

3 CIRCULATION ELEMENT

The purpose of the Circulation Element is to provide the policy framework for regulation and development of the circulation system in Hillsborough. This Element balances the need to provide safe ways to move people from one place to another with the goal of preserving the character of the community.

The Circulation Element must be correlated with the Land Use Element. As required by Government Code Section 65302(b), this Element contains information on the general location and extent of existing and proposed major thoroughfares, transportation routes and terminals. State law also requires that a Circulation Element include data and policies related to the provision of public infrastructure. These components have been moved to the Land Use Element.

The Element is divided into two sections:

- ◆ **Background Information.** Provides background information on the existing circulation system, as well as identifies improvements that will be made to address existing problem areas.
- ◆ **Goals, Policies and Actions.** Provides policy guidance for maintaining and improving all aspects of the circulation system.

A. Background Information

The Town of Hillsborough is a unique community in that its founders made the decision to preserve the low density character of the community by adopting regulations that banned sidewalks and grid pattern streets. As a result, Hillsborough is mainly comprised of small, curvilinear residential streets, with few direct cross-town connections or connections to the external regional roadway system. The following provides some general information about the regional system that serves Hillsborough and surrounding communities, as well as the local system, which was designed primarily for local residents.

1. Regional Roadway System

Regional access to Hillsborough is provided by three major freeways: State Route 92 (SR 92), U.S. Highway 101 (US 101) and Interstate 280 (I-280). El Camino Real (SR 82) also serves regional traffic and links Hillsborough to the cities of Burlingame and San Mateo. Brief descriptions of these key regional roadways within the Town are presented below.

The portion of SR 92 adjacent to Hillsborough is a freeway that runs in an east-west direction from Half Moon Bay, near the coast, to Hayward on the east side of the San Francisco Bay via the San Mateo Bridge. SR 92 has two lanes in each direction between I-280 and US 101. Access to Hillsborough via SR 92 is provided via interchanges at Ralston Avenue/Polhemus Road, De Anza, Alameda De Las Pulgas and El Camino Real.

US 101 is an eight-lane freeway located east of the Town of Hillsborough. US 101 extends northwards to San Francisco and southwards to San Jose and the Central California Coast. Access to US 101 is provided via several routes along local roadways in Hillsborough, San Mateo and Burlingame.

I-280 is a north-south freeway located to the west of Town. I-280 runs between San Jose and San Francisco and contains four lanes in each direction near Hillsborough. The portion of I-280 adjacent to Hillsborough is an officially designated State Scenic Highway. Direct access to the Town of Hillsborough is provided via the Black Mountain Road/Hayne Road/Skyline Boulevard interchange. Indirect access to the Town is provided at the Trousdale Drive interchange (via Skyline Boulevard) and at the Bunker Hill Drive interchange (via Polhemus Road).

El Camino Real (SR 82) is an arterial extending between San Francisco to the north and San Jose to the south. The number of lanes on El Camino Real varies from one community to another. In the vicinity of Floribunda Avenue, four lanes are provided on El Camino Real.

2. Local Street Classification System

The local roadway system serving Hillsborough is mainly comprised of smaller, curved residential streets. The following provides a description of the functional classifications of the local roadways serving Hillsborough, and also identifies which streets in Hillsborough are within each classification. These roadways work together to form the Town's major circulation system.

- ◆ **Freeways.** Freeways are limited-access, high-speed travelways included in the State and federal highway systems. Their purpose is to carry long-distance regional traffic. Access is provided by interchanges with typical spacings of one-mile or greater. No direct access is provided to adjacent land uses. There are no freeways within the Town's limits. Interstate 280 is located to the west of the Town, State Route 92 is located to the south and US 101 is located to the east of Hillsborough.
- ◆ **Arterials.** Arterial roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and major cross-street intersections are signalized. This roadway type is divided into two categories: major and minor arterials. Major arterials are typically four- or more lane roadways and serve both local and through traffic. El Camino Real is Hillsborough's only major arterial. Minor arterials are typically two- to four-lane streets and serve local and commute traffic. Minor arterials within Hillsborough include Crystal Springs Road and Skyline Boulevard.
- ◆ **Collectors.** Collectors are streets that provide land access and traffic circulation within residential areas. They connect local streets to arterials and are typically designed with two travel lanes. Examples of collectors in Hillsborough include El Cerrito Avenue, Hayne Road, Black Mountain Road, Chateau Drive, Ralston Avenue and Hillsborough Boulevard.
- ◆ **Local Streets.** Local streets provide direct access to abutting residential properties as their primary function. In Hillsborough, the majority of streets are local streets.

