



**REGULAR MEETING of the
San Mateo County Bicycle and Pedestrian Advisory Committee (SMCBPAC)
Thursday, August 17, 2017**

San Mateo City Hall
330 West 20th Street, Conference Room C
City of San Mateo, California 94403
7:00 p.m.

If you wish to speak to the Committee, please fill out a speaker's slip located on the tables as you enter the meeting room. If you have anything that you wish to be distributed to the Committee and included in the official record, please hand it to a member of SMCBPAC staff who will distribute the information to the Committee members and other staff.

- 1. WELCOME**
- 2. ROLL CALL**
- 3. PUBLIC COMMENT**

This item is reserved for persons wishing to address the Committee on any SMCBPAC-related matters that are as follows: 1) Not otherwise on this meeting agenda; 2) Staff Report on the Regular Agenda; or 3) Committee Members' Reports on the Regular Agenda. Public comments on matters not listed above shall be heard at the time the matter is called.

As with all public comment, members of the public who wish to address the Committee are requested to complete a speaker's slip and provide it to SMCBPAC staff. Speakers are customarily limited to two minutes, but an extension can be provided to you at the discretion of the Committee Chair.

- 4. ACTION TO SET AGENDA**

This item is to set the final regular agenda.

REGULAR AGENDA

- 5. Review and Approve July 10, 2017 Meeting Minutes (Action)**
- 6. BPAC Member Announcements and Discussion (Information)**

7. Presentation on Dumbarton Transportation Corridor Study (Information)

- Consideration of providing a Letter to SamTrans for Dumbarton Transportation Corridor Study (Action)

8. Presentation and Discussion on Draft San Mateo County Bike Map (Information)

9. County Update (Information)

10. Adjournment

Public records that relate to any item on the open session agenda for a regular Committee meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Committee. The Office of Sustainability, located at 455 County Center, 4th Floor, Redwood City, CA 94063, has been designated for the purpose of making those public records available for inspection. The documents are also available on the SMCBPAC's website. The website is located at: <http://www.smcsustainability.org/livable-communities/active-transportation/>.

Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact Kaley Lyons, Sustainability Coordinator, at least two working days before the meeting at (650) 363-4745 and/or klyons@smcgov.org. Notification in advance of the meeting will enable the SMCBPAC to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. Attendees to this meeting are reminded that other attendees may be sensitive to various chemical based products.



San Mateo County Bicycle and Pedestrian Advisory Committee (SMCBPAC)

MEETING MINUTES

San Mateo City Hall, Conference Room C

City of San Mateo, California

Monday, July 10, 2017

6:00-7:00pm

1. WELCOME

Chair Colman called the meeting to order at 6:01pm.

2. ROLL CALL

Members Present:

Dianna Butcher
Gary Colman
Susan Doherty
William Kelly
Carrie Doyle (alternate)
Natalie Gore (alternate)

Members Absent:

Cristina Prather Persson

County Staff: Gwen Buckley, Kaley Lyons

Gwen Buckley conducted the roll call. A quorum was present.

3. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Member Kelly announced that he met with members of the public to discuss the traffic analysis study for Santa Cruz Avenue. Members of the public indicated that they would like the study to be a more comprehensive view of the corridor, and include bicyclists and pedestrians. Specifically, the description of the study should include pedestrian issues. Member Kelly suggested that this be a topic for the August meeting and that each member write a letter to Supervisor Horsley.

Member Doherty also met with members of the public. She indicated that residents want to be sure that family safety is addressed in the study. The BPAC should be a larger part of the process and be able to provide input on the scope of work.

Member Butcher asked if County staff could send out more information on the public meetings for this study.

Member Doherty requested an update on the Sandhill Road project.

Bob Page, a resident of Redwood City, announced the installation of a buffered bike lane on Alameda de las Pulgas north of Woodside Road, and requested that the County mark and maintain well-defined bike lanes on Alameda de las Pulgas between Woodside Road (CA 84) and Stockbridge Avenue. He also indicated that in the northbound direction on the Alameda, the bike lane stripe is faded near the Stockbridge intersection and between Abryan Way and Inyo Place. Between Hull Avenue and Woodside Road, striping was not restored on the resurfaced sections of the road. Also approaching the Woodside Road intersection, there is no marked bike lane from the curbside bike lane to the bike pocket lane at the intersection stop line. On trash collection day, bins block half the bike lane width forcing cyclists to swerve at least partially into the motor lane. Page also indicated that in the southbound direction, approaching Woodside High's driveway, a sharrow or bike lane needs to be marked to the left of the right turn arrow. Page provided a letter summarizing his comments.

Member Doherty acknowledged Page's hard work.

4. ACTION TO SET AGENDA

Chair Colman requested a motion to set the agenda.

Motion: Member Kelly moved to approve/Member Doherty seconded. The motion carried unanimously.

