



HILLSBOROUGH

VISIONZERO 

N 15th Street & Mango Road

N 15th Street

- Corridor Overview
- Summary of Crash Data
- Community Outreach Results
- Long-Term Corridor Improvements

Mango Road

- Corridor Overview
- Summary of Crash Data
- Community Outreach Results
- Short-Term Corridor Improvements
- Long-Term Corridor Improvements



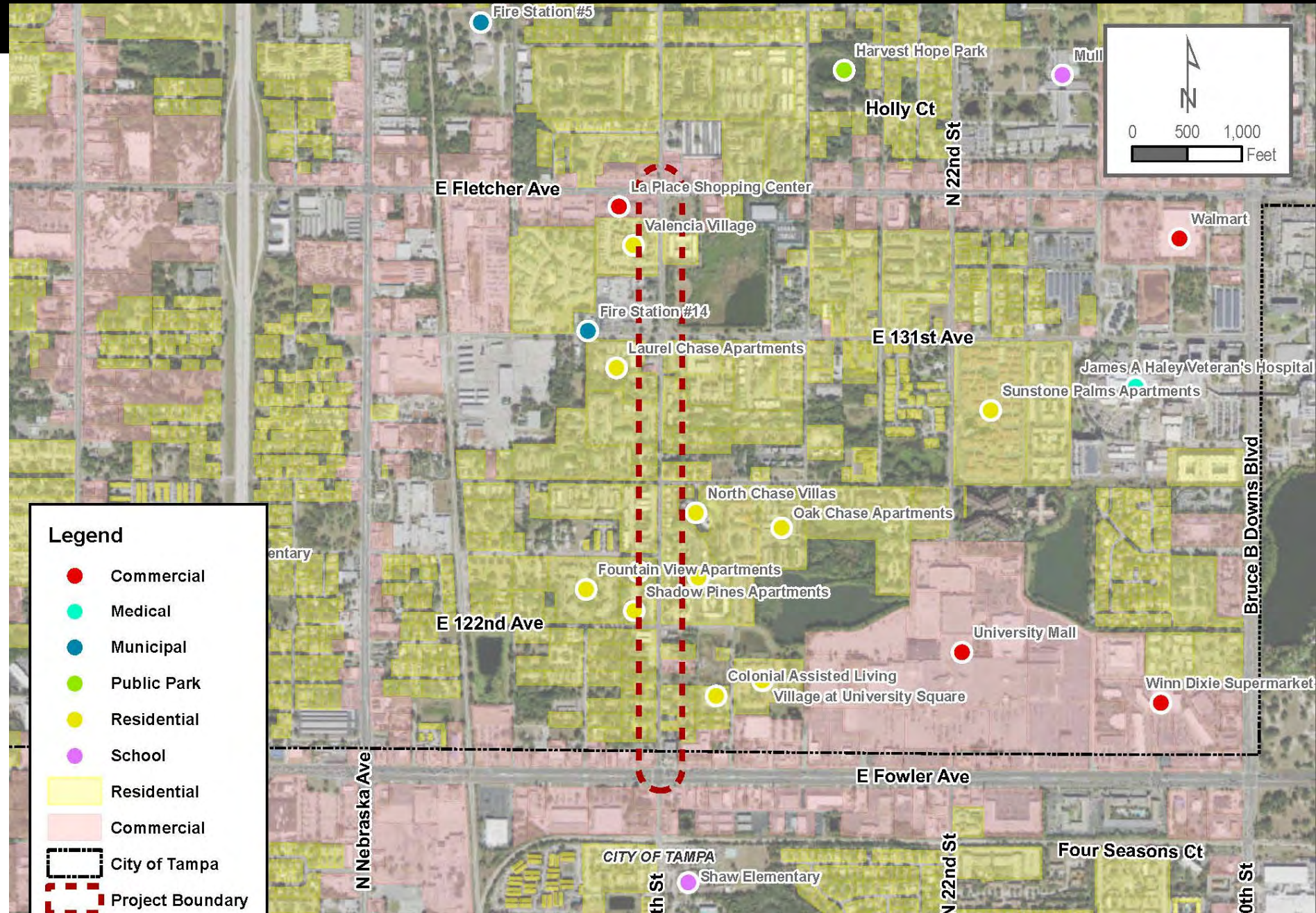
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N 15th Street

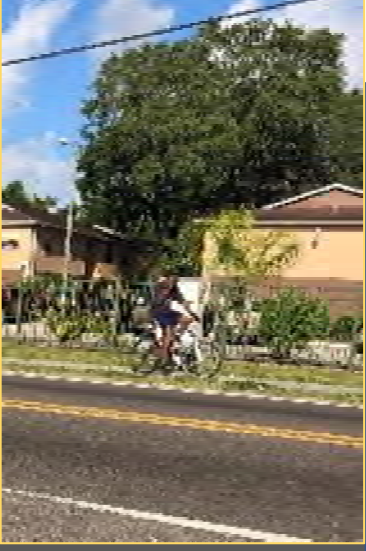
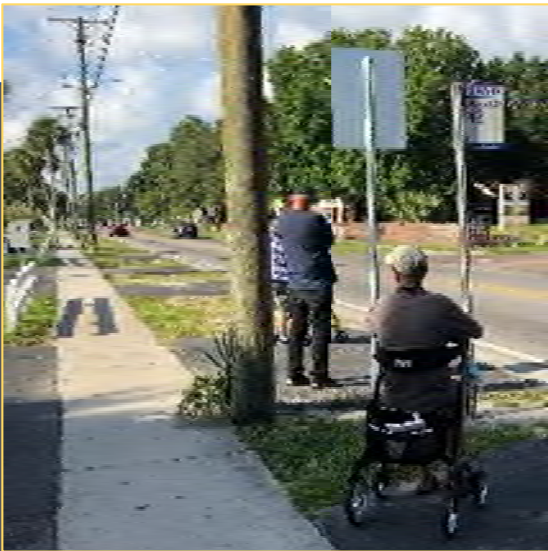
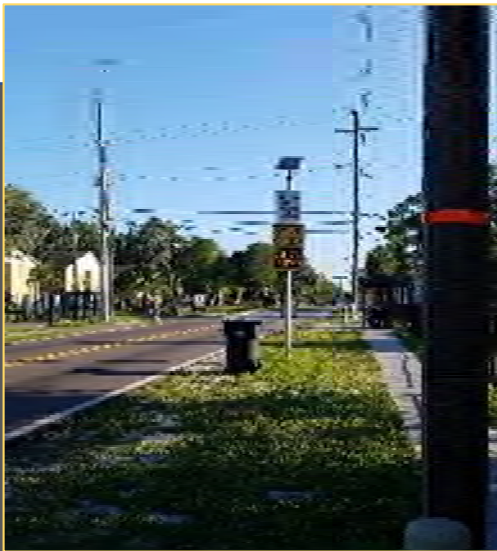
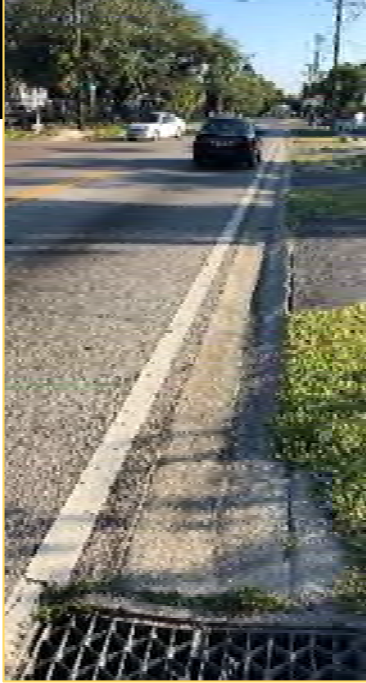
From Fletcher Avenue to Fowler Avenue

HILLSBOROUGH

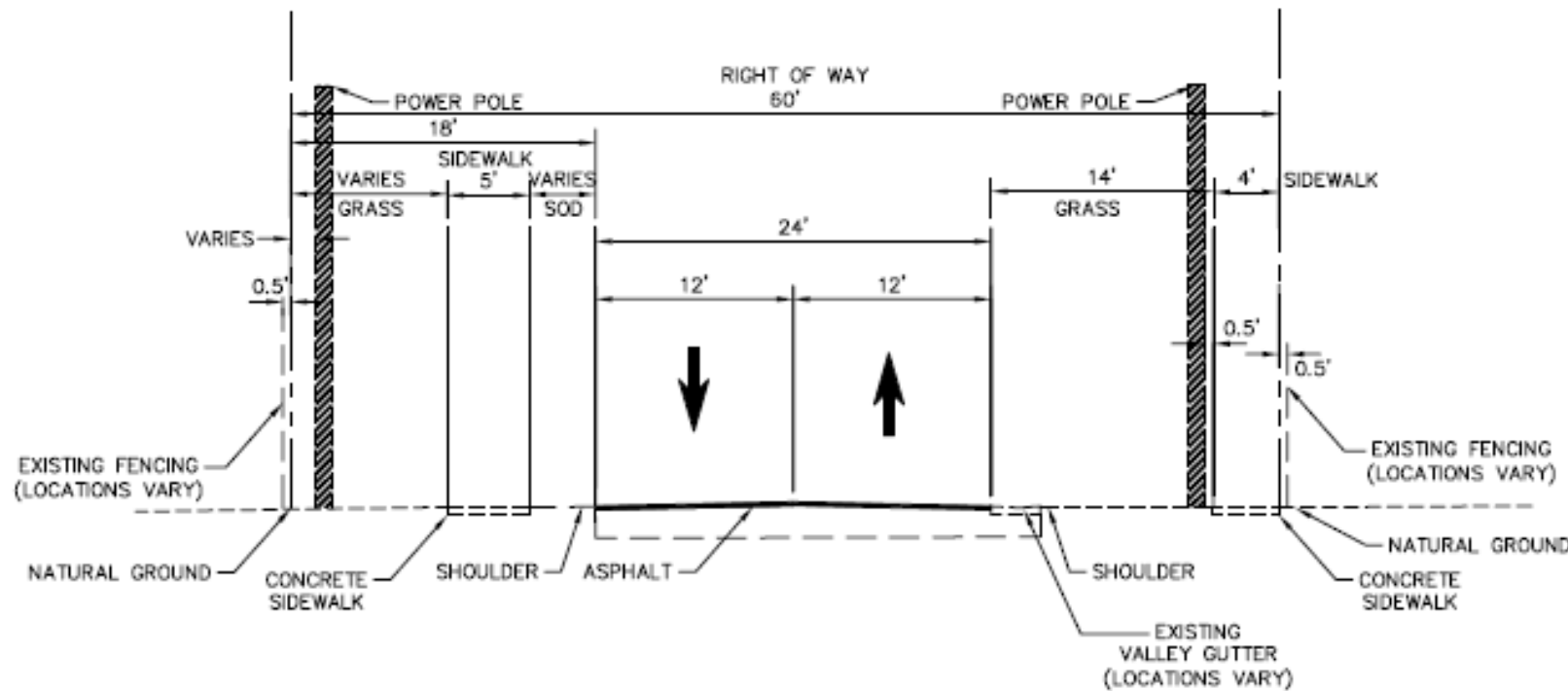
- A north-south connection between Fowler Avenue and Fletcher Avenue
- Multi-family residential, supporting commercial, regional activities generate high levels of pedestrian and transit activity
- Estimated population within a one mile radius: 40,700



