



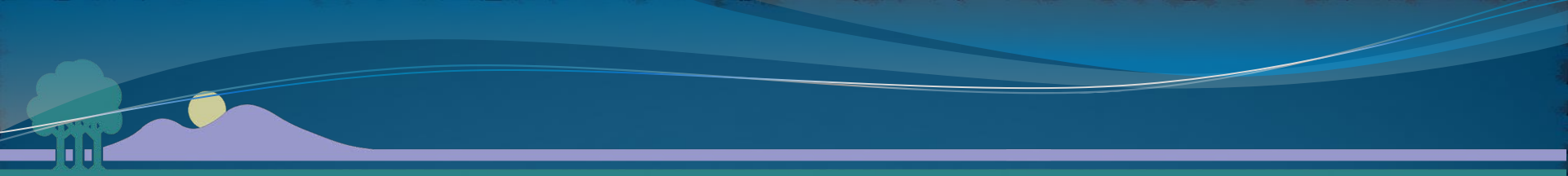
# VIRTUAL COMMUNITY INPUT MEETING

Thursday, October 22, 2020

4:00pm-5:00pm PST

[https://www.mountainview.gov/depts/pw/projects/grant\\_road\\_and\\_sleeper\\_avenue\\_intersection\\_study.asp](https://www.mountainview.gov/depts/pw/projects/grant_road_and_sleeper_avenue_intersection_study.asp)

## Grant Road and Sleeper Avenue Intersection Study



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## Public Outreach Meeting # 1

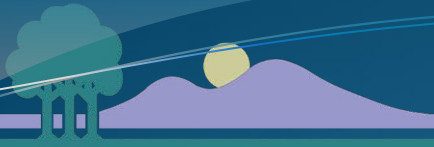
October 22, 2020

Presented by

Darwin Galang (Associate Civil Engineer – City of Mountain View)  
Andrew Dickinson (Project Manager – TJKM Transportation Consultant)

Contributors

Lorenzo Lopez (City Traffic Engineer – City of Mountain View)  
Timothy Cheng (Associate Civil Engineer – City of Mountain view)  
Rutvij Patel (Task Lead) – TJKM



# Overview

- Project Goals and Meeting Purpose
- Study Location
- Proposed Intersection Improvements
- Comparison of Alternatives
- Other Project Alternatives Considered
- Questions