REGULAR AGENDA

5. Review and Approve April 20, 2017 Meeting Minutes

Chair Colman requested a motion to adopt the April 20, 2017 Meeting Minutes.

Motion: Member Kelly moved to approve/Member Butcher seconded. The motion carried unanimously.

6. Presentation on County's Project Submissions for C/CAG TDA Article 3 Pedestrian and Bicycle Program

- **Consideration of a Letter of Support for Midcoast Multimodal Trail Project**

Public Comment

There was no public comment.

Presentation and BPAC Member Discussion

Ellie Dallman, Legislative Aide for Supervisor Don Horsley, presented the County's project submission for the Midcoast Multimodal Trail Project. The project would construct a new 8 foot wide bicycle and pedestrian trail parallel to Highway 1 that provides an alternative means of transportation for residents and visitors of the Midcoast to safely access neighboring communities, town centers, schools and recreational destinations without having to travel on or cross the highway. The trail will be separated from the highway and have minimal interaction with vehicular traffic allowing it to serve residents of all ages and abilities, including students. It will also connect to Half Moon Bay's Naomi Patridge Trail to the south once completed. The trail is 12ft wide and includes 2ft buffers on each side. The grant request is

\$400,000 toward the construction phase, with \$256,000 already secured and an estimated \$2.4 million total cost.

Member Kelly asked what the total length of the proposed trail is, Ellie Dallman indicated it is .86 miles.

Member Doherty asked if there is a place to cross Highway 1 from the coastal trail to multimodal trail. Member Kelly indicated there is a crosswalk, but that it seems like most people would stay on the coastal trail. Member Butcher indicated that trail users may cross because the multimodal trail provides good access to schools, restaurants and shops. It is more for local use, whereas the coastal trail is more recreational.

Chair Colman asked if Dallman knew of anyone opposed to the project, Dallman indicated that she does not. They have been working with the Midcoast Peninsula Committee as well as the local schools and have incorporated their input into the project design.

Member Gore asked if there is a buffer between Hwy 1 and the trail. Dallman indicated that it is far away enough in most places where a buffer isn't necessary. However, there is a small section that is close to the highway. A guard rail and decorative fencing will separate the trail from the highway.

Member Butcher asked if there is a bridge in the proposed trail and Dallman indicated there is a steel bridge and a retaining wall.

Member Kelly asked if there is a pedestrian crossing at the end of the trail and Member Gore asked if they have considered providing a crosswalk at the end of the trail. Crosswalks would help with safety. Dallman said the plan does not include adding additional crosswalks. Caltrans has very specific guidelines regarding crosswalks. Member Butcher said that almost all crosswalks on Hwy 1 have a signal -- it may be a Caltrans requirement. It is pretty standard that there aren't crosswalks on Hwy 1. Member Gore said that installation of a barrier could deter pedestrians from crossing where there isn't a crosswalk. There was some concern that the trail would increase pedestrian crossings of Hwy1 without any additional safety measures. There is also a gap connecting to the Naomi Patridge Trail that Half Moon Bay is expected to complete.

Member Kelly said that the BPAC is in support but with a few concerns: 1) gap at southern end, which is dependent on Half Moon Bay to close; 2) trail may increase the bike and pedestrian traffic crossing Hwy 1. He asked the timeline of the project and Dallman said the design phase goes until April 2018, but the timeline is dependent on funding.

Member Butcher recalled that there was a fatal collision in this area recently.

Chair Colman requested a motion to support the letter of support for the Midcoast Multimodal Trail Project.

Motion: Member Butcher moved to approve/Member Kelly seconded. The motion carried unanimously.

- **Consideration of a Letter of Support for Gray Whale Cove Crossing Project**

Public Comment

There was no public comment.

Presentation and BPAC Member Discussion

Ellie Dallman, Legislative Aide for Supervisor Don Horsley, presented the County's project submission for the Gray Whale Cove Crossing Project. This project proposes to install a lighted pedestrian crosswalk with rapid flashing beacons, a painted median, a left turn lane, an acceleration lane, and a formalized parking lot entrance from the highway. The purpose of the project is to increase safety for pedestrians and bicyclists crossing Highway 1 as well as improve vehicular mobility into and out of the parking lot at Gray Whale Cove. Dallman played a video for the BPAC that will be included in the grant application, showing pedestrians crossing Highway 1 at this location, which is just south of Devil's Slide Tunnel, on Highway 1. The funding request is for \$300,000 towards the construction phase, with a total estimated project cost of \$1 million. The County has already secured \$650,000 in TA grant funding and approximately \$50,000 in local matching funds. A preliminary planning document has been completed, with 100% design/permitting expected to be completed by mid-2018. The handout in the agenda packet shows two alternatives, but the grant application is being submitted for Alternative 1, the Rectangular Rapid Flashing Beacon (RRFB), which was the option the community was most amenable to.

