

Appendix E. Planning and Policy Review

This appendix reviews planning and policy documents relevant to this Bicycle Master Plan. The review is organized by City, County, Regional and State documents and policies. Where applicable, the review of each document includes the most relevant policies to this Citywide Bicycle Master Plan. This planning and policy context is important to the successful implementation of this plan because much of the money for bikeway projects comes from county sales tax, and federal and state money administered regional and state agencies. A clear understanding of this policy context enables San Mateo to position projects that fulfill the policies adopted by Council and partner funding agencies.

E.1. City of San Mateo

City of San Mateo land use and transportation development are guided by a variety of plans with varying scopes. The General Plan guides future development and sets a foundation for master and Specific Plans to follow. Master Plans, such as this Citywide Bicycle Master Plan, emphasize a particular planning initiative that influences a large area of the city. San Mateo also has adopted several Specific Plans establishing land use and design standards for focused geographic areas of the city. Finally, San Mateo also has an existing adopted Capital Improvement Plan identifying capital projects for the City to construct within the next five years. The discussion below presents relevant goals policies, programs and standards from each of these documents that will effect implementation of the Bicycle Plan.

E.1.1. General Plan (2010)

The purpose of the General Plan is to guide future development through 2030. Pursuant to California law, the General Plan must address seven elements.^{E-1} The most applicable element to bikeways is the Circulation Element, which plans the movement of goods and people in the city including the use of bicycles. The General Plan (Draft) is supportive of improving bicycling and the Circulation Element identifies the over reliance of arterial roadways for bicycle access and calls for a comprehensive Bikeways Master Plan with a prioritized capital improvement program and identified connections to the countywide system. This draft element(Goal 6) includes many of the recommendations developed in the City of San Mateo Sustainable Initiatives Plan such as increasing the City's bicycle mode share for trips one-mile or less from three percent (in 2005) to 30 percent by 2020. The following goals and policies are from the Circulation and Conservation/Open Space Elements.

- Goal 2: Maintain a street and highway system which accommodates future growth while maintaining acceptable levels of service.
 - Policy C2.4: Transportation Fee Ordinance. Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain

^{E-1} California requires General Plans to address the following “elements”: Land Use, Open Space, Conservation, Housing, Circulation, Noise, and Safety.

intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.

- Policy C2.11: Transportation Demand Management (TDM) in Rail Corridor Transit Oriented Development Plan (Corridor Plan). Establish and implement a TDM program consistent with the Corridor Plan policy and program requirements for development in Transit Oriented Development (TOD) areas.
- Policy C2.12: Transportation Demand Management (TDM) Downtown. Establish and implement a TDM program, a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility for development within the Downtown Core.
- Goal 4: Develop and maintain a comprehensive bicycle and pedestrian circulation network which provides safe recreation opportunities and an alternative to automobile travel.
 - Policy C4.1: Bicycle Master Plan. Develop a bicycle master plan with a prioritized capital improvement program that creates and maintains a safe and logical bikeways system; supports the City's Sustainable Transportation Actions; and is coordinated with the countywide system.
 - Policy C4.2: Bicycle Facilities on Transit. Encourage additional bicycle capacity on Caltrain and SamTrans (especially to the College of San Mateo). Provide an adequate supply of secure covered bicycle parking at the Caltrain stations.
 - Policy C4.3: Dedication of Needed Right-of-Way for Bikeways. Require dedication of necessary rights-of-way for bike lanes and paths, which are deficient in land area. Dedication shall be required where the development of dedication is not so disproportionate to the size of the project to make it unreasonable.
 - Policy C4.8: Pedestrian and Bicycle Mobility Needs. Balance pedestrian mobility and bicycle accessibility and safety with vehicular congestion when considering intersection improvements to address level of service degradation.
 - Policy C4.9: Pedestrian and Bicycle Connections. Implement an area-wide pedestrian and bicycle circulation plan which will result in convenient and direct connections throughout the Rail Corridor Transit-Oriented Development Plan (Corridor Plan) area and into adjacent neighborhoods and districts.
 - Policy C4.10: Bikeway Systems. Review the City's planned bikeways systems for adequacy, consistency and connectivity throughout the City to facilitate ease of use and safety for the users including adequate parking for bicycles.
 - Policy C4.11: Citywide Bikeways and Pedestrian Master Plan. Develop a Citywide Bikeways and Pedestrian master Plan to outline strategies for improving bicycling and walking conditions in San Mateo, while raising the profile of bicycling and walking as modes of transportation.

