Appendix H. Summary of Recommendations

This appendix includes a summary of all the engineering, policy and code revisions, and study recommendations in the Plan. They are in one place to allow for quick reference.

A summary project description as well as a section and page reference to the full project description is provided for each recommendation.

Appendix H Table of Contents

H.1. Bikeway Network

Plan Reference: Section 5.1, page 5-1

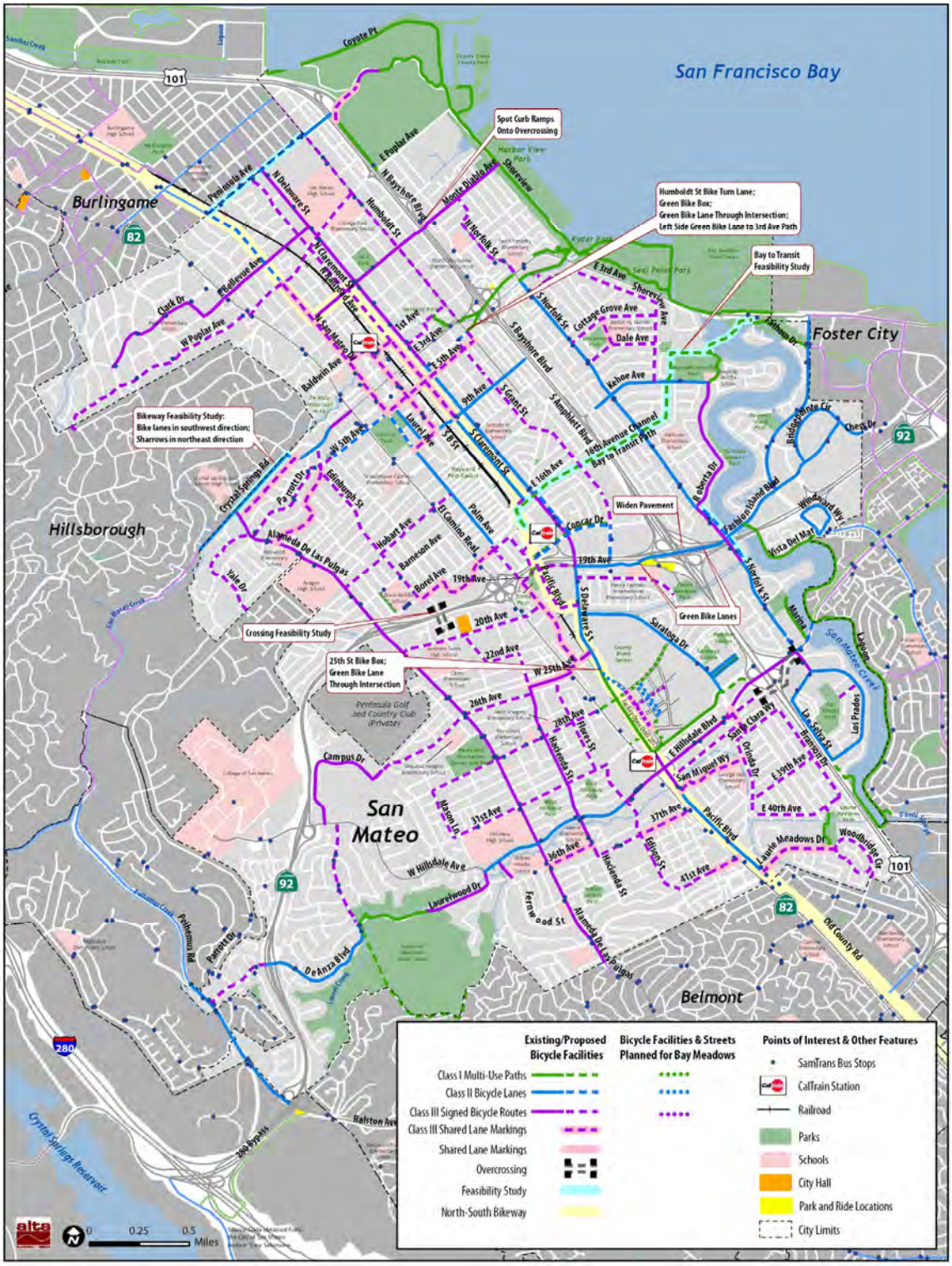

Figure H-1: San Mateo Existing and Proposed Bikeway Network

Table H-1: Bikeway Improvements and Estimated Costs by Tier

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

Rank	Location	From	To	Class	Length	Cost
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
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 Bvld	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

