



TRAFFIC REVIEW COMMITTEE SPECIAL MEETING CITY OF FOSTER CITY

PURSUANT TO GOVERNOR NEWSOM'S EXECUTIVE ORDER N-29-20, THE MEETING WILL BE HELD BY TELECONFERENCE AND/OR VIDEO CONFERENCE ONLY BY WATCHING THE MEETING AT <https://us02web.zoom.us/j/87425300497> OR DIAL 1 (408) 638-0968. WEBINAR ID: 874 2530 0497. THE PUBLIC MAY PARTICIPATE BY SUBMITTING COMMENTS ON ANY AGENDA ITEM VIA EMAIL PRIOR TO OR DURING THE MEETING BY SENDING THOSE COMMENTS TO: PUBLICWORKS@FOSTERCITY.ORG

TELECONFERENCE PARTICIPANTS

TRAFFIC REVIEW COMMITTEE MEMBERS NORM DORAIS, EVAN ADAMS, MARLENE SUBHASHINI, MARK LEE, MICHELE ORQUE, SOBIA NASIR, AND LAWRENCE TAM WILL PARTICIPATE BY TELECONFERENCE PURSUANT TO GOVERNOR NEWSOM'S EXECUTIVE ORDER N-25-20.

PURSUANT TO RALPH M. BROWN ACT, GOVERNMENT CODE SECTION 54953, ALL VOTES SHALL BE BY ROLL CALL DUE TO COMMITTEE MEMBERS NORM DORAIS, EVAN ADAMS, MARLENE SUBHASHINI, MARK LEE, MICHELE ORQUE, SOBIA NASIR, AND LAWRENCE TAM PARTICIPATING BY TELECONFERENCE.

ANY REQUEST FOR REASONABLE ACCOMMODATION SHOULD BE SENT TO PUBLICWORKS@FOSTERCITY.ORG OR (650) 286-3270.

**TRAFFIC REVIEW COMMITTEE MEETING
AGENDA
THURSDAY, December 3, 2020
1:00 P.M.**

SPECIAL MEETING – VIA ZOOM

I. CALL TO ORDER

II. ROLL CALL

Committee Members

Norm Dorais	Chairman, Public Works Director / City Engineer
Evan Adams	Planning Commissioner
Marlene Subhashini	Community Development Director
Mark Lee	Lieutenant, Police Department / Public Safety
Michele Orque	Fire Inspector II, San Mateo Consolidated Fire Department
Sobia Nasir	Public Citizen
Lawrence Tam	Associate Civil Engineer

Council Liaison

Jon Froomin	Councilmember
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Staff Members

Vivian Ma	Associate Civil Engineer
Julie Paping	Recording Secretary

III. PUBLIC COMMENT

IV. MINUTES OF February 27, 2020

V. OLD BUSINESS

VI. NEW BUSINESS

1. Presentation and Report on the Proposed Addition of Temporary Bike Lane on Edgewater Blvd. from Baffin St. to Beach Park Blvd. in response to the additional traffic being generated by the closure of the Bay Trail and detour for the Levee Project.
2. Presentation and Report of Proposed Striping Plan (including the addition of a bike lane) on Shell Blvd. from East Hillsdale Blvd. to Beach Park Blvd. as part of the annual paving project.

VII. GOOD OF THE ORDER

VIII. ADJOURNMENT

The public is invited to attend.

Any attendee wishing special accommodations at the meeting should contact the Public Works office at (650) 286-3270 at least 48 hours in advance of the meeting.

MEMORANDUM

To: Traffic Review Committee Members

From: Norm Dorais, Director of Public Works/City Engineer

Date: December 3, 2020

Subject: TEMPORARY STRIPING ON EDGEWATER BOULEVARD FOR THE
LEVEE PROTECTION PLANNING AND IMPROVEMENTS PROJECT
(CIP 327-657)
(Item No. 1 --- Discussion)

SUMMARY

The Levee Improvements Project has kicked off which requires pedestrian and bicyclist detours onto public streets while the project is in construction. A portion of Edgewater Boulevard is part of the designated detour route on which, pedestrian and cyclist usage has increased. The current roadway allows for shared use of the travel lane between cyclists and drivers. To provide a safer route for the larger volume of cyclists using the road, staff has developed two striping design options which include the installation of a temporary Class II Bikeway along Edgewater Boulevard from Beach Park Boulevard to Baffin Street. Staff is seeking direction from the Traffic Review Committee (TRC) on a preferred striping option. Based on the TRC's recommendation, staff will complete the design plan, and following the Uniform Public Construction Cost Accounting Act (UPCCA) for public projects bid and award the work. Construction cost estimates range from approximately \$58,000 to \$66,000. Funding is available in the Levee Improvements Project (CIP 327-657).

BACKGROUND

Foster City's existing bicycle network consists of paths, bicycle lanes, and bicycle routes. The three types of bicycle facilities identified below:

- A Class I Bikeway (Bicycle Path) provides a completely separate right-of-way for bicyclist and pedestrians off the street.
- A Class II Bikeway (Bicycle Lane) is a dedicated-striped lane that provides one-way travel for bicycles on a street.
- A Class III Bikeway (Bicycle Route) is a street that allows for shared use of the travel lane between bicycles and drivers, often indicated by a sharrow.

While Edgewater Boulevard is a designated Class III Bikeway south of Beach Park Boulevard, it appears many bicyclists are riding on the sidewalk, especially now since the Levee Improvements Project construction has started. Class III Bikeways do not provide much rider security for less confident bicyclists as there is not a dedicated travel

space, especially on arterial streets with higher speed limits such as Edgewater Boulevard. Further, bicyclists will sometime ride on the sidewalk in order to avoid riding in the street next to vehicles, this can cause conflicts with drivers not expecting riders when pulling out from driveways or sidestreets.

ANALYSIS

Staff is seeking direction from the TRC as striping design options are developed to install a temporary Class II Bikeway along Edgewater Boulevard from Beach Park Boulevard to Baffin Street. Based on the curb to curb width, a Class II Bikeway appears feasible with specific design requirements.

