

Appendix B



Project Performance Measures, Prioritization Process and Results

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Project Performance Measures, Prioritization Process and Results

The purpose of this report is to outline transportation system performance measures that Redwood City can use to prioritize projects and programs in the Citywide Transportation Plan. In addition, select measures may be used to monitor the performance of the overall transportation system over time.

Introduction

Performance measures are important for assessing the current performance of Redwood City's transportation system, identifying and prioritizing potential new projects and for monitoring change over time. Transportation performance measures can also be used to:

- Guide the City towards achieving its General Plan goals
- Demonstrate the value of multi-modal transportation projects
- Prioritize projects and inform investment, and
- Help document when goals have been achieved.

As part of its Citywide Transportation Plan, RWCmoves, the City will identify and prioritize projects that enhance transportation safety, mobility, equity, and accessibility.

Performance Measures

Prioritizing Redwood City's transportation investments can be done through assessment of relevant and achievable performance measures. We recommend that selected performance measures 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 from the Citywide Transportation Plan Redwood City is making progress towards achieving its goals

Proposed Redwood City Transportation System Performance Measures

The performance measures proposed for prioritizing and tracking Redwood City's transportation system are 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.



Proposed performance measures for Redwood City are listed in **Table B-1** and are discussed in greater detail below.

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
	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
	Increases person throughput and proactively manages traffic congestion	Score of 1-5 based on potential to increase person capacity and reduce person-delay
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, 2017.

Community, Health and Safety Improvements

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. Redwood City has not adopted an official Vision Zero policy, but 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.

Because 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.

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. 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.

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

Improves Pedestrian Facilities & 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, high and

low frequency transit, retail, schools, and parks, as well as job, population and intersection densities, poverty and low vehicle ownership rates, and youth and senior populations (see **Appendix D**).

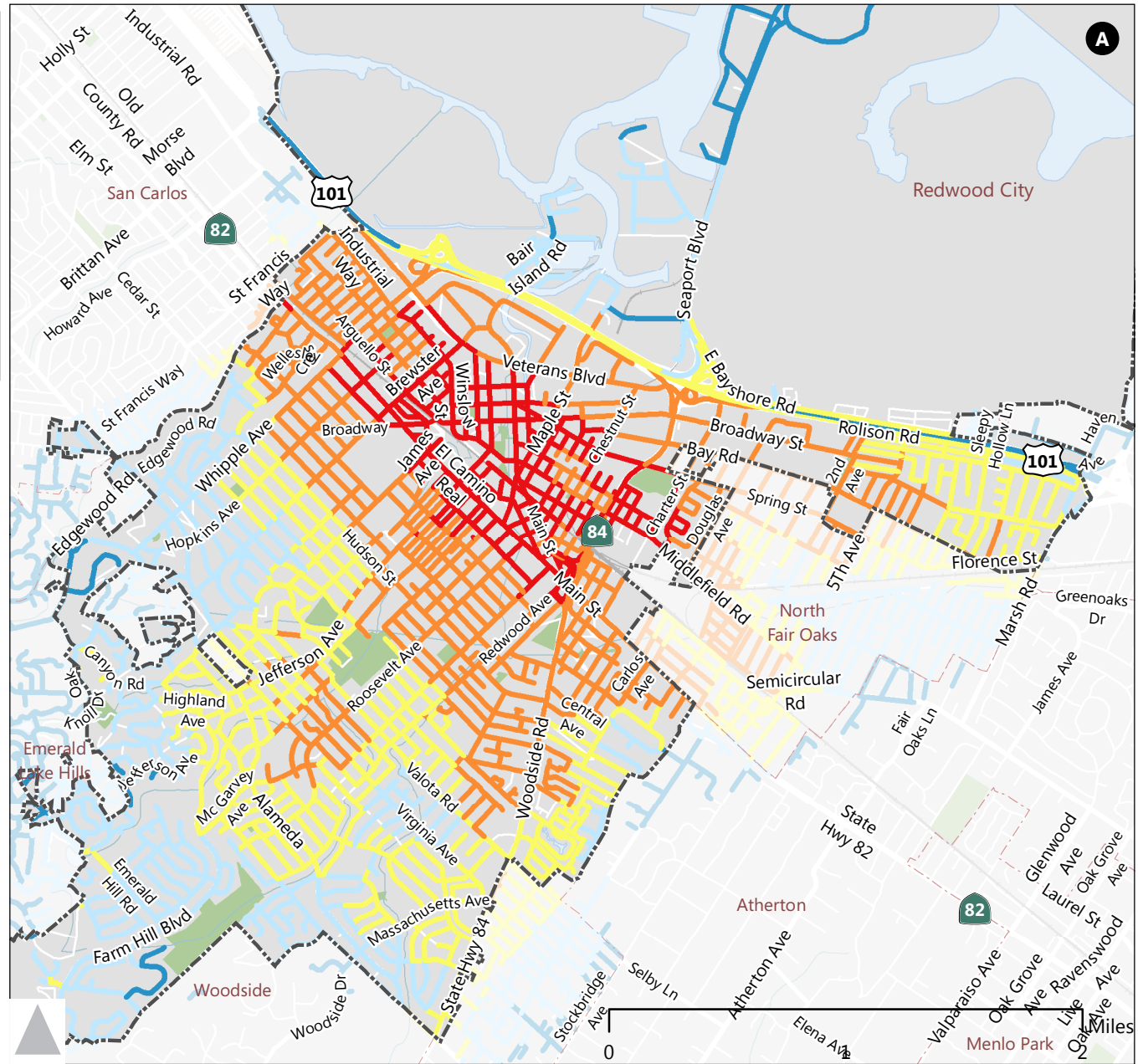
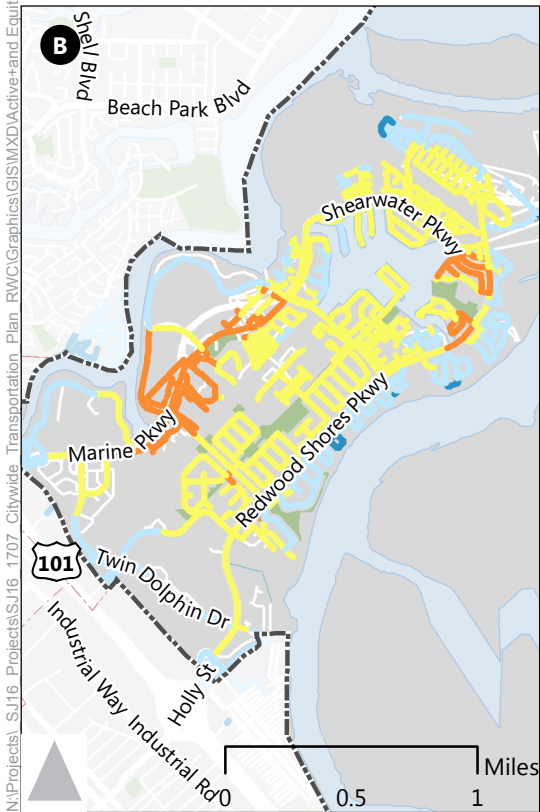
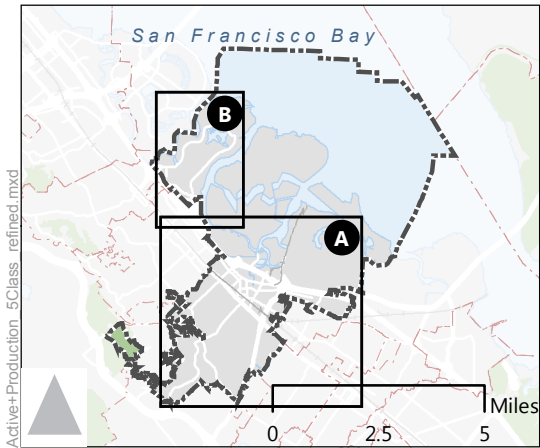
Improves Bicycle Facilities & Street Quality

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 of 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 parks, as well as job, population and

intersection densities, poverty and low vehicle ownership rates, and youth and senior populations (see **Appendix D**).



Pedestrian Demand Composite

Low
Low-Moderate

Moderate

High-Moderate

High

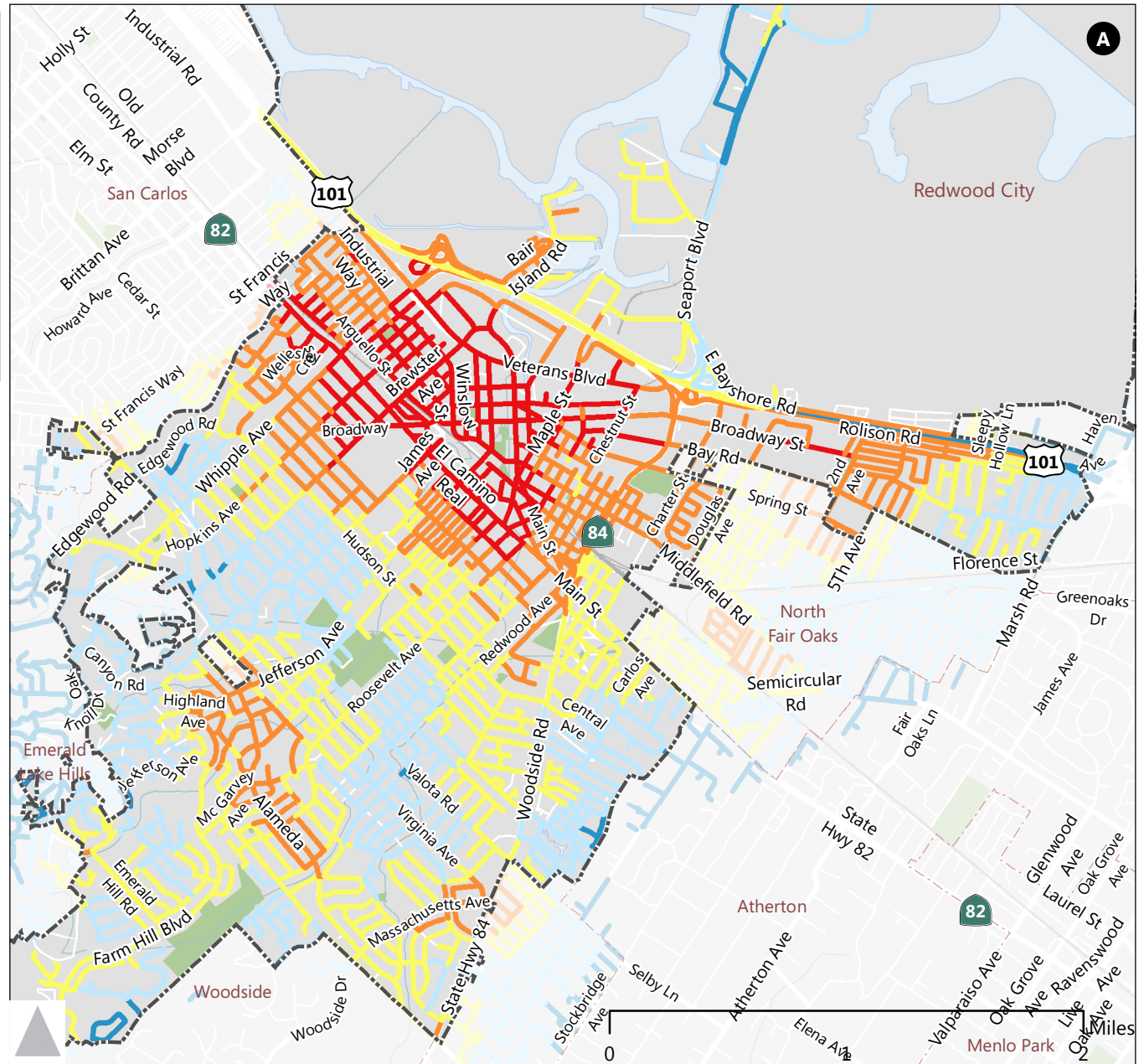
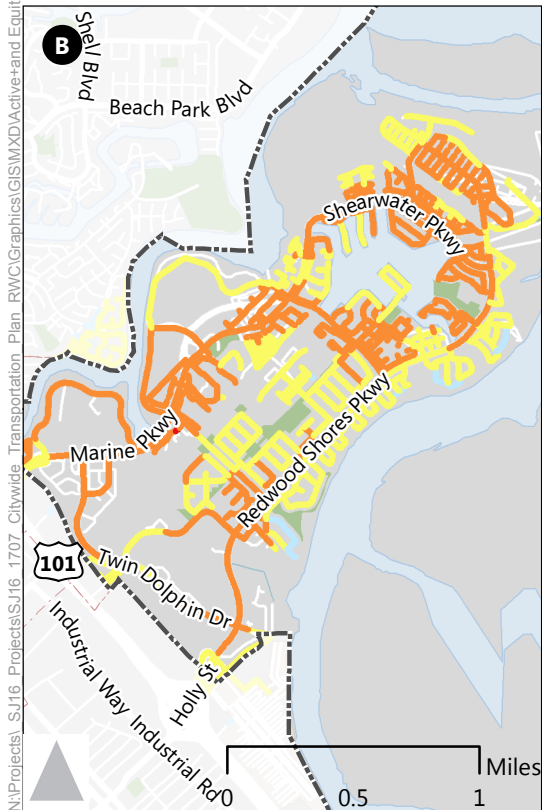
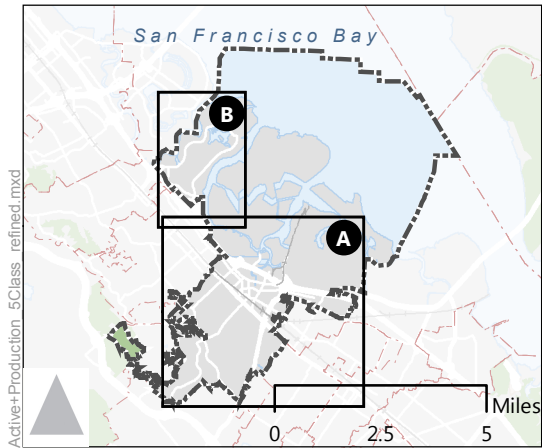


Redwood City Limits



Parks

Active Transportation Demand Analysis



Bicycle Demand Composite

Low
Low-Moderate

Moderate
High-Moderate
High

Redwood City Limits

Parks

Active Transportation Demand Analysis

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 three-mile access to transit, and provide links to existing trails or other facilities can also be tracked over time.

Because 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.

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.

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.

Equity Improvements

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

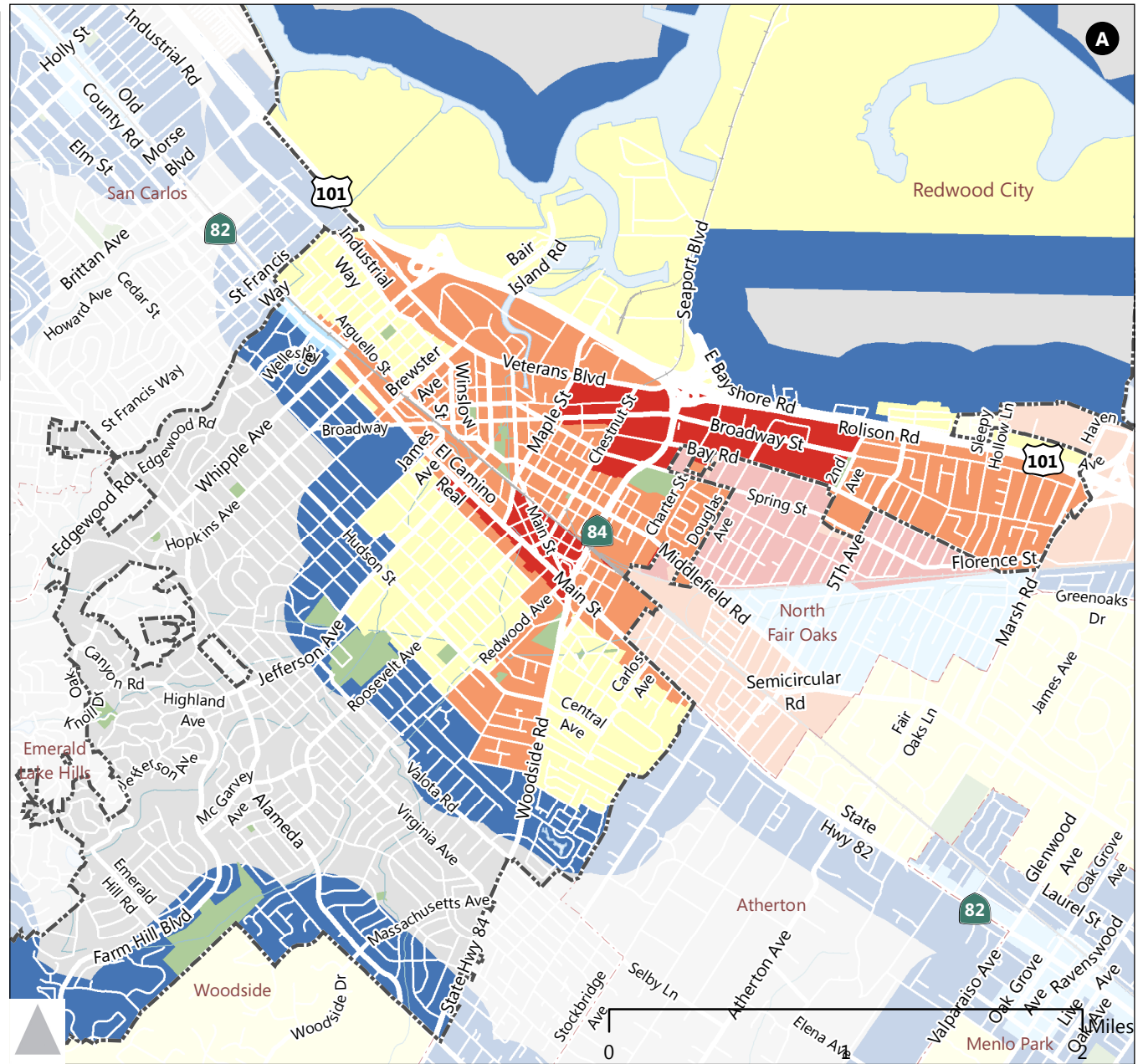
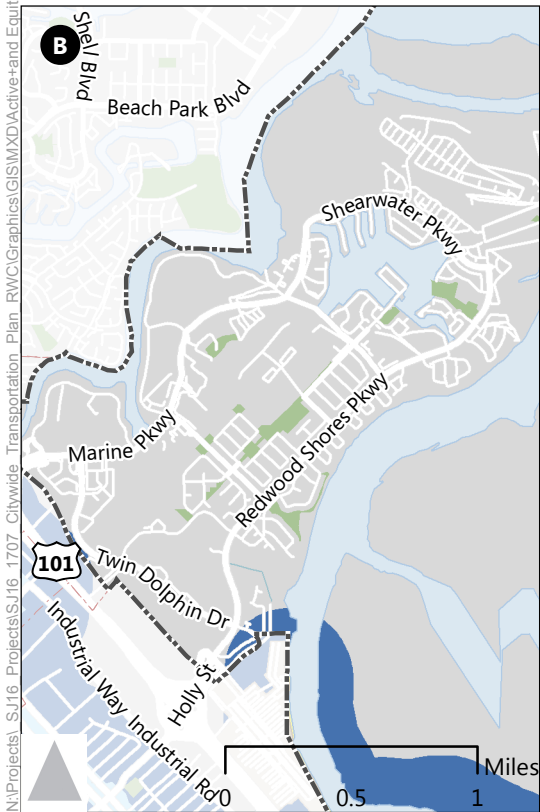
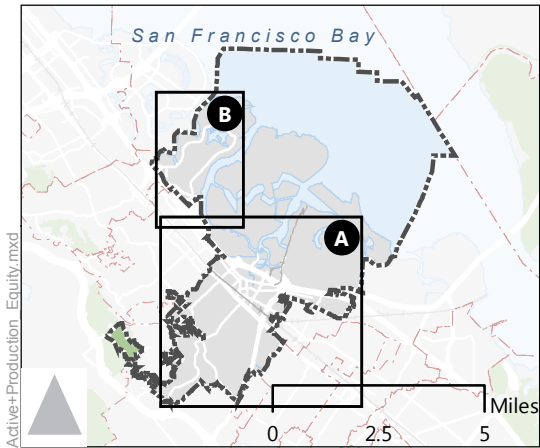


the City according to eight disadvantage factors: minority and low-income status, non-English language speaking, zero-car households, seniors age 75+, persons with a disability, single-parent households, and cost-burdened renters.

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 $\frac{1}{4}$ mile of a CoC
- Low (1): Areas within $\frac{1}{4}$ mile of a PDA, but greater than $\frac{1}{4}$ 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. Projects located in areas of the City characterized as having "High" equity priority received a five, and those located in areas with "Low" equity priority received a one.



- Equity Prioritization
- Low
 - Low-Moderate
 - Moderate
 - High-Moderate
 - High
 - Redwood City Limits
 - Parks

Equity Prioritization Analysis

Feasibility and Constructability

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, costs, and other considerations.

Scoring for feasibility is based on a qualitative five-point scale.

Project has a Positive Return on Investment

Projects must also be evaluated based on if they will provide a positive return on investment. This can be measured by quantifying the project costs and weighing them against the quantifiable project benefits.

Scoring for return on investment is based on a qualitative five-point scale.

Project Prioritization Criteria

Redwood City's transportation investments were prioritized through an assessment of relevant and preferred performance measures. 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 48 out of 55 total points possible. RWCmoves includes four Top Scoring Projects. RWCmoves includes four Top Scoring Projects.

Early Investment Projects

Early Investment Projects are those scoring at least 30 out of 55 total points, identified to be low in cost (below \$100,000), applies current design standards and are feasible for construction. RWCmoves

includes seven Early Investment Projects with scores ranging from 32 to 42.

Neighborhood Priority Projects

Neighborhood Priority Projects are key projects located outside of areas with a lot of activity, such as in a downtown area, that provide benefits to surrounding neighborhoods and the City as a whole. 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 separately evaluated within each of the City's zip codes. Each zip code received two to three projects. RWCmoves includes eight Neighborhood Priority Projects with scores ranging from 36 to 41.

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 11 Signature Projects with scores ranging from 40 to 52.

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 First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	45
2	El Camino Real Bike Facilities	Design and pilot protected bike 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	44
3	Staumbaugh Street Active Transportation Corridor Improvements	Evaluate and construct improvements to the overall pedestrian and bicycle experience along Staumbaugh Street, such as public art at Staumbaugh Pedestrian Bridge, trees, and high-visibility crossings.	Active Transportation Corridors	Medium: \$101-750k	Tier 2	42
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	41
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 1: Neighborhood Priority Projects	41
6	Main Street and Maple Street Cycle Track	Design and install cycle track (Class IV) along Main Street and Maple Street between Convention Way and El Camino Real.	Active Transportation Corridors	High: \$751k+	Tier 2	40
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	38
8	Whipple Avenue Buffered Bike Lanes	Design and install buffered (Class II) bike lanes along Whipple Avenue between the Bay Trail and the bicycle boulevard on Elwood Road.	Active Transportation Corridors	Medium: \$101-750k	Tier 2	38
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	38
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	37

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	35
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. The proposed bicycle boulevards would connect along Warwick Street, Oakdale Street, Duane Street, Elmwood Street, Cleveland Street, Ebener Street, Hudson Street, Palm Avenue and Kentfield Avenue.	Active Transportation Corridors	Medium: \$101-750k	Tier 2	35
13	Bay Road 2-Way Cycle Track	Evaluate, design and install 2-way cycle track (Class I) along Bay Road to connect with bike lanes along Marshall Street via Beech Street and Spring Street.	Active Transportation Corridors	Medium: \$101-750k	Tier 2	34
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 2	34
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	33
16	Douglas Avenue Corridor Improvements	Support San Mateo County to construct bulb-outs at Douglas Avenue/Middlefield Road, Douglas Avenue/Halsey Avenue, Douglas Avenue/San Mateo Avenue, and Douglas Avenue/Fair Oaks Drive, and install high-visibility pedestrian crossing along Douglas Avenue.	Active Transportation Corridors	Low: up to \$100k	Tier 2	32
17	Alameda de las Pulgas Buffered Bike Lanes	Evaluate, design and install buffered (Class II) bike lanes along the entire length of Alameda de las Pulgas.	Active Transportation Corridors	Low: up to \$100k	Tier 2	32
18	Seaport Boulevard Bike Path	Design and improve bike 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	30
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 via Copley Avenue and Brewster Avenue) and Myrtle Street (between Brewster Avenue and Madison Avenue).	Active Transportation Corridors	Low: up to \$100k	Tier 2	30

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	29
21	Page Street Corridor Improvements	Evaluate and construct bulb-outs, and high-visibility pedestrian crossings at Page Street/Eighth Avenue, Page Street/Tenth Avenue, and Page Street/15th Avenue.	Active Transportation Corridors	Low: up to \$100k	Tier 2	29
22	Edgewood Road Buffered Bike Lanes	Evaluate, design and install buffered (Class II) bike lanes along the entire length of Edgewood Road.	Active Transportation Corridors	Medium: \$101-750k	Tier 2	27
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	Medium: \$101-750k	Tier 1: Top Scoring Projects	48
24	Wayfinding Signage	Develop and install citywide wayfinding signage network to popular destinations, such as Redwood City Transit Center & Station, Downtown, Hwy 84, parking areas, and low-stress bicycle network.	Active Transportation Corridors	Low: up to \$100k	Tier 2	47
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	Medium: \$101-750k	Tier 2	47
26	Woodside Road Bicycle Safety Enhancements	Evaluate and design streetscape improvements to increase bicyclist safety on the Woodside Road corridor	Active Transportation Corridors	Medium: \$101-750k	Tier 2	42
27	Pedestrian Countdown Signals	Retrofit existing traffic signals to ensure that all are equipped with countdown pedestrian signals.	Active Transportation Corridors	Medium: \$101-750k	Tier 2	35
28	"Bay-to Sea-Trail"	Support Peninsula Open Space Trust (POST) in the advance planning and conceptual design for a "Bay-to Sea-Trail". It 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	28

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
29	El Camino Real Corridor Plan Implementation - Short and Long Term Project	The El Camino Real Corridor Plan is currently developing a comprehensive plan that consolidates the recently-rezoned areas along El Camino Real and incorporates community benefits, design guidelines, and streetscape improvements to address all users of the corridor. Implementation of short and long-term transportation improvements would be covered under this project.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 1: Top Scoring Projects	49
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. 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	High: \$751k+	Tier 2	47
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 2	47
32	Whipple Avenue Complete Street Corridor Design	Conduct a Complete Street Corridor Design for Whipple Ave to consider: road diet, parking drop, Class I bike facilities, and/or parallel bike routes in the area. Potential complete street improvements include: A short segment of Class I bike facilities between El Camino Real and Arguello Street to coordinate with planned pedestrian crossing enhancements at Whipple Avenue/Stafford Street. A rectangular rapid flash beacon (RRFB) to enhance crossing at Whipple Avenue/Warren Street where the least utility and turn conflicts exist. Bike boxes at the Arguello Street/Whipple Avenue intersection to accommodate bicycle turning movements. Removal of parking on El Camino Real from Whipple to Edgewood Road to connect (via 2-way cycle track) the bike routes. Leading pedestrian interval (LPI) or all pedestrian phase, no RTOR, and bike crossing treatments.	Complete Street Corridors and Placemaking	Low: up to \$100k	Tier 2	46

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	44
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	44
35	Middlefield Road (between Main Street and Woodside Road) Corridor 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. 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	42
36	Middlefield Road (South of Woodside Road) Corridor 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. Construct median islands at various locations and restripe bike markings on Middlefield Road between Flynn Avenue and Douglas Avenue. Perform signal synchronization on Middlefield Road between Woodside Road and Douglas Avenue (including Woodside Road, Willow Street, Charter Street, and Douglas Avenue). Construct bulb-outs for the northern two corners at Middlefield Road/Flynn Avenue. Convert Middlefield Road from 4 or 5 lanes to 3 lanes south of Woodside Road.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 2	42
37	Veterans Boulevard Complete Street Corridor Study	Develop a Complete Street Corridor Study of Veterans Boulevard to better accommodate bike, pedestrian and transit facilities.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 2	41
38	Alameda de las Pulgas Complete Streets Project	Evaluate and design streetscape improvements to reduce vehicle speeds and to increase safety for people walking along and crossing the street.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 1: Neighborhood Priority Projects	41

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
39	Middlefield Road (between Broadway and Winslow Street, also known as Theatre Way) Corridor 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	41
40	Jefferson Avenue Complete Street Corridor Design	Develop a Complete Street Corridor Design for Jefferson Avenue to better accommodate bike, pedestrian and transit facilities. Potential recommendations of the study may include: Lane reconfiguration, landscaped median, bike lanes, and expanded sidewalks. Reconfigure from 4 travel lanes to 2 travel lanes with a center left turn lane and back-in angled parking on the east side along Jefferson Avenue from Marshall to Veterans Boulevard. Class II bike lanes or a Class III shared facility with "sharrows" to automobile travel lanes along Jefferson Avenue from El Camino Real to Veterans Boulevard. Green paint at bicycle conflict zones. Parking protected cycle tracks on both sides of Jefferson Avenue.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 2	38
41	Maple Street Corridor Improvements	Add crosswalks at Maple Street/Franklin Street. Install sidewalks to the bridge over the creek on Lathrop Street. Sign Maple Street as a Class III shared facility, and add "sharrows" to automobile travel lanes from Middlefield to Marshall Street. Enhance multimodal connections over US 101 on Maple Street between Veterans Boulevard and Blomquist Street.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 2	37
42	Middlefield Road (between Veterans Boulevard and Broadway) Corridor Improvements	Remove left turn lane and convert parking to diagonal along Middlefield Road from Veterans Boulevard to about 150' south of Bradford Street.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 2	37

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
43	Redwood Shores Parkway Corridor Improvements	<p>Study potential to reduce Redwood Shores Parkway from 6 to 4 lanes, depending on volumes, to accommodate bicycle and pedestrian improvements, such as one-way separated bikeways.</p> <p>Consider PHB-enhanced staggered crossing at Electronic Arts office midblock desire line, in line with footpath (stagger so that pedestrians face traffic).</p> <p>Install marked crosswalks on 4th leg, crossing enhancements and pedestrian refuge islands at Redwood Shores Parkway/Shoreline Drive, Redwood Shores Parkway/Twin Dolphin Drive, and Redwood Shores Parkway/Electronic Arts Drive.</p> <p>Install Class I (potential Class IV) bike path along Redwood Shores Parkway between the Electronic Arts entrance path and Twin Dolphin Drive, and provide connection to nearby Bay Trail.</p> <p>Provide a Class I path and crosswalk enhancements along Twin Dolphin Drive.</p> <p>Consider protected intersections at Redwood Shores Parkway/Twin Dolphins Drive, Redwood Shores Parkway/Electronic Arts Drive, and Redwood Shores Parkway/Shoreline Drive.</p>	Complete Street Corridors and Placemaking	High: \$751k+	Tier 1: Neighborhood Priority Projects	37
44	Bay Road and Florence Street Corridor Improvements	<p>Retime signal and install protected signal phasing (eastbound and westbound), and an additional westbound through-lane at Woodside Road/Bay Road.</p> <p>Study feasibility of a single lane roundabout at Bay Road/Charter Street, Bay Road/Fifth Avenue, and Bay Road/Douglas Avenue.</p> <p>Construct a traffic circle at Florence Street/17th Avenue.</p> <p>Install bub-outs at all corners of Bay Road/Second Avenue.</p> <p>Install east leg high-visibility pedestrian crossing and RRFB at Bay Road/Eighth Avenue.</p> <p>Install Rectangular Rapid Flashing Beacon (RRFB) at east leg crosswalk at Bay Road/Tenth Avenue.</p> <p>Consider proposed road closure at Bay Road/Spring Street.</p> <p>Stripe Class II bike lanes on eastbound Bay Road between Fourth Avenue and 15th Avenue, and on Florence Street between 15th Avenue and 17th Avenue.</p> <p>Install entry welcome signs at Bay Road/Second Avenue and Bay Road/Spring Street (specific location requires City's or County's process of approval).</p>	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 1: Neighborhood Priority Projects	36
45	Middlefield Road (between Theatre Way and Main Street) Corridor Improvements	Evaluate and sign as a Class III shared facility and add "sharrows" to automobile travel lanes, or add Class II bike lanes where space permits along Middlefield Road from Winslow Street to Maple Street.	Complete Street Corridors and Placemaking	Low: up to \$100k	Tier 2	35

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	34
47	Woodside Road and Orchard Avenue Intersection Improvements	Prohibit left turns from Woodside Road into retail and U-turns onto Gordon Street. Convert left turn pocket to a planted median and create a pedestrian refuge island. Add bulb-outs to shorten crossing distance and calm traffic along Orchard Avenue (this will also help address sight distance concerns on the southeast corner of the intersection). Remove parking on Woodside Road in key locations for bike connections (i.e. provide ROW for bicycle facilities). Consider enhancements at adjacent Woodside Road/Oxford Street intersection, which has a similar configuration.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 2	32
48	Farm Hill Boulevard and Eden Bower Lane Intersection Improvements	Design and install intersection improvements at Farm Hill Boulevard and Eden Bower Lane. Intersection improvements may include: Install marked crosswalk across Eden Bower Court at Farm Hill Boulevard/Eden Bower Lane. Evaluate and consider installing Pedestrian Hybrid Beacon (PHB) for the crossing of Farm Hill Boulevard at Eden Bower Lane. Consider installing bulb-outs and/or a pedestrian refuge island to shorten pedestrian crossing distances. Evaluate and install potential passing areas for slow moving trucks and vehicles traveling up Farm Hill Boulevard. Remove or limit right turn pockets for vehicles turning off of Farm Hill Boulevard onto Eden Bower Lane due to bicycle conflicts. Install periodic medians, for beautification/landscaping and traffic calming, where the fire department allows. Install green, Class II bikeway at lengths on Farm Hill Boulevard. Install speed feedback or advance warning signs in the downhill direction on approach to the Farm Hill Boulevard/Eden Bower Lane intersection.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 2	28

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
49	Scott Avenue Corridor Improvements	Install landscaped curb extension at Scott Avenue/Flynn Avenue. Install a speed lump in the mid-block between Flynn Avenue and Burbank Avenue.	Complete Street Corridors and Placemaking	Low: up to \$100k	Tier 2	28
50	Flynn Avenue Corridor Improvements	Construct a landscaped traffic circle Flynn Avenue/Burbank Avenue. Evaluate and consider constructing bulb-outs and curb extensions at Flynn Avenue/Scott Avenue, Flynn Avenue/Meadow Lane, and Flynn Avenue/Greenwood Lane. Stripe parking lane on one side between Burbank Avenue and Scott Avenue. Install entry welcome sign at Burbank Avenue.	Complete Street Corridors and Placemaking	Low: up to \$100k	Tier 2	27
51	Farm Hill Boulevard and Emerald Hill Road Intersection Improvements	Consider signalization with lead pedestrian interval (LPI) or dedicated pedestrian phase for the Farm Hill Boulevard crossing. Remove the western-most marked crosswalk on Farm Hill Boulevard to have fewer conflict points while maintaining equivalent accessibility (T-intersection). Evaluate and consider removing one vehicle lane in each direction to improve lane utilization. Install planted medians on Farm Hill Boulevard for beautification/landscaping, traffic calming and to prevent use of two-way left turn lane for passing. Consider installing bulb-outs to shorten pedestrian crossing distances.	Complete Street Corridors and Placemaking	Medium: \$101-750k	Tier 2	25
52	Hoover Street Corridor Improvements	Construct a traffic circle at the intersection of Hoover Street and Fifth Avenue. Evaluate lighting levels and install new pedestrian scale street lighting where needed on Hoover Street, Fifth Avenue and Eighth Avenue	Complete Street Corridors and Placemaking	Low: up to \$100k	Tier 2	24
53	Marsh Road Corridor Improvements	Stripe centerline and parking lane on Marsh Road between Rolison Road and Hoover Street.	Complete Street Corridors and Placemaking	Low: up to \$100k	Tier 2	23
54	Complete Streets Design Guidelines	Develop and regularly apply Redwood City's 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	48
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	39

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	30
57	Redwood City Transit Center: Implement Short 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 bike station, at Redwood City Transit Center.	Transit Accessibility and Service Enhancements	Signature Projects	Signature Projects	52
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	48
59	Long Term Vision for Downtown Transit Center and Redwood City Station	Develop a long-term vision and conceptual design for Downtown Transit Center and Redwood City Station that is compatible with proposed rail and Bus Rapid Transit (BRT) service on Dumbarton Corridor.	Transit Accessibility and Service Enhancements	Signature Projects	Signature Projects	47
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	41
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	40
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	40

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	36
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	33
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 Caltrain.	Transit Accessibility and Service Enhancements	Low: up to \$100k	Tier 2	33
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	39
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	39
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	39
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	30

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	44
72	El Camino Real Adaptive Signal Coordination	Evaluate and install adaptive signal coordination along El Camino Real.	Roadway Congestion and Delay Improvements	Medium: \$101-750k	Tier 2	40
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	40
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	40
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	39
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	39
77	El Camino Real Traffic Flow Improvements	Prioritize, design and install timed signals and restrict 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	37

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	32
79	Jefferson Avenue Operational Analysis	Evaluate traffic operations on Jefferson Avenue, between Veterans Boulevard and El Camino Real. Design improvements to reduce delays associated with special events, high pedestrian volumes at Broadway/Jefferson Avenue, and exiting the Jefferson Parking Garage while maintaining a high level of safety for people crossing the street.	Roadway Congestion and Delay Improvements	Low: up to \$100k	Tier 1: Early Investment Projects	32
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	29
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	26
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	21
83	Citywide Traffic Calming Program	Implement formal 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	43

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
84	Downtown Precise Plan Implementation: New Downtown Street Connections	Establish plan lines for the following new street segments that would be constructed as redevelopment occurs: New lane parallel to and south of railroad tracks between Broadway and Jefferson Avenue. New lane parallel to and north of railroad tracks between Maple and Jefferson. New street connections to form a grid south of railroad tracks at James, Hamilton Avenue, Harrison Avenue, and Franklin Street. New street connection at Walnut. New street connection at Fuller. Hamilton and Bradford extended to form grid pattern. New lane between Marshall and Broadway. [See page 50 of Downtown Precise Plan for more information]	Network Gap Closure, Connectivity and Safety	Medium: \$101-750k	Tier 1: Top Scoring Projects	50
85	Bay Trail (between Whipple Avenue and Woodside Road) Enhancements	Support, evaluate and design projects to improve bike 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 2	47
86	US 101 Bicycle and Pedestrian Undercrossing	Support construction of a bicycle and pedestrian path under US 101 to connect Bair Island and downtown.	Network Gap Closure, Connectivity and Safety	High: \$751k+	Tier 2	47
87	Bay Trail in Redwood Shores Enhancements	Support, evaluate and design projects that improve bike 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	47
88	Bay Trail (south of Woodside Road) Enhancements	Support, evaluate and design projects to improve bike and pedestrian travel along and connecting with the Bay Trail south of Woodside Road.	Network Gap Closure, Connectivity and Safety	Medium: \$101-750k	Tier 2	47

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
89	Whipple Avenue Railroad Grade Separation	Support construction of Whipple Avenue and railroad grade separation.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	46
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	46
91	Brewster Avenue Railroad Grade Separation	Support construction of Brewster Avenue and railroad grade separation.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	45
92	Marshall Street - Broadway Railroad Grade Separation	Support construction of Marshall Street - Broadway and railroad grade separation.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	45
93	Whipple Avenue/US 101 Bike 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	45
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 1: Neighborhood Priority Projects	43
95	Main Street Railroad Grade Separation	Support construction of Main Street and railroad grade separation.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	42
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	42

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
97	Chestnut Street Railroad Grade Separation	Support construction of Chestnut Street and railroad grade separation.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	41
98	Maple Street Railroad Grade Separation	Support construction of Maple Street and railroad grade separation.	Network Gap Closure, Connectivity and Safety	Signature Projects	Signature Projects	41
99	Hawes Community School Safe Routes to School	Design and construct "Medium" priority improvements from the Redwood City Safe Routes to School Report (2013). Improvements include installing high-visibility crosswalks and enhancing curb ramps to meet ADA requirements, upgrading bike parking, and installing roadway signage and striping.	Network Gap Closure, Connectivity and Safety	Medium: \$101-750k	Tier 1: Neighborhood Priority Projects	41
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	41
101	El Camino Real/Woodside Road Overpass Improvements	Consider removal of slip lanes and improvements to Woodside Road overpass to improve 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	40
102	Roosevelt School Safe Routes to School	Design and construct "Medium" priority improvements from the Redwood City Safe Routes to School Report (2013). Improvements include installing high-visibility crosswalks and a new mid-block crossing, and enhancing curb ramps to meet ADA requirements.	Network Gap Closure, Connectivity and Safety	Medium: \$101-750k	Tier 2	38
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	38

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
104	Clinton Street and Cleveland Street Corridor Improvements	Design and install a signal or PHB (with four marked crosswalks if a signal is installed) at Jefferson Avenue/Clinton Street and Jefferson Avenue/Cleveland Street. Consider diverter and partial road closure at Jefferson Avenue/Clinton Street that limits vehicle movements to right-out onto Jefferson Avenue only (bike through and left-turn movements allowed). Consider installing a cycle track along nearby school perimeters. Consider all-way stop at the Harrison Avenue/Duane Street and James Avenue/Duane Street.	Network Gap Closure, Connectivity and Safety	Medium: \$101-750k	Tier 2	37
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). Improvements include upgrading bike parking, enhancing crosswalks, adding signage near the school, and improving sidewalks.	Network Gap Closure, Connectivity and Safety	Medium: \$101-750k	Tier 2	37
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). Improvements include upgrading sidewalks, installing high-visibility pedestrian crossings, a new stop-controlled intersection, constructing a bike/pedestrian pathway, and adding bike parking.	Network Gap Closure, Connectivity and Safety	Medium: \$101-750k	Tier 2	37
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	37
108	Roy Cloud School Safe Routes to School	Design and construct "Medium" priority improvements from the Redwood City Safe Routes to School Report (2013). Improvements include installing a covered bicycle parking structure and upgrading sidewalks and curb ramps.	Network Gap Closure, Connectivity and Safety	Medium: \$101-750k	Tier 2	36

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
109	Roosevelt Extension to Main Street	Evaluate and design realignment to connect Roosevelt Street to Main Street and form a new 4-way intersection.	Network Gap Closure, Connectivity and Safety	High: \$751k+	Tier 2	35
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	35
111	Winslow Street Pedestrian Safety Project	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	34
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	32
113	Rolison Road Corridor Improvements	Install guardrail along curve at Rolison Road/Second Avenue. Install chicane to narrow westbound travel lane along Rolison Road. Stripe centerline and parking lane on Rolison Road between Second Avenue and Marsh Road.	Network Gap Closure, Connectivity and Safety	Low: up to \$100k	Tier 2	27
114	Second Avenue Corridor Improvements	Stripe centerline and parking lane on Second Avenue between Hoover Street and Rolison Road.	Network Gap Closure, Connectivity and Safety	Low: up to \$100k	Tier 2	26
115	Bair Island Road Corridor 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	25

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
116	Jefferson Avenue and Highland Avenue Intersection Improvements	Evaluate and consider closing Canyon Road vehicular cut-through adjacent Highland Avenue/Jefferson Avenue and allow bicyclists and pedestrians along the Canyon Road access lane. Relocate the lane drop to start parking protected cycle tracks at Alameda de las Pulgas. Relocate bike lanes closer to curb and add soft posts along downhill direction on Jefferson Avenue where no parking is allowed.	Network Gap Closure, Connectivity and Safety	Low: up to \$100k	Tier 2	24
117	High Injury Network (HIN) Action Plan	As part of advancing Vision Zero in the City, identify a High Injury Network (HIN) and adopt action plan for designing and funding safety countermeasures.	Network Gap Closure, Connectivity and Safety	Medium: \$101-750k	Tier 2	46
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	41
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	40
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	39
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.	Transportation Technologies and Innovations	Low: up to \$100k	Tier 2	38

Table B-2: RWCmoves First Cut of Projects and Programs

Number	Title	Description	Category	Cost	Priority	Score (Max 55)
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	38
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	37
124	Citywide Transportation Demand Management (TDM) Strategy	Adopt Citywide Transportation Demand Management (TDM) ordinance to reduce single-occupancy vehicle (SOV) trips for major employers	Transportation Demand Management (TDM)	Medium: \$101-750k	Tier 2	45
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	41
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	40

Source: Fehr & Peers, 2017