

executive summary

IN 2007, the Redwood City Redevelopment Agency was awarded a \$153,000 grant through the Caltrans Environmental Justice Transportation Planning Program to conduct a neighborhood mobility study in the area near the Hoover School. Over a fifteen-month period, staff and consultants worked with community partners to complete the study, later renamed the Hoover Area Connection: Linking for Your Neighborhood project.

The mobility study engaged both technical consultants and community members from across the neighborhood, seeking input on all aspects of mobility, from key issues and concerns to needs to potential solutions and finally potential designs. The study focused on creating a safer

neighborhood environment for pedestrians and bicyclists in the Stambaugh-Heller and Redwood Village neighborhoods near Hoover School.

COMMUNITY OUTREACH PROCESS

The active community engagement process involved four rounds of outreach:

- Round One (January to April 2008) gathered community input on existing conditions, assets and opportunities, neighborhood vision, and community goals.
- Round Two (April to June 2008) developed preliminary solutions and strategies to address the many concerns identified in Round One.
- Round Three (September to November 2008) allowed

community members to help flesh out and prioritize potential solutions.

- Round Four (December 2008) provided an opportunity for the community to review and reflect upon the potential solutions to be presented in the final report.

The outreach process also included other innovative strategies to involve residents, including intercept surveys, targeted advertisements, and project



Top: Participants discuss workshop activities in a small group.

Middle left: The entrance to the Stambaugh Street pedestrian bridge

Middle right: The bridge deck.

Left: Pedestrians are prohibited from crossing Woodside Road at grade.

events at the Hoover School, Iglesia San José Obrero, the Fair Oaks Senior Center, and the Redwood Village Neighborhood Association.

Because many residents in the project area speak Spanish at home, all outreach was bilingual (or, in select cases, Spanish-only) to ensure

that all members of the community felt included in the outreach process. The workshops and meetings used either asynchronous translation—side-by-side English and Spanish facilitators who took turns speaking—or were conducted entirely in Spanish or English, as appropriate to each group.

Below: The project study area from the air.



EXISTING CONDITIONS

To assess the existing mobility conditions in the neighborhood, the project team conducted a number of traffic, pedestrian, and bicyclist counts; observed conditions in the Hoover Area; conducted community workshops and small group meetings at locations throughout the neighborhood to hear from residents; and studied the configuration of the road network through the community.

KEY COMMUNITY NEEDS

While community members identified a wide range of issues and opportunities over the course of the study, several concerns emerged as

the highest priority issues to address in the near term:

- Safe crossing of Woodside Road
- Safe crossing of Middlefield Road
- Safe crossing of railroad tracks
- Bicycle safety and access
- Public transit improvements
- Safer conditions for all who move through the community, particularly for pedestrians

POTENTIAL MOBILITY SOLUTIONS

During the summer and fall of 2008, staff and consultants used the findings of the first two rounds of community engagement to begin to craft policy and design solutions to address obstacles to neighborhood mobility in the Hoover Area. Key elements of these suggested solutions included:

Bicycling Improvements

- Bicycle lanes on Middlefield Road south of Woodside Road to connect to existing and planned lanes on other segments of Middlefield
- Bicycle lanes along Woodside

