


APPENDIX A: PUBLIC OUTREACH OVERVIEW



UNINCORPORATED SAN MATEO COUNTY ACTIVE TRANSPORTATION PLAN

August 13, 2019

To: Julia Malmo-Laycock

Organization: Office of Sustainability, County of San Mateo

From: Sara Rauwolf, Toole Design, and Katie DeLeuw, EnviroIssues

Project: Unincorporated San Mateo County Active Transportation Plan

Re: Outreach Phase 1 Summary

The first phase of outreach for the Unincorporated San Mateo County Active Transportation Plan occurred from April to July 2019. During this period, the project team participated in six roadshow events and hosted two community workshops, and collectively received input from approximately 450 people.

Phase 1 Outreach Events

Event	Date	Approximate No. Attendees
Half Moon Bay Coastal Wildflower and Earth Day Festival	April 13, 2019	88
North Fair Oaks Health Fair and Bike Rodeo	April 27, 2019	167
Bike to Work Day in West Menlo Park	May 9, 2019	25
Bicycle Sunday on Cañada Road	June 2, 2019	17
Half Moon Bay Yacht Club	June 19, 2019	25
Fair Oaks Community Center	June 25, 2019	15
Pescadero Farmer's Market	July 11, 2019	25
Flood Park Movie Night	July 19, 2019	20
Siena Youth Center	July 15, 2019	75

Roadshow Events

Through the roadshow series, the project team staffed booths at various festivals and other events through San Mateo County hosted by other organizations. The purpose of this outreach was to:

- Raise awareness of the county's efforts to prepare this plan.
- Inform communities about the plan and opportunities for involvement.
- Promote the plan website and engagement opportunities through the site.
- Solicit input on current bicycling and walking destinations, opportunities, and deficiencies in Unincorporated San Mateo County.

At the roadshow events, the project team asked participants to identify preferred biking or walking destinations and challenges for walking or biking on a map. See Attachment A for roadshow event displays, including the interactive map. The map invited participants to provide input using different colored dots and markers:

- **Green** dots or drawn lines: Spot locations or corridors where people like to bike.
- **Yellow** dots or drawn lines: Spot locations or corridors that are difficult for biking.
- **Blue** dots or drawn lines: Spot locations or corridors where people like to walk.
- **Red** dots or drawn lines: Spot locations or corridors where it is difficult to walk or cross the roadway.

Below are more details about each event and some of the key takeaways for walking and biking in unincorporated areas of San Mateo County.

(1) Half Moon Bay Coastal Wildflower and Earth Day Festival Summary – April 13, 2019

The Half Moon Bay Coastal Wildflower and Earth Day Festival took place on April 13, 2019. Approximately 88 attendees stopped by the booth. The greatest concentration of yellow dots (indicating barriers for biking) were in parts of Princeton. Other yellow dot-concentrated areas include Highway 1 between Pacifica and Montara and along State Route 92, also indicating barriers for biking.

Figure 2 shows the three marked-up maps from the Half Moon Bay Coastal Wildflower and Earth Day Festival, with colored dots and open-ended comments from members of the public that were recorded by project staff.



Figure 1: A community member points out an important location at the Earth Day Festival

Comments from Half Moon Bay Wildflower Festival

1. Bike facilities not needed in Montara – fine as rural.
2. High-Intensity Activated Crosswalk (HAWK) beacon or Rectangular Rapid Flashing Beacon (RRFB) needed on Highway 1
3. Highway 1, Moss Beach hard to cross on weekends.
4. Traffic calming – Maverick Beach, Bluffs.
5. Like bike racks to provide parking in denser areas.
6. No safe bike lane on Coronado at Highway 1 to get kids to El Granada and Wilkinson Elementary from west of highway 1.
7. Highway 92 between Half Moon Bay and Highlands is stressful to bike, narrow shoulders.
8. Airport Street bicyclists on one side of road in both directions. Not a good location to bike.
9. E-bikes and scooters at beaches; sharing specifically.
10. Path near open space behind Half Moon Bay High.
11. Proposed path north where shown on map.
12. Improvements to existing Naomi Patridge Trail crossings for students.
13. Busy crossing near school; No bike facilities near school.
14. Need more events like Bicycle Sundays.

15. Charging stations on paths for bikes.
16. Not enough places for dogs to go off-leash (in San Mateo County generally).
17. Walking trail to Maverick's.
18. The coastal trail is amazing!
19. Aggressive motorcyclists on street.
20. Winding creek roads can be difficult to bike on, but are recreational routes.
21. Bike everywhere in County without sharing space with cars.
22. Main Street.
23. Need better/safer crossings.
24. Update GIS Sawyer Camp and Tunitas Creek.
25. El Granada to Cunha for school – can take trail but need bike facilities.
26. Miramar at Highway 1 has crossing issue.
27. Love to see Coastal Trail extended north from Miramar to Devil's slide.



Figure 2: Map Images from the Half Moon Bay Coastal Wildflower and Earth Day Festival

(2) North Fair Oaks Health Fair and Bike Rodeo Summary – April 27, 2019

The North Fair Oaks Health Fair and Bike Rodeo took place on April 27, 2019 and the project team spoke to approximately 167 attendees throughout the day. Many red dots were placed throughout the North Fair Oaks area, specifically near or along Middlefield Road in Redwood City, indicating that there are a lot of barriers to walking in that area (see **Figure 4**). Other areas with a high concentration of red dots include 5th Street and Spring Street. Lastly, a high concentration of yellow dots was placed along El Camino Real at Selby Lane, indicating issues with biking at that intersection. Refer to **Figure 4** for an image of the marked-up map with dots as well as individual comments that were collected by project staff.



Figure 3: The Project Team engaging with community members in North Fair Oaks

Comments from North Fair Oaks Health Fair and Bike Rodeo

1. Bay Road could be better for biking.
2. NFO [North Fair Oaks] has too many cars - hard for biking.
3. Cars don't always stop or slow down and they get mad at kids when we're crossing.
4. Area near Target is better for kids.
5. I'm 10 years old and I wish I could bike by myself but it's not safe enough.
6. Really hard to cross El Camino Real from our neighborhood to Shelby Lane.
7. People drive too fast on Marlborough and there are a lot of kids.
8. Marlborough Ave. is unsafe for kids because of speeding cars.
9. Bay Road should be improved for people/students walking.
10. *Middlefield is dangerous to cross (Spanish).*
11. *Improve crosswalks, build safe bike routes (Spanish).*
12. Drivers should watch out for people walking.
13. Pedestrian bridge to Target.
14. I take my kids to Marshall Street to bike and walk.
15. More signals to cross the street.
16. Would like a bike path between Redwood City library and Jefferson against the railroad.
17. Need continuous path along railroad tracks. Appreciate green paint on intersections to increase visibility of bicyclists.

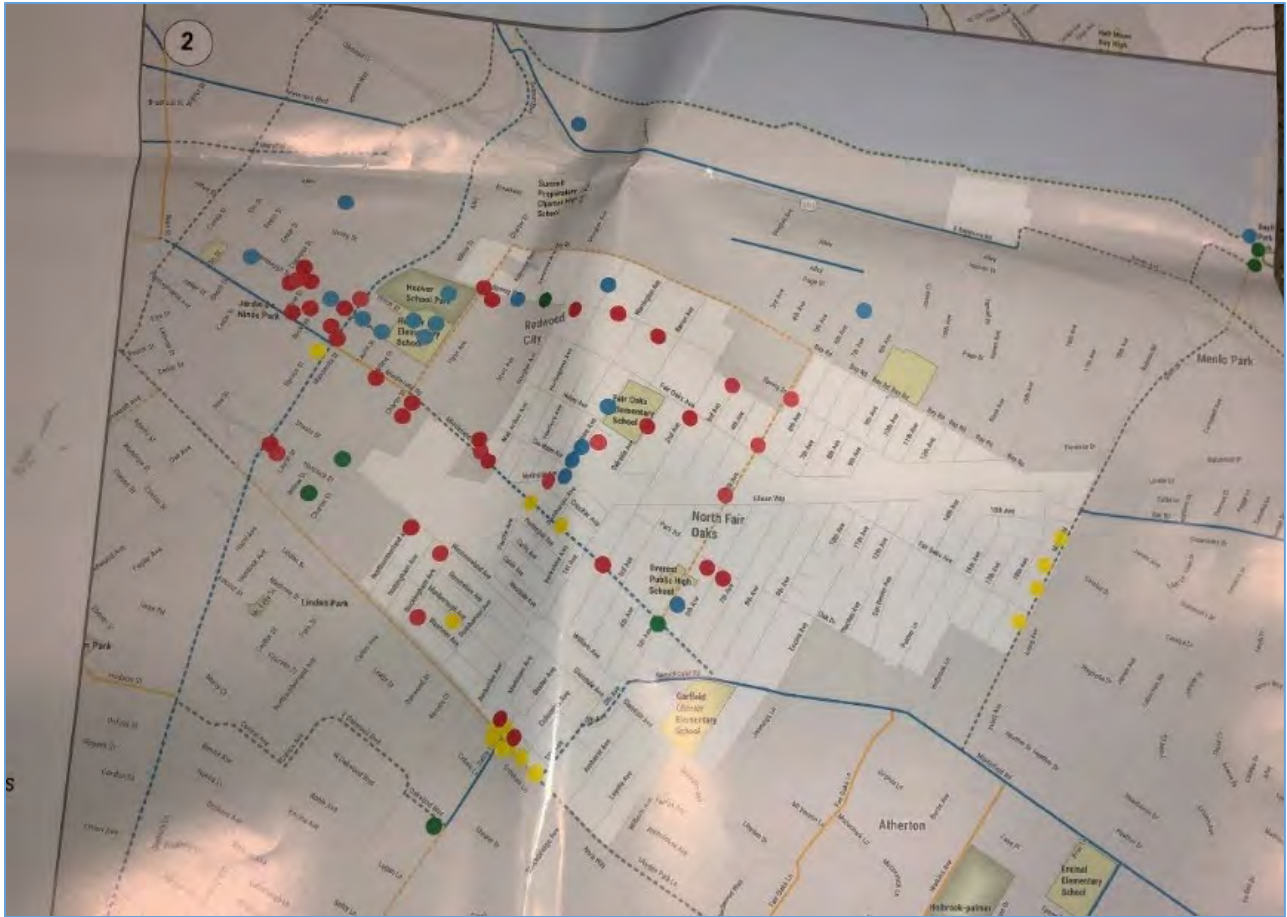


Figure 4: Map Images from the North Fair Oaks Health Fair and Bike Rodeo

Bike to Work Day in West Menlo Park Summary – May 9, 2019

Bike to Work Day took place on May 9, 2019. Around 25 people stopped by the West Menlo Park Energizer Station, and the project team discussed the Active Transportation Plan with seven of them. Comments recorded on the map and received verbally from those who engaged on the Plan at the energizer station were focused on Alameda de las Pulgas and the "Y" intersection, where Alameda de las Pulgas meets Santa Cruz Avenue, and various locations in North Fair Oaks where cycling and walking were seen as difficult.

Bicycle Sunday on Cañada Road Summary – June 2, 2019

The project team spoke with approximately 17 people about the Active Transportation Plan at Bicycle Sunday on Cañada Road on June 2, 2019. State Route 92 had the greatest concentration of yellow and red dots indicating challenging places to bike all along the route.

Two red dots were placed at the center of State Route 92, indicating an especially challenging location for walking, but Bicycle Sunday is a bicycle-focused event so this feedback may have intended to address conditions for bicycling.

Participants often noted that there is little to no space or infrastructure for cyclists, and that the shoulder of the road is too narrow for biking. Some participants used more than one dot to indicate and emphasize that this concern applies to the entirety of the corridor and is not limited to one spot.

Participants identified the 3.8-mile segment of Cañada Road near Crystal Springs Regional Trail where the event took place as a great place to bike and walk using green and blue dots. One visitor mentioned that they come to this area specifically because of its wonderful bike facilities.

Many visitors shared the same suggestion of increasing East-West access through Unincorporated San Mateo County by adding more route options along less trafficked roads. One such suggestion was opening access through the Phleger Estate part of the Golden Gate National Recreation Area to avoid riding along State Route 35, Skyline Boulevard. Similar sentiments were shared about avoiding State Route 84. **Figure 6** provides more detail, with dots placed on the same map used for previous events.

Comments from Bicycle Sunday Event

1. Watershed access for bikes.
2. Phleger Estate through access so don't have to ride Skyline.
3. Increased amount of trash along Cañada. Consider creating a trash pickup day for cyclists.
4. Congested from construction on Magellan Ave, hazardous. Bicycle Sunday as been shortened. Consider reclosing the street to Edgewood.
5. Connect sawyer camp trail to Cañada Road.
6. 84 and Bear Gulch needs more shoulder, bikes are there regardless. Keeping the road maintained and paved is important.
7. Great facilities out here, that's why I come.
8. Highway 101 overcrossings for bikes.
9. Crystal Springs gap.
10. Crossing HWY 92 to get to sawyer camp trail.
11. Should be able to bike anywhere!
12. Highway 92 approaching HMB [Half Moon Bay]- very difficult to bike.