# Project Goals and Meeting Purpose

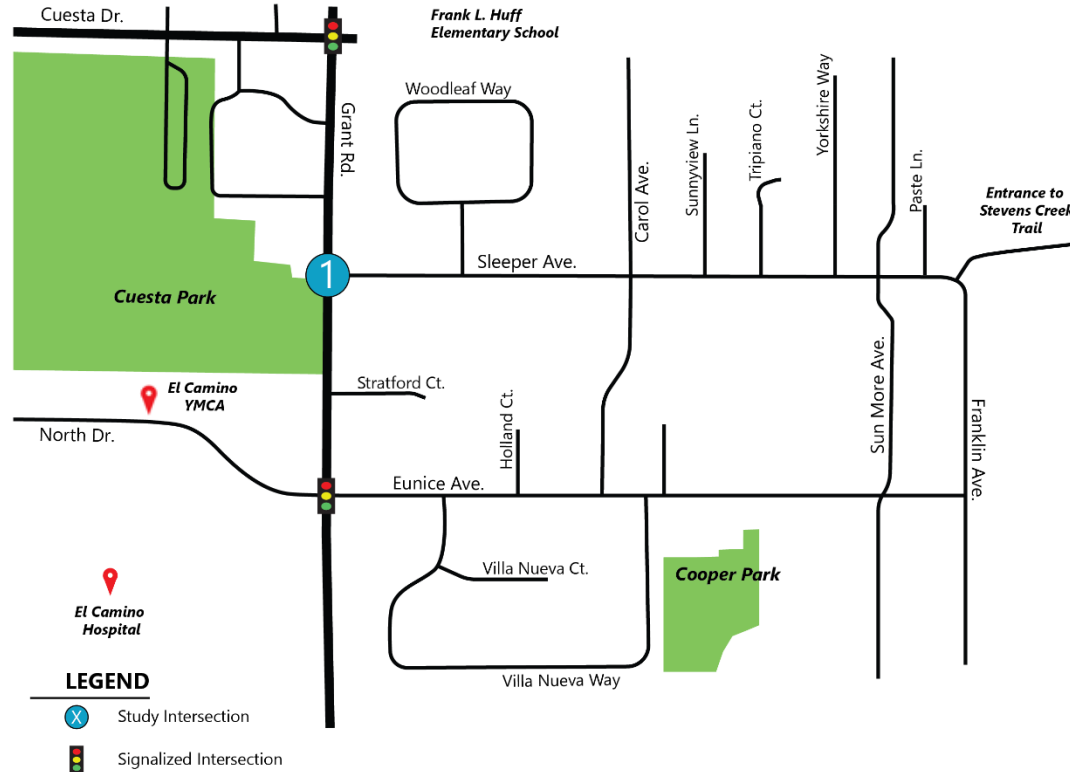
- Project Goals

- Develop conceptual alternatives for a pedestrian and bicycle crossing
- Discuss the pros and cons of the alternatives

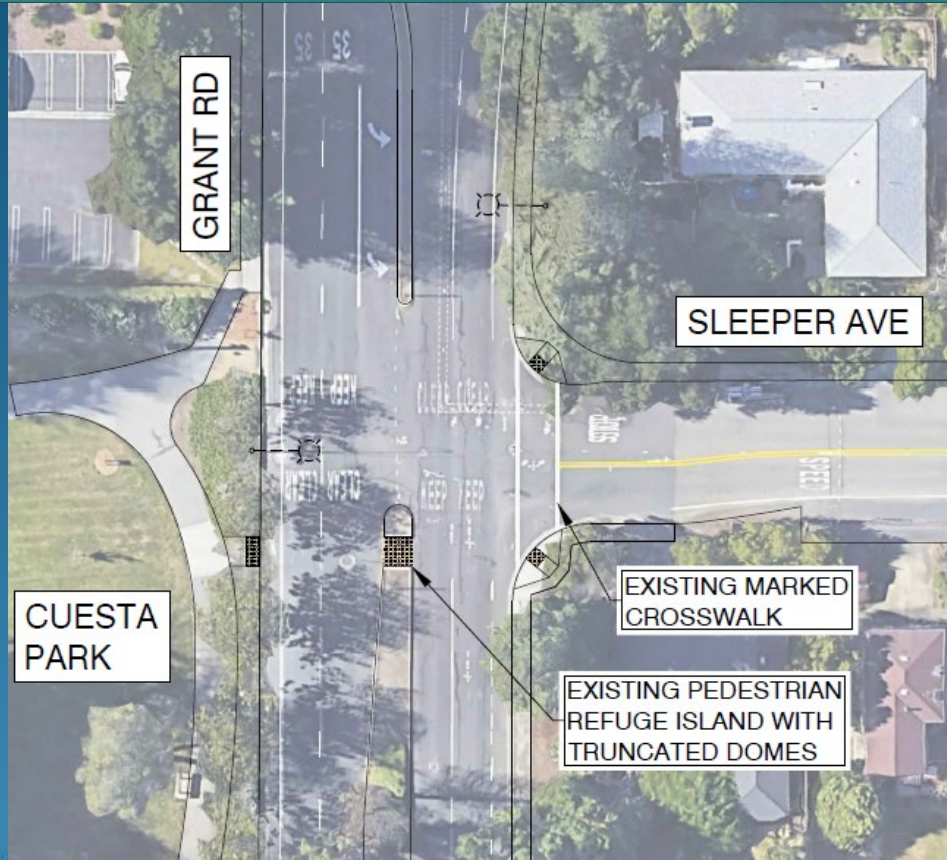
- Meeting Purpose

- Present improvement alternatives
- Gather public input/comment
- Address questions raised during the meeting

# Study Location



# Existing Conditions





# Poll Question #1

What mode of transportation do you use at this intersection?  
(Please check all that apply)



## Poll Question #2

How often do you use this intersection to cross Grant Road as a pedestrian or bicyclist?





