

2020 San Mateo Bicycle Master Plan

City Council Study Session
March 2, 2020



T'OOLE
DESIGN



Agenda

- Since We Last Met...
 - Developed the Draft Plan, including:
 - Support Programs and Policies
 - Prioritized Project List
 - Project Cost Estimates
 - Rapid Implementation Network
 - Implementation Strategy
- Progress on 2011 Plan Projects
- Next Steps



Project Schedule

 *Council Study Session*

TASKS	2018		2019				2020
	Fall	Winter	Spring	Summer	Fall	Winter	Early
Project Kick-off							
Community Outreach							
Existing Conditions							
Needs and Demand Analysis							
Revised Policies, Goals, and Objectives							
Recommended Citywide Bicycle Network							
Implementation Strategy and Project Prioritization							
Updated Bicycle Master Plan							
Environmental Documentation							



We are here



To Council for consideration

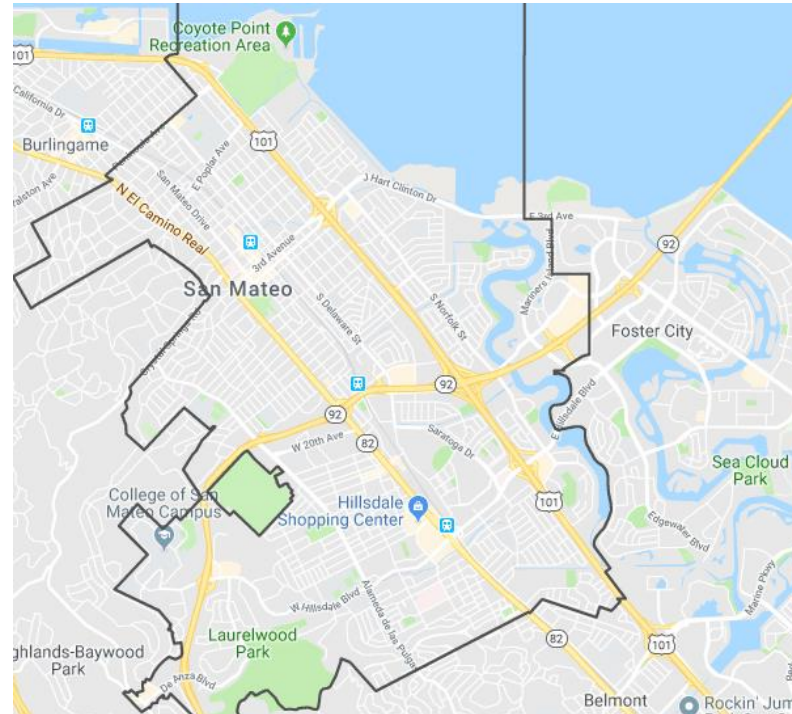
How the Plan was developed

Community
Input

Data
Analysis



**Kick-off Open House
and Pop-up Event
*December 2018***



**Online, Interactive WikiMap
*November 2018 – March 2019***

Citizen Advisory Group

**Sustainability and
Infrastructure Commission**

Technical Advisory Group

**Advisory Groups
*Throughout
the planning process***

How the Plan was developed

Community
Input

Data
Analysis



Citywide Bike Tour
and Pop-Up Separated
Bike Lane
March 2019



Draft Bicycle Network Pop-Up
Outreach
June and July 2019



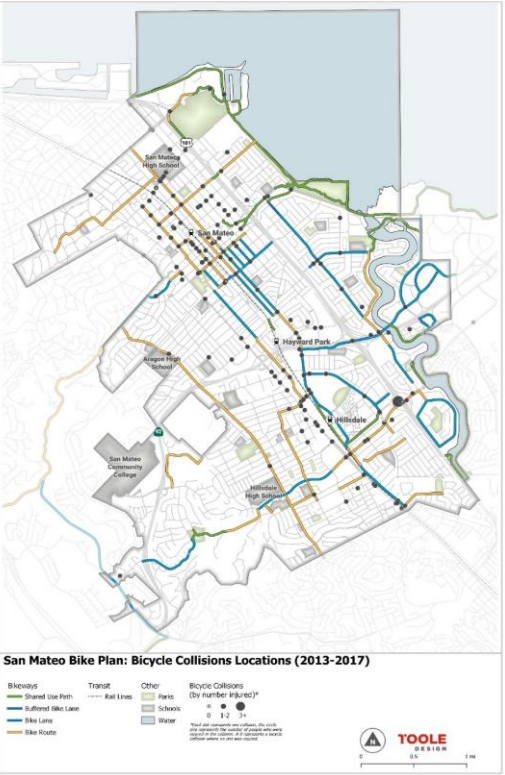
Draft Plan Open House
December 2019

How the Plan was developed

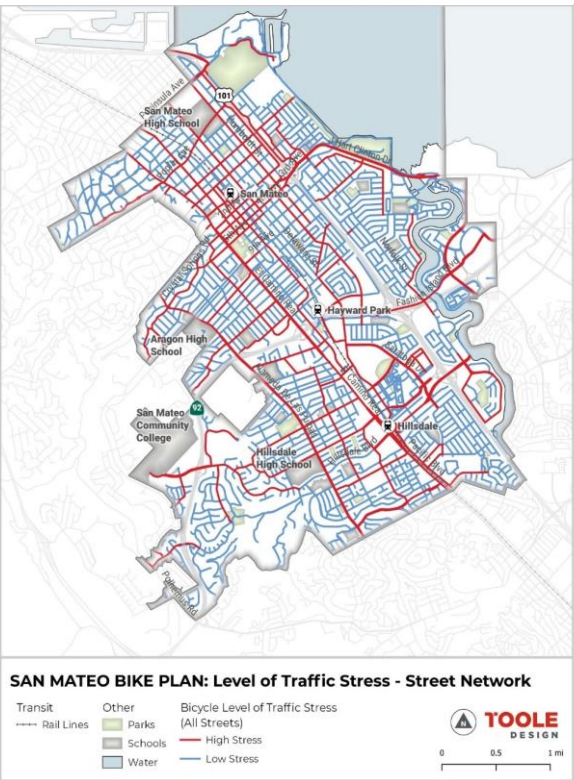
Community
Input

Data
Analysis

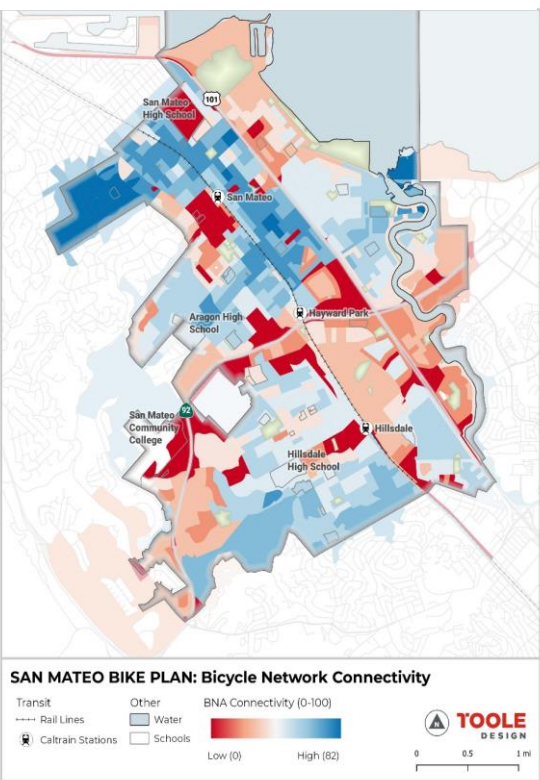
Collision Analysis



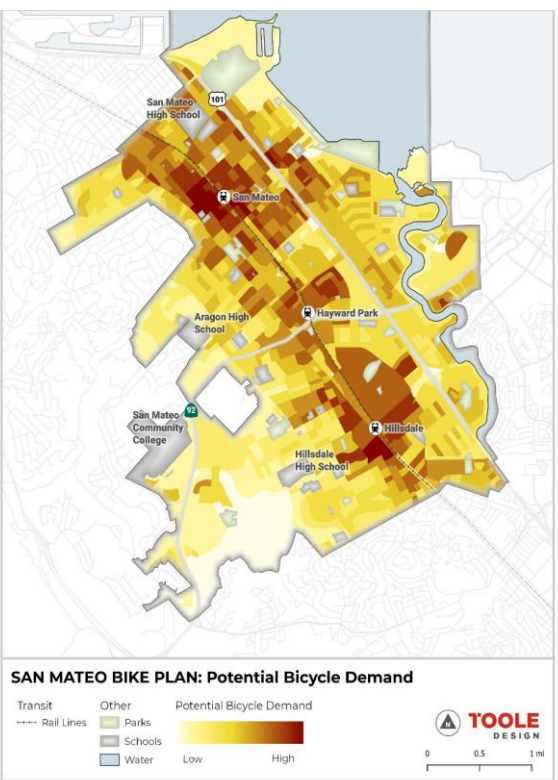
Level of Traffic Stress



Bicycle Network
Connectivity

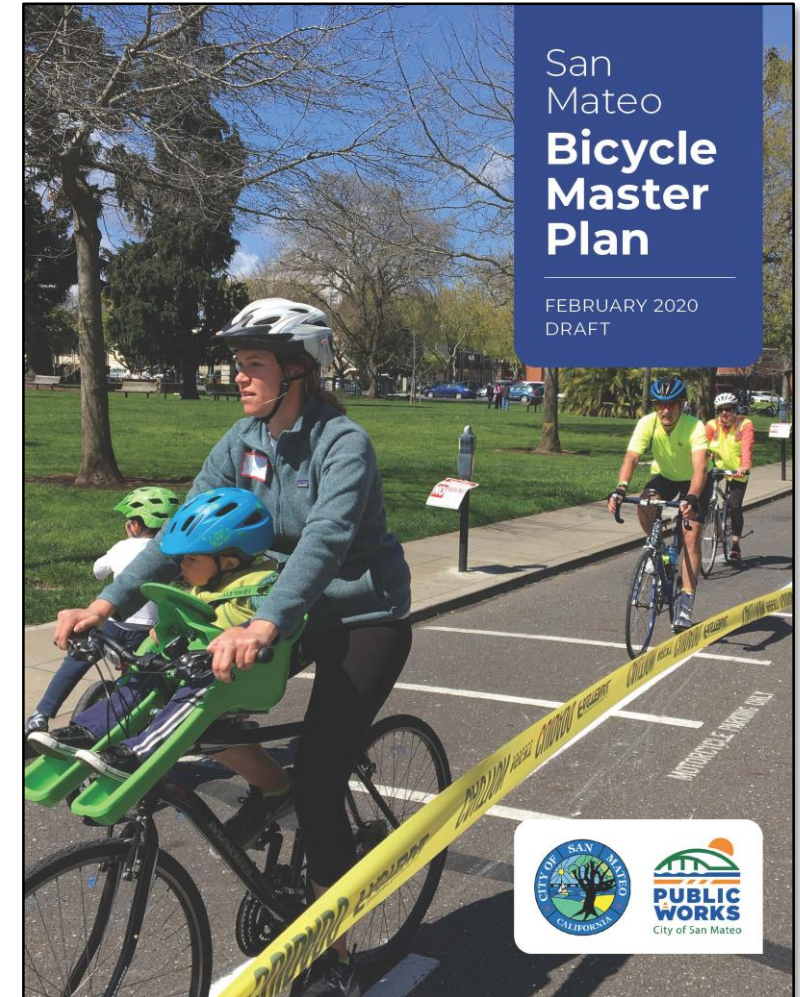


Trip Potential



How the Plan was developed

- Public comment period
- Revised the Plan, and incorporated input from:
 - Sustainability and Infrastructure Commission
 - Citizen Advisory Group
 - Open House attendees
 - The public
- Developed full Draft Plan





Chapter 1: Introduction

Contents:

- Plan at a Glance
- Building the Momentum
- Planning Process

San Mateo is currently home to over 77 miles of bikeways. Many of these bikeways were constructed since the adoption of the initial Bicycle Master Plan in 2011. While the City has made much progress expanding its bicycle network since the 2011 Plan, there is a desire to build on that base network and provide bicycling facilities that are more attractive and feel safer to a larger portion of the population. To develop this enhanced network, the City of San Mateo has taken the significant step of expanding upon its 2011 work with the 2020 San Mateo Bicycle Master Plan (Plan).

The purpose of the Plan is to build upon the existing bicycle network with visionary infrastructure projects and supporting programs that promote bicycling and use of other emerging modes of personal transport as alternatives to driving in San Mateo. Key goals in the development of this Plan include:

- Seamless bicycle connectivity to major destinations, including schools, parks, train stations, and commercial areas;
- Safety and comfort for bicyclists of all ages and abilities (Figure 1.1);
- Equitable bicycle investments that prioritize bicycle network development in historically underinvested communities;
- Development of a network and support programs that result in a significant shift to bicycling for commuting and short trips around town; and
- Fostering a robust bicycling community.

The update of the Bicycle Master Plan is occurring simultaneously with the comprehensive update of the city's General Plan. The General Plan 2040 will include a vision, provide a policy framework for how the city should grow and identify the implementing actions to enhance quality of life for the community. The General Plan update is a multi-year community engagement and planning effort which includes an update of the Circulation Element and setting goals for the city's multi-modal circulation network.



2 Goals & Objectives

The goals of this Plan are a reflection of San Mateo's values and priorities and guide the infrastructure and programmatic recommendations of this Plan. The goals of the Plan are:



CONNECTIVITY



SAFETY & COMFORT



COMMUNITY



EQUITY



RIDERSHIP

