



APPENDIX D: DETAILED INFRASTRUCTURE RECOMMENDATIONS



Unincorporated San Mateo County Active Transportation Plan Bike Network Recommendations

Project ID	Project Extents				Existing Info	Proposed Facility Recommendations			Prioritization
	Community	Corridor Name	From	To	Existing Bikeway	Recommendation	Length (miles)	Approximate Cost	Priority*
BAYSIDE PROJECTS									
0202	Broadmoor	Park Plaza Dr	87th St	Palmcrest Dr		Class III Bicycle Boulevard	0.19	\$45,540	High
0301A	Colma	Albert M Teglia Blvd	State Hwy 82	Colma Bart Busway		Class III Bicycle Boulevard	0.28	\$66,555	High
0301B	Colma	Albert M Teglia Blvd	Colma Bart Busway	Hill St		Class III Bicycle Boulevard	0.05	\$12,873	High
0302	Colma	A St	Hillside Blvd	Reiner St		Class III Bicycle Boulevard	0.39	\$92,466	High
0305	Colma	(no name)	Albert M Teglia Blvd	Reiner St		Class I Shared Use Path	0.05	\$90,210	High
0306	Colma	Reiner St	San Pedro Rd	(end)		Class III Bicycle Boulevard	0.25	\$60,999	High
0307	Colma	Hillside Blvd	Sylvan St	Hoffman St		Class II Buffered Bicycle Lane	0.27	\$90,769	High
1701	North Fair Oaks	2nd Ave	William Ave	Bay Rd		Class III Bicycle Boulevard	0.86	\$205,230	High
1702A	North Fair Oaks	5th Ave	Bay Rd	Fair Oaks Ave		Class II Bicycle Lane	0.27	\$79,681	High
1702B	North Fair Oaks	5th Ave	Semicircular Rd	Fair Oaks Ave		Class II Buffered Bicycle Lane	0.58	\$197,871	High
1702C	North Fair Oaks	5th Ave	Waverly Ave	Semicircular Rd		Class II Buffered Bicycle Lane	0.17	\$58,209	High
1702D	North Fair Oaks	5th Ave	State Hwy 82	Waverly Ave		Class II Bicycle Lane	0.13	\$37,877	High
1702E	North Fair Oaks	5th Ave	5th Ave	Semicircular Rd	Class III Bicycle Route	Class II Bicycle Lane	0.04	\$10,313	High
1703A	North Fair Oaks	Edison Way	2nd Ave	12th Ave		Class III Bicycle Boulevard	0.65	\$155,363	High
1703B	North Fair Oaks	(no name)	Edison Way	Athlone Way		Class I Shared Use Path	0.08	\$128,242	High
1703C	North Fair Oaks	Athlone Way	(end)	Bay Rd		Class III Bicycle Boulevard	0.06	\$13,423	High
1703D	North Fair Oaks	14th Ave	Athlone Way	Bay Rd		Class III Bicycle Boulevard	0.18	\$43,596	High
1703E	North Fair Oaks	Bay Rd	14th Ave	Marsh Rd		Class III Bicycle Boulevard	0.10	\$25,105	High
1704A	North Fair Oaks	Bay Rd	Douglas Ave	State Hwy 84		Class IV Separated Bicycle Lane	0.36	\$143,224	High
1704B	North Fair Oaks	Bay Rd	Florence St	Douglas Ave		Class IV Separated Bicycle Lane	1.06	\$423,564	High
1705	North Fair Oaks	Fair Oaks Ave	Hurlingame Ave	5th Ave		Class III Bicycle Boulevard	0.47	\$113,271	High
1707A	North Fair Oaks	Hurlingame Ave	Middlefield Rd	Fair Oaks Ave		Class III Bicycle Boulevard	0.34	\$81,373	High
1707B	North Fair Oaks	Hurlingame Ave	Fair Oaks Ave	Bay Rd		Class III Bicycle Boulevard	0.22	\$53,769	High
1709A	Incorporated	Middlefield Rd	Charter St	Flynn Ave		Class III Bicycle Route - Shared Lane	0.08	\$5,595	High
1709B	North Fair Oaks	Middlefield Rd	Flynn Ave	Pacific Ave		Class II Bicycle Lane	0.30	\$85,559	High
1709C	North Fair Oaks	Middlefield Rd	Pacific Ave	5th Ave		Class II Bicycle Lane	0.44	\$127,031	High
1709D	North Fair Oaks	Middlefield Rd	5th Ave	8th Ave		Class II Bicycle Lane	0.17	\$50,665	High
1709E	North Fair Oaks	Middlefield Rd	8th Ave	Encina Ave		Class II Buffered Bicycle Lane	0.14	\$48,781	High
1710	North Fair Oaks	State Hwy 82	Center St	Wilburn Ave		Class IV Separated Bicycle Lane	0.93	\$370,471	High
1711A	North Fair Oaks	Pacific Ave	Westside Ave	Middlefield Rd		Class III Bicycle Boulevard	0.19	\$45,401	High
1711B	North Fair Oaks	Calvin Ave	Pacific Ave	Berkshire Ave		Class III Bicycle Boulevard	0.17	\$41,520	High
1711C	North Fair Oaks	William Ave	5th Ave	Berkshire Ave		Class III Bicycle Boulevard	0.33	\$79,388	High
1711D	North Fair Oaks	(no name)	Westmoreland Ave	Pacific Ave		Class I Shared Use Path	0.02	\$39,192	High
1712B	North Fair Oaks	Semicircular Rd	5th Ave	Middlefield Rd	Class III Bicycle Route	Class IV Separated Bicycle Lane	0.04	\$16,623	High
1713A	North Fair Oaks	5th Ave	Waverly Ave			Class III Bicycle Boulevard	0.04	\$10,302	High
1713B	North Fair Oaks	5th Ave		Glendale Ave		Class III Bicycle Boulevard	0.03	\$7,773	High
1713C	North Fair Oaks	Glendale Ave	5th ave	Berkshire Ave		Class III Bicycle Boulevard	0.23	\$56,142	High
1713D	North Fair Oaks	Berkshire Ave	Westermoreland Ave	State Hwy 82		Class III Bicycle Boulevard	0.22	\$52,265	High
1713E	North Fair Oaks	Westmoreland Ave	Berkshire Ave	Northumberland Ave		Class III Bicycle Boulevard	0.37	\$87,693	High
1713F	North Fair Oaks	Northumberland Ave	Westmoreland Ave	State Hwy 82		Class III Bicycle Boulevard	0.19	\$45,910	High
1713G	North Fair Oaks	Marlborough Ave	Berkshire Ave	Northumberland Ave		Class III Bicycle Boulevard	0.36	\$87,581	High
1714	Incorporated	State Hwy 82	Chestnut St	Maple St		Class IV Separated Bicycle Lane	0.16	\$63,796	High
1901A	Menlo Oaks	Coleman Ave	Ringwood Ave	College Ave		Class III Bicycle Boulevard	0.37	\$88,011	High
1902	Menlo Oaks	Menlo Oaks Dr	Ringwood Ave	Bay Rd		Class III Bicycle Boulevard	0.84	\$201,449	High
1903	Menlo Oaks	Ringwood Ave	Arlington Way	Bay Rd	Class II Bicycle Lane	Class I Shared Use Path	0.79	\$1,332,894	High
2002	West Menlo Park	Avy Ave	Santa Cruz Ave	Altschul Ave		Class III Bicycle Boulevard	0.42	\$101,347	High
CA82-01	Colma	State Hwy 82	Valley St	F St		Class IV Separated Bicycle Lane	0.49	\$197,612	High
0201A	Broadmoor	87th St	Maddux Dr	Junipero Serra Blvd		Class III Bicycle Boulevard	0.58	\$139,998	Medium
0201B	Broadmoor	87th St	Southgate Ave	Maddux Dr		Class III Bicycle Boulevard	0.55	\$130,842	Medium
0203	Broadmoor	Washington St	Annie St	87th St		Class III Bicycle Boulevard	0.49	\$118,184	Medium
0402A	San Bruno Mtn Park	Hillside Blvd	Chestnut Ave	Lincoln St		Class II Bicycle Lane	0.22	\$63,602	Medium

Project ID	Project Extents				Existing Info	Proposed Facility Recommendations			Prioritization
	Community	Corridor Name	From	To	Existing Bikeway	Recommendation	Length (miles)	Approximate Cost	Priority*
0402B	San Bruno Mtn Park	Hillside Blvd	Chestnut Ave	Evergreen Dr	Class II Bicycle Lane	Class IV Separated Bicycle Lane	0.59	\$237,654	Medium
0501	California Golf Club	Westborough Blvd	Junipero Serra Blvd	Camaritas Ave	Class II Bicycle Lane	Class IV Separated Bicycle Lane	1.10	\$440,744	Medium
0904A	San Mateo Highlands	Polhemus Rd	Bunker Hill Dr	De Anza Blvd	Class II Bicycle Lane	Class II Buffered Bicycle Lane	0.14	\$49,192	Medium
0904C	San Mateo Highlands	Ralston Ave	Lakewood Cir	Christian Dr	Class II Bicycle Lane	Class II Buffered Bicycle Lane	0.40	\$136,215	Medium
1101	Harbor/Industrial	Harbor Blvd	Old County Rd	Industrial Rd		Class II Buffered Bicycle Lane	0.31	\$106,991	Medium
1102	Harbor/Industrial	Industrial Way	Harbor Blvd	Belmont Creek		Class II Bicycle Lane	0.08	\$23,098	Medium
1103	Harbor/Industrial	Old County Rd	Oneill Ave	Belmont Creek	Class III Bicycle Route	Class II Buffered Bicycle Lane	0.23	\$78,254	Medium
1201	Devonshire	Devonshire Blvd	San Carlos Ave	Lynton Ave		Class III Bicycle Boulevard	0.86	\$207,331	Medium
1403B	Incorporated	Oak Knoll Dr	Upland Rd	Canyon Rd		Class III Bicycle Boulevard	0.10	\$24,139	Medium
1403C	Emerald Lake Hills	Oak Knoll Dr	Upland Rd (North)	Upland Rd (South)		Class III Bicycle Boulevard	0.33	\$78,266	Medium
1403D	Emerald Lake Hills	Upland Ct	Oak Knoll Dr	Whipple Ave		Class III Bicycle Boulevard	0.11	\$26,074	Medium
1501A	Kensington Square	Alameda De Las Pulgas	Jefferson Ave	Harding Ave	Class III Bicycle Route	Class III Bicycle Boulevard	0.25	\$59,641	Medium
1501B	Incorporated	Alameda De Las Pulgas	Harding Ave	Brewster Ave	Class III Bicycle Route	Class III Bicycle Boulevard	0.20	\$48,503	Medium
1602	Sequoia Tract	Hull Ave	Santa Clara Ave	Alameda De Las Pulgas		Class III Bicycle Boulevard	0.38	\$90,230	Medium
1603	Sequoia Tract	San Carlos Ave	State Hwy 84	W Selby Ln	Class III Bicycle Route	Class III Bicycle Boulevard	0.37	\$88,050	Medium
1605	Sequoia Tract	Selby Ln	W Selby Ln	Stockbridge Ave	Class III Bicycle Route	Class III Bicycle Boulevard	0.25	\$60,285	Medium
1606	Sequoia Tract	W Selby Ln	Selby Ln	Santa Clara Ave	Class III Bicycle Route	Class III Bicycle Boulevard	0.48	\$114,924	Medium
1607A	Sequoia Tract	Nimitz Ave	State Hwy 84	Himmel Ave	Class III Bicycle Route	Class III Bicycle Boulevard	0.27	\$65,434	Medium
1607B	Sequoia Tract	Nimitz Ave	Himmel Ave	W Selby Ln		Class III Bicycle Boulevard	0.12	\$29,132	Medium
1706	North Fair Oaks	Fair Oaks Ave	Marsh Rd	Edison Way		Class III Bicycle Boulevard	0.51	\$121,397	Medium
1708A	Incorporated	Marsh Rd	Middlefield Rd	Fair Oaks Ave		Class I Shared Use Path	0.36	\$604,125	Medium
1708B	North Fair Oaks	Marsh Rd	Fair Oaks Ave	Bay Rd		Class IV Separated Bicycle Lane	0.27	\$107,929	Medium
2001A2	West Menlo Park	Alameda De Las Pulgas	Avy Ave	Liberty Park Ave	Class II Bicycle Lane	Class II Buffered Bicycle Lane	0.08	\$28,588	Medium
2001B	West Menlo Park	Alameda De Las Pulgas	Liberty Park Ave	Santa Cruz Ave	Class III Bicycle Route	Class II Buffered Bicycle Lane	0.28	\$96,245	Medium
2001C	West Menlo Park	Santa Cruz Ave	Alameda De Las Pulgas	Sand Hill Rd	Class III Bicycle Route	Class II Buffered Bicycle Lane	0.29	\$97,654	Medium
2201	Ladera	Alpine Rd	Golf Ln	Alpine Rd		Class I Shared Use Path	0.61	\$1,032,371	Medium
2203	Ladera	La Cuesta Dr, La Mesa Dr	Alpine Rd	Alpine Rd		Class III Rural Bicycle Route - Shared Lane	0.84	\$58,865	Medium
0401	San Bruno Mtn Park	Guadalupe Canyon Pkwy	Carter St	Price St		Class IV Separated Bicycle Lane	2.54	\$1,017,321	Low
0801A	Burlingame Hills	Hillside Dr	Hillside Ln	Alvarado Ave	Class III Bicycle Route	Class III Bicycle Boulevard	1.09	\$262,351	Low
0901A	San Mateo Highlands	Bunker Hill Dr	Polhemus Rd	(Baywood Park edge)		Class II Buffered Bicycle Lane	0.18	\$62,899	Low
0901B	San Mateo Highlands	Bunker Hill Dr	(Baywood Park edge)	Yorktown Rd		Class III Bicycle Boulevard	0.55	\$132,169	Low
0901C	San Mateo Highlands	Bunker Hill Dr	Yorktown Rd	Lexington Ave		Class III Bicycle Boulevard	0.19	\$45,105	Low
0901D	San Mateo Highlands	Bunker Hill Dr	Lexington Ave	State Hwy 35		Class IV Separated Bicycle Lane	0.28	\$112,315	Low
0902B	San Mateo Highlands	Crystal Springs Rd	State Hwy 35	Polhemus Rd	Class II Bicycle Lane	Class III Rural Bicycle Route - Wide Shoulders	0.94	\$1,393,179	Low
0903	San Mateo Highlands	(no name)	Polhemus Rd	Woodridge Rd		Class I Shared Use Path	0.84	\$1,426,644	Low
0906	San Mateo Highlands	Lexington Ave	Bunker Hill Dr	Ticonderoga Dr		Class III Bicycle Boulevard	0.61	\$146,673	Low
0907	San Mateo Highlands	Ticonderoga Dr	Polhemus Rd	Lexington Ave		Class III Bicycle Boulevard	0.78	\$186,052	Low
1002	Unincorporated	Scannel Dr	Loop Rd	Polhemus Rd		Class II Bicycle Lane	0.48	\$140,411	Low
1302A	Palomar Park	Clifford Ave	Lenmoore Dr	Belle Roche Ave		Class III Bicycle Boulevard	0.11	\$27,418	Low
1302B	Palomar Park	Palomar Dr	Belle Roche Ave	Montalvo Rd		Class III Bicycle Boulevard	0.92	\$221,199	Low
1302C	Palomar Park	Loma Rd	Montalvo Rd	La Mesa Dr		Class III Bicycle Boulevard	0.27	\$64,758	Low
1303	Palomar Park	Scenic Dr	Clifford Ave	Edgewood Rd		Class III Bicycle Boulevard	0.23	\$56,218	Low
1304	Palomar Park	S Palomar Dr	Palomar Dr (East)	Hermosa Rd		Class III Bicycle Boulevard	0.55	\$131,672	Low
1404A	Emerald Lake Hills	Cordilleras Rd	Canyon Rd	Edgewood Rd		Class III Bicycle Boulevard	0.71	\$169,235	Low
1404B	Incorporated	Cordilleras Rd	Edgewood Rd	Oak Knoll Dr		Class III Bicycle Boulevard	0.34	\$80,473	Low
1406A	Emerald Lake Hills	Jefferson Ave	Emerald Hill Rd	California Way		Class III Bicycle Boulevard	0.86	\$206,798	Low
1407	Emerald Lake Hills	Lakeview Way	Jefferson Ave	Cordilleras Rd		Class III Bicycle Boulevard	2.39	\$572,700	Low
1408A	Emerald Lake Hills	Upland Rd	Brewster Ave	Hopkins Ave		Class III Bicycle Boulevard	0.35	\$83,024	Low
1408B	Emerald Lake Hills	Brewster Ave	Alameda De Las Pulgas	Upland Rd		Class III Bicycle Boulevard	0.13	\$30,784	Low
1604	Sequoia Tract	Santa Clara Ave	Stockbridge Ave	State Hwy 84		Class III Bicycle Boulevard	0.56	\$134,183	Low
2003A	West Menlo Park	Santa Cruz Ave	Sharon Rd	Alameda De Las Pulgas	Class III Bicycle Route	Class II Bicycle Lane	0.27	\$77,430	Low
2005A	West Menlo Park	Altschul Ave	Camino Al Los Cerros	Valparaiso Ave		Class III Bicycle Boulevard	0.28	\$68,014	Low
2006	West Menlo Park	Camino A Los Cerros	Altaschul Ave	Alameda de las Pulgas		Class III Bicycle Boulevard	0.13	\$31,131	Low
2101B	Stanford Lands	Alpine Rd	Alpine Rd Path	Wildwood Ln		Class I Shared Use Path	0.14	\$238,195	Low
2101C	Stanford Lands	Wildwood Ln	Alpine Rd (North)	Alpine Rd (South)		Class III Rural Bicycle Route - Shared Lane	0.08	\$5,709	Low
2101D	Stanford Lands	Alpine Rd	Wildwood Ln	Bishop Ln		Class I Shared Use Path	0.15	\$252,909	Low
2101E	Stanford Lands	Alpine Rd	Bishop Ln	Alpine Rd		Class III Rural Bicycle Route - Shared Lane	0.08	\$5,569	Low

