


COMMUNITY MEETING AGENDA

- Welcome and Introductions
- SAFE Presentation
- Project Presentation
- Priorities Feedback
- Next Steps
- Q&A


Santa Cruz Avenue

Corridor Study

Community Meeting - August 28, 2017 - 7:00-9:00pm

Oak Knoll Elementary School

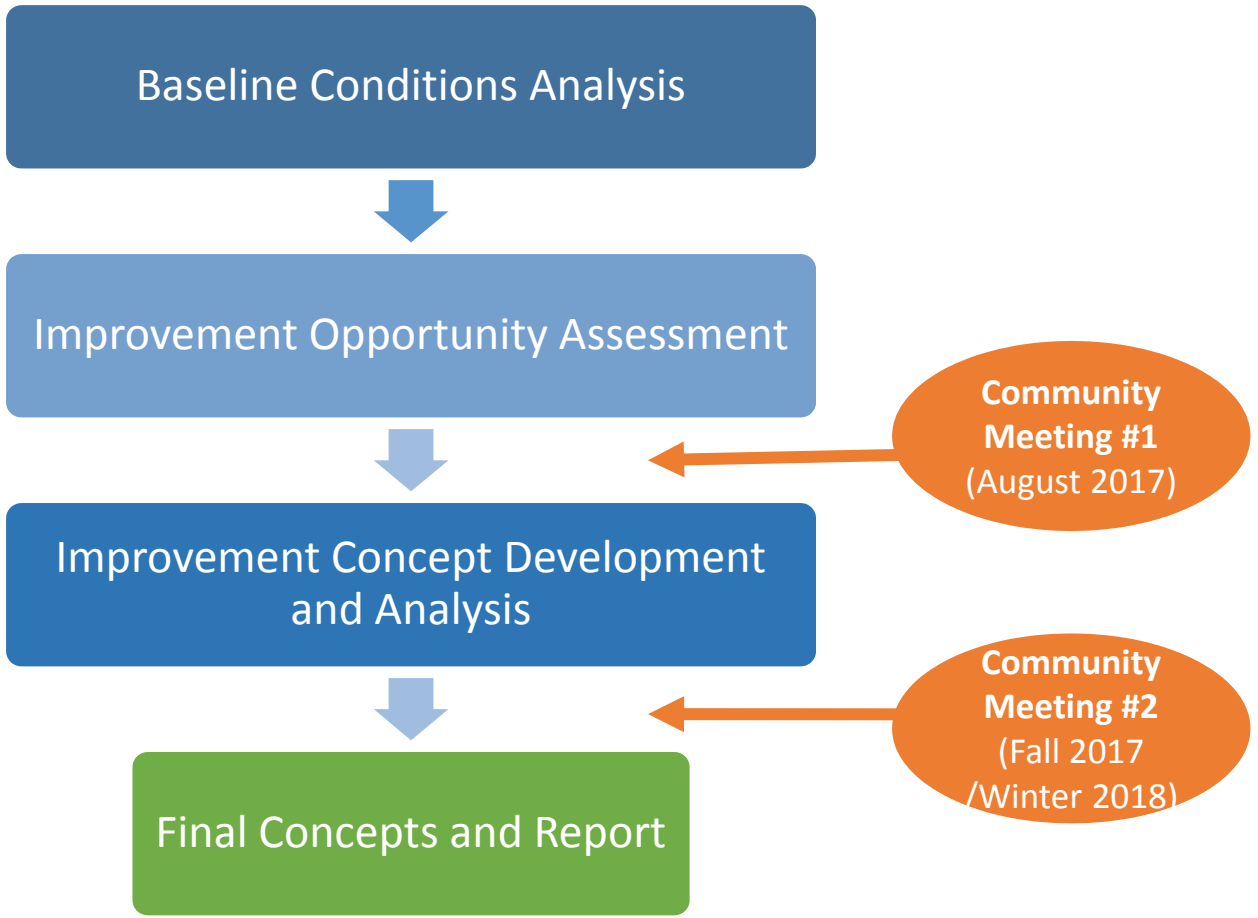
Joe Lo Coco, San Mateo County Public Works

Adam Dankberg, Kimley-Horn and Associates, Inc.