Member Doherty asked if there had been any considerations for decreasing the speed of the road as it approaches the crossing. Dallman said that Caltrans has specific guidelines regarding speed.

Member Gore asked if the flashing beacon was responsive to the crosswalk button further down the road. Member Butcher said that alternative 2, shown on the handout, is too much of an impediment to traffic. People often drive on the shoulder and around impediments, such as cars going through tunnel drive on the shoulder. A full red light would take time and delay traffic. Member Gore said that the red light would improve safety.

Member Butcher also requested that there is adequate language included about the timing of construction hours. The construction should cause minimal traffic and should be coordinated with current road conditions. She gave the example of collisions occurring on another road, pushing all traffic to Hwy 1. In this instance, both lanes should be opened, rather than keeping one closed for construction. This recommendation would be included in the letter of support for the project.

Dallman said that if the County is awarded the C/CAG grant, the project will be fully funded due to other funding that has already been secured.

Chair Colman requested a motion to support the letter of support for the Gray Whale Cove Crossing Project.

Motion: Member Kelly moved to approve/Member Doherty seconded. The motion carried unanimously.

7. Announcements

Gwen Buckley announced the Silicon Valley Bicycle Coalition's Bike Summit event on August 8th at Microsoft in Mountain View and encouraged BPAC members to attend.

Buckley introduced Kaley Lyons, new Sustainability Coordinator in the Office of Sustainability. Lyons will be the staff liaison for the BPAC and brings a background in active transportation from both the private and non-profit sectors.

Buckley also mentioned collaboration between the C/CAG BPAC and the County's BPAC, which has been discussed during previous meetings. She will follow up with additional information regarding

opportunities to meet with the C/CAG BPAC and collaborate. The next C/CAG BPAC meeting will be held on Thursday, September 28th, at 7:00pm in this same room.

8. Adjournment

Chair Colman requested a motion to adjourn.

Motion: Member Kelly moved to approve/Member Butcher seconded. The motion carried unanimously.

The meeting was adjourned at 7:06 pm.



Dumbarton Transportation Corridor Study

Overview: SamTrans is conducting a transportation feasibility study of the Dumbarton Corridor to identify short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties. The study will examine potential solutions to address both congestion on the Dumbarton Bridge (Highway 84) and connecting roadways, as well as the rehabilitation and repurposing of the Dumbarton rail bridge to the south. As a feasibility study, the study will not approve any future projects, but will instead provide local stakeholders with options to consider developing further. The Corridor directly connects the cities of Newark, Fremont and Union City in the East Bay, and Redwood City, Menlo Park, East Palo Alto and Palo Alto on the Peninsula.

Study Purpose: The Dumbarton Transportation Corridor Study will recommend a phased program of operational and infrastructure improvements that enhance mobility between Alameda, San Mateo and Santa Clara counties. The Study will examine opportunities to improve auto, transit, bicycle, pedestrian, and other uses of the Dumbarton Bridge and Dumbarton rail bridge, including enhancements to Dumbarton Express Bus (DBX) commuter service. The study will also identify ways to enhance rail bridge safety on the Bay's waterways and provide connectivity to commuter and intercity rail services by recommending options to preserve and repurpose the rail bridge. Through connections to Capitol Corridor, Altamont Commuter Express, Amtrak and Caltrain, commuters from the South Bay could travel to destinations in the East Bay, Central Valley and beyond.

The study aims to also address regional and local mobility issues, including the jobs/housing imbalances in the southern Bay Area that threaten the economic vitality of jobs-rich areas that lack housing alternatives. It will also evaluate infrastructure improvements needed along the bridge approaches on each side of the Bay.

Study Management: SamTrans, as owner of the Dumbarton rail bridge and a member of the Dumbarton Bridge Regional Operations Consortium (DBROC) that oversees DBX service, will manage the study with two transportation authorities that support multi-modal improvements at each end of the Dumbarton bridges. These are the San Mateo County Transportation Authority and Alameda County Transportation Commission. Other project partners include AC Transit, which operates Line U from Fremont to Stanford University and administers the DBX service and Facebook, which brings financial support to the study as well as a private sector perspective on how transportation infrastructure can serve the needs of major employers.

Outreach: SamTrans will conduct extensive public outreach throughout the study process, holding stakeholder and public meetings at major study milestones. SamTrans will solicit input on topics such as project goals and objectives, evaluation criteria, initial alternatives and screening results, alternatives carried forward, etc. Comments will be recorded at meetings; additional comments can be submitted in the following ways:

- Project Website: www.samtrans.com/DBCstudy
- Email: reggiardom@samtrans.com
- Telephone: 650-508-6283
- Mail: Attention Melissa Reggiardo, San Mateo County Transit District, P.O. Box 3006, 1250 San Carlos Avenue, San Carlos 94070