North Edgewater Boulevard – (Beach Park Boulevard and Boothbay Avenue)

Along the north end of Edgewater Boulevard, in order to install a 5-foot bike lane the two travel lanes must be reduced to 10.5-foot lanes. This will apply to both directions of Edgewater Boulevard. Similar travel lane widths have been installed before in Foster City such as along East Hillsdale Boulevard. While narrower lanes may make drivers feel somewhat uncomfortable, it may slow cars down. Given the posted speed limit of 35 mph and the presence of concrete gutter pans along this section of Edgewater Boulevard, 5-feet is the minimum width allowed for bike lanes.

South Edgewater Boulevard – (Boothbay Avenue and Baffin Street)

Along the south end of Edgewater Boulevard, there are two conceptual design options identified below for both directions.

- **South Edgewater Boulevard - Option A**

With less vehicular traffic along this portion of Edgewater, Option A reduces the roadway from two travel lanes to one wide travel lane of approximately 18-feet. Option A includes 6-foot bike lanes, which are reduced to 4-feet at intersections where additional turning lanes are needed. To provide additional rider comfort, a 2-foot buffer zone is added between the bike lane and travel lane, similar to the striping on Edgewater Boulevard between East Hilldale Boulevard and Beach Park Boulevard. An additional Traffic Study should be performed to confirm the feasibility of a single travel lane based on traffic data.

- **South Edgewater Boulevard - Option B**

Option B maintains two travel lanes similar to the northern portion of Edgewater. The average curb to curb width along this segment is 26-feet, allowing a 5-foot bike lane and two 10.5-foot travel lanes. This option would not require a Traffic Study.

FISCAL IMPACT

To implement the temporary striping plan, the existing striping will be blacked out or grinded off, and new striping will be painted on. Following the closure of the detour route, if the striping design is desired permanently, thermoplastic striping would be

installed following the resurfacing of Edgewater Boulevard. The engineer's estimate for the temporary striping work is in the table below.

Edgewater Boulevard Temporary Striping – Engineer's Estimate	
OPTION A	
Removal of Existing Striping	\$ 3,000.00
North Section of Edgewater (no green)	\$ 21,100.00
South Section of Edgewater – Option A (no green)	\$ 27,700.00
Traffic Study for Option A	\$ 6,000.00
Sub-total	\$ 57,800.00
15% Contingency	\$ 8,670.00
	\$ 66,470.00
OPTION B	
Removal of Existing Striping	\$ 3,000.00
North Section of Edgewater (no green)	\$ 21,100.00
South Section of Edgewater – Option B (no green)	\$ 26,400.00
Sub-Total	\$ 50,500.00
15% Contingency	\$ 7,575.00
	\$ 58,075.00

Attachments

1. Levee Improvement Project Bicycle and Pedestrian Detour Map
2. Conceptual Striping Plans for Edgewater Boulevard

Levee Improvements Project Bicycle/Pedestrian Detour

Revision: October 23, 2020, P1



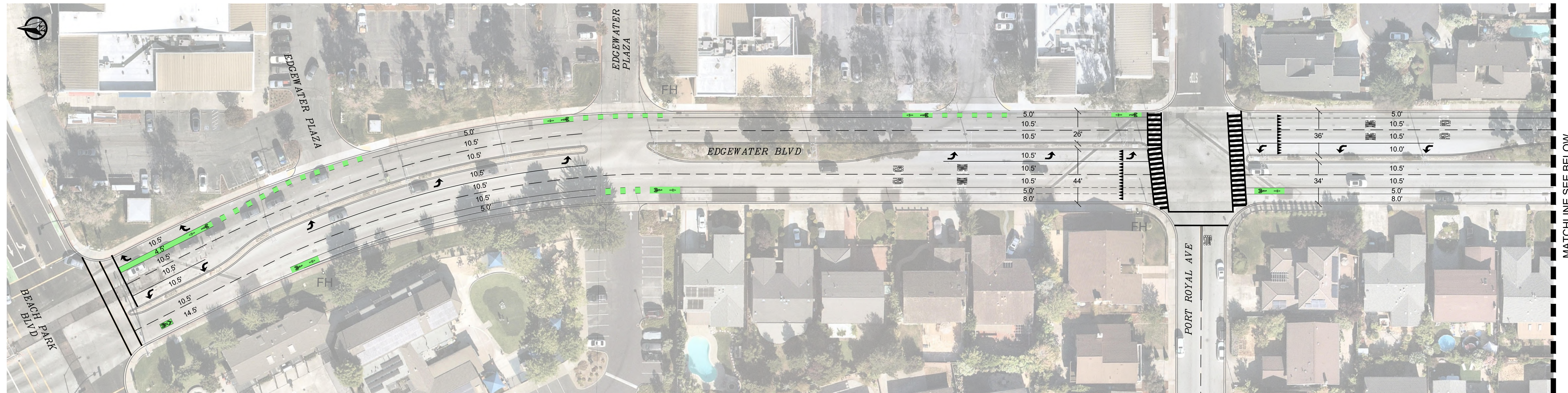
*one of the two access points to Belmont/Redwood Shores will remain open during project

Your patience and cooperation during this important project is very much appreciated!

