

**DATE:** April 24, 2024

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Hoa Nguyen, Associate Civil Engineer  
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**VIA:** Edward Arango, Acting Public Works Director

**SUBJECT:** California Street (West) Complete Street Improvements, Pilot, Project 21-40

### **RECOMMENDATION**

Receive an update on the project and provide feedback on the performance metrics for evaluating the pilot phase of California Street (West) Complete Street Improvements, Project 21-40, between Showers Drive and Shoreline Boulevard.

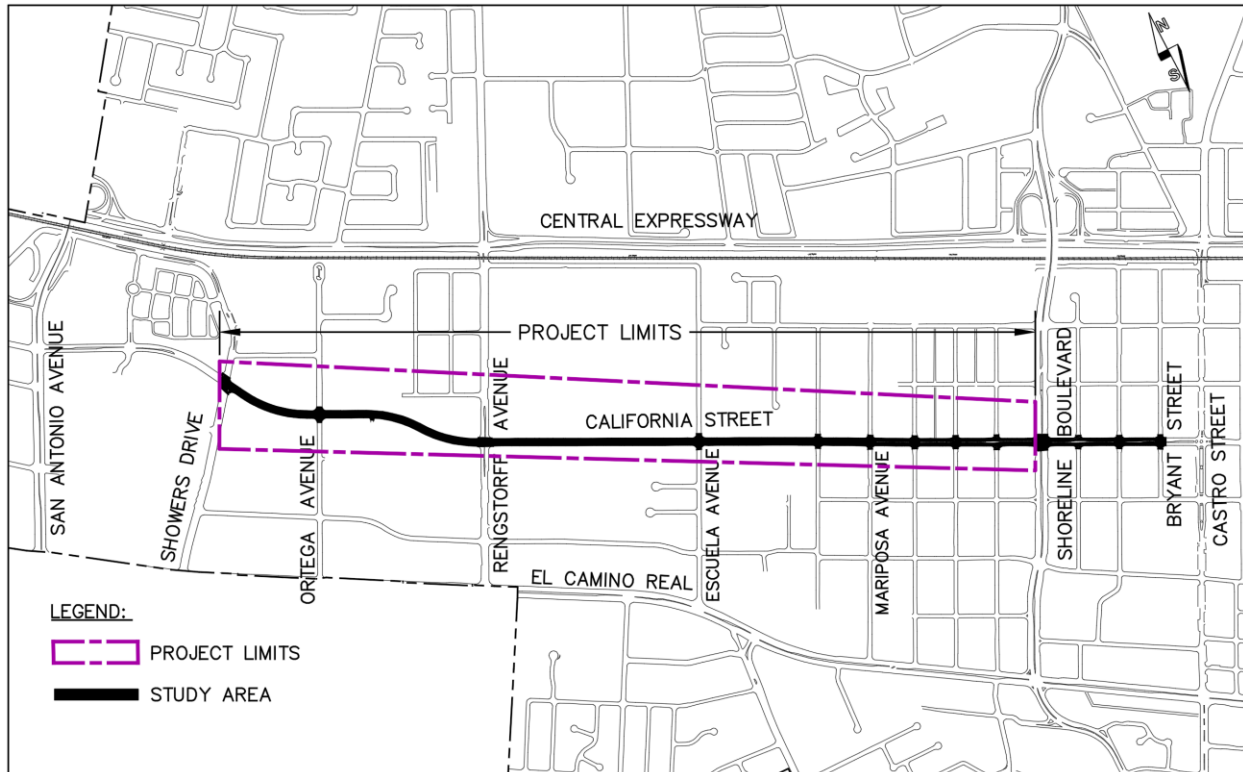
### **BACKGROUND**

The 2015 California/Escuela/Shoreline Complete Street Feasibility Study (Study) recommended a three-phased approach for implementing complete streets along California Street between Showers Drive and Bryant Street. The recommended first phase was a pilot project from Showers Drive to Ortega Avenue that included a lane reduction (four lanes to three lanes, including a two-way left-turn center lane) through pavement markings, temporary bulb-outs and protected intersections through pavement markings and rubber curbs, and a high-visibility midblock crossing with enhanced lighting. The lane reduction provides right-of-way for parking-protected bike lanes with painted buffers and shorter intersection crossing distances for pedestrians. The second and third phases included converting the temporary improvements to permanent improvements, adding green-street landscaping features at intersections and midblock crossing locations, and continuing the lane reductions (four lanes to two lanes) further along California Street with limited areas for left-turn access and landscaped median islands.

