San Mateo Bicycle Master Plan

Bicycle Network Facilities

These bicycle facilities and improvements are a part of the bicycle planning "toolbox" and will be considered as a part of the San Mateo Bicycle Master Plan recommendations.

SHARED-USE PATH (CLASS 1)

- Two-way facility that is physically separated from motor vehicle traffic
- Used by bicyclists, pedestrians, and other non-motorized users
- May not serve all destinations directly

SEPARATED BIKE LANE (CLASS 4)

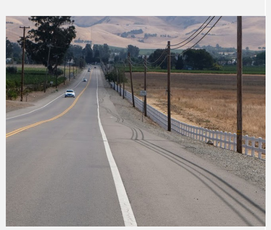
- A bicycle-only facility that is physically separated from motor vehicle traffic and distinct from the sidewalk
- Appropriate on streets with medium or high traffic volumes and/or speeds

BIKE LANE (CLASS 2)

- Provides exclusive space for bicyclists in the roadway; designated by pavement markings and signage
- Buffered bike lanes increase comfort by adding a painted buffer to a standard bike lane
- Appropriate on streets with low or medium traffic volumes

BICYCLE BOULEVARD (CLASS 3)

- Prioritize bicycle through-travel
- Use traffic calming to slow vehicle traffic and maintain low motor vehicle volumes
- Often applied on quiet streets, in neighborhoods



RURAL ROUTE (CLASS 3)

- Provide shoulders to accommodate bicyclists
- Supplement with warning signage and wayfinding
- Located in rural areas where dedicated bicycle facilities will not fit, or would be inappropriate given the surrounding context

BIKE BOX

- Dedicated space between the crosswalk and vehicle stop line where bicyclists can wait during the red light at signalized intersections
- Improves visibility and motorists' awareness of bicyclists at intersections

WAYFINDING

- Typically includes signage and pavement markings
- Helps bicyclists identify the best routes to destinations and to connecting routes
- May include distances or travel times to destinations

BIKE DETECTION/PUSH BUTTON

- Bicycle detectors are located in the street at intersections and trigger a green light for bicyclists who wait above the detector marking
- Bicycle pushbuttons are located on signal poles within reach of a bicyclist waiting in the roadway; the buttons trigger a green light for bicyclists once pushed (similar to pedestrian pushbuttons)

PAINTED CONFLICT MARKINGS

- Painted pavement markings can improve visibility of bike lanes at intersections
- Alerts all roadway users of expected behaviors to reduce conflicts with turning vehicles and at driveways

RECTANGULAR RAPID FLASHING BEACONS (RRFB)

- RRFBs combine a crossing warning sign with a bright flashing beacon that is activated only when a bicyclist or pedestrian is present
- Increases motorists' yielding compliance and bicyclist and pedestrian visibility