

7.1

COUNTY OF SAN MATEO

INTER-DEPARTMENTAL CORRESPONDENCE

DATE January 11, 1983

TO: The Honorable Mayor and Members of the Council

FROM: Victor V. James, Jr., Administrative Officer

SUBJECT: CONSIDERATION OF APPROVAL OF MODIFICATIONS TO THE PROPOSED HIGHWAY 101/UNIVERSITY AVENUE INTERCHANGE

HISTORY

- December 6, 1982 The Council conducted a Study Session to discuss proposed modifications to the University Avenue/Highway 101 Interchange, and to assess its likely effect on businesses along the 1900 block of University Avenue.
- December 20, 1982 The Council conducted a Public Hearing to receive further public input, as well as to clarify questions and concerns of individual Council Members.
- January 3, 1983 The Council considers the proposed modifications as an action item. However, no action was taken. The matter was continued on the action agenda to allow the Public Works Department to develop a new plan incorporating suggestions generated from public comment, and to allow the Council time to review the various options and alternatives that have been proposed.
- January 7, 1983 Department of Public Works sent to Council, for its review, copies of various alternatives & options generated from the January 3, 1983 meeting.

BACKGROUND

At Council's regularly scheduled meeting on January 3rd, there was a number of options suggested that Council requested the Public Works Department to incorporate into a final plan. These suggestions included:

1. Proposed bike lanes on the overpass;
2. Signs directing traffic to East Palo Alto or Palo Alto;
3. Strategically placed road blocks on University Avenue;
4. Construction of a spiral stairway for pedestrian traffic.

Also, other issues raised at the meeting revolved around a request for an updated Environmental Impact Report (EIR) reflecting up-to-date data, and whether the plan under consideration was of benefit to the East Palo Alto Community.



COUNCIL'S OPTIONS

Attached for Council's consideration are the following options:

- Alternate A: Eliminate all southbound 101 freeway traffic from 1900 block of University Avenue.
- Alternate B: Eliminate southbound off-ramp traffic from University but retain southbound 101 on-ramp in the 1900 block of University Avenue.
- Alternate C: Same as Alternate B, except for some modifications at Woodland Avenue.

RATIONALE:

The proposed changes will materially improve the safety and circulation of traffic on the 1900 block of University Avenue. The elimination of freeway-related traffic will reduce the number of accidents and return the 1900 block of University Avenue to its normal function of serving as a commercial street only.