Eileen Goodwin, Apex Strategies

Project Corridor

Project Process



Project Objectives

- Provide a roadway that serves all users: local access, pedestrians, bicycles, and other roadway users
- Avoid right-of-way acquisition
  - Right-of-way varies from 74’ to 116’
- Meet state and local design and operations standards


Corridor Configuration and Constraints

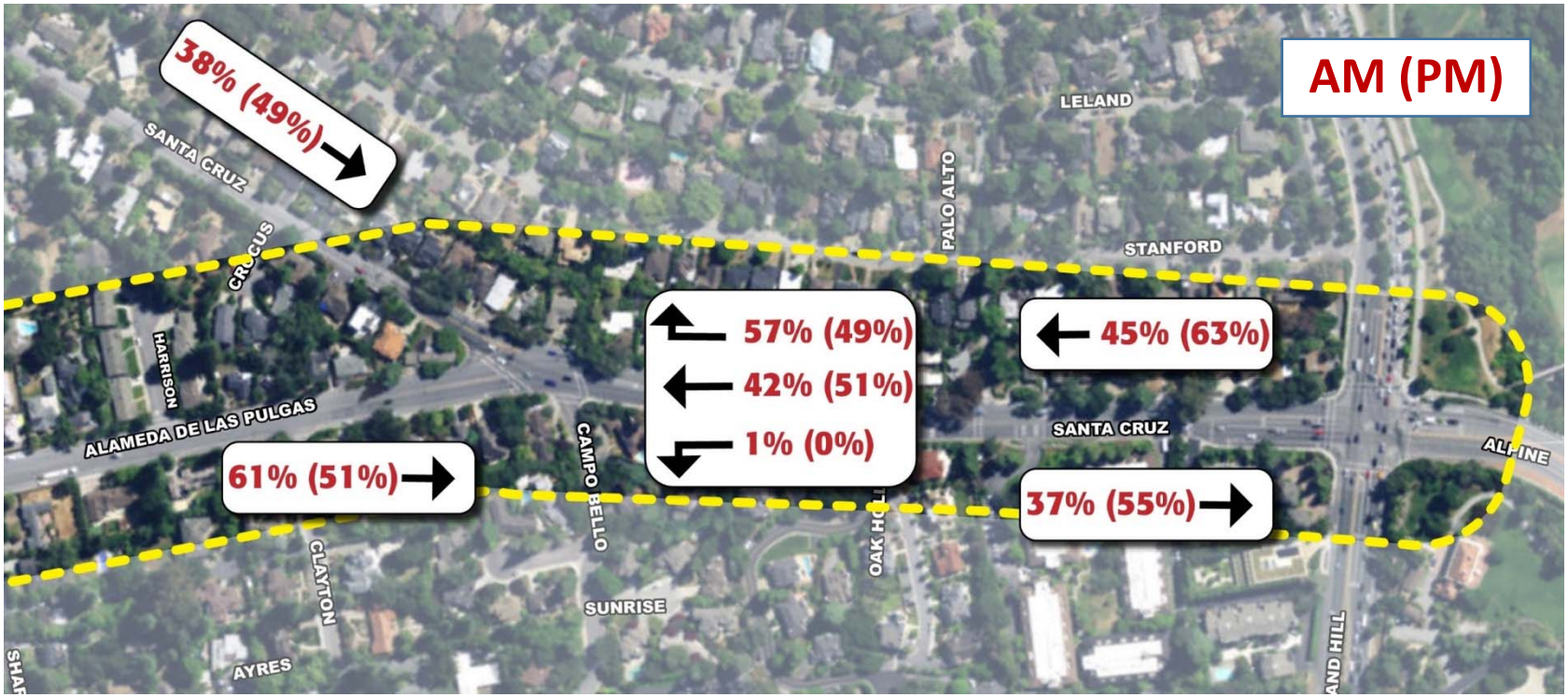
- Four travel lanes plus a center-turn lane
  - Widens to provide turn lanes at Sand Hill Road
  - Provides access to residential driveways and side-streets
  - Connects neighborhoods to the north to Sand Hill Road
  - Used for school access by cars, pedestrians, and cyclists
- Speed Limit = 35 MPH
- Narrow sidewalks
- On-Street Parking
  - 25 spaces
- 6 locations to cross as a pedestrian along the 0.65 mile corridor
  - Sand Hill (Signalized)
  - Palo Alto (Unsignalized)
  - Santa Cruz/Alameda de las Pulgas (Signalized)
  - Sharon (Signalized)
  - Liberty Park Ave (Unsignalized)
  - Avy Avenue (Signalized)


