

**Bike San Mateo County**  
**San Mateo County Bicycle Plan Recommendations**  
**August 30, 2010**

**Policy and Procedures**

**Develop and Implement a “Complete Streets Policy” to comply with DD-64-R1 and AB1358**

Commencing January 1, 2011, AB1358 requires that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. The intent of a complete streets policy is to include and require provisions for all street users during the initial design phase and construction of new projects, and when making any changes or significant repairs to existing streets. Currently, bicycle provisions are not included in the original design and construction; as a result they often suffer compromised design and require additional special funding.

To be effective review for compliance to the complete streets policy requirement must be included on all transportation funding applications before projects can meet approval.

**Support General Bicycle Parking**

Develop a funding mechanism to help cover the cost of bicycle rack installations by municipal or business concerns. Coordinate this with the funding assistance provided by The Peninsula Traffic Congestion and Relief Alliance. Develop a pre-approved list of bicycle racks and suppliers.

**Define and Develop Regional Bicycle Networks**

Provide a network of regional (county-wide) routes to connect residential areas, schools, business and employment centers, parks and similar destinations. A bicycle network can consist of all the following:

- Specific streets identified which provide the best bicycle route to specific destinations. These bicycle network streets may provide bicycle improvements such as bike lanes, sharrows, traffic speeds compatible with bicycle speeds, signage to indicate bicycle traffic, traffic signals functional with bicycles, street striping and layout to eliminate common hazards such as right-turning motorists.
- An urban bicycle trail system that can be site-ed/ designed to provide a safe and convenient alternative to on-street facilities.
- Bicycle Boulevard concepts such as no through-motorized traffic; stop signs located to reduce cross traffic and speed bicycle travel; vehicular speed limits set low to be compatible with bicycle travel. (e.g. Bryant Street in Palo Alto)

Form a county-wide group with public representatives from each city to define these regional networks. This group would develop recommendations to present the C/CAG BPAC on a semi-annual basis.

**Bike San Mateo County**  
**San Mateo County Bicycle Plan Recommendations**  
**August 30, 2010**

**Identify and Correct Barriers to Bicycling**

Crossing 101, El Camino Real and other locations present a barrier to bicycling. Making improvements such as bike lanes, sharrows, and bike paths is not useful or effective if bicyclists cannot take advantage of them if these barriers are left uncorrected. Funding applications to correct barriers should outweigh other funding requests. Identify mitigations “ownership” since maintenance responsibilities as well as improvements often fall to a municipal jurisdiction rather than remaining with Caltrans which maintains jurisdiction of over-crossings and State highways (El Camino Real).

**Encourage and Provide for Multimodal Use of Bicycles and Public Transit**

Bicycle usage in combination with public transit greatly increases the potential of bicycle use in San Mateo County by expanding travel distance, reducing travel time, and increasing the flexibility and options of existing public transit systems. Work with existing public transit operators (Samtrans, Caltrain, Muni, VTA, AC Transit, BART) to provide bicycle provisions that allow effective multimodal use. Some useful tools could include:

- Caltrain provision for on board bike-car capacity to meet demand.
- Secure bicycle parking at all Caltrain stations with adequate lighting and security cameras.
- Safe, suitable routes with required improvements to transit, with high funding priority.
- Secure bicycle parking at express bus stops.
- Secure bicycle parking at “park and ride” lots (car pooling)
- Increased on-board bicycle capacity on express buses, with possible use of bicycle trailers for long distance express buses.

**Set standards for cleaning and maintaining bicycle facilities**

Bicycle lanes and the shoulder areas where bicyclists ride tend to collect debris and are not cleaned, trimmed or maintained as well as the motorized traffic lanes. Bicyclists are greatly impacted by poor maintenance which can result in crash/loss of control or unexpected turns into traffic to avoid protruding shrubbery, debris, or road damage.

**Specific Street and Route Improvements**

**Continue to Develop the San Mateo County North South Route**

The CCAG bicycle map defines a County North-South bike route. Work with all cities to approve this route and assist development and funding measures. These improvements can include signage, bicycle lanes or sharrows, and traffic signals that detect bicycles. Encourage all cities to use consistent signage and bicycle provisions to develop this in to a regional route. A good example for bikeway signage was developed by the city of Oakland as presented by Jason Patton. His PowerPoint presentation, available at <http://www.oaklandbikes.info/AssetFactory.aspx?did=3758>, detailed content, layout and placement of signs. Although it was noted that this signage goes beyond present MUTCD

**Bike San Mateo County**  
**San Mateo County Bicycle Plan Recommendations**  
**August 30, 2010**

guidelines, some of the expected revisions in the MUTCD will encompass the present inconsistencies.

Build a connecting bike path from the Millbrae Caltrain/BART station running north to Center Street. This would eliminate the difficult section of El Camino Real which is currently part of the route.

