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

Y Intersection
(ADLP/Santa Cruz Ave/Campo Bello Ln)

Alameda de las Pulgas
(Avy Ave to Santa Cruz Ave)

Santa Cruz Ave
(Alameda de las Pulgas to Sand Hill Road)
Alameda de las Pulgas Proposed Improvements

Alameda de las Pulgas
(Avy Ave to Santa Cruz Ave)
Existing

Proposed

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.

---

**Alternative B**

**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
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 Sand Hill Road

To ADLP

Alternative B

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.

Alternative C

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