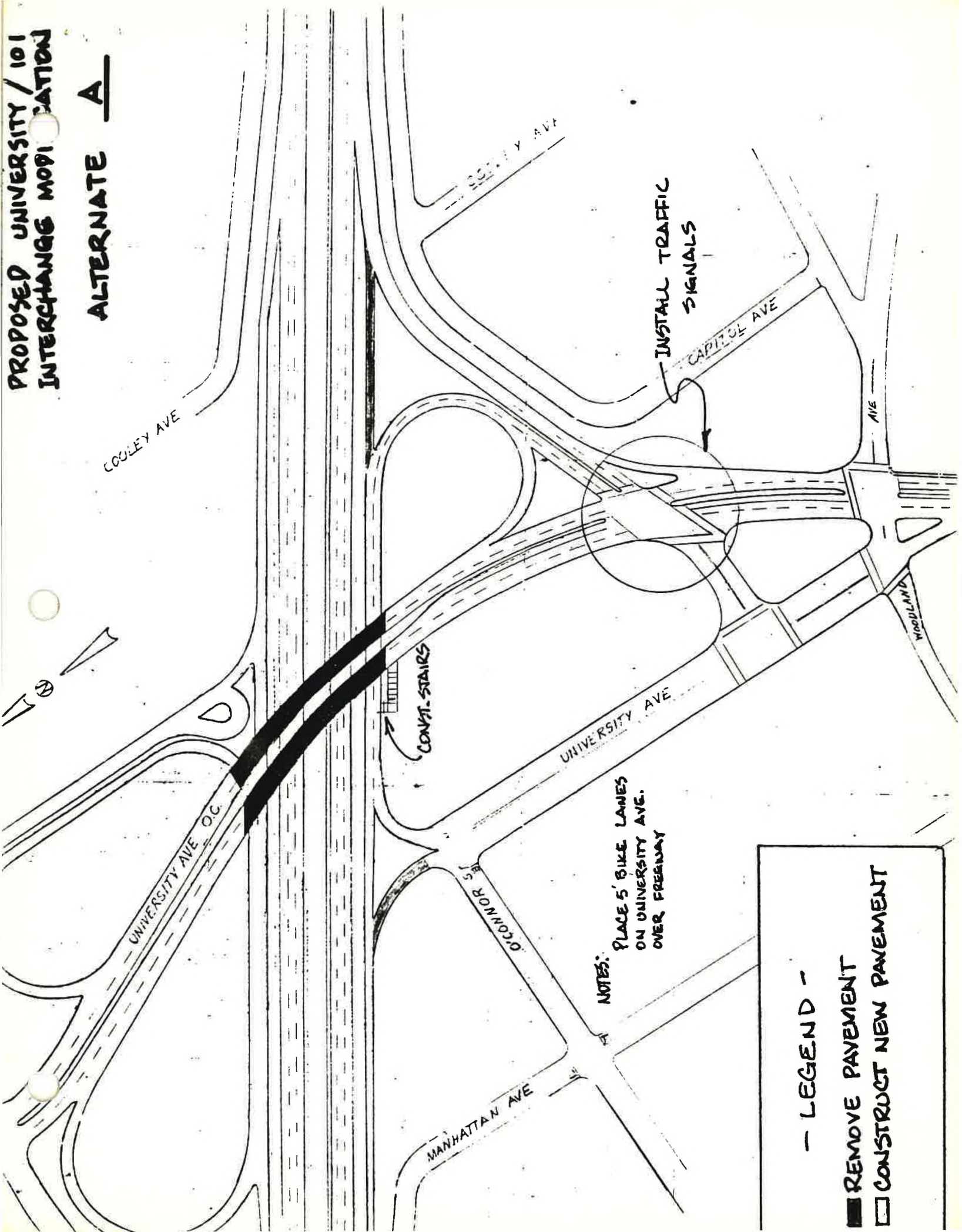
Additionally, approval of a final plan will allow construction activity to be completed prior to the anticipated increase in commuter traffic related to the Dumbarton Bridge, as well as utilize available funding from the State Department of Transportation to make the necessary modifications.

