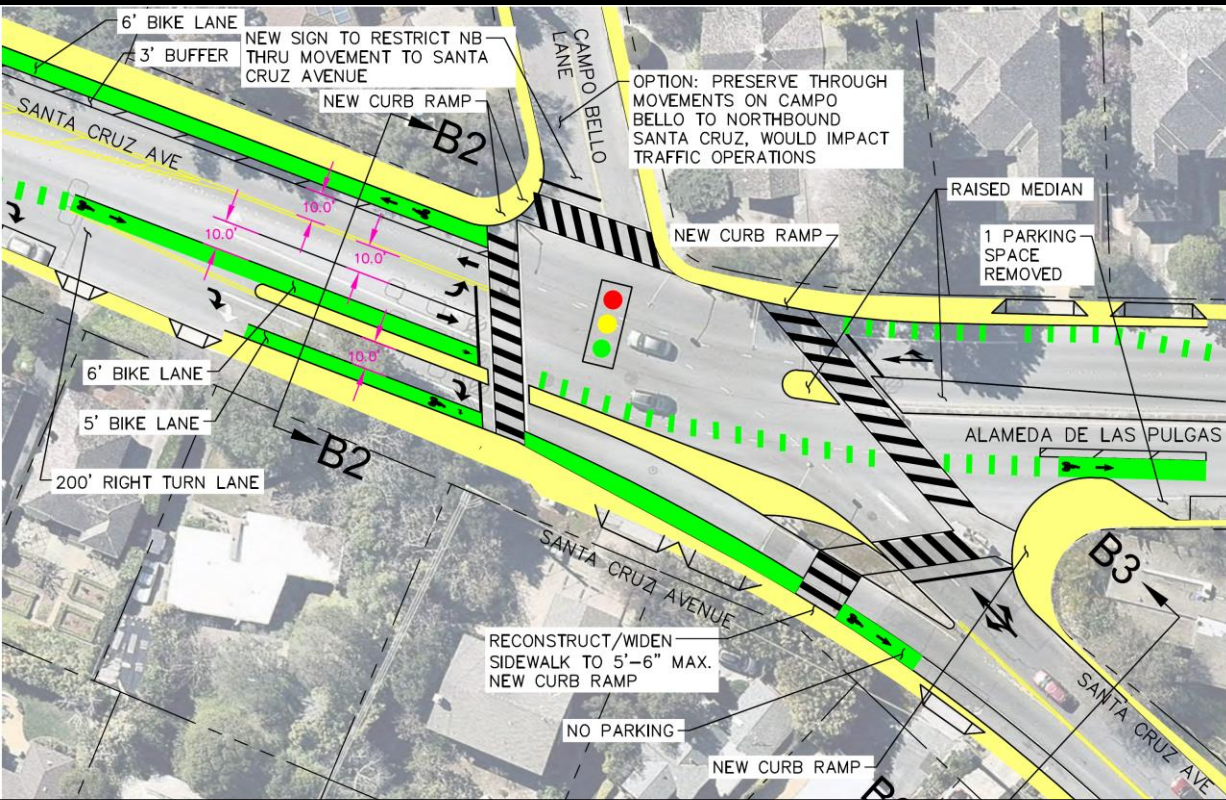


Future Traffic Impacts (2030):

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.



