RECOMMENDATIONS ON MIDDLE AVENUE COMPLETE STREETS PROJECT

May 7, 2024

AGENDA

- Project goals
- Background
- Project summary
- Data collection summary
- Recommendations
- Other considerations
- Project schedules

PROJECT GOALS

- Enhance bicyclist and pedestrian visibility and improve safety of all users
- Provide safe and comfortable cycling and pedestrian infrastructure and encourage sustainable mode of transportation
- Increase accessibility of the corridor by supporting improvements related to Middle Plaza and ongoing study of the grade-separated pedestrian and bicycle crossing

BACKGROUND

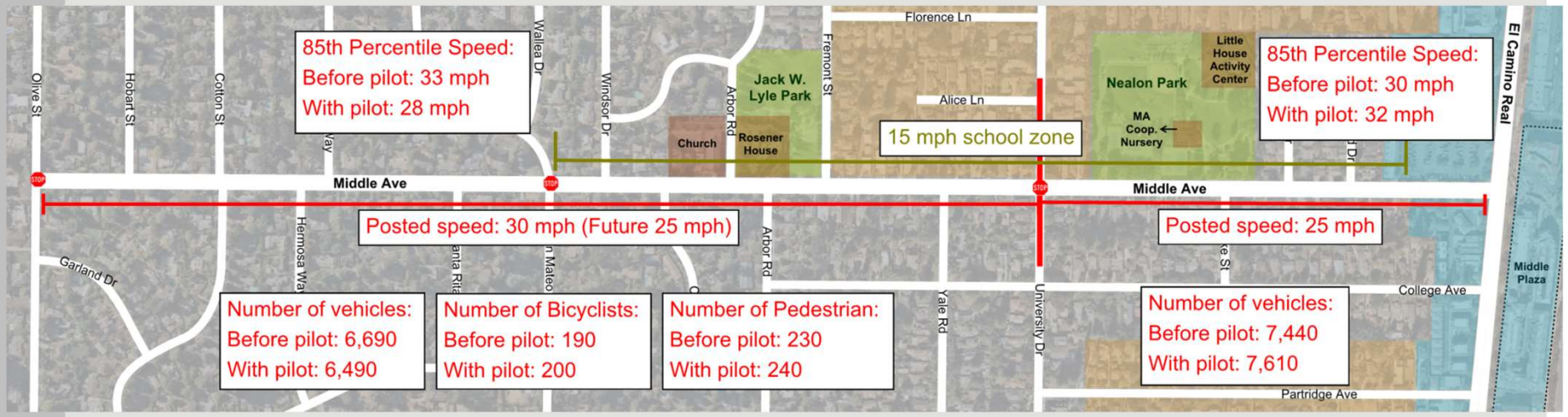
- March 3, 2022 – Conducted community kick-off meeting
- Oct. 18, 2022 – City Council approved traffic calming measures
- Feb. 14, 2023 – City Council approved the bike lane pilot
- Oct. 2023 – Installed buffer bike lane pilot