The goals and objectives were developed collaboratively by the community, stakeholder groups, and City staff. They also build upon the goals and objectives from the 2011 San Mateo Bicycle Master Plan.

Moving forward, the goals and objectives will be used to measure the City's progress towards implementation of the Plan over time. Refer to Appendix B: Goals, Plans, and Policies Review for a detailed summary of how the goals and objectives relate to other City goals and plans.

Chapter 2: Goals and Objectives

Contents:

- Goals
- Objectives
- Metrics

Chapter 2: Goals and Objectives

Plan goals include:



Connectivity.

Seamless bicycle connectivity to major destinations throughout the city



Safety and comfort.

Safe and comfortable riding for people of all ages and abilities



Community.

Creation of a robust bicycling community in San Mateo



Equity.

Equitable infrastructure investments that prioritize underserved communities



Ridership.

A significant mode shift from driving to bicycling and other forms of micromobility for trips around town

Goals & Objectives



Goal 1: Connectivity

Develop a low-stress, comfortable bicycle network suitable for people of all ages and abilities.

Objectives

- Build and maintain a dense, continuous, context-sensitive, and low-stress¹ network of on- and off-street bikeways that seamlessly connect to destinations throughout San Mateo.
- Connect bikeways in San Mateo to existing and planned bikeways in adjacent communities.
- Identify and pursue reliable sources of funding to implement proposed bikeway projects.
- Ensure that plentiful, high-quality support facilities (e.g., bicycle parking) that complement the bicycle network are installed at key community and transit destinations as well as commercial and residential developments.

Metrics

The following metrics will be used by the City to measure progress on the Connectivity goal.

Metric	Target
Miles of new or upgraded bikeways with a Level of Traffic Stress rating of 1 or 2	5 miles per year*
Number of support facility projects installed	3 projects per year*
Number of new bikeway projects connecting to key destinations such as schools, parks, and transit	2 projects per year*
Pursuit of annual ATP funding	2 ATP applications per year

* These targets may be revised based on funding availability and City staff capacity.

Chapter 3: Existing Network

Contents:

- Existing Bicycle Network
 - Land use and character
 - Existing bikeways
 - Collision analysis
- Network and Demand Analysis
 - Bicycle Network Analysis
 - Connectivity Analysis
 - Potential Demand Analysis



Figure 3.1: Bicyclist riding in an existing bike lane in San Mateo.

An assessment of current bicycling conditions provides a basis to develop recommendations for the proposed bicycle network. This chapter presents an assessment of existing bikeways; bicycle collision trends; and bicycling conditions, as assessed via network, connectivity, and potential demand analyses. These analyses help assess how well the existing network serves bicyclists and users of micromobility devices (e.g., bikeshare and electric scooters). For more information on these analyses, refer to Appendix C: Existing Conditions Report and Appendix D: Data Analysis Report.

In addition to physical existing conditions, San Mateo has several adopted plans and policies that influence the City's transportation investments and priorities. These policies and other supportive programs are summarized in Chapter 5: Support Programs and Policies. For more information about San Mateo's bicycle-related plans and policies, refer to Appendix B: Goals, Plans, and Policies Review.

Existing Bicycle Network

Land Use and Character

Comprising 16 square miles, San Mateo is located in northeastern San Mateo County, on the west side of the San Francisco Bay. San Mateo has a dense and vibrant downtown core surrounded by mostly residential neighborhoods (see Figure 3.2). This, in conjunction with its mostly grid-like street network, makes San Mateo well-positioned for active transportation. However, the city's overall land use and workforce patterns have resulted in primarily auto-centric development and transportation patterns. Auto-centric development, which often does not focus on well-designed bicycle and pedestrian connections between land uses (such as residential and commercial), has resulted in few existing bikeways that are comfortable for bicyclists and other micromobility users of all ages and abilities.