Previous Studies

- DPW study of a road diet between Sand Hill Rd and ADLP (2013)
  - Concerns over increased congestion; prefer to restrict on-street parking during peak hours, keep vehicle/bike in mix-flow traffic
- Las Lomitas Elementary School Transportation Study (2015)
  - Continue aesthetic style of pedestrian improvements along the corridor
  - Implement non-Infrastructure improvements such as a Walking School Bus
- Menlo Park (Unincorporated Area)– Pedestrian Safety Assessment (2010)
  - Between 2000-2009 there was a bicycle fatality near the intersection of Santa Cruz Ave and Palo Alto Way
  - Between 2000-2009 the top pedestrian-vehicle injury location was at Santa Cruz Avenue/Alameda de las Pulgas & Campo Bello Lane

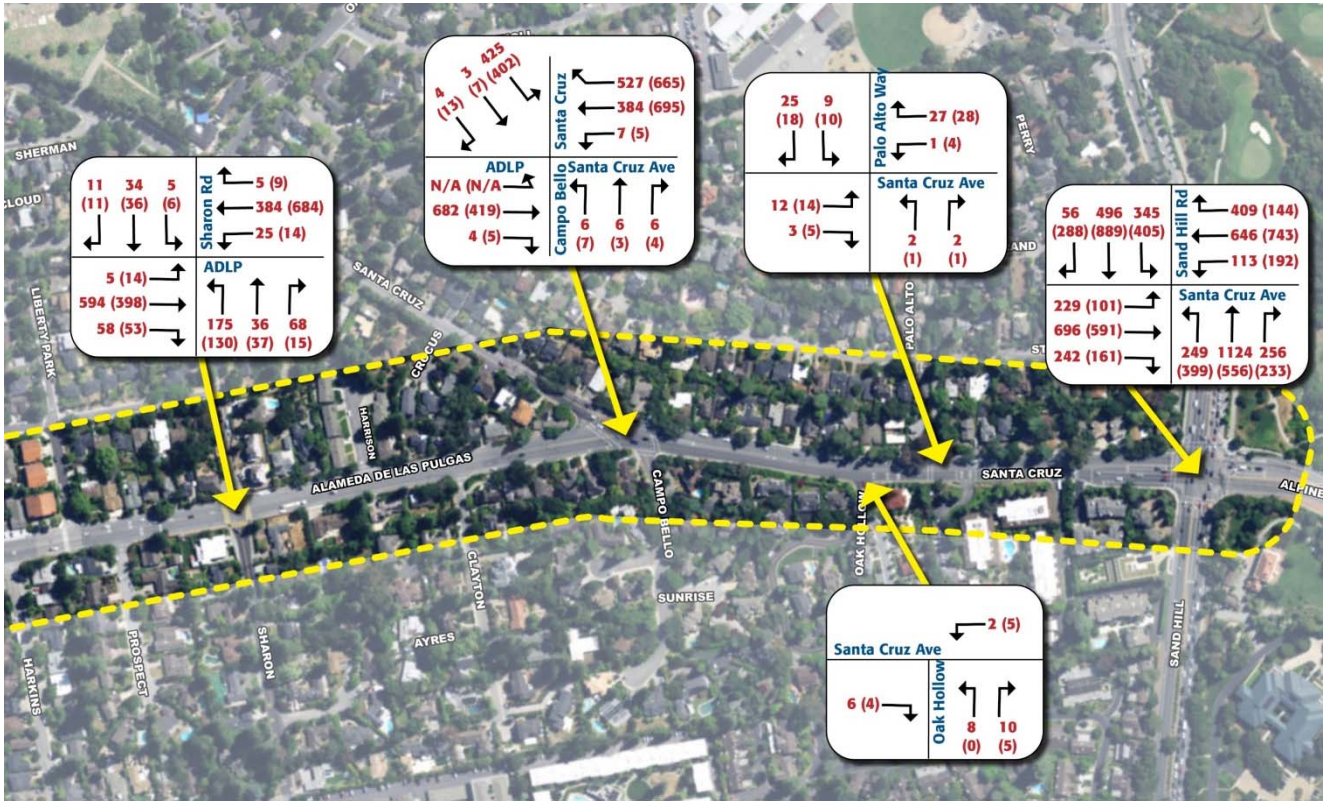
Traffic Distribution

Percent distribution of traffic along Santa Cruz Ave and Alameda de las Pulgas



Traffic Volumes

- Santa Cruz/Alameda de las Pulgas
  - Weekday AM – peak flow is southbound to Sand Hill
  - Weekday PM – peak flow is northbound from Sand Hill