Existing Conditions

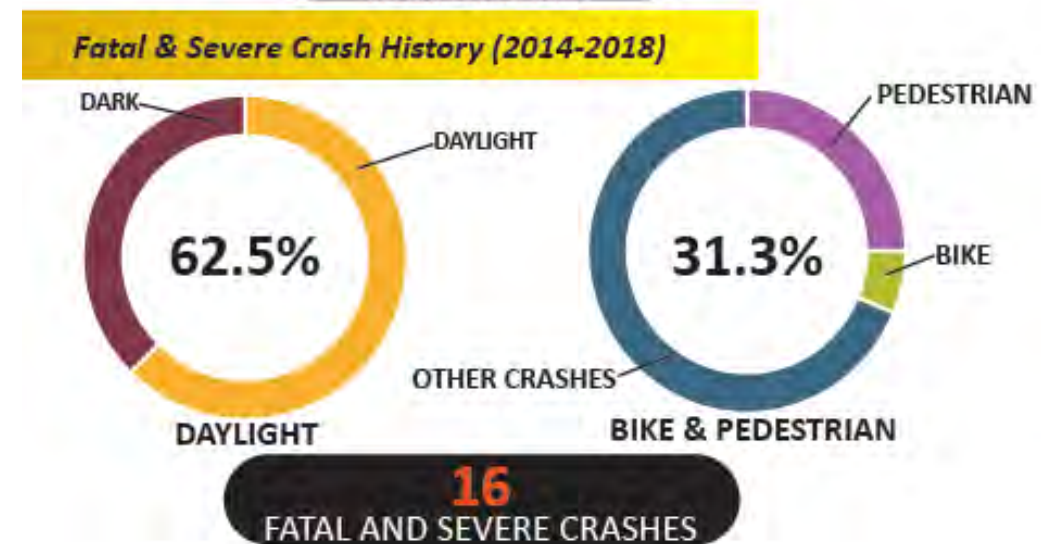
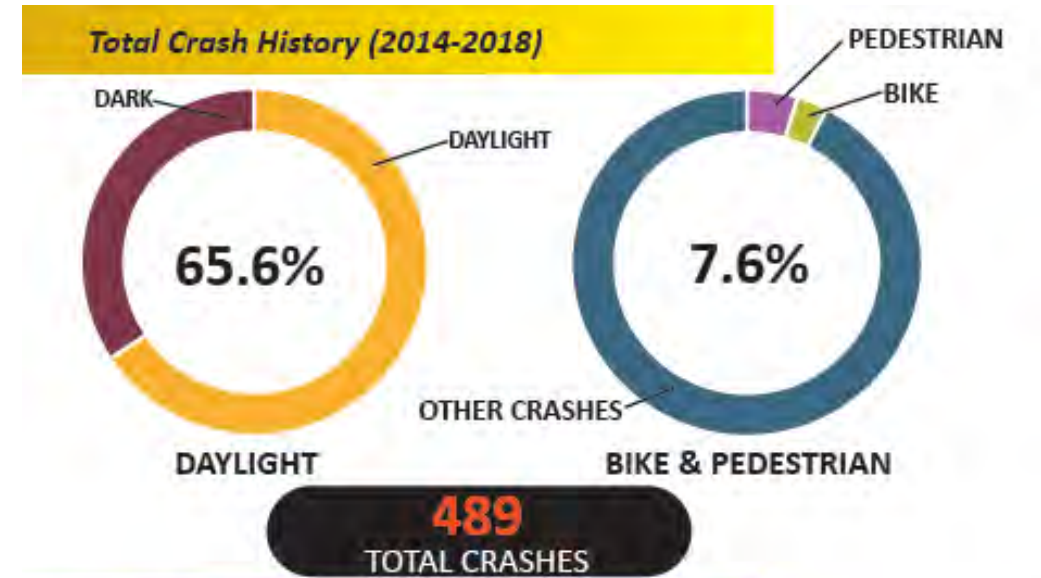
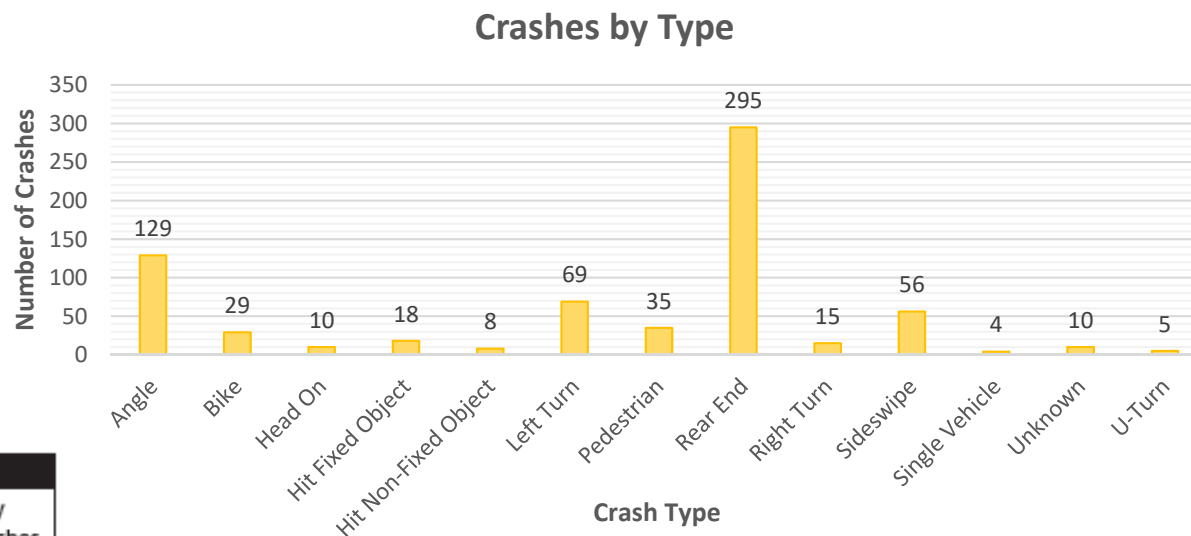
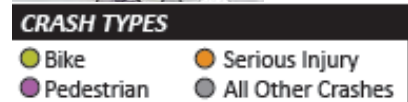


- 2-lane undivided roadway
- 12-foot travel lanes
- Speed limit: 30 MPH
- Daily Traffic Volume: 10,500
- No bike facilities
- Sidewalk on the east side (4-foot)
- Sidewalk gaps on the west side
- Transit stops on east and west sides



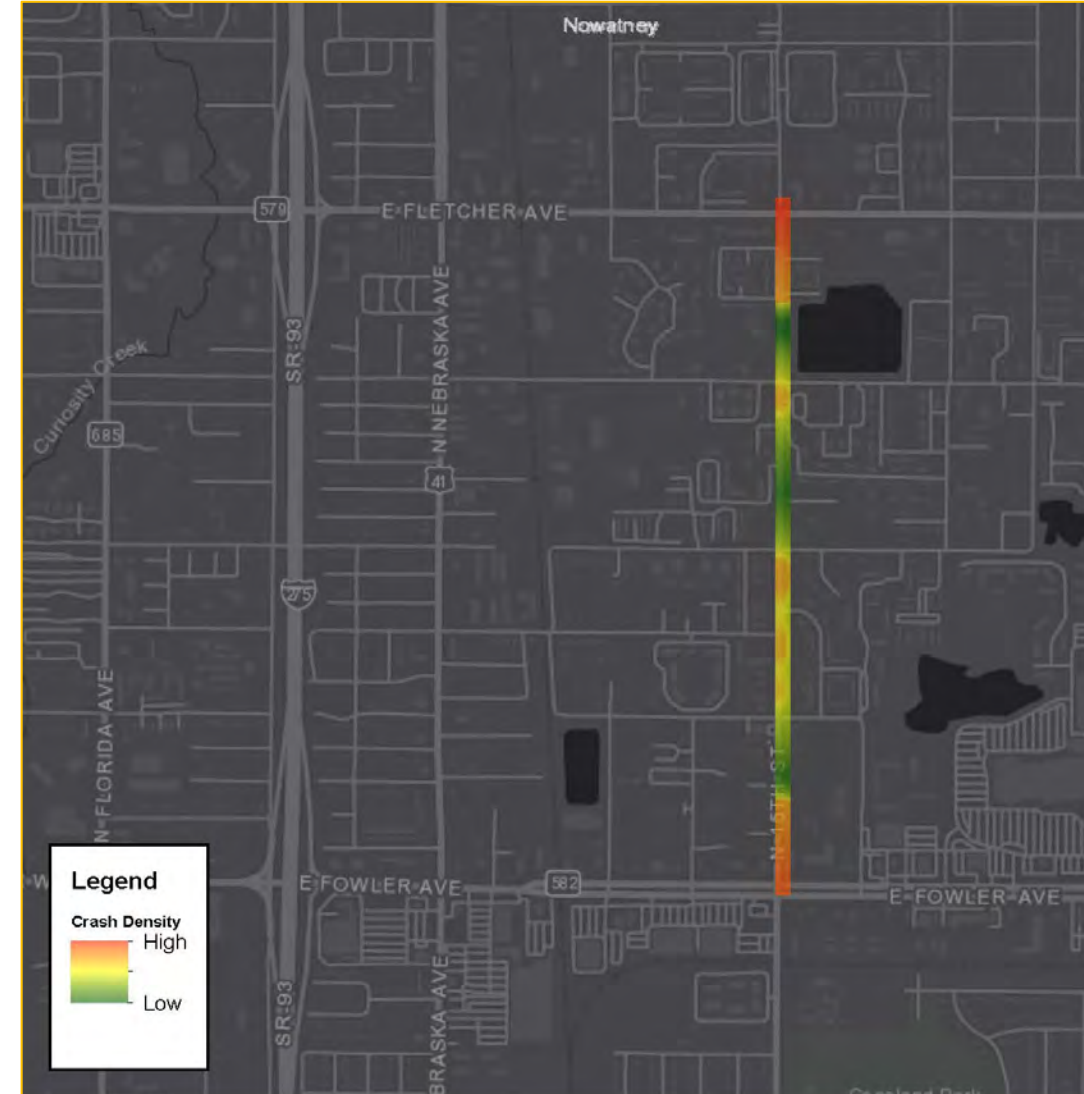
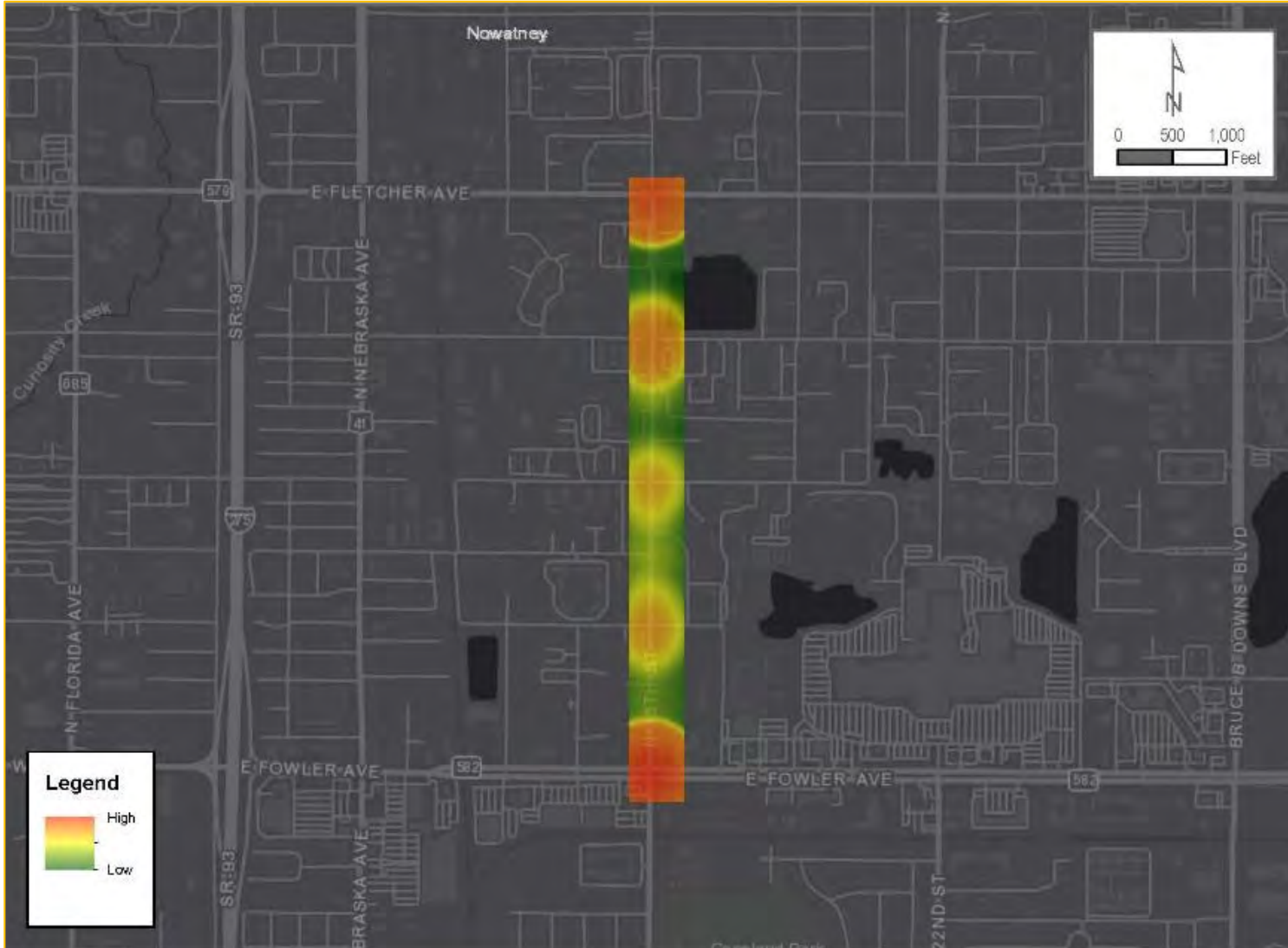
EXISTING TYPICAL SECTION
 N 15th STREET
 DESIGN SPEED 35 MPH
 POSTED SPEED 30 MPH