Chapter 3: Existing Network



San Mateo Bike Plan: Existing Bicycle Network

Bicycle Facilities
Existing

- Shared Use Path
- Buffered Bike Lane
- Bike Lane
- Bike Route

Transit

- Caltrain Stations
- Rail Lines

Other

- Parks
- Schools
- Water



Table 3.2.: Existing Bicycle Facility Types in San Mateo

Facility Type	Facility Description
Shared Use Path 	<ul style="list-style-type: none"> Bicyclists ride on off-road pathways designed for both bicyclists and pedestrians Low-stress facility type with the least interaction between bicyclists and vehicles (compared to other facility types) Caltrans classification: Class I Examples in San Mateo: San Francisco Bay Trail, Foster City Levee F and Pacific Boulevard
Buffered Bike Lane 	<ul style="list-style-type: none"> Bicyclists ride adjacent to vehicular traffic in a designated bicycle lane is augmented with a striped buffer area that neither vehicles nor should use Because the buffer provides additional horizontal separation between bicyclists, buffered bike lanes are appropriate for roadways with medium-to-low vehicle speeds (i.e., less than 30 mph) and medium vehicle volumes (i.e., 3,000-6,000 vehicles per day) Caltrans classification: Class II Example in San Mateo: Norfolk Street south of 3rd Avenue
Bike Lane 	<ul style="list-style-type: none"> Bicyclists ride adjacent to vehicular traffic in a designated lane In order to be low-stress, bike lanes must only be installed on roadways with medium-to-low vehicle speeds (i.e., less than 30 mph) and vehicle volumes less than 6,000 vehicles per day Caltrans classification: Class II Examples in San Mateo: Crystal Springs Road, Fashion Island Boulevard, and 1st Avenue
Bike Route 	<ul style="list-style-type: none"> Bicyclists share the lane with vehicular traffic Bicycle signage and pavement markings may be included to increase awareness of bicyclists and aid bicyclists with navigation To remain low-stress, bike routes must only be applied on corridors with low vehicle speeds (i.e., less than 25 mph) and volumes (i.e., less than 6,000 vehicles per day) Caltrans classification: Class III Examples in San Mateo: Alameda de las Pulgas, Hillside Boulevard, and Monte Diablo Avenue

Table 3.1: Length of Existing Facilities

Facility Type	Existing Mileage (approximate)
Shared-Use Path (Class I)	15.6
Separated Bike Lane (Class IV)	0
Buffered Bike Lane (Class II)	0.1
Bike Lane (Class II)	20.7
Bicycle Boulevard (Class III)	0
Bike Route (Class III)	19.6
Total	56 miles

Chapter 4: Proposed Network

Contents:

- Creating a bicycle network for all
 - All Ages, All Abilities Network
 - Proposed bicycle network
 - Intersection treatments
 - Bicycle retrofit projects
 - Bicycle boulevards



Creating a Bicycle Network for All

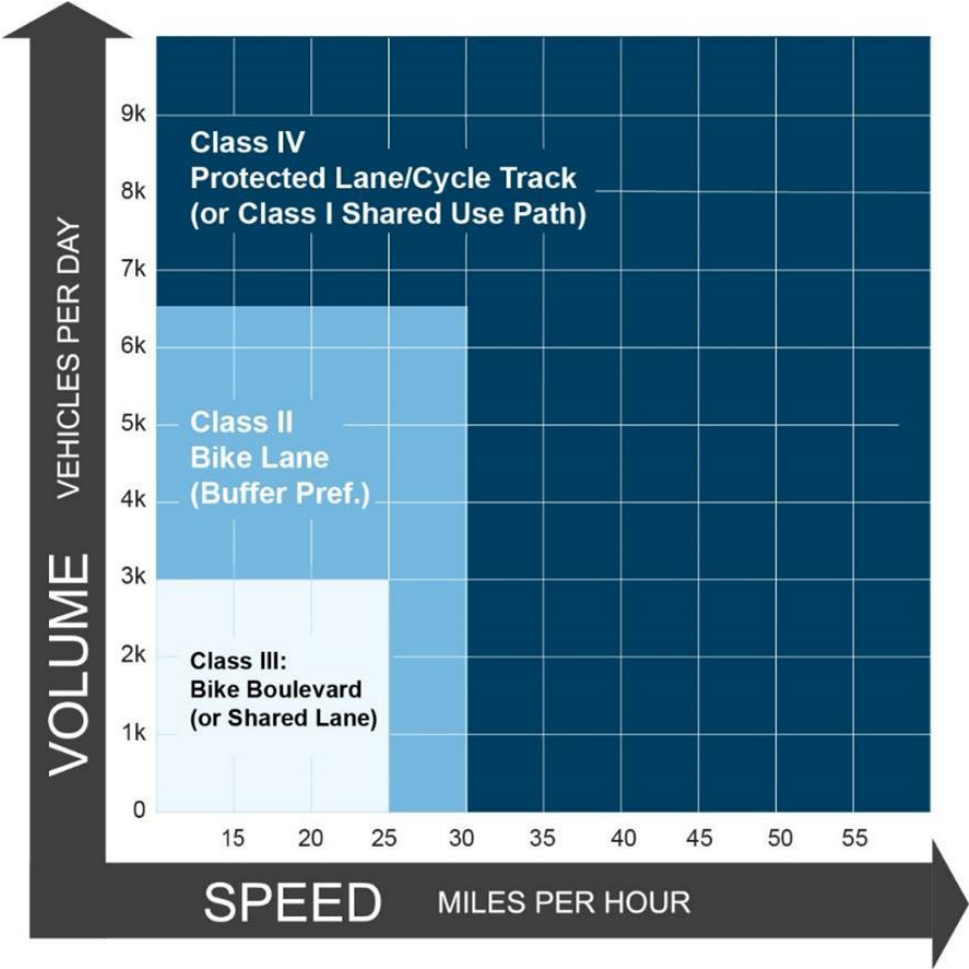
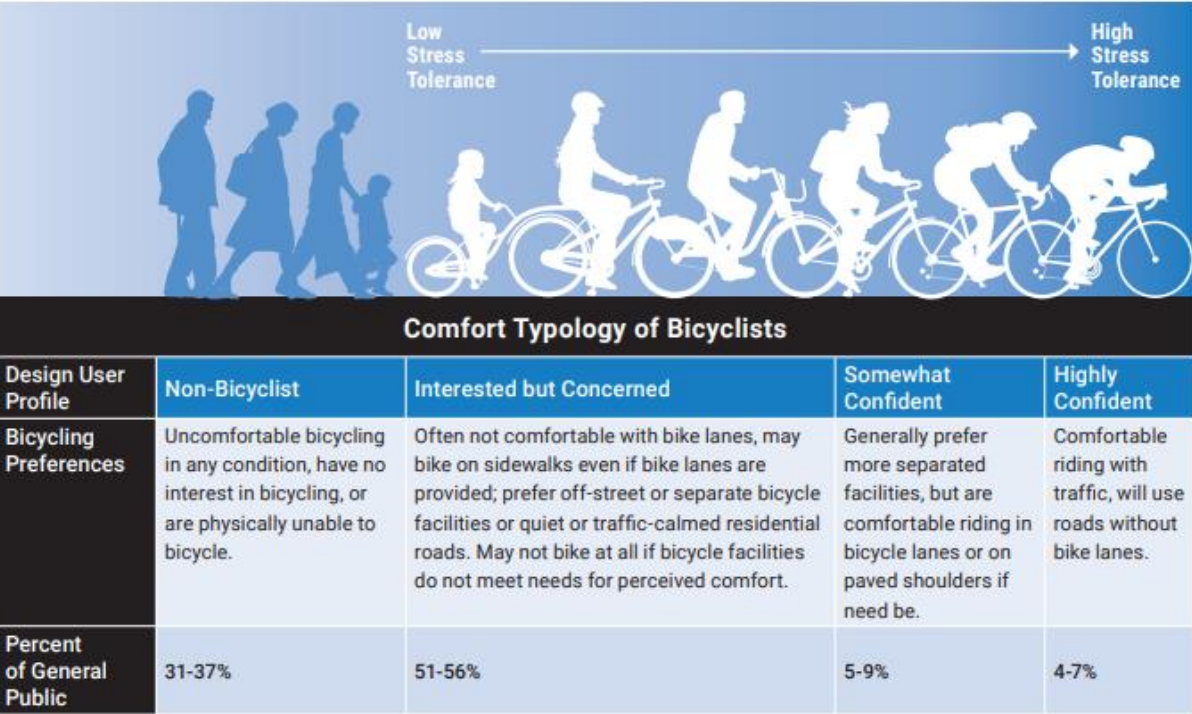
The primary purpose of this Plan is to identify a future bicycle network for San Mateo that creates a safe, connected, and viable transportation choice for all members of the San Mateo community. The proposed bicycle network presented in this chapter builds upon the assets of the existing network to create an experience that is comfortable for everyone interested in bicycling.

