OOS BPAC Meeting

C/CAG Comprehensive Bicycle and Pedestrian Plan Update

August 20, 2020
## Accomplishments to date

<table>
<thead>
<tr>
<th>Completed</th>
<th>In Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan and Policy Review</td>
<td>Existing Conditions Report</td>
</tr>
<tr>
<td>Jurisdiction surveys and interviews</td>
<td>Program Recommendations</td>
</tr>
<tr>
<td>Vision, goals, and objectives</td>
<td>Project Prioritization Criteria</td>
</tr>
<tr>
<td>Facility Inventory</td>
<td></td>
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</tbody>
</table>
“C/CAG and partnering agencies will strive to provide a **safe, accessible and comprehensive** network of bicycle and pedestrian facilities for a diverse population in San Mateo County. These facilities aim to **increase mobility**, **provide equitable levels of access** to **affordable and reliable** transportation options, **reduce air pollution**, and **promote a healthy lifestyle** by **connecting** people to their destinations.”
Updated Goals

1. Establish a **connected network** of facilities for bicyclists and pedestrians

2. **Promote** more people **riding and walking** for transportation and recreation

3. Improved **safety** for people walking, bicycling, and accessing transit

4. Advance **Complete Streets** principles and the accommodation of all roadway users

5. Develop, prioritize, and fund projects **equitably**

6. **Collaboration** and technical support
Existing Conditions Report Overview

- Demographics
- Existing facility inventories
- Network gaps and barriers
- Collision Assessments
- Equity
- Level of Traffic Stress Analysis
Existing Facilities & Barriers Inventory
## Level of Traffic Stress (New to the Plan)

<table>
<thead>
<tr>
<th>Level of Traffic Stress</th>
<th>Shared Lanes</th>
<th>Bike Lanes</th>
<th>Intersections</th>
<th>Trails</th>
<th>Separated Bike Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>Low Traffic &lt; 25 mph</td>
<td>Medium/High Traffic &lt; 25 mph, 2-3 Lanes</td>
<td>Medium/High Traffic Dutch Style*</td>
<td>Trail</td>
<td>Low/High Traffic Separated Bike Lane</td>
</tr>
<tr>
<td>Medium</td>
<td>Low/medium Traffic 30 mph</td>
<td>Low/Medium Traffic 30 mph, 2-3 Lanes</td>
<td>Low/Medium Traffic Short Right Turn Lane</td>
<td>Shared-Use Path (Low Pedestrian Volume)</td>
<td></td>
</tr>
<tr>
<td>High</td>
<td>Low Traffic 35 mph</td>
<td>Medium/High Traffic 35 mph, 3-4 Lanes</td>
<td>Medium/High Traffic Long Right Turn Lane</td>
<td>Shared-Use Path (High Pedestrian Volume)</td>
<td></td>
</tr>
</tbody>
</table>
Level of Traffic Stress (New to the Plan)
Equity Focus Areas (New to the Plan)

- Median Household Income
- Race/Ethnicity
- Housing and Transportation Affordability Index
- Vehicle Ownership
Programs

Existing Programs

• County Safe Routes to School Program
• Stormwater Program

New Programs

• Local Jurisdiction Training and Grant Support
• Micromobility Strategy
• High Injury Network and Systemic Safety Program
Next Steps

- Finalize project prioritization criteria and Existing Conditions Report
- Identify gaps in network
- Conduct public outreach
- Prioritize bicycle and pedestrian projects
Questions?

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Thank you!