

DATE: September 27, 2023

TO: Bicycle/Pedestrian Advisory Committee

FROM: Kathryn Robertson, Associate Civil Engineer
Robert Gonzales, Principal Civil Engineer
Edward Arango, Assistant Public Works Director / City Engineer

VIA: Dawn S. Cameron, Public Works Director

SUBJECT: Grant Road and Sleeper Avenue Intersection Improvements, Project 21-39

RECOMMENDATION

Receive an update on the design concept for the Grant Road and Sleeper Avenue intersection, northern bicycle crossing.

BACKGROUND

The intersection of Grant Road and Sleeper Avenue is located along Grant Road, approximately midway between North Drive and Cuesta Drive (see Figure 1). The intersection is adjacent to Cuesta Park and is an essential connection to the entrance to the Stevens Creek Trail, which is approximately one-half mile to the east of the intersection. El Camino Hospital and YMCA are both to the west of the intersection along North Drive. There is only one marked crosswalk at the eastern leg of the intersection to cross Sleeper Avenue, while a median opening and accessible curb ramps are provided on the southern leg of the intersection to allow pedestrians and bicyclists to cross Grant Road (see Figure 2).

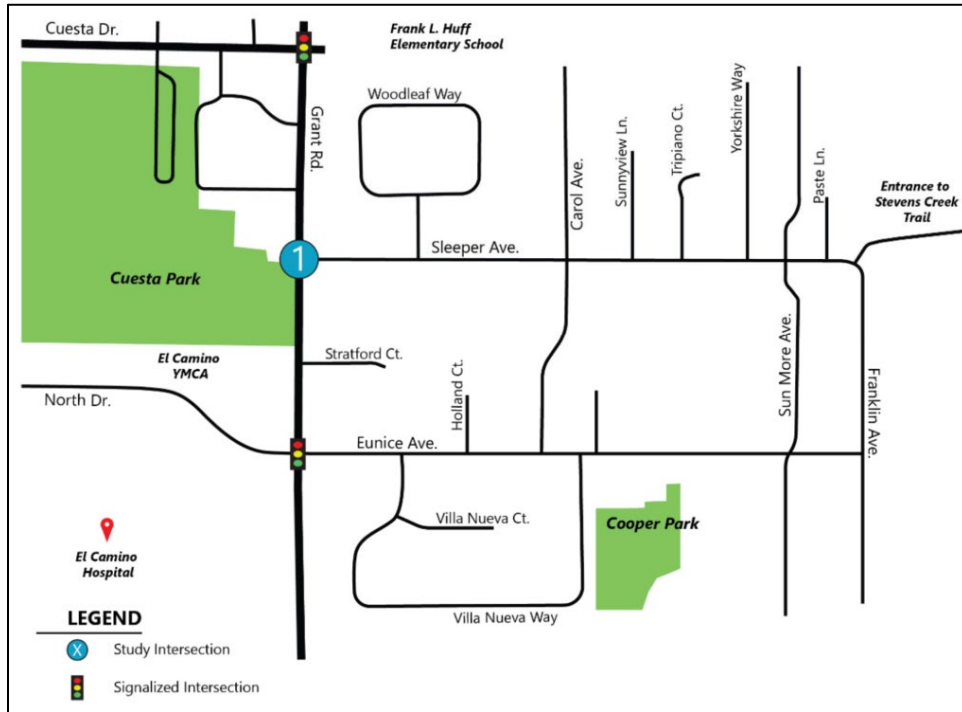


Figure 1: Project Location Map

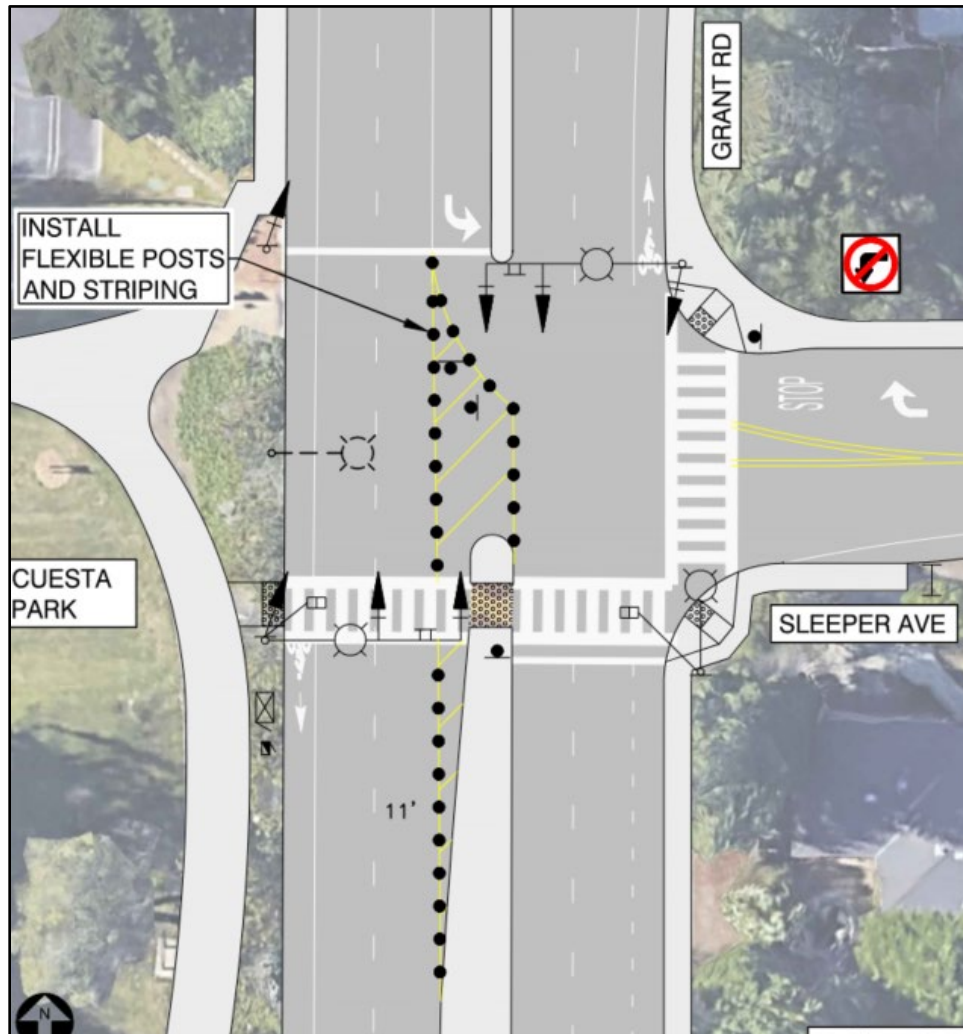


Figure 2: Existing Conditions

In 2018, the City issued a Request for Proposals (RFP) for conducting a feasibility study of the Grant Road and Sleeper Avenue intersection. In 2019, the City contracted with TJKM Transportation Consultants to conduct the study and evaluate conceptual alternatives for improvements to facilitate the safe movement of pedestrians and bicyclists crossing Grant Road at Sleeper Avenue.

A virtual community meeting was held on October 22, 2020 to gather public input on the proposed alternatives. A preferred alternative was presented to and supported by the Bicycle/Pedestrian Advisory Committee (BPAC) on [February 24, 2021](#) and the Council Transportation Committee (CTC) on [April 20, 2021](#). The preferred alternative (Figure 3) includes:

- Pedestrian hybrid beacon (PHB) on Grant Road at Sleeper Avenue;
- High-visibility crosswalks on the southern and eastern legs of the intersection;
- Left-turn lane restriction from Sleeper Avenue onto Grant Road;
- Adaptive traffic signal equipment and signal interconnect;
- Streetlights; and
- Enhanced signage and striping.