# Previous Studies

- Council Report 2010
  - Based on resident request for a marked crosswalk
  - Recommended a pedestrian refuge island
- CDM Smith Study 2016
  - Determined a traffic signal was warranted



# Project Alternatives

1. Pedestrian Hybrid Beacon (PHB) with crosswalk across the northern leg
2. Pedestrian Hybrid Beacon (PHB) with crosswalk across the southern leg and left turn restriction
3. Traffic signal with crosswalk across the northern leg
4. Existing conditions to remain

# Proposed Intersection Improvements

## Pedestrian Hybrid Beacon (PHB)



## Mountain View - El Camino Real and Distel Cir

Drivers		Pedestrians	
...will see this	...will do this	...will see this	...will do this
	Proceed with Caution		Push the Button to Cross
	Slow Down (Pedestrian has activated the push button)		Wait
	Prepare to Stop		Continue to Wait
	STOP! (Pedestrian in Crosswalk)		Start Crossing
	STOP! Proceed with Caution if Clear		Continue Crossing (Countdown Signal)
	Proceed if Clear		Push the Button to Cross



# Proposed Intersection Improvements





# Proposed Intersection Improvements

Traffic Signal



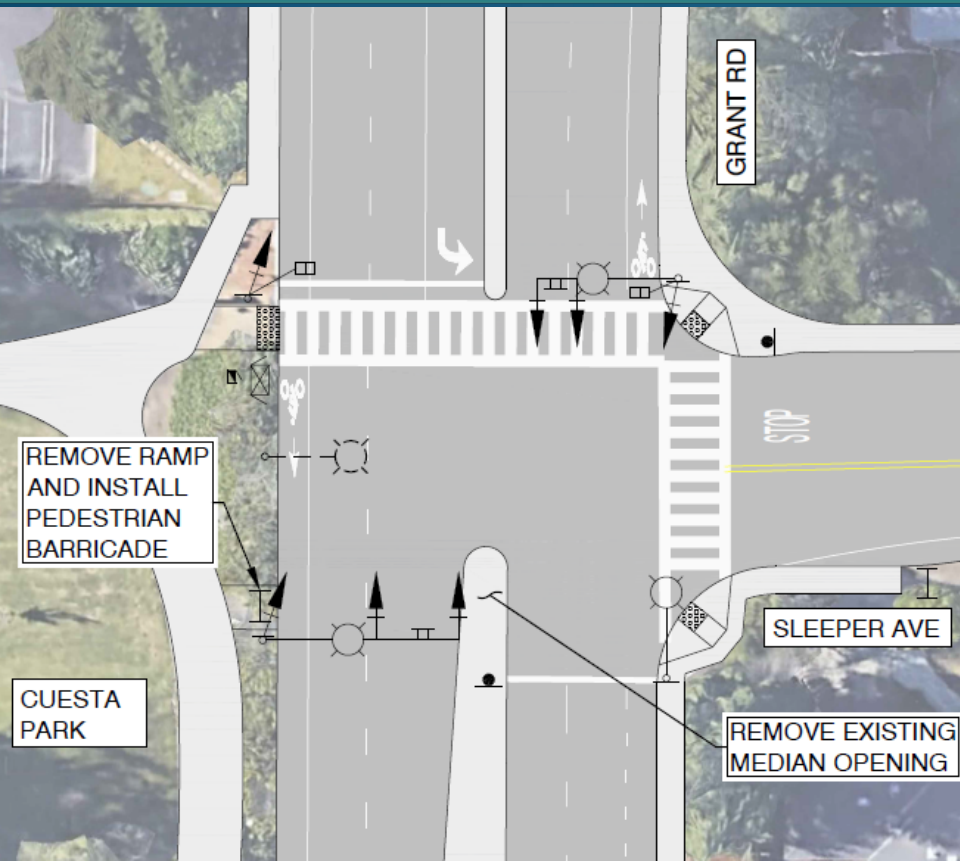
Mountain View - Grant Road  
and Martens Ave



