

8. Implementation

This chapter provides a strategy for implementing the capital project recommendations in this Plan. This implementation strategy and sequence is guided by a criteria-based ranking consistent with the goals of this plan as well as the goals of other City plans including the General Plan and the Sustainable Initiatives Plan.

Phased implementation of the recommended projects and programs presented in **Chapter 5** and **Chapter 6** will take a significant amount of time, subject to a large number of variables. The most important of these variables include availability of funding for non-motorized transportation, City of San Mateo success in obtaining competitive grant funding, and local community and political support.

In the near-term, it is critically important to focus on a group of achievable, high priority projects. The high priority projects identified in **Table 8-8** of this chapter represent roughly \$12 million dollars in capital improvements and site-specific technical traffic studies to support near-term project refinement and development. These high priority projects are drawn directly from the results of the criteria-based ranking process presented in **Table 8-2** and supplemented with additional spot improvements and Downtown priorities.

These projects are intended for near-term implementation in the next one to five years. While this is a significant jump in expenditure for the City of San Mateo compared to the \$450,000 dollars the city has spent on bicycle facility improvements in recent years, current trends indicate that San Mateo is poised to make this jump. It is important to note the priority projects include the Hillsdale Overcrossing, estimated to cost \$10.7 million.⁸⁻¹ The city's commitment to implementing the goals of the Sustainable Initiatives Plan, to implementing transit oriented development, to continued investment in the Downtown; and commitment to the preparation of the Bicycle Master Plan, will certainly attract the wide variety of transportation funding and generate other financing required to complete this high priority project list.

8.1. Bikeway Project Ranking

The intent of ranking projects is to create a prioritized list of bicycle projects for implementation. As projects are implemented, lower ranked projects move up the list. The project list and individual projects outlined in this Plan are flexible concepts that serve as a guideline. The high-priority Tier 1 project list, and perhaps the overall system and segments themselves, may change over time as a result of changing bicycling patterns, land use patterns, implementation constraints and opportunities and the development of other transportation system facilities. The City of San Mateo should review the project list and project ranking at regular intervals to ensure it reflects the most current priorities, needs, and opportunities for implementing the bicycle network in a logical and efficient manner.

The plan's vision and goals inform the ranking criteria, which were developed with input from the City of San Mateo and the Bicycle Master Plan Steering Committee. These criteria are described in **Table 8-1** and outlined below.

⁸⁻¹ Estimated cost in 2011 dollars when adjusted for 8.8% inflation (Bureau of Labor and Statistics).

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The criteria include:

- Safety
- Transit Connectivity
- Access to Community Destinations
- Access to Major Employers
- School Connections
- Network Connectivity

Based on the nature of the criterion, the projects were scored:

- Score / No Score
- Full Score / Half Score / Zero Score
- Scaled range from zero to ten

For example, projects evaluated for network connectivity will receive either a zero score or a full score. The project either extends the existing network/overcomes a freeway barrier or does not. By contrast, projects that connect to community destinations can receive a full, half or no score depending on whether it directly connects, indirectly connects or does not connect to a community destination.

All criteria have a maximum score of ten, giving each equal value or weight to each. The maximum potential score for each project is the sum of the maximum potential scores of all project criteria (60).

The Plan's vision and goals inform the ranking criteria, which were developed with input from the City of San Mateo and the Bicycle Master Plan Steering Committee. These criteria are described in [Table 8-1](#). The overall score for a project is the sum of scores for individual criteria.

Table 8-1: Project Ranking Criteria

Criteria	Description	Maximum Score
Safety	<p>This ranking is based on available 2003-2008 collision data identifying corridors with high incidents of bicycle related collisions within a quarter mile buffer of the proposed improvement.</p> <p>Projects are scored on a scaled ranking from zero to ten with locations with the most collisions receiving the maximum score.</p>	10
Transit Connections	<p>Projects that directly connect to SamTrans or Caltrain Stations receive 10 points.</p> <p>Projects located within a half mile of transit stations that connect to a bikeway directly connected to the station receive 5 points.</p> <p>Project that do not connect to transit receive zero points.</p>	10
Community Center Connections	<p>Projects that directly connect to community destinations including retail districts, libraries, community centers, and parks, receive 10 points.</p> <p>Projects located within a half mile of these destinations that connect to a bikeway directly connected to the destination receive 5 points</p> <p>Projects that do not connect to a community center receive zero points.</p>	10
Employment Connections	<p>Projects that directly connect to any of the ten largest employers or the highest employment census blocks in the City receive 10 points.</p> <p>Projects that connect to a bikeway that connects directly to one of these employers or areas of moderate employment density receive 5 points.</p> <p>Projects that do not connect to major employers, high or moderate employment density areas receive zero points.</p>	10
School Connections	<p>Projects that directly connect to schools receive 10 points.</p> <p>Projects that connect to a bikeway that directly connect to a school receive 5 points.</p> <p>Projects that do not connect to schools receive zero points.</p>	10
Network Connectivity	<p>Significant barriers to bicycle travel include crossings of US Highway 101, Highway 92, Caltrans, El Camino Real and the rail line.</p> <p>Projects that extend existing bikeways or that overcome these barriers receive 10 points.</p> <p>Projects that do not overcome these barriers or do not extend existing bikeways receive zero points.</p>	10
Maximum Total Score		60

Projects were then placed into three phasing groups: Tier 1, Tier 2, and Tier 3.