VWJ/jk



PROPOSED UNIVERSITY / 101  
INTERCHANGE MODIFICATION

ALTERNATE A



COOLEY AVE

101

INSTALL TRAFFIC  
SIGNALS

CAPITOL AVE

AVE

WOODLAND

CONST. STAIRS

UNIVERSITY AVE

UNIVERSITY AVE - OC

NOTES:  
PLACE 5' BIKE LANES  
ON UNIVERSITY AVE.  
OVER FREEWAY

CONNOR ST

MANHATTAN AVE

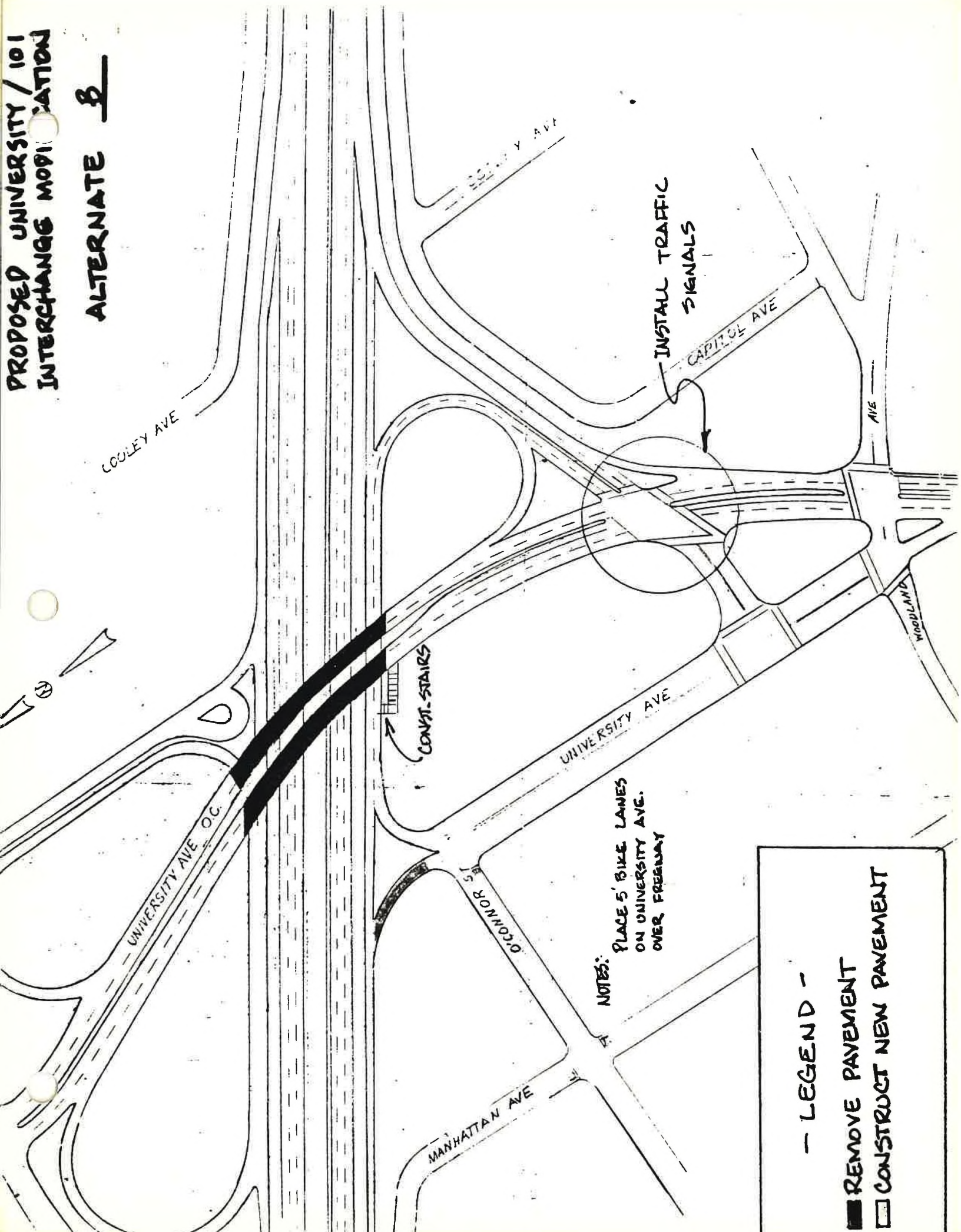
- LEGEND -

- REMOVE PAYEMENT
- CONSTRUCT NEW PAYEMENT



PROPOSED UNIVERSITY / 101  
INTERCHANGE MODIFICATION

ALTERNATE B



COOLEY AVE

101

INSTALL TRAFFIC SIGNALS

CAPITOL AVE

AVE

WOODLAND

CONVT. STAIRS

UNIVERSITY AVE

UNIVERSITY AVE. OC.