- Policy C4.12: Hillsdale Bicycle and Pedestrian Over Crossing. Construct a bicycle and pedestrian over crossing in the vicinity of Hillsdale Boulevard over US 101.
- Goal 6: Implement the transportation objectives of the Sustainable Initiatives Plan (SIP) adopted by the City Council and developed by the Sustainable Advisory Committee.
 - Policy C6.1: Modal Share. Increase mode share from pedestrian and bicycle travel, for trips of one mile or less, from three percent in 2005 to 30 percent by 2020 by introducing paid parking in other commercial areas outside of the downtown, improving pedestrian walkways and amenities within commercial areas and residential neighborhoods and by providing adequate, secure, covered parking for bicycles in city garages for new multifamily and commercial development. Additional potential supportive actions to increase mode share are detailed in the SIP, Appendix T of the General Plan.
 - Policy C6.3: Travel to Schools. Reduce private automobile school trips by 50 percent before 2020 by working with private and public schools to increase the number of students walking or bicycling to school, implementing "walking pools" to schools, increasing carpooling for students, and making flexible local transit available for student travel.
- Policy C/OS9.3: Crystal Springs Road Access. Pursue safe pedestrian/bicycle access to San Francisco Water District lands via Crystal Springs Road through coordination with the Town of Hillsborough and with State and County assistance.
- Policy C/OS 9.4: Interjurisdiction Coordination. Support the coordination of adjacent jurisdictions in the development of bicycle and pedestrian trails, the connection of trails in San Francisco watershed lands, the development of the Bay Trail and Ridge Trail systems, and potential connections into the City of Belmont in the development of a trail system with Sugarloaf Mountain.
- Policy C/OS 14.3: Active Use Facilities. Provide sufficient active use facilities to support current needs and future trends including at least three new multi-use athletic turf areas; an evaluation of existing turf fields for possible conversion to synthetic turf; a tennis complex that optimizes revenue generation; and a system of pedestrian and bike trails that will provide interconnectivity between parks.
- H 2.13: Transportation Oriented Development (TOD). Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

Figure C/OS-4 of the General Plan identifies scenic roadways and existing and potential pedestrian trails and paths. The identification of scenic roadways is intended to require adjacent new development to preserve view corridors and ensure signs, screening and land uses do not diminish the scenic character of the roadway, as set forth in Policy C/OS 9.1. With respect to bikeways, this policy should be considered if bikeway signs are installed on scenic roadways.

The General Plan does not define pedestrian trail and path design, making it challenging to determine trail and path applicability for bicycle use. As such, the potential trails and paths are not included in this Bicycle

Master Plan's recommendations. However, the City should consider designing the potential pedestrian trails and paths to accommodate multiple users, i.e. designed to meet Caltrans Class I multi-use path standards.

E.1.2. Sustainable Initiatives Plan (2007)

The City's Sustainable Initiatives Committee developed the Sustainable Initiatives Plan (SIP), adopted by City Council in 2007, to identify strategies to reduce CO₂ emissions within the city.

- T1: Increase mode share for pedestrian and bicycle travel to 30% for trips of one mile or less by 2020. Bicycle and pedestrian travel currently represents about 3% of all travel.
- T3: Reduce single purpose school trips by private automobile by 50% by 2020.

The SIP sets a bicycle mode share goal of 30 percent of one mile or less trips by 2020. The SIP presents the following “potential supportive actions” to meet this goal:

- Complete the implementation of the bicycle network as described in the General Plan and expand as appropriate to ensure a complete and convenient network of bicycle facilities
- Work with private and public schools to increase the number of students walking or bicycling to school
- In advance of demand, and to help promote demand, provide adequate, secure, covered parking for bicycles in city garages and as a condition for new multifamily and commercial development

The SIP also recommends “immediate actions” upon its approval by City Council, including the establishment of baseline information for pedestrian and bicycle travel within San Mateo using a transportation survey developed and implemented by the Alliance.