- Rear end, angle, and left turn crashes were the most frequent crash types
- Most crashes occurred during **daylight** conditions
- Most crashes occurred at an **intersection**, as did most serious injury crashes



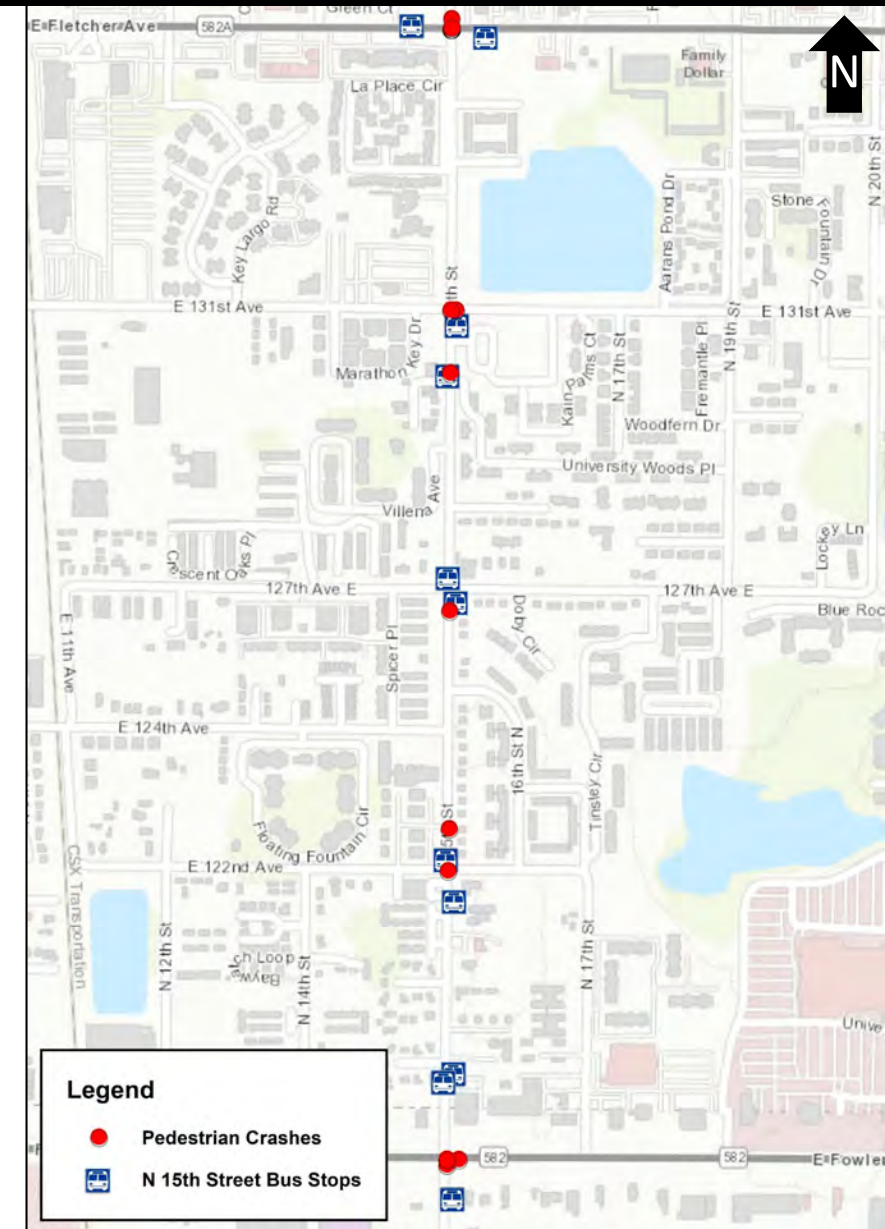
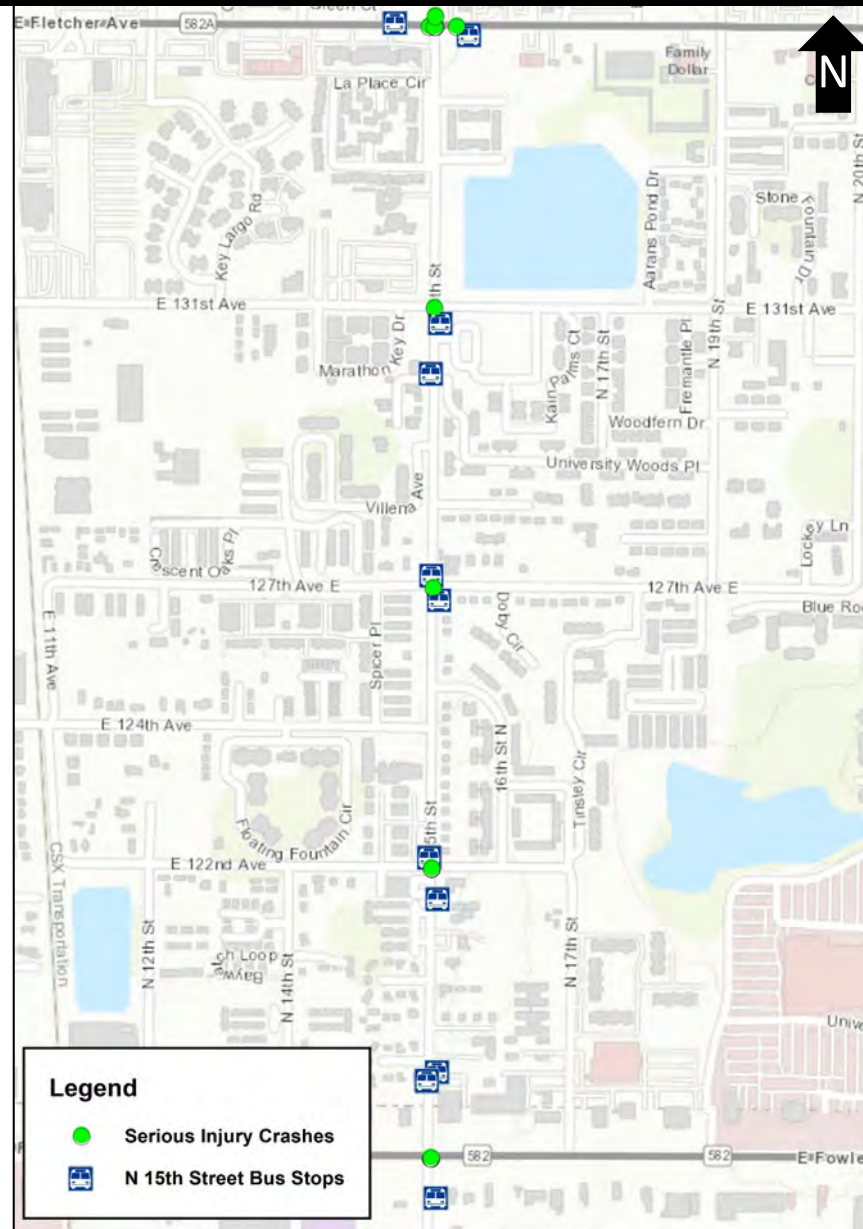
All Crashes (2014-2018)

Pedestrian/Bicycle Crashes (2014-2018)