PROJECT SUMMARY - BUFFER BIKE LANE PILOT

- Olive St. to El Camino Real

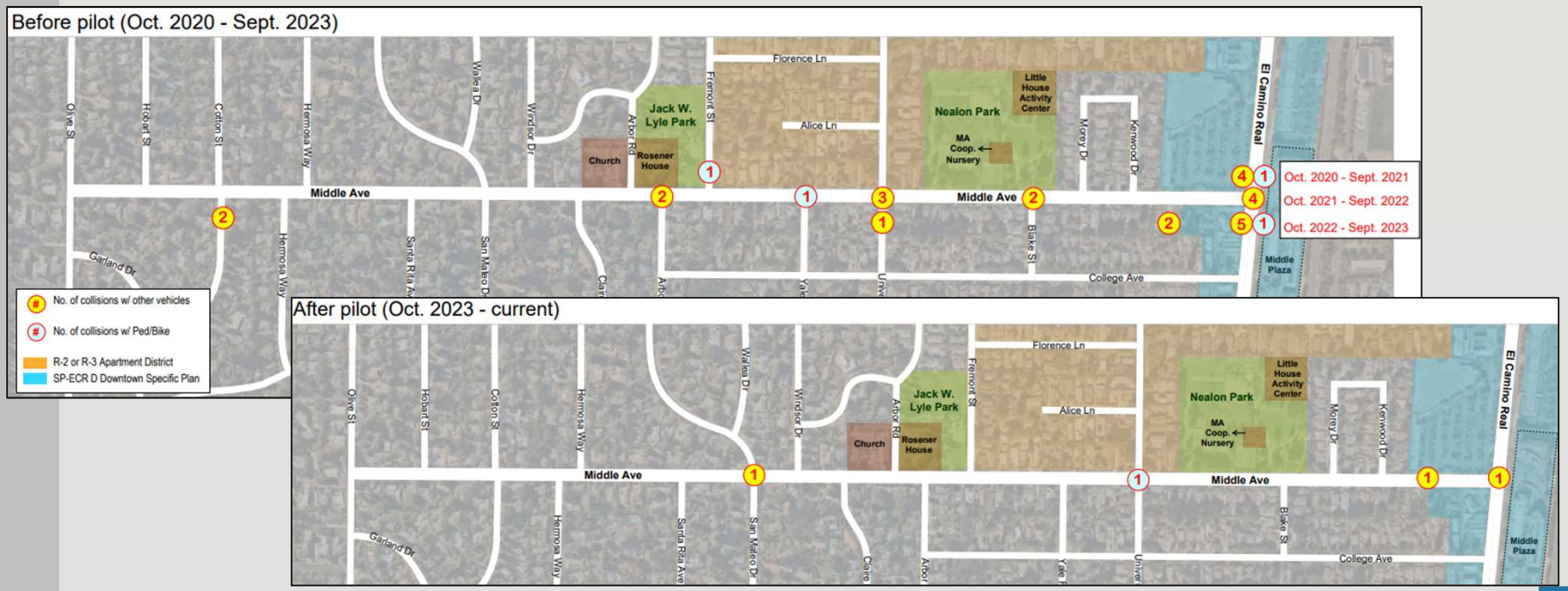
PROJECT SUMMARY – TRAFFIC CALMING MEASURES

DATA COLLECTION SUMMARY – VOLUMES AND SPEEDS



Before pilot data collection: February to April 2023
With pilot data: March 2024

DATA COLLECTION SUMMARY - COLLISIONS



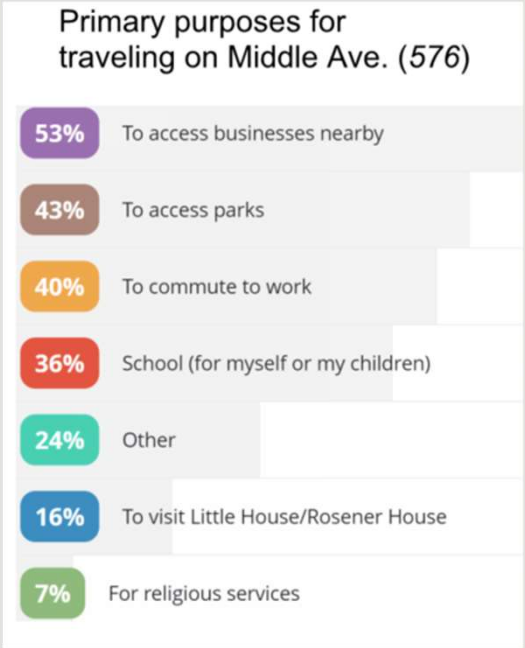
All collisions had no or minor injuries. All pedestrian/bicyclist collisions had minor injuries.

DATA COLLECTION SUMMARY - PARKING OCCUPANCY

Data collection period: March/April 2024

DATA COLLECTION SUMMARY - PUBLIC SURVEY

- Drivers: Nearly 90% indicated no change to their driving patterns.
- Parking experience: 29% had no trouble finding parking, 38% had trouble finding parking, and 33% had not tried to park on Middle Avenue.
- Bikers: 60% felt safer, 26% felt no change, and 14% felt less safe
- Pedestrians: 36% felt safer, 50% felt no change, and 14% felt less safe