Project ID	Project Extents				Existing Info	Proposed Facility Recommendations			Prioritization
	Community	Corridor Name	From	To	Existing Bikeway	Recommendation	Length (miles)	Approximate Cost	Priority*
2101F	Stanford Lands	Alpine Rd	Alpine Rd	Piers Ln		Class I Shared Use Path	0.18	\$308,112	Low
2101G	Stanford Lands	Piers Ln	Alpine Rd	Alpine Rd		Class III Rural Bicycle Route - Shared Lane	0.07	\$4,638	Low
2101H	Stanford Lands	Alpine Rd	Piers Ln	Golf Ln		Class I Shared Use Path	0.57	\$968,340	Low
3702A	Unincorporated	Crestview Dr	Edgewood Rd	Edmonds Rd		Class II Buffered Bicycle Lane	0.09	\$31,633	Low
3703	Unincorporated	Edgewood Rd	Canada Rd	Crestview Dr		Class III Rural Bicycle Route - Wide Shoulders	1.27	\$1,899,428	Low
3709	Unincorporated	Kings Mountain Rd	State Hwy 35	State Hwy 84		Class III Rural Bicycle Route - Shared Lane	4.88	\$341,881	Low
CA84-01	Sequoia Tract	State Hwy 84	Alameda De Las Pulgas	Churchill Ave	Class II Bicycle Lane	Class IV Separated Bicycle Lane	0.33	\$132,755	Low
CA92-00A	Unincorporated	State Hwy 92	STATE Hwy 35 (North)	Canada Rd		Class III Rural Bicycle Route - Wide Shoulders	0.64	\$948,271	Low

Project ID	Project Extents				Existing Info	Proposed Facility Recommendations			Prioritization
	Community	Corridor Name	From	To	Existing Bikeway	Recommendation	Length (miles)	Approximate Cost	Priority*
COASTSIDE PROJECTS									
2802A	Miramar	Miramar Beach Bridge	Mirada Rd	Half Moon Bay Coastal Trail		Class I Shared Use Path	0.04	\$66,071	High
2802B	Miramar	Mirada Rd	Magellan Ave	Miramar Beach Bridge		Class III Bicycle Boulevard	0.23	\$54,086	High
2802C	Miramar	Magellan Ave	Mirada Rd	State Hwy 1		Class III Bicycle Boulevard	0.14	\$33,678	High
2802D	Miramar	Mirada Rd	Magellan Ave	(end)		Class I Shared Use Path	0.07	\$125,381	High
3001A	El Granada	Avenue Alhambra	Avenue Granada	Obispo Rd		Class II Bicycle Lane	0.49	\$142,472	High
3001B	El Granada	Avenue Alhambra	Obispo Rd	Santiago Ave		Class II Bicycle Lane	0.46	\$134,726	High
3002	El Granada	Avenue Balboa	Avenue Alhambra	Paloma Ave		Class III Bicycle Boulevard	0.49	\$118,369	High
3003A	El Granada	Capistrano Rd	Avenue Alhambra	State Hwy 1		Class II Bicycle Lane	0.04	\$12,823	High
3003B	El Granada	Avenue Granada	Avenue Alhambra	Paloma Ave		Class III Bicycle Boulevard	0.12	\$28,600	High
3003C	El Granada	Paloma Ave	Avenue Balboa	Avenue Granada		Class III Bicycle Boulevard	0.24	\$56,972	High
3004A	El Granada	Avenue Portola	Obispo Rd	The Alameda		Class III Bicycle Boulevard	0.07	\$16,373	High
3004B	El Granada	Avenue Portola	Obispo Rd	The Alameda		Class III Bicycle Boulevard	0.11	\$25,944	High
3006	El Granada	Coronado St	Avenida Alhambra	State Hwy 1		Class II Buffered Bicycle Lane	0.06	\$19,345	High
3007	El Granada	Obispo Rd	Avenida Alhambra	Obispo Rd		Class III Bicycle Boulevard	0.37	\$87,862	High
3009	El Granada	Santiago Ave	The Alameda	Moro Ave		Class III Bicycle Boulevard	0.42	\$99,759	High
3010	El Granada	The Alameda	Avenue Alhambra	Santiago Ave		Class II Buffered Bicycle Lane	0.71	\$239,720	High
3011	Unincorporated	Pillar Point Harbor Blvd	Capistrano Rd	(no name)		Class III Rural Bicycle Route - Shared Lane	0.29	\$20,407	High
3102A	Unincorporated	Capistrano Rd	Prospect Way	State Hwy 1 (South)		Class III Bicycle Boulevard	0.39	\$93,061	High
3102B	Unincorporated	Capistrano Rd	State Hwy 1 (North)	Prospect Way		Class III Rural Bicycle Route - Wide Shoulders	0.37	\$554,123	High
3201	Princeton	Broadway	California Ave	Princeton Ave		Class III Bicycle Boulevard	0.07	\$16,646	High
3203	Princeton	Prospect Way	Capistrano Rd	Broadway		Class III Bicycle Boulevard	0.07	\$16,091	High
3204	Princeton	Princeton Ave	Broadway	Vassar St		Class III Bicycle Boulevard	0.22	\$53,476	High
3401	Moss Beach	California Ave	Tierra Alta St	N Lake St		Class III Bicycle Boulevard	0.62	\$147,825	High
3402	Moss Beach	Carlos St, Vermont Ave	16th St	State Hwy 1		Class III Bicycle Boulevard	0.75	\$179,273	High
3404	Moss Beach	Etheldore St	State Hwy 1 (North)	State Hwy 1 (South)		Class III Bicycle Boulevard	0.78	\$186,408	High
3407A	Moss Beach	Vallemar St	Juliana Ave	(end)		Class III Bicycle Boulevard	0.31	\$75,116	High
3407C	Moss Beach	Julianne Ave, Wienke Way	Vallemar St	California Ave		Class III Bicycle Boulevard	0.28	\$67,774	High
3601	Montara	Main St	11th St	14th St		Class I Shared Use Path	0.16	\$262,219	High
3602A	Montara	2nd St	State Hwy 1	2nd St		Class III Bicycle Boulevard	0.04	\$9,321	High
3602B	Montara	Main St	9th St	2nd St		Class III Bicycle Boulevard	0.35	\$82,971	High
3602C	Montara	Main St, 11th St, Farrallone Ave, 14th St	9th St	Hwy 1		Class III Bicycle Boulevard	0.33	\$78,980	High
3604A	Montara	5th St	Main St	Le Conte Ave		Class III Bicycle Boulevard	0.32	\$76,659	High
CA01-08_Alt 1	Unincorporated	State Hwy 1	Coronado St	Magellan Ave		Class I Shared Use Path	0.40	\$670,679	High
CA01-08_Alt 2	Unincorporated	State Hwy 1	Coronado St	Magellan Ave		Class II Bicycle Lane	0.39	\$113,840	High
CA01-09A_Alt 1	Miramar	State Hwy 1	Magellan Ave	Mirada Rd		Class II Bicycle Lane	0.43	\$123,530	High
CA01-09A_Alt 2	Miramar	State Hwy 1	Magellan Ave	Mirada Rd		Class I Shared Use Path	0.46	\$773,414	High
CA01-09B	Incorporated	State Hwy 1	Mirada Rd	Roosevelt Ave		Class I Shared Use Path	0.26	\$433,349	High
CA92-03	Incorporated	State Hwy 92	State Hwy 35 (South)	Main St		Class IV Separated Bicycle Lane	0.27	\$107,768	High
2501	La Honda	Entrada Way	State Hwy 84	Cuesta Real		Class III Rural Bicycle Route - Shared Lane	0.16	\$11,463	Medium
2502	La Honda	Pescadero Creek Rd	State Hwy 84	Alpine Rd		Class III Rural Bicycle Route - Wide Shoulders	1.13	\$1,688,787	Medium
2704A	Pescadero	Pescadero Creek Rd	State Hwy 1	Butano Cut Off	Class II Bicycle Lane	Class I Shared Use Path	2.02	\$3,409,592	Medium
2705	Pescadero	Stage Rd	North St	Pescadero Creek Rd		Class III Bicycle Boulevard	0.25	\$60,105	Medium
3202A	Princeton	California Ave	Cornell Ave	Broadway		Class III Bicycle Boulevard	0.14	\$32,549	Medium
3202B	Princeton	Cornell Ave	Vassar St	California Ave		Class III Bicycle Boulevard	0.16	\$37,687	Medium
3205A	Princeton	Airport Rd	Harvard Ave	Princeton Ave		Class III Bicycle Boulevard	0.05	\$11,366	Medium
3205B	Princeton	Airport Rd	Cornell Ave	Harvard Ave		Class III Bicycle Boulevard	0.10	\$24,214	Medium
3403A	Moss Beach	Cypress Ave	State Hwy 1	Etheldore St		Class III Bicycle Boulevard	0.11	\$25,224	Medium
3403B	Moss Beach	Cypress Ave	Airport St	State Hwy 1		Class III Bicycle Boulevard	0.25	\$59,358	Medium
3501	Unincorporated	Sunshine Valley Rd	Etheldore St	Harte St		Class III Rural Bicycle Route - Shared Lane	1.05	\$73,689	Medium
3603	Montara	3rd St, George St	Main St	Cedar St		Class III Bicycle Boulevard	0.57	\$136,562	Medium
3604B	Montara	Harte St	Le Conte Ave	Sunshine Valley Rd		Class III Bicycle Boulevard	0.57	\$137,066	Medium
3605	Montara	Cedar St	Drake St	Harte St		Class III Bicycle Boulevard	0.49	\$117,994	Medium

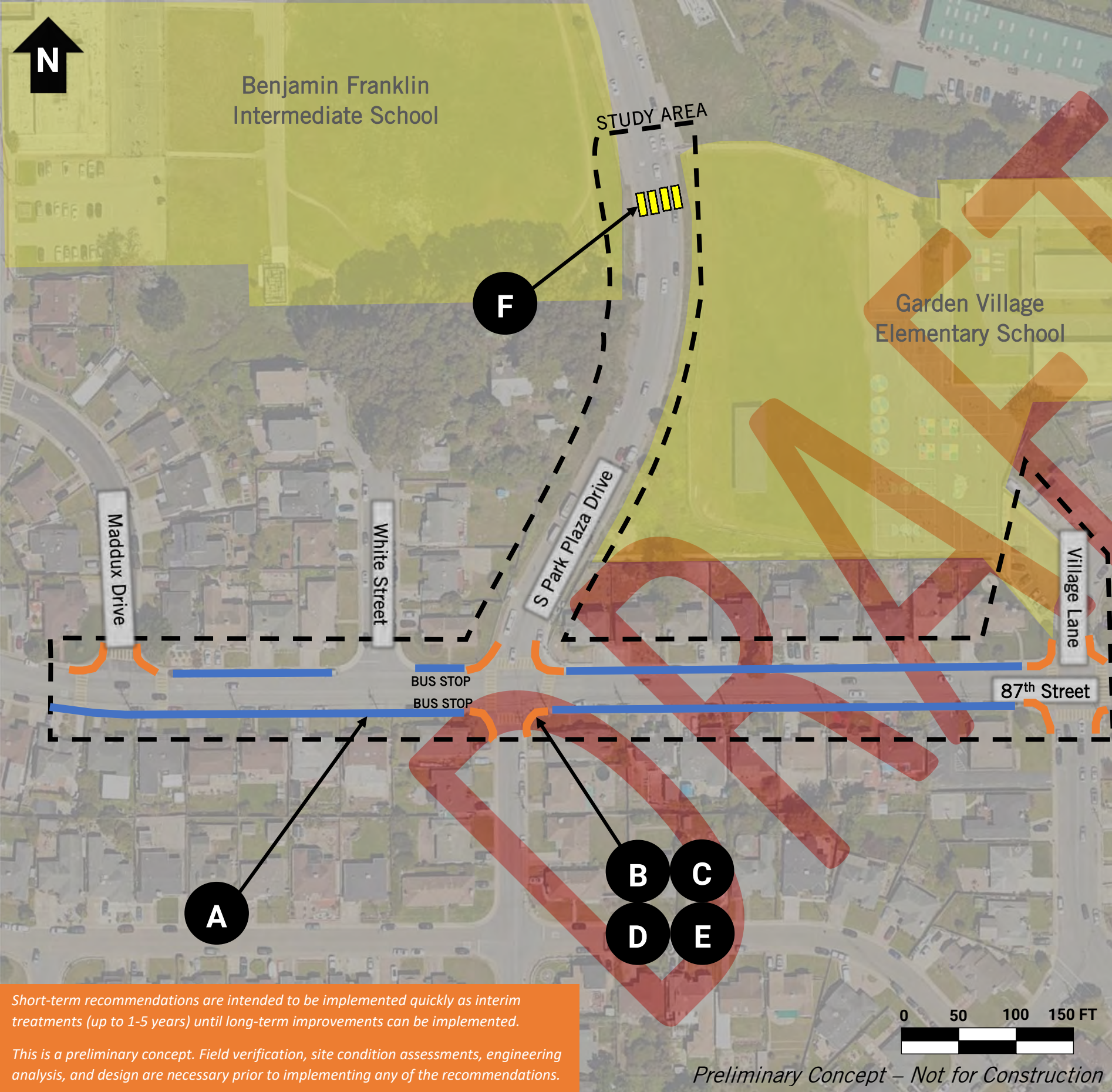
Project ID	Project Extents				Existing Info	Proposed Facility Recommendations			Prioritization
	Community	Corridor Name	From	To	Existing Bikeway	Recommendation	Length (miles)	Approximate Cost	Priority*
3608	Montara	(no name)	State Hwy 1	Vallemar St		Class I Shared Use Path	0.30	\$501,215	Medium
3704B	Unincorporated	Miramontes Point Rd	State Hwy 1	Higgins Canyon Rd		Class III Rural Bicycle Route - Shared Lane	0.87	\$60,665	Medium
3705	Unincorporated	Higgins Canyon Rd	State Hwy 1	Purisima Creek Rd		Class III Rural Bicycle Route - Shared Lane	4.43	\$310,209	Medium
3710	Unincorporated	Tunitas Creek Rd	State Hwy 1	State Hwy 35		Class III Rural Bicycle Route - Shared Lane	9.55	\$668,547	Medium
CA01-00	Unincorporated	State Hwy 1	San Pedro Terrace Rd	Devil's Slide Trl		Class II Bicycle Lane	0.89	\$257,742	Medium
CA01-01	Unincorporated	Arroyo Trail	San Pedro Ave	State Hwy 1		Class I Shared Use Path	0.89	\$1,507,231	Medium
CA01-04_A	Montara	State Hwy 1	14th St	16th St		Class I Shared Use Path	0.11	\$181,919	Medium
CA01-04_B	Montara	State Hwy 1	2nd St	16th St		Class II Bicycle Lane	0.76	\$220,740	Medium
CA01-05_Alt 1	Moss Beach	State Hwy 1	16th St	Etheldore St		Class I Shared Use Path	0.74	\$1,247,489	Medium
CA01-05_Alt 2	Moss Beach	State Hwy 1	16th St	Etheldore St		Class I Shared Use Path	0.49	\$827,665	Medium
CA01-05_Alt 3	Moss Beach	State Hwy 1	16th St	Etheldore St		Class II Bicycle Lane	1.24	\$358,923	Medium
CA01-07A_Alt 1	El Granada	State Hwy 1	Capistrano Rd (North)	Capistrano Rd (South)		Class I Shared Use Path	0.50	\$840,537	Medium
CA01-07A_Alt 2	El Granada	State Hwy 1	Capistrano Rd (North)	Capistrano Rd (South)		Class II Bicycle Lane	0.50	\$144,959	Medium
CA01-07B_Alt 1	El Granada	State Hwy 1	Capistrano Rd	Coronado St		Class I Shared Use Path	0.84	\$1,427,724	Medium
CA01-07B_Alt 2	El Granada	State Hwy 1	Capistrano Rd	Coronado St		Class II Bicycle Lane	0.85	\$245,521	Medium
CA35-06B	Unincorporated	Skyline Blvd Trl	Bunker Hill Dr	(no name)		Class I Shared Use Path	0.34	\$569,596	Medium
CA92-01B	Unincorporated	State Hwy 92	STATE Hwy 35 (North)	Canada Rd		Class III Rural Bicycle Route - Wide Shoulders	2.01	\$3,001,700	Medium
2301A	Sky Londa	Old La Honda	State Hwy 84	Williams Ranch Rd		Class III Rural Bicycle Route - Shared Lane	0.56	\$39,076	Low
2301B	Sky Londa	Old La Honda	Williams Ranch Rd	State Hwy 35		Class III Rural Bicycle Route - Shared Lane	1.95	\$136,536	Low
2401	Unincorporated	Stage Rd	State Hwy 84	North St		Class III Rural Bicycle Route - Shared Lane	7.12	\$498,603	Low
2601	Loma Mar	Pescadero Creek Rd	Dearborn Park Rd	Burns Valley Rd		Class III Rural Bicycle Route - Shared Lane	3.98	\$278,614	Low
2702_Alt 1	Pescadero	Cloverdale Rd	Ranch Rd W	Pescadero Creek Rd	Class II Bicycle Lane	Class II Buffered Bicycle Lane	0.62	\$212,391	Low
2703	Pescadero	North St	Stage Rd	Pescadero Creek Rd		Class III Bicycle Boulevard	0.93	\$222,107	Low
2706	Pescadero	Bean Hollow Rd	Pescadero Creek Rd	State Hwy 1		Class III Rural Bicycle Route - Shared Lane	2.42	\$169,601	Low
3301_Alt 1	Unincorporated	Airport St	Cypress Ave	Cornell Ave		Class I Shared Use Path	1.56	\$2,633,444	Low
3301_Alt 2	Unincorporated	Airport St	Cypress Ave	Cornell Ave		Class II Bicycle Lane	1.56	\$452,009	Low
3607	Montara	Le Conte Ave	6th St	(end)		Class III Bicycle Boulevard	0.36	\$86,047	Low
3711	Unincorporated	Purisima Creek Rd	Higgins Canyon Rd	Verde Rd		Class III Rural Bicycle Route - Shared Lane	3.55	\$248,180	Low
3712	Unincorporated	Purisima Creek Rd	Verde Rd	State Hwy 1		Class III Rural Bicycle Route - Shared Lane	0.37	\$26,125	Low
3713	Unincorporated	Lobitos Creek Cut-off	Tunitas Creek Rd	Verde Rd		Class III Rural Bicycle Route - Shared Lane	1.70	\$118,828	Low
3714A	Unincorporated	Verde Rd	Purissima Creek Rd	State Hwy 1		Class III Rural Bicycle Route - Shared Lane	2.03	\$142,354	Low
3714B	Unincorporated	Meyn Rd	Verde Rd	State Hwy 1		Class III Rural Bicycle Route - Shared Lane	0.02	\$1,478	Low
3801B	Unincorporated	Cloverdale Rd	Butano State Park Rd	Gazos Creek Rd		Class III Rural Bicycle Route - Shared Lane	1.09	\$76,087	Low
3801C	Unincorporated	Gazos Creek Rd	Cloverdale Rd	State Hwy 1		Class III Rural Bicycle Route - Shared Lane	2.15	\$150,760	Low
3803	Unincorporated	Alpine Rd	State Hwy 35	Pescadero Creek Rd		Class III Rural Bicycle Route - Shared Lane	7.52	\$526,424	Low
3804	Unincorporated	Pescadero Creek Rd	Dearborn Park Rd	Butano Cut Off		Class III Rural Bicycle Route - Shared Lane	2.40	\$167,891	Low
3805	Unincorporated	Pescadero Creek Rd	Alpine Rd	Burns Valley Rd		Class III Rural Bicycle Route - Shared Lane	3.90	\$273,313	Low
CA01-03_Alt 1	Unincorporated	State Hwy 1	1St St	Devil'S Slide Trl		Class I Shared Use Path	1.84	\$3,111,854	Low
CA01-03_Alt 2	Unincorporated	State Hwy 1	1St St	Devil'S Slide Trl		Class II Bicycle Lane	0.41	\$117,987	Low
CA01-06_Alt 1	Unincorporated	State Hwy 1	Etheldore St	Capistrano Rd		Class I Shared Use Path	1.26	\$2,132,554	Low
CA01-06_Alt 2	Unincorporated	State Hwy 1	Etheldore St	Capistrano Rd		Class II Bicycle Lane	1.26	\$365,580	Low
CA01-11A	Unincorporated	State Hwy 1	Miramontes Point Rd	State Hwy 84		Class I Shared Use Path	8.21	\$13,876,057	Low
CA01-11B	Unincorporated	State Hwy 1	State Hwy 84	Pescadero State Beach		Class I Shared Use Path	4.32	\$7,302,434	Low
CA01-12A	Pescadero	State Hwy 1	Pescadero State Beach	Pescadero Creek Rd		Class I Shared Use Path	0.30	\$512,198	Low
CA01-12B	Pescadero	State Hwy 1	Pescadero Creek Rd	Bean Hollow Rd		Class I Shared Use Path	2.75	\$4,648,941	Low
CA01-13	Unincorporated	State Hwy 1	Bean Hollow Rd	(Santa Cruz County border)		Class I Shared Use Path	9.95	\$16,807,756	Low
CA35-05A	Burlingame Hills	State Hwy 35	La Strada	Summit Dr		Class III Rural Bicycle Route - Wide Shoulders	0.39	\$580,504	Low
CA35-05C	Unincorporated	State Hwy 35	Black Mountain Rd	Golf Course Dr		Class II Bicycle Lane	0.20	\$56,571	Low
CA35-05D	Unincorporated	State Hwy 35	Golf Course Rd	State Hwy 92		Class III Rural Bicycle Route - Wide Shoulders	2.90	\$4,321,446	Low
CA35-07A	Unincorporated	State Hwy 35	State Hwy 92	Morse Ln		Class III Rural Bicycle Route - Wide Shoulders	12.15	\$18,107,506	Low
CA35-07B	Sky Londa	State Hwy 35	Morse Ln	State Hwy 84		Class III Rural Bicycle Route - Shared Lane	0.35	\$24,760	Low

