

Unincorporated San Mateo County Active Transportation Plan



Agenda

- Introductions
- Project Overview Recap
- Existing Conditions
- Community Engagement Phase I Recap
- Ongoing Efforts
- Priorities for Draft Recommendations



Project Overview

- Low-stress facilities
- Coordination with ongoing projects
- All ages and abilities
- Connecting Communities
- Equity and inclusion



Work Plan & Schedule

Task	Spring 2019	Summer 2019	Fall 2019	Winter 2020	Spring 2020	Summer 2020
Project Kick-Off						
Existing Conditions						
TAC and BPAC						
Public Participation			← Ongoing →			
Analysis, Network, and Recommendations						
Financial and Implementation Plan						
Draft and Final Plan						



Role of the BPAC

Meeting Schedule		
BPAC #1	April 2019	<ul style="list-style-type: none">• Review outreach strategy• Identify project goals
BPAC #2	August 2019	<ul style="list-style-type: none">• Review existing conditions• Update on community events
BPAC #3	December 2019	<ul style="list-style-type: none">• Review initial recommendations
BPAC #4	April 2020	<ul style="list-style-type: none">• Implementation and next steps• Review draft plan



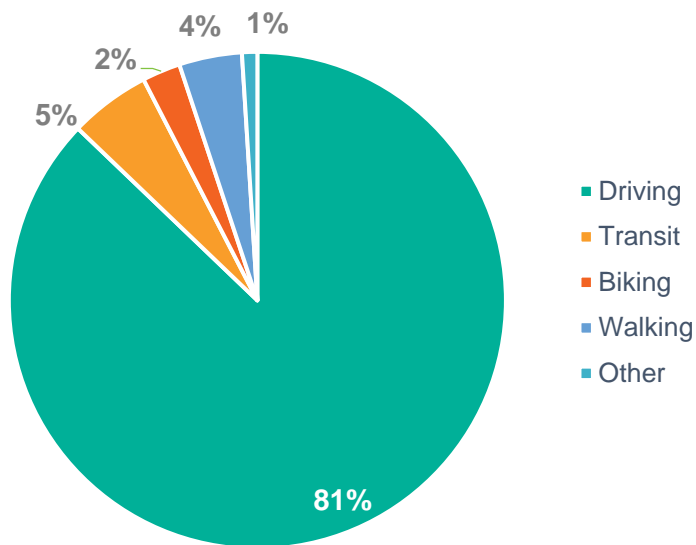
Existing Conditions

- Travel Patterns
- Existing Facilities
- Counts
- Collision Analysis

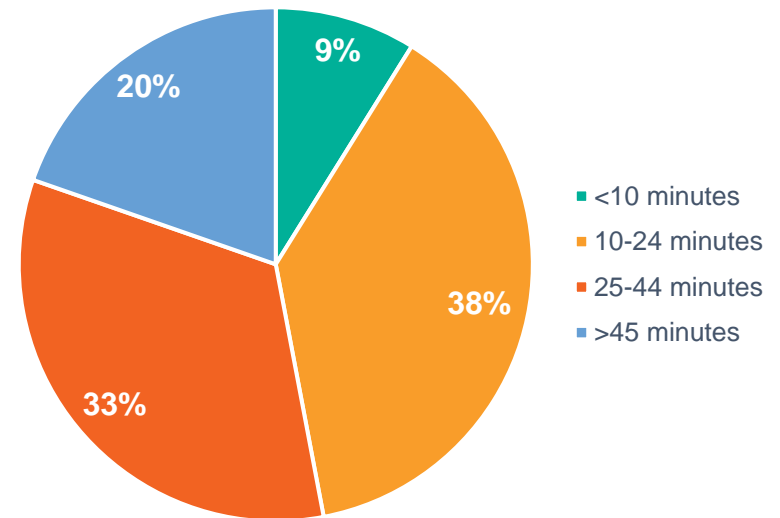


Travel Patterns - Commute

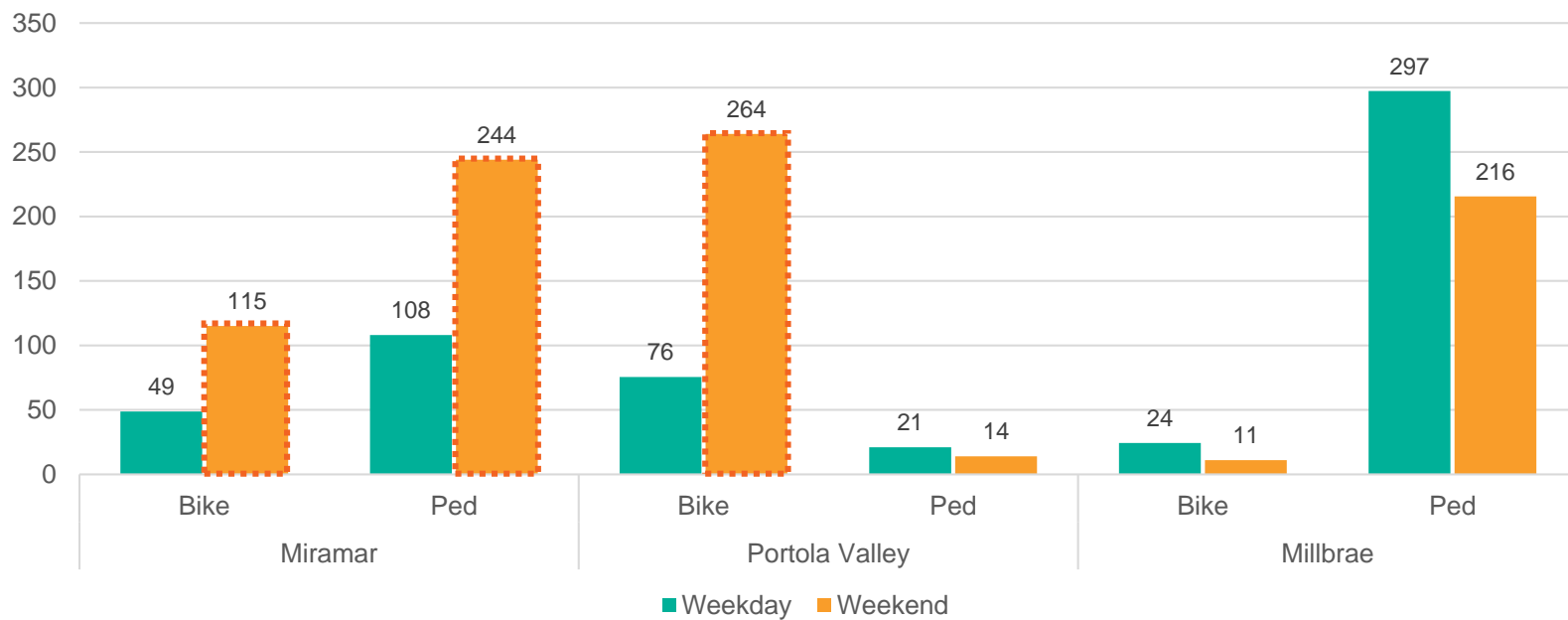
Mode Share



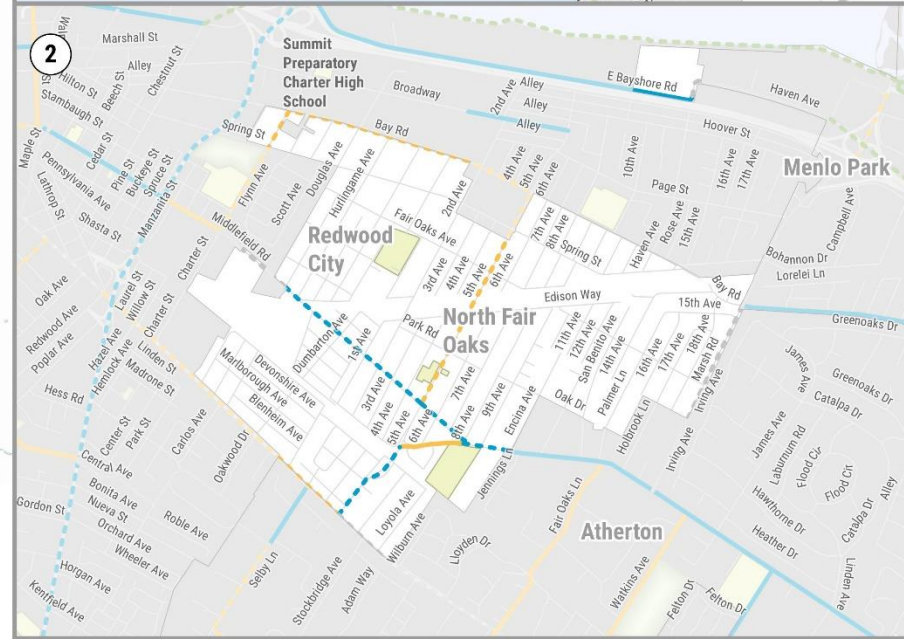
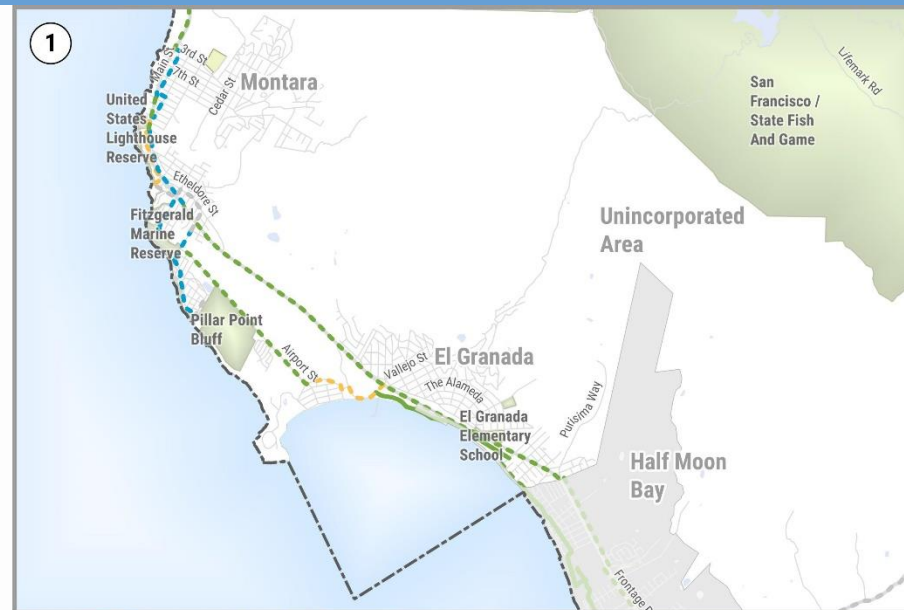
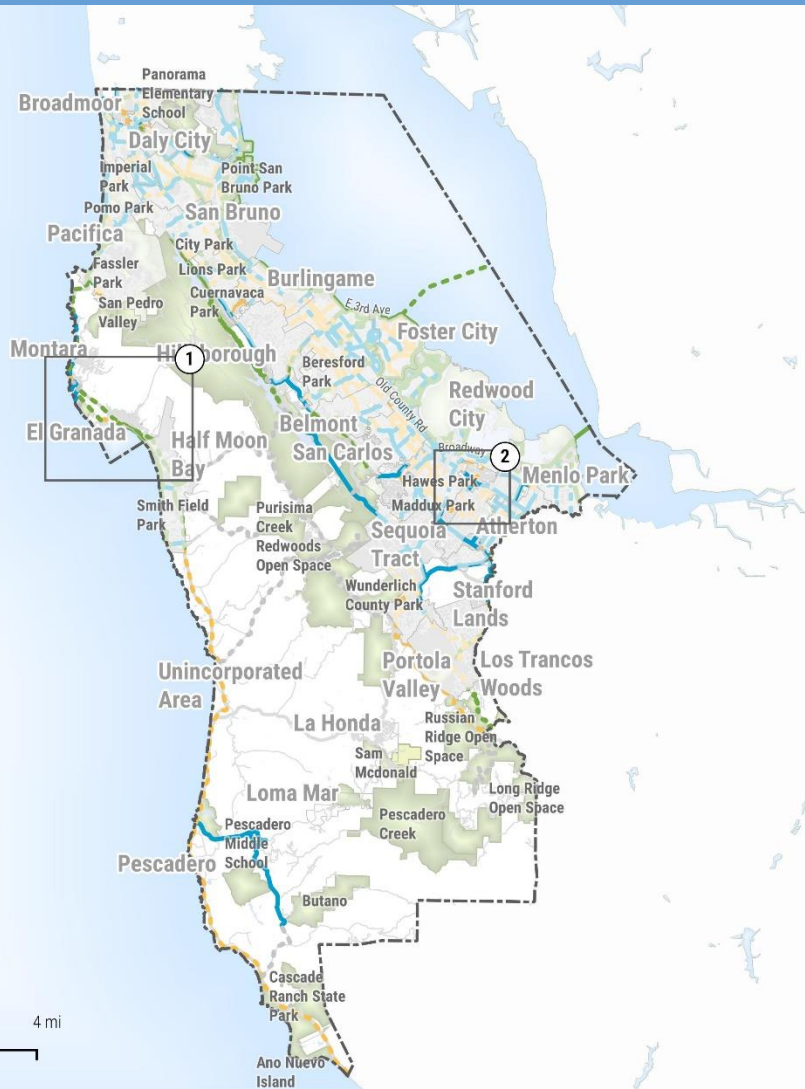
Commute Length