Figure 5: The Project Team at Bicycle Sunday on Cañada Road

13. San Bruno Mtn- open fire roads for bike access.



Figure 6: Map Images from Bicycle Sunday

Pescadero Farmer's Market Summary – July 11, 2019

The project team attended the Pescadero Farmer's Market on Thursday, July 11, 2019, and spoke to approximately 25 individuals about the Plan. Bicycle routes with a high concentration of comments and orange markings on the project map, referring to uncomfortable bike routes, included Highways 1, Highway 84 and Pescadero Creek Road. Cloverdale Road was indicated as a great bike route by some, and an uncomfortable bike route by others. In terms of walking routes, difficult intersections identified on the project map included Highway 1 and Pescadero Creek Road and Stage Road and North Street, as shown in **Figure 7**.

Feedback Summary

This section summarizes the feedback received at the Farmer's Market. Participants were invited share feedback on open-ended questions. The following table summarizes responses to those questions.

What is it like to walk and bike in San Mateo County Today?

Verbatim Comments	<ul style="list-style-type: none">▪ Mostly recreational spandex people bike▪ Not any scarier than other locations▪ San Gregorio isn't very walkable or bikeable: narrow shoulders, on 84 people drive fast▪ Everywhere west of La Honda towards the ocean is hard▪ It's very dangerous to turn left from Highway 1 South onto Pescadero Road on the weekend (<i>from map</i>)▪ Main strip hectic on weekends (<i>from map</i>)▪ Stage Road is nice to ride on, then to Cloverdale to avoid the parallel section of Highway 1 (<i>from map</i>)▪ Driveways are tough on Pescadero Creek Road – suggest reducing speeds?▪ Section of Cloverdale near Highway 1 is tough (<i>from map</i>)▪ Pescadero Creek Road is not comfortable/safe for drivers (<i>from map</i>)▪ Not all that much traffic on Alpine Road (<i>from map</i>)▪ Alpine Road: Lots of cyclists, not a ton of cars, but maybe busy down the line (<i>from map</i>)
Key Takeaways	<ul style="list-style-type: none">▪ Walking and biking on the south coast is difficult due to a lack of safe infrastructure▪ People on bikes are often visiting recreational cyclists

What are the barriers that make walking and bicycling a challenge in your community?

Verbatim Comments	<ul style="list-style-type: none">▪ El Camino Real is challenging▪ Gaps on Cloverdale Road in terms of infrastructure▪ Highway 84 needs to be safer▪ Everything is very far apart▪ People don't know there are dog beaches and beaches with free parking
Key Takeaways	<ul style="list-style-type: none">▪ Walking and biking on the south coast is difficult due to a lack of safe infrastructure▪ Distances between destinations makes utilitarian cycling difficult

What types of walking and bicycling improvements would you like to see in your neighborhood?

Verbatim Comments	<ul style="list-style-type: none"> ▪ People don't want sidewalks (funky, charming) <ul style="list-style-type: none"> ▪ Coordinate with Pescadero planning process, rental/coop in town, ▪ Pescadero Creek to the high school – safer for walking ▪ No bikes on 84 ▪ Parking on Stage Road needs to be marked ▪ Stop the bike races ▪ A bike/walk trail separate from the road from Memorial Park to town and to the beach ▪ Signs for cyclists to pull over at pull-outs on Cloverdale ▪ Designate space for cyclists ▪ More signage ▪ Having well-marked bicycle paths is critical for safety, especially Highway 1, Pescadero Creek Road ▪ Highest priority @ town planning process was trail to the beach; fire station to beach – there is an existing Creekside trail ▪ Pescadero Creek Road needs a bike lane ▪ In Pescadero there should be a bike rental/ coop - create loop connecting Main st. / Harely Farms ▪ Passing lanes needed on Highway 1 between Half Moon Bay and Pescadero (<i>from map</i>) ▪ Proper bike lanes and ways to cross beach access and turn ins and turn outs needed (<i>from map</i>) ▪ Highway 1 is a deathtrap! Need another lane. Beach parking pullouts are tough (<i>from map</i>) ▪ Highway 1: maintain shoulder! Expand it and keep plant growth back – limits cycling space. Also cleaning it - broken glass and gravel (<i>from map</i>) ▪ Morado Road in Half Moon Bay: close to cars (<i>from map</i>) ▪ Maintain right of way on Highway 84: plant/ fallen tree clearance on sides (<i>from map</i>) ▪ Maintain Pescadero culture: avoid catering to tourists. Fear of gentrification but want accessibility (<i>from map</i>) ▪ Old La Honda Road/ 84 needs bike lanes or consistent, clean shoulders (<i>from map</i>) ▪ Old La Honda Road: paralell route – what is the status? Only 3 houses; could be local route for traffic and bikes (<i>from map</i>)
Key Takeaways	<ul style="list-style-type: none"> ▪ Connecting key destinations is important (schools, center of town, beach, commercial farms) ▪ Separating bicycles from cars would make both cycling and driving safer ▪ Maintenance of the right of way where cycling occurs on shoulders is important

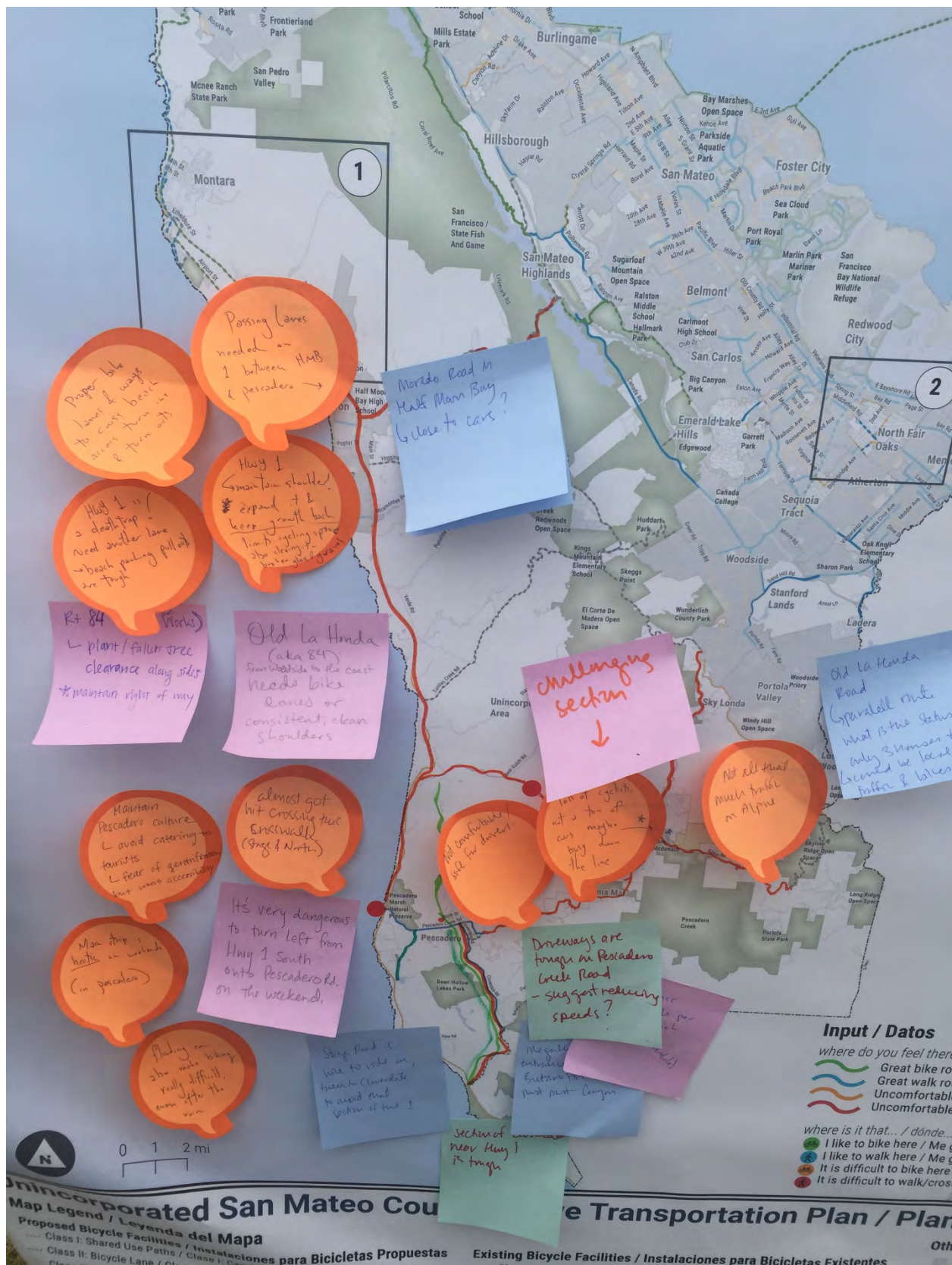


Figure 7: Map Comments at the Pescadero Farmer's Market

Flood Park Movie Night Summary – July 19, 2019

The project team attended the Flood Park Movie Night hosted by San Mateo County Parks on Friday, July 19, 2019, and spoke to approximately 20 attendees throughout the evening. No comments were recorded on the project map.

Feedback Summary

This section summarizes the feedback received at the Flood Park Movie Night. Participants were invited to share feedback on open-ended questions. The following table summarizes responses to those questions.

What is it like to walk and bike in San Mateo County Today?

Verbatim Comments	<ul style="list-style-type: none">▪ Old County Road is ok▪ Middlefield Road very unsafe: to get to Marsh on Middlefield is hard▪ Walkable and safe▪ Drivers drive into bike lanes▪ Make exterior streets (close to busy streets) more bikeable
Key Takeaways	<ul style="list-style-type: none">▪ Sentiments regarding the safety of cycling are mixed▪ Streets parallel to busy streets (for example Old County Road, which is parallel to El Camino Real) can be alright for cycling

What are the barriers that make walking and bicycling a challenge in your community?

Verbatim Comments	<ul style="list-style-type: none">▪ Small bike lanes▪ Mountains▪ Affordable bike repair – can't find it!▪ Bike got stolen
Key Takeaways	<ul style="list-style-type: none">▪ Narrow bike lanes aren't appealing▪ Geography within the County makes cycling difficult

What types of walking and bicycling improvements would you like to see in your neighborhood?

Verbatim Comments	<ul style="list-style-type: none">▪ SMCO biking app for resources and route maps▪ We need a path from RWC to Menlo▪ Dog friendly paths▪ Bikeshare!▪ We love the green striping on bike lanes▪ Bike paths▪ Need more paths▪ More protected bike lanes▪ Bike Lane business sponsorship opportunities▪ Bike Boulevards▪ Expand the Coastal Trail

