

SANTA CRUZ/ALAMEDA ROAD CONFIGURATIONS

INTERSECTION AND STREET VIEWS

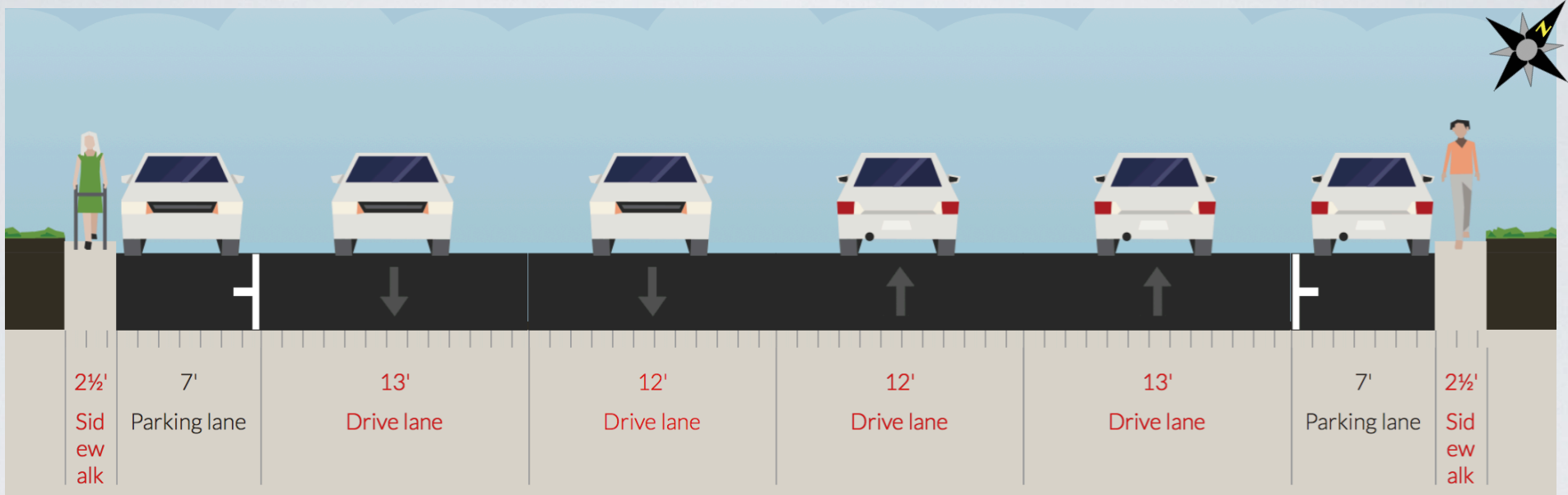
This presentation includes the documentation found in Safety Issues Report sections: 1, 7, 8, 9, 10, 11, 12, and 18