Project ID	Project Extents				Existing Info	Proposed Facility Recommendations			Prioritization
	Community	Corridor Name	From	To	Existing Bikeway	Recommendation	Length (miles)	Approximate Cost	Priority*
CA35-08A	Sky Londa	State Hwy 35	State Hwy 84	Old La Honda Rd		Class III Rural Bicycle Route - Wide Shoulders	1.47	\$2,196,004	Low
CA35-08B	Unincorporated	State Hwy 35	Old La Honda Rd	Old Page Mill Rd		Class III Rural Bicycle Route - Wide Shoulders	5.81	\$8,659,176	Low
CA84-03	Sky Londa	State Hwy 84	Old La Honda Rd	State Hwy 35		Class III Rural Bicycle Route - Wide Shoulders	2.82	\$4,202,674	Low
CA84-04	Unincorporated	State Hwy 84	Old La Honda Rd	La Honda Fire Brigade		Class III Rural Bicycle Route - Shared Lane	3.29	\$230,610	Low
CA84-05	La Honda	State Hwy 84	Hildebrand Rd	Pescadero Creek Rd		Class III Rural Bicycle Route - Wide Shoulders	0.69	\$1,034,406	Low
CA84-06	Unincorporated	State Hwy 84	Stage Rd	Pescadero Creek Rd		Class III Rural Bicycle Route - Wide Shoulders	7.50	\$11,176,290	Low
CA84-07	Unincorporated	State Hwy 84	State Hwy 1	Stage Rd		Class III Rural Bicycle Route - Wide Shoulders	0.77	\$1,142,480	Low
CA92-02	Unincorporated	State Hwy 92	State Hwy 35 (South)	Main St		Class III Rural Bicycle Route - Wide Shoulders	4.68	\$6,970,196	Low

*The assigned points for the connectivity and safety criteria were calibrated to account for varying segment lengths.

Pedestrian Priority Destination Recommendations

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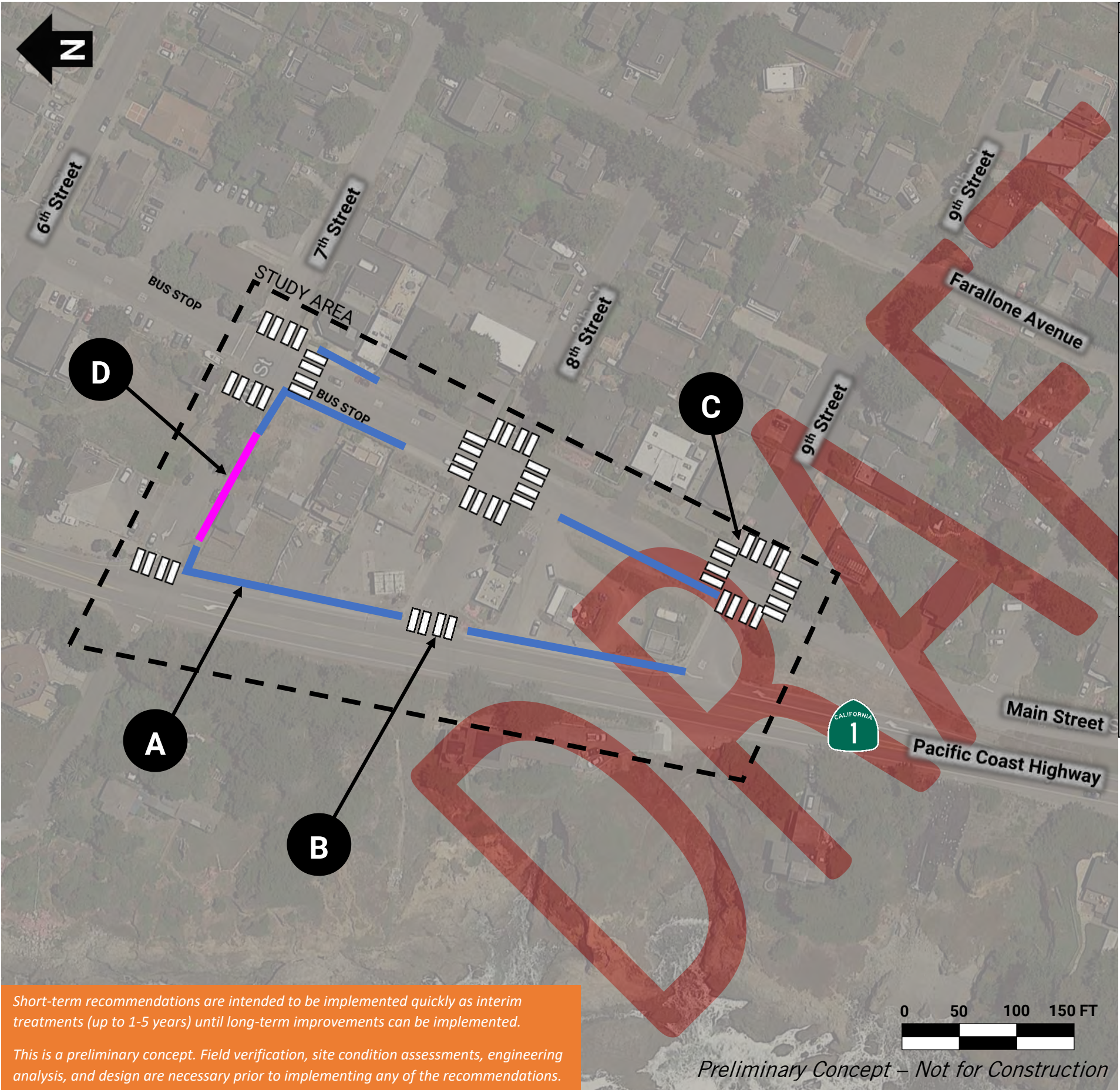


	Existing Condition	Treatment Goal	Recommendation
A	Rolled curbs; parking observed on sidewalk, preventing pedestrian access. Parking on sidewalk may result in pedestrians walking in street.	<ul style="list-style-type: none">Discourage parking on sidewalkImprove pedestrian access and safety	Short-Term <ul style="list-style-type: none">Stripe edge lines in roadway to delineate parking lanes from travel lanesConduct neighborhood educational campaign (e.g., windshield flyers) on good parking habits Long-Term <ul style="list-style-type: none">Retrofit rolled curbs to vertical curbs
B	Additional curb ramps are needed in some quadrants of the intersections.	<ul style="list-style-type: none">Increase ease of crossing for pedestrians with mobility and vision impairments	Long-Term <ul style="list-style-type: none">Install ADA-compliant bi-directional curb ramps with detectable warning surfaces that align with crosswalks at intersections on 87th Street with marked crossings
C	Large corner radii; observed vehicles making higher speed turns, decreased yielding to pedestrians. Higher vehicle speeds can increase severity of potential crashes.	<ul style="list-style-type: none">Slow vehicular turning speedsIncrease visibility of pedestriansIncrease pedestrian safetyShorten pedestrian crossing distances / time spent in crosswalk	Short-Term <ul style="list-style-type: none">Install quick-build curb extensions with smaller radii constructed from temporary materials like paint and flexible delineators Long-Term <ul style="list-style-type: none">Install concrete curb extensions with smaller radii (must account for existing drainage infrastructure). Consider truck aprons to accommodate heavier vehicles.
D	Parked cars at intersections result in obstructed sight lines for drivers , reducing the visibility of pedestrians and other vehicles.	<ul style="list-style-type: none">Increase visibility for drivers at intersections	Short-Term <ul style="list-style-type: none">Where possible, establish “no parking” zones within 20 feet of intersections with red paint and/or signage Long-Term <ul style="list-style-type: none">Where possible, install concrete curb extensions at intersections
E	Observed vehicles yielding infrequently to pedestrians , necessitating the use of crossing guards during school hours.	<ul style="list-style-type: none">Increase visibility of crossing pedestrians to turning vehiclesHelp pedestrians establish priority when crossing	Short-Term <ul style="list-style-type: none">Install Leading Pedestrian Intervals (LPIs) at signalized intersections, which provide pedestrians with a walk signal 3 to 7 seconds before vehicles traveling in the same direction receive a green indication.If right turns on red are allowed, install signs restricting right turns on red.
F	Pedestrian desire line exists at mid-block location with no marked crosswalk.	<ul style="list-style-type: none">Provide crossing infrastructure at a desired crossing locationIncrease accessibility for pedestrians	Long-Term* <ul style="list-style-type: none">Install high-visibility yellow crosswalk, Rapid Rectangular Flashing Beacon (RRFB), curb extensions, and curb ramps with detectable warning surfaces, taking into consideration desire line, drainage infrastructure, and vertical and horizontal sight lines. Consider a raised crossing. <i>*Further engineering study will be required.</i>

Short-term recommendations are intended to be implemented quickly as interim treatments (up to 1-5 years) until long-term improvements can be implemented.

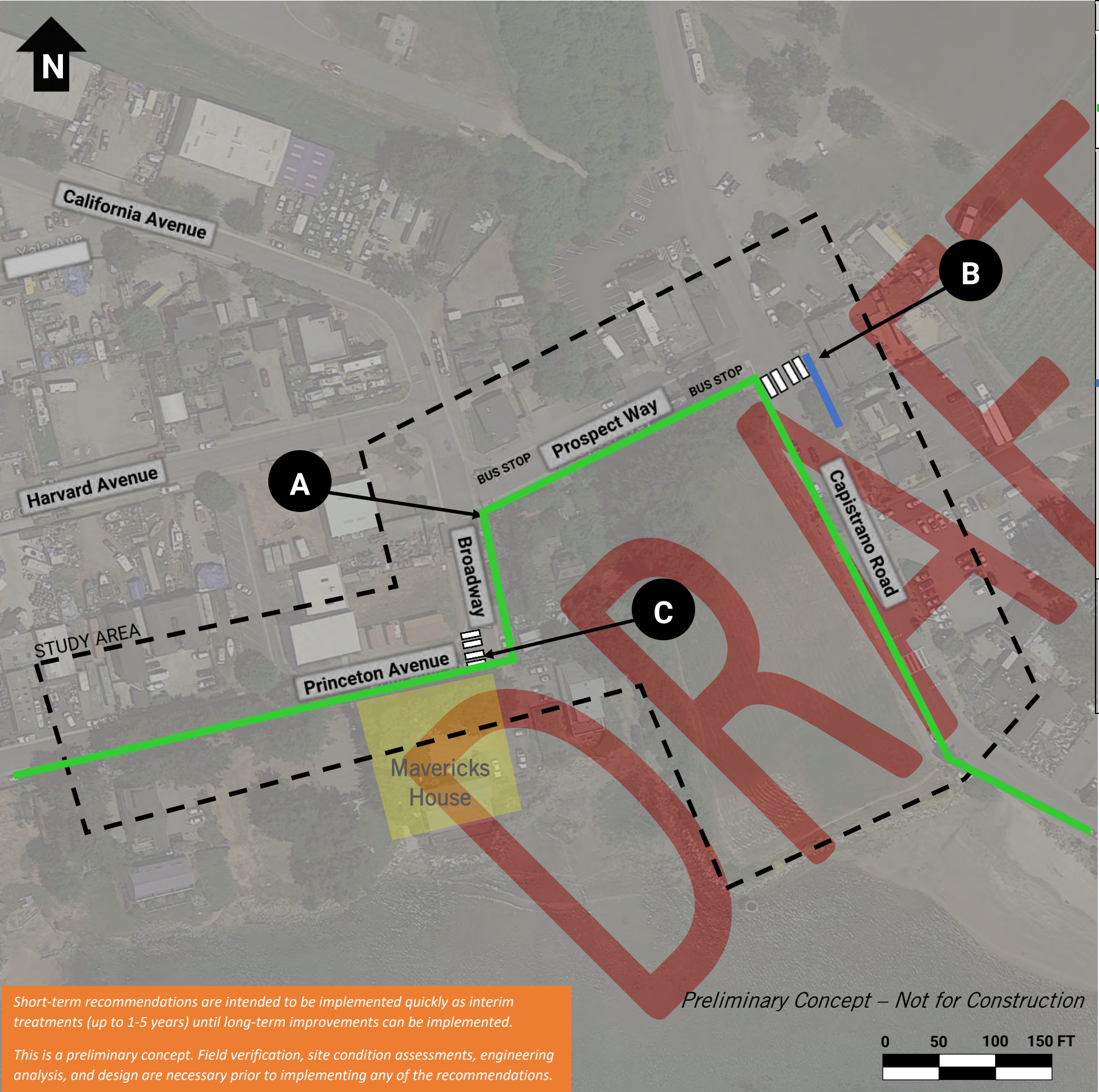
This is a preliminary concept. Field verification, site condition assessments, engineering analysis, and design are necessary prior to implementing any of the recommendations.