Weekday counts May 2017

Peak hours:

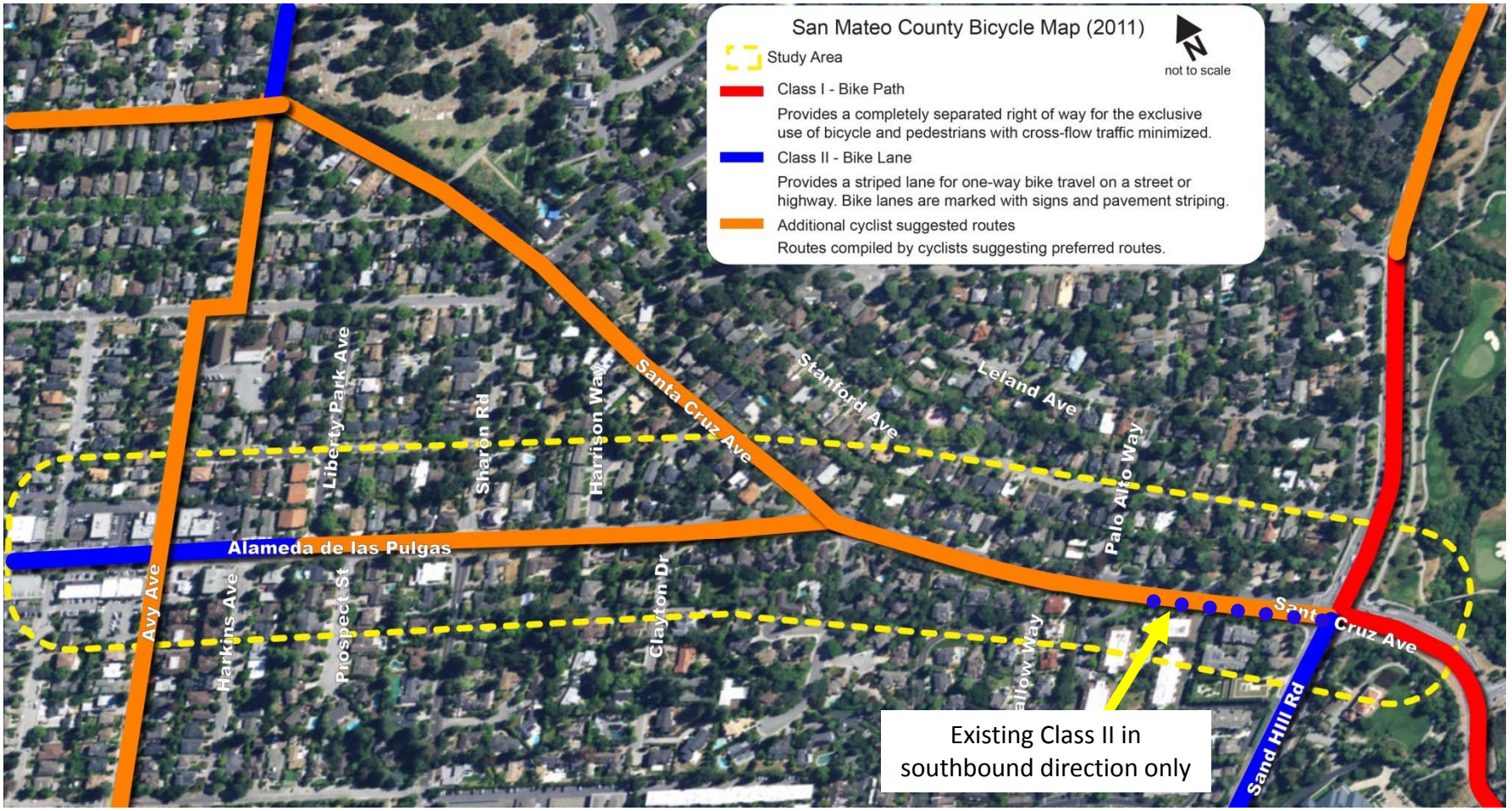
7:30-8:30 AM

5:00-6:00 PM

Traffic Congestion

- Intersection with Sand Hill Road has high demand from all approaches
- Southbound left-turn onto Sand Hill operates at capacity and causes some congestion
- Congestion heavily present at Sand Hill intersection; less prominent along the remainder of corridor