101

NOTES:  
PLACE 5' BIKE LANES  
ON UNIVERSITY AVE.  
OVER FREEWAY

MANHATTAN AVE

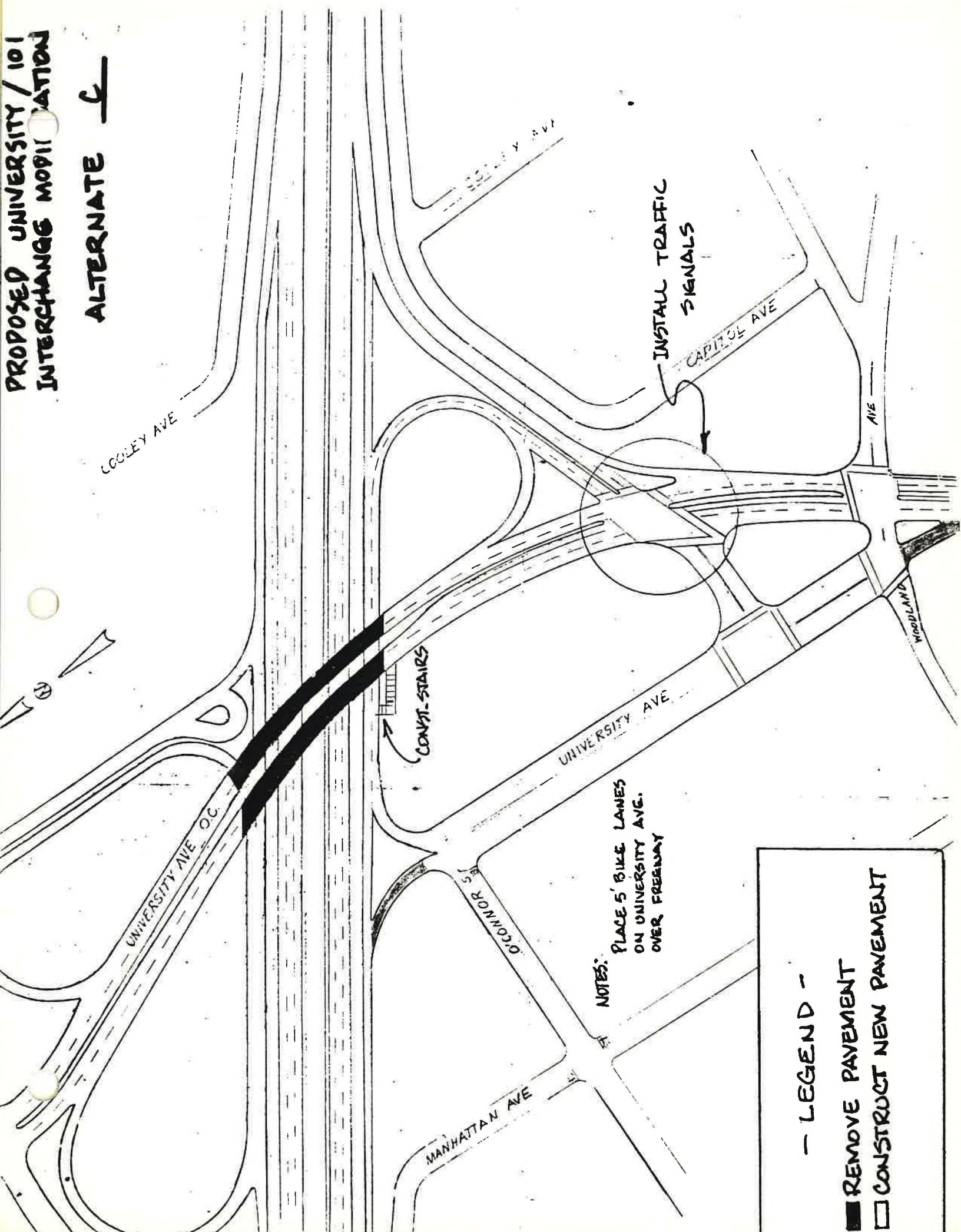
- LEGEND -

- REMOVE PAVEMENT
- CONSTRUCT NEW PAVEMENT



**PROPOSED UNIVERSITY / 101  
INTERCHANGE MODIFICATION**

**ALTERNATE **



COOLEY AVE

UNIVERSITY AVE - OC

CONVT. STAIRS

UNIVERSITY AVE

INSTALL TRAFFIC SIGNALS

CAPITOL AVE

AVE

WOODLAND

NOTES:  
PLACE 5' BIKE LANES  
ON UNIVERSITY AVE.  
OVER FREEWAY

MANHATTAN AVE

OSBORNE ST

- LEGEND -

-  REMOVE PAVEMENT
-  CONSTRUCT NEW PAVEMENT

COUNTY OF SAN MATEO

INTER-DEPARTMENTAL CORRESPONDENCE

DATE November 9, 1982

TO: Victor V. James, Jr., Administrative Officer

FROM: Russell V. Averhart, Management Analyst *RA*

SUBJECT: DISCUSSION OF PROPOSED TRAFFIC MODIFICATIONS ON THE UNIVERSITY AVENUE/HIGHWAY 101 INTERCHANGE AND ITS EFFECT ON THE COMMERCIAL SECTOR ALONG THE 1900 BLOCK OF UNIVERSITY AVENUE

BACKGROUND

This Study Session has been called to discuss proposed traffic modifications on the University Avenue/Highway 101 Interchange, and its effect on the 1900 block of University Avenue. The objective of the changes are to improve the safety and circulation in the area by reducing the amount of traffic traversing University Avenue through the separation of freeway-related traffic from entering and exiting University Avenue.