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

Alameda — Current



2 Travel Lanes each direction

Parking Each Side - a narrow 7' wide

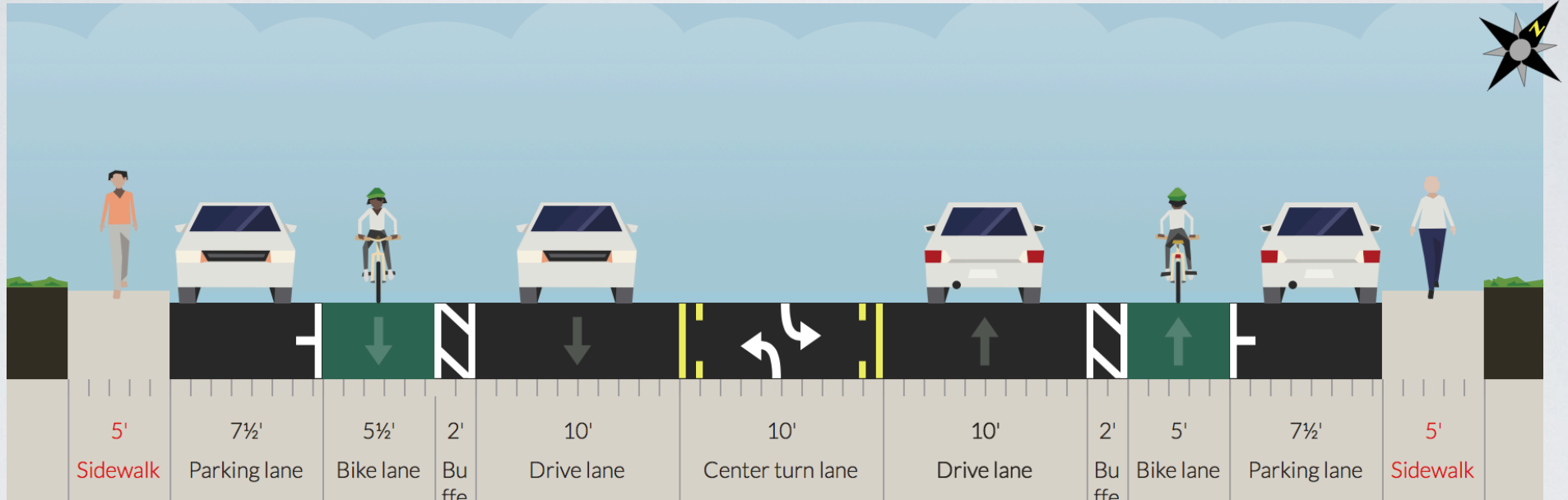
No Center Turn/Merge Lane

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)

