METROPOLITAN TRANSPORTATION COMMISSION

Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at *https://mtc.ca.gov/planning/transportation/complete-streets*

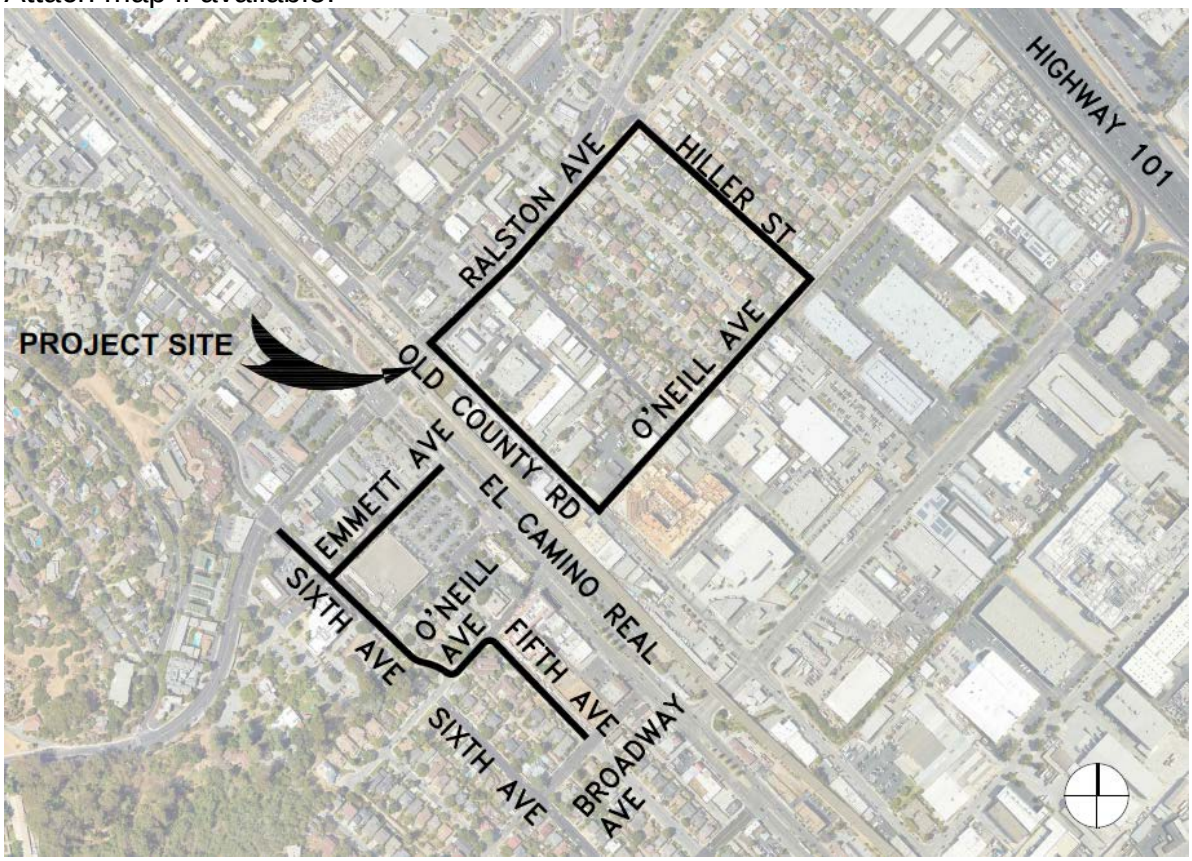
This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title: Belmont Village Bicycle Improvements
Project Area/Location(s): Ralston Ave, Hiller Street, O'Neill Ave, Old County Road, Emmett Ave, Sixth Ave, and Fifth Ave within the City of Belmont

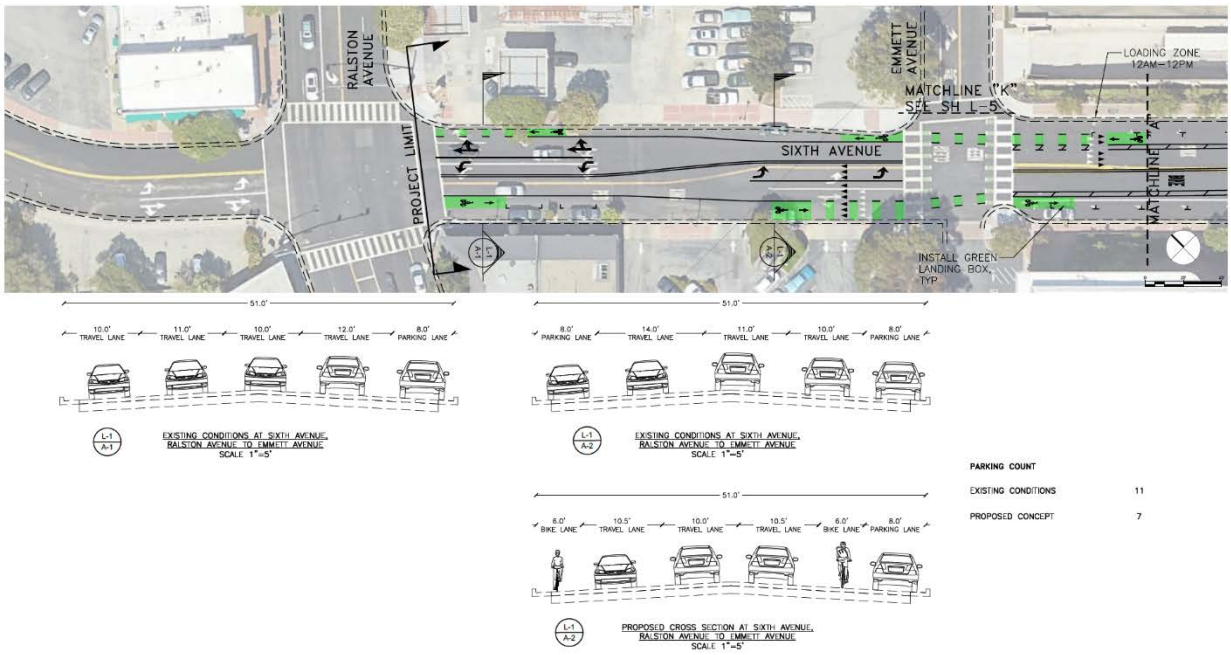
Attach map if available.



PROJECT DESCRIPTION: (300-word limit)
Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

Current Project Phase: 100% Design
The Belmont Village Bike Improvements proposes to install a majority of Class II bike facilities along Ralston Avenue, Sixth Avenue, Fifth Avenue, and Emmet Avenue. Additionally, a Class III Bike Boulevard improvement will also be implemented along Hiller Street and O'Neill Avenue. The roads currently have little to no bike improvements which poses a potential safety concerns for bikers along the major corridors. With the quick build bike improvement project, City of Belmont will be able to provide safer facilities for bicycle users while further implementing the recommendations/strategic goals of the 2016 City of Belmont Comprehensive Pedestrian and Bicycle Plan which has also been incorporated into the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan.

Sample Sheet from Plan for reference:



CONTACT INFORMATION

Contact Name & Title:	Contact Email:	Contact Phone:
Peter Brown	pbrown@belmont.gov	650-595-7459

Agency:

Topic	CS Policy Consideration	YES	NO	Required Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	The project implements goals in the 2016 City of Belmont Comprehensive Pedestrian and Bicycle Plan, which is in the 2021 C/CAG Comprehensive Bicycle and Pedestrian Plan.

Topic	CS Policy Consideration	YES	NO	Required Description
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	☒	☐	The project proposes to extend new bike facilities and upgrade existing facilities with treatments to improve safety for all users within the Pedestrian Focus Areas surrounding El Camino Real.
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	☐	☒	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	The street segments chosen to have new and upgraded bike facilities provide low-stress connectivity and minimize the level of detour required for bicyclists and pedestrians.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	CalTrain station, SamTrans Bus stations
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☐	☒	Please provide confirmation email from transit operator(s).
	C. Is there a MTC Mobility Hub within the project area?	☒	☐	City to reach out to MTC for project design comments.
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	MTC guidelines are used for this project. Class II and Class III facilities are proposed.

Topic	CS Policy Consideration	YES	NO	Required Description
6. Equity	Will Project improve active transportation in an Equity Priority Community?		X	Please list EPC(s) affected.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	March 28, 2024

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (*Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493*), **and locally adopted Complete Streets resolutions** (*adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202*).	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES		Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐		If yes, please cite language and agency citing prohibited use.
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐		If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐		Describe Alternative Plan/Project
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	☐	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG)*; National Association of City Transportation Officials (NACTO) – *Urban Bikeway Design Guide*.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

†Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[18]

‡Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Figure 1 Designing for All Ages & Abilities, NACTO https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

METROPOLITAN TRANSPORTATION COMMISSION

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Background

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Requirements

MTC's CS Policy requires that all projects (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at *https://mtc.ca.gov/planning/transportation/complete-streets*

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title: Lawndale Boulevard RRFB Mid-Block Crosswalk and Bike Lane Improvement Project
Project Area/Location(s): Lawndale Boulevard, from Mission Road to Hillside Boulevard, Town of Colma; Adjacent to El Camino High School (North Driveway).

PROJECT DESCRIPTION: (300-word limit)
Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

Project Type: Capital/Quick Build - Pedestrian and Bicycle Facility
Project phase: Design and Construction

Lawndale Boulevard is an east-west arterial connecting Mission Road and Hillside Boulevard with speed limits posted 35 MPH. The corridor has residential development for about a quarter length of the corridor and El Camino High School on the south side of the corridor.

This project aims to improve pedestrian and cyclist safety and connectivity on Lawndale Boulevard at El Camino High School by:

- Installing a high-visibility mid-block pedestrian crossing adjacent to El Camino High School driveway.
- Installing rectangular rapid flashing beacons (RRFBs).
- Installing ADA-Compliant Curb Ramps.
- Providing bike lane links (approx. 400 feet) to the existing Class II bike lane.
- Removing free-right-turn vehicle movements at El Camino High School.
- Aligning and extending the curb along the travel lane near the school.
- Re-construction of the median island at the crosswalk.
- Striping and pavement markings.

CONTACT INFORMATION

Contact Name & Title:	**Contact Email:**	**Contact Phone:**
Brad Donohue, Director of Public Works	bdonohue@colma.ca.gov	(650) 757-8895, (650) 222-0448 Cell

Agency: Town of Colma, CA

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	The objective of the Project is to improve pedestrian and cyclist safety, mobility, and accessibility aligning with the following plans: 1-San Mateo County Comprehensive Bicycle and Pedestrian Plan 2021, key safety performance metrics outlined in Table 13 on page 103 of the Plan. 2-Town of Colma's General Plan 2040 Mobility Element – The

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan				Mobility Element Goal (M-1) is to provide and maintain a safe, efficient, and attractive circulation system that promotes a healthy, safe, and active community throughout Colma. The Town has established a "Vision Zero" to eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040. 3-Colma's Transportation Safety Action Plan/Town of Colma Systemic Safety Analysis Report, 2018. The SSAR identified systemic treatments to improve safety for all users of the Town's roadway network including the Lawndale Blvd project. 4-Town of Colma's ADA Transition Plan, 2010. The Plan outlines its efforts to comply with the Americans with Disabilities Act (ADA) and ensure its programs, services, facilities, and public ROW are accessible to all members of the public including persons with disabilities. 5-Town of Colma's Master Bicycle and Pedestrian Master Plan, Adopted by the City Council on August 23, 2023. The Plan focuses on developing a safe network of bikeways and walkways, identifying roadway improvements, and documenting programs and policies that

Topic	CS Policy Consideration	YES	NO	Required Description	Description
					will support the town's goal of becoming a more bicycle and pedestrian-friendly community. 6 - Town of Colma's complete streets Policies, 2012. The Town has adopted a Complete Streets Policy consistent with the California Complete Streets Act of 2008 (AB 1358) to create and maintain Complete Streets that provide safe, comfortable, and convenient travel along and across Town's streets through a comprehensive, integrated transportation network that serves all categories of road users, including pedestrians, bicyclists, motorists, and persons with disabilities.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	☐	☒	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See Attachment 1.	Although the proposed project is adjacent to the regional AT Network, about 800 feet from Mission Road, it supports the Plan Bay Area 2050 strategy to build a Complete Streets Network and helps to meet goals for safety, equity, health, resilience and climate change, and will provide connection between Hillside Blvd., Mission Road, and El Camino Real (SR 82). Encourage individuals to walk and bike safe and accessible streets, to school, workplaces, and public transit such as SamTrans bus stops and BART station.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	☒	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	The speeding analysis incorporated into the High Injury Network (HIN) Report conducted for San Mateo County Office of Education/SRTS program shows the project area has reported vehicle speeding of 1-5 MPH exceeding the speed limit. Additionally, this project is identified in the Colma Transportation Safety Action Plan/Systemic Safety Analysis Report (SSAR) among the top-priority safety projects in Colma. It aims to improve pedestrian and cyclist safety and connectivity on Lawndale Blvd at El Camino High School. The proposed systemic treatments include: A high-visibility mid-block crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), remove the free-right-turn lane and extend and align the curb and gutter along the roadway at the El Camino High School driveway.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.	A Level of Traffic Stress (LTS) study has not been conducted yet. However, the project would include provisions to improve cyclist and pedestrian conditions and reduce the LTS that bicyclists and pedestrians experience along Lawndale Blvd. The project would 1) close the gap on an existing AT network connection, 2) Improve the visibility for pedestrians and cyclists, and 3) Add bicycle and

Topic	CS Policy Consideration	YES	NO	Required Description	Description
					pedestrian facilities.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	A. Are there existing public transit facilities (stop or station) in the project area?	The project is located within ¼ mile of the South San Francisco BART Station.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☐	☒	Please provide confirmation email from transit operator(s).	The Colma Bicycle and Pedestrian Master Plan (2023) included input from outreach and/or data available from multiple agencies and stakeholders including Samtrans, BART Sustainability team, South San Francisco, C/CAG, SVBC, Colma Police Dept, SMCOE, and SSFUSD/El Camino High School.
	C. Is there a MTC Mobility Hub within the project area?	☒	☐	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	The project is located adjacent to the Emerging Urban District mobility hub for BART – South San Francisco and located within a Transit Oriented Communities Priority Areas (2022) per the MTC Mobility Hubs Map. The project will provide further connectivity and success of existing and planned mobility hubs and active transportation networks.
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	Class II bikeway (bike lane links ~400 feet) along Lawndale Blvd. The project would meet all applicable professional design standards or guidelines for bicycle facilities and pedestrian facilities including, but not limited to: NACTO – Urban Bikeway Design Guide, Urban Street Design Guide;

Topic	CS Policy Consideration	YES	NO	Required Description	Description
					AASHTO – A Policy on Geometric Design of Highway and Streets, Guide for the Dev. of Bicycle Facilities, Guide for the Planning, Design, and Operation of Ped Facilities; PROWAG; MUTCD; ADAAG; Chapter 1000, California HDM, "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013). For Class II bikeway signing and lane markings, California MUTCD, Section 9C.04 Markings For Bicycle Lanes.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	Please list EPC(s) affected.	Three areas neighboring Colma are designated "EPC" by the MTC: two in Daly City and one in South San Francisco. While Colma is not itself within EPC, certain segments of its population would be considered disadvantaged or vulnerable based on characteristics that align with the factors considered by MTC. The proposed infrastructure improvements will help better connect these disadvantaged communities to Colma and the neighboring city and school. 10% of residents are below the federal poverty level, which is approximately 3% more than the percentage for the overall population of San Mateo County. The Town of Colma and a

Topic	CS Policy Consideration	YES	NO	Required Description	Description
					portion of Daly City just north of Colma are identified as low-income communities per Assembly Bill (AB) 1550, with income levels 45 to 80 percent below the County's median income. This population needs high-quality, affordable and reliable transportation options. This project will increase economic equity by improving mobility options through the corridor and connect people to school areas, neighborhood cities, and transit hubs.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	Please provide meeting date(s) and a summary of comments, if any.	The C/CAG BPAC will receive the checklists at the March 28, 2024 BPAC meeting.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (*Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493*), **and locally adopted Complete Streets resolutions** (*adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202*).	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES		Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐		If yes, please cite language and agency citing prohibited use.
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐		If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐		Describe Alternative Plan/Project
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	☐	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: Brad Donohue

Title: Director of Public Works

Date: 2/21/2024

Signature: 

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG)*; National Association of City Transportation Officials (NACTO) – *Urban Bikeway Design Guide*.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[18]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Figure 1 Designing for All Ages & Abilities, NACTO https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

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Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at *https://mtc.ca.gov/planning/transportation/complete-streets*

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

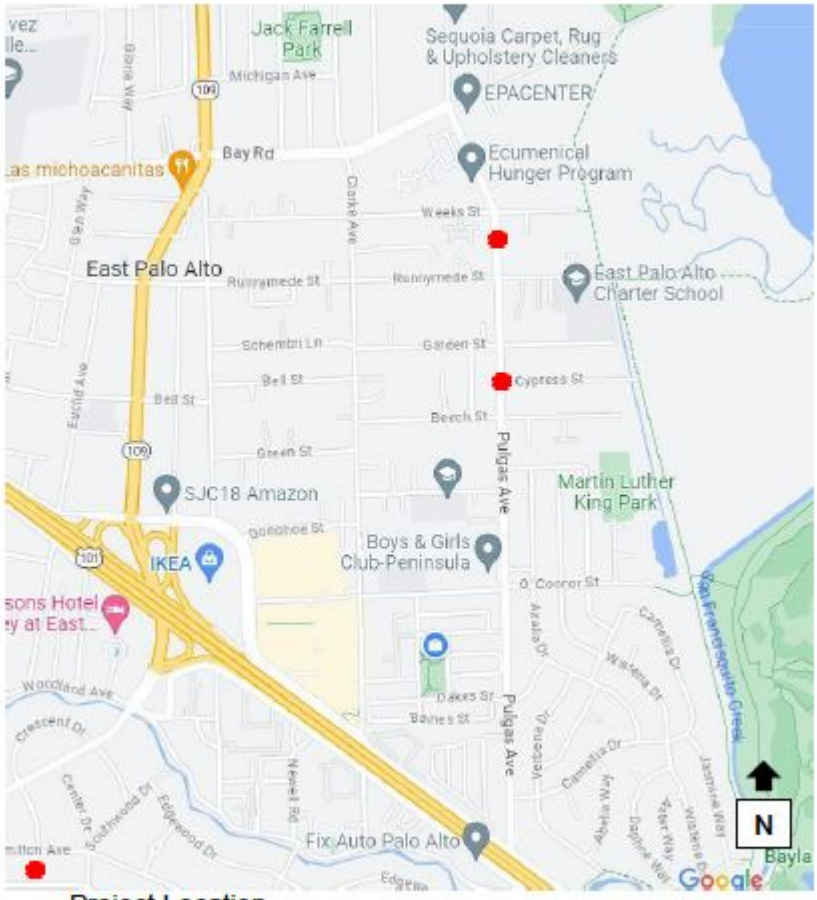
Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title: Pulgas Avenue Mini-Roundabouts Project
Project Area/Location(s): Pulgas Avenue at Runnymede Street and Pulgas Avenue at Beech Street.

Attach map if available.

Project Vicinity Map



Project Location

PROJECT DESCRIPTION: (300-word limit)
Please indicate project phase (CON)

The Pulgas Avenue Mini-Roundabout Project is located on Pulgas Avenue at Runnymede and Pulgas Avenue at Beech Street. Both intersections are located in an area considered as the City's "Pulgas Avenue Education Hub", per the City's General plan, due to the multiple schools and associated facilities on or adjacent to the corridor. Both intersections are heavily used by students/parents walking to the schools. The ADT on Pulgas Avenue at Runnymede Street is about 3,400 vehicles and 3,900 vehicles at Beech Street. The total 8-hour peak volume at Beech Street is about 1900 vehicles and 1600 vehicle at Runnymede Street. The improvements include the installation of two mini-roundabouts, curb ramps, striping, and signage. The improvements include redesigning the intersection and installing new ADA-compliant ramps and striping/signage improvements. The project

details can be found in the 30% plan set in Exhibit D. The City of East Palo Alto is requesting funds for construction.

CONTACT INFORMATION		
Contact Name & Title: Batool Zaro, Senior Engineer	**Contact Email:** bzaro@cityofepa.org	**Contact Phone:** (650)388-8921
Agency: City of East Palo Alto		

Topic	CS Policy Consideration	YES	NO	Required Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Vista 2035 East Palo Alto General Plan, March 2017, 1-6, 4-3. The area is identified as an educational hub in this plan. This specific project isn't listed in this plan, but enhancements and improvements to this area are recommended. City of East Palo Alto Pedestrian Safety Assessment September 2010, page 53-54. This specific project is identified in the City of East Palo Alto Pedestrian Safety Assessment. 2017 Bicycle Transportation Master Plan page 20, 26, 31. The master plan identifies the corridor as an educational hub requiring improvements.

Topic	CS Policy Consideration	YES	NO	Required Description
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	☒	☐	Since the street is a "shared street", the speeds on the corridor will be managed using network tools. In this case, the tool is the mini-roundabouts. The NACTO guidelines highlight that implementing tools to manage vehicle speeds help shared streets meet the All Ages & Abilities criteria.
3. S	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	☒	☐	In 2010, as part of a pedestrian safety assessment, these two intersections were selected as candidates for a mini roundabout installation. Several traffic calming measures will be implemented: curb bulb outs, the roundabouts, and striping/signage improvements. Both intersections fall within the local HIN identified in the Countywide Local Roadway Safety Plan.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	The project doesn't include the installation of bike lanes; however, the project aims to reduce the LTS by implementing speed management techniques. Designing the roundabout with bicyclists and pedestrians in mind helps reduce stress.