Currently, the 1900 block of University Avenue is the most heavily used street in East Palo Alto, serving a dual function as a local commercial street and a major entry and exit corridor for southbound traffic on the Bayshore Freeway. As a result, the street is the scene of numerous accidents and near-accidents, especially during peak hours of congestion in the evening. Additionally, unless some form of traffic modification is instituted, the situation will grow considerably worse once the University Avenue connection to the Dumbarton Bridge becomes operational in the near future.

EAST PALO ALTO COMMUNITY PLAN

The recently adopted East Palo Alto Community Plan indicates that the Council and County will "explore potential modifications to the University Avenue-Highway 101 interchange with Caltrans and the City of Palo Alto in order to reduce congestion and improve safety." (Transportation Element, Roads, Policy # 5.8).

The plan featured in the East Palo Alto Community Plan (Figure 10 - see attachment) shows the existing traffic flow at the top and alternative at the bottom. The basic change is (1) to add a stop light on the University Avenue overpass to allow southbound traffic to enter and exit on the modified approach and entry ramp, and (2) closing off completely all southbound freeway traffic entering and exiting from University Avenue. In effect, University Avenue at the freeway would be a L-Shaped intersection with an outlet only on O'Connor Street near Ernie's Liquor.

The second plan (see attachment) shows a similar configuration as the one described above, except that the exit onto University Avenue would be closed off and the current southbound exit to the freeway or overpass would be restricted to busses only. There would be no change to the stop light/ramp modification or the actual overpass.

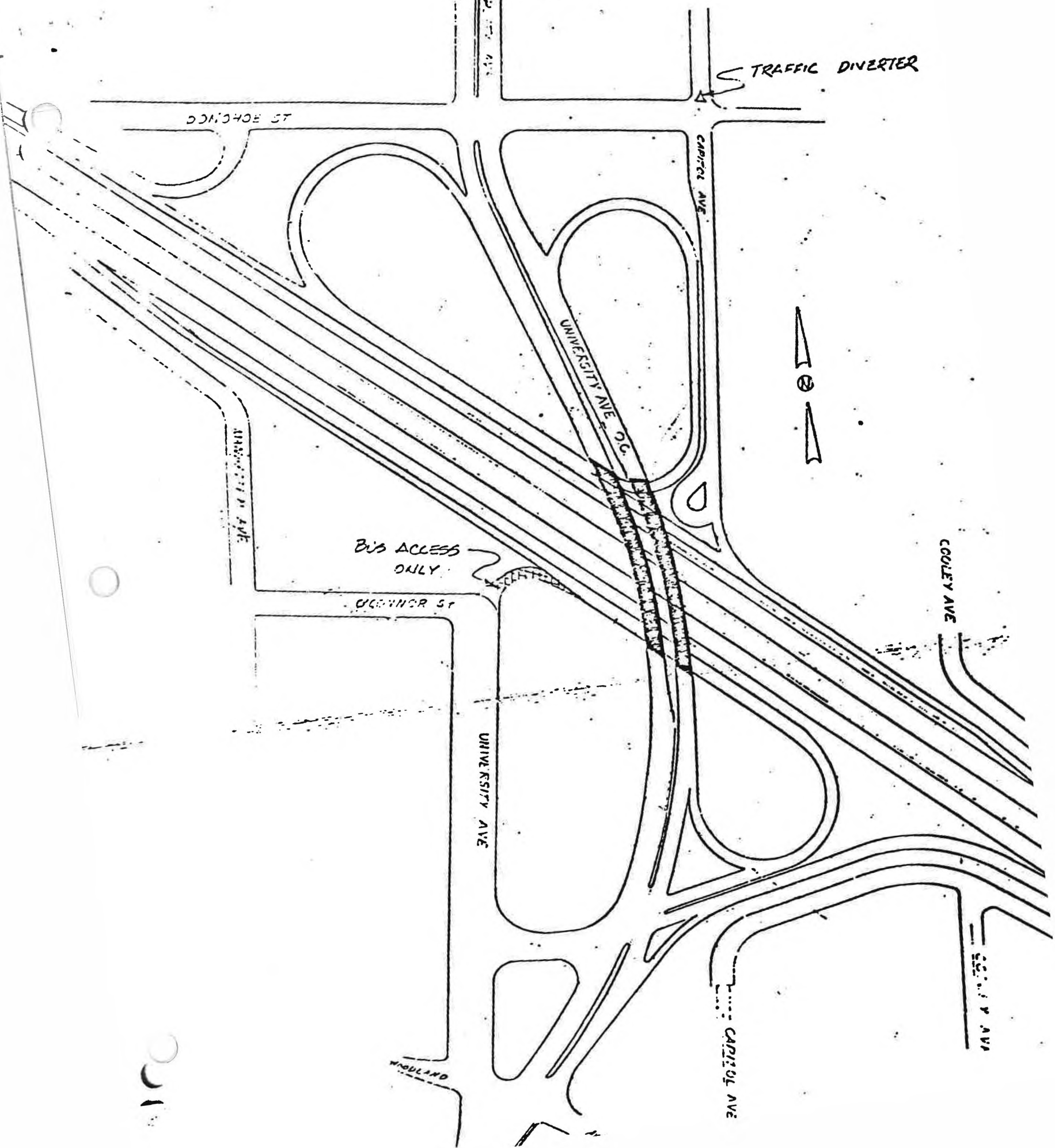
A third plan (not featured), suggested by local business people along University Avenue, also would close off the freeway exit ramp onto University Avenue, but would keep the southbound exit to the freeway and overpass open for busses as well as regular vehicle traffic. They do agree with the need to install stop lights on the overpass to divert freeway-related traffic from and to Palo Alto. Their major concern was that University Avenue not be closed off or isolated on the end near the freeway, thus reducing the free flow or circulation of traffic on the street. They felt that any modification that made entering and exiting the street a 'hassle' would result in reduced sales activity for most businesses along the street.

