

What is a Countywide Transportation Plan?

San Mateo Countywide Transportation Plan 2040

Purpose: The San Mateo Countywide Transportation Plan will provide the county with a long-range, comprehensive transportation planning document intended to articulate clear transportation planning objectives and policies. The plan builds upon and reflects the plans and strategies of transportation agencies in San Mateo County and the Bay Area.

Central Vision Statement: to provide an economically, environmentally, and socially sustainable transportation system that offers practical travel choices, enhances public health through changes in the built environment, and fosters inter-jurisdictional cooperation.

What is the difference between SMCTP 2040 and other transportation plans?

SMCTP 2040 integrates all of the County's transportation modes and facilities, while other plans are typically concerned only with a single mode or facility type, such as public transit or highway.

Key Transportation Agencies:

City/County Association of Governments of San Mateo County



San Mateo County Transportation Authority



SamTrans



Peninsula Corridor Joint Powers Board (Caltrain)



Caltrans



BART



Metropolitan Transportation Commission



Commute.org



SMCTP Elements:

Land Use & Transportation



Roadway System



Bicycles & Pedestrians



Public Transportation



Transportation System Management and ITS



Transportation Demand Management



Parking



Modal Connectivity



Goods Movement



Finance



Challenges and Opportunities

San Mateo Countywide Transportation Plan 2040

CHALLENGES

Rapidly growing economy – booming technology sector

- San Mateo County has one of the lowest unemployment rates in the state
- With the expected growth of the technology sector, it will be a major challenge to provide transportation services that keep up with the needs of these industries and their employees

Trips into and out of the county – Requires Regional Approach

- In 2015, approximately 60 percent of home-based work trips crossed the county borders
- By 2040, the number of work trips into and out of the county is forecast to increase by 107,500 or 24 percent

Limited right of way for major freeway corridors

- The most heavily-used roadways in the county are built to the limits of the right of way with homes, businesses or other existing land uses
- Expansion of the most congested roadways would potentially produce significant impacts

Aging population – large increase in working and retired seniors

- A larger share of the population older than 65 will continue to work, likely increasing demand for public transportation and ridesharing services for commute and non-commute travel

Emerging trends in transportation technology and shared mobility options

- Technology advances have the potential to increase traveler safety, increase mobility, reduce congestion and provide transportation services more efficiently and reduce greenhouse gas emissions
- Examples include: real-time transit, parking and traffic information, shared mobility options, electric vehicles, and connected and automated vehicles

Increased emphasis on reducing vehicle miles traveled (VMT) and greenhouse gas emissions and less emphasis on traffic delay or level of service (LOS)

- Under Senate Bill 743, adopted in September 2013, vehicle delay-based measures will no longer be considered a significant impact under the California Environmental Quality Act (CEQA)
- Changes in Vehicle Miles Travelled will be considered an environmental impact under CEQA if the increase in VMT exceeds a pre-specified threshold level
- The regulations are anticipated to be effective statewide in 2019

APPROACHES

Enhancing transit capacity, service frequency, and connectivity

- By 2040, public transit will provide an increasing amount of travel in San Mateo County
- Significant investment in public transportation will be required to ensure that transit services connect the appropriate origins and destinations with a competitive travel time

Getting the most out of existing roadway infrastructure – managed lanes, intelligent transportation systems (ITS), and transportation systems management (TSM)

- Investments in advanced electronics and communications on the roadway system, such as managed lanes, ITS and TSM, can improve motor vehicle traffic operations and moderate the effects of increased congestion

Managing demand through employer-based trip reduction programs, parking policy and pricing

- Changes to parking policies, such as reduced parking requirements for new development and variable parking pricing, are potential tools for reducing drive-alone trips
- Employer-based programs to reduce drive-alone trips include incentives to use transit, increased telecommuting, and bus shuttles

Improving safety for pedestrians and bicyclists

- Significant investments in pedestrian and bicycle facilities will enhance safety for non-motorized travel as well as contribute to healthier, more active communities

MAJOR INITIATIVES

Land use and transportation integration

- Transit-oriented development and mixed-use urban and suburban villages create areas in which walking, cycling, and transit use are more convenient and practical

Implementing managed lanes on US 101

- Completion of the US 101 managed lanes would provide a travel-time advantage for higher occupancy vehicles such as carpools and transit

Integration with BART, Caltrain, and High Speed Rail

- BART, Caltrain and High Speed Rail will be essential to meeting the projected growth of inter-county commuting by people living or working in San Mateo County

Expanding SamTrans express bus and commuter services

- Continued growth in the number of commuter-oriented shuttle services and/or expanded express bus services will be needed to supplement the high-capacity rail services and the local bus services in the county