Preliminary Concept – Not for Construction

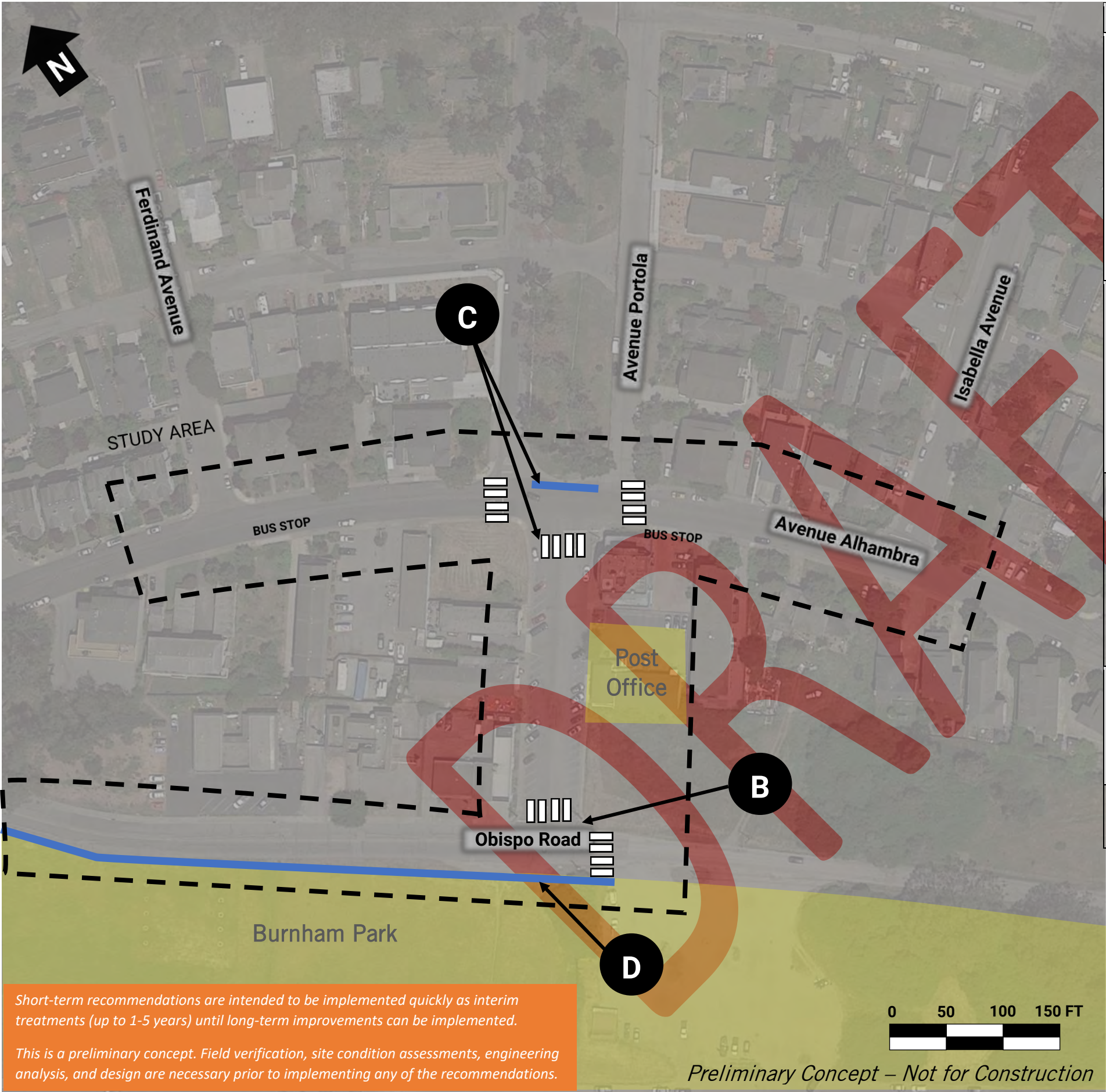


	Existing Condition	Treatment Goal	Recommendation
A	Sidewalk gaps exist in downtown Montara pedestrian network	<ul style="list-style-type: none">Improve access and safety for pedestrians	Short-Term <ul style="list-style-type: none">Delineate travel lane from paved shoulder in areas without existing sidewalk infrastructure. Install detectable warning surfaces in walkways adjacent to crossing locations Long-Term <ul style="list-style-type: none">Install concrete sidewalks in areas without existing sidewalk infrastructure that abut existing concrete sidewalks. Install curb ramps with detectable warning surfaces adjacent to marked crosswalks
B	No marked pedestrian crossings adjacent to SR-1	<ul style="list-style-type: none">Provide crossing infrastructure at desired crossing locationsIncrease visibility of pedestrians crossing 7th Street and 8th Street adjacent to SR-1	Long-Term <ul style="list-style-type: none">Install marked crosswalks across 7th Street and 8th Street at SR-1Install curb ramps with detectable warning surfaces at ends of marked crosswalks
C	Few marked pedestrian crossings along Main Street, and long crossing distances	<ul style="list-style-type: none">Provide crossing infrastructure at desired crossing locationsIncrease visibility of pedestrians along Main StreetReduce crossing distances	Long-Term <ul style="list-style-type: none">Install curb extensions at the intersections of Main Street and 7th, 8th, and 9th StreetsInstall marked crosswalks at the intersections of Main Street and 7th, 8th, and 9th StreetsInstall curb ramps with detectable warning surfaces at ends of marked crosswalks
D	Damaged sidewalks with overgrown vegetation are a barrier to pedestrian access.	<ul style="list-style-type: none">Provide a dedicated, unobstructed path for pedestrian access	Short-Term (and ongoing) <ul style="list-style-type: none">Conduct regular sidewalk maintenance Long-Term <ul style="list-style-type: none">Repair damaged sidewalks and construct curb ramps with detectable warning surfaces at intersections

Study Area 2: Downtown Montara | Montara, CA

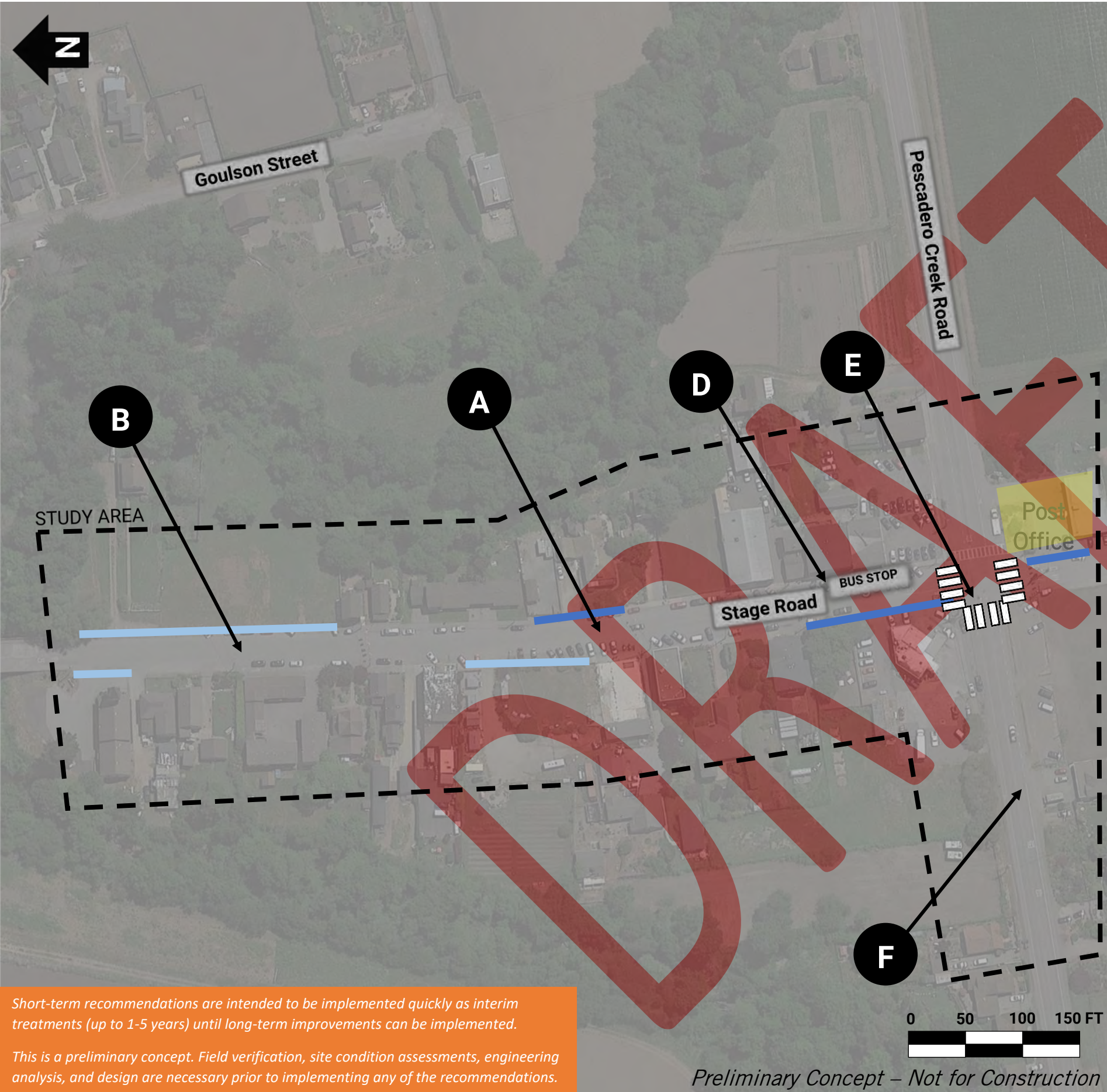


	Existing Condition	Treatment Goal	Recommendation
A	Lack of lighting and clear wayfinding along California Coastal Trail through Princeton	<ul style="list-style-type: none">Make the California Coastal Trail more comfortable and intuitive to navigate	Short-Term <ul style="list-style-type: none">Install wayfinding signage along trail Long-Term <ul style="list-style-type: none">Add pedestrian-scale lighting along the California Coastal Trail in Princeton and in vicinity of Event Center.
B	Pedestrian desire lines exist to cross Capistrano Road at Prospect Way	<ul style="list-style-type: none">Provide a dedicated crossing and path for pedestrians crossing Capistrano Road at Prospect Way	Short-Term <ul style="list-style-type: none">Install stop signs and stop bars on Capistrano Road at Prospect Way to create three-way stop-controlled intersectionConvert parking spaces in front of the Old Princeton Landing Pub & Grill into outdoor dining (requires coordination with property owner) Long-Term <ul style="list-style-type: none">Install a high-visibility crosswalk on the southern leg of the Prospect/Capistrano intersection to provide connectivity across Capistrano (requires coordination with property owner)Formalize walkway adjacent to outdoor dining between proposed high-visibility crosswalk and existing sidewalk terminus (requires coordination with property owner)Install curb ramp with detectable warning surface on sidewalk on west side of crosswalk. Install accessible landing with detectable warning surface in walkway on east side of crosswalk.
C	Pedestrian desire line exists to access Mavericks House from north side of intersection of Princeton Avenue and Broadway	<ul style="list-style-type: none">Provide a dedicated crossing at pedestrian desire line	Short-Term <ul style="list-style-type: none">Install a high-visibility crosswalk across Princeton Avenue at Broadway, east of the existing gutterInstall a curb ramp with detectable warning surface.



	Existing Condition	Treatment Goal	Recommendation
A	Downtown El Granada is currently automobile-focused (area-wide)	<ul style="list-style-type: none">• Activate downtown area for all users	Short-Term <ul style="list-style-type: none">• Seal coat existing parking lanes on Avenue Portola from Avenue Alhambra to Obispo Road with a neutral tan or concrete color to visually narrow roadway and delineate parking lanes from travel lanes• Convert several parking spaces to planters or parklets Long-Term <ul style="list-style-type: none">• Reconstruct Avenue Portola from Avenue Alhambra to Obispo Road with wider sidewalks, street trees, and a narrower curb-to-curb street width
B	Pedestrian desire lines exist to cross at intersection of Obispo Road and Avenue Portola	<ul style="list-style-type: none">• Provide crossing infrastructure at desired crossing locations• Connect southern parking lot and proposed Burnham Park* to downtown businesses	Short-Term <ul style="list-style-type: none">• Install high-visibility crosswalks on north and east legs of Obispo/Portola intersection
C	Pedestrian network gaps at intersection of Avenue Portola and Avenue Alhambra	<ul style="list-style-type: none">• Provide a dedicated place for pedestrians to continue through the intersection of Avenue Portola and Avenue Alhambra	Short-Term <ul style="list-style-type: none">• Install high-visibility crosswalk across Avenue Portola at Avenue Alhambra• Installing high-visibility crosswalks across Avenue Alhambra at Avenue Portola Long-Term <ul style="list-style-type: none">• Install concrete sidewalk and curb ramps with detectable warning surfaces• Install raised crossing across Avenue Portola at Avenue Alhambra
D	Lack of sidewalks on south side of Obispo Road	<ul style="list-style-type: none">• Provide a dedicated place for pedestrians walking on the southside of Obispo Road	Long-Term <ul style="list-style-type: none">• Install delineated walking path or concrete sidewalk and curb ramps with detectable warning surfaces on the south side of Obispo Road from Avenue Portola to Coronado Street
*Burnham Park is a proposed development in El Granada between Obispo Road and Highway 1 that will provide spaces for active recreation, landscaped areas, parking, and shared use paths for pedestrian and bicycle use.			

Study Area 4: Downtown El Granada | El Granada, CA

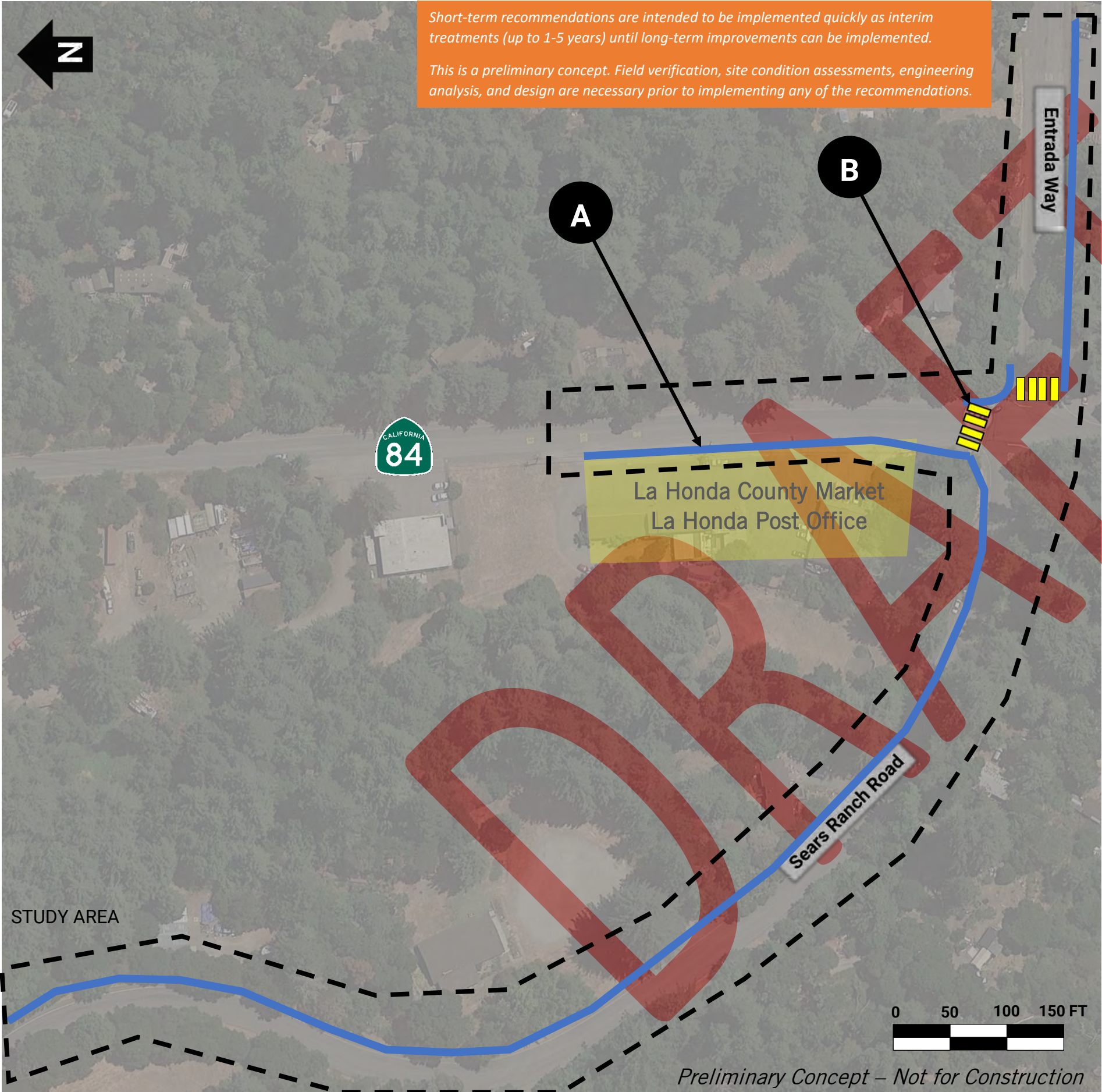


Short-term recommendations are intended to be implemented quickly as interim treatments (up to 1-5 years) until long-term improvements can be implemented.

This is a preliminary concept. Field verification, site condition assessments, engineering analysis, and design are necessary prior to implementing any of the recommendations.

