

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

**1:15 p.m., Thursday, January 20, 2011
San Mateo County Transit District Office¹
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, California**

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- | | | |
|---|---------------|---------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes). | Porter/Hurley | No materials. |
| 2. Issues from the last C/CAG Board and CMEQ meetings (Nov, Dec): <ul style="list-style-type: none">• Approved - Agreement with Alta Planning for \$32,000 for development of a Safe Routes to School Toolkit of Programs• Approved – 5th Cycle of the TOD Housing Incentive Program Call for Projects• Approved – Appointment of public members Cory Roay, Cathleen Baker, Judi Mosqueda, and David Alfano to the C/CAG BPAC• Approved – C/CAG staff support for the SCS including formation of a RHNA Sub-region for San Mateo Co and the 20 cities• Approved – Acceptance of the election results of Measure M and imposing a \$10 VRF on vehicles registered in San Mateo Co.• Approved – Reauthorization of the Congestion Relief Program for four years (7/1/11 – 6/30/15)• Approved – Agreement with the VTA for travel demand forecasting model license and services for a 3-year term for \$575,000 | Hoang | No materials. |
| 3. Approval of the Minutes from November 18, 2010 | Hoang | Page 1-3 |
| 4. Presentation on the San Mateo Countywide Transportation Plan 2035 | Kott | Page 4-43 |
| 5. Proposed Measure M Implementation Plan | Napier | Handouts |
| 6. Executive Director Report | Napier | No materials |
| 7. Member Reports | All | |

¹ For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

| 2010 TAC Roster and Attendance | | | | | | | | |
|--------------------------------|-------------------------------|-----|-----|-----|-----|-----|-----|-----|
| Member | Agency | Jan | Mar | May | Jun | Aug | Oct | Nov |
| Jim Porter (Co-Chair) | San Mateo County Engineering | x | | | x | x | x | |
| Joseph Hurley (Co-Chair) | SMCTA / PCJPB / Caltrain | x | x | x | x | x | | x |
| Duncan Jones | Atherton Engineering | | x | x | x | x | x | x |
| Randy Breault | Brisbane Engineering | | x | x | | x | x | x |
| Syed Murtuza | Burlingame Engineering | x | x | x | x | | x | x |
| Bill Meeker | Burlingame Planning | | | | | x | | x |
| Gene Gonzalo | Caltrans | | | | | x | | |
| Sandy Wong | C/CAG | x | x | x | x | x | | x |
| Robert Ovadia | Daly City Engineering | x | x | x | x | x | x | x |
| Tatum Mothershead | Daly City Planning | x | x | | x | | x | x |
| Ray Towne | Foster City Engineering | x | x | x | | x | | x |
| Mo Sharma | Half Moon Bay | n/a | n/a | n/a | n/a | n/a | x | x |
| Chip Taylor | Menlo Park Engineering | x | x | x | x | | x | x |
| Ron Popp | Millbrae Engineering | x | x | x | x | x | x | x |
| Van Ocampo | Pacifica Engineering | x | x | x | x | | x | x |
| Peter Vorametsanti | Redwood City Engineering | x | x | x | x | x | | x |
| Klara Fabry | San Bruno Engineering | n/a | x | x | x | x | x | x |
| Robert Weil | San Carlos Engineering | | x | x | x | x | x | x |
| Larry Patterson | San Mateo Engineering | x | x | x | | x | x | x |
| Steve Monowitz | San Mateo County Planning | x | | | | | | |
| Dennis Chuck | So. San Francisco Engineering | x | x | x | x | x | x | x |
| Kenneth Folan | MTC | | | | | | | |

**TECHNICAL ADVISORY COMMITTEE (TAC)
FOR THE
CONGESTION MANAGEMENT PROGRAM (CMP)**

**November 18, 2010
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Co-chair Porter called the meeting to order at 1:15 p.m. on Thursday, November 18, 2010.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: John Hoang – C/CAG; Jean Higaki – C/CAG; Richard Napier – C/CAG; Lee Taubeneck – Caltrans; Noreen Rodriguez – Caltrans; Fredrick Schermer – Caltrans; Katie Benouar – Caltrans; Paul Krupka - consultant

1. Public comment on items not on the agenda.

None.

2. Issues from the last C/CAG and CMEQ meetings.

None.

3. Approval of the Minutes from October 21, 2010.

Approved.

4. Presentation on Final draft US 101 South Corridor System Management Plan (CSMP)

Lee Taubeneck, Caltrans District 4 Deputy Director, presented the US 101 South CSMP with recommendations that focuses on the development and implementation of ITS, ramp metering, HOV/Express lanes, auxiliary lanes, interchange modifications, general purpose lanes, and non-freeway strategies. These strategies would help inform the transportation planning process as well as better programming of future planned projects. The second generation of CSMP would focus on Sustainable Communities Strategies and the 2013 RTP.

