

4.3 ALTERNATIVE TRANSPORTATION SYSTEMS AND PARKING

See Section 4.5 for transit.

Shuttle buses, vanpools, bicycle facilities, pedestrian facilities and informal carpools, also serve the travel needs of South San Francisco. These modes provide an alternative to the single-occupant automobile. These modes, plus programs to promote their use, are discussed in this section.

BICYCLE FACILITIES

Classification System

Bicycle facilities include bike paths, bike lanes, and bike routes:

- Bike Paths (Class I facilities) are paved facilities that are physically separated from roadways used by motor vehicles by space or a physical barrier and are designated for bicycle use.
- Bike Lanes (Class II facilities) are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, so designated with special signing and pavement markings.
- Bike Routes (Class III facilities) are roadways recommended for use by bicycles and often connect roadways with bike lanes and bike paths. Bike routes are designated with signs.

Existing and Proposed Bikeways

There are few existing bicycle facilities within South San Francisco. Figure 4-3 depicts the locations of the existing and proposed bike lanes and bike paths. General Plan proposals include: Bike Path on linear park on the BART right-of-way, extending between the South San Francisco and San Bruno BART stations; paths or lanes along proposed Bay Trail; and Bike Lanes along the proposed Railroad Avenue extension. Additional facilities, including those connecting por-

**TABLE 4.3-1
Bikeway Classifications**

	<i>Function</i>	<i>Access Control</i>	<i>Right-of-Way</i>
Bike Paths (Class I facilities)	Provide exclusive right-of-way for bicyclists with cross flows by motorists minimized.	Where crossing or access from the bicycle path is required, the crossing should be grade-separated or occur at pedestrian crossings. Mid-block crossings should assign right-of-way through signing or signalization.	Minimum of 8 feet for a two-way facility. The minimum paved width for a one-way bike path is 5 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement, but a 3-foot graded area is recommended. Where pedestrian activity is expected, a minimum of 12 feet for a two-way facility should be provided.
Bike Lanes (Class II facilities)	To provide preferential use of the paved area of roadway for bicyclists by establishing specific lines of demarcation between areas reserved for bicycles and motorists.	Access is similar to that recommended for roadways. At intersections where there is a bike lane and an actuated signal, it is desirable to install bicycle-sensitive detectors. Push button detectors force the bicyclists to stop and actuate the push button. Because most accidents for bicyclists occur at intersections, clear bikeway design at intersections should be implemented through the use of signing and striping.	Class II bike lanes are one-way facilities. On roadways with parking, the bike lane is located between the parking area and the traffic lane with 5-foot minimums for the bike lane. Where parking is permitted and not marked, minimum width is 12 feet. On roadways where parking is prohibited, a minimum of 5 feet is required, including a 2-foot gutter.
Bike Routes (Class III facilities)	Facilities shared with automobiles and other vehicles. Roadways demarcated by signage.	Access is similar to that recommended for roadways.	No exclusive right-of-way.



- Existing Bike Lane — Existing Bike Path
- Future Bike Lane - - - Future Bike Path
- Bike Route

Figure 4-3
Bicycle Facilities

tions of the city either side of El Camino Real, will be delineated as part of the City's Bikeway Master Plan. Future bicycle facilities will focus on abandoned railroad tracks, located in the East of 101 area and throughout the city, which can be converted to bicycle paths as part of a rails-to-trails program.

PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, paths, pedestrian bridges, crosswalks, pedestrian signals and resting areas. Streets in much of the city and the Downtown have sidewalks on both sides, and pedestrian signals and crosswalks at the signalized intersections to accommodate pedestrian circulation. Many streets in the East of 101 area and in Lindenville do not have sidewalks. Pedestrian facility improvements will improve safety for pedestrians and also encourage the use of alternative modes.