- >30 points: Tier 1 projects have the highest potential for addressing the City’s goals for bicycle transportation and are intended for near-term project implementation within one to five years.
- 20-30 points: Tier 2 projects are intended for development within 6 to 10 years.
- <20 points: Tier 3 projects are not currently ready for implementation but are included as long-term potential bicycle-specific projects over the next 11 to 20 years.

Table 8-2 lists the projects and their scores, organized into the three Tiers.

Table 8-2: Prioritized Projects by Tier

Rank	Tier	Class	Location	From	To	Length	Transit Access	School Access	Network Connectivity	Employment Connections	Community Destinations	Collision Score	Total Score
Tier 1													
1	1	III	28th Ave	Mason Ln	El Camino Real	0.94	10	10	10	10	10	0.19	50.19
2	1	3 + SLM	Alameda de las Pulgas	Crystal Springs Rd	La Casa Ave (City Limit)	3.00	10	10	10	10	10	0.03	50.03
3	1	III + SLM	1st Ave	B Street	Claremont Street	0.12	10	5	10	5	10	10.00	50.00
4	1	I	31st Ave Extension	El Camino Real	Caltrain	0.22	10	5	10	5	10	1.13	41.13
5	1	III	W Poplar Ave	City Limits (Glendale Dr)	Humboldt St	1.92	10	10	10	5	5	0.19	40.19
6	1	III + SLM	Baldwin Ave	S B St	N San Mateo Dr	0.11	10	0	0	10	10	8.16	38.16
7	1	III + SLM	E 5th Ave	San Mateo Dr	S Humboldt St	0.57	5	0	10	10	10	2.30	37.30
8	1	II	S Grant St	19th Ave	Concar Dr	0.20	10	5	10	5	5	0.88	35.88
9	1	II	Concar Dr	Hayward Park Caltrain	Grant Street	0.43	10	0	10	5	10	0.63	35.63
10	1	Feasibility Study	Bay to Transit Path	17th Ave	Anchor Rd	1.82	10	5	10	0	10	0.20	35.20
11	1	II	Peninsula Ave	Humboldt St	N San Mateo Dr	0.62	10	5	10	0	10	0.20	35.20
12	1	III + SLM	S B St	Baldwin Ave	9TH AVE	0.54	10	0	0	10	10	2.57	32.57
13	1	II	W 5th Ave	Maple Street	El Camino Real	0.22	10	0	10	0	10	1.82	31.82
14	1	III + SLM	N San Mateo Dr	W Poplar Ave	W 5th Ave	0.84	5	5	0	10	10	1.40	31.40
15	1	III + SLM	9th Ave	Palm Ave	S B St	0.14	5	0	10	5	10	1.36	31.36
16	1	I	28th Ave Extension	El Camino Real	New Delaware St	0.09	5	5	10	5	5	1.31	31.31
17	1	III + SLM	37th Ave	Edison Street	El Camino Real	0.27	5	0	10	5	10	1.20	31.20
18	1	III	17th Avenue/Caltrain Access	Palm Avenue	19th Avenue	0.39	10	0	10	0	10	1.07	31.07
Tier 2													
19	2	III + SLM	W 25th Ave	Hacienda St	S Delaware St	0.35	5	0	10	5	10	0.57	30.57
20	2	III	Hobart Ave - 12th Ave Rt	Alameda de las Pulgas	Palm Ave	0.71	10	5	10	0	5	0.45	30.45
21	2	III	Humboldt St	Peninsula Ave	E 3rd Ave	1.22	10	10	0	0	10	0.45	30.45
22	2	III	Edison St	31st Ave	41st Ave	0.76	5	5	0	10	10	0.39	30.39
23	2	III	31st Ave	Mason Ln	Edison St	0.86	10	10	0	5	5	0.32	30.32
24	2	III	W 20th Ave	Alameda de las Pulgas	Palm Ave	0.74	5	10	0	5	10	0.30	30.30