Key Takeaways	<ul style="list-style-type: none"> More protected infrastructure is desired Green bike lanes/ bike boulevards are also appreciated
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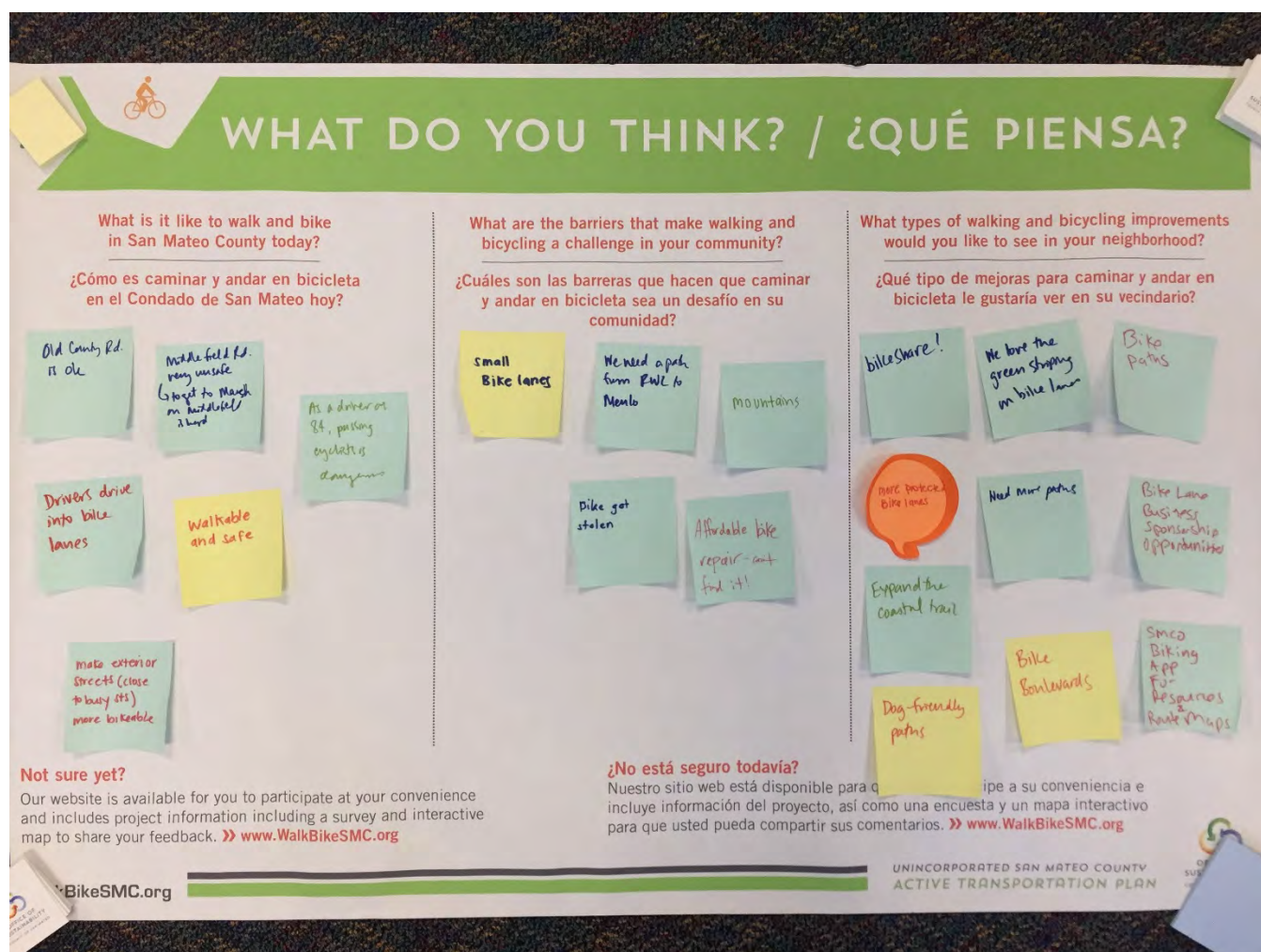


Figure 8: Flood Park Movie Night Comments

Siena Youth Center Summary – July 22, 2019

The project team visited the Siena Youth Center in North Fair Oaks on July 22, 2019 to gather input on the Plan from approximately 75 elementary and middle school-aged children. Participants gathered into groups of 5-8 and were asked to participate in a group exercise to discuss what would encourage group members to walk and bike more, and the types of places participants would like to be able to walk and bike to. Popular answers to the question “what would encourage you to bike more?” included more bike lanes, more separation from vehicle traffic, better maintained roads and bike lanes, access to a bicycle, and more secured bike parking. Popular answers to the question “what would encourage you to bike more?” included better crossings at major intersections and more or wider sidewalks. In terms of locations participants would like to walk and bike to, parks, homes and friends’ homes, community centers and shopping centers/ dining establishments were favored among many groups.

Groups were also invited to mark up maps of North Fair Oaks, indicating challenging or dangerous walking and biking routes. Middlefield Road, 5th Avenue and Bay Road were identified as challenging for both walking and biking in a number of groups. Other challenging walking and biking routes included Marlborough Road, Fair Oaks Lane, the northern side of the Caltrain tracks, Spruce Street, and Selby Lane. Refer to **Attachment C** for images of the marked-up maps, where red marks indicate difficult walking routes, and green indicate difficult biking routes, unless otherwise stated.



Figure 9: Sidewalk stencils at the Siena Youth Center event

Community Workshops

In June 2019, the project team hosted two community workshops – one on the coast and one on the bay side of San Mateo County. The goals of the two community workshops were to:

- Inform the public on the plan so far, where we are in the process, and what the next steps are.
- Receive feedback from public on the work that's been done so far and on current local transportation challenges.

The County notified people about the workshops throughout the month of June through:

- Emails distributed to the County email list and shared with partners and community organizations, such as the Silicon Valley Bike Coalition
- Social media posts – Nextdoor, Facebook and Twitter
- Flyers distributed to the Technical Advisory Committee and posted at community venues
- Press release to San Mateo Daily Journal

Workshop materials were provided in both English and Spanish and are included in Attachment B. The following section shares a summary of feedback from these events.



Figure 10: Community members participate at the workshop in Princeton



Figure 11: Community members sign in at the workshop in North Fair Oaks

Half Moon Bay Yacht Club Summary – June 19, 2019

The project team spoke with approximately 20 people about the Plan at the Half Moon Bay Yacht Club in Princeton on Wednesday, June 19 from 6:30 – 8:30 PM. Compiled Feedback is provided under Workshop 1 in the Feedback Summary section.

Fair Oaks Community Center Summary – June 25, 2019

The project team spoke with approximately 15 people about the Plan at the Fair Oaks Community Center in North Fair Oaks on Thursday, June 25 from 6:30 – 8:30 PM. Compiled Feedback is provided under Workshop 2 in the Feedback Summary section. In-person Spanish translation was provided, although no community members required that assistance.

Feedback Summary

This section summarizes the feedback received at the workshop. Participants were invited to view project documents, including findings from the draft Existing Conditions Report, and then share feedback on open-ended questions. The following table summarizes responses to those questions.

The following tables report on feedback received on the open-ended feedback boards, shown below in **Figure 12**.

What is it like to walk and bike in San Mateo County Today?

	Workshop 1 – Princeton	Workshop 2 – North Fair Oaks
Verbatim Comments	<ul style="list-style-type: none"> ▪ No way to cross the highway ▪ Lack of biking and walking paths along highway ▪ Great, I love it ▪ It's hard to cross the road on a bike because cars drive fast ▪ It's very difficult and at times dangerous to walk/bike in El Granada area, especially on holidays or weekends ▪ San Mateo hasn't cultivated a pedestrian and bike access culture or infrastructure ▪ Pedestrians do not have the right-of-way in Montara- no bike or ped lanes, very scary! SUVs, big trucks, narrow roads, speeding 	<ul style="list-style-type: none"> ▪ Sidewalks in NFO are either non-existent or too narrow for strollers or wheelchairs. We need ADA-approved and compliant sidewalks ▪ Walking and bicycling is very dangerous in NFO
Key Takeaways	<ul style="list-style-type: none"> ▪ It's difficult to cross Highway 1 ▪ It's difficult to bike on the coast due to lack of infrastructure, high vehicular travel speeds, lack of bike/ped culture 	<ul style="list-style-type: none"> ▪ Unsafe bicycle and pedestrian facilities ▪ Narrow sidewalks ▪ Lack of sidewalks

What are the barriers that make walking and bicycling a challenge in your community?

	Workshop 1 – Princeton	Workshop 2 – North Fair Oaks
Verbatim Comments	<ul style="list-style-type: none"> ▪ The highway! ▪ Pot holes ▪ Caltrans is messy, leaves debris ▪ How do people get more confident biking on dirt/volunteer trails? ▪ Heavy traffic- not enough stop signs 	<ul style="list-style-type: none"> ▪ Vehicle speeds ▪ Connectivity ▪ Availability ▪ Fitness ▪ Safety factors ▪ There are NO bike lanes in NFO, and we need those, not only on Middlefield

	<ul style="list-style-type: none"> ▪ Lack of bike path markings below Sam's. I'm not sure visitors know it's a bike path. ▪ Traffic near restaurants on Capistrano Road ▪ Trash cans in bike lanes ▪ Increased garbage/ broken glass from increased use ▪ Significant barrier is cars traveling above 45 mph – up to 70 mph from Montara to El Granada 	<p>Road, but around other main roads and points</p> <ul style="list-style-type: none"> ▪ Maintaining neighborhood identity without creating increased vehicle speeds
Key Takeaways	<ul style="list-style-type: none"> ▪ Improve walking and biking both along and across Highway 1 ▪ High vehicular travel speeds ▪ Physical barriers in bike lanes (trash, trash cans, etc.) 	<ul style="list-style-type: none"> ▪ High vehicular travel speeds ▪ Lack of safe bike facilities

What types of walking and bicycling improvements would you like to see in your neighborhood?

	Workshop 1 – Princeton	Workshop 2 – North Fair Oaks
Verbatim Comments	<ul style="list-style-type: none"> ▪ Working with shared micromobility companies like Jump ▪ Bike lanes are helpful ▪ Protected bike lanes make it easier for cars and bikes ▪ I like the traffic calming on Potrero ▪ A bike lane on Highway 1 ▪ Traffic calming and lower speed limit from Montara to Half Moon Bay ▪ Would also like solutions to include sustainable landscape practices (drainage, greenery) and not all asphalt and concrete. Keep the rural character of the place ▪ Need a safe place (traffic light) to cross Highway 1 by Montara/ Moss Beach ▪ Safe crossings on Highway 1 are urgently needed, especially in Moss Beach ▪ Increase the number of bike/ped paths and lanes ▪ Longer bike rides (5, 10, 15, 20 miles) ▪ Use narrower traffic lanes (9' or 9.5') for 35 mph and lower roads. Narrow lanes by adding bike lane or bike buffer and/or making the center line wider 	<ul style="list-style-type: none"> ▪ Separate lanes ▪ Flat terrain ▪ Bike-car rules ▪ Electric bikes ▪ Street lighting ▪ Neighborhood traffic calming that allows for street trees to not be removed ▪ Tons of stop signs on bike boulevards makes them flow and frustrating to use- bollards or yield signs instead? ▪ Protected bike lanes ▪ Use the Hetch-Hetchy right of way as an area of transportation for bikes and pedestrians by opening routes on that land ▪ Protected bike facility on Ringwood ▪ Redesign bike network around Middlefield ▪ Where appropriate, talk about scooters and multiple sign patterns (bikes, scooters, skateboards) so lanes are multi-use ▪ Middlefield Rd dashing crossings at Pacific and 3rd ▪ HAWK on redesign plans? ▪ High-visibility crosswalks

	<ul style="list-style-type: none"> ▪ Narrow lanes by adding parking and curb extensions ▪ Bike trail from Montara to Highway 1 ▪ Accommodations for e-bikes, etc. ▪ Trails are the principal answer here. Roads are narrow and dangerous ▪ Slow car traffic – reduce speed limits, traffic calming, enforcement. Remember that slower traffic means less carbon pollution ▪ More bike parking spots ▪ More bike/walk trails ▪ Use stop limit lines at crosswalks to keep cars away from crosswalk and create a visible safety zone ▪ Interim treatment before final trail ▪ Add street greenery- trees at curb extensions, green chicanes, green medians, greenery along walkways ▪ Paved path between coastal trail and Highway 1 trail by Sweetwood camp and Frenchman's creek ▪ Bike lanes and protected bike lanes are a good idea ▪ Would like electric bike charging stations ▪ Would like to see traffic calming that is sensitive/appropriate to local context ▪ Filling sidewalk gaps is good for scooters, roller skating, biking, and more. Good idea! ▪ Intersection improvements are better if you want to bike- safer when crossing the roads! 	<ul style="list-style-type: none"> ▪ Better bike lane signage ▪ ADA ramps on Middlefield ▪ Parklets and plants in NFO ▪ Trees, shade ▪ Benches for seniors ▪ Sidewalk pinch points ▪ Need bike parking, especially once we get bike lanes
Key Takeaways	<ul style="list-style-type: none"> ▪ Traffic calming in neighborhoods ▪ Improvements that incorporate greenery ▪ Narrower vehicle lanes to make room for bike infrastructure and slow traffic ▪ Consideration of e-bikes ▪ More trails ▪ Bike parking ▪ Safer crossings (Signalized Highway 1 crossings, especially near Montara/Moss Beach) ▪ Bike lanes and protected bike lanes 	<ul style="list-style-type: none"> ▪ Traffic calming in neighborhoods ▪ Improvements that incorporate greenery ▪ Consider other modes – electric bikes, scooters, skateboards, etc. ▪ High-visibility crossings ▪ Bike parking ▪ Protected bike lanes

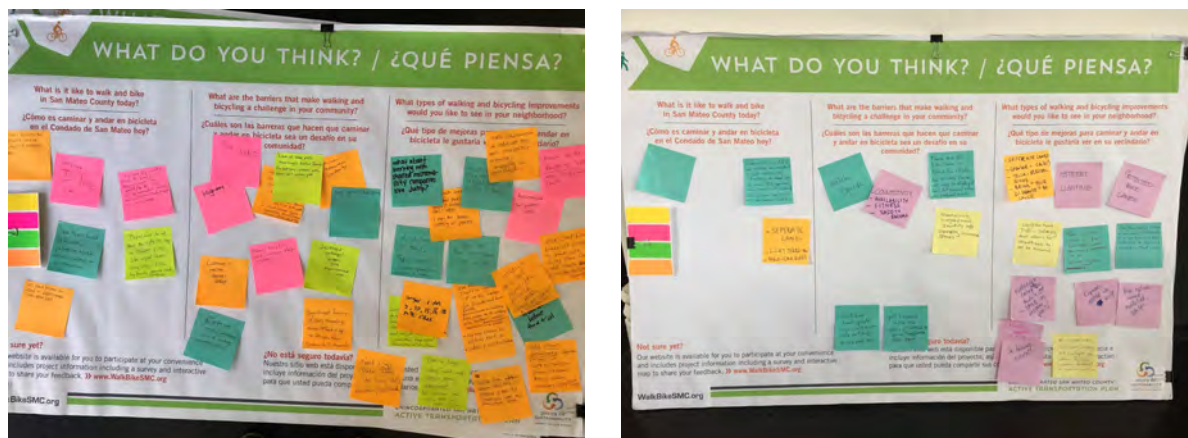


Figure 12: Feedback boards from the first two public workshops

Map Feedback

This table summarizes feedback received on the maps. Participants were invited to place dots of different colors on a map of San Mateo County, with unincorporated areas highlighted. This exercise was identical to those provided in the road show events, but new, unmarked maps were provided. This map contained insets for the mid-coast region between Montara and Half Moon Bay and for North Fair Oaks. In addition to placing dots on the map, participants were also invited to write open-ended responses on post-it notes or directly on the map. These maps are shown in **Figure 13**.