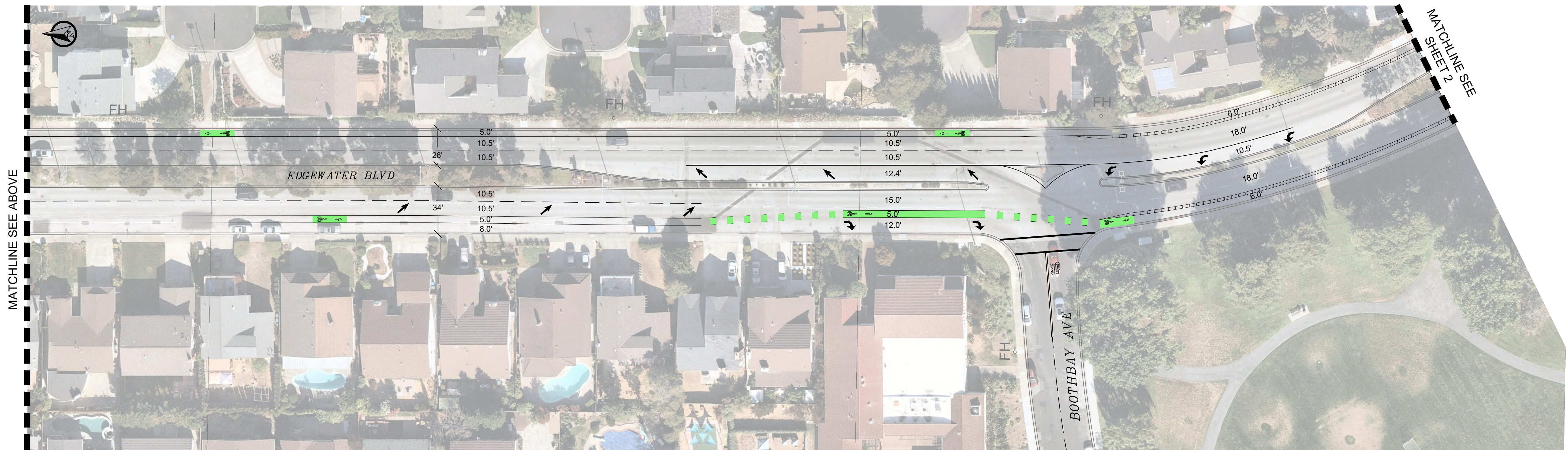


FosterCity.org/LeveeProject

Project Hotline: 800-213-6320



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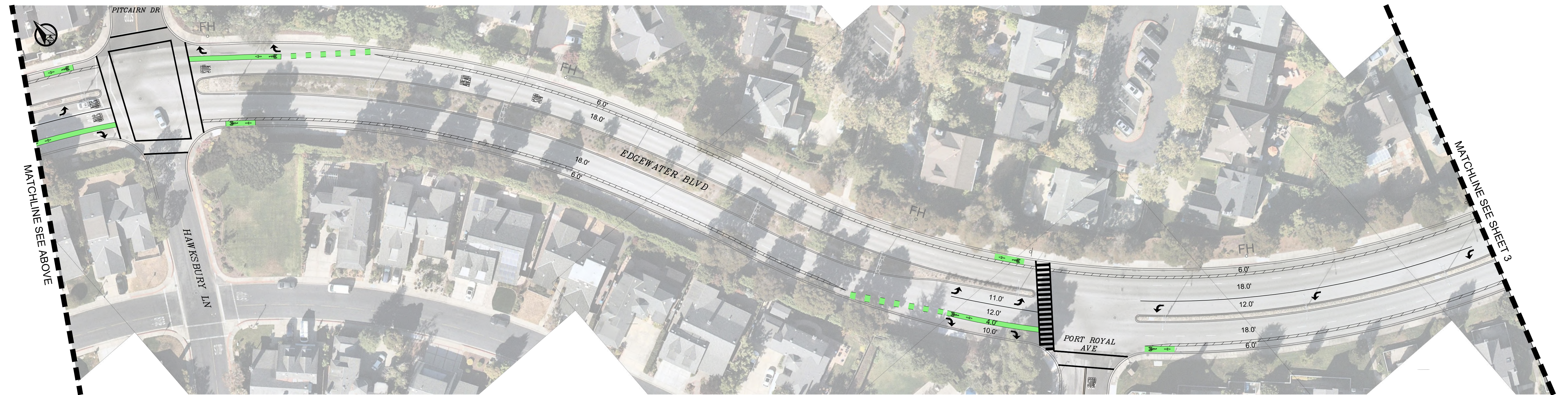
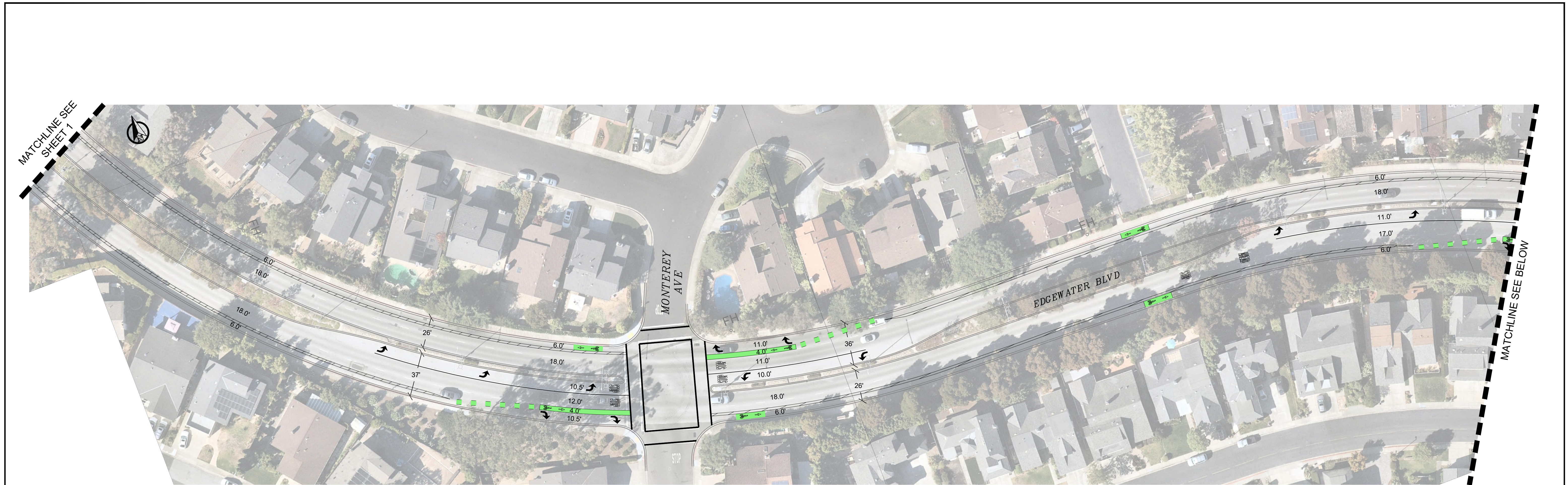
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OPTION A – SOUTH EDGEWATER SINGLE LANE
 EDGEWATER BOULEVARD TEMPORARY STRIPING CONCEPT DRAWINGS
 NOVEMBER 2020