Rank	Tier	Class	Location	From	To	Length	Transit Access	School Access	Network Connectivity	Employment Connections	Community Destinations	Collision Score	Total Score
25	2	III	26th Ave	Campus Dr	Hacienda St	0.92	5	5	10	5	5	0.16	30.16
26	2	III + SLM	N Claremont St	1st Ave	9th Ave	0.50	5	5	0	5	10	2.87	27.87
27	2	III + SLM	Saratoga Dr	Hillsdale Blvd	Santa Clara Way	0.12	5	0	0	10	10	2.18	27.18
28	2	III + SLM	41st Ave	Beresford St	El Camino Real	0.15	5	0	10	0	10	1.52	26.52
29	2	III	N Claremont St	Peninsula Ave	1st Ave	1.08	5	10	0	0	10	1.32	26.32
30	2	Crossing	Hillsdale Overcrossing	Hillsdale Blvd	S Norfolk St	0.33	5	0	10	0	10	1.20	26.20
31	2	III + SLM	Ocean View Ave	Cottage Grove Ave	Dale Ave	0.14	5	10	0	0	10	1.03	26.03
32	2	III	Palm Ave	South Blvd	19th Ave	0.26	5	0	10	5	5	0.87	25.87
33	2	III	Hacienda St	22nd Ave	W 25th Ave	0.18	5	5	0	5	10	0.83	25.83
34	2	III	Dale Ave	S Norfolk St	Shoreview Ave	0.36	10	5	0	0	10	0.61	25.61
35	2	III	Shoreview Ave	S Norfolk St	Kehoe Ave	1.09	5	0	10	0	10	0.56	25.56
36	2	III	Flores St	W 25th St	31st Ave	0.50	5	5	0	10	5	0.49	25.49
37	2	III	Cottage Grove Ave	S Norfolk St	Shoreview Ave	0.46	10	5	0	0	10	0.32	25.32
38	2	III	37th Ave	Hacienda St	Edison St	0.24	10	5	0	5	5	0.31	25.31
39	2	II	N San Mateo Dr	Peninsula Ave	W Poplar Ave	0.52	10	5	0	5	5	0.29	25.29
40	2	III	Edinburgh - Virginia St Rt	Borel Ave	W 3rd Ave	0.95	10	10	0	0	5	0.23	25.23
41	2	III	Glendora Dr	De Anza Blvd	W Hillsdale Blvd	0.54	10	0	0	5	10	0.00	25.00
42	2	II	E 5th Ave	El Camino Real	San Mateo Drive	0.13	5	0	0	5	10	4.64	24.64
43	2	III	2nd Ave	S Fremont St	S Humboldt St	0.14	5	5	0	0	10	4.37	24.37
44	2	III	19th Ave	Palm Ave	Pacific Ave	0.07	5	0	0	5	10	3.05	23.05
45	2	II	S Norfolk St	520' NW of E Hillsdale Blvd	E Hillsdale Blvd	0.10	10	0	10	0	0	2.99	22.99
46	2	III	S Humboldt St	E 5th Ave	E 4th Ave	0.06	5	0	0	5	5	7.04	22.04

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Rank	Tier	Class	Location	From	To	Length	Transit Access	School Access	Network Connectivity	Employment Connections	Community Destinations	Collision Score	Total Score
47	2	I	Franklin Path	Pacific Boulevard	Hillsdale Boulevard	0.17	0	0	10	10	0	1.79	21.79
48	2	III	W 5th Ave	Virginia Ave	Maple St	0.08	5	5	0	0	10	1.78	21.78
49	2	III	E Hillsdale Ct	E Hillsdale Blvd	Hillsdale Overcrossing	0.21	5	0	0	5	10	1.30	21.30
50	2	III	Franklin St	Parrott Dr	Virginia Ave	0.06	10	5	0	0	5	1.26	21.26
Tier 3													
51	3	III + SLM	S Delaware St	E 16th Ave	Concar Dr	0.27	10	5	0	0	5	0.99	20.99
52	3	I	Concar Dr	S Grant St	S Delaware St	0.23	5	0	0	5	10	0.98	20.98
53	3	III	Pacific Blvd	Concar Dr	S Delaware St	0.38	5	0	10	0	5	0.85	20.85
54	3	III + SLM	Borel Ave	Bovet Rd	Edinburgh St	0.15	5	5	0	5	5	0.83	20.83
55	3	III	Huron Ave - Norfolk St Rt	Monte Diablo Ave	E 3rd Ave	0.54	10	0	0	0	10	0.78	20.78
56	3	III + SLM	Palm Ave	19th Ave	E 25th Ave	0.49	5	5	0	5	5	0.75	20.75
57	3	II	S Norfolk St	Marina Lagoon	Roberta Dr	0.36	0	0	10	0	10	0.14	20.14
58	3	III + SLM	36th Ave	Hacienda St	Alameda de las Pulgas	0.24	0	10	10	0	0	0.10	20.10
59	3	III	Monterey St	31st Ave	28th Ave	0.26	5	5	0	5	5	0.09	20.09
60	3	III	De Anza Blvd	State Hwy 92	Polhemus Rd	0.34	0	0	10	0	10	0.00	20.00
61	3	I	Laguna Vista Path	Los Prados	Laguna Vista	0.10	0	0	10	0	10	0.00	20.00
62	3	Crossing	Rand Street Bridge	Rand Street	San Mateo Creek	0.01	0	0	10	0	0	10.00	20.00
63	3	III	S Fremont St	2nd Ave	2nd Ave NW of Gateway Park	0.03	0	0	0	0	10	10.00	20.00
64	3	III	Sugarloaf Mountain Path	Laurelwood Dr	Laurel Creek Rd	0.88	10	0	0	0	10	0.00	20.00
65	3	II	E 4th Ave	S Grant St	S Humboldt St	0.07	10	0	0	0	0	7.72	17.72
66	3	II	Central Park Bike Lane	9th Ave	E 5th Ave	0.23	0	0	0	5	10	2.69	17.69
67	3	III	Rand St	Shoreview Avenue	San Mateo Creek	0.06	5	0	0	0	5	7.11	17.11

