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

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- **Ongoing**
### Role of the BPAC

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| **BPAC #1**      | April 2019  | • Review outreach strategy  
|                   |             | • Identify project goals  |
| **BPAC #2**      | August 2019 | • Review existing conditions  
|                   |             | • Update on community events  |
| **BPAC #3**      | December 2019 | • Review initial recommendations  |
| **BPAC #4**      | April 2020  | • Implementation and next steps  
|                   |             | • Review draft plan  |
Existing Conditions

• Travel Patterns
• Existing Facilities
• Counts
• Collision Analysis
Travel Patterns - Commute

Mode Share

- Driving: 81%
- Transit: 5%
- Biking: 2%
- Walking: 4%
- Other: 1%

Commute Length

- <10 minutes: 38%
- 10-24 minutes: 20%
- 25-44 minutes: 33%
- >45 minutes: 9%
Travel Patterns - Recreation

- **Miramar**
  - Bike: 49
  - Ped: 115

- **Portola Valley**
  - Bike: 108
  - Ped: 244

- **Millbrae**
  - Bike: 76
  - Ped: 264

- **Weekday**
  - Bike: 21
  - Ped: 14

- **Weekend**
  - Bike: 24
  - Ped: 11

Legend:
- Green: Weekday
- Orange: Weekend
Bicycle Counts

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

Existing Bicycle Facilities
- Park
- School
- Unincorporated
- Water
- San Mateo County
- County Boundary

Bicycle Counts
- Average of counts from 2015-2018
- 0-20 (lower limit)
- 120-140 (upper limit)
Community Engagement - Phase 1

- Road Shows
- Workshops
- Website
- Survey
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?

- I don’t know how to ride a bike: 28%
- I don’t own a bike: 16%
- I don’t feel safe biking: 16%
- Destinations are too far away: 16%
- Unsafe driving
- Not enough bike lanes
- Not enough secured bike parking
Survey

Online survey – 90 responses | NFO survey – 481 responses

What would encourage you to bike more?

- More bike lanes: 290
- More secured bike parking: 150
- More street lighting: 154
- More separation from vehicle traffic: 329
- Better maintained roads and bike lanes: 275
- More information about routes I should take on a bike: 113
- Seeing more people who look similar to me biking in San Mateo County: 9

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COUNTY OF SAN MATEO
Survey

What would encourage you to walk more?

- More or wider sidewalks: 296
- More street lighting: 236
- Slower vehicle traffic: 190
- Better crossings at major intersections: 295
- Other: 130
Ongoing Work

• Demand Analysis
• Gap Analysis
Demand Analysis
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

Source: City of Vancouver Transportation Design Guidelines: All Ages and Abilities Cycling Routes (March 2017)
Implementation Actions

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

- Developing project recommendations
- Phase 2 public outreach

Julia Malmo-Laycock – jmalmoelaycock@smcgov.org

Lucas Woodward – lwoodward@tooledesign.com