Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category

This document summarizes all 33 submitted applications to the 2022 Cycle 6 Pedestrian and Bicycle Program Call for Projects. The projects are shown in ranked order by subcategory. To learn more about many of the infrastructure treatments mentioned, please refer to the C/CAG Comprehensive Bicycle and Pedestrian Plan Design Toolkit available here.

Large Capital Projects by Rank

1. Redwood Avenue Pedestrian Improvements

Sponsor: City of Redwood City
Requested Phases: CON
Recommended Phases: CON
Total Score: 81.8
Requested Funding: $2,000,000
Recommended Award: $2,000,000

Project Description:
Redwood Avenue is a two-lane collector street with on-street parking that connects El Camino Real to State Route 84 (Woodside Road) and Hudson Street. Redwood Avenue also crosses the Peninsula Bikeway and a designated "Slow Street" at Ebener Street. The sidewalk infrastructure is dilapidated – damaged by years of vehicles parking on the sidewalk, trees and their roots lifting the sidewalks, and overgrown.

The project will construct 10,800 linear feet of ADA-compliant sidewalk with curbs, gutters and 40 curb ramps, along with the installation of 25 replacement trees for the length of Redwood Avenue between Woodside Road and Hudson Street, complementing developer-funded traffic calming improvements such as speed humps. Together, these improvements will increase safety and access to community facilities and neighborhood serving retail.

2. Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets

Sponsor: City of San Mateo
Requested Phases: PAED, PS&E, CON
Recommended Phases: PAED, PS&E, CON
Total Score: 80.0
Requested Funding: $2,000,000
Recommended Award: $2,000,000

Project Description:
The Fashion Island Boulevard and 19th Avenue project represents a 1.3-mile corridor with varying widths and conditions. There are no dedicated bike facilities connecting Foster City and San Mateo residents and workers to the Hayward Park Caltrain station. While intermittent bike facilities exist on Fashion Island Boulevard between Delaware Street and Mariners Island Drive, they are not contiguous and the facilities that cross both State Route 92 and U.S. 101 on-/off-ramps do not serve riders of all ages and abilities.

The project will construct a two-way Class IV separated bikeway along the length of the corridor connecting directly with the Hayward Park Caltrain Station and future SamTrans Mobility Hub at the existing Caltrans Park and Ride lot. The bikeway improvements are intended to be designed to improve conditions near the freeway on-/off-ramps, incorporate areas for green stormwater infrastructure, develop protected intersections, and fill in gaps in the existing bike network.

3. Junipero Serra Boulevard and Westborough Boulevard Pedestrian and Bicycle Improvements

Sponsor: City of South San Francisco
Requested Phases: Caltrans PID
Recommended Phases: Feasibility Study
Total Score: 78.3
Requested Funding: $1,530,981
Recommended Award: $450,000

Project Description:
Junipero Serra Boulevard and Westborough Boulevard represent two critical arterial corridors in the northern part of South San Francisco that have minimal pedestrian and bicycle accommodations. Additionally, the Interstate 280 on-/off-ramps create multiple barriers for people walking, biking, and accessing transit by hindering access to BART stations, shopping centers, schools, libraries, and more.

This project will undertake the Caltrans Project Initiation Document (PID) phase and environmental clearance to assess implementing over 6 miles of new or upgraded pedestrian facilities, over 3 miles of new Class IV separated bikeways, and 5 protected intersections. The project aims to increase comfort and safety for all roadway users while providing necessary east/west active transportation facilities.

Please note, the evaluation committee recommended a reduced award to fund a feasibility study to create alternative concept designs, garner public support for the specific project, assess equity impacts, and develop a funding plan prior to the development of a PID. The recommended preliminary feasibility study is consistent with the approach taken by other agencies to better inform the PID process.

4. Belmont Village Pedestrian and Bicycle Improvements

Sponsor: City of Belmont
Requested Phases: PS&E, CON
Recommended Phases: PS&E, CON (Reduced)
Total Score: 74.6
Requested Funding: $750,000
Recommended Award: $300,000

Project Description:
In 2017, the City of Belmont adopted the Belmont Village Specific Plan to increase affordable multifamily housing near the Caltrain station and downtown. However, to accommodate growth and provide access to transit, multiple bicycle and pedestrian corridors and crossings need to be upgraded to close gaps and improve connectivity.

The project will design and construct a HAWK crossing at the El Camino Real and Hill Street intersection to provide a safe, accessible crossing north of Ralston Avenue to the Caltrain station for the surrounding neighborhood and affordable housing developments. Additionally, the project will design and construct three Class II or Class III bikeway corridors identified in the Specific Plan project area.

Please note, the evaluation committee recommended a reduced award for only the design of the bikeway corridors.