## Poll Question #3

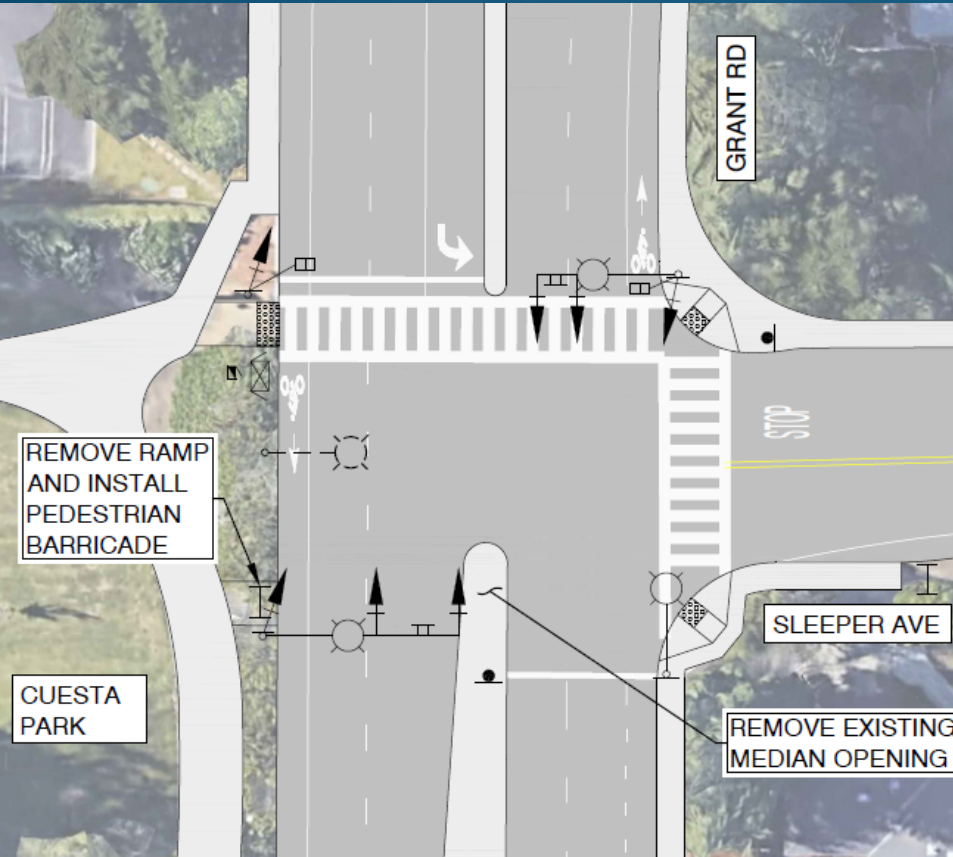
What are your concerns at this intersection?  
(Please check all that apply)