E.1.3. Green Building Ordinance (2010)

On January 1, 2010 the City of San Mateo Green Building Ordinance went into effect, requiring new construction and remodel projects to meet the Leadership in Energy and Environmental Design (LEED) standards. LEED defines levels of compliance by awarding credits. Bicycle facilities, including parking and showers, are one source of credits in new construction and existing buildings. To obtain this credit, the project must *“provide suitable means for securing bicycles, with convenient changing/shower facilities for use by cyclists, for 5% or more of building occupants.”*

E.1.4. Capital Improvement Plan (2008)

The City's Capital Improvement Plan (CIP) identifies capital projects to be constructed by 2013. The CIP allocates \$424,462 for citywide bike and pedestrian path improvements.

- Line Item: Citywide Bicycle and Pedestrian Path Improvements

E.1.5. Bay Meadows Specific Plan (2009)

The 1997 Bay Meadows Specific Plan, amended in 2005 and 2009, outlines a vision for the redevelopment of two primary areas: a 75-acre Phase I Redevelopment Area and the 83.3-acre main track area of Bay Meadows, which abuts the northwest corner of the Hillsdale Boulevard and Highway 101 interchange. The Specific Plan describes the distribution, location and extent of land uses, presenting a “transit village” scheme with 900,000 square feet of office space, 734 residential units, 150,000 square feet of retail space, and 2.8 acres of parks and

open space. The plan's amendment discusses the project goals, including the goal to reduce reliance on the automobile by enhancing opportunities for transit ridership, walking and biking. The Specific Plan calls for an extension of the Class I path along Franklin Boulevard westward to Pacific Boulevard and is described below.

- Urban Design Guidelines 7: Enhance Pedestrian and Bicycle Connectivity: Extend the class one bicycle and pedestrian route along the southern edge of the Specific Plan across Saratoga Drive along Franklin Parkway to connect with Hillsdale Boulevard.

E.1.6. Bay Meadows Phase II Specific Plan Amendment (2005)

Bay Meadows Phase II includes a mix of residential, commercial, and office uses. Phase II capitalizes on the proximity to Caltrain to create a transit-oriented plan with greater density of uses. The base program approved under the Plan allows a maximum of 1,250 residential units, 1,250,000 square feet of office/commercial space, and 150,000 square feet of retail space. However, in 2008, the City of San Mateo approved three Site Plan and Architectural Review (SPAR) planning applications for 17 of the 18 developable blocks at the Phase II project site that include only 1,066 housing units, 750,000 square feet of office space, and 93,000 square feet of retail/restaurant space. The one developable block remaining that does not have approved an approved SPAR will be developed with residential and possibly office uses.

E.1.7. Bicycle Parking Plan (2008)

In 2007, the City submitted an application to C/CAG to use Transportation Development Act (TDA) Article 3 (bicycle and pedestrian facilities) funding for 12 bicycle parking facilities at identified locations and signage directing bicyclists to those locations. The locations are near businesses and pedestrian destinations in the Downtown area. As of the development of this Plan, the City has not installed the new bicycle parking.

E.1.8. Hayward Station Bicycle Access Administrative Report (2009)

The City presented the Hayward Station Bicycle Access Administrative Report to the Public Works Commission for their input in preparation to integrate bike facility projects into future developments and this City of San Mateo Bicycle Plan. The Hayward Station is within the City's Rail Corridor Plan, which has three developments in the entitlement phase and in which the City seeks to integrate bike facilities. The Bicycle Access Administrative Report examines the opportunities and constraints of constructing different bikeway types on the following roadways:

- Grant Street north of SR 92: Class II bike lanes are recommended and require additional roadway width on the western side of the Concar development in order to maintain standard 12 foot travel lane widths.
- Concar Drive between Grant Street and Delaware Street: Class II bike lanes is one option that requires widening the southern side of the roadway by 10 feet. The second option is shifting the roadway 10 feet south and increasing the roadway width 10 feet on the Concar Development side to accommodate a Class I path.
- Concar Drive between Delaware Street and SR 92 ramps: Class II bike lanes is one option that requires widening the street by 10 feet and right-of-way (ROW) by 15 feet. The second option is a

Class I bike path on the north side of Concar Drive, which would require 15 feet additional ROW width but no roadway widening.