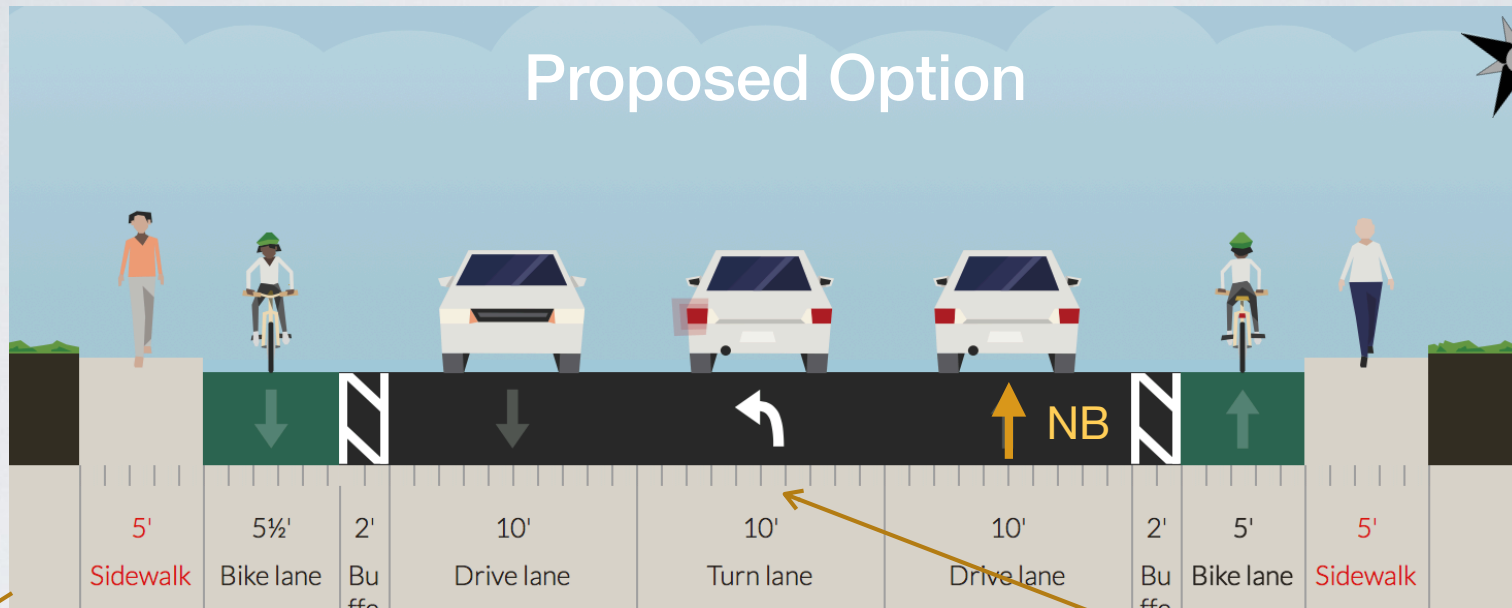
Wide 5' Sidewalks

(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

Intersections Alameda @ Sharon And Liberty Park (Proposed)



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

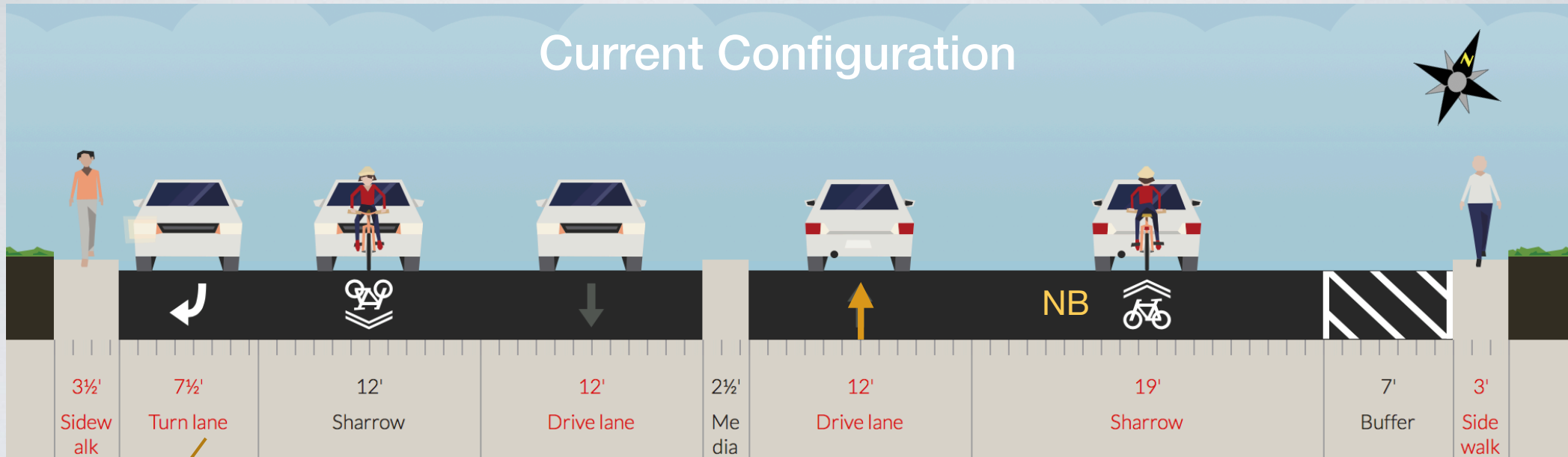
5' Sidewalks and Bike Lanes Buffered

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



Intersection Alameda @ Y (Current)

Current Configuration



Current Problems:

Extremely long angled crosswalk (over 9 lanes long)

