

# BICYCLE TRANSPORTATION ACCOUNT PROJECT APPLICATION

## I. APPLICANT INFORMATION

<b>Applicant:</b>	County of San Mateo				
<b>Address</b>	752 Chestnut Street				
<b>City:</b>	Redwood City	<b>County:</b>	San Mateo	<b>State:</b>	CA
<b>Zip Code:</b>	94063				
<b>Contact Person:</b>	Joe Lo Coco				
<b>Phone:</b>	650-363-4102	<b>E-Mail:</b>	jlococo@co.sanmateo.ca.us		
<b>Legislative District:</b>	<b>Assembly:</b>	21	<b>Senate:</b>	11	<b>Caltrans District:</b>
					4

## II. PROJECT INFORMATION

<b>Project Title:</b>	Sandhill Road Bike Lane Colored Slurry				
<b>Project Type:</b>	Class I Bikeway <input type="checkbox"/>	Class II Bikeway <input checked="" type="checkbox"/>	Class III Bikeway <input type="checkbox"/>	Other <input type="checkbox"/>	

**Project Location:**  
*Example I: Along Dry Creek from Desert Winds Road to Dust Bowl Drive in the City of Thirsty Springs.*  
*Example II: Tri-County Regional bus routes.*

The proposed project limits are Sandhill Road within the County of San Mateo Limits from Highway 280 to FOld Portola Road. The project is approximately 2.9 miles in length and will provide an innovative, highly visible means to delineate an existing and heavily used Class II Bicycle Lane in this area.

**Type of Work:**  
*Example I: Design and construct a Class I Bikeway.*  
*Example II: Purchase and install front-mount bicycle racks on all Tri-County Regional buses.*

This proposal will install a colored slurry product to an existing Class II bicycle. The bicycle lane is an important east-west corridor on the Peninsula. The roughly 2.9 miles of roadway serves commuters and recreationalists alike.

<b>Length:</b>	2.90 (miles)
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**Estimated Cost:**

*Note: Applicant agency must provide 10% (minimum) of the total project cost.*

Funding Source	Engineering/ Design	Right of Way Acquisition	Construction Contract	Total Amount	Total Percent
BTA		\$0.00	\$180,000.00	\$180,000.00	90.00%
Local	\$20,000.00	\$0.00	\$0.00	\$20,000.00	10.00%
Other	\$0.00	\$0.00	\$0.00	\$0.00	
<b>Total</b>	\$20,000.00	\$0.00	\$180,000.00	\$200,000.00	100.00%

**Project Schedule:**

Item	Beginning Date Month/Year	Ending Date Month/Year	Comments
CEQA Clearance	10/15/2008	12/30/2008	CEQA exempt
Right of Way Acquisition			not required
Preliminary Engineering			completed
Final Design	10/15/2008	12/30/2008	pending approvals
Advertise Project	April 2009	July 2009	pending approvals
Award Construction Contract	July 2009	Aug 2009	pending approvals
Submit Final Invoice	August 2009	Oct 2009	pending final acceptance

**III. PROJECT SCREENING CRITERIA****A. Map and Cross Section Attachments**

- Attach to the application a map to scale with north arrow showing the project location, length, limits, adjacent land uses, activity centers and origins and destinations served.
- If this is an on-street bikeway project, include cross-sections showing the roadway prior to and after project implementation.
- If this is an off-street bikeway project include a cross-section.

**B. Local Match**

1. Please include the required resolution committing the applicant to the minimum 10% local match.

**C. California Environmental Quality Act (CEQA)**

*Note: BTA projects must be in compliance with the applicable provisions of the California Environmental Quality Act (CEQA) by the BTA application submittal date. The lead agency is responsible for preparing the required environmental documentation, making the appropriate environmental determination, and submitting it with the application. A 'Notice of Exemption' or 'Notice of Determination' usually satisfies this requirement. A letter from the local agency, signed and dated on agency letterhead and making the appropriate environmental determination by noting the CEQA provision specific to the project will also suffice.)*

1. Please include documentation of California Environmental Quality Act (CEQA) compliance.

**D. Bicycle Transportation Plan (BTP)**

- To be eligible for BTA funds, local agencies must prepare and adopt a BTP that complies with Streets and Highways Code Section 891.2.
- The BTP must be reviewed and approved in writing by the local agency's regional transportation planning agency (RTPA).

