

# REPORT

## To the Honorable Mayor and City Council From the City Manager

May 19, 2008

### **SUBJECT**

Redwood Shores Slurry Seal Project and related re-stripping plan of Redwood Shores roadways

### **RECOMMENDATION**

Approve, by motion, the contract documents for the Redwood Shores Slurry Seal Project which include the roadway re-stripping plan, and approve, by motion, the public bidding of this project.

### **BACKGROUND**

The City will resurface most of the major roadways in Redwood Shores this summer as part of the pavement management and recycled water programs. This project will restore the pavement surface following work in the roadway to install recycled water pipeline. Roadway resurfacing offers an opportunity to modify the lane striping configuration since re-stripping will be necessary subsequent to resurfacing.

The community and staff have endorsed the objectives of traffic calming and improvement of the pedestrian and bicycle environment. To achieve these objectives, staff has developed modified lane striping configurations for several major Redwood Shores roadways that may be implemented as part of the Redwood Shores Slurry Seal Project.

The proposed lane striping configuration, if implemented, will create bike lanes or shoulder spaces on the following major roadways.

- 1) Marine Parkway –  
Re-stripe to create five-foot wide bike lanes in both directions
- 2) Twin Dolphin Drive –  
Re-stripe to create a four-foot wide shoulder in both directions
- 3) Redwood Shores Parkway (between Shoreline Drive and Shearwater Parkway) -  
Re-stripe to create a four-foot wide shoulder on the right side, and a two-foot wide shoulder on the side of the landscaped median
- 4) Redwood Shores Parkway (between Airport Way and Shoreline Drive) –  
Re-stripe to create five-foot wide bike lanes in both directions in the commercial zone

Please see the attached graphic representations. The number of traffic lanes will not change to accommodate the addition of bike lanes or shoulder areas. Rather, existing lane widths will be reduced but will remain within standards. Signage and pavement markings that identify bike lanes and routes are included in the modified striping plans.

In addition to providing an improved environment for pedestrians and bicyclists, other benefits of the modified striping plan include the following.

- The existing generous lane widths encourage the higher motoring speeds that are undesirable on the parkways. Traffic lanes of reduced width have a demonstrated “calming” effect on traffic speed, thereby increasing the safety of the parkways for crossing pedestrians, bicyclists, and motorists.

- The addition of bike lanes and shoulder areas create a buffer space between traffic lanes and sidewalks/paths, and increase the comfort of pedestrians.
- A small buffer space between the street and the median results from the proposed modifications which increases the safety of City landscape maintenance crews when working on the medians.

Two community outreach efforts have been conducted to date to collect community input and determine support for the proposed lane reconfiguration.

1) July/August 2007 - Redwood Shores residents were surveyed to determine community interest in modifying several roadways by narrowing lanes to create bike lanes and shoulders. Notices were mailed, to all Redwood Shores residents, that presented possible alternatives and requested input and comment from the community. See Table 1 for record of responses.

TABLE 1

	Support	Oppose	Uncommitted
Emails	10	7	2
Phone Calls	4	1	1
Total	14	8	3

The response rate was too low to be considered conclusive. However, valuable input was received which assisted staff to revise alternatives. As a result of this process, a short section of Marine Parkway, between Island Drive (east) and Shell Parkway, was resurfaced and re-striped with five-foot wide bike lanes to demonstrate the proposed modifications. This allowed motorists and cyclists an opportunity to experience the proposed configuration before any greater commitment of resources. Staff has received little response from the Redwood Shores community about the "test" section.

2) March/April 2008 – Input received from the July/August 2007 outreach effort was incorporated into the currently proposed lane configuration modifications which were presented in an article that appeared in the March issue of the Redwood Shores Pilot newsletter. Included in the newsletter article was notice of a community workshop meeting held on April 3, 2008. As well, the article requested input/comments from the community and provided contact information for staff so that interested parties could respond at their convenience. See Table 2 for record of responses.

TABLE 2

	Support	Oppose	Uncommitted
Emails	22	5	1
Phone Calls	1	1	1
Total	23	6	2

### Community Meeting

Roadway re-striping alternatives were presented and discussed at the community meeting held on April 3, 2008 at the Sandpiper Community Center. The meeting was attended by approximately 22 individuals (18 Redwood Shores residents). There was no clear consensus among the meeting attendees; however, there was majority support for modification of both Marine Parkway and Twin Dolphin Drive as purposed, and lack of majority support for modification of Redwood Shores Parkway. At the conclusion of the meeting attendees were asked to indicate, by a show of hands, if they were in favor or not in favor of reconfiguring each of the three roadways. See Table 3 for record of responses.