Road to connect to existing Redwood City bicycle networks

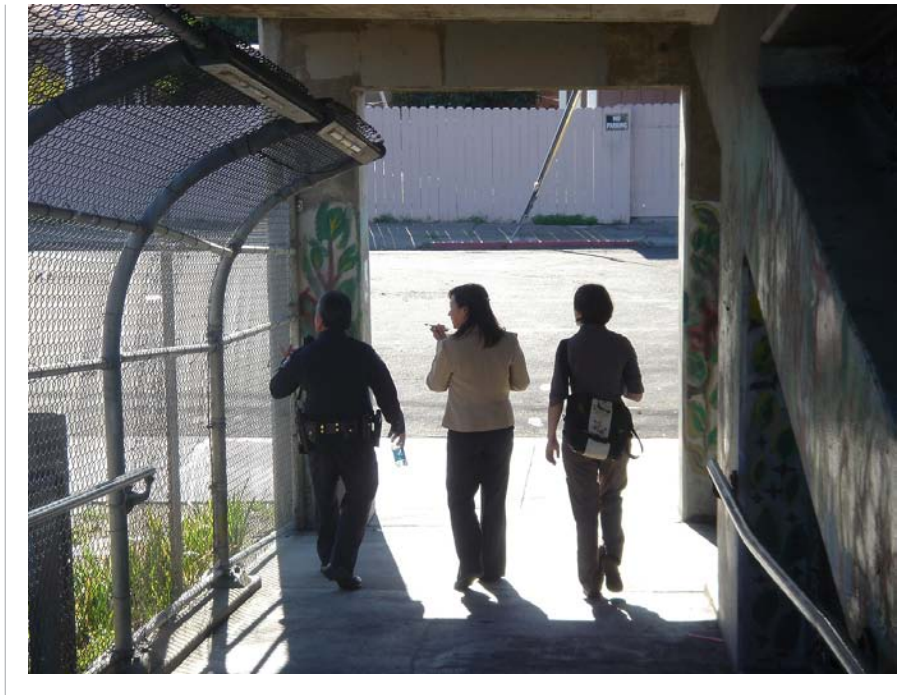
- Bicycle education program for youth at Hoover School or the Boys and Girls Club
- Additional bicycle parking

Pedestrian Improvements

- At-grade pedestrian crossing at the intersection of Woodside and Middlefield Roads to replace the existing Stambaugh Street Pedestrian Bridge
- Improved railroad crossing along Woodside Road
- Improved pedestrian crossings and sidewalks throughout the study area, but especially near Hoover School, and along Chestnut Street and Middlefield Road
- “Safe Routes to School” plan for Hoover School
- Traffic calming measures on Chestnut, Stambaugh, and Charter Street

Transit Improvements

- Multilingual maps and signage for SamTrans routes and stops
- Additional bus stops and bus shelters in key neighborhood locations



Based on community input, the project team also developed suggested design improvements for Chestnut Street between Spring and Hiller Streets; Charter Street between Spring Street and Middlefield Road; Stambaugh Street between Woodside Road and Charter Street; the intersection of Woodside and Middlefield Roads; and Middlefield Road between Woodside Road and the city limit.

Above: As part of the mobility study, the project team walked the neighborhood with a representative of the Redwood City Police Department, who highlighted some of the concerns and challenges of the existing Stambaugh Street Pedestrian Bridge from the Department's perspective.

SUMMARY OF PROBABLE PROJECT COSTS

AREA	TOTAL COST
Area 1: Woodside Road at Middlefield Road	\$409,750.25
Area 2: Spruce Street along Woodside Road	\$1,278,527.25
Area 3: Stambaugh Street between Charter Street and Woodside Road	\$963,803.75
Area 4: Charter Street between Middlefield and Spring Street	\$1,623,917.75
Area 5: Chestnut Street between Heller and Spring Streets	\$466,488.75
Overall Cost:	\$4,742,487.75

PROJECTED COSTS

Estimates of probable cost, listed above, were developed for each of the suggested design improvements along Charter, Stambaugh, and Chestnut Streets and Woodside and Middlefield Roads. Detailed designs for each of these areas can be found in Chapter Five: Potential Mobility Solutions. These costs are approximate construction costs based on current conditions at the writing of this report in December 2008. Labor and material costs may change over time, so these estimates should be repeated as each project moves forward.

NEXT STEPS

The results of this study are presented in this report. Based

on these findings and suggested actions, the City of Redwood City and the Redevelopment Agency of Redwood City will work with Caltrans and other partner agencies to implement feasible solutions as funding becomes available. The City and Agency will also partner with Caltrans to continue to study the intersection of Woodside and Middlefield Roads in order to develop an alternative design for this intersection that can potentially accommodate an at-grade pedestrian crossing without causing undue impact on traffic operations. A more detailed analysis of this intersection is available in a March 2009 memorandum to Caltrans prepared on behalf of the Redevelopment Agency of Redwood

City by Fehr and Peers, the technical transportation consultant on this study.

Many of the suggested solutions presented in this report require the support of grantmaking agencies or other funders and entail partnerships between the Redevelopment Agency, City departments, local nonprofit organizations, and other governmental agencies. Based on community priorities, the City and Agency will continue to foster these relationships in order to ensure that potential improvements to mobility in the Hoover Area are implemented wherever possible.