

Bay Road Complete Street Project (5th to 15th Avenue)

Joint Redwood City & San Mateo County
Complete Street Rehabilitation



Kimley»»Horn

Program Agenda

1

Project Team Introductions

Meet the Redwood City, San Mateo County, and Kimley-Horn project team

2

Project History

Background on Bay Road corridor improvements and key milestones to date

3

Project Schedule and Milestones

Timeline from conceptual design through construction and upcoming deliverables

4

Design Concepts

Proposed traffic calming measures, bike infrastructure, and street parking options

5

Community Breakout Session

Small group discussion, community feedback, and open Q&A



Project Team Intro

City of Redwood City

- Malahat Owrang – Principal Planner
- Erik Zhen- Associate Engineer

County of San Mateo

- Wency Ng – Senior Civil Engineer
- Raymond Han – Associate Civil Engineer

Kimley-Horn

- Mike Mowery
- Anthony Hoac
- Matt Mendoza
- Jorge Morales



What is a Complete Street?

Complete Streets:

The concept refers to a roadway system that accommodates all modes of transportation:

- Vehicles
- Pedestrians
- Bicycles
- Transit riders

It comes with features and elements that addresses the needs, safety and convenient of all modes rather than prioritizing vehicles.



Project Background

Project History:

- Identified as a priority project in both City and County plans for bike and pedestrian safety improvements
- Redwood City received a grant for the joint project with County of San Mateo
- Project Scope includes
 - Pedestrian Crossings
 - Bicycle Access
 - Curb Ramps
 - Bus Stop Access
 - Traffic Circle
 - Pavement overlay



Project Background

Project Goals:

- Traffic Calming, reducing overall speeding
- Add Bike infrastructure
- Improve pedestrian crossings
- Minimize Parking Loss

Project Segment:

- Bay Road from Fifth Avenue to Fifteen Avenue
- Northern portion is Redwood City jurisdiction
- Southern portion is San Mateo County jurisdiction

Completed and Underway Projects:

- Fifth Ave at Bay Road intersection improvements
- Tenth Avenue and Bay Road pedestrian crossing improvements
- Speed limit reduction around Taft Elementary School (approved by City Council, in place in July 2026)



Project Background

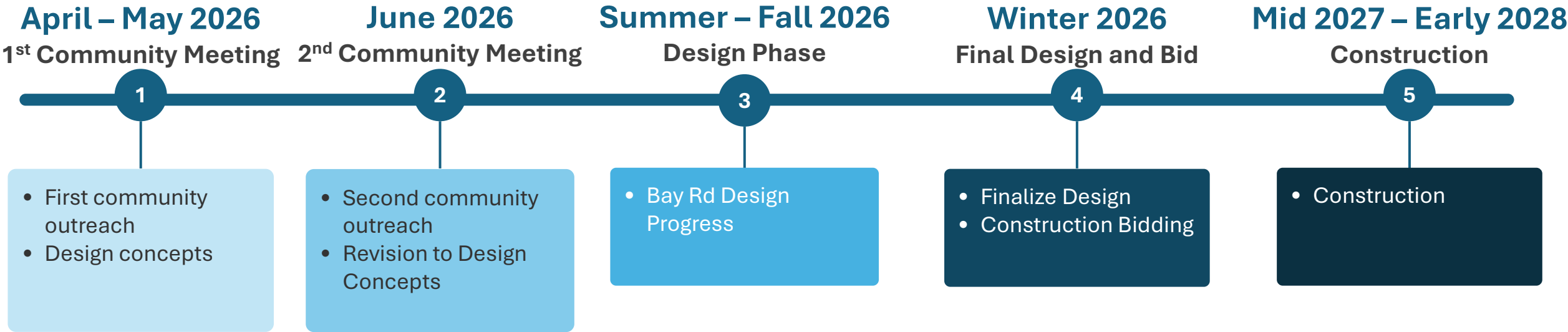
Drainage Considerations:

Existing drainage conditions within San Mateo County jurisdiction

- Stormwater drainage generally flows along Bay Road by surface flow
- Localized ponding at low points
- Drainage inlets recently installed on 6th Ave and 7th Ave which improved ponding conditions
- Additional drainage improvement will be considered based on drainage analysis as part of this project if feasible.