No stop limit lines, has blind corner

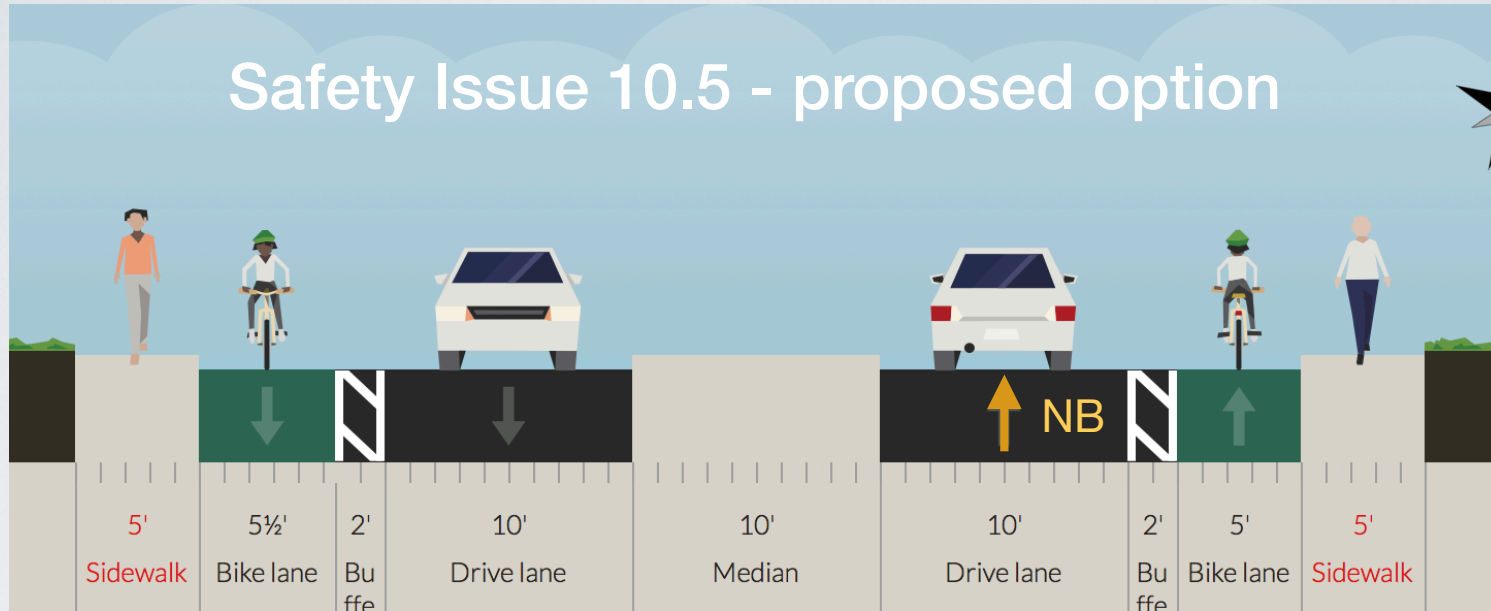
Little guidance for bikes - dangerous for pedestrians

Sharrow lanes are extremely wide

Sidewalk is almost unusable



Intersection Alameda @ Y (Proposed 10.5)