Topic	CS Policy Consideration	YES	NO	Required Description
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☐	☒	List transit facilities (stop, station, or route) and all affected agencies.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☒	☐	The first phase of this project included a temporary installation. As part of the temporary installation, affected transit agencies were notified. In addition, prior to design finalization, the stakeholders will be invited to review and comment on the plans. The transit agency was notified prior to the temporary installation. The transit agency was also notified that they will be invited to a stakeholder meeting during the design process.
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	All work is to be designed in accordance with Caltrans Design Standards and ADA Standards.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒		The City of East Palo Alto is a predominately low-income community of color who is disproportionately impacted by cut-through traffic. The cut-through traffic results in an increase in traffic noise, speeding, and collisions

Topic	CS Policy Consideration	YES	NO	Required Description
				(Community & Environmental Defense Services). Pulgas Avenue is one of the corridors used by cut-through drivers and it falls within the City's "Pugas Avenue Educational Hub". Per the MTC Equity Priority Map, the project is within the "higher" equity priority community. Per the CalEnviroScreen 4.0, the overall percentage of this area is 75%.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	The BPAC will receive the checklists at the March 28, 2024 BPAC meeting.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (*Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493*), **and locally adopted Complete Streets resolutions** (*adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202*).	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES		Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	☐	If yes, please cite language and agency citing prohibited use.
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐		If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	☐	Describe Alternative Plan/Project
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	☐	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG)*; National Association of City Transportation Officials (NACTO) – *Urban Bikeway Design Guide*.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

†Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[18]

‡Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Figure 1 Designing for All Ages & Abilities, NACTO https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

METROPOLITAN TRANSPORTATION COMMISSION

Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at *https://mtc.ca.gov/planning/transportation/complete-streets*

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title: San Mateo Caltrain Station North Access Improvement Project
Project Area/Location(s): The project is located at the northeastern point of the existing Downtown San Mateo Caltrain Station and on Cypress Avenue from North Claremont Street across South Railroad Avenue (east side of the Caltrain Station) to the Caltrain station northbound platform. The total project length is approximately 320 feet, inclusive of both public right-of-way and Caltrain right-of-way.

Attach map if available.

PROJECT DESCRIPTION: (300-word limit)
The project proposes designing a new Caltrain Station pedestrian and bicycle entrance at Cypress Avenue and South Railroad Avenue and improving walkability on Cypress Avenue to improve access to the proposed new Caltrain station entrance. The proposed project was identified as a priority project in the City's adopted Transit-Oriented Development Pedestrian Access Plan due to the project's proximity to the Caltrain station and ability to increase pedestrian mode share to transit.

A new Caltrain station on the northeast side of the San Mateo Caltrain Station would close the existing gap from the North Central neighborhood, an equity priority area, to the San Mateo Caltrain Station. Residents from North Central must walk longer distances to reach the station than those in other adjacent neighborhoods. This project would ensure equitable access to transit for the City's most vulnerable community.

On Cypress Avenue, improvements will include design options to promote an enhanced pedestrian realm for accessing Caltrain. The project will consider conceptual alternatives such as modifying the roadway geometry to one-way traffic, removing parking to increase the sidewalk width, and adding pedestrian amenities, including wayfinding signage, and enhanced lighting to improve the walking environment to the station. On South Railroad Avenue (east of the Caltrain tracks), the project will look at options for designing a new sidewalk and ramp to connect the riders from the at-grade sidewalk to the raised northbound platform. Improvements at the Cypress Avenue and North Claremont Street intersection and Cypress Avenue and South Railroad Avenue intersection will also include striped crosswalks and ADA compliant curb ramps. These improvements would make Cypress Avenue a more comfortable and attractive walking route for pedestrians of all ages and abilities accessing transit.

Please indicate project phase (☐Planning, ☒**PE**, ☒**ENV**, ☒**ROW**, ☐CON, ☐O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:	**Contact Email:**	**Contact Phone:**
Nicolette Chan, Associate Transportation Planner	nchan@cityofsanmateo.org	650-522-7326
Agency: City of San Mateo		

Topic	CS Policy Consideration	YES	NO	Required Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	The proposed project is a priority project in the City's adopted 2022 Transit-Oriented Development Pedestrian Access Plan. This Plan was adopted in November 2022. The project is also consistent with the City's draft General Plan 2040 which calls for increase mode share options to support sustainable transportation and prioritizing pedestrian and bicycle mobility needs. The draft General Plan 2040 is expected to be adopted in March 2024.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	☐	☒	
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	☐	☒	SWITRS data from 2018-2022 recorded six pedestrian involved collisions on Tilton Avenue and one pedestrian collision on Ellsworth Avenue. These streets overlap with the map of top walking routes to transit created from the City's TOD Pedestrian Access Plan outreach effort. The proposed project would change riders' walking route to low-stress streets where there has been one reported pedestrian collision in the last five years at the Cypress Avenue and North Claremont Street intersection. Additionally,

Topic	CS Policy Consideration	YES	NO	Required Description
				the project will provide upgraded lighting, striped crosswalks, ADA improvements to improve pedestrian visibility and safety in the project area.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	The LTS analysis conducted as part of the development process for the City's adopted TOD Pedestrian Access Plan development process found that Cypress Avenue, South Railroad Avenue, and North Claremont Street are low-stress streets. For comparison, Tilton Avenue and Ellsworth Avenue, the streets most commonly used to access transit, are high-stress streets. Through the proposed project, riders will be traveling on low-stress streets where there is less interaction between pedestrians and vehicles, making the walking and biking route to transit safer and more comfortable for all ages and abilities.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	The proposed project will directly connect to the San Mateo Caltrain Station northbound platform at South Railroad Avenue and Cypress Avenue.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☒	☐	The letter of support from Caltrain is attached.
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	

Topic	CS Policy Consideration	YES	NO	Required Description
5. **Design**	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Standards and specifications will be based on the latest Caltrans standards (2018) and ADA standards.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	The project area will improve access to transit for the North Central neighborhood, an Equity Priority Community located in Census tract 606200.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	BPAC will receive the checklists at the March 29, 2024 BPAC meeting.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (*Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493*), **and locally adopted Complete Streets resolutions** (*adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202*).	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES		Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐		If yes, please cite language and agency citing prohibited use.
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐		If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐		Describe Alternative Plan/Project
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	☐	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

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Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG)*; National Association of City Transportation Officials (NACTO) – *Urban Bikeway Design Guide*.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[18]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Figure 1 Designing for All Ages & Abilities, NACTO https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

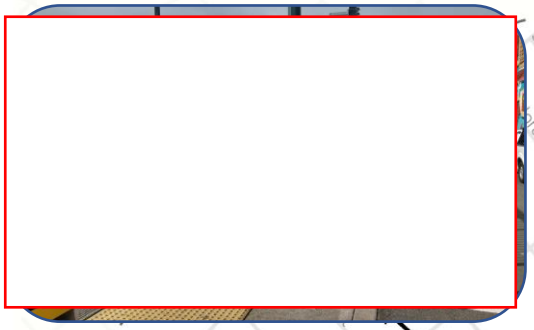
PROJECT AREA MAP

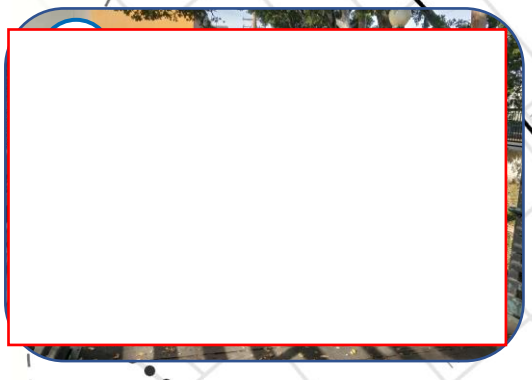
San Mateo Caltrain Station Access Map

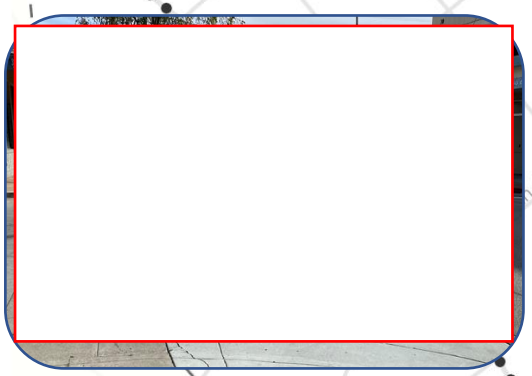
San Mateo Transit-Oriented Development Pedestrian Access Plan (2022)

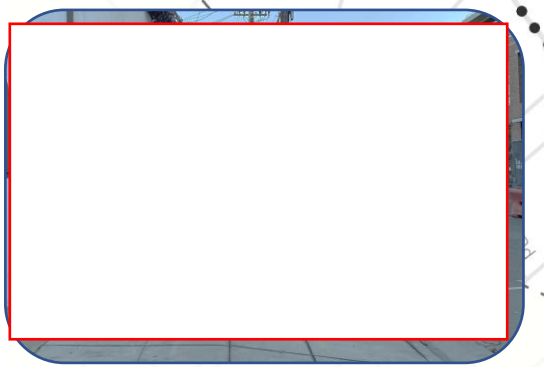
Potential Future Access Streets

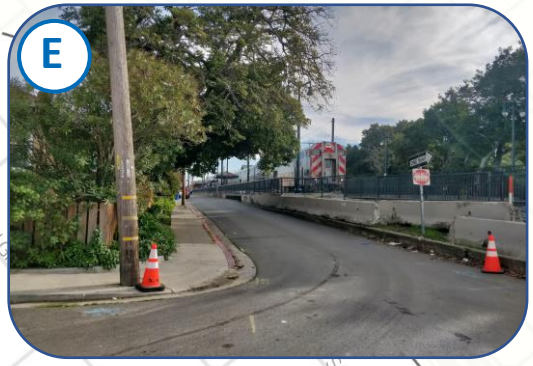
E) **Cypress Avenue** - There is no direct access to the Caltrain station from the northeast side. Residents living in the North Central neighborhood currently must walk longer distances to reach the station than those in other adjacent neighborhoods. A new access point at Cypress Avenue would close the existing gap to the North Central neighborhood and across the tracks.











Station Entrance

Caltrain Stations

Station Access Streets

Connector Streets

Potential Future Access Street

PUBLIC WORKS
City of San Mateo

PRIORITY PROJECT RECOMMENDATIONS - DOWNTOWN

DOWNTOWN - NORTH STATION ACCESS

ISSUES

The North Station location provides direct pedestrian access to the northern end of the San Mateo Caltrain station via North Railroad Avenue west of the train tracks. To access the entrance, pedestrians must either walk through the Mi Rancho Supermarket parking lot or walk down the back alley of North Railroad Avenue, neither of which provide access to the northbound platform. Pedestrians coming from the north must cross Tilton Avenue, which presents visibility issues due to roadway grade changes, parked cars, and poor lighting, or walk to 1st Avenue and cross the tracks in order to access the northbound platform.

There is no direct access to the Caltrain station from the northeast side, where the only neighborhoods in San Mateo identified as Equity Priority Communities in MTC's Plan Bay Area 2050 are located.

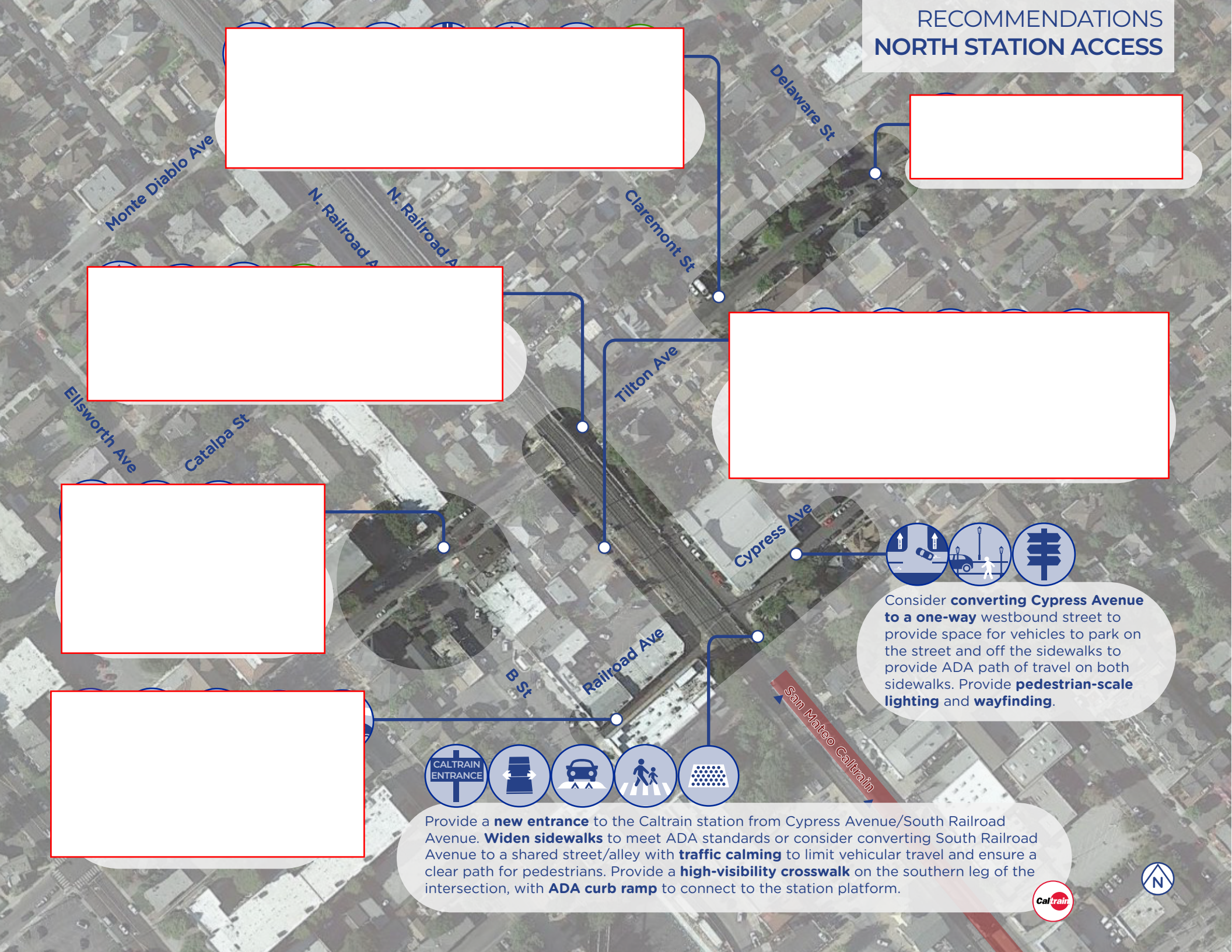
SUMMARY

These projects focus on improving pedestrian access to the Caltrain station from the north, most critically with a new station entrance from Railroad Avenue/Cypress Avenue that connects both platforms and allows travel to the existing southbound ramp from Mi Rancho Supermarket's parking lot and North Railroad Avenue west of the tracks. This will require improving the lighting and wayfinding on both sides of the tracks, and providing more space for pedestrians by widening sidewalks, restricting parking, implementing shared street concepts, and/or converting Cypress Avenue from two-way to one-way vehicle travel.

Enhancements are recommended at crossings of Tilton Avenue to improve pedestrian comfort for those traveling to and from the north. These include standard visibility improvements such as high visibility markings, advanced stop bars where applicable, improved lighting, and curb extensions where feasible.

Enhanced pedestrian crossings are recommended on Tilton Avenue crossings at Claremont to provide consistent crossing opportunities between Delaware and the Caltrain corridor. Options include an all-way stop, if warranted, a raised crossing or traffic circle.

RECOMMENDATIONS
NORTH STATION ACCESS



Consider **converting Cypress Avenue to a one-way** westbound street to provide space for vehicles to park on the street and off the sidewalks to provide ADA path of travel on both sidewalks. Provide **pedestrian-scale lighting** and **wayfinding**.

Provide a **new entrance** to the Caltrain station from Cypress Avenue/South Railroad Avenue. **Widen sidewalks** to meet ADA standards or consider converting South Railroad Avenue to a shared street/alley with **traffic calming** to limit vehicular travel and ensure a clear path for pedestrians. Provide a **high-visibility crosswalk** on the southern leg of the intersection, with **ADA curb ramp** to connect to the station platform.

TOD Pedestrian Access Plan Detailed List of Improvements

DT-2-3	Downtown Gateway	1st Ave	at S Railroad Ave			SSSC	- advance stop bar on S Railroad Ave - high-visibility crosswalks - directional ADA curb ramps (all corners) - consider adding an RRFB to crosswalk across 1st Ave (east leg) to enhance the safety of the uncontrolled crosswalk based on vehicle & pedestrian volumes and vehicle speeds **-- RRFB installation may require CPUC approval**	San Mateo Pedestrian Plan 2012 Field review	
DT-2-3	Downtown Gateway	1st Ave	Claremont St	Caltrain tracks			- check and ensure clear width for ADA path of travel provided on north sidewalk - ensure sidewalk is minimum 11 feet wide with a 5-foot through zone; consider widening to the recommended 15-foot wide sidewalk with a 7-foot through zone (would likely require parking removal) -- may be a longer term improvement to be implement with new developments	San Mateo Pedestrian Plan 2012 Field review	
DT-2-3	Downtown Gateway	1st Ave	at Caltrain tracks			train signal	- high-visibility crosswalk across tracks - ensure path across tracks is ADA accessible	San Mateo Pedestrian Plan 2012 Field review	
DT-3-1	North Station Access	N Railroad Ave (west of tracks)	Tilton Ave	Caltrain station access point (Mi Rancho supermarket)	400 feet		- consider converting street into a shared street/alley with traffic calming so that pedestrian path of travel is ensured on the street; if this is implemented, consider signs to inform users on how to best use the street given this would be a new treatment in the city - provide pedestrian scale lighting - add aesthetic improvements to make it more pedestrian friendly. (Urban greening, public art, etc.)	field review	
DT-3-1	North Station Access	Railroad	N B St	N Railroad Ave	180 ft		- restrict parking along this block - add pedestrian scale lighting - provide wayfinding signage to direct people through Railroad Ave (to use public ROW) instead of the Mi Rancho parking lot - consider adding public art or urban greening considered to make this access more comfortable for pedestrians	field review	
DT-3-1	North Station Access	Tilton Ave	at N Railroad Ave (west & east of tracks)			AWSC	- add stop control the westbound approach west of the tracks/underpass and eastbound approach east of the tracks - add high-visibility crosswalks across Tilton on west leg west of the tracks and on east leg, east of the tracks - advance stop bar (eastbound, west of tracks) - add curb extensions into Tilton for new proposed crosswalks - ensure adequate lighting in the underpass - Provide pedestrian wayfinding signs to Caltrain station	field review	
DT-3-2	North Station Access	Cypress Ave	Claremont St	S Railroad Ave	250 ft		If Cypress Ave is decided to be the best pedestrian path of travel to the new Caltrain station access: - Suggest converting Cypress to a one-way westbound to provide space for vehicles not to park on the sidewalks, therefore providing more space for pedestrians on the existing sidewalks - Provide pedestrian scale lighting to enhance sense of safety - provide wayfinding direction to Caltrain station access - Alternatively, suggest removing parking to widen sidewalks and provide ADA path of travel on both sides of the street - 2012 Ped Master plan requires a 7-ft minimum sidewalk with a 5-ft minimum through zone (based on adjacent land use)	San Mateo Pedestrian Plan 2012 Field review	

DT-3-2	North Station Access	S Railroad Ave	at Cypress Ave			Uncontrolled	- provide a new Caltrain station access from Cypress Ave/S Railroad Ave - add an ADA ramp on Caltrain track side to connect to the station platform If Cypress Ave is decided to be the best pedestrian path of travel to the new Caltrain station access: - upgrade sidewalk on S Railroad Ave to provide an ADA path of travel from Cypress to the station access point. If sidewalk widening not feasible, consider converting street into a shared street/alley with traffic calming so that pedestrian path of travel is ensured on the street (including diverters every 1-2 blocks so only bikes and pedestrians can go through) - add a crosswalk at the intersection on the south leg If S Railroad Ave is decided to be the best pedestrian path of travel to the new Caltrain station access: - upgrade sidewalk on S Railroad Ave to provide an ADA path of travel from Tilton Ave to the station access point. If sidewalk widening not feasible, consider converting street into a shared street/alley with traffic calming so that pedestrian path of travel is ensured on the street (including diverters every 1-2 blocks so only bikes and pedestrians can go through) - after new Caltrain station access has been established, connect it to the southbound platform as well, allowing travel to the existing southbound ramp from Mi Rancho Supermarket's parking lot and North Railroad Avenue west of the tracks. Ensure the connection/crossing across the tracks has all the appropriate safety features (e.g., pedestrian gates). **-- coordination with Caltrain required**	field review	
DT-3-3	North Central Equity Access	Tilton Ave	at N B St			SSSC	- directional curb ramp at SW corner - high-visibility crosswalk on south leg - curb extension on southwest corner to shadow parking on B Street	field review	Ped Plan improvements already implemented
DT-3-3	North Central Equity Access	Tilton Ave	at Delaware St			AWSC	- high-visibility Xwalk markings - **curb extensions (nice to have but not as necessary at a less heavily utilized intersection, but could help reduce vehicle speeds on Tilton); if not, add daylighting (all approaches, near side)** - advance stop bars - directional ADA curb ramps - additional lighting -If Cypress can't be improved consider extending the shared street recommendation on Railroad to Tilton to provide this pedestrian access		
DT-3-3	North Central Equity Access	Tilton Ave	at Claremont St			SSSC	- consider AWSC for traffic calming along Tilton; if it doesn't meet an AWSC warrant, add one crosswalk across Tilton Ave and enhance. Consider raising the crosswalk for traffic calming or add a traffic circle. - lighting - curb extensions on all corners - high-visibility Xwalk markings across Claremont (and Tilton based on first bullet point) - advance stop bars - directional ADA curb ramps		community social pinpoint map comment "Crossing Tilton on Claremont is a death trap. There is no stop sign or crosswalk there, and seeing around parked cars is close to impossible with Tilton's grade change under the train bridge. The lighting is poor at night, too. This is a highly trafficked sidewalk, but it's still very dangerous. The sidewalk is also very narrow and there's always a ton of trash."