# Alternative 1 – PHB with a Northern Crosswalk





# Alternative 1 – PHB with a Northern Crosswalk



## Pros

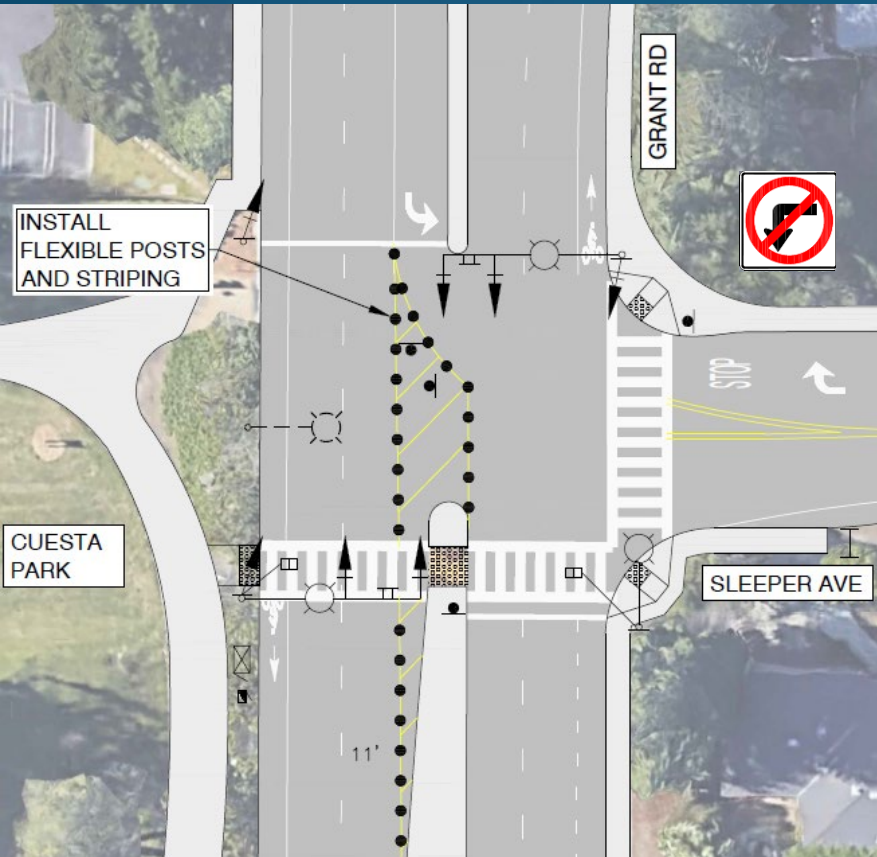
- Yield Rate exceeds 90%
- Beacons are off when there are no pedestrians
- No left turn conflict for pedestrian crossing
- Can be coordinated with nearby traffic signals

## Cons

- Increase motorist delay time
- Right turn movement conflicts with pedestrians
- Motorists have less familiarity



# Alternative 2 – PHB With Southern Crosswalk with Left Turn Restriction



## Pros

- Yield Rate exceeds 90%
- Beacons are off when there are no pedestrians
- No left turn conflict for pedestrian crossing or vehicles
- Can be coordinated with nearby traffic signals