	Workshop 1 – Princeton	Workshop 2 – North Fair Oaks
“I like to bike here” (green)	<ul style="list-style-type: none"> California Coastal Trail (multiple comments) Old San Pedro Mountain Road Franklin St (Montara) Ocean Blvd Montara near Farallone View Elementary School 	<ul style="list-style-type: none"> E Bayshore Rd Canada Rd Sand Hill Rd Ringwood and Coleman Middlefield Rd Rail corridor in NFO Some comments in Atherton (not unincorporated)
“It is difficult to bike here” (yellow)	<ul style="list-style-type: none"> South of tunnel coming into Montara Airport Blvd (multiple comments) El Granada Montara Highway 1 (multiple comments) Alpine Rd Sunshine Valley Rd Mirada Rd Frontage Rd 	<ul style="list-style-type: none"> Ringwood Ave – parking/drop-off/pick-up is common on Ringwood for high school, generating more conflict in the bike lane Canada Rd/ Crystal Springs Trail Cloverdale Rd Cloverdale Rd/Pescadero Creek Rd Skyline Blvd Sand Hill Rd/ Whiskey Hill Rd 5th Ave/ Williams Ave Marsh Rd/ Fair Oaks Ave Middlefield Rd/ Semicircular Rd E Bayshore Rd

"I like to walk here" (blue)	<ul style="list-style-type: none"> ▪ Mirada Rd ▪ Montara near Farallone View Elementary School 	<ul style="list-style-type: none"> ▪ Mirada Rd ▪ Some comments in San Carlos and Redwood City (incorporated)
"It is difficult to bike here" (red)	<ul style="list-style-type: none"> ▪ Between 92 and Frenchman Rd ▪ Highway 1 (multiple comments) 	<ul style="list-style-type: none"> ▪ Green Valley ▪ Middlefield Rd ▪ Sidewalks at Pescadero Middle/High School
Other comments	<ul style="list-style-type: none"> ▪ Continue bike lanes on Santa Cruz/Alameda for consistency with Santa Clara County ▪ Sidewalks in West Menlo Park are not useable. There is signage not to use the sidewalks near many schools. ▪ Stripe trails to show two directions and indicate sharing ▪ Need a path and/or traffic calming along Airport Blvd ▪ Would like a walking/biking route through Montara ▪ Deep ditch next to Airport Blvd and close proximity of cards and lack of continuous sidewalk make it difficult to walk here ▪ Highway 1 bike lane from Montara to Half Moon Bay – people drive too fast ▪ Can't get off coastal path/ into neighborhoods north of HMB ▪ Separate pedestrian path/ bike lane 	<ul style="list-style-type: none"> ▪ Add upgrades through Atherton on State Hwy El Camino Real ▪ Bay Rd and Ringwood Ave with 5-way stop control: Menlo Park Transportation wants to make this 4-way. Want to protect sidewalk and bike lanes for SBR from Bay Rd onto Ringwood ▪ Canada Rd intersections at end of Crystal Springs. Bikes should be allowed on hiking path ▪ Old Colma Rd – Trail would allow cyclists to stay off Mission Street ▪ Car clubs/motorcycles go really fast on Hastings Hill, make tight turns. Education? Speed enforcement? ▪ Add bike lanes on Woodside ▪ Angled curb right up to curb/intersection to help with visibility and blocking ▪ Bridge over train tracks (in NFO) ▪ Connect east and west NFO near new housing project and Dunbarton Corridor future transit hub ▪ Rails with Trails – build continuous grade-separated bike and ped trail along Caltrain and mandate any station rebuilds and future grade separation projects along trail

Comment Cards

Eight comment cards were received at the Half Moon Bay workshop and four comment cards were received at the North Fair Oaks workshop. The full text of these comments is included in Attachment A. This feedback was categorized according to geographic areas and topic themes. Need for low-stress connectivity along Highway 1 was a prominent theme of this input, with several participants requesting a bike path from Montara to Half Moon Bay.

Other Feedback

Participants suggested that the project team perform outreach at St. Anthony's church after church services, as well as attend the Pescadero Farmer's Market.

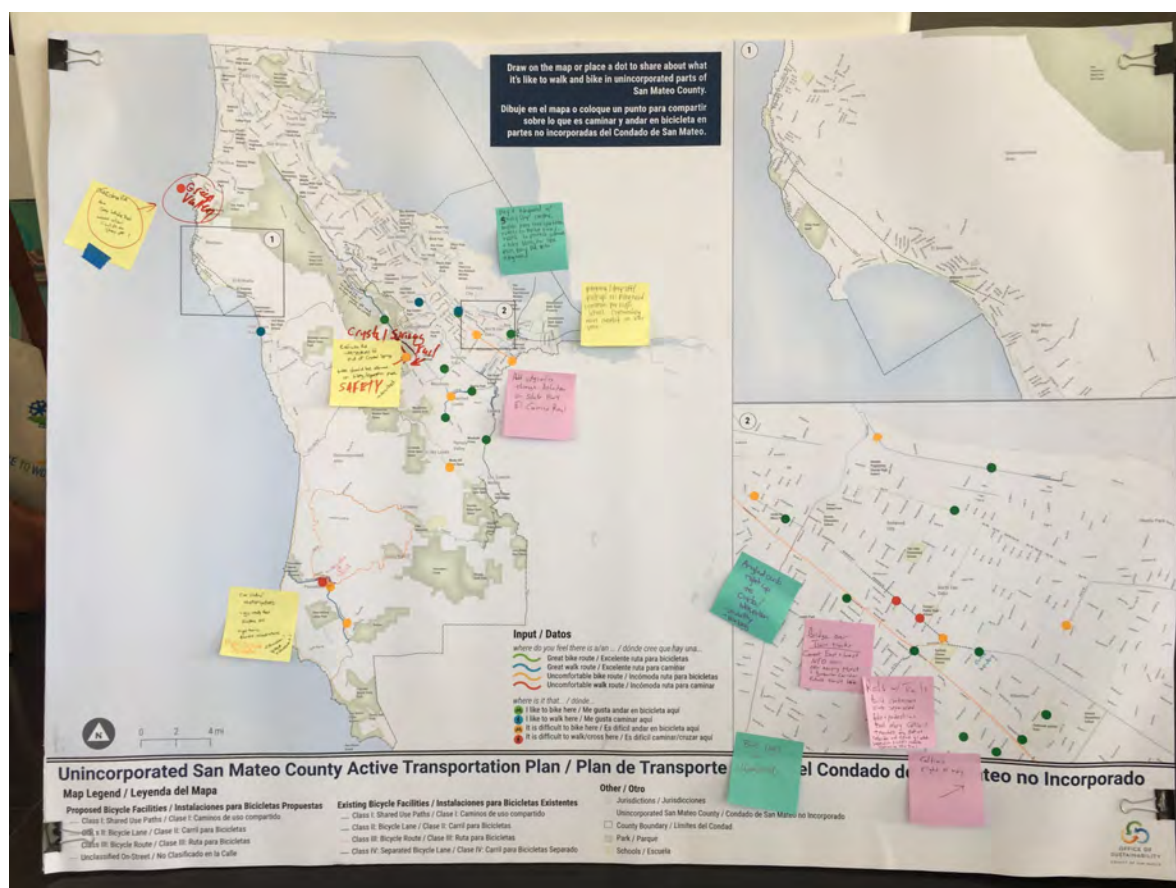


Figure 13: Map feedback at the two workshops

Next Steps

Community input on the current walking and bicycling experience in San Mateo County is crucial to this planning effort given that community members are the experts on biking and walking in San Mateo County on a daily basis. Technical analyses like the Pedestrian and Bicycle Gap analysis can be challenging to perform at a countywide scale and the infrastructure challenges identified by community members will help to focus on key locations that are important to the community.

ATTACHMENT A: COMMENT CARDS

Event	Comment	Geographic Theme	Topic Area
HMB	It's not easy to ride your bike from ocean Colony to downtown Half Moon Bay without riding on Highway 1. There's a bike lane off the highway part of the way to downtown not all the way. Cars go fast. It's tricky crossing the highway but most people don't want there to be more signals and crosswalks on Highway 1 because they see it as slowing traffic. There always seems to be conflict. There's also not a great walking path from ocean colony to downtown. It stops at cameron's, then you have to walk on the bluff or highway. Thanks for the community engagement	Highway 1	Low Stress Connectivity
HMB	We need a bike trail from Montara to Half Moon Bay. It doesn't have to be paved! But it needs to be safe. Interim would be better than nothing.	Highway 1	Low Stress Connectivity
HMB	Make more lights/crosswalks in El Granada because it is extremely dangerous for me to walk my dog (near El Granada post office)	Highway 1	Crossing Improvements
HMB	I bike recreationally and to do errands. I live in Moss Beach but keep my bike in Half Moon Bay because safe and convenient biking is less available on the MidCoast	Highway 1	Low Stress Connectivity
HMB	Make a more obvious bike path for idiot tourists because they walk around like chickens with their heads cut off	El Granada	Wayfinding
HMB	Can tourists stop going through El Granada as a shortcut? It is really annoying, and I can't get off the bus at the bus stop because of how many people there are.	Avenue Alhambra	Traffic management
HMB	Pedestrian/Bike Path from Montara to connect with path in El Granada	Highway 1	Low Stress Connectivity
HMB	Pedestrian path along Airport Blvd between Princeton and Moss Beach	Airport Blvd	Low Stress Connectivity
NFO	Easy fix: Canada Road hazard. Open southernmost section of Crystal Springs Trail/SMC property to bikes. Lightly used gravel road would allow bikes to avoid two 280 intersections and a dangerous Canada Rd. Resistance from Woodside is unreasonable and not supported by data. It's time to move beyond them. Liability?	Crystal Springs	Spot Improvement
NFO	Please consider Menlo Park Area - 5 schools. Menlo-Atherton High School, Laurel Goode School, Peninsula School, Encinal Middle School, and Hillview School - west of El Camino for controlled traffic around Menlo-Atherton during drop-off and pick-up times Mon - Fri. Current no parking anytime signs on both side of Ringwood ignored. Bicyclists don't stay on correct side of street and run through stop signs. Make 1/4 mile zone around the school - no driving for non-parking lot drop-offs (other than disabled). Have students walk.	Menlo Oaks	Safe routes to School
NFO	Bikes - electric bikes. Bring Tour de France, Safety rules (cars - bikes - vans), Separate Lanes, Helmet with torch lights, Health Factors - Fitness, Availability		Education and Encouragement
NFO	Jeff Clark - Maverick's, Sailing Team, Athletics – Swim/Run/Bike, invite US Olympic Biking, Tour de France		Education and Encouragement

ATTACHMENT C: SIENA YOUTH CENTER MAPS



UNINCORPORATED SAN MATEO COUNTY ACTIVE TRANSPORTATION PLAN

1. Do you walk and bike in San Mateo County?

- Number of people who bike 4
- Number of people who walk 5

2. What would encourage you to bike more? Check all that apply to your group.

- ☒ Access to a bicycle
- ☒ More bike lanes
- ☒ More secured bike parking
- ☒ More street lighting
- ☒ More separation from vehicle traffic
- ☒ Better maintained roads and bike lanes
- ☐ Lessons on how to ride a bike
- ☐ More info about routes I should take on a bike
- ☐ Seeing more people who look similar to me biking
- ☐ Other _____

3. What would encourage you to walk more? Check all that apply to your group.

- ☒ More or wider sidewalks
- ☒ More street lighting
- ☐ Slower vehicle traffic
- ☒ Better crossings at major intersections (i.e., cross walks, countdown timers)
- ☐ Other _____

4. What types of places would you like to walk and bike to in San Mateo County? Check all that apply to your group.

- ☐ Bus stop or train station
- ☒ Park
- ☒ Home/ Friends' homes
- ☒ Community center/ library (e.g. Siena Youth)

Use markers and sticky dots to mark dangerous or challenging walking or bicycling routes or intersections.