CALTRAIN LETTER OF SUPPORT

Audrey Shiramizu
San Mateo City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Ms. Shiramizu,

On behalf of Caltrain, I am writing to express strong support of the City of San Mateo's TDA Article 3 Bicycle and Pedestrian Program grant application for the San Mateo Caltrain Station North Access Improvements Project. The City and Caltrain will collaborate on design options for a new Caltrain Station entrance at Cypress Avenue and South Railroad Avenue. The City will also identify pedestrian improvements on Cypress Avenue to improve station access.

The project will focus on improving pedestrian access to the northbound platform of the San Mateo Caltrain Station. Currently, Caltrain riders coming from neighborhoods northeast of the station, including the North Central neighborhood, must walk approximately four to five extra minutes to access the northbound station platform because the most direct route is not accessible. Some people have been observed climbing the fence in order to take a more direct path to the platform. A new Caltrain platform entrance would remove the barrier to access for these transit riders, shortening the distance to the train by about 1,000 feet. Improving the walking experience on Cypress Avenue through additional lighting, wayfinding signs, and wider sidewalks would further improve access to the station. These improvements, identified as a high-priority in the City's Transit-Oriented Development Pedestrian Access Plan (adopted in 2022), would provide a more accessible, more comfortable, and safer walking route to Caltrain. In light of the future increased service frequency for Caltrain in Downtown San Mateo, providing easier and comfortable access for pedestrians to the station is of utmost importance.

We believe that San Mateo's proposed project will encourage Caltrain use by reducing a barrier for riders traveling from neighborhoods northeast of the San Mateo Caltrain Station. Toward this end, Caltrain strongly supports the City of San Mateo's grant application for this study.

Sincerely,

Dahlia Chazan
Deputy Chief, Caltrain Planning

METROPOLITAN TRANSPORTATION COMMISSION

Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at *https://mtc.ca.gov/planning/transportation/complete-streets*

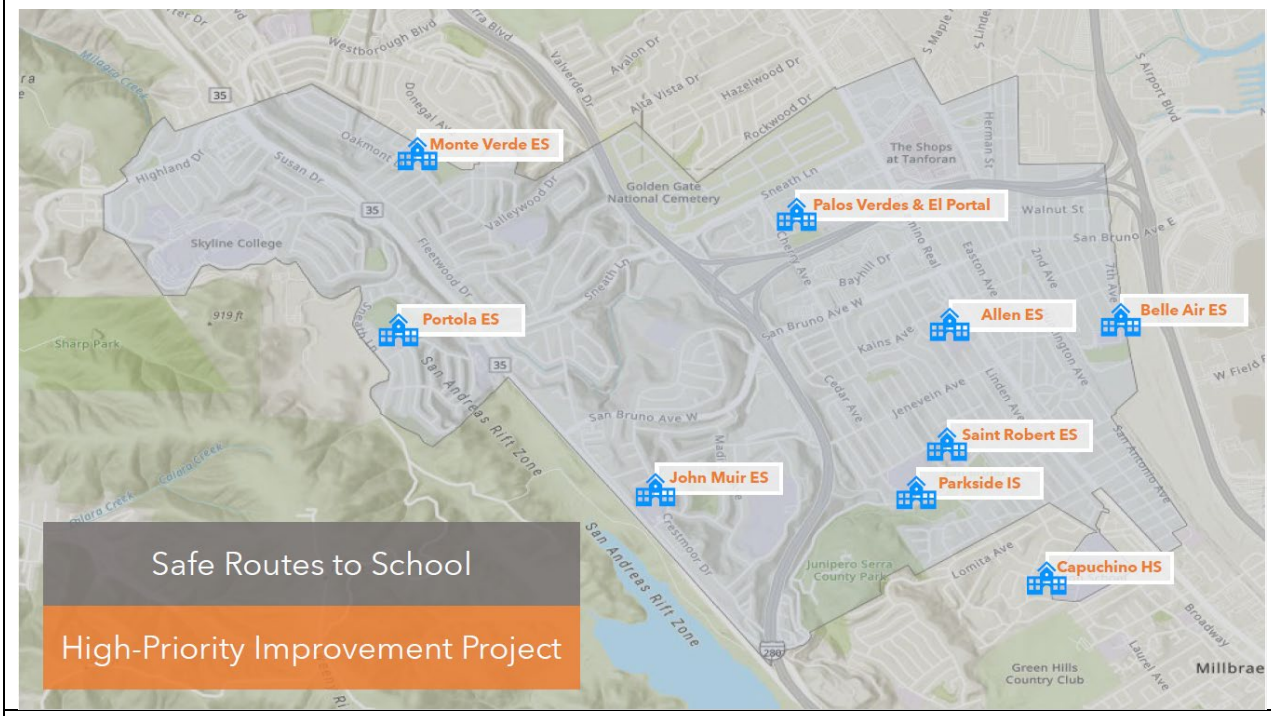
This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title: City of San Bruno Safe Routes to School High-Priority Improvements
Project Area/Location(s): Attach map if available. • Decima Allen Elementary School: 875 Angus Ave W, San Bruno, CA 94066

- Belle Air Elementary School: 450 Third Ave, San Bruno, CA 94066
- Capuchino High School: 1501 Magnolia Ave, San Bruno, CA 94066
- John Muir Elementary School: 130 Cambridge Ln, San Bruno, CA 94066
- Monte Verde Elementary School: 2551 St. Cloud Dr, San Bruno, CA 94066
- Palos Verdes and El Portal Schools: 1290 Commodore Dr, San Bruno, CA 94066
- Parkside Intermediate School: 1801 Niles Ave, San Bruno, CA 94066
- Portola Elementary School: 300 Amador Ave, San Bruno, CA 94066
- St. Robert Catholic School: 345 Oak Ave, San Bruno, CA 94066



PROJECT DESCRIPTION: (300-word limit)
Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

The proposed project implements high-priority recommendations at ten schools in the City of San Bruno's recently adopted Safe Routes to School Plan. The enhancements include approximately 150 linear feet of red curb paint, installing one set of right-in/right-out signs, nine high-visibility crosswalks, three curb ramps, 100 bollards as median improvements, 13 quick build curb extensions, a raised crosswalk, 150 square feet of directive medians, a stop bar and stop sign, a permanent drop-off zone, a designated bike route with markings, a rectangular rapid flashing beacon (RRFB), flex posts, a speed feedback sign, and a speed hump/speed cushion. Installing these high-priority improvements are anticipated to achieve the most significant crash reductions within the allocated budget while enhancing the potential for safe, active travel to and from San Bruno schools.

All projects are currently in the PE phase.

CONTACT INFORMATION		
Contact Name & Title: Ana Morales, Management Analyst	**Contact Email:** amorales@sanbruno.ca.gov	**Contact Phone:** 650-616-7069
Agency: City of San Bruno		

Topic	CS Policy Consideration	YES	NO	Required Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation. Safe Routes to School Plan, adopted on 2/14/2023: https://www.sanbruno.ca.gov/DocumentCenter/View/3944/Safe-Routes-to-School-Plan-PDF?bidId=
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See Attachment 1. The bikeway selected on 4th Ave conforms to the All Ages and Abilities design principals.
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	☒	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.

Topic	CS Policy Consideration	YES	NO	Required Description
				Per the City's Local Roadway Safety Plan (https://www.sanbruno.ca.gov/DocumentCenter/View/4058/Local-Roadway-Safety-Plan-PDF-) St. Robert Catholic School appears on High Injury Network Corridor J. The project's traffic safety measures for this site include installing paint and post curb extensions at the intersection of Donner Ave and Crystal Springs Rd.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS. For pedestrian facilities, this project would reduce vehicle speeds around schools. For the bikeway on 4th Ave, designating that a bike route will direct bicycles to use this low-volume low speed road as the main street to Belle Air School.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☐	☒	List transit facilities (stop, station, or route) and all affected agencies.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☐	☒	Please provide confirmation email from transit operator(s).
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	If yes, please describe outreach to mobility providers, and Project's

Topic	CS Policy Consideration	YES	NO	Required Description
				Hub-supportive elements.
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used. Class III Bike Boulevards based on the volume and speeds on the road. Pedestrian facilities are based on Caltrans Standards.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	Please list EPC(s) affected. The improvements serving students who live in the EPC between Huntington Ave and El Camino Real in Downtown San Bruno.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☐	☒	Please provide meeting date(s) and a summary of comments, if any.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (*Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493*), **and locally adopted Complete Streets resolutions** (*adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202*).	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES		Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐		If yes, please cite language and agency citing prohibited use.
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐		If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐		Describe Alternative Plan/Project
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	☐	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG)*; National Association of City Transportation Officials (NACTO) – *Urban Bikeway Design Guide*.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[18]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Figure 1 Designing for All Ages & Abilities, NACTO https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

METROPOLITAN TRANSPORTATION COMMISSION

Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at *https://mtc.ca.gov/planning/transportation/complete-streets*

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title: SSF Buffered Bike Lane Enhancement Project
Project Area/Location(s): Junipero Serra Boulevard between Hickey Boulevard and Avalon Drive (City limit to City limit). Map attached in Attachment 2.

PROJECT DESCRIPTION: (300-word limit)
Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

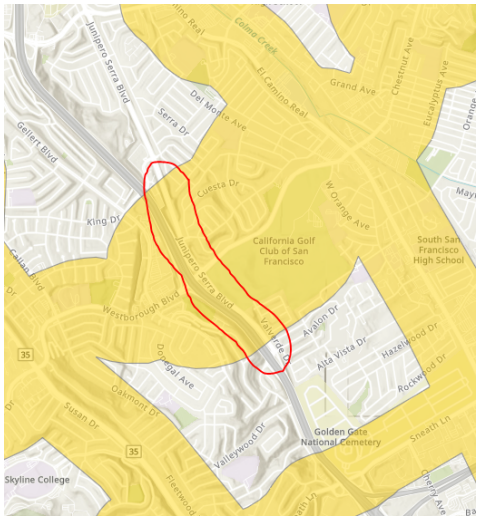
The Quick-Build project is currently in Final Design or the PE phase. It is located along 2.03 miles of Junipero Serra Boulevard in South San Francisco between Avalon Drive and Hickey Boulevard (all within the City's ROW) with a prevailing speed limit of 50 mph. The proposed upgrade includes the addition of K-71 bollards to transition the Class II bike lane to a Class IV physically separate facility.

Please see attached for the draft project plan set.

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION		
Contact Name & Title: Jeffrey Chou, Senior Engineer	**Contact Email:** Jeffrey.chou@ssf.net	**Contact Phone:** 650-829-6668
Agency: City of South San Francisco		

Topic	CS Policy Consideration	YES	NO	Required Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation. 2021 San Mateo County Comprehensive Bicycle & Pedestrian Plan, 2021. Pages 39, 42, & 96 – identified as High Priority (Pg. 96) South San Francisco Bicycle and Pedestrian Master Plan, June 2022, Page 78 identified as Low Priority (Pg. 78)

Topic	CS Policy Consideration	YES	NO	Required Description
				Bike Lanes for the Boulevards, 2023, Page 1 identified as High Priority (Pg. 1)
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.] 	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See Attachment 1. The project will construct a separated class IV bike lane along this 50-MPH corridor.
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	☐	☒	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource. While not identified as HIN, the project corridor does cross two facilities on the HIN: Westborough and Hickey Boulevards
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS. The Junipero Serra Boulevard bike lane currently operates at a

Topic	CS Policy Consideration	YES	NO	Required Description
				BLTS of 4 which is the highest level of stress an individual can experience when using a bike facility. The 50-mph speed limit and class II bike lane currently on the corridor are insufficient for people riding on this road and are likely preventing individuals from using the facility. Speed study results showed that the facility has a higher accident rate than the national average (figure 22) with 85th percentile speeds ranging from 53-56 mph and 50th percentile speeds of 48-50 mph. The construction of this project will reduce the BLTS from 4 to 1, allowing individuals to feel safer riding on the street. This will be done through the physical separation of cyclists from vehicles using K-71 bollards.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☐	☒	List transit facilities (stop, station, or route) and all affected agencies.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☐	☐ N/A	Please provide confirmation email from transit operator(s).
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.

Topic	CS Policy Consideration	YES	NO	Required Description
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used. Striping of the bicycle lanes is in accordance with the CAMUTCD, Part 9. Per the CAMUTCD Part 9, Section 9C.0.4 Paragraph 25, physical barriers may be used to convert a Class II Bikeway to a Class I or Class IV Bikeway. Section 9C.102 (CA) paragraph 04 defines the types of physical barriers that may be used for the design of Class IV Bikeways, "Vertical elements in the buffer area are critical to separated bikeway design. Forms of vertical separation include, but are not limited to grade separation, flexible delineator posts, inflexible physical barriers, or on-street parking." See also Figure 9C-110 (CA) from the CA MUTCD (2014 Revision 7). Project is also consistent with Caltrans Design Information Bulletin Number 89-02 (February 2022).

Topic	CS Policy Consideration	YES	NO	Required Description
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	Please list EPC(s) affected. Although the project does not directly abut an EPC, expanding the low stress network within South San Francisco will provide maximum connectivity and flexibility in accessing area destinations: Census tract 602100 Census tract 602200 Census tract 602300
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	Please provide meeting date(s) and a summary of comments, if any. The BPAC will receive the checklists at the March 28, 2024 BPAC meeting

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (*Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493*), **and locally adopted Complete Streets resolutions** (*adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202*).	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES		Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐		If yes, please cite language and agency citing prohibited use.
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐		If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐		Describe Alternative Plan/Project
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	☐	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

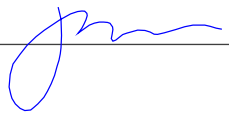
DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: Jeffrey Chou

Title: Senior Engineer

Date: 2/20/2024

Signature: 

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG)*; National Association of City Transportation Officials (NACTO) – *Urban Bikeway Design Guide*.

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

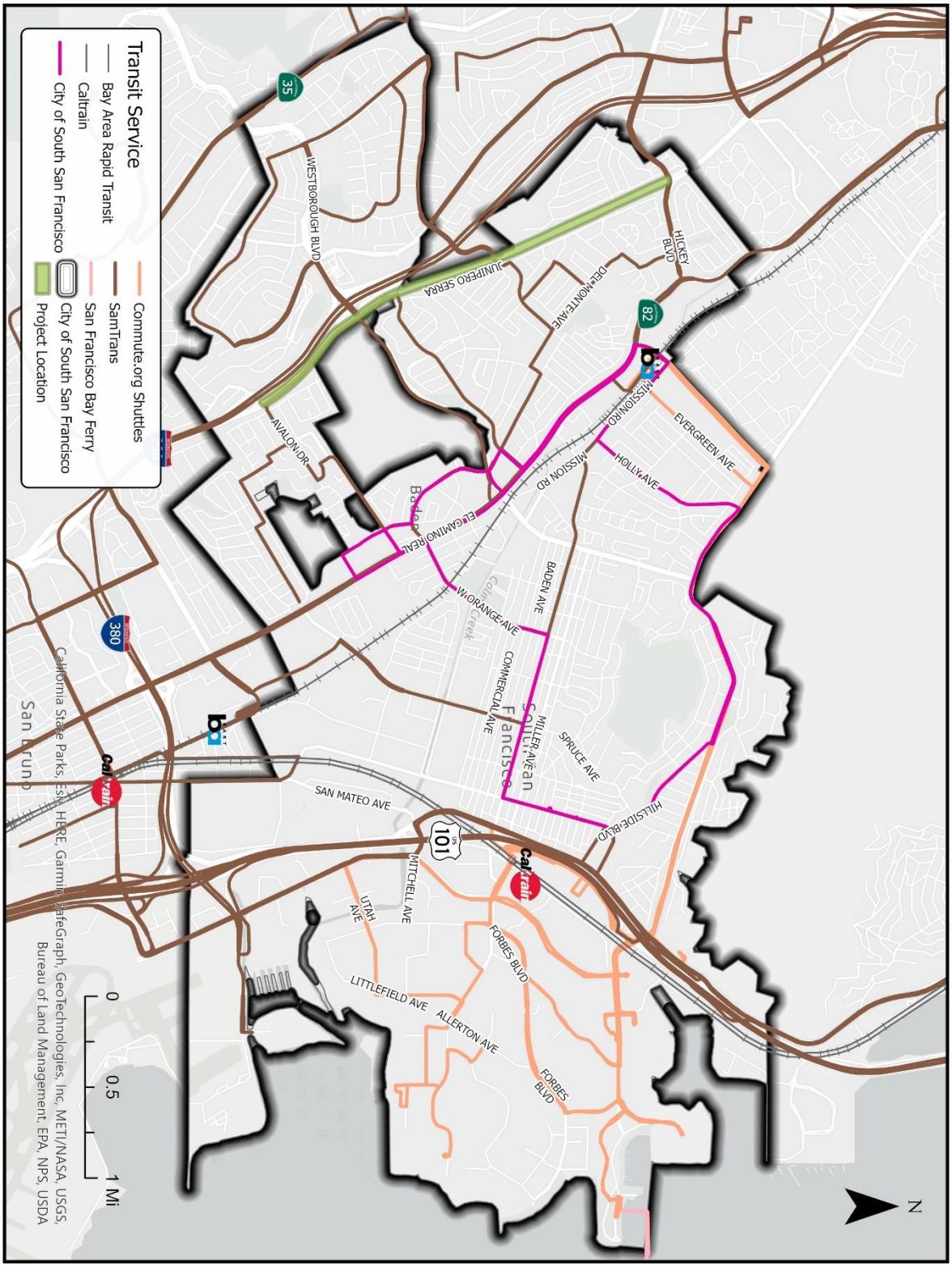
*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[18]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Figure 1 Designing for All Ages & Abilities, NACTO https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

ATTACHMENT 2 – Project Area Map


Transit Service
Bay Area Rapid Transit
Caltrain
City of South San Francisco
Project Location
Commute.org Shuttles
SamTrans
San Francisco Bay Ferry
City of South San Francisco
WESTBOROUGH BLVD
JUNIPERO SERRA
DEL MONTE AVE
HICKEY BLVD
MISSION RD
EVERGREEN AVE
HOLLY AVE
AVALON DR
EL CAMINO REAL
W ORANGE AVE
BADEN AVE
COMMERCIAL AVE
MILLER AVE
SPRUCE AVE
HILLSIDE BLVD
SAN MATEO AVE
MITCHELL AVE
UTAH AVE
FORBES BLVD
LITTLEFIELD AVE
ALLERTON AVE
FORBES BLVD
Colma Creek
South San Francisco
San Bruno
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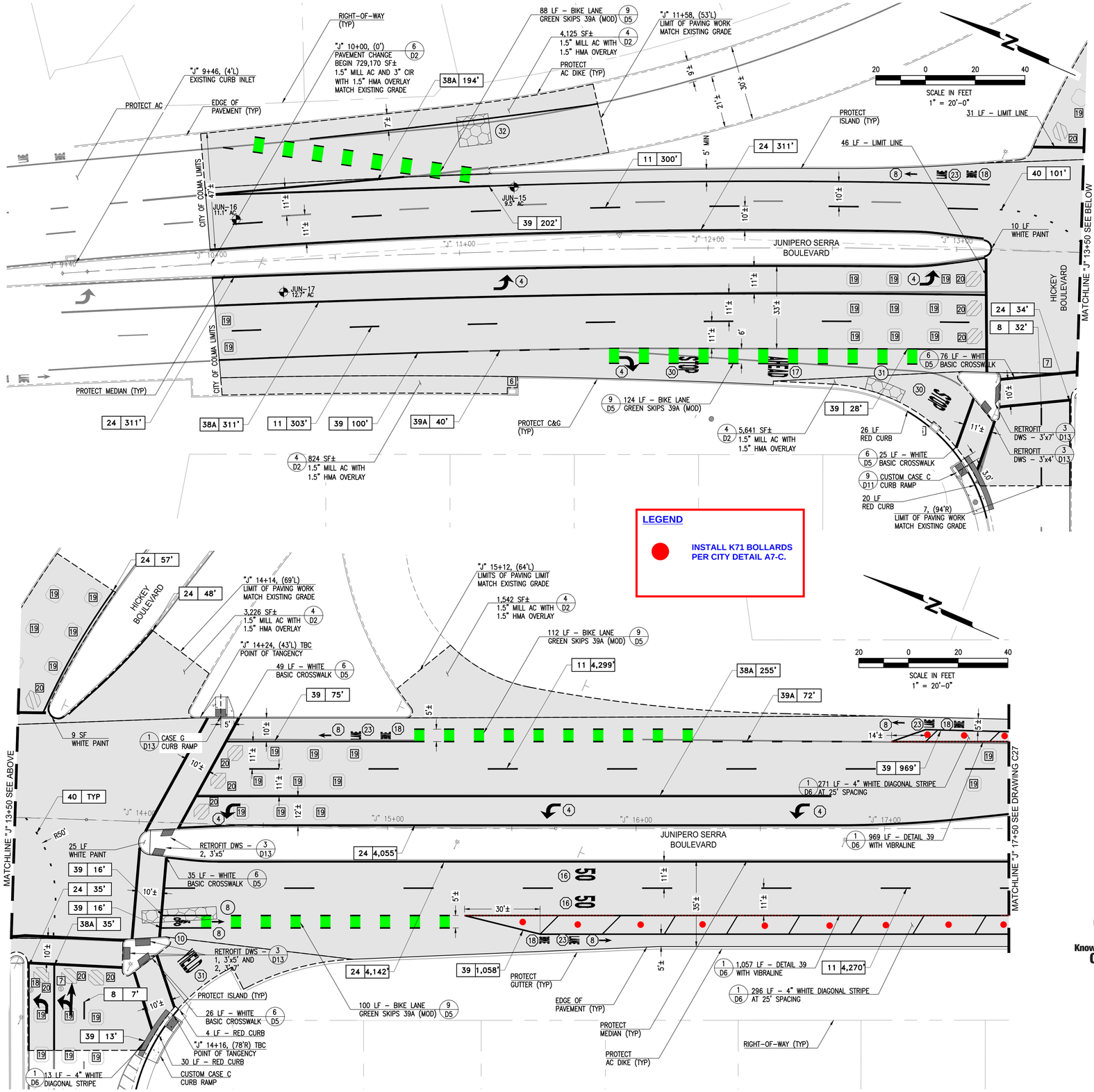
California State Parks, ESRI, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA



Know what's **below.**
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811

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6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.
8. FOR MEDIAN NOSES WITH CONCRETE FLAT WORK BETWEEN CURBS, WHITE PAINT SHALL INCLUDE THE CURB AND CONCRETE FLAT WORK AREA AS SHOWN ON PLANS.