1. What is the name of the BTP the applicant is using to establish eligibility for BTA funding?

BTP: San Mateo Comprehensive Bicycle Route Plan

Date BTP was adopted by applicant's governing body: October 2000

2. What is the name of the applicant's Regional Transportation Planning Agency (RTPA)?

RTPA: MTC

Date BTP was approved by RTPA: 2001

3. Please include a copy of the BTP page that discusses or lists the proposed project.

#### IV. EVALUATION CRITERIA

Streets and Highways Code Section 893 requires Caltrans to disburse "... money from the Bicycle Transportation Account... for projects that improve the safety and convenience of bicycle commuters."

Streets and Highways Code Section 890.3 defines bicycle commuter as "... a person making a trip by bicycle primarily for transportation purposes, including, but not limited to,

- travel to work,
- school,
- shopping,
- or other destination that is a center of activity and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination."

BTA project applications will be evaluated as Excellent, Good, Fair, Poor, or Ineligible according to the following criteria. In the space provide, please provide the following information about the proposed project.

##### 1. How will the proposed project benefit bicycle commuters?

Sandhill Road is an important east-west corridor for bicyclist and motorized vehicles. As a result, unavoidable conflicts between bicyclists and motorists may occur at major intersections along this bike route. The use of colored slurry has been proven very effective in allowing motorist and bicyclists to quickly and easily identify clear right of way usage and potential areas of conflict. We believe that this solution will help to minimize collisions and encourage more bicyclists to use this important corridor.

In addition, studies in Europe, Oregon, and San Francisco, have shown that the use of colored bicycle lanes tends to make the road appear narrower thus encouraging the driver to slow down. This also increases bicycle safety.

##### 2. How will the proposed project increase bicycle commuting?

Safety is a major concern for most bicyclists whether riding for pleasure or for commute. Sandhill Road supports a vehicle ADT of approximately 9,000 with vehicle speeds of 35 to 55 mph.

While the county has installed additional bicycle signage along both sides of the roadway additional delineation is required to keep vehicles out of bicycle lanes especially in areas approaching an intersection. Adding colored slurry will provide a highly visible means of differentiating vehicle lanes from bicycle lanes.

There are currently no colored bicycle lanes in San Mateo County. Cities such as San Francisco have already implemented this bicycle safety program with hopes of encouraging more bicycling.

**3. Why is the proposed project the best alternative for the situation?**

The County has been trying various ways including additional signage and reduction of speed limits, to discourage motorists from driving, parking and passing in the bike lanes on Sand Hill Road. This is a high speed roadway and several collisions between bicylists and motorists have resulted in fatalities.

We believe that by installing colored slurry to delineate the bicycle lanes from the vehicle lanes that it will modify the behavior of motorists. Studies have shown that bike lanes using colored slurry helps the motorist to quickly identify bike lanes from traffic lanes, gives them a clear definition of what areas are not designated for roadside parking, and helps drivers slow down because the road looks narrower with colored bike lanes.

**4. Discuss citizen and community involvement in the development of the proposed project.**

The local bicycle groups: Countywide Bicycle and Pedestrian Advisory Commission, Silicon Valley Bicycle Coalition, and the County Board of Supervisors are in full support of this project. Please see attached letters of support.

**V. APPLICANT SIGNATURE**

An authorized representative of the applicant agency must sign the application.

