



# 19th Avenue/Fashion Island Boulevard Multimodal Improvement Project



## FAQ



The **19th Avenue/Fashion Island Boulevard Multimodal Improvement Project** aims to **improve traffic congestion** while **enhancing safety, connectivity, and access for people walking, biking, taking transit, or driving**. Proposed improvements include targeted roadway and intersection improvements, protected bikeways and enhanced pedestrian crossings. The project will also improve intersections at freeway on- and off-ramps and close existing gaps in the sidewalk and bicycle network. **Led by the City of San Mateo**, the project is funded and supported by the San Mateo County Transportation Authority.

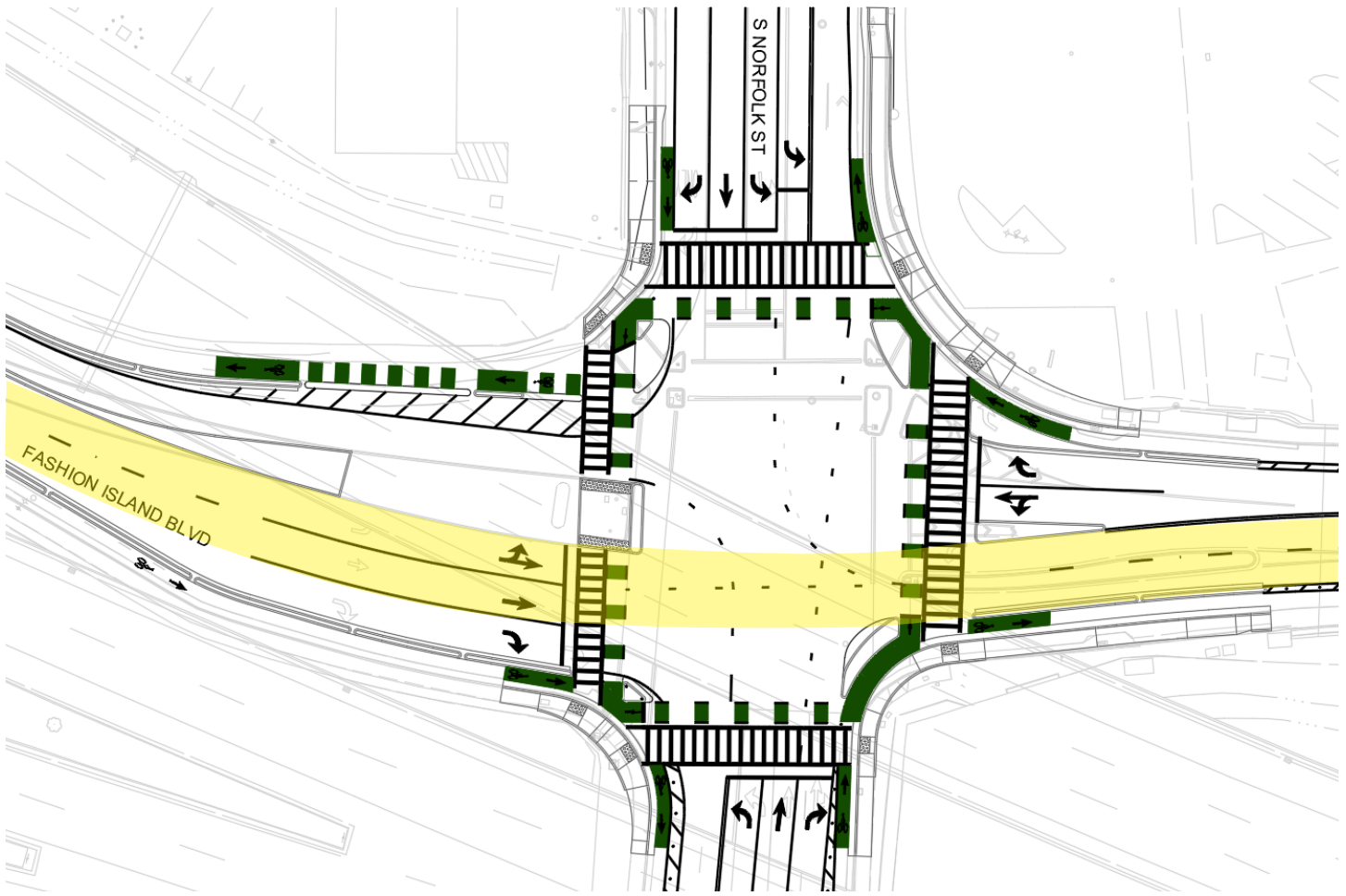


## TRAFFIC CONGESTION

### *How will this project address congestion, especially at Norfolk/Fashion Island?*

The Norfolk Street/Fashion Island Boulevard intersection has been the cause for most of the eastbound congestion on weekday afternoons. To help address this issue, the project proposes modifying the lane configuration on the Seal Slough Bridge to provide two eastbound lanes and one westbound lane. At the Norfolk Street/Fashion Island Boulevard intersection, both eastbound lanes would continue straight through the signal, and the lanes would be extended to allow more vehicles to line up and pass through each green light. See the graphic on the next page for a visual depiction.