5. California Drive Bicycle and Pedestrian Improvement Project

Sponsor: City of Burlingame
Requested Phases: PS&E, ROW, CON
Recommended Phases: PS&E, ROW, CON
Total Score: 73.5
Requested Funding: $1,620,000
Recommended Award: $1,620,000

Project Description:
California Drive is one of the primary arterials in Burlingame and currently does not adequately serve people walking, biking, and accessing transit. In particular, the segment between Burlingame Avenue and Oak Grove Avenue is a multilane, 63-foot wide roadway consisting of four vehicle travel lanes with some left-turn lanes and Class III bicycle facilities with sharrows, which creates a stressful environment for active transportation users.

The project will design and construct the final segment the California Drive corridor between Broadway and downtown Burlingame. The 0.4-mile Class 1 multiuse path along California Drive between Oak Grove Avenue and Burlingame Avenue will further enhance north/south connectivity and close one of the major gaps on the Countywide backbone bicycle network. The project will improve the safety, comfort, and attractiveness of bicycling for people of all ages and abilities, and provide critical low-stress options for people to access both Caltrain and BART.

6. El Camino Real Complete Streets Gap Closure

Sponsor: Town of Atherton
Requested Phases: Caltrans PID, PAED
Recommended Phases: Feasibility Study
Total Score: 70.4
Requested Funding: $1,425,000
Recommended Award: $450,000

Project Description:
Within the Town of Atherton, El Camino Real lacks sidewalks, bicycle facilities, accessible bus stops, safe street crossings, and efficient drainage/green stormwater infrastructure. This 1.5-mile corridor is identified as one of the biggest gaps in the Grand Boulevard Initiative, which seeks to transform El Camino Real across multiple counties.

This project will undertake the Caltrans PID and environmental clearance phases to assess context-sensitive infrastructure solutions that provide mobility options beyond the auto-centric nature of the current corridor. The project will study the repurposing of outside vehicle lanes or on-street parking to establish complete, connected sidewalks, Class II bike lanes or Class IV separated bikeways, transit access improvements, and stormwater treatments.

Please note, the evaluation committee recommended a reduced award to fund a feasibility study to create alternative concept designs, garner public support for the specific project, assess equity impacts, and develop a funding plan prior to the development of a PID. The recommended preliminary feasibility study is consistent with the approach taken by other agencies to better inform the PID process.

7. Serramonte Boulevard Bicycle and Pedestrian Improvement Project

Sponsor: Town of Colma
Requested Phases: PS&E, CON
Recommended Phases: PS&E, CON

Total Score: 70.3
Requested Funding: $1,831,500
Recommended Award: $1,831,500

Project Description:
Serramonte Boulevard is bisected by El Camino Real (Highway 82 into Serramonte West and Serramonte East) and is one of the primary east/west routes in the town. Serramonte West, which is Colma's primary commercial corridor, lacks a cohesive urban environment and does not serve people walking, biking, or accessing transit. The corridor creates a barrier for workers and residents who may desire to access regional transit facilities.

The project will design and construct the first phase of the corridor improvements by implementing a road diet to reduce the number of vehicle lanes, providing Class II buffered bike lanes or Class IV separated bikeways, and installing two mid-block high visibility pedestrian crossings with rectangular rapid flashing beacons (RRFBs). Additionally, a new signal will be installed at Serramonte Boulevard and Serra Center to ensure the road diet is able to operate properly and queues will not extend to Junipero Serra Boulevard.

8. Middle Avenue Complete Streets Project

Sponsor: City of Menlo Park
Requested Phases: PS&E, CON
Recommended Phases: PS&E, CON

Total Score: 69.8
Requested Funding: $1,200,000
Recommended Award: $1,200,000

Project Description:
Middle Avenue is a critical east/west route in Menlo Park with two vehicle lanes and wide parking lanes but lacks dedicated bicycle facilities. The design of the street requires people who are bicycling, many of whom are young children, to squeeze between fast moving vehicles and parked cars. The corridor also lacks direct access to a future Caltrain undercrossing from Middle Avenue to the Menlo Park Civic Campus, minimizing the undercrossing's ability to connect the city with a complete, low-stress crossing of the railroad.

The project will design and construct over one mile of buffered bicycle lanes, intersection improvements, and traffic calming treatments along the corridor, including raised crosswalks, flashing pedestrian crossing beacons, speed feedback signs, and speed humps. The intersection improvements include a mini roundabout at University Drive and bicycle and pedestrian signal improvements at El Camino Real, addressing two specific safety hot spots on the corridor. The proposed design will remove parking and prioritize safe, low-stress options for people of all ages and abilities to travel on the corridor.

9. Alameda de las Pulgas Complete Street Project

Sponsor: San Mateo County
Requested Phases: CON
Recommended Phases: CON
Total Score: 69.0
Requested Funding: $2,000,000
Recommended Award: $2,000,000

Project Description:
Alameda de las Pulgas is currently two lanes in each direction with Class III sharrows in some urbanized areas in unincorporated portions of the county, and narrows to one lane in each direction with a striped Class II bike lane in others. Along most of the corridor, sidewalks are either missing or are very narrow, which makes it difficult for people to walk. This creates a high-stress environment for people using active modes to get to local businesses, schools, and transit stops.