Bus rapid transit or transit signal priority

- Implementing transit-priority improvements such as TSP and use of special lanes increase the reliability of service and provide a greater travel-time advantage to transit
- Bus Rapid Transit provides a comprehensive approach to increasing transit capacity and quality, at a lower cost than similar rail projects

Arterial management

- The arterial system will continue to be the connection between the freeway system and local origins and destinations and will be the primary routes for bus transit services, goods pick up and deliveries and local travel within the county
- Advanced traffic signal systems that allow adaptation to changing conditions and priority to emergency or transit vehicles when appropriate can help keep all modes functioning efficiently and effectively

Complete streets

- Complete streets policies seek to provide a balanced, multimodal transportation network that meets the needs of all users
- All local jurisdictions in San Mateo County have adopted Complete Streets Resolutions or policies in their General Plan, in accordance with the Complete Streets Act of 2007 and regional guidance

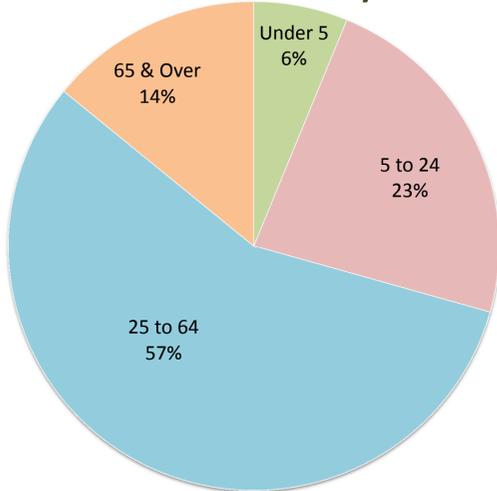
San Mateo County Setting

San Mateo Countywide Transportation Plan 2040

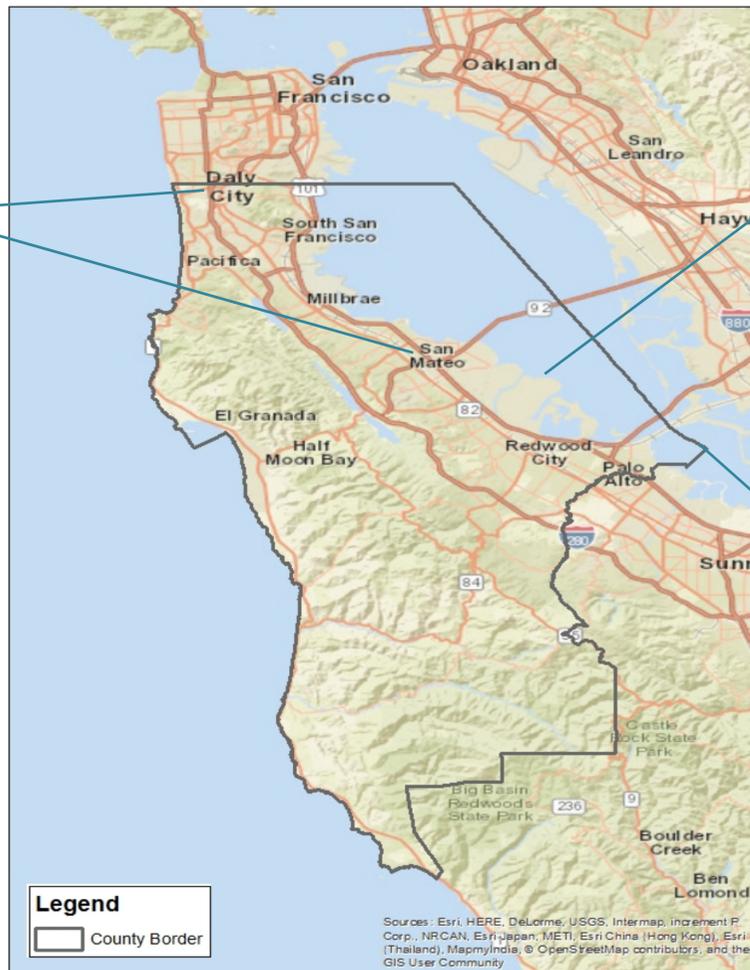
POPULATION CHARACTERISTICS

Daly City and San Mateo are the two largest cities, each with approximately 14% of the population of San Mateo County.