UTILITY KEYNOTES:

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6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
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19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

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17. INSTALL CALTRANS PAVEMENT MARKING "AHEAD"
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34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

NCE
501 Canal Blvd., Suite I
Richmond, Ca. 94804
(510) 215-3620 * Fax (510) 215-2898

DRAFT

2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE,
SOUTH SAN FRANCISCO,
CA 94080

NO.	DATE	DESCRIPTION

PROJECT NO:	872.13.55
DESIGNED BY:	VL, ML
DRAWN BY:	MPM,KC
CHECKED BY: FH	DATE 10/05/2021
DATE:	02/17/2022

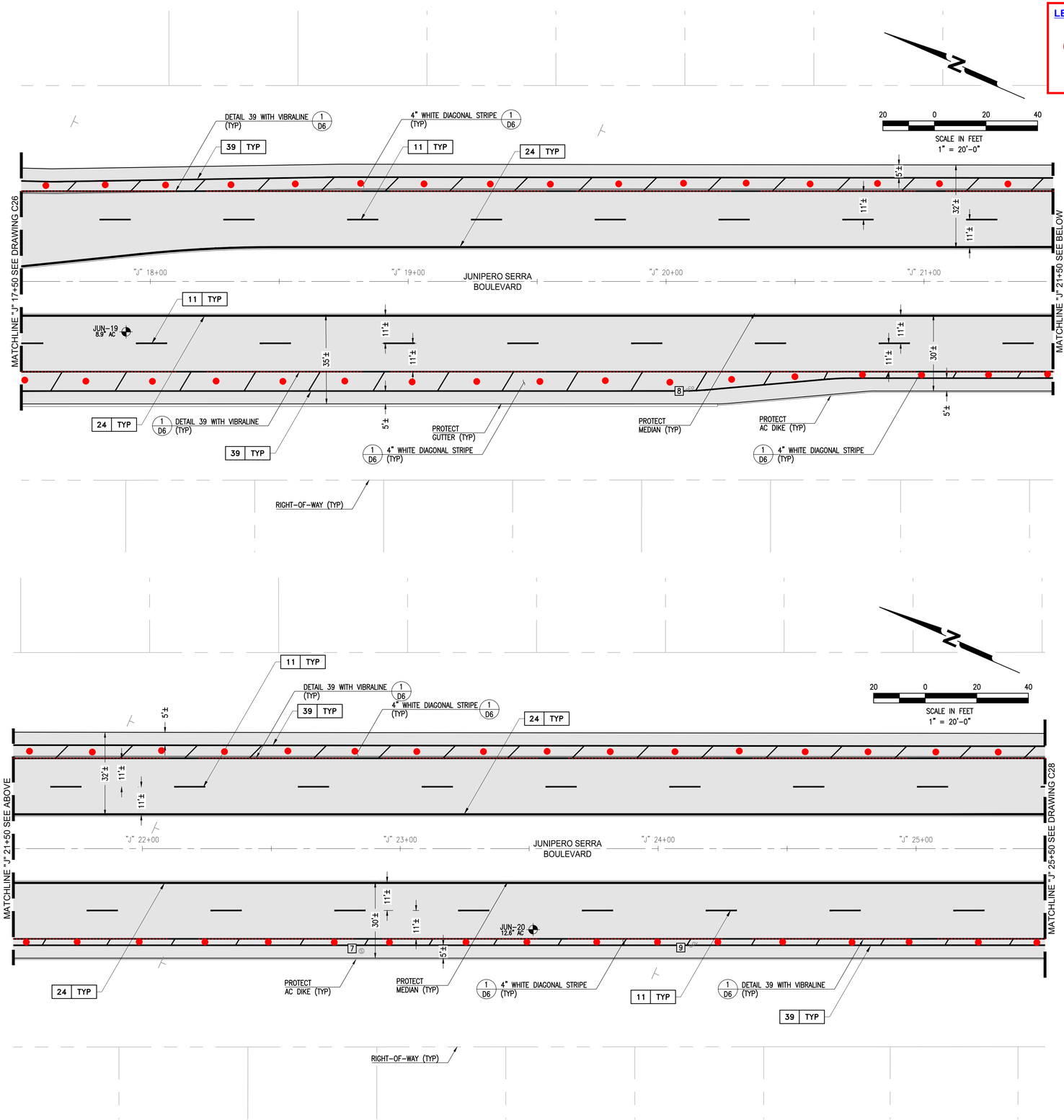
SHEET TITLE

IMPROVEMENT PLAN
JUNIPERO SERRA BLVD
"J" 10+00 TO "J" 17+50

DRAWING

C26

SHEET 31 OF 68



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DRAFT

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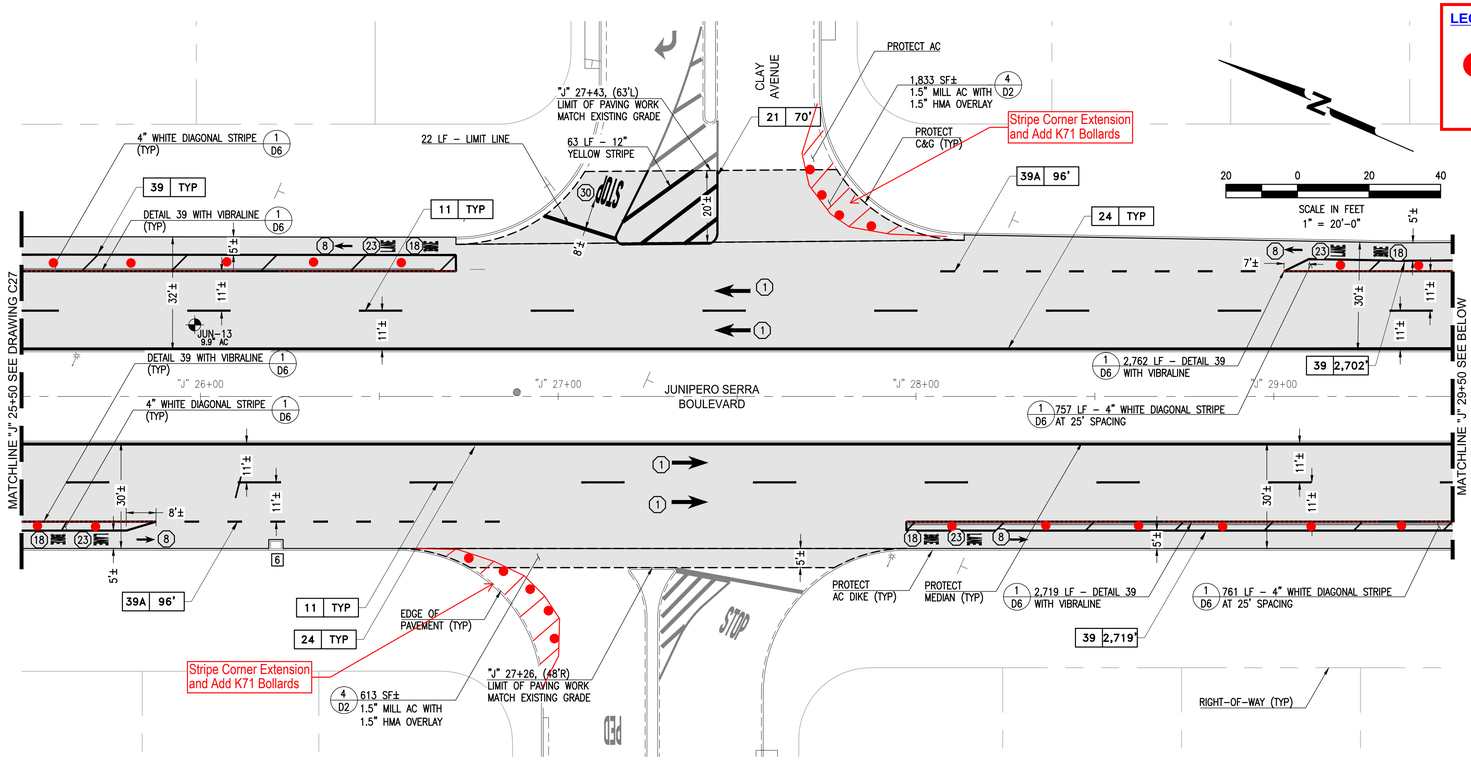
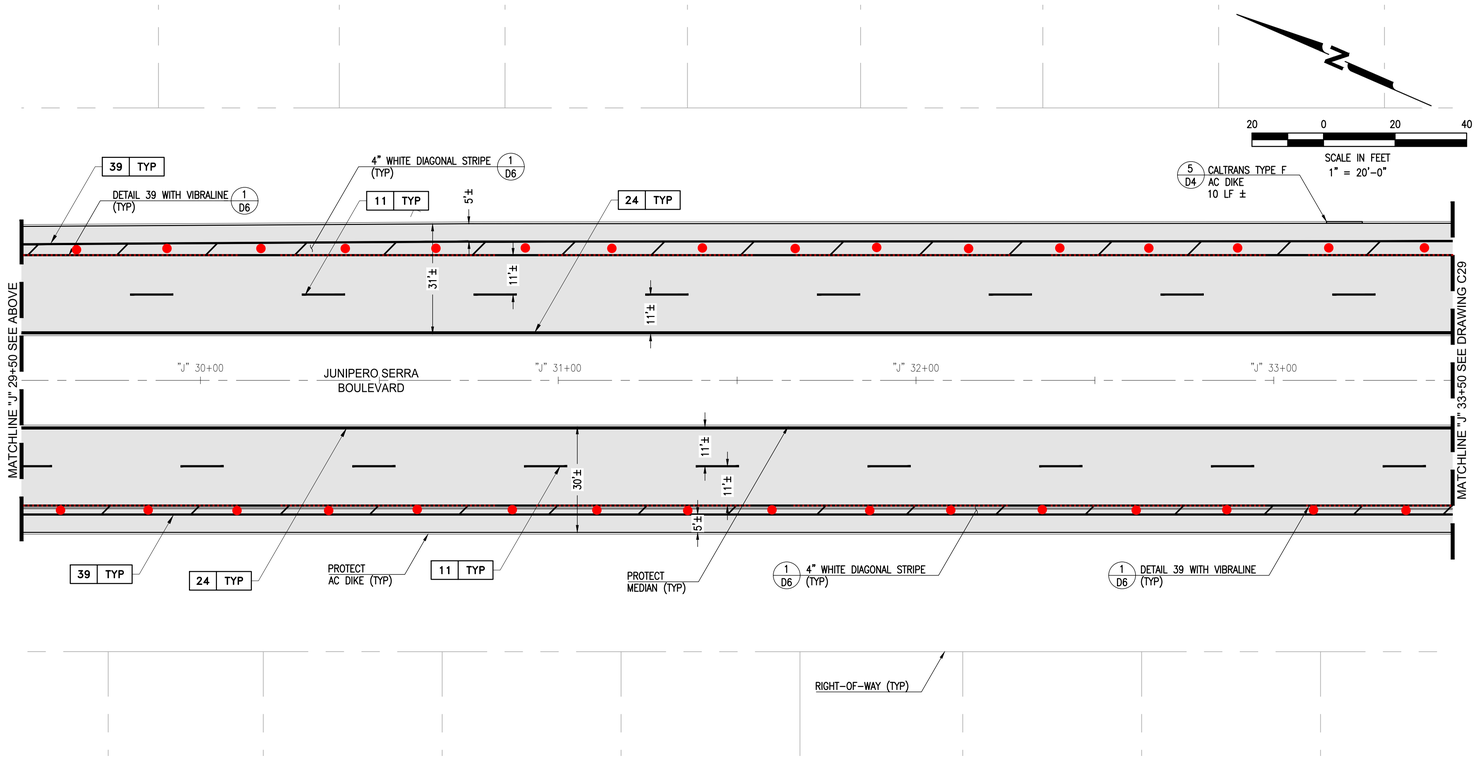
IMPROVEMENT PLAN
JUNIPERO SERRA BLVD
"J" 17+50 TO "J" 25+50

DRAWING
C27

SHEET 32 OF 68





LEGEND

INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

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16. INSTALL CALTRANS PAVEMENT MARKING "50"
17. INSTALL CALTRANS PAVEMENT MARKING "AHEAD"
18. INSTALL PAVEMENT MARKING "BIKE"; SEE DETAIL 9/D5
19. INSTALL CALTRANS PAVEMENT MARKING "CLEAR"
20. INSTALL CALTRANS PAVEMENT MARKING "EL CAMINO REAL"
21. INSTALL CALTRANS PAVEMENT MARKING "FWY"
22. INSTALL CALTRANS PAVEMENT MARKING "KEEP"
23. INSTALL CALTRANS PAVEMENT MARKING "LANE"; FOR BIKE LANE SEE DETAIL 9/D5.
24. INSTALL CALTRANS PAVEMENT MARKING "ONLY"
25. INSTALL CALTRANS PAVEMENT MARKING "PED"
26. INSTALL CALTRANS PAVEMENT MARKING "SCHOOL"
27. INSTALL CALTRANS PAVEMENT MARKING "SIGNAL"
28. INSTALL CALTRANS PAVEMENT MARKING "SLOW"
29. INSTALL CALTRANS PAVEMENT MARKING "SOUTH"
30. INSTALL CALTRANS PAVEMENT MARKING "STOP"
31. INSTALL CALTRANS PAVEMENT MARKING "YIELD"
32. INSTALL CALTRANS PAVEMENT MARKING "XING"
33. INSTALL "DIAMOND SYMBOL"; SEE DETAIL 8/D5
34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO–WAY BLUE MARKER

Know what's below. Call before you dig.

NCE
501 Canal Blvd., Suite I
Richmond, Ca. 94804
(510) 215-3620 * Fax (510) 215-2898

DRAFT

2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

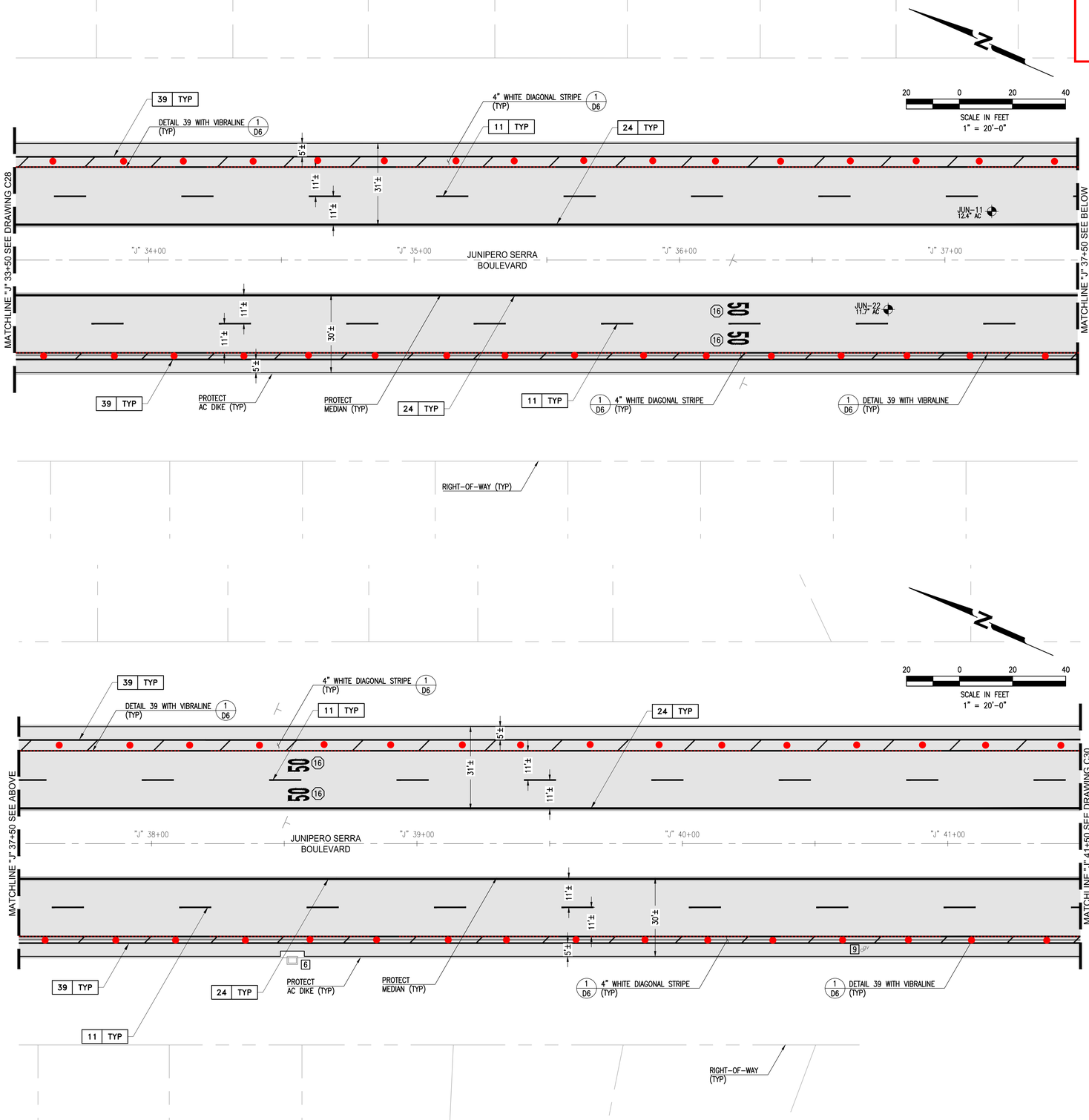
PROJECT NO: 872.13.55
DESIGNED BY: VL, ML
DRAWN BY: MPM,KC
CHECKED BY: FH DATE 10/05/2021
DATE: 02/17/2022

SHEET TITLE

IMPROVEMENT PLAN
JUNIPERO SERRA BLVD
"J" 25+50 TO "J" 33+50

DRAWING
C28

SHEET 33 OF 68



CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
3. SAWCUT PAVEMENT AT LIMIT OF WORK.
4. CONCRETE REPAIR LOCATIONS ARE MARKED IN THE FIELD WITH WHITE PAINT. ALL CONCRETE WORK AND HMA PLUG ADJACENT CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE PAVING WORK.
5. STATION LINES SHOWN ON THESE PLANS ARE APPROXIMATE AND THE STATION LINE ALIGNMENTS ARE NOT GEOMETRICALLY DEFINED AND SHALL BE USED FOR RELATIVE STATION REFERENCE ONLY.
6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
3. WATER METER; ADJUST WATER METER BOX AND COVER TO FG.
4. WATER VAULT; PROTECT IN PLACE.
5. SDMH; REMOVE AND REPLACE SDMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
8. SSCO; REMOVE AND REPLACE SSCO FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 5/D3 AND 4/D4.
9. GAS VALVE; ADJUST GAS VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
10. GAS VAULT; PROTECT IN PLACE.
11. ELECTRICAL MH; ADJUST ELECTRICAL MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
12. ELECTRICAL PULL BOX; PROTECT IN PLACE.
13. ELECTRICAL VAULT; PROTECT IN PLACE.
14. TELECOMMUNICATION MH; ADJUST TELECOMMUNICATION MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
15. TELECOMMUNICATION BOX; PROTECT IN PLACE.
16. TRAFFIC SIGNAL BOX; PROTECT IN PLACE.
17. SURVEY MONUMENT; REMOVE AND REPLACE SURVEY MONUMENT FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 2/D1 AND 6/D3.
18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

1. INSTALL CALTRANS TYPE I (10') ARROW
2. INSTALL CALTRANS TYPE I (18') ARROW
3. INSTALL CALTRANS TYPE III ARROW
4. INSTALL CALTRANS TYPE IV ARROW (L&R)
5. INSTALL CALTRANS TYPE VI ARROW
6. INSTALL CALTRANS TYPE VII ARROW (L&R)
7. INSTALL CALTRANS TYPE VIII ARROW (L&R)
8. INSTALL BIKE LANE ARROW; SEE DETAIL 9/D5
9. INSTALL HIGH VISIBILITY GREENBACK SHARROW; SEE DETAIL 11/D5
10. INSTALL BIKE WITH PERSON; SEE DETAIL 9/D5
11. INSTALL CALTRANS BIKE LOOP DETECTOR
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13. INSTALL CALTRANS PAVEMENT MARKING "25"
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23. INSTALL CALTRANS PAVEMENT MARKING "LANE"; FOR BIKE LANE SEE DETAIL 9/D5.
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25. INSTALL CALTRANS PAVEMENT MARKING "PED"
26. INSTALL CALTRANS PAVEMENT MARKING "SCHOOL"
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31. INSTALL CALTRANS PAVEMENT MARKING "YIELD"
32. INSTALL CALTRANS PAVEMENT MARKING "XING"
33. INSTALL "DIAMOND SYMBOL"; SEE DETAIL 8/D5
34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