The project will construct a road diet to reduce the number of vehicle lanes between Santa Cruz Avenue and Avy Avenue to create about 1/3 of a mile of consistent five-foot wide sidewalks on both sides of the street, Class II buffered bike lanes, ADA-accessible curb ramps, a midblock pedestrian crossing with flashing beacon, and two retimed signals. The reduced number and widths of travel lanes will result in traffic calming, reducing vehicle speeds and increasing safety for people walking and bicycling. This part of the corridor proposed for improvements represents one phase of larger redesign for Alameda de las Pulgas and Santa Cruz Avenue to address significant barriers to walking and biking in urbanized areas of unincorporated San Mateo County.

10. Santa Cruz Avenue Complete Street Project

Sponsor: San Mateo County
Requested Phases: CON
Recommended Phases: CON
Total Score: 68.3
Requested Funding: $2,000,000
Recommended Award: $2,000,000

Project Description:
Santa Cruz Avenue is currently two lanes in each direction with a two-way left-turn lane separating each direction and parking on both sides of the street. Along most of the corridor, sidewalks are very narrow and do not meet ADA standards, which makes it difficult for people to walk. Class III sharrows are provided along the corridor but there is no dedicated space for cyclists to travel that is separated from vehicles. This creates a high-stress environment for people using active modes to get to local businesses, schools, and transit stops.

The project will construct a road diet to reduce the number of vehicle lanes between Alameda de las Pulgas and Sand Hill Road to create about 1/3 of a mile of consistent five-foot wide sidewalks, Class II buffered bike lanes, ADA-accessible curb ramps, new curb extensions to reduce crossings distances, three pedestrian refuge islands, and three retimed traffic signals. The reduced number and widths of travel lanes will result in traffic calming, reduced vehicle speeds, and increased safety for people who are walking and bicycling. This part of the corridor represents one phase of larger redesign for Alameda de las Pulgas and Santa Cruz Avenue to address significant barriers to walking and biking in urbanized areas of unincorporated San Mateo County.

11. Holly Street/Highway 101 Interchange Project

Sponsor: City of San Carlos
Requested Phases: CON
Recommended Phases: CON
Total Score: 64.5
Requested Funding: $2,000,000
Recommended Award: $1,000,000

Project Description:
The Holly Street Bridge at U.S. Highway 101 (US-101) serves as a critical east-west link in San Carlos, providing access to vital residential and commercial zones and regional connections. However, the existing Holly Street Bridge provides limited pedestrian and bicycle connectivity across US-101 with only a single five-foot wide sidewalk on the south side that is also used by bicyclists who do not want to weave with vehicles between the loop ramps or cross the high-speed entrances along the interchange.

This project will construct a new 12-foot wide, 1,500-foot Class I pedestrian and bicycle multipurpose path, including a 1,073-foot pedestrian and bicycle overcrossing (POC) over US-101, which will bridge the gap between west and east San Carlos. The new POC will be a grade-separated multipurpose path that will bridge the most substantial gap in San Carlos' active transportation network. The project will reduce pedestrian and bicycle conflicts with vehicles within the US-101/Holly Street interchange and improve safety for all users by eliminating cross-traffic movements within the interchange.

Please note, the evaluation committee recommended de-programming the City's 2015 Cycle 3 award and re-programming the equivalent $1,000,000 in Cycle 6 to reset the City's timeline for use of funds and require full project funding by December 2023.

12. Pacific Coast Bikeway North

Sponsor: City of Half Moon Bay
Requested Phases: CON
Recommended Phases: CON
Total Score: 63.5
Requested Funding: $980,000
Recommended Award: $980,000

Project Description:
Along Highway 1, there are limited shoulders for residents and visitors to bike between the unincorporated communities of El Granada and downtown Half Moon Bay. People walking, biking, and trying to access transit have minimal opportunities other than using Highway 1 or driving due to unconnected pathways. Low-income individuals, farm workers, seniors, and children who rely on alternative transportation options to travel to downtown for jobs, schools, or services, need connected, safe, and separated facilities in the Highway 1 corridor.

This project will construct 0.3 miles of a Class I multi-use path along the east side of Highway 1 between Roosevelt Blvd and Mirada Rd. This project will close the final gap in the City's bicycle and pedestrian trail in the north part of Half Moon Bay and will connect the City's existing trail with the multi-use path currently being constructed by the County of San Mateo just north of the city limits. This project will increase mobility and access for all Coast-side residents by providing a continuous trail connecting the heart of Half Moon Bay with the unincorporated county north of the City.

13. Ringwood Crossing Connections Project

Sponsor: City of Menlo Park
Total Score: 59.8
Requested Phases: PS&E, CON
Requested Funding: $900,000
Recommended Phases: Not Recommended
Recommended Award: $0

Project Description:
The Van Buren crosswalk at the Ringwood overcrossing is currently a marked uncontrolled crosswalk. This crosswalk is located on the Youth-based High Injury Network and has seen multiple pedestrian and bicycle collisions. Most of Van Buren Road has sidewalks located on the west side of street except for the far north end of Van Buren Road that connects to Haven House, which is a home for people transitioning from homelessness. Additionally, access to the Ringwood overcrossing of US 101 along the streets of Van Buren Road, Pierce Road, Del Norte Avenue, and Ringwood Avenue have either no bicycle facilities or only sharrows.