## Cons

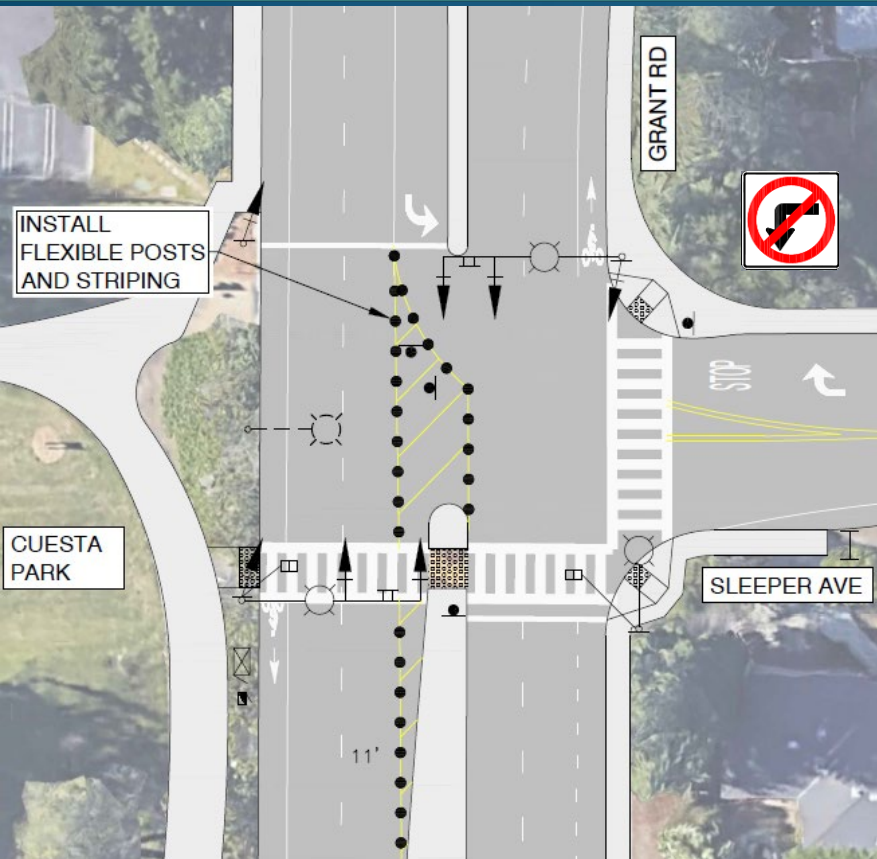
- Increase motorist delay time
- Motorists have less familiarity
- Will eliminate left turn movement from Sleeper Avenue

# Left Turn Restriction



- Traffic Counts for Left Turns from Sleeper Avenue (April 2019)
  - A.M. Peak Hour: 3 Vehicles
  - M.D. Peak Hour: 2 Vehicles
  - P.M. Peak Hour: 0 Vehicles

# Alternative 2 – PHB With Southern Crosswalk with Left Turn Restriction



## Pros

- Yield Rate exceeds 90%
- Beacons are off when there are no pedestrians
- No left turn conflict for pedestrian crossing or vehicles
- Can be coordinated with nearby traffic signals

## Cons

- Increase motorist delay time
- Motorists have less familiarity
- Will eliminate left turn movement from Sleeper Avenue



## Poll Question #4

Do you like the idea of the left turn restriction?



## Poll Question #5

How often do you use Sleeper Ave to turn left onto Grant Road?