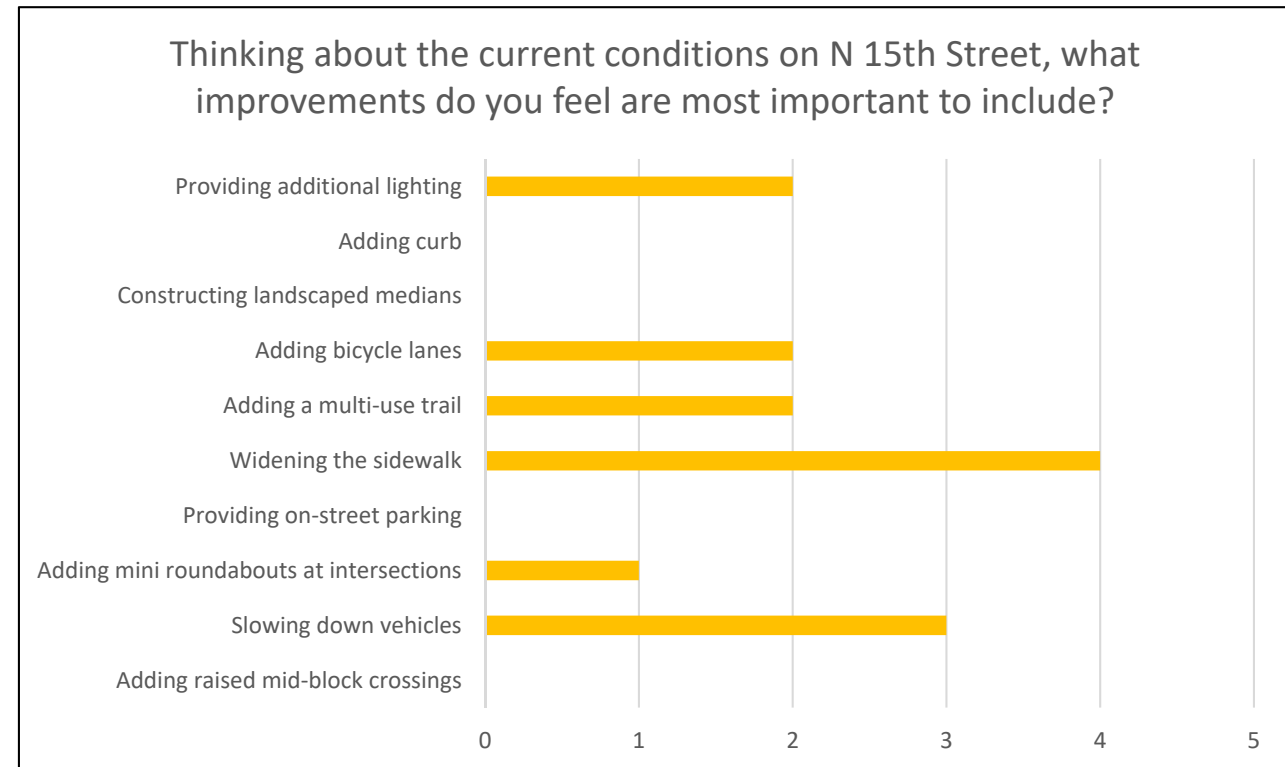
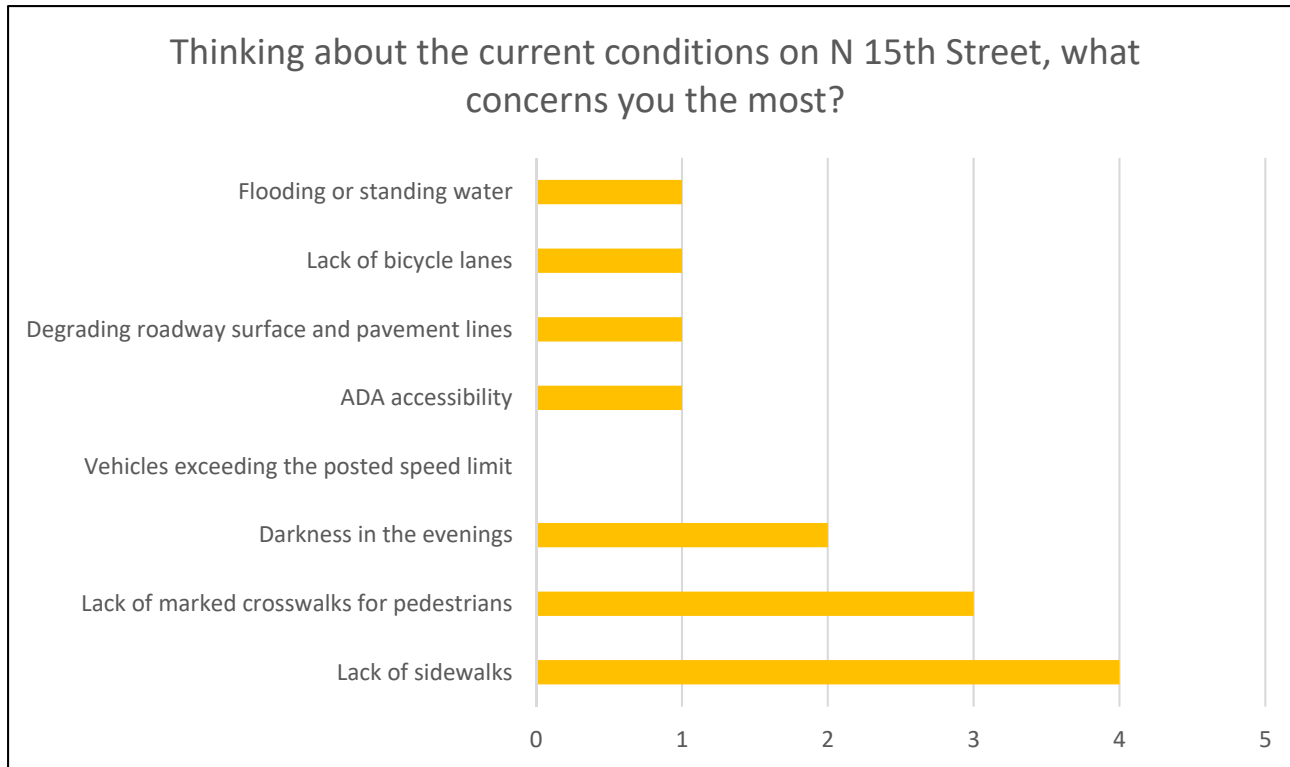


Serious Injury Crashes: 16

- 4 pedestrian
- 1 bicyclist
- 31% of severe crashes on this corridor involved either pedestrians or bicyclists, compared to 16% countywide. (*Vision Zero Action Plan*)



Innovation Partnership



One Word | Today N 15th Street is....

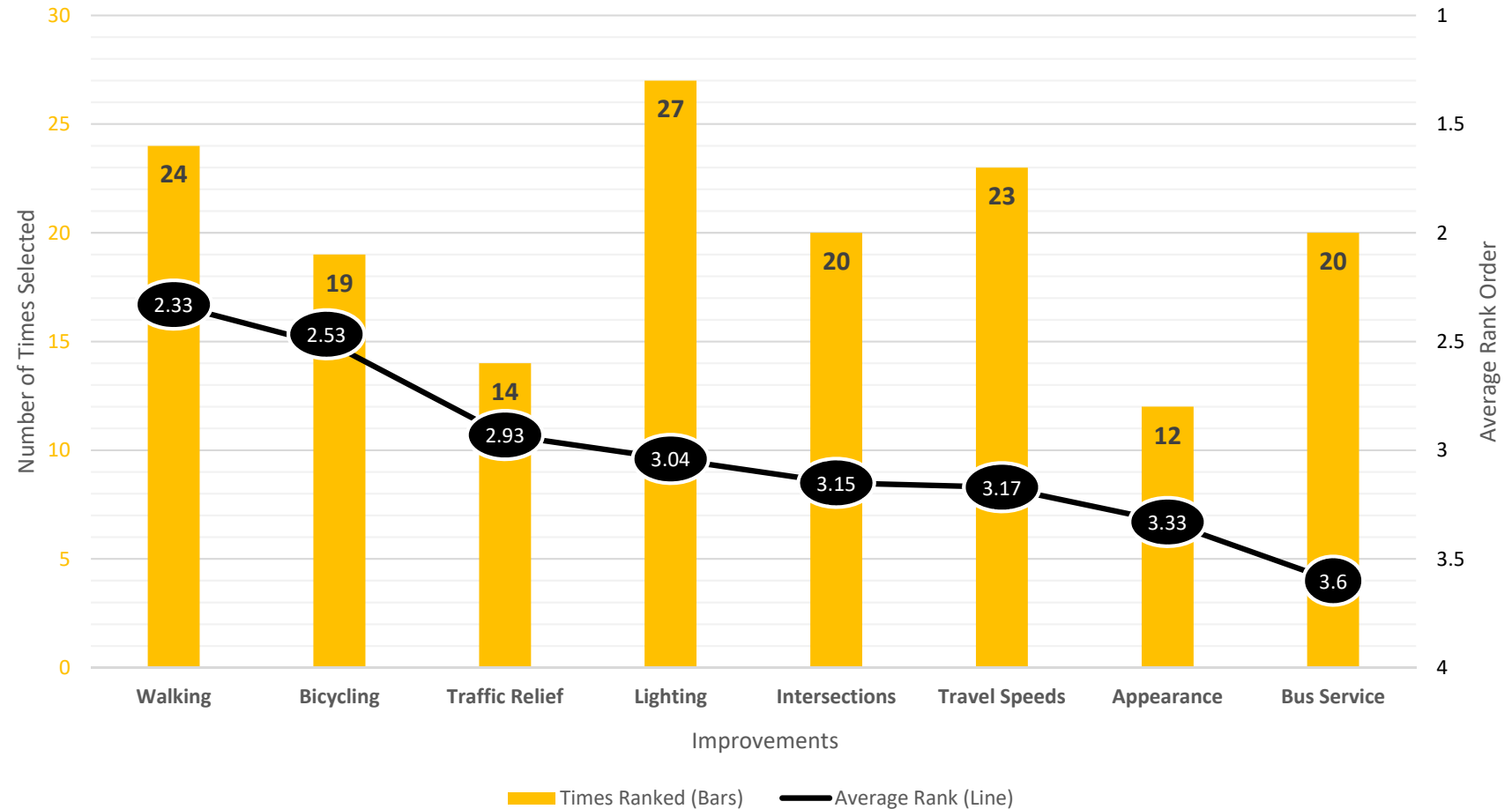
- Neglected
- Rough
- Uninviting

One Word | My vision for N 15th Street is....

- Safe
- Connections
- Safe

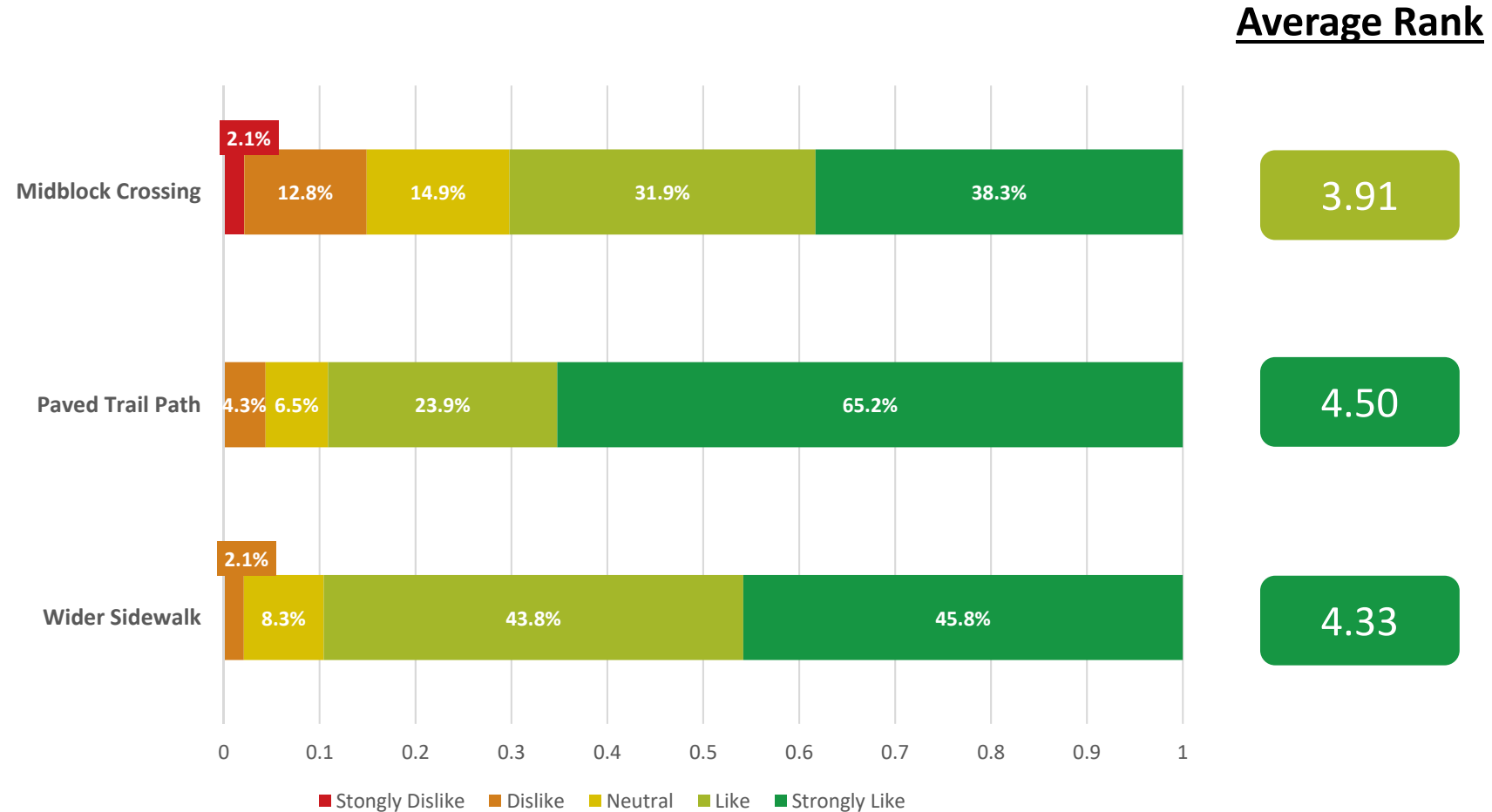
Safety Priorities

- **Lighting:** most frequently ranked
- **Traffic Relief and Appearance:** least frequently ranked
- **Bus Service:** Lowest average rank
- **Walking and Bicycling:** Highest average ranks