Travel Patterns - Recreation



Existing Facilities

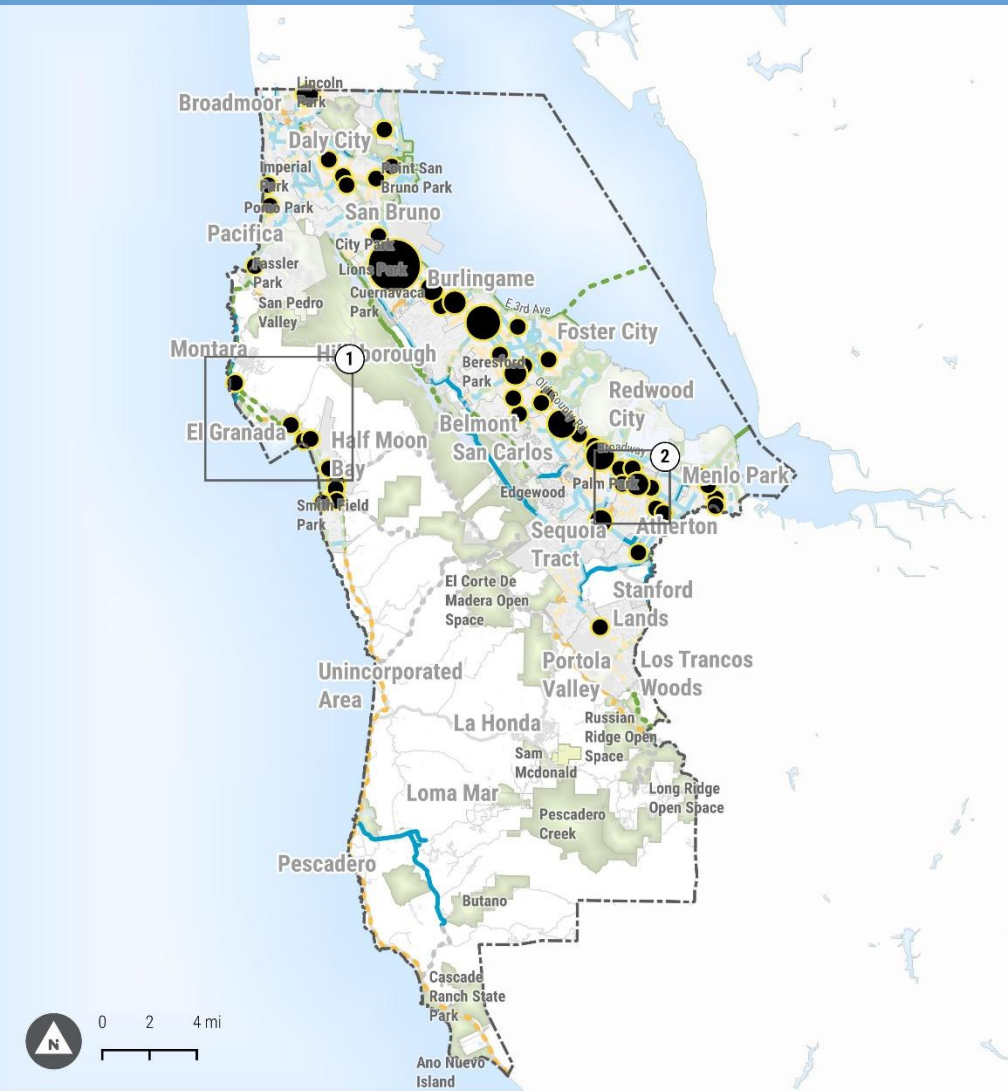


Bicycle Facilities
Proposed Bicycle Facilities
 - Class I: Trails
 - Class II: Bicycle Lane
 - Class III: Bicycle Route
 - Unclassified On-Street

Existing Bicycle Facilities
 - Class I: Trails
 - Class II: Bicycle Lane
 - Class III: Bicycle Route
 - Class IV: Separated Bicycle Lane

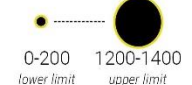
Other
 - Park
 - School
 - Water
 - Jurisdictions
 - Unincorporated San Mateo County
 - County Boundary

