



County of San Mateo

Inter-Departmental Correspondence

Department: PUBLIC WORKS

File #: 22-917

Board Meeting Date: 11/15/2022

Special Notice / Hearing: None
Vote Required: Majority

To: Honorable Board of Supervisors
From: Ann M. Stillman, Director of Public Works
Subject: Alpine Road Corridor Improvement Project - Grant Application

RECOMMENDATION:

Adopt a resolution supporting an application to the San Mateo County Transportation Authority for Cycle 6 Pedestrian and Bicycle Program Funding for the Alpine Road Corridor Improvement Project.

BACKGROUND:

Alpine Road is a heavily utilized arterial in San Mateo County. By virtue of its intersection with Interstate 280, it provides regional access to and from Menlo Park, Stanford University, and Portola Valley. It also provides direct local access to the communities of Stanford Weekend Acres and Ladera, both located in unincorporated San Mateo County.

From 2015 to 2017 the Department of Public Works (Department) performed a comprehensive corridor study on Alpine Road from the County limit approximately 1,500 feet south of Junipero Serra Boulevard to the County limit approximately 1,000 feet south of La Mesa Drive. The goals were to improve access and connectivity and reduce mobility barriers, for all types of travel, including pedestrian, bicycle, vehicular, public transit; improve walkability and bikeability; improve access to Alpine Road from side streets; and improve intersections along Alpine Road with additional consideration to Interstate 280 interchanges at Sand Hill Road and at Page Mill Road. The Alpine Road Corridor Study Project (Study) was completed in March of 2017. The Study identified several phases for implementation: Phase I included minor and lower-cost improvements that can be implemented on a near-term basis. Phase II included larger longer-term improvements due to their higher cost, environmental requirements, or other administrative requirements such as coordination with Caltrans.

All the safety improvements identified in Phase I, Tier I of the Study were implemented by the Department. Improvements such as: reducing the speed limit to 35 miles per hour, installation of radar speed feedback signs, "keep clear" pavement markings at intersections, and updated high-visibility "ladder-style" crosswalks with Rapid Rectangular Flashing Beacons units in Ladera were completed.

DISCUSSION:

Improvements described in the Study would potentially include work within the Caltrans right of way. Projects that propose modifications within Caltrans rights-of-way must follow Caltrans' project development procedures. These procedures typically include a Project Initiation Document (PID) as an initial step, which establishes a well-defined purpose and need statement, proposed project alternatives, preliminary traffic assessment, preliminary environmental analysis, and ties the project to a reliable cost estimate and schedule. Obtaining Caltrans approval for the Project allows the Department to be better positioned for future grant funding that may include state or regional grants. Approval of a PID document by Caltrans authorizes a project to move into the Project Approval and Environmental Document phase where the project is cleared environmentally, and the preferred alternative is selected.

The Department has identified a grant opportunity from the San Mateo County Transportation Authority to fund the PID for the remaining Phase I improvements and the Phase II improvements identified in the Study. The Department is seeking Board support to submit a grant application to the San Mateo County Transportation Authority. Further funding would be required for future phases of the project such as design and construction.

County Attorney has reviewed and approved the resolution as to form.

FISCAL IMPACT:

There is no fiscal impact for supporting the grant application.