April 28, 2017

Melissa Reggiardo
Principal Planner
San Mateo County Transit District

RE: Multi-use Trail in Dumbarton Transportation Corridor Study

Dear Ms. Reggiardo,

We are writing on behalf of the undersigned groups and their thousands of Silicon Valley members who would benefit greatly from public use of the Dumbarton Corridor. We appreciate the effort of Samtrans and the study partners, SMCTA, AC Transit, ACTC, and Facebook to improve transportation options on this corridor. The Dumbarton Rail corridor is a valuable right of way cutting through multiple communities and linking to regional transit and the East Bay via Dumbarton Bridge and would be well-served by a multi-use trail for short trips. These comments provide information for the analysis of alternatives for the approach to Dumbarton Bridge and strongly support the inclusion of a multi-use trail for people biking and walking on the Dumbarton rail spur from Redwood City to the Dumbarton Bridge adjacent to transit.

According to Samtrans, the project has four main goals. Not only would a multi-use trail on this corridor meet all of those goals, but the goals themselves make the case for a multiuse trail. This letter sets out data to support these claims.

1. Enhance mobility
2. Create cost effective improvements
3. Minimize environmental impacts, financial risk, and maximize safety
4. Ensure local communities are protected from adverse impacts

Why a multi-use trail?

For people traveling from the East Bay, a transit option across the Dumbarton Bridge to downtown Redwood City and destinations in between would be very effective to reduce congestion. However, for shorter trips, it is important to provide the option to bike and walk on this corridor as well. We feel confident that these two needs can be served by a transit option parallel to a multi-use trail on the Dumbarton right of way.

Currently there are several disconnected bike routes in the vicinity of this corridor. The Bay Trail has gaps; Middlefield Road and Bay Road have inconsistent bike lanes; and it is intimidating

and unsafe to cross Highway 101 at Willow Road, Marsh Road, and Woodside Road. Creating a multi-use trail on the Dumbarton Corridor would provide a much-needed shortcut bypassing these barriers. In addition, the trail would provide a new transportation option for people living in historically disadvantaged communities.

Note, the *Silicon Valley Bike Vision* report,¹ released in early 2017, provides a good summary of research on the health, safety, environmental, economic, and social equity benefits of bicycling (pg. 5-15).

Enhance Mobility

High quality bike facilities, like multi-use trails and separated bike lanes, have been shown to increase ridership. In the Bay Area, destinations that promote bicycling and provide safe routes to reach them experience a higher rate of people biking compared to other places. A multi-use trail on the Dumbarton right of way would connect key residential and employment areas as well as transportation hubs. In addition, this trail would provide a new, more direct, and safer route in place of the current disconnected bikeways.

It is well documented that “if you build it (bike facilities), they (people biking) will come,” especially facilities separated from car traffic. In the two U.S. cities that first started building modern protected bike lanes, New York and Washington D.C., bike commuting doubled from 2008 to 2013.² The average protected bike lane sees bike counts increase 75 percent in its first year alone.³

Multi-use trails in Palo Alto, Mountain View, and San Jose also see very high bike and pedestrian counts. For example, average daily counts of bicyclists conducted by Google on the Stevens Creek Trail are as high as 1,700. The City of San Jose conducts annual counts of trail users in September. The Guadalupe River Trail at Coleman Avenue had 1,269 users in 2016, a 30% increase from the prior year and a continual increase since the first year of counts (less than 300 people counted in 2007). Similarly, Los Gatos Creek Trail at Hamilton Avenue had 1,380 users in 2016, a 21% increase from the previous year.

In addition, places like Stanford and Google, which promote bicycling and invest in high quality bike infrastructure to and on their campuses, have very high bike mode share. About 17.5% of Stanford University commuters use a bike.⁴ Almost 9% of all Google employees working at the Mountain View offices bike to work and that number jumps to 21% when considering employees

¹ Joint Venture Silicon Valley and Silicon Valley bicycle Coalition, *Silicon Valley Bike Vision*, <http://jointventure.org/images/stories/pdf/2017-02-bike-vision.pdf>.

² Michael Andersen, “NYC and DC, protected lane pioneers, just doubled biking rates in 4 years,” *People for Bikes*, <http://www.peopleforbikes.org/blog/entry/nyc-and-dc-protected-lane-pioneers-just-doubled-biking-rates-in-4-years>.

³ Michael Andersen, “The Protected Bike Lane Ridership Bump (City by City),” *People for Bikes*, <http://www.peopleforbikes.org/blog/entry/everywhere-they-appear-protected-bike-lanes-seem-to-attract-riders>.

⁴ Stanford University, “Review—2015 Stanford Bike Safety Program,” *Stanford Parking & Transportation Services*, https://transportation-forms.stanford.edu/pdf/BFU_Program_Presentation.pdf (Accessed April 27, 2017).

who live within nine miles of work.⁵

Cost Effectiveness

All the modes being considered for this corridor (rail, bus rapid transit, and active transportation) are cost effective when compared to the enormous cost of building and expanding urban roadways. Combining one of the proposed transit modes with a multi-use trail is the most cost effective way of accommodating large numbers of travelers and diverse types of trips.