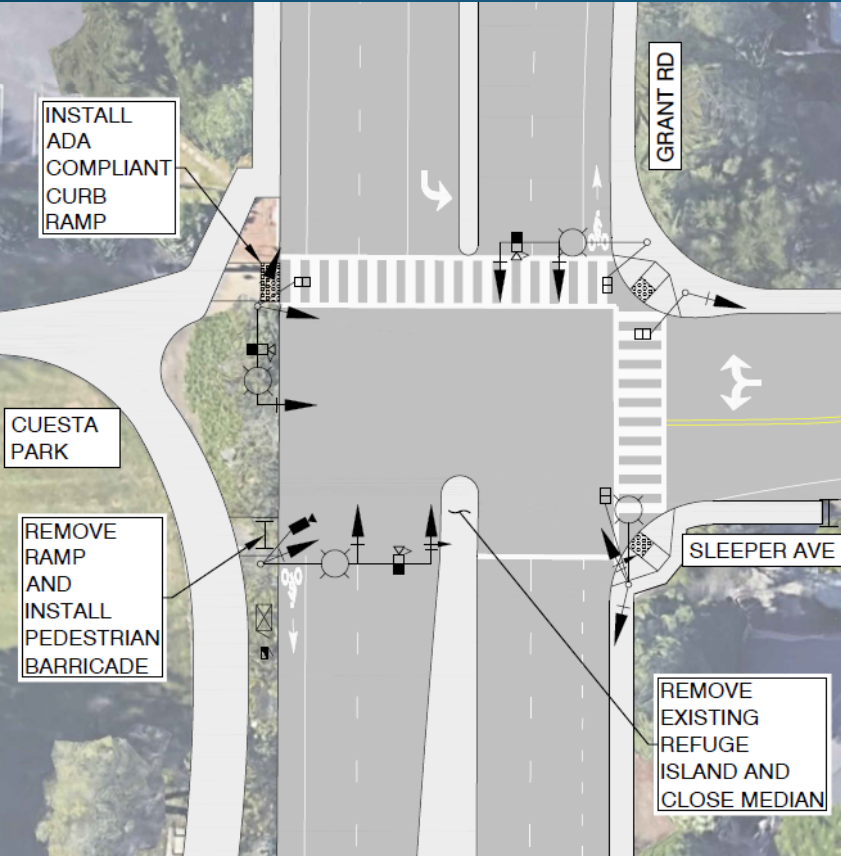




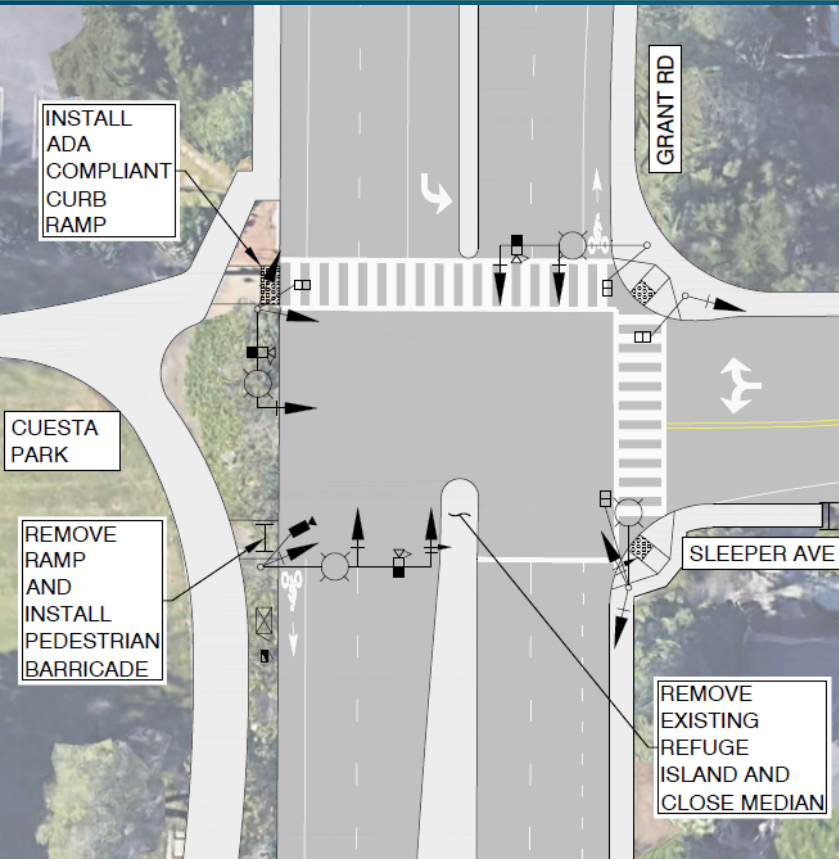
## Poll Question #6

If you use Sleeper Ave to turn left onto Grant Road, are there certain times a day you avoid the left turn?  
(Please check all that apply)

