

SMCTA Measure A and Measure W Pedestrian and Bicycle Call for Projects Cycle 5

Summary of Project Descriptions by Category

Large Infrastructure Projects by Rank

1. California Drive Bicycle Facility Project

Sponsor: City of Burlingame

Phases Requested: CON

Requested Funding: \$800,000

Recommended Award: \$800,000

Project Description:

California Drive is currently has a wide right-of-way with high traffic speeds and Class III bicycle route sharrows that do not provide dedicated spaces for cyclists to feel comfortable or encourage new riders to use the corridor. The corridor is one of the only uninterrupted north/south routes that connects to major destinations and transit within the City and to adjacent jurisdictions.

The project will construct approximately 0.75 miles of bicycle network along California Drive, between Broadway and Oak Grove Avenue, to enhance north/south connectivity across the City while improving the safety, comfort, and attractiveness of bicycling for people of varying ages and abilities. For planning & budgeting purposes, a Class II or better bicycle facility is proposed. Details of final design will be analyzed and vetted through the project design process involving community outreach and input.

2. Middle Avenue Pedestrian/Bicycle Rail Crossing Project

Sponsor: City of Menlo Park

Phases Requested: CON

Requested Funding: \$2,000,000

Recommended Award: \$1,130,000

Project Description:

Existing connections across the Caltrain tracks in Menlo Park consist of at-grade, street-level pedestrian crossings of the railroad tracks spaced 0.75 mile apart. This creates an inadequate and highly inconvenient path of travel for users that currently requires bicyclists and pedestrians to interact with both vehicular and railroad thoroughfares, resulting in safety issues and conflicts.

The project will construct a pedestrian/bicycle-only grade separated structure (tunnel/underpass) and a mid-block crossing featuring raised crosswalks, signage, and flashing beacons to provide safe, direct connectivity between major Menlo Park destinations for Menlo Park students, workers, and residents east and west of the Caltrain corridor. The project is located between El Camino Real & Alma Street under Caltrain railroad tracks at approximately Middle Avenue near 500 El Camino Real.

3. Huntington Bikeway and Pedestrian Safety Project

Sponsor: City of San Bruno

Phases Requested: PAED, PS&E, ROW, CON

Requested Funding: \$2,000,000

Recommended Award: \$2,000,000

Project Description:

This project aims to provide enhanced bicycle and pedestrian facilities along Huntington Avenue which is a critical arterial road that includes both the BART and Caltrain stations in San Bruno and serves as a connector to the Centennial Way Trail into South San Francisco. The corridor currently experiences high traffic speeds, does not have adequate lighting to support commute periods, has missing crosswalks, and does not include bicycle facilities.

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The project will include construction of a Class IV two-way cycle track with concrete barrier and installation of streetscape improvements that will provide added safety for pedestrians and/or bicyclists on Huntington Avenue. The project will complete the bike route connection between South San Francisco and Millbrae and creates the City's first north-south bike route on the east side of the city.

4. Hopkins Avenue Traffic Safety Implementation

Sponsor: City of Redwood City

Requested Funding: \$1,200,000

Phases Requested: CON

Recommended Award: \$1,200,000

Project Description:

Hopkins Avenue was the top-ranked request identified in the City's traffic calming prioritization process. This east-west corridor connects two major north-south arterial streets, El Camino Real and Alameda de las Pulgas, and experiences cut-through traffic at speeds above the posted speed limit (25 mph).

The project includes the permanent construction of traffic calming treatments and new crosswalks that were installed on a pilot basis (curb bulb-outs, speed humps, flashing crosswalks, raised medians, etc.). The project is located on Hopkins Avenue from Alameda de las Pulgas to El Camino Real. Bicyclists will benefit from the traffic calming and upgrades including green thermoplastic markings for conflict zones at intersections and upgrading sections of painted bike lanes to buffered bike lanes with raised buffers.

5. Ralston Avenue Corridor Project – Segment 3

Sponsor: City of Belmont

Requested Funding: \$1,000,000

Phases Requested: CON

Recommended Award: N/A

Project Description:

This segment of Ralston Avenue currently has non-ADA compliant sidewalks which have deteriorated and cause tripping hazards. The corridor lacks a dedicated bicycle facility that is comfortable for people of all ages abilities given the roadway speed and traffic volume.

The project will install new high visibility crosswalks; replace existing curb ramps with ADA compliant ones; install sharrows; install new green conflict bike lane markings; install new bike lanes; new concrete bulb-outs; relocate an existing RRFB and install new RRFBs; median modifications; remove street parking stalls; and will replace deficient sidewalks and driveways.