It was indicated that development of the CSMP was one of the requirement of the Pop 1B bond program. The CSMP provides a list of recommended projects with varying details and not intended to be used as a programming document rather it would be utilized as a mechanism for prioritization and for comparisons with other corridors.

5. Measure M - \$10 VRF Next Steps

John Hoang indicated that Measure M passed on the Nov. 2nd elections. Five out of the 7 Bay Area counties passed their respective VRF measures. In December, the Board will be approving a resolution to authorize the DMV to begin collection of the \$10 VRF, starting May 2011. Within the next few months, an Implementation Plan, which will include details of the Countywide programs, will be developed and presented to the TAC for recommendations to be approved by the Board. Proposition 26 also passed but it was determined by C/CAG legal counsel that this proposition would not affect the implementation of the \$10 VRF.

6. Review and recommend approval to reauthorize the San Mateo County Congestion Relief Program

Jean Higaki presented the proposed Congestion Relief Program (CRP), which would maintain the same member assessment levels of 2007. Most of the programs and budget allocation would remain the same along with a revised “El Camino Real Planning Grants” program. This program has been revised and renamed “Linking Transportation and Land Use” program, and include the El Camino Real Planning Grants, Transportation Improvement Strategy to Reduce Green House Gases, General Climate Action Plan Activities, and Sustainable Communities Strategies (SCS) activities, linking with Housing and Transportation.

It was mentioned that figures for population and trip generations should reference the same year as much as feasible. Also, the new “Linking Transportation and Land Use” program needs to be better explained and more guidelines and examples provided.

Item approved.

7. Recommend Support for the Sustainable Communities Strategy including formation and support of a Regional Housing Needs Allocation (RHNA) Sub-region for San Mateo County including the 20 cities

Richard Napier, C/CAG Executive Director, presented the need for reformation of the RHNA sub-region, originally established to in 2006/07 to the sub-regional allocation for housing, to coordinate and support the SCS requirements per SB 375. C/CAG’s role would primarily be as a facilitator, working with the 20 cities, County, and coordinating the efforts of the Grand Blvd Initiative and County Department of Housing. The Sub-region would need to be formed by March 16, 2011.

Item approved.

8. C/CAG Travel Demand Forecasting Model Discussion

Sandy Wong, C/CAG Deputy Director, initiated a discussion regarding the current status of the C/CAG Travel Demand Model and its limitations and the need to upgrade the C/CAG Model, proposing the option of utilizing the Valley Transportation Authority (VTA) Model.

Discussions are as follows: The City of Daly City is initiating the use of Cube Voyager. The Metropolitan Transportation Commission (MTC) and San Francisco is planning to move to an activity-based model. It was mentioned that the VTA may switch to an activity-based model in about 3 to 5 years and that the cost to C/CAG for the switch (or enhancement) would be built into the annual maintenance agreement (estimated at \$25,000 per year). Typically, there would be high costs associated with validating the model for base year versus the current year. One benefit of using the VTA Model is that VTA has modelers on staff and cost may be more controlled. Different models have different costs associated with it depending on features. The VTA model is known for being robust for transit but there were questions about the traffic side. More information about the VTA Model needs to be presented to aid in the decision-making process as to whether to go with the VTA Model or consider another model. Concerns about how land use assumptions are updated were brought up. It was indicated that the VTA

Model would be ready and that not much effort would need to be made to modify for San Mateo County's use for major planning effort, including the CTP and upcoming SCS efforts.

9. Regional Project and Funding Information

Jean Higaki provided information relevant to the project delivery and federal and regional policy issues affecting local agencies.

10. Executive Director Report

Richard Napier, C/CAG Executive Director, indicated that San Francisco's proposed tolling is problematic and will be addressed shortly. Napier reiterated that staff will begin working on the \$10 VRF Implementation Plan and would address the maintenance of effort proposed by the SVLG.

11. Member Reports

None.

End of meeting.

C/CAG AGENDA REPORT

Date: January 20, 2011
To: C/CAG CMP Technical Advisory Committee (TAC)
From: Joseph Kott, C/CAG
Subject: Presentation on the San Mateo Countywide Transportation Plan 2035
(For further information contact Joseph Kott at 599-1453)

RECOMMENDATION

This item is presented for information and also to receive input from TAC Members.

FISCAL IMPACT

The Countywide Transportation Plan 2035(CTP 2035) Update is already included in the C/CAG staff work program.

SOURCE OF FUNDS

Funding for CTP 2035 preparation comes from C/CAG transportation funds and is included in the adopted C/CAG budget for FY 10-11.

