Appendix B

Project Prioritization Process and Results

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FEHR PEERS

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Project Prioritization Process and Results

The purpose of this report is to outline the prioritization process that Redwood City used to evaluate projects and programs in its Citywide Transportation Plan, RWCmoves.

Introduction

Project prioritization for RWCmoves included a two-staged process. First, projects were evaluated based on the eleven performance measures. Second, policy feedback allowed for additional community input when finalizing the prioritized project list. The remainder of this report provides additional details on the performance measures, project prioritization, and policy feedback to develop the final prioritized list of projects and programs in RWCmoves.

Performance Measures

Prioritizing Redwood City's transportation investments is partially done through assessment of relevant and achievable performance measures. Performance measures were selected to be:

- Mode specific with the ability to isolate individual modes
- Simple to evaluate using off-the-shelf or easy to obtain data/information
- Flexible such that they are appropriate in various contexts
- Able to measure whether Redwood City is making progress towards achieving its goals

The performance measures proposed for prioritizing projects were based on the City's Strategic Plan, input from the City and community members, Fehr & Peers' *Active Transportation Performance Measures* manual, and comparable cities' transportation system performance measures.

The performance measures for RWCmoves are listed in **Table B-1** and are discussed in greater detail below. Of the eleven performance measures, three receive a "multiplier" to assign added weight to them. The weighted measures help to ensure that the community values of safety, multi-modal transportation, and congestion relief are reflected in the project prioritization process. Projects with the highest scores are projects that will have the greatest impact in achieving the City's long-term mobility goals.

Table B-1: RWCmoves Transportation Performance Measures and Criteria

Category	Performance Measure	Performance Criteria
Community, Health & Safety Improvements	Increases safety for all travel modes	Qualitative score of 1-5 based on expected safety benefit (weighted with a multiplier of 3 to consider safety as the highest priority performance measure)
	Improves overall public health and minimizes environmental impacts	Qualitative score of 1-5 based on expected health and environmental benefits, including reduced vehicle miles travelled (VMT)
	Promotes attractive, well-designed streets through placemaking, public art, and improved landscaping	Qualitative score of 1-5
Transportation Infrastructure and Multimodal Network Improvements	Improves pedestrian facilities and street quality	Score of 1-5 based on Active+ walking demand score (see **Figure B-1**)
	Improves bicycle facilities and street quality	Score of 1-5 based on Active+ bicycling demand score (see **Figure B-2**)
	Improves access to transit and enhances multimodal connectivity	Score of 1-5 based on potential to improve transit ridership and improve network connectivity
	Increases the share of people who walk, bike and take transit	Score of 1-5 based on potential to increase non-auto mode split (weighted with a multiplier of 2 to prioritize projects that have the potential to increase non-driving trips)
	Increases person throughput and proactively manages traffic congestion	Score of 1-5 based on potential to increase person capacity and reduce person-delay (weighted with a multiplier of 2 to prioritize projects that help manage traffic congestion in the City)
Equity Improvements	Accommodates all users, including people with disabilities, low-income, and the young and elderly, with equal access to goods and services.	Score of 1-5 based on project proximity to MTC-designated Communities of Concern and Priority Development Areas (see **Figure B-3**)
Feasibility and Constructability	Project applies current design standards and is feasible and constructible	Qualitative score of 1-5 based on expected project feasibility
	Project has a positive return on investment	Qualitative score of 1-5 based on expected project benefits in relation to costs

Source: Fehr & Peers, 2018.

Community, Health and Safety Improvements

Performance Measure 1: Increases Safety for All Travel Modes

Projects are measured on their expected safety benefit for all travel modes. Safety ranks as a top priority for many in Redwood City and is an important factor in creating a sustainable transportation network. Vision Zero, adopted by many cities around the world, is an approach to street safety that aims to achieve a transportation system with no fatalities or serious injuries. RWCmoves includes an official Vision Zero policy, and will continue to evaluate safety for all modes by tracking collisions and the details surrounding them, including where they occurred, when they occurred, who was involved, and what precipitating actions led to the crash. The frequency of severe collisions or collisions involving vulnerable populations, such as children and seniors, will also be monitored. Redwood City will also consider the risk of future collisions in evaluating projects by assessing surrounding built environment and traffic conditions. Anticipated collision risk or severity reduction is often determined based on vehicle volumes and speed, as well as the frequency with which a pedestrian or bicyclist interacts with vehicles.

Since there are multiple ways in which a project can increase safety, a qualitative score of 1-5 is used based on a project's expected safety benefit. Based on input from the community, City Council, Planning Commission, and with guidance from the Complete Streets Advisory Committee, the safety score received a threefold weighting increase in the project prioritization process (compared to other performance measures).

Performance Measure 2: Improves Overall Public Health and Minimizes Environmental Impacts

Projects are measured based on a project's potential to increase health and environmental benefits, and its potential to reduce vehicle miles traveled (VMT). Transportation projects and programs have the ability to influence public health outcomes through their effects on individual activity and the natural environment. Redwood City can measure environmental impacts by tracking the average VMT by City residents and employees. The California Governor's Office of Planning and Research (OPR) will soon require projects to assess a project's impact on the City's VMT.

A qualitative score of 1-5 is used for this measure based on a project's potential to increase health and environmental benefits, and its potential to reduce VMT.

Performance Measure 3: Promotes Attractive, Well-Designed Streets Through Placemaking, Public Art, and Improved Landscaping

Redwood City wants to create vibrant and welcoming public spaces for people to live, work, and play through transportation projects and programs. When located in public spaces, public art and events can serve as attractions that residents and visitors gather around. These

relate to active transportation and the need for attractive and well-designed streets because many visitors arrive on foot or by bicycle and take part in the festivities by walking around.

The score for this performance measure is based on a qualitative assessment (1-5) of a project's contribution to improved urban design and placemaking.

Transportation Infrastructure and Multimodal Network Improvements

Performance Measure 4: Improves Pedestrian Facilities and Street Quality

The quality of Redwood City's walking network is another measure by which the City assess the transportation system performance. Projects that include pedestrian enhancements are measured based on the walking potential in a particular project location. Pedestrian projects are evaluated based on the Fehr & Peers' Active+ walking demand score in the City. The Active+ tool reports Redwood City's pedestrian demand using a geographic interface system (GIS) analysis.

Using this approach, a point rating of 1-5 is applied based on the walking potential in a particular project location. **Figure B-1** shows the results of the pedestrian demand analysis used to determine different levels of walking potential throughout the City. Projects located along streets characterized as having "High" pedestrian demand potential received a five, and those located along streets with "Low" pedestrian demand potential received a one.

Data used to develop the pedestrian demand analysis in Redwood City includes proximity to Caltrain, connected sidewalks, bike routes, high and low frequency transit, retail, schools and public facilities, and parks, as well as job, population and intersection densities, poverty and low vehicle ownership rates, and youth and senior populations (see **Appendix D**). The City should update its Active+ walking demand maps every two to three years.

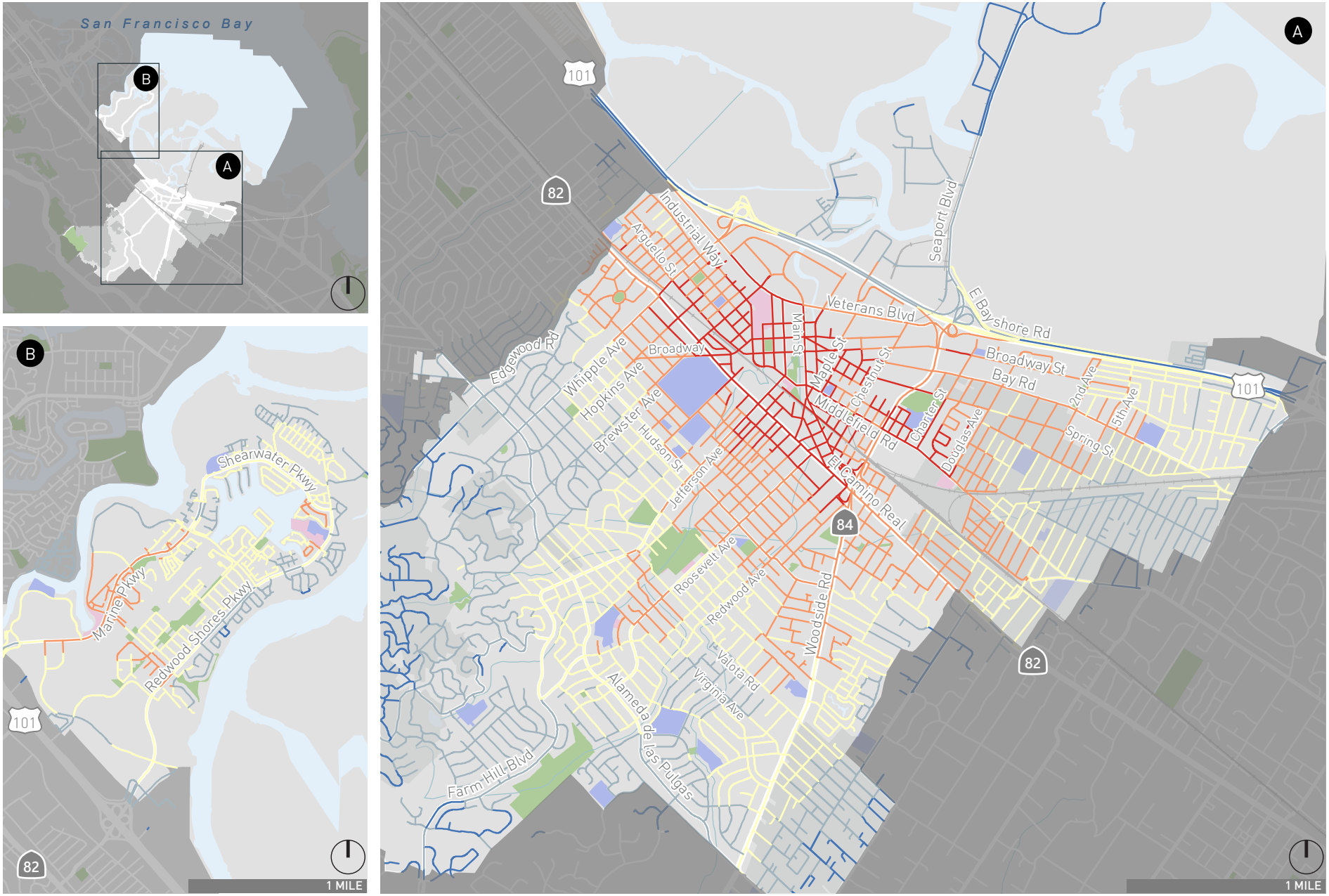
Performance Measure 5: Improves Bicycle Facilities and Street Quality

The quality of Redwood City's bicycle network is a measure by which the City can assess the transportation system performance. Projects that include bicycle enhancements are measured based on the biking potential in a particular project location. Bicycle facility quality can be quantified using Level of Traffic Stress (LTS) or Level or Service (LOS) measures, though for consistency with the pedestrian evaluation projects, are evaluated based on Fehr & Peers' Active+ bicycling demand score in the City.

The Active+ model is used to report Redwood City's bike demand using GIS analysis. Using this approach, a point rating of 1-5 is applied based on the bicycling potential in a particular project location. **Figure B-2** shows the results of the bicycle demand analysis used to determine different levels of biking potential throughout the City. Projects located along streets characterized as having "High"

bicycle demand potential received a five, and those located along streets with "Low" bicycle demand potential received a one.

Data used to develop the bicycle demand scores in Redwood City includes proximity to bike routes, Caltrain, high and low frequency transit, retail, schools and public facilities, and parks, as well as job, population and intersection densities, poverty and low vehicle ownership rates, and youth and senior populations (see **Appendix D**). The City should update its Active+ biking demand maps every two to three years.



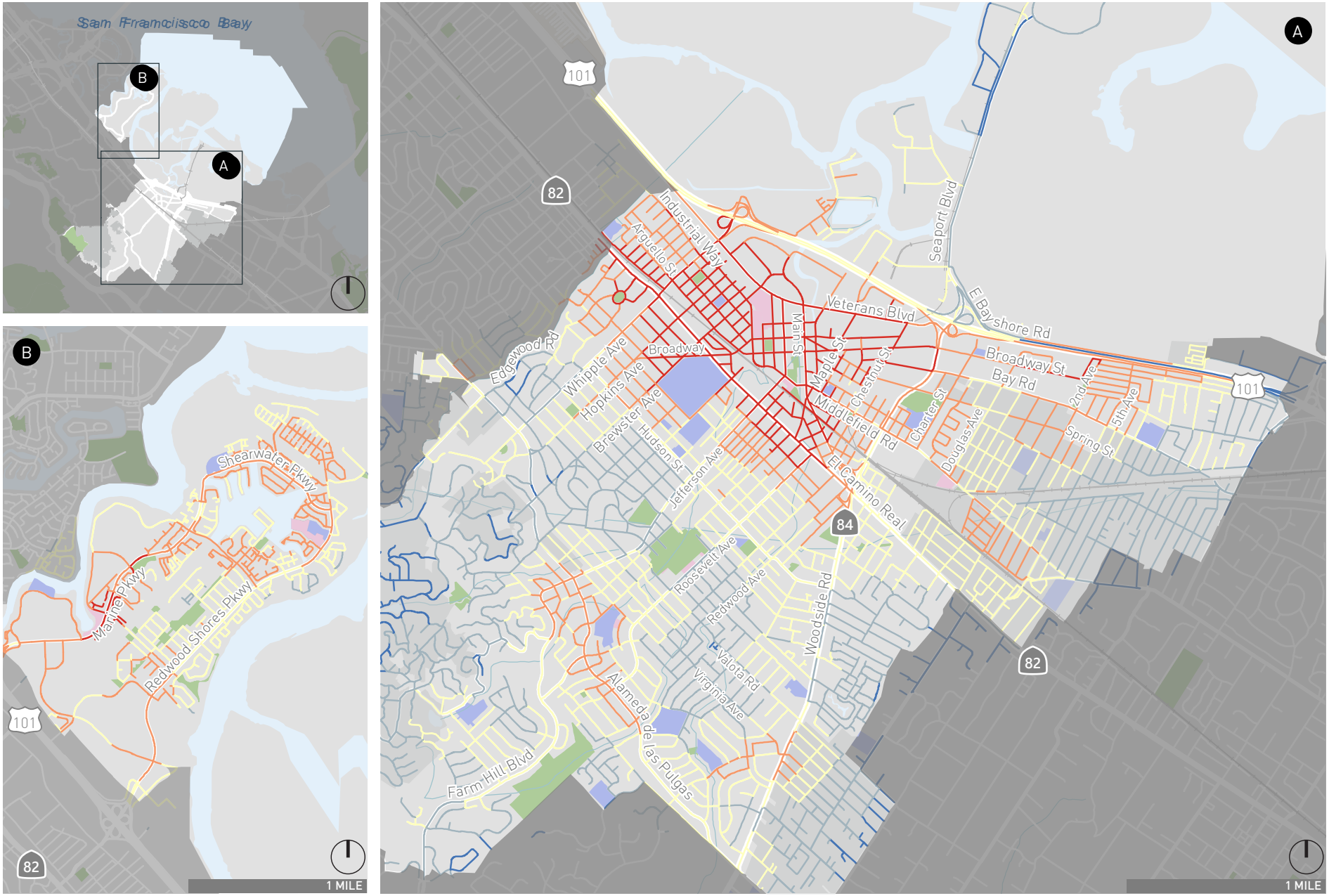
Redwood City Limits
Sphere of Influence
Railroad
Parks
Schools
Public Facilities

Pedestrian Demand Composite

Low
Low-Moderate
Moderate
High-Moderate
High

Appendix B-1

Redwood City
Active Transportation Demand Analysis



Appendix B-2

Redwood City
Active Transportation Demand Analysis

Performance Measure 6: Improves Access to Transit and Enhances Multimodal Connectivity

Transit travel time and transit user delay compare traveler convenience and mobility between driving and transit. Transit accessibility can also be considered by evaluating pedestrian and bicyclist access and amenities near transit stations (first/last mile access).

Gaps in the multimodal transportation system can be measured and identified in order to prioritize opportunities to improve transportation infrastructure connectivity. The extent to which projects close gaps in the existing multimodal network, accommodate first/last mile access to transit, and provide links to existing trails or other facilities can also be tracked over time.

Since there are multiple ways of measuring it, a qualitative score of 1-5 is used based on a project's potential to increase transit ridership and improve multimodal network connectivity.

Performance Measure 7: Increases the Share of People Who Walk, Bike and Take Transit

The share of people walking, biking and taking transit is an indicator of the presence and quality of bicycle, pedestrian, transit, and vehicular networks in Redwood City. Tracking counts, throughput, and mode split in the City can be used to generate system-wide vehicle, bicycle, and pedestrian miles travelled over time. The City can look to mode split data to identify successful investment in multimodal projects.

A qualitative score of 1-5 is used based on a project's potential to increase non-auto mode splits. Based on input from the community, City Council, Planning Commission, and with guidance from the Complete Streets Advisory Committee, the multimodal transportation score received doubled weighting increase in the project prioritization process.

Performance Measure 8: Increases Person Throughput and Proactively Manages Traffic Congestion

Vehicular LOS has commonly been used to assess vehicular mobility. Travel times on key corridors can also indicate if the City is proactively managing traffic congestion. Redwood City can also work towards increasing person throughput by tracking pedestrian, bicyclist, transit and vehicular throughput at key locations.

Due to the complexity involved in measuring it quantitatively, a qualitative score of 1-5 is used for this measure based on a project's potential to increase person capacity and reduce person-delay. Based on input from the community, City Council, Planning Commission, and with guidance from the Complete Streets Advisory Committee, the congestion relief score also received a doubled weighting increase.

Equity Improvements

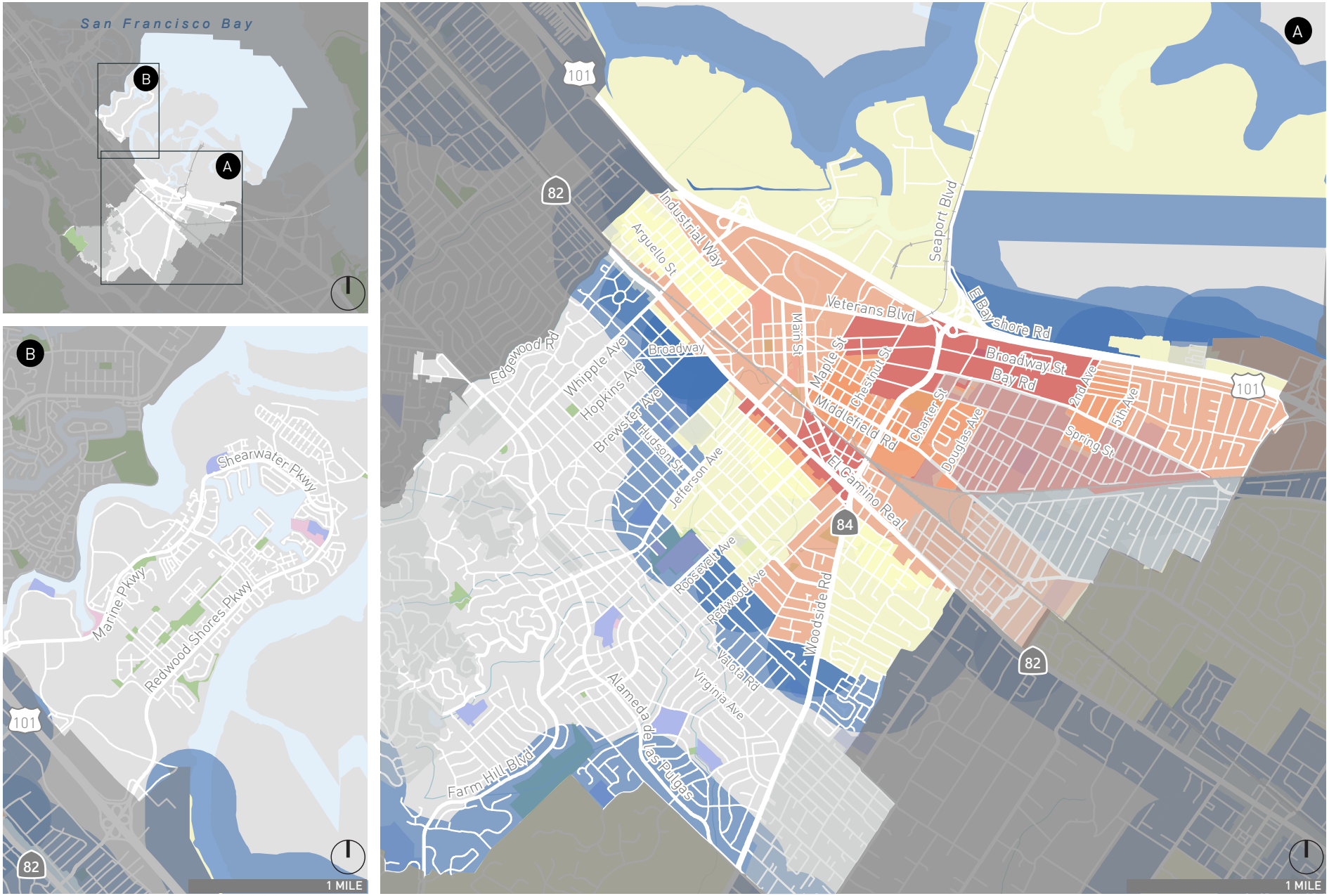
Performance Measure 9: Accommodates All Users, Including People with Disabilities, Low-Income, and the Young and Elderly, with Equal Access to Goods and Services

Access to goods and services via transportation options is not equal across all populations. Data from MTC-designated Communities of Concern (CoC) and Priority Development Areas (PDA) are used as a metric for evaluating equity. CoC are identified by census tracts in the City according to eight disadvantage factors: minority and low-income status, non-English language speaking, zero-car households, seniors age 75+, persons with a disability, single-parent households, and cost-burdened renters.

Scoring for equity is based on a five-point scale and considers a project's location within a CoC and/or a PDA. The five-point scale is:

- High (5): Areas that are designated as both a PDA and a CoC
- High-Moderate (4): Areas that are designated as a CoC, but not a PDA
- Moderate (3): Areas that are designated as a PDA but not a CoC
- Low-Moderate (2): Areas within ¼ mile of a CoC
- Low (1): Areas within ¼ mile of a PDA, but greater than ¼ mile from a CoC, and other areas in the City

Figure B-3 shows the results of the equity prioritization analysis used to determine different levels of equity throughout the City.



Appendix B-3

Redwood City
Equity Prioritization Analysis

Feasibility and Constructability

Performance Measure 10: Project Applies Current Design Standards and is Feasible and Constructible

In keeping with the state of the practice, all improvements should apply design standards that are current at the time of the implementation. Further, the feasibility and constructability of a project are an important criterion for Redwood City to consider. This is because even if all other performance measures are met, but the project or program is infeasible or difficult to construct, then it cannot be implemented. Project feasibility is related to right-of-way constraints, jurisdictional responsibilities, and cost considerations.

Scoring for feasibility is based on a qualitative five-point scale. Due to the complexity involved in measuring it quantitatively, a qualitative score of 1-5 is used for this measure based on the feasibility and constructability of a project. Projects that apply current design standards and are feasible for construction receive a higher score.

Performance Measure 11: Project has a Positive Return on Investment

Projects are evaluated based on if they will provide a positive return on investment. Project costs and benefits are qualitative estimates based on project descriptions. A future cost-benefit analysis would be required for each project to more-accurately determine expected return on investment. Under this measure, the expected project costs are weighted against project benefits.

Scoring for return on investment is based on a qualitative five-point scale. Projects with more benefits in relation to costs receive a higher score.

Policy Feedback on Prioritization Process

Following the initial evaluation process, a policy feedback step is included to help ensure that community values are reflected in the final list of Tier 1 Projects (see section on Final Projects and Programs below for definitions of Tier 1, Signature, and Tier 2 Projects). To accomplish this, the City's Complete Streets Advisory Committee advisory and neighborhood associations are provided the opportunity to review and offer qualitative input on the final list of project priorities. The Complete Streets Advisory Committee has the option to review and request that City Staff examine the evaluation scoring results for any projects included in RWCmoves and can provide input on the final list of Tier 1, Signature, and Tier 2 Projects and Programs. Similarly, each of the City's neighborhood associations have the opportunity to provide input on Neighborhood Priority Projects (Tier 1) in their neighborhood.

Once the Complete Street Advisory Committee and neighborhood associations have had the opportunity to provide input on the project prioritization process, City Staff reviews the feedback and

develops final list of Tier 1, Signature, and Tier 2 projects and programs.

Final Projects and Programs

Projects with the greatest impact in achieving the City's long-term mobility goals are categorized as "Tier 1 Projects." Tier 1 Projects are organized into three categories: Top Scoring Projects, Early Investment Projects, and Neighborhood Priority Projects. These subcategories help to ensure projects considered to be Tier 1 received the highest evaluation scores, but also did not exclude projects that can be easily implemented and/or key projects dispersed and equally distributed throughout the City. Key attributes considered for each subcategory are described below.

Top Scoring Projects

Top Scoring Projects are the projects that received the highest evaluation scores of all RWCmoves projects. Top Scoring Projects are all projects scoring at least 65 out of 75 total points possible. RWCmoves includes nine Top Scoring Projects.

Early Investment Projects

Early Investment Projects are those scoring at least 40 out of 75 total points, identified to be low in cost (below $100,000), applies current design standards and are feasible for construction. RWCmoves includes fifteen Early Investment Projects with scores ranging from 40 to 59.

Neighborhood Priority Projects

Neighborhood Priority Projects are projects that provide benefits to surrounding neighborhood. It is common for higher scoring projects to be located near more densely populated areas with better access to pedestrian, bike and transit facilities. To help ensure a more equitable distribution of the City's investments, Neighborhood Priority Projects were evaluated separately within each of the City's neighborhoods. Each of the seventeen neighborhoods in Redwood City that did not already have a Tier 1 or Signature Project within its boundaries received one Neighborhood Priority Project. As a result, RWCmoves includes nine Neighborhood Priority Projects with scores ranging from 35 to 57.

Signature Projects and Programs

Signature Projects include major changes to infrastructure, such as railroad grade separations, redesigned interchanges, or new transit services and stations. These projects represent some of the larger and more complex concepts identified during development of the Plan. RWCmoves includes 10 Signature Projects with scores ranging from 54 to 69.

There are several Signature Projects for full railroad grade separations at various locations throughout the City. Due to the scale and complexity of these Signature Projects, a feasibility study would

be required as a next step by the City to determine each project's practicality and evaluate potential design concepts. RWCmoves recommends two separate feasibility studies be conducted to evaluate options for full railroad grade separation in the City. The division of scope for these feasibility studies was determined based on a project's location and proximity to adjacent at-grade rail crossings. One feasibility study would review the Whipple Avenue, Brewster Avenue and Marshall Street-Broadway Railroad Grade Separation project locations, while the other would evaluate the Main Street, Chestnut Street and Maple Street Railroad Grade Separation project locations. These railroad grade separation feasibility studies are noted in **Chapter 4** as the next step towards implementing full grade separations in Redwood City.

The complete list of RWCmoves projects with full project descriptions, categories, estimated costs, priorities, and evaluation scores are shown in **Table B-2**.

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
1	Industrial Way, Winslow Street, and Middlefield Road Cycle Track	Evaluate, design and install cycle track (Class IV) along Industrial Way, Winslow Street, and Middlefield Road to Dumbarton Corridor to provide low-stress, north-south bicycle access through downtown.	Active Transportation Corridors	Medium: $101-750k	Tier 2	61
2	El Camino Real Bicycle Facilities	Design and pilot protected bicycle lanes (Class IV) along the entire length of El Camino Real (see El Camino Real Corridor Study).	Active Transportation Corridors	Medium: $101-750k	Tier 2	61
3	Stambaugh Street Active Transportation Corridor Improvements	Evaluate and construct improvements to the overall pedestrian and bicycle experience along Stambaugh Street, such as public art at Stambaugh Pedestrian Bridge, trees, and high-visibility crossings.	Active Transportation Corridors	Medium: $101-750k	Tier 2	57

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
4	Brewster Avenue Cycle Track	Evaluate, design and install cycle track (Class IV) along Brewster Avenue from Main Street to Fulton.	Active Transportation Corridors	Medium: $101-750k	Tier 1: Neighborhood Priority Projects	57
5	James Street Cycle Track	Design and install cycle track (Class IV) along James between Redwood City Station and proposed bicycle boulevard network at Elwood Street and Duane Street.	Active Transportation Corridors	High: $751k+	Tier 2	54
6	Main Street and Maple Street Cycle Track	Design and install bicycle path (Class I) and cycle track (Class IV) along Redwood Creek, Main Street and Maple Street between Convention Way and El Camino Real.	Active Transportation Corridors	High: $751k+	Tier 2	54
7	Main Street Corridor Improvements	Evaluate and install high-visibility pedestrian crossing and sidewalk improvements at Main Street/Veterans Boulevard.	Active Transportation Corridors	Medium: $101-750k	Tier 2	51
8	Whipple Avenue Buffered Bicycle Lanes	Design and install buffered (Class II) bicycle lanes along Whipple Avenue between the Bay Trail and the bicycle boulevard on Elwood Street.	Active Transportation Corridors	Medium: $101-750k	Tier 2	53
9	Lathrop Street Bicycle Boulevard	Design and install bicycle boulevard (Class III) along Lathrop Street between Maple Street and El Camino Real.	Active Transportation Corridors	Low: up to $100k	Tier 2	47

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
10	Oak Avenue Bicycle Boulevard	Design and install bicycle boulevard (Class III) along Oak Avenue between El Camino Real and Ebener Street.	Active Transportation Corridors	Low: up to $100k	Tier 2	50
11	Poplar Avenue Bicycle Boulevard	Design and install bicycle boulevard (Class III) along Poplar Avenue between Hess Road and Hudson Street.	Active Transportation Corridors	Low: up to $100k	Tier 2	46
12	North - South Bicycle Boulevard (West of El Camino Real)	Design and install bicycle boulevard (Class III) that travels north-south through Redwood City between the City of San Carlos and the Town of Atherton, generally midway between El Camino Real and Hudson Street.	Active Transportation Corridors	Medium: $101-750k	Tier 2	46
13	Bay Road 2-Way Cycle Track	Evaluate, design and install 2-way cycle track (Class I) along Bay Road to connect with bicycle lanes along Marshall Street via Beech Street and Spring Street.	Active Transportation Corridors	Medium: $101-750k	Tier 2	46
14	Vera Avenue Bicycle Boulevard	Design and install bicycle boulevard (Class III) along Vera Avenue between Alameda de las Pulgas and El Camino Real.	Active Transportation Corridors	Low: up to $100k	Tier 1: Early Investment Projects	52
15	Brewster Avenue Bicycle Boulevard	Design and install bicycle boulevard (Class III) along Brewster Street between Fulton Street and Alameda de las Pulgas	Active Transportation Corridors	Low: up to $100k	Tier 2	44

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
16	Douglas Avenue Pedestrian Improvements	Support San Mateo County to construct bulb-outs and install high-visibility pedestrian crossings along Douglas Avenue.	Active Transportation Corridors	Low: up to $100k	Tier 2	44
17	Alameda de las Pulgas Buffered Bicycle Lanes	Evaluate, design and install buffered (Class II) bicycle lanes along the entire length of Alameda de las Pulgas.	Active Transportation Corridors	Low: up to $100k	Tier 1: Neighborhood Priority Projects	46
18	Seaport Boulevard Bicycle Path	Design and improve existing bicycle path (Class I) along Seaport Boulevard to enhance trail and meet current best practices for trail design.	Active Transportation Corridors	Medium: $101-750k	Tier 2	40
19	Edgewood Road to Red Morton Park Bicycle Boulevard	Design and install bicycle boulevard (Class III) between Edgewood Road and Red Morton Park along King Street (between Edgewood Road and Harrison Avenue) and Myrtle Street (between Harrison Avenue and Madison Avenue).	Active Transportation Corridors	Low: up to $100k	Tier 2	39
20	E. Bayshore Road Corridor Improvements	Evaluate, design and install pedestrian and bicycle improvements along E. Bayshore Road in conjunction with potential roadway widening from 2 to 3 lanes.	Active Transportation Corridors	Medium: $101-750k	Tier 2	39
21	Page Street Pedestrian Improvements	Evaluate and construct bulb-outs and high-visibility pedestrian crossings along Page Street between 8th and 15th avenues.	Active Transportation Corridors	Low: up to $100k	Tier 2	38

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
22	Edgewood Road Buffered Bicycle Lanes	Evaluate, design and install buffered (Class II) bicycle lanes along the entire length of Edgewood Road.	Active Transportation Corridors	Medium: $101-750k	Tier 1: Neighborhood Priority Projects	35
23	Bicycle Master Plan	Develop stand alone Bicycle Master Plan for Redwood City. The Bicycle Master Plan would provide a more detailed analysis of existing conditions for bicyclists, and recommend projects and programs aimed specifically at increasing bicycle ridership in the City.	Active Transportation Corridors	Low: up to $100k	Tier 1: Top Scoring Projects	66
24	Wayfinding Signage Program	Develop and install citywide wayfinding signage network to popular destinations, such as Redwood City Transit Center & Station, Downtown, Woodside Road, parking areas, and low-stress bicycle network.	Active Transportation Corridors	Low: up to $100k	Tier 1: Early Investment Projects	59
25	Pedestrian Master Plan	Develop stand alone Pedestrian Master Plan for Redwood City. The Pedestrian Master Plan would provide a more detailed analysis of existing conditions for pedestrians, and recommend projects and programs aimed specifically at increasing pedestrian activity in the City.	Active Transportation Corridors	Low: up to $100k	Tier 1: Top Scoring Projects	65
26	Woodside Road Bicycle Safety Improvements	Evaluate and design streetscape improvements to increase bicyclist safety on the Woodside Road corridor.	Active Transportation Corridors	Medium: $101-750k	Tier 2	59
27	Pedestrian Countdown Signal Program	Retrofit existing traffic signals to ensure that all are equipped with countdown pedestrian signals.	Active Transportation Corridors	Medium: $101-750k	Tier 2	45

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
28	Bay-to Sea-Trail Bicycle and Pedestrian Path	Support Peninsula Open Space Trust (POST) in the advance planning and conceptual design for a "Bay-to Sea-Trail", which would provide a bicycle and pedestrian connection between the Bay and the Pacific Ocean, potentially using the Hetch Hetchy right-of-way (ROW) and/or the Dumbarton Corridor.	Active Transportation Corridors	Low: up to $100k	Tier 2	37
30	Broadway (between El Camino Real and Main Street) Corridor Complete Street Improvements	Design and implement streetscape improvements identified in the Broadway Streetscape Project, between El Camino Real and Main Street.	Complete Street Corridors and Placemaking	High: $751k+	Tier 2	61
31	Woodside Road Complete Street Corridor Study	Conduct a Complete Street Corridor Study of Woodside Road to evaluate potential enhancements to all modes that increase safety and reduce travel time through the corridor.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 1: Top Scoring Projects	66
32	Whipple Avenue Complete Street Corridor Study	Conduct a Complete Street Corridor Study of Whipple Avenue to evaluate potential enhancements to all modes that increase safety and reduce travel time through the corridor.	Complete Street Corridors and Placemaking	Low: up to $100k	Tier 2	64
33	Broadway (between Main Street and Chestnut Street) Corridor Complete Street Improvements	Evaluate the channelization of traffic onto Spring Street at Maple Street, and reconfigure to a standard 4-way intersection, allowing westbound Broadway Street traffic to proceed into the heart of Downtown without confusion. Evaluate, design and implement conversion of Broadway Street from 4 lanes to 3 lanes between Maple Street and Charter Street.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	58

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
34	Broadway (between Chestnut Street and Douglas Avenue) Corridor Complete Street Improvements	Evaluate, design and implement conversion of Broadway Street from 4 lanes to 3 lanes between Maple Street and Charter Street.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	58
35	Middlefield Road (between Main Street and Woodside Road) Corridor Improvements	Consider transit service improvements along Middlefield Road. Add bulbouts, lighting, and street trees along Middlefield Road from Maple Street to Main Street. Narrow to one travel lane in each direction, with a central left turn lane along Middlefield Road from Maple Street to Main Street.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	57
36	Middlefield Road (South of Woodside Road) Corridor Study	Conduct a Complete Street Corridor Study of Middlefield Road, south of Woodside, to evaluate potential enhancements to all modes that increase safety and reduce vehicle and transit travel times through the corridor.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 1: Neighborhood Priority Projects	57
37	Veterans Boulevard Complete Street Corridor Study	Conduct a Complete Street Corridor Study of Veterans Boulevard to evaluate potential enhancements to all modes that increase safety and reduce travel time through the corridor.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	54
38	Alameda de las Pulgas Complete Corridor Study	Conduct a Complete Street Corridor Study of Alameda de las Pulgas to evaluate potential enhancements to all modes that increase safety and reduce travel time through the corridor.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 1: Neighborhood Priority Projects	55
39	Theatre Way Pedestrian Improvements	Develop plans and construct Theatre Way as a permanent pedestrian street.	Complete Street Corridors and Placemaking	Low: up to $100k	Tier 1: Early Investment Projects	54

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
40	Jefferson Avenue Complete Street Corridor Study	Conduct a Complete Street Corridor Study of Jefferson Avenue to evaluate potential enhancements to all modes that increase safety and reduce travel time through the corridor.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 1: Neighborhood Priority Projects	52
41	Maple Street Corridor Improvements	Evaluate and design pedestrian and bicycle improvements to increase safety on the Maple Street corridor; including enhanced connections over US 101.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	50
42	Middlefield Road (between Veterans Boulevard and Broadway) Corridor Improvements	Evaluate, design and install diagonal parking along Middlefield Road from Veterans Boulevard to about 150' south of Bradford Street.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	48
43	Redwood Shores Parkway Complete Street Corridor Study	Conduct a Complete Street Corridor Study of Redwood Shores Parkway to evaluate potential enhancements to all modes that increase safety and reduce travel time through the corridor.	Complete Street Corridors and Placemaking	High: $751k+	Tier 1: Neighborhood Priority Projects	50
44	Bay Road and Florence Street Corridor Improvements	Install traffic calming, bicycle facilities and modified intersection traffic control as identified in the Stanford Neighborhood Street Enhancement Program Implementation Plan.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	46
46	Winslow Street Corridor Improvements	Install street trees in parking lane and pedestrian scale street lighting along Winslow Street from Broadway to Hamilton Street.	Complete Street Corridors and Placemaking	Low: up to $100k	Tier 2	44

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
47	Woodside Road and Orchard Avenue Intersection Improvements	Evaluate, design and install intersection improvements at Woodside Road and Orchard Avenue. Consider enhancements at adjacent Woodside Road/Oxford Street intersection, which has a similar configuration.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	45
48	Farm Hill Boulevard and Eden Bower Lane Intersection Improvements	Evaluate, design and install intersection improvements at Farm Hill Boulevard and Eden Bower Lane.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	39
49	Scott Avenue Corridor Improvements	Install landscaped curb extension at Scott Avenue/Flynn Avenue and speed lump in the mid-block between Flynn Avenue and Burbank Avenue as identified in the Stanford Neighborhood Street Enhancement Program Implementation Plan.	Complete Street Corridors and Placemaking	Low: up to $100k	Tier 2	35
50	Flynn Avenue Corridor Improvements	Evaluate, design and install traffic calming features identified in the Stanford Neighborhood Street Enhancement Program Implementation Plan.	Complete Street Corridors and Placemaking	Low: up to $100k	Tier 2	35
51	Farm Hill Boulevard and Emerald Hill Road Intersection Improvements	Evaluate, design and install intersection improvements at Farm Hill Boulevard and Emerald Hill Road as identified in the Walking Audit Summary of Findings (5/30/17).	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	35
52	Hoover Street Corridor Improvements	Install traffic calming and evaluate lighting levels on Hoover Street, between Fifth Avenue and Eighth Avenue as identified in the Stanford Neighborhood Street Enhancement Program Implementation Plan.	Complete Street Corridors and Placemaking	Low: up to $100k	Tier 2	31

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
53	Marsh Road Corridor Improvements	Stripe centerline and parking lane on Marsh Road between Rolison Road and Hoover Street as identified in the Stanford Neighborhood Street Enhancement Program Implementation Plan.	Complete Street Corridors and Placemaking	Low: up to $100k	Tier 2	30
54	Complete Streets Design Guidelines	Develop Complete Streets Design Guidelines. Guidelines would incorporate industry best practices, such as recommendations from the National Association of City Transportation Officials (NACTO), and also be tailored to meet the City's local needs and desires.	Complete Street Corridors and Placemaking	Low: up to $100k	Tier 1: Top Scoring Projects	65
55	Citywide Roundabout Feasibility Study	Evaluate and identify potential roundabout locations citywide as a way to improve congestion and safety for all modes.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	53
56	City Gateways and Streetscape Improvements	Identify, design and construct gateway and streetscape improvements along access routes leading to downtown, such as along Jefferson Avenue, Middlefield Road, and Broadway.	Complete Street Corridors and Placemaking	Medium: $101-750k	Tier 2	36
57	Redwood City Transit Center: Implement Short to Medium Term Improvements	Design and implement short to medium-term enhancements to the Redwood City Transit Center to improve bus operations and facilitate intermodal transfers. For example, provide long-term bicycle parking, such as a bicycle station, at Redwood City Transit Center.	Transit Accessibility and Service Enhancements	Signature Projects	Signature Projects	69
58	Broadway Street Streetcar Project: Phase II	The Broadway Streetcar Study is currently assessing the feasibility of a Broadway Streetcar line. Next steps would include completing Environmental Clearance and Engineering Design.	Transit Accessibility and Service Enhancements	Signature Projects	Signature Projects	66

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
60	El Camino Real High-Quality Transit Corridor Improvements	Provide improvements that support high-quality Bus Rapid Transit (BRT) service along El Camino Real, including transit signal priority treatments at major intersections, bus bulbouts, and bus queue jump lanes where right of way allows.	Transit Accessibility and Service Enhancements	High: $751k+	Tier 2	59
61	Multimodal Hub Expansion	Identify and evaluate potential multimodal hub locations, such as opportunities for new or expanded park-and-ride lots.	Transit Accessibility and Service Enhancements	High: $751k+	Tier 2	56
62	Commuter Ferry Service	Study and develop conceptual design of ferry terminal and identify potential private funding partners to support project. If the study determines that the project is feasible and fundable, then a second project would be to design and construct terminal and coordinate with WETA to operate.	Transit Accessibility and Service Enhancements	Signature Projects	Signature Projects	54
63	Middlefield Road Transit Route Improvements	Consider transit service improvements along Middlefield Road, including transit signal priority treatments at major intersections, bus bulbouts, and bus queue jump lanes where right of way allows.	Transit Accessibility and Service Enhancements	Medium: $101-750k	Tier 2	51
64	Jefferson Avenue Transit Service Enhancements	Work with SamTrans to expand transit service and enhance transit facilities along Jefferson Avenue. New or expanded transit service will improve connectivity with RWC schools, neighborhoods, and downtown.	Transit Accessibility and Service Enhancements	Medium: $101-750k	Tier 2	47
65	El Camino Real Transit Service Enhancements	Work with SamTrans to expand express transit service along El Camino Real. Express transit service will improve regional connectivity - providing a faster alternative to the El Camino Real route that is lower cost than expanded service on Caltrain.	Transit Accessibility and Service Enhancements	Low: up to $100k	Tier 2	43

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
67	Citywide On-Demand Transit Service Pilot Program	Through an on-demand pilot study, evaluate the feasibility for a demand responsive pilot program with service provided by a TNC vendor, and with discounted fares for carpools.	Transit Accessibility and Service Enhancements	Medium: $101-750k	Tier 2	54
68	Broadway Streetcar Transit Connection Study	Study additional transit corridors that could connect with Broadway Streetcar network, including consideration of streetcar, bus transit and other transit technologies.	Transit Accessibility and Service Enhancements	High: $751k+	Tier 2	53
69	Transit Access Improvements	Collect inventory, design, and construct accessibility improvements to transit stops throughout Redwood City to meet current ADA requirements.	Transit Accessibility and Service Enhancements	Low: up to $100k	Tier 1: Early Investment Projects	50
70	Redwood City Transit Center and Seaport Centre Transit Connection	Work with SamTrans to evaluate potential to add or re-route (potentially route 270) transit service and increase transit frequency between Redwood City Transit Center and Seaport Centre. This new transit route would encourage some individuals traveling by automobile to travel to/from Seaport Centre by bus and/or train.	Transit Accessibility and Service Enhancements	High: $751k+	Tier 2	41
71	US 101 and Woodside Road Interchange Improvements	Construct US 101 and Woodside Road interchange improvements.	Roadway Congestion and Delay Improvements	Signature Projects	Signature Projects	63

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
73	Middlefield Road Adaptive Signal Coordination	Evaluate and install adaptive signal coordination along Middlefield Road.	Roadway Congestion and Delay Improvements	Medium: $101-750k	Tier 2	52
74	Whipple Avenue Adaptive Signal Coordination	Evaluate and install adaptive signal coordination along Whipple Avenue.	Roadway Congestion and Delay Improvements	Medium: $101-750k	Tier 2	52
75	Alameda de las Pulgas Adaptive Signal Coordination	Evaluate and install adaptive signal coordination along Alameda de las Pulgas.	Roadway Congestion and Delay Improvements	Medium: $101-750k	Tier 2	51
76	Jefferson Avenue Adaptive Signal Coordination	Evaluate and install adaptive signal coordination along Jefferson Avenue.	Roadway Congestion and Delay Improvements	Medium: $101-750k	Tier 2	51
77	El Camino Real Traffic Flow Improvements	Evaluate signal operations (considering adaptive signal control and restriction of some left-turn movements during commute hours) to manage congestion and improve traffic flow along El Camino Real.	Roadway Congestion and Delay Improvements	Medium: $101-750k	Tier 2	52
78	Veterans Boulevard and Hansen Way Traffic Signal	Design and install a traffic signal at Veterans Boulevard and Hansen Way to manage congestion and accommodate multimodal operations.	Roadway Congestion and Delay Improvements	Medium: $101-750k	Tier 2	46

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
79	Jefferson Avenue Operation Improvements	Evaluate traffic operations on Jefferson Avenue, between Veterans Boulevard and El Camino Real, to reduce delays associated with special events, high pedestrian volumes, and parking garages.	Roadway Congestion and Delay Improvements	Low: up to $100k	Tier 1: Early Investment Projects	40
80	El Camino Real Signal Relocations	Evaluate and consider relocating existing traffic signals based on existing traffic patterns and congestion along El Camino Real. For example, signals locations at Roosevelt Avenue and Chestnut Street.	Roadway Congestion and Delay Improvements	High: $751k+	Tier 2	40
81	Broadway Intersection Congestion and Delay Improvements	Design and implement restriping and signalization at Broadway/Second Avenue.	Roadway Congestion and Delay Improvements	Medium: $101-750k	Tier 2	35
82	Blomquist Street Corridor Improvements	Reconfigure Blomquist Street/Seaport Boulevard southbound approach to include a dedicated left turn lane, shared through/left-turn lane, and dedicate right turn lane.	Roadway Congestion and Delay Improvements	Low: up to $100k	Tier 2	27
83	Citywide Traffic Calming Program	Operate a traffic calming program to plan, design, and construct traffic calming projects to manage traffic speeds citywide and reduce the volume and speed of neighborhood cut-through traffic.	Roadway Congestion and Delay Improvements	Medium: $101-750k	Tier 2	60
84	Downtown Precise Plan Implementation: New Downtown Street Connections	Establish plan lines for new street segments identified in the Downtown Precise Plan that would be constructed as redevelopment occurs [See page 50 of Downtown Precise Plan for more information].	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 1: Top Scoring Projects	68

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
85	Bay Trail (between Whipple Avenue and Woodside Road) Enhancements	Support, evaluate and design projects to improve bicycle and pedestrian travel along and connecting with the Bay Trail between Whipple Avenue and Woodside Road.	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 1: Top Scoring Projects	68
87	Bay Trail in Redwood Shores Enhancements	Support, evaluate and design projects that improve bicycle and pedestrian travel along and connecting with the Bay Trail through Redwood Shores. Coordinate with SamTrans to open gate at Pico Boulevard to improve access to Bay Trail.	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	64
88	Bay Trail (south of Woodside Road) Enhancements	Support, evaluate and design projects to improve bicycle and pedestrian travel along and connecting with the Bay Trail south of Woodside Road.	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 1: Top Scoring Projects	67
89	Whipple Avenue Railroad Grade Separation	Evaluate Whipple Avenue and railroad grade separation and consider opportunities to improve connectivity across the railroad tracks for people walking and biking.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	65
90	Redwood City Station Bicycle and Pedestrian Undercrossing	Design and fully fund construction of bicycle and pedestrian undercrossing between James Street and Winslow Street under railroad tracks at Redwood City Station.	Network Gap Closure, Connectivity and Safety	High: $751k+	Tier 2	64
91	Brewster Avenue Railroad Grade Separation	Evaluate Brewster Avenue and railroad grade separation and consider opportunities to improve connectivity across the railroad tracks for people walking and biking.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	64

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
92	Marshall Street - Broadway Railroad Grade Separation	Evaluate Marshall Street - Broadway and railroad grade separation and consider opportunities to improve connectivity across the railroad tracks for people walking and biking.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	64
93	Whipple Avenue/US 101 Bicycle Overcrossing	Design and construct a bicycle and pedestrian overcrossing at Whipple Avenue between US 101 and the Bay Trail.	Network Gap Closure, Connectivity and Safety	High: $751k+	Tier 2	62
94	Holly Street Bicycle and Pedestrian Overcrossing	Support the City of San Carlos' project to construct a bicycle and pedestrian bridge over US 101 at, or near, Holly Street.	Network Gap Closure, Connectivity and Safety	High: $751k+	Tier 2	60
95	Main Street Railroad Grade Separation	Evaluate Main Street and railroad grade separation and consider opportunities to improve connectivity across the railroad tracks for people walking and biking.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	58
96	Fair Oaks Community School Safe Routes to School	Support San Mateo County's efforts to implement recommended projects and programs at Fair Oaks Community School from the Redwood City Safe Routes to School Report (2013).	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 1: Early Investment Projects	57
97	Chestnut Street Railroad Grade Separation	Evaluate Chestnut Street and railroad grade separation and consider opportunities to improve connectivity across the railroad tracks for people walking and biking.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	55

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
98	Maple Street Railroad Grade Separation	Evaluate Maple Street and railroad grade separation and consider opportunities to improve connectivity across the railroad tracks for people walking and biking.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	55
99	Hawes Community School Safe Routes to School	Design and construct "Medium" priority improvements from the Redwood City Safe Routes to School Report (2013).	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	56
100	Massachusetts Avenue Corridor Improvements	Evaluate, design, and install roadway modifications to reduce vehicle speeding and to increase safety for people crossing Massachusetts Avenue, between Woodside Road and Alameda de las Pulgas.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 1: Neighborhood Priority Projects	55
101	El Camino Real/Woodside Road Overpass Improvements	Consider removal of slip lanes and improvements to Woodside Road overpass to increase safety for bicyclists and pedestrians. Consider improved lighting and inclusion of public art on the structures.	Network Gap Closure, Connectivity and Safety	High: $751k+	Tier 2	54
102	Roosevelt School Safe Routes to School	Design and construct "Medium" priority improvements from the Redwood City Safe Routes to School Report (2013).	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	53
103	Redwood Avenue Extension to Main Street	Evaluate and develop conceptual design extension of Redwood Avenue across El Camino Real to Main Street to form a new 4-way intersection.	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	52

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
104	Clinton Street and Cleveland Street Corridor Improvements	Evaluate, design and install improvements along the Clinton and Cleveland Street corridors as identified in the Walking Audit Summary of Findings (5/30/18).	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	50
105	Adelante Spanish Immersion School Safe Routes to School	Design and construct "Medium" priority improvements from the Redwood City Safe Routes to School Report (2013).	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	52
106	John Gill Elementary School Safe Routes to School	Design and construct "Medium" priority improvements from the Redwood City Safe Routes to School Report (2013).	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	52
107	Blomquist Street Extension	Design and construct Blomquist Street Extension between Maple Street and Bair Island Road.	Network Gap Closure, Connectivity and Safety	High: $751k+	Tier 2	49
108	Roy Cloud School Safe Routes to School	Design and construct "Medium" priority improvements from the Redwood City Safe Routes to School Report (2013).	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 1: Neighborhood Priority Projects	51
109	Roosevelt Extension to Main Street (via Cedar)	Evaluate and develop conceptual design for the extension of Roosevelt Avenue across El Camino Real to Cedar Street to form a standard, 4-way intersection as proposed in the El Camino Real Corridor Plan.	Network Gap Closure, Connectivity and Safety	High: $751k+	Tier 2	48

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
110	Stulsaft Park Bicycle Path	Design and install bicycle path (Class I) through Stulsaft Park between Silver Hill Road/Farm Hill Boulevard and Alameda de las Pulgas.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 2	48
111	Winslow Street Pedestrian Safety Improvements	Evaluate, design, and install roadway modifications to increase safety for people crossing Winslow Street, between Brewster and Whipple Avenues. Design could include enhanced crossings, median refuges, and similar modifications.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 2	47
112	El Camino Real Corridor Plan Implementation: New Street Connections in Woodside Central area	Establish plan lines to break-up large blocks with new streets behind and through Woodside Central neighborhood and with future redevelopment of Target Center and adjacent parcels.	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	42
113	Rolison Road Corridor Improvements	Install traffic calming and striping changes on Rolison Road, between Second Avenue and Marsh Road as identified in the Stanford Neighborhood Street Enhancement Program Implementation Plan.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 2	37
114	Second Avenue Corridor Improvements	Install striping changes on Second Avenue between Hoover Street and Rolison Road as identified in the Stanford Neighborhood Street Enhancement Program Implementation Plan.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 2	35
115	Bair Island Road Pedestrian Improvements	Install high-visibility pedestrian crossings at Bair Island Road "Mid-Block" crosswalk.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 2	33

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
116	Jefferson Avenue and Highland Avenue Intersection Improvements	Evaluate and consider improvements to the intersection of Jefferson Avenue and Highland Avenue as identified in the Walking Audit Summary of Findings (5/30/17).	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 2	34
117	Vision Zero Strategic Plan	Develop and adopt a strategic plan to meet the goal of eliminating traffic fatalities and serious injuries for all modes by 2030.	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 1: Top Scoring Projects	65
118	Crosswalk Program	Develop formal crosswalk program to manage and maintain crosswalks in the City, and identify policies for striping new crosswalks based on citizen requests, pedestrian demand and other City priorities.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 1: Early Investment Projects	54
119	Update ADA Transition Plan	Update the City's existing ADA Transition Plan to include all public rights of way and identify prioritization process for improving accessibility of curb ramps and sidewalks.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 1: Early Investment Projects	52
120	Transportation Technology Strategy	Develop and implement a strategy to support innovations in transportation technology in Redwood City. The strategy would promote awareness of emerging transportation modes and technologies and their potential to improve transportation in the City. Consider serving as a testbed for promising technologies or solutions.	Transportation Technologies and Innovations	Low: up to $100k	Tier 2	55

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
121	Pick-Up/Drop-Off Curb Space	Based on current demand and expected future needs, evaluate and provide designated pick-up and drop-off curb space for shared ride services, such as Lyft, near popular designations and in the downtown. For El Camino Real, develop concept on side streets for ride-share, short-term customer parking, loading, and deliveries.	Transportation Technologies and Innovations	Low: up to $100k	Tier 2	54
122	Automated Vehicle Program (AVs)	Proactively manage Automated Vehicles (AVs) as they come online and are more widely used. This includes, but is not limited to, developing a citywide AV policy, developing strategies for designated routes or areas where AVs can or cannot operate, rules to govern parking, pick-up/drop-off areas, and curb space management.	Transportation Technologies and Innovations	Low: up to $100k	Tier 2	55
123	Private Shuttle Pick-Up/Drop-Off Zones	Evaluate and provide designated pick-up and drop-off curb space for private shuttle services in Redwood City.	Transportation Technologies and Innovations	Medium: $101-750k	Tier 2	53
124	Citywide Transportation Demand Management (TDM) Strategy	Adopt Citywide Transportation Demand Management (TDM) ordinance to reduce drive-alone trips for major employers	Transportation Demand Management (TDM)	Medium: $101-750k	Tier 1: Top Scoring Projects	65
125	On-Street Bicycle Parking Downtown Expansion	Expand on-street bicycle parking in retail areas, near important public facilities, and at various high bicycle demand locations in the Downtown area.	Transportation Demand Management (TDM)	Low: up to $100k	Tier 1: Early Investment Projects	54

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
126	On-Street Bicycle Parking Citywide Expansion	Expand on-street bicycle parking in high-bicycle demand areas outside of Downtown.	Transportation Demand Management (TDM)	Low: up to $100k	Tier 2	50
127	Bicycle Education and Encouragement Program	Implement formal bicycle education and encouragement program designed to increase safety, enhance skills, and build confidence for people of all ages and abilities.	Active Transportation Corridors	Low: up to $100k	Tier 1: Early Investment Projects	51
128	Sidewalk and Pedestrian Access Program	Develop formal sidewalk and pedestrian access program to manage and maintain pedestrian access in the City, and identify policies for maintaining or adding sidewalks based on citizen requests, pedestrian demand and other City priorities.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 1: Early Investment Projects	55
129	Enhanced Bus Routes and Stops Program	Identify and evaluate potential enhancements to bus routes and stops, such as opportunities for new or expanded bus routes.	Transit Accessibility and Service Enhancements	Low: up to $100k	Tier 1: Early Investment Projects	46
130	Intersection Safety Improvements Program	Develop formal intersection safety improvements program to manage and maintain safe intersections in the City, and identify policies for improvements based on citizen requests, pedestrian and bicycle demand and other City priorities.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 1: Early Investment Projects	58
131	Meadow and Greenwood Improvements	If approved by the neighborhood, implement one-way circulation as proposed in the Neighborhood Safety Improvement Program Implementation Plan.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 2	40

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
132	El Camino Real - Pedestrian Safety Improvements	Develop and implement high visibility crosswalks with safety features and refuge medians on El Camino Real in places with high pedestrian volumes and where the distance between crossings exceeds 600 ft as proposed in the El Camino Real Corridor Plan.	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	59
134	North Star Academy/McKinley Institute of Technology Safe Routes to School Project	Design and construct short and medium priority improvements from the Walking and Bicycling Audit (August 2014).	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	56
135	Taft Safe Routes to School Project	Design and construct priority improvements from the Walking and Bicycling Audit (January 2018).	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	56
136	Hoover Safe Routes to School Project	Design and construct priority improvements from the Walking and Bicycling Audit (January 2018).	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	59
137	Orion Safe Routes to School Project	Complete a walking and bicycling audit for the school.	Network Gap Closure, Connectivity and Safety	Low: up to $100k	Tier 1: Early Investment Projects	50
138	Pedestrian Signal Project	Install pedestrian countdown signals at all signalized intersections.	Network Gap Closure, Connectivity and Safety	Medium: $101-750k	Tier 2	57

Table B-2: RWCmoves Final Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 75)
139	Marine Parkway, Oracle Parkway and Shoreway Road Intersection Improvements Project	Evaluate, design and install intersection improvements at Marine Parkway, Oracle Parkway and Shoreway Road to improve traffic flow and to increase safety for people walking and biking.	Roadway Congestion and Delay Improvements	Medium: $101-750k	Tier 2	53
140	Citywide Parking Monitoring Strategy	Develop formal parking monitoring strategy that will be responsible for the broader evaluation of parking, including policies on residential parking permits, parking minimums, and parking charges in the City.	Transportation Demand Management (TDM)	Low: up to $100k	Tier 2	39

Source: Fehr & Peers, 2018