*The Project Area extends along 19th Avenue and Fashion Island Boulevard from Pacific Boulevard to Mariners Island Boulevard.*



*Proposed design of the intersection of Fashion Island Boulevard and Norfolk Street. The two eastbound lanes are highlighted.*

### ***How will safety at Delaware Street's freeway off-ramp and the ARCO station be addressed?***

This is a challenging intersection because some of the gas station's entrances and exits are next to the freeway off-ramp. The current design proposes to address this by redirecting traffic to move through the intersection more efficiently. This includes a new median that would direct cars exiting the freeway to turn right and enter the gas station from Delaware Street instead of cutting across 19th Avenue.

### ***Will Norfolk Street's traffic lights be adjusted to address congestion and improve traffic flow?***

Yes, we plan to update the Norfolk signal so that the timing is based on current traffic demands. This, along with adjusting traffic lanes, will improve vehicle circulation and safety for bikes and pedestrians.

### ***Have roundabouts been considered for any intersections?***

The project team has reviewed and considered a roundabout at Norfolk Street, but there are physical constraints that limit the opportunity for a two-lane roundabout. In addition, internal studies based on current traffic volumes showed that a roundabout would not improve safety compared to a traffic signal.

## **BIKE IMPROVEMENTS**

### ***What types of bike lane protections are being considered for this project?***

Flexible posts or concrete barriers, which will create space to separate vehicles and cyclists, will be installed along the corridor. Designs are still in progress and final buffer widths will balance cyclist comfort, space constraints, and emergency access needs.



### **Striped Buffer with Delineators:**

Painted buffer zone between the bike lane and vehicle lane, improved with flexible vertical posts (delineators) to make it easier for drivers to see cyclists while keeping them separate.



### **Striped Buffer with Curbed Delineators:**

Painted buffer that includes low concrete or rubber curbs with flexible posts, offering greater physical separation from vehicle traffic.



**Concrete Buffer:** Solid concrete curb or median that physically separates the bike lane from the vehicle lane, providing the highest level of protection.



**Design & Coordination:** Typically, bike buffers (barriers) are 6 inches high. However, these have not been fully designed yet. The project team will work with the fire department and police to design the bike buffers so it will not impact their ability to travel.

*If these improvements were implemented, would bikes still be able to use vehicle lanes?*

Yes, bikes are legally allowed in vehicle lanes.

*Why can't the entire corridor be widened to create more room for vehicles and cyclists?*

Funding and physical limitations (e.g., bridges, Caltrans Right of Way) restrict the corridor from being widened. Targeted improvements will be made to address congested areas.

*What is Caltrans Right of Way (ROW)?*

Caltrans ROW (Right of Way) refers to property that is owned by the State. Caltrans is the California Department of Transportation. It is the state agency responsible for managing California's transportation system. Property within the Caltrans ROW cannot be worked on without Caltrans approval.