BACKGROUND/DISCUSSION

The CTP 2035 is intended to provide San Mateo County with a long-range, comprehensive transportation planning document that sets forth a coordinated planning framework and establishes a systematic transportation planning process for identifying and resolving key transportation issues. CTP 2035 will articulate clear transportation planning objectives and priorities and to promote consistency and compatibility among all transportation plans and programs within San Mateo County. CTP 2035 will establish the broad long-range strategies for all transportation modes, land use, and climate; whereas, the Congestion Management Program establishes short-range objectives for the roadway Congestion Management Network.

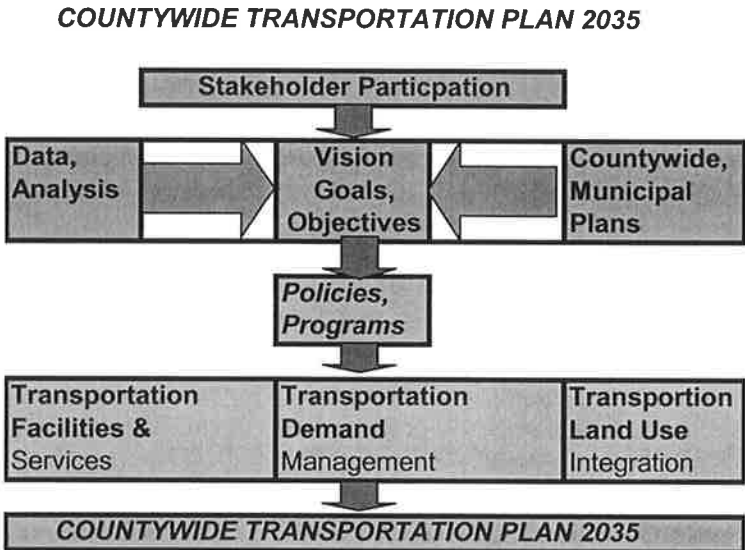
The last Countywide Transportation Plan was adopted by the C/CAG Board on January 18, 2001. Since that time, BART has been extended to SFO and Millbrae, the Caltrain Baby Bullet has come into service, and San Mateo County has experienced significant changes in economic conditions. In addition, interest in planning for a sustainable transportation system has increased with concerns about greenhouse gas emissions, global warming, and climate change. An important part of the CTP 2035 work will be to address the policy objectives of Senate Bill 375 regarding better integration of transportation and land use.

Staff has convened an informal Working Group (see Attachment A for list of members), which has advised staff in developing an Outline (see Attachment B) and a draft overall Vision Statement, along with a draft Vision Statement, Goals, Objectives, and Policies for each of the policy sectors to be addressed in CTP 2035 (see Attachment C). The Working Group's consensus Vision Statement for the San Mateo Countywide Transportation Plan 2035 is as follows:

"An integrated transportation system for San Mateo County that is cost-effective, sustainable, and equitable. The means to realize this Vision are by providing travel choices, enhancing community livability, preserving environmental quality, and promoting travel safety."

The CTP 2035 will include transportation policies and programs that are informed by reference to existing and ongoing plans on the municipal, County, and transit agency levels, stakeholder participation, and data analysis as shown in the Figure 1 below.

Figure 1



The effort to reduce carbon emissions in San Mateo County through better integration of land use and transportation planning will supplement on-going initiatives to reduce carbon emissions and to conserve non-renewable energy resources in the County. These initiatives are shown in Figure 5.

ATTACHMENT

ATTACHMENT A - Countywide Transportation Plan 2035 (CTP 2035) Working Group Roster

ATTACHMENT C - Countywide Transportation Plan 2035 (CTP 2035) Outline

ATTACHMENT C – Draft Countywide Transportation Plan 2035 Overall Vision Statement; Vision, Goals, Objectives, and Policies for Individual Policy Sectors within CTP 2035