Rank	Tier	Class	Location	From	To	Length	Transit Access	School Access	Network Connectivity	Employment Connections	Community Destinations	Collision Score	Total Score
68	3	III	2nd Ave	S Delaware St	S Fremont St	0.13	0	0	0	0	10	6.59	16.59
69	3	III	19th Ave	Pacific Boulevard	19th Avenue	0.19	5	0	10	0	0	1.44	16.44
70	3	III	41st Ave	Hacienda St	Beresford St	0.18	5	0	0	5	5	0.96	15.96
71	3	III + SLM	San Miguel Wy	Otay Ave	Orinda Dr	0.31	5	10	0	0	0	0.88	15.88
72	3	III + SLM	Bovet Rd	El Camino Real	Borel Ave	0.29	0	0	0	5	10	0.68	15.68
73	3	III	S Grant St	Concar Dr	E 4th Ave	1.24	5	0	0	5	5	0.55	15.55
74	3	III	Parrott Dr	Alameda de las Pulgas	Franklin St	0.47	10	5	0	0	0	0.26	15.26
75	3	Crossing	Hwy 92 Crossing	Borel Pl	Spuraway Dr	0.14	0	0	10	5	0	0.17	15.17
76	3	III	Isabelle Ave	20th Ave	22nd Ave	0.18	0	5	0	0	10	0.00	15.00
77	3	III + SLM	17th Ave	Palm Ave	El Camino Real	0.10	5	0	0	0	5	1.97	11.97
78	3	II	Hillsdale Lagoon Bridge	S Norfolk St	City Limits	0.17	10	0	0	0	0	1.71	11.71
79	3	I	Concar Dr	S Delaware St	Pacific Blvd	0.20	10	0	0	0	0	1.34	11.34
80	3	III	Santa Clara Wy	Branson Dr	Orinda Dr	0.29	0	0	0	5	5	0.94	10.94
81	3	III	Casanova Dr	E 40th Ave	Laurie Meadows Dr	0.03	0	0	0	0	10	0.85	10.85
82	3	III + SLM	Virginia Ave	Harvard Rd	Edinburgh St	0.18	5	5	0	0	0	0.54	10.54
83	3	III + SLM	Laurie Meadows Dr	Pacific Blvd	Woodbridge Cir	0.41	0	0	0	0	10	0.36	10.36
84	3	III + SLM	Coyote Pt Dr	Bayshore Blvd	end of Coyote Point Dr	0.21	0	0	0	0	10	0.23	10.23
85	3	III	Columbia -Yale Dr Rt	Alameda de las Pulgas	City Limits	0.56	5	5	0	0	0	0.09	10.09
86	3	III	Woodbridge Cir	Laurie Meadows Dr	Seagate Dr	0.53	0	0	0	0	10	0.05	10.05
87	3	III + SLM	Otay Ave	Pacific Blvd	San Miguel Wy	0.06	0	5	0	0	0	3.50	8.50
88	3	III	E 16th Ave	S Claremont Dr	S Railroad Ave	0.05	5	0	0	0	0	2.77	7.77
89	3	III	Seagate Dr	Woodbridge Cir	Marine View Ave	0.02	0	0	0	0	5	0.99	5.99
90	3	III	Orinda Dr	40th Ave	Santa Clara Way	0.38	0	5	0	0	0	0.45	5.45
91	3	III	22nd Ave	Isabelle Ave	Hacienda St	0.17	0	0	0	0	5	0.45	5.45

