



41st Avenue Pavement Rehabilitation and Multimodal Improvements

City Council

February 12, 2026

41st Avenue Improvements

Background



41st Avenue

- Key regional corridor serving neighborhoods, businesses, and SR-1 access
- Identified in the PMP for heavy rehabilitation
- Targeted for multimodal safety improvements

Funding & Status

- December 2023 - \$1M RTC Grant awarded
- September 2024 - Design & permitting budget approved
- Project reviewed with RTC TACs and City Council (April 2025)
- Caltrans DEER completed, Encroachment Permit secured
- Design complete: ready to bid

41st Avenue Improvements Project Limits



Majority of work within Caltrans right-of-way

Includes segment from Gross Road to Clares Street (add-alternate)

Critical connection to SR-1 southbound on-ramp

Primarily pavement rehabilitation with targeted safety upgrades



41st Avenue Improvements Conditions & Approach



Existing Conditions

- Failing pavement and trench repairs
- Faded striping and unclear wayfinding
- Bicycle conflicts near SR-1 access

Project Objectives

- Restore pavement integrity
- Improve pedestrian and bicycle safety
- Clarify SR-1 lane guidance
- Minimize construction disruption
- Remain compatible with future corridor plans

Treatment Strategy

- Partial Depth Recycling (PDR)
- ADA curb ramp upgrades
- Striping refresh

41st Avenue Improvements Bicycle & Pedestrian Safety Enhancements



Intersection Safety Improvements

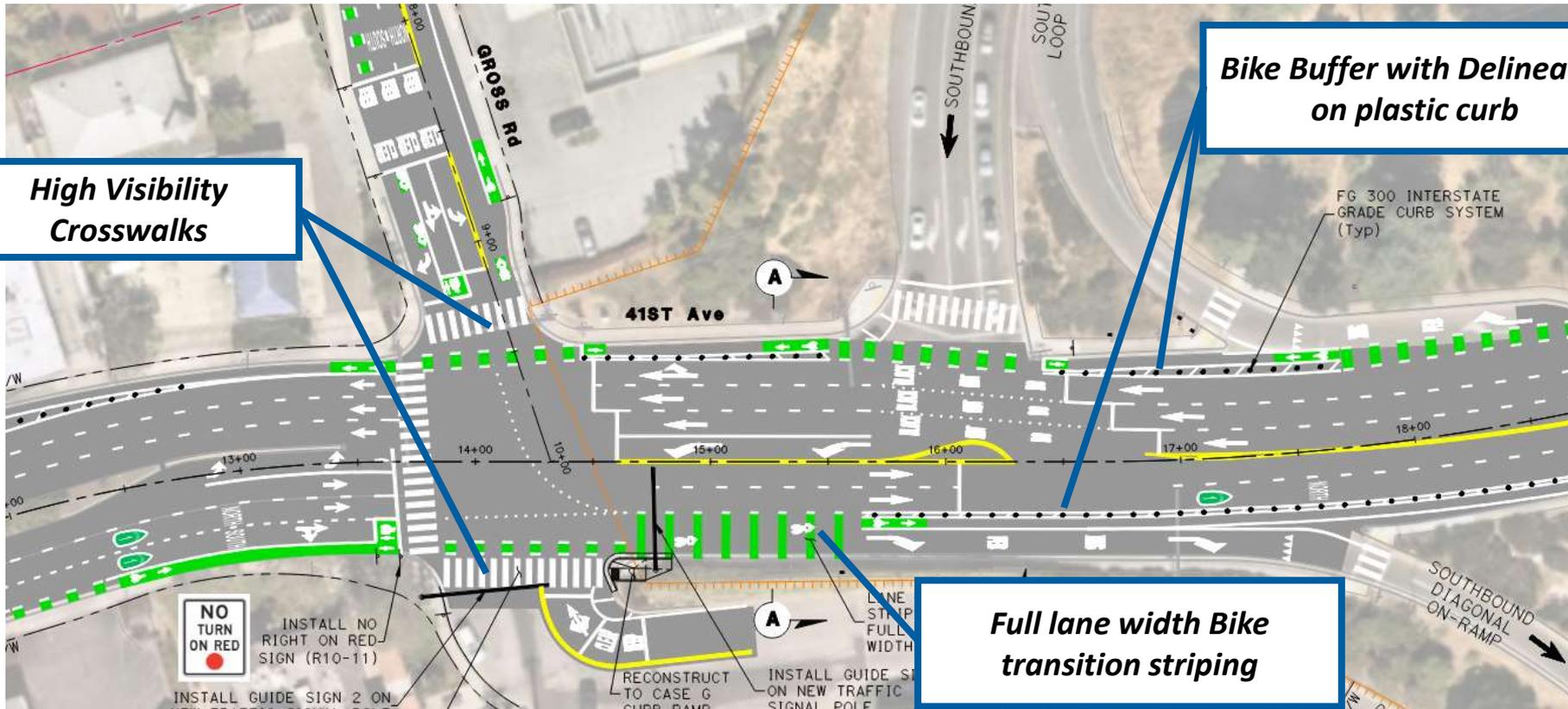
- Green conflict striping through transition areas
- Striping reflects Caltrans permitting limits

