

Making Improvements on the Holly Street Corridor

For the past decade, the City has sought to make changes to the US 101 interchange in addition to a pedestrian overcrossing, south of Holly Street.

The City of San Carlos is working with regional partners to pursue improvements for both the mid-term and long-term.

What we heard at the January 8 listening session:

- Implement immediate improvements
- Improve bike infrastructure
- More visible signage
- Improve pedestrian conditions
- Encourage responsible driver behavior

Project Goals



Provide safe, continuous bike infrastructure



Improve the safety of pedestrian crossings

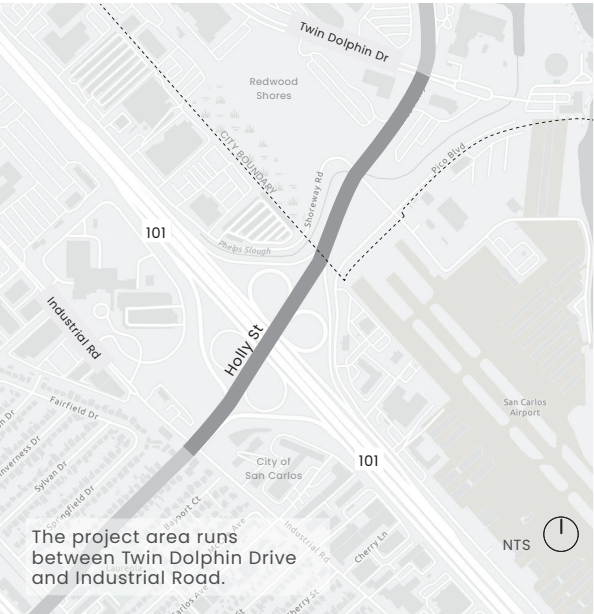


Enhance visibility + wayfinding

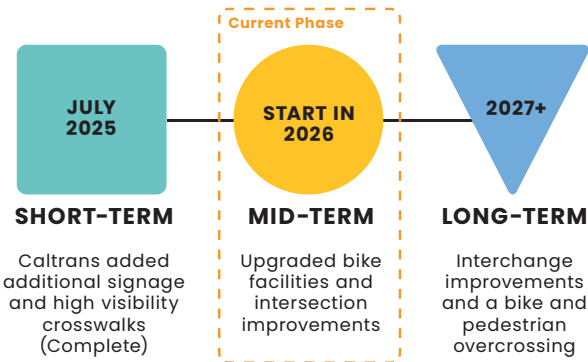


Develop a solution that is feasible + fundable

Project Area



Phasing



Design Process

The proposed design alternatives and timelines are draft and will be refined as the City finalizes the design for approval.

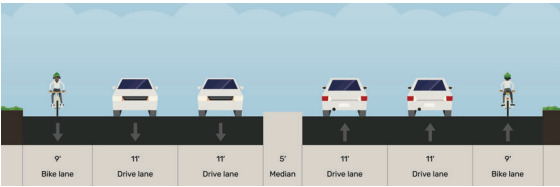
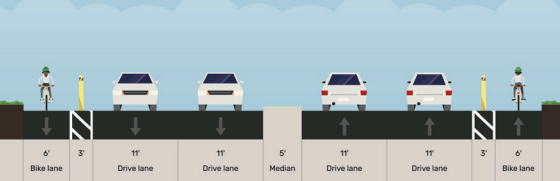
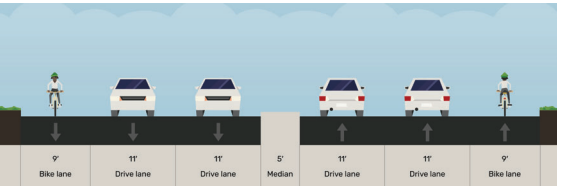
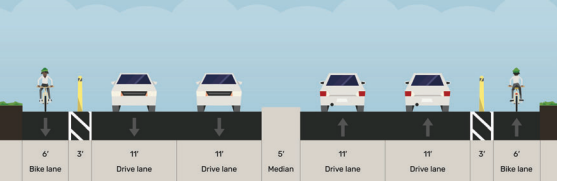
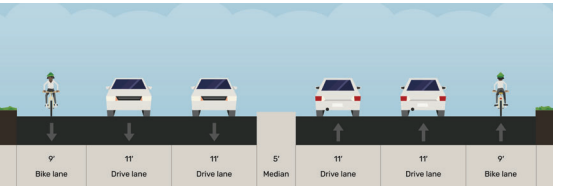
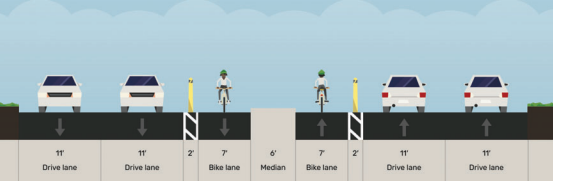
Your feedback in this early stage will inform the final design.