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Rank	Tier	Class	Location	From	To	Length	Transit Access	School Access	Network Connectivity	Employment Connections	Community Destinations	Collision Score	Total Score
92	3	III	E 40th Ave	Branson Dr	Orinda Dr	0.47	0	0	0	0	5	0.21	5.21
93	3	III + SLM	Harvard Rd	Nevada Ave	Virginia Ave	0.06	0	0	0	0	0	1.53	1.53
94	3	III	Branson Dr	Santa Clara Wy	40th Ave	0.54	0	0	0	0	0	0.50	0.50
95	3	III + SLM	Nevada Ave	Alameda de las Pulgas	Harvard Rd	0.24	0	0	0	0	0	0.40	0.40
96	3	III + SLM	Crystal Springs Rd	Alameda de las Pulgas	W 3rd Ave	0.39	0	0	0	0	0	0.32	0.32
97	3	III	E 39th Ave	Orinda Dr	Branson Dr	0.36	0	0	0	0	0	0.00	0.00
98	3	III	Marine View Ave	Seagate Dr	City Limit	0.02	0	0	0	0	0	0.00	0.00

8.2. Project Cost Estimates

This section presents typical planning level unit costs for constructing bikeways in the San Francisco Bay Area in Table 8-3 and Table 8-4 lists summary cost estimates for each of the recommended bikeway projects. Unit costs presented here are planning-level cost estimates based on typical or average costs experienced by California cities and counties when constructing similar project. While these costs also reflect the urban nature of the City of San Mateo, they do not consider project-specific factors such as intensive grading, landscaping, intersection modifications, and right-of-way acquisition that may increase actual construction costs. For some segments project costs may be significantly greater.

Table 8-3: Estimated Bikeway Unit Costs

Item	Quantity	Units	Unit Cost	Total
Class III Bike Route - Urban - Per Mile				
Bike Route Sign/Wayfinding ¹	10	EA	\$ 300	\$ 3,000
Shared Lane Marking ²	20	EA	\$ 250	\$ 5,000
Total Cost Per Mile				\$ 8,000
Class II Bike Lanes				
Bike Lane Sign/Wayfinding	10	EA	\$ 300	\$ 3,000
Striping Removal	10,560	LF	\$ 1.25	\$ 13,200
Striping and Stenciling	10,560	LF	\$ 2.50	\$ 26,400
Total Cost Per Mile				\$ 42,600
Class I Shared Use Path - 10' paved, 2' shoulders				
Wayfinding	4	EA	\$ 300	\$ 1,200
Clear and Grub	73,920	SF	\$ 1.00	\$ 73,920
Asphalt Concrete Pavement	52,800	SF	\$ 8.00	\$ 422,400
Decomposed Granite Shoulders	21,120	SF	\$ 5.00	\$ 105,600
Striping ⁴	15,840	LF	\$ 2.50	\$ 39,600
Total Cost Per Mile				\$ 642,720

¹ Assumes five signs per mile in each direction.

² Assumes shared lane marking are placed every 265 feet.

³ Assumes two signs per mile in each direction.

⁴ Includes center stripe and striping along path edges.

The construction of recommended facilities will also require additional field work to verify conditions. These include but are not limited to: roadway width, travel lanes, actual motor vehicle speeds, motor vehicle volumes, bicycle and motor vehicle travel patterns and conflicts, and pavement conditions. Final bikeway treatments should be selected based on verified conditions.

Table 8-4 summarizes the cost estimates for the recommended bicycle improvements organized into project ranking and tier. The cost estimate for the Hillsdale Overcrossing was developed during the Hillsdale Overcrossing Feasibility Study and adjusted for inflation.