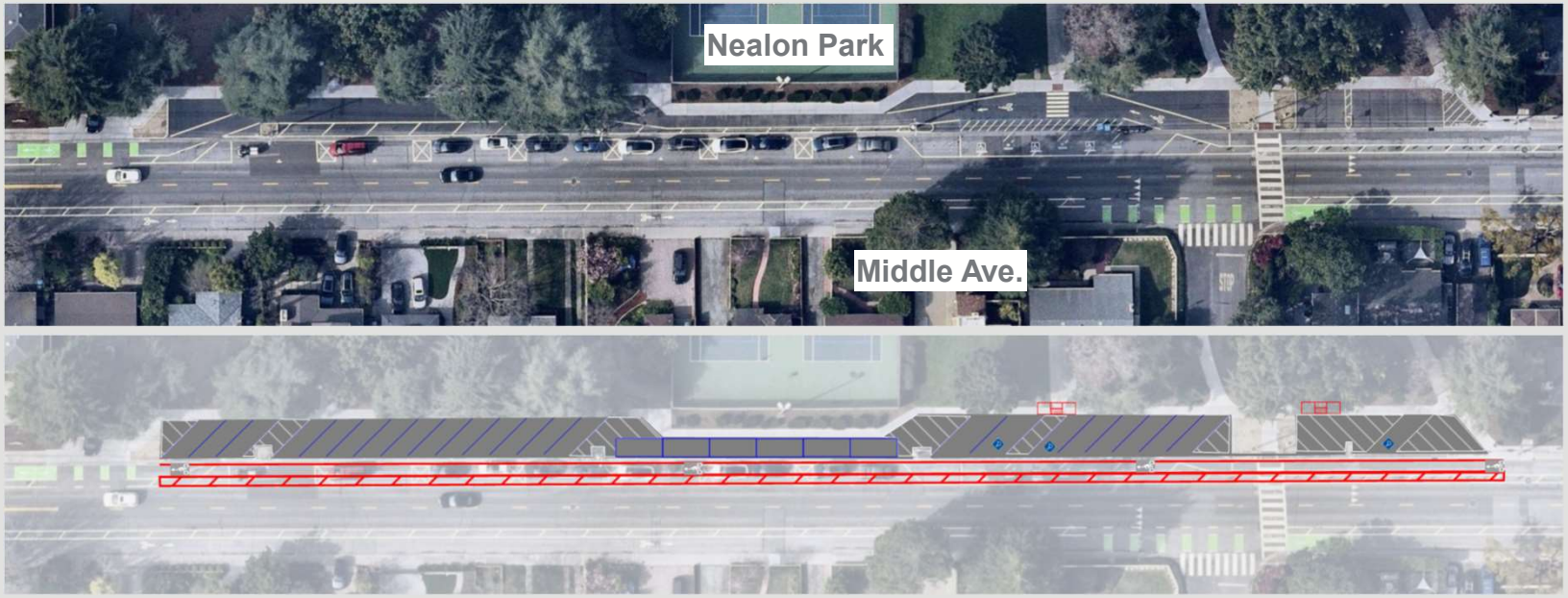
RECOMMENDATIONS – OLIVE ST. TO UNIVERSITY DR.

- Permanent buffered bike lanes - no parking zone on both sides

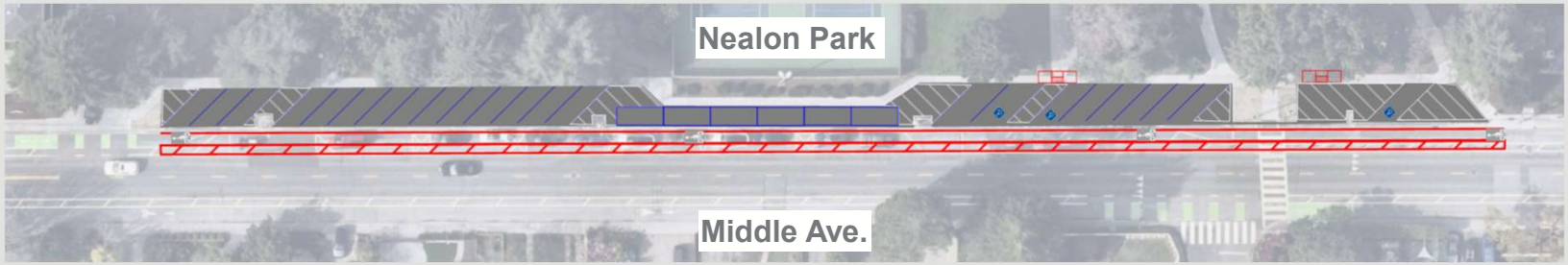
- Arbor Rd. reached ≥ 95 percent parking occupancy on Sundays
- Maximum parking occupancy on other cross streets (i.e., Westfield Drive, Fremont Street and Windsor Drive): ≤ 50 percent