# Alternative 3 – Traffic Signal



# Alternative 3 – Traffic Signal



## Pros

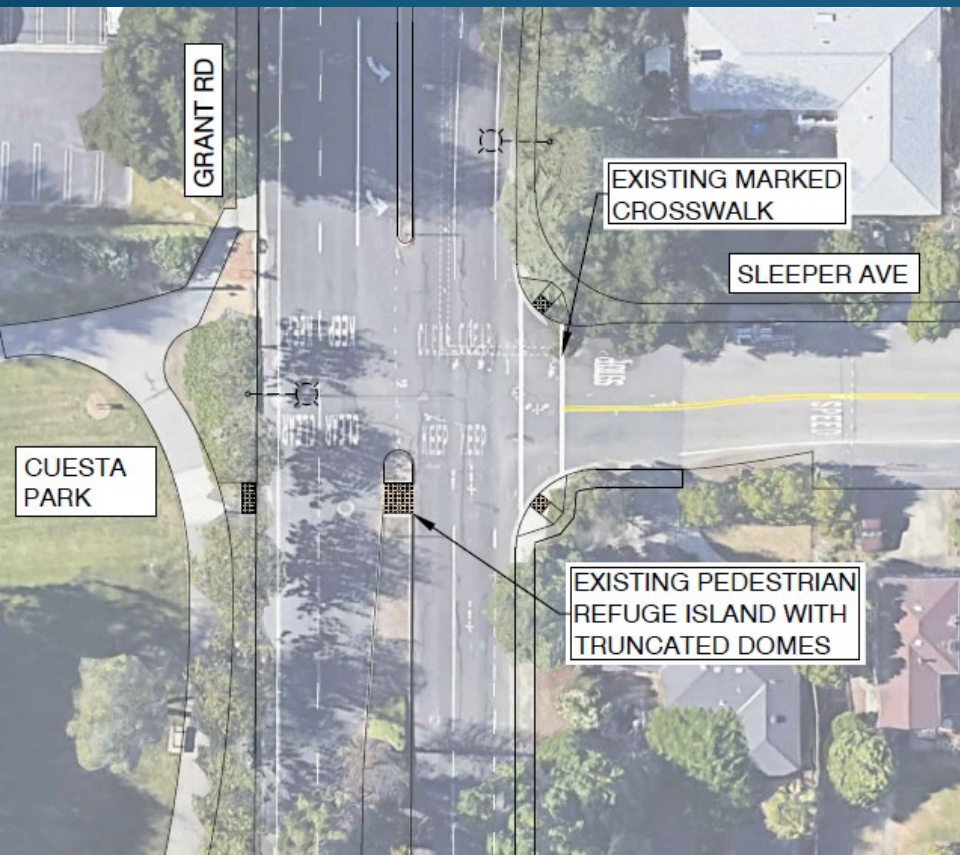
- Familiarity
- Highest rate of driver compliance
- Phases to reduce turning conflicts

## Cons

- Highest Cost
- Increase in vehicular congestion and delay



# Alternative 4 – Existing Conditions to remain



## Pros

- No associated cost
- Pedestrians and bicyclists tend to be more cautious crossing Grant Road

## Cons

- Absence of marked crosswalk
- Distance to next crossing is far



# Cost Estimate

No.	Alternative	Cost
1	Pedestrian Hybrid Beacon with a northern crosswalk	\$700,000
2	Pedestrian Hybrid Beacon with a southern crosswalk and a left turn restriction	\$640,000
3	Traffic Signal with a high visibility crosswalk Across the northern leg of Grant Road	\$1,070,000
4	Keep the existing conditions as is	\$0



# Other Project Alternatives Considered

- Pedestrian Hybrid Beacon
  - Northern crosswalk with Left turn restriction
  - Southern Crosswalk
- LED Enhanced Signs
  - Northern and southern crosswalks
  - Left turn restriction
- Removing Existing Median opening



# Project Schedule

- BPAC – January 2021
- Council – Spring 2021
- Complete study by Spring/Summer 2021



# Questions?

For more information/Para mas informacion:

[Darwin.Galang@mountainview.gov](mailto:Darwin.Galang@mountainview.gov)

(650) 903-6311

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## Poll Question #7

What proposed alternative would you like to see implemented at the intersection?  
(Please check all that apply)



## Poll Question #8

Are there any options that you do not want implemented at the intersection?  
(Please check all that apply)



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