

**Alpine Road Corridor Study
Improvement Cost Categories**

Cost Rating Scale	
\$	<\$30K
\$\$	\$30K-\$150K
\$\$\$	\$150K - \$1M
\$\$\$\$	\$1M - \$3M
\$\$\$\$\$	>\$3M

Alpine Road Corridor Study Proposed Phase 1 Improvements

Letter	Name	Description	Benefits	Cost
<i>Ladera</i>				
A	Enhance/shift crosswalk south of La Mesa Drive	Relocate the existing crosswalk located just south of the Ladera Oaks Fitness Club driveway to the north side of the driveway, connecting to the shopping center driveway across the street. Install rapid rectangular flashing beacons (RRFBs) and lighting at the crosswalk and add pedestrian ramps.	Improves visibility of the crosswalk and increases safety for pedestrians.	\$\$
B	Install speed feedback signs in Ladera Area (2 locations)	Install 2 speed feedback signs (one in each direction) around the La Mesa Drive and La Cuesta Drive intersections.	Provides a traffic calming effect to improve safety by reducing vehicle speeds.	\$
C	Install lighting and RRFBs at crosswalks at La Mesa Drive and at La Cuesta Drive	Install rapid rectangular flashing beacons (RRFBs) and lighting at the existing crosswalks at La Mesa Drive and La Cuesta Drive. RRFBs are pedestrian activated, so the lights only turn on when a pedestrian is present. Install pedestrian ramps where they do not exist.	Improves the visibility and safety of pedestrians crossing Alpine Road and upgrades the intersection to meet current Americans with Disabilities Act standards.	\$\$
D	General path widening (Ladera Area)	Widen off-street trail to a consistent 8' on the east side of Alpine Road between La Mesa Drive and the I-280 Interchange. Path would not be widened in areas constrained by San Franciscquito Creek.	Provides more space for pedestrians and recreational cyclists.	\$\$
E	Bike slots at intersections and green paint in conflict areas (Ladera Area)	Modify striping to add a bike slot in three locations on southbound Alpine Road: La Mesa Drive, La Cuesta Drive, and the right-turn lane into Ladera Country Shopper. A bike slot is a striped bike lane between the through lanes and the right-turn lane provides a lane of travel for bicyclists. Stripe green paint in bike lanes in areas where bike lanes conflict with car traffic.	Increases visibility and safety of cyclists in locations where bicycle collisions typically occur.	\$\$
<i>I-280 Interchange</i>				
F	Bike lane buffer extension to Piers Lane	Extend the existing bike lane buffer (located at the I-280 Interchange) north to the Piers Lane intersection. The bike lane buffer provides a striped separation between the auto travel lane and the bike lane.	Improves bicyclist safety by increasing the distance between cars and bicycles.	\$
<i>Stanford Weekend Acres</i>				
G	Extend guardrail south of Bishop Lane	Extend the existing guardrail, or provide some other form of channelization, on the east side of Alpine Road south from its current end towards Piers Lane.	Enhance the visibility of the guardrail and provide further guidance to drivers to stay in the travelway	\$
H	Green bike lane striping (Stanford Weekend Acres Area)	Stripes green paint in bike lanes in areas where bike lanes conflict with car traffic.	Improves visibility of bike lanes and increases awareness of bicyclists for drivers.	\$
I	Keep Clear Zones at Piers Lane, Bishop Lane, Wildwood Lane, & Stowe Lane	Stripe "Keep Clear" zones on Alpine Road at the four intersections north of I-280.	May improve side-street access to Alpine Road.	\$
J	Install speed feedback signs in Stanford Weekend Acres Area (2 locations)	Install 2 speed feedback signs (one in each direction) on Alpine Road near Wildwood Lane.	Provides a traffic calming effect to improve safety by reducing vehicle speeds.	\$
K	Shift roadway to widen bike lane to 5' (striping change only)	Restripe roadway between just north of Stowe Lane and Wildwood Lane to allow for a consistent 5-foot wide bike lane on both sides of the road.	Allows for a 5-foot bike lane on southbound Alpine Road, improving safety and comfort for bicyclists.	\$