Pedestrian Counts



Pedestrian Counts

Average of counts from 2016-2018



Bicycle Facilities

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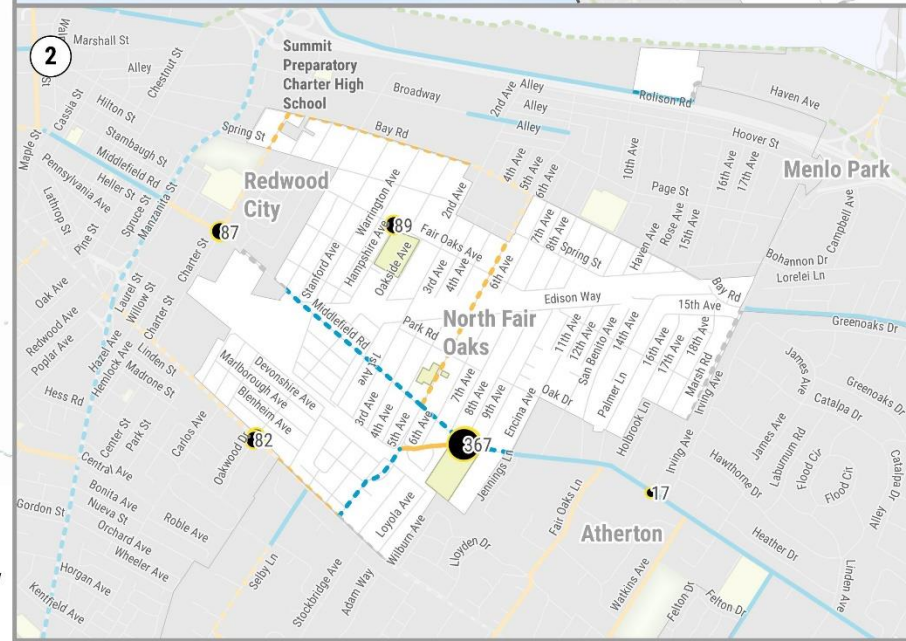
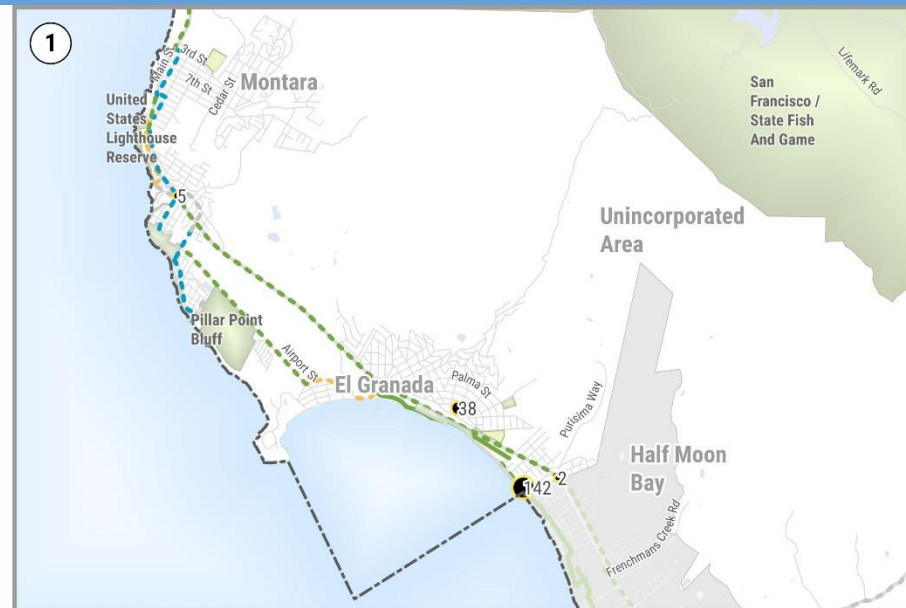
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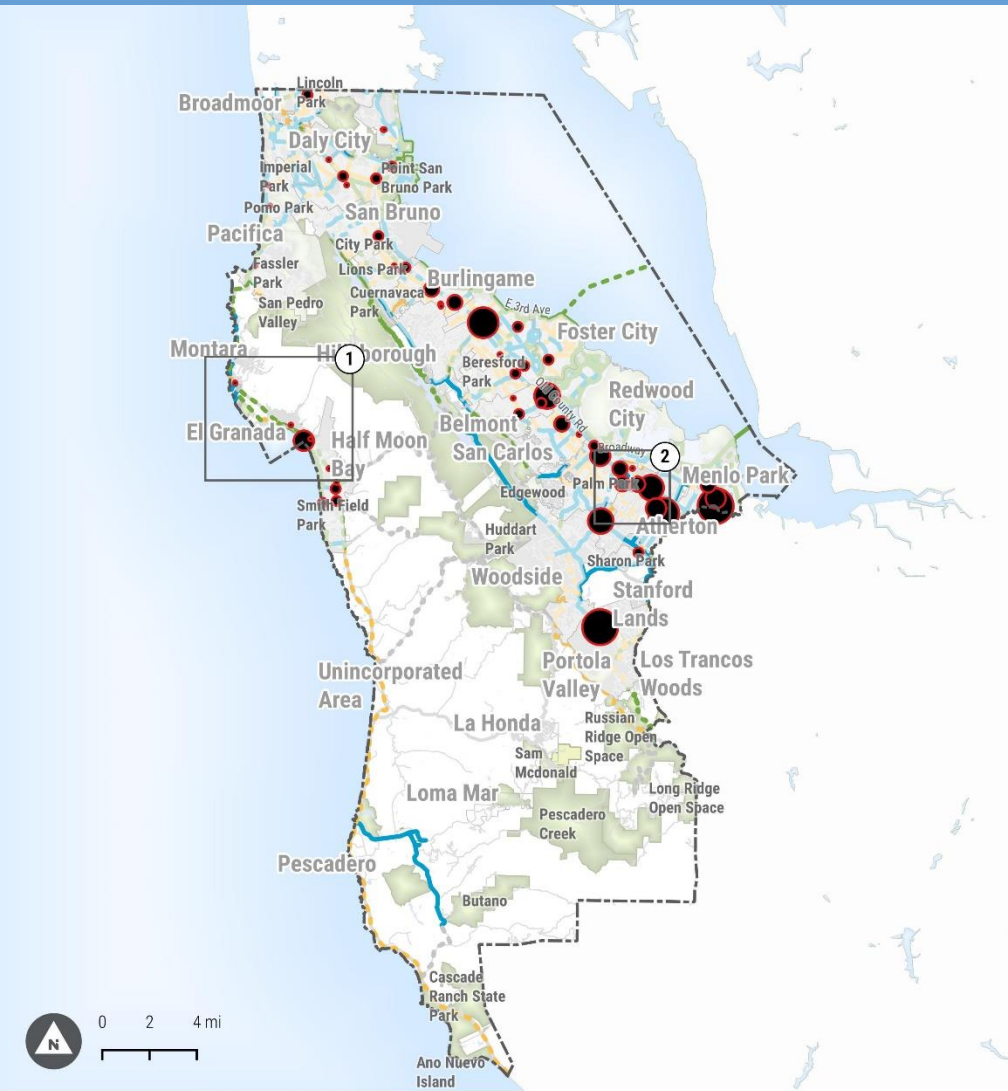
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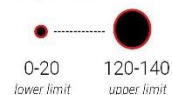