UNINCORPORATED SAN MATEO COUNTY ACTIVE TRANSPORTATION PLAN

■ = walking
■ = Bike

1. Do you walk and bike in San Mateo County?

- Number of people who bike 3
- Number of people who walk 3

2. What would encourage you to bike more? Check all that apply to your group.

- ☐ Access to a bicycle
- ☒ More bike lanes
- ☒ More secured bike parking
- ☒ More street lighting
- ☒ More separation from vehicle traffic
- ☒ Better maintained roads and bike lanes
- ☐ Lessons on how to ride a bike
- ☐ More info about routes I should take on a bike
- ☒ Seeing more people who look similar to me biking
- ☐ Other _____

3. What would encourage you to walk more? Check all that apply to your group.

- ☒ More or wider sidewalks
- ☒ More street lighting
- ☐ Slower vehicle traffic
- ☒ Better crossings at major intersections (i.e., cross walks, countdown timers)
- ☐ Other _____

4. What types of places would you like to walk and bike to in San Mateo County? Check all that apply to your group.

- ☒ Bus stop or train station
- ☒ Park
- ☒ Home/ Friends' homes
- ☐ Community center/ library (e.g. Siena Youth)

Use markers and sticky dots to mark dangerous or challenging walking or bicycling routes or intersections.





Existing Bike Lane
Proposed Bike Lane



UNINCORPORATED SAN MATEO COUNTY
ACTIVE TRANSPORTATION PLAN

1. Do you walk and bike in San Mateo County?

- Number of people who bike 2
- Number of people who walk 1

2. What would encourage you to bike more? Check all that apply to your group.

- ☒ Access to a bicycle
- ☒ More bike lanes
- ☒ More secured bike parking
- ☒ More street lighting
- ☒ More separation from vehicle traffic
- ☐ Better maintained roads and bike lanes
- ☐ Lessons on how to ride a bike
- ☐ More info about routes I should take on a bike
- ☒ Seeing more people who look similar to me biking
- ☐ Other _____

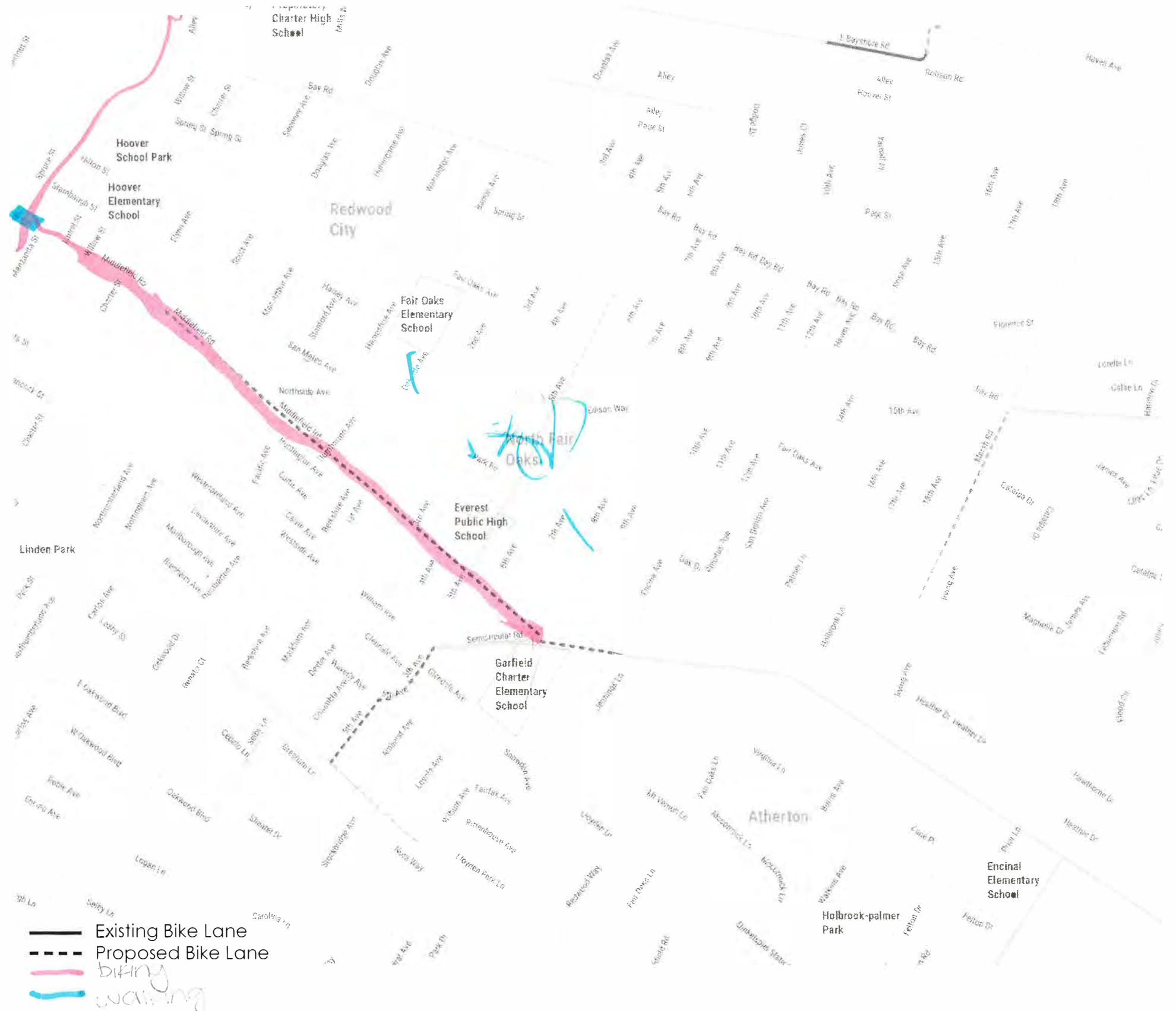
3. What would encourage you to walk more? Check all that apply to your group.

- ☐ More or wider sidewalks
- ☐ More street lighting
- ☐ Slower vehicle traffic
- ☒ Better crossings at major intersections (i.e., cross walks, countdown timers)
- ☐ Other _____

4. What types of places would you like to walk and bike to in San Mateo County? Check all that apply to your group.

- ☒ Bus stop or train station
- ☒ Park
- ☒ Home/ Friends' homes
- ☐ Community center/ library (e.g. Siena Youth)

Use markers and sticky dots to mark dangerous or challenging walking or bicycling routes or intersections.





Group 3

1. Do you walk and bike in San Mateo County?

- Number of people who bike 2
- Number of people who walk 5

2. What would encourage you to bike more? Check all that apply to your group.

- ☒ Access to a bicycle
- ☒ More bike lanes
- ☒ More secured bike parking
- ☒ More street lighting
- ☒ More separation from vehicle traffic
- ☒ Better maintained roads and bike lanes
- ☒ Lessons on how to ride a bike
- ☒ More info about routes I should take on a bike
- ☒ Seeing more people who look similar to me biking
- ☒ Other Better locks

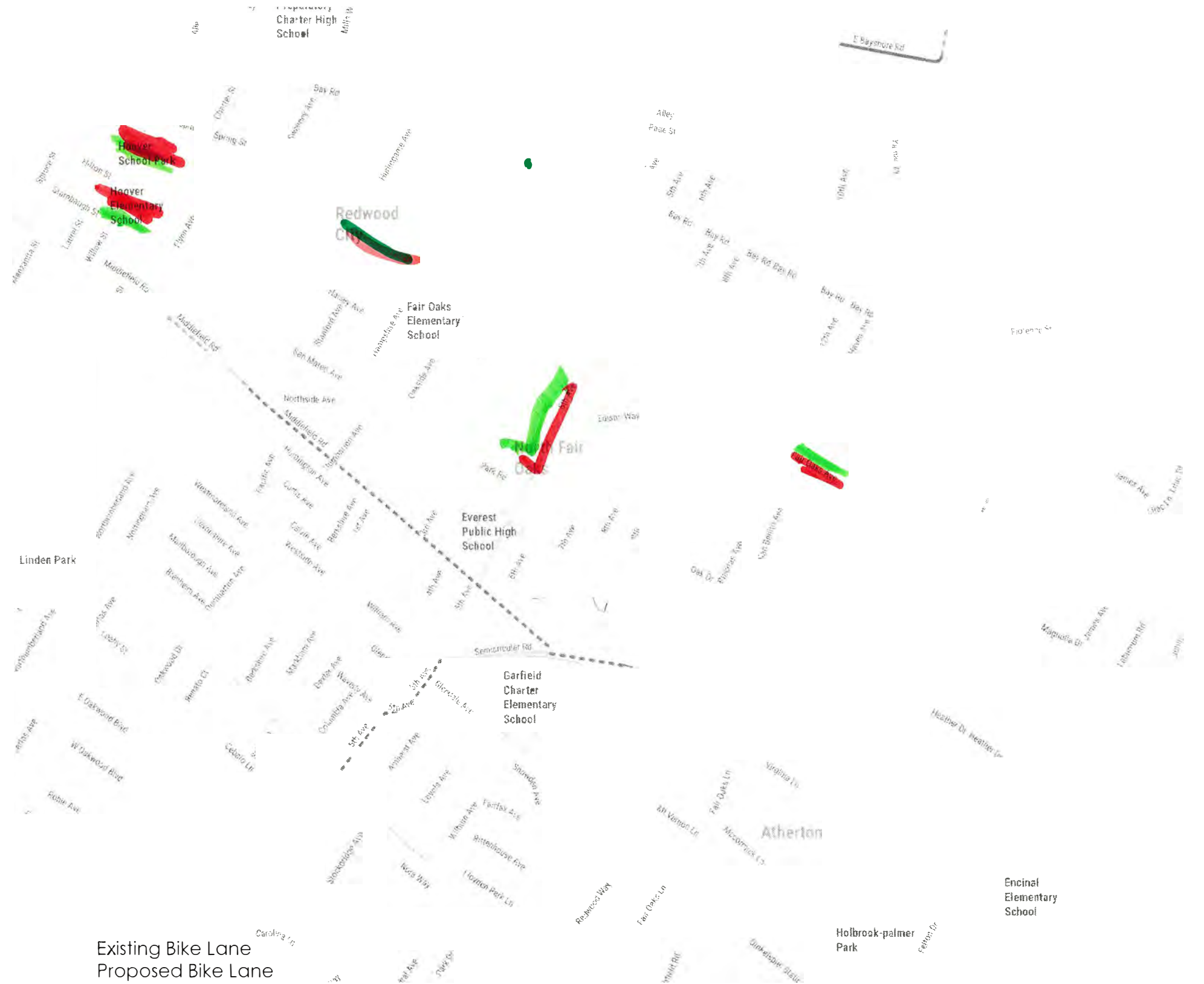
3. What would encourage you to walk more? Check all that apply to your group.

- ☐ More or wider sidewalks
- ☐ More street lighting
- ☐ Slower vehicle traffic
- ☒ Better crossings at major intersections (i.e., cross walks, countdown timers)
- ☒ Other More walking lanes

4. What types of places would you like to walk and bike to in San Mateo County? Check all that apply to your group.

- ☐ Bus stop or train station
- ☒ Park
- ☐ Home/ Friends' homes
- ☒ Community center/ library (e.g. Siena Youth)

Use markers and sticky dots to mark dangerous or challenging walking or bicycling routes or intersections.





UNINCORPORATED SAN MATEO COUNTY ACTIVE TRANSPORTATION PLAN

1. Do you walk and bike in San Mateo County?

- Number of people who bike 2
- Number of people who walk 1

2. What would encourage you to bike more? Check all that apply to your group.

- ☒ Access to a bicycle
- ☒ More bike lanes
- ☒ More secured bike parking
- ☒ More street lighting
- ☒ More separation from vehicle traffic
- ☒ Better maintained roads and bike lanes
- ☒ Lessons on how to ride a bike
- ☒ More info about routes I should take on a bike
- ☒ Seeing more people who look similar to me biking
- ☒ Other _____

3. What would encourage you to walk more? Check all that apply to your group.

- ☒ More or wider sidewalks
- ☒ More street lighting
- ☒ Slower vehicle traffic
- ☒ Better crossings at major intersections (i.e., cross walks, countdown timers)
- ☒ Other _____

4. What types of places would you like to walk and bike to in San Mateo County? Check all that apply to your group.

- ☒ Bus stop or train station
- ☒ Park
- ☒ Home/ Friends' homes
- ☒ Community center/ library (e.g. Siena Youth)

Use markers and sticky dots to mark dangerous or challenging walking or bicycling routes or intersections.