No final plan or configuration has been adopted or put forth. Cal Trans has funding available to pay for the modifications on the University Avenue overpass (Phase I). The County will pay for any special modifications on University Avenue or the closure of the southbound exit leading onto University Avenue (Phase II).

Attachments:  
RVA/db



# PROPOSED MODIFICATIONS UNIVERSITY AVE. / ROUTE 101



TRAFFIC DIVERTER

DONAHOE ST

CAPITOL AVE

UNIVERSITY AVE - O.C.

MANASSAS AVE

BUS ACCESS ONLY

Governor St

UNIVERSITY AVE

COOLEY AVE

CAPITOL AVE

COOLEY AVE

WOODLAND



010



# UNIVERSITY AVENUE-Southbound Highway 101 Interchange

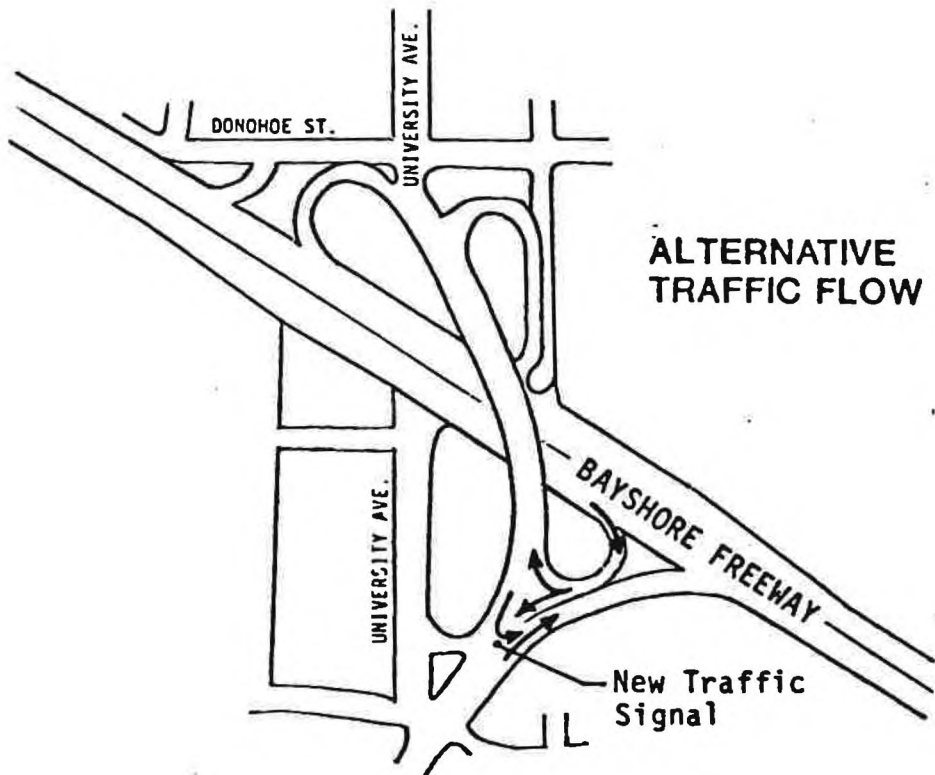
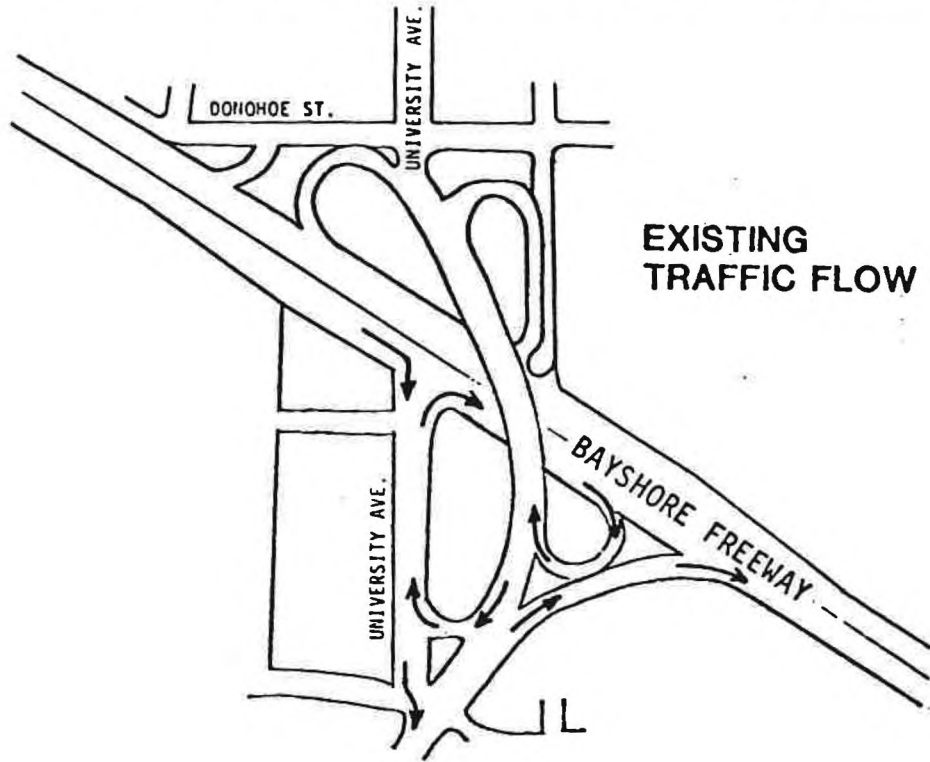


FIG. 10

11.9

**DATE RECEIVED**

**AUG 19 1982**

**COUNTY OF SAN MATEO**

**INTER-DEPARTMENTAL CORRESPONDENCE**

**East Palo Alto Municipal Council**

**DATE August 16, 1982**

**TO: VICTOR V. JAMES, ADMINISTRATION OFFICER  
EAST PALO ALTO MUNICIPAL COUNCIL**

**FROM: ROBERT L. SANS, DIRECTOR OF PUBLIC WORKS**

**SUBJECT: UNIVERSITY AVENUE INTERCHANGE MODIFICATIONS**

We have been conferring with CalTrans about what, if any, modifications should be made at the University Avenue/ Bayshore Freeway interchange. We are in agreement that the attached plan would provide safer travel through the interchange area.

This proposed modification is essentially the same as the proposal (Figure 10) in the East Palo Alto Community Plan and EIR. Since the Community Plan has been approved by the Municipal Council and the Board of Supervisors we intend to ask CalTrans to prepare the contract plans.

If you have any questions please contact me. If you or the Council have any comments about this plan, please let me know by September 15. There is a deadline for the use of Dumbarton Bridge money.