Table 8-4: Estimated Bikeway Improvement Costs

Rank	Location	From	To	Class	Length	Cost
Tier 1						
1	28th Ave	Mason Ln	El Camino Real	III	0.94	\$2,800
2	Alameda de las Pulgas	Crystal Springs Rd	La Casa Ave (City Limit)	III	2.99	\$24,000
3	1st Ave	B Street	Claremont Street	III + SLM	0.12	\$900
4	31st Ave Extension	El Camino Real	Caltrain	I	0.22	\$139,600
5	W Poplar Ave	City Limits (Glendale Dr)	Humboldt St	III	1.92	\$5,800
6	Baldwin Ave	S B St	N San Mateo Dr	III + SLM	0.11	\$900
7	E 5th Ave	San Mateo Dr	S Humboldt St	III + SLM	0.57	\$4,500
8	S Grant St	19th Ave	Concar Dr	II	0.20	\$8,400
9	Concar Dr	Hayward Park Caltrain	Grant Street	II	0.43	\$18,200
10	Bay to Transit Path	17th Ave	Anchor Rd	Feasibility Study	1.82	TBD
11	Peninsula Ave	Humboldt St	N San Mateo Dr	II	0.62	\$26,200
12	S B St	Baldwin Ave	9th Ave	III + SLM	0.54	\$4,300
13	W 5th Ave	Maple Street	El Camino Real	II	0.22	\$9,200
14	N San Mateo Dr	W Poplar Ave	W 5th Ave	III + SLM	0.84	\$6,700
15	9th Ave	Palm Ave	S B St	III + SLM	0.14	\$1,200
16	28th Ave Extension	El Camino Real	New Delaware St	I	0.09	\$60,200
17	37th Ave	Edison Street	El Camino Real	III + SLM	0.27	\$2,100
18	17th Avenue/Caltrain Access	Palm Avenue	19th Avenue	III	0.39	\$1,200
Total Tier 1						\$316,200
Tier 2						
19	W 25th Ave	Hacienda St	S Delaware St	III + SLM	0.35	\$2,800
20	Hobart Ave - 12th Ave Rt	Alameda de las Pulgas	Palm Ave	III	0.71	\$2,100
21	Humboldt St	Peninsula Ave	E 3rd Ave	III	1.22	\$3,600
22	Edison St	31st Ave	41st Ave	III	0.76	\$2,300
23	31st Ave	Mason Ln	Edison St	III	0.86	\$2,600
24	W 20th Ave	Alameda de las Pulgas	Palm Ave	III	0.74	\$2,200
25	26th Ave	Campus Dr	Hacienda St	III	0.92	\$2,800
26	N Claremont St	1st Ave	9th Ave	III + SLM	0.50	\$4,000
27	Saratoga Dr	Hillsdale Blvd	Santa Clara Way	III + SLM	0.12	\$1,000
28	41st Ave	Beresford St	El Camino Real	III + SLM	0.15	\$1,200
29	N Claremont St	Peninsula Ave	1st Ave	III	1.08	\$3,200
30	Hillsdale Overcrossing	Hillsdale Blvd	S Norfolk St	Crossing	0.33	\$10,700,000
31	Ocean View Ave	Cottage Grove Ave	Dale Ave	III + SLM	0.14	\$1,100
32	Palm Ave	South Blvd	19th Ave	III	0.26	\$800
33	Hacienda St	22nd Ave	W 25th Ave	III	0.18	\$500
34	Dale Ave	S Norfolk St	Shoreview Ave	III	0.36	\$1,100
35	Shoreview Ave	S Norfolk St	Kehoe Ave	III	1.09	\$3,300
36	Flores St	W 25th St	31st Ave	III	0.50	\$1,500

Rank	Location	From	To	Class	Length	Cost
37	Cottage Grove Ave	S Norfolk St	Shoreview Ave	III	0.46	\$1,400
38	37th Ave	Hacienda St	Edison St	III	0.24	\$700
39	N San Mateo Dr	Peninsula Ave	W Poplar Ave	II	0.52	\$22,000
40	Edinburgh -Virginia St Rt	Borel Ave	W 3rd Ave	III	0.95	\$2,800
41	Glendora Dr	De Anza Blvd	W Hillsdale Blvd	III	0.54	\$1,600
42	E 5th Ave	El Camino Real	San Mateo Drive	II	0.13	\$5,600
43	2nd Ave	S Fremont St	S Humboldt St	III	0.14	\$400
44	19th Ave	Palm Ave	Pacific Ave	III	0.07	\$200
45	S Norfolk St	520' NW of E Hillsdale Blvd	E Hillsdale Blvd	II	0.10	\$4,200
46	S Humboldt St	E 5th Ave	E 4th Ave	III	0.06	\$200
47	Franklin Path	Pacific Boulevard	Hillsdale Boulevard	I	0.17	\$106,100
48	W 5th Ave	Virginia Ave	Maple St	III	0.08	\$200
49	E Hillsdale Ct	E Hillsdale Blvd	Hillsdale Overcrossing	III	0.21	\$600
50	Franklin St	Parrott Dr	Virginia Ave	III	0.06	\$200
Total Tier 2						\$10,882,300
Tier 3						
51	S Delaware St	E 16th Ave	Concar Dr	III + SLM	0.27	\$2,200
52	Concar Dr	S Grant St	S Delaware St	I	0.23	\$144,800
53	Pacific Blvd	Concar Dr	S Delaware St	III	0.38	\$1,100
54	Borel Ave	Bovet Rd	Edinburgh St	III + SLM	0.15	\$1,200
55	Huron Ave - Norfolk St Rt	Monte Diablo Ave	E 3rd Ave	III	0.54	\$1,600
56	Palm Ave	19th Ave	E 25th Ave	III + SLM	0.49	\$3,900
57	S Norfolk St	Marina Lagoon	Roberta Dr	II	0.36	\$15,200
58	36th Ave	Hacienda St	Alameda de las Pulgas	III + SLM	0.24	\$1,900
59	Monterey St	31st Ave	28th Ave	III	0.26	\$800
60	De Anza Blvd	State Hwy 92	Polhemus Rd	III	0.34	\$1,000
61	Laguna Vista Path	Los Prados	Laguna Vista	I	0.10	\$66,400
62	Rand Street Bridge	Rand Street	San Mateo Creek	Crossing	0.01	TBD
63	S Fremont St	2nd Ave	2nd Ave NW of Gateway Park	III	0.03	\$100
64	Sugarloaf Mountain Path	Laurelwood Dr	Laurel Creek Rd	III	0.88	\$567,900
65	E 4th Ave	S Grant St	S Humboldt St	II	0.07	\$3,000
66	Central Park Bike Lane	9th Ave	E 5th Ave	II	0.23	\$9,700
67	Rand St	Shoreview Avenue	San Mateo Creek	III	0.06	\$200
68	2nd Ave	S Delaware St	S Fremont St	III	0.13	\$400
69	19th Ave	Pacific Boulevard	19th Avenue	III	0.19	\$600
70	41st Ave	Hacienda St	Beresford St	III	0.18	\$500
71	San Miguel Wy	Otay Ave	Orinda Dr	III + SLM	0.31	\$2,500
72	Bovet Rd	El Camino Real	Borel Ave	III + SLM	0.29	\$2,300
73	S Grant St	Concar Dr	E 4th Ave	III	1.24	\$3,700
74	Parrott Dr	Alameda de las Pulgas	Franklin St	III	0.47	\$1,400