This project will construct a raised crosswalk on Van Buren Road which connects to the pedestrian and bicycle crossing of US 101 and create multiple bicycle boulevards using traffic calming measures to achieve speeds appropriate for shared use along Del Norte Avenue, Pierce Road, Van Buren Road, and Ringwood Avenue. Additionally, the sidewalk gap on Van Buren Road will be filled. These improvements will enhance safety and improve access for pedestrians and bicyclists using the overcrossing and provide connections to other projects that are creating a low-stress route through the middle of Menlo Park from the Bay Trail to downtown and the west side of the City.

14. Pedestrian Safety Improvements at North McDonnell Road Intersections

Sponsor: C/CAG (in partnership with SFO)
Total Score: 51.0
Requested Phases: PS&E, CON
Requested Funding: $1,972,979
Recommended Phases: Not Recommended
Recommended Award: $0

Project Description:
North McDonnell Road serves as the primary local access road to traverse around the San Francisco International Airport. It currently has substandard pedestrian facilities including a lack of ADA-accessible curb ramps and landing areas, missing crosswalks, and undefined paths of travel. North McDonnell Road between Lot CC and West Field Road is used by employees, visitors, and heavy trucks that all access varying services along the corridor. Additionally, there are existing Class II bike lanes, but they are considered high-stress due to the lack of separation from fast-moving vehicles and heavy truck volumes.

The project will construct ADA-accessible curb ramps and high-visibility crossings, stripe designated pedestrian walkways, install pedestrian refuge islands, stripe yield markings, and replace one bus shelter to enhance pedestrian comfort and safety along the corridor. Additionally, the project will implement a road diet by reducing the number of vehicle lanes in order to provide Class II buffered bike lanes and stripe high-visibility conflict zones to better separate cyclists from motor vehicles, including trucks.

15. Skyline Boulevard Bicycle and Pedestrian Improvements

Sponsor: City of Millbrae
Total Score: 40.3
Requested Phases: PS&E, ROW, CON
Requested Funding: $1,623,588
Recommended Phases: Not Recommended
Recommended Award: $0

Project Description:
The intersection of Skyline Boulevard and Larkspur Drive is a popular intersection for bicyclists and pedestrians to access the San Andreas Trail, but this stop-controlled intersection also serves traffic coming on/off I-280. There is also inconsistent sidewalk infrastructure to safely navigate along the corridor and to trailheads, especially navigating the narrow sidewalk under I-280. The existing Class II bike lanes along Skyline Boulevard are narrow and uncomfortable except for the most experienced and confident of bike riders.

The project will design and construct a two-way Class IV separated bikeway on the westbound side of Skyline Boulevard between Larkspur Drive and Hillcrest Boulevard. Additionally, the project will install high visibility crosswalks at the intersection of Skyline Boulevard and Larkspur Drive, and upgrade the existing standard crosswalks at the multiple intersection along the corridor. The goal is to create fully-separated bicycle and pedestrian facilities that link the San Andreas and Sawyer Camp trails.

Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category

Small Capital Projects by Rank

1. Access to Downtown Bikeway Corridors

Sponsor: City of Redwood City
Requested Phases: PAED, PS&E
Recommended Phases: PAED, PS&E

Total Score: 80.3
Requested Funding: $615,000
Recommended Award: $615,000

Project Description:
Access to downtown Redwood City is currently limited to a small number of corridors that provide dedicated bike facilities. Two of the highest priority corridors include Vera Avenue and Broadway which were identified by the RWC Moves Citywide Transportation Plan. These two corridors will connect the neighborhoods west and south of downtown to the downtown area and transit center and create safe, seamless, and convenient bike access to many destinations in the area.

The project will complete the environmental clearance and design phases for both corridors while supplementing community outreach for the Vera Avenue Bicycle Boulevard Project and for the Broadway Complete Streets Project between Walnut Street and Woodside Road. Vera Avenue will be evaluated to determine how to transform the quick-build project into a permanent bikeway corridor. Broadway will be evaluated to determine how to implement Class IV separated bikeways and protected intersections.

2. East Bayshore Road Pedestrian Improvement Project

Sponsor: City of East Palo Alto
Requested Phases: PLAN, PAED, PS&E
Recommended Phases: PLAN, PAED, PS&E

Total Score: 77.3
Requested Funding: $400,000
Recommended Award: $400,000

Project Description:
East Bayshore Road is parallel to US 101 and provides critical connections for residents and workers in East Palo Alto to access key destinations and transit stops.
The roadway is currently one lane in each direction and does not have curb, gutter, sidewalk or bikeway facilities. In recent years, there have been two pedestrian fatalities within the project limits and a high need to improve conditions for people walking and biking.