Alpine Road Corridor Study Proposed Phase 2 Improvements

Letter	Name	Description	Benefits	Cost
<i>Ladera</i>				
A	Roundabout at La Mesa Drive	Construct a single-lane roundabout at La Mesa Drive. Bike lanes would connect to mixed-use paths at the roundabouts. Relocate the Jeep Trail driveway to a location that does not conflict with the roundabout.	Improves side-street access to Alpine Road. Improves safety by decreasing vehicle speeds and potentially reducing crash severity.	\$\$\$\$
B	Close one right-out only Ladera Country Shopper access driveway	Close the right-out only driveway which exits the Ladera Country Shopper center to southbound Alpine Road just south of La Cuesta Drive.	Improves bicyclist safety by eliminating a conflict point with vehicle traffic and removes a limited sight distance conflict point.	\$
C	Bike lane buffer extension to La Cuesta Drive	Extend the existing bike lane buffers (located at the I-280 Interchange) south to the La Cuesta Drive intersection.	Improves bicyclist safety by increasing the amount of space between cars and bicycles.	\$\$\$
D	Roundabout at La Cuesta Drive	Construct a single-lane roundabout at La Cuesta Drive. Bike lanes would connect to mixed-use paths at the roundabouts.	Improves side-street access to Alpine Road. Improves safety by decreasing vehicle speeds and potentially reducing crash severity.	\$\$\$\$
D-Alt	Add turn lanes on La Cuesta Drive	Instead of constructing a roundabout at La Cuesta Drive, leave the intersection control as is (stop sign on La Cuesta Drive). Modify median to widen eastbound La Cuesta Drive to provide dedicated left-turn and right-turn lanes (widening would not impact trees or the existing monument sign in the median). Would not be feasible with Improvement D.	Facilitates better access to Alpine Road from La Cuesta Drive. In combination with Improvement E may also reduce wrong-way turns from Alpine Road to gas station.	\$\$
E	Restrict gas station exit at La Cuesta Drive	Restrict the gas station exit driveway located at the corner of La Cuesta Drive and Alpine Road to fuel delivery trucks only.	Eliminates unsafe vehicle movements from gas station directly into intersection and reduces potential for wrong-way turns from Alpine Road to gas station.	\$
<i>I-280 Interchange</i>				
F	Signals at I-280 ramps	Install traffic signals at the I-280 northbound and southbound ramp intersections.	Creates vehicle platoons that create gaps in traffic downstream, enabling better side-street access to Alpine Road. Significantly increases capacity of intersections, reducing queues and congestion on Alpine Road to the north.	\$\$\$\$
F-Alt	Roundabouts at I-280 Ramps	Instead of Improvement F, construct two-lane roundabouts at the I-280 northbound and southbound ramp intersections. Would preclude Improvement G. Bike lanes would connect to mixed-use paths at the roundabouts.	Increases capacity of intersections, reducing queues and congestion on Alpine Road to the north. Not as effective at reducing congestion as signalization, but improves safety at interchange by decreasing vehicle speeds and decreasing crash frequency	\$\$\$\$\$
G	Remove free southbound on-ramp from northbound Alpine Road	Eliminate the free right-turn on-ramp from northbound Alpine Road to southbound I-280. This ramp would be replaced by providing a left-turn lane from northbound Alpine Road to the loop ramp to southbound I-280.	Improves bicycle safety and comfort by eliminating a high-speed conflict with autos. Improves pedestrian safety and comfort by eliminating a non-standard and steep undercrossing of on-ramp. Improves vehicle safety by eliminating a non-standard on-ramp.	\$\$\$\$
H	Convert free right-turn at southbound off-ramp to stop control	Remove the free right-turn from the I-280 southbound off-ramp to southbound Alpine Road by bringing the right-turn lane to the intersection. Would be stop-controlled or signal-controlled (the later only if accompanied by Improvement F).	Eliminates high-speed bicycle and auto conflict point. May improve vehicle safety by improving sight distance and reducing vehicle speeds.	\$\$\$