**Figure 3: TJKM Preferred Alternative—
PHB with a Southern Crosswalk and Left-Turn Restriction from Sleeper Avenue**

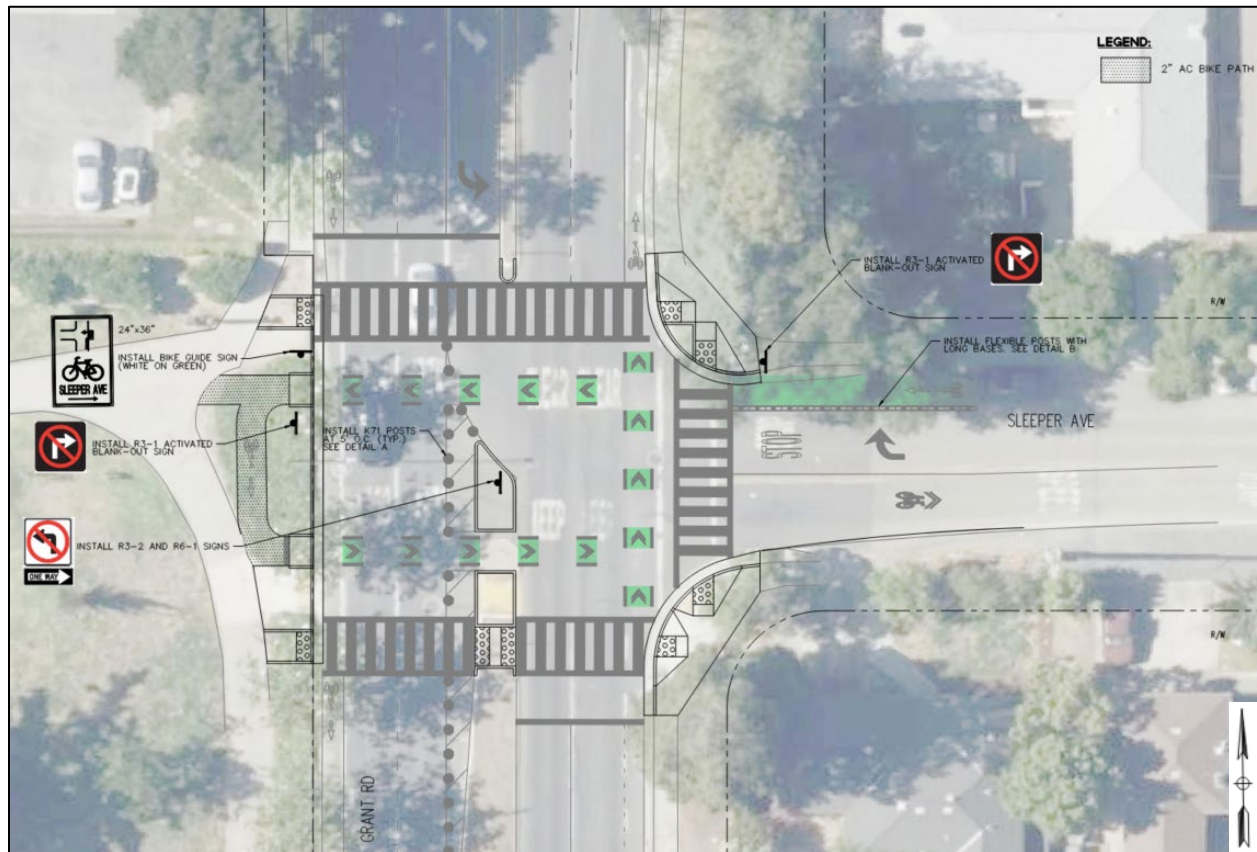
As part of CTC's recommendation of the preferred alternative, the CTC requested that a northern bicycle crossing be incorporated into the final design. The CTC also requested that staff continue public outreach as the future design is developed and that staff return to the CTC with a design and outreach update. On [June 8, 2021](#), Council approved the preferred alternative recommended by BPAC and CTC with the addition of a northern bicycle crossing.

