



Council Agenda Correspondence

DATE: November 4, 2025

TO: Mayor and Council

FROM: Scott Collins, Assistant City Manager
Prepared By: Matt Horn, Major City Project Manager

VIA: Whitney McDonald, City Manager

SUBJECT: ITEM #6b – PRADO INTERCHANGE AND BRIDGE VALUE ENGINEERING

Staff would like to clarify the recommendations made by the Active Transportation Committee (ATC) at its October 23rd meeting. As noted in the staff report, the ATC unanimously supported the following items, with clarifications *italicized*:

1. An elevated Class I bikeway (shared-use pedestrian/bicycle path) on south side of Prado through entire length of project.
2. A one-way bike lane on each side of the roadway throughout the entire length of the project *in addition to* the shared-use path on the south side of Prado.
3. The use of elevated Class IV (protected) one-way bike lanes *in place of Class II (paint only) bike lanes* throughout the project, *where feasible*.
4. Overall support for the value analysis alternative with the refinements noted above.

As noted above, the ATC prefers that the bike lanes be raised protected (Class IV) throughout the corridor (Segments 1, 2 and 3) wherever feasible. However, this may not be possible in all locations due to physical constraints and design challenges. For example, within the Caltrans right-of-way where Prado Road crosses over U.S. 101, Caltrans design standards require a minimum 5-foot clear shoulder on both sides. If Class IV bike lanes were constructed in this segment, as shown in Figure 13 of the staff report, the bridge would need to be widened—adding approximately \$4 million to project costs. To avoid the need for additional bridge width, the Committee voiced their support to the use of painted (Class II) bike lanes on this segment in lieu of Class IV protected bike lanes. The figure below illustrates a recommended cross section for the Prado Road overcrossing with Class II bike lanes that generally reflects ATC's recommendations.



While staff will continue to incorporate the ATC's recommendations wherever feasible, accommodating both a Class I shared-use path and elevated Class IV bike lanes along both sides of Prado Road may not be achievable in certain areas due to design limitations and cost constraints, which will be discussed at the November 4, 2025, City Council meeting.