

Corridor Recommendations

The preferred plan which corresponds to these recommendations are shown in **Figure 8** with the details for the school area in **Figure 9**. Following is a list of the recommendations for the corridor.

Intersection Traffic Control

- ADLP/Carlmont Drive – Install a traffic signal and modify lane geometrics as shown on the plan.
- ADLP/EI Verano Way – Install a mini-roundabout which will require acquisition of some property on the southeast corner.
- ADLP/Chula Vista Drive – Install a mini-roundabout which will require realignment of the high school parking lot access on the west leg of the intersection.
- ADLP/Cranfield Avenue – Install a mini-roundabout as shown on the plans with the west leg of the intersection consolidated with the church property driveway. (The CHS driveway would be closed. See discussion below.)
- San Carlos Avenue/Dartmouth Avenue – Modify the traffic signal timing.

Pedestrian Facilities

- New Sidewalks - Install new continuous sidewalks along the east side of ADLP between Chula Vista Drive and the terminus of the existing sidewalk near Cranfield Drive. These should be a minimum of 8-feet in width to accommodate multiple school age pedestrians.
- Reconstructed Sidewalks - The City of Belmont should coordinate with the Carlmont Village Shopping Center to reconstruct the existing sidewalks along its frontage on ADLP with a minimum of 8-foot width between Carlmont Drive and Ralston Avenue. This may impact the parking configuration within the shopping center.
- Crosswalks - High visibility crosswalks should be considered for installation based on further coordination between the Cities of Belmont and San Carlos, public safety officials, SamTrans and the schools, at the following locations:
 - ADLP/Garden Court (south leg)
 - ADLP/EI Verano Way (south leg)
 - ADLP/Chula Vista Drive (south leg)
 - ADLP/Cranfield Drive (north leg)
- Pedestrian Plaza – CHS should modify the current driveway approach to the ADLP/Cranfield Drive intersection to a pedestrian only plaza connecting the school to the crosswalk on the west leg of ADLP/Cranfield Drive mini-roundabout at the western sidewalk along ADLP.
- Crossing Guards – The school districts should provide crossing guards at the new three mini-roundabouts in order to organize the school hour pedestrians into groups for crossing efficiency and to minimize disruption to the traffic flow on the ADLP corridor.

- Median and Fence – A raised median with a hip height fence with ground landscaping or hardscape should be installed between ADLP/EI Verano Way and ADLP/Cranfield Avenue to act as a barrier and channelize pedestrians to focused crosswalk locations.

Bicycle Facilities

- Bike Lanes – The existing bike lane alignment on the ADLP section between Chula Vista Drive and Cranfield Avenue should be modified based on the concept plans.
- Mini-roundabouts – The bike lanes should be terminated in advance of the mini-roundabouts in accordance with FHWA design guidelines.
- School Bike Access and Parking – Both TLMS and CHS should ensure that both schools provide bike access and bike parking on the school grounds.

Parking

- On-street Parking – Maintain existing on-street parking in the corridor except on the section between Chula Vista Drive and Cranfield Avenue. On this section, the parking alignment should be reconfigured to parallel parking on both sides of ADLP as shown on the concept plans.
- Off-street Parking – CHS should work towards increasing parking on the school campus or on adjacent properties. The 300 student increase will generate a need for an additional 90 parking spaces. It would be beneficial if the campus also provided an additional 100 to 150 spaces for a total of 190 to 240 spaces to reduce the impact to adjacent neighborhood streets and slight loss of parking along the ADLP frontage.

Transit

- Transit Stop – The Cities should work with SamTrans to locate an appropriate bus stop on the section of ADLP between Chula Vista Avenue and Cranfield Avenue.

School Access

- New Access – CHS and TLMS should design and install a new school access to ADLP between Chula Vista Avenue and Cranfield Avenue as shown on the concept plans. The location of these access points should allow a minimum of 250 feet of separation between the access points and Cranfield Avenue. The two access points do not need to align with one another.
- Closed Access – CHS should close the driveway access adjacent to Cranfield Avenue and replace with a pedestrian plaza. This existing vehicle access would be routed to the new access to the north.
- Maintain Existing Access – TLMS should maintain the existing school access connecting to Dartmouth Avenue in addition to the new access to ADLP as discussed above. The school should allow two way traffic at both access points and modify on-site circulation to accommodate these two points of access.

Phasing and Project Costs

Phasing/Construction Sequencing

- Phase 1: Cranfield to El Verano medians with mini roundabouts at Chula Vista and El Verano
- Phase 2A: Cranfield mini roundabout with new CHS access
- Phase 2B: East side sidewalks with new TLMS access
- Post Project: San Carlos Avenue/Dartmouth Avenue signal timing
- Latter Phase: Traffic Signal at ADLP/Carlmont Drive, sidewalk improvements

Cost Estimates

1. San Carlos Avenue-ADLP (Dartmouth to New School Access)	\$	718,000
2. ADLP (New School Access Points)	\$	185,000
3. ADLP (School Access Points to Chula Vista Drive)	\$	517,000
4. ADLP/Chula Vista Drive Roundabout	\$	159,000
5. ADLP (Chula Vista Drive to El Verano Way)	\$	146,000
6. ADLP/El Verano Way Roundabout	\$	223,000
7. ADLP/Carlmont Drive	\$	599,000
Total	\$	2,547,000



Alameda de las Pulgas-San Carlos Avenue Corridor Study
Figure 8 – Preferred Plan