TABLE 3

	In Favor	Not In Favor	Abstained
Marine Parkway	12	2	1
Twin Dolphin Drive	13	1	1
Redwood Shores Parkway	10	5	1

Please note that responses from meeting attendees may have been received and recorded as well on Tables 1 and 2 prior to the meeting.

Responses, although limited in number, were disparate. Several community members expressed disapproval of bike lanes entirely. Some community members were dissatisfied that more streets were not modified to include bike lanes.

The proposed roadway modifications have been favorably reviewed by the City's Bicycle & Pedestrian Working Group.

Staff recommends the currently proposed configuration as a workable compromise that reasonably addresses various community concerns.

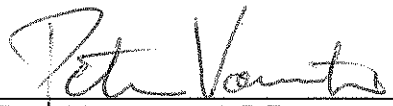
**ALTERNATIVES**


Council may choose not to approve the proposed re-striping to reconfigure some or all of the proposed roadways. The roadways would then be re-striped to their existing configuration subsequent to the resurfacing work.

**FISCAL IMPACT**

Funds for the roadway resurfacing work, estimated at \$750,000, are available from the Water Bond Projects Fund -- Recycled Water System Development which has a currently available balance of \$12,623,130. Funds for the work related to the proposed re-striping to reconfigure the roadway, estimated at \$100,000, are available from the Traffic Mitigation Fees Fund -- Bicycle/Pedestrian Enhancement Program which has a currently available balance of \$50,000 and the Traffic Calming Program which has a currently available balance of \$341,758.

  
Peter Delgado  
Acting Senior Engineer

  
Peter Vorametsanti, P.E.  
Supervising Civil Engineer

  
Chu Chang, P.E., Acting Director  
Community Development Services

  
Peter Ingram  
Interim City Manager

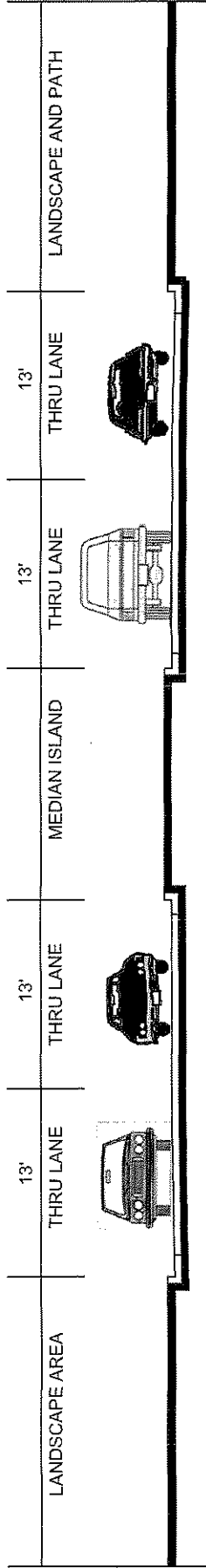
**ATTACHMENTS**

1. Proposed lane configuration modifications for Marine Parkway
2. Proposed lane configuration modifications for Twin Dolphin Drive
3. Proposed lane configuration modifications for Redwood Shores Parkway

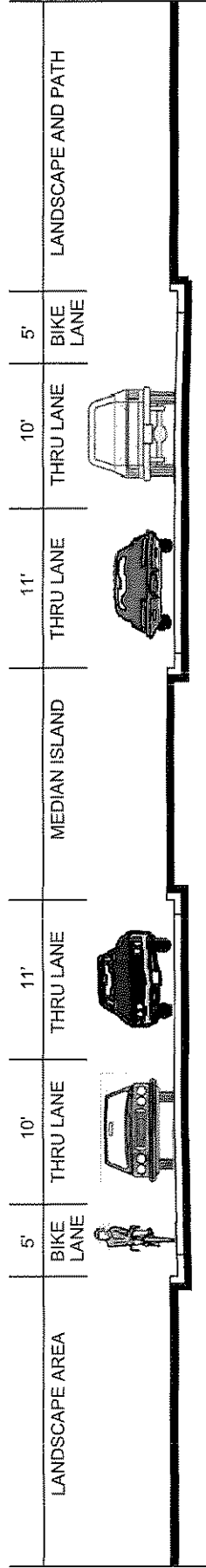
**RELATED DOCUMENTS IN CITY CLERK'S OFFICE**