- Concar Drive between SR92 ramps and Pacific Boulevard: Class II bike lanes is one option that requires widening the street and subsequently the ROW by 10 feet, five feet on each side. The second option is a Class I bike path on the north side of Concar Drive requiring an additional 10 feet of ROW on the north side.
- Delaware Street between Bermuda Drive and SR 92: Class III bicycle route is recommended due to existing constraints inhibiting Class II bicycle lanes.
- Delaware Street between SR 92 and Concar Drive: Class II bike lanes should be considered and would require 15 feet additional roadway width and acquisition of 10 feet ROW, taken equally from each side.
- Delaware Street between Concar Drive and 16th Street: Class II bike lanes are recommended and require 10 feet additional roadway width. Other streetscape improvements are also recommended, including street trees and sidewalk widening.
- Delaware Street between 16th Street and Sunnybrae: Class III bicycle route is recommended.
- Pacific Boulevard south of Concar Drive: Class III bicycle route is recommended until opportunities for Class II bike lanes arise from redevelopment in the area.

E.1.9. Rail Corridor Transit-Oriented Development Plan (2005)

The Rail Corridor Transit-Oriented Development Plan (TOD) is intended to guide the development around the Hillsdale and Hayward Park Caltrain Stations to be compact with a mix of land uses and increase station accessibility by all travel modes, including bicycles. Among the provisions set forth by the Rail Corridor TOD Plan are improved bicycle parking at Caltrain Stations, ensure that new street intersections are safe for bicyclists, create a transportation demand management (TDM) program that encourages bicycle use and develop a block and grid street pattern. Relevant policies are listed below.

- Policy 4.6: Establish new street intersections that are efficient and safe for pedestrians, bicycles, and automobiles.
- Policy 4.9: Develop an area-wide pedestrian and bicycle circulation network which will result in convenient and direct connections throughout the plan area and into adjacent neighborhoods and districts.
- Policy 4.10: Establish safe and convenient pedestrian and bicycle routes where existing barriers currently prohibit connections.
- Policy 4.12: Provide a balanced street system in the plan area that safely connects Hillsdale and Hayward Park stations to the adjacent and greater community by providing for convenient access by a mix of modes of travel including pedestrians, bicycles, buses, and automobiles both on and off-site.

E.1.10. Grand Boulevard Initiative Multi-Modal Access Strategy Progress Report (2007)

The Grand Boulevard Initiative Multi-Modal Access Strategy is the collaborative effort of 19 Cities, San Mateo and Santa Clara Counties, and local jurisdictions to improve El Camino Real as a street that connects communities north and south of each other and integrate communities located on either side of the street. Among the Initiative's guiding principles is strengthening bicycle connections to the corridor. The Initiative's Design Guidelines recommend bicycle boulevards on streets parallel to El Camino Real and bicycle improvements on streets connecting the bicycle boulevards to nodes along El Camino Real, specific streets are not identified.

- Guiding Principle 9: Strengthen bicycle and pedestrian connections within the corridor.

E.1.11. Grand Boulevard Initiative Multi-Modal Access Strategy & Context-Sensitive Design Guidelines (2010)

The Multimodal Access Strategy and Context Sensitive Design Guidelines is an element of the Grand Boulevard Multimodal Transportation Corridor Plan. The Access Strategy and Design Guidelines address objectives three and four of the Multimodal Transportation Corridor Plan's five objectives:

- Objective 3. Outline a strategy for multimodal access that encourages transit use, bicycling and walking.
- Objective 4. Facilitate corridor-wide coordination of design and operations.