Age Distribution in San Mateo County



Source: US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates (a rolling average of sampling data)

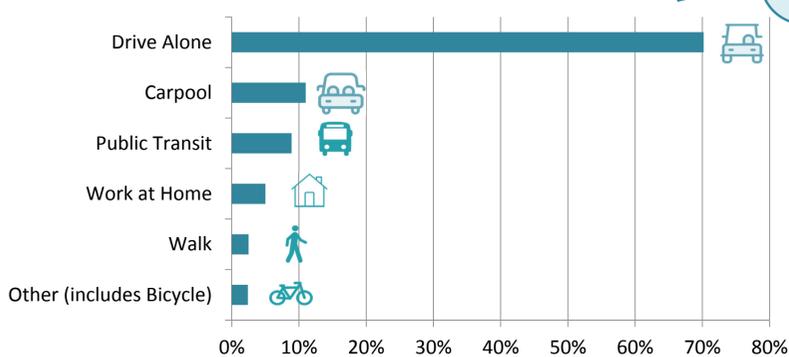


San Mateo County is located between San Francisco and San Jose on the San Francisco Peninsula. The urbanized portion of the county is located between The Bay to the east and I-280 to the west.

The estimated population in 2015 was 745,000, an increase of 3.75% from the 2010 Census.

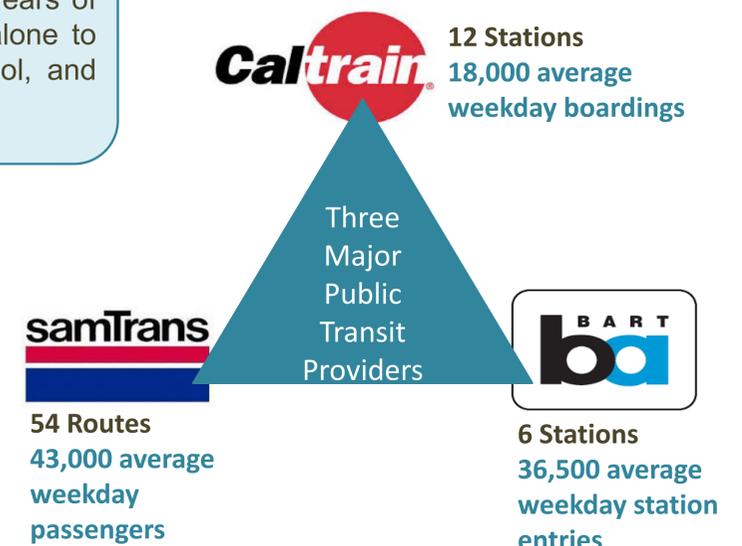
TRAVEL CHARACTERISTICS

Mode of Travel to Work Distribution in San Mateo County



Source: US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Just over 70% of San Mateo County residents 16 years of age and older drive alone to work, 11% use carpool, and 9% use public transit.



Sources: San Mateo County Transit District FY 2014-2023
BART, 2015 Ridership by Station
Caltrain, 2015 Annual Passenger Count

FORECASTED GROWTH BY 2040

Population: 21% increase

Travel: 22% increase for all modes

Jobs: 19% increase

- 70% increase in transit trips
- 62% increase in bike trips
- 39% increase in walk trips
- 17% increase in drive trips