*The undersigned affirms that the statements contained in the application package are true and complete to the best of the applicant's knowledge.*

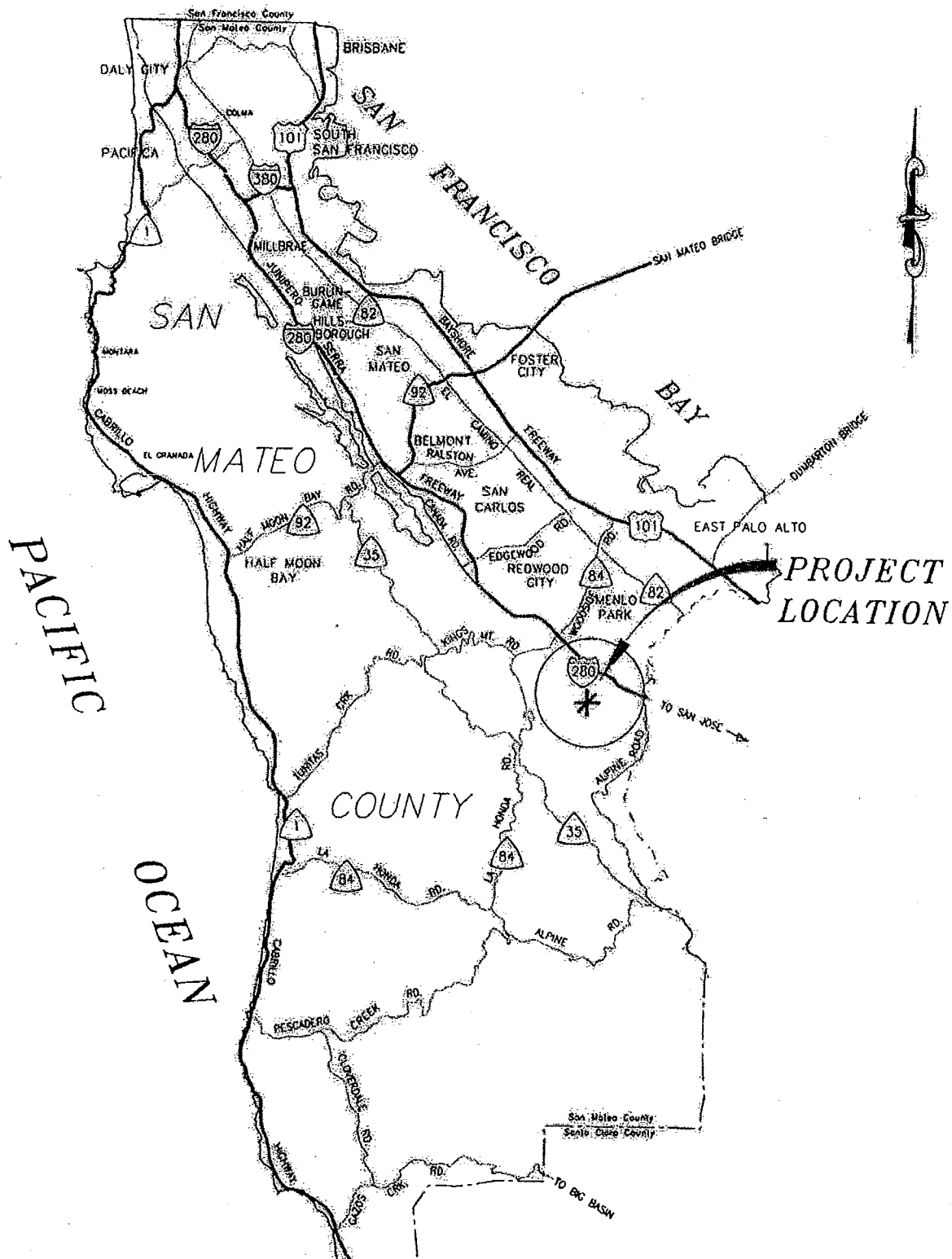
Name

Date

Print Name

Title

Distribution: Local agency sends original and one copy to the DLAE. DLAE forwards original to BFU and retains copy for district file.