Bidding Documents

MARINE PARKWAY



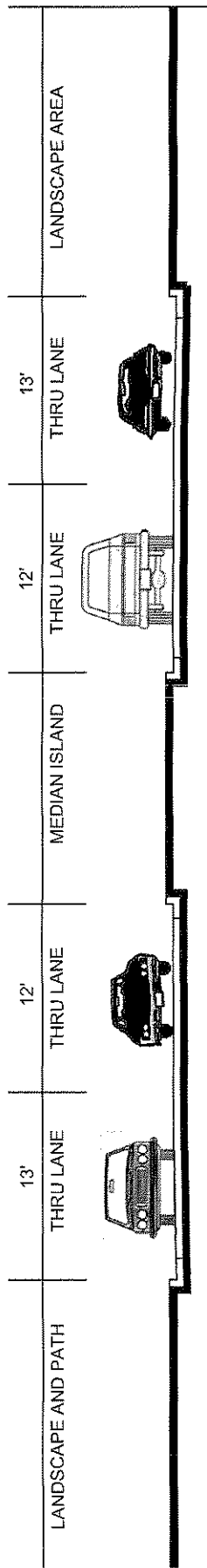
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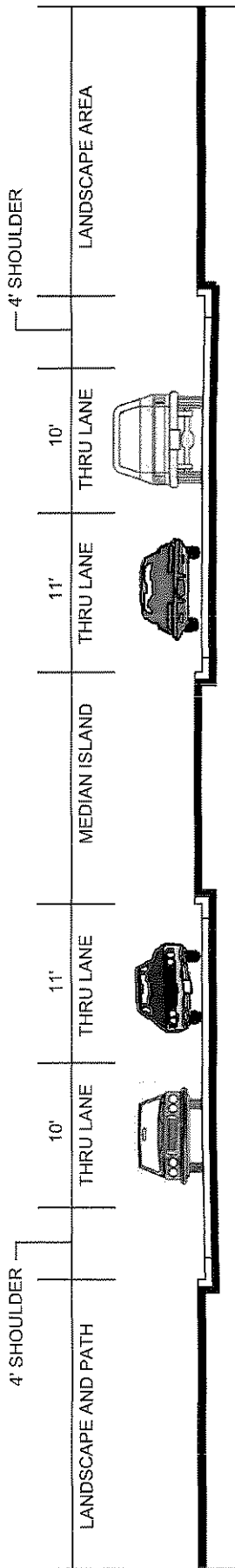
PROPOSED ALTERNATIVE

TYPICAL CROSS-SECTION

# TWIN DOLPHIN DRIVE



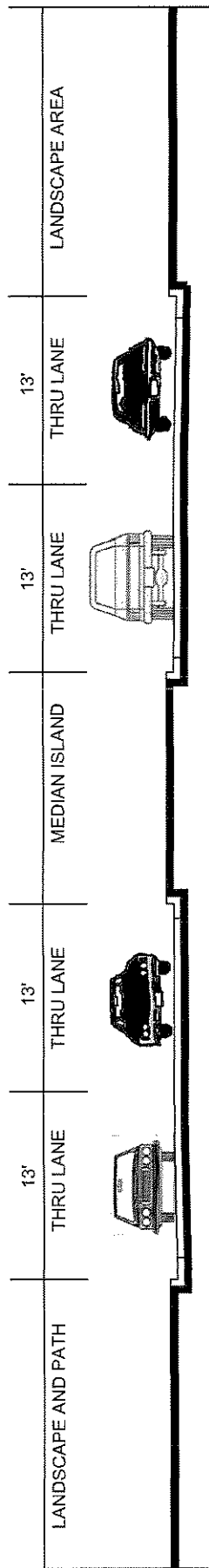
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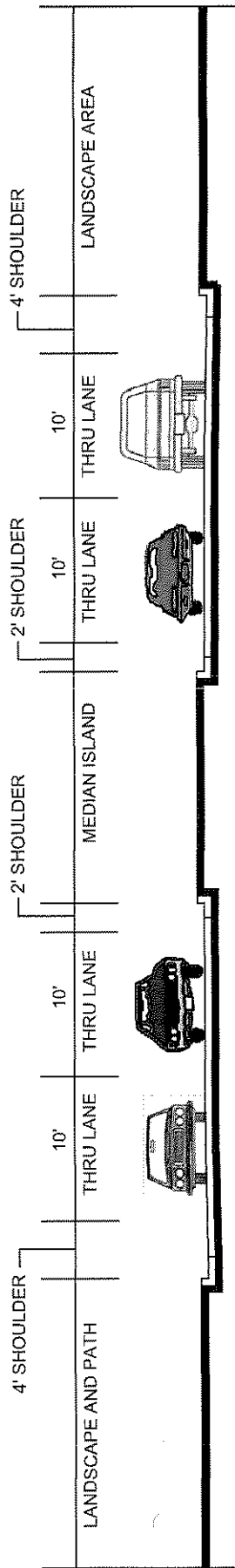
PROPOSED ALTERNATIVE

# TYPICAL CROSS-SECTION

# REDWOOD SHORES PARKWAY



EXISTING



PROPOSED ALTERNATIVE

TYPICAL CROSS-SECTION