Current Bicycle Network



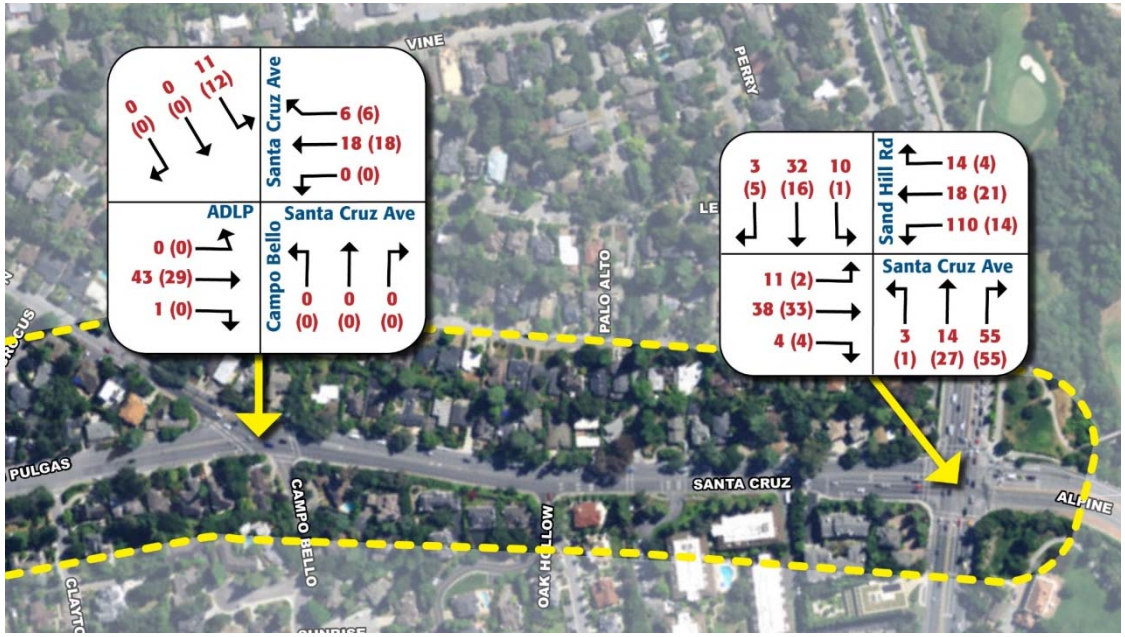
Source: City/County Association of Governments of San Mateo County – Comprehensive Bicycle and Pedestrian Plan 2011 Bicycle Map

Kimley»Horn

Bicycle Activity

- Weekday corridor bicycle activity
  - ~112 from 8:00-9:00AM
  - ~73 from 5:00-6:00PM
- Weekend corridor bicycle activity
  - ~77 from 9:00-10:00AM
  - ~82 from 10:00-11:00 AM
  - Large AM peak hour count (110) turning westbound onto Sand Hill Rd from Alpine direction