SHUTTLE BUS SERVICE

Another alternative mode is the shuttle bus system. The PCRA coordinates with SamTrans to ensure adequate funding for the shuttle buses. There are three shuttle bus routes that serve employees of the East of 101 area: the Gateway/Genentech Shuttle, the Oyster Point Shuttle, and the Utah/Littlefield Shuttle

The service is fixed-route, fixed schedule and is provided on weekdays during the commute periods. Currently, the shuttles carry 700 riders per workday. They are free to the riders. The operating costs are borne by the JPB, SamTrans, the Bay Area Air Quality Management District, and the City/County Association of Governments (75 percent) and sponsoring employers (25 percent).

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) programs are provided by employers to reduce the amount of peak period traffic by encouraging their employees to use modes other than the single-occupant automobile for transportation to the workplace and to travel during non-peak times. According to PCMA, South San Francisco hosts the region's largest employers and the best-developed TDM pro-

grams. The largest increases in work-related trip diversion to alternative modes are likely to be through carpooling and employer shuttle programs, on which TDM efforts should be focused. While mandated requirements for TDM programs have been overturned in the State legislature,¹ the General Plan establishes an incentives-based land use intensity program with bonuses for projects meeting identified TDM objectives (see Table 2.2-3) that does not discriminate between small and large employers.

PARKING

The City's Zoning Ordinance has parking requirements to ensure that adequate numbers of parking spaces are provided on-site for most uses. Downtown has a parking district as well. Instead of individual property owners providing their own parking, parking is consolidated into 13 City lots. These lots contain approximately 420 spaces, of which 270 are available for long-term employee parking. In general, the amount of parking in Downtown is sufficient; however, there are a few locations with capacity shortages.

The industrial areas of the city experience on-street truck parking. The parked trucks and loading/unloading activities associated with many industrial uses interfere with vehicular circulation.

GUIDING POLICIES: ALTERNATIVE TRANSPORTATION SYSTEMS

- 4.3-G-1 *Develop a comprehensive and integrated system of bikeways that promote bicycle riding for transportation and recreation.*
- 4.3-G-2 *Provide safe and direct pedestrian routes and bikeways between and through residential neighborhoods, and to transit centers.*
- 4.3-G-3 *In partnership with employers, continue efforts to expand shuttle operations.*
- 4.3-G-4 *In partnership with the local business community, develop a transportation systems management plan with identified trip-reduction goals, while contin-*

¹ Bay Area Air Quality Management District's Regulation 13, Rule 1, requiring employers with over 100 employees to decrease the average vehicle ridership was overturned. However, the City can encourage TDM programs and require TDM measures as mitigation measures to transportation and air quality impacts.

uing to maintain a positive and supportive business environment.

IMPLEMENTING POLICIES: ALTERNATIVE TRANSPORTATION SYSTEMS

Bikeways

4.3-1-1 Prepare and adopt a Bikeways Master Plan that includes goals and objectives, a list or map of improvements, a signage program, detailed standards, and an implementation program.

A Bikeways Committee that includes citizens, officials, and staff may be appointed for the purpose. The Bikeways Master Plan should be consistent with the General Plan; if necessary, the General Plan can be amended at the time of adoption of the Bikeway Master Plan to ensure this consistency. An approved Bikeway Master Plan is needed to be eligible for State and federal funding programs.

4.3-1-2 As part of the Bikeways Master Plan, include improvements identified in Figure 4-3 in the General Plan, and identify additional improvements that include abandoned railroad rights-of-way and other potential connections.

Improvements identified on Figure 4-3 include:

- Bike Path on linear park on the BART right-of-way, extending from the South San Francisco BART Station to the San Bruno BART station;
- Paths or lanes along proposed Bay Trail, with continuous shoreline access; and
- Bike Lane along the proposed Railroad Avenue extension, which would provide the first bikeway connection linking the eastern and western parts of the city and provide shoreline bikeway access from residential neighborhoods west of U.S. 101.