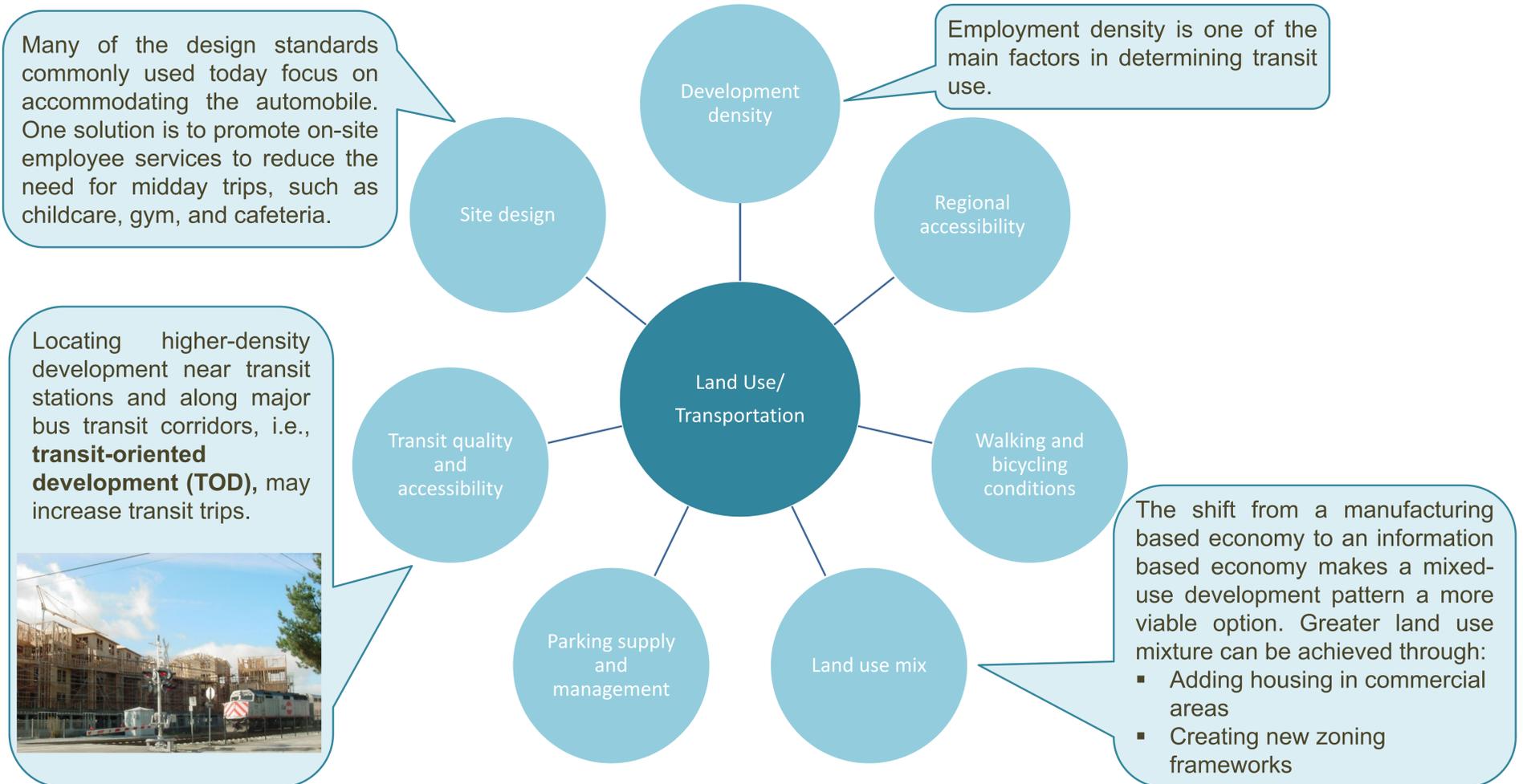
Land Use and Transportation

San Mateo Countywide Transportation Plan 2040

The Vision: A San Mateo County transportation system that is safe and convenient for all people whether travelling on foot, by bicycle, via public transportation, or in an automobile, to reach places they wish to go.

How is land use related to transportation?

Changes in land use patterns can encourage the use of alternative travel modes and may decrease traffic congestion. The following diagram shows some of these land use factors:



Objectives

- Develop a “Multimodal Connections” Program to be included in San Mateo County’s portion of the Metropolitan Transportation Commission’s Transportation for Livable Communities Program.
- Implement a “TOD Employment Incentive Program.”
- Implement the Grand Boulevard Initiative vision of transit-oriented development along the El Camino Real corridor in proximity to Caltrain, BART, and prospective bus rapid transit stations.
- Enhance the TOD Housing Incentive Program.
- Enhance the quality of public places and spaces in San Mateo County.
- Revise and enhance the Transportation Demand Management Guidelines.

P What does SMCTP 2040 say about parking?

The Vision: Parking in San Mateo County that is a “right-sized” balance of supply and demand, supportive of Transit Oriented Development and Sustainable Communities Strategies, intuitive to use, and environmentally responsible.

