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STAFF REPORT

AGENDA ITEM NO: 6b.

MEETING DATE: June 10, 2021

To: Traffic Safety and Parking Commission

Date: June 10, 2021

From: Lisha Mai, Transportation Program Manager – (650) 558-7230

Subject: California Drive Bicycle Facility Update

RECOMMENDATION

Staff recommends the Traffic Safety and Parking Commission receive an update regarding design alternatives for the California Drive Bicycle Facility Project. Following the presentation and discussion, staff is seeking TSPC feedback, including a motion in support of one of the two alternatives.

BACKGROUND

California Drive, a major north–south commuter corridor, is recognized by the Community Bicycle/Pedestrian Advisory Committee (B/PAC), the Traffic Safety and Parking Commission (TSPC), and the City's 2020 Bicycle and Pedestrian Master Plan as a high priority bicycle network. Currently, California Drive has two lanes in each direction between Broadway and Oak Grove Avenue and to the Burlingame Avenue downtown area. The roadway is shared by bicyclists and motorists through the provision of sharrows (Class III bicycle facility), which presents concerns from members of the bicycling community.

In August 2020, the San Mateo County Transportation Authority (TA) issued its fifth Pedestrian and Bicycle Program Congestion Relief Plan, announcing the availability of up to \$8.1 million in Measure A and Measure W funds for local projects that support walking and biking in San Mateo County. The City requested and was approved \$800,000 of Measure A and Measure W funding for the California Drive Bicycle Facility Project. Measure A and Measure W funds are approved and allocated for the construction phase only. The City will provide funds for project development, community outreach, design, and matching construction funds for the grant.

The California Drive Bicycle Facility Project will focus on extending the bicycle network from Broadway to Oak Grove Avenue, to enhance bike connectivity across the City while improving the safety, comfort, and attractiveness of bicycling for people of varying ages and abilities.

DISCUSSION

Taking into consideration the Bicycle and Pedestrian Master Plan community preferred alternatives for California Drive between Broadway and Oak Grove Avenue and a more detailed analysis of traffic operations at key intersections, City staff and consultants from Mark Thomas have developed two alternatives to present to the TSPC and community.

Alternative A

Expanding upon the Bicycle and Pedestrian Master Plan community preferred alternative, Alternative A provides a one-way Class IV separated bikeway on both sides of California Drive. This alternative includes a road diet, removing one vehicle travel lane on both north and southbound California Drive. While some parking loss is anticipated, the majority of on-street parking can be maintained.

Alternative B

This alternative also includes a road diet, removing one vehicle travel lane both north and southbound. Alternative B provides a two-way Class IV separated bikeway on the east side (railroad side) of California Drive. This two-way cycle track can be physically separated from motor traffic and distinct from the sidewalk, providing space intended to be exclusively or primarily used for bicycles. The majority of on-street parking can also be maintained, with fewer parking spaces lost compared to Alternative B.

As part of the project's outreach efforts, staff is also conducting an online survey to receive community feedback and alternative preferences. The online survey is active from June 3, 2021 to June 18, 2021. An update of survey results to date will be included in the presentation.

Staff recommends that the Traffic Safety and Parking Commission discuss the matter, obtain public feedback, and make a motion in support of either Alternative A or Alternative B.

Exhibit:

- California Drive Bicycle Facility Update Presentation