RECOMMENDATIONS - UNIVERSITY DR. TO ECR

- Pilot Nealon Park frontage: back-in angle parking, shift buffered bike lanes (fall 2024)
- Permanent buffered bike lanes - no parking zone on both sides



RECOMMENDATIONS - UNIVERSITY DR. TO ECR



- Alleviate Nealon Park parking lot and frontage parking demand (i.e., occupancy reached ≥ 95 percent)
- Improve children loading/unloading conditions for park users and nursery families
- Improve sight visibilities

Nealon Park frontage parking inventory		
Parking configuration	Total regular spaces	Total accessible spaces
Perpendicular parking (Pre-pilot)	46	3
Parallel parking (current configuration)	14	3
Back-in angle parking (proposed configuration)	26	3

RECOMMENDATIONS – BACK IN ANGLE PARKING

How does it work?

Just like parallel parking:

1. Signal a right turn to warn other drivers.
2. Pull past the parking spot and stop.
3. Reverse into the parking spot.

Stanford Ave.

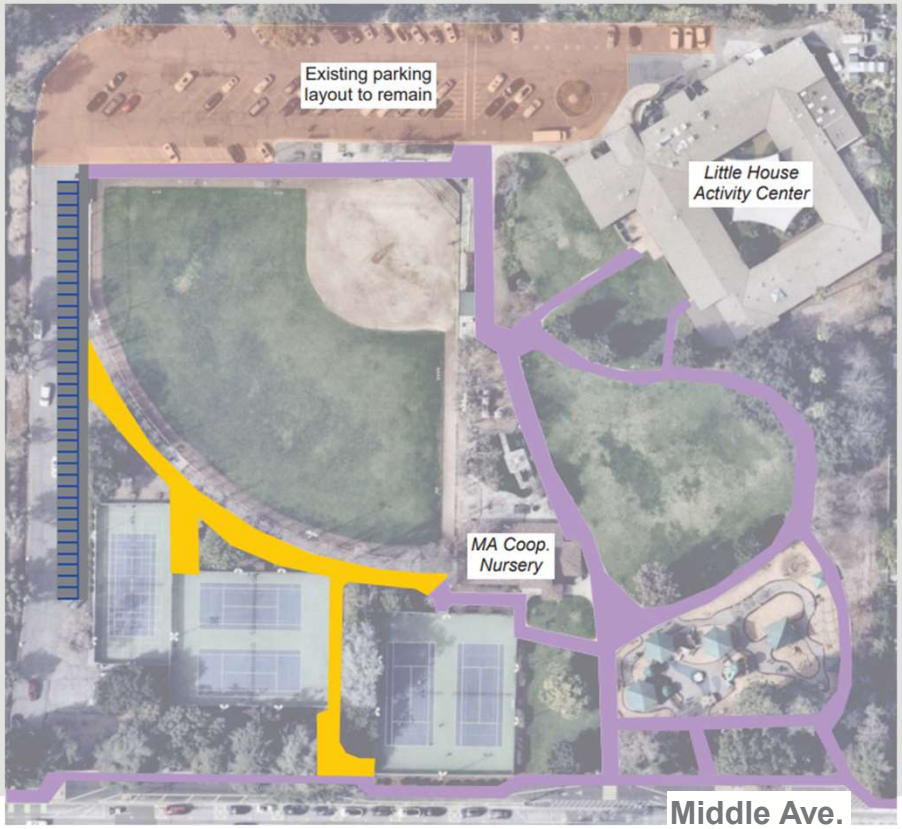
OTHER CONSIDERATIONS - NEALON PARK PARKING LOT