SHEET
 1



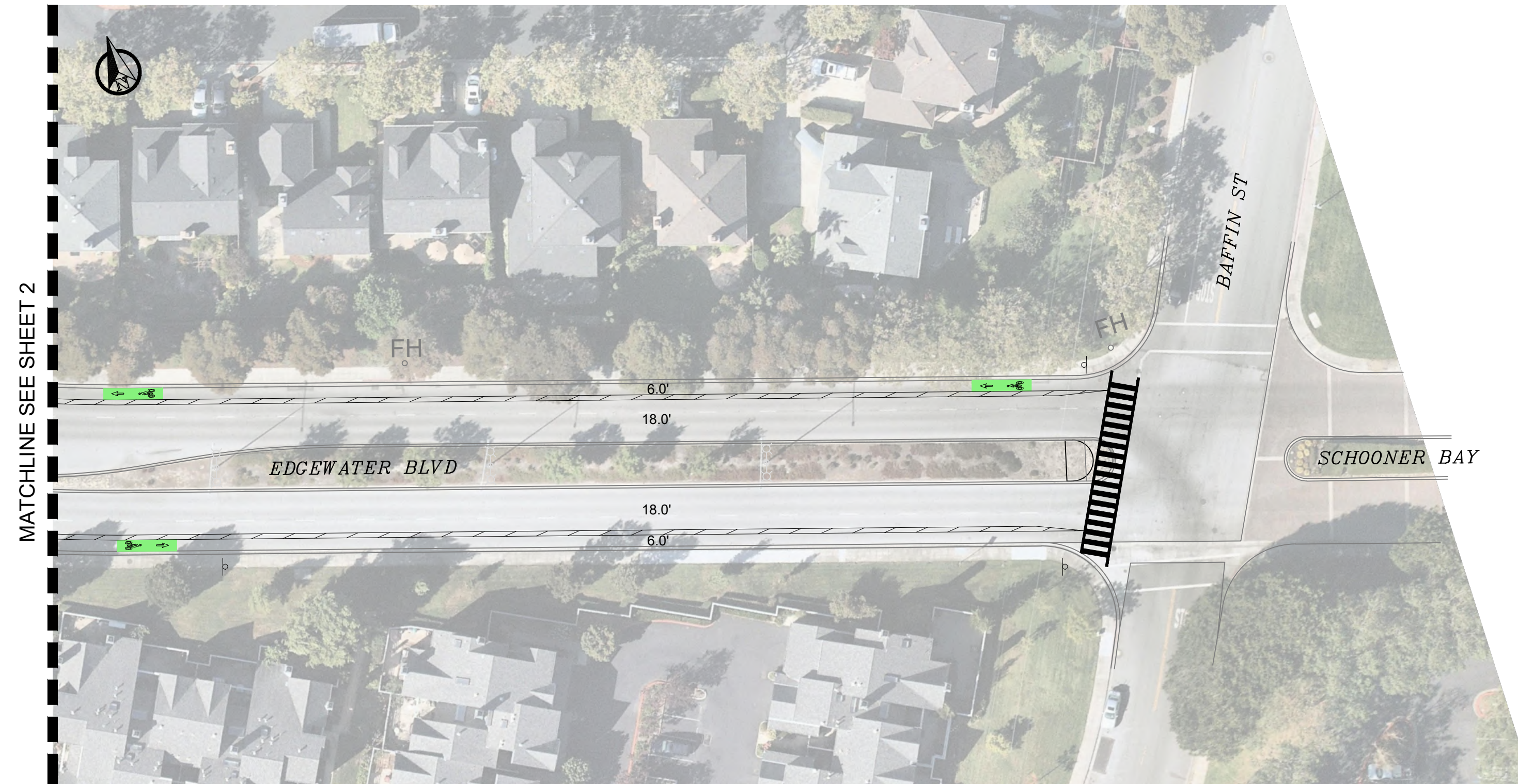
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 NOVEMBER 2020

SHEET

2



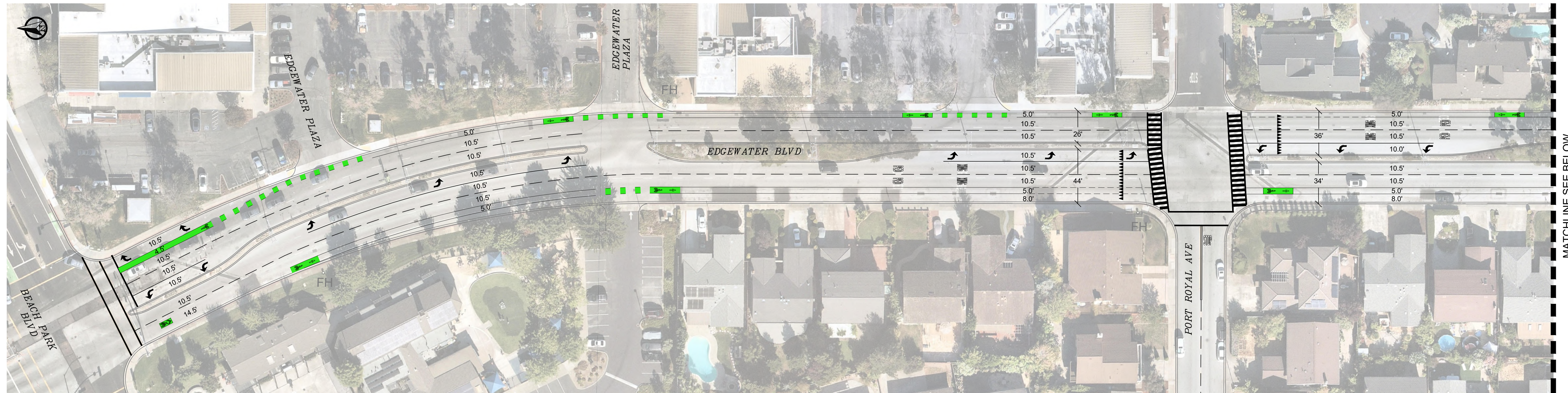
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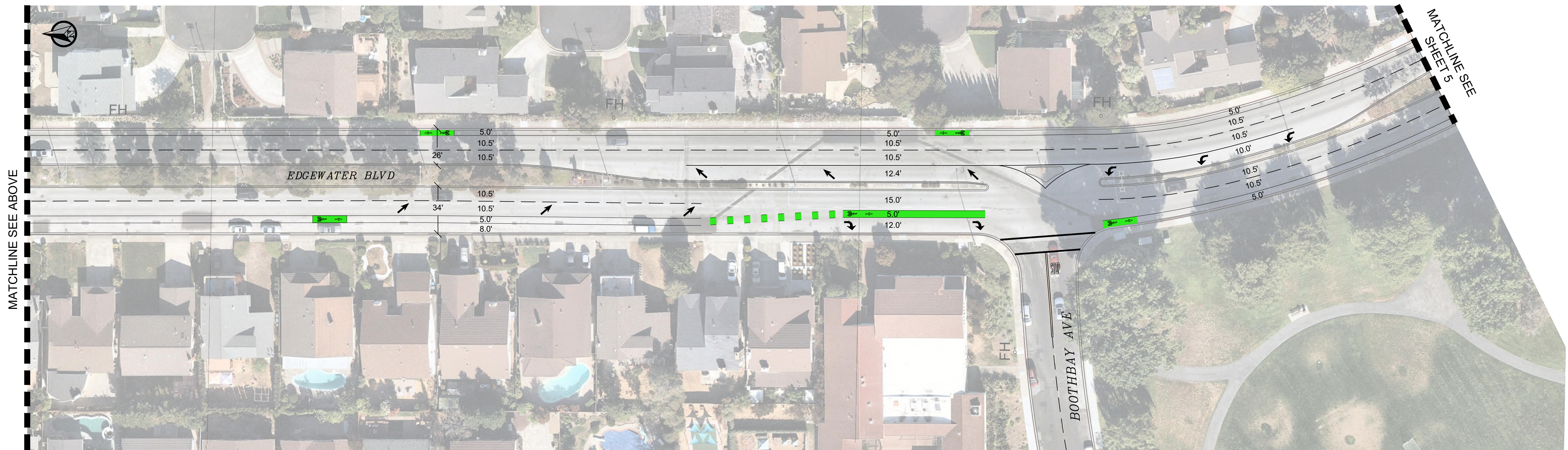
OPTION A – SOUTH EDGEWATER SINGLE LANE
 EDGEWATER BOULEVARD TEMPORARY STRIPING CONCEPT DRAWINGS
 NOVEMBER 2020