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DRAFT

2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

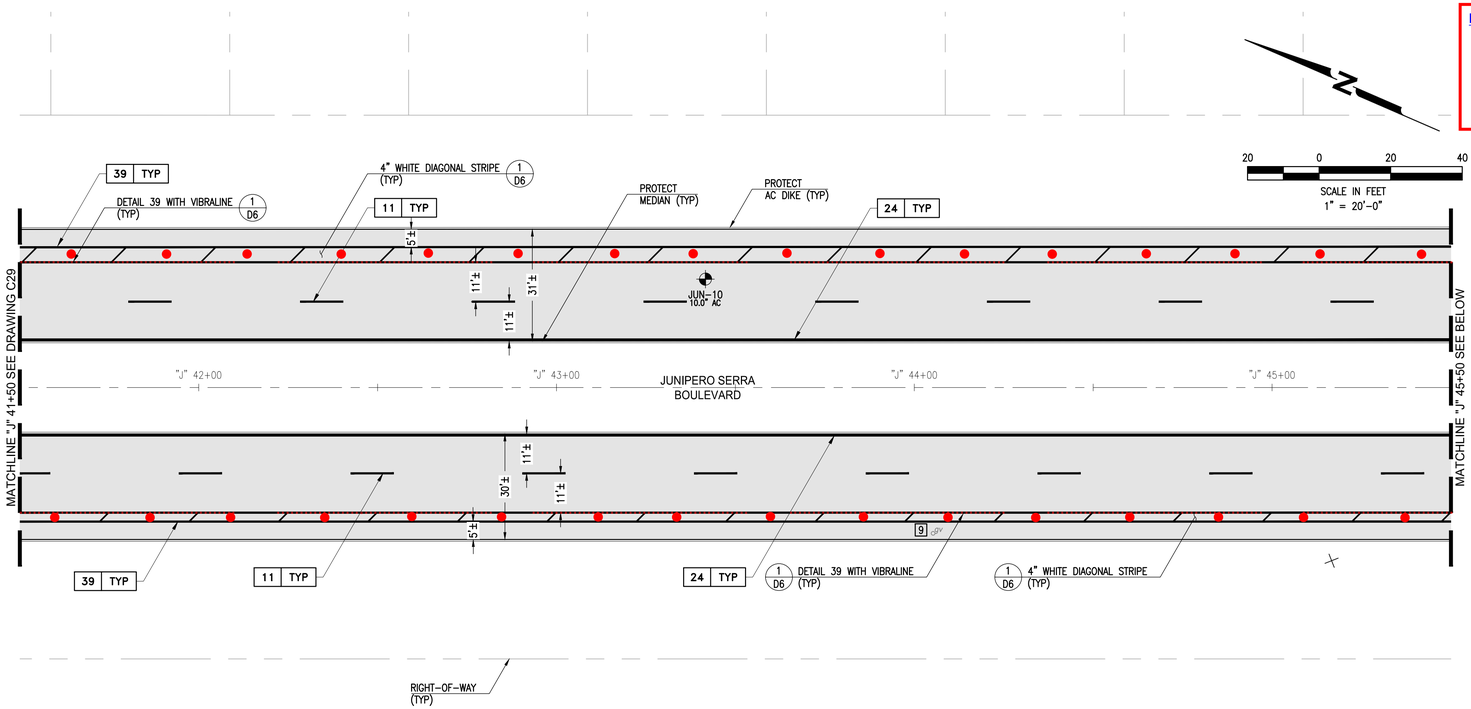
PROJECT NO: 872.13.55
DESIGNED BY: VL, ML
DRAWN BY: MPM,KC
CHECKED BY: FH DATE 10/05/2021
DATE: 02/17/2022

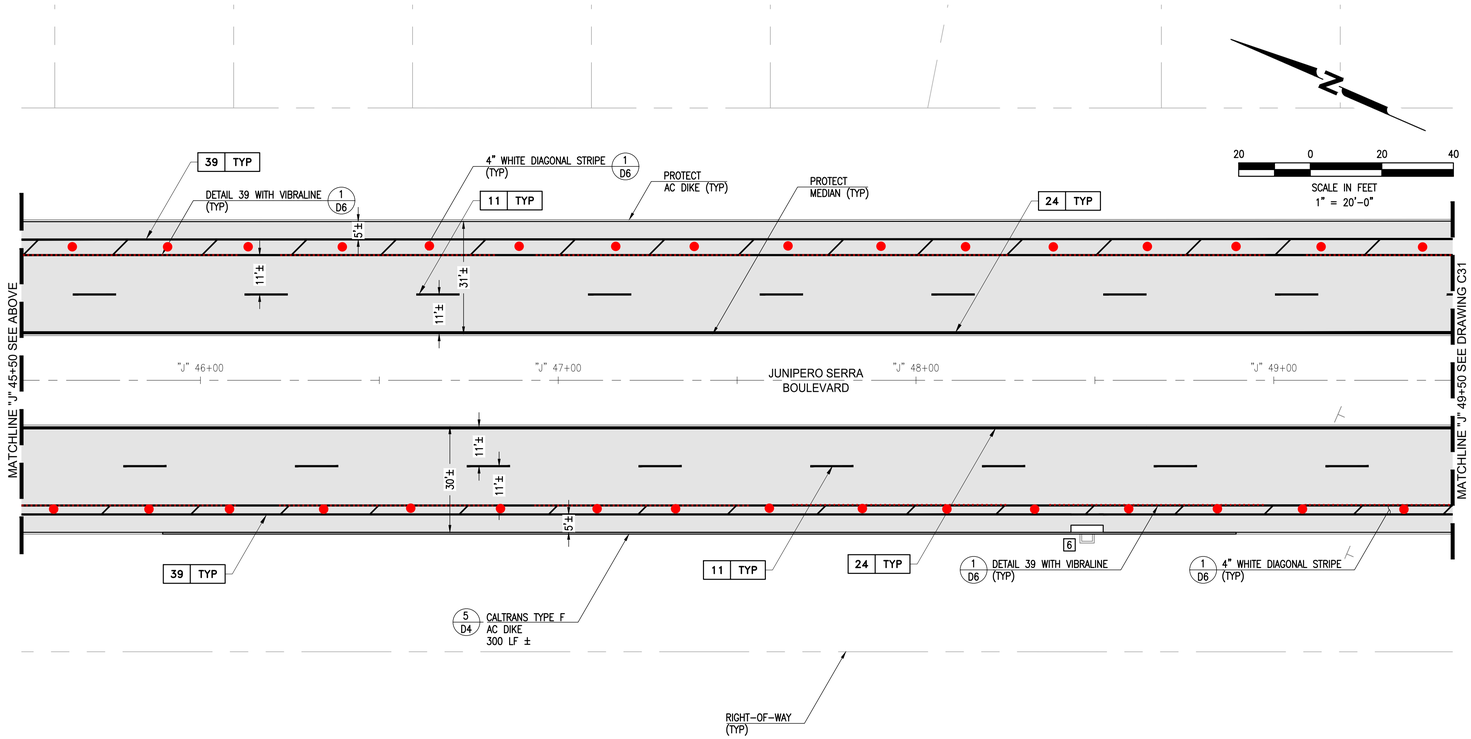
SHEET TITLE

IMPROVEMENT PLAN
JUNIPERO SERRA BLVD
"J" 33+50 TO "J" 41+50

DRAWING
C29

SHEET 34 OF 68





LEGEND

● INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
3. SAWCUT PAVEMENT AT LIMIT OF WORK.
4. CONCRETE REPAIR LOCATIONS ARE MARKED IN THE FIELD WITH WHITE PAINT. ALL CONCRETE WORK AND HMA PLUG ADJACENT CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE PAVING WORK.
5. STATION LINES SHOWN ON THESE PLANS ARE APPROXIMATE AND THE STATION LINE ALIGNMENTS ARE NOT GEOMETRICALLY DEFINED AND SHALL BE USED FOR RELATIVE STATION REFERENCE ONLY.
6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
3. WATER METER; ADJUST WATER METER BOX AND COVER TO FG.
4. WATER VAULT; PROTECT IN PLACE.
5. SDMH; REMOVE AND REPLACE SDMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
8. SSCO; REMOVE AND REPLACE SSCO FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 5/D3 AND 4/D4.
9. GAS VALVE; ADJUST GAS VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
10. GAS VAULT; PROTECT IN PLACE.
11. ELECTRICAL MH; ADJUST ELECTRICAL MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
12. ELECTRICAL PULL BOX; PROTECT IN PLACE.
13. ELECTRICAL VAULT; PROTECT IN PLACE.
14. TELECOMMUNICATION MH; ADJUST TELECOMMUNICATION MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
15. TELECOMMUNICATION BOX; PROTECT IN PLACE.
16. TRAFFIC SIGNAL BOX; PROTECT IN PLACE.
17. SURVEY MONUMENT; REMOVE AND REPLACE SURVEY MONUMENT FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 2/D1 AND 6/D3.
18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

1. INSTALL CALTRANS TYPE I (10') ARROW
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3. INSTALL CALTRANS TYPE III ARROW
4. INSTALL CALTRANS TYPE IV ARROW (L&R)
5. INSTALL CALTRANS TYPE VI ARROW
6. INSTALL CALTRANS TYPE VII ARROW (L&R)
7. INSTALL CALTRANS TYPE VIII ARROW (L&R)
8. INSTALL BIKE LANE ARROW; SEE DETAIL 9/D5
9. INSTALL HIGH VISIBILITY GREENBACK SHARROW; SEE DETAIL 11/D5
10. INSTALL BIKE WITH PERSON; SEE DETAIL 9/D5
11. INSTALL CALTRANS BIKE LOOP DETECTOR
12. INSTALL CALTRANS PAVEMENT MARKING "15"
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18. INSTALL PAVEMENT MARKING "BIKE"; SEE DETAIL 9/D5
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34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

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2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

PROJECT NO:	872.13.55
DESIGNED BY:	VL, ML
DRAWN BY:	MPM,KC
CHECKED BY: FH	DATE 10/05/2021
DATE:	02/17/2022

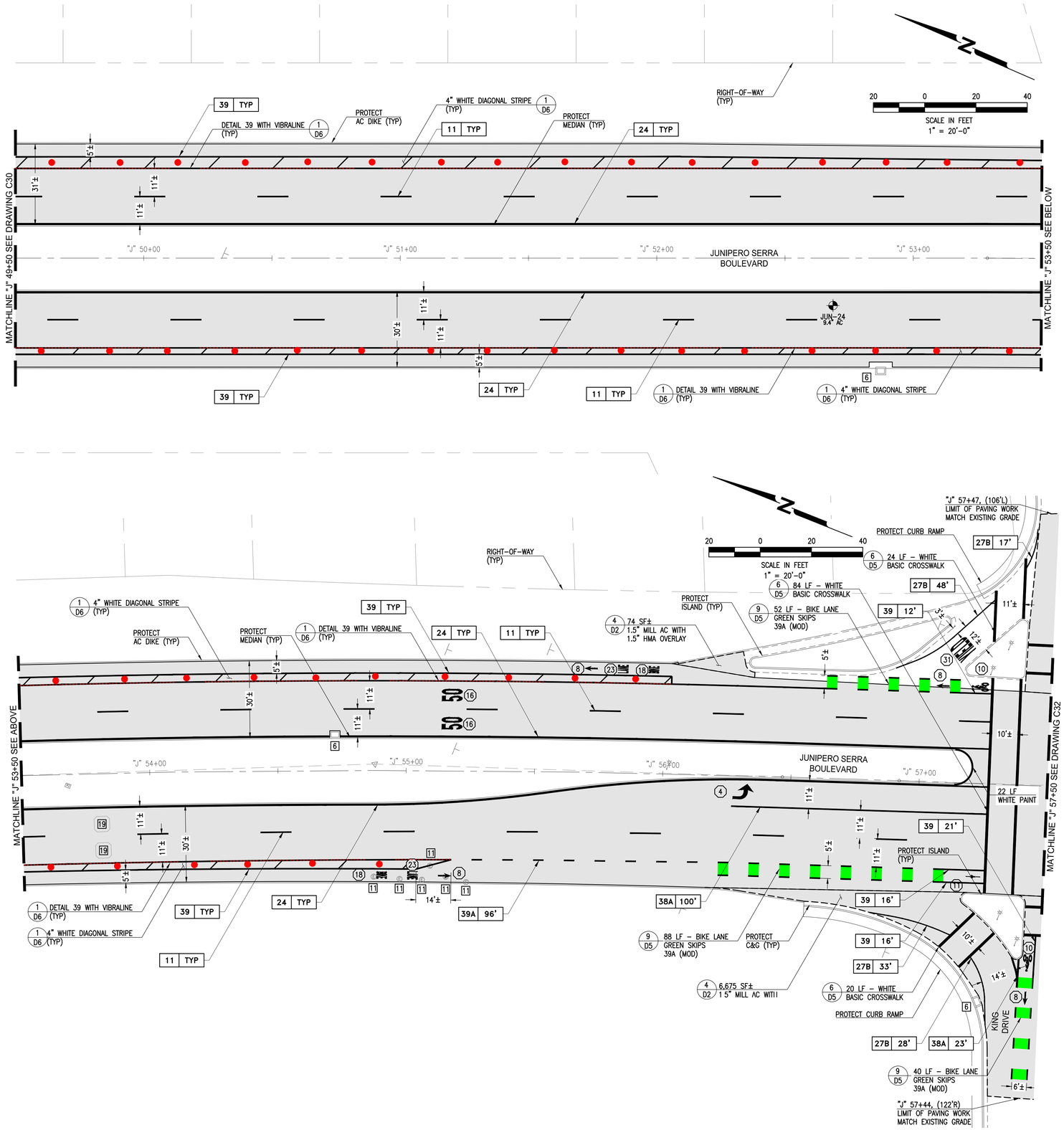
SHEET TITLE

IMPROVEMENT PLAN JUNIPERO SERRA BLVD "J" 41+50 TO "J" 49+50

DRAWING

C30

SHEET 35 OF 68



LEGEND

● INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
3. SAWCUT PAVEMENT AT LIMIT OF WORK.
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5. STATION LINES SHOWN ON THESE PLANS ARE APPROXIMATE AND THE STATION LINE ALIGNMENTS ARE NOT GEOMETRICALLY DEFINED AND SHALL BE USED FOR RELATIVE STATION REFERENCE ONLY.
6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.
8. FOR MEDIAN NOSES WITH CONCRETE FLAT WORK BETWEEN CURBS, WHITE PAINT SHALL INCLUDE THE CURB AND CONCRETE FLAT WORK AREA AS SHOWN ON PLANS.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
3. WATER METER; ADJUST WATER METER BOX AND COVER TO FG.
4. WATER VAULT; PROTECT IN PLACE.
5. SDMH; REMOVE AND REPLACE SDMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
8. SSCO; REMOVE AND REPLACE SSCO FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 5/D3 AND 4/D4.
9. GAS VALVE; ADJUST GAS VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
10. GAS VAULT; PROTECT IN PLACE.
11. ELECTRICAL MH; ADJUST ELECTRICAL MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
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16. TRAFFIC SIGNAL BOX; PROTECT IN PLACE.
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18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

1. INSTALL CALTRANS TYPE I (10') ARROW
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3. INSTALL CALTRANS TYPE III ARROW
4. INSTALL CALTRANS TYPE IV ARROW (L&R)
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7. INSTALL CALTRANS TYPE VIII ARROW (L&R)
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35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

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2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

PROJECT NO:	872.13.55
DESIGNED BY:	VL, ML
DRAWN BY:	MPM,KC
CHECKED BY: FH	DATE 10/05/2021
DATE:	02/17/2022

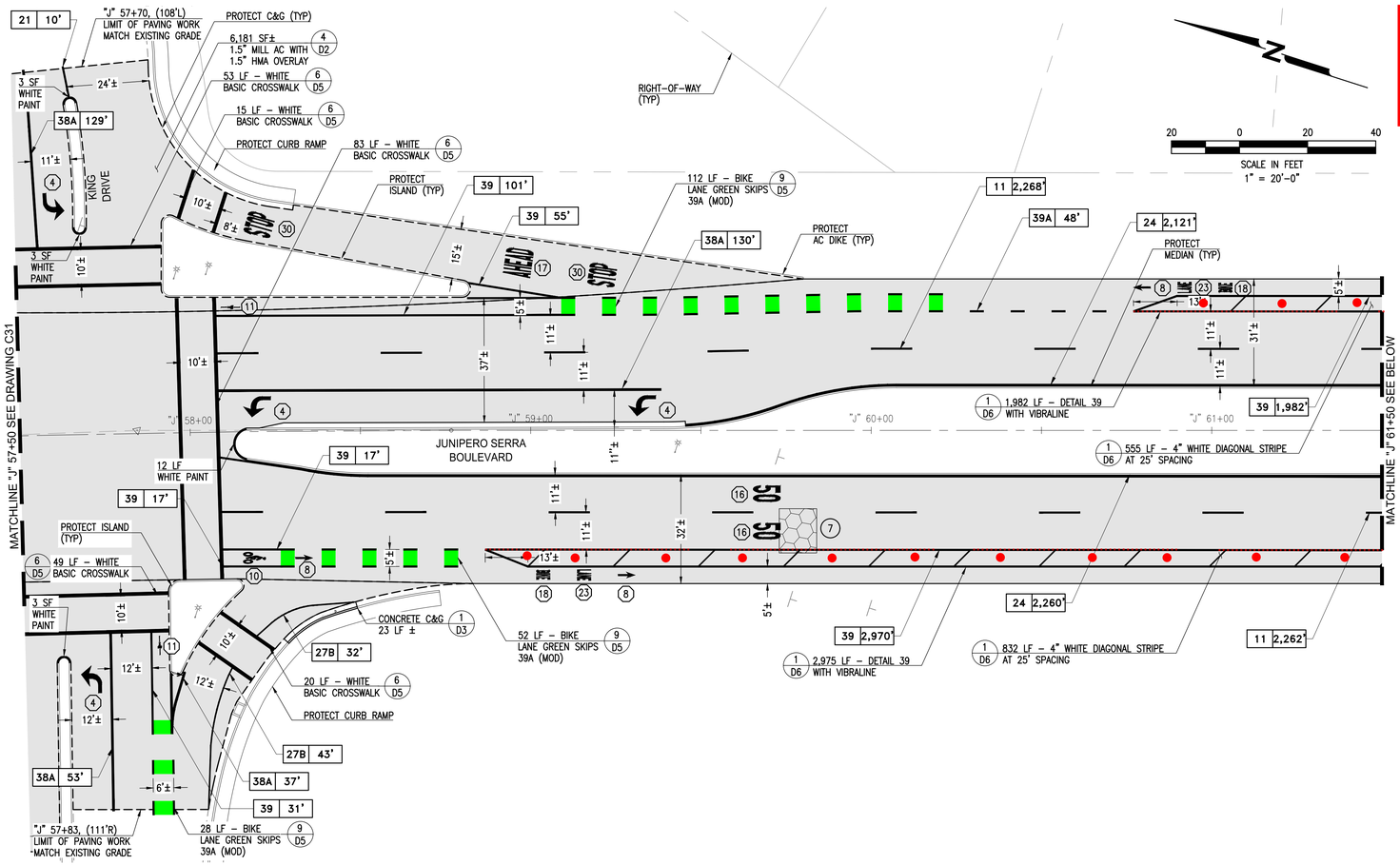
SHEET TITLE

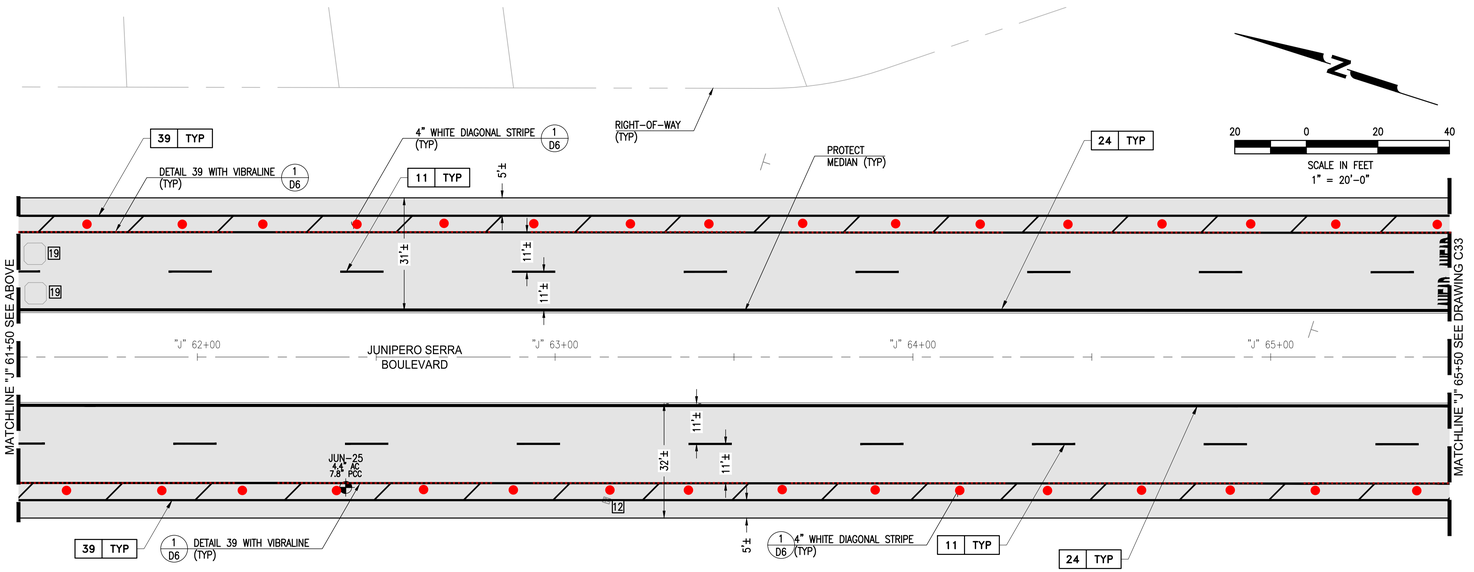
IMPROVEMENT PLAN
JUNIPERO SERRA BLVD
"J" 49+50 TO "J" 57+50

DRAWING

C31

SHEET 36 OF 68





LEGEND

● INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
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UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
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6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
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18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