Rank	Location	From	To	Class	Length	Cost
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
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

Rank	Location	From	To	Class	Length	Cost
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**

H.2. Caltrain Station Access Improvements

H.2.1. Downtown Caltrain Station

Plan Reference: Section 5.1.5, page 5-9

Recommendations:

1. Install Class III Bike Routes with Shared Lane Markings on B Street and N Claremont St.
2. Convert/replace 18 existing keyed bicycle lockers with 18 electronic lockers. (Caltrain)
3. Add 18 new electronic lockers. (Caltrain)
4. Relocate existing bicycle racks to the station plaza area for better convenience and visibility. (Caltrain)
5. Consider implementation of a Bike Station or similar facility. (Caltrain)

H.2.2. Hayward Park Caltrain Station

Plan Reference: Section 5.1.5, page 5-10

Recommendations:

1. Install Class I Multi-Use Path along the north side of Concar Drive between Grant Street and the Station.
2. Install Class I Multi-Use Path along 16th Avenue Channel from Pacific Boulevard to Marina Lagoon.

3. Install Class II Bike Lanes along the north side of Concar Drive between Grant Street and the Station.
4. Install Class III Bike Route on Pacific Boulevard between Delaware Street and the Station.
5. Install Class III Bike Route on 19th Avenue between Palm Avenue and Leslie Street.
6. Install Class III Bike Route on Leslie Street between 19th Avenue and 17th Avenue.
7. Install Class III Bike Route on 17th Avenue between Palm Avenue and Leslie Street.
8. Install Class III Bike Route on 20th Avenue between Alameda de las Puglas to Palm Avenue.
9. Install Class III Bike Route with Shared Lane Markings on Bovet Road between Borel Avenue and El Camino Real.
10. Convert/replace 12 existing keyed bicycle lockers with 18 electronic lockers.

H.2.3. Hillsdale Caltrain Station

Plan Reference: Section 5.1.5, page 5-11

Recommendations:

1. Implement proposed bikeway network presented in the Bay Meadows Transit Oriented Development Site Plan and Architectural Review documents.
2. Implement proposed bikeways in the Hillsdale Station Area Plan including:
    a. Class I Multi-Use Path on 31st Avenue between El Camino Real and Edison Street
    b. Class I Multi-Use Path on 28th Avenue between El Camino Real and proposed station to the east.
    c. Class III Bike Route on Edison Street between Hillsdale Boulevard and 31st Avenue
    d. Class III Bike Route on Flores Street between 31st Avenue and 25th Avenue
    e. Class III Bike Route on 28th Avenue between El Camino Real and Flores Street.
3. Install Class III Bike Route on 31st Avenue between Edison Street and Monterey Street.
4. Install Class III Bike Route on 28th Avenue between Flores Street and Hacienda Street.
5. Replace 6 existing keyed bicycle lockers with 35 electronic lockers in the west parking lot. (Caltrain)
6. Install 5 bicycle racks in each parking lot near the platform entrance stairways. (Caltrain)
7. Consider installation of bicycle wheel channels on stairways for easier access to and from platforms.(Caltrain)

H.3. Wayfinding Signage Project

Plan Reference: Section 5.1.57, page 5-12

This Plan recommends installation of CAMUTCD wayfinding signs at decision points and confirmation signs that display destinations and mileage.

H.4. Raised Pavement Markers

Plan Reference: Section 5.1.8, page 5-18

This Plan recommends the City consider a policy prohibiting raised pavement markers on Class III Bicycle Routes and Class III Bicycle Routes with Shared Lane Markings roadways with two travel lanes, where those travel lanes are less than 14-feet wide and are on roadways classified as local. This Plan also recommends the City consider removal of raised pavement markers on existing and proposed bikeways that meet the aforementioned criteria. **Table H-2** lists the existing and proposed bikeways where removal of raised pavement markers is recommended.