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

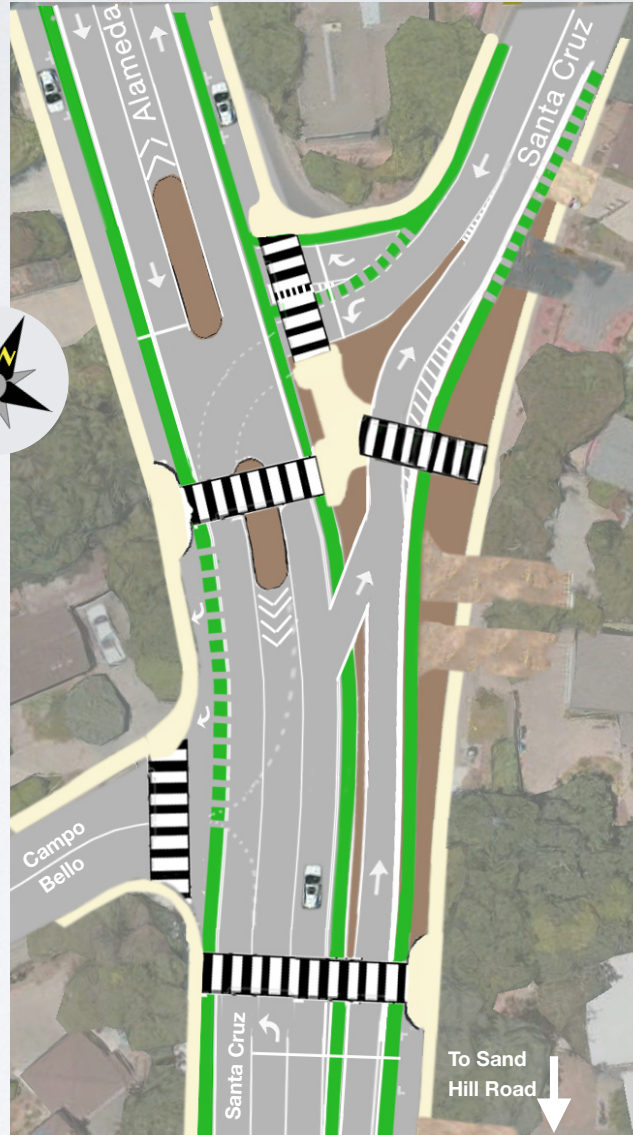


Y

Current



Proposed (#10.5)