Rank	Location	From	To	Class	Length	Cost
75	Hwy 92 Crossing	Borel Pl	Spuraway Dr	Crossing	0.14	TBD
76	Isabelle Ave	20th Ave	22nd Ave	III	0.18	\$500
77	17th Ave	Palm Ave	El Camino Real	III + SLM	0.10	\$800
78	Hillsdale Lagoon Bridge	S Norfolk St	City Limits	II	0.17	\$7,300
79	Concar Dr	S Delaware St	Pacific Blvd	I	0.20	\$129,800
80	Santa Clara Wy	Branson Dr	Orinda Dr	III	0.29	\$900
81	Casanova Dr	E 40th Ave	Laurie Meadows Dr	III	0.03	\$100
82	Virginia Ave	Harvard Rd	Edinburgh St	III + SLM	0.18	\$1,500
83	Laurie Meadows Dr	Pacific Blvd	Woodbridge Cir	III + SLM	0.41	\$3,300
84	Coyote Pt Dr	Bayshore Blvd	end of Coyote Point Dr	III + SLM	0.21	\$1,700
85	Columbia -Yale Dr Rt	Alameda de las Pulgas	City Limits	III	0.56	\$1,700
86	Woodbridge Cir	Laurie Meadows Dr	Seagate Dr	III	0.53	\$1,600
87	Otay Ave	Pacific Blvd	San Miguel Wy	III + SLM	0.06	\$500
88	E 16th Ave	S Claremont Dr	S Railroad Ave	III	0.05	\$200
89	Seagate Dr	Woodbridge Cir	Marine View Ave	III	0.02	\$100
90	Orinda Dr	40th Ave	Santa Clara Way	III	0.38	\$1,100
91	22nd Ave	Isabelle Ave	Hacienda St	III	0.17	\$500
92	E 40th Ave	Branson Dr	Orinda Dr	III	0.47	\$1,400
93	Harvard Rd	Nevada Ave	Virginia Ave	III + SLM	0.06	\$500
94	Branson Dr	Santa Clara Wy	40th Ave	III	0.54	\$1,600
95	Nevada Ave	Alameda de las Pulgas	Harvard Rd	III + SLM	0.24	\$1,900
96	Crystal Springs Rd	Alameda de las Pulgas	W 3rd Ave	III + SLM	0.39	\$3,100
97	E 39th Ave	Orinda Dr	Branson Dr	III	0.36	\$1,100
98	Marine View Ave	Seagate Dr	City Limit	III	0.02	\$100
Total Tier 3						\$1,617,700

8.3. Maintenance Cost Estimates

Bikeways require regular maintenance and repair. On-street bikeways are maintained as part of the normal roadway maintenance program and extra emphasis should be placed on keeping bike lanes and roadway shoulders clear of debris and keeping vegetation overgrowth from blocking visibility. The high cost of maintaining Class I facilities may be shared among various agencies or departments. The typical maintenance costs for the bikeway network are shown in Table 8-5.