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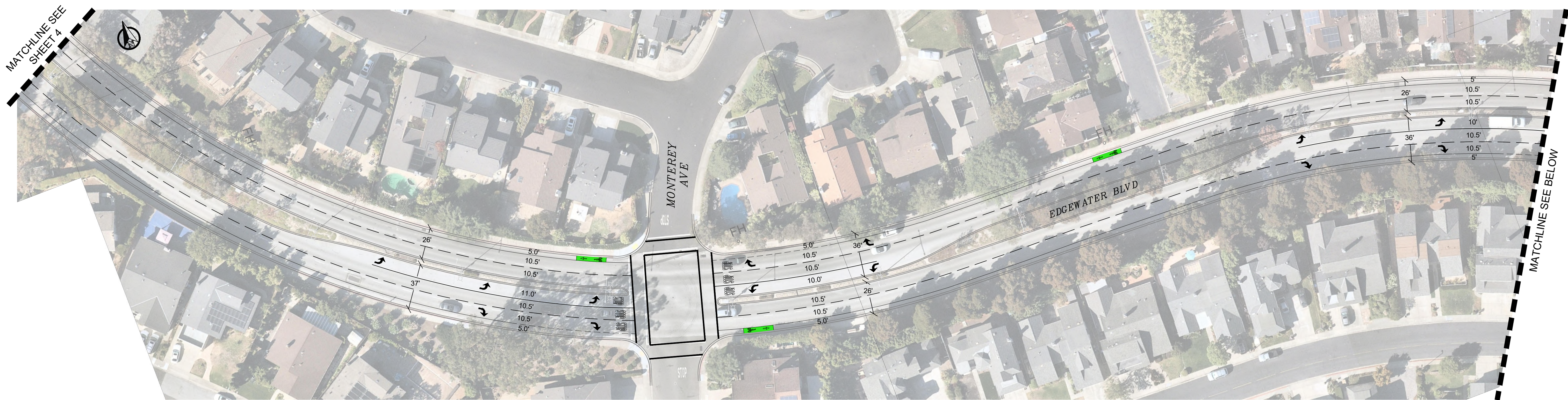
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OPTION B – SOUTH EDGEWATER TWO NARROW LANES
 EDGEWATER BOULEVARD TEMPORARY STRIPING CONCEPT DRAWINGS
 NOVEMBER 2020

SHEET
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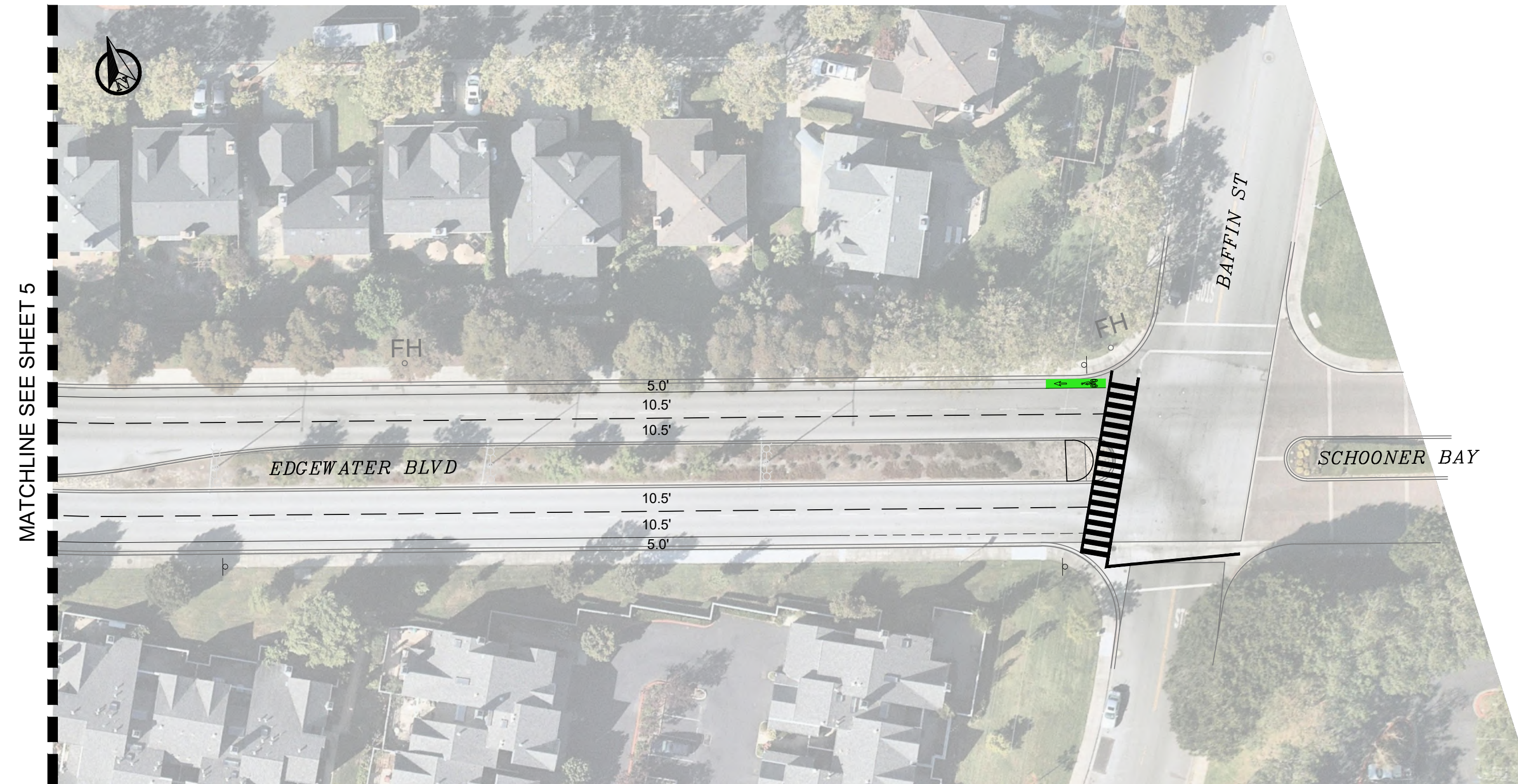


