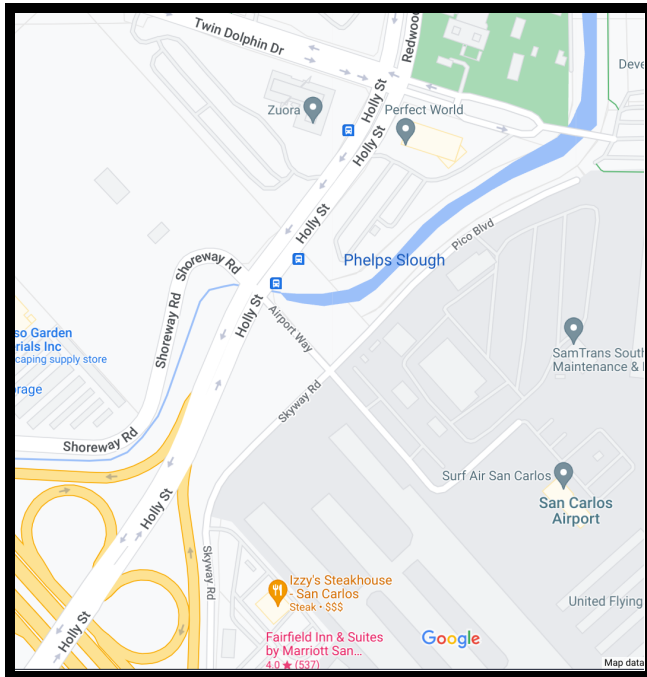


History of Public Interest in Opening Bike/Pedestrian Access on Pico Blvd from Skyway Blvd in San Carlos (to connect San Carlos to Twin Dolphin Blvd while avoiding Holly St)



Map of area



SamTrans gate blocks thru-access on Pico



Planned San Carlos Bike/Ped Bridge at Holly

Email from Matthew Self, RWC bike advocate:

Alternate to Opening

I have done a lot of work in the past to try to connect Skyway to Twin Dolphin in the vicinity of Pico Blvd. Since opening the gate on Pico Blvd. seemed intractable, I proposed an alternative fully-separated route along the levee next to Pico Blvd.

Here is the **Proposal** (<https://mself.app.box.com/s/lpcy39j2n0o393bpsiu3po09zjr8uz6l>)

I put forward 3 years ago. It would connect the planned Holy/101 overcrossing to the Bay Trail in Redwood Shores with a Class I, fully-separated path, while also connecting the north-south bike route from Skyway Rd to Twin Dolphin Dr.

I managed to get support from 8 agencies (details in the proposal), but was never able to get support from CA Fish and Wildlife (who manage the slough and the levee). This is despite the fact that DFW's public use regulations for this area allow public access, including "bicycling along the levee-top road system". If someone is interested in making another attempt with DFW, I can provide the contact info.

Alternatively, if the gate on Pico Blvd was opened and bikes were allowed on it, there could still be a good connection from the pedestrian overcrossing to the end of Twin Dolphin Dr. This would correspond to building Segment 1, using Pico Blvd instead of Segment 2, and dropping Segment 3 in the map below.

Regarding Pico Blvd. itself, Mark Simon of SamTrans wrote an email back in 2010 that referred to a report that concluded that it would be unsafe to allow bikes on Pico Blvd. The email/report is very biased and ignores the real safety concerns of bikes needing to cross three lanes of high-speed traffic on Redwood Shores Pkwy to turn left onto Twin Dolphin Dr. The idea that a 2-lane dead-end road that carries a few hundred buses per day is more dangerous for bikes than a 6-lane road that carries 1,700 vehicles per hour is ridiculous.

Mark Simon retired from SamTrans in 2017, so the first step is probably to contact SamTrans about opening the gate at Pico Blvd for bikes and pedestrians only. If they believe that the road condition needs to be improved or that more lighting is needed for safety, then it may well be possible to get a grant for that (i.e don't let that stop you).

Please let me know if someone would like to make a new effort either with SamTrans or CA DFW. I would be glad to assist.

--Matthew Self

Email from Mark Simon (October 10, 2020):

<https://mslf.app.box.com/s/8m4u9ghonw5ukimwbo9fxqnkou8jveli>

Report on Pico Blvd (October 4, 2020):

<https://mslf.app.box.com/s/1ivpdlampgsanpifwjkaaimw6r9dgn3w>