Final design will be subject to changes from:

- Caltrans approval
- Required permits
- Public feedback

ALTERNATIVES COMPARISON OVERVIEW



ALTERNATIVE	1	2	3
	Existing  Proposed 	Existing  Proposed 	Existing  Proposed 
Bike Facility Type	- Separated Bikeway (curbside) - Bike Lanes	Separated Bikeway (curbside)	- Separated Bikeway (center running) - Separated Bikeway (curbside)
Crossing Improvements	Flashing beacons at on- and off-ramps	- Flashing beacons at on-ramps - Traffic signals at US 101 off-ramps - Bike signals at Shoreway + Industrial	- Flashing beacons + raised crossings at on-ramps - Traffic signals at US 101 off-ramps - Bike signals at Shoreway + Industrial
Lane Reduction	No	Yes	Yes
Cost	\$3-4M	\$6-8M	\$6-8M
Timeline	1.5 - 2 years	5+ years	5+ years
Additional Studies Needed	None	Caltrans Highway Operations Analysis	Caltrans Highway Operations Analysis Caltrans Structural Analysis

KEY PROPOSED IMPROVEMENTS



User-activated lights and signs that alert drivers when a cyclist or pedestrian is crossing.



A dedicated space for biking typically separated with a vertical barrier.



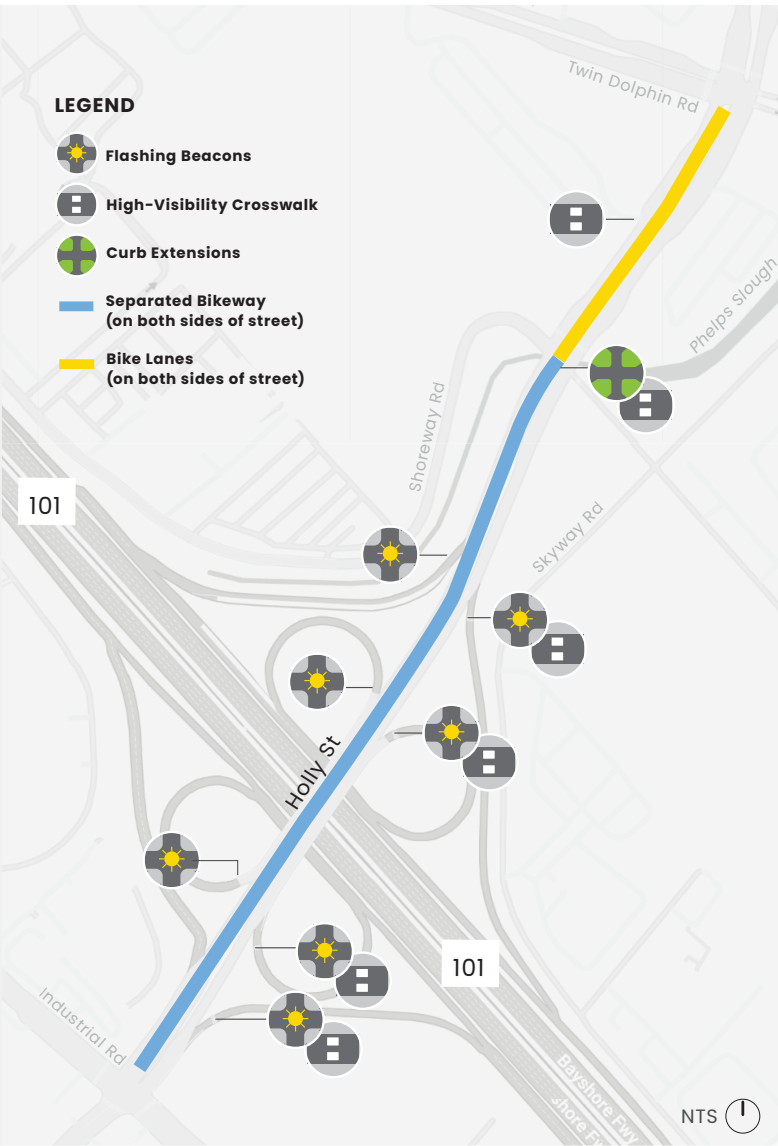
Bold pavement markings to indicate where pedestrians can cross safely.



An extension of the sidewalk to narrow the street and shorten the length of the crosswalk.



A dedicated space for biking typically separated by painted lines.