6. San Carlos Avenue Pedestrian Safety Improvement Project – Phase III

Sponsor: City of San Carlos

Requested Funding: \$1,350,000

Phases Requested: CON

Recommended Award: N/A

Project Description:

San Carlos Avenue lacks adequate pedestrian and bicycle facilities along the northern side between Wellington Dr. and Beverly Dr. Pedestrians and vehicles are not vertically separated. Pedestrians have to use the unimproved right-of-way adjacent to the roadway as the path of travel. Although there are existing bicycle facilities, the lanes are not buffered from vehicles, clearly visible or delineated.

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The project will improve pedestrian safety along the north side of San Carlos Avenue by installing sidewalk, curb ramps, curb, gutter, and driveway approaches. In addition, pavement, traffic marking and striping improvements will enhance circulation for pedestrians, bicyclists, and vehicles. Construction of green infrastructure elements such as, flow-through planters, trees, and landscaped areas will improve water quality.

7. Highway 1 Safety and Operational Improvements North

Sponsor: City of Half Moon Bay

Requested Funding: \$2,500,000

Phases Requested: CON

Recommended Award: N/A

Project Description:

Highway 1 between Main Street and Spindriff Ave currently has no pedestrian or bikeway infrastructure on its east side. This creates a challenging situation for the three residential neighborhoods on this side of the highway where residents have to bike or walk along the shoulders or jay-walk across the highway to the trail on the west side. Limited controlled pedestrian crossings exist throughout the portion of the project area which create barriers to neighborhood and coastal connectivity.

The project proposes safety improvements on Highway 1 from Post Mile 29.1 to 30.0 through the addition of a new signalized intersection at Terrace Avenue, construction of a retaining wall on the east side of Highway 1, and of Class I Multi-Use Path. The new path would connect residential neighborhoods on the north side of Highway 1 into downtown Half Moon Bay, create enhanced transit stops, and provide new opportunities for controlled crossings where none currently exist.

8. Ralston Avenue Corridor Project – Segment 4

Sponsor: City of Belmont

Requested Funding: \$1,000,000

Phases Requested: CON

Recommended Award: N/A

Project Description:

Ralston Avenue's westernmost segment has multiple gaps where sidewalks do not currently exist for pedestrians to safely travel along the corridor or access transit stops. Pedestrian currently have to walk in a bike lane or in the dirt outside of the roadway. The corridor also does not have a consistent bikeway treatment and lacks ADA currently in many locations.

The project will construct of concrete sidewalk to close existing pedestrian gaps and upgrade existing asphalt concrete sidewalk. New Class III Bike Routes will provide bicyclists a clear path and additional visibility by alerting drivers of the shared roadway at locations where existing bike facilities do not exist. Street resurfacing and base repairs will provide a safe surface for travelers and upgrading approximately 20 curb ramps will help to meet ADA standards along the entirety of the corridor. The installation of Rectangular Rapid Flashing Beacon will help to increase pedestrian crossing comfort and safety.

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9. Crystal Springs Road Pedestrian and Bicycle Safety Improvements

Sponsor: City of San Bruno

Requested Funding: \$1,568,000

Phases Requested: CON

Recommended Award: N/A

Project Description:

Crystal Springs Road serves as a major east-west arterial for residents to connect to El Camino Real, nearby transit stops, local schools, an active senior center, and City Park. This constrained two-lane road lacks dedicated bikeway infrastructure, has a high number of non-compliant ADA curb ramps, and has a highly uncomfortable intersection for all modes of transportation at Crystal Springs Road and Oak Avenue.

The project will construct improvements along the Crystal Springs Road corridor to encourage active transportation and increase pedestrian / bicycle safety. Improvements include the installation of an intersection control device located at the intersection of Crystal Springs Road / Oak Avenue in the form of either a roundabout with pedestrian refuge areas or traffic signal with curb extensions, accessible curb ramps, shared-lane bikeway markings, high-visibility crosswalks, and benches.

Small Infrastructure Projects by Rank

1. El Camino Real Corridor Safety Project

Sponsor: City of Redwood City

Requested Funding: \$300,000

Phases Requested: PAED, PS&E

Recommended Award: \$300,000

Project Description:

Since 2015, Redwood City has engaged the community in the development and advancement of the El Camino Real Corridor Plan. The corridor is currently very automobile oriented and is unfriendly and unsafe for cyclists and pedestrians. There are no dedicated bikeway facilities and the number of locations to safely cross El Camino are limited and far apart. In spite of this, cyclists ride on El Camino Real as it is one of the only uninterrupted north/south corridors in the city and people are seen continually crossing at midblock and unsignalized locations.