UNINCORPORATED SAN MATEO COUNTY
ACTIVE TRANSPORTATION PLAN

1. Do you walk and bike in San Mateo County?

- Number of people who bike 7
- Number of people who walk 8

2. What would encourage you to bike more? Check all that apply to your group.

- ☒ Access to a bicycle
- ☒ More bike lanes
- ☐ More secured bike parking
- ☐ More street lighting
- ☒ More separation from vehicle traffic
- ☒ Better maintained roads and bike lanes
- ☒ Lessons on how to ride a bike
- ☒ More info about routes I should take on a bike
- ☐ Seeing more people who look similar to me biking
- ☒ Other more stop signs for cars

3. What would encourage you to walk more? Check all that apply to your group.

- ☐ More or wider sidewalks
- ☐ More street lighting
- ☐ Slower vehicle traffic
- ☐ Better crossings at major intersections (i.e., cross walks, countdown timers)
- ☐ Other Be more time to walk

4. What types of places would you like to walk and bike to in San Mateo County? Check all that apply to your group.

- ☐ Bus stop or train station
- ☒ Park
- ☐ Home/ Friends' homes
- ☒ Community center/ library (e.g. Siena Youth)

Use markers and sticky dots to mark dangerous or challenging walking or bicycling routes or intersections.





UNINCORPORATED SAN MATEO COUNTY
ACTIVE TRANSPORTATION PLAN

1. Do you walk and bike in San Mateo County?

- Number of people who bike 5
- Number of people who walk 6

2. What would encourage you to bike more? Check all that apply to your group.

- ☒ Access to a bicycle
- ☒ More bike lanes (*sidewalks are for people*)
- ☒ More secured bike parking (*Target*)
- ☐ More street lighting
- ☒ More separation from vehicle traffic
- ☒ Better maintained roads and bike lanes
- ☐ Lessons on how to ride a bike
- ☒ More info about routes I should take on a bike
- ☐ Seeing more people who look similar to me biking
- ☐ Other _____

3. What would encourage you to walk more? Check all that apply to your group.

- ☒ More or wider sidewalks
- ☐ More street lighting
- ☒ Slower vehicle traffic
- ☒ Better crossings at major intersections (i.e., cross walks, countdown timers)
- ☐ Other More time to cross the street

4. What types of places would you like to walk and bike to in San Mateo County? Check all that apply to your group.

- ☐ Bus stop or train station
- ☒ Park
- ☒ Home/ Friends' homes
- ☐ Community center/ library (e.g. Siena Youth)
- (chucke cheese) (Target, etc. well)*

Use markers and sticky dots to mark dangerous or challenging walking or bicycling routes or intersections.





OFFICE OF
SUSTAINABILITY
COUNTY OF SAN MATEO

UNINCORPORATED SAN MATEO COUNTY ACTIVE TRANSPORTATION PLAN

1. Do you walk and bike in San Mateo County?

- Number of people who bike 3
- Number of people who walk 2

2. What would encourage you to bike more? Check all that apply to your group.

- ☐ Access to a bicycle
- ☐ More bike lanes
- ☒ More secured bike parking
- ☐ More street lighting
- ☒ More separation from vehicle traffic
- ☒ Better maintained roads and bike lanes
- ☐ Lessons on how to ride a bike
- ☐ More info about routes I should take on a bike
- ☐ Seeing more people who look similar to me biking
- ☐ Other _____

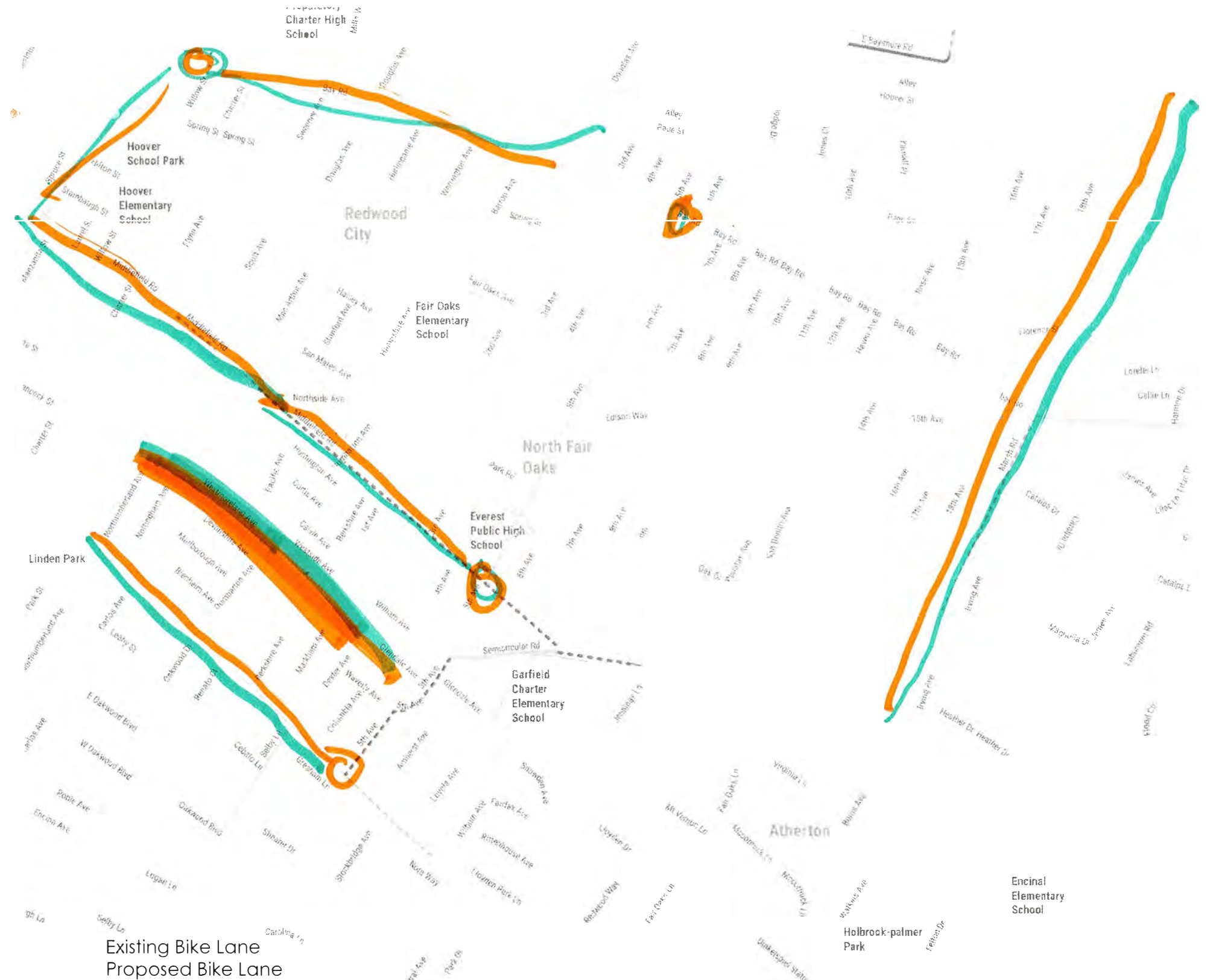
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- ☐ More or wider sidewalks
- ☐ More street lighting
- ☒ Slower vehicle traffic
- ☐ Better crossings at major intersections (i.e., cross walks, countdown timers)
- ☐ Other _____

4. What types of places would you like to walk and bike to in San Mateo County? Check all that apply to your group.

- ☐ Bus stop or train station
- ☐ Park
- ☐ Home/ Friends' homes
- ☐ Community center/ library (e.g. Siena Youth)

Use markers and sticky dots to mark dangerous or challenging walking or bicycling routes or intersections.





UNINCORPORATED SAN MATEO COUNTY ACTIVE TRANSPORTATION PLAN

1. Do you walk and bike in San Mateo County?

- Number of people who bike 4
- Number of people who walk 4

2. What would encourage you to bike more? Check all that apply to your group.

- ☒ Access to a bicycle
- ☒ More bike lanes
- ☒ More secured bike parking
- ☒ More street lighting
- ☒ More separation from vehicle traffic
- ☒ Better maintained roads and bike lanes
- ☒ Lessons on how to ride a bike
- ☒ More info about routes I should take on a bike
- ☒ Seeing more people who look similar to me biking
- ☐ Other _____

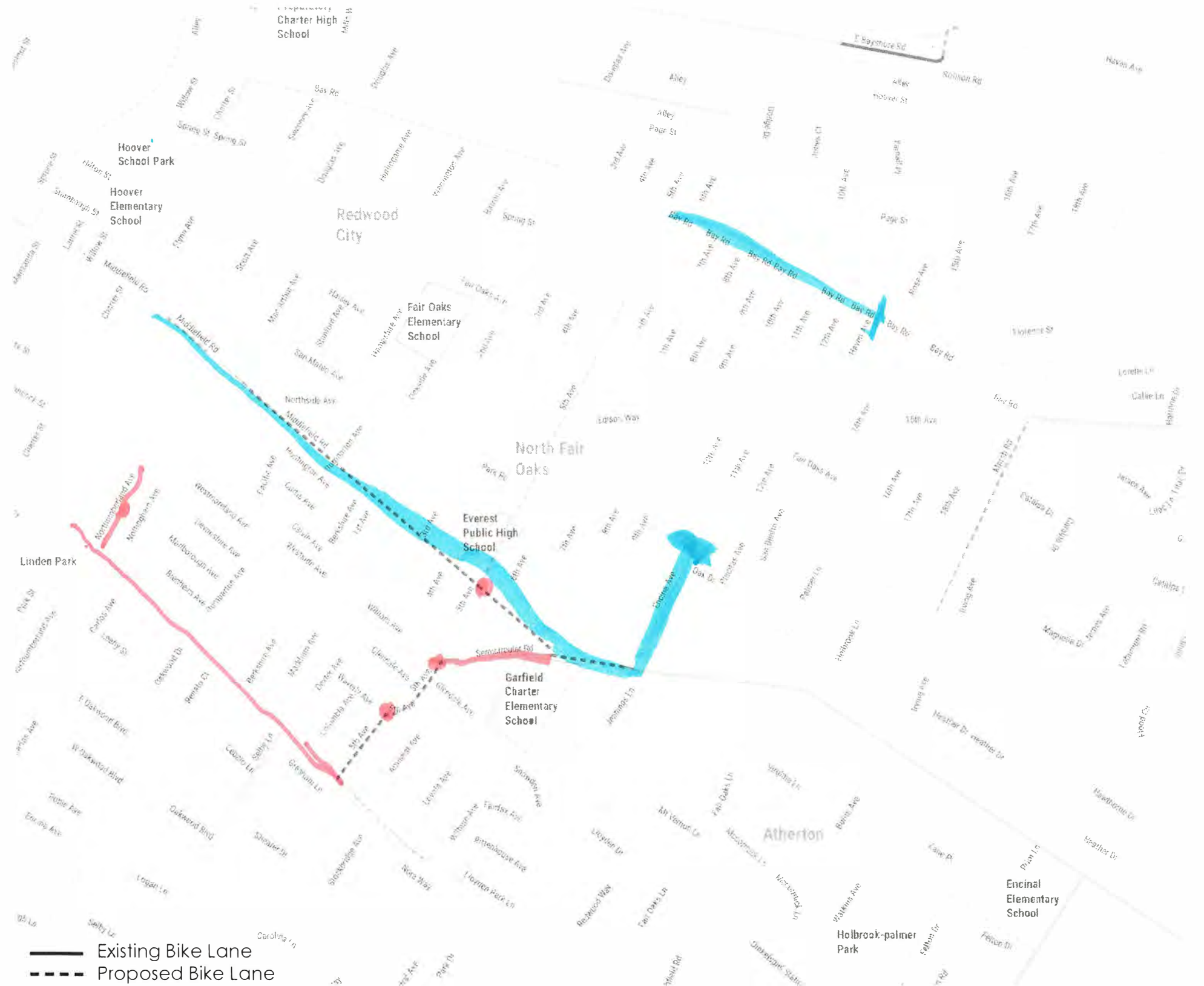
3. What would encourage you to walk more? Check all that apply to your group.

- ☒ More or wider sidewalks
- ☒ More street lighting
- ☒ Slower vehicle traffic
- ☒ Better crossings at major intersections (i.e., cross walks, countdown timers)
- ☐ Other _____

4. What types of places would you like to walk and bike to in San Mateo County? Check all that apply to your group.

- ☐ Bus stop or train station
- ☒ Park
- ☒ Home/ Friends' homes
- ☒ Community center/ library (e.g. Siena Youth)

Use markers and sticky dots to mark dangerous or challenging walking or bicycling routes or intersections.