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OPTION B – SOUTH EDGEWATER TWO NARROW LANES
 EDGEWATER BOULEVARD TEMPORARY STRIPING CONCEPT DRAWINGS
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OPTION B – SOUTH EDGEWATER TWO NARROW LANES
 EDGEWATER BOULEVARD TEMPORARY STRIPING CONCEPT DRAWINGS
 NOVEMBER 2020

SHEET

6

MEMORANDUM

To: Traffic Review Committee Members

From: Norm Dorais, Director of Public Works/City Engineer

Date: December 3, 2020

Subject: STREET REHABILITATION PROJECT FY 20/21 (CIP 301-697) – CLASS II BIKEWAY STRIPING ON SHELL BOULEVARD (Item No. 2 --- Discussion)

SUMMARY

A continuous and low-stress bicycle network is essential for bicyclists of all ages and abilities to travel easily throughout the City. Class II Bikeways, also known as bike lanes, provide a dedicated one-way travel lane for bicyclists on the street and more rider comfort compared to Class III Bikeways. Staff is seeking direction from the Traffic Review Committee (TRC) as striping design options are developed to install a Class II/III Bikeway along Shell Boulevard from East Hillsdale Avenue to Beach Park Boulevard.

BACKGROUND

Foster City's existing bicycle network consists of paths, bicycle lanes, and bicycle routes. The three types of bicycle facilities identified below:

- A Class I Bikeway (Bicycle Path) provides a completely separate right-of-way for bicyclist and pedestrians off the street.
- A Class II Bikeway (Bicycle Lane) is a dedicated-striped lane that provides one-way travel for bicycles on a street.
- A Class III Bikeway (Bicycle Route) is a street that allows for shared use of the travel lane between bicycles and drivers, often indicated by a sharrow.

Between the two on-street bikeways, a Class II Bikeway provides the most rider comfort. Examples of some Class II Bikeways include East Hillsdale Boulevard from the western city limits to Rainbow Bridge; Edgewater Boulevard from City Limits to Beach Park Boulevard; and Beach Park Blvd from Edgewater Boulevard to Shell Boulevard.

Shell Boulevard has been selected as part of the Street Rehabilitation Project FY 20/21 and will require new thermoplastic striping. Staff is seeking direction from the Traffic TRC as striping design options are developed to install a Class II/III Bikeway along Shell Boulevard from East Hillsdale Avenue to Beach Park Boulevard.

ANALYSIS

The latest Bicycle Network Assessment Study completed in 2018 designates Shell Boulevard as Class III Bikeway due to limited roadway width along certain sections of the street. However, installing Class II bike lanes provide many benefits such as more interconnectivity for bikes from the residential areas to the public facilities such as the Recreation Center and public parks and a safe bike lane to the new school. Based on the curb to curb width, a Class II Bikeway appears feasible with specific design requirements.

North Shell Boulevard – (East Hillsdale Boulevard and Catamaran Street)

Along the north end of Shell Boulevard, a 6-foot bike lane is achievable while maintaining at minimum two 11-foot travel lanes in both directions. An 8-foot parking lane on the southbound direction will remain. In the northbound direction, on-street parking is currently prohibited. There are two conceptual design options for the northbound direction identified below.

- **North Shell – Option A**

Option A uses the additional road width to install a 2-foot bike buffer and allow for larger travel lanes of 14-feet. A 2-foot buffer zone is added between the bike lane and travel lane, similar to the striping on Edgewater Boulevard between East Hillsdale Boulevard and Beach Park Boulevard. Buffered bike lanes provide many safety benefits including a greater shy distance between motor vehicles and bicyclists, additional space for bicycles to pass other bicyclists without encroaching into the travel lane, and additional space to ride outside the door zone of the parking lane.

- **North Shell – Option B**

For option B, based on curb to curb width, on-street parking may be added between Bounty Drive and South Road. Two 11-foot travel lanes are maintained. North of South Road, on-street parking will be prohibited, and the additional width will be used towards a 2-foot bike buffer installed along this portion to increase rider safety.

South Shell Boulevard – (Catamaran Street and Beach Park Boulevard)

Along the south end of Shell Boulevard, the curb to curb width is narrower and requires reducing the number of travel lanes from two to one in order to incorporate a bike lane in each direction. Staff has developed two conceptual design options for the south end identified below.