Creating an All Ages and Abilities Network

Research indicates that a large portion of the American population is interested in bicycling for utilitarian trips. However, they do not currently ride because they feel unsafe while bicycling and have other means of transport. Several studies have shown that most people feel safer and more comfortable riding on streets with low traffic volumes and low vehicle speeds, or on higher speed and higher volume streets with increased separation and protection from vehicle traffic. In fact, approximately half of the population has little tolerance for interacting with vehicles unless vehicle speeds and volumes are very low (Figure 4.1). This classification of potential riders is referred to as "Interested but Concerned," reflecting both their interest in bicycling for transportation as well as their safety concerns when interacting with vehicular traffic. For more information about the different types of bicyclists, see Chapter 3.

Chapter 4: Proposed Network

Figure 4.1: Classifications of Bicyclists⁶



Chapter 4: Proposed Network

Quick Stats:

- 70 infrastructure projects
- 102 miles of bicycle facilities (expands current network by 25 miles)
- Includes Separated Bike Lanes and Bicycle Boulevards (new facilities)
- Identifies intersection improvements



San Mateo Bike Plan: Proposed Bicycle Network

Bicycle Facilities

Existing

- Shared Use Path
- Buffered Bike Lane
- Bike Lane
- Bike Route

Proposed

- Shared Use Path
- Separated Bike Lane
- Buffered Bike Lane
- Bike Lane
- Bicycle Boulevard
- Bike Route

Other

- Caltrain Stations
- Rail Lines
- Parks
- Schools
- Water
- Intersection Treatments
Requiring further study

NOTE

*City will implement a bikeway on either 39th or 42nd Ave (from Edison St to Pacific Blvd) pending further analysis of each alignment.

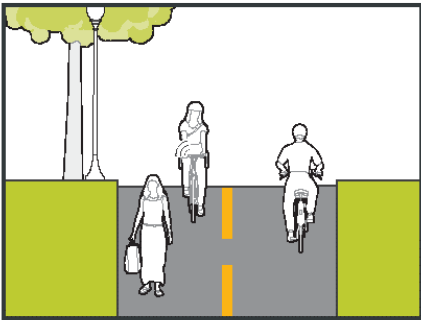
May Require Further Study



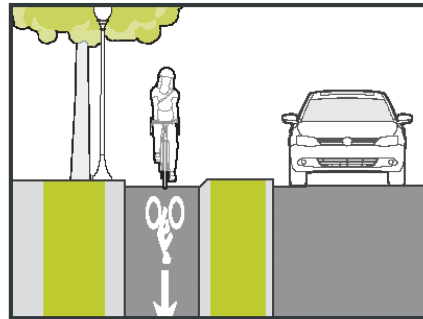
Recommended Bikeways and Treatments

Recommended Bikeways

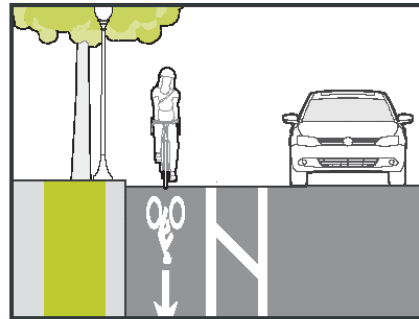
Shared Use Path



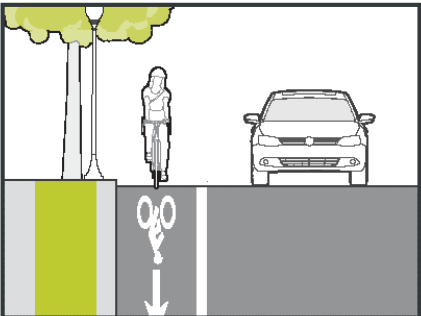
Separated Bike Lane



Buffered Bike Lane



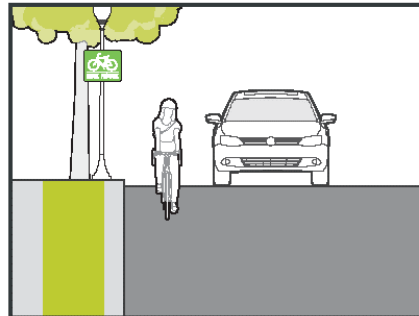
Bike Lane



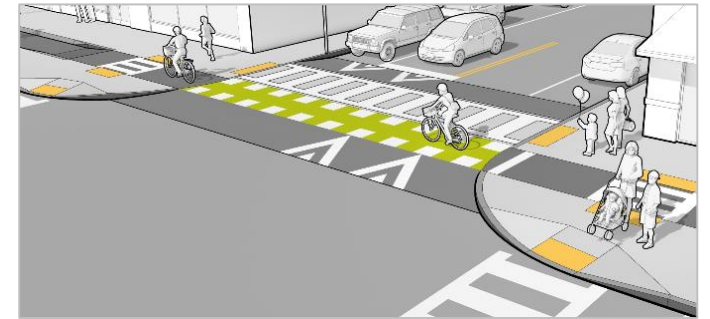
Bicycle Boulevard



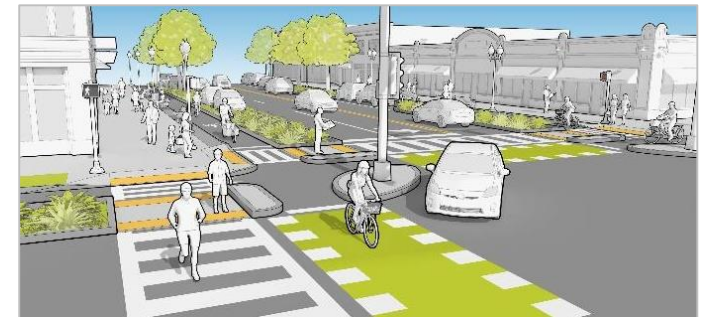
Bike Route



Intersection Treatment Examples



Raised Crossing



Protected Intersection



The implementation of bicycle-related programs and policies in conjunction with a well-designed network can help San Mateo develop a strong bicycle culture and increase ridership among a variety of demographics. Programs and policies are also key components of improving roadway safety and comfort and ensuring that new infrastructure is well-planned and equitably distributed.

Chapter 5 provides a set of support programs and policies the City can use to meet Plan goals. Section 5.1 summarizes the City's existing bicycling-related programs and provides recommendations for additional programs and Section 5.2 lists policies that will help support the implementation of the bicycle projects and programs discussed throughout the Plan.

Support Programs

Bicycle-related programming is an important component of a welcoming, bicycle-friendly community. Bicycle-related programs can also help San Mateo achieve all five of the Plan's goals. A useful way to evaluate and recommend bicycle and micromobility support programs in a community is to consider whether they address the six Es of a bicycle-friendly community (see Figure 5.1). The City already has several engineering, encouragement, education, enforcement, and evaluation programs, however, there are many areas where the City could strengthen its efforts to further support bicycling and micromobility in the community. This chapter summarizes existing and recommended bicycle- and micromobility-related programming using the six Es as a framework.

Chapter 5: Support Programs and Policies

Contents:

- Support Programs
 - Engineering
 - Encouragement
 - Education
 - Enforcement
 - Evaluation and Planning
 - Equity
- Policies

Chapter 5: Support Programs and Policies

Themes



Engineering



Encouragement



Education



Enforcement



Equity



Evaluation & Planning

Encouragement

Encouragement helps create a strong and fun bicycle culture and can lead to increases in the bicycle mode share. Table 5.2 lists the existing programs and recommended actions to increase the promotion of bicycling in San Mateo. The programs listed below can help San Mateo achieve the Plan's ridership, safety and comfort, and community goals.