DESIGNED BY: DYS  
CHECKED BY: JAL  
DRAWN BY: DYS

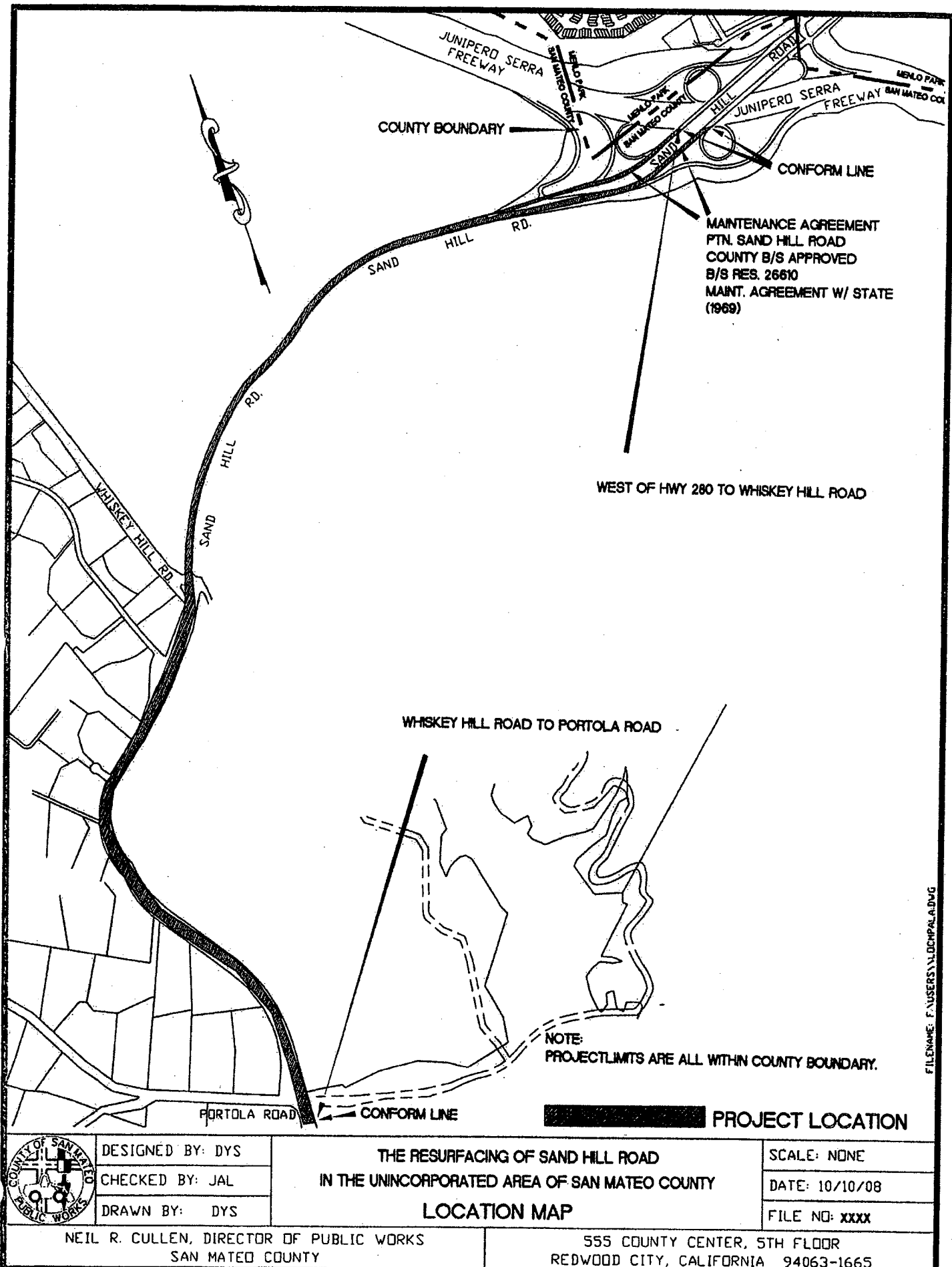
SAND HILL ROAD BIKE LANES COLORED SLURRY  
SEAL PROJECT IN THE UNINCORPORATED AREA  
**VICINITY MAP**

