



February 14, 2025

Dear Community Member,

Thank you for signing up to receive E-News updates about bike/ped safety along the U.S. 101/Holly Street interchange. The goal of this E-News is to provide you with an update of the actions the City has taken since the January 8, 2025 Listening Session and highlight some planned next steps.

First and foremost, we are pleased to share that in all of our recent discussions with the San Mateo County Transportation Authority (SMCTA), Caltrans, the San Carlos City Council, and members of Redwood City's Redwood Shores community, there was a strong feeling of collaboration and openness to considering a variety of safety solutions along the U.S. 101/Holly Street interchange.

The potential safety improvements along the U.S. 101/Holly Street interchange can be summarized into three categories based on their estimated implementation time.

Short-Term Solutions: Painting & Signage

Examples of short-term improvements include:

- Refreshing existing paint
- Painting the existing bike lanes green
- Posting new signs

These improvements do not relocate or reconfigure the existing layout or geometry* of the roadway and therefore take less time to implement. In staff's February 5, 2025 meeting with Caltrans, Caltrans shared that it could implement these short-term improvements in approximately 9 months. The approximate 9-month timeline includes design, budgeting approval, fabrication order and delivery time, and implementation of the improvements during evening hours.

*According to the Institute of Transportation Engineers website, a road's geometry or geometric design "refers to the dimensions and arrangements of the visible features of a roadway. This includes pavement widths, horizontal and vertical alignment, slopes channelization, intersections and other features that can significantly affect the operations, safety and capacity of the roadway network."

Caltrans Coordination & Short-term Implementation

During the January 8, 2025 Community Listening Session, participants shared several other ideas that they considered to be "quick-build" solutions such as adding new crosswalks, changing lane widths, creating a single bike lane in the median of the

interchange, decreasing the length of merge lanes, use of vertical barriers, and use of stop signs and rectangular rapid flashing beacons.

However, a key takeaway from the February 5, 2025 meeting between the City and Caltrans is that any proposed solutions that “affect traffic operations” will take longer to implement because they require traffic studies/analysis, design and permitting, and approval by each of several functional groups within Caltrans such as bike/ped, design, environmental, safety, right of way, and others. In addition, ideas that alter the geometrics of the roadway, or are not in conformance with the Highway Design Manual standards, will require additional review and approval.

Mid-term Solutions

Examples of mid-term improvements could include:

- Protected bike lane in the interchange median
- Vertical barriers
- Decreasing length of merge lanes
- New crosswalks
- Narrower car lanes

During the January 8, 2025, Community Listening Session, there was strong support for a protected median bike lane in the U.S. 101/Holly Street intersection. Community members also cautioned that a protected median should not be implemented without intersection improvements at each end of the overpass (at Holly Street and Industrial and Holly Street and Shoreway Road).

As discussed above, a protected median, use of K-rails, and any other options that affect traffic operations and propose materials or solutions that are not part of Caltrans' solutions will require studies and analysis, design and permitting, and approval by each of Caltrans' several functional groups. As such, we can assume that mid-term solutions can take at minimum, two years.

SMCTA Technical Assistance & Funding for a Mid-Term Solution

The SMCTA has offered to help develop three mid-term project options (including the protected median concept) with input from City staff for further study and development. In addition to offering the services of their technical assistance team that will help develop three concepts, SMCTA's technical assistance team will assist the City with public outreach to select one of the three concepts to pursue. Public outreach will include input from the community and stakeholders, the City's Planning and Transportation Commission, and the City Council. The goal is to complete these steps and submit a formal project funding request for a mid-term solution to the SMCTA's Highway Program by August 29, 2025. If selected, up to 90% of the selected project's funding would be awarded in December 2025. The City is required to fund at least 10% of the total project for this mid-term solution.

Long-Term Solution: Bicycle/Pedestrian Overcrossing

A separate bicycle and pedestrian overcrossing is still viewed as the optimal safety solution for crossing U.S.101 because it eliminates potential conflicts with cars.

In the coming weeks, City staff will attend several meetings with all of Caltrans' functional units. These coordinated efforts will help the City understand how much of the existing plans and specifications from the 2019 U.S. 101/Holly Street Interchange and Bike/Ped Overcrossing Project are still valid as well as which efforts are required to bring the project up to current standards to obtain approval from Caltrans.

SMCTA Technical Assistance & Funding for the Bicycle/Pedestrian Overcrossing

Similar to the proposed mid-term concept project application, the City will work with the SMCTA to submit a formal project funding request for a U.S. 101/Holly Street Interchange and Bike/Ped Overcrossing Project to the SMCTA's Highway Program by August 29, 2025. Whether the City applies for a planning grant or a design and construction grant will depend upon how much of the existing plans and specifications are still valid. If selected, up to 50% of the selected project's funding would be awarded in December 2025. The remaining 50% will need to be funded by City and/or other grant funding sources.

It is important to note that in order to be eligible for the SMCTA's Highway Program funding, the bike/pedestrian overcrossing cannot be decoupled from the larger U.S. 101/Holly Street interchange improvement project due to the voter-approved Measure A and W expenditure plan language.

Thank you for taking the time to read through this summary. We anticipate we will provide another update when we (1) get closer to kicking off the short-term solutions and (2) seek community feedback on the preferred mid-term concept. If you'd like to share comments on this letter, please email: citymanager@cityofsancarlos.org.

Very Sincerely,

The City of San Carlos U.S. 101/Holly Street Interchange Project Team