Table 5.2: Encouragement Support Programs

Support Program	Description	Learn More	Plan Goal(s)
Existing			
Bike to Work Day	The City celebrates Bike to Work Day on an annual basis.	Contact City staff for more information	
Safe Routes to School	Local safe routes have been identified for some elementary and middle schools.	https://www.cityofsanmateo.org/2933/Safe-Routes-to-School	
Bicycle helmet giveaways	The San Mateo Police Department coordinates free helmet giveaways through the Police Activities League on an ad-hoc basis.	Contact City staff for more information	
Recommended			
Develop a Safe Routes for Seniors Program	Identify and develop a Safe Routes for Seniors education and encouragement program.	https://americawalks.org/create-a-safe-routes-for-seniors-program/	
Promote existing bikeways	Develop online and print communication materials to promote San Mateo's existing bikeways and highlight routes for bicycling to key destinations.	https://www.fcgov.com/bicycling/	
Celebrate biking	Host at least one annual bicycle-focused event, such as an Open Streets-type event or bicycle tour of existing bikeways to show members of the public that the City supports bicycling.	https://bikesiliconvalley.org/event/city-of-san-mateo-community-bike-tour/ https://openstreetsproject.org/open-streets-toolkit/getting-started/	



The infrastructure and program recommendations in Chapters 4 and 5 provide strategies and actions that will support San Mateo in becoming a safer and more comfortable place for people of all ages and abilities to bike. This chapter provides an overview of the prioritization metrics and methodology used to weigh infrastructure project recommendations to determine which should happen in the short- and long-term. This chapter also summarizes the strategy for implementing these projects as well as support programs. Additionally, this chapter discusses funding strategies for implementing project and program recommendations.

Project Prioritization

Realistically, San Mateo has limited financial resources, so it is not possible to implement all the recommended bicycle projects immediately. While all these projects play an important role in a safe and connected citywide bicycle network, certain projects may provide greater benefits than others. Prioritization criteria were used to score all recommended bikeway projects that comprise the proposed bicycle network; see Table 6.1 for the prioritization criteria.

Prioritization criteria were drafted based on the Plan's goals and objectives, i.e., connectivity, safety and comfort, equity, and ridership.¹⁰ Prioritization enables projects to be categorized into high-, medium- and lower-priority projects.

¹⁰ The goal of creating a bicycle community is inherent to the other four goals and thus was not included as a separate category during prioritization.

Chapter 6: Implementation and Funding

Contents:

- Project Prioritization
- Project List and Cost Estimates
- Rapid Implementation Network
- Implementation Strategy
- Funding Strategy

Prioritized Project List

See
Chapter 6

Table 6.3: Prioritized Project List with Cost Estimates

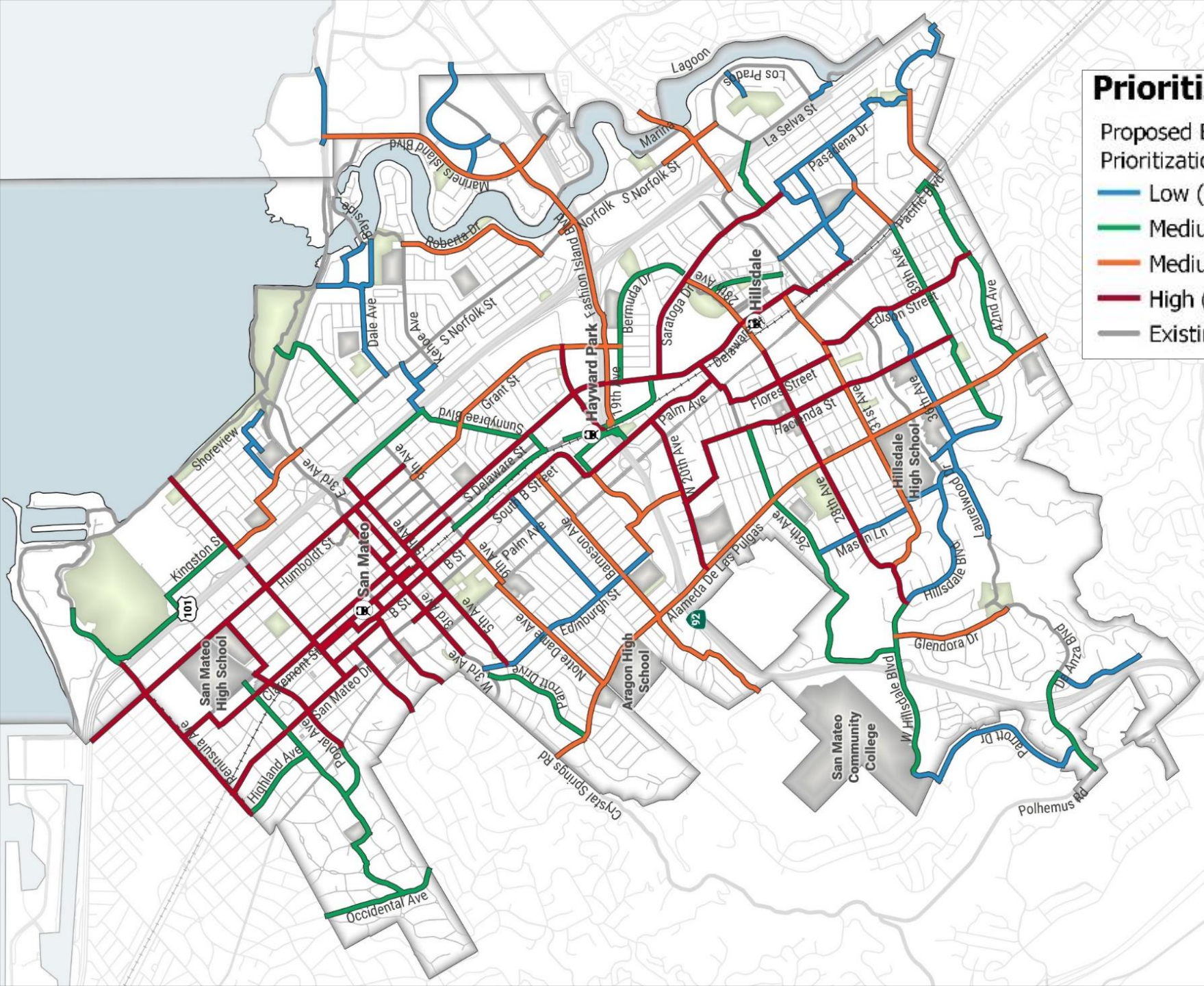
Project Number	Street	Northern/ Western Limit	Southern/ Eastern Limit	Proposed Facility	Prioritization Score	Cost Estimate
High Priority Projects						
2	Peninsula Av	Highland Av	San Mateo Dr	Bike Lane	High	\$330,000 (Level 1 separated bike lanes)
	Peninsula Av	San Mateo Dr	Bayshore Bl	Separated BL		\$1,410,000 (Level 2 separated bike lanes)
3	Humboldt St	City Limit	Poplar Av	Bike Blvd	High	\$320,000
	Humboldt St	Poplar Av	9th Av	Bike Lane		
5	San Mateo Dr	City Limit	Catalpa St	Bike Lane	High	\$70,000
6	Poplar Av	El Camino Real	Delaware St	Bike Lane	High	\$130,000
	Delaware St	Poplar Av	Indian Av	Bike Lane		
	Indian Av	Delaware St	Humboldt St	Bike Blvd		
7	Delaware St	Peninsula Av	State St	Bike Lane	High	\$480,000
	State St	Delaware St	Claremont St	Bike Blvd		
	Claremont St	State St	9th Av	Bike Blvd		
8	Monte Diablo Av	San Mateo Dr	US-101	Bike Blvd	High	\$360,000
	Monte Diablo Av	US-101	Bay Trail	Bike Blvd		
9	Tilton Av	City Limit	Ellsworth Av	Bike Lane	High	\$30,000
12	Railroad Av (East)	Monte Diablo Av	4th Av	Bike Blvd	High	\$290,000
	Railroad Av (West)	3rd Av	4th Av	Bike Blvd		
	Railroad Av (West)	4th Av	5th Av	Shared-Use Path		
	4th Av	Railroad Av (West)	Railroad Av (East)	Bike Lane		