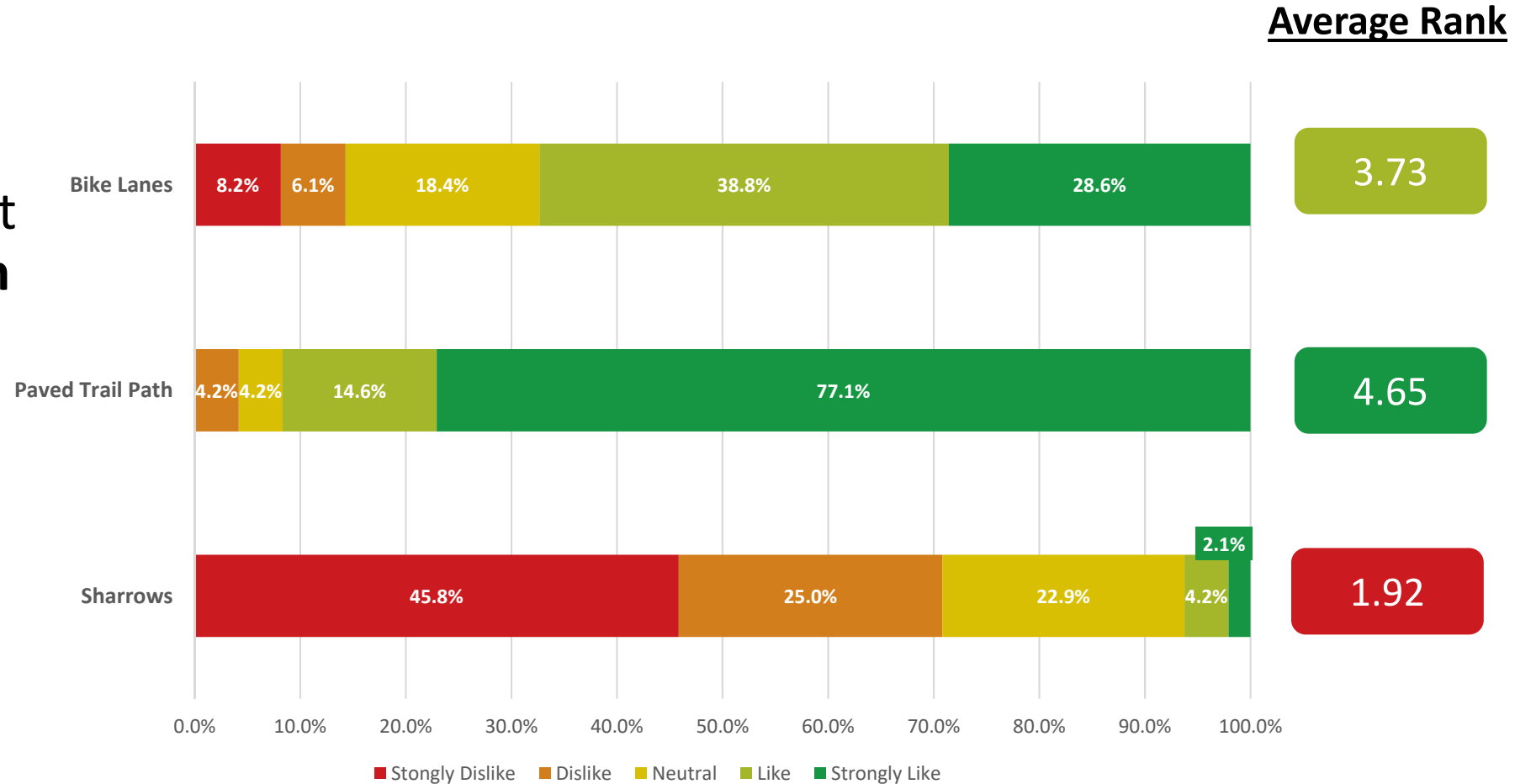
Preferred Improvements - Walking

- Of all Walking Improvement options, **Paved Path** had the highest average rank
- **Midblock Crossing** had the lowest average rank of all Walking Improvement options



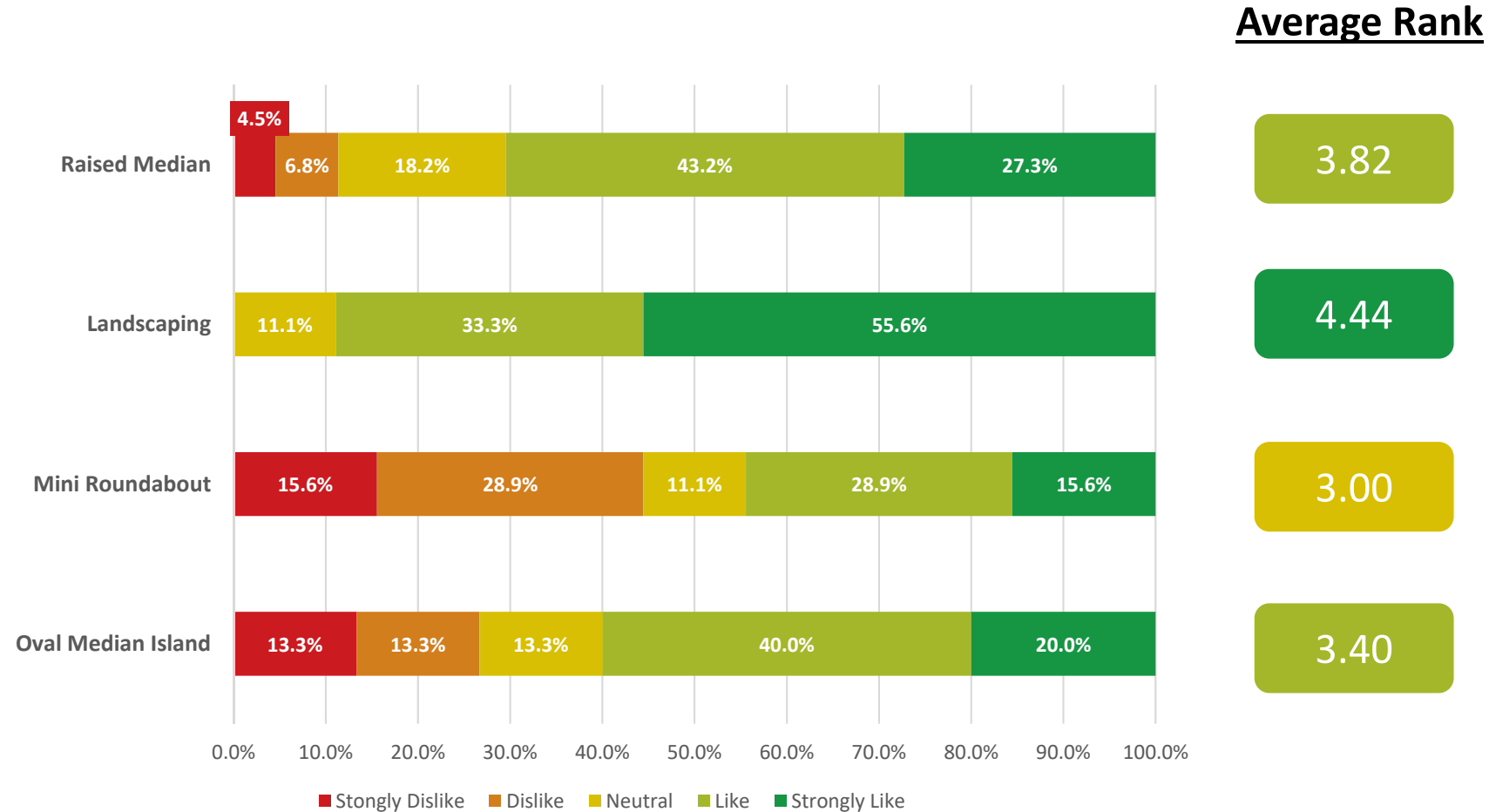
Preferred Improvements - Bicycle

- Of all Bicycle Improvement options, **Paved Trail / Path** had the highest average rank
- **Sharrows** had the lowest average rank of all Bicycle Improvement options



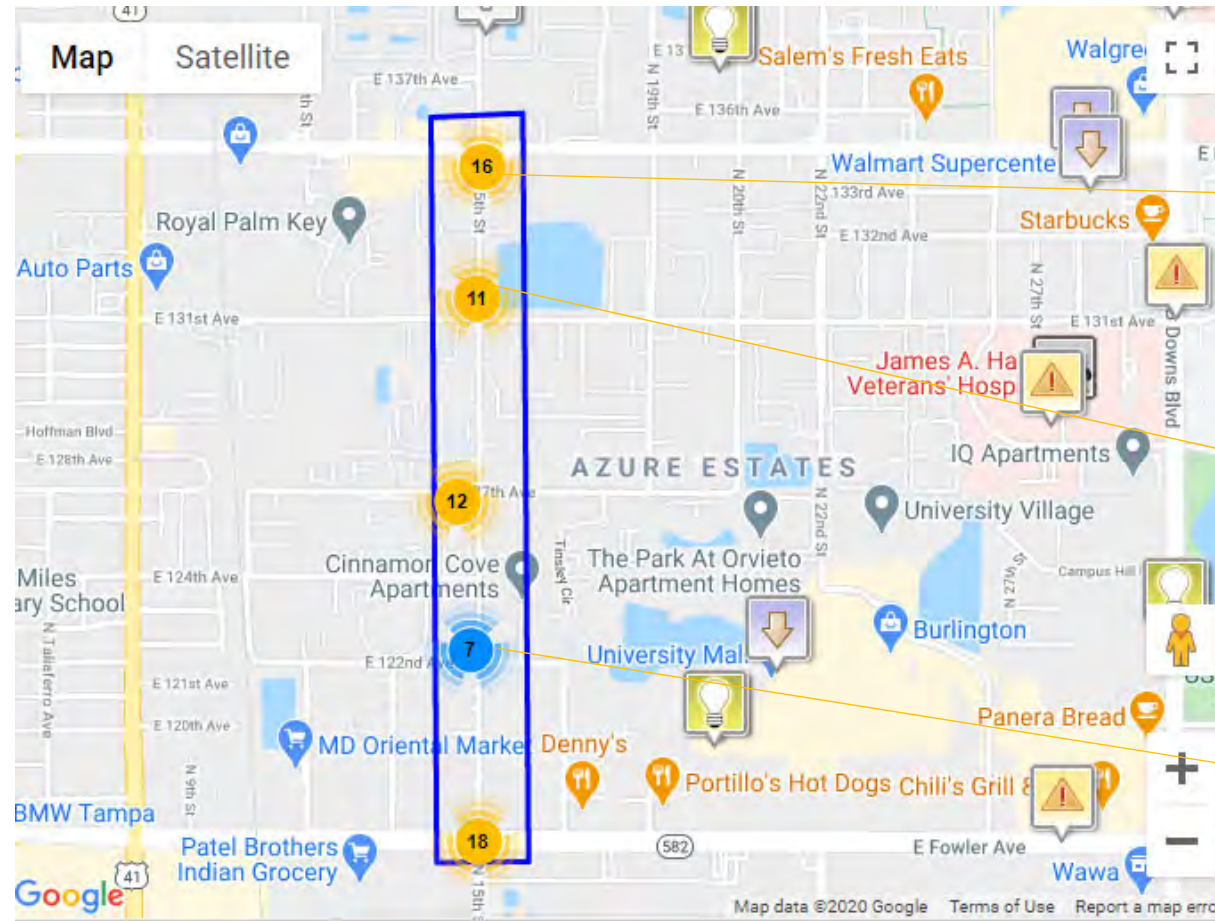
Preferred Improvements – Traffic Calming

- Of all Traffic Calming Improvement options, **Landscaping** had the highest average rank
- **Mini Roundabout** had the lowest average rank of all Traffic Calming Improvement options
- All traffic calming improvement options had an average rank of 3 (Neutral) or greater



Areas of Concern:

- 83 total points mapped
- Majority of points (64) mapped at intersections along the 15th Street corridor
- Most Safety Concern points indicated **unsafe crossings** and **poor lighting**
- Project Idea points indicated ideas for **new crosswalks, better lighting, and landscaping**



"Could these be raised medians?"