UNINCORPORATED SAN MATEO COUNTY ACTIVE TRANSPORTATION PLAN

To: Julia Malmo-Laycock

Organization: Office of Sustainability, County of San Mateo

From: Sara Rauwolf, Toole Design, and Katie DeLeuw, EnviroIssues

Project: Unincorporated San Mateo County Active Transportation Plan

Re: Outreach Phase 2 Summary

The second phase of outreach for the Unincorporated San Mateo County Active Transportation Plan occurred between February and May, 2020. During this period, the project team participated in three roadshow events and hosted a virtual open house. Phase II outreach was initially intended to consist of eight in-person events (six road shows and two workshops), but the COVID-19 pandemic resulted in this outreach being moved online in early March.

The purpose of this outreach was to:

- Raise awareness of the County's efforts to prepare this plan.
- Educate people on the need for the plan, the work completed so far, and what we heard in Phase 1 of our outreach.
- Share the benefits and potential outcomes of the plan, including how recommended projects and programs aim to improve safety, access and comfort within specific communities.
- Solicit input on the draft recommendations for the Active Transportation Plan.

Roadshow Events

Through the roadshow series, the project team set up tables at three events/locations in unincorporated San Mateo County:

- Bicycle Sunday on Cañada Road, February 23, 2020
- Siena Youth Center Family Sports Night, February 27, 2020
- El Granada Post Office, February 29, 2020

At the roadshow events, the project team asked participants to provide feedback on preliminary bicycle network recommendations, types of pedestrian facilities they'd like to see implemented, and implementation priorities. See page 6 for photo documentation of the roadshow event displays, including the map, which asked participants to indicate which proposed projects they would or would not like to see implemented:

- **Green** dots: Proposed projects that people would like to see implemented.
- **Red** dots: Proposed projects that people would not like to see implemented.

Below are some key comments received during the roadshow events.

Comments from Siena Youth Center Family Sports Night Roadshow:

Bicycle

- Streetlights are needed near the Siena Youth Center since it is so dark
- Add more bike lanes to complete connections throughout the county

- Want more physically separated bike lanes for safety
- Train tracks are dangerous for many cyclists due to tire widths on most road bikes being thin enough to get stuck in the tracks
- There are many kids bike without helmets and lights in the area

Pedestrian

- Streetlights are needed near the Siena Youth Center since it is so dark
- More sidewalks are needed to protect pedestrians
- More physically separated sidewalks are desired for safety

Automobile

- Many comments on how fast people drive in the area and how uncomfortable it is
- People drive through the Chuck E. Cheese parking lot at 2541-43 El Camino Real, Redwood City, CA 94063 as a short cut, which presents conflicts with cyclists who bike through there to get to North Cumberland Avenue

Comments from El Granada Post Office Roadshow:

Bicycle

- Need to sweep gravel debris along the airport
- Use permeable surfaces instead of concrete
- Make it bike-able from Montara -> HMB
- Prefer to have it on the path off of Hwy 1
- Want to see separated bike paths
- Extend bike facilities to the ritz area
- Want safer NB biking routes on HWY 1
- Consider a separate bike path on median
- Bike education for kids
- We need a wide enough bike lane from the tunnel Montara -> HMB
- Connect all of the bike lanes. Places by the edge are too skinny

Pedestrian

- Add underpass at Whale Beach
- Lack of sidewalks and poor maintenance of existing sidewalks are a problem
- Street lighting needed along Ave Cabrillo
- Palo Alto: El Camino to Miramonte example of very good sidewalks
- Pedestrian tunnels desired

Automobile

- No roundabouts
- Add roundabouts
- Parking at the gym in Montara
- No parking along airport fence
 - Park so a truck can go around you
- Frontage road should be one-way going N
 - Southbound traffic diverted to another street
- AM traffic makes it difficult for firemen to get out

- Add roundabouts
- 2 paths: one faster path or Bike highway and one side a walking meandering path
- Add roundabouts (use visuals, use testimonials from real people to dispel myths)
- They eliminated the school busses.

Virtual Open House

The virtual open house included a short video presentation, an interactive webmap, and online survey. The interactive webmap asked participants to “like”, “dislike”, and provide comments on bike projects based on projects that they would or would not like to see implemented. This feedback was used to refine the proposed bicycle network, and projects that received strong support here are indicated in the project list in Appendix D. Two hundred ninety-four people participated in the online survey. A summary of survey responses is provided below.

Priorities in completing the network

In terms of implementation of the proposed bike network, most survey respondents would prefer to see a more robust and extensive countywide bicycle network, even if facilities consist of paint, flexposts, and signs, versus a network consisting of fewer, higher-quality facilities:

Understanding your bicycle network priorities will help us focus our implementation efforts. How would you like the County to focus on improving the bike network? Let us know which is most important to you:

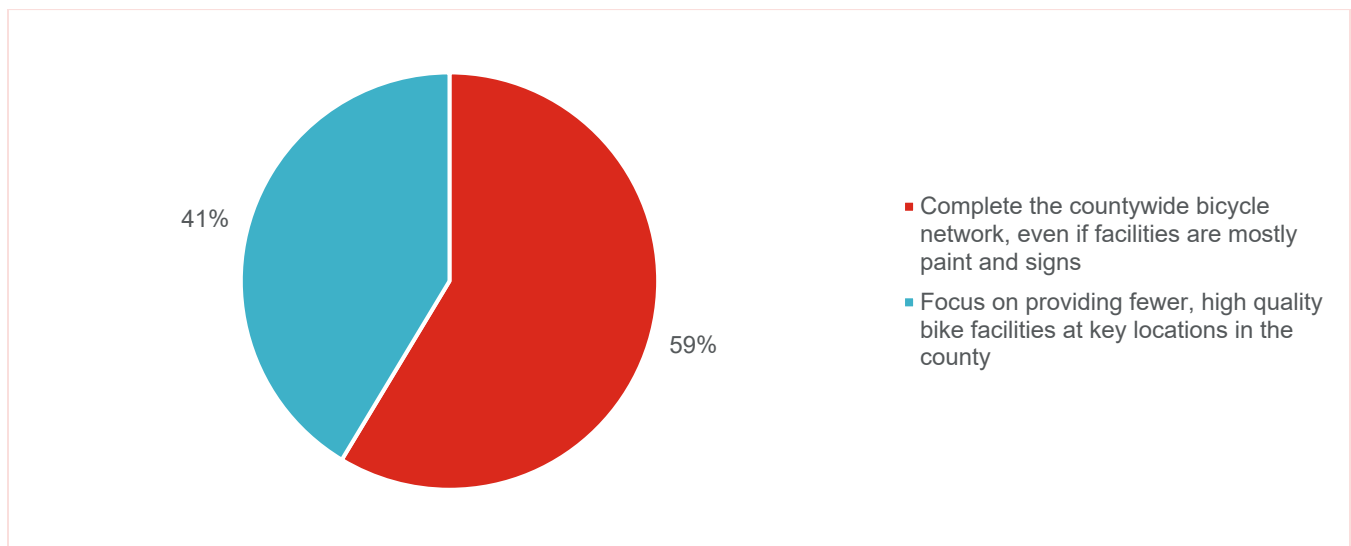


Figure 1: Network Buildout Question Response

Priorities in connecting to destinations

In order of priority, survey participants would like bikeways to connect to the following destinations:

1. Trails and parks
2. Libraries and community centers; shopping
3. Schools; jobs
4. Transit

This question was also analyzed by unincorporated county area, based on the community that each participant indicated they live, work, or spend the most time in. On this scale, 5 indicates that one is very likely to bike to a given destination; 4 indicates that one is somewhat likely to bike to a destination; 3 indicates that one is neutral to

bike to a given destination; 2 indicates that one is somewhat unlikely to bike to a given destination, and 1 indicates that one is very unlikely to bike to a given destination.

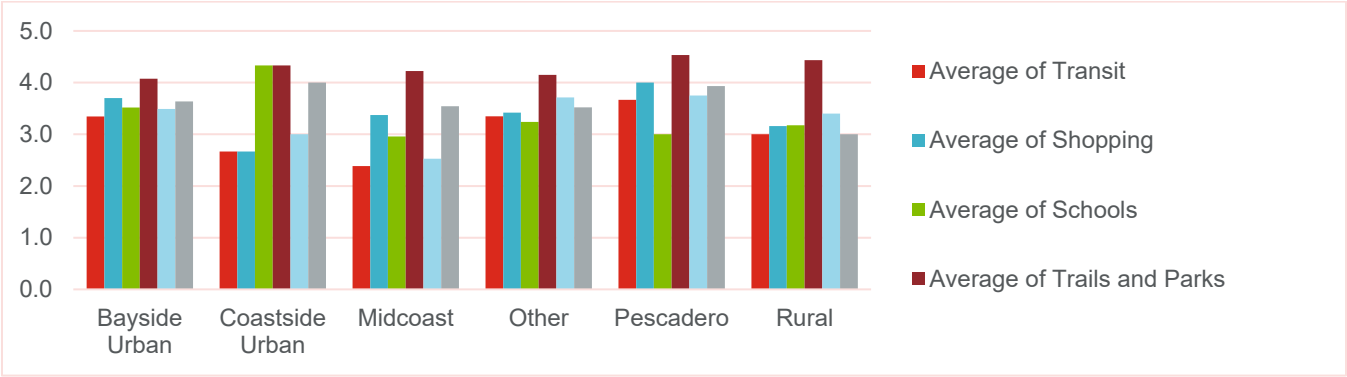
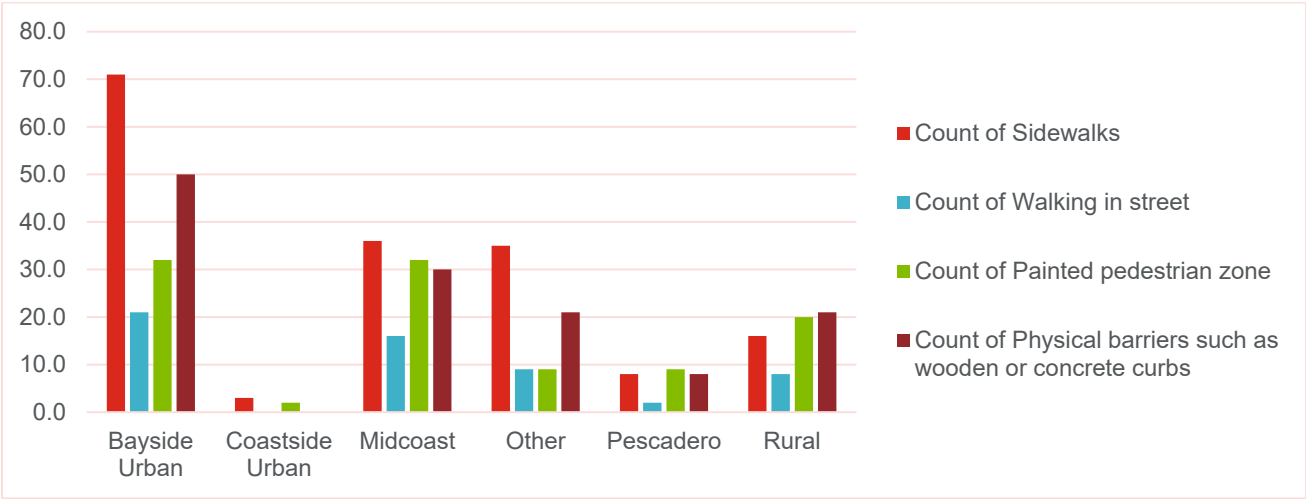


Figure 2: Destination Priority by Community¹

Preferred Pedestrian Facilities

When asked about the types of pedestrian facilities they’d like to see in their communities, most participants preferred sidewalks, followed by alternative pedestrian facilities with physical barriers like wooden or concrete curbs. Painted pedestrian facilities and no pedestrian facilities were much less preferred.

This question was also analyzed by unincorporated county area, based on the unincorporated community that each participant indicated they live, work, or spend the most time in. In “Bayside Urban” and “Other” communities, survey respondents had a fairly strong preference for sidewalks. In the “Rural” communities, respondent’s preferences are mixed and painted pedestrian zones and alternative sidewalks with physical barriers are the preferred pedestrian facility types.



¹ Bayside Urban includes North Fair Oaks, Menlo Oaks, West Menlo Park, Sequoia Tract, and Emerald Lake Hills; Coastside Urban includes Broadmoor and Unincorporated Colma; Midcoast includes Montara, Princeton, Miramar, Moss Beach, and El Granada; Pescadero includes Pescadero; Rural includes Loma Mar, La Honda, Sky Loma, and other unincorporated communities; and Other includes responses from areas that are not within unincorporated San Mateo County.

Figure 3: Pedestrian Facility Preferences by Community

Presence of Sidewalks

When asked where they'd like to see sidewalks, 55% of survey respondents would like to see sidewalks provided along key corridors, 30% of survey respondents would like to see full sidewalk coverage, and 15% of survey respondents would not like to see sidewalks at all.

This question was also analyzed by unincorporated county area, based on the unincorporated community that each participant indicated they live, work, or spend the most time in. Not surprisingly, more urban communities would like more complete sidewalk coverage (at least along key corridors), while the more rural areas would like to see sidewalks in key locations.