Objectives

- | | |
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| <ul style="list-style-type: none"> ▪ Increase the number of San Mateo County communities that reduce parking requirements in the case of affordable housing projects, transit-oriented development, and proposed shared-parking arrangements. ▪ Increase the number of “green” parking lot projects in San Mateo County. ▪ Increase the number of solar panel installations on top of parking facilities in San Mateo County. ▪ Increase the number of “smart” parking meters in San Mateo County. | <ul style="list-style-type: none"> ▪ Increase the number of bicycle lockers and racks at offices, shops, stores, parking lots and structures, and transit stations in San Mateo County. ▪ Increase the number of communities with parking management master plans in San Mateo County. ▪ Provide C/CAG incentives for parking standards reform. ▪ Develop a “Multimodal Connections” Program to be included in San Mateo County’s portion of the Metropolitan Transportation Commission’s Transportation for Livable Communities Program. ▪ Implement a “TOD Employment Incentive Program.” |
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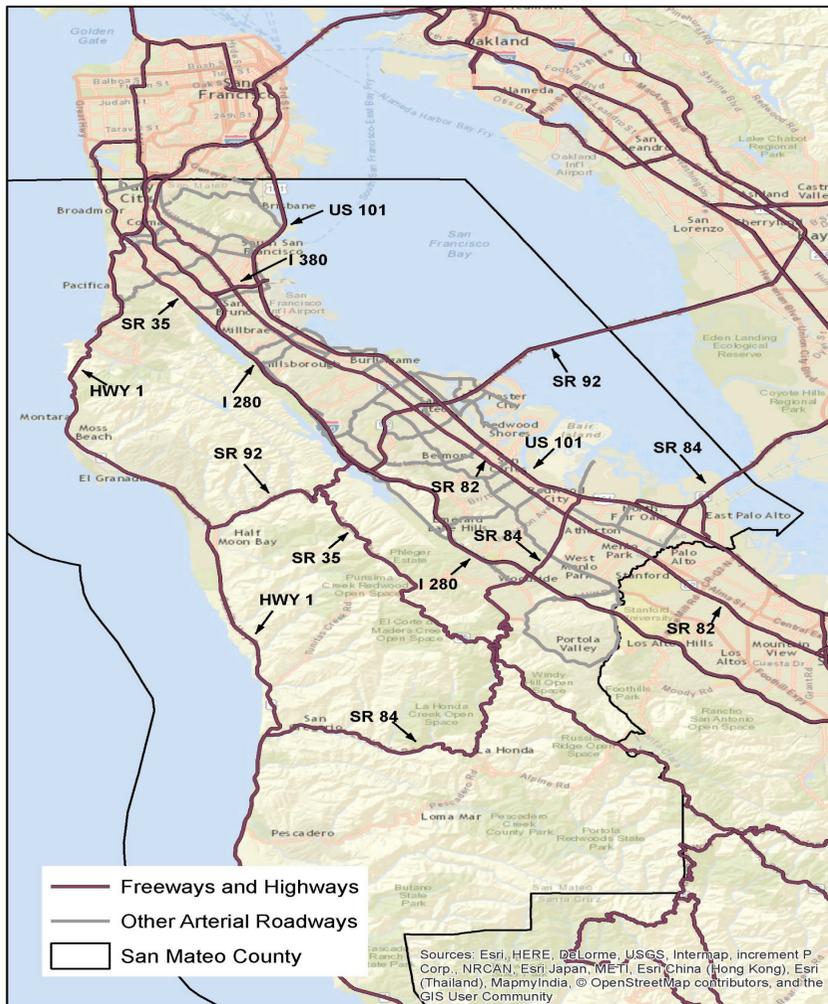
Roadway System

San Mateo Countywide Transportation Plan 2040

The Vision: A multimodal transportation network that contributes to the socio-economic and environmental health and safety of San Mateo County.



What is the roadway system like in San Mateo County?



Roadway System in San Mateo County

The roadway system in San Mateo County consists of five types of facilities:

- Freeways
- Major arterials
- Minor arterials
- Collectors
- Local roads

A portion deemed to be of greatest importance for regional connectivity and intra-county mobility has been designated as the **Congestion Management Program Roadway System (CMP)**. Based on the monitoring conducted for the CMP in 2015, 11 roadway segments and 3 intersections were found to operate at a level of service “F.”

There are many planned projects to improve the congestion, reliability, and connectivity of the roadway system.

Objectives

- Improve the person throughput of the roadway system.
- Reduce the number and severity of crashes on roadways in San Mateo County.
- Reduce the rate of growth of roadway congestion.
- Maintain the roadway system at an acceptable level.
- Reduce the per capita vehicle miles travelled on the roadway system.

Policies

- Improve the efficiency of the existing roadway system in San Mateo County.
- Focus capacity-increasing program on the most congested commute corridors.
- Improve connections with regional transportation facilities.
- Enhance safety for travel by motorized modes.
- Maintain the roadway system.

What are some of the additional elements addressed in the SMCTP?



Transportation Demand Management

The Vision: A San Mateo County in which reliance on solo occupant motor vehicle travel is minimized.



Transportation System Management and ITS

The Vision: A San Mateo County in which the transportation system is safe, efficient, cost-effective, and environmentally responsible.



Goods Movement

The Vision: Goods movement that supports a sustainable San Mateo County.



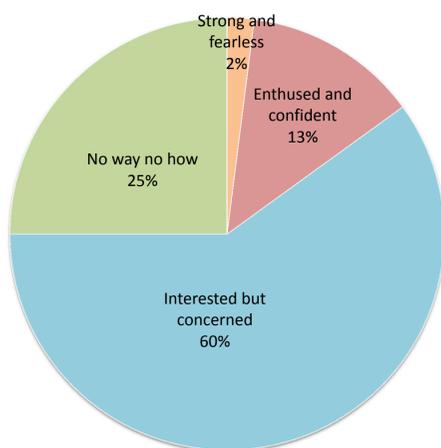
Bicycles & Pedestrians

San Mateo Countywide Transportation Plan 2040

The Vision: A San Mateo County in which bicycling for active transportation and recreation is safe, comfortable, and convenient.

