

Alameda de las Pulgas (West Menlo Park)

Street Improvement Ideas

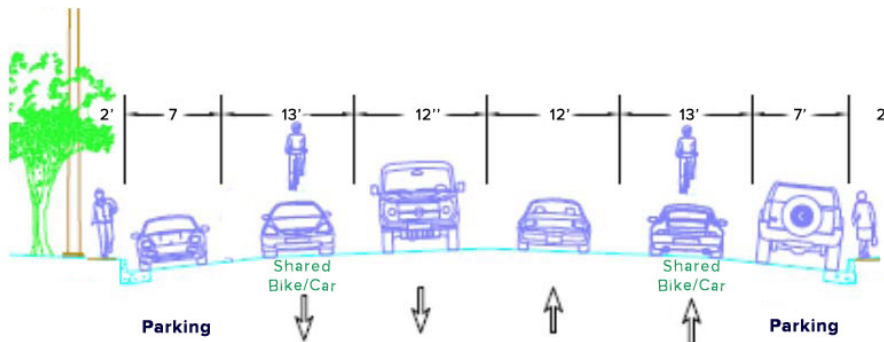
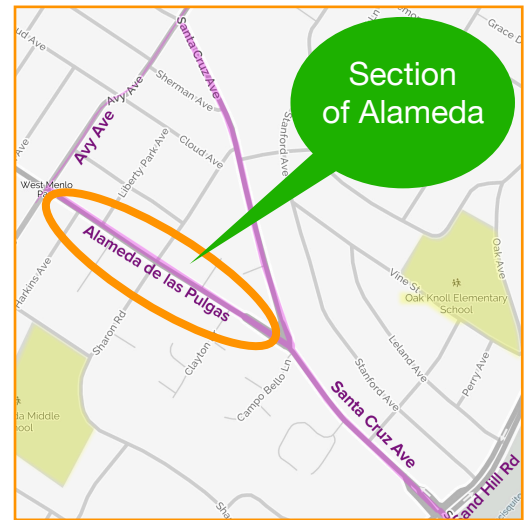
In the Fall of 2017, our community SAFE group, along with the County and City of Menlo Park formed the Santa Cruz/Alameda Task Force to promote needed and overdue safety improvements. (this flyer is not from the Task Force.)

While County had proposed some designs in August 2017, the SAFE Group had promoted solution ideas that were much more suited for our community and incorporated the safety issues and concerns noted by the community. County plans on doing new designs in 2019.

Where: The Alameda de las Pulgas from the beginning at Santa Cruz Ave, northwest to Avy Ave. Approximately 1,200' of this section of Alameda has serious safety issues and a history of accidents and near misses. It is a major school crossing and bus route used by seniors, families, and children.

What: This is a main improvement proposal for the Alameda segment of this corridor by some SAFE Group members. The primary goal is to make this short section of Alameda much safer for all: Usable sidewalks, dedicated buffered bike lanes, short crosswalks, pedestrians with safety buffer from traffic, a calmer flow of traffic by making it feel more residential and less of a speedway.

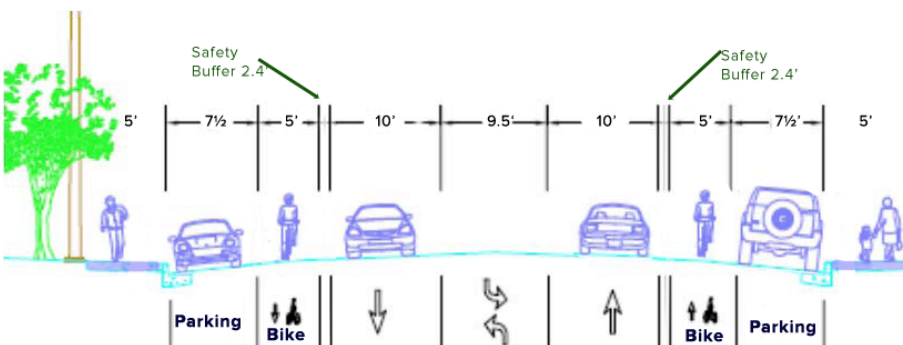
More Details — Questions — Comments: There is much more information than can fit on this flyer: FAQs, pros/cons discussion, and other information links all available at: UnivPark.org/safe/alameda You can leave comments, ideas, or questions. Contact Ron Snow or any Task Force community member* Safety@UnivPark.org or (650)949-6658.



Current Street Configuration

Issues: (to numerous to list here)

- Lanes designed for high speed traffic and similar widths to Hwy 101 and 280
- No bike lanes
- No center turn/merge lane, causing abrupt stops and lane changes
- Difficult to turn left onto Alameda from driveways/side streets
- Drivers drive at unsafe speeds
- Unusable sidewalks forcing people into roadway
- Crosswalks are unnecessarily long



Community Proposed Improvement

- Significantly Shorter Crosswalks
- Full sidewalks (using available roadway to gain width - no property loss)
- Dedicated buffered Bike lanes
- Narrower traffic lanes to slow and calm the speeders
- Change from 4 lanes to 3 to gain a center turn/merge lane for safety
- Improves Fire / Emergency Response
- Road design to include protection for existing heritage trees
- Lefts on to Alameda - easier & safer - only one lane to cross w/ center merge