The project will study existing deficiencies to determine the most appropriate bike and pedestrian treatments, then undertake the environmental clearance and design phases for the corridor. As part of the design process, the City will determine the type of bikeways, locations for traffic calming measures, green infrastructure, and lighting necessary to establish a complete street that works for all roadway users.

3. Design of El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B)

Sponsor: Town of Colma
Requested Phases: PS&E
Recommended Phases: PS&E

Total Score: 77.3
Requested Funding: $603,000
Recommended Award: $603,000

Project Description:
El Camino Real from the Mission Road intersection in Colma to Arlington Drive in the City of South San Francisco, referred to as Segment B, has no existing sidewalk and bicycle access. The safety of bicyclists and pedestrians residing in the neighborhood off of Arlington Drive in South San Francisco, as well as residents from the Veteran's Housing Complex (many of whom live with various disabilities) and individuals who work in the Mission Road commercial District, is severely compromised on this portion of the roadway. Access to public transportation facilities in the area is also limited due to lack of non-vehicle infrastructure.

This project will design the bikeways and sidewalks that are planned to be separated from the vehicle path of travel. The focus of this project is on establishing a safer corridor and providing access for all individuals and modes of transport including the relocation of bus stops to increase public transit amenities. This design project will work in tandem with the El Camino Real/Mission Road protected intersection and signal redesign project previously funded by the TA. The project also includes other safety measures such as street lighting, barriers to separate traffic from pedestrians, and traffic calming elements.

4. Esplanade & Palmetto Bicycle & Pedestrian Improvement Project

Sponsor: City of Pacifica
Requested Phases: PS&E, CON
Recommended Phases: PS&E, CON

Total Score: 73.5
Requested Funding: $583,504
Recommended Award: $583,504

Project Description:
Within Pacifica, Esplanade Avenue and Palmetto Avenue are part of the federally-recognized US Bike Route 95 and the state's California Coastal Trail. The route connects northern Pacifica with the historic downtown Sharp Park area where there are schools, a library, beach access, recreational hiking, shopping, the Pacifica Municipal Pier, and more. The corridor currently lacks bicycle facilities in many stretches or has unmaintained, faded striping that makes it difficult for people biking or accessing the coastline. Additionally, people trying to cross the corridor may not be easily seen by vehicles and experience near-misses.

This project will install Class II bike lanes along Palmetto Avenue and a portion of Esplanade Avenue. Additionally, small stretches of Class III bicycle boulevards with traffic calming elements will be installed along W. Avalon Drive and portions of Esplanade Avenue where right-of-way and coastal public parking constraints exist. While Class II bike lanes already exist along Palmetto Avenue between Avalon and Paloma Avenue, they are faded and not up to current best practice design standards and will be upgraded to improve those conditions by using updated conflict striping and outer edge fog lines. The project will improve a pedestrian crossing of the Bay Ridge Trail with flashing beacons.

5. Lake Merced Blvd Street Reallocation and Bicycle Lane Project

Sponsor: City of Daly City
Requested Phases: PLAN, PS&E, CON
Recommended Phases: PLAN, PS&E, CON
Total Score: 68.5
Requested Funding: $498,750
Recommended Award: $498,750

Project Description:
Lake Merced Boulevard is located at the City of Daly City's northern border and provides direct access to the City & County of San Francisco. The north-south corridor extends from Southgate Avenue in Daly City to Skyline Boulevard in San Francisco. Lake Merced Boulevard is currently a four-lane undivided road with Class II bike lanes, three traffic signals, and one uncontrolled crossing. The corridors connect Daly City residents with Westlake Park, Lake Merced, and Doelger Senior Center. Furthermore, a portion of it is located on the City's Vision Zero High Injury Network.

The project will initially evaluate opportunities to reconfigure the roadway to upgrade the Class II bike lanes to Class IV separated bikeways with quick-build treatments. Other potential improvements include bike boxes at the traffic signals at each end of the corridor and advance yield lines at the existing uncontrolled crossing. This project will directly extend and build on San Francisco Municipal Transportation Agency (SFMTA)'s Lake Merced Quick-Build Project at the City border to promote traffic calming and implement safe pedestrian and bicycle connections along the entire corridor.

6. Kentucky/Massachusetts Intersection Quick Build SRTS Project

Sponsor: City of Redwood City
Requested Phases: CON
Recommended Phases: Not Recommended
Total Score: 65.5
Requested Funding: $36,900
Recommended Award: $0

Project Description:
As part of the 2021 walk and bike audit report for Henry Ford Elementary School, one of the top priority areas for improvement was the Kentucky Street and Massachusetts Avenue intersection. The intersection, located one block east of Henry Ford Elementary School, has wide crossings with faded crosswalks on two legs and unmarked crossings on the others. In 2022, the City received a grant from the San Mateo County Office of Education to complete the design for quick-build improvements to enhance safety for students and their parents who walk or bike to Henry Ford Elementary School.

