

1. Introduction

The City of San Mateo Bicycle Master Plan guides the future development of bicycle facilities and programs in the City. The recommendations in this Plan will help the City reach goals adopted in the General Plan as well as the Sustainable Initiatives Plan by creating an environment and programs that support bicycling for transportation and recreation, encourage fewer trips by car and support active lifestyles.

This Plan was developed with extensive input from the community and seeks to meet its needs and desires for a pleasant, enjoyable, and safe place to bicycle. The diligent efforts of the City of San Mateo staff, the Public Works Commission, the Bicycle Plan Steering Committee and residents interested in improving the bicycle environment in the City have contributed to this document.

This Plan provides a blueprint for making bicycling an integral part of daily life in San Mateo and supports the goals of the San Mateo General Plan, the Sustainable Initiatives Plan and other plans and policies adopted by the City.

1.1. Purpose of the Plan

This Bicycle Master Plan provides a broad vision, strategies and actions for the improvement of the bicycling environment in San Mateo. The purpose of this Plan is to expand the existing network, complete network gaps, provide greater connectivity, educate, and encourage the public, and to maximize funding sources.

This Plan also satisfies requirements of the California Bicycle Transportation Account (BTA), and other state and federal funding programs that require a bicycle master plan for project eligibility.

1.2. Setting and Land Use

The City of San Mateo is one of the largest cities on the San Francisco Peninsula. It is located between Burlingame, Foster City, Belmont and Hillsborough.

The City is comprised of residential neighborhoods and commercial centers concentrated in the Downtown, Hillsdale Shopping Center, Bridgepointe Shopping Center, and along El Camino Real. Figure 1-1 presents San Mateo's land use map. Single family residential homes account for approximately 34 percent of the City's land area while 14 percent is occupied by multi-family buildings. Commercial designations account for approximately 5 percent of the City. This land use pattern makes San Mateo a place where people can both live and work and establishes the City as an important subregional office and retail center on the San Francisco Peninsula.

Population growth has been moderate since the 1970's and is expected to continue to grow at a steady rate. The Association of Bay Area Governments estimates the City will grow from 102,200 (2010) to 114,100 (2020) and to 119,800 (2030). San Mateo is actively pursuing infill development opportunities near transit and freeway access that will accommodate much of this forecast population growth.

