



## **Bicycle Safety on NEW E. 28th Avenue (Between El Camino Real & S. Delaware Street)**

### **Frequently Asked Questions**

As outlined in the 2005 San Mateo Rail Corridor Transit-Oriented Development plan and Bay Meadows Specific Plan, a new connection on E. 28<sup>th</sup> Avenue between El Camino Real and S. Delaware Street will greatly improve the City's east-west access for all modes of transportation. A milestone of the 25<sup>th</sup> Avenue Grade Separation Project, the new E. 28<sup>th</sup> Avenue connection opened for public use on March 1, 2021. This new connection improves pedestrian and bicycle infrastructure by providing a new 28<sup>th</sup> Avenue connection that includes the construction of a new Class I shared-use facility as outlined in the 2011 and 2020 City of San Mateo Bicycle Master Plans. Below are frequently asked questions about the upcoming Class I shared-use facility.

#### **What is a Class I shared-use facility?**

- A Class I facility is a shared-use path, two-way facility used by bicyclists, pedestrians, and other non-motorized users that is physically separated from vehicles.
- Class I shared-use paths are common, and there are already a few examples in or near San Mateo. The Bay Trail is a shared-use path, as is the Sawyer Camp Trail at Crystal Springs. While both examples are more recreational in nature than the E. 28<sup>th</sup> Avenue implementation, they are also both narrower than this design and accommodate bicyclists of varying speeds, pedestrians, and other mobility users (e.g. strollers or mobility aids).

#### **How is a Class I shared-use facility used?**

- Bicyclists will be able to utilize the Class I shared-use path both in the east and west directions. Ingress and egress of the Class I facility is at the northeast corner of El Camino Real/E. 28<sup>th</sup> Avenue and the northwest corner of S. Delaware Street/E. 28<sup>th</sup> Avenue.
- Pedestrians will be able to utilize both the north and south sidewalks to access the station or walk through the station area.
- The installation of the Class I will include wayfinding signage to guide users to nearby connections, existing bicycle and pedestrian facilities, and destinations.
- Faster-moving pedestrians may walk around people moving slower (e.g. stroller users). Similar activity frequently occurs on the Bay Trail and Crystal Springs Reservoir (Sawyer Camp) Trail where bicyclists, pedestrians, and non-motorized users co-exist.
- The City will be developing educational content on the use of the facility and will work with the Silicon Valley Bicycle Coalition on outreach opportunities.

**What kind of use volume is expected for this facility?**

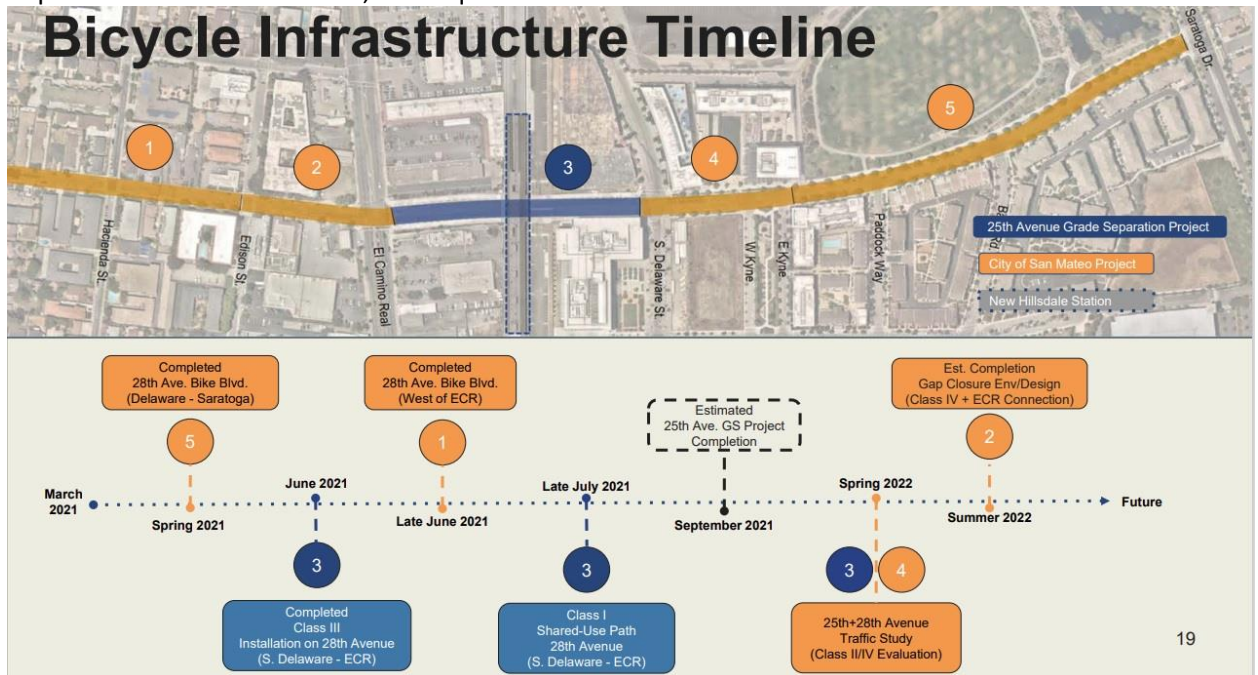
- Usage patterns suggest that higher volumes of bicyclists accessing the station will be at peak commute hours (morning and afternoon/evening timeframe). Bicyclists traveling through the area can utilize the existing Class III facility on-street travel lanes, as indicated by the sharrows on the pavement, if not accessing the station. Higher volumes of pedestrians are expected during midday hours, as noted by the community comments regarding people walking to access the Hillsdale Shopping Center or 25<sup>th</sup> Avenue commercial district.