The Access Strategy and Design Guidelines include street design prototypes that illustrate different combinations of frontage improvements, transit facilities and roadway design elements, including Class II bicycle lanes and bike parking.

E.1.12. El Camino Real Master Plan (2001)

The El Camino Real (ECR) Master Plan is a vision for the future of El Camino Real between Hwy 92 and the Belmont City boundary. The main features recommended by the ECR Master Plan include a landscaped median and "themed intersections," which provide pedestrian enhancements at intersections with the highest pedestrian volumes. While the ECR Master Plan does not specifically address bicycle access, its recommendation for landscaped medians and street trees, along with other pedestrian enhancements, also make El Camino Real more inviting to bicyclists.

E.1.13. Laurelwood Park and Sugarloaf Mountain Open Space Management Plan and Mitigated Negative Declaration (2006)

The Laurelwood Park and Sugarloaf Management Plan provides management policies for the 37-acre Laurelwood Park and the adjoining 188-acre Sugarloaf Mountain Open Space, located south of Hillsdale Boulevard between Arthur Younger Freeway (State Route 92) and Alameda De Las Pulgas in San Mateo. The Management Plan includes the site plans that identify site improvements and management zones, estimated implementation costs, and costs for operations and maintenance activities over a fifteen year period.

The parks include a hierarchy of trails from single-tracks to trails that double as maintenance/fire access roads. City of San Mateo policies currently discourage biking within Sugarloaf Mountain Open Space. During the planning process, the public and City staff members identified opportunities for making regional trail

connections for both pedestrians and bicyclists. Connecting new trails at Sugarloaf Mountain with other neighborhoods, City parks, and open spaces is a goal of the Parks and Recreation Department's Green Scheme Strategic Initiative. Nearly ten percent of participants in Discovery Day reported that they traveled to Laurelwood Park via bicycle. The Management Plan encourages increased recreational biking to and through Sugarloaf Mountain Open Space. Two trails within the project site will be designated as multiuse trails.

The Management Plan also includes park and trail accessibility design guidelines applicable to trails, trailheads, overlooks, signage, and other amenities and utilities. The Accessibility Design Guidelines state that trailheads may include bicycle parking (racks or lockers) to facilitate alternative means of transportation to park areas.

E.1.14. Shoreline Parks Master Plan and Mitigated Negative Declaration (2000)

The Shoreline Parks Master Plan describes existing pedestrian and bicycle improvements within the Shoreline Parks and provides an overview of the resource enhancement, public use, facility development, and management programs for the Shoreline Parks. The Parks comprise approximately 177.3 acres adjacent to the San Francisco Bay and a portion of San Mateo Creek. Except for Harborview Park and Ryder Park, trail-related activities account for the majority of recreational opportunities within the Shoreline Parks. Additional pedestrian amenities, such as benches, trash cans and drinking fountains, are available at Harborview Park, Ryder Park, and Seal Point Park/Bay Trail. Planned improvements include restrooms, new trails, trail/roadway crossing improvements, bicycle parking, public telephones, interpretive signage, and lighting. Improvements to bicycle and pedestrian access connections are discussed generally on pages 2-4 and 2-5 and throughout the Specific Park Area and Facilities section. Bicycle racks are to be located at or near all vehicular parking areas and outdoor classrooms. Trail and vehicular gateway locations are identified in Figure 5, including gateways along J. Hart Clinton Drive and the Bay Trail.

Most trail use involves individuals who either walk or bike to the Shoreline Parks from San Mateo and enter the Shoreline Parks from Coyote Park Recreation Area, or who park elsewhere along the Bay Trail and walk or ride to the Shoreline Parks. The Master Plan includes a bicycle and pedestrian bridge over San Mateo Creek at the end of Rand Street and the following goal related to bicycle access:

Goal #7: Access. Development of the Shoreline Parks should be carried out such that through a comprehensive bicycle and pedestrian circulation network, residents are encouraged to use alternatives to automobile travel as a means of accessing the shoreline.