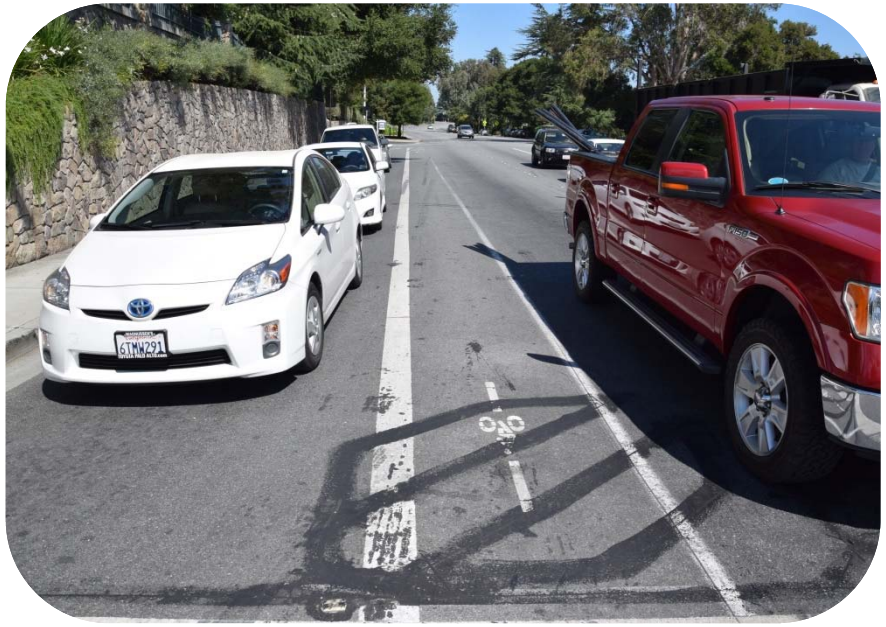
2017 Weekend AM & PM Peak Hour Bicycle Counts



Weekday Counts: May 2017
Weekend Counts: August 2017

Bicycle Circulation Challenges

- No striped bike facility north of intersection with Sand Hill
- Large bike volumes coming from Sand Hill and Santa Cruz south of Sand Hill
- Bicycles often pinned between parked cars and moving vehicles
- 11 bicycle collisions along corridor between 2009-2017



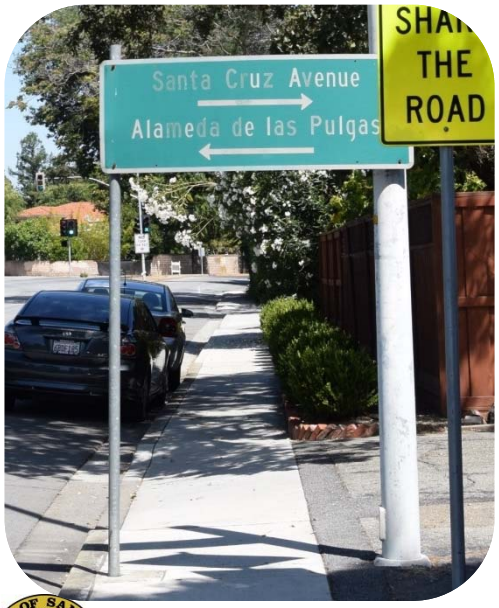
Pedestrian Facilities and Activity

- Santa Cruz Ave/Campo Bello Ln/Alameda De Las Pulgas
  - Weekday: 9 (AM peak hour) and 4 (PM peak hour)
  - Weekend: 3 (AM peak hour), and 2 (PM peak hour)
- Alameda de las Pulgas @ Sharon Rd (weekday)
  - Weekday: 41 (AM peak hour) and 26 (PM peak hour)

Weekend counts: August 2017
Weekday counts: May 2016

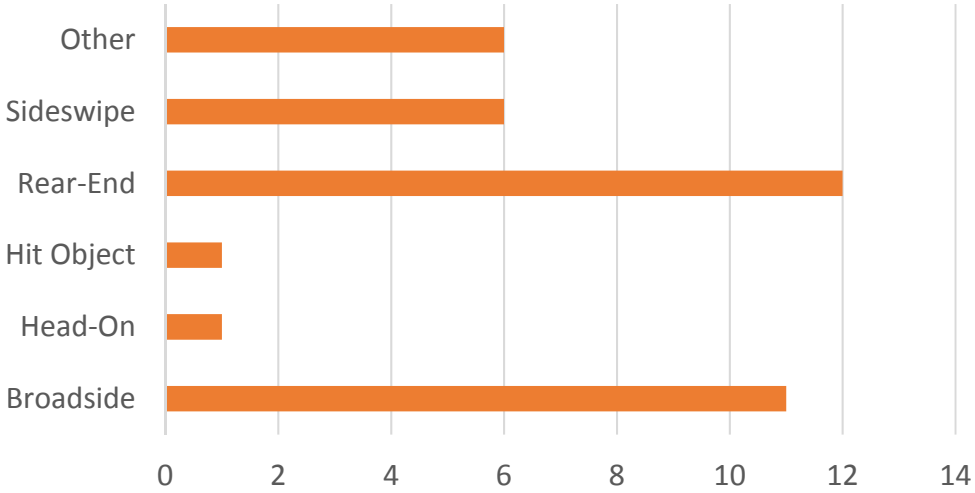
Pedestrian Circulation Challenges

- Narrow sidewalks
- Facilities do not meet ADA standards
- Poor signage placement
- Sidewalks in poor condition
- Uncontrolled crossings