3. Level of Service Definitions

The operations of roadway facilities are described with a “level of service” or “LOS”, which is a qualitative description of traffic flow based on such factors as speed, travel time, delay and freedom to maneuver. Six levels are defined from LOS A, the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents “at-capacity” operations. When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F.

Table C-1 depicts the threshold volumes, based on the roadway facility type and number of lanes, for the various types of roadways found in the Town. These threshold volumes are approximate in nature and serve primarily as a general guide as to whether the roadway is over or under capacity. Where intersections become the constraint points along roadway segments, the intersection’s level of service can be used to determine the roadway’s level of service. Signalized and unsignalized intersections level of service are based on the delay that drivers experience when passing through an intersection. Tables C-2 and C-3 depict the level of service levels for signalized and unsignalized intersections.

4. Circulation Problem Areas and Solutions

Overall, Hillsborough’s roadway system operates at a LOS A or B the majority of the time. As local and regional growth continue to occur during the next 20 years, the roadways volumes may increase to a LOS C operation on Ralston Avenue, but the majority of the roadways will still maintain LOS A or B operations, assuming a growth rate of approximately one percent per year.

While the existing and future roadway operations will be generally at good levels of service, limited problems will occur in the Town. The following actions outline the issues and concerns raised in the community with regards to traffic circulation in the Town, as well as describe how the Town will address each issue.

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TABLE C-1 **ROADWAY LEVEL OF SERVICE THRESHOLD VOLUMES**

Roadway Type	Maximum Daily Volume (both directions) ¹				
	LOS A	LOS B	LOS C	LOS D	LOS E
2-lane Minor Arterial	6,600	7,700	8,800	9,900	11,000
2-lane Collector	5,700	6,650	7,600	8,550	9,500
2-lane Local Street ²	1,200	1,400	1,600	1,800	2,000

¹ All volumes are approximate and assume ideal roadway characteristics.

² The capacity limitation is related to neighborhood quality of life rather than the physical carrying capacity of the road. This assumes a standard suburban neighborhood, 40-foot roadway width and 25 mile per hour speed limit with normal speed violation rates.

TABLE C-2 **SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA**

LOS	Description	Average Control Delay (in seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression or very long cycle lengths.	> 80.0

Note: V/C = volume-to-capacity

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

TABLE C-3 **UNSIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA**

Level of Service	Description	Average Control Delay per Vehicle (Seconds)
A	Little or no delay	≤ 10.0
B	Short traffic delay	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

a. School Congestion

There are existing problems with congestion occurring around the public schools during the morning when students are dropped-off and in the afternoon when they are picked-up. High levels of congestion only occur for a period of less than one hour twice a day. For example, the intersections near Crocker Middle and North Elementary Schools operate at a LOS D occurring during the morning drop-off period and LOS C in the afternoon. This will continue to decline in the future, with mornings worsening to LOS F and afternoon falling to LOS D. Installing major physical traffic control improvements, such as traffic signals or additional waiting areas for cars, to improve the traffic flow during these short periods of time would be very costly and affect the visual character of the area. As a result, the Town is willing to accept a higher level of congestion around the public schools during the pick-up and drop-off hours then it would otherwise accept on other residential roadways.