I	Extend northbound on-ramp merge lane	Extend the merge lane on the northbound I-280 on-ramp.	Reduces sideswipe crash potential by providing a standard merge distance.	\$\$\$
J	Left-turn lanes and bike slot at Piers Lane	Provide a 150' southbound left-turn pocket at Piers Lane. Extend the existing northbound left-turn pocket by 50'. Extend the existing southbound right-turn pocket by 75'. Provide a 4' bike slot between the southbound right-turn pocket and the through lanes.	Facilitates better side-street access and improves safety on Alpine Road. Allows for greater deceleration distance within turn lane as opposed to within travel lane. Bike slot improves bicycle safety by providing a marked travelway for cyclists.	\$\$\$
K	Dish Trail parking area modification	Pave and stripe parking lot on County right-of-way at Piers Lane with designated stalls. Provide driveway to parking area from Alpine Road. Prohibit parking along Alpine Road in areas without marked stalls.	Improve bicyclist and pedestrian safety by eliminating parking along Alpine Road that infringes into bike lane/path area. Improves safety by designating parking areas and constraining movements onto/off of roadway.	\$\$\$
<i>Stanford Weekend Acres</i>				
L	Extend acceleration lane and turn pockets at Stowe Lane and Bishop Lane	Lengthen the acceleration lanes and turn pockets on Alpine Road at Stowe Lane and Bishop Lane.	Facilitates better side-street access and improves safety on Alpine Road. Allows for greater deceleration distance within turn lane as opposed to within travel lane. Longer acceleration lane facilitates improved merging onto Alpine Road from side-streets.	\$\$\$
M	Consolidate driveway access at Wildwood Lane	Close the two existing Wildwood access points to Alpine Road and provide one access point to Wildwood Lane. Provide a 100' left turn lane on southbound Alpine Road. Provide a center turn lane on Alpine Road adjacent to Wildwood Lane and extending to Stowe Lane.	Facilitates better side-street access by consolidating entrance to Wildwood Lane at one location. Center turn lane allows for vehicles entering Alpine Road from both Wildwood Lane and Stowe Lane to make two-stage left turns, reducing delays and improving safety. Allows vehicles turning to Wildwood Lane to decelerate outside of the through lane. Greatly improves existing sight distance constraints at Wildwood Lane intersections.	\$\$\$\$
M-Alt	Two-way left-turn lane median at Wildwood Lane	Instead of Improvement M, leave the two existing Wildwood Lane access points as is. A center turn lane would still be provided to enable side-street access.	Allows for two-stage left-turns from Wildwood Lane to Alpine Road and deceleration outside of the through lane for turns to Wildwood Lane. However, does not improve existing sight distance constraints.	\$\$\$\$
N	Improve northbound bus stop at Stowe Lane	Stripe a designated pullout area for buses to pull over on northbound Alpine Road, just north of Stowe Lane, outside of the flow of traffic. Provide bench and paved waiting area for waiting passengers.	Decreases delay resulting from buses stopping on northbound Alpine Road and may reduce unsafe driver behavior. Improves transit rider waiting experience and comfort.	\$\$
O	On-Street Path Extension to Stowe Lane	Provide an extension to the multi-use path which currently terminates approximately 350' north of Stowe Lane. The path would be located adjacent to Alpine Road and extend to the Stowe Lane intersection.	Improves bicyclist and pedestrian safety and connectivity by closing the gap to the existing off-street path adjacent to the golf course. Would reduce unsafe bicycle movements across Alpine Road and wrong-way bicyclist movements along Alpine Road.	\$\$\$