Collision Summary

- 34 collisions between 2009 and 2016
- 11 collisions involved bicycles
- 2 collisions involved pedestrians
- 0.85 collisions per Million Vehicle Miles (MVM) traveled
- Below state average of 1.05 collisions/MVM for 4+ lane undivided facilities



Source: San Mateo County Collision Summary Report 2009-2017

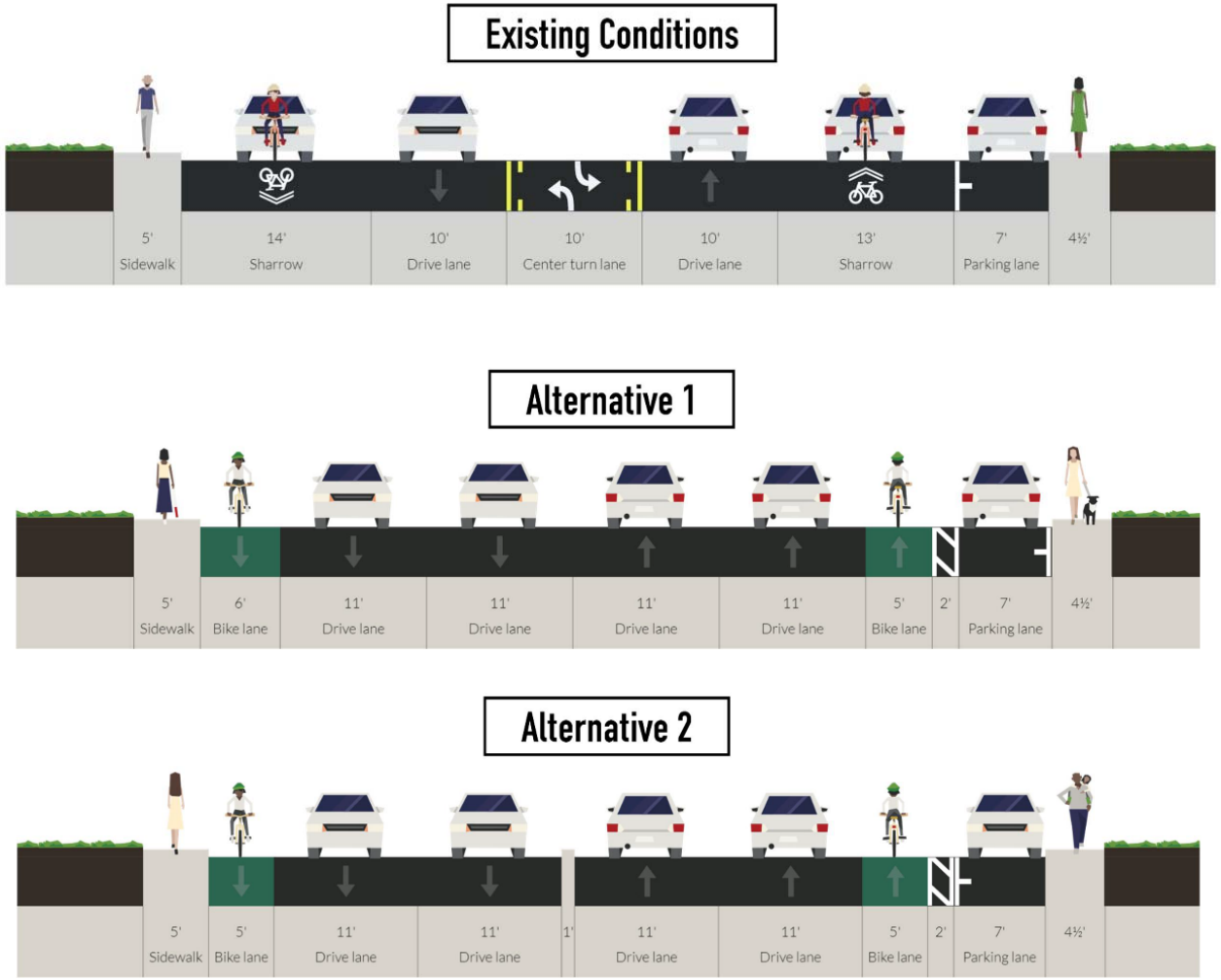
Collision Map

Source: San Mateo County Collision Summary Report 2009-2017

Potential Solutions

- Bike Lanes
- Buffered Bike Lanes
- Wider Sidewalks
- Improved Sidewalks
- Bulb-outs, Realignment and Refuges to Shorten Crosswalks
- Intersection Reconfiguration
- Flashing Beacons to Improve Crosswalk Safety
- ADA Improvements (Curb Ramps)
- Crosswalk Enhancements
- Signage/Wayfinding
- Speed Feedback Sign