Leading Pedestrian Interval (LPI)

- ~3-second head start for pedestrians and cyclists
- Reduces initial turning conflict

Separated Bikeway Protection

- FG 300 Interstate Grade Curb System
- Colored bases for visibility
- Delineators set at 30-inch height
- Placement maintains turning movements while protecting cyclists

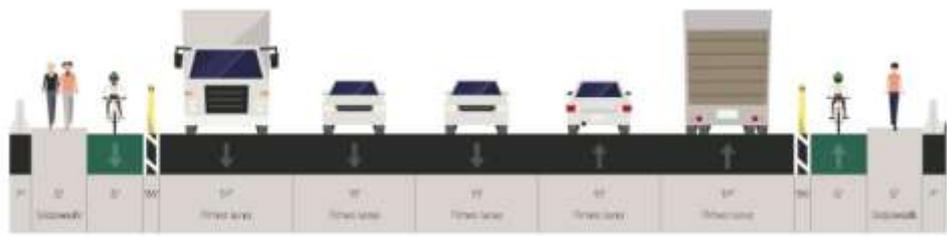
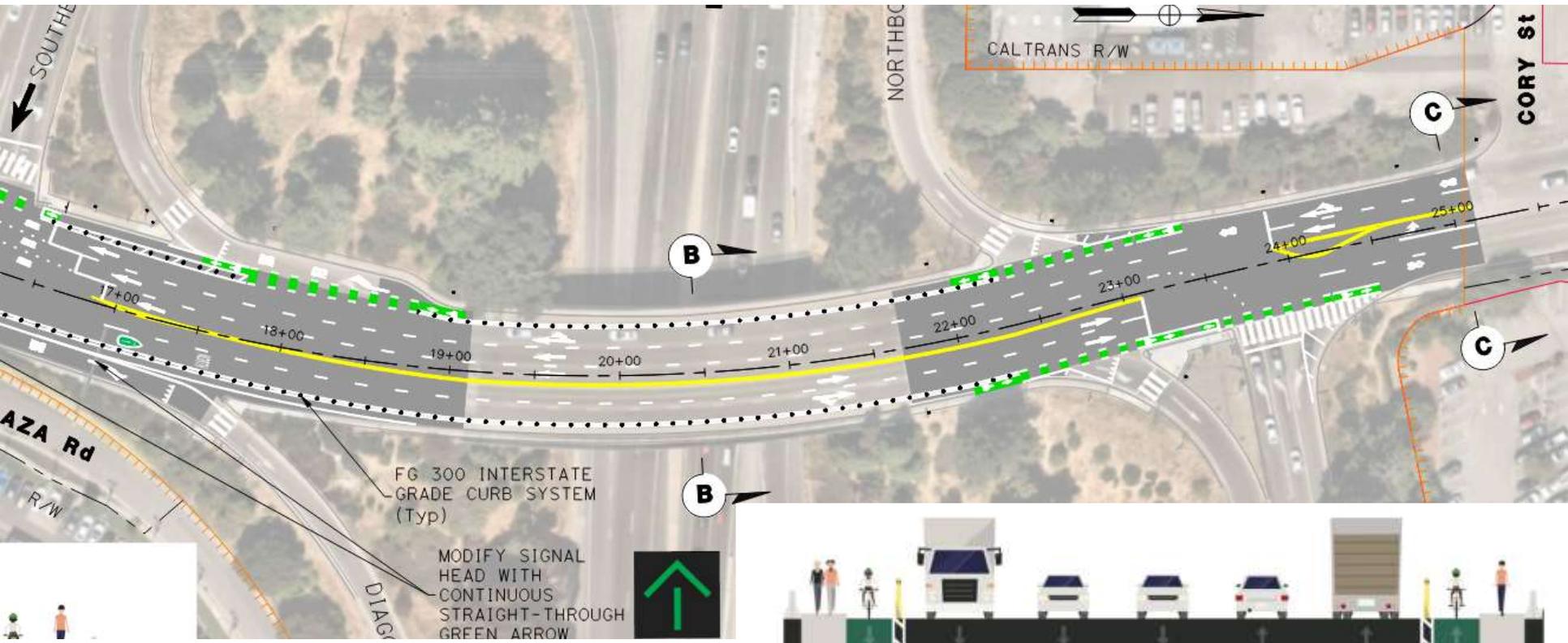