 Bicycling is one of the most cost-effective, cleanest ways of reducing automobile use in San Mateo County. In San Mateo County, 2% of local travel is by bicycle. The following chart shows the attitudes toward bicycling of San Mateo residents (old enough to bicycle):

Attitude towards Bicycling in San Mateo County



Source: San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan, 2011

Addressing the concerns of the large group of “interested and concerned” people is an important task for public policy in support of bicycling. Helping people who do not currently bicycle overcome their reluctance to do so on the roadway, as well as to make all bicyclists safer and more comfortable requires a comprehensive set of measures:

- **Engineering** streets and roads to accommodate the needs of bicyclists
- **Education** in safe cycling in traffic
- **Encouragement** and cultural support in affirmation of bicycling as an accepted mode of everyday travel
- **Enforcement** of traffic laws for both motorists and bicyclists
- **Evaluation** on the effectiveness of improvements

Bicycle Objectives

- Increase the number of miles of Class I, II, III and IV bicycle facilities added in San Mateo County.
- Increase the number of bicycle lockers and racks in San Mateo County.
- Increase bicycle safety education and training in San Mateo County.
- Establish bike sharing programs in San Mateo County.
- Increase the use of bicycles as a mode of transportation in San Mateo County.



The Vision: A San Mateo County in which walking for active transportation and recreation is safe, comfortable, and convenient.

 In 2015, 9% of all person trips originating in San Mateo County were on foot, and 2.5% of people travelling to work in San Mateo County commuted by foot. In San Mateo County, nearly 6% of residents do not own an automobile.

One goal of the SMCTP 2040 is to promote safe, convenient, and attractive pedestrian travel for all users, whether a walking trip to the bus stop, a walking trip to school, or a leisurely walk to the park. This can be achieved through providing pedestrian facilities with adequate infrastructure, such as sidewalks and intersections with pedestrian signal heads and countdown signals.

Pedestrian Objectives

- Increase the number of pedestrian signal heads and countdown signals in San Mateo County.
- Increase the number of intersections with enhanced treatments for pedestrian safety and comfort, such as raised center medians, in-pavement lights, pedestrian-activated crossing signals, and raised crosswalks appropriate to the location.
- Increase the sidewalk network in San Mateo County by closing gaps, restoring deteriorated sidewalks and providing adequate maintenance.
- Increase pedestrian mode share for all person trips originating in San Mateo County from an estimated 9% in 2015 to 15% in 2040.
- Increase pedestrian mode share for trips to work from an estimated 2.5% in 2015 to 5.0% in 2040.

Public Transportation

San Mateo Countywide Transportation Plan 2040

The Vision: A public transportation system in San Mateo County that provides essential mobility for all, offers a competitive alternative to the automobile, and contributes to environmental and socio-economic well-being.



Public transportation has a variety of roles in San Mateo County and other urban areas. Transit vehicles carry people to and from work, serve those who have no alternative means of travel, provide an important alternative for those who do have other travel choices, and complements other transportation modes.



BART



SamTrans



Caltrain

The three major public transit providers in San Mateo County are Caltrain, BART, and SamTrans. Other public transportation services include shuttle, ferry, and the upcoming Caltrain high-speed rail.

Caltrain is implementing the Caltrain Modernization Program that will upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service, while also providing infrastructure that will help prepare the Peninsula Corridor to accommodate the California High-Speed Rail service. Caltrain and high-speed trains will primarily share Caltrain's existing tracks providing service that remains substantially within the existing Caltrain corridor creating a "blended" system of operation as early as 2025.

Transit service quality factors include the following:

- Quality
- Comfort
- Travel time
- Reliability
- Convenience
- Courtesy

Objectives

- Improve the competitiveness of public transit relative to private transportation for key trips as measured by travel time, reliability and customer satisfaction.
- Lower the cost per passenger, mile and hour for public transit service in the county, discounting for inflation.
- Improve system productivity as measured by passengers per hour and passengers per mile of service provided.
- Increase the public transit mode share of travel to, from and within San Mateo County over both a ten-year and twenty-five-year horizon.



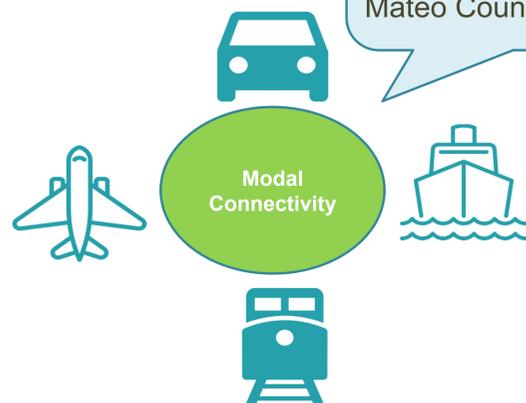
Modal Connectivity

The Vision: Seamless travel within San Mateo County using different modes of transportation.