	Existing Condition	Treatment Goal	Recommendation
A	Gaps in downtown walking network limit pedestrian connectivity in downtown Pescadero.	<ul style="list-style-type: none">Provide a dedicated path for connected pedestrian access	Short-Term <ul style="list-style-type: none">Install a delineated walkway at indicated locationsExtend sidepath from Stage/Pescadero Creek intersection to Post Office Long-Term <ul style="list-style-type: none">Install concrete sidewalks in front of Topia Antiques and gas station (areas without existing sidewalk infrastructure that abut existing concrete sidewalks)
B	Drainage issues on unpaved sidewalks after rain events.	<ul style="list-style-type: none">Eliminate low points where water pools in pedestrian walkways to provide an obstacle-free path for pedestrians	Short-Term <ul style="list-style-type: none">Conduct regular maintenance of pedestrian walkways and sidewalks (i.e., fill depressions with new soil) Long-Term <ul style="list-style-type: none">Install concrete sidewalk to close existing sidewalk gaps
C	Inconsistent parking types on Stage Road result in parked vehicles encroaching in pedestrian space and travel lanes.	<ul style="list-style-type: none">Clearly distinguish vehicle parking spaces from pedestrian spaces and travel lanesImplement a consistent (and therefore predictable) approach to parking along Stage Road	Short-Term: <ul style="list-style-type: none">Reconfigure parking on each side of Stage Road to be consistent (i.e., all parallel or all diagonal) by striping parking spaces
D	Lighting gaps on Stage Road reduce pedestrian comfort and safety	<ul style="list-style-type: none">Eliminate dark zones along Stage Road	Long-Term <ul style="list-style-type: none">Install street lighting in areas with lighting gaps (e.g., in front of Duarte's Tavern)
E	Pedestrian desire lines exist to cross at all four legs of the Pescadero Creek Road / Stage Road intersection	<ul style="list-style-type: none">Increase visibility of pedestriansProvide crossing infrastructure at desired crossing locationsIncrease accessibility for pedestrians at intersection	Short-Term <ul style="list-style-type: none">Install high-visibility crosswalks with accessible landings (curb ramps on sidewalks) and detectable warning surfaces on all four legs of the intersection Long-Term <ul style="list-style-type: none">Install lighting at intersection to illuminate crosswalks
F	Stop Ahead signage needed on Pescadero Creek Road on eastbound approach to Stage Road.	<ul style="list-style-type: none">Provide advanced warning for eastbound vehicles on Pescadero Creek Road to stop at the upcoming intersection	Short-Term <ul style="list-style-type: none">Install Stop Ahead signage to augment existing Stop Ahead pavement markings

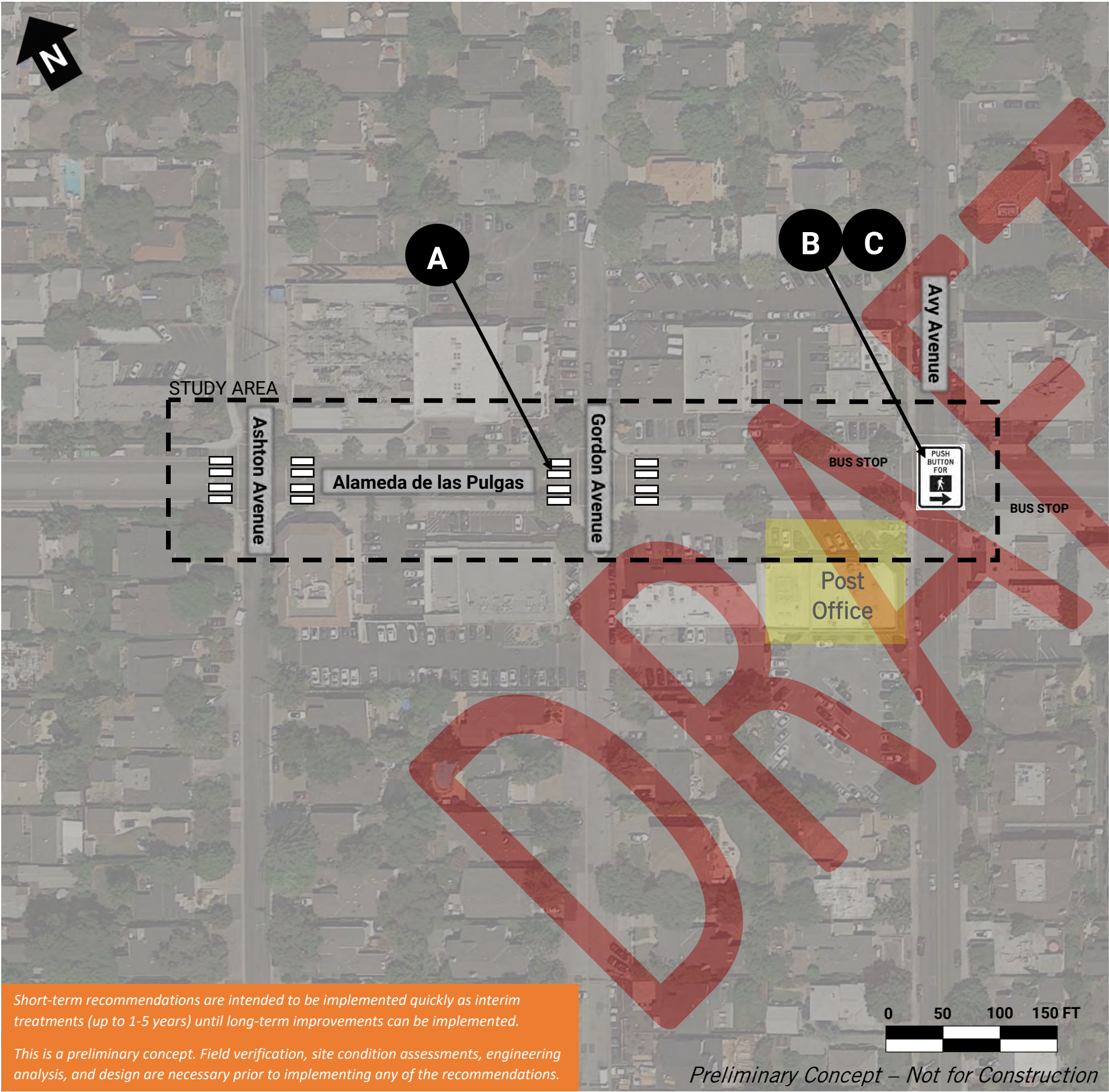
Preliminary Concept – Not for Construction



	Existing Condition	Treatment Goal	Recommendation
A	Pedestrian network gaps result in a disconnected walking network.	<ul style="list-style-type: none">Provide a dedicated path for pedestrian access along SR-84, Entrada Way, and Sears Ranch RoadIncrease comfort and accessibility for pedestrians	Short-Term <ul style="list-style-type: none">Install a delineated walkway on the east side of Entrada Way from Cuesta Road to SR-84Delineate a space for crossing pedestrians to wait on the northeast corner of Entrada Way and SR-84Install a delineated walkway on south side of SR-84 from Country Market to Sears Ranch RoadInstall a delineated walkway on east side of Sears Ranch Road from school to SR-84. This is also a recommendation from a San Mateo County Safe Routes to School walking audit conducted at La Honda Elementary School.Install detectable warning surfaces in delineated walkways adjacent to crossing locations.
B	Observed vehicles yielding infrequently to pedestrians crossing SR-84 at Sears Ranch Road.	<ul style="list-style-type: none">Increase visibility of crossing pedestrians	Short-Term <ul style="list-style-type: none">Install a high-visibility yellow crosswalk across Entrada Way at SR-84 to connect proposed walkways. The Caltrans District 4 Bike Plan proposes crossing improvements at this intersection. Long-Term <ul style="list-style-type: none">Install pedestrian-activated rectangular rapid flashing beacons (RRFBs) at existing marked crossing. This is also a recommendation from the San Mateo County Safe Routes to School walking audit conducted at La Honda Elementary School. The Caltrans District 4 Bike Plan proposes crossing improvements at this intersection.

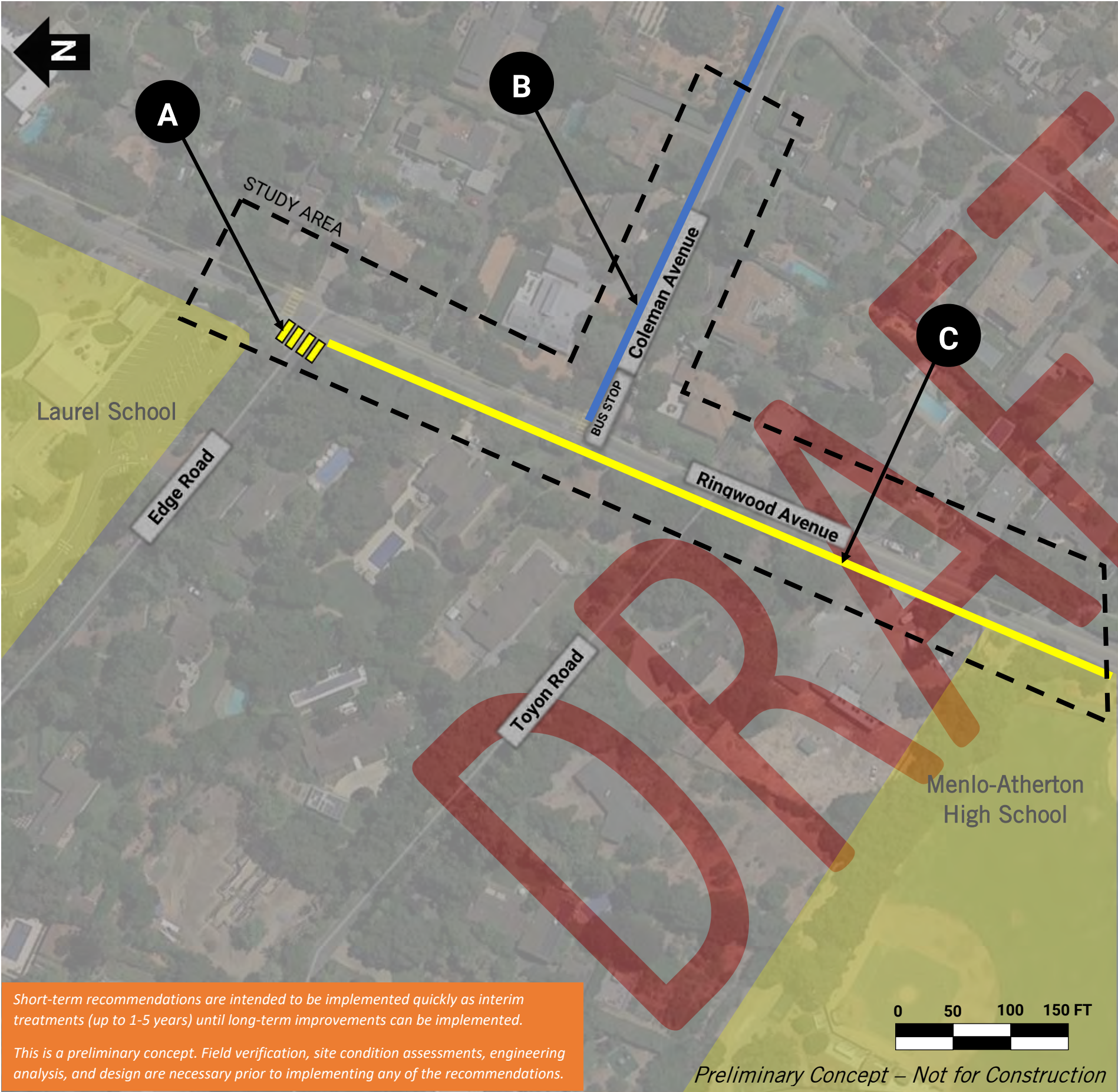
All recommendations on SR-84 require coordination with Caltrans.




Study Area 6: Downtown La Honda | La Honda, CA



	Existing Condition	Treatment Goal	Recommendation
A	Observed vehicles yielding infrequently to pedestrians crossing Alameda de las Pulgas at Ashton Avenue and Gordon Avenue.	<ul style="list-style-type: none">Increase visibility of crossing pedestrians	Short-Term <ul style="list-style-type: none">Upgrade existing marked crossings to high-visibility markingsInstall pedestrian warning signage at crossings
B	Observed right-turning vehicles yielding infrequently to pedestrians at the signalized intersection of Alameda de las Pulgas and Avy Avenue.	<ul style="list-style-type: none">Increase visibility of crossing pedestrians to turning vehicles	<ul style="list-style-type: none">Short-TermInstall Leading Pedestrian Intervals (LPIs) at signalized intersections, which provide pedestrians with a walk signal 3 to 7 seconds before vehicles traveling in the same direction receive a green indication.If right turns on red are allowed, install signs restricting right turns on red.
C	Push buttons are often over 5' from crosswalk at the intersection of Alameda de las Pulgas and Avy Avenue.	<ul style="list-style-type: none">Increase ease of navigation for pedestrians, particularly for disabilities or those using mobility devices	Long-Term <ul style="list-style-type: none">Relocate all push buttons via the replacement of signal poles
D	Minimal pedestrian-scale lighting along Alameda de las Pulgas (area-wide)	<ul style="list-style-type: none">Increase comfort for pedestrians walking after darkIncrease visibility of pedestrians	Long-Term <ul style="list-style-type: none">Install pedestrian-scale lighting along Alameda de las PulgasConsider adding intersection lighting, placing light between crosswalk and oncoming vehicles to front-light the crosswalk

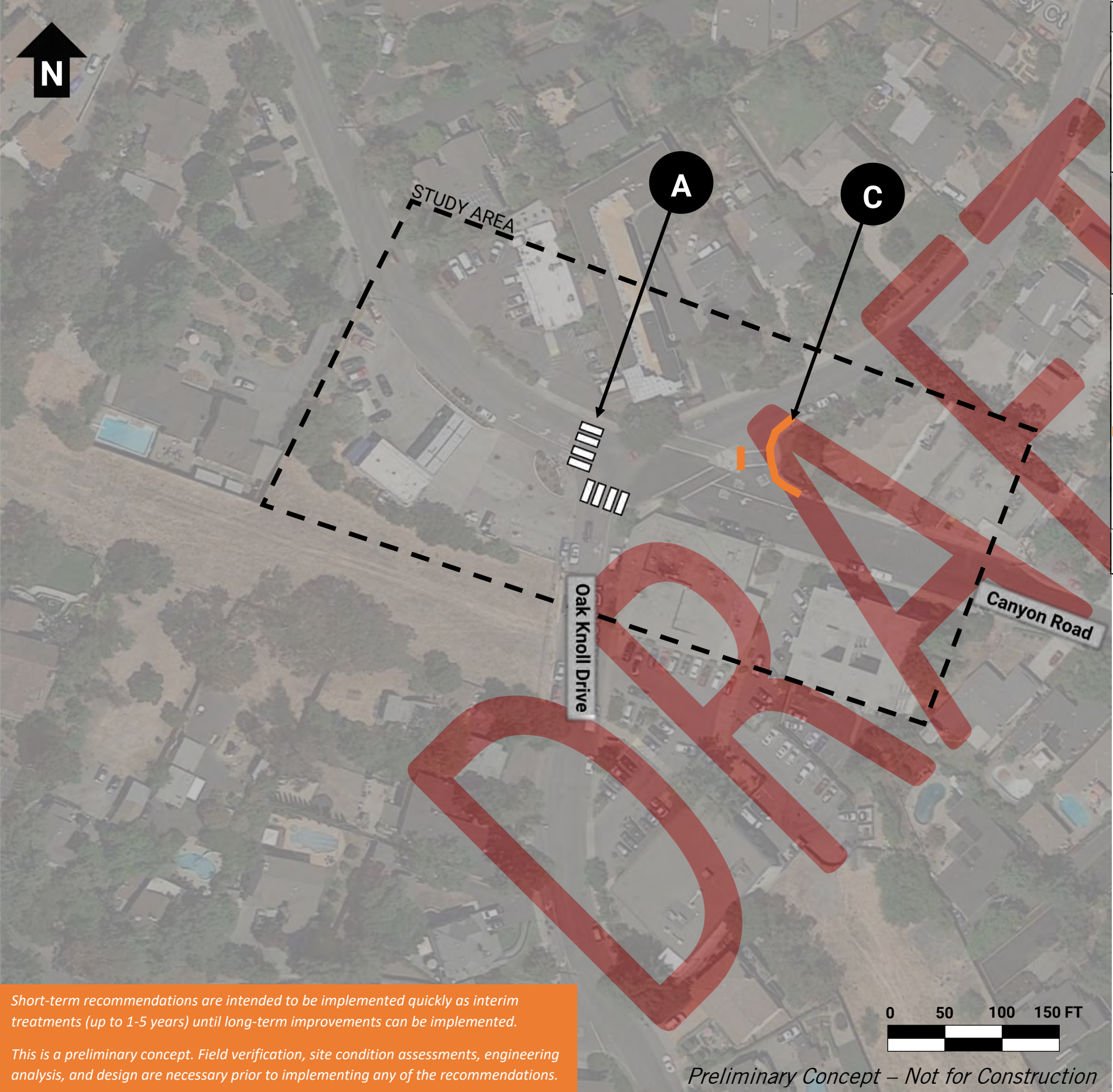
Study Area 8: Downtown West Menlo Park | West Menlo Park, CA






	Existing Condition	Treatment Goal	Recommendation
A 	Unmarked pedestrian crossing at Edge Road, reducing pedestrian conspicuity for drivers.	<ul style="list-style-type: none">• Provide crossing infrastructure at desired crossing locations• Increase visibility of crossing pedestrians	Short-Term <ul style="list-style-type: none">• Restripe crosswalk over Edge Road
B 	Informal walkway on Coleman Avenue , resulting in pedestrian comfort and access issues.	<ul style="list-style-type: none">• Provide a dedicated path for pedestrian access	Short-Term <ul style="list-style-type: none">• Formalize walkway on north side of Coleman Avenue by delineating walkway from travel lane with vertical elements (e.g., curbing) and widening walkway
C 	No designated walkways and separated bikeways along Ringwood Avenue	<ul style="list-style-type: none">• Provide a comfortable facility for pedestrians and bicyclists to travel	Short-Term <ul style="list-style-type: none">• Install shared use path on west side of Ringwood Avenue using low cost materials like thermoplastic striping and curb stops or flexposts to delineate it from the roadway (requires further study to determine impacts to existing infrastructure)