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

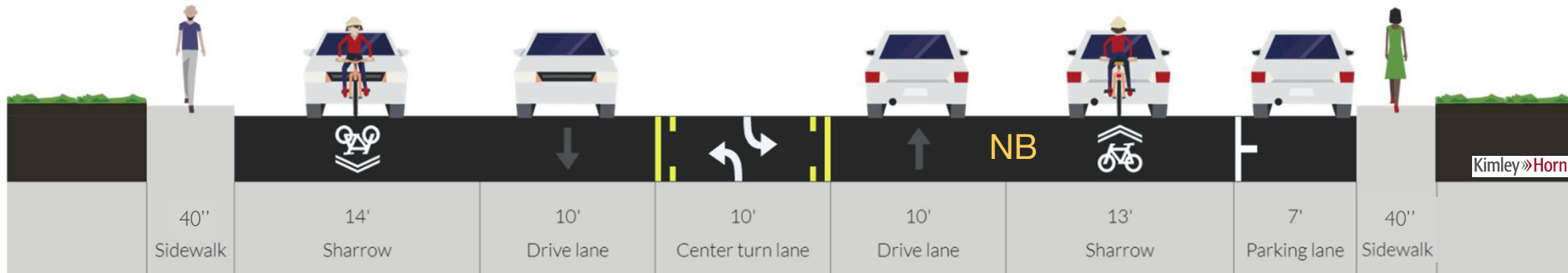
Eastside Parking — required

Current Configuration of SCA

Between Sand Hill and Y



Existing Conditions

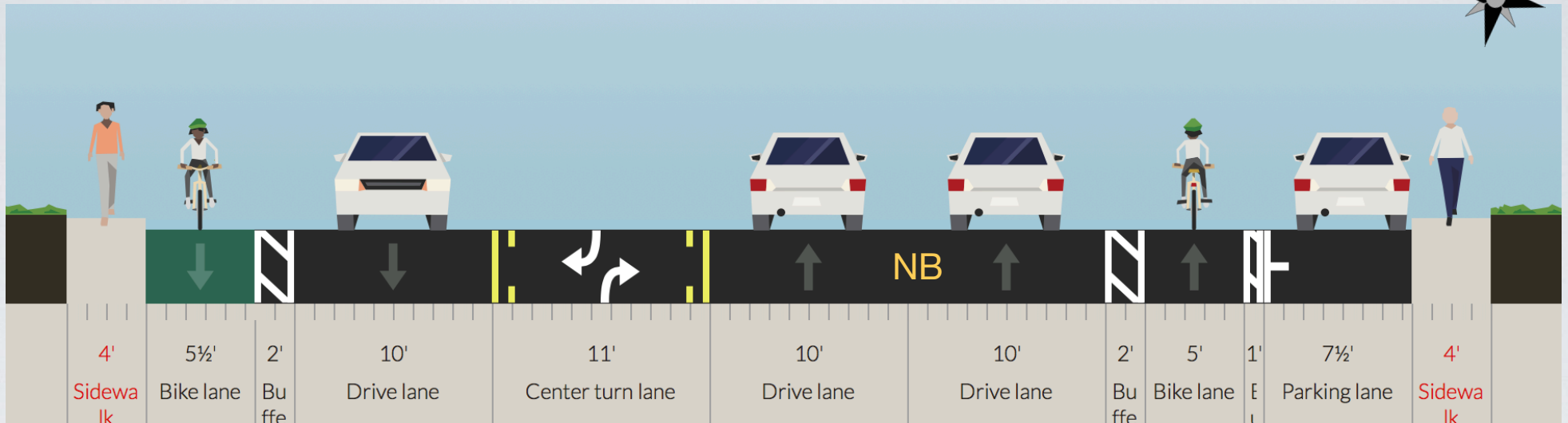


Center Turn Lane
2 Travel Lanes each direction
Eastside Parking
Sharrow Lanes both directions

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)

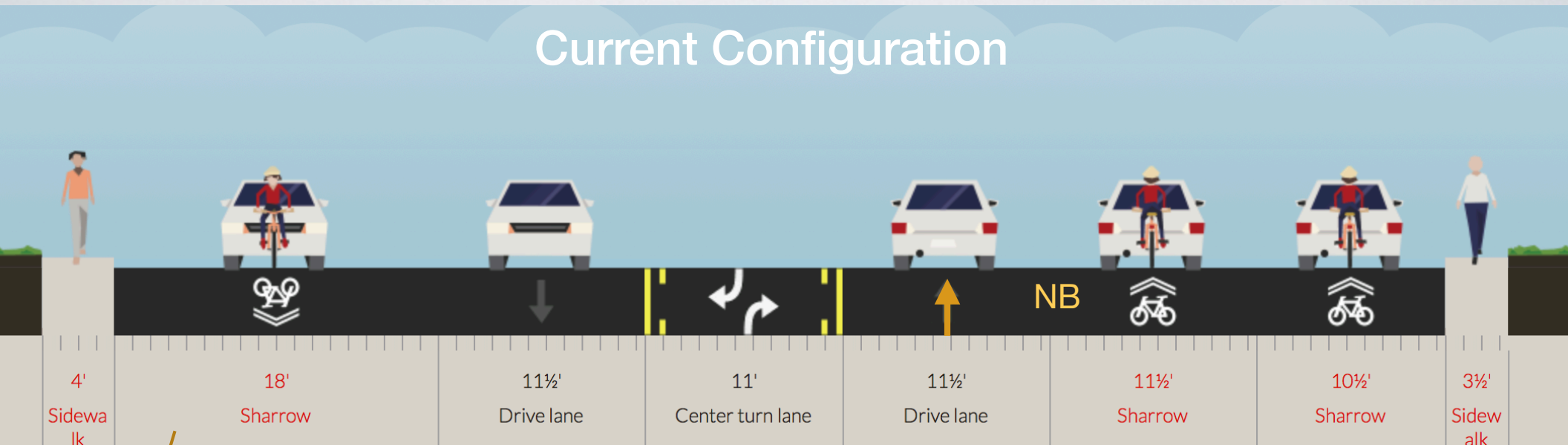
Santa Cruz Ave Intersections - a Perspective