The project will construct quick-build curb extensions with delineators, three high-visibility yellow crosswalks, and green bike lanes through the intersection of Kentucky Street and Massachusetts Avenue. The project includes public art designs in the curb extensions to increase visibility of quick-build treatments and enhance pedestrian comfort.

7. San Mateo Downtown Parking Garage Pedestrian Safety Project

Sponsor: City of San Mateo
Requested Phases: CON
Recommended Phases: Not Recommended
Total Score: 65.5
Requested Funding: $820,662
Recommended Award: $0

Project Description:
The City of San Mateo led a study to assess conditions near downtown parking garage entrances and exits to identify pedestrian safety challenges. Many of the parking garages have walls along the driveways extending to the sidewalk, resulting in limited site visibility for pedestrians on the sidewalk and exiting vehicles. Existing pedestrian pathways were observed to be too narrow, providing little protection from moving vehicles. Additionally, some of the parking garages lacked typical safety and security features like signage with parking garage operating hours, security cameras, and vertical clearance fixtures.

This project will construct pedestrian safety improvements at three City-owned parking garages: Main Street Parking Garage, Central Parking Garage, and 2nd and El Camino Parking Garage. These improvements will address site-specific safety deficiencies at each facility to enhance pedestrian safety in Downtown San Mateo for all ages and abilities. Improvements include audible and visual pedestrian and vehicle warning devices, physical separation for pedestrian pathways, speed cushions, and updating signage and pavement markings to standards set forth in the federal Manual on Uniform Traffic Control Devices.

Please note, the evaluation committee recommended not funding improvements related to the parking garages and focusing limited available funding toward other roadway safety projects that may be higher impact.

8. Pacifica Schools Mid-block Crosswalk Safety Improvements

Sponsor: City of Pacifica
Requested Phases: CON
Recommended Phases: CON
Total Score: 64.0
Requested Funding: $234,080
Recommended Award: $200,000 – C/CAG Measure M SRTS Funding

Project Description:
Pacifica's 2020 Bicycle and Pedestrian Plan identified high-priority, mid-block, unsignalized crossings on major roads in front of schools or senior housing that needed to be enhanced to improve safety and comfort of the most vulnerable roadway users in the City. At many of the identified locations, drivers are currently driving through mid-block crosswalks without stopping and are often distracted.

The project will construct crosswalk improvements including rectangular rapid flashing beacons (RRFBs) and other minor striping and signage improvements at eight locations, primarily at mid-block crossings near schools or senior centers. Improvements to lines of sight, flashing lights to grab drivers' attention, and increased signage and striping will all help to make these crosswalks safer for their respective users.

9. Occidental Avenue Bike and Ped Improvement and Traffic Calming Project

Sponsor: City of Burlingame
Requested Phases: PS&E, CON
Recommended Phases: PS&E, CON
Total Score: 63.3
Requested Funding: $435,000
Recommended Award: $435,000

Project Description:
Occidental Avenue is a 36-ft wide roadway consisting of a single vehicle travel lane in each direction. Intersections of Occidental Avenue at both Ralston Avenue and Chapin Avenue are irregularly shaped, creating visibility issues for drivers and safety concerns for pedestrians and bicyclists trying to navigate the corridor. This neighborhood-serving street provides access to local schools and retail areas, but does not have traffic calming or sharrows to indicate the presence of people biking.

The project will design and construct two median islands and improve multiple crossings on Occidental Avenue at Ralston Avenue and Chapin Avenue to enhance safety for pedestrians and bicyclists by increasing visibility and shortening crossing distances. The project will also install traffic calming features, where feasible.

10. South Rollins Road Traffic Calming Project

Sponsor: City of Burlingame
Requested Phases: PS&E, CON
Recommended Phases: PS&E, CON
Total Score: 60.8
Requested Funding: $440,000
Recommended Award: $440,000

Project Description:
Rollins Road between Burlingame Avenue and Broadway is a 32-ft wide roadway consisting of a single vehicle travel lane per direction with on-street parking on the west side of the road and a retaining wall on the east side of the road, adjacent to the US 101. Due to the existing configuration of the roadway, the north-bound traffic is uninterrupted, and data indicates the average speed is exceeding the speed limit of 35 MPH. This major uninterrupted north/south corridor is identified as a high stress-roadway by the C/CAG youth-based high injury network.

The project will design and construct three traffic circles and multiple chicanes, and install rubberized medians on South Rollins Road between Broadway and Burlingame Avenue, to enhance safety for pedestrians and bicyclists by slowing down traffic and increasing visibility. The traffic calming improvements will help create an environment that is comfortable for all roadway users and provides better visibility of people walking and biking.