E.2. County

San Mateo County has a similar set of plans to the City, including a General Plan and Bike Routes Plan. These plans should be considered in order for this Citywide Bikeways Master Plan to be coordinated with County plan recommendations.

E.2.1. General Plan (1986)

The San Mateo County General Plan (GP) includes policies that support bicycling throughout the County and cities in the County. The GP encourages coordination with local and regional agencies in completing a connected bikeways network.

- Policy 12.13: Encourage the cities and CalTrans to develop an adequate circulation system, including bikeways, to serve new development east of Highway 101 and which, to the maximum extent feasible, does not adversely affect baylands or wetlands.
- Policy 12.34: Encourage the cities to develop local bikeway plans, obtain funding, and construct and maintain a system of local bikeways that is consistent with the County Bikeways Plan.
- Policy 12.35: Support the development of bicycle trails in rural and coastal areas.
- Policy 12.38: Encourage large employers to provide shower and locker facilities for their employees who bike to work as part of a commute alternative program.
- Policy 12.46: Work with the cities of San Mateo County and with adjacent cities and counties on transportation issues of countywide concern, including east-west arterial roads, implementation of the Bikeways Plan, development of truck routes through adjoining jurisdictions, pavement maintenance of bike routes.
- Policy 12.52: The County staff Bikeways Coordinator shall: (1) plan and develop bikeway facilities in the unincorporated areas; (2) develop requirements for bike facilities in new developments in unincorporated areas; (3) provide staff services to the County Bikeways Advisory Committee; (4) work with the cities and monitor progress toward implementation of the County Bikeways Plan; (5) assist cities without active bikeways programs to develop and implement programs for their cities; and (6) coordinate with bicycle organizations.

E.2.2. Countywide Transportation Plan (2001)

The Countywide Transportation Plan presents policies that promote a transportation system with all modes working in synergy. The CTP's overarching goal is to reduce traffic congestion in all jurisdictions of San Mateo County by increasing transit and non-motorized facility capacity, performance and demand and increasing the performance of existing roadways. To increase bicycle demand, the CTP sets key policies of developing a bikeway system that is fully integrated into the transit system and provide more incentives for integrating bikeways and transit modes.

E.2.3. Comprehensive Bike Route Plan (2000)

The Comprehensive Bike Route Plan presents a strategic guide to implementing bike routes in the entire county of San Mateo, including City jurisdictions. The plan recommends numerous bikeways in the City of San Mateo, some of which have since been implemented including Alameda De las Pulgas, Crystal Springs Road and Laurelwood Drive. The plan also recommends striping bike lanes on El Camino Real, which is within Caltrans jurisdiction. A survey was conducted as part of the plan and found that the top priority improvement was bike lanes on El Camino Real.

- Policy Action 1.5: Maximize coordination between Cities in the County and neighboring jurisdictions by establishing points of contact within each agency (which may be a bicycle coordinator) for bicycle projects and protocol for reviewing plans.
- Policy Action 2.1: Discuss the need, role, responsibility, cost, and funding of local bicycle coordinators whose responsibility would be to (a) provide support to the public, (b) act as a liaison to the other agencies, (c) act as a liaison to local bicyclists, the media, and the community in general, (d) review

and/or complete funding applications, (e) provide inter-departmental coordination, and (f) develop proposals and programs.

- Policy Action 4.6: In order to encourage cycling throughout the county, the cities should consider developing criteria for installing traffic calming devices. These devices may include; traffic roundabouts, channelization, neck-downs, T-intersections, modified designs for travel lanes, and reduction in street widths where significant through traffic impacts low density residential areas. These devices should only be installed where desired by residents, impacted businesses, and where a demonstrated need exists and where they are compatible with the access needs of emergency vehicles. Installation design and priority should consider equity between different neighborhoods.
- Policy Action 9.2: Encourage multi-jurisdictional funding applications.

E.3. Regional

Regional planning and policy documents are far-reaching, presenting policies for all jurisdictions in a region or specific recommendations for jurisdictions running through or adjacent to the City of San Mateo, e.g. Metropolitan Transportation Commission (MTC) and Caltrain. MTC acts as the regional transportation planning, coordinating and financing agency for the region. The Association of Bay Area Governments (ABAG), made up of the nine counties surrounding the Bay, is the comprehensive planning agency for the region.