**Why is E. 28<sup>th</sup> Avenue a 4-lane configuration?**

- The 4-lane configuration was developed to align with the existing 28<sup>th</sup> Avenue configuration east of Delaware Street.

**Is there a traffic study planned? When will this be conducted?**

- The undercrossing at E. 28<sup>th</sup> Avenue is a new street and did not exist when prior traffic studies were completed. A traffic study will be conducted by the City to evaluate the impacts of reducing the roadway to one lane in each direction, which would allow adequate space for adding on-street bicycle facilities. The traffic study would indicate whether there are impacts to operations, aid in designing connections at El Camino Real and S. Delaware Street, and identify the need for turning lanes at various locations.
- The City plans to start the traffic analysis in spring 2022 following the completed construction of E. 25<sup>th</sup> Avenue and E. 31<sup>st</sup> Avenue, and once all the 25<sup>th</sup> Avenue Grade Separation Project streets have seen traffic use for six months. Staff will also study E. 25<sup>th</sup> Avenue for a possible Class II facility. The data from the analysis will help to develop improvements that consider potential impacts. It is therefore critical for the City to understand the patterns to best implement future improvements. For reference, the sequence of events is illustrated below:



**Will other bicycle improvements be considered?**

- The Class I shared-use path is expected to primarily serve Caltrain users accessing the station via the ramp on the north side of E. 28<sup>th</sup> Avenue. For through riders, the City will conduct a traffic study to evaluate the option of reducing lanes on E. 28<sup>th</sup> Avenue to provide adequate space for bicycle facilities. Currently, a Class II bike lane or Class IV separated bike lane are under consideration for that area.

**What is “quick-build”?**

- Quick-build projects are interim capital improvement projects utilizing lower-cost materials that are expected to last 1-5 years. Quick-build projects are expected to be tweaked based on feedback and studied after implementation, offering cities a good way to gauge effectiveness of a proposed infrastructure project. However, they do require design and certification through the California Environmental Quality Act (CEQA) process. State Bill 288 allows for streamlined CEQA processes for bicycle and pedestrian projects, but a project that may present impacts on local and state facility may require additional study and environmental review.
- ‘Quick-build’ refers to a type of construction materials and does not indicate a project that can be implemented without design and engineering study.
- The findings from the spring 2022 traffic study will show whether a Class IV facility can be accommodated. The City may consider a quick-build construction based upon these findings. This would allow for minor changes in design over time based on evaluation and feedback on the facility.
- The City recently piloted a quick-build project located at the intersection of Alameda de las Pulgas and Parrot Drive where lanes were reduced, and free right turns were removed to increase pedestrian safety. For this effort, the City performed a traffic analysis that helped develop a successful design and quick-build implementation.

**Can the southern sidewalk be widened?**

- The City does not have any additional off-street right-of-way to utilize in widening the newly constructed sidewalks.
- Utilizing private property for sidewalk widening would require property acquisition, permitting, etc.

**How is the City addressing concerns regarding U-turns on E. 28<sup>th</sup> Avenue?**

- There is one ‘No U-Turn’ sign posted on the signal arm at Delaware eastbound. City staff will evaluate additional locations to post restrictions.
- Once posted, staff can request SMPD enforcement as staff availability allows.

For more information about the 25th Avenue Grade Separation Project visit the project webpage by [clicking here](#). To learn more about the City’s current Bicycle Master Plan visit the [project webpage](#).