1. INSTALL CALTRANS TYPE I (10') ARROW
2. INSTALL CALTRANS TYPE I (18') ARROW
3. INSTALL CALTRANS TYPE III ARROW
4. INSTALL CALTRANS TYPE IV ARROW (L&R)
5. INSTALL CALTRANS TYPE VI ARROW
6. INSTALL CALTRANS TYPE VII ARROW (L&R)
7. INSTALL CALTRANS TYPE VIII ARROW (L&R)
8. INSTALL BIKE LANE ARROW; SEE DETAIL 9/D5
9. INSTALL HIGH VISIBILITY GREENBACK SHARROW; SEE DETAIL 11/D5
10. INSTALL BIKE WITH PERSON; SEE DETAIL 9/D5
11. INSTALL CALTRANS BIKE LOOP DETECTOR
12. INSTALL CALTRANS PAVEMENT MARKING "15"
13. INSTALL CALTRANS PAVEMENT MARKING "25"
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17. INSTALL CALTRANS PAVEMENT MARKING "AHEAD"
18. INSTALL PAVEMENT MARKING "BIKE"; SEE DETAIL 9/D5
19. INSTALL CALTRANS PAVEMENT MARKING "CLEAR"
20. INSTALL CALTRANS PAVEMENT MARKING "EL CAMINO REAL"
21. INSTALL CALTRANS PAVEMENT MARKING "FWY"
22. INSTALL CALTRANS PAVEMENT MARKING "KEEP"
23. INSTALL CALTRANS PAVEMENT MARKING "LANE"; FOR BIKE LANE SEE DETAIL 9/D5.
24. INSTALL CALTRANS PAVEMENT MARKING "ONLY"
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26. INSTALL CALTRANS PAVEMENT MARKING "SCHOOL"
27. INSTALL CALTRANS PAVEMENT MARKING "SIGNAL"
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32. INSTALL CALTRANS PAVEMENT MARKING "XING"
33. INSTALL "DIAMOND SYMBOL"; SEE DETAIL 8/D5
34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

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Richmond, Ca. 94804
(510) 215-3620 * Fax (510) 215-2898

DRAFT

2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

PROJECT NO:	872.13.55
DESIGNED BY:	VL, ML
DRAWN BY:	MPM,KC
CHECKED BY: FH	DATE 10/05/2021
DATE:	02/17/2022

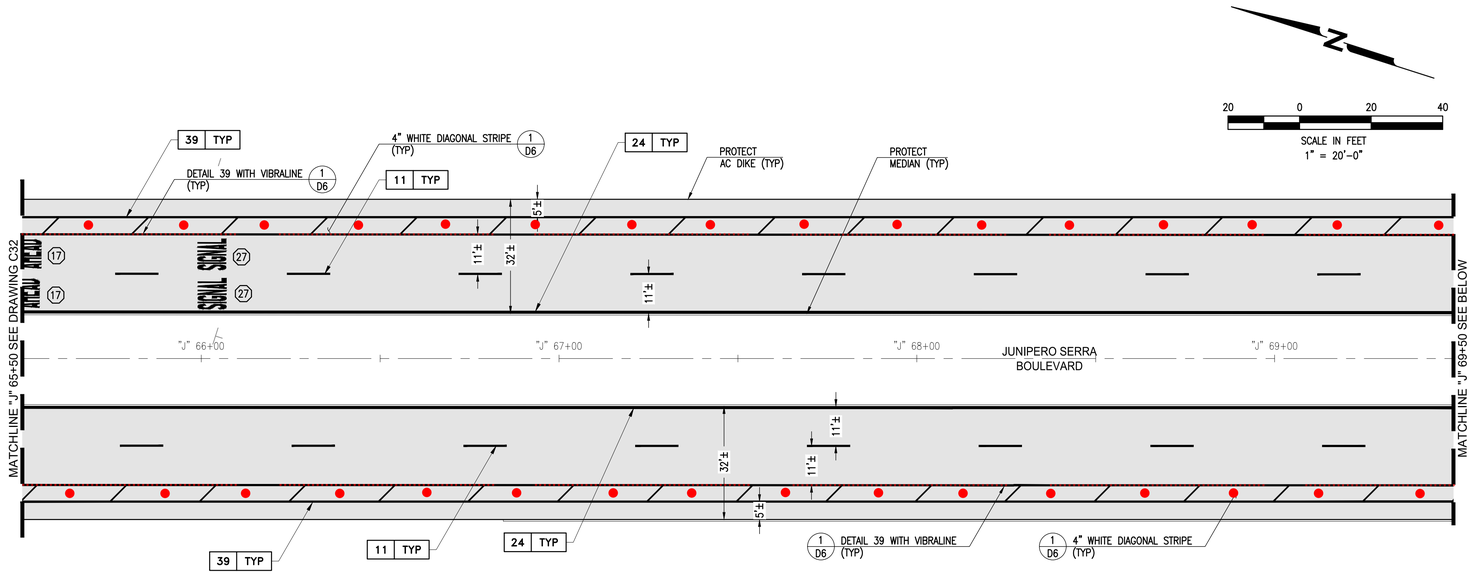
SHEET TITLE

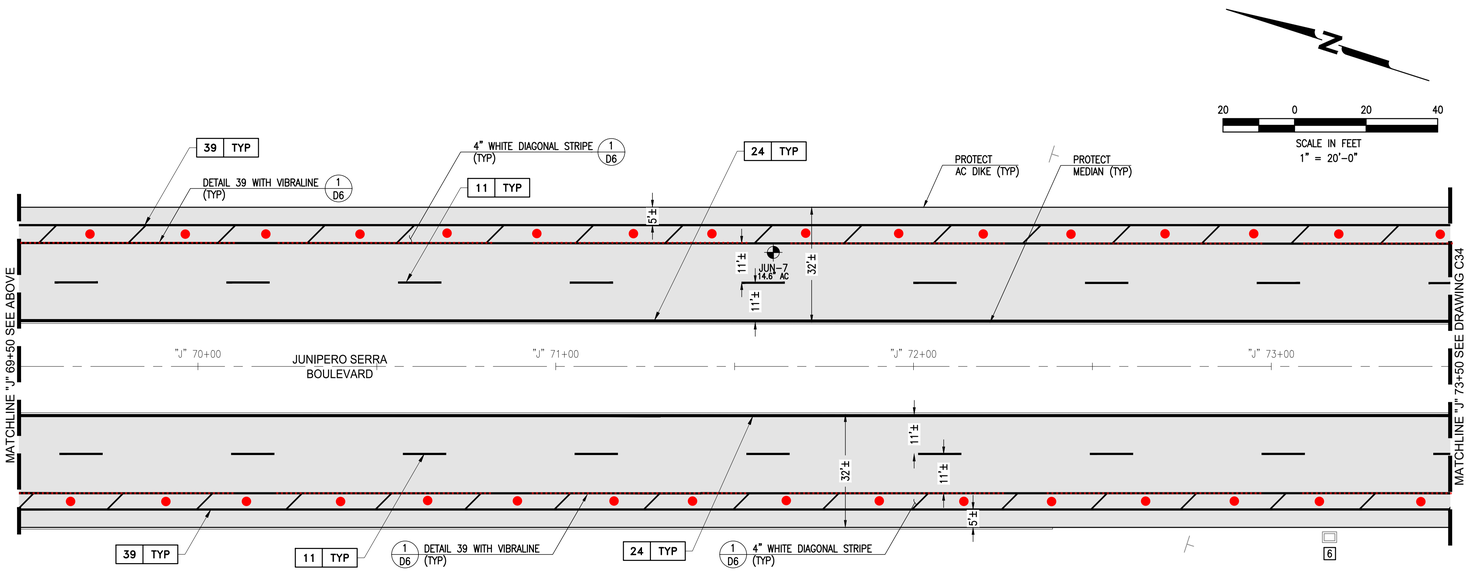
IMPROVEMENT PLAN
JUNIPERO SERRA BLVD
"J" 57+50 TO "J" 65+50

DRAWING

C32

SHEET 37 OF 68





LEGEND

● INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
3. SAWCUT PAVEMENT AT LIMIT OF WORK.
4. CONCRETE REPAIR LOCATIONS ARE MARKED IN THE FIELD WITH WHITE PAINT. ALL CONCRETE WORK AND HMA PLUG ADJACENT CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE PAVING WORK.
5. STATION LINES SHOWN ON THESE PLANS ARE APPROXIMATE AND THE STATION LINE ALIGNMENTS ARE NOT GEOMETRICALLY DEFINED AND SHALL BE USED FOR RELATIVE STATION REFERENCE ONLY.
6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
3. WATER METER; ADJUST WATER METER BOX AND COVER TO FG.
4. WATER VAULT; PROTECT IN PLACE.
5. SDMH; REMOVE AND REPLACE SDMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
8. SSCO; REMOVE AND REPLACE SSCO FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 5/D3 AND 4/D4.
9. GAS VALVE; ADJUST GAS VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
10. GAS VAULT; PROTECT IN PLACE.
11. ELECTRICAL MH; ADJUST ELECTRICAL MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
12. ELECTRICAL PULL BOX; PROTECT IN PLACE.
13. ELECTRICAL VAULT; PROTECT IN PLACE.
14. TELECOMMUNICATION MH; ADJUST TELECOMMUNICATION MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
15. TELECOMMUNICATION BOX; PROTECT IN PLACE.
16. TRAFFIC SIGNAL BOX; PROTECT IN PLACE.
17. SURVEY MONUMENT; REMOVE AND REPLACE SURVEY MONUMENT FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 2/D1 AND 6/D3.
18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

1. INSTALL CALTRANS TYPE I (10') ARROW
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3. INSTALL CALTRANS TYPE III ARROW
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7. INSTALL CALTRANS TYPE VIII ARROW (L&R)
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21. INSTALL CALTRANS PAVEMENT MARKING "FWY"
22. INSTALL CALTRANS PAVEMENT MARKING "KEEP"
23. INSTALL CALTRANS PAVEMENT MARKING "LANE"; FOR BIKE LANE SEE DETAIL 9/D5.
24. INSTALL CALTRANS PAVEMENT MARKING "ONLY"
25. INSTALL CALTRANS PAVEMENT MARKING "PED"
26. INSTALL CALTRANS PAVEMENT MARKING "SCHOOL"
27. INSTALL CALTRANS PAVEMENT MARKING "SIGNAL"
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32. INSTALL CALTRANS PAVEMENT MARKING "XING"
33. INSTALL "DIAMOND SYMBOL"; SEE DETAIL 8/D5
34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

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DRAFT

2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

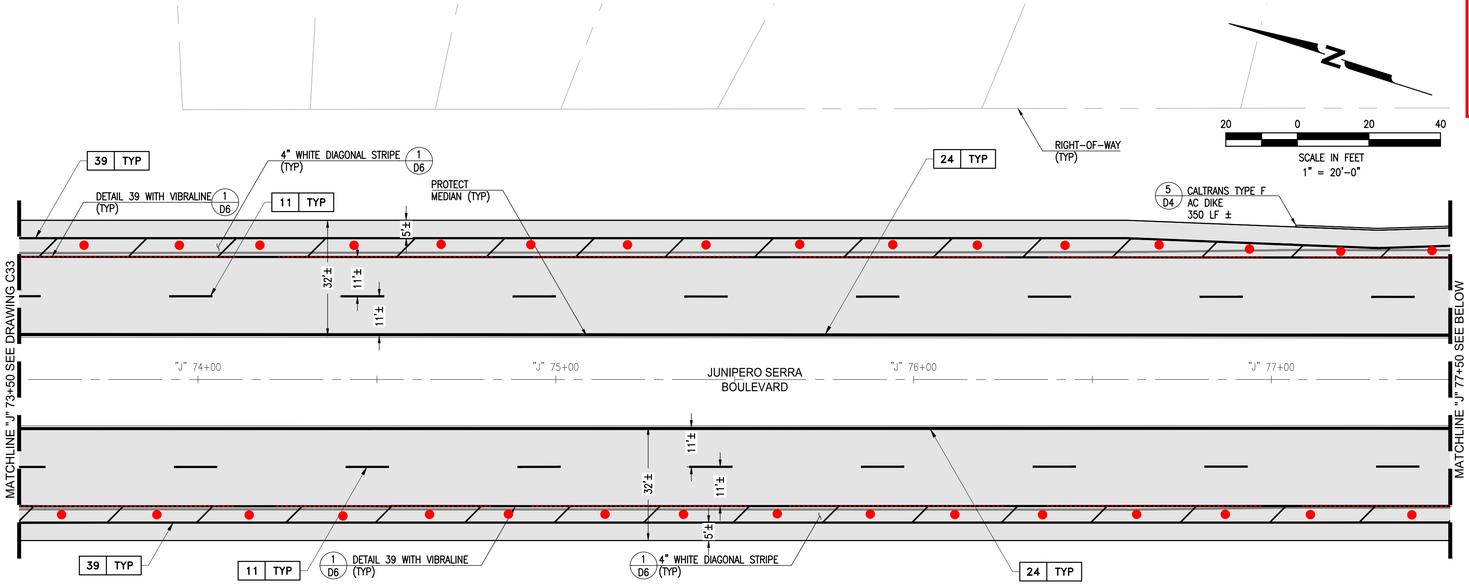
PROJECT NO: 872.13.55
DESIGNED BY: VL, ML
DRAWN BY: MPM,KC
CHECKED BY: FH DATE: 10/05/2021
DATE: 02/17/2022

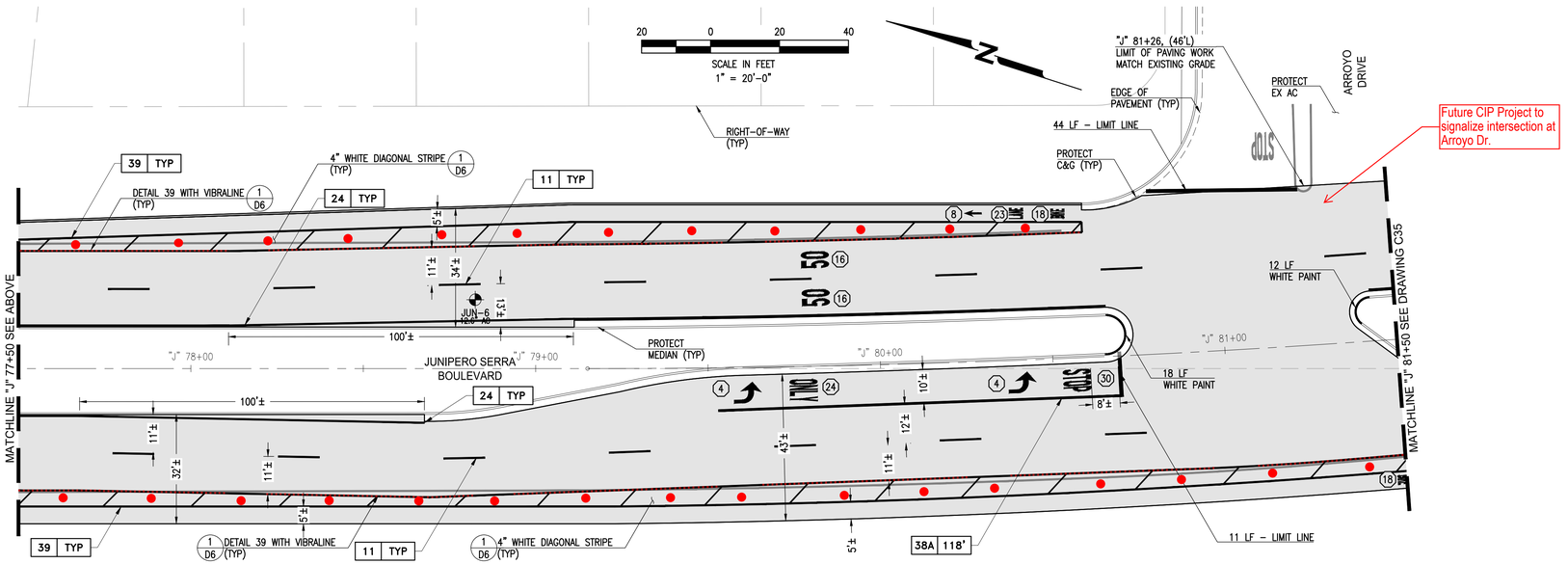
SHEET TITLE

IMPROVEMENT PLAN
JUNIPERO SERRA BLVD
"J" 65+50 TO "J" 73+50

DRAWING
C33

SHEET 38 OF 68





LEGEND

● INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
3. SAWCUT PAVEMENT AT LIMIT OF WORK.
4. CONCRETE REPAIR LOCATIONS ARE MARKED IN THE FIELD WITH WHITE PAINT. ALL CONCRETE WORK AND HMA PLUG ADJACENT CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE PAVING WORK.
5. STATION LINES SHOWN ON THESE PLANS ARE APPROXIMATE AND THE STATION LINE ALIGNMENTS ARE NOT GEOMETRICALLY DEFINED AND SHALL BE USED FOR RELATIVE STATION REFERENCE ONLY.
6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.
8. FOR MEDIAN NOSES WITH CONCRETE FLAT WORK BETWEEN CURBS, WHITE PAINT SHALL INCLUDE THE CURB AND CONCRETE FLAT WORK AREA AS SHOWN ON PLANS.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
3. WATER METER; ADJUST WATER METER BOX AND COVER TO FG.
4. WATER VAULT; PROTECT IN PLACE.
5. SDMH; REMOVE AND REPLACE SDMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
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9. GAS VALVE; ADJUST GAS VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
10. GAS VAULT; PROTECT IN PLACE.
11. ELECTRICAL MH; ADJUST ELECTRICAL MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
12. ELECTRICAL PULL BOX; PROTECT IN PLACE.
13. ELECTRICAL VAULT; PROTECT IN PLACE.
14. TELECOMMUNICATION MH; ADJUST TELECOMMUNICATION MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
15. TELECOMMUNICATION BOX; PROTECT IN PLACE.
16. TRAFFIC SIGNAL BOX; PROTECT IN PLACE.
17. SURVEY MONUMENT; REMOVE AND REPLACE SURVEY MONUMENT FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 2/D1 AND 6/D3.
18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

1. INSTALL CALTRANS TYPE I (10') ARROW
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20. INSTALL CALTRANS PAVEMENT MARKING "EL CAMINO REAL"
21. INSTALL CALTRANS PAVEMENT MARKING "FWY"
22. INSTALL CALTRANS PAVEMENT MARKING "KEEP"
23. INSTALL CALTRANS PAVEMENT MARKING "LANE"; FOR BIKE LANE SEE DETAIL 9/D5.
24. INSTALL CALTRANS PAVEMENT MARKING "ONLY"
25. INSTALL CALTRANS PAVEMENT MARKING "PED"
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32. INSTALL CALTRANS PAVEMENT MARKING "XING"
33. INSTALL "DIAMOND SYMBOL"; SEE DETAIL 8/D5
34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

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2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