However, the Town will continue to work with the School District to explore less intrusive and less costly ways to control congestion and traffic flow

around the public schools. For example, the Hillsborough City School District is in the process of creating a Master Plan of improvements for all of the public schools. The School District has hired traffic consultants to help redesign school access as part of the Master Plan process. Since many of these improvements will not occur for several years, the Town will consider short-term measures, such as additional police presence, to help manage school traffic.

b. Floribunda Avenue/El Camino Real Intersection Safety

There are approximately seven to eight traffic accidents per month within Hillsborough and the highest number occur at the intersection of Floribunda Avenue and El Camino Real. A study of the intersection was completed and potential improvements identified that address the intersection's various safety concerns. The Town will work with Caltrans to implement the study's recommendations.

c. Black Mountain Road/Hayne Road/Skyline Boulevard Intersection

Another area that experiences high levels of congestion is the Black Mountain Road/Hayne Road/Skyline Boulevard intersection, with a morning LOS E. While much of this traffic is comprised of local Hillsborough residents, contractors and students traveling to The Nueva School, people traveling to and from San Mateo and other adjacent communities also use Hayne Road to access I-280. A portion of the intersection is outside of the Town's limits and under the jurisdiction of San Mateo County and Caltrans.

Future regional growth projections from the City/County Association of Governments (C/CAG) regional travel demand forecasting model anticipate that the number of non-Hillsborough residents impacting the intersection will increase dramatically in the future, reaching a LOS F both in the morning and afternoon. The Town has decided that, while some improvements are necessary to ensure the comfort of its residents traveling through the Black Mountain Road/Hayne Road/Skyline Boulevard intersection and to The Nueva School, the Town cannot afford to make costly circulation improvements simply to facilitate regional traffic, especially since the Hillsbor-

ough circulation system was never designed to safely transport large numbers of through vehicles. As a result, the acceptable level of service for this intersection is higher than the rest of the community.

While accepting a higher level of congestion, the Town will work with San Mateo County and Caltrans to implement feasible improvements at this location, such as adding a separate eastbound left-turn lane and a separate shared through/right-turn lane to improve traffic flow. This improvement is anticipated to improve the intersection's operation to LOS D in the morning and LOS C in the afternoon.

d. On-street Parking Obstructions

Many of Hillsborough's streets are narrow and vehicles are often not parked properly. Fire engines sometimes have difficulty navigating around parked vehicles on streets. Residents are usually responsive when asked to fix the situation. The Town will update its parking strip requirements to ensure that there is adequate on-street parking and provide safer pedestrian routes, while addressing concerns about the impact of parking strips on the visual character of the community.

e. Emergency Response Access

The existing circulation system increases the difficulty for the Fire Department to serve the Town due to the limited number of north-south connections. This lack of connectivity limits the options for responding vehicles. There are few physical improvements that can be made to the circulation system to address this since the roadway system is mainly built-out. However, to address this issue, the Fire Department ensures that its drivers are well trained and know the Town well.

5. Parking Requirements

Parking generally is not a problem in Hillsborough, since most homes provide adequate off-street parking for residents and a limited number of guests. When parking may become an issue is during large events, such as parties, when there is a high demand for on-street parking. This can become a prob-

lem since the Town's streets are generally narrow, and poorly parked cars can make through traffic and emergency access difficult. The police are available to assist in organizing parking during events, and they report that generally people are very responsive when asked to park correctly.

To address the need for on-street parking that allows cars to be parked partially out of the roadway, the Town requires development that involves work within a public right-of-way, or when a building permit is issued involving more than 50 percent of the living area of a dwelling, to provide a 5-foot-wide parking strip along the street frontage of the property. Some members of the community find the parking strips unattractive. Another complaint is that some property owners install parking strips, but then put vegetation or hard-scape within the parking strips, making them unusable for parking. Another parking issue raised is that some visitors are not aware that the strips are to be used for parking. To address these issues and ensure that the parking strip ordinance meets the needs of the community, the Town will update the ordinance, as described in the Goals, Policies and Actions section of this Element.

6. Pedestrian Routes

The Town of Hillsborough has a history of not allowing sidewalks in an effort to maintain the rural character of the community. While the lack of sidewalks does add to the character of the community, it sometimes results in people having to walk in the travel lanes of the roadway, potentially creating safety hazards, especially for children walking to school. The parking strips do provide an alternative to walking on the street, when not used by cars. The revision to the parking strip ordinance, as discussed in the Goals, Policies and Actions section, will take into consideration the benefits to pedestrian safety when determining the appropriate location for parking strips. The Town will also encourage the provision of bicycle and pedestrian routes around school areas to encourage students to walk and bike to school and help reduce automobile congestion.