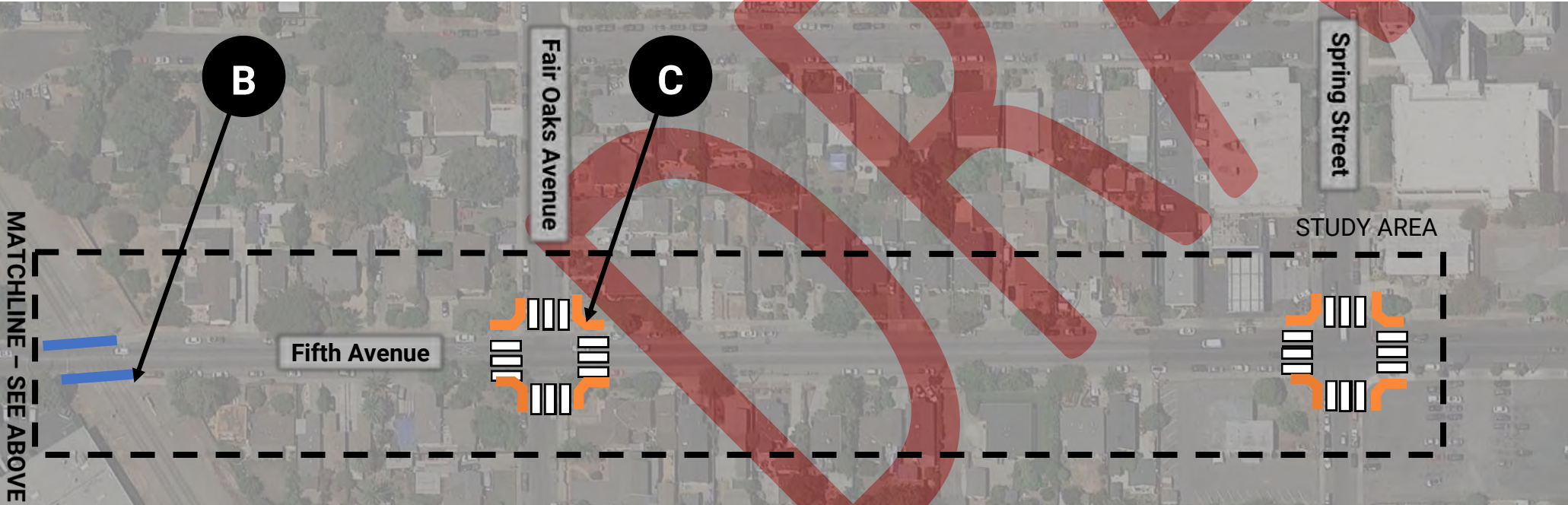
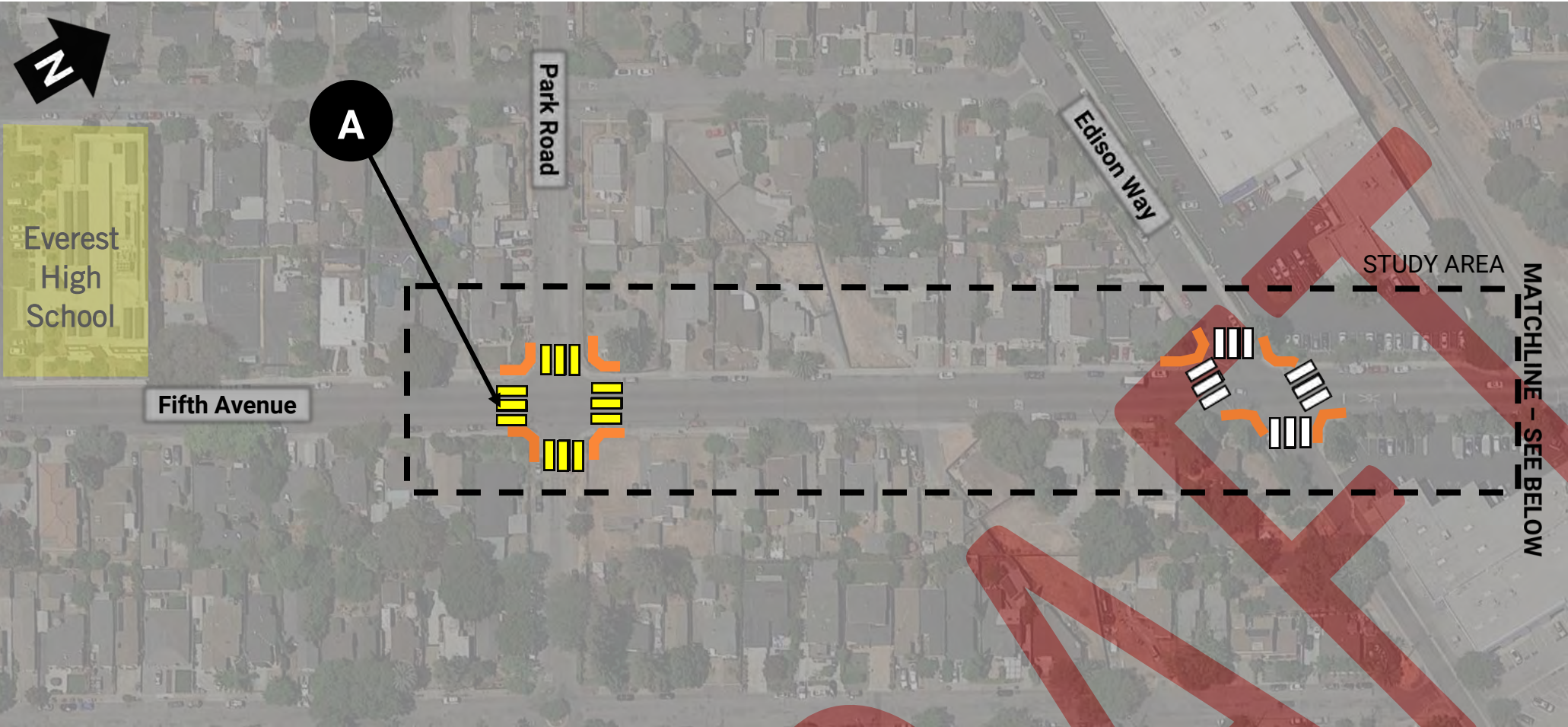
Short-term recommendations are intended to be implemented quickly as interim treatments (up to 1-5 years) until long-term improvements can be implemented.

This is a preliminary concept. Field verification, site condition assessments, engineering analysis, and design are necessary prior to implementing any of the recommendations.



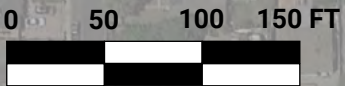
	Existing Condition	Treatment Goal	Recommendation
A 	Unmarked crossings on northwest and southwest legs of intersection	<ul style="list-style-type: none">Provide crossing infrastructure at desired crossing locations	Long-Term <ul style="list-style-type: none">Stripe high-visibility crosswalks along western and southern legs of intersection and upgrade existing crosswalks on eastern and northern legs to high-visibility crosswalksWhen striping crosswalks, construct curb ramps with detectable warning surfaces
B 	Lighting needed at intersection	<ul style="list-style-type: none">Increase comfort for pedestriansIncrease visibility of crossing pedestrians	Long-Term <ul style="list-style-type: none">Install intersection lighting to illuminate crosswalks
C 	Eastern corner right turn slip lane has large radius	<ul style="list-style-type: none">Increase comfort for pedestrians crossing slip laneShorten pedestrian crossing distances / time spent in crosswalkSlow the speed of turning vehicles	Short-Term <ul style="list-style-type: none">Narrow slip lane to reduce turning traffic speeds by using quick-build temporary materials like paint and flexible delineators Long-Term <ul style="list-style-type: none">Eliminate slip lane and reconstruct curbline of eastern corner with truck apron to accommodate heavy vehicles making right turn
Improvements at the intersection of Oak Knoll Drive and Canyon Road require coordination with Redwood City.			

Study Area 10: Oak Knoll Drive and Canyon Road Intersection | Emerald Hills, CA



Short-term recommendations are intended to be implemented quickly as interim treatments (up to 1-5 years) until long-term improvements can be implemented.

This is a preliminary concept. Field verification, site condition assessments, engineering analysis, and design are necessary prior to implementing any of the recommendations.



Preliminary Concept – Not for Construction

	Existing Condition	Treatment Goal	Recommendation
A	Unmarked crossings on all legs of intersections of Fifth Avenue and Park Road; uncontrolled crossings across Fifth Avenue	<ul style="list-style-type: none">Increase visibility of pedestrians at desired crossing locations	Short-Term <ul style="list-style-type: none">Install high-visibility yellow crosswalks on all intersection legs Long-Term <ul style="list-style-type: none">Install pedestrian warning signage and RRFBs on both legs of Fifth Avenue
B	No delineation between walkways and vehicle travel lanes at railroad crossing.*	<ul style="list-style-type: none">Provide a dedicated path for pedestrian access	Short-Term <ul style="list-style-type: none">Delineate walkways on both sides of Fifth Avenue Long-Term <ul style="list-style-type: none">Extend concrete sidewalks to railroad tracks
C	Unmarked crossings at intersections along corridor. No parking restrictions adjacent to intersections. At Edison Way and Fifth Avenue, intersection geometry and pavement markings result in two effective approach lanes and long crossing distances.	<ul style="list-style-type: none">Increase visibility of crossing pedestriansShorten pedestrian crossing distances / time spent in crosswalkIncrease accessibility for pedestrians at intersectionsAt Edison Way and Fifth Avenue, slow the speeds of turning vehicles	Short-Term <ul style="list-style-type: none">Install high-visibility crosswalks on all intersection legsInstall curb extensions, using quick-build temporary materials like paint and flexible delineatorsRetrofit existing curb ramps to include detectable warning surfacesRestrict parking for 20' approaching to intersectionsRemove second stop bar on both legs of Edison Way at Fifth Avenue Long-Term <ul style="list-style-type: none">Install curb extensions with curb ramps and detectable warning surfaces by reconstructing curblines. Consider truck aprons to accommodate heavy vehicles.Spring Street only: install curb ramps on west side of street and stripe crosswalks once curb ramps installed
D	Sparse pedestrian-scale lighting along Fifth Avenue (area-wide)	<ul style="list-style-type: none">Increase comfort for pedestriansIncrease visibility of pedestrians	Long-Term <ul style="list-style-type: none">Install pedestrian-scale lighting along Fifth Avenue, especially at crosswalks.
E	Sidewalk gaps exist along Edison Way and Park Road adjacent to Fifth Avenue	<ul style="list-style-type: none">Improve access and safety for pedestrians	Long-Term <ul style="list-style-type: none">Install sidewalks to close sidewalk gaps
*The Dumbarton Transportation Corridor Study proposes a shared use path along the Dumbarton rail right of way from Redwood City to East Palo Alto. If implemented, the project would cross Fifth Avenue at this location.			
Improvements at the intersection of Fifth Avenue and Spring Street require coordination with Redwood City.			

Study Area 11: Fifth Avenue from Park Road to Spring Street | North Fair Oaks, CA

BIKE PROJECT FACT SHEETS

This section presents five illustrative examples of different bikeway treatments recommended in differing County geographies that demonstrate how bicycling conditions can be improved. Further study and community outreach will be required prior to implementing each project.

The five projects include:

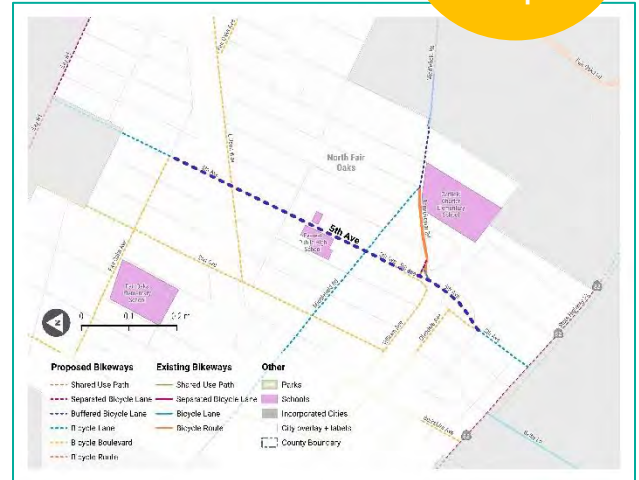
1. Fifth Avenue in North Fair Oaks
2. Hillside Boulevard in San Bruno Mountain Park
3. Coleman Avenue in Menlo Oaks
4. Main Street in Montara
5. Avenida Alhambra in El Granada

FIFTH AVENUE (PROJECT ID 1702B & 1072C)

OVERVIEW

The Fifth Avenue bikeway project will install Class II Buffered Bicycle Lanes between Fair Oaks Avenue and Waverly Avenue in North Fair Oaks. Fifth Avenue is a critical route through the community and the only crossing of the Caltrain Corridor in North Fair Oaks. This project will make it easier and safer for people bicycling to access the residences, businesses, and schools located along this corridor. The recommendation helps implement the North Fair Oaks Community Plan, which prioritizes a bikeway on Fifth Avenue.

Fills a
Network
Connectivity
Gap



Fifth Avenue Project Extents

ISSUES AND OPPORTUNITIES

Currently, there is no bikeway along Fifth Avenue and people bicycling must ride in mixed traffic with motor vehicles, which results in high-stress bicycling conditions. Several collisions involving people bicycling have occurred along Fifth Avenue within the project area. The Class II Buffered Bicycle Lanes recommended for this project will fill an important bicycle network connectivity gap and provides a safer, more comfortable route for people bicycling. Students and school staff can use this route to connect to the schools that are located along Fifth Avenue or in close proximity to it, including Everest High School and Garfield Elementary School.

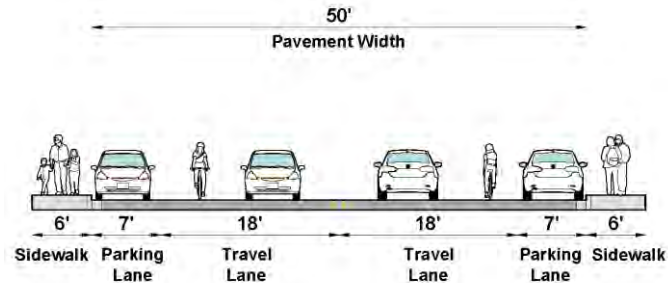
Parts of this project are located in a Community of Concern, as defined by the Metropolitan Transportation Commission. This project will improve bicycling access to communities that may be more dependent on walking, bicycling, and transit to run errands, access jobs, or visit friends and family. While this project is not currently located along a transit route, it improves access to transit and key destinations along Middlefield Road, El Camino Real, and the Stanford campus adjacent to Bay Road.

PROJECT DETAILS

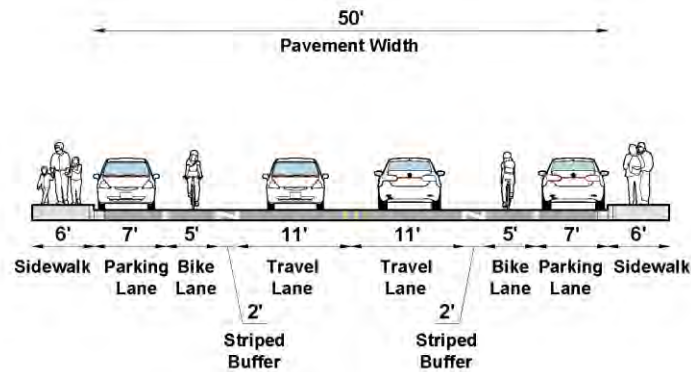
This project received strong public support and faces relatively few implementation constraints, as it would require travel lane narrowing and roadway re-striping, which could be implemented as part of roadway repaving. Project 1702B extends from Fair Oaks Avenue to Semicircular Road and Project 1702C extends from Semicircular Road to Waverly Avenue.