High Visibility Crosswalks

Bike Buffer with Delineator on plastic curb

Full lane width Bike transition striping





41st Avenue Improvements

Wayfinding Improvements



Pavement markings

- Advance pavement markings for SR-1 access
- Directional pavement arrows

Overhead signage

- Reinforces lane selection when pavement markings are obscured
- All signage coordinated with Caltrans

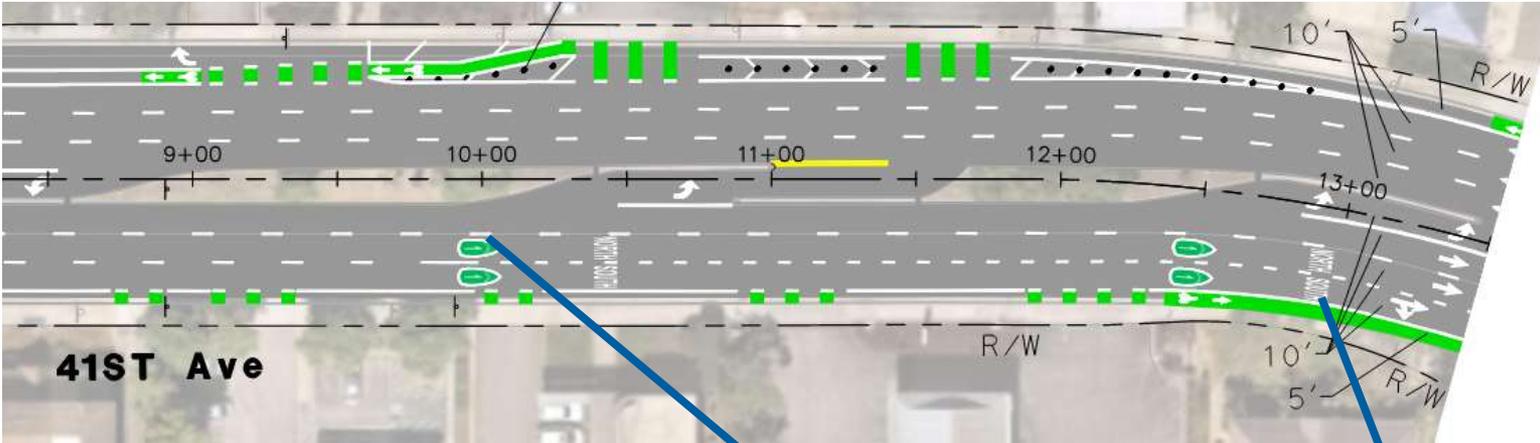


*Wayfinding Pavement
Marking*



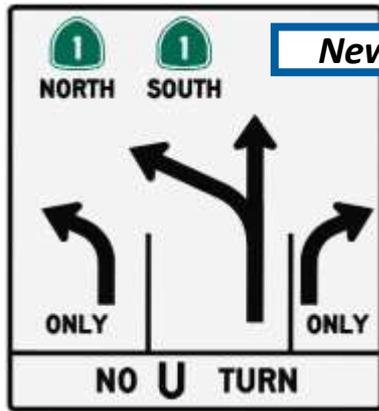


Wayfinding Sign on 41st Ave



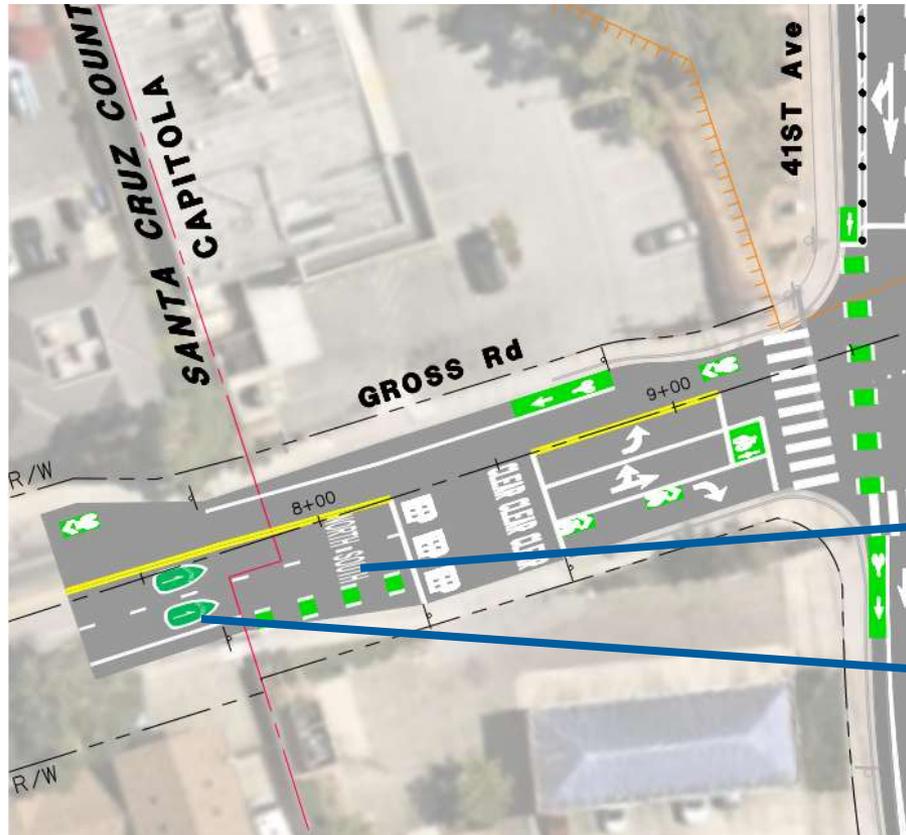
Advance Pavement Marking "SR-1"

Advance Pavement Marking "Direction"



New Sign

*Wayfinding Sign
on Gross Rd*



**Advance Pavement
Marking "Direction"**

**Advance Pavement
Marking "SR-1"**

41st Avenue Improvements Construction Approach



Primarily nighttime work

Maintain business access

Advance outreach to adjacent property owners

Coordination with Caltrans for regional traffic impacts

41st Avenue Improvements

Fiscal Impact



Total Project Budget (FY 25-26)	\$2,043,000
RTC Grant	\$1,000,000
Local Funds (SB 1 + Measure D)	\$1,043,000
Design & Pre-Construction (expended)	~\$350,000
Available for Construction	~\$1,700,000
Engineer's Estimate (Construction) <small>If bids exceed available funds, staff will return for direction.</small>	\$1.6M - \$2.1M