"Needs sidewalk"

"This section is not very well lit. Very difficult to see"

Map Styles
MetroQuest Icons

Destination Project Idea Safety Concern Traffic Anything Else?

One Word | **Today**, N 15th Street is....



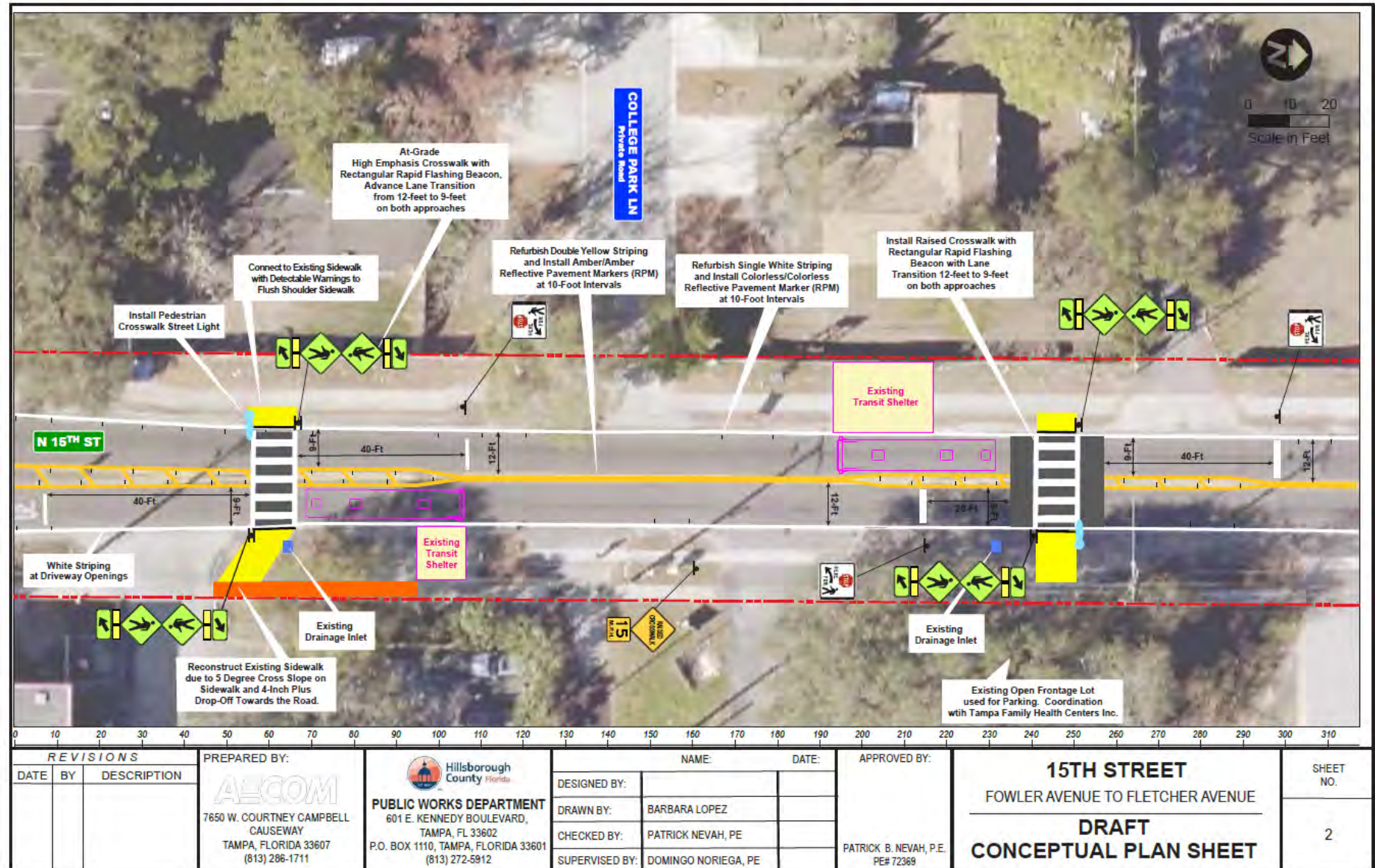
One Word | My **vision** for N 15th Street is....



- Raised crosswalks and pedestrian signage have been constructed and installed
- Provides improved pedestrian access to transit stops
- Traffic calming for vehicles

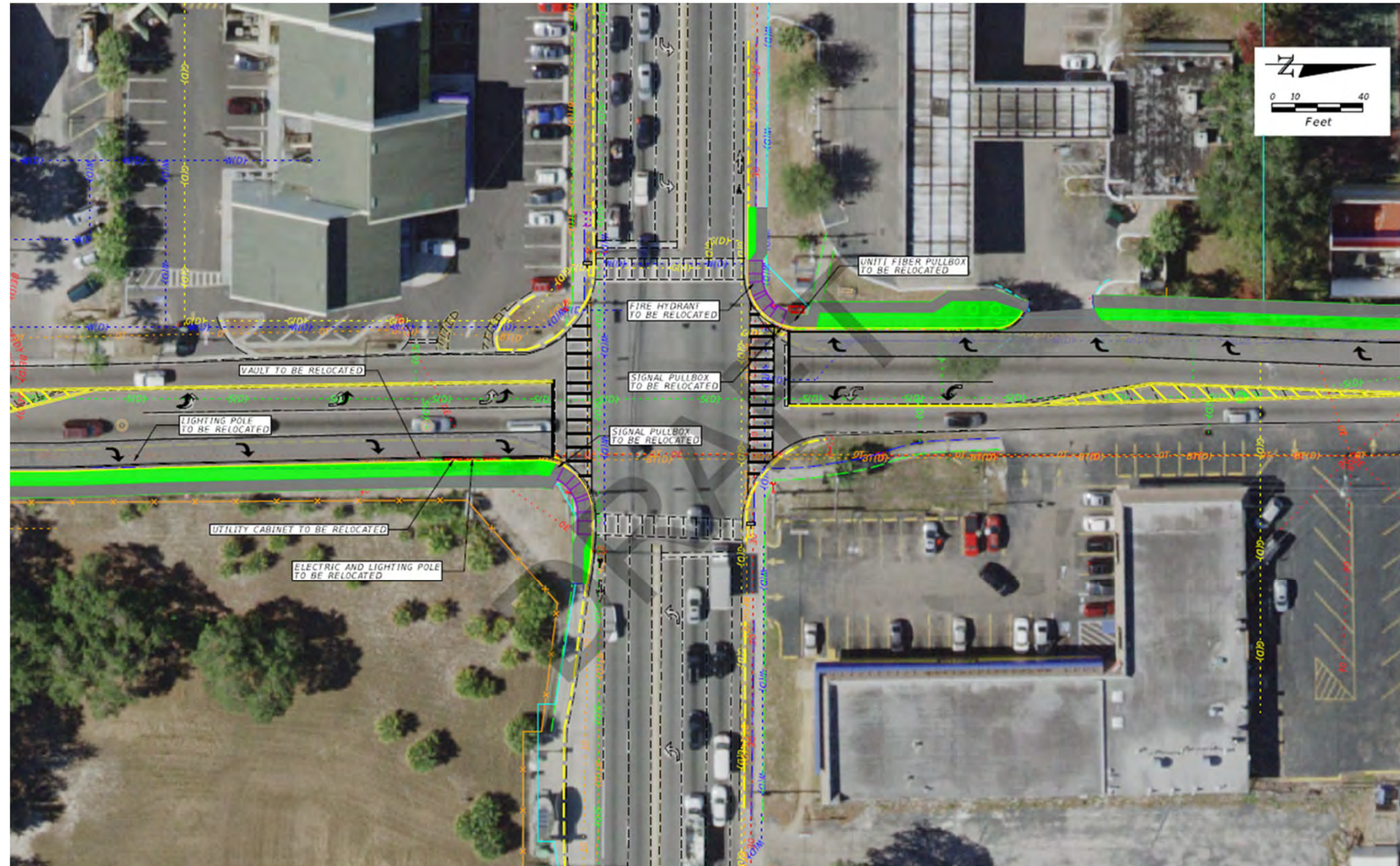


- Installation of raised crosswalks with RRFBs
- Refurbishing of pavement markings
- Filling the existing sidewalk gaps on west side of corridor
- Installation of additional lighting at intersection of N 15th Street & 131st Avenue



North 15th Street & Fletcher Avenue Intersection Improvements:

- Right turn lane at the north intersection approach
- Right turn lane at the south intersection approach



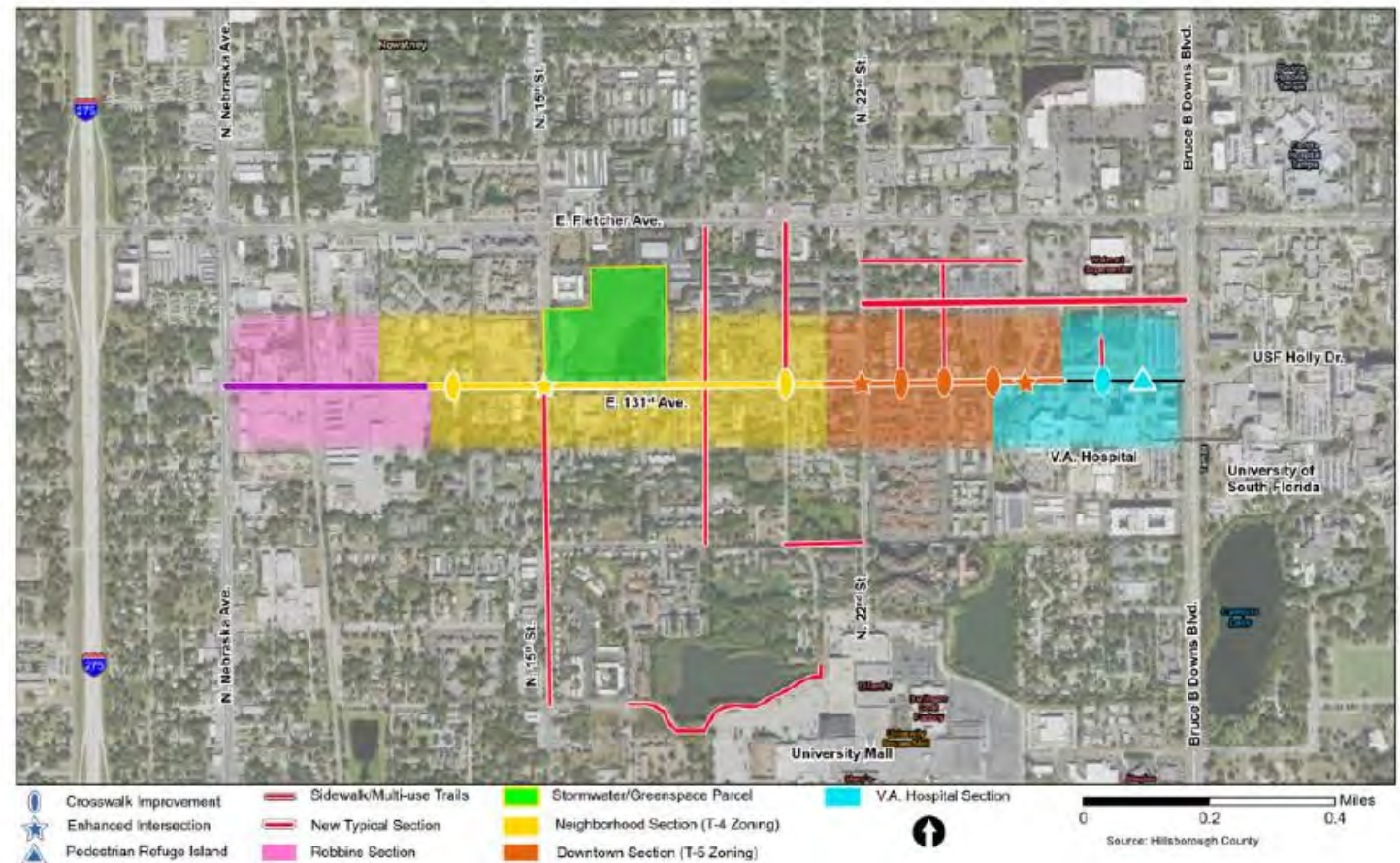
Long-Term Corridor Improvements:

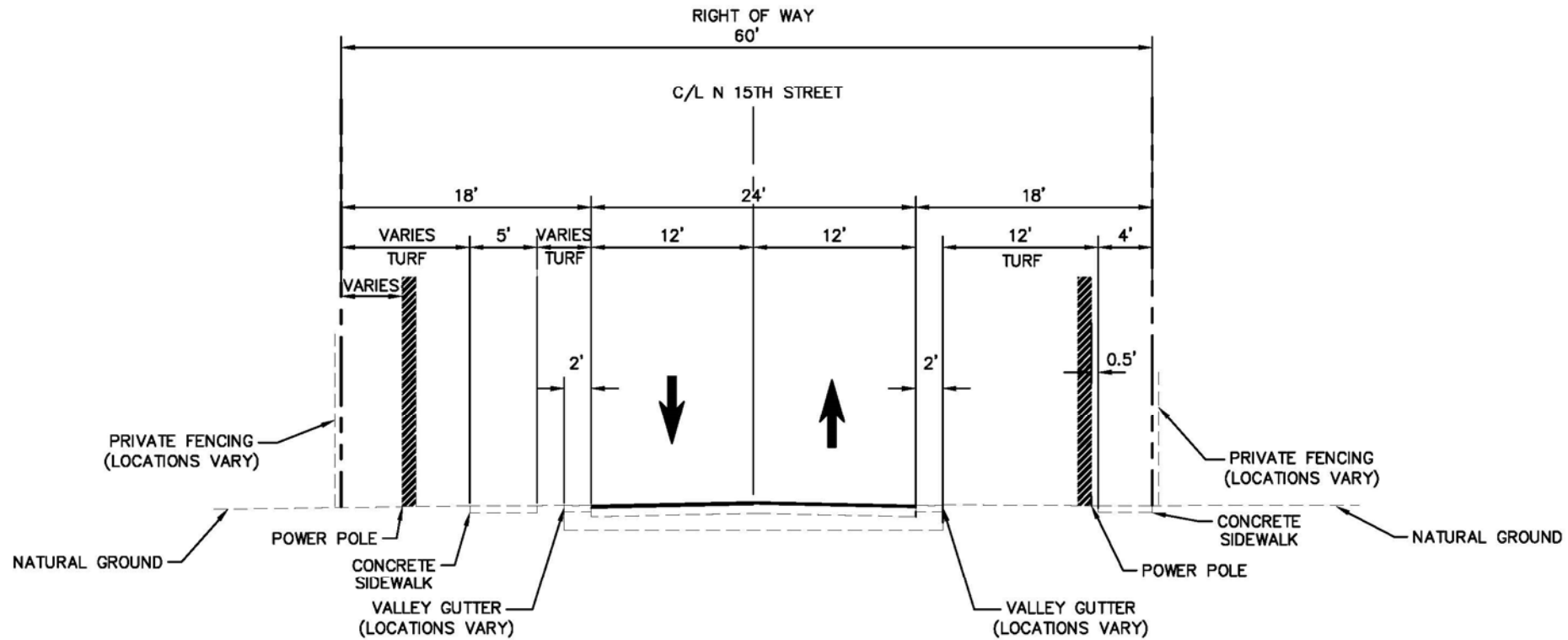
- Curb & Cutter
- Utility Relocation
- Lighting
- Landscaping

Multimodal Improvements:

- Wider Sidewalks
- Sharrows & Wider Sidewalks
- Bike Lanes

Figure 1-1: Studied Area and Recommended Improvements

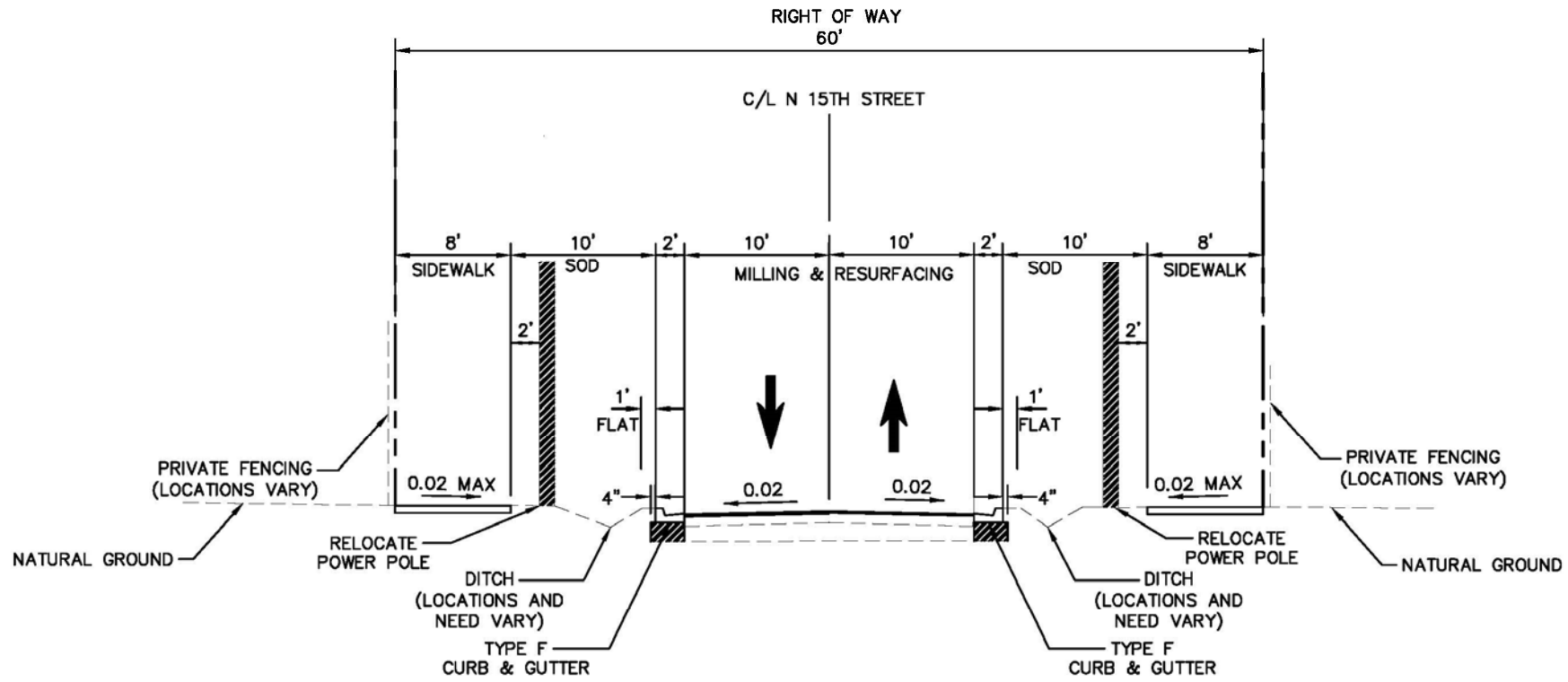




EXISTING TYPICAL SECTION
 N 15th STREET
 DESIGN SPEED 35 MPH
 POSTED SPEED 30 MPH

EXISTING CONDITIONS



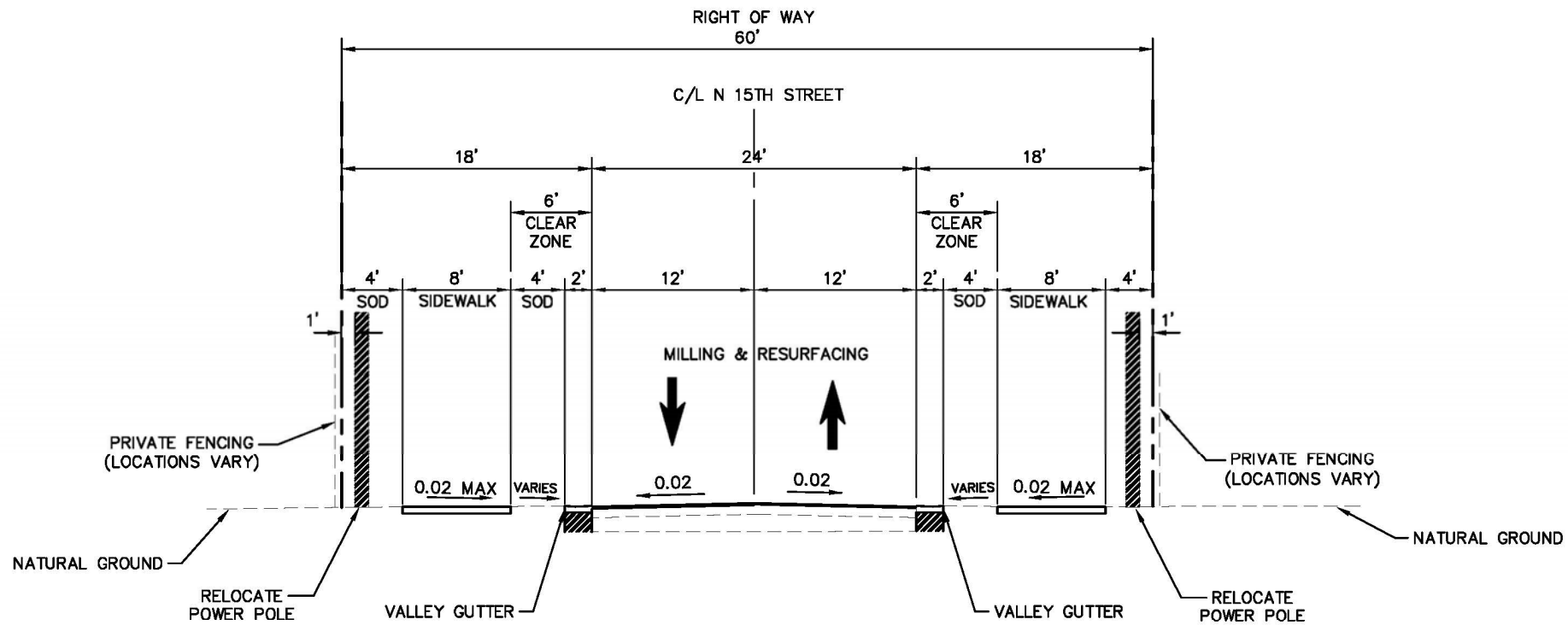


ALTERNATIVE 1 TYPICAL SECTION

N 15th STREET

DESIGN SPEED 35 MPH

POSTED SPEED 30 MPH



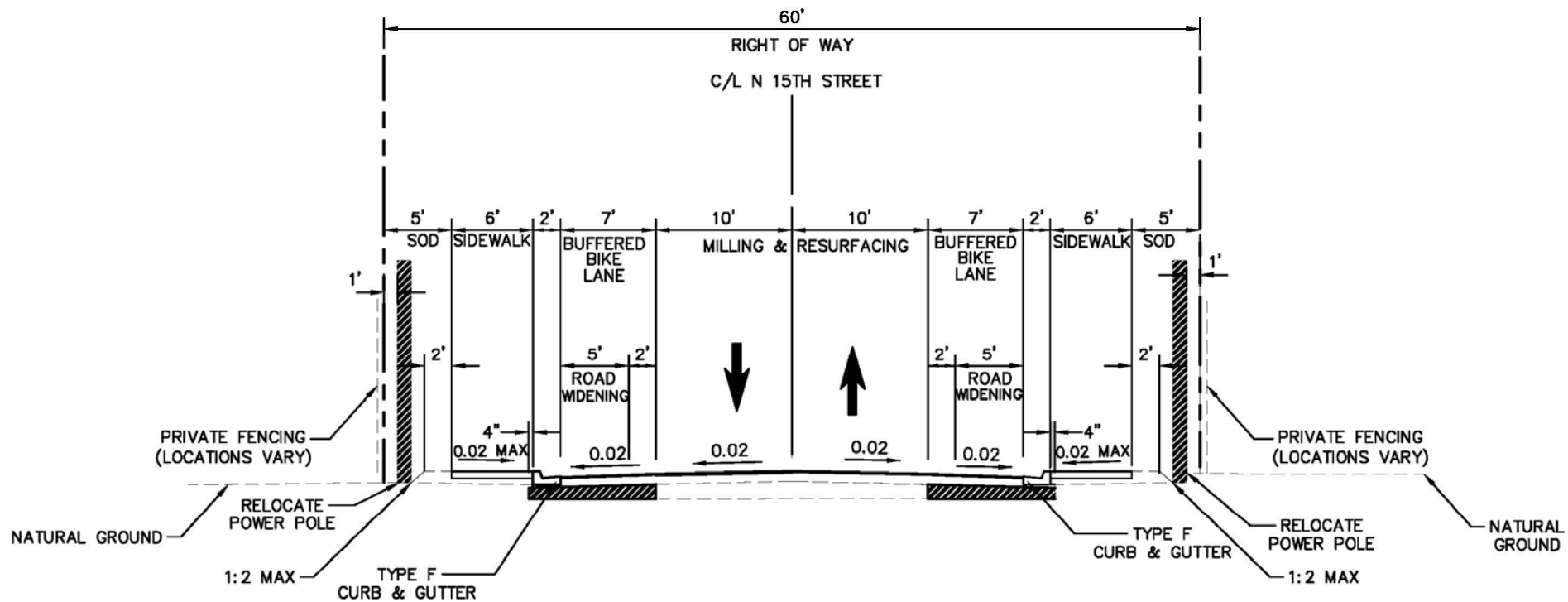
ALTERNATIVE 2 TYPICAL SECTION
 N 15th STREET
 DESIGN SPEED 35 MPH
 POSTED SPEED 30 MPH

Alternative: Wider Sidewalks & Sharrows



Alternative: Bicycle Lanes

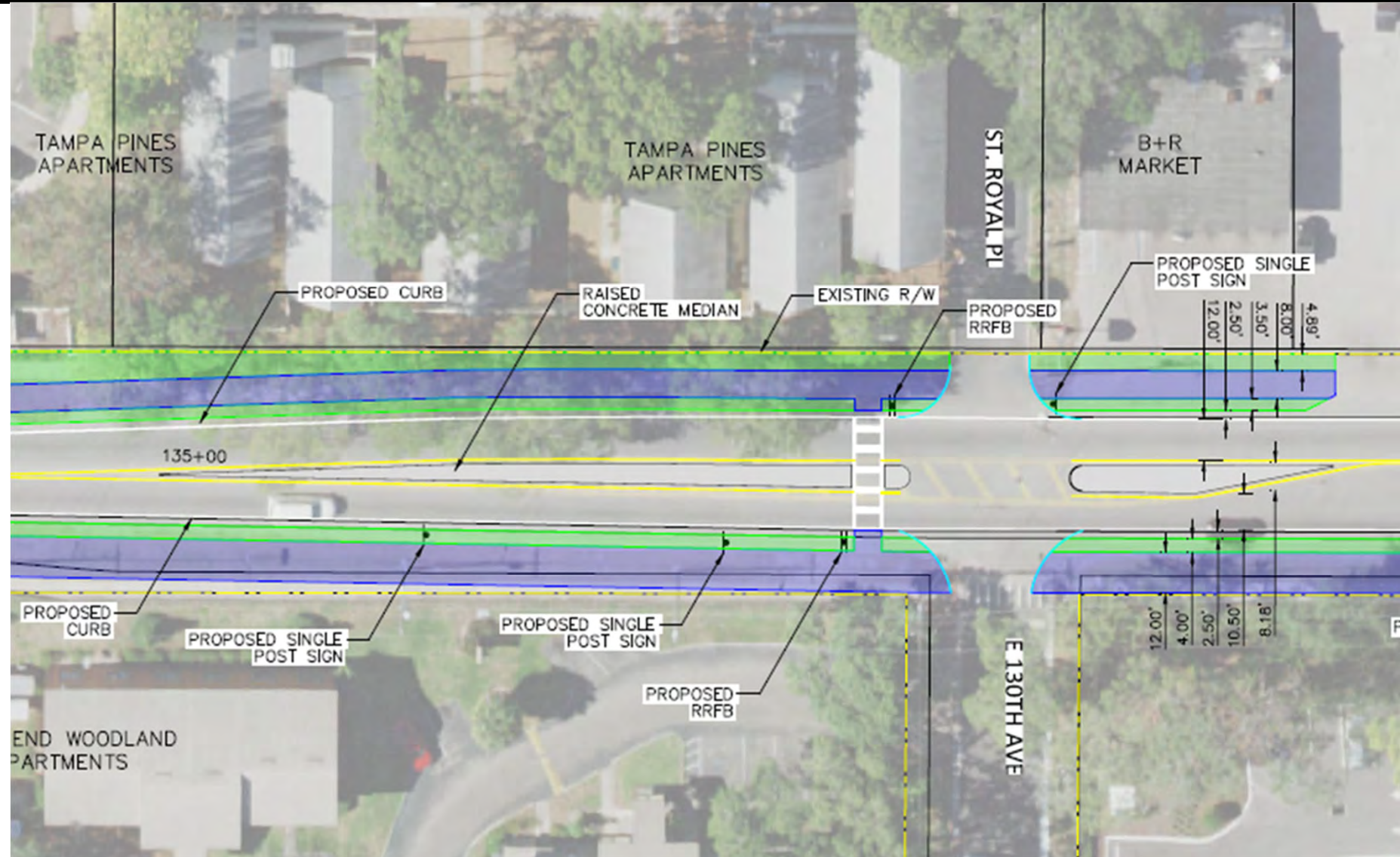




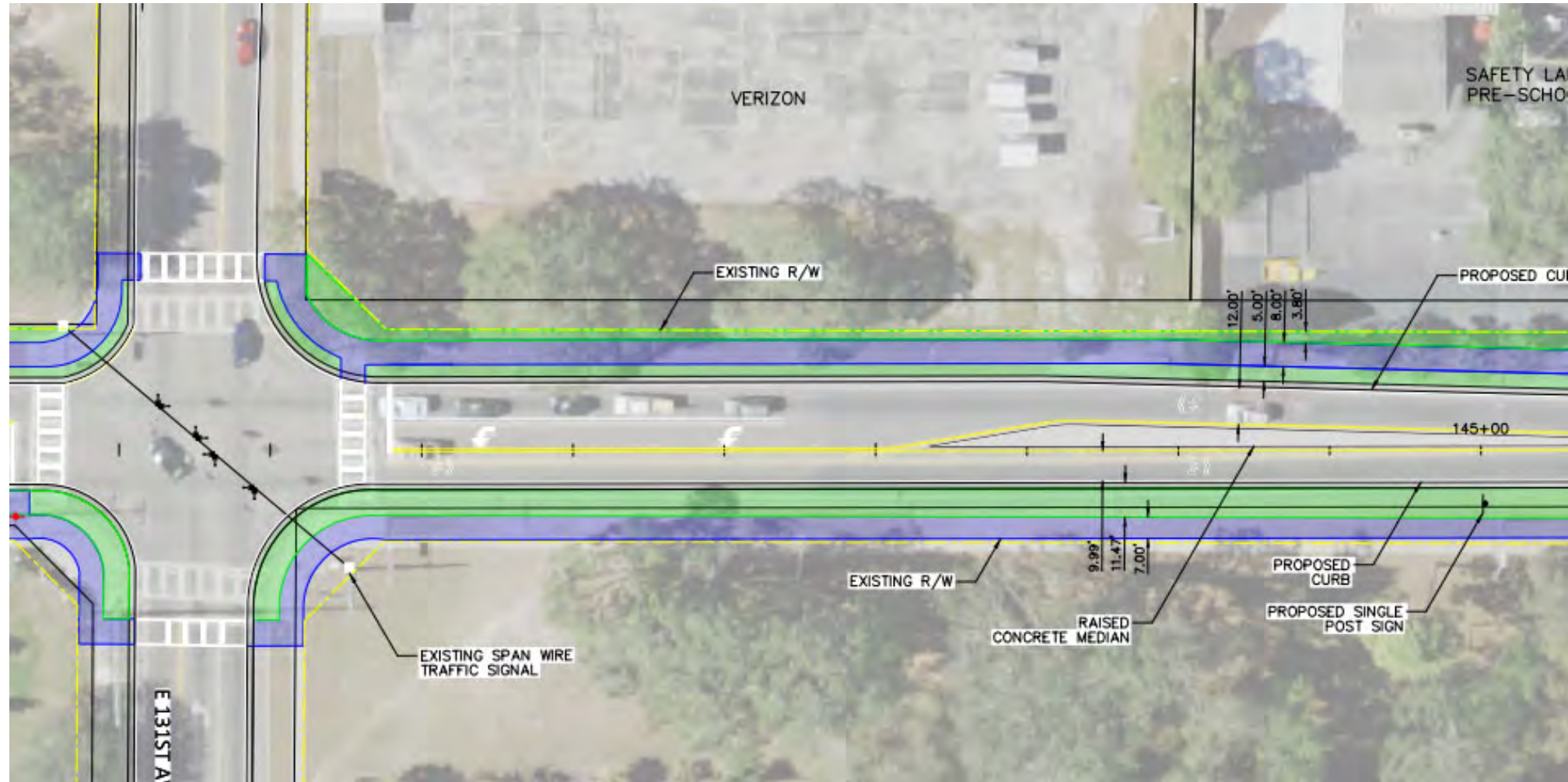
ALTERNATIVE 3 TYPICAL SECTION

N 15th STREET
 DESIGN SPEED 35 MPH
 POSTED SPEED 30 MPH

- Traffic Calming
 - Speed Feedback Signs
 - Lighting
 - Landscaping
- Raised Medians
- Mini Roundabouts
 - At E 122nd Street
 - At E 127th Street



- Raised Medians
 - At E 130th Ave
 - North of 131st Ave
 - South of Fletcher Ave



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N 15th Street

Next Steps

Next Steps:

- Planning level opinion of probable costs (OPC)
- Report documentation