- **South Shell - Option A**

Option A reduces the roadway from two travel lanes to one large travel lane of approximately 16-feet. Option A includes 6-foot bike lanes, which is reduced to 4-feet at the Beach Park intersection where additional turning lanes are needed. An additional Traffic Study should be performed to confirm the feasibility of a single travel lane based on traffic data. Especially with the new elementary school

currently being constructed, lane reduction may have an impact during school drop-off/pick-up periods.

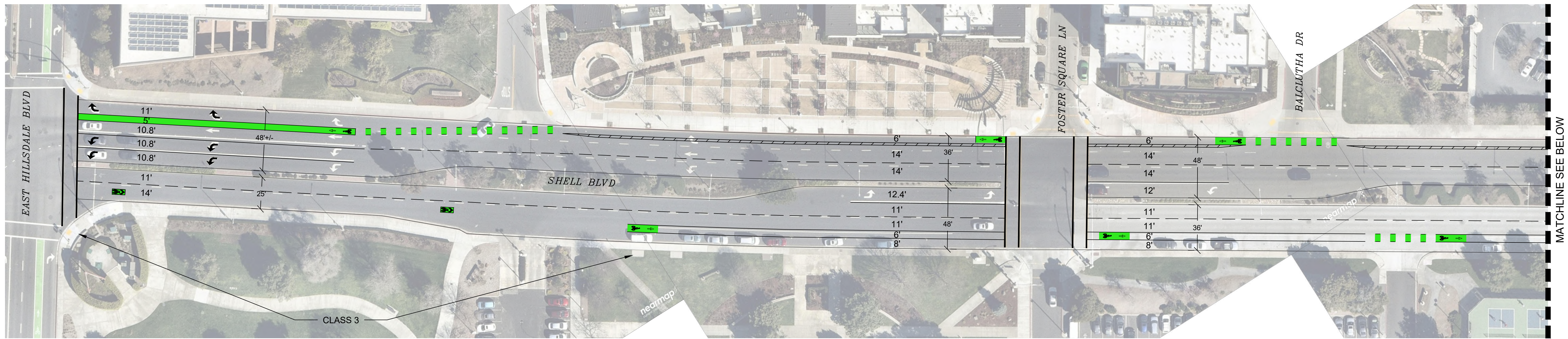
- **South Shell - Option B**

Option B maintains two travel lanes and a Class III Bikeway along this portion of Shell Boulevard. This option would not require a Traffic Study.

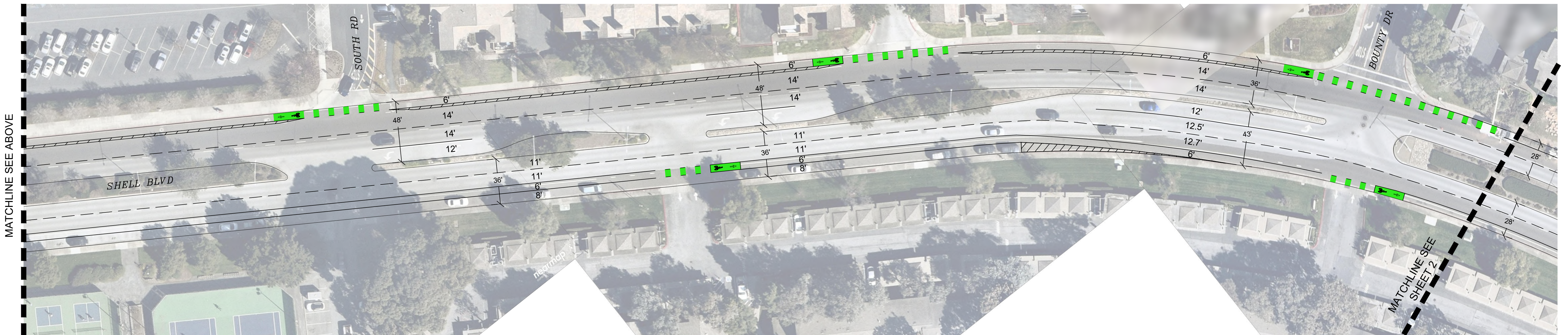
Following the direction of the TRC, staff will proceed with completing the striping design plans for the Street Rehabilitation Project. The plans will be brought to the TRC for recommendation to the City Council prior to approval of the plans and specifications and authorization for bid.

Attachments

1. Conceptual Striping Design Options
2. Foster City Existing Bicycle Facilities Exhibit by Fehr and Peers



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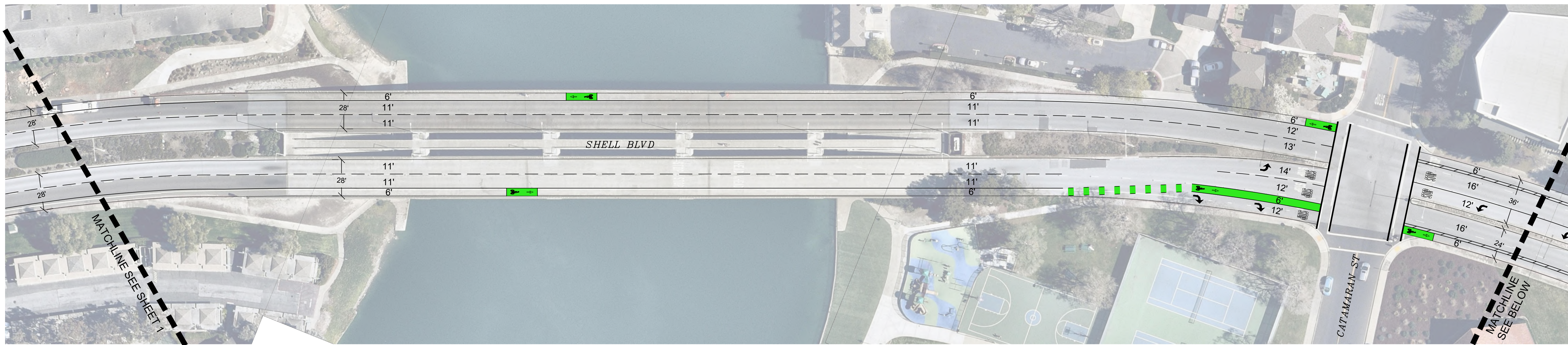
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NORTH SHELL – OPTION A
 SHELL BOULEVARD CONCEPTUAL STRIPING DRAWINGS
 NOVEMBER 2020