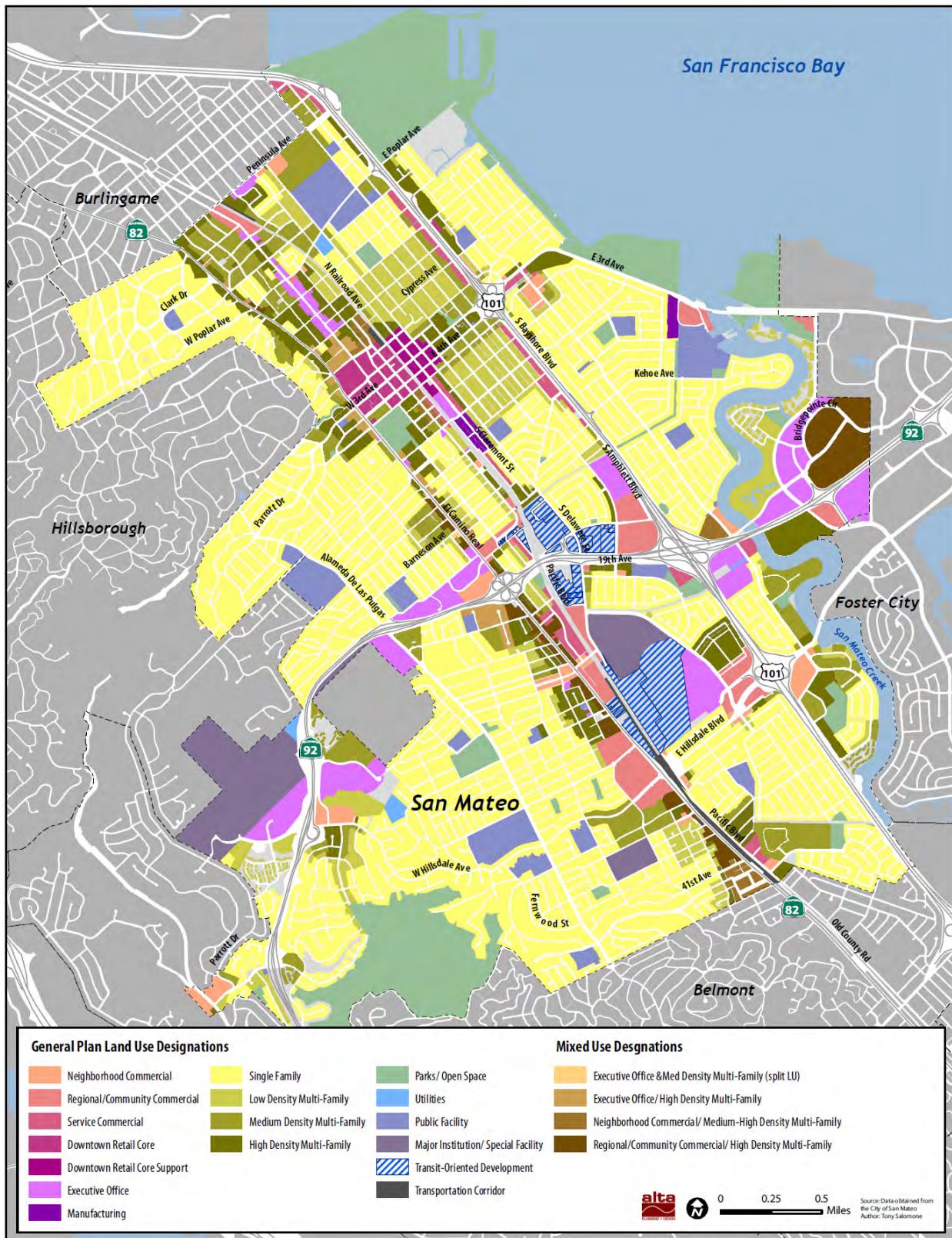


Figure 1-1: San Mateo Land Use Map

The City of San Mateo is accessible by highways and both regional and local transit. State Highway 92 (east-west) connects the City with other Peninsula cities and the East Bay. US Highway 101 runs north-south and connects San Mateo with San Francisco and San José. El Camino Real (State Route 82) also runs north-south through the center of the City.

Approximately 8.4 percent of San Mateo residents use public transit.¹⁻¹ Two agencies operate most public transportation services within the City, Caltrain and SamTrans. AC Transit operates one route in San Mateo. On average, 2,614 people board Caltrain each weekday in San Mateo and 18 percent have a bicycle.¹⁻² SamTrans operates bus routes throughout the City and provides front loading bicycle racks.

1.3. Bicycle Master Plan Process

The City of San Mateo initiated the process to develop this plan in March 2010 through its Public Works Department. To fully engage the City and residents, the City hosted two public workshops, conducted a survey, and provided a Plan website to inform the community of the project status and recommendations.

The first public workshop was held in July 2010 to gather community input on existing bicycling conditions, challenges and opportunities for improvement. The community survey was circulated at this time as well. The survey was distributed to community members who bicycle and those who do not in order to identify challenges for current bicyclists and barriers to bicycling for those who do not currently bicycle. Over 600 responses were collected. The second community meeting was held in February 2011. The purpose of the second workshop was to share draft proposed bikeway improvements and programs for public review.

The Draft Bicycle Master Plan was also taken to City commissions and to City Council. The Plan was presented with discussion at the following meetings:

- Parks and Recreation Commission – March 2, 2011
- Planning Commission – March 22, 2011
- City Council Study Session – May 16, 2011

1.4. Overview of the Plan

The San Mateo Bicycle Master Plan contains the following chapters:

Chapter 1 – Introduction: Sets the context for the Plan including purpose and structure.

Chapter 2 – Vision, Goals, Objectives and Policies: Summarizes the vision, goals, objectives and policies guiding the implementation of the Plan.

Chapter 3 – Existing Conditions: Provides a description of the existing bicycle conditions in the City of San Mateo. The chapter includes a map of existing bikeways and descriptions of existing bicycle programs.

Chapter 4 – Needs Analysis: Reviews the relationship between bicycle activity, commute patterns, demographics, land use and collisions. This chapter also includes a review of community input.

Chapter 5 – Proposed Network Improvements: Includes recommended network, signage and pavement marking, spot improvements and bicycle parking improvements.

¹⁻¹ American Community Survey, United States Census, 2006-2008.

¹⁻² Ridership Counts, Caltrain, 2009.

Chapter 6–Proposed Programmatic Improvements: Describes proposed bicycle encouragement, education, enforcement and evaluation programs.

Chapter 7 – Benefits of Bicycling: Provides an outline of congestion and air quality benefits of this Plan’s recommendations.

Chapter 8 – Implementation: Outlines an implementation strategy, including cost estimates for proposed projects.

Chapter 9 – Funding: Provides potential funding sources for implementing the Plan’s projects and programs.