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Bicycle Facilities

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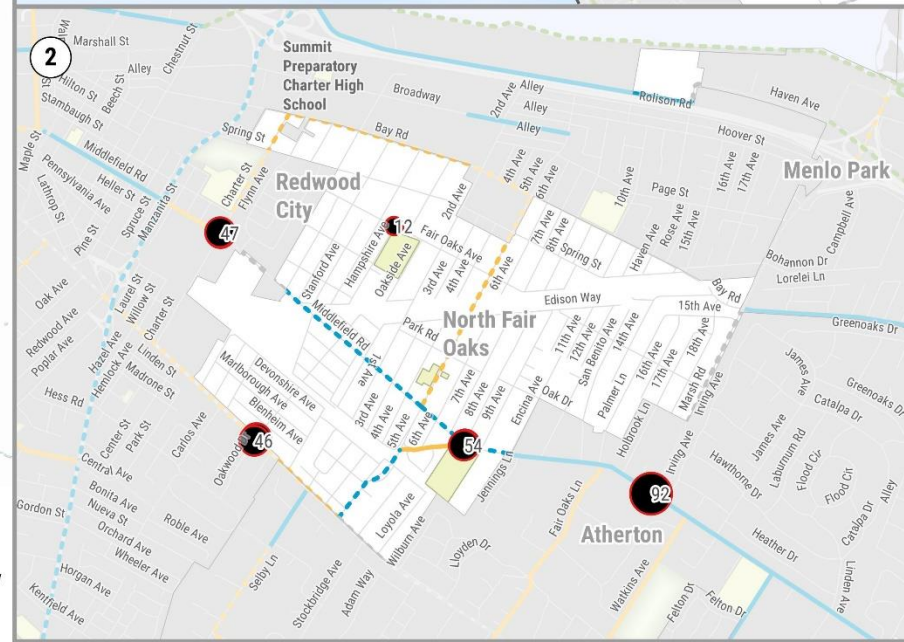
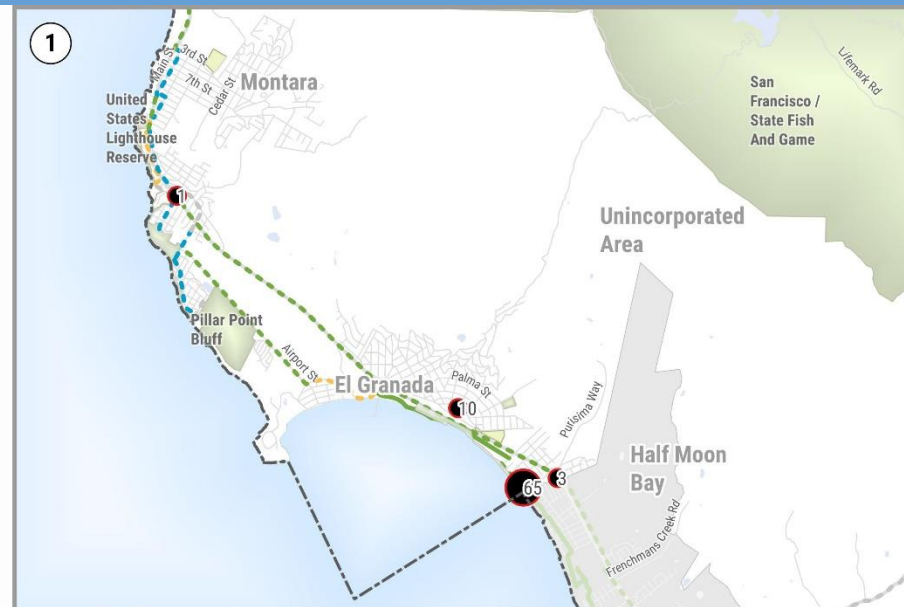
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Collisions



Collisions

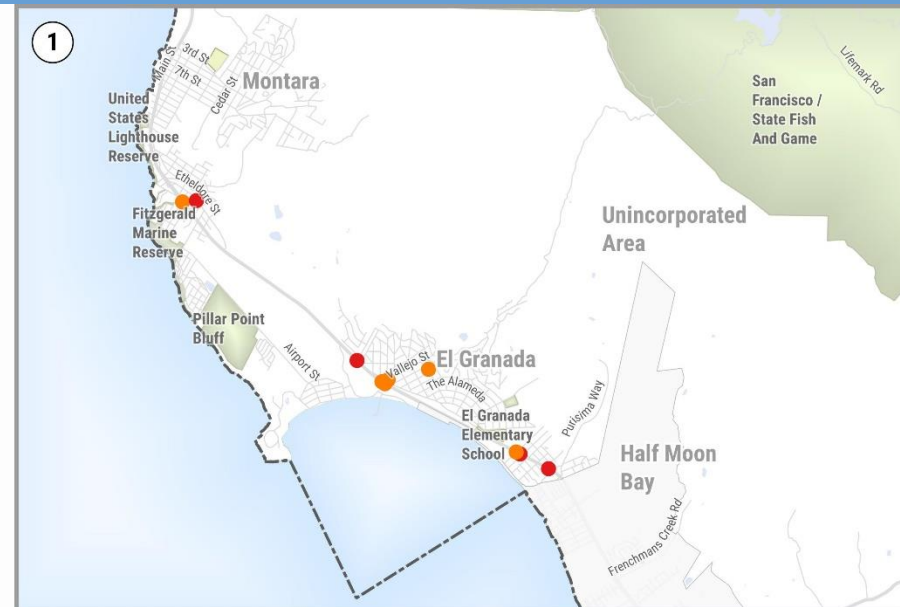
- KSI crashes*
- Other crashes

*Killed or seriously injured

Other

- Park
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Community Engagement - Phase 1

- Road Shows
- Workshops
- Website
- Survey



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A background image showing a group of people, including a child in a blue hoodie and a person in a plaid shirt, looking at a large map or poster. The map appears to be a transportation plan with various symbols and text. The title 'Road Shows' is overlaid on the top left in a large, white, sans-serif font.

Road Shows

Locations

- Half Moon Bay Coastal Wildflower and Earth Day Festival
- North Fair Oaks Health Fair and Bike Rodeo
- Bike to Work Day in West Menlo Park
- Bicycle Sunday on Cañada Road
- Half Moon Bay Yacht Club
- Fair Oaks Community Center
- Pescadero Farmer's Market
- Siena Youth Center

Key Takeaways

- People want to be able to walk and bike more places in the county
- People are often discouraged from walking and biking due to high vehicle speeds and unsafe facilities
- It's difficult to bike along and cross Highway 1