Existing: 26 diagonal spaces

Proposed: 37 perpendicular spaces

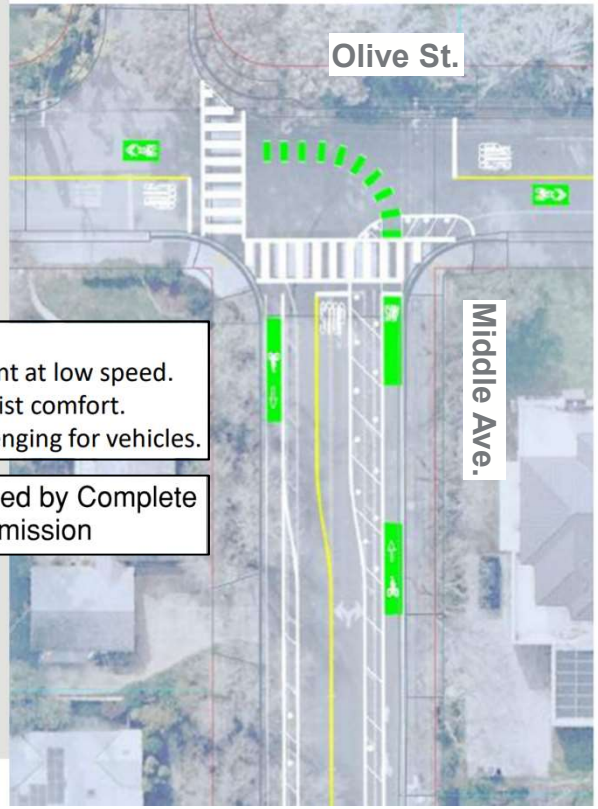
Legends:

- Existing asphalt path
- Existing concrete path
- Proposed parking layout / path



OTHER CONSIDERATIONS - AT OLIVE ST.

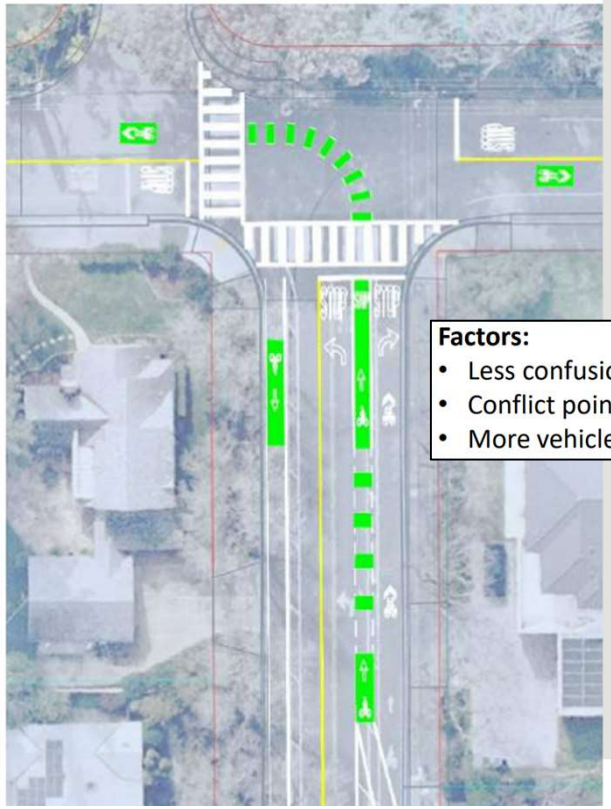
Option A: Protected Intersection



Factors:
- Conflict point at low speed.
- More bicyclist comfort.
- More challenging for vehicles.

Recommended by Complete Streets Commission

Option B: Bend Out + Right Turn Pocket



Factors:
- Less confusion at stop sign.
- Conflict point at higher speed.
- More vehicle capacity.

OTHER CONSIDERATIONS - CROSSING SAFETY / CIRCULATION

- Continue to monitor

PROJECT SCHEDULES

- May 7: City Council actions

Trial (e.g., Nealon Park parking lot / frontage parking)

- Design: summer 2024
- Construction: fall/winter 2024

Permanent (e.g., buffer bike lanes, traffic calming, resurfacing)

- Design: fall/winter 2024
- Construction: summer 2025

THANK YOU