SCALE: NONE  
DATE: 10/10/08  
FILE NO: N/A

JAMES C. PORTER, DIRECTOR OF PUBLIC WORKS  
SAN MATEO COUNTY

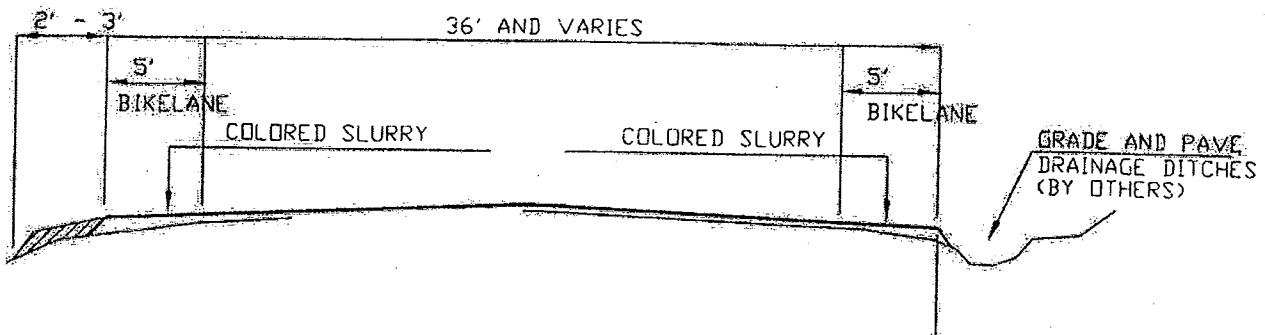
555 COUNTY CENTER, 5TH FLOOR  
REDWOOD CITY, CALIFORNIA 94063-1665











TYPICAL CROSS SECTION  
SAND HILL ROAD  
 NTS

NOTES:

1. EXISTING BIKE LANES STRIPING TO REMAIN.
2. CONTRACTOR TO REMOVE EXISTING BIKE LEGENDS PRIOR TO LAYING COLORED SLURRY. CONTRACTOR SHALL MARK LOCATIONS OF LEGENDS PRIOR TO REMOVAL
3. CONTRACTOR SHALL REPLACE BIKE LEGENDS WITH NEW THERMOPLASTIC LEGENDS

NOTES:

DRAINAGE DITCHES VARY FROM SIDE TO SIDE ALONG ENTIRE LENGTH OF SAND HILL ROAD.

FILENAME: C:\USERS\JAL\305K\PROJ\SC584000\DWGS\TYPICAL SECTION.DWG



DESIGNED BY: DYS

CHECKED BY: JAL

DRAWN BY: DYS

THE SLURRYING OF SAND HILL ROAD  
 IN THE UNINCORPORATED AREA OF SAN MATEO COUNTY  
**TYPICAL SECTION DETAIL FOR**  
**SAND HILL ROAD**

