

ATTACHMENT 4

Draft Outline of 2009 Bicycle Transportation Plan

Bicycle Transportation Plan Revised Format

1. Introduction and Background
 - A. Introduction
 - B. Relationship to Other Plans and Studies
 - i. San Carlos General Plan
 - ii. San Carlos Climate Action Plan
 - iii. San Mateo County **Comprehensive Bicycle Route Plan**
 - iv. **Silicon Valley Bicycle Coalition North-South Commuter Bike Route**
 - C. Agency and Public Input
 - i. Study Session October 6, 2008
 - ii. **Complete the Streets Legislation and Redwood City Forum November 6, 2008**
2. Existing Conditions
 - A. Bicycle Usage and Demand
 - B. Existing Policies and Programs
 - C. Existing Bikeways Inventory
 - D. Education Programs
 - E. Collision Analyses
3. Needs Assessment and Analysis
 - A. Introduction
 - B. Bikeway Network Needs and Opportunities
 - i. Bikeways in San Carlos Avenue Corridor not complete
 - ii. Lack of continuous north-south bikeway
 - iii. Lack of facilities connecting residential areas and industrial areas of San Carlos
 - iv. Lack of adequate bicycle facilities crossing US 101 connecting with Redwood Shores and Skyway/Shoreway
 - v. Bicycle access to Laurel Street commercial corridor not planned
 - C. Problem Spots
 - i. US 101 overcrossing
 - ii. Holly Street
 - iii. No good way to access train station by bicycle
 - iv. Lack of bikeways on Old County Road
 - D. Maintenance Issues
 - E. Interface with Other Jurisdictions
 - i. Redwood City South
 - ii. Redwood Shores
 - iii. Belmont
4. Recommended Bikeway Network
 - A. Introduction
 - B. Methodology
 - C. Recommended Bikeway Types
 - D. Recommendations
 - i. Long Term

1. San Carlos Avenue Corridor Plan. This plan would address bicycle and pedestrian modes from Belmont City Limits to railroad station. This project is part of the Transportation and Circulation Commission Work Plan.
2. North-South Bicycle Boulevard on Elm Street. This route is the one continuous north-south residential street extending from Redwood City in the south to Belmont in the North and is two short blocks off of Laurel Avenue, allowing easy access to the primary commercial area. The route would be optimized for bicycle travel by installing no more than two traffic calming devices which would divert motorized vehicles to other streets. This north-south route would connect to Redwood City at Stanford Lane, follow Eaton Avenue to Elm Street, and then extend along Elm Street north to Magnolia Avenue. The bicycle boulevard would then follow Magnolia Avenue north to Laurel Street and on to the City of Belmont. From there, the City of Belmont could develop a bike route on E Street and 5th Street to their downtown area and Ralston Avenue.
3. Jobs-Housing Bike Route. The existing bike route on Arroyo Avenue would be extended **east** to connect to the commercial and industrial areas of San Carlos east of Old County Road. Bicycle access at the traffic signal at the intersection of El Camino Real and Arroyo Avenue would be improved and the pedestrian/bicycle railroad undercrossing would be improved. The uncontrolled pedestrian/bicycle crossing at the Old County Road outlet of this undercrossing would be improved. See discussion below regarding bikeways on Old County Road. This route would then follow Commercial Street to connect with the existing bicycle lanes on Industrial Road.
4. U.S. 101 Crossing. Holly Street is the only existing U.S. 101 crossing in San Carlos. Pedestrian and bicycle safety is compromised by the numerous on- and off-ramps at this interchange and the high speeds of motorized traffic. Preferably, a separate pedestrian/bicycle crossing of US 101 would be constructed, as has recently been accomplished in several other cities in San Mateo County. Failing that, the Holly Street interchange needs to be modified to provide a safe route. This would be evaluated in the Holly Street Interchange Project Study Report.

ii. Short Term

1. Old County Road Bikeways. Class II Bike Lanes would be completed on Old County Road between Redwood City and the **railroad spur north of Bransten Road**, connecting with the Jobs-Housing Bike Route discussed

above. To accomplish this, parking would need to be eliminated on the west side of Old County Road. From Commercial Street north, the existing Class III bike route would remain. Shoulder striping is planned, which would serve to visually narrow the roadway and reduce travel speeds for motorized vehicles.

2. Improved Access to San Carlos Train Station. A Transit Village is planned for vacant land in the vicinity of the San Carlos Train Station. As part of the transit village project, the existing intersection of San Carlos Avenue and El Camino Real will be modified to remove the east leg of the intersection. Motorized vehicles will access rail station parking from a new intersection at Cherry Street and El Camino Real. Other changes are being considered to San Carlos Avenue and Laurel Street in the vicinity of the train station. As part of these changes, bicycle access should be improved to the extent possible.
 3. Bay Trail Connector on Skyway Road. The San Francisco Bay trail currently terminates in San Carlos at the southern end of Skyway Road. Provision for bicycle travel to connect with the Bay Trail would be provided.
 4. Bike Route Destination Signs. Destination signs would be added to existing and proposed bike routes.
5. Bicycle Support Facilities and Programs
 - A. Bicycle Parking
 - i. Need a comprehensive plan for bicycle parking to access Laurel Avenue and San Carlos Avenue commercial areas. Current bike racks (e.g. behind Laurel Park) are not well-sited.
 - ii. Need to develop and enforce standards for bicycle parking to be provided by new development projects
 - iii. Require bicycle parking for community events such as Art and Wine festival.
 - iv. Address lack of bicycle parking at schools
 - B. Bicycle Access to Transit Systems Serving San Carlos
 - C. Recommended Bicycle Education Programs
 - i. Need to educate public on where bicycles belong on Laurel Street (share the road)
 - ii. Need to develop program to engender support for community projects involving bicycles and Safe Route to Schools, etc.
 - D. Bicycle Promotion Programs
 6. Implementation Plan
 - A. Introduction
 - B. Implementation Process
 - C. Recommended Bikeway Network