Table H-2: Recommended Bikeways with Raised Pavement Marker Removal

Name	Bikeway Class	From	To	Existing/Proposed
31St Ave	CL III	Monterey St	Flores St	Proposed Bike Route
Cottage Grove Ave	CL III	S Norfolk St	Ocean View Ave	Proposed Bike Route
E 5th Ave	CL III SLM	El Camino Real	S Delaware St	Proposed Bike Route with SLM
Edison St	CL III	31st Ave	39th Ave	Proposed Bike Route
N Claremont St	CL III SLM	2nd Ave	9th Ave	Proposed Bike Route with SLM
Roberta Dr	CL III	S Norfolk St	Kehoe Ave	Existing Bike Route
S Grant St	CL III	Concar Ave	Birch Ave	Proposed Bike Route
Shoreview Ave	CL III	S Norfolk St	Ocean View Ave	Proposed Bike Route

H.5. Bicycle Detection at Traffic Signals

Plan Reference: Section 5.1.9, page 5-19

This Plan recommends that the City install bicycle detection at all actuated intersections along existing and proposed bikeways. Additionally, the City should consider installing bicycle detection at all actuated intersections. Where loop detection is used (see Appendix A Design Guidelines for details) a pavement stencil of the bicycle detection marking should be used to show bicyclists where to position themselves.

H.6. Complete Streets Policy

This Plan recommends the City of San Mateo pursue a Complete Streets policy.

H.7. Maintenance Program for Existing Public Access Facilities and Private Property

This Plan recommends the City develop a maintenance program to ensure public access bicycle facilities on private property are maintained on a regular basis, when and if the need arises.

H.8. Bicycle Facility Maintenance

Plan Reference: Section 5.1.12, page 5-20

This Plan recommends the City include the presence of bikeways in the criteria used to determine repaving.

H.9. San Mateo Vehicles and Traffic Code 11.56.100 Revision

Plan Reference: Section 5.1.13, page 5-10

The Plan recommends the City revise this section to conform with California Vehicle Code Section 21202 as follows:

(a) Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

(1) When overtaking and passing a vehicle proceeding in the same direction.

(2) When preparing for a left turn at an intersection or into a private road or driveway.

(3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge, subject to the provisions of Section 21656. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

(4) When approaching a place where a right turn is authorized.

(b) Any person operating a bicycle upon a roadway of a highway, which highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near the left-hand curb or edge of that roadway as practicable.

(c) It is unlawful for any person to ride or operate a bicycle, motor driven cycle or motor scooter upon any sidewalk or upon any overhead pedestrian crossing over any street, roadway, state highway or state freeway that is signed for pedestrian use only within the city.

H.10. San Mateo Zoning Code 27.64.080 Revision

Plan Reference: Section 5.1.14, page 5-21

The Plan recommends the City revise this section as follows:

27.64.080 USE OF PARKING AND GARAGE FACILITIES. Off-street parking and garage facilities accessory to residential use and developed in any residential district in accordance with the requirements of Sections 27.64.080 through 27.64.150 shall be used solely for the storage of bicycles in assigned parking spaces and passenger automobiles owned by occupants of the dwelling structures to which such facilities are accessory or by guests of said occupants. Under no circumstances shall required parking and garage facilities accessory to residential structures be used for the storage of commercial vehicles or for the parking of automobiles belonging to the employees, owners, tenants, visitors or customers of business or manufacturing establishments.

H.11. 4th Avenue and Humboldt Street Improvements

Plan Reference: Section 5.2.1, page 5-22

Table H-3 below outlines the issues and recommended improvements for the 4th Avenue and Humboldt Street intersection..