E.3.1. Regional Bicycle Plan (2009)

The Regional Bicycle Plan, produced by MTC, identifies regional bikeway connections in the San Francisco Bay Area and strategies to fill gaps in the regional bikeway network (RBN). The RBP's principle goal is "to ensure that bicycling is a safe, convenient, and practical means of transportation and healthy recreation throughout the Bay Area, including in Priority Development Areas (PDAs); to reduce traffic congestion and risk of climate change; and to increase opportunities for physical activity to improve public health." The policies of the plan include directing local jurisdictions to collaborate with transit agencies to ensure bicyclists are accommodated within one mile of transit stations, adopt ordinances requiring new developments to include sheltered bicycle parking and end-of-trip accommodations, maintain Bicycle Advisory Committees and conduct bicycle surveys using the National Bicycle and Pedestrian Documentation Project. The most relevant policies are listed below.

- Policy 1.1: Ensure that all transportation projects funded by MTC consider enhancement of bicycle transportation, consistent with MTC Resolution 3765, Caltrans Deputy Directive 64 R1, Assembly Concurrent Resolution 211 and the Complete Streets Act of 2008.
- Policy 2.1: Develop a cohesive system of regional bikeways that provide access to and among major activity centers, public transportation and recreation facilities.
- Policy 2.2: Ensure that the RBN serves bicyclists with diverse ability levels who are bicycling for a range of transportation and recreational purposes.
- Policy 2.5: Encourage coordination of cross jurisdictional bicycle way-finding signage.
- Policy 3.2: Support local government efforts to improve bicyclist safety by encouraging enforcement of the California Vehicle Code for motorists and cyclists alike. Examples include diversion training

programs and reduced fines for errant cyclists so police officers will be more willing to cite them. (Diversion training allows motorists and cyclists who break traffic laws to avoid having citations documented in exchange for attending traffic safety classes.)

- Policy 3.3: Encourage local jurisdictions and other agencies and organizations to utilize MTC's online Safety Toolbox.
- Policy 5.3: Foster collaboration between local jurisdictions and regional transit agencies to improve bicycle access to transit stations in the last mile surrounding each station. Improvements to ease, speed, convenience and safety of bicycle access, including by means of signage and bikeways, should be considered.
- Policy 6.2: Encourage local jurisdictions to adopt ordinances requiring bicycle parking and storage and to offer incentives to employers that provide enclosed, sheltered bicycle parking for their employees and, when feasible, their customers.
- Policy 6.3: Encourage local jurisdictions to provide shower and locker facilities, or to make arrangements for access to local health clubs, for all new developments and major redevelopments.
- Policy 6.4: Continue to require cities and counties to form and maintain bicycle advisory committees, and to develop and update comprehensive bicycle plans, as a condition for receiving Transportation Development Act (TDA) funds.
- Policy 8.7: Encourage jurisdictions to consider adopting California Environmental Quality Act (CEQA) standards that rigorously analyze project impacts to bicyclists and pedestrians.
- Policy 9.4: Encourage local jurisdictions to work with the National Bicycle and Pedestrian Documentation Project to standardize bicycle and pedestrian data collection throughout the region.

The plan identifies the following unbuilt regional bikeway connections in the City of San Mateo:

- “North-South Bikeway” Old County Road (Pacific Boulevard in San Mateo) from Bay Meadow Race Track Entrance to Jefferson Avenue (Redwood City) (Class III and II bikeways now exist on Pacific Boulevard from the Bay Meadow Race Track to the south city limit.)
- 3rd and 4th Avenues from El Camino Real to Hwy 101

E.3.2. San Francisco Bay Trail Gap Analysis (2005)

The San Francisco Bay Trail Gap Analysis Study is a continuation of the Bay Trail Plan (1989), which seeks to complete a continuous 500 mile trail around the San Francisco Bay. The City of San Mateo has completed the segment of the Bay Trail within its jurisdiction, in Coyote Point Park. The following policies are from the Bay Trail Plan, which the Gap Analysis supports.