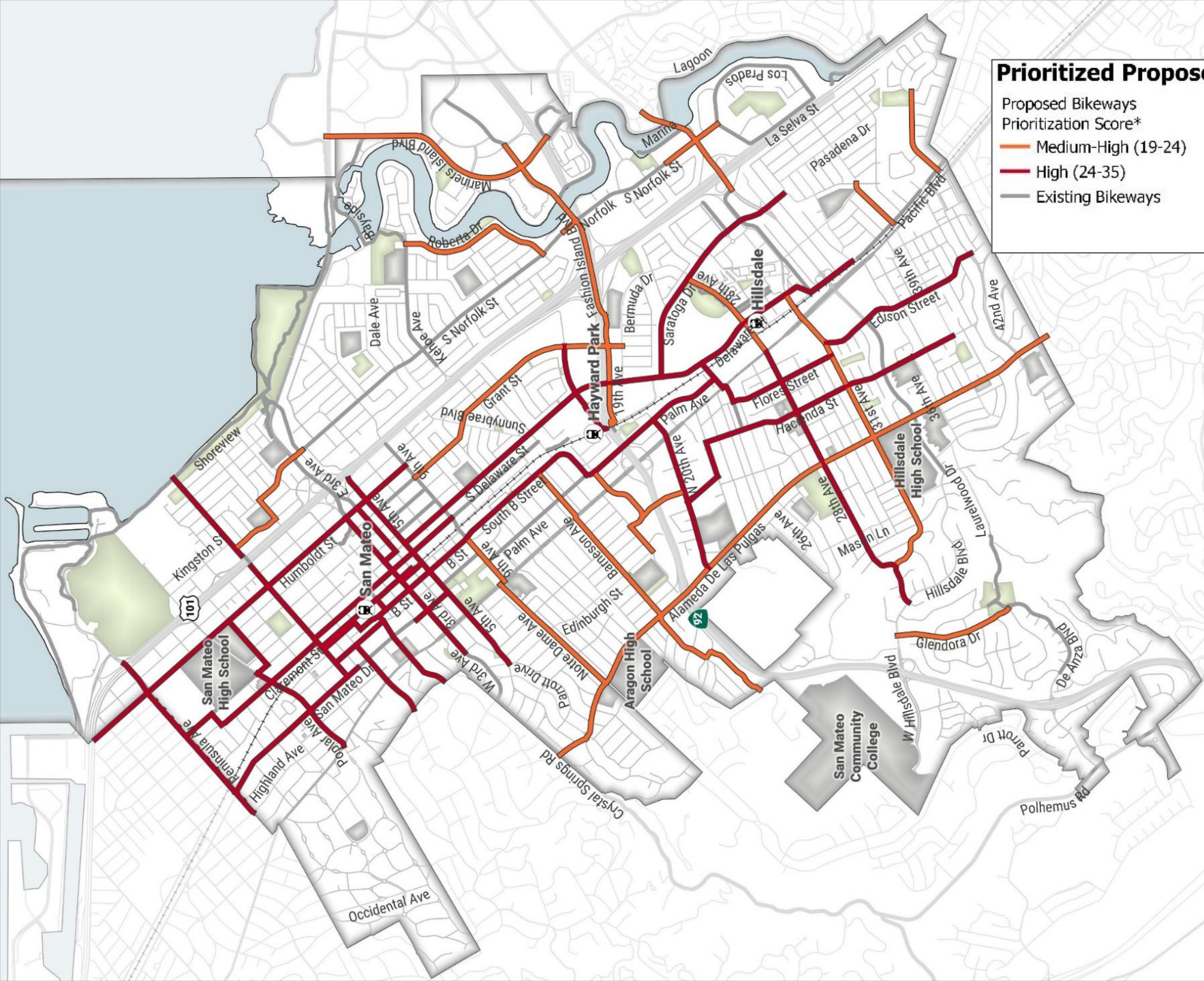
Prioritized Proposed Bicycle Network

Proposed Bikeways
Prioritization Score*

- Low (0-16)
- Medium-Low (16-19)
- Medium-High (19-24)
- High (24-35)
- Existing Bikeways

- Caltrain Stations
- Rail Lines
- Parks
- Schools
- Water





Prioritized Proposed Bicycle Network (Medium and High Priority)

Proposed Bikeways

Prioritization Score*

Orange Medium-High (19-24)

Red High (24-35)