41st Avenue Improvements

Bid Structure

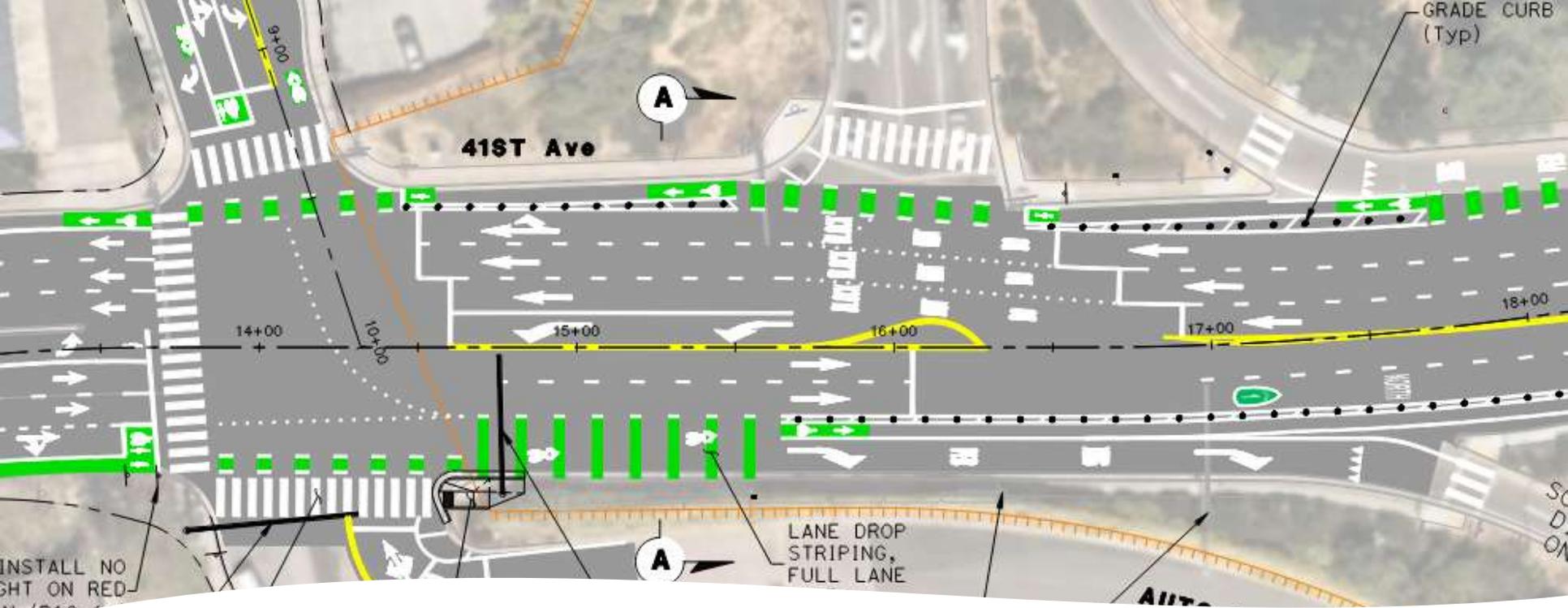


Bid with two components

- **Base Bid** Work entirely within Caltrans right-of-way
- **Additive Alternate** Extends pavement rehabilitation and striping from

Why This Structure?

- Single procurement
- Allows full corridor pricing comparison
- Preserves flexibility at award
- Does not obligate inclusion of additive scope



Recommended Action

Staff recommends Council:

- Approve plans and specifications
- Approve construction budget of \$1,700,000
- Authorize Department of Public Works to advertise for construction bids