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

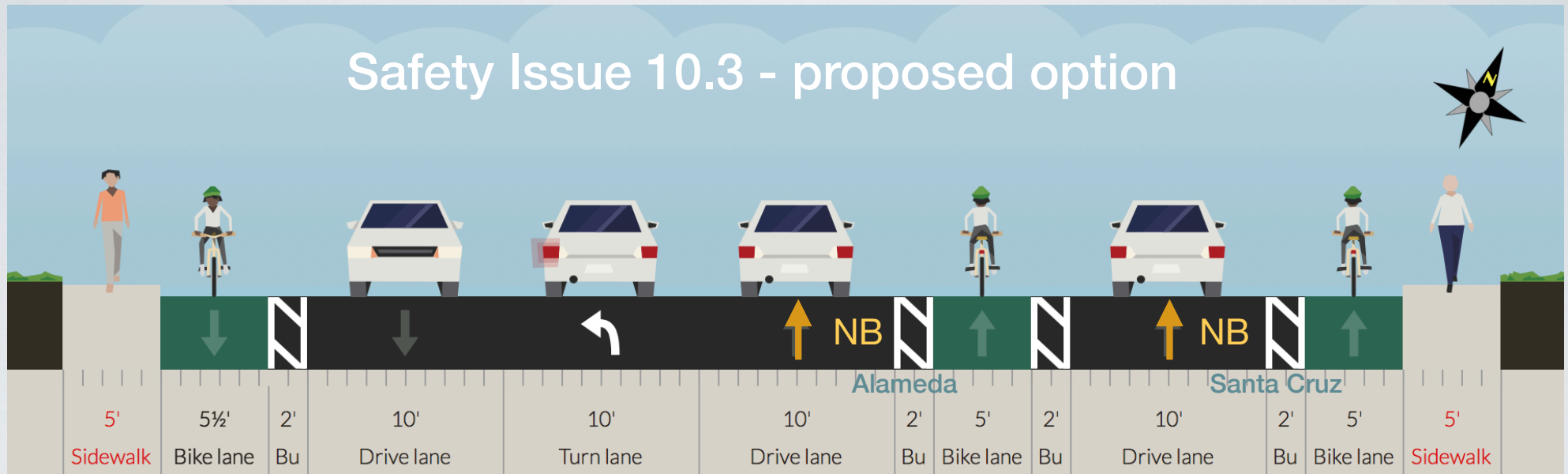
Crosswalk is at angle, no stop limit lines, unnecessarily long

Sidewalk is almost unusable



Intersection SCA @ Y (Proposed)

Safety Issue 10.3 - proposed option



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

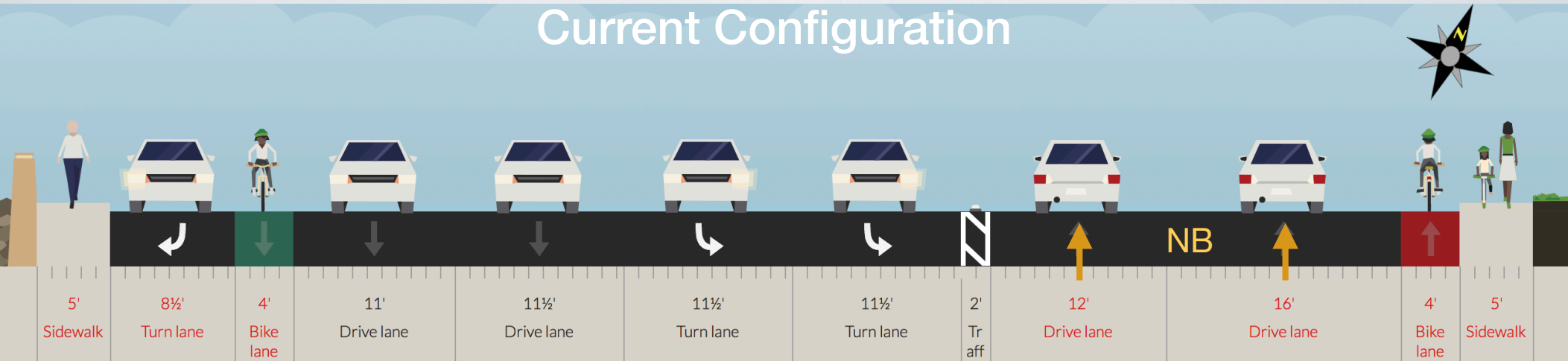
Crosswalk width reduced by approx 20'

5' Sidewalk at intersection



Intersection SCA @ SHR (Current)

Current Configuration



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)

