SANTA CRUZ/ALAMEDA ROAD CONFIGURATIONS

INTERSECTION AND STREET VIEWS

This presentation includes the documentation found in Safety Issues Report sections: 1, 7, 8, 9, 10, 11, 12, and 18

The 3 sections of road covered are: Alameda, the Y, and Southern Santa Cruz Ave
ALAMEDA DE LAS PULGAS ROAD CONFIGURATION

- Current configuration
- Proposed
- Intersections at:
  - Liberty Park
  - Sharon Rd
  - Y
- Uses Curb/Bulbouts
2 Travel Lanes each direction
Parking Each Side - a narrow 7’ wide
No Center Turn/Merge Lane
No Bike Lanes
Unusable narrow path walks / sidewalks
High Speed mentality
Alameda — Proposed

Center Turn Lane
1 Travel Lane each direction
Parking Each Side - wider 7.5'
Bike Lanes (w/buffers)
Wide 5’ Sidewalks
(no need for new right of way from residents)

Note: At intersections, use of 7.5’ bulb outs to reduce length of crosswalks by 15’

Note: Road is narrower by 4½ feet, this being used for wider sidewalks
ALAMEDA DE LAS PULGAS INTERSECTIONS

Proposals assume:

- Use of Curb/bulbouts
- ADA - 5’ wide sidewalks
- Significantly shorter Crosswalks
- Ambience of lower speed roadway

Examples of Curb/Bulbouts
Features:
- Center Turn Lane
- Traffic Lanes - 1 lane each direction
- Crosswalk width reduced by approx 19’
- 5’ Sidewalk at intersection
- Bike Lanes Buffered

For Liberty Park, middle is a Pedestrian Safety Median (See Safety Issue #18)
Intersection Alameda @ Sharon And Liberty Park (Proposed)

Features:

- Crosswalk moved to South side for better safety
- Crosswalk width reduced by 19’
- Crosswalk added across Liberty Park
- Stop Limit lines
- 5’ Sidewalks and Bike Lanes Buffered

For Liberty Park, middle is a Pedestrian Safety Median (See Safety Issue #18)
Current Problems:

- Extremely long angled crosswalk (over 9 lanes long)
- No stop limit lines, has blind corner
- Little guidance for bikes - dangerous for pedestrians
- Sharrow lanes are extremely wide
- Sidewalk is almost unusable
Intersection  Alameda @ Y  (Proposed 10.5)

Safety Issue 10.5 - proposed option

Features:

- All Bike Lanes Buffered
- Reduced Lanes - 1 lane each direction
- Excellent separation at intersection for Pedestrians, Cyclists, and Cars
- Cross walk width reduced by approx 50’ - has median
- 5’ Sidewalk at intersection
Features:

- 5’ Sidewalks
- Short Crosswalks
- Safe Medians
- Lanes narrower
- Shorter Traffic lights
- Complete Bike Route
- Buffered Bike Lanes
- Greenery Elements
- Eliminates Blind Spots
SANTA CRUZ AVE
ROAD CONFIGURATION
(Sand Hill to Y)
Solution Challenges

- Crosswalks are dangerous
- No bike lanes
- No guidance for vehicles & cyclists at Y
- No mans land at Y - everyone at risk
- Limited width of SCA (64’)

- High Traffic Volume - especially at Peak
- Center Turn Lane — required
- Eastside Parking — required
Current Configuration of SCA

Between Sand Hill and Y

Center Turn Lane
2 Travel Lanes each direction
Eastside Parking
Sharrow Lanes both directions

Existing Conditions

KimleyHorn measurements have some errors, but close
Safe Issue #8.3 — SCA

Between Sand Hill and Y

Center Turn Lane

2 NB Travel Lanes — SB Single Lane

Eastside Parking

Bike Lanes (w/buffers)
Santa Cruz Ave
Intersections - a Perspective

Intersections often are different lane configurations than that of the roadway between intersections

The following represent some of the current and solution configurations for key intersections
Intersection: SCA @ Y (Current)

Current Configuration

Problems:

3rd NB Lane Introduced at Y (Causes all traffic to change lanes)
Little guidance for NB bike lanes
SB Sharrow lane is extremely wide
Crosswalk is at angle, no stop limit lines, unnecessarily long
Sidewalk is almost unusable
Features:

All Bike Lanes Buffered
Buffered Bike Lanes throughout the Y intersection
Reduced Lanes - 1 for Alameda, 1 for Santa Cruz
Excellent separation between cyclists and traffic within intersection
Crosswalk width reduced by approx 20’
5’ Sidewalk at intersection
Problems:

- NB Bike Lane becomes Sharrow traffic lane
- Little guidance for SB bike lane to merge into Left Turn Lane (for east SHR)
- SB Bike lane is narrow and not buffered
- Right Turn Lane is narrow
- No Pedestrian Safety Median

NB bike lane is shown here at intersection, but it currently merges into Shared Lane (Sharrows)