Grey Existing Bikeways

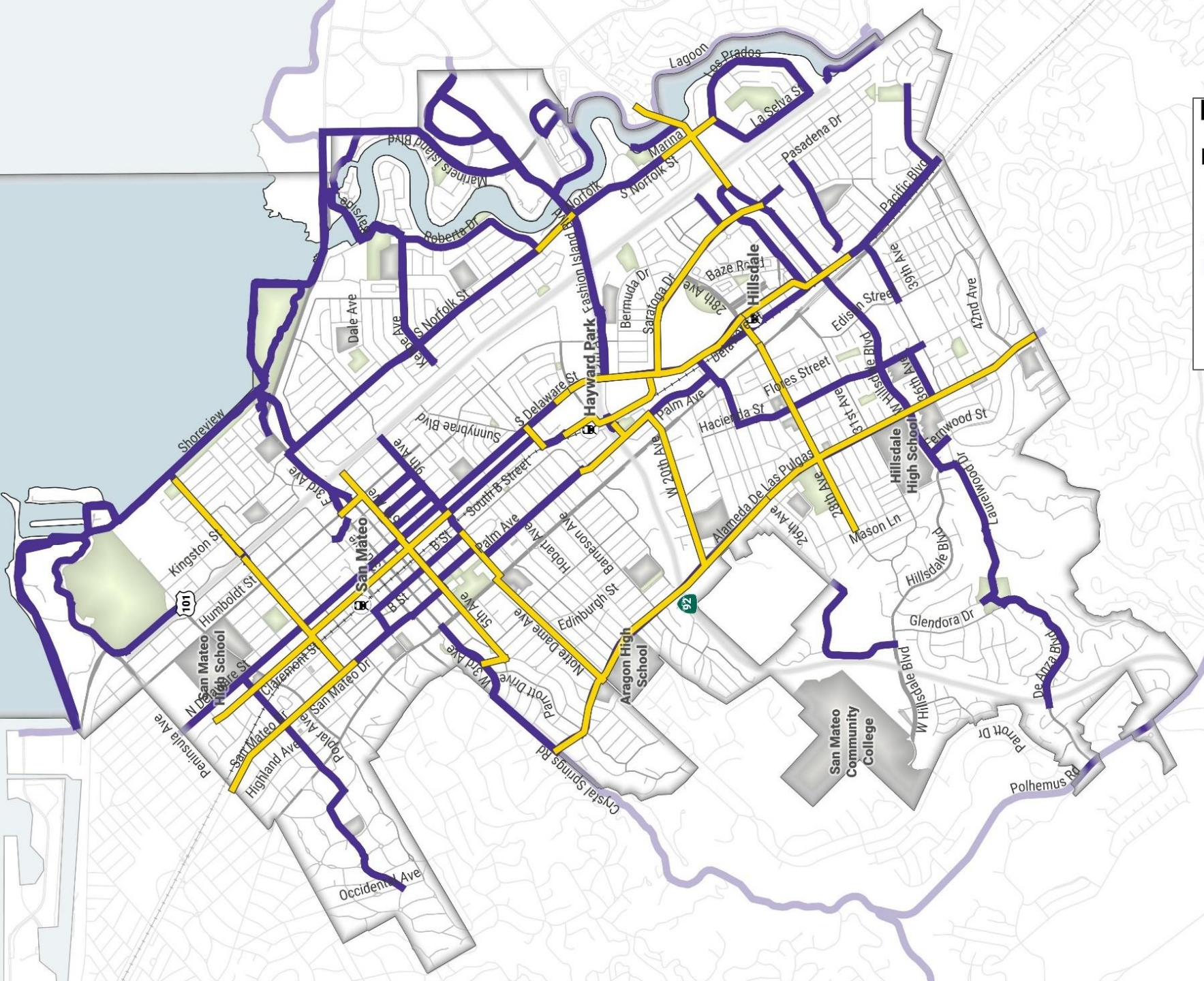
Caltrain Stations

Rail Lines

Parks

Schools

Water



Rapid Implementation Network

Facilities

Proposed

 Rapid Implementation Network

Existing




Other

 Caltrain Stations

 Rail Lines

 Parks

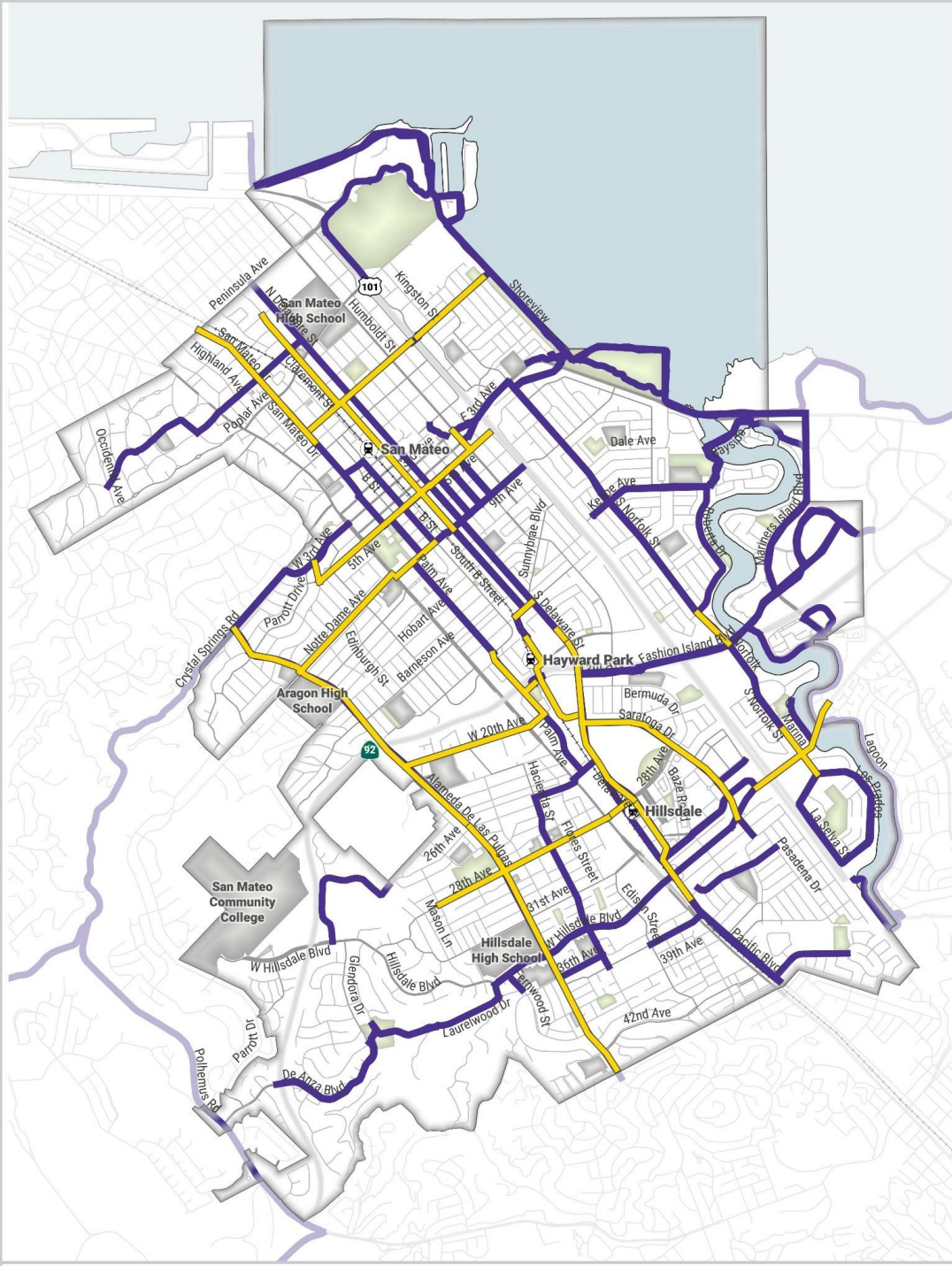
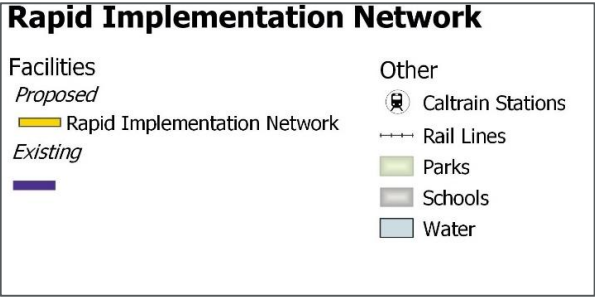
 Schools

 Water

Rapid Implementation Network

Facility Type	Mileage	Cost Per Mile	Cost
Bicycle Boulevard	5.55	\$310,000	\$1,720,000
Bike Lane	4.73	\$ 88,000	\$420,000
Buffered Bike Lane	1.99	\$140,000	\$ 280,000
Separated Bike Lane*	2.47	\$400,000	\$990,000
Shared-Use Path	0.37	\$1,550,000	\$570,000
Total Mileage and Cost:	15.11		\$3,980,000

*assumes Level 1 quick-build configuration



Implementation and Funding Strategy

See
Chapter 6

Implementation Strategy

An implementation strategy will assist the City in building out the identified projects and focusing financial and staff resources. This chapter describes a clear, concise implementation strategy that the City can use to build upon the momentum of this planning effort and to get projects on the ground quickly. The strategy includes:

- Rapid implementation strategies, including a Rapid Implementation Network map
- Planning-level cost estimates per unit length for recommended facilities; and
- Next step: Conceptual engineering designs

Rapid Implementation

The City recognizes the importance of constructing a well-connected, low-stress mobility network in the short term to provide safe, enjoyable travel for people of all ages and abilities to use bicycles, scooters, and other emerging technologies. So that the City can begin the steps to implement this network immediately after Plan adoption, this chapter includes a Rapid Implementation Network map and rapid implementation strategies.

Rapid Implementation Strategies

Rapid implementation is an approach that focuses resources (such as City staff's and advocates' time and energy, community engagement, and funding) to deliver a full network of high-comfort facilities very quickly. This strategy has already been implemented by many cities in the U.S., including San Jose. Rapid implementation is an effective way to install bikeway projects for several reasons:

- "Good" is the focus of rapid implementation as opposed to "perfect." Quick-build designs focus on implementing flexible pilot projects that can be adjusted and optimized once the network is built out and operating.

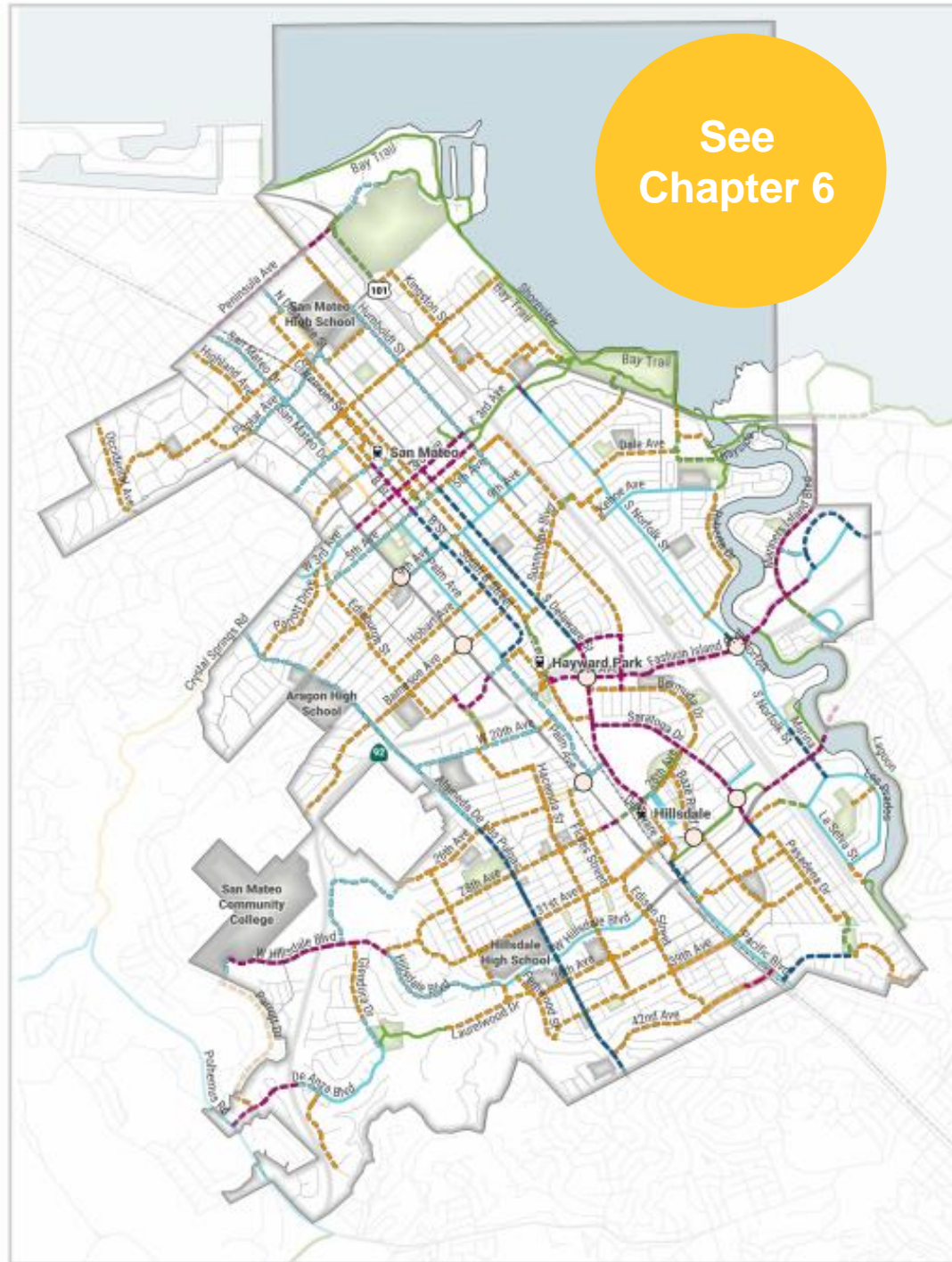
Funding Strategy

Cities can fund bicycle projects and programs in a variety of ways, and funding may come from all different levels of government, the private sector, and non-profits. Historically, the City of San Mateo has relied on grant funding or paving projects for implementation of the existing on-street bicycle network.