SCALE: NONE

DATE: 10/20/08

FILE NO: XXXX

JIM PORTER, DIRECTOR OF PUBLIC WORKS  
 SAN MATEO COUNTY

555 COUNTY CENTER, 5TH FLOOR  
 REDWOOD CITY, CALIFORNIA 94063-1665



**Sand Hill Road Bicycle Lanes Colored Slurry Project**  
**From Hwy 280 to Portola Road**

**Sand Hill Road**

Item No.	Section No.	Description	Unit of Measure	Quantity	Quantity w/ Inc.	Total	Unit Cost	Item Cost
1	10	Construction Waste Management	LS	1		1	\$ 500.00	\$ 500.00
2	11	Mobilization	LS	1		1	\$ 6,000.00	\$ 6,000.00
3	11-1	Water Pollution Control	LS	1		1	\$ 1,000.00	\$ 1,000.00
4	12	Maintaining Traffic	LS	1		1	\$ 6,000.00	\$ 6,000.00
5	37	Colored Type 1 Slurry Seal (Red)	SY	14,282		14,282	\$ 10.00	\$ 142,816.67
6	84-1	White 6" Wide Bike Lane Line, Detail 39 (Paint)	LF	0		0	\$ 0.50	\$ -
7	84-1	4" White Solid Line at Obstruction	LF	0		0	\$ 0.50	\$ -
8	84-1	Misc. Pavement Markings (BIKE and LANE) A24D, and (Bike Lane Arrow) A24A (Paint)	SF	105		105	\$ 5.00	\$ 525.00

**TOTAL:** \$ 156,842  
10% Cont. \$ 15,684



**Project #6: Recreational Route Bikeway Improvements****City(ies):** Woodside, County, Portola Valley**Primary Responsibility:** Public Works of Cities Listed Above**Right-of-Way Control:** Cities, Caltrans**Required Studies/Actions:** Preliminary Design, Design**Cost:** \$2.2 Million

Recreational bicycling on the secondary roads in San Mateo County is highly popular with all types of bicyclists, from families to club riders to long distance riders. Most of these routes offer shoulders and provide a reasonable facility for bicyclists, while others require a variety of treatments to improve conditions. Roads mentioned by many bicyclists as requiring some type of improvements include Alpine Road, Canada Road, Whisky Hill Rd., Woodside Rd., Old La Honda Rd., Kings Mountain Rd., Tripp Rd., Portola Rd., Mountain Home Road, La Honda Road, and Skyline Boulevard. These treatments may include improved or new (a) fog lines, (b) shoulders, (c) bridges, (d) Bike Route and/or Share the Road signs, and (e) enhanced maintenance to keep the shoulder areas free of debris. Old La Honda Road may require additional work as it has a steep incline and limited room for shoulder expansion. Some bicyclists identified the potential use of Bear Gulch Road as an alternative to the busy La Honda Road. This formerly public road is now a private road providing access to local residences, although there is the possibility that public ownership extends to the middle of the pavement. The Mid Peninsula Regional Open Space District recommends including a paved bike route on the closed portion of Upper Alpine Road to allow road bicyclists access to Highway 35 (Skyline Blvd.) from Portola Valley.

## 7. Popular Routes

Canada Rd.	9%
Alameda De Las Pulgas	6%
Bay Trail	5%
Skyline	4%
Portal Avenue	4%
Alpine Rd.	4%
La Honda	4%
Ralston	4%
Industrial	3%
Edgewood	3%
N. Delaware	3%
Crystal Springs	3%
Hillcrest Avenue	3%
Kings Mountain Rd.	3%
Sand Hill	3%
Woodside Road	2%
Bayswater	2%
Bayshore Blvd.	2%
Hwy One	2%
Barrolihet	1%
Other (various streets throughout county)	29%
	100%

These results plus many individual comments represent a summary and sample of opportunities and constraints in San Mateo County and have been used to help create a bicycle system and program.

In concert with the goals of bicycle planning, reviewing the needs of bicyclists can be useful in pursuing competitive funding and attempting to quantify future usage and benefits to justify expenditures of resources.

### 3.1 Commuter and Recreational Bicycle Needs

The purpose of reviewing the needs of recreational and commuter bicyclists is twofold: (a) it is instrumental when planning a system which must serve both user groups and (b) it is useful when pursuing competitive funding and attempting to quantify future usage and benefits to justify expenditures of resources. According to a May 1991 Lou Harris Poll, it was reported that *"...nearly 3 million adults--about one in 60--already commute by bike. This number could rise to 35 million if more bicycle friendly transportation systems existed."* In short, there is a large reservoir of potential bicyclists in San Mateo County who don't ride (or ride more often) simply because they do not feel comfortable using the existing street system and/or don't have appropriate bicycle facilities at their destination.