ATTACHMENT A

Countywide Transportation Plan 2035 (CTP 2035) Update Working Group Roster

Aaron Akin
City of San Bruno

Duane Bay,
County of San Mateo Housing

Melanie Choy
SMTA

Corinne Goodrich
Samtrans

Lisa Grote,
City of San Mateo

Christine Maley-Grubl
Peninsula Traffic Congestion Relief Alliance

ST Mayer
County of San Mateo Public health

Bill Meeker
City of Burlingame

Steve Monowitz
San Mateo County Planning

Tatum Mothershead
City of Daly City

Janet Stone
County of San Mateo Housing

ATTACHMENT B

Countywide Transportation Plan 2035 (CTP 2035) Outline

| <u>SECTION</u> | <u>TITLE</u> |
|-----------------------|--|
| 1 | VISION STATEMENT |
| 2 | EXECUTIVE SUMMARY |
| 3 | OVERVIEW & INTRODUCTION |
| 4 | POLICY CONTEXT |
| 5 | SETTING |
| 6 | VISION/GOALS /OBJECTIVES |
| 7 | LAND USE/TRANSPORTATION LINKAGE |
| 8 | MOTOR VEHICLE TRAVEL |
| 9 | BICYCLES |
| 10 | PEDESTRIANS |
| 11 | PUBLIC TRANSIT |
| 12 | TRANSPORTATION SYSTEM/DEMAND MANAGEMENT |
| 13 | INTELLIGENT TRANSPORTATION SYSTEMS |
| 14 | PARKING |
| 15 | AUTO USE PRICING |
| 16 | MODAL CONNECTIVITY |
| 17 | GOODS MOVEMENT |
| 18 | ENVIRONMENT |

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FINANCIAL

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**IMPLEMENTATION &
EVALUATION
EVALUATION &
IMPLEMENTATION**

LIST OF TABLES AND FIGURES

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BIBLIOGRAPHY

APPENDIX B:

GLOSSARY OF ACRONYMS

ATTACHMENT C

**CTP 2035 VISION STATEMENT
AND VISION, GOALS, OBJECTIVES, AND POLICIES BY SECTOR**

Vision Statement

"An integrated transportation system for San Mateo County that is cost-effective, sustainable, and equitable. The means to realize this Vision are by providing travel choices, enhancing community livability, preserving environmental quality, and promoting travel safety."

**7: LAND USE & TRANSPORTATION -
VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

A San Mateo County in which access to places people wish to go is safe and convenient for all people on foot, by bicycle, via public transportation, and with the automobile.

GOAL:

- *“Integrate transportation and land use plans and decisions in support of a more livable and sustainable San Mateo County through a Countywide Sustainable Communities Strategy.”*

LAND USE POLICIES:

7.1 Integrate Land Use and Transportation Planning

Integrate land use and transportation planning efforts where feasible at the local, county, and regional levels.

7.2 Concentrate Development

- a. Concentrate new development in urban areas within the County of San Mateo’s urban/rural boundary, particularly those designated as “Priority Development Areas”.
- b. Promote higher density residential, employment, and mixed-use development near transit stations and along major bus transit corridors throughout the County. to fund improved linkages between land use and transit services.
- c. Support the redevelopment of cities along the Caltrain and BART systems as a balanced mix of retail, office, and residential centers at intensities adequate to support transit service that is competitive with the private car. as an important tool in advancing this policy. Retain and improve C/CAG’s existing TDM Guidelines as another important tool in support of this policy.

7.3 Enhance Rural Communities

- a. Ensure that rural San Mateo County has safe convenient transportation links to activity centers and services.
- b. Protect Priority Conservation Areas from growth-inducing transportation projects.

7.4 Housing Supply

- a. Promote the development of a range of housing types along a spectrum of prices within the County, especially near transit stations and along major bus transit corridors within transit corridors. Enhance the C/CAG TOD Housing Incentive Program as an important tool to implement this policy.
- b. Support creation of “compete communities” for San Mateo County’s diverse population that contain an array of housing types affordable at different income levels and a range of community services.

7.5 Development Standards

- a. Give priority to development that encourages transit use, walking, and bicycling.
- b. Minimize traffic generated by new development, both within and adjacent to San Mateo County when the traffic impacts of such development spill out onto the San Mateo County highway network.
- c. Encourage the adoption of Smart Codes, Form-Based Codes and other enhancements in the development review and regulation process to foster more walkable, bicycle-friendly, and transit-friendly land development patterns.
- d. Foster “universal design” in housing and transportation facilities so that access to both is readily available to all who work and or live in San Mateo County.

7.6 Parking Management

- a. Consider adoption of parking reforms including parking maxima instead of minima, “unbundling” parking costs from the cost of housing and commercial space, and “shared” parking.
- b. Support comprehensive parking management programs to optimize all parking resources, off-street and on-street.

7.7 Quality Public Places

Implement a new C/CAG “Places for People” Planning and Design Program to fund urban design for exemplary improvements to the public realm that foster walking as well as community livability

□ Objectives:

- ✓ *Develop a new C/CAG “Multimodal Connections” Program to be included in San Mateo County’s portion of the Metropolitan Transportation Commission’s Transportation for Livable Communities Program¹*
 - Performance Measure: Adoption by the C/CAG Board and implementation of the “Multimodal Connections Program”
- ✓ *Implement a new C/CAG “TOD Employment Incentive Program”*
 - Performance Measure: Adoption by the C/CAG Board and implementation of the “TOD Employment Incentives Program”
- ✓ *Implement the Grand Boulevard Initiative of transit-oriented development along the El Camino Real corridor in proximity to Caltrain, BART, and prospective bus rapid transit stations. Enhance the C/CAG El Camino Real Incentive Program as an important tool in supporting this policy.*
 - Performance Measure: Adoption by the C/CAG Board and implementation of the “TOD Employment Incentives Program”
 - Performance Measure: Implementation of an enhanced C/CAG El Camino Real Incentive Program
- ✓ *Effective C/CAG review and comment on all land use plans of regional significance*
 - Performance measure: # of all local general plans, specific plans, and area plans commented upon by C/CAG
- ✓ *Increase C/CAG incentives for Smart Growth/Transit-Oriented Development (TOD) initiatives, including the Grand Boulevard Initiative*

¹ http://www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

- Performance measure: # of Smart Growth/TOD projects, # of housing units, and amount of funding provided in support of C/CAG’s El Camino Real Incentive, Transportation for Livable Communities, and the prospective “Multimodal Connections” programs
- ✓ *Provide C/CAG incentives for parking standards reform*
- Performance measure: # of projects and amount of funding provided by C/CAG’s prospective “Parking Reduction Incentive Program”
- ✓ *Enhance the quality of public spaces in San Mateo County*
- Performance measure: # of public space design amenity projects and amount of funding provided in support of C/CAG’s prospective “Places for People Planning and Design Program”
- ✓ *Implement a new C/CAG “Parking Reduction Incentive Program” as an important new tool to support this policy.*
- Performance Measure: Adoption by the C/CAG Board and implementation of the “Parking Reduction Incentive Program”

**8: MOTOR VEHICLE TRAVEL -
VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

Motor vehicle travel that supports a sustainable San Mateo County.

GOAL:

- “Enhance safety and efficiency on the countywide roadway network.”

ROADS POLICIES:

8.1 Promote safety on roadways within San Mateo County.

Strive to make roadways in San Mateo County as safe as possible for all travel modes through engineering, enforcement, and public awareness/education.

8.2 Reduce Traffic Congestion and Improve Operations on roadways within San Mateo County.

Ensure that for motor vehicle and bicycle movement on San Mateo County roadways is not hampered by unacceptable levels of congestions while at the same time not creating impediments to travel on foot, by bicycle, and via public transit. Consider “virtual capacity”, or improved efficiency through investments in electronics and communications technology, as an alternative to creating new physical capacity. Pursue a multi-pronged strategy of reducing the overall flow of motor vehicles through travel demand management while at the same implement operational improvements to ease congestion hotspots and safety concerns.

Support the Bay Area’s Freeway Performance Monitoring System, a database on use of Bay Area freeways, including those in San Mateo County.

Foster “complete streets” in San Mateo County, roadways that make room for not only motor vehicles but also pedestrians and bicyclists.

8.3 *Encourage use of low and zero emissions technologies for the motor vehicle fleet using the roadway network in San Mateo County.*

Advocate use of cleaner motive power in personal and commercial motor vehicle travel to protect the San Mateo County environment.

8.4 *Support implementation of congestion pricing for bridge tolls on Bay Area bridges, particularly the San Mateo Bridge and Dumbarton Bridge serving San Mateo County.*

Manage and reduce peak period motor vehicle travel demand onto the San Francisco Peninsula and San Mateo County.

8.5 *Consider the feasibility of high occupancy vehicle lanes (HOV) in San Mateo County.*

Increase efficiency of freeway segments and encourage more shared used travel on freeways in San Mateo County.

8.6 *Ensure adequate funding of local streets and roads.*

Maintenance of local streets and roads is crucial for safe, convenient motor vehicle travel by private motor vehicles, public transit buses, bicycles, and pedestrians in San Mateo County.

MOTOR VEHICLE TRAVEL OBJECTIVES:

- ✓ *Minimize increases in travel delay on the San Mateo County roadway network*
- Performance measure: aggregate travel delay on the San Mateo County roadway network
- ✓ *Reduce the aggregate amount of motor vehicle travel or, at minimum, the rate of growth in motor vehicle travel in San Mateo County.*
- Motor vehicle traffic volumes in San Mateo County.
- ✓ *Reduce the number of crashes and casualties on the San Mateo County roadway network*
- Performance measure: number of crashes and casualties on the San Mateo County roadway network
- ✓ *Improve the pavement condition of the San Mateo County roadway network*

- Performance measure: pavement condition rating of San Mateo County roadway network
- ✓ Implement “complete streets” within San Mateo County of San Mateo
- Performance measure: number of miles of “complete streets” created on the San Mateo County roadway network
- ✓ *Where feasible, implement time of day pricing on San Mateo County cross-Bay bridges*
- Performance measure: number of cross-Bay bridges with time of day pricing
- ✓ *Support high occupancy vehicle (HOV) lanes on San Mateo County freeways*
- Performance measure: lane miles of high occupancy vehicle (HOV) lanes in San Mateo County
- ✓ Safeguard local streets and roads funding
- Performance measure: local streets and roads funding in aggregate and as a share of the overall transportation infrastructure spending in San Mateo County

**9: BICYCLES –
VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

A San Mateo County in which bicycling is safe, comfortable, and convenient.