Table 8-5: Bikeway Maintenance Frequency and Cost Estimates

Facility Type	Unit Cost	Description	Length (Miles)	Annual Cost	Notes
Class I	\$8,500	Miles/Year	3.71	\$31,500	Lighting and removal of debris and vegetation overgrowth
Class II	\$2,000	Miles/Year	3.03	\$6,100	Repainting lane stripes and stencils, sign replacement as needed
Class III	\$1,000	Miles/Year	22.17	\$22,200	Sign replacement as needed
Class III + SLM	\$1,250	Miles/Year	10.25	\$12,800	Sign and shared use stencil replacement as needed
Annual Cost				\$72,500	

8.4. Bikeway Cost By Class and Tier

Table 8-6 presents a summary of bikeway miles and cost estimates by bikeway class. The total estimate for all the bikeway projects in this Plan is \$12.1 million. A significant amount of this cost estimate is due to the cost of the Class I bike paths and overcrossings. The recommended Class II, Class III, and Class III with SLM projects total \$277,400.

Table 8-6: Summary of Costs and Miles by Bikeway Class

Facility Type	Cost Estimate	Miles
I	\$1,214,800	3.71
II	\$129,000	3.03
III	\$66,400	22.17
III + SLM	\$82,000	10.25
Crossing	\$10,700,000	0.48
Total	\$12,092,200	39.64

Table 8-7 presents a summary of bikeway projects by implementation tier. Tier 1, intended for implementation in the next five years, is estimated to cost \$316,200.

Table 8-7: Summary of Costs and Miles by Tiers

Tier	Cost Estimate	Miles
1	\$316,200	12.42
2	\$10,882,300	13.99
3	\$993,700	13.24
Total	\$12,092,200	39.65

Table 8-8 at the end of this chapter outlines the high priority projects that include the Tier 1 bikeway infrastructure projects, as well as studies and priority programs.

8.5. High Priority Projects

This high priority project list can be implemented in the next one to five years. These high priority projects are drawn directly from the results of the criteria-based ranking process presented in Table 8-2 and supplemented with additional spot improvements and Downtown priorities. As discussed above in section 8.1, this plan places an overall priority on implementing bikeways that provide direct access to transit, jobs, schools and that improve safety for all bicyclists in San Mateo. For this reason, all of the Tier I projects identified through the ranking process are included in this high priority projects list. In addition to these Tier I projects, many of the recommended spot improvements identified in Section 6.2 and the Downtown Bicycle Parking Plan were identified as high priority by the Bicycle Plan Steering Committee, community-at-large and numerous important stakeholders in the plan. Thus, these projects are recommended for near-term implementation in addition to the Tier I projects.

Table 8-8 below presents the high priority projects and costs. It should be noted the 31st and 28th Ave Class I facilities are part of the Hillsdale Station Area Plan, a transit-oriented development project, and will be eligible for funding from a number of sources. The Bay to Transit Path may also be eligible for funding from a number of sources including Safe Routes to School and Safe Routes to Transit.

Table 8-8: High Priority Projects

Location	From	To	Class	Cost
28th Ave	Mason Ln	El Camino Real	III	\$2,800
Alameda de las Pulgas	Crystal Springs Rd	La Casa Ave (City Limit)	III + SLM	\$24,000
1st Ave	B Street	Claremont Street	III + SLM	\$900
31st Ave Extension	El Camino Real	Caltrain	I	\$139,600
W Poplar Ave	City Limits (Glendale Dr)	Humboldt St	III	\$5,800
Baldwin Ave	S B St	N San Mateo Dr	III + SLM	\$900
E 5th Ave	San Mateo Dr	S Humboldt St	III + SLM	\$4,500
S Grant St	19th Ave	Concar Dr	II	\$8,400
Concar Dr	Hayward Park Caltrain	Grant Street	II	\$18,200
Peninsula Ave	Humboldt St	N San Mateo Dr	II	\$26,200
S B St	Baldwin Ave	9TH AVE	III + SLM	\$4,300
W 5th Ave	Maple Street	El Camino Real	II	\$9,200
N San Mateo Dr	W Poplar Ave	W 5th Ave	III + SLM	\$6,700
9th Ave	Palm Ave	S B St	III + SLM	\$1,200
28th Ave Extension	El Camino Real	New Delaware St	I	\$60,200
37th Ave	Edison Street	El Camino Real	III + SLM	\$2,100
17th Avenue/Caltrain Access	Palm Avenue	19th Avenue	III	\$1,200
3 rd Ave & Norfolk Intersection Improvement Study				\$10,000
4th Ave & Humboldt Intersection Improvements				\$15,000
19 th Ave & US 101 Undercrossing Improvements				\$21,600
Bay to Transit Path Feasibility Study				\$150,000
Hillsdale Overcrossing				\$10,700,000
Monte Diablo & US 101 Overcrossing Improvements				\$4,000
Downtown Bicycle Parking				\$147,400
Civic Facilities Bicycle Parking				\$71,400
Franklin Parkway/Saratoga Drive Improvement Study				\$15,000
Total Estimated Cost of High Priority Projects				\$11,450,600