A paved multi-use trail costs an average of \$500,000 per mile (depending on project details).⁶ Transit, both buses and commuter rails, have an average cost in the \$10s of million per mile.^{7, 8}

In contrast, urban highways are \$100 million per mile or more.⁹

Minimize environmental impacts, financial risk and maximize safety

A multi-use trail on this corridor would have a minimal environmental impact. Reference the Silicon Valley Bike Vision to see how increased biking benefits the environment (page 9). In addition, this trail could help the region meet statewide carbon reduction goals mandated by AB 32, the Global Warming Solutions Act of 2006 and SB 375, the Sustainable Communities and Climate Protection Act of 2008, which set regional targets for reducing greenhouse gas emissions. A Dumbarton multi-use trail would reduce vehicle miles traveled and single-occupancy vehicle trips while increasing active transportation through bicycling and walking, helping local cities and companies to meet their mode share goals.

In addition, trails adjacent to rail or other transit are becoming more common and are overall very safe. In 2014, there were nearly 1,400 miles of multiuse trails next to active rail lines. Of these, nearly 60 percent of existing trails are within 30 feet of the tracks, at least 70 percent of them have physical barriers separating them from the tracks.¹⁰ A study of rails-with-trails found only one fatality in twenty years (1992-2012) on such a facility.¹¹

Local Communities Protected From Adverse Impacts

A multi-use trail would provide opportunities for recreation and transportation for the residents in

⁵ Google, "Google Bike Vision Plan," *Silicon Valley Bicycle Coalition*, https://bikesiliconvalley.org/wp-content/uploads/Google-Bike-Vision-Plan_high_res.pdf.

⁶ Max A. Bushell et al., "Costs for Pedestrian and Bicyclist Infrastructure Improvements," *UNC Highway Safety Research Center*, http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf.

⁷ Government Accountability Office, "Bus Rapid Transit Shows Promise", GAO, <http://www.gao.gov/new.items/d01984.pdf>.

⁸ Reconnecting America, "Transit Technologies Worksheet," *Reconnecting American*, <http://www.reconnectingamerica.org/assets/Uploads/bestpractice175.pdf>.

⁹ Joe Cortright, "The True Cost of Driving," *The Atlantic*, <https://www.theatlantic.com/business/archive/2015/10/driving-true-costs/412237/>

¹⁰ Tanya Snyder, "Why It Makes Sense to Add Biking and Walking Routes Along Active Rail Lines," *Streetsblog USA*, <http://usa.streetsblog.org/2014/08/18/why-it-makes-sense-to-add-biking-and-walking-routes-along-active-rail-lines/>.

¹¹ Rails-to-Trails Conservancy, "America's Rails-with-Trails," <https://www.railstotrails.org/resourcehandler.ashx?id=2982>

the area, improving health and connectivity. The Dumbarton rail spur runs through several of Metropolitan Transportation Commission's defined *Communities of Concern* in San Mateo County: North Fair Oaks, Belle Haven, and communities in East Palo Alto. It is critical that the improvements made to this corridor positively impact the people living there and that it is not simply a corridor for commuters passing through. Households earning less than \$20,000 per year are roughly twice as likely to bike for transportation as all other income groups¹² and those with low incomes in the area would benefit from this trail.

Research shows that people living near multiuse trails experience health benefits. People living within a half-mile of a bike path are at least 20% more likely to bicycle at least once a week, compared to people living slightly farther away from the path.¹³ People who live near multi-use trails are 50% more likely to meet physical activity guidelines and 73-80% more likely to bicycle.¹⁴ Multi-use trails have also been shown to be particularly beneficial in promoting physical activity among women and people in lower-income areas.¹⁵

We note that there is potential for fossil fuel powered transit along this corridor, which could create very serious health and equity impacts. We hope and expect to see any transit developed along this corridor to utilize quiet electric, or zero carbon drive trains.

Summary

A multi-use trail on the Dumbarton corridor would have myriad benefits for mobility, the environment, safety, and health and would be relatively inexpensive to implement. We are confident that the near-term development of a multi-use trail would provide critically needed transportation alternatives along this extremely congested corridor, while allowing for the future addition of parallel transit within the same corridor. We urge you to ensure that a bicycle and pedestrian trail is included in the plan for the Dumbarton corridor, benefitting generations to come.

Sincerely,

¹² PeopleForBikes, "US Bicycling Participation Benchmarking Report,"

<http://www.peopleforbikes.org/pages/u.s.-bicycling-participation-benchmarking-report>.

¹³ J Pucher et al., "Infrastructure, Programs and Policies to Increase Bicycling," *National Center for Biotechnology Information*, <https://www.ncbi.nlm.nih.gov/pubmed/19765610>.