The project will pilot separated bike lanes on El Camino Real from Brewster Avenue in the north to the city's southern limit. In segments where a Class IV Separated Bikeway facility is not feasible, Class II Bike Lanes will be installed. Improvements include the addition of HAWK signal(s) to increase the number of safe crossing locations for both cyclists and pedestrians. The project will advance the city's planning work on the El Camino Real corridor to the design phase and coordinate closely with Caltrans.

2. Roosevelt Avenue Pilot Traffic Calming Implementation

Sponsor: City of Redwood City

Requested Funding: \$625,000

Phases Requested: CON

Recommended Award: N/A

Project Description:

Roosevelt Ave is a neighborhood street that serves multiple land-uses (residential, commercial, community services, and parks). The road connects residents to schools and services, but there are limited pedestrian or bicycle amenities. A traffic calming study with

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outreach to local residents documented concerns regarding vehicle speed and pedestrian visibility, including excessive road width and curb radii encouraging speeding, uncontrolled crosswalks with poor sight distance, and poor curvature with visibility concerns.

The project will install a combination of permanent and quick-build improvements to implement the approved, pilot traffic calming plan on Roosevelt Ave with features to reduce speeding, enhance crossings, and address overall traffic safety. The interventions include RRFB's, bump-outs, a roundabout, relocation of bus stops, new crosswalks, bicycle friendly speed humps, advance yield signage, splitter islands, and opportunities for landscaping, seating, bike racks, and public art.

3. Burlingame Station Pedestrian Improvements

Sponsor: City of Burlingame

Requested Funding: \$600,000

Phases Requested: CON

Recommended Award: \$600,000

Project Description:

The project aims to address concerns of traffic speeds, sight distance, and visibility of the unique intersection layout at East Lane and Burlingame Avenue. Identified in the Lyon Hoag and Adjacent Neighborhood Traffic Calming Study, which featured extensive community outreach, the long crosswalks and off-set approaches create high pedestrian exposure situations to motor vehicles at crossings adjacent to the Burlingame Caltrain Station.

The project will construct enhancements of pedestrian accessibility through the installation of 230 linear feet of sidewalk, four curb ramps, one curb extension with bio-retention area which will relocate and shorten the pedestrian crossing at East Lane and Burlingame Avenue; a high activity intersection that connects and provide a pedestrian network to and from the Burlingame Caltrain Station to nearby Burlingame Community Center, schools, tennis courts, aquatic center, parks, and neighborhood communities.

4. Hillsdale Caltrain Station Bicycle Access Gap Closure

Sponsor: City of San Mateo

Requested Funding: \$153,000

Phases Requested: PLAN, PAED, PS&E

Recommended Award: \$153,000

Project Description:

28th Avenue is a two-lane roadway with parking and sidewalks on both sides. A bicycle boulevard will be implemented on 28th Avenue this fall. The Hillsdale Caltrain Station has been relocated north toward 28th Avenue, with bicycle and pedestrian access along the north side of 28th Avenue via a Class I facility. The existing intersection at El Camino Real does not provide a safe connection for bicyclists and pedestrians to the new station access point.

The project scope includes funding for the Plans, Specifications, and Estimates (PS&E) and Environmental phases to complete the connection via a short segment of Class IV separated bike lane on 28th Avenue between Edison and El Camino Real to transition bicyclists to the north side of the roadway in an area with fewer vehicle conflict points and less congestion. Design and environmental review is requested for the Class IV Separated Bikeway, ADA ramp installation, new crosswalk and pedestrian push buttons, and signalization modification at El Camino Real intersection, including design for video detection for bicyclists and vehicles. The scope also includes coordination and permitting with Caltrans for intersection improvements.

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5. Santa Cruz Avenue and Alameda de las Pulgas Improvement Project

Sponsor: San Mateo County

Requested Funding: \$700,000

Phases Requested: PAED, PS&E

Recommended Award: \$700,000

Project Description:

The project will address significant safety improvements along this heavily traveled corridor within unincorporated West Menlo Park along portions of Santa Cruz Avenue and Alameda De Las Pulgas surrounding the uncomfortable Y intersection. Narrow sidewalks, a lack of dedicated bicycle facilities, non-compliant ADA curb ramps, and pedestrian crossings with low visibility create deficiencies for all active transportation users.

The project will implement safety & access improvements by reducing travel lanes & lane widths to calm traffic, installing dedicated Class II Bike Lanes or better for bicyclists, constructing wider sidewalks, and shorten crossings for pedestrians. Additional bicycle and pedestrian improvements include: bike boxes for turning movements, buffered green bike lanes, dashed green conflict zones, bicycle detection loops, bulb-outs, and median islands to reduce crossing widths, bicycle/pedestrian signal modifications, and rectangular rapid flashing beacon.