GOAL:

- *“Provide bicyclists viable travel choices and encourage use of healthy, active transportation through a, safe, continuous, convenient, and comprehensive cycling network that reduces reliance on the automobile, especially for short trips.”*

BICYCLING POLICIES:***9.1 Market Share***

Increase the percentage of people biking for all trip purposes in San Mateo County from the an estimated 1.7% in 2006 to 3.0% in 2020 and 5.0% in 2035 and for trips to work from an estimated 0.75% in 2006 to 1.5% by 2020 and 3.0% in 2035¹.

9.2 Travel Demand

Increase the use of bicycles as a travel mode by continuing to develop a comprehensive bikeway system that effectively connects residential areas to employment centers, retail centers, transit stations, and institutions.

9.3 Performance

Continue to develop a safe, reliable, comprehensive, and convenient bikeway system competitive with the automobile for many short distance trips.

9.4 Integration

Continue to develop a bikeway system that is integrated with public transportation services and facilities.

¹ 2006 estimates from http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035-Travel_Forecast_Data_Summary.pdf

9.5 **Education and Training**

Encourage education and training in safe cycling practices for all ages.

9.6 **Safety**

Enhance safety for bicyclists of all ages and skill levels.

9.7 **Traffic Calming**

Support efforts to calm motor vehicle traffic to enhance travel conditions for bicyclists.

9. **New Development**

Encourage all new developments, particularly employment sites, to facilitate use of bicycles by providing effective access and support facilities, including bicycle lockers and racks, as well as showers and changing rooms.

9.9 **Financing**

Continue to aggressively seek funding for the development of the bikeway system.

9.10 **Priorities**

Prioritize funding for bicycle improvements as follows:

- a. Enhance safety.
- b. Foster bicycling as a commute mode (close “gaps” in the bicycle network; extend the cycling network to serve more employment areas, etc.).
- c. Number of cyclists who will benefit by the improvement.
- d. Recreational pathways.

9.11 Bicycle Studies

Encourage cities and other agencies to do bicycle studies and plans for their jurisdictions.

□ **Objectives:**

- ✓ *Increase the number of miles of Class I, II, and III bicycle facilities in San Mateo County*
 - Performance measure: # of miles of Class I, II, and III bicycle facilities added in San Mateo County
- ✓ *Increase the number of bicycle lockers and racks in San Mateo County*
 - Performance measure: # of bicycle lockers and racks added in San Mateo County
- ✓ *Increase bicycle safety education and training in San Mateo County*
 - Performance measure: # of bicycle lockers and racks added in San Mateo County
- ✓ *Establish bike sharing programs in San Mateo County*
 - Performance measure: # of bicycle sharing programs and # of bicycles in these programs implemented in San Mateo County

**10: PEDESTRIANS -
VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

A San Mateo County in which walking for both active transportation and recreation are safe, comfortable, and convenient

GOAL:

- *“Promote safe, convenient, and comfortable pedestrian travel that promotes healthy, active communities while reducing reliance on the automobile for short trips.”*

PEDESTRIAN POLICIES:

10.1 Market Share

Increase the percentage of people walking for all trip purposes in San Mateo County from an estimated 8.9 % in 2006 to 12.5% in 2020 and 15.0% in 2035 and for trips to work from an estimated 2.0% in 2006 to 3.5% by 2020 and 5.0% in 2035¹.

10.2 Land Use and Urban Design

Encourage cities to promote land use patterns and developments that make walking a viable and inviting mode of transportation. Facilitate appropriate mixed use and transit-oriented development. Locate walkable destinations such as parks and markets within and near residential areas. Design residential and commercial districts with human-scaled, interesting buildings, low traffic speeds, landscaping, and pedestrian amenities such as benches. Require sidewalks in industrial districts and office parks.

10.3 Parking Lots

Encourage cities to locate parking lots behind businesses, rather than at the street front. Design parking lots with safe, attractive, and clearly marked pedestrian routes.

¹ 2006 estimates from http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035-Travel_Forecast_Data_Summary.pdf

10.4 Barriers

Reduce barriers to pedestrian movement through enhancement of pedestrian crossings along arterials and grade-separated crossings of freeways and active rail lines.