Project Milestone and Timeline

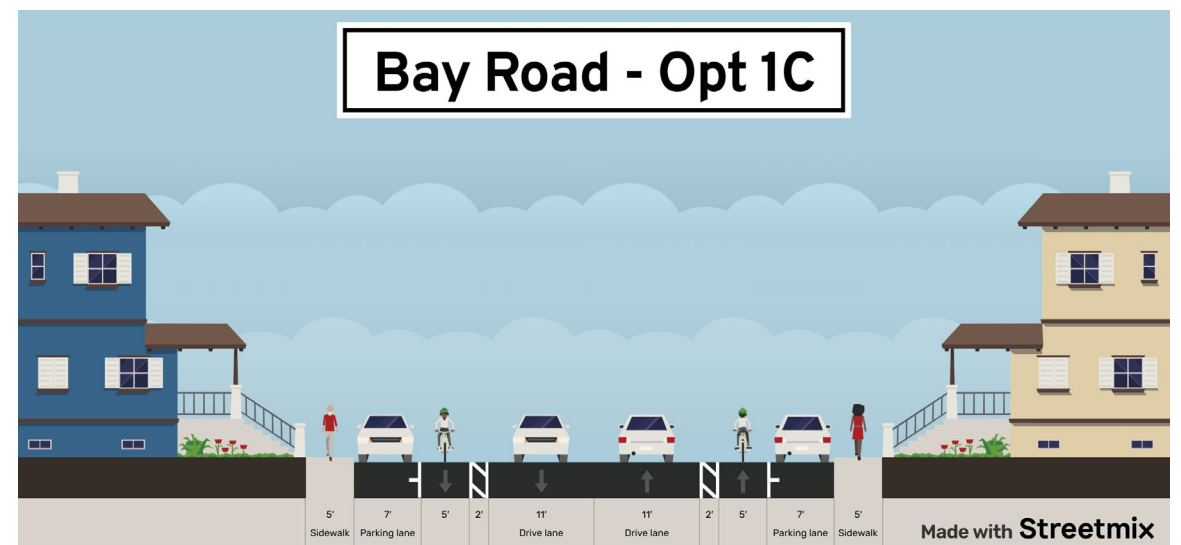
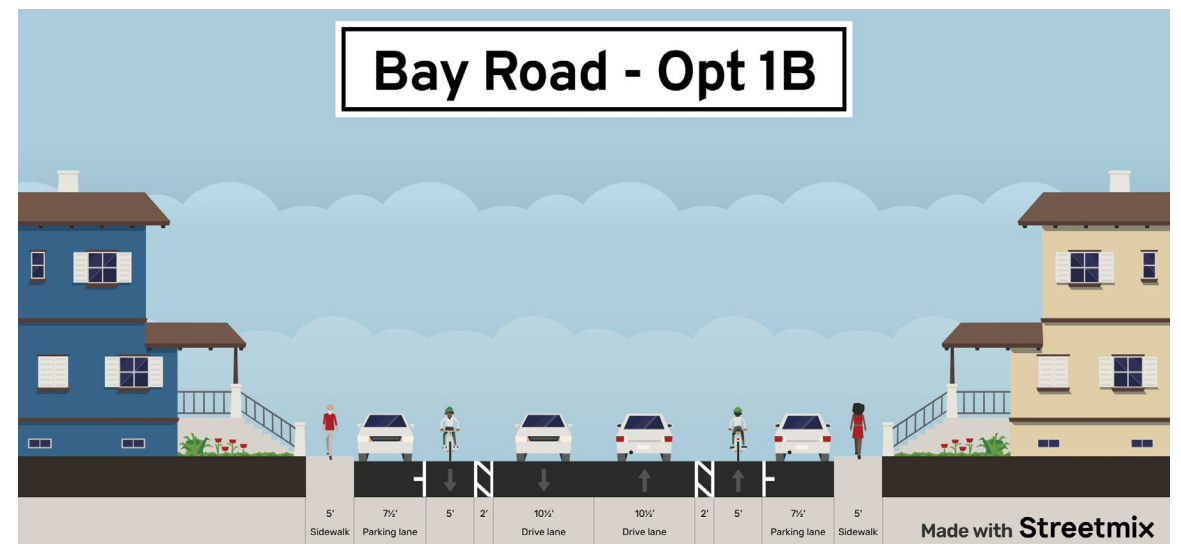
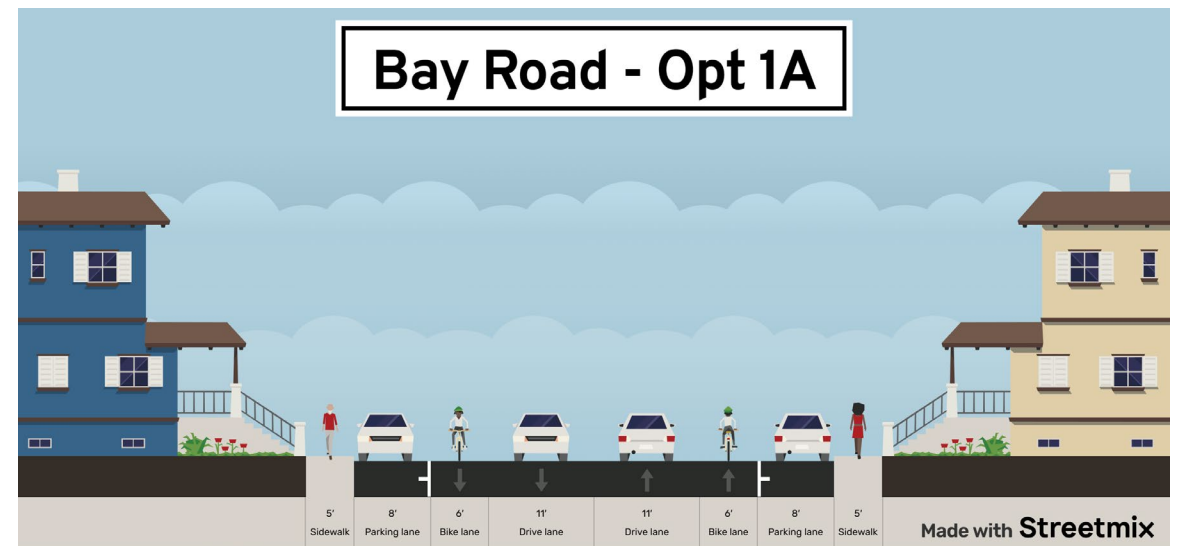