¹⁴ Huston et al., Pierce et al., and Moudon et al., "Active Transportation: Making the Link from Transportation to Physical Activity and Obesity," *Active Living Research research brief*, http://activelivingresearch.org/files/ALR_Brief_ActiveTransportation_0.pdf.

¹⁵ R. Brownson et al., "Promoting physical activity in rural communities: Walking trails access, use, and effects," *American Journal of Preventive Medicine*, <http://www.ncbi.nlm.nih.gov/pubmed/10722990>.

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Rails-to-Trails Conservancy, Western
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Bruce Hodge
Carbon Free Palo Alto

Adina Levin
Cofounder
Friends of Caltrain

Walter T. Moore
President
Peninsula Open Space Trust

Debbie Mytels
Peninsula Interfaith Climate Action

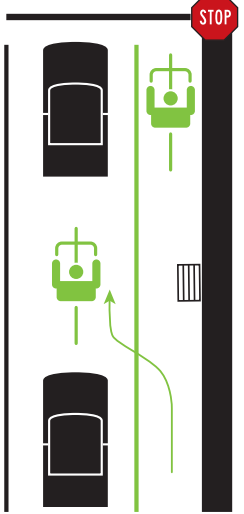
Adam Stern
Executive Director
Acterra

Kiyomi Honda Yamamoto
South Bay Regional Representative
Greenbelt Alliance



MAP CONTINUES ON OTHER SIDE

OBEY ALL TRAFFIC REGULATIONS



Riding predictably and following the law are keys to safe bicycling.

Obedece Las Leyes Viales

Andar en bicicleta de forma predecible y obedecer las leyes es fundamental para la práctica segura del ciclismo.

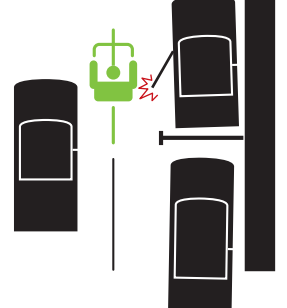
RIDE WITH TRAFFIC

Use the entire travel lane if you need to avoid hazards. Move toward the center when the lane is too narrow for motorists to pass safely.

Respetar el Sentido del Carri

Ocupa todo el carril si necesitas evitar obstáculos o peligros. También puedes ocupar todo el carril cuando éste sea muy angosto para que los automóviles te adelanten de forma segura.

RIDE IN A STRAIGHT LINE AND AVOID THE DOOR ZONE

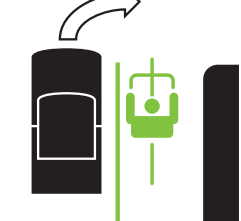


Avoid weaving between parked cars. The "Door Zone" is the 4 feet along the left side of a parked car where an opening door can hit and seriously injure a cyclist.

Circula en Línea Recta Evitando la "Zona de Puertas"

Evita la "zona de puertas" circulando a 4 pies de distancia de autos estacionados. Una puerta que se abre puede golpear y herir gravemente a un ciclista.

AVOID RIGHT HOOK COLLISIONS



GO SLOW ON SIDEWALKS



Where vehicles can turn right, ride in the center or to the left of the lane.

Evita Choques Frontolaterales

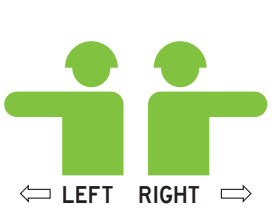
Donde los vehículos pueden girar a la derecha, anda en el centro o a la izquierda del carril.

Stay below 15mph on sidewalks. When overtaking pedestrians, slow to 5mph and use your bell.

Circula Despacio en las Aceras

En la acera mantente por debajo de 15mph. Cuando adelantes un peatón, disminuye a 5mph y toca tu campana.

USE HAND SIGNALS TO INDICATE TURNS



Hand signals tell motorists what you intend to do. For turn signals, point in the direction of your turn. Signal as a matter of courtesy and safety, and as required by law.

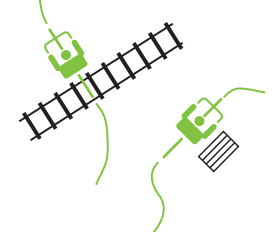
Señaliza Tus Movimientos

Las señales manuales avisan a los conductores tus intenciones. Señala en la dirección que pretendas girar. Señala por cortesía, seguridad y como lo requiere la ley.

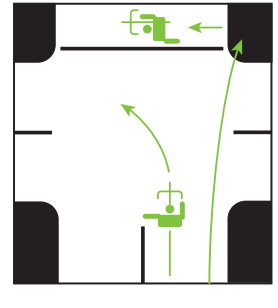
GET A GREEN LIGHT



AVOID ROAD HAZARDS



FOLLOW LANE MARKINGS TO CROSS AN INTERSECTION



SEE AND BE SEEN AT NIGHT



AVOID DISTRACTION AND BE AWARE OF SITUATIONS



A good bike lock, fenders, and a bike light make commuting easier. A hard-shell helmet helps keep you safe when you ride.