The San Mateo County 2001 Trails Plan identifies two trails that are routed through Hillsborough or adjacent to the Town limits.

- ◆ First, the multi-use San Mateo Creek Trail is proposed along Crystal Springs Road, with a proposed on-street bicycle route and off-street path for hikers. The Town supports exploring the possibility of completing the San Mateo Creek Trail, with an emphasis on providing an off-street trail for both pedestrian and bicyclists due to the narrow roadway which makes on-street bicycle travel dangerous.
- ◆ Second, El Camino Real is identified as the hiking/equestrian Juan Bautista de Anza National Historic Trail due to the fact that the road generally follows the route taken by Juan Bautista de Anza in 1775-6. However, the Trails Plan states that El Camino Real is not the best location for recreational use due to the high volume of traffic and recommends using other trails. Alternatives to this route, using other trails outside Hillsborough, are identified in the Trails Plan.

7. Bicycle Facilities

Bike facilities are limited in Hillsborough due to the existing narrow roadway system and hilly terrain. Consistent with the proposed San Mateo Creek Trail identified in the County's Trail Plan, as described above, portions of Crystal Springs Road contain existing bicycle lanes. Bicycle lanes are striped along the south side of Crystal Springs Road from Stonebridge to El Cerrito and then for a short portion further to the west on both sides of Crystal Springs. However, the bike lane is not complete and is very narrow in areas, thereby making it difficult to access and use. There is also an existing bike lane along both sides of Skyline Boulevard from Hayne Road to Summit Drive. The 2000 San Mateo County Comprehensive Bicycle Route Plan also shows bikeways for both Skyline Boulevard and Crystal Springs Road. The proposed Crystal Springs bikeway, called Crystal Springs—3rd/4th Avenue Bikeway, would connect the multi-use Sawyer Camp Trail, located in San Mateo County west of the Town of Hillsborough, to the San Francisco Bay Trail multi-use path that traverses the shorelines of the cities to the east of Hillsborough. The Town will continue to explore opportunities to provide

additional bicycle facilities, where appropriate. Figure C-1 depicts the location of the existing Skyline Boulevard and proposed Crystal Springs Road bikeways.

Even though there are few official bicycle facilities in Hillsborough, the Bicycle and Pedestrian Advisory Committee of C/CAG has identified main bicycle routes for Hillsborough. These maps are available to the public for use in planning their bicycle trip through Hillsborough.

8. Public Transit

There is not currently any public transportation running through the Town of Hillsborough. Due to Hillsborough's low density housing, low ridership potential, and roadway system, it is unlikely that any fixed bus route would be routed through the Town.

Express bus route #MX, operated by the San Mateo County Transit District (SamTrans), runs along El Camino Real, providing service to downtown San Francisco. Riders of the #MX route can transfer to Routes 295, 390 and 391, which run to the Caltrain station, South San Francisco Bay Area Rapid Transit (BART) station and Colma BART station, respectively. Residents of Hillsborough have access to the BART system at the Millbrae BART station, which is the closest station and is located in the neighboring City of Millbrae.

SamTrans also offers Redi-Wheels, a Paratransit service for the disabled persons of Bayside San Mateo County who are unable to use regular bus services. This service is available for disabled residents of Hillsborough. The Redi-Wheels territory includes San Mateo County and also transports riders to North Palo Alto and portions of San Francisco.

Regional rail service is provided in the adjacent communities of Millbrae, Burlingame and San Mateo. Caltrain provides frequent train service between San Jose and San Francisco seven days a week, with the "Baby Bullet" train stopping at the Millbrae station. During commute hours, Caltrain provides

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Figure C-1: Bikeways

extended service to Gilroy. The closest Caltrain stations to the Town of Hillsborough are the Millbrae, Broadway, Burlingame and San Mateo stations.