SHEET

1



← NORTH/SOUTH →

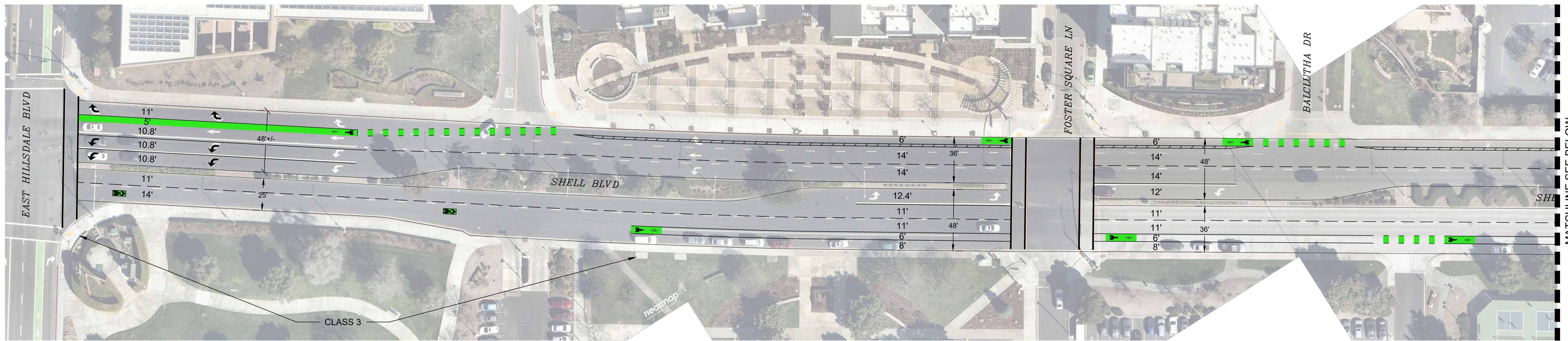


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NORTH/SOUTH SHELL – OPTION A
 SHELL BOULEVARD CONCEPTUAL STRIPING DRAWINGS
 NOVEMBER 2020

SHEET
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NORTH SHELL – OPTION B
 SHELL BOULEVARD CONCEPTUAL STRIPING DRAWINGS
 NOVEMBER 2020

SHEET

3



← NORTH/SOUTH →



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NORTH/SOUTH SHELL – OPTION B
 SHELL BOULEVARD CONCEPTUAL STRIPING DRAWINGS
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SHEET
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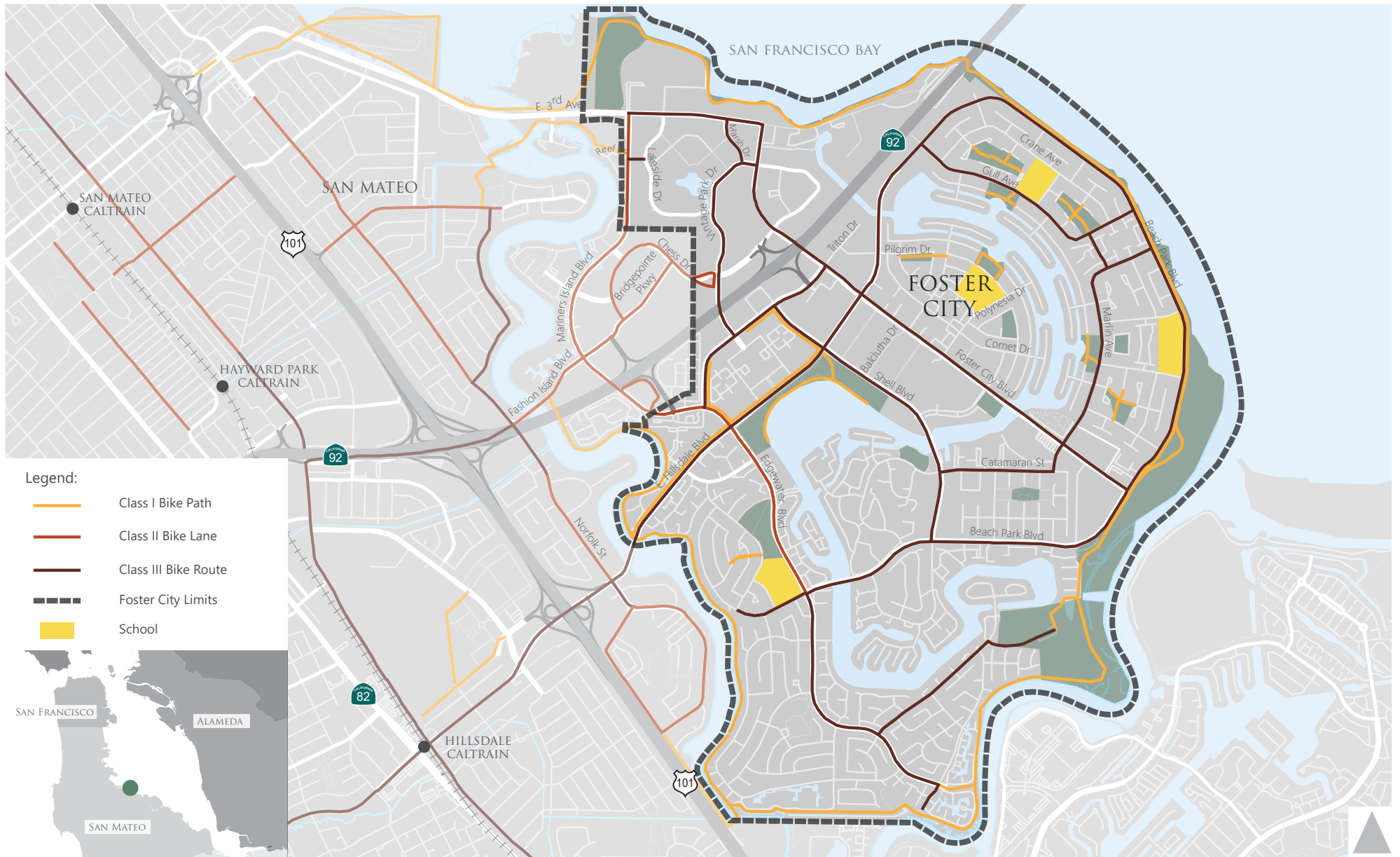


Figure 1
Foster City Existing Bicycle Facilities