Trata de Equipar tu Bicicleta

Un buen candado, defensas y luces para bicicleta hacen tu viaje más fácil. Un casco de material resistente ayuda a mantenerte seguro al andar en bicicleta.

Watch out for sewer grates, manhole covers, and gravel. Cross railroad tracks at right angles. For better control of your bike, stand up on your pedals.

Evita Riesgos

Mantente atento a las coladeras, baches, grava y arena. Cruza las vías del tren en un ángulo recto. Párate en los pedales para tener mayor control de la bicicleta.

Don't wear headphones or a headset covering both ears. Pay attention to road conditions and watch out for hazards and other roadway users.

Evita Distracciones y Mantente Atento

No uses audífonos que cubran los dos oídos. Pon atención a las condiciones del camino y mantente alerta a los demás usuarios de la calle y riesgos potenciales.

BIKEWAYS AND TRANSIT

VÍAS CICLISTAS Y TRANSPORTE PÚBLICO

- Off-Street Trail**
Class I: paved or unpaved, high level of comfort for users
Sendero Ciclista y Peatonal (Clase I): pavimentado o sin pavimentar, alto grado de comodidad para los usuarios
- On-Street Bike Lane**
Class II: painted bike lanes, moderate level of comfort
Ciclocarril (Clase II): ciclocarril marcado en el pavimento, nivel de comodidad moderado para los usuarios
- Shared Roadway Bike Route**
Class III: signed and marked route, with no separation from vehicles.
Cicloruta (Clase III): ruta ciclista marcada en el pavimento, señalizada y compartida con automóviles
- Protected Bikeway**
Class IV: bike-only on-street facility, physically separated from vehicles.
Ciclovía (Clase IV): ciclocarril con separación física del tráfico vehicular
- SamTrans Bus Route**
Rutas de Autobús de SamTrans
- Caltrain Route**
Ruta de Caltrain

POINTS OF INTEREST

PUNTOS DE INTERÉS

- School / Escuela
- Library / Biblioteca
- Hiking Trail / Sendero

BIKES ON TRANSIT

Bicycles are allowed on all Bay Area buses, ferries and nearly all rail lines. Exceptions are San Francisco Muni Metro, historic streetcars and cable cars.

Nearly all Bay Area public transit buses are equipped with bicycle racks. Exceptions are a number of San Francisco Muni bus routes, AC Transit small bus vans and certain routes of other transit operators.

LOADING YOUR BICYCLE

All Bay Area public transit buses have bicycle racks that can accommodate up to three bicycles. For instructions on how to load and unload your bicycle on a bus bike rack, see 511.org/biking/bicycle/transit for more information and downloadable brochures. Transbay buses use the cargo area for bikes.

BIKES ON CALTRAIN

Bicycles are welcome on all trains at all times as long as there is space. Look for the yellow sticker which indicates the Bike Car. Call 800.660.4287 for helpful destination tags for your bike or make your own at www.caltrain.com/riderinfo/Bicycles/Bicycle_Tags.html.

BICICLETAS EN EL TRANSPORTE PÚBLICO

Las bicicletas están permitidas en todos los autobuses, ferris y casi todas las líneas de metro del Área de la Bahía. Algunas excepciones son los tranvías y trolebuses de San Francisco Muni Metro.

Casi todos los autobuses del Área de la Bahía tienen racks para llevar bicicletas. Algunas rutas de autobuses de San Francisco Muni, las vans y autobuses de otros operadores de transporte son la excepción.

SUBE TU BICICLETA

Todos los autobuses del Área de la Bahía tienen racks para llevar hasta tres bicicletas. Para más información sobre como subir y bajar tu bicicleta del autobús visita 511.org/biking/bicycle/transit. Los autobuses de Transbay usan el área de carga para llevar bicicletas.

BICICLETAS EN CALTRAIN

Las bicicletas están permitidas mientras haya espacio. Una estampita amarilla identifica al vagón para bicicletas. Llama al 800.660.4287 para información sobre etiquetas de destino para tu bicicleta o crea una en www.caltrain.com/riderinfo/Bicycles/Bicycle_Tags.html.

LOCKING YOUR BIKE

Always lock the frame and front wheel to a secure rack or post, since wheels can often be easily removed from a bike (see Illustration 1). For extra security remove the front wheel and lock it with the frame and rear wheel (see Illustration 2).

Asegura tu Bicicleta

Asegura siempre el marco y la rueda delantera al rack o poste, ya que las llantas pueden quitarse fácilmente (imagen 1). Para mayor seguridad quita la llanta delantera y asegurala junto con el marco y la llanta trasera (imagen 2).

