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/](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.
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](http://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, 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. The average protected bike lane sees bike counts increase 75 percent in its first year alone.

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. Almost 9% of all Google employees working at the Mountain View offices bike to work and that number jumps to 21% when considering employees

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who live within nine miles of work.  

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

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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 groups 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. People who live near multi-use trails are 50% more likely to meet physical activity guidelines and 73-80% more likely to bicycle. Multi-use trails have also been shown to be particularly beneficial in promoting physical activity among women and people in lower-income areas.

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,

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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](http://activelivingresearch.org/files/ALR_Brief_ActiveTransportation_0.pdf).
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