- 4.3-1-3 *Make bikeway improvements a funding priority by:*
- *Continuing to consider financing bikeway design and construction as part of the City's annual construction and improvement fund;*
 - *Incorporating bikeway improvements as part of Capital Improvement Program; and*
 - *Pursuing regional funding and other sources for new bikeways to the extent possible under federal and State law.*
- 4.3-1-4 *Require provision of secure covered bicycle parking at all existing and future multifamily residential, commercial, industrial, and office/institutional uses.*
- Secure parking means areas where bicycles can be secured to a non-movable rack to prevent theft.*

Pedestrian Circulation

- 4.3-1-5 *As part of redesign of South Linden Avenue (see Section 3.2), provide continuous sidewalks on both sides of the street, extending through the entire stretch of the street from San Bruno BART Station to Downtown.*
- 4.3-1-6 *As part of any development in Lindenville or East of 101, require project proponents to provide sidewalks and street trees as part of frontage improvements for new development and redevelopment projects.*
- 4.3-1-7 *Undertake a program to improve pedestrian connections between the rail stations—South San Francisco and San Bruno BART stations and the Caltrain Station—and the surroundings. Components of the program should include:*
- *Installing handicapped ramps at all intersections as street improvements are being installed;*
 - *Constructing wide sidewalks where feasible to accommodate increased pedestrian use;*

- *Providing intersection “bulbing” to reduce walking distances across streets in Downtown, across El Camino Real and Mission Road, and other high use areas;*
- *Continuing with the City’s current policy of providing pedestrian facilities at all signalized intersections; and*
- *Providing landscaping that encourages pedestrian use.*

Transportation Demand Management

4.3-I-8 *Adopt a TDM program or ordinance which includes, but is not limited to, the following components:*

- *Methodology to determine eligibility for land use intensity bonuses for TDM programs identified in the Land Use Element;*
- *Procedures to ensure continued maintenance of measures that result in intensity bonuses;*
- *Requirements for off-site improvements (such as bus shelters and pedestrian connections) that are directly necessary as a result of development;*
- *Exemptions or reductions in any transportation impact fee that may be established in the future for projects that meet specific trip-reduction goals; and*
- *Reduced parking requirements for projects in proximity to fixed-guideway transit or those with demonstrated measures that would reduce trip generation.*

4.3-I-9 *Favor TSM programs that limit vehicle use over those that extend the commute hour.*

This would have added air quality benefits.

4.3-I-10 Undertake efforts to promote the City as a model employer and further alternative transportation use by City employees by providing:

- A designated commute coordinator/manager;
- A carpool/vanpool match program;
- Preferential parking for carpools and vanpools at City Hall;
- Secure bicycle storage facilities;
- On-site shower facilities at City Hall for employees;
- A commitment to future shuttle service to BART stations;
- Guaranteed ride home program;
- Transit subsidies;
- On-site transit pass sales; and
- Incentives/educational program.

Parking

4.3-I-11 Establish parking standards to support trip reduction goals by:

- Allowing parking reductions for projects that have agreed to implement trip reduction methods, such as paid parking, and for mixed-use developments; and
- Requiring projects larger than 25 employees to provide preferential parking for carpools and vanpools.

See also Section 2.2 and the Land Use Classifications.



Parking is limited in many areas of the city - especially in industrial areas with auto repair facilities or freight forwarding.

- 4.3-I-12 *Amend the Zoning Ordinance to include minimum parking requirements based on proximity to transit stations and development intensity.*

These standards should be examined as transit service changes. Parking above a minimum amount should be allowed only if additional amenities for bicyclists, pedestrians, transit and/or landscaping are provided.

- 4.3-I-13 *Investigate opportunities for shared parking facilities whenever possible to reduce the number of new parking stalls required.*

Potential for this exists for the area near the South San Francisco BART Station.

- 4.3-I-14 *Establish off-street truck parking standards for industrial developments.*

While the City maintains loading requirements for industrial and warehousing uses, truck parking on streets continues to be a problem in many areas. Some neighboring cities, such as Burlingame, maintain off-street truck parking standards. Stricter enforcement of on-street parking measures, especially during the peak hours, would also further mobility.