Project Number	Recommended Facility	Major Implementation Action	Length (miles)	Planning-Level Cost
1702B	Class II Buffered Bicycle Lane	Lane narrowing	0.58	\$197,914
1702C	Class II Buffered Bicycle Lane	Lane narrowing	0.17	\$58,222

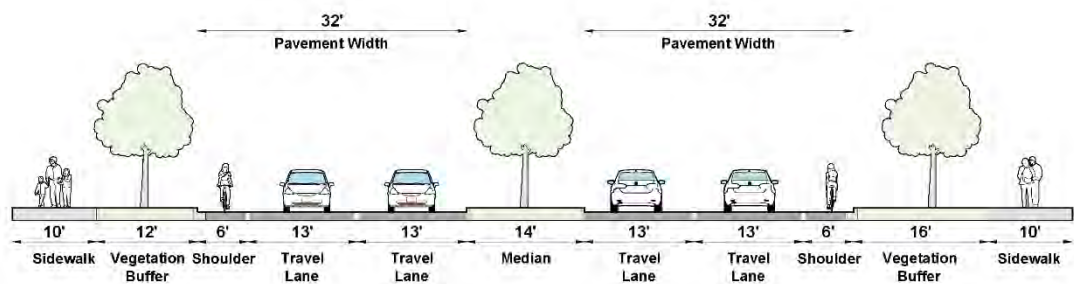
Existing
Cross Section
1702B



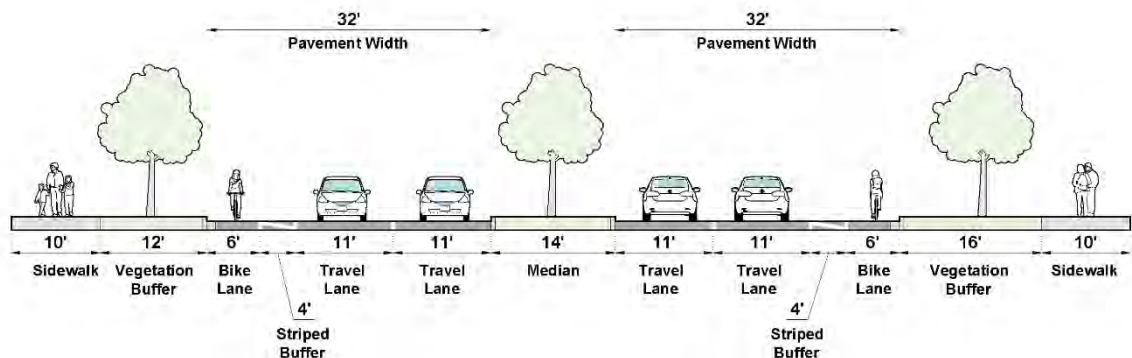
Recommended
Cross Section
1702B



Existing
Cross Section
1702C



Recommended
Cross Section
1702C



All Ages
& Abilities
Bikeway

HILLSIDE BOULEVARD (PROJECT ID 402B)

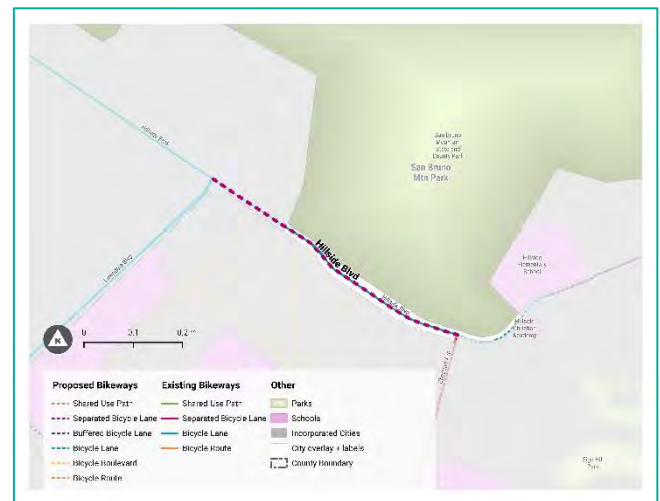
OVERVIEW

The Hillside Boulevard bikeway project will upgrade the existing Class II Bicycle Lanes to Class IV Separated Bicycle Lanes between Lawndale Boulevard and Chestnut Avenue in the community of San Bruno Mountain Park. This connection will provide an all ages and abilities bikeway along a key segment of Hillside Boulevard that will improve safety and comfort for people bicycling to access schools, transit, recreation opportunities, and commercial areas near this corridor.

ISSUES AND OPPORTUNITIES

Based on existing traffic volume and motor vehicle speeds, the existing bike lanes on Hillside Boulevard are considered high-stress. By upgrading this segment of Hillside Boulevard to a separated bike lane, it will become an all ages and abilities bikeway.

This project also serves as an alternate route to El Camino Real between Daly City and South San Francisco and it improves bicycle access to several important destinations, including the Colma and South San Francisco BART stations, recreational trails in San Bruno Mountain Park and Sign Hill Park, and employment centers including biotech campuses located east of Highway 101. This project will also create a safer and more comfortable connection to multiple schools, including Mills Montessori School, Hillside Christian Academy, Sunshine Gardens Elementary School, and El Camino High School.



Hillside Boulevard Project Extents

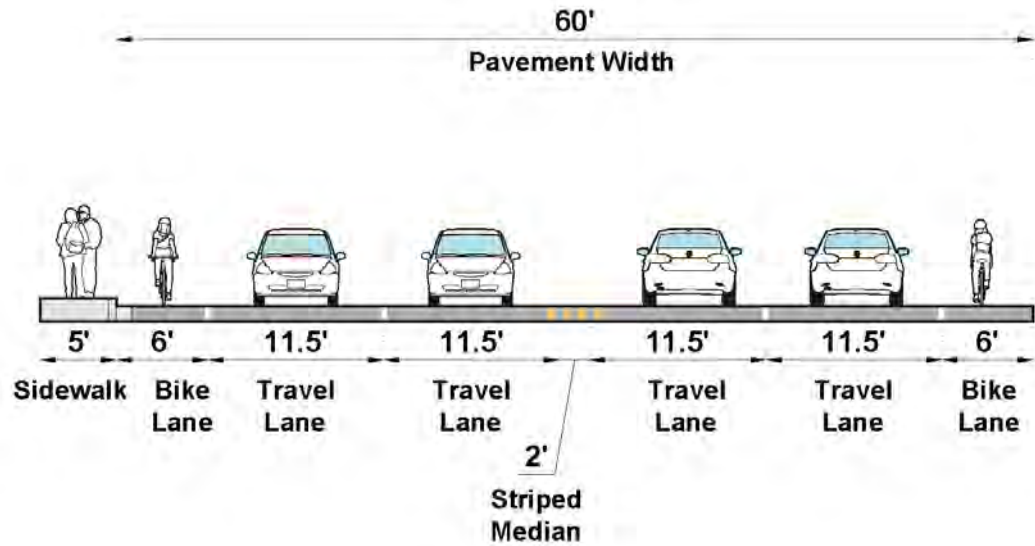
While this project is not located along a transit route, it connects to other recommended all ages and abilities bikeways and it improves access to transit and key destinations along Middlefield Road and El Camino Real.

PROJECT DETAILS

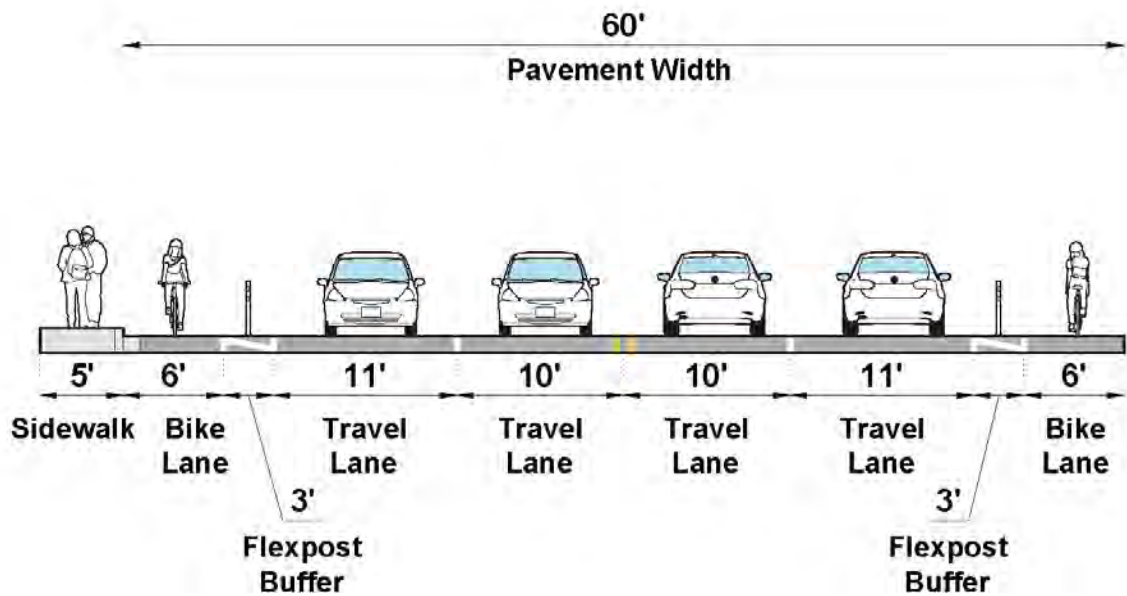
This project will add Class IV Separated Bicycle Lanes on Hillside Boulevard. This project faces relatively minor implementation restraints as it requires minor lane narrowing, re-striping, and the addition of a vertical barrier, such as bollards or curb strips (flexible plastic delineators could be used as an interim treatment).

Project Number	Recommended Facility	Major Implementation Action	Length (miles)	Planning-Level Cost
402B	Class IV Separated Bicycle Lane	Lane Narrowing	0.59	\$237,705

Existing
Cross Section
402B



Recommended
Cross Section
402B



COLEMAN AVENUE (PROJECT ID 1901A)

OVERVIEW

The Coleman Avenue bikeway project will add a Class III Bicycle Boulevard along Coleman Avenue in the community of Menlo Oaks. This project will provide a safer and more comfortable bicycling connection for people of all ages and abilities along one of the community's few east-west corridors.

ISSUES AND OPPORTUNITIES

Currently, there is no designated bikeway along Coleman Avenue and people bicycling must ride in mixed traffic with motor vehicles, resulting in high-stress bicycling conditions. Several collisions involving people bicycling have occurred along Coleman Avenue within the project area. The proposed bicycle boulevard may contain traffic calming elements, such as speed cushions and/or chicanes, and it will fill an important bicycle network connectivity gap. Students and school staff can use this route to more comfortably connect to the schools that are located within close proximity to this project, including Peninsula School, Laurel Elementary School, and Menlo-Atherton High School.

This project will improve access for students traveling to Menlo-Atherton High School from nearby Communities of Concern in East Menlo Park and East Palo Alto. The Coleman Avenue bikeway will also improve access to transit, specifically the transit stops located along Coleman Avenue and Ringwood Avenue.



Coleman Avenue Project Extents

PROJECT DETAILS

This project will add a bicycle boulevard on Coleman Ave from Ringwood Avenue to College Avenue. The project requires the addition of wayfinding signage, and traffic calming treatments. This project received strong support during the public engagement completed for this Plan.

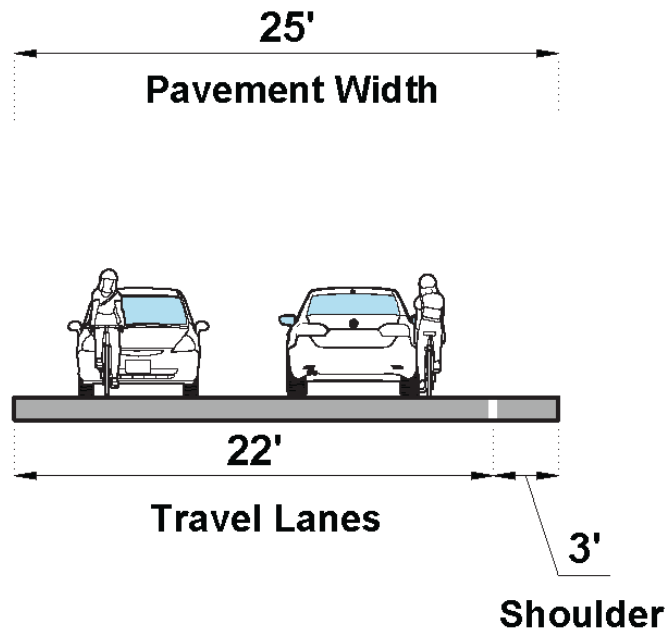
Project Number	Recommended Facility	Major Implementation Action*	Length (miles)	Planning-Level Cost
1901A	Class III Bicycle Boulevard	Wayfinding and Traffic Calming	0.37	\$88,029

*Coleman Avenue is a transit route, so traffic calming treatments must accommodate transit vehicles. For example, speed cushions can be designed to allow transit vehicles to proceed without reducing speed.

Fills a
Network
Connectivity
Gap

All Ages
& Abilities
Bikeway

Existing and
Recommended
Cross Section
1091A



BICYCLE BOULEVARD TREATMENTS

Bicycle boulevards are streets that prioritize bicyclist travel. These streets use a variety of treatments to reduce vehicular speeding and volumes to make bicycling more comfortable for people of all ages and abilities. Bicycle boulevards may include the following treatments to improve comfort along the roadway:

Along the route:

- Traffic calming (e.g., speed cushions and chicanes)
- Pavement markings
- Wayfinding Signs

At key intersections:

- High-visibility crossings
- Traffic circles
- Bike boxes

Refer to the *Unincorporated San Mateo County Active Transportation Design Toolkit* for more details about bicycle boulevard treatments.

MAIN STREET (PROJECT ID 3602A, 3602B, AND 3602C)

Fills a
Network
Connectivity
Gap

All Ages
& Abilities
Bikeway

OVERVIEW

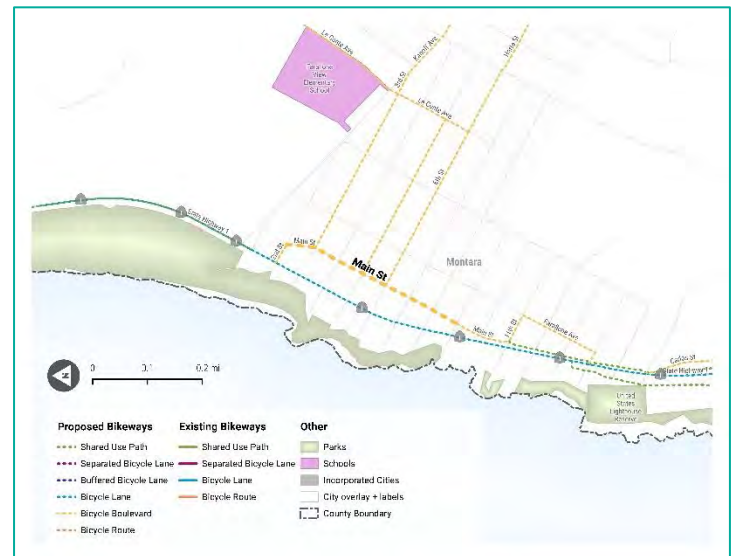
The Main Street bikeway project consists of Class III Bicycle Boulevards along Main Street and several adjacent streets, including Second, Eleventh and Fourteenth Streets and Farallone Avenue. This project will provide a safer and more comfortable bicycling connection for people of all ages and abilities along one the community's most prominent streets. This project will also provide an important alternative route to Highway 1 and is envisioned to be the extension of the Midcoast Multimodal Trail that will connect Montara, Moss Beach, El Granada, Miramar and Half Moon Bay. The project is consistent with the draft Connect the Coastside Plan.

ISSUES AND OPPORTUNITIES

There are no existing bikeways along Main Street or any of the adjacent streets included in this project. People bicycling must ride in mixed traffic with motor vehicles , resulting in a high-stress experience. The bicycle boulevard network recommended for this project will fill an important bicycle network connectivity gap. This project improves access to transit stops, and commercial and retail areas along, and adjacent to, Main Street and ultimately between midcoast communities,

PROJECT DETAILS

This project will add a bicycle boulevard on Main Street from Second Street to Highway 1. This project does not require any changes to the roadway cross section, however, it will require the addition of wayfinding signage, and traffic calming treatments. Project segment 3602A extends from Highway 1 to Main Street (along Second Street), project segment 3602B extends from Second Street to Ninth Street (along Main Street), and project 3602C extends from Ninth Street to Highway 1 (along Main Street, Eleventh Street, Farallone Avenue, and Fourteenth Street).

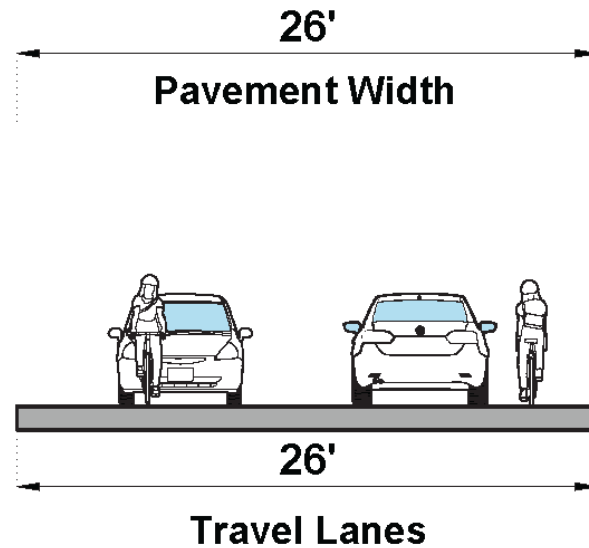


Main Street Project Extents

Project Number	Recommended Facility	Major Implementation Action*	Length (miles)	Planning-Level Cost
3602A	Class III Bicycle Boulevard	Wayfinding and Traffic Calming	0.04	\$9,323
3602B	Class III Bicycle Boulevard	Wayfinding and Traffic Calming	0.35	\$82,989
3602C	Class III Bicycle Boulevard	Wayfinding and Traffic Calming	0.33	\$78,997

*Main Street is a transit route, so traffic calming treatments must accommodate transit vehicles. For example, speed cushions can be designed to allow transit vehicles to proceed without reducing speed.

Existing and
Recommended
Cross Section
3602B and 3602C



BICYCLE BOULEVARD TREATMENTS

Bicycle boulevards are streets that prioritize bicyclist travel. These streets use a variety of treatments to reduce vehicular speeding and volumes to make bicycling more comfortable for people of all ages and abilities. Bicycle boulevards should include the following treatments to improve comfort along the roadway. Bicycle boulevards may include the following treatments to improve comfort along the roadway:

Along the route:

- Traffic calming (e.g., speed cushions and chicanes)
- Pavement markings
- Wayfinding Signs

At key intersections:

- High-visibility crossings
- Rectangular Rapid Flashing Beacons
- Bike boxes

Refer to the *Unincorporated San Mateo County Active Transportation Design Toolkit* for more details about bicycle boulevard treatments.

AVENIDA ALHAMBRA (PROJECT ID 3001A & 3001B)

OVERVIEW

The Avenida Alhambra bikeway project will install Class II Bicycle Lanes from Capistrano Road to Santiago Avenue in El Granada. Avenida Alhambra is an important route for the community and alternative route to Highway 1. This project will fill a gap in El Granada's bicycle network and make it safer for people bicycling to access the residences, businesses, and community destinations located along this corridor.

