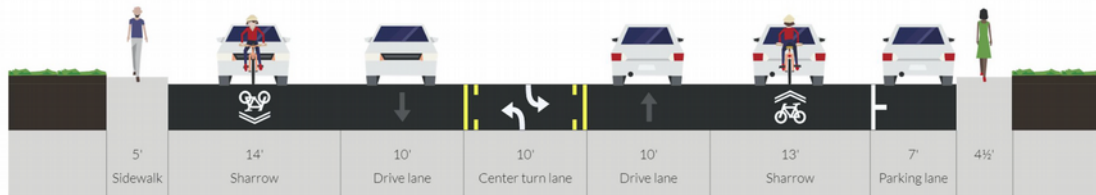


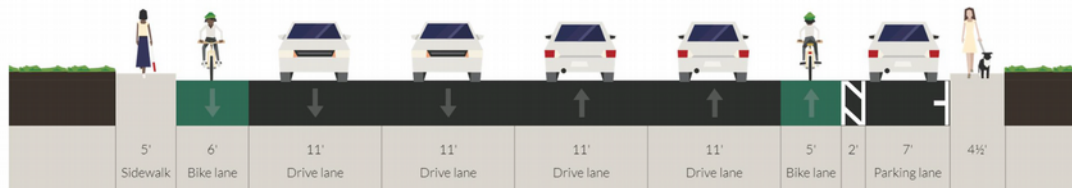


Santa Cruz Avenue Corridor Study
Cross Section Alternatives
Community Meeting
Monday, August 28, 2017

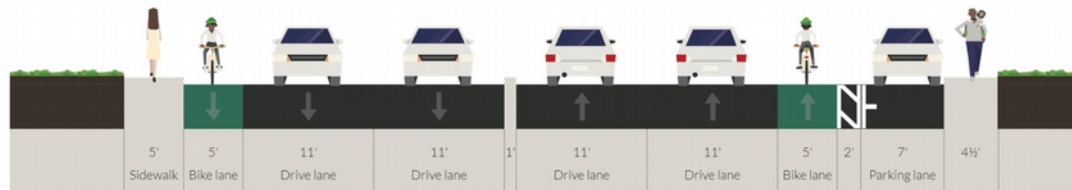
Existing Conditions



Alternative 1



Alternative 2



Alternative 1 and 2 both eliminate middle turn lane which allows for creation of two bike lanes

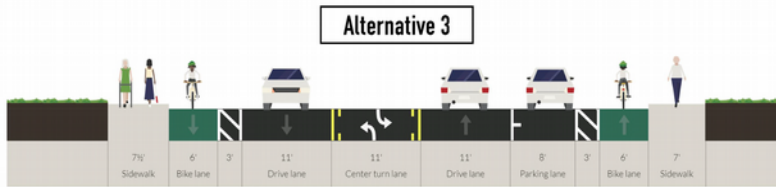
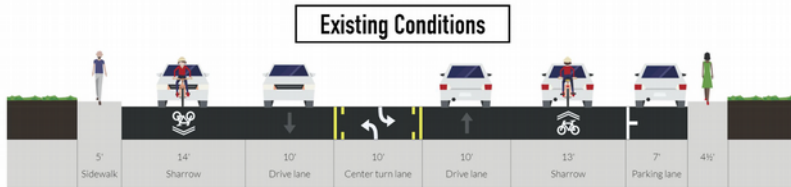
Alternative 2 has a median barrier – prevents left turns – this is common for arterials

Note that parking strip should be at least 7.5 ft to accommodate the width of a full sized pick-ups

Note that any combination of bike+parking width of less than 13.5/14 ft is hazardous to cyclist – potential for “dooring” – proposed widths here are OK



Santa Cruz Avenue Corridor Study
Cross Section Alternatives
Community Meeting
Monday, August 28, 2017