10.5 Traffic Calming

In areas with high levels of pedestrian traffic, encourage cities to implement appropriate traffic calming measures to slow approaching car speeds and thus lengthen reaction time available to both drivers and pedestrians in the event of a potential conflict.

10.6 Safety

Encourage cities to identify locations where pedestrian conditions need to be enhanced and make appropriate improvements. Focus on the following areas: wide, high-speed roadway crossings, freeway on/off ramps, potentially unsafe/inadequate railroad crossings, and similar locations than present potential safety concerns and barriers for walking.

10.7 Priorities

Prioritize funding for pedestrian improvements as follows:

- a. Increase safety.
- b. Address mobility needs of walking-dependent populations (school children, elderly, people with disabilities, etc.).
- c. Foster walking as a commute mode (land use decisions, better urban design, close “gaps” in pedestrian network).
- d. Number of walkers who will benefit by the improvement.
- e. Recreational pathways.

10.8 Specialists

In each city and the County, train and designate at least one individual to champion pedestrian issues. This person should review proposed projects and make recommendations and conditions of approval for improving the projects' pedestrian access and amenities.

10.9 Job Location

Encourage cities to place jobs in locations that stimulate walking. Evaluate and update land use designations to promote job growth within walking distance of transit stations and multi-family housing.

10.10 Pedestrian Studies

Encourage cities and land use agencies to do pedestrian studies and plans for their jurisdictions.

□ Objectives:

- ✓ *Increase the number of pedestrian signal heads and countdown signals in San Mateo County*
 - Performance measure: # of pedestrian signal heads added 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*
 - Performance measure: # of intersections with enhanced pedestrian treatments added in San Mateo County
- ✓ *Increase the sidewalk network in San Mateo County*
 - Performance measure: linear feet of sidewalk added in San Mateo County

**11: TRANSIT -
GOALS AND POLICIES**

VISION:

A public transportation system in San Mateo County that is seamless, safe, and enjoyable for all to use.

GOAL:

- *“Develop and maintain a seamless, safe and convenient public transportation system in San Mateo County.”*

TRANSIT POLICIES

11.1 Develop improved service efficiency and cost effectiveness to increase the utility of public transportation.

11.2 Enhance Access to public transit by:

- a. Providing an appropriate balance of service frequency and coverage to improve cost effectiveness.
- b. Providing safe access to transit for all users.
- c. Improving the coordination and interface of transit services, schedules, and information among multiple providers within San Mateo County with the goal of developing a seamless network for the user.
- d. Giving transit preference in key corridors and station areas, recognizing the role of integrated supportive land use to ensure the system is cost effective.
- e. Improving the east-west connectivity of transportation services.
- f. Focusing on transit hubs of regional importance.
- g. Addressing the needs of special populations, including seniors, persons with disabilities, low income transit dependents and those for whom English is a second language.
- h. Focusing on amenities to enhance the transit experience and reduce travel times.

11.3 Advocate for funding opportunities to create a more stable funding base for public transit in San Mateo County.

11.4 Avoid or minimize transit service duplication within target markets of the San Mateo County transit system.

□ Objectives:

- ✓ *Increase the public transit mode share of travel to, from and within San Mateo County over a ten-year horizon.*
 - Performance measure: share of person trips to, from, and within San Mateo County
- ✓ *Improve the competitiveness of public transit to single occupancy vehicle trips for key trips as measured by travel time, reliability and customer satisfaction.*
 - Performance measure: ratio of transit travel time to private motor vehicle travel time, share of person trips to, from, and within San Mateo County
 - Performance measure: transit travel time variance compared private motor vehicle travel to, from, and within San Mateo County
 - Performance measure: customer satisfaction survey results
- ✓ *Reduce the cost per passenger, mile and hour for the aggregate of public transit service in the County.*
 - Performance measure: transit service costs per passenger mile and hour
- ✓ *Improve system productivity as measured by passengers per hour and passengers per mile of service provided.*
 - Performance measure: customer satisfaction survey results
 - Performance measure: customer satisfaction survey results

**12: TRANSPORTATION SYSTEM (TSM) AND TRANSPORTATION
DEMAND MANAGEMENT –
(TDM) VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

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

GOAL:

- *“Reduce and manage travel efficiently through both supply- and demand-side measures, including land use planning.”*

TDM/TSM POLICIES:

12.1 Increase Efficiency on Existing Facilities before Adding New Capacity

Invest in enhanced traffic signal system capabilities, provision of center left turn pockets, improved incident detection and management, and similar traffic management measures to reduce vehicle delay on San Mateo County roadways before investment in new through lane capacity.

12.2 Focus on Reducing the Need to Travel and the Distance of Travel

Encourage telecommute programs, satellite work centers, teleconferences, and other substitute for travel within San Mateo County.