Workshops

Locations

- Half Moon Bay Yacht Club
- Fair Oaks Community Center

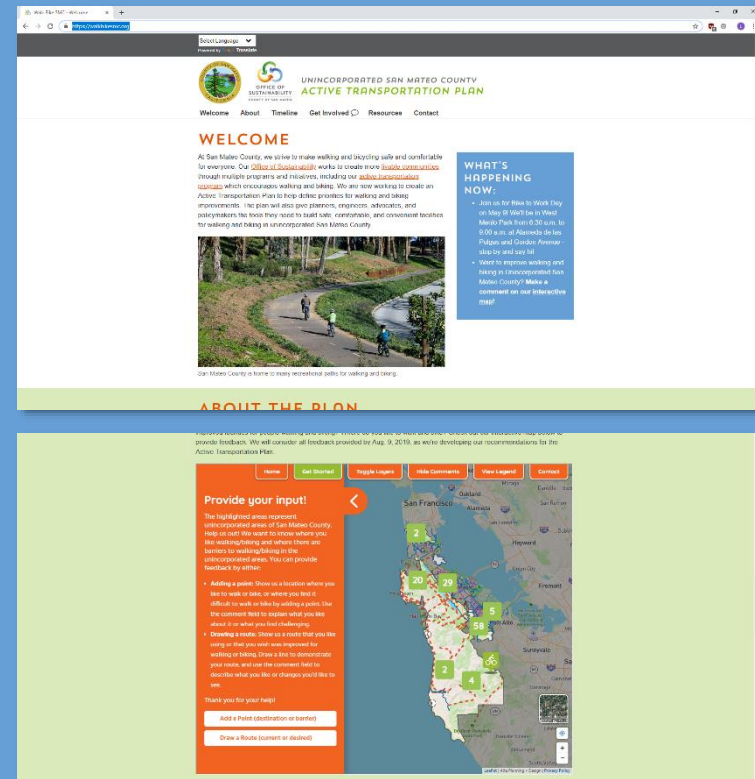
Key Takeaways

- It's difficult to bike on the coast
- Sidewalks are often considered too narrow or nonexistent
- High vehicle travel speeds deter people from walking and biking
- Neighborhood traffic calming is desired
- Safer bike facilities and pedestrian crossings are desired



Project Website – walkbikeSMC.org

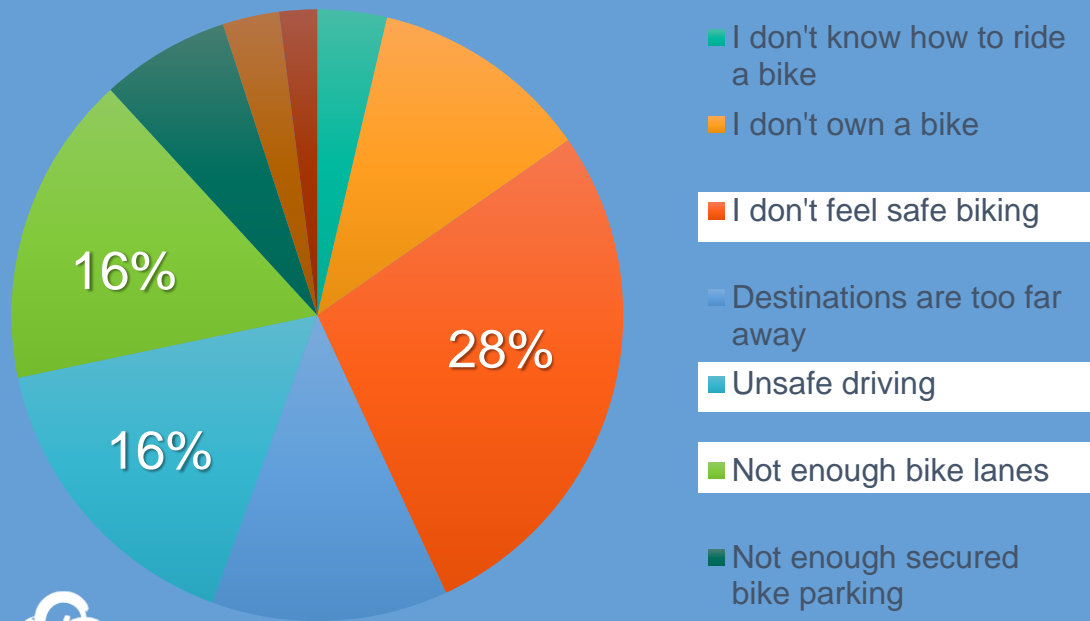
- 520+ unique users
- Plan information
- Interactive web map
 - 108 map comments by 58 people
 - Highlighted biking and walking destinations, barriers, and routes



Survey

Online survey – 90 responses | NFO survey – 481 responses

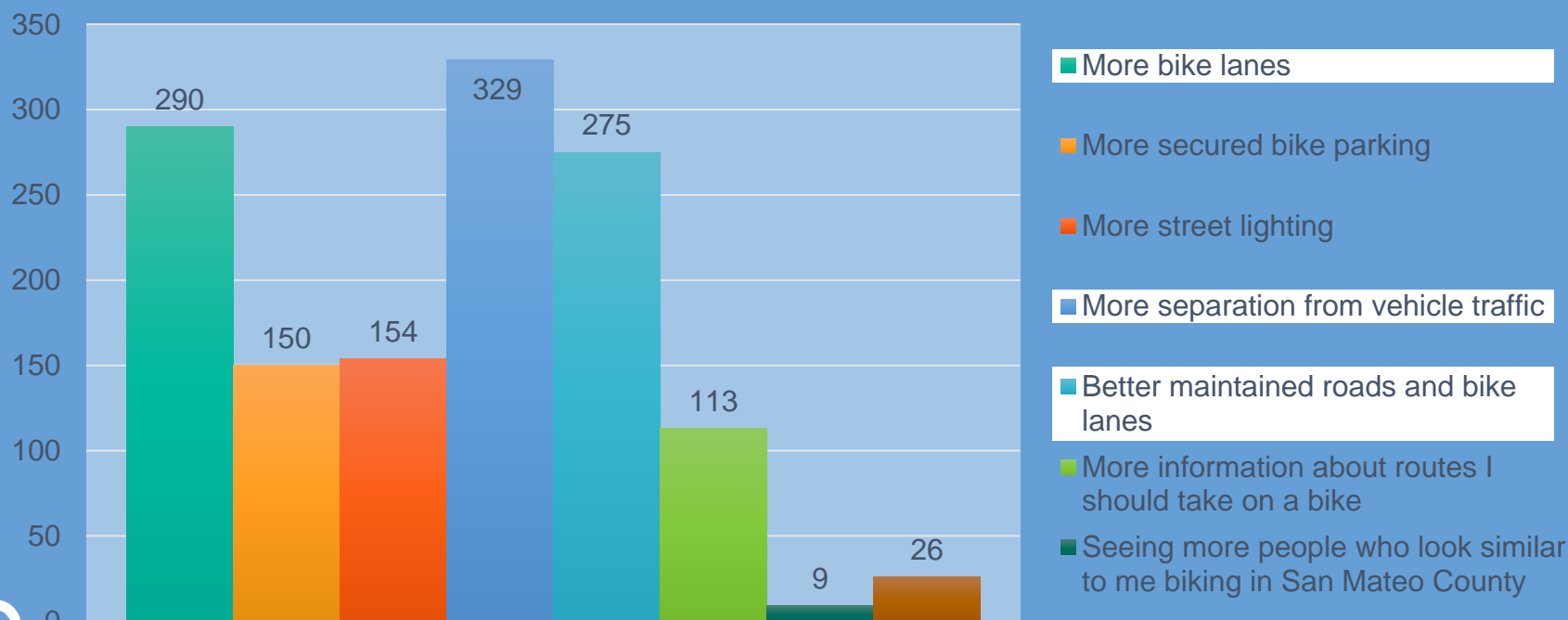
If you don't bike, why not?