OPPORTUNITIES

- Improved Bicycle/Pedestrian Crossings
 - Flashing beacons proposed at US 101 on- and off-ramps
- Improved Bicyclist Safety
 - Combination of **separated bikeways** with **bike lanes** in constrained conditions
- Can be constructed more quickly (1.5 to 2 years)

CONSTRAINTS

- There are no bike or traffic signals, and the bike lanes north of Shoreway Road do not have protection (though this helps the project get Caltrans approval more quickly).

KEY PROPOSED IMPROVEMENTS



Assigns right-of-way at intersections and helps improve safety for all users.



User-activated lights and signs that alert drivers when a cyclist or pedestrian is crossing.



A dedicated space for biking separated with a vertical barrier.



Dedicated traffic lights that help protect bicyclists from right-turning vehicles.



Bold pavement markings to indicate where pedestrians can cross safely.



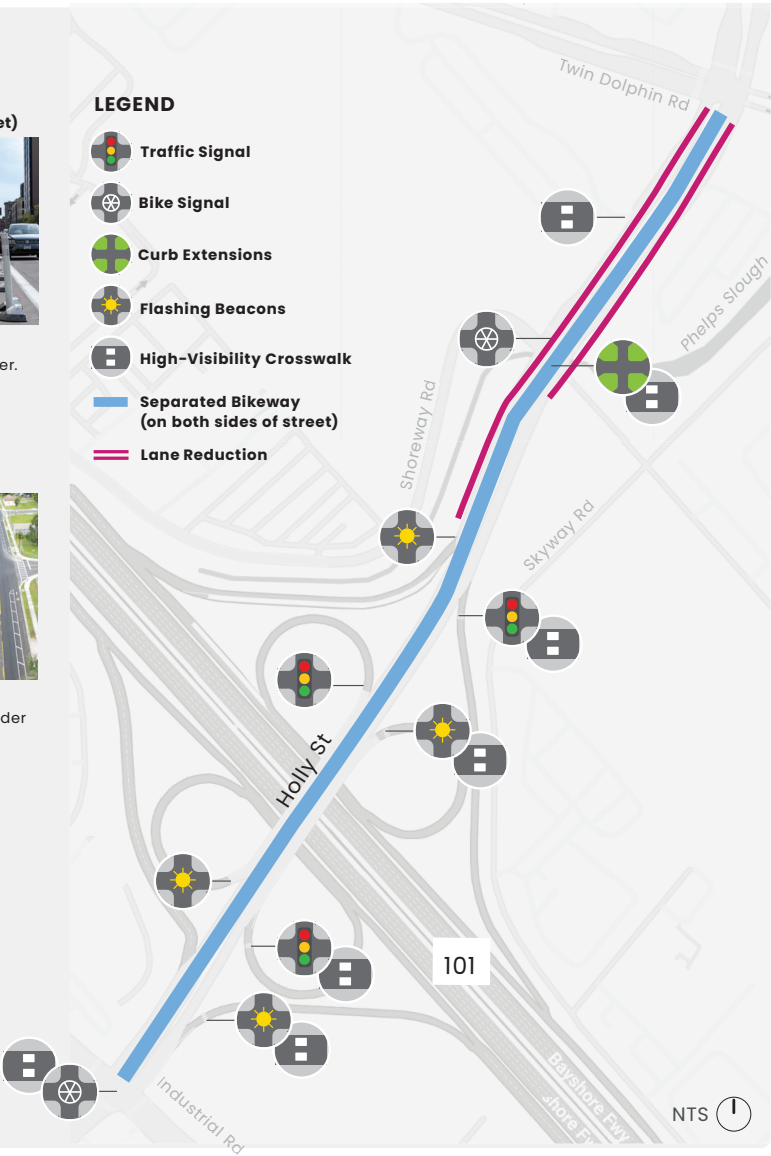
Repurposes a vehicle lane for other uses like bike lanes or wider sidewalks.



An extension of the sidewalk to narrow the street and shorten the length of the crosswalk.

LEGEND

- Traffic Signal
- Bike Signal
- Curb Extensions
- Flashing Beacons
- High-Visibility Crosswalk
- Separated Bikeway (on both sides of street)
- Lane Reduction



OPPORTUNITIES

- Improved Bicycle/Pedestrian Crossings
 - Flashing beacons proposed at US 101 on-ramps
 - Traffic signals at US 101 off-ramps
- Improved Bicyclist Safety
 - Separated bikeway
 - Bike signals at Shoreway Road and Industrial Road to protect bicyclists from right-turning vehicles

CONSTRAINTS

- Taking away vehicle lanes north of Shoreway Road to build a separated bikeway may increase congestion. More study is needed due to the removal of vehicles lanes per Caltrans requirements.
- Lane reductions, and the inclusion of bike and traffic signals increases the overall project cost.
- Including bike and traffic signals could extend the Caltrans approval process by 2 to 3 years.