Alternative B



To Sand Hill Road



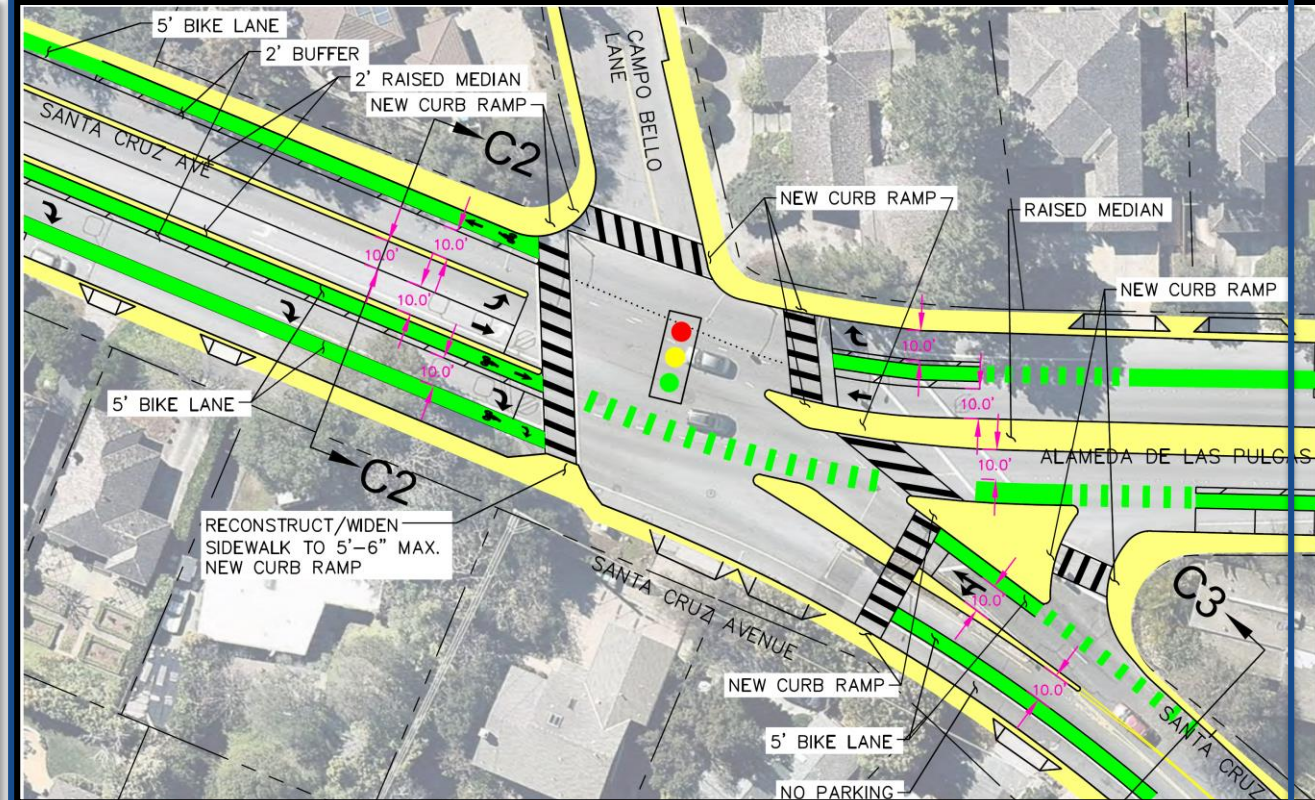
Future Traffic Impacts (2030):

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

To ADLP



Alternative C



To Sand Hill Road



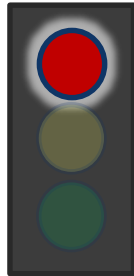
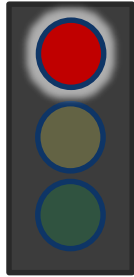
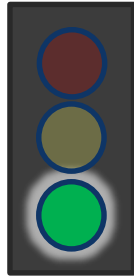
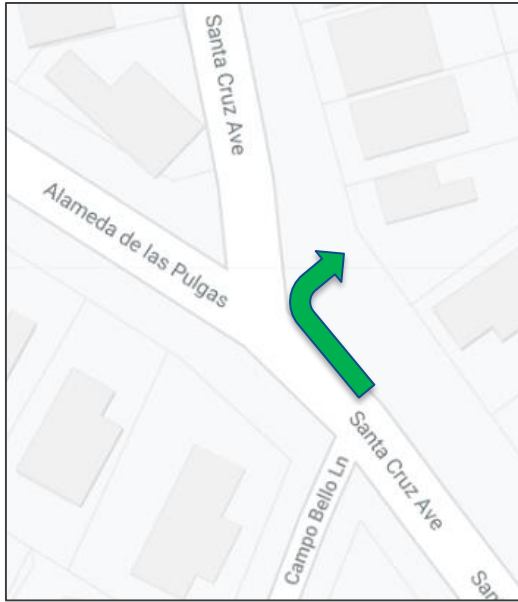
Future Traffic Impacts (2030):

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.

To ADLP



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



Phasing Option 1 – No right-turn on Red (current)

Right-turn OK;
Yield to pedestrians

No right-turn

N/A

Phasing Option 2 – Extended Green for turns (previous)

Right-turn OK;
Yield to pedestrians

No right-turn

Right-turn OK

+More vehicle
throughput
-Less pedestrian
features

Phasing Option 3 – Right-turn on Red OK

Right-turn OK;
Yield to pedestrians

Right-turn OK after
complete stop;
Yield to pedestrians

N/A

+Slightly more
vehicle throughput
-Less pedestrian
features

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.....OCT 2020