PROJECT NO:	872.13.55
DESIGNED BY:	VL, ML
DRAWN BY:	MPM,KC
CHECKED BY: FH	DATE 10/05/2021
DATE:	02/17/2022

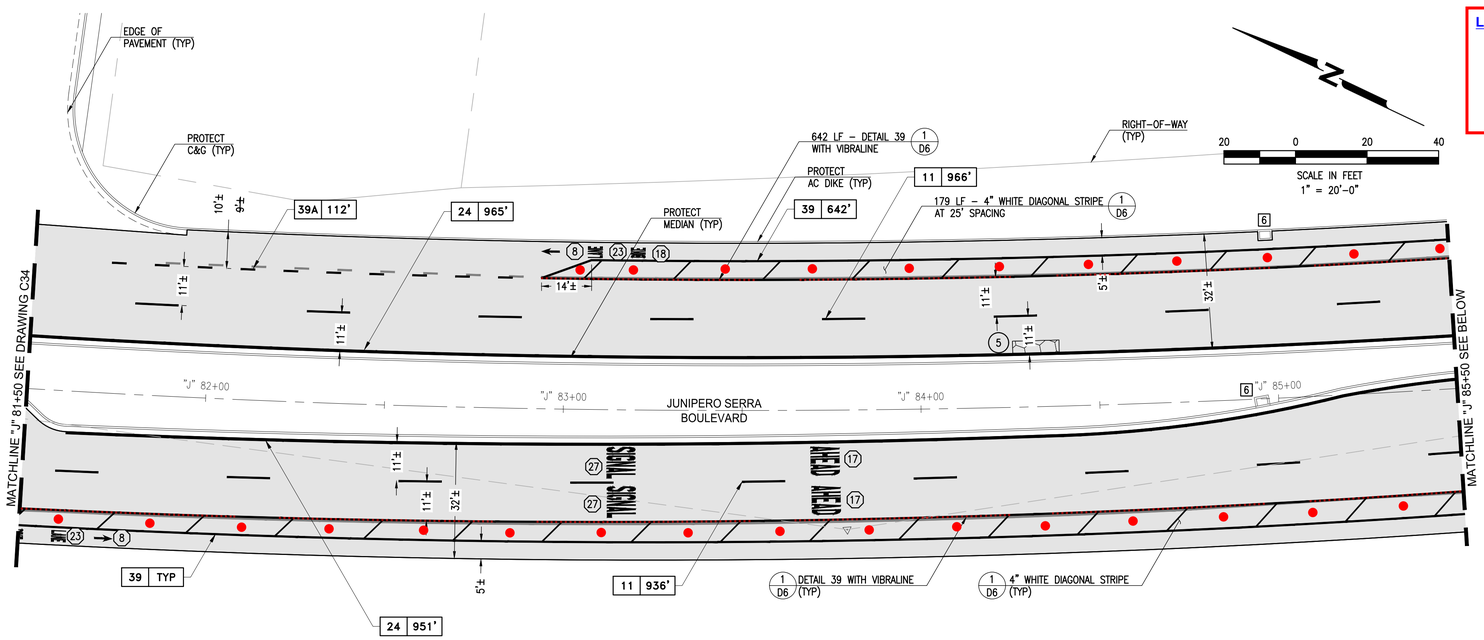
SHEET TITLE

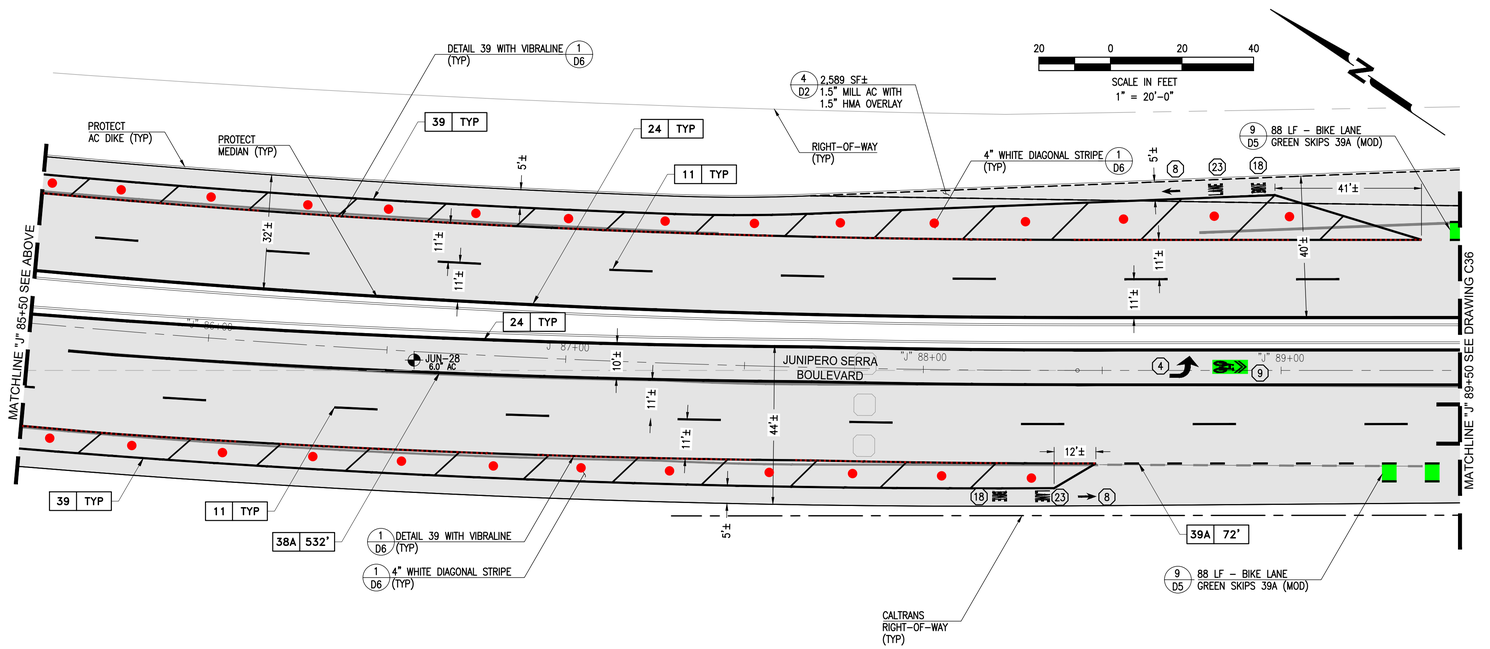
IMPROVEMENT PLAN
JUNIPERO SERRA BLVD
"J" 73+50 TO "J" 81+50

DRAWING

C34

SHEET 39 OF 68





LEGEND

● INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
3. SAWCUT PAVEMENT AT LIMIT OF WORK.
4. CONCRETE REPAIR LOCATIONS ARE MARKED IN THE FIELD WITH WHITE PAINT. ALL CONCRETE WORK AND HMA PLUG ADJACENT CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE PAVING WORK.
5. STATION LINES SHOWN ON THESE PLANS ARE APPROXIMATE AND THE STATION LINE ALIGNMENTS ARE NOT GEOMETRICALLY DEFINED AND SHALL BE USED FOR RELATIVE STATION REFERENCE ONLY.
6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
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3. WATER METER; ADJUST WATER METER BOX AND COVER TO FG.
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5. SDMH; REMOVE AND REPLACE SDMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
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13. ELECTRICAL VAULT; PROTECT IN PLACE.
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18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

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2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

PROJECT NO:	872.13.55
DESIGNED BY:	VL, ML
DRAWN BY:	MPM,KC
CHECKED BY: FH	DATE 10/05/2021
DATE:	02/17/2022

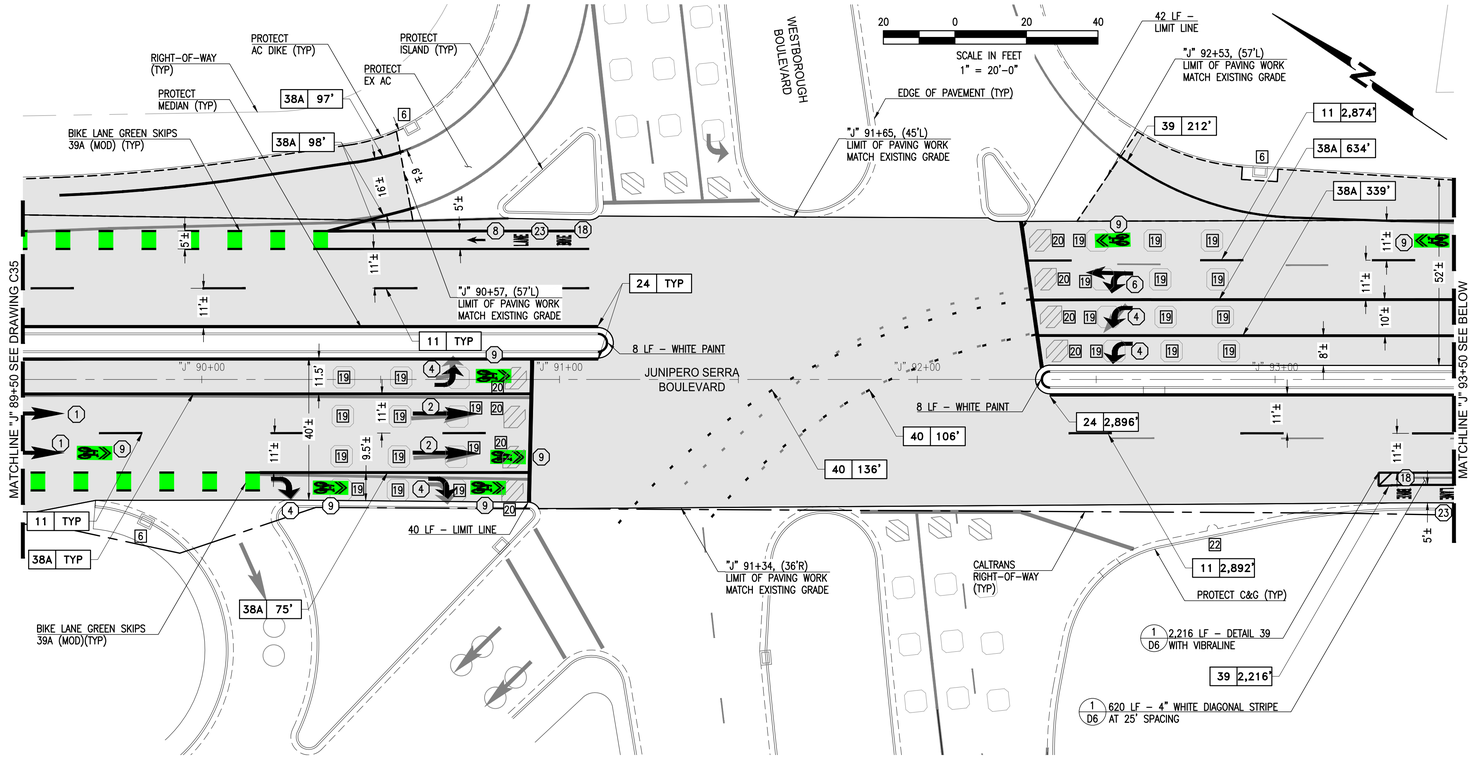
SHEET TITLE

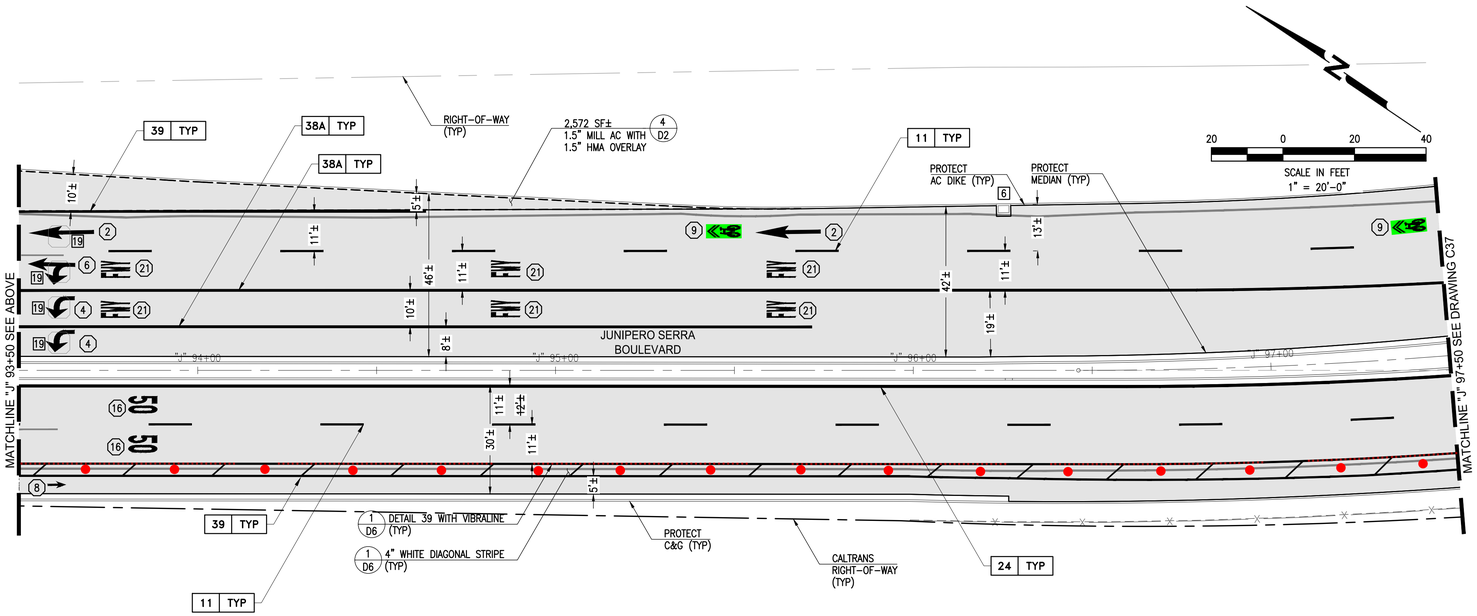
IMPROVEMENT PLAN JUNIPERO SERRA BLVD "J" 81+50 TO "J" 89+50

DRAWING

C35

SHEET 40 OF 68





LEGEND

INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
3. SAWCUT PAVEMENT AT LIMIT OF WORK.
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8. FOR MEDIAN NOSES WITH CONCRETE FLAT WORK BETWEEN CURBS, WHITE PAINT SHALL INCLUDE THE CURB AND CONCRETE FLAT WORK AREA AS SHOWN ON PLANS.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
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5. SDMH; REMOVE AND REPLACE SDMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
8. SSCO; REMOVE AND REPLACE SSCO FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 5/D3 AND 4/D4.
9. GAS VALVE; ADJUST GAS VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
10. GAS VAULT; PROTECT IN PLACE.
11. ELECTRICAL MH; ADJUST ELECTRICAL MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
12. ELECTRICAL PULL BOX; PROTECT IN PLACE.
13. ELECTRICAL VAULT; PROTECT IN PLACE.
14. TELECOMMUNICATION MH; ADJUST TELECOMMUNICATION MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
15. TELECOMMUNICATION BOX; PROTECT IN PLACE.
16. TRAFFIC SIGNAL BOX; PROTECT IN PLACE.
17. SURVEY MONUMENT; REMOVE AND REPLACE SURVEY MONUMENT FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 2/D1 AND 6/D3.
18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

1. INSTALL CALTRANS TYPE I (10') ARROW
2. INSTALL CALTRANS TYPE I (18') ARROW
3. INSTALL CALTRANS TYPE III ARROW
4. INSTALL CALTRANS TYPE IV ARROW (L&R)
5. INSTALL CALTRANS TYPE VI ARROW
6. INSTALL CALTRANS TYPE VII ARROW (L&R)
7. INSTALL CALTRANS TYPE VIII ARROW (L&R)
8. INSTALL BIKE LANE ARROW; SEE DETAIL 9/D5
9. INSTALL HIGH VISIBILITY GREENBACK SHARROW; SEE DETAIL 11/D5
10. INSTALL BIKE WITH PERSON; SEE DETAIL 9/D5
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17. INSTALL CALTRANS PAVEMENT MARKING "AHEAD"
18. INSTALL PAVEMENT MARKING "BIKE"; SEE DETAIL 9/D5
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21. INSTALL CALTRANS PAVEMENT MARKING "FWY"
22. INSTALL CALTRANS PAVEMENT MARKING "KEEP"
23. INSTALL CALTRANS PAVEMENT MARKING "LANE"; FOR BIKE LANE SEE DETAIL 9/D5.
24. INSTALL CALTRANS PAVEMENT MARKING "ONLY"
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31. INSTALL CALTRANS PAVEMENT MARKING "YIELD"
32. INSTALL CALTRANS PAVEMENT MARKING "XING"
33. INSTALL "DIAMOND SYMBOL"; SEE DETAIL 8/D5
34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

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(510) 215-3620 * Fax (510) 215-2898

DRAFT

2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

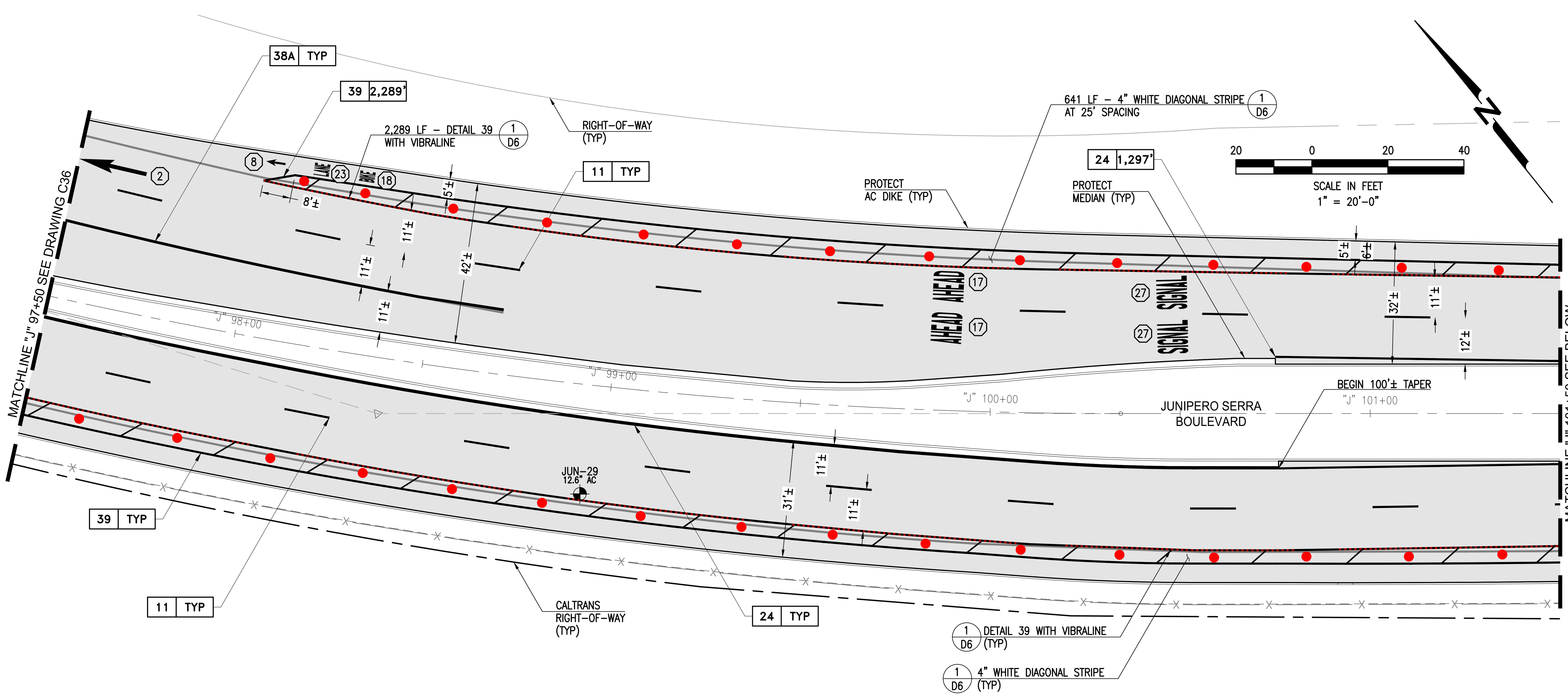
PROJECT NO: 872.13.55
DESIGNED BY: VL, ML
DRAWN BY: MPM,KC
CHECKED BY: FH DATE: 10/05/2021
DATE: 02/17/2022

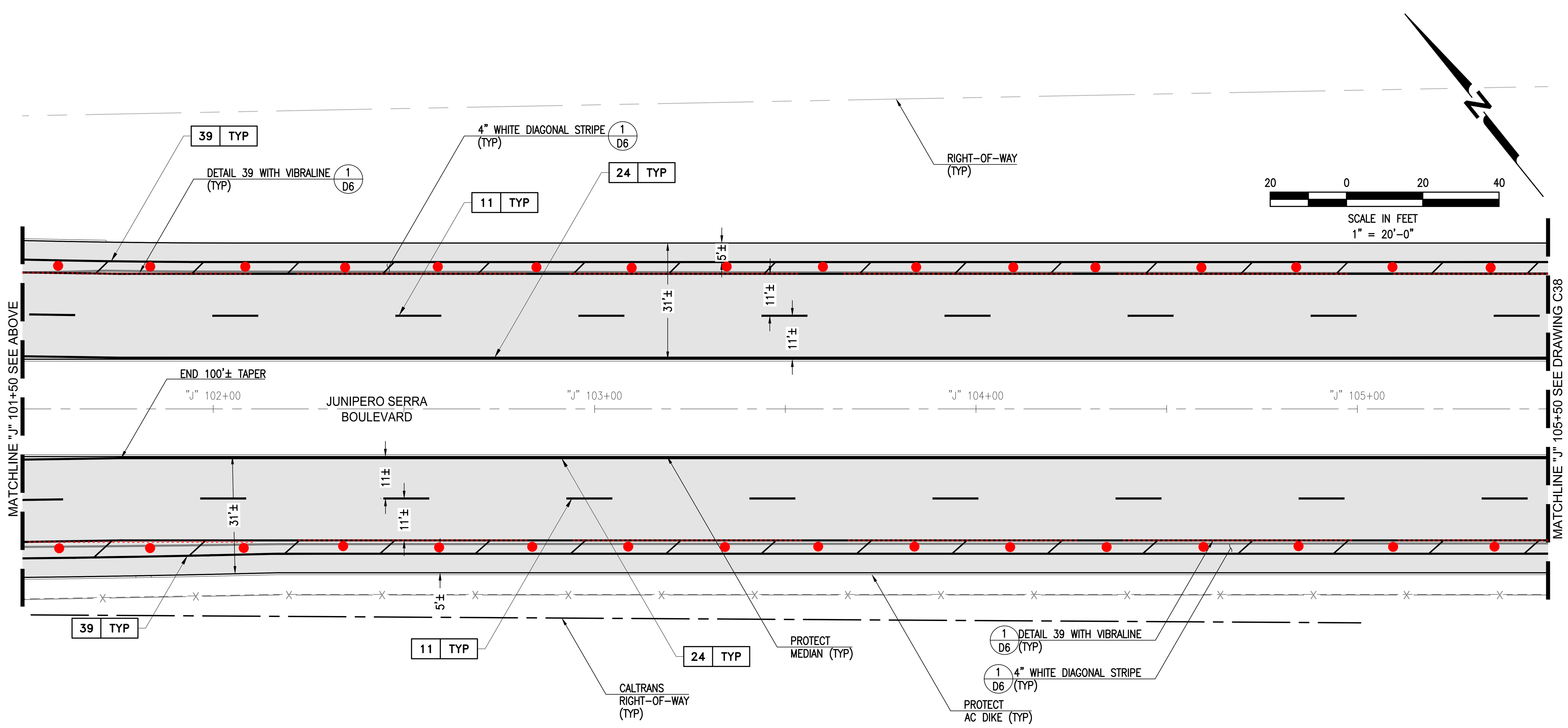
SHEET TITLE

IMPROVEMENT PLAN JUNIPERO SERRA BLVD "J" 89+50 TO "J" 97+50

DRAWING C36

SHEET 41 OF 68





LEGEND

● INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
3. SAWCUT PAVEMENT AT LIMIT OF WORK.
4. CONCRETE REPAIR LOCATIONS ARE MARKED IN THE FIELD WITH WHITE PAINT. ALL CONCRETE WORK AND HMA PLUG ADJACENT CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE PAVING WORK.
5. STATION LINES SHOWN ON THESE PLANS ARE APPROXIMATE AND THE STATION LINE ALIGNMENTS ARE NOT GEOMETRICALLY DEFINED AND SHALL BE USED FOR RELATIVE STATION REFERENCE ONLY.
6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
3. WATER METER; ADJUST WATER METER BOX AND COVER TO FG.
4. WATER VAULT; PROTECT IN PLACE.
5. SDMH; REMOVE AND REPLACE SDMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
6. CATCH BASIN OR CURB INLET; PROTECT IN PLACE.
7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
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10. GAS VAULT; PROTECT IN PLACE.
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12. ELECTRICAL PULL BOX; PROTECT IN PLACE.
13. ELECTRICAL VAULT; PROTECT IN PLACE.
14. TELECOMMUNICATION MH; ADJUST TELECOMMUNICATION MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
15. TELECOMMUNICATION BOX; PROTECT IN PLACE.
16. TRAFFIC SIGNAL BOX; PROTECT IN PLACE.
17. SURVEY MONUMENT; REMOVE AND REPLACE SURVEY MONUMENT FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 2/D1 AND 6/D3.
18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