Kimley»Horn

Alternative 3 and 4 create bikes from removing a travel(s) lane

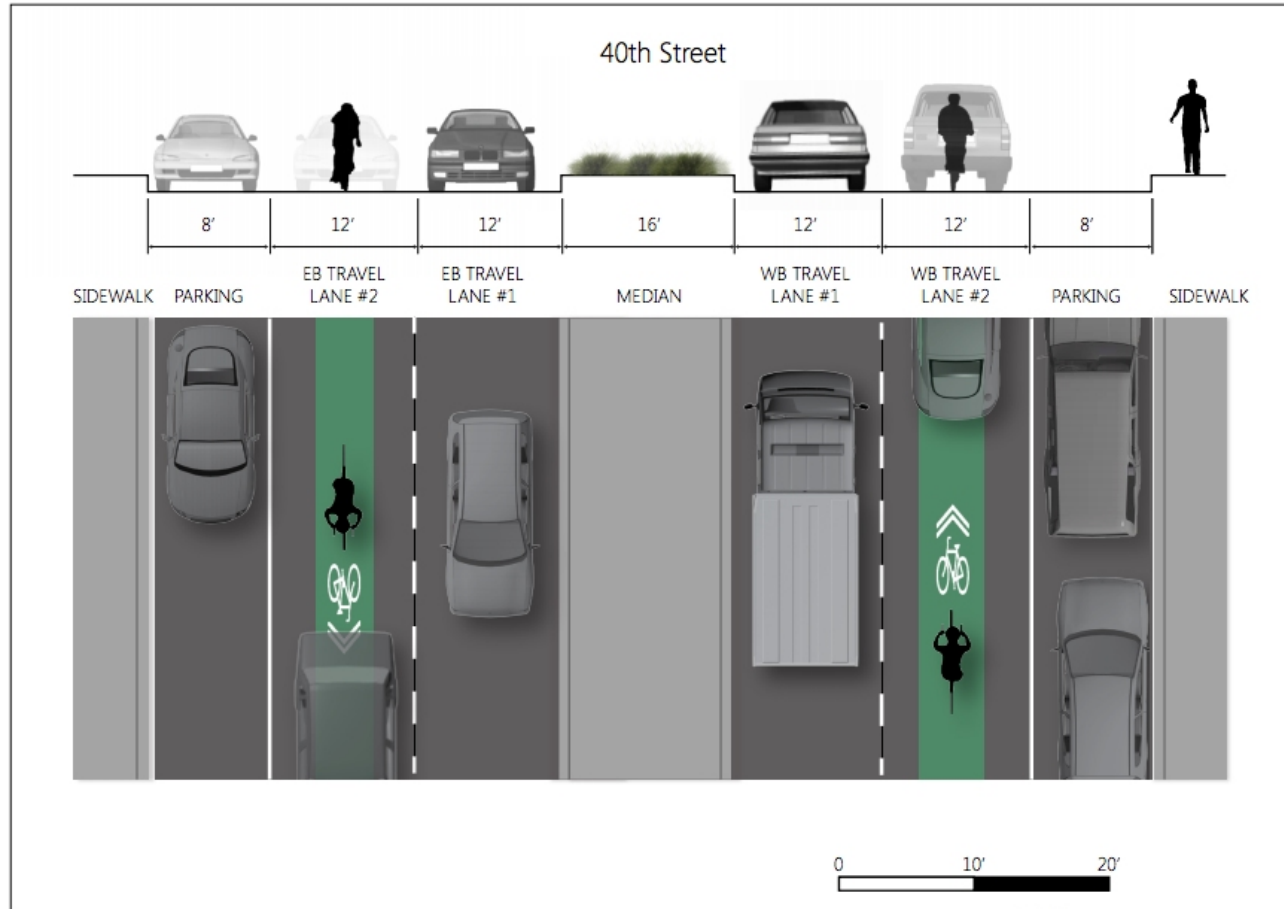
Alternative 3 uses protected bike lane for NB AND gets eliminates TWO travel lanes

Alternative 4 uses standard bike lanes and eliminates a single, SB travel lane.

Alternative 4 is similar to 8e in the community Safety report

For Alternative 4, combo of bike and parking (14-ft) is adequate.

“Enhanced” sharrows



Alternative 1 at the "Y"