Encourage BART to fulfill its mandate to construct a bike path from South San Francisco/San Bruno to Millbrae Avenue BART Inter-modal Station along its Right of Way

Encourage BART to construct the mandated Bike/Pedestrian Overpass (POC) from Rollins Road BART Station Parking Lot over US101 to Airport Boulevard to access alternate North-South Route through San Francisco International Airport, and the Bay Trail terminus at the foot of Millbrae Avenue.

### **El Camino Real Grand Boulevard Multimodal Corridor**

Require the El Camino Grand Boulevard Plan meet the requirements of AB1358 complete streets. The Grand Boulevard Plan is to make El Camino Real more attractive and pedestrian- and bike-friendly. The proposed design prototypes and guidelines for El Camino Real are shown in Chapter 5 of the Draft Grand Boulevard Multimodal Corridor Plan.

Here is a link to the chapter:

<http://www.grandboulevard.net/images/stories/documents/DraftCorridorPlan/gbi%20chapter%205%20-%20design%20guidelines.pdf>

Here is a link to the overall draft plan:

[http://www.grandboulevard.net/index.php?option=com\\_content&view=article&id=26:multi-modal-corridor-plan&catid=23&Itemid=31](http://www.grandboulevard.net/index.php?option=com_content&view=article&id=26:multi-modal-corridor-plan&catid=23&Itemid=31)

### **Specifically address the difficulty for bicyclists crossing US 101**

US 101 traverses the entire length of San Mateo County presenting a significant barrier to bicycling, especially for inexperienced or young riders since most over-crossings have heavy high-speed traffic and multiple on/off ramps. Caltrans' jurisdiction of over-crossings makes it difficult for other jurisdictions (city, county) to determine responsibilities for development and implementation of bicycle facilities or improvements. The following strategies could address these problems:

**Bike San Mateo County**  
**San Mateo County Bicycle Plan Recommendations**  
**August 30, 2010**

- Review current design standards for freeway over-crossings and on/off ramp designs to develop a new set of design guidelines and standards for future construction US 101 interchanges to improve bike access and safety.
- Review current over-crossings to develop improvements for existing facilities to include bicycle lanes, bicycle pocket lanes, sharrows, reduced on/off ramp speeds, better lighting and other modifications. Review existing over-crossings using AB1358 and determine what is necessary for compliance.
- Require all future changes to existing or future US101 over-crossings or interchanges comply with AB1358.

Bike San Mateo County is presently engaged in a study of current US101 over-crossing conditions which is available at: <http://bikesmc.org/Crossing101BIKESMCAugust2010.pdf>.

**Redwood City-- Woodside Road:** Add bicycle lanes on Woodside Road (SR84) between Alameda de las Pulgas and El Camino Real. This is a major east-route bicycle route. A preliminary review indicates adequate pavement width for the addition of bicycle lanes.

**Redwood City-- “Bridge to Nowhere”:** Complete the approaches to the existing bike/ped bridge on the east side of 101 between Whipple and Maple. The bridge was completed years ago, but the approaches and paths to make the bridge usable were never installed. This would complete this section of the Bay Trail and eliminate this barrier to north-south bicycle travel east of 101.

**North Fair Oaks-- Middlefield Road:** The section of Middlefield Road between Woodside Road and Fifth Avenue, part of the county North-South Bicycle Route, is heavily used by bicyclists. The 4 lanes section with diagonal parking on both sides should be reconfigured to remove one lane to install a center turn lane, and parallel parking would capture space to provide bicycle lanes in both directions.

**Urban Trails (Multi-Use bike/ pedestrian trails)**

- Crystal Springs Trail: Develop a trail from downtown San Mateo to the Sawyer Camp trail adjacent to the Crystal Springs creek by converting the dirt access road along the creek into a paved multi-use trail to provide a beautiful car-free 3-plus mile trail suitable for kids.
- San Mateo to Half Moon Bay Trail: Develop a trail from the Sawyer Camp trail (or close) to the Half Moon Bay trail system by using existing roads such as the old stage coach road over the hills into Half Moon Bay. Connect the Bay Trail through San Mateo

**Bike San Mateo County**  
**San Mateo County Bicycle Plan Recommendations**  
**August 30, 2010**

to the above suggested Crystal Springs Trail, over the hill to Half Moon Bay to connect to the Half Moon Bay.

- Sugarloaf Mountain Trail: Develop a trail to the top of Sugarloaf Mountain using the existing trail through Laurelwood Park. Existing dirt roads need to be improved and opened for public use.
- Crystal Springs Regional Trail Segments: Complete the two planned and permitted Crystal Springs Regional Trails (CRST) projects to close a 2.5 mile gap in the regional trail. These projects are the Crystal Spring Regional Trail, south of the dam from the dam to Highway 92, and the south of Highway 92 from Highway 92 to Canada Road and the existing 280 bicycle/pedestrian bridge.
- Highway 92 Bicycle/Pedestrian Crossing: Build a bike/pedestrian crossing of Highway 92 to connect these two new segments of the Crystal Springs Regional Trail.