San Mateo County provides funding for active transportation projects via motor vehicle registration

intersection improvements, and end-of-trip facilities in a cost-effective manner.

Refer to Appendix G: Funding Sources for a summary of local, county, regional, state, and federal funding sources applicable to bicycle network projects and programs in San Mateo. Refer to Appendix H: Caltrans ATP Project Scoring Criteria for additional information on project scoring when applying to Caltrans grants.



Project Cost Estimates

Table 6.2: Planning-Level Per-Mile Unit Cost Estimates

Bikeway Type	Project Cost Per Mile
Shared Use Path (Class I)	\$1,550,000
Separated Bike Lane (Class IV) – Level 2 (two-way bikeways with cast in place curb and landscaped buffer)	\$1,750,000
Separated Bike Lane (Class IV) - Level 1 (one-way bikeways with flexible delineators and striped buffer)	\$400,000
Buffered Bike Lane (Class II)	\$140,000
Standard Bike Lane (Class II)	\$88,000
Bicycle Boulevard (Class III)	\$310,000
Bike Route (Class III)	\$38,000



Cost Estimate
\$190,000
\$90,000
\$90,000
\$490,000
\$410,000
\$430,000 (Level 1 separated bike lanes) \$530,000 (Level 2 separated bike lanes)
\$640,000 (Level 1 separated bike lanes) \$1,820,000 (Level 2 separated bike lanes)
\$410,000 (Level 1 separated bike lanes) \$1,720,000 (Level 2 separated bike lanes)
\$430,000 (Level 1 separated bike lanes) \$740,000 (Level 2 separated bike lanes)

Planning-level cost of recommended bike network: \$21.2 million (level 1 separated bike lanes)
\$33.7 million (level 2 separated bike lanes)

Currently
being drafted

Concept Designs



	Street Name	From	To
1	Delaware Street	Concar Drive	Saratoga Drive
2	25 th Avenue	Flores Street	Delaware Street
3	Peninsula Avenue	Claremont Street	Bayshore Blvd
4	Pacific Blvd	Franklin Pkwy	Otay Avenue

	Intersections
1	Connections on/off 3 rd Avenue overcrossing of US-101
2	Alameda de Las Pulgas/SR-92 interchange
3	Delaware St/19 th Ave intersection
4	Fashion Island Blvd/Norfolk St intersection
5	Franklin Pkwy/Saratoga Dr intersection
6	Hillsdale Blvd/US-101 interchange
7	Typical crossing design at freeway on/off ramps
8	Typical bikeway treatment along El Camino Real at offset intersections

Progress on 2011 Plan Projects

On the ground

- 17 of 26 high priority projects have either been implemented or are in progress

In 2020 Plan

- Many recommendations from the 2011 Plan have been included in the 2020 Plan, and some have been upgraded to more separated facilities



Bicycle Parking

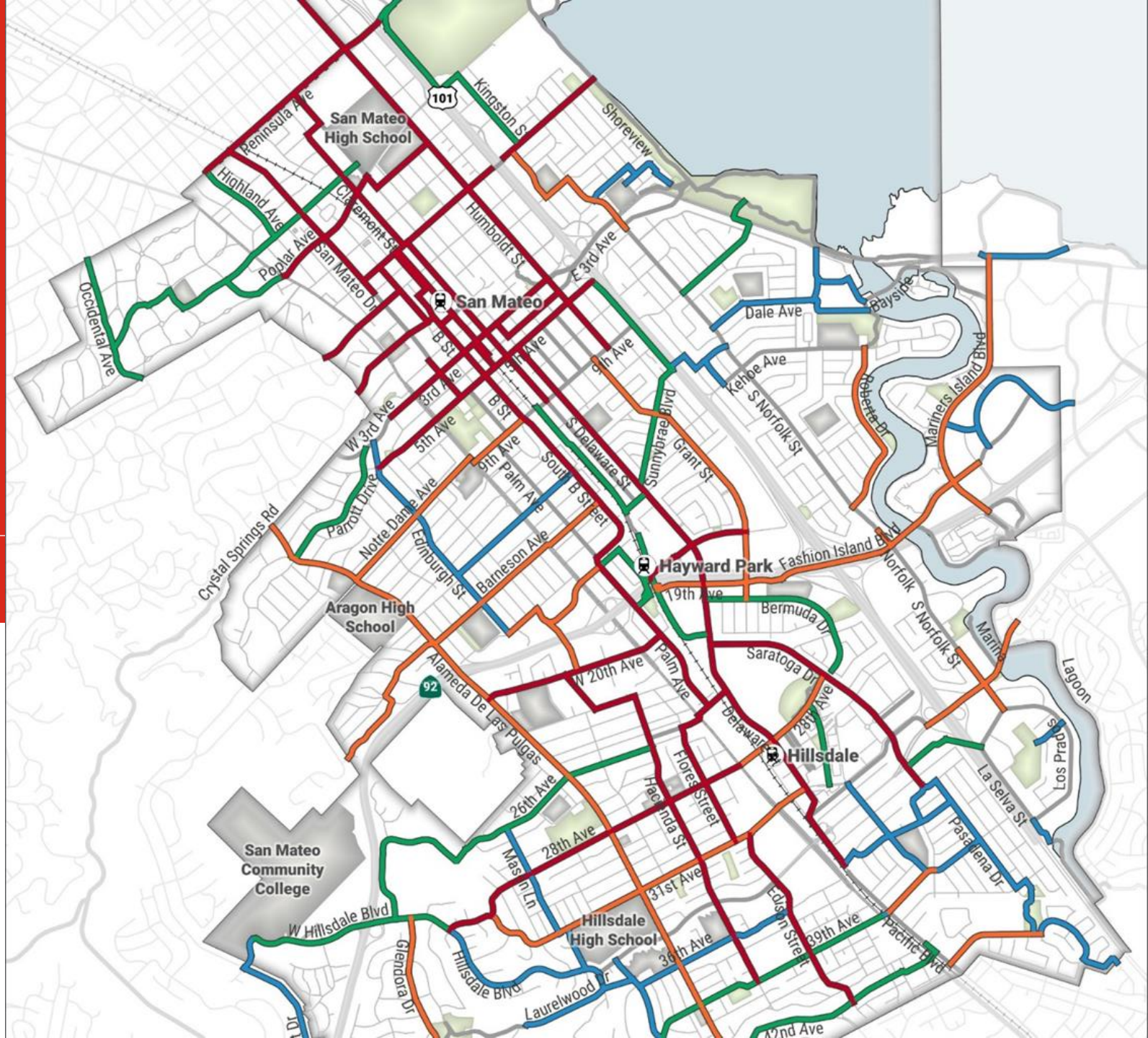
- 33 bicycle racks at 12 locations
- Next installation will bring total to 53 net new racks



Commission Feedback

- Recommended to City Council for adoption
 - Commission update on progress twice annually
 - Progress to 5% goal for roadway maintenance funds
 - Integration of proposed network and paving program
 - Approximately 1,100 feet of new bike boulevard overlaps with Smooth Streets
 - Funding for Smooth Streets is not intended for construction of bike projects

Additional Funding Considerations



Funding Bicycle Projects

- Currently, bike/pedestrian projects are funded by grants or included in other projects when possible
- When additional funding is identified, it is allocated based on priorities identified by the City Council
- Major priorities include road paving, transportation, flood control, high-voltage streetlight program, sidewalk repair program
- Example – FY 2020-21 Measure A funding of \$650k may be used to fund Peninsula Avenue design

Next Steps

- Answer questions tonight
- Provide additional information and/or make revisions to the Plan
- Return with final Plan for formal adoption



Thank you



Questions?

seatkinson@cityofsanmateo.org

650-522-7288

www.cityofsanmateo.org/2019bikeplan