Table H-3: 4th Avenue and Humboldt Streeet Improvements

Issue	Recommended Improvement
North bound Humboldt Street at 4th Avenue has double right turn lanes where bicyclist positioning is not clear	Install a bike box at the intersection to direct bicyclists to the proper positioning for travel on the left side of 4th Avenue. The City may consider a study to prohibit right turns on red to further protect bicyclists.
Access to the 3rd Avenue Median Path from 4th Avenue between Humboldt and the 3rd Avenue Median Path requires bicyclists to travel on the left side of the roadway. This requires explanation to bicyclists that travel through the intersection should be guided towards the left side of 4th Avenue.	Install a green bike lane through the intersection directing bicyclists to the recommended path of travel to the left side of 4th Avenue.
The 4th Avenue the roadway configuration requires bicyclists take the left travel lane. This positioning is challenging because vehicle speeds are high, motorists do not expect bicyclists to be on the left side of the roadway and nor do bicyclists expect that left side positioning is required.	Install a green bike lane on 4th Avenue east to the 3rd Avenue Median Path entrance direction bicyclists of roadway placement and informing motorists to expect bicyclists.
Bicyclists do not have a user friendly access to path.	Install angled ramp from 4th Avenue to the 3rd Avenue Median Path facilitating bicyclist access to the path.

Figure H-2: Proposed 4th Avenue and Humboldt Street Improvements

H.12. 25th Avenue at S Delaware Street Improvements

Plan Reference: Section 5.2.2, page 5-23

The recommended improvement is to install a bike box across the dedicated right turn and optional right/left turn lanes to direct bicyclists on 25th Avenue to the proper positioning for turning left. A green bike lane through the intersection directing bicyclists to the recommended path of travel is also recommended. This improvement is similar to the 4th Avenue and Humboldt Street improvement project. A bike box is also recommended on southbound S. Delaware Street to warn motorists of merging bicyclists turning right.

H.13. 19th Avenue and US 101 Undercrossing Improvements

Plan Reference: Section 5.2.3, page 5-23

The recommended improvement for this bikeway segment is to widen the bike lane at pinch spots, stencil and sign the bike lane at frequent intervals to clearly identify the lane for both bicyclists and motorists and to install green bike lanes through the freeway ramps. Green bike lanes as described in Section 5.1.6, alert roadway users to the presence of bicyclists and clearly assigns right-of-way. Motorists are expected to yield to cyclists in these areas. Similar treatments have been used in San Francisco, Portland, Cambridge, Austin and are currently under study in San José.

H.14. Monte Diablo and US 101 Overcrossing Improvements

Plan Reference: Section 5.2.4, page 5-23

The recommended improvement for this barrier is the installation of curb ramps at both overcrossing entrances. This will not only facilitate access for bicyclists, it will also improve pedestrian access.

H.15. Poinsettia Avenue and Pacific Boulevard Curb Cut Connection

Plan Reference: Section 5.2.5, page 5-23

This Plan recommends the City construct a curb cut so bicyclists can access Poinsettia Avenue as an alternate route to Hillsdale Boulevard.

H.16. 31st Avenue from El Camino Real to Edison 'Street Share the Road' Signs

Plan Reference: Section 5.2.6, page 5-24

If feasible, support the development of new bicycle facilities on 31st Avenue, in conjunction with redevelopment of that portion of the Hillsdale Shopping Center. The latter would only be considered feasible if a configuration can be developed that balances auto, bicycle, and pedestrian circulation on 31st Avenue.

H.17. 5th Avenue from El Camino Real to San Mateo Drive Road Diet

Plan Reference: Section 5.2.7, page 5-24

This Plan recommends the City conduct public outreach for the removal of one travel lane and the inclusion of bicycle lanes in both directions. The purpose of this project is to provide direct bicycle access across the City and to Central Park.

H.18. Bay to Transit Path Feasibility Study

Plan Reference: Section 5.3.1, page 5-24

This Plan recommends the City conduct a feasibility study in order to address right-of-way, site engineering, safety, security, privacy, delivery of emergency services, maintenance and operations, community interests and needs, and other unknowns associated with the development of a trail in this location.

H.19. 3rd Avenue Median Path Intersections Improvement Study

Plan Reference: Section 5.3.2, page 5-25

This Plan recommends the City initiate a study to improve access to the path entrances. Possible improvements may include signage and striping. Similar treatments are used where median paths end at an intersection including in Brooklyn, New York.

H.20. Franklin Parkway at Saratoga Drive Improvement Study

Plan Reference: Section 5.3.3, page 5-26

This Plan recommends a study to address two issues: First, to provide the bicycle network gap closure between the two existing Class I facilities by constructing a Class I Bicycle Path along the frontage of the San Mateo Police Station site, and secondly to study crossing improvements at Saratoga Drive.