11. Alpine Road Corridor Improvement Project

Sponsor: San Mateo County
Requested Phases: Caltrans PID
Recommended Phases: Caltrans PID

Total Score: 60.5
Requested Funding: $890,000
Recommended Award: $890,000

Project Description:
The Alpine Road Corridor Improvement Project represents a 1.8-mile stretch of roadway which extends from the unincorporated San Mateo County/Menlo Park boundary to the unincorporated San Mateo County/Portola Valley boundary. It is a heavily-used arterial, serving drivers, bicyclists, pedestrians, and transit riders. Alpine Road is mostly one lane in each direction with high vehicular speeds and a posted speed limit of 35 mph. High vehicular speeds, numerous conflict zones with both the I-280 ramps and private driveways, and little dedicated space or buffers for pedestrians and cyclists creates an uncomfortable and stressful active transportation environment. There is an existing narrow Class II bike lane on both sides of the roadway that does not provide adequate facilities for people of all ages and abilities.

The project will develop the necessary Caltrans Project Initiation Documents to work toward the ultimate buildout of constructing an enhanced Alpine Trail multiuse path, pedestrian-scale lighting at three intersections, one Rapid Rectangular Flashing Beacon (RRFB), high visibility crosswalk markings, an extension of the existing guard rail between Piers Lane and Bishop Lane, buffered bike lanes, and dashed green conflict striping in vehicular/bicyclists conflict zones. These improvements are specifically designed to increase the visibility of bicyclists and pedestrians, reduce the amount of conflict points, slow vehicular speeds, provide more space for multimodal users, and increase separation between vehicles and multimodal users.

12. Eucalyptus Pathway Project

Sponsor: Town of Hillsborough
Requested Phases: CON
Recommended Phases: CON

Total Score: 56.8
Requested Funding: $389,000
Recommended Award: $389,000

Project Description:
Eucalyptus Avenue is a primary walking path for families and children to walk to multiple local schools. The current informal, unpaved path is not accessible or in usable condition during the winter months due to stormwater runoff and mud. This area is overgrown with roots and often covered in debris from the eucalyptus trees. By removing and replacing the trees, formalizing the "desire line," and moving the path away from cars, this project encourages the currently-94 students and their families who live nearby to walk to school.

The project will construct a 1,900-foot long pathway that includes a five-foot wide Americans with Disabilities Act (ADA)-accessible pedestrian path. The improved pedestrian pathway, which includes the installation of three new ADA ramps and four improved crosswalks, would enhance accessibility for pedestrians and improve the streetscape along this well-traveled corridor. The pathway material will utilize the latest recommended design standards for permeable concrete to promote stormwater infiltration. Additional crosswalks will also be added, providing better access to and from the new pathways.

13. Santa Clara to Tulare Walkway

Sponsor: City of Brisbane
Requested Phases: PAED, PS&E, CON
Recommended Phases: PAED, PS&E, CON
Total Score: 56.6
Requested Funding: $475,000
Recommended Award: $475,000

Project Description:
Streets in the Brisbane hillside, Santa Clara and Tulare, are narrow and lack consistent pedestrian facilities, having minimal amounts of sidewalk installed with large gaps. However, these streets have low levels of traffic stress, which still allows for pedestrian usage. Alvarado Street has consistent sidewalk on one side of the street, and providing connectivity to Alvarado through the stairway network provides access to existing dedicated pedestrian walkways. Two additional areas for new walkway segments provide the residential areas easy, direct access to SamTrans bus and Commute.org shuttle stops. The Brisbane hillside neighborhoods also need more efficient evacuation routes in the event of a wildfire that serves all residents, even those without a vehicle.

The project will design and construct a new walkway from Tulare Street to Santa Clara Street, design a second new walkway connecting Santa Clara Street and Alvarado Street, and design a third new walkway connecting San Francisco Avenue to Old County Road. The ultimate buildout of the network of stairways will provide mobility for pedestrians to and from activity centers between the narrow, windy, and hilly streets, which are not suitable for bicyclists and limited dedicated pedestrian walkways. The stairway network will also drastically improve connectivity to public transit options and to the nearby Brisbane Elementary School.

14. San Carlos Safe Routes to School Improvement Project

Sponsor: City of San Carlos
Requested Phases: CON
Recommended Phases: Not Recommended
Total Score: 50.3
Requested Funding: $200,000
Recommended Award: $0

Project Description:
As part of the City of San Carlos' Bicycle and Pedestrian Master Plan that was adopted in early 2022, a Safe Routes to School Plan was developed in concert to conduct walk audits and identify needs for families and children walking and biking to schools. In particular, near Brittan Acres Elementary School, there are areas where standard crosswalks and ADA curb ramps exist at the two all way stop controlled intersections. However, with a higher number of pedestrians in the area, the crossings were identified as needing treatments to increase the visibility of pedestrians. Near White Oak Elementary School, ADA curb ramps exist at two legs of a major neighborhood intersection that is all-way-stop controlled but could also use treatments to increase the visibility of pedestrians.

The project will construct 8 curb extensions and install high visibility crosswalks near Brittan Acres Elementary School to improve safety for students and other pedestrians. The restriped pavement markings will help improve driver awareness of families and children walking in the area. Additionally, a speed feedback sign will be installed for traffic control in the area. The project will also install high-visibility crosswalks and advance-warning pavement markings near White Oaks Elementary School to improve driver awareness and reconstruct existing curb ramps to meet ADA compliance.