9. San Francisco International and San Carlos Airports

The closest airport to Hillsborough is the San Francisco International Airport (SFO). SFO is located approximately three miles northeast of Hillsborough on the northeast side of US 101, between the freeway and the San Francisco Bay. The facility is the largest commercial service airport in the Bay Area and in Northern California. The airport is served by 38 airlines and served approximately 29 million annual passengers in 2003. The airport is owned and operated by the City and County of San Francisco, but is located entirely within San Mateo County.

San Carlos Airport is located approximately 10 miles southeast of SFO adjacent to US 101, on the northeast side of the freeway. San Carlos Airport is a small but busy general aviation airport. The facility is located within the city limits of the City of San Carlos, but is owned and operated by the County of San Mateo. The facility includes a single runway (Runway 12/30) that is 2,600 feet in length. Aircraft operating at the airport are limited by the County of San Mateo to 12,500 pounds or less in weight. This limitation allows most single piston engine aircraft and some light twin piston engine aircraft. Approximately 500 general aviation aircraft are based at the airport. The facility is designed for general aviation aircraft operations (take-offs, landings and transitions) only, with the airport handling approximately 170,000 operations per year. There is no current or planned commercial airline service at San Carlos Airport.

B. Goals, Policies and Actions

Goal C-1	Provide for well-maintained, safe roads and encourage safe driving, bicycling and walking practices throughout the Town.
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Policy C-1.1: Maintain public roadways in good condition to minimize the potential for automobile accidents and reduce wear and tear on vehicles.

Policy C-1.2: Install additional street safety improvements, where feasible, within areas where traffic creates public safety problems.

Policy C-1.3: Provide for adequate sight distance at all intersections and driveways where feasible, including areas experiencing high parking rates due to construction projects and events.

Policy C-1.4: Promote safe motor vehicle, pedestrian and bicycle activities to avoid situations that may result in accidents.

Policy C-1.5: Maintain adequate emergency access for all land uses.

Action C-1.1: The Public Works Department will continue to utilize the Pavement Management System to plan for the on-going maintenance of the Town's roadways.

Action C-1.2: The Police Department will monitor accident reports and complaints to identify locations that are at high risk for accidents, including the El Camino Real/Floribunda Avenue intersection. They will work with the Public Works Department to identify and implement appropriate improvements to reduce the incident of accidents.

Goal C-2	Wherever possible, reduce traffic congestion in Hillsborough, especially around schools and at main entrances to Hillsborough.
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- Policy C-2.1: Maintain a minimum Level of Service “C” operating standard for intersections and roadway segments in the Town of Hillsborough, except for the Black Mountain Road/Hayne Road/Skyline Boulevard intersection and the intersections and roadway segments adjacent to public or private schools.
- Policy C-2.2: Accept Level of Service “F” at the intersection of Black Mountain Road/Hayne Road/Skyline Boulevard, which is affected by regional traffic traveling to and from I-280 through Hillsborough.
- Policy C-2.3: Accept Level of Service “F” during the morning and afternoon pick-up and drop-off hours at intersections and roadway segments adjacent to the public schools due to the intermittent character of the congestion.
- Policy C-2.4: Work with the public and private schools to encourage site design and operation that reduce, wherever possible, traffic impacts to adjacent roadways.
- Policy C-2.5: Encourage the public and private schools to expand ride-sharing activities to help reduce school-generated vehicle traffic around the schools.
- Policy C-2.6: Coordinate with adjacent jurisdictions and regional planning agencies to promote safe and efficient roadway design at Town entrances, as well as to support the management of overall traffic congestion.

- Action C-2.1: The Town will work with San Mateo County, the SFPUC and Caltrans to implement feasible improvements at the intersection of Black Mountain Road/Hayne Road/Skyline Boulevard to improve traffic flow or limit the amount of regional cut-through traffic traveling into the Town. Such improvements might include adding a separate eastbound left-turn lane and a separate shared through/right-turn lane. The Town may consider adoption of traffic impact fees to fund the Town's share of improvements.
- Action C-2.2: The Town will work with Hillsborough City School District through the District's Facility Master Plan process to identify roadway improvements for site access and on-site circulation at the schools, as well as explore and implement traffic control programs to reduce congestion in the area around the public schools. The Town will also work with the District to identify and implement short-term measures, such as providing additional police presence, to address traffic congestion until long-term improvements are made.
- Action C-2.3: The Town will work with the School District and local private schools to develop a network for parents to facilitate organizing carpools as well as encouraging safe walking and biking.
- Action C-2.4: The Town will identify minimum Levels of Service for intersections and roadways shared with adjacent communities (i.e. the intersection of El Camino Real/Floribunda Avenue and the roadway segments of Summit Drive east of Bella Vista Drive and of Crystal Springs Road west of Alameda de las Pulgas) and pursue agreements with adjacent communities to maintain those intersections at the agreed upon Level of Service.

