



DATE: December 19, 2013

AGENDA ITEM # 2

**TO:** Bicycle/Pedestrian Advisory Commission

**FROM:** Cedric Novenario, Staff Liaison

**SUBJECT:** 2040 County Expressway Plan

**RECOMMENDATION:**

Receive information for the purpose of the plan and outreach schedule

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**BACKGROUND**

The purpose of the County Expressway plan is to provide a long-term plan for the improvements and maintenance of the County Expressway System. The first expressway plan completed in 2003 with an update in 2008.

**DISCUSSION**

The current 2040 County Expressway Plan effort will look at existing conditions of all the expressways, an update of identified expressway improvement projects outlined in 2008 and make new or revised recommendations for improvements per expressway. For any recommendations, it is intended that the mobility needs of all users of the expressways and cross streets are met (i.e. implement complete streets where appropriate).

Part of this update will be to review each expressway's vision statement and determine whether it is still applicable. The following is Foothill Expressway's Vision Statement:

“Attractive express arterial, not freeway-like, that also plays an important role as a regional bicycle facility.”

In 2003, three projects were recommended for Foothill Expressway:

1. Signal operations improvements between Edith and El Monte, including Grant/St. Joseph—Completed
2. Extend existing WB deceleration lane at San Antonio by 250 feet—removed
3. Replace Loyola Bridge—In design

In 2008, the recommended projects list was revised to include:

1. Widen Foothill Expressway shoulder under Loyola Bridge—Completed

2. Loyola Bridge widening, including bicycle, pedestrian and channelization improvements—In Design

See Attachment 1, 2008 Foothill Expressway progress report, for additional information.

### Bicycles

In 2003, the plan identified two principles regarding bicycle travel along the expressways and the county still holds these principles true today:

1. Bicycle travel will be accommodated on all expressways.
2. The expressways should only be used by advanced-skilled bicyclists and should not be used by children or novice bicyclist.

Attachment 2 shows the improvements for Foothill Expressway identified in 2003. All the bicycle improvements shown have since been completed. Note: The County still maintains the “Delineate but don’t designate” policy for some expressways. See Section 6, Bicycle Element, of the 2003 County Expressway Implementation Plan for further information.

### Pedestrians

For pedestrians, the plan focuses on two different needs:

1. Traveling along the expressways
2. Crossing the expressways

Depending on the characteristic and land use adjacent to the expressway, pedestrian facilities may or may not be present along the expressway itself. If possible, it is preferred a pedestrian route be placed along parallel streets or roads of an expressway. In Los Altos, those adjacent pedestrian facilities are located on portions of 1<sup>st</sup> Street and Grant Road.

Crossing the expressway is also an important need to address. Enhancements can include bulb-outs, adjusting signal timing to allow ample crossing time for pedestrians, eliminating free-right turns, etc. Attachment 3 shows the proposed crossing improvements on Foothill from 2003.

### Outreach

On January 16, 2014 the County will be holding a Community Meeting regarding the overall 2040 County Expressway Plan and to obtain public input. Information regarding additional outreach and details of the plan will be provided at this meeting. You are encouraged to attend as members of the public. Mayor Saterlee will be present, as she is the Policy Advisory Member to this project. You are also encouraged to access more information at [www.expressways.info](http://www.expressways.info).

### Attachments

1. Foothill Expressway Progress Report
2. Foothill Expressway Bicycle Recommendations from 2003
3. Foothill Expressway Pedestrian Recommendations from 2003

# Foothill Expressway

## Vision Statement

Attractive express arterial, not freeway-like, that also plays an important role as a regional bicycle facility

## Expressway Characteristics

- ❖ 7.3 miles long
- ❖ 4 lanes wide
- ❖ 11 signalized intersections
- ❖ 1 freeway connection (I-280)
- ❖ 4 cities served (Cupertino, Los Altos, Los Altos Hills, Palo Alto)



## Status of Improvements

Project	Status
Widened Foothill Expressway shoulder under Loyola Bridge	Completed
Loyola Bridge widening, including bicycle, pedestrian and channelization improvements	In design

## 2003 Bicycle Element Progress Report

The 2003 Expressway Study identified ten specific expressway bicycle improvements plus one systemwide project with a total cost estimate of \$3.75 million (2003 dollars). As shown in Table 6, eleven projects (nine from the 2003 Study and two new projects) have been completed or are in progress. Figure 5 illustrates the locations of these projects.

**Table 6: 2003 Bicycle Projects Completed/In Progress**

<b>Expressway</b>	<b>Project Description</b>	<b>Status</b>
All Expressways	Re-striping per Bicycle Accommodation Guidelines	Completed
Almaden	Widening between Ironwood and Koch to provide adequate shoulder per BAG	Completed
Capitol	Widen WB approach at Silver Creek to provide a bicycle slot	Completed
	Widen NB approach to Capitol Avenue and SB approach to Excalibur to provide bicycle slots	Completed
Foothill	Widen EB approach at Magdalena to provide a bicycle slot	Completed
	Provide more shoulder width in both directions under the Loyola Bridge	In Progress
Lawrence	Widen NB approach to continue shoulder before Pruneridge	Completed
	Provide more shoulder width from El Camino Real to Kifer	Completed
San Tomas	Stripe bicycle delineation from Camden Avenue thru Curtner intersection and NB SR 17 ramp area	In Progress
	Widen SB approach at Hamilton to provide adequate shoulder per BAG	In Progress
	Widen NB approach at Cabrillo to provide adequate shoulder per BAG	Completed

ATTACHMENT 3

Table 8: 2008 New Sidewalks (continued)			
Expressway	Project Locations <sup>1</sup>	Cost <sup>2</sup> (2008 millions)	Potential Implementation
Central	North side: ❖ Five gaps from west of Shoreline to Mary ❖ Connection to a frontage road west of SR 85 ❖ Ramps to Whisman and Middlefield South side: ❖ Bernardo to Mary off-ramp	2.35	
	North side: ❖ Mary to Soquel ❖ Gaps on Soquel, Indio, and San Bernardino with connection to frontage road Both sides: ❖ Santa Elena to San Tomas Expressway, with ramp connections to Wolfe and San Tomas Expressway	6.43	Tier 1A roadway projects <sup>3</sup>
	Both sides: San Tomas Expressway to Scott	0.70	Partial by land developer
	❖ South side: Two gaps between Scott and Lafayette ❖ North side: Lafayette to De La Cruz	0.65	
	<b>Central Total</b>	<b>10.13</b>	
Foothill	North side: ❖ Page Mill Expressway to Miranda ❖ Gap east of El Monte with connection to frontage road ❖ Two gaps between Miramonte and Grant with connections to frontage road South side: ❖ Page Mill Expressway to Old Oak Ct ❖ Gap west of Miramonte with connection to frontage road	4.10	
	<b>Foothill Total</b>	<b>4.10</b>	