KEY PROPOSED IMPROVEMENTS



Assigns right-of-way at intersections and helps improves safety for all users.



User-activated lights and signs that alert drivers when a cyclist or pedestrian is crossing is crossing.



A dedicated center running space for biking typically separated with a vertical barrier.



Dedicated traffic lights for cyclists that protect bicyclists from right-turning vehicles.



An elevated pedestrian or bike crossing designed to slow vehicles.



A dedicated space for biking separated with a vertical barrier.



An extension of the sidewalk to narrow the street and shorten the length of the crosswalk.



Bold pavement markings to indicate where pedestrians can cross safely.

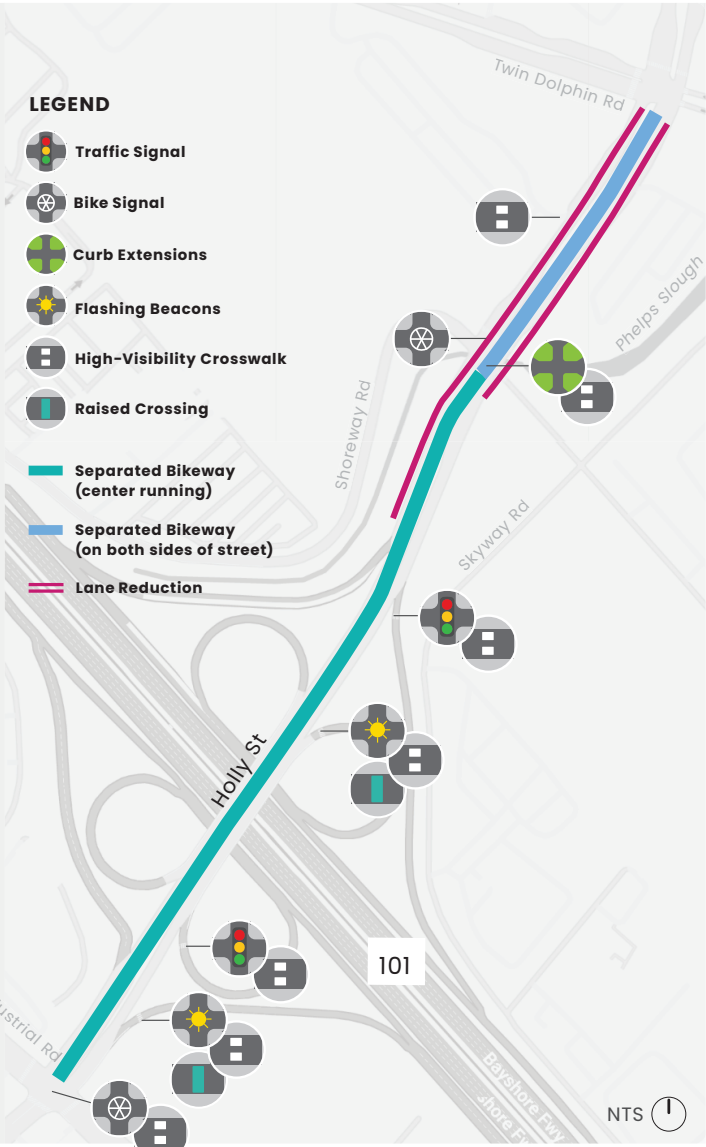


Repurposes a vehicle lane for other uses like bike lanes or wider sidewalks.

LEGEND

- Traffic Signal
- Bike Signal
- Curb Extensions
- Flashing Beacons
- High-Visibility Crosswalk
- Raised Crossing

- Separated Bikeway (center running)
- Separated Bikeway (on both sides of street)
- Lane Reduction



OPPORTUNITIES

- Improved Bicycle/Pedestrian Crossings
 - Flashing beacons proposed at US 101 on-ramps
 - Traffic signals at US 101 off-ramps
 - Raised crossings at on-ramps
- Improved Bicyclist Safety
 - Center running separated bikeway between Industrial Road and Shoreway Road. Separated bikeway against the curb north of Shoreway Road.
 - Bike signals
 - At Shoreway Road and Industrial Road to protect bicyclists from right-turning vehicles
 - At Shoreway Road and Industrial Road to transition bikes on and off of center running bikeway

CONSTRAINTS

- Taking away vehicle lanes north of Shoreway Road to build a separated bikeway may increase congestion. More study is needed due to the removal of vehicles lanes per Caltrans requirements.
- Lane reductions, and the inclusion of bike and traffic signals increases the overall project cost.
- Including bike and traffic signals could extend the Caltrans approval process by 2 to 3 years.
- If concrete barriers are added to protect the center running separated bikeway, Caltrans would need even more time – requiring up to 4 years for approval (in total).