On [February 14, 2023](#), Council approved a professional services agreement with BKF for final design services.

DISCUSSION

BKF has taken the findings from the feasibility study and begun preliminary design on the preferred alternative with the addition of a northern bicycle crossing. BKF and staff coordinated on the northerly bicycle crossing, and the new preliminary design includes all elements from the approved preferred alternative with the following additional improvements across Grant Road (see Figure 4):

- High-visibility northerly crosswalk and Americans with Disabilities Act (ADA) ramps.
- Northerly and southerly bicycle crossings, including green markings, bicycle ramps, and pathway access on the westerly side of intersection.
- Activated blank-out signs (illuminated no right-turn restriction for westbound vehicles on Sleeper Avenue).
- A median island for improved visibility of the left-turn restriction from Sleeper Avenue to Grant Road.
- PHB push buttons for bicycles (not shown in figure).



**Figure 4: BKF's Preliminary Design—
Grant Road and Sleeper Avenue**

The operation of the PHB with the activated blank-out signs would be as follows: once the PHB is activated by pedestrians or bicycles via a push button, the intersection will function as a full stop for all vehicles in all movements. The activated blank-out sign (see Figure 5) will illuminate in conjunction with PHB activation, prohibiting right-turning vehicles from Sleeper Avenue onto Grant Road. No vehicles can proceed until the PHB cycle for the full stop is complete, providing no conflict movements between pedestrians/bicyclists and vehicles. Pedestrians and bicycles will each have their own designated travel area, delineated by corresponding striping. Once the activated-PHB cycle completes, the blank-out sign will turn off showing no restrictions for right-turning vehicles and Grant Road northbound and southbound vehicles. With the addition of the northerly crosswalk, it provides a more direct path across Grant Road for pedestrians on the north side of Sleeper Avenue traveling westerly, eliminating the need for pedestrians to make an additional crossing of Sleeper Avenue to access the west side of Grant Road.

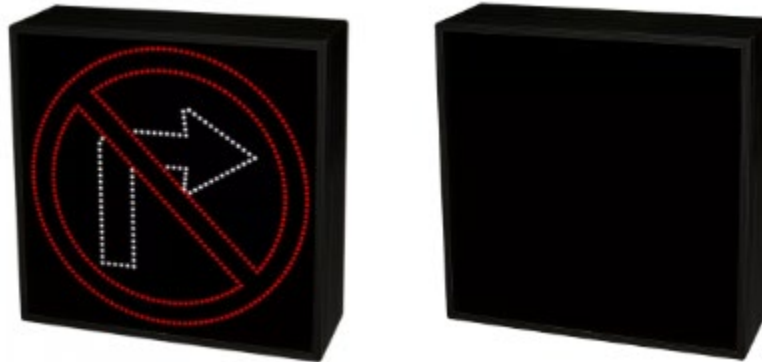


Figure 5: Blank-Out Sign, Illuminated (Left Figure) and Off (Right Figure)

NEXT STEPS AND PROJECT SCHEDULE

Staff will be bringing this design concept to the CTC in October 2023 and will be sharing BPAC's feedback. Final design of the project is expected to be completed in early 2024, with the construction bid process and contract award completed in approximately June 2024. It takes approximately six months after contract award for the contractor to receive materials that require a long lead time to manufacture, such as steel traffic signal poles; therefore, the intersection construction will likely start near the end of 2024 and be completed around April 2025.

PUBLIC NOTICING

In addition to the standard agenda posting, notices were mailed to property owners and residents within the Grant Road and Sleeper Avenue project area.

~~KR-RG-EA/1/PWK~~

~~951-09-27-23M~~

cc: PWD, APWD—Arango, PCE—Gonzales, CTE, ACE—Robertson