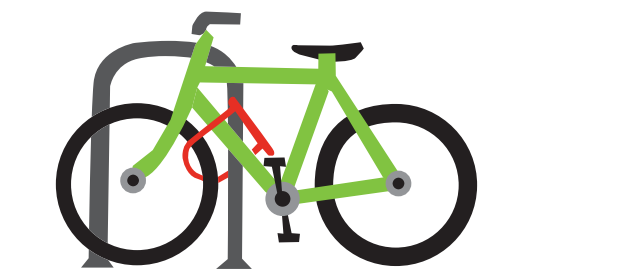


Illustration 1



Illustration 2



BIKEWAYS AND TRANSIT

VÍAS CICLISTAS Y TRANSPORTE PÚBLICO

Off-Street Trail

Class I: paved or unpaved, high level of comfort for users
Sendero Ciclista y Peatonal (Clase I): pavimentado o sin pavimentar, alto grado de comodidad para los usuarios

On-Street Bike Lane

Class II: painted bike lanes, moderate level of comfort
Ciclocarri (Clase II): ciclocarril marcado en el pavimento, nivel de comodidad moderado para los usuarios

Shared Roadway Bike Route

Class III: signed and marked route, with no separation from vehicles.
Cicloruta (Clase III): ruta ciclista marcada en el pavimento, señalizada y compartida con automóviles

Protected Bikeway

Class IV: bike-only on-street facility, physically separated from vehicles.
Ciclovía (Clase IV): ciclocarril con separación física del tráfico vehicular

SamTrans Bus Route

Rutas de Autobús de SamTrans

Caltrain Route

Ruta de Caltrain

POINTS OF INTEREST

PUNTOS DE INTERÉS

School / Escuela

Library / Biblioteca

Hiking Trail / Sendero



WELCOME TO SAN MATEO COUNTY!

Bicycling can be a fun, dependable, and virtually free mode of transportation. Bicycling also burns 300 to 500 calories an hour, so you can commute and stay fit at the same time.

This map shows routes by official classification, as well as parks, trails, and transit. You may find it helpful in planning your bike commute to work, for shopping, or for other trips.

Andar en bicicleta puede ser una forma de transportarse divertida, confiable y prácticamente gratuita. Además, puedes quemar hasta 500 calorías por hora, por lo que puedes transportarte y mantenerte en forma a la vez.

Este mapa muestra las rutas por su clasificación oficial, así como parques, senderos, estaciones y líneas de transporte público. Te puede ser útil para planear tus viajes al trabajo, el supermercado y otros destinos.

MORE INFORMATION ABOUT BICYCLING

Nearly every part of the Bay Area has a bicycle organization that provides information and resources. Learn more at bicycling.511.org, where you can also find maps, info about safety classes, and commuter tips.

You can also visit these sites for more specific info:

- Silicon Valley Bicycle Coalition: bikesiliconvalley.org
- San Mateo County's active transportation website: smcsustainability.org
- Commuting info: Commute.org
- Bikelink lockers (available at some major transit stops): www.bikelink.org/

Casi todas las regiones del Área de la Bahía cuentan con organizaciones ciclistas que proveen información y recursos. Conoce más en bicycling.511.org donde además puedes encontrar mapas, consejos para andar en bicicleta e información sobre clases y talleres. También puedes visitar estos sitios para encontrar información más específica:

- Silicon Valley Bicycle Coalition: bikesiliconvalley.org
- Sitio web de Transporte Activo en el Condado de San Mateo: smcsustainability.org
- Información sobre traslados al trabajo: Commute.org
- Bikelink lockers (Disponibles en algunas de las paradas más importantes): www.bikelink.org/

SAN MATEO COUNTY

BIKE MAP

2017 EDITION

SOUTHEASTERN SAN MATEO COUNTY
MILLBRAE TO EAST PALO ALTO



This map was compiled using data believed to be accurate. However, a degree of error is inherent in all maps. This map is distributed "AS-IS" without warranties of any kind, either expressed or implied. Your use of this map is at your own risk. The County of San Mateo is not legally responsible or liable for any errors, changes, or omissions, or for any loss, damage, injury, or inconvenience sustained by any person or entity as a result of information on this map or resulting from use, misuse, or inability to use, or reliance on this map.

Este mapa ha sido creado usando datos presumiblemente precisos. Sin embargo, un margen de error es inherente a todos los mapas. Este mapa es distribuido "COMO-ES" sin ningún tipo de garantías, ya sean implícitas o explícitas. Usted usa este mapa bajo su propio riesgo y responsabilidad. El Condado de San Mateo no es legalmente responsable o sujeto legal por errores, cambios u omisiones, así como por pérdidas, daños, lesiones o ningún inconveniente declarado por alguna persona o entidad como resultado del uso, desuso, mal uso o dependencia de la información de este mapa y su contenido.



San Mateo County is a great place to ride a bike—
for fun, work, shopping, and family outings.

El Condado de San Mateo es un gran lugar para ir de
compras, divertirse, ir al trabajo y disfrutar con toda la
familia en bicicleta.