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7. INSTALL CALTRANS TYPE VIII ARROW (L&R)
8. INSTALL BIKE LANE ARROW; SEE DETAIL 9/D5
9. INSTALL HIGH VISIBILITY GREENBACK SHARROW; SEE DETAIL 11/D5
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17. INSTALL CALTRANS PAVEMENT MARKING "AHEAD"
18. INSTALL PAVEMENT MARKING "BIKE"; SEE DETAIL 9/D5
19. INSTALL CALTRANS PAVEMENT MARKING "CLEAR"
20. INSTALL CALTRANS PAVEMENT MARKING "EL CAMINO REAL"
21. INSTALL CALTRANS PAVEMENT MARKING "FWY"
22. INSTALL CALTRANS PAVEMENT MARKING "KEEP"
23. INSTALL CALTRANS PAVEMENT MARKING "LANE"; FOR BIKE LANE SEE DETAIL 9/D5.
24. INSTALL CALTRANS PAVEMENT MARKING "ONLY"
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33. INSTALL "DIAMOND SYMBOL"; SEE DETAIL 8/D5
34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

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2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

400 GRAND AVENUE,
SOUTH SAN FRANCISCO,
CA 94080

NO.	DATE	DESCRIPTION

PROJECT NO: 872.13.55
DESIGNED BY: VL, ML
DRAWN BY: MPM,KC
CHECKED BY: FH DATE 10/05/2021
DATE: 02/17/2022

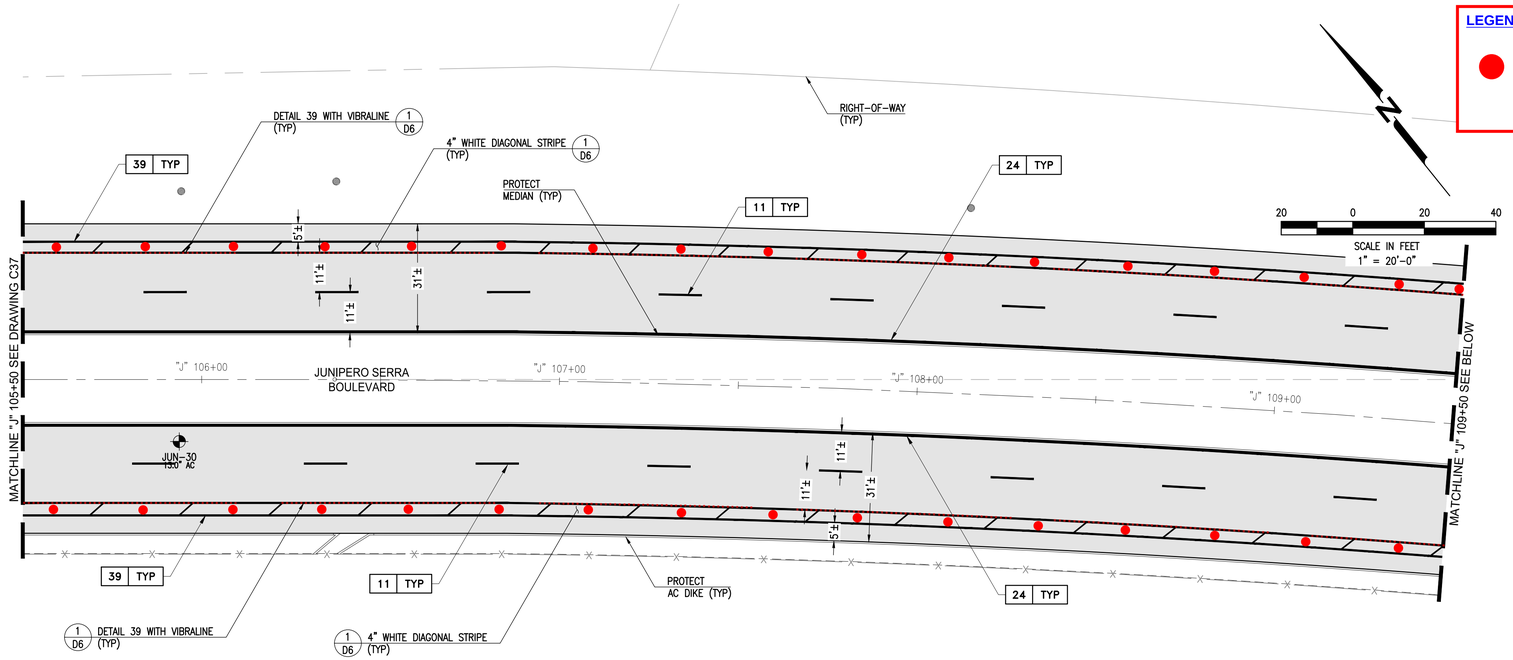
SHEET TITLE

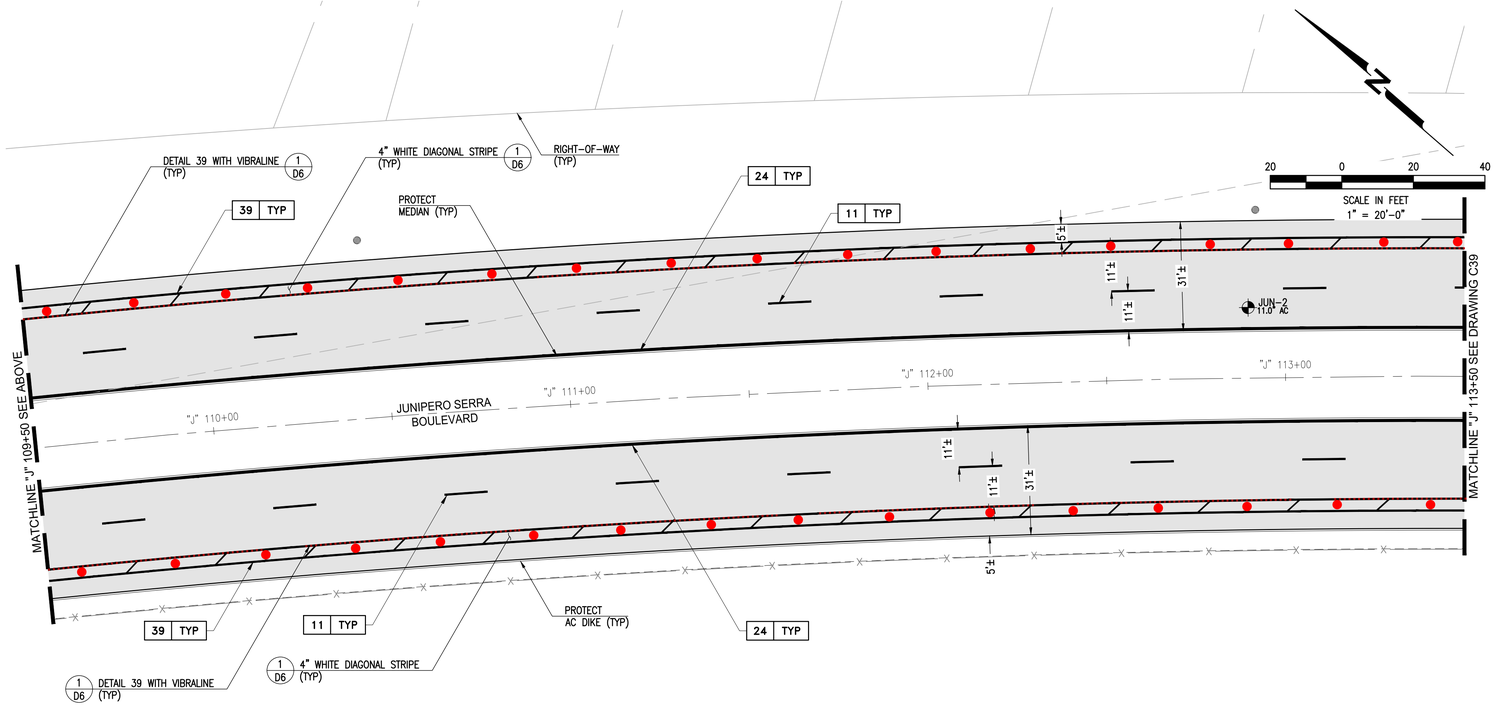
IMPROVEMENT PLAN
JUNIPERO SERRA BLVD
"J" 97+50 TO "J" 105+50

DRAWING

C37

SHEET 42 OF 68





LEGEND

INSTALL K71 BOLLARDS PER CITY DETAIL A7-C

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
3. SAWCUT PAVEMENT AT LIMIT OF WORK.
4. CONCRETE REPAIR LOCATIONS ARE MARKED IN THE FIELD WITH WHITE PAINT. ALL CONCRETE WORK AND HMA PLUG ADJACENT CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE PAVING WORK.
5. STATION LINES SHOWN ON THESE PLANS ARE APPROXIMATE AND THE STATION LINE ALIGNMENTS ARE NOT GEOMETRICALLY DEFINED AND SHALL BE USED FOR RELATIVE STATION REFERENCE ONLY.
6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
3. WATER METER; ADJUST WATER METER BOX AND COVER TO FG.
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5. SDMH; REMOVE AND REPLACE SDMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
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7. SSMH; REMOVE AND REPLACE SSMH FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 1/D1 AND 4/D1.
8. SSCO; REMOVE AND REPLACE SSCO FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 5/D3 AND 4/D4.
9. GAS VALVE; ADJUST GAS VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
10. GAS VAULT; PROTECT IN PLACE.
11. ELECTRICAL MH; ADJUST ELECTRICAL MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
12. ELECTRICAL PULL BOX; PROTECT IN PLACE.
13. ELECTRICAL VAULT; PROTECT IN PLACE.
14. TELECOMMUNICATION MH; ADJUST TELECOMMUNICATION MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
15. TELECOMMUNICATION BOX; PROTECT IN PLACE.
16. TRAFFIC SIGNAL BOX; PROTECT IN PLACE.
17. SURVEY MONUMENT; REMOVE AND REPLACE SURVEY MONUMENT FRAME AND COVER AND ADJUST TO FG. SALVAGE EXISTING FRAME AND COVER BY DELIVERING TO DPW CORPORATE YARD. SEE DETAIL 2/D1 AND 6/D3.
18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

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33. INSTALL "DIAMOND SYMBOL"; SEE DETAIL 8/D5
34. INSTALL CALTRANS PAVEMENT MARKING "T"; SEE DETAIL 3/D5
35. INSTALL CALTRANS TYPE D TWO-WAY BLUE MARKER

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2022 WEST PAVEMENT REHABILITATION PROJECT

OWNER

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

PROJECT NO:	872.13.55
DESIGNED BY:	VL, ML
DRAWN BY:	MPM,KC
CHECKED BY: FH	DATE 10/05/2021
DATE:	02/17/2022

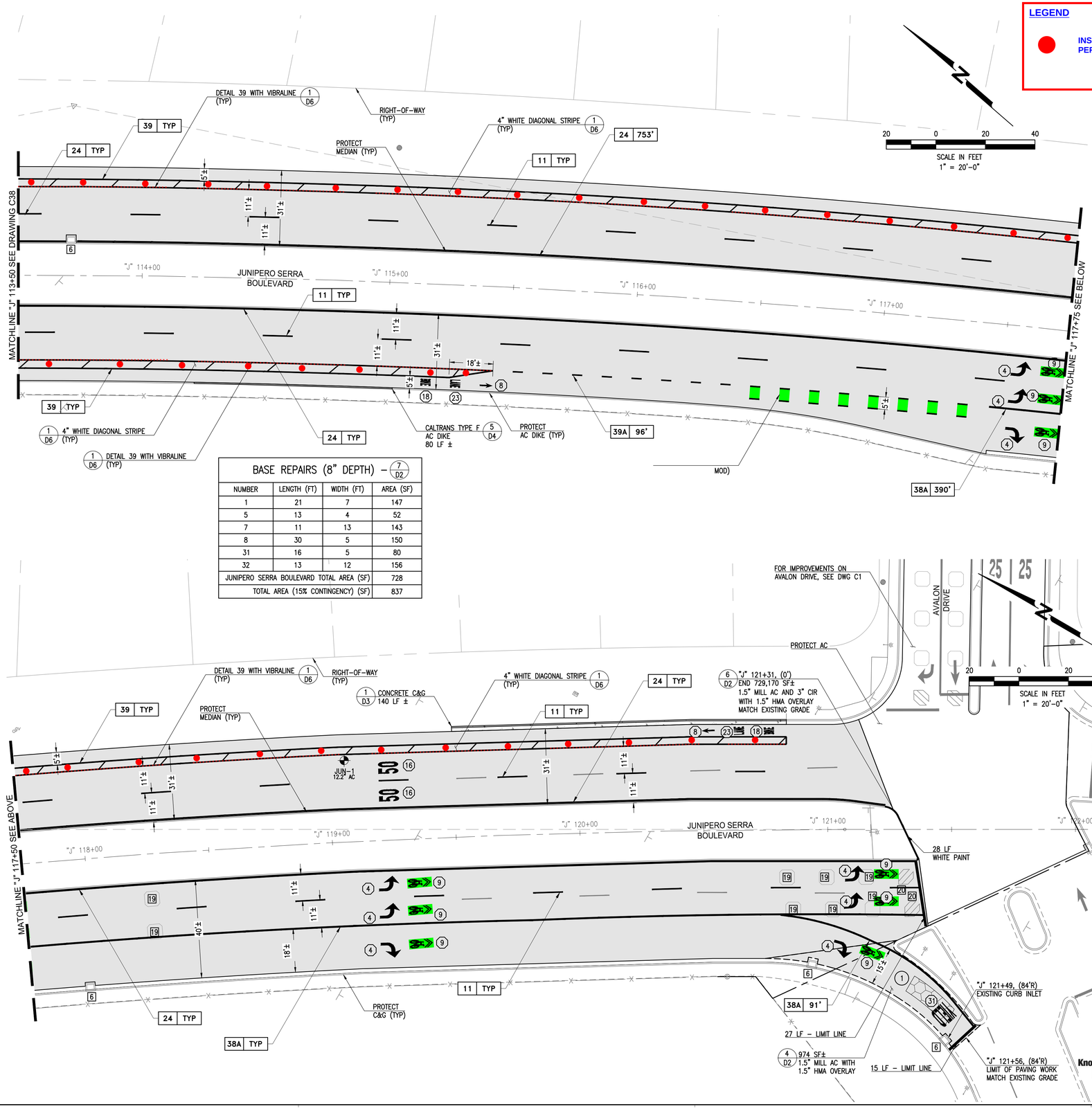
SHEET TITLE

IMPROVEMENT PLAN
JUNIPERO SERRA BD "J" 105+50 TO "J" 113+50

DRAWING

C38

SHEET 43 OF 68



BASE REPAIRS (8" DEPTH) – (7/D2)			
NUMBER	LENGTH (FT)	WIDTH (FT)	AREA (SF)
1	21	7	147
5	13	4	52
7	11	13	143
8	30	5	150
31	16	5	80
32	13	12	156
JUNIPERO SERRA BOULEVARD TOTAL AREA (SF)			728
TOTAL AREA (15% CONTINGENCY) (SF)			837

CONSTRUCTION NOTES:

1. REMOVE PAVEMENT STRIPING, MARKINGS, AND MARKERS THAT ARE TO BE REPLACED AND EXIST OUTSIDE THE PAVING WORK.
2. PROTECT EXISTING CONCRETE VALLEY GUTTERS DURING CONSTRUCTION.
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6. CONNECT BASE REPAIR AREAS IF BASE REPAIR AREA LIMITS ARE CLOSER THAN 3'.
7. FOR GENERAL NOTES SEE DRAWING G2.
8. FOR MEDIAN NOSES WITH CONCRETE FLAT WORK BETWEEN CURBS, WHITE PAINT SHALL INCLUDE THE CURB AND CONCRETE FLAT WORK AREA AS SHOWN ON PLANS.

UTILITY KEYNOTES:

1. WATER VALVE; ADJUST WATER VALVE BOX AND COVER TO FG. SEE DETAIL 5/D3.
2. WATER MH; ADJUST WATER MH FRAME AND COVER TO FG. SEE DETAIL 1/D1.
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18. DETECTOR HANDHOLE; ADJUST HANDHOLE BOX AND COVER TO FG. SEE DETAIL 5/D3.
19. CALTRANS TYPE A LOOP DETECTOR. SEE DETAIL 1/D4.
20. CALTRANS TYPE D LOOP DETECTOR. SEE DETAIL 2/D4.

STRIPING KEYNOTES:

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400 GRAND AVENUE, SOUTH SAN FRANCISCO, CA 94080

NO.	DATE	DESCRIPTION

PROJECT NO:	872.13.55
DESIGNED BY:	VL, ML
DRAWN BY:	MPM,KC
CHECKED BY: FH	DATE 10/05/2021
DATE:	02/17/2022

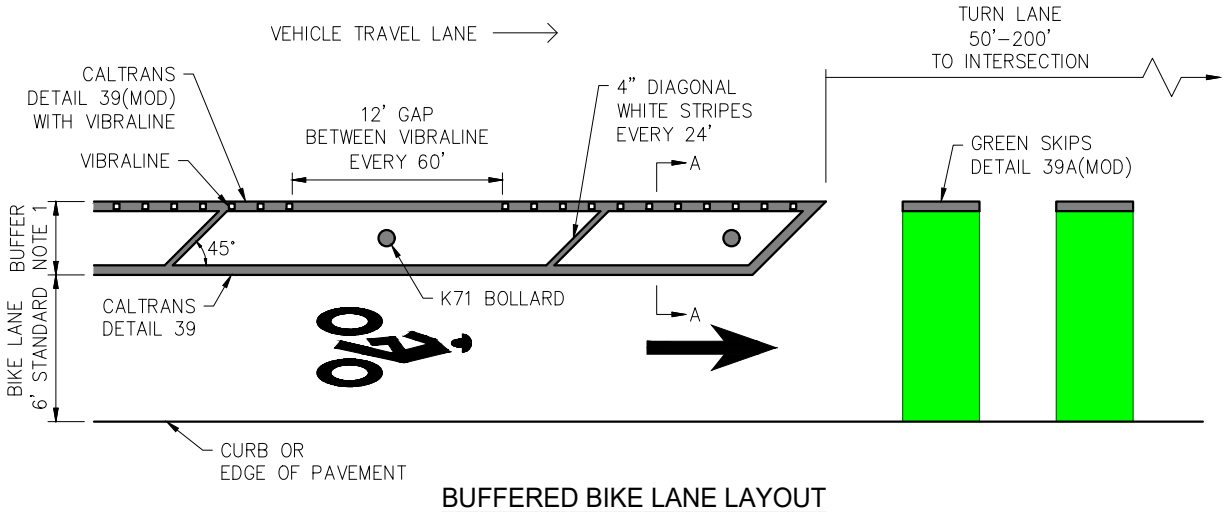
SHEET TITLE

IMPROVEMENT PLAN JUNIPERO SERRA BD "J" 113+50 TO "J" 121+31

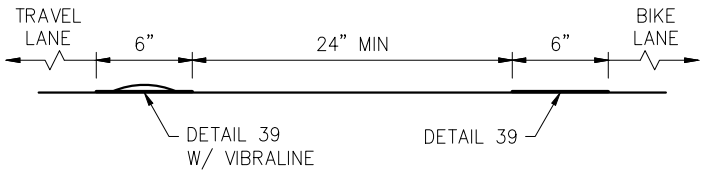
DRAWING

C39

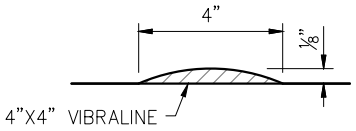
SHEET 44 OF 68



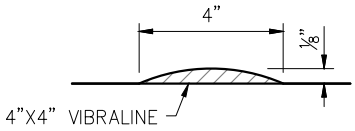
BUFFERED BIKE LANE LAYOUT



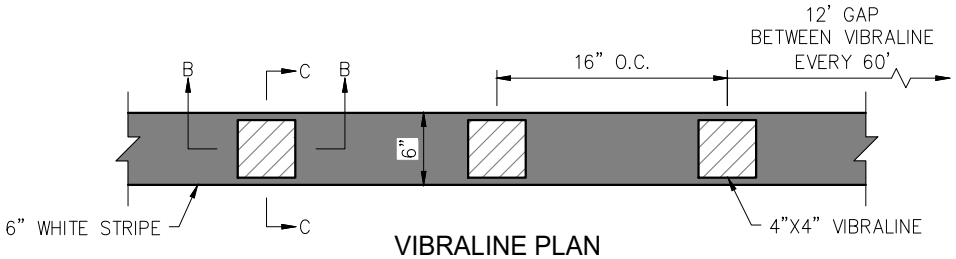
SECTION A-A



SECTION B-B



SECTION C-C



VIBRALINE PLAN
DETAIL 39(MOD)

BIKE BUFFER NOTES:

1. BUFFER SHALL BE 24" MINIMUM INCLUDING THE WIDTH OF THE PARALLEL WHITE LINES.
2. ALL BUFFER STRIPING SHALL BE THERMOPLASTIC WITH GLASS BEADING. FOR GREEN SKIPS REFER TO CITY DETAIL A–7A.
3. VIBRALINE SHALL BE INSTALLED ON ANY BUFFER WHERE K71 BOLLARDS ARE NOT INSTALLED. VIBRALINE SHALL BE PLACED WITH VIBRALINE THERMOPLASTIC OR APPROVED EQUIVALENT.
4. K71 BOLLARDS SHALL BE PLACED AT THE BEGINNING, BETWEEN DIAGONAL STRIPES, AND AT THE ENDS OF BUFFERED BIKE LANES. FOR 2' TO 4' BUFFERS, PLACE K71 BOLLARD CENTERED IN THE BUFFER, OR FOR WIDER BUFFERS, PLACE 2' FROM THE BIKE LANE EDGE. K71 BOLLARD SHALL BE BRIGHT GREEN WITH WHITE REFLECTIVE COLLARS UNLESS DIRECTED OTHERWISE BY THE CITY ENGINEER.

SOUTH SAN FRANCISCO PUBLIC WORKS ENGINEERING	**BIKE LANE BUFFER**	**DEC 2022** **A-7C**