Objectives

- Improve intermodal travel information dissemination to San Mateo County transportation system users.
- Increase the number of intermodal transit service hubs.
- Implement bicycle and pedestrian access improvements at public transit stations and stops in San Mateo County.
- Enhance shuttle bus services connecting work sites and public transit stations and stops.

Modal connectivity is an important success factor for public transportation in San Mateo County.



Funding

San Mateo Countywide Transportation Plan 2040

The Vision: Sustainable funding sources to maintain, operate, optimize, and expand all modes of the transportation networks in San Mateo County.

FEDERAL

- Fixing America’s Surface Transportation Act (FAST)
- Surface Transportation Block Grant Program (STBG) and Congestion Mitigation Air Quality (CMAQ)
- Federal Transit Administration (FTA) Grant Programs
- Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program

STATE

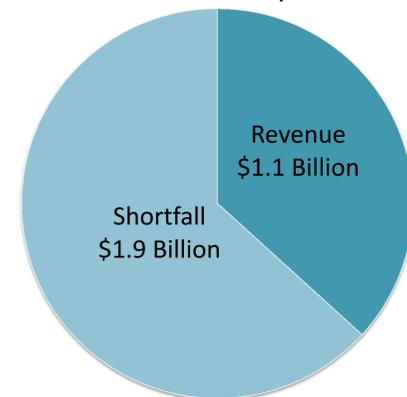
- Transportation Development Act (TDA)
- Gas Tax Subvention
- Gasoline Excise Tax
- Traffic Congestion Relief Program (TCRP)
- State Transportation Improvement Program (STIP)
- State Transit Assistance (STA) Program
- Proposition 1A - Safe, Reliable High-Speed Passenger Train Bond Act
- Proposition 1B – the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act

REGIONAL AND LOCAL

- Measure A Transportation Sales Tax
- AB 664 Net Toll Revenue Reserves
- Transportation Funds for Clean Air (TFCA)
- Transportation/Development Impact Fees
- Measure M San Mateo County Vehicle License Fee
- Congestion Relief Plan (C/CAG Member Agency Dues)
- Peninsula Corridor Joint Powers Board (JPB) Member Fees

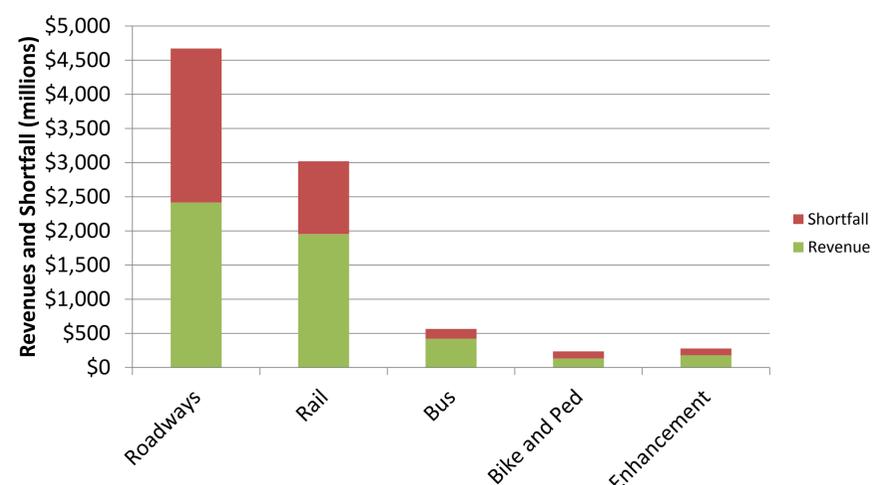
Shortfall of funds for Local Streets and Roads and Highway Improvements

Local Streets and Roads
Total Maintenance Need: \$3.04 Billion



Shortfall of funds for Capital Projects

Transportation Maintenance and Capital
Revenues and Shortfall



Policies

- Support the protection of the existing infrastructure.
- Support increasing the operational efficiency of the existing transportation network.
- Support a dedicated source of funds for Caltrain.
- Support expansion projects when and where it is appropriate.
- Priority of the STIP towards state highway improvement projects.