Project Implementation

Multiple alternatives and scenarios were evaluated for parking and bike lane configurations along Bay Rd.

Including:

- Bike Lane Configuration
 - Buffered Bike Lane
 - Unprotected Bike Lane
- Street Parking Configuration
 - Curbside vs Roadside
- Evaluated existing grading



Project Implementation

Various types of traffic calming treatment measures were evaluated.

Including:

- Bulb Outs
- Traffic Circles
- Pedestrian Crossings
- Buffered Bike Lanes

1

New Accessible Curb Ramps



New accessible Curb ramps will bring intersections and crosswalk up to the latest Americans with disability act code requirements and provide safe and smooth walkways for pedestrians

2

Bulbout/Curb Extension



Bulbouts/Curb Extensions bring the curb into the street to shorten crossing distances and increase visibility for pedestrians and vehicles

3

Traffic Circle



Traffic circles require drivers to slow down on their approach in order to comfortably travel around the circle, increasing driver awareness and decrease speed creating a safer environment for pedestrians

4

HAWK (High Intensity Activated Crosswalk)



A High-Intensity Activated Crosswalk Beacon (HAWK) is a pedestrian activated traffic control device used to stop oncoming motorists at crosswalks, creating a safer crossing environment for pedestrians.

5

Buffered Bike Lane



Buffered bike lanes enhance cyclist safety and comfort by providing a designated travel lane with a buffer area that adds separation from moving traffic. The bike lane will increase visibility of cyclists by drivers and allow cyclists room to maneuver within their line while avoiding conflict with parked car door zones and vehicular traffic.



Assembly Bill 413

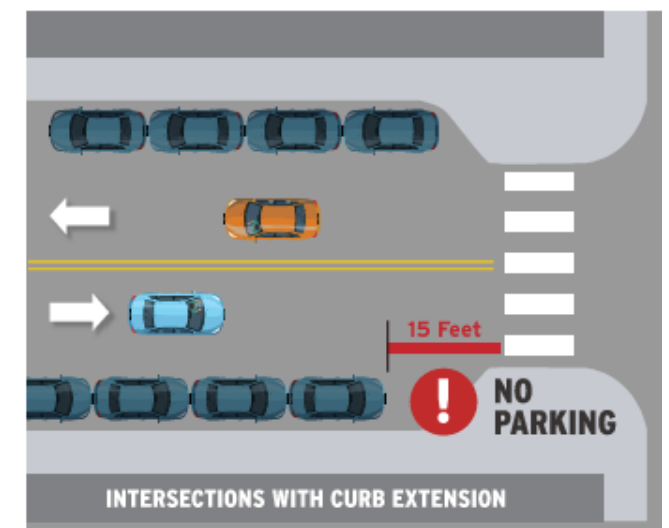
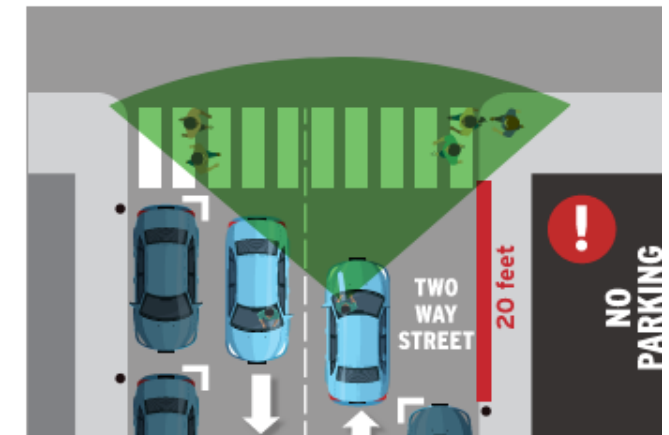
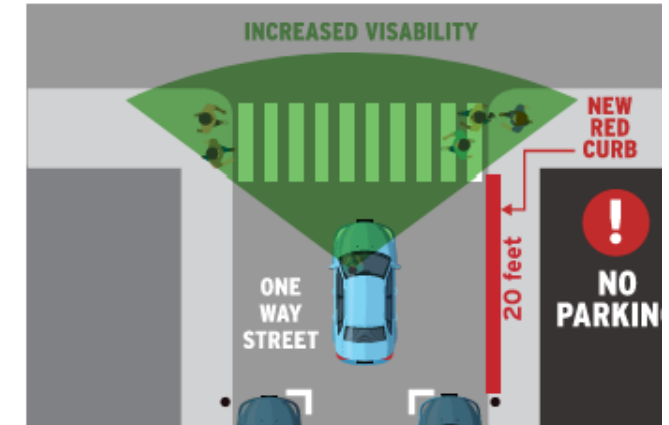
Safer Streets with **CALIFORNIA DAYLIGHTING LAW (Assembly Bill (AB) 413)**

What is AB 413, California's Daylighting Law? It will be violation of California Vehicle Code (CVC) 22500 (n)(1)(a).

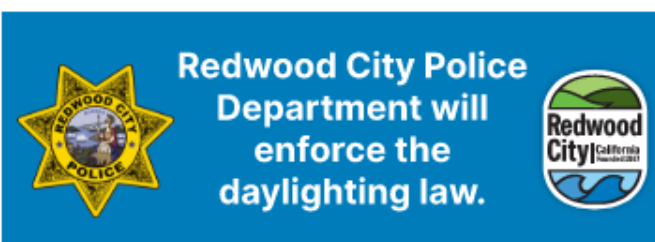
- **The law makes intersections more visible to pedestrians and motorists** by making it illegal to park within 20 feet of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present.
- **The goal of AB 413 is to improve the safety of pedestrians, bicyclists and drivers** by increasing the overall visibility of crosswalks. Removing the obstruction of parked vehicles in close proximity to crosswalks allows drivers to have a clear view of those waiting to cross the street.
- **Not following this law** in Redwood City is subject to a \$40 citation.

is subject to parking citation and fine.

Note: The average length of a compact car is between 14-15 feet.



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SAFER STREETS WITH DAYLIGHTING LAW



SAN MATEO COUNTY SHERIFF'S OFFICE

WHAT IS AB 413 - CALIFORNIA'S DAYLIGHTING LAW?

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BEFORE AB 413



AFTER AB 413



TO LEARN MORE ABOUT AB 413 VISIT:



<https://bit.ly/daylightinglaw>



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Additional Information

Project Webpages

Redwood City: redwoodcity.org/city-hall/current-projects/infrastructure-projects



San Mateo County: smcgov.org/publicworks/bay-road-complete-street-rehabilitation



Contact

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Engineer: Kimley-Horn - Anthony Hoac (anthony.hoac@kimley-horn.com)