H.21. Crystal Springs Road Bike Lane Feasibility Study

Plan Reference: Section 5.3.4, page 5-26

This Plan recommends the City work with the City of Hillsborough to conduct a study analyzing the feasibility of bikes lanes on the westbound, uphill direction of Crystal Springs Road Alameda De Las Pulgas and 3rd Avenue, and shared lane markings eastbound. The project may also include a bike box on Crystal Springs at Alameda de las Pulgas.

H.22. Norfolk Street Bike Lane Feasibility Study

Plan Reference: Section 5.3.5, page 5-26

This Plan recommends the City conduct a study to analyze the feasibility of installing bike lanes on this segment of Norfolk Street. Bike lanes will increase access to many restaurants and shopping outlets on Norfolk Street.

H.23. Peninsula Avenue Bike Lane Feasibility Study

Plan Reference: Section 5.3.6, page 5-26

This Plan recommends the City work with the City of Burlingame to complete a feasibility study of bike lanes on Peninsula Avenue.

H.24. Highway 92 Crossing Study

Plan Reference: Section 5.3.7, page 5-26

This Plan recommends the City conduct a feasibility study to determine the opportunities and challenges of a crossing near Edinburgh St.

H.25. Bicycle Share Program

Plan Reference: Section 5.3.7, page 5-26

This Plan recommends the City consider investigating the feasibility of a bike share program.

H.26. Bicycle Parking

Plan Reference: Section 5.4 & Appendix B, page 5-26 & Appendix B

This Plan recommends the City and private developers only install bicycle parking that meets the following criteria. Short-term parking should support the bicycle at two points and have a design that is intuitive to use. A "U-rack" is an example of a standard and accepted bicycle rack and is the recommended standard for the City of San Mateo, while "wave racks" and "wheelbender" are not acceptable because they do not provide two points of contact among other issues. Long-term bike parking should provide some weather protection and greater security than provide by bicycle racks. Bicycle lockers (electronic) and bike cages are examples of acceptable types of long-term bicycle parking.

H.27. Citywide Bicycle Parking Recommendations

Plan Reference: Section 5.4.2 & Appendix B, page 5-27 & B-18

Through the public workshop and input from the Plan website, community members expressed desire for bicycle parking at community centers and additional parking at transit centers. Specific locations for recommended citywide bicycle racks are listed below in **Table H-4**. A detailed review of civic facilities and recommended bicycle parking is presented in Appendix B.

In addition to bicycle rack installation, this Plan recommends the City provide a map of bicycle parking locations on its bicycling resource website. The website currently provides bicycle parking locations in a list format however, a map will give the community a geographic reference, help identify parking near locations not listed, and will be a greater community resource.

The City is also encouraged to work with commercial property owners to install bicycle parking for patrons. Ideal locations for bicycle parking include grocery stores and retail shopping centers.

Table H-4: Recommended Citywide Bicycle Parking Locations

Category	Location	Details
Retail Districts	Hillsdale Shopping Center	Install bicycle racks (at minimum 4 racks)
	Bridgepointe Shopping Center	Install bicycle racks (at minimum 4 racks)
	Retail districts along 25th, 37th, and 41st Avenues as well as at Norfolk Street and Hillsdale Boulevard.	Install bicycle racks (at minimum 4 racks) in each district
Caltrain Stations	Downtown San Mateo	Replace 18 existing keyed bicycle lockers with 18 electronic lockers Add 18 new electronic lockers Relocated existing bicycle racks to the station plaza area for better convenience and visibility. Consider implementation of a Bike Station or similar facility
	Hayward Park	Install 18 electronic bicycle lockers
	Hillsdale	*West Parking Lot:* Replace 6 existing keyed bicycle lockers with 8 electronic lockers on a level concrete pad. Keep remaining 2 keyed lockers. *East Parking Lot*: Install 20 electronic and 2 keyed bicycle lockers. *Platform Entrances:* Install 4 bicycle racks in each parking lot near the platform entrance stairways

It is also recommended that the City replace, as funding allows, existing bicycle racks that do not meet City standards. These identified locations are presented in **Appendix B**.

