

ATTACHMENT 5



1970 BROADWAY, SUITE 740, OAKLAND, CA 94612 • 510.763.2061 • DKSASSOCIATES.COM

PUBLIC OUTREACH – ALTERNATIVES COMMENTS

DATE: July 25, 2024

TO: Matthew Rubble, PE | City of South San Francisco
Lawrence Henriquez, PE | City of South San Francisco

FROM: David Mahama, PE | DKS Associates
Bincy Koshy | DKS Associates

SUBJECT: Junipero Serra Boulevard and Westborough Boulevard Bikeway P#20143-014
Feasibility Study: Public Outreach Summary

KEY THEMES

- Many participants mentioned their preference for a multi-use path along Junipero Serra Boulevard and Westborough Boulevard with separate lanes for pedestrians and bicyclists. Some participants expressed their concern about a two-way cycle track on the same side of the roadway given the speed differential while biking and chances for conflicts. This is also the case for pedestrians and bicyclists.
- Several participants expressed their interest in the diverging diamond interchange configuration at the interchange and acknowledged the safety benefits. Most participants mentioned that they prefer the median pedestrian and bicycle facility over the grade-separate multi-use path through the interchange due to it being too long to traverse the interchange area and higher costs being another factor.
- Some participants expressed the importance of American Disability Act (ADA) accessibility along the pedestrian and bicycle facilities given the topographical elevation gain/drop in the area which makes it challenging to navigate for ADA populations. Some participants suggested making facilities wide enough and installing benches along the facility to accommodate seniors and ADA populations.

DETAILED COMMENTS

Detailed comments on proposed alternatives include:

- Many participants expressed their interest in a multi-use path along Junipero Serra Boulevard and Westborough Boulevard with separation for pedestrians and bicyclists within the facility.

- One participant mentioned the multi-use path along Westborough Boulevard is the best option given Westborough Middle School is located along the roadway, just to the east of Callan Boulevard - the facility would be ideal for students.
- In addition, the participant suggested the need for pedestrian crossing signals or other safety improvements at the school entrance along Westborough Boulevard to alert drivers during school drop-off and pick-up times.
- The participant also added that it would be ideal for parents driving to wait in their vehicles within the school premises parking lot rather than along Westborough Boulevard during school pick-up time if the school allows it.
- Participants discussed a need to consider American Disabilities Act (ADA) accessibility and inclination of terrain/elevation when considering a multi-use path along Junipero Serra Boulevard and through the interchange.
- Inclusion of wheelchair along with bicyclists should be accounted for with width of multi-use path as wheelchair users would be moving at a slower pace compared to bicyclists. Separation of pedestrian and bicycle paths within the multiuse path facility should be considered.
- Some participants suggested installing benches by the multi-use path specifically at elevation gain points such as through the interchange especially for older populations.
- At places with steep elevation gain/drops, for example, along Westborough Boulevard from Skyline Boulevard to Gellert Boulevard, a two-way cycle track can be less comfortable for bicyclists going in the opposite direction given the speed differential. This could also be the case for pedestrians and bicyclists – several participants expressed concerns over this. Thus, although many participants indicated their preference for the multi-use path facility, some participants suggested directional bike lanes and sidewalks on either side of the road or clear separation between pedestrians and bicyclists within a multi-use path to avoid conflicts.
- Many participants preferred the diverging diamond configuration at the interchange and acknowledged the safety benefits for all users, especially for pedestrians and bicyclists.
 - Some participants expressed concern over the separate pedestrian and bicycle facility through the interchange being too long to traverse the interchange area. A participant also expressed concern over the increased delay of motor vehicles with this configuration.
 - Participants preferred the median multi-use path through the interchange over the grade-separated multi-use facility that loops through the interchange, cost being one of the factors mentioned.
 - Many participants fully support the median pedestrian and bicycle facility along Westborough Avenue.