- Trail alignment policies reflect the goals of the Bay Trail program—to develop a continuous trail which highlights the wide variety of recreational and interpretive experiences offered by the diverse bay environment and is situated as close as feasible to the shoreline, within the constraints defined by other policies of the plan.
- Trail design policies underscore the importance of creating a trail which is accessible to the widest possible range of trail users and which is designed to respect the natural or built environments

through which it passes. Minimum design guidelines for trail development are recommended for application by implementing agencies.

- Transportation access policies reflect the need for bicycle and pedestrian access on Bay Area toll bridges, in order to create a continuous trail and to permit cross-bay connections as alternative trail routes.
- Implementation policies define a structure for successful implementation of the Bay Trail, including mechanisms for continuing trail advocacy, oversight and management.

E.3.3. Caltrain Bicycle Access and Parking Plan (2008)

The Caltrain Bicycle Access and Parking Plan proposes improvements to Caltrain's top 10 accessed stations with the intent to increase the number of people that arrive at the stations by bicycle. The San Mateo and Hillsdale stations are included in the stations assessed by the plan, which provide 30 and 34 bike parking spaces, respectively. The plan recommends nine more spaces at the San Mateo station and 15 more spaces at the Hillsdale station but notes that bicycle parking administration is not a priority of the City of San Mateo. The plan identifies the lack of a direct bicycle connection from Railroad Avenue to the northbound platform San Mateo station and that bicyclists are forced to weave between parked cars due to the location of the Bay Meadow fence. Recommendations include installing bicycle parking on the east side of the Hillsdale Station and striping bicycle lanes on Delaware Street, Pacific Avenue and El Camino Real.

E.4. State

State planning and policy documents are the most far-reaching, presenting policies and goals for RTPs and MPOs.

E.4.1. State Assembly Bill 32: Global Warming Solutions (2006)

Signed into law in 2006, the Global Warming Solutions Act sets discrete actions for California to reduce greenhouse gas emissions. The discrete actions focus on reducing emissions by increasing motor vehicle and ship yard efficiency and other strategies involving refrigerants, landfills and consumer products. While encouraging bicycling is a means for California to reach 1990 greenhouse gas emission levels in 2020, AB 32 does not identify it as a strategy.

E.4.2. State Assembly Bill 1358: Complete Streets (2008)

AB 1358 requires the legislative body of any City or County to, upon revision of a general plan or circulation element, ensure that streets accommodate all user types, e.g. pedestrians, bicyclists, transit riders, motorists, children, persons with disabilities and elderly persons. Beginning January 1, 2011, Cities and Counties must include accommodation of all street users in Circulation Element revisions.

E.4.3. State Senate Bill 375: Sustainable Communities (2009)

Signed into law in 2008, SB 375 links land use planning with greenhouse gas emissions, first requiring the State Air Resources Board to set emission reduction goals for metropolitan planning organizations (MPO) (ABAG is the MPO for the Bay Area) and then requiring ABAG to develop a land use plan to meet that goal. ABAG must make transportation funding decisions consistent with their new plan, namely by developing a required Sustainable Communities Strategy (SCS) in the Regional Transportation Plan. The SCS must also be

consistent with the Regional Housing Needs Assessment (RHNA) allocation. ABAG has already implemented a similar strategy with its Priority Development Areas (PDA), which works with local jurisdictions to concentrate housing around transit stations. The City of San Mateo compliance with ABAG's SCS and consequently SB 375 is setting minimum density and development standards when rezoning an area. Aspects relevant to this Citywide Bikeways Master Plan are listed below.

- Air Resources Board (ARB) creation of regional targets for greenhouse gas emissions reduction tied to land use.
- Regional planning agencies must create a plan, including a Sustainable Communities Strategy, to meet those targets.
- Regional transportation funding decisions must be consistent with this new plan.
- RHNA guiding local housing efforts that are informed by efficient use of the transportation system.

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