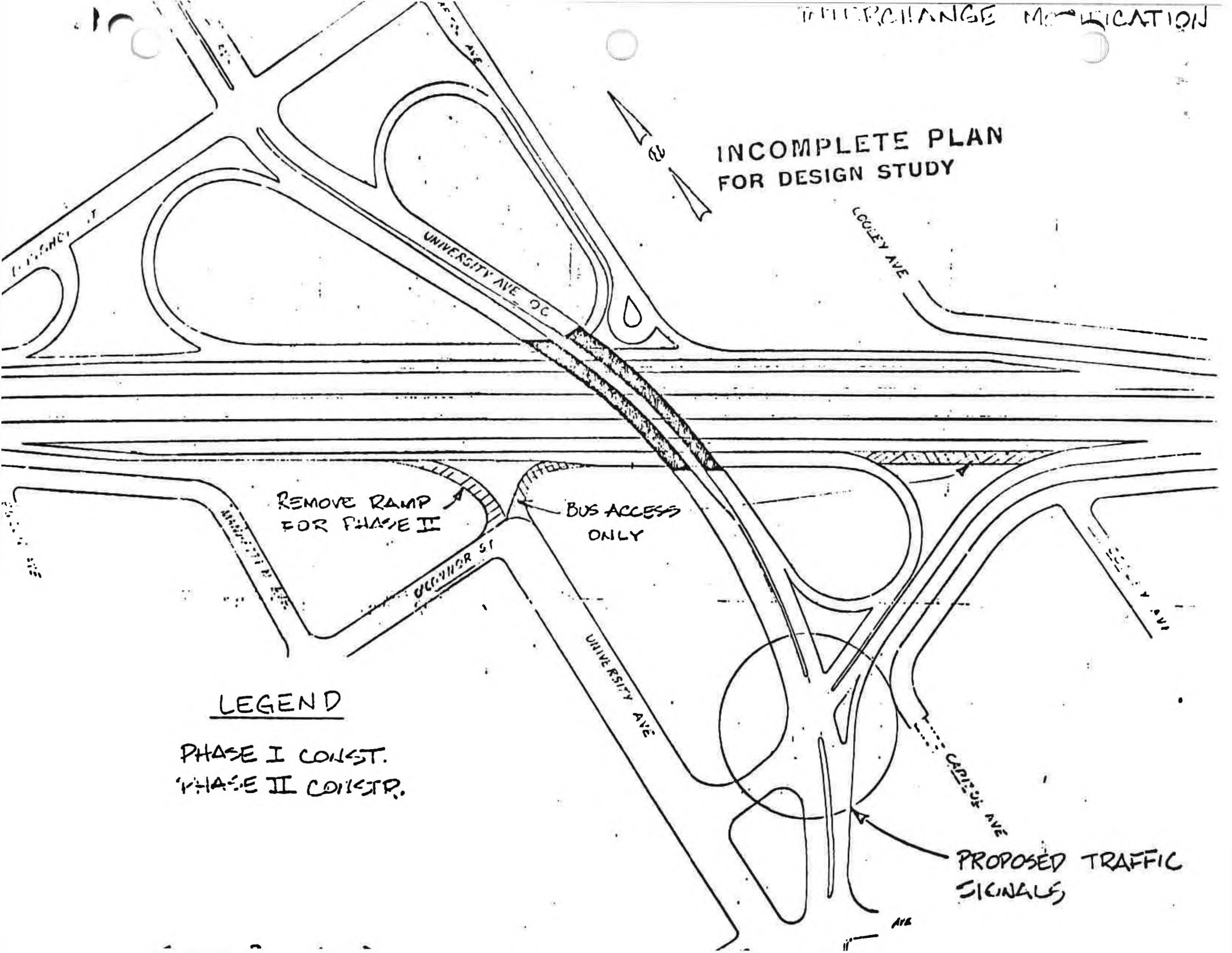
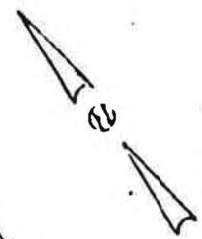


**ROBERT L. SANS**

RLS:RGY:ms  
cc: Jim Spinello  
Encl. Plan



INCOMPLETE PLAN  
FOR DESIGN STUDY



REMOVE RAMP  
FOR PHASE II

BUS ACCESS  
ONLY

LEGEND

PHASE I CONST.  
PHASE II CONST.

PROPOSED TRAFFIC  
SIGNALS