Breakout Activity – Cross-Sections and Priorities



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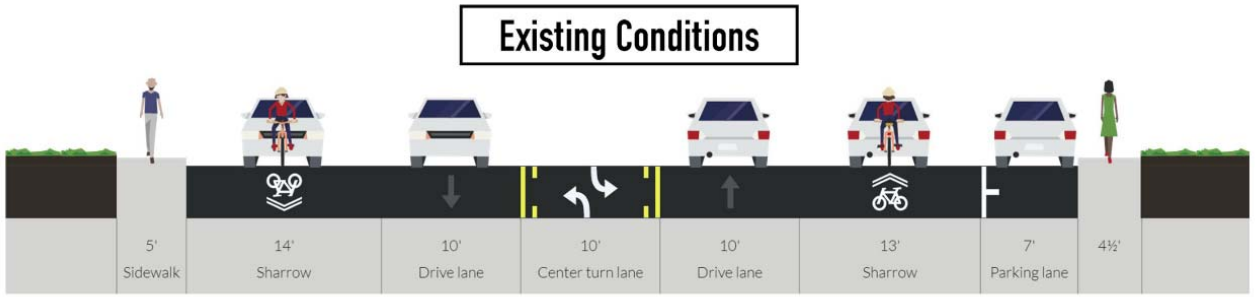

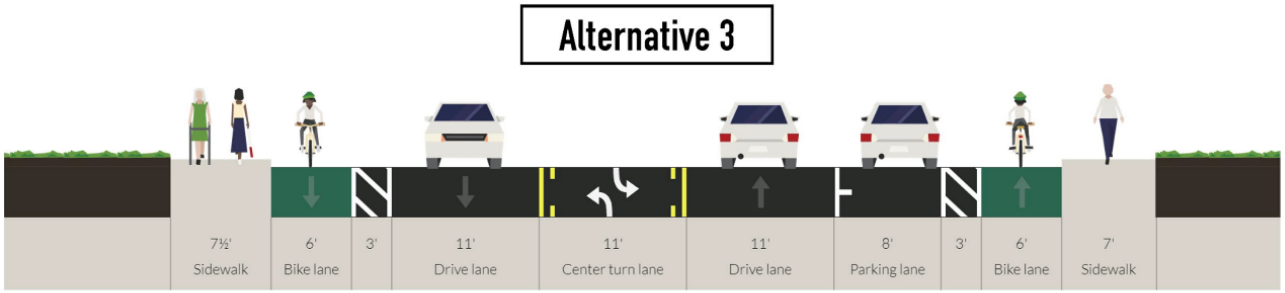


Breakout Activity – Cross-Sections and Priorities

Understanding that all are important, please represent your top ***six*** mobility priorities in order of importance, from **highest** (top) to **lowest** (bottom).

Santa Cruz Avenue Corridor Study

most important

more important

important

Kimley»Horn

Activities Recap

Next Steps

- Development of Improvement Alternatives
- Analysis of Improvement Alternatives
- Presentation of Alternatives at Community Meeting #2 in Fall/Winter


Project Information

Online Survey: https://www.surveymonkey.com/r/SantaCruzCorridor

http://publicworks.smcgov.org/santa-cruz-avenue-corridor-study