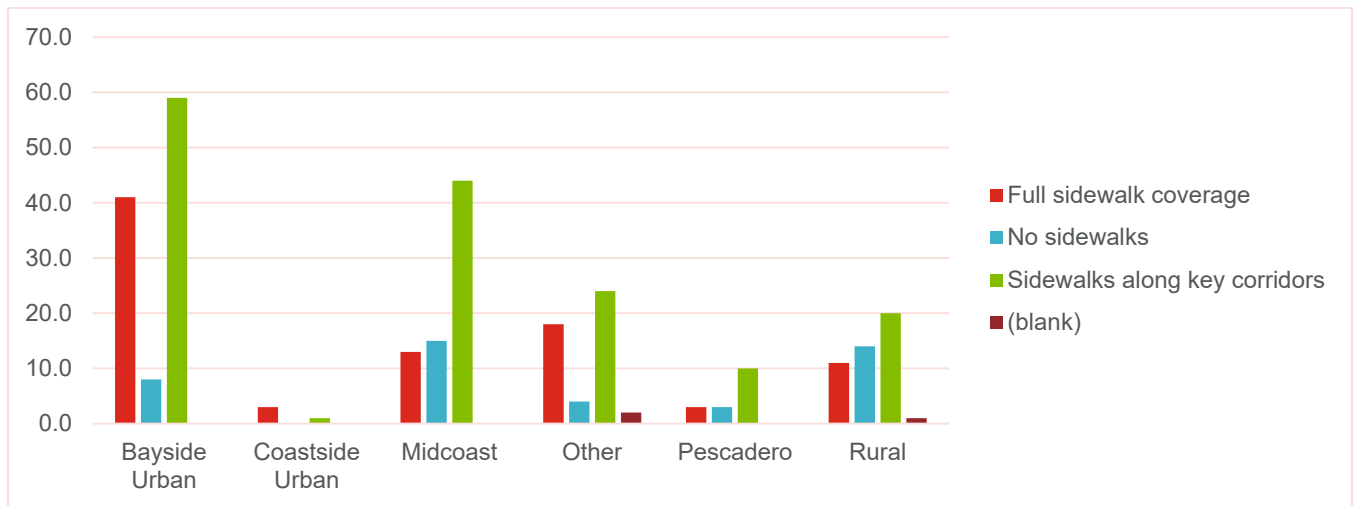



Figure 4: Sidewalk Preferences by Community

Roadshow Event Feedback

PEDESTRIAN FACILITIES
INSTALACIONES PARA PEATONES

WHAT FACILITIES WOULD YOU LIKE TO SEE IN YOUR COMMUNITY?
Place a dot to show what you think!

¿QUÉ INSTALACIONES LE GUSTARÍA VER EN SU COMUNIDAD?
¡Ponga un punto para mostrar lo que piensa!



SIDEWALKS
ACERAS


• • • • •



WALKING IN STREET |
INSTALACIONES PARA CAMINAR EN LAS CALLES

•

with traffic calming



PAINTED PEDESTRIAN ZONES |
ZONAS PEATONALES PINTADAS

•



VERTICAL BARRIERS (WOODEN, CURB, ETC.) |
BARRERAS VERTICALES (MADERA, BORDILLO, ETC.)


• • • • •

WalkBikeSMC.org

UNINCORPORATED SAN MATEO COUNTY
ACTIVE TRANSPORTATION PLAN

CLIMATE OF
SUSTAINABILITY
COUNTY OF SAN MATEO

Roadshow Event Comments



WHAT DO YOU THINK? / ¿QUÉ PIENSA?

What is it like to walk and bike in San Mateo County today?

¿Cómo es caminar y andar en bicicleta en el Condado de San Mateo hoy?

There aren't places for bikes

Great express walking in Redwood Park. Wish more even sidewalks to walk in the region.

I walk with my walker. Because I can't drive anymore. I use rear wheels and has

I always walk! I don't have a car. I always look for a car.

I love biking! For recreation + transportation

What are the barriers that make walking and bicycling a challenge in your community?

¿Cuáles son las barreras que hacen que caminar y andar en bicicleta sea un desafío en su comunidad?

Cyclists don't have enough space. Makes it harder for cars.

uneven sidewalks are unsafe for seniors

I don't know how to ride a bike. getting a bike is too expensive.

More public awareness to get off phones!

What types of walking and bicycling improvements would you like to see in your neighborhood?

¿Qué tipo de mejoras para caminar y andar en bicicleta le gustaría ver en su vecindario?

wider bike lanes

Even the sidewalks

Even the pavements for bike wheel safety

Signs to tell people drivers to slow down for people with walkers.

more education for walkers (don't run in the middle of the street)

Enhanced crosses with lights in main streets like Camino!

Curved edge for sidewalks rather than 90° edges

Not sure yet?

Be aware of the trees that can harm electronic devices.

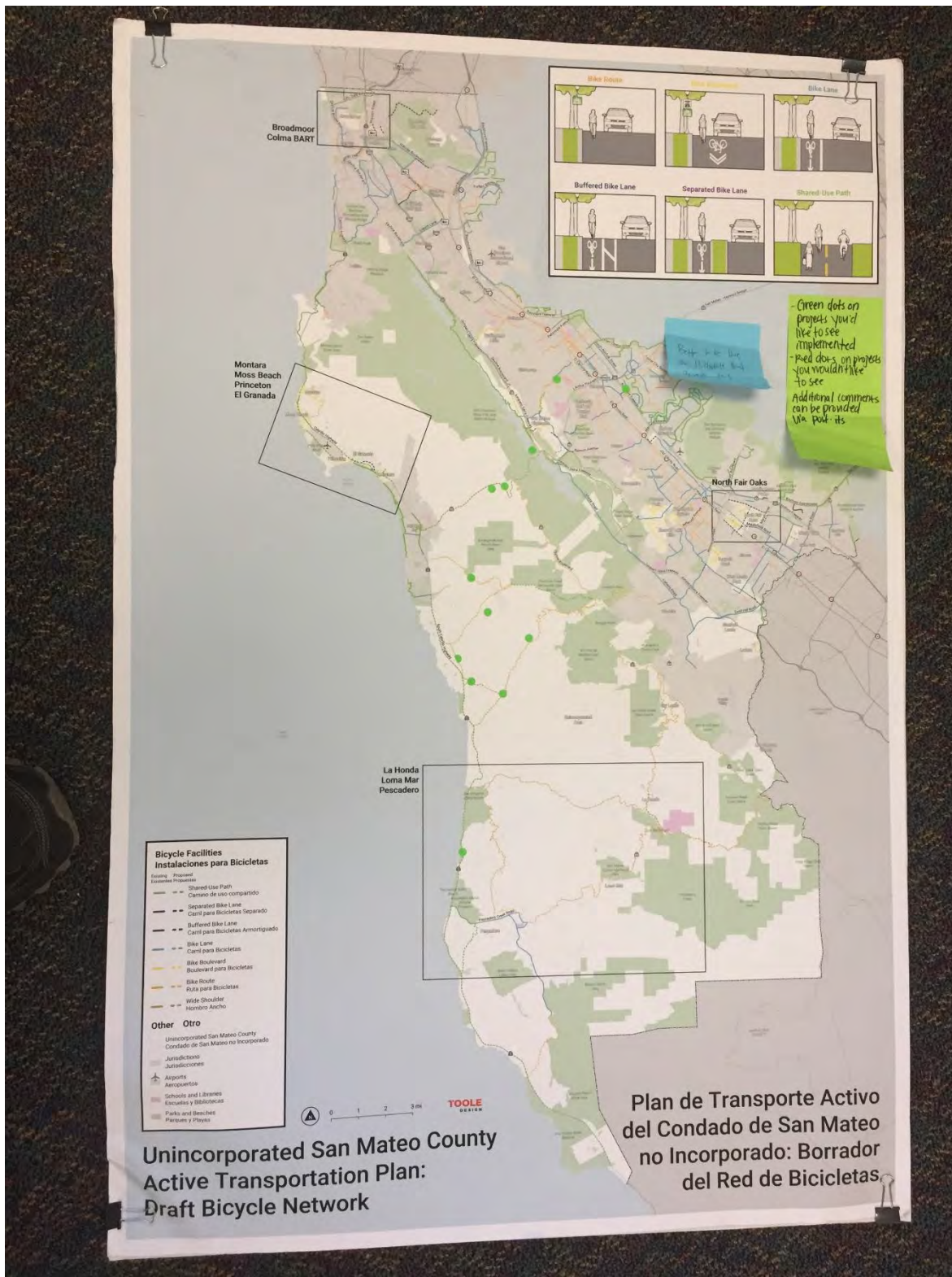
participate at your convenience using a survey and interactive map to share your feedback.

Thank you for coming to listen to us!

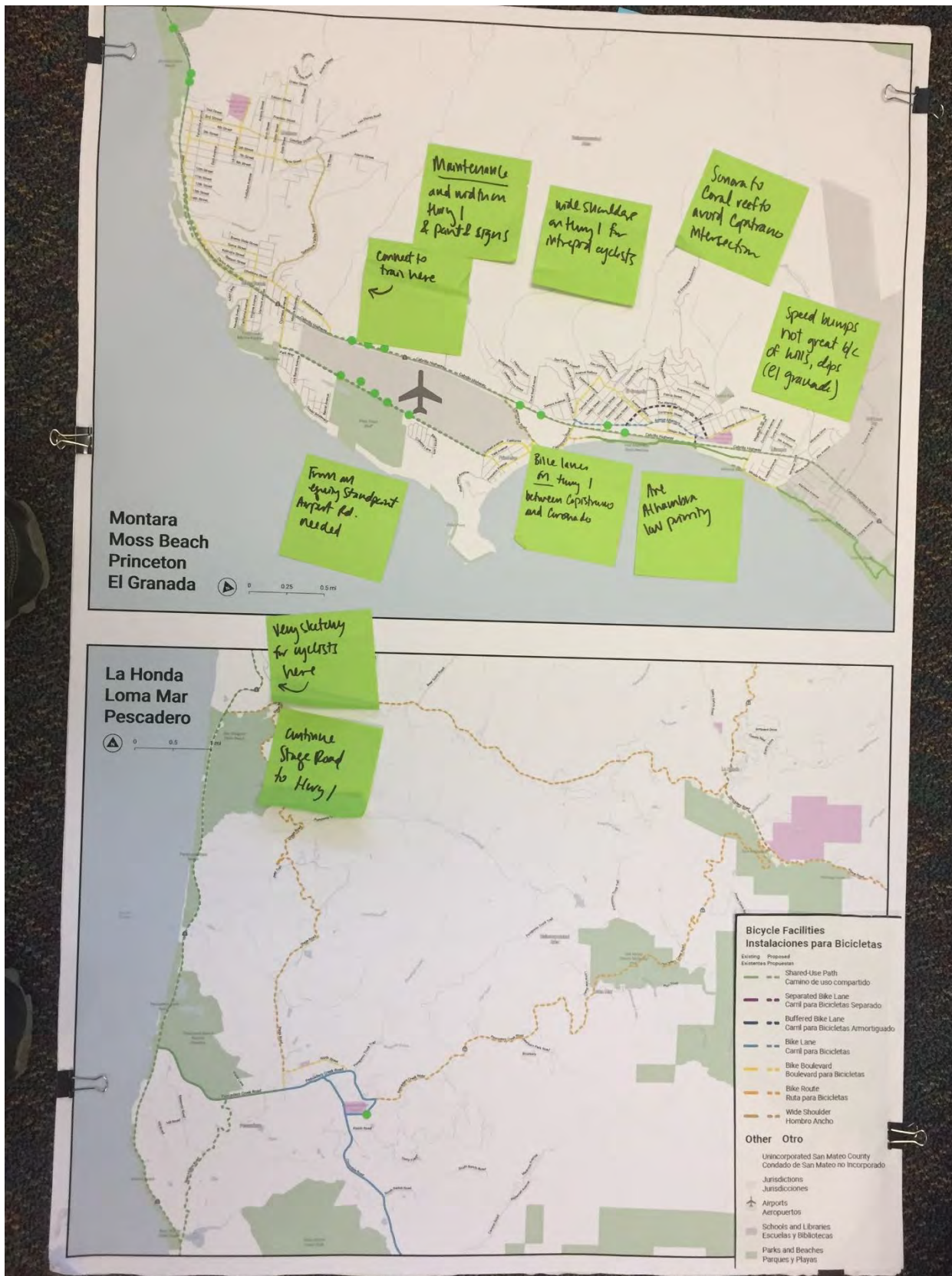
alkBikeSMC.org

UNINCORPORATED SAN MATEO COUNTY
ACTIVE TRANSPORTATION PLAN

Roadshow Event Comments



Roadshow Map Comments



Roadshow Map Comments