6. John Daly Boulevard/Skyline Boulevard Pedestrian Connection Project

Sponsor: City of Daly City

Requested Funding: \$620,800

Phases Requested: PS&E, CON

Recommended Award: \$620,800

Project Description:

The project is located at the west end of John Daly Blvd, which terminates at Skyline Blvd. The west leg of the intersection ends in a parking lot for Thornton State Beach. Currently, the sidewalk on the north side of John Day Blvd ends approximately 1400 ft. east of Skyline Blvd (just west of Eastgate Dr.) at the SamTrans bus stop.

The project will construct a sidewalk on the north side of John Daly Boulevard between Eastgate Avenue and Skyline Boulevard to provide a pedestrian connection between the Westlake neighborhood and activity centers west of Skyline Boulevard. It will also install pedestrian-scale lighting along the sidewalk and construct an ADA-compliant curb ramp at the west end of the sidewalk.

7. RRFB on Portola Road at Corte Madera Road

Sponsor: Town of Portola Valley

Requested Funding: \$102,703

Phases Requested: CON

Recommended Award: \$102,703

Project Description:

The current site conditions consist of a marked crosswalk on a two-lane road with an inoperable first generation lighted crosswalk on Portola Road at Brookside Drive. This crosswalk is in front of the Woodside Priory prep school and close to Ormandale Elementary School. The crossing will help children and parents walking or biking to school, recreational hiking and biking, and transit users be better visible to motorists on this higher speed roadway.

The project will relocate the existing crosswalk at Portola Road at Brookside to just south of Portola Road at Corte Madera Road with an installation of a Rectangular Rapid Flashing

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Beacon (RRFB) system and associated grading and pathway extensions. Improvements to this crosswalk will address safety concerns that have been raised by the community about this intersection and as documented in the Towns Pedestrian Safety Study by its Traffic Engineering consultant.

8. RRFB on Alpine Road at Golden Oaks Drive

Sponsor: Town of Portola Valley
Phases Requested: ROW, CON

Requested Funding: \$58,226
Recommended Award: \$58,226

Project Description:

The current site conditions consist of a 75' marked crosswalk on Alpine Road at Golden Oaks Drive due to an active left turn lane. The curve of the roadway currently creates pedestrian visibility issues and makes the long crossing uncomfortable for all users. The Alpine Hills neighborhood on the north side and the very popular Alpine Swim and Tennis Club is on the south side make this crossing widely used by residents, school children, transit users, and recreational hikers and bikers.

The proposed project is an installation of a Rectangular Rapid Flashing Beacon (RRFB) system and associated pavement markings, signage, and electrical conduit at the existing crosswalk on Alpine at Golden Oaks Drive. Improvements to this crosswalk will address safety concerns that have been raised by the community about this intersection since 2014 and as documented in the Towns Pedestrian Safety Study by its Traffic Engineering consultant (Attachment I).

9. Citywide Bicycle Route Implementation Project

Sponsor: City of San Bruno
Phases Requested: PLAN, PS&E, CON

Requested Funding: \$497,860
Recommended Award: N/A

Project Description:

While bicyclists may use any non-freeway street in San Bruno, the city has few dedicated bicycling facilities. The proposed network seeks to address the main biking-related need expressed by the community: the lack of bikeways, providing direct, continuous and more convenient north–south and east–west connections across the city and to neighboring jurisdictions.

Installation of approximately 18.2 miles of Class III Bike Routes identified in the City of San Bruno Walk 'n Bike Plan to improve the environment and neighborhood livability by reducing traffic, air pollution, noise and energy consumption by implementing components of a comprehensive bikeway network and making it easier to navigate by bike along non-arterial streets in San Bruno.

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Non-Infrastructure Project

1. Vision Zero Community Outreach Program

Sponsor: City of Daly City

Phases Requested: Program

Requested Funding: \$50,000

Recommended Award: \$50,000

Project Description:

Within Daly City, 84 serious injuries or fatalities occurred during the Vision Zero Action Plan's study period of 2013-2017. Half involved bicyclists and pedestrians. Of the 84, 83% occurred along just 17% of the City's roadway network, now known as the High Injury Network (HIN). The Vision Zero Action Plan, which was funded by the Federal Highway Administration, did not include a community outreach component and educational opportunities for residents.

The Vision Zero Community Outreach Program is the next step in implementing Daly City's recently adopted Vision Zero Action Plan, the first in San Mateo County. The Action Plan requires education of the all roadway users as we work towards zero serious injuries and fatalities by 2035. With consultant help, community outreach will include branding materials for the city's program, updating of the City's website, education materials, and when allowed Vision Zero promotion at public events.