Fills a
Network
Connectivity
Gap

All Ages
& Abilities
Bikeway

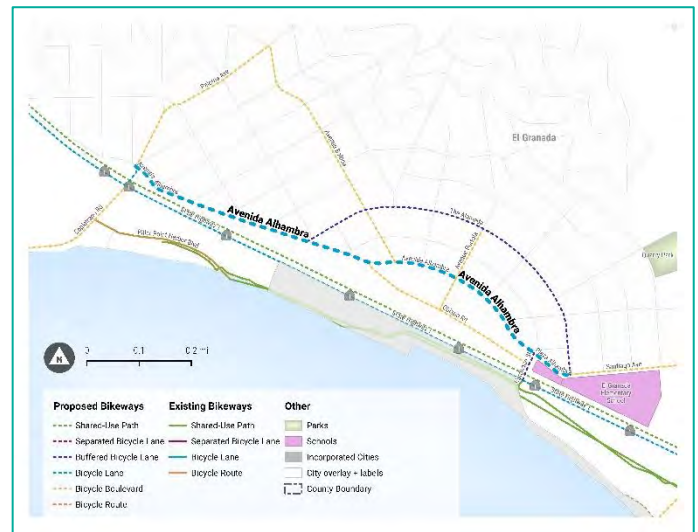
ISSUES AND OPPORTUNITIES

There is currently no bikeway along Avenida Alhambra and people bicycling must ride in mixed traffic with motor vehicles, resulting in high-stress bicycling. The proposed bicycle lanes recommended for this project will fill an important bicycle network connectivity gap. This project also provides a safer and more comfortable route for people bicycling of all ages and abilities.

Students and school staff can use this route to connect to El Granada Elementary School and Wilkinson School. The bikeway project will also improve access to transit stops in the area, and it serves as an alternate bikeway to the Parallel Trail, east of Highway 1.

PROJECT DETAILS

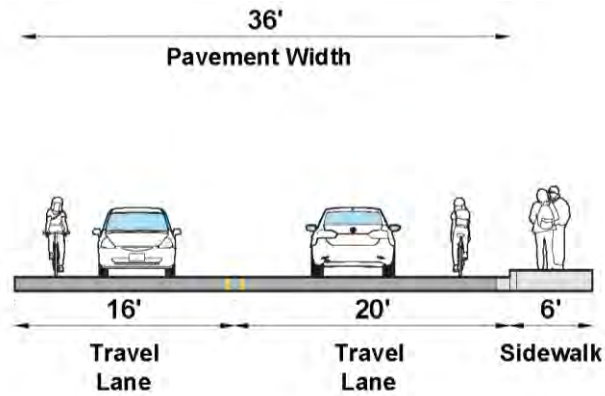
Two segments (3001A and 3001B) make up the project corridor that will add bicycle lanes to Avenida Alhambra. This project received strong public support during the engagement activities completed for this Plan. Project 3001A extends from Capistrano Road to Obispo Avenue and Project 3001B extends from Obispo Avenue to Santiago Avenue.



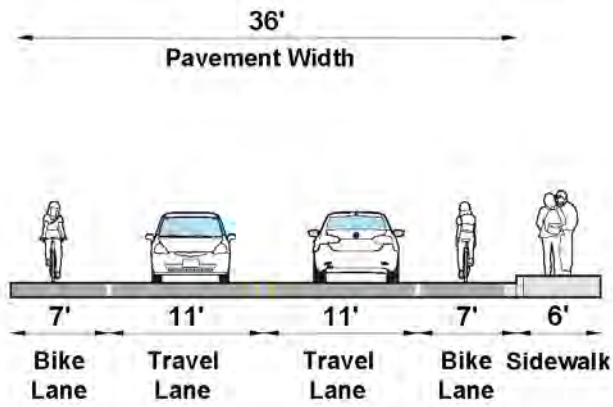
Avenida Alhambra Project Extents

Project Number	Recommended Facility	Implementation Action	Length (miles)	Planning-Level Cost
3001A	Class II Bicycle Lane	None	0.49	\$142,502
3001B	Class II Bicycle Lane	Remove parking on one side of street*	0.46	\$134,754

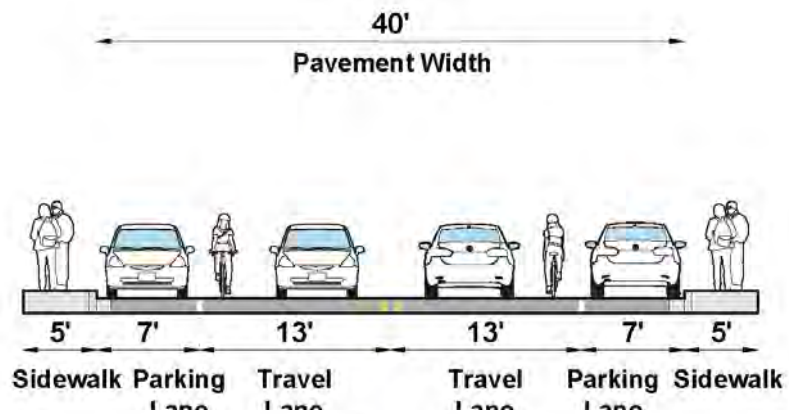
Existing
Cross Section
3001A



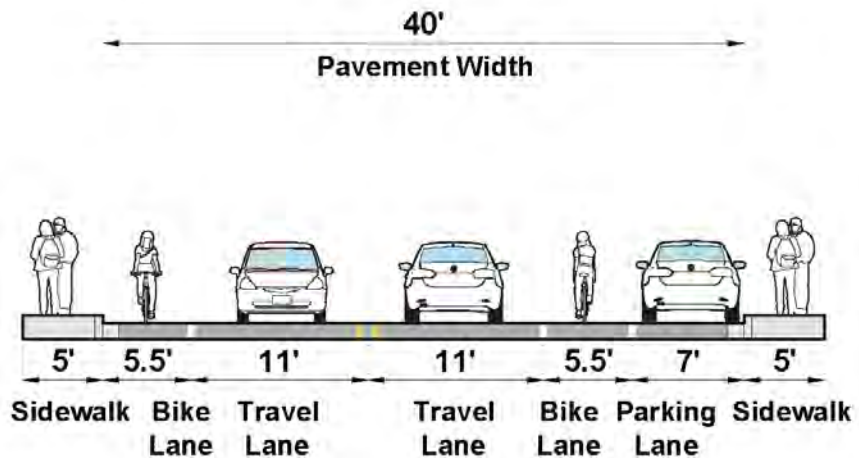
Recommended
Cross Section
3001A



Existing
Cross Section
3001B



Recommended
Cross Section
3001B



COMPILED SAFE ROUTES TO SCHOOL RECOMMENDATIONS

Below is a table that includes a list of Safe Routes to School recommendations compiled from previously published Safe Routes to School audits and reports corresponding to schools in unincorporated San Mateo County. Projects listed below include those identified by County staff from the audits that have yet to be implemented, are located on public street right of way, and meet Caltrans minimum design standards. Further study, community outreach and education may be required, in addition to coordination with the schools, the County, adjacent jurisdictions, and Caltrans where appropriate.

School	School District	Address	Name of SRTS Report	Year Published	Recommendations within Public street ROW yet to be implemented	Responsible Agency
La Honda E.S.	La Honda-Pescadero Unified School District	450 Sears Ranch Rd, La Honda, CA 94020	La Honda Safe Routes to School Report	2012	Install sidewalk along East Side of Entrada Way	San Mateo County
					Construct sidewalk adjacent to school on Sears Ranch Rd	Caltrans
					Install New Rectangular Rapid Flashing Beacon (RRFB) crossing to replace existing transverse crossing	
Farallone View E.S.	Cabrillo Unified School District	1100 Le Conte Ave, Montara, CA 94037	Farallone View Walk and Bike Audit Link to report: http://www.cabrillo.k12.ca.us/CUSD_file/SR2S_FV-Walk-Audit_3-17-14.pdf	2014	Improve walking path on 5th Ave from Le Conte to Main Street	San Mateo County
Garfield C.S.	Redwood City School District	3600 Middlefield Rd, Menlo Park, CA 94025	Garfield Community School Walk/Bike Audit and Field Review Link to report: https://www.rwc2020.org/wp-content/uploads/2018/01/Garfield-Walk-and-Bike-Audit_FINAL.pdf	2018	Semicircular Road/Arrowhead Lane/Fifth Avenue: * Paint curb red near the corners of the intersection to increase visibility * Install curb extensions on both sides of the Arrowhead Lane approach * Install high visibility crosswalk on the southern leg of the fork in Semicircular Road	San Mateo County
					Glendale Avenue: Install a Class III bike route from Fifth Avenue to Berkshire Avenue	
					Columbia Avenue: Install a Class III bike route from Glendale Avenue to El Camino Real	
					Fifth Avenue: Install Class II bike lanes from Middlefield Road to Edison Avenue	
					Address issue of parents parking at the Chavez Supermarket parking lot for drop off/pick up	
Hoover E.S.	Redwood City School District	701 Charter St, Redwood City, CA 94063	Hoover Community School Walk/Bike Audit and Field Review Link to report: https://www.rwc2020.org/wp-content/uploads/2018/01/Hoover-Walk-and-Bike-Audit_FINAL.pdf	2018	Install high visibility crossings at Spring and Charter	San Mateo County and Redwood City
					Stambaugh Street/Buckeye Street: Install curb ramps and crosswalks on all four legs of the intersection	Redwood City
					Stambaugh Street/Manzanita Street: Install high visibility crosswalks across Manzanita Street	
					Stambaugh Street/Laurel Street: Install high visibility crosswalks across Laurel and install curb extension at all four corners	
					Stambaugh Street/Willow Street: * Install curb extensions or raised intersections * Install high visibility crosswalks on all legs * Conduct a warrant study for the installation of all-way stop control * Consider adding intersection artwork that does not detract from the effectiveness of traffic control markings	
					Middlefield Road/Willow Street: * Install high visibility crosswalk on all legs * Consider signal improvements to add a push button on the west side * Extend bike lanes along Middlefield Road	
					Middlefield Road/Charter Street: * Install high visibility crosswalks * Consider installation of Leading Pedestrian Intervals (LPI) into the cycle of the traffic signal	
					Stambaugh Street/Charter Street: Install high visibility crosswalks across Stambaugh Street and Charter Street	
					Page Street/Eighth Avenue: * Conduct a four-way stop warrant; install red curbs at corners * Install high visibility crossings at North and South crosswalks * Install advance stop legend * Install curb extensions on all corners of the intersection	Redwood City
					Page Street/Tenth Avenue: * Install high visibility crossings on all legs * Install curb extensions on all corners of the intersection	
Taft E.S.	Redwood City School District	903 Tenth Ave, Redwood City, CA 94063	Taft Community School Walk/Bike Audit and Field Review Link to report: https://www.rwc2020.org/wp-content/uploads/2018/01/Taft-Walk-and-Bike-Audit_FINAL.pdf	2018	Tenth Avenue/Michael Drive: * Install high visibility crossing across Michael Drive * Install curb extensions on all four corners of the intersection	San Mateo County and Redwood City
					Bay Road/Ninth Avenue: * Install crosswalk on Ninth Avenue * Install curb extensions on Ninth Avenue * Install use crosswalk sign on Ninth Avenue	
					Bay Road/Eighth Avenue: * Install high visibility crosswalks accross north and south legs * Install curb extensions at proposed and existing high visibility crossings * Install Rectangular Rapid Flashing Beacon (RRFB) on Bay Road crossing	San Mateo County and Redwood City
					Bay Road/Fifth Avenue: Install traffic signal when warranted	Redwood City
Fair Oaks C.S. (now KIPP Excelencia Community Prep and Connect Charter)	Redwood City School District	2950 Fair Oaks Ave, Redwood City, CA 94063	Redwood City Safe Routes to School Report Link to report: https://www.rwc2020.org/wp-content/uploads/2015/12/RWC-SRTS-Summary-Report-August-2013-smail-for-email.pdf	2013	Fair Oaks Avenue/Barron Ave: * Update school crossing assembly signage (Assembly D) in advance of crosswalk in both directions on Fair Oaks Avenue * Ensure all curb ramps are ADA compliant * Stripe red curb for SamTrans bus stop on Fair Oaks Avenue. Restripe yellow curb along school frontage as white curb loading zone * Consider a pilot closure of the school parking lot during drop-off	San Mateo County
					East of Barron Ave: Ensure all curb ramps are ADA compliant	San Mateo County
					Hampshire Ave: * Replace existing green curb along school frontage with white curb loading zone (School needs to apply to County to establish demand) * Consider constructing a mid-block crosswalk south of the teacher parking lot entrance, including curb ramps, Assembly B & D signage and advance red curb * Upgrade existing yellow transverse crosswalk at Halsey Ave to high visibility. Consider additional measures such as curb extensions or in-pavement yield paddles. Update school crossing assembly signage (Assembly D, in advance of the crosswalk, and Assembly B, at the crosswalk).	San Mateo County
					Second Avenue crossing of the Dumbarton Rail Corridor: * Work w/ SamTrans to pave sidewalks across rail tracks and install pedestrian gates at crossing * Stripe white transverse crosswalk in the western leg of Second Ave at Northside Avenue * Ensure all curb ramos are ADA compliant	San Mateo County and SamTrans
Pescadero E.S.	La Honda-Pescadero Unified School District	620 North St, Pescadero, CA 94060	Pescadero Safe Routes to School Report	2013	Feasible recommended improvements on County right of way completed as part of prior work conducted including painted yellow ladder crosswalk and Rectangular Rapid Flashing Beacon (RRFB) on North Street west and east of school, pedestrian warning signs where North Street crosses the creek,	San Mateo County
Pescadero H.S.	La Honda-Pescadero Unified School District	360 Butano Cutoff, Pescadero, CA 94060	Pescadero Safe Routes to School Report	2013	Feasible recommended improvements on County right of way completed as part of prior work conducted on Butano Cutoff Road including painted bike lanes and signs on Butano Cutoff Road and Cloverdale Road to Pescadero Creek Road, and school Assembly signage on Butano Cutoff Road and Cloverdale Road.	San Mateo County
Highlands E.S.	San Mateo-Foster City School District	2320 Newport St, San Mateo, CA 94402	Highlands Elementary School Walk and Bike Audit	2014	Lexington Avenue and Newport Street: Install Rectangular Rapid Flashing Beacon (RRFB) and high visibility crossing	San Mateo County
					Bunker Hill Drive between Broadway and Yorktown Road: Install Rectangular Rapid Flashing Beacon (RRFB) and high visibility crossing	
Adelante Selby Lane E.S.	Redwood City School District	170 Selby Ln, Atherton, CA 94027	Redwood City Safe Routes to School Report Link to report: https://www.rwc2020.org/wp-content/uploads/2018/01/Selby-Lane-Walk-and-Bike-Audit_FINAL.pdf	2013	Himmel Avenue and Nimitz Avenue: Install high visibility crossings and ADA curb ramps at all four corners of the intersection	San Mateo County
					Himmel Avenue and Alexander Avenue: Install high visibility crossings and ADA curb ramps at all 4 corners of the intersection	
					Rutherford Avenue: Trim vegetation in median to improve sight distance	
					Marlborough Avenue and Northumberland Avenue and Dumbarton Avenue: Install curb extensions for bus stops	
					Atherwood Avenue at the school entrance: * Improve sidewalk in front of path entrance * Install lighting	City of Atherton
					Selby Lane/School driveway: * Install right turn only signs, extend crosswalk, and install yield signs to address narrow driveway	City of Atherton
El Granada E.S.	Cabrillo Unified School District	400 Santiago Ave, Half Moon Bay, CA 94019	El Granada Elementary School Audit	2021 (forthcoming)	Install recreational path along Selby Lane	City of Atherton
					Recommendations to be determined based on results of walk audit forthcoming at the time of publishing this Plan.	To be determined

Unincorporated San Mateo County Bicycle & Pedestrian Master Plan
Pedestrian/Bicycle Per Mile Cost Estimates & Pedestrian Spot Treatment Cost Estimates
June 2020

Table 1 shows planning-level pedestrian and bicycle facility per mile cost estimates, and Table 2 shows planning-level pedestrian spot treatment cost estimates. Costs estimates are based on the unit cost and soft cost values provided in the Master Unit & Soft Costs tab. The following green tabs provide more detailed breakdowns of the per mile cost estimates, and orange tabs provide more detailed breakdowns of the spot treatment cost estimates. When applicable to a particular facility, low-end and high-end costs are provided to account for the various implementation methods and/or materials used.

Table 1: Planning-Level Pedestrian and Bicycle Facility Per-Mile Costs

Facility Types	Rounded Per-Mile Cost
Sidewalk (including ramp upgrades)	\$1,080,000
Alternative Walkway	\$200,000
Class I Shared-Use Path	\$1,690,000
Class II Bike Lanes (part of repaving project)	\$90,000
Class II Bike Lanes (part of lane reconfiguration project)	\$290,000
Class II Buffered Bike Lanes (part of repaving project)	\$130,000
Class II Buffered Bike Lanes (part of lane reconfiguration project)	\$340,000
Class III Bike Boulevards (shared lanes)	\$240,000
Class III Rural Bike Routes (widened shoulders)	\$1,490,000
Class III Urban Bike Routes (shared lanes)	\$70,000
Class IV Separated Bike Lanes (paint/post buffers)	\$400,000
Class IV Separated Bike Lanes (curb/landscaping buffers)	\$3,650,000

Table 2: Planning-Level Pedestrian Spot Treatment Costs

Facility Types	Rounded Cost
Curb Ramp (1 ramp)	\$5,000
Curb Extensions/Bulb-Outs (paint/post, 4 corners of intersection)	\$25,000
Curb Extensions/Bulb-Outs (concrete, 4 corners of intersection)	\$66,000
Crossing Islands (paint/post, 1 island)	\$4,000
Crossing Islands (concrete, 1 island)	\$10,000
Marked Crosswalks (4 legs of intersection)	\$8,000
Rectangular Rapid Flashing Beacons (1 set of 2)	\$43,000
Pedestrian Hybrid Beacons (1 set of 2)	\$210,000
Leading Pedestrian Interval (1 intersection)	\$4,000
Pedestrian Lighting (1 lighting standard)	\$20,000
Parking Restrictions (daylighting 1 intersection)	\$2,000