On [December 7, 2021](#), Council authorized a professional services agreement with BKF Engineers (BKF) for project design of the Phase 1 pilot from Showers Drive to Ortega Avenue.

At the [April 12, 2022](#) Capital Improvement Program (CIP) Study Session, Council directed staff to expand the scope and limits of the pilot project to include the segment between Ortega Avenue and Shoreline Boulevard (see Figure 1). On [June 28, 2022](#), through the Fiscal Year 2022-23 CIP

adoption, Council approved an additional \$1 million in project funding for the expanded scope, and on [September 27, 2022](#), Council authorized an amendment to the BKF agreement to add \$180,000 for a not to exceed amount of \$360,000 for the expanded scope.



**Figure 1: Project Location Map**

On [March 29, 2023](#), staff provided a project update to the Bicycle/Pedestrian Advisory Committee (BPAC). The BPAC expressed support for the project and provided feedback for staff to further develop the project design to include a midblock crossing between Ortega Avenue and Rengstorff Avenue, planters or green street elements, and other vertical delineator options. The BPAC also recommended developing project performance criteria to determine the success of the pilot project.

## **ANALYSIS**

### **Project Update**

Following the March 29, 2023 BPAC meeting, staff further developed the concept layout incorporating BPAC comments and provided the updated design to the Council Transportation Committee (CTC) on [October 2, 2023](#), where the CTC unanimously supported the concept layout

and strategy to test different vertical elements. The revised design includes the following features:

- Added a third midblock crossing between Ortega Avenue and Rengstorff Avenue.
- Incorporated five different types of vertical elements, including K-71 channelizers, floppy posts, rubber curbs, armadillos, and planter boxes (see Figure 2 and Attachment 2). These will be installed in test segments along the 1.2-mile-long corridor with the same elements grouped together. These vertical elements will provide both green street elements and physical barriers between the parking and bicycle lanes, preventing delivery vehicles from blocking the bike lane.
- Removed approximately 63 of 275 on-street parking spaces to provide sight line clearance at driveways and intersections with the implementation of the parking-protected bike lanes and protected intersections.



**Figure 2: Vertical Treatments**

Attachment 1 shows the layout of the corridor improvements, incorporating the revisions noted above. Attachment 2 outlines in table format the vertical treatments to be applied to each corridor segment.

The project design was originally anticipated to be completed by the end of 2023. However, incorporating the requested design features added six months to the project timeline. Design is now substantially complete, and Council will be considering approval of the final plans and

specifications and authorization to bid the project in May 2024. Construction is expected to begin this summer.

### **Performance Metrics**

Staff evaluated various performance metrics to determine the success of the pilot that focused on improving accessibility, providing a lower-stress experience, and reducing vehicle speeds and jaywalking along the corridor. Staff has identified the following six metrics to evaluate the project's success:

- Bicycle counts
- Pedestrian counts
- Jaywalking counts
- Vehicle counts
- Vehicle speed
- Collision reports

These criteria allow staff to be efficient at collecting the data without substantial effort, while still collecting sufficient data necessary to identify corridor performance. Data collection will be performed both pre- and postconstruction. In addition to utilizing available data collected in previous years, such as bicycle counts in 2023, preconstruction data collection will be done quarterly this calendar year, or until construction begins. After construction is completed, data collection will be performed quarterly for one year.

Data collection devices will be installed at various key locations along the corridor, such as at signalized intersections and proposed midblock crossing locations.

### **NEXT STEPS**

Staff will be bringing the recommended performance metrics to the CTC this spring and will be sharing BPAC feedback. Should the CTC support the recommendation, staff will collect the data as outlined above. The data results comparing the pre- and postconstruction will be shared with the BPAC at a future meeting.

**PUBLIC NOTICING**—Agenda posting.

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- Attachments:
1. California Street Complete Street—Corridor Layout (Pilot)
  2. Vertical Elements Table