Project List

San Mateo Countywide Transportation Plan 2040

Sponsor Agency	Project Title
Belmont	Ralston Avenue Corridor Improvements - Phased
Belmont	Alameda de las Pulgas Corridor Study and Improvements
Brisbane	Reconstruct U.S. 101/Candlestick Point interchange to full all-directional interchange - Environmental phase
Brisbane	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase
Brisbane	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)
Burlingame	Reconstruct U.S. 101/Broadway interchange
Caltrans	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road
Daly City	Construct streetscape improvements on Mission Street (Route 82) and Geneva Avenue - Phase
Daly City	Provide overcrossing at I-280/John Daly Boulevard
Daly City	I-280 improvements near D Street exit
East Palo Alto	US 101/University Ave. Interchange Improvements
East Palo Alto	Bay Road Improvement Phase II & III
East Palo Alto	University Avenue Complete Streets Pilot Project
Half Moon Bay	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders
Half Moon Bay	Route 1 Improvements in Half Moon Bay
Menlo Park	Reconstruct U.S. 101/Willow Road interchange
Metropolitan Transportation Commission (MTC)	San Mateo Countywide Program: Local Road - Preservation/Rehabilitation
Metropolitan Transportation Commission (MTC)	SamTrans Program: Public Transit - Preservation/Rehabilitation
Metropolitan Transportation Commission (MTC)	SamTrans Program: Public Transit - Routine Operations and Maintenance
Millbrae	Construct new multi-purpose pedestrian/bicycle overcrossing across U.S. 101, north of and adjacent to existing Millbrae Avenue Bridge across U.S. 101
Millbrae	Extend California Drive north to the intersection of Victoria Avenue and El Camino Real in Millbrae
Millbrae	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road
Pacifica	The Manor Drive Overcrossing Improvement and Milagra On-Ramp Project
Pacifica	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project
Pacifica	Palmetto Avenue Streetscape Project
Pacifica	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica
Peninsula Corridor Joint Powers Board (Caltrain)	San Mateo County Grade Separation Program
Redwood City	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road
Redwood City	Implement Redwood City Street Car - Planning Phase
Redwood City	Improve U.S. 101/Woodside Road interchange
Redwood City	Middlefield Road Streetscape
San Bruno	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased
San Bruno	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only
San Carlos	Route 101/Holly St Interchange Access Improvements
San Mateo (City)	U.S. 101 Interchange at Peninsula Avenue
San Mateo (City)	25th Avenue Grade Separations
San Mateo (City)	Hillsdale/US101 Ped/Bike Bridge
San Mateo (City)	State Route 92-82 (El Camino) Interchange Improvement
San Mateo City/County Association of Governments (CCAG)	County-wide Implementation of bicycle/pedestrian enhancements
San Mateo City/County Association of Governments (CCAG)	Implement incentive programs to support transit-oriented development
San Mateo City/County Association of Governments (CCAG)	County-wide Local streets and roads operations and maintenance
San Mateo City/County Association of Governments (CCAG)	Improve operations at U.S. 101 near Route 92 - Phased
San Mateo City/County Association of Governments (CCAG)	County-wide Implementation of the Safe Routes to Schools Program
San Mateo City/County Association of Governments (CCAG)	County-wide Implementation of Transportation for Livable Communities Program
San Mateo City/County Association of Governments (CCAG)	County-wide Implementation of Transportation Environmental Enhancements
San Mateo City/County Association of Governments (CCAG)	County-wide Implementation of non-capacity Increasing local road Intersection modifications and channelization countywide

Programs not shown on map
 Projects in environmental/planning phase



Map of SMCTP Projects

Sponsor Agency	Project Title
San Mateo City/County Association of Governments (CCAG)	Implement a complete streets design for Mission Street/El Camino Real as part of Grand Boulevard Initiative - Phased
San Mateo City/County Association of Governments (CCAG)	County-wide implementation of local circulation improvements and traffic management programs countywide
San Mateo City/County Association of Governments (CCAG)	Modify existing lanes on U.S. 101 to accommodate HOV/T lane
San Mateo City/County Association of Governments (CCAG)	Add northbound and southbound modified auxiliary lanes and/or implementation of HOT lanes on U.S. 101 from Oyster Point to San Francisco County line
San Mateo City/County Association of Governments (CCAG)	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements
San Mateo City/County Association of Governments (CCAG)	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased
San Mateo County	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase
San Mateo County	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)
San Mateo County	Middlefield Road Streetscape Improvement Project
San Mateo County Transit District (SamTrans)	Make incremental increase in SamTrans paratransit service - Phase
San Mateo County Transit District (SamTrans)	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase
San Mateo County Transit District (SamTrans)	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real
South San Francisco	US 101 Produce Avenue Interchange
South San Francisco	Railroad Avenue Extension
South San Francisco	SSF Sidewalk Gap Closure
Water Emergency Transportation Authority (WETA)/ Redwood City	Redwood City/South Bay Ferry Terminal for Private Ferry Service

How can I provide my feedback on the Plan?

San Mateo Countywide Transportation Plan 2040

*Please write your feedback on a post-it note provided and place under the appropriate category.

Do you share the vision and goals of the Countywide Transportation Plan for 2040?

Which area of transportation should be the highest priority for the county and for your community?

What are the biggest challenges for traveling in the county as motorist, bicyclist, pedestrian, and/or transit user?

Which projects, programs, or policies would you like to see implemented the most?

Do you have any other comments or questions?