H.28. Downtown Bicycle Parking Recommendations

Plan Reference: Section 5.4.3 & Appendix B, page 5-28 & B-3

Specific recommended bicycle parking locations for San Mateo's downtown are shown in **Figure H-3**. The locations were chosen with consideration for available space free of fixtures and utilities as well as anticipated demand. **Appendix B** of this Plan includes a detailed downtown bicycle parking plan

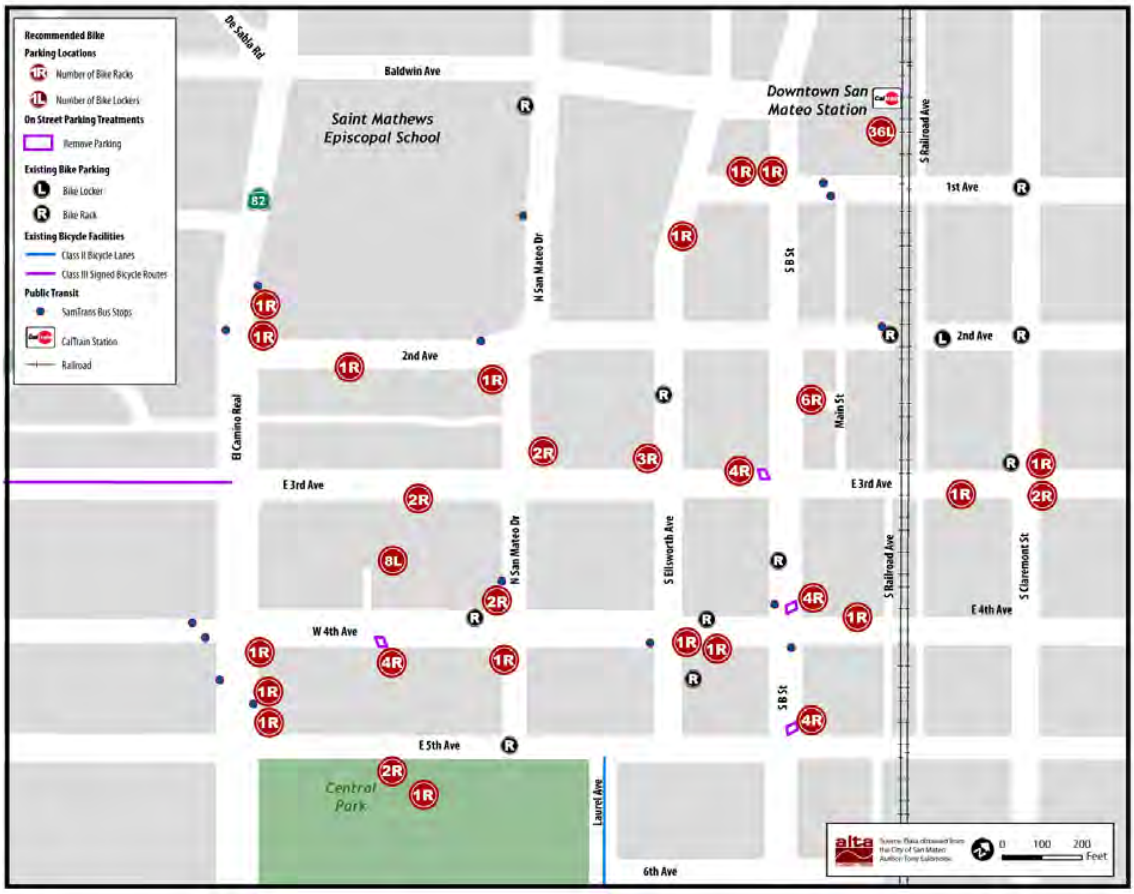

Figure H-3: Recommended Downtown Bicycle Parking Locations

H.29. Bicycle Parking Requirements for Development

Plan Reference: Section 5.4.3 & Appendix B, page 5-27 & B-50

Bicycle parking requirements for development ensures bicyclists have somewhere secure and convenient to park their bicycles at newly constructed buildings. **Appendix B** presents recommended rates of required bicycle parking. The recommended rates are based on the Association of Pedestrian and Bicycle Professional's "Bicycle Parking Guidelines" (2nd Edition), successful bicycle parking requirements in other Bay Area cities, and best practices.

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