*Are there plans to improve bike travel for Delaware Street under the bridge?*

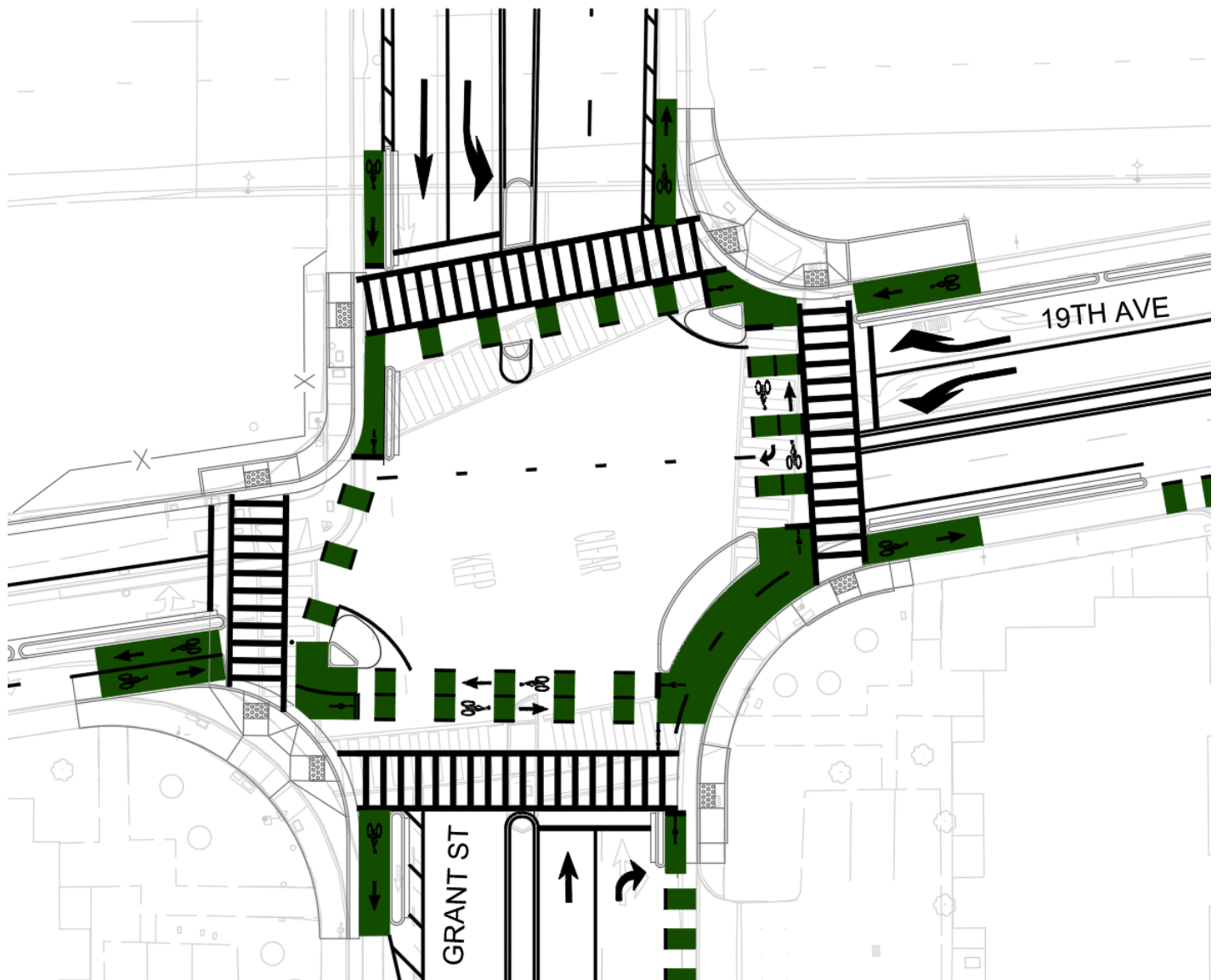
While this segment is not part of the current project, the design team is making minor improvements to the project with the hope of a future connection north of 19th Avenue along Delaware Street.

**Why does the project design propose one-way and two-way bike lanes? How will users transition between the two?**

The project proposes one-way and two-way bike lanes along the corridor. The two-way bike lanes will be along the south side of the street between Pacific Boulevard to Grant Street to avoid the heavy traffic exiting the freeway off-ramp along the north side of the street. At Grant Street, the two-way bike lanes transition to one-way bike lanes based on feedback from the community. Cyclists will use the two-way bike crossing on the east side of the intersection to transition.



*Planned design of the intersection of 19th Avenue and Grant Street, showing the transition between one-way and two-way bike lanes. An example of a two-way bike lane is shown above.*



## WALKING

### *Will there be sidewalks on both sides of the corridor?*

The project proposes to close the gap on the south side of Fashion Island Boulevard over Seal Slough from Norfolk to the trail. Most of the sidewalk / curb ramp improvements are focused at intersections on both sides of the street. After the project finishes construction, pedestrians will be able to walk along the south side of 19th Avenue / Fashion Island Boulevard from Pacific Boulevard to Mariner's Island Boulevard. The project is not proposing new sidewalk on the north side between Delaware and Norfolk due to existing site conditions and Caltrans right of way limits.

### *Will this project improve street crossings along the corridor?*

Yes, we know that the corridor does not feel safe for pedestrians, cyclists, and other users to cross due to high vehicle travel speeds and congestion that blocks areas to cross. One of the project goals is to address this issue by considering enhancements such as new crosswalks, Leading Pedestrians Intervals (LPIs), "No Right Turn on Red" notifications, improved lighting, and improved timing for signals.

## GENERAL QUESTIONS

### *What are storage lanes?*

Storage lanes refer to the dedicated and shared movement lanes at intersections (through, left turn, right turn) and how many vehicles can queue up and wait in each of these lanes. Adding storage could include creating a second through lane or extending the length of a left turn lane.

### *How is construction of the project being funded?*

The funding for the construction phase comes from SMCTA's Measures A and W Pedestrian and Bicycle Program, One Bay Area Grant (OBAG 3), a federal earmark, and local City funds. The project is anticipated to receive additional grant funds from SMCTA's 2025 Measure A & W Highway Call for Projects and discretionary programs, along with local funds to serve as the required match.

## HOW TO GET INVOLVED

To learn about the project and stay up to date on surveys and in-person workshops, visit [cityofsanmateo.org/19thFIB](https://cityofsanmateo.org/19thFIB).

Questions or comments? Email [publicworks@cityofsanmateo.org](mailto:publicworks@cityofsanmateo.org)



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