Survey

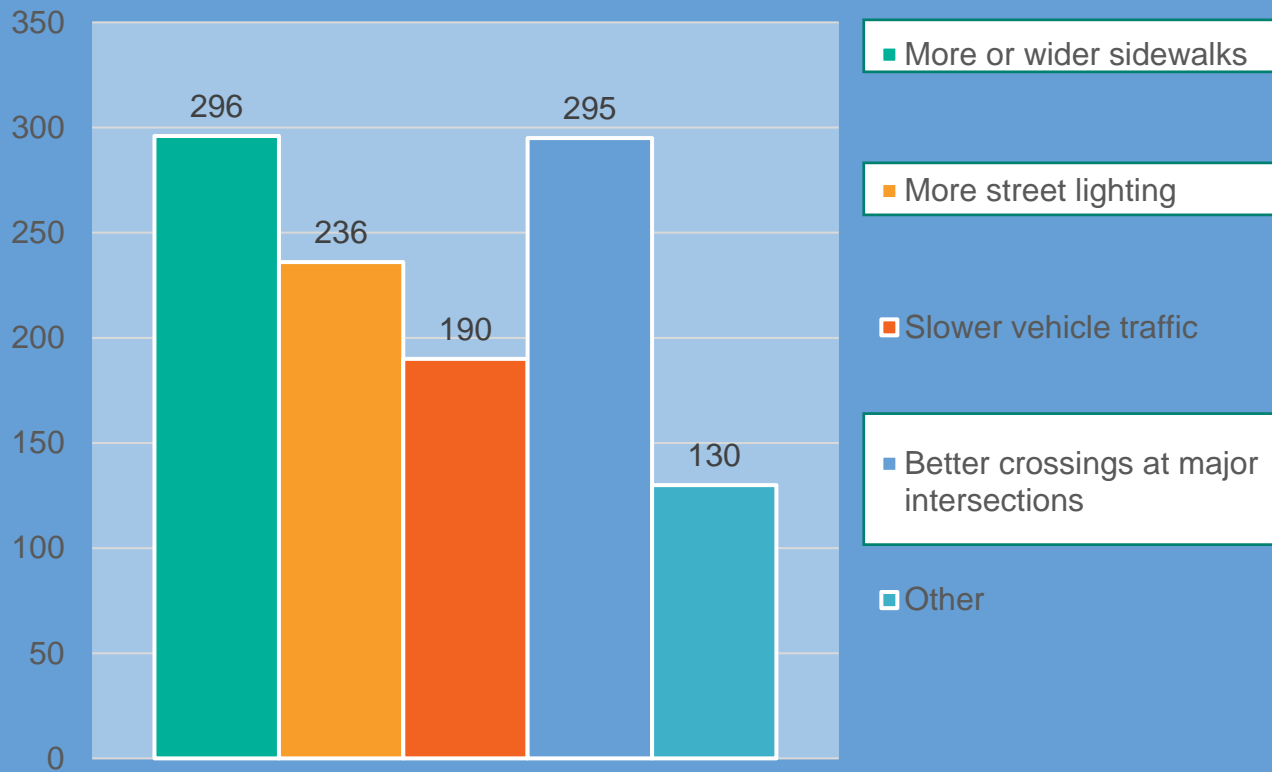
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What would encourage you to bike more?



Survey

What would encourage you to walk more?