15. Glens Path Phase 3

Sponsor: Town of Woodside
Requested Phases: CON
Recommended Phases: Not Recommended

Total Score: 44.3
Requested Funding: $538,200
Recommended Award: $0

Project Description:
Glenwood Avenue is the main thoroughfare for the Glens neighborhood in the rural community of Woodside. The current roadway is narrow and winding with some locations even difficult for vehicles to bypass each other. In many locations, the total pavement width is 16 feet and speed surveys have supported the posted 20 mph speed limits in the neighborhood. The road does not provide consistent safe refuge areas for families to traverse the neighborhood as pedestrians. There are currently no provisions for ADA accessibility through the neighborhood, which makes the neighborhood inaccessible to many physically-disabled individuals.

This project will construct a four-foot-wide raised-asphalt concrete path to provide a safe place for pedestrians to walk along Glenwood Avenue. The project will also install signage and sharrows to make Glenwood Avenue a Class 3 Bicycle Facility to make drivers more aware of people biking in the community. By adding a pedestrian pathway without widening the road, we anticipate the project will calm traffic. Other forms of traffic calming, including speed bumps, would be inappropriate for this area given emergency ingress/egress concerns by the Woodside Fire Protection District and the curved and narrow nature of the roadways.

Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category

Planning/Promotions Projects by Rank

1. El Camino Real Master Plan

Sponsor: City of South San Francisco
Requested Phases: Planning
Recommended Phases: Planning

Total Score: 89.5
Requested Funding: $100,000
Recommended Award: $100,000

Project Description:
Currently, El Camino Real consists of multiple vehicle lanes in each direction with discontinuous Class II bike lanes and wide crossings for pedestrians. Conflicts with turning vehicles and speeding along the roadway create a high-stress environment for people walking, biking, and accessing transit. Substantial active transportation safety improvements are needed to transform this critical north-south intracity corridor but would have the potential to become an important link for all modes of travel through South San Francisco.

The El Camino Real Master Plan will analyze the deployment of various bicycle and pedestrian safety improvements along the El Camino Real Corridor within the South San Francisco city limits. In particular, the Plan will conduct a feasibility assessment for implementing continuous Class IV bike lanes along El Camino Real, identifying pedestrian safety improvements, incorporating transit amenities, and engaging the community to prioritize improvements. Lastly, the Plan would develop various conceptual designs and analysis of potential costs associated with infrastructure changes related to the implementation of the active transportation improvements on El Camino Real.

2. Daly City Vision Zero Design Standards

Sponsor: City of Daly City
Requested Phases: Planning
Recommended Phases: Planning

Total Score: 80.3
Requested Funding: $65,000
Recommended Award: $65,000

Project Description:
Daly City adopted its Vision Zero Action Plan in 2020 which was developed through a grant from the Federal Highway Administration (FHWA). At the time, there were limited public outreach efforts included due to limited budget. However, the plan itself included a stakeholder's group and workshops to guide the Plan's development. One of the main deficiencies identified in that effort was that the City does not currently have design standards for improvements, such as high-visibility crosswalk and bicycle markings, travel lane widths, bulb-outs, or pedestrian crossing warning devices. In other words, when developing Capital Improvement Projects, there is no guiding force behind the design decisions that are made when replacing or modifying existing roadway infrastructure.

The Vision Zero Design Standards will implement the City's Vision Zero Action Plan, action #'s 8, 9, 10 and 11, by preparing design standards and guidelines for bicycle and pedestrian facilities. Specifically, standards and guidelines for high-visibility bicycle markings, high-visibility crosswalks, bulb-outs, travel lane widths, and pedestrian crossing warning devices will be established for use along the High Injury Network and other City roadways. The development of these standards would provide the City with a toolkit and references to apply when implementing Vision Zero-specific and other capital improvement projects along corridors identified on the High Injury Network.

Exhibit A: SMCTA Measure A and Measure W
Cycle 6 Pedestrian and Bicycle Program Call for Projects
Summary of Project Descriptions by Category

3. Vision Zero Programs

Sponsor: City of Redwood City
Requested Phases: Promotions
Recommended Phases: Promotions

Total Score: 70.5
Requested Funding: $100,000
Recommended Award: $100,000

Project Description:
In June 2022, Redwood City adopted the Redwood City Walk Bike Thrive Plan, which is a combined planning document for the Vision Zero Action Plan and the Citywide Bicycle and Pedestrian Master Plan. A Vision Zero Task Force was then established with representatives from various City departments, County of San Mateo departments, Redwood City School District, etc. The Task Force reviewed the recommended programs and prioritized the development of educational and encouragement programs as part of their three-year work plan.

The Redwood City Vision Zero Programs project will develop a public awareness campaign targeting specific behaviors, educate businesses near hotspot collision corridors on safe practices, pair education programs with engineering countermeasure installations, and host workshops for parents on Safe Routes to School topics. The Vision Zero Programs are educational and encouragement activities aimed at targeting primary collision factors and increasing public education and awareness to reduce the number of future collisions and hopefully eliminate them.