12.3 Involve Private and Public Sector Employers in Efforts to Reduce the Amount of Vehicular Travel

Support reduction of solo occupant vehicle use through employer-based commute alternatives incentive programs in San Mateo County. Include employee transportation coordinators and transportation management associations (TMAs) as key components of this effort.

12.4 Deploy Advanced Information and Communications Technology to Manage and Reduce Vehicular Travel

Continue investment in initiatives such as the Smart Corridor project and public transit traveler information systems that disseminate information about real time travel conditions and options to San Mateo County travelers.

12.5 Substitute Improved Access to Destinations by Means of Non-motorized Modes and Local Shuttles for the need to Travel by Private Vehicle When and Where Possible

Promote transit-oriented development, traditional neighborhood design, improved bicycle, pedestrian and local transit connections to activity centers and similar efforts to reduce the need to travel by private motor vehicle to, from, and among destinations within San Mateo County.

□ **OBJECTIVES:**

- ✓ *“Increase the number of employers and employees within the geographic limits of San Mateo County who have access to a transportation demand management program at work.”*
 - Performance measure: # of Commute Alternative Programs in San Mateo County & number of employees participating in these programs
- ✓ *“Increase the participation in telecommuting by employees who work in San Mateo County.”*
 - Performance measure: # of Employers with Telecommute Programs in San Mateo County & # of employees participating in these programs
- ✓ *“Expand participation in the Commuter Check program San Mateo County.”*
 - Performance measure: # of Employers participating in Commuter Check programs in San Mateo County & # of employees in these programs
- ✓ *“Where feasible, implement high occupancy vehicle (HOV) lanes on freeways in San Mateo County.”*
 - Performance measure: # of miles of high occupancy vehicle lanes in San Mateo County
- ✓ *“Where feasible, deploy traffic adaptive signal control at intersections along streets and highways in San Mateo County.”*
 - Performance measure: # of intersections equipped with traffic adaptive signal control in San Mateo County

DRAFT INTELLIGENT TRANSPORTATION SYSTEMS

13: INTELLIGENT TRANSPORTATION SYSTEMS (ITS) – VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

A San Mateo County in which advances in communications and information technology make travel safer, more convenient, and more pleasant.

GOAL:

- *“Enhance management of the transportation system through deployment of cost-effective electronic and communications systems in the countywide transportation system.”*

INTELLIGENT TRANSPORTATION SYSTEM (ITS) POLICIES:

13.1 Encourage Deployment of Intelligent Transportation Systems within San Mateo County for Traffic Management, Public Transportation Management, Parking Management, and Traveler Information Applications

Support investments in advanced traffic detection, traffic signal systems, transit fleet tracking, real time transit, traffic, and parking conditions information dissemination, and travel route guidance throughout the transportation system in San Mateo County.

13.2 Foster ITS Innovation through Deployment of Pilot Projects

Introduce innovative communications and information technology into the San Mateo County transportation system by means of pilot projects where possible in order to increase the chances of successful larger scale deployment.

13.3 Share Resources, Risks, and Benefits of ITS Deployment

Create partnership among agencies to deploy ITS projects in travel corridors, geographic areas, and across travel modes and jurisdictional boundaries to reduce risk, share benefits, and optimize chances for successful ITS deployment.

DRAFT INTELLIGENT TRANSPORTATION SYSTEMS

13.4 Deploy Advanced Information and Communications Technology to Manage and Reduce Vehicular Travel

Continue investment in initiatives such as the Smart Corridor project and public transit traveler information systems that disseminate information about real time travel conditions and options to San Mateo County travelers.

13.5 Consider ITS Deployments as both a Complement and an Alternative to new Roadway Capacity

Identify and prioritize ITS deployments that can enhance existing or planned roadway capacity or substitute for some or all new physical capacity, especially when doing so reduces impacts on non-motorized modes of travel and/or is more cost-effective than new roadway capacity by itself.

13.6 Continuously Evaluate New Technical Solutions and Policy Approaches to Reducing Peak Period Congestion on San Mateo County Transportation System

Advances in provision and application of information of routes, congestion, and pricing to transportation systems users will assist in travel decision-making and optimize travel choices.

□ *ITS OBJECTIVES:*

- ✓ *Increase the number of route miles covered by the San Mateo County “Smart Corridors” Program.*
 - Performance measure: # of route miles covered by the San Mateo County “Smart Corridors” Program
- ✓ *Increase the number of intersections in San Mateo County equipped to operate in traffic adaptive mode.*
 - Performance measure: # of intersections in San Mateo County equipped to operate in traffic adaptive mode
- ✓ *Increase the number of corridors in San Mateo County equipped with traffic signal interconnections.*
 - Performance measure: # of corridors in San Mateo County equipped with traffic signal interconnