



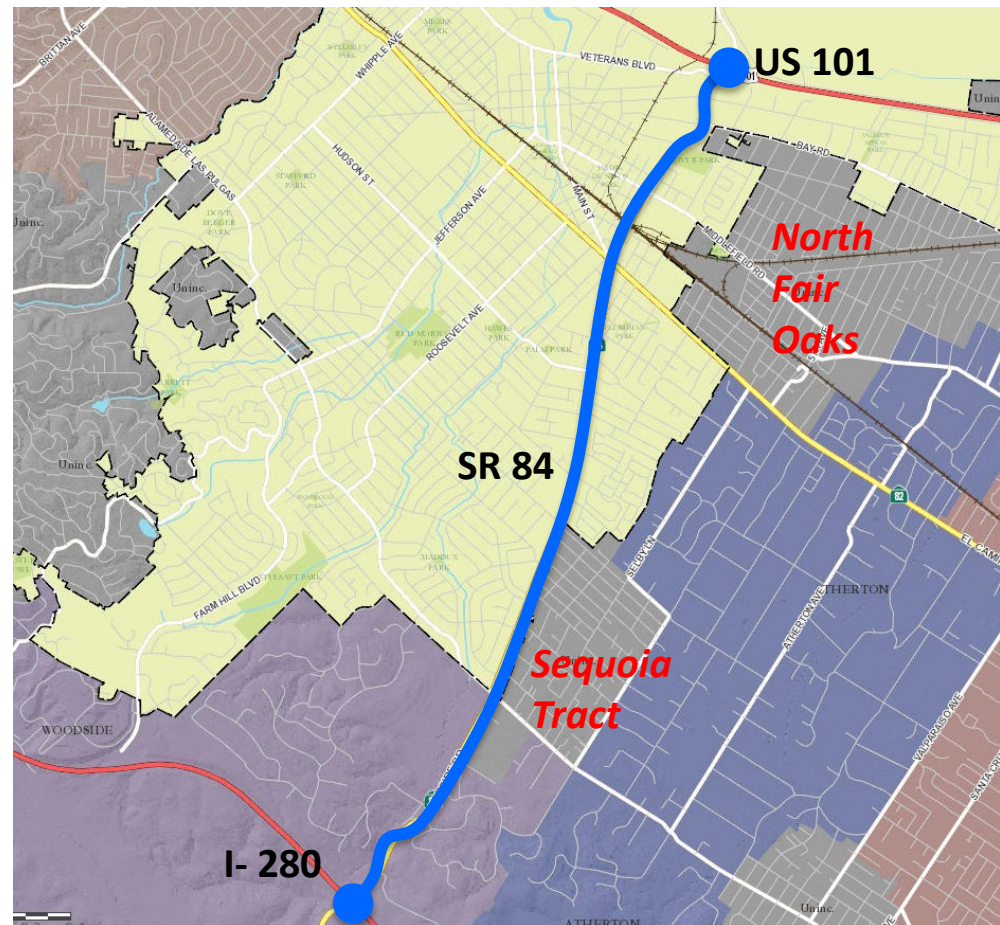
Woodside Road Construction Project

December 21,
2023



Woodside Road Construction Project Outreach Summary

- 4.1 miles
- \$19 Million funding allocation
- Construction starts early 2024
- 300 to 400 working days



Caltrans' Woodside Road Construction Project



Caltrans Complete Streets Policy:

Directs all transportation funded or overseen by Caltrans to provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail, unless an exception is documented and approved.



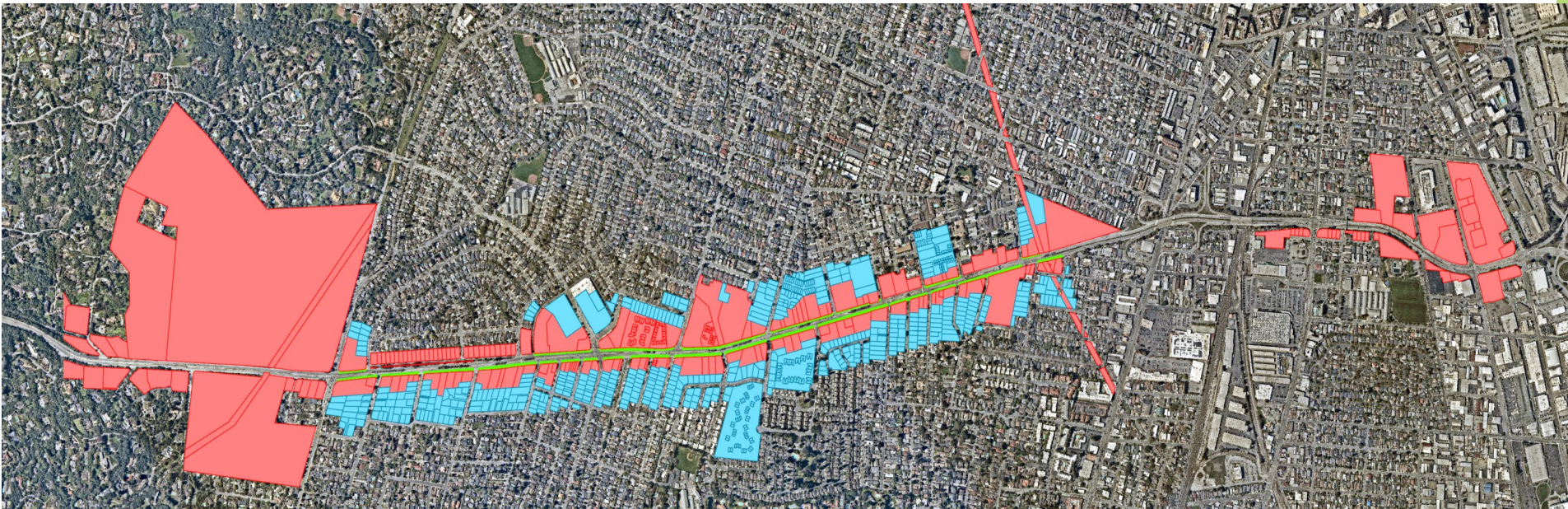
**COMPLETE
STREETS**

ACTION PLAN 2022-23

Woodside Road Construction Project Outreach Summary



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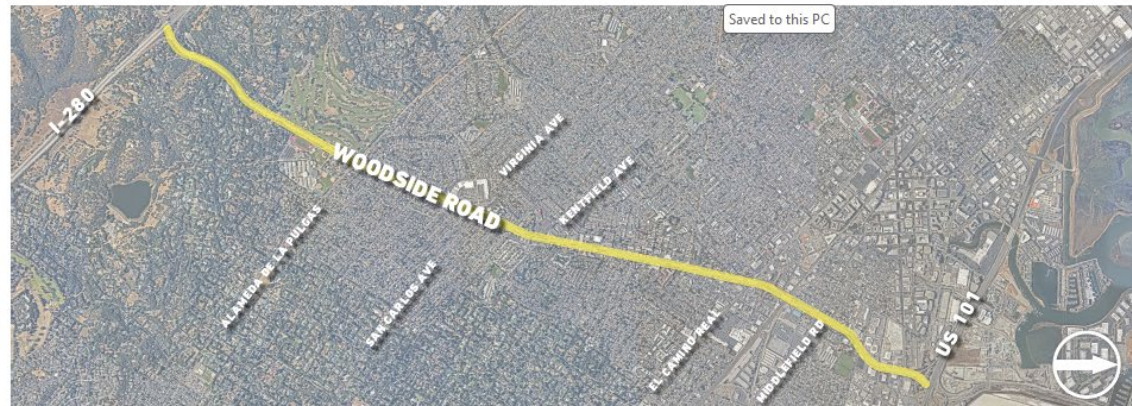
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Project Information and Benefits

Caltrans will start repaving Woodside Road from I-280 to US 101 in early 2024. **The project will remove curbside parking along Woodside Road and include traffic safety enhancements such as high-visibility crosswalks for pedestrians and bike facilities, and will improve conditions for the road's most vulnerable users.** Redwood City, along with Caltrans, is convening a community conversation to discuss these improvements in anticipation of construction.

Project Area Map



Specific Safety Enhancements

- » High-visibility crosswalks
- » Bike lanes
- » Improved pavement quality
- » Pedestrian Hybrid Beacons

Take our Survey!

Provide input on how changes to Woodside Road will impact you:



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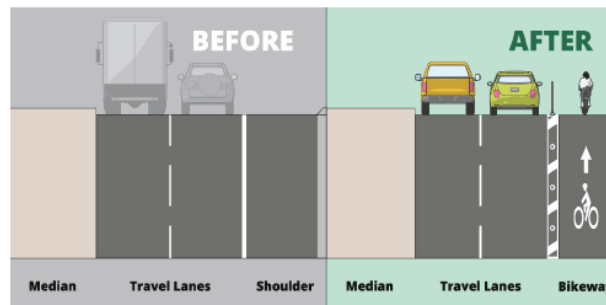
SAFETY ENHANCEMENTS

PROPOSED BICYCLE FACILITY TYPES AND ROADWAY SECTIONS

Separated Bike Lane

Caltrans Classification: Class 4

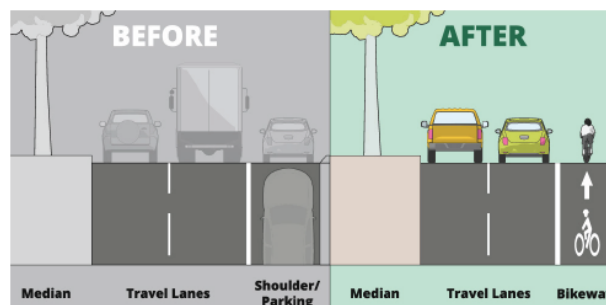
- » Bicyclists ride in a designated lane separated from vehicular traffic by a buffer with vertical protection (e.g., flexible posts, planters, parked vehicles, curbs, etc.)
- » Separated bike lanes provide a low-stress facility, even on roadways with high vehicle speeds (i.e., greater than 30 mph) and volumes (i.e., greater than 6,000 vehicles per day)
- » The more robust the buffer's vertical and horizontal separation, the more comfortable the separated bike lane is for bicyclists



Bike Lane

Caltrans Classification: Class 2

- » Bicyclists ride adjacent to vehicular traffic in a designated bicycle lane; the bicycle lane is sometimes augmented with a striped buffer area that neither vehicles nor bicyclists should use
- » Because the buffer provides additional horizontal separation between vehicles and bicyclists, buffered bike lanes are appropriate for roadways with medium vehicle speeds (i.e., 25-30 mph) and medium vehicle volumes (i.e., 3,000-6,000 vehicles per day)



CROSSWALK ENHANCEMENTS

High-Visibility Crosswalks



Pedestrian Hybrid Beacons (PHB)



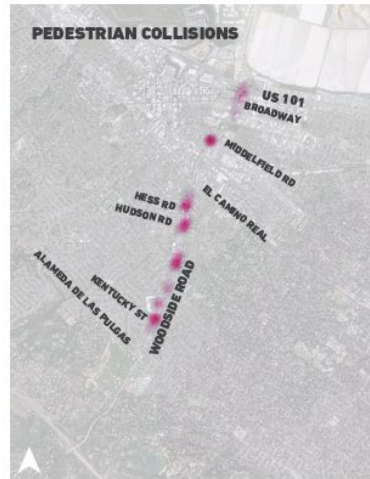
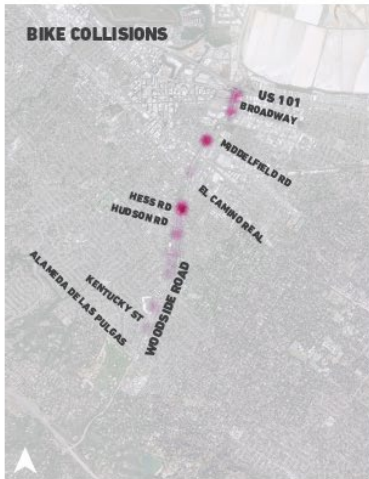
- » PHBs help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections
- » PHB safety benefits include:
 - » **55%** reduction in pedestrian crashes
 - » **29%** reduction in total crashes
 - » **15%** reduction in fatal and serious injury crashes

Source: U.S. Department of Transportation, Federal Highway Administration

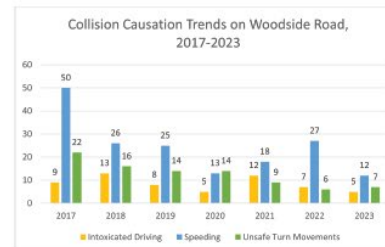
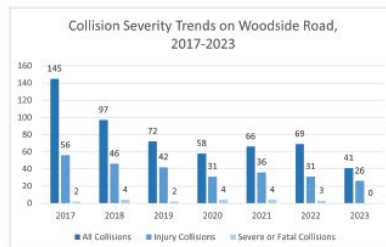
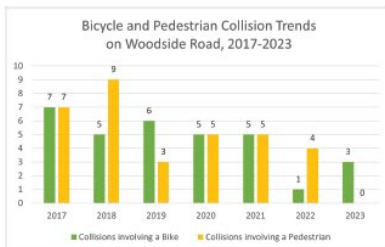
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SAFETY ANALYSIS COLLISION TRENDS 2017-2023



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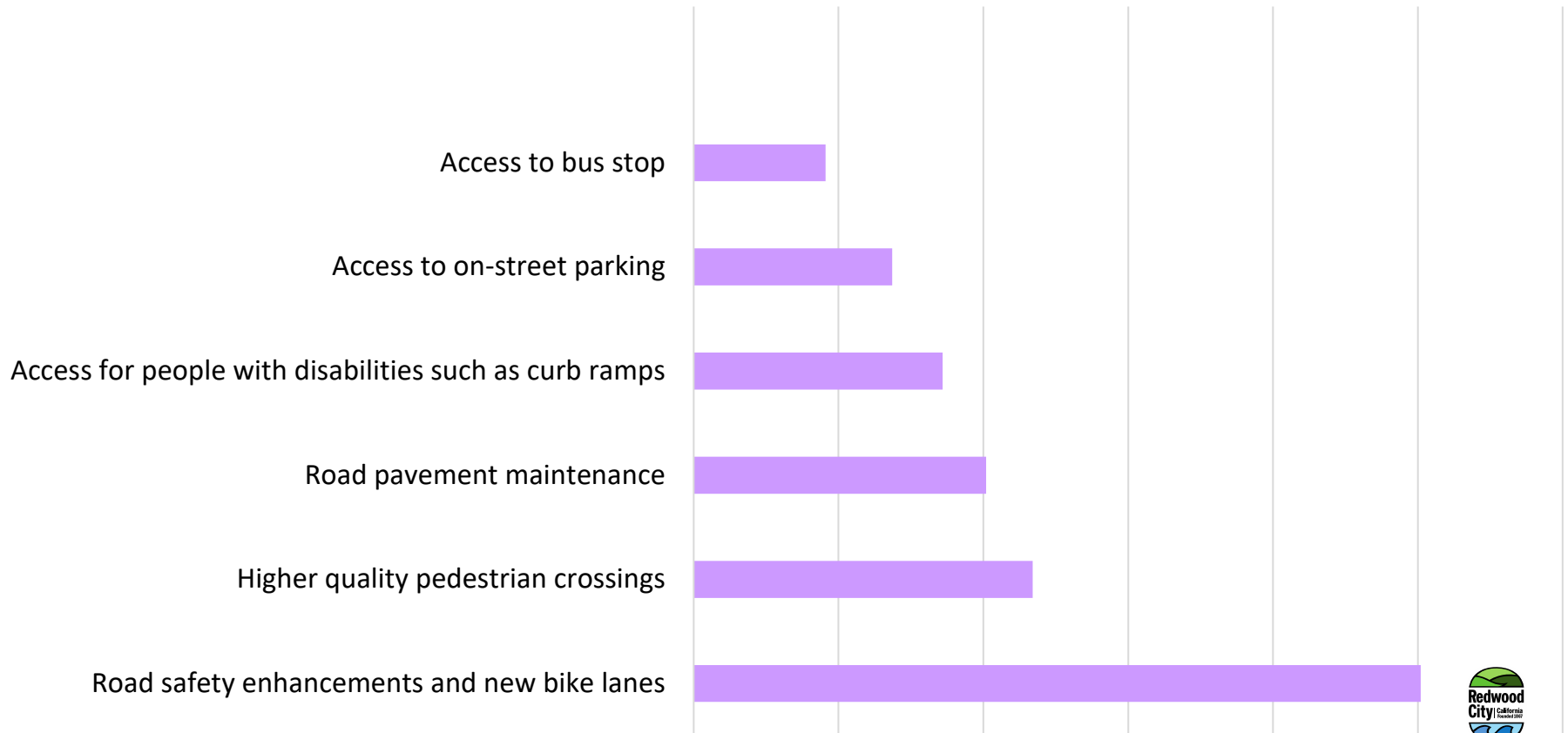


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WHAT ELEMENT OF THE PROJECT IS IMPORTANT FOR YOU?



Q & A

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