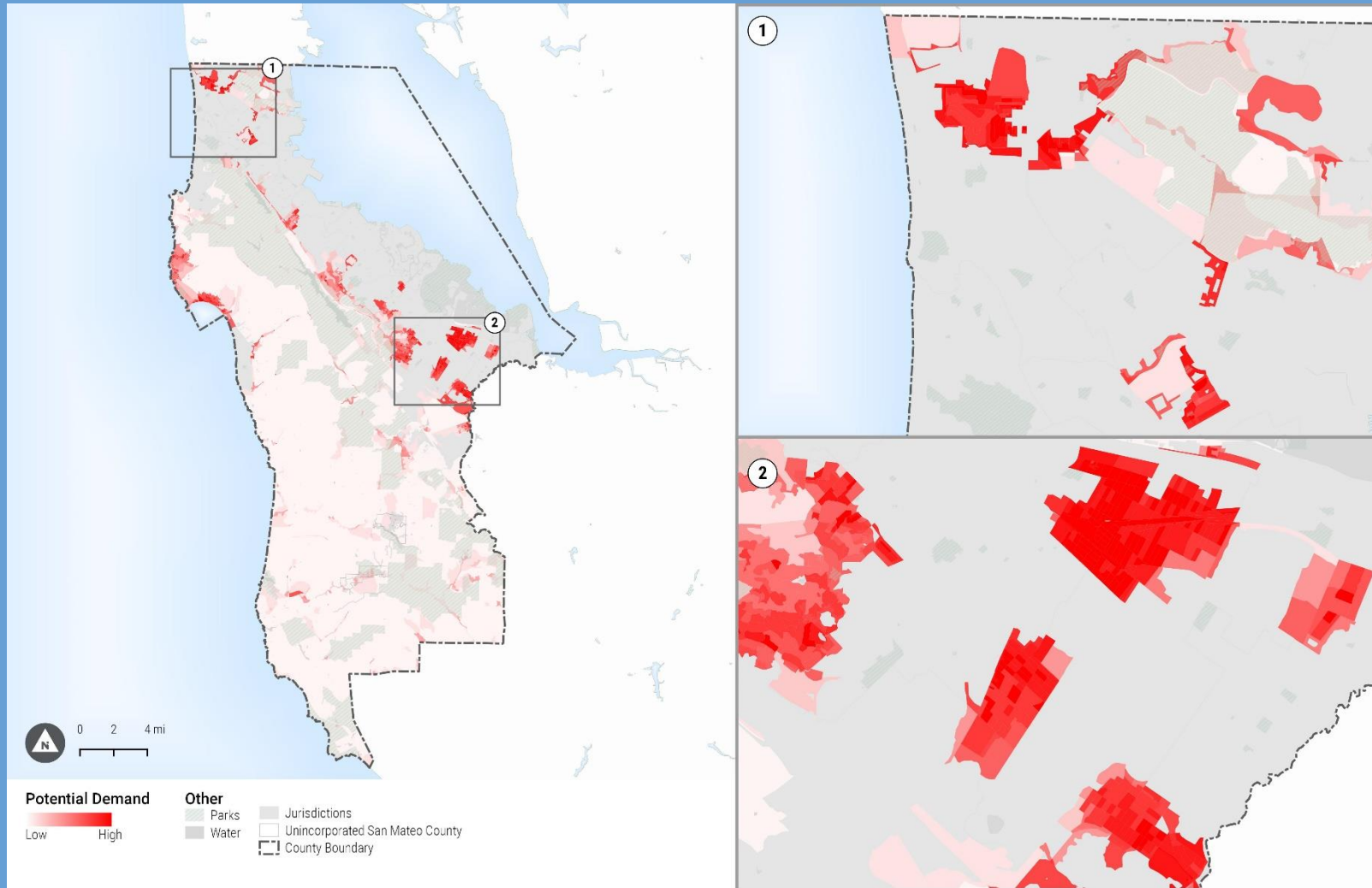


Ongoing Work

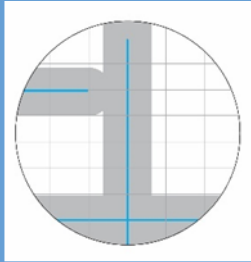
- Demand Analysis
- Gap Analysis



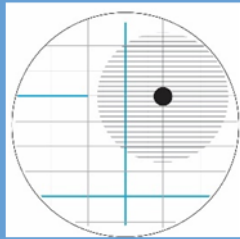
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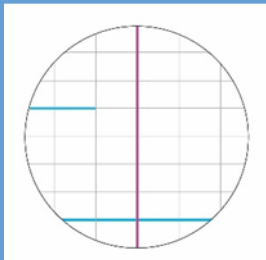
Gap Analysis



Area Gaps



Access to Key Destinations



Facility Types



Looking Ahead: Draft Recommendations

- Identifying Projects
- Appropriate Level of Detail
- Available Implementation Actions



Network Planning Principles



Safety

The frequency and severity of crashes are minimized and conflicts with motor vehicles are limited



Comfort

Conditions do not deter bicycling due to stress, anxiety, or concerns over safety



Connectivity

All destinations can be accessed using the bicycling network and there are no gaps or missing links



Additional Network Principles



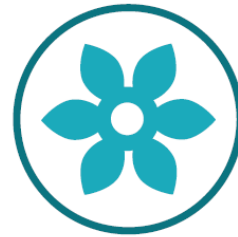
Directness

Bicycling distances and trip times are minimized



Cohesion

Distances between parallel and intersecting bike routes are minimized



Attractiveness

Routes direct bicyclists through lively areas and personal safety is prioritized



Unbroken Flow

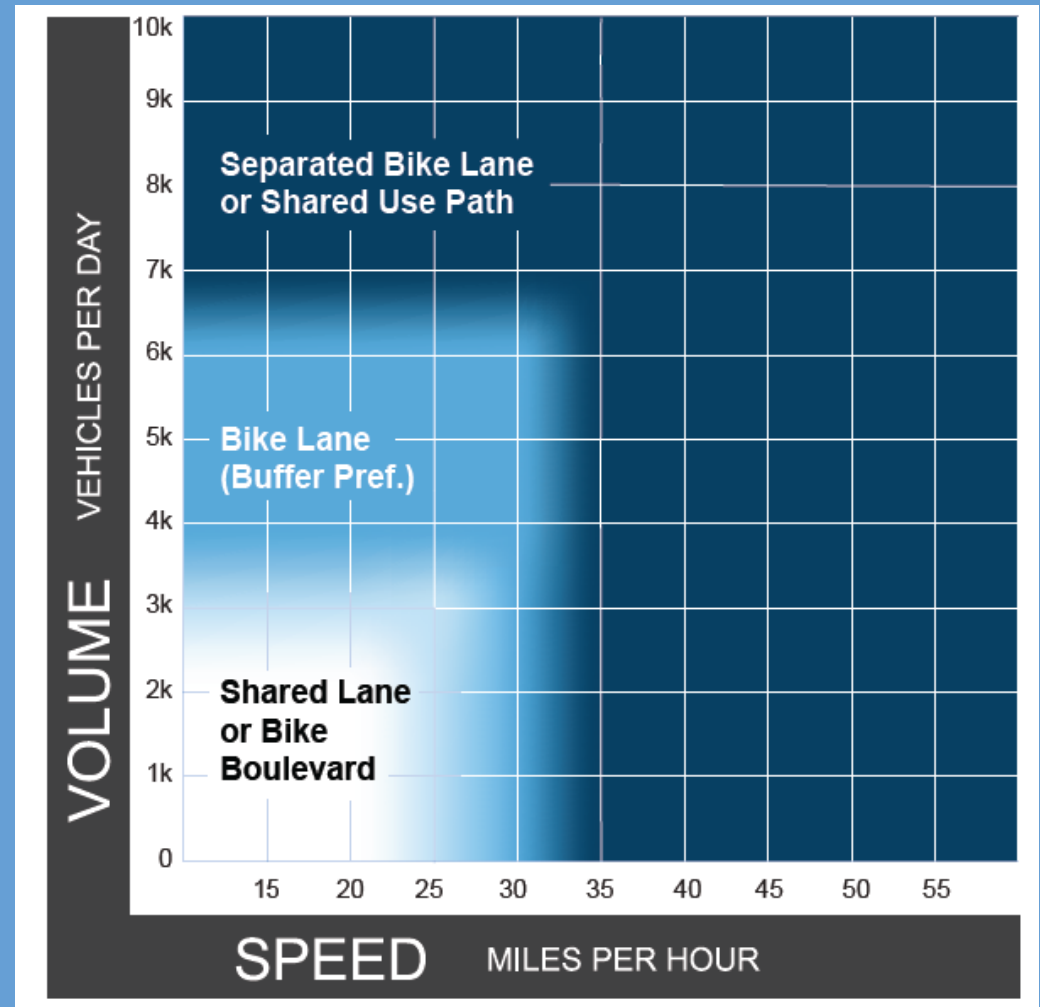
Stops, such as long waits at traffic lights, are limited and street lighting is consistent



Facility Selection

General principle:

As speeds and volumes increase, need for separation increases.



Level of Traffic Stress



Not suitable for all ages and abilities

Suitable for all ages and abilities

Implementation Actions

- Parking Removal
- Lane Removal
- Shoulder Widening
- Curb Modification





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Next Steps

- Developing project recommendations
- Phase 2 public outreach

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