Action C-2.5: While accepting a lower Level of Service where appropriate, the Town will monitor every five years via traffic counts roadway segments or intersections that are operating at Level of Service D or lower. The Town will explore feasible mitigation measures to reduce congestion at these locations.

Goal C-3	Ensure that there is adequate, safe parking to maintain good traffic flow and emergency access.
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Policy C-3.1: Encourage property owners to provide adequate parking to meet demand.

Policy C-3.2: Continue to require property owners who are building a new house or remodeling/adding more than 50 percent to the living area of an existing house, to install parking strips, as a means to provide safer on-street parking. Once updated, parking strip requirements will reflect the need to continue to require parking strips in areas where the strips provide needed parking and safety, such as:

- ◆ Narrow streets where on-street parking without a parking strip may obstruct the flow of traffic.
- ◆ Areas near to major pedestrian destinations, such as schools and parks, where parking strips provide off-street pedestrian routes.

In addition to affirming areas where parking strips should continue to be required, the updated parking strip requirement will incorporate additional opportunities for flexibility, such as reducing or waiving the parking strip requirements. Opportunities where flexibility may be appropriate include:

- ◆ Non-residential properties where adequate off-street parking is available for visitors and where there are little or no adjacent residential uses that will generate the need for parking.
- ◆ Properties located on streets with little demand for parking and where parking strips on only a portion of the street frontage will provide adequate opportunities for safe, on-street parking.

Action C-3.1: The Town will review all construction plans for conformance with Municipal Code parking requirements.

Action C-3.2: The Town will update the parking strip requirement.

Goal C-4	Provide for safe pedestrian routes in appropriate locations.
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Policy C-4.1: Work with the public and private schools to promote safe driving and pedestrian circulation around or near the schools.

Policy C-4.2: Work with residents to identify appropriate locations for the provision of off-street pedestrian routes, such as on Town-owned open space areas, large properties when subdivided, and as a feature of parking strips.

Action C-4.1: The Town will coordinate with the school district and other entities to develop “Suggested Routes to School Plans” for all public and private schools in the Town. Plans shall identify all pedestrian and bicycle facilities, and traffic control devices for residents to determine the most appropriate travel routes. The plans shall also identify existing easements for potential use for off-street pedestrian pathways.

Goal C-5	Support the provision of safe bicycle routes that will reduce conflict with automobile traffic.
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Policy C-5.1: Continue to cooperate with San Mateo County, C/CAG and bicycle organizations in the planning and implementation of a countywide bicycle system which will traverse and connect with Hillsborough.

Policy C-5.2: Encourage the provision of bicycle facilities in areas that provide adequate space and separation from automobiles without negatively impacting biologically sensitive areas.

Action C-5.1: The Town will pursue the creation of an off-street bicycle trail along Crystal Springs Road, consistent with the County's Trails Plan and Bicycle Route Plan. In this effort, the Town will work with current property owners, including the SFPUC, to incorporate the trail into future development along the route. The Town will recommend that the County of San Mateo research, identify and compete for available funding to assist with the completion of the trail. Hillsborough will also request the County of San Mateo and C/CAG to study feasible alignments that would avoid negatively impacting sensitive biological resources located along San Mateo Creek.

Action C-5.2: The Town will develop a community awareness program to encourage local use of safer bicycle routes, including referring residents to the C/CAG Bicycle and Pedestrian Advisory Committee's bicycle route map. The Town will include bicycle and pedestrian safety and enforcement when developing community awareness programs.

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