

Attachment 11 - De La Cruz Boulevard Analysis Summary Table

Project Corridor	Concept	Collision Reduction Potential	Estimated Parking Availability ^{1,2}	Number of Deficient Intersections	Corridor Travel Time ³	Estimated VMT Reduction
De La Cruz Boulevard	<u>Existing Conditions / No Build Option</u>	N/A	66%	AM: 1 PM: 1	5 Minutes 16 Seconds	N/A
	Two Lanes, Buffered Bike Lanes, Center Turn Lane, Parking on Both Sides	Yes	66%	AM: 1 PM: 1	5 Minutes and 28 Seconds	9,782 miles/ year
	Two Lanes, Buffered and Parking Protected Bike Lanes, Center Turn Lane, Parking on Both Sides	Yes	62%	AM: 1 PM: 1	5 Minutes 28 Seconds	9,782 miles/ year
	Four Lanes, Buffered Bike Lanes, Remove Parking On One Side	Negligible	55%	AM: 1 PM: 1	5 Minutes 16 Seconds	9,782 miles/ year
	Four Lanes, Buffered and Protected/Buffered Bikeways, Remove Parking	Negligible	51%	AM: 1 PM: 1	5 Minutes 16 Seconds	9,782 miles/ year

¹ Reflects average parking availability (total parking minus utilization) for the peak parking hour during observations: Weekdays, 10AM-11AM

² Includes parking availability of side streets within 500ft of the study corridor

³ Reflects change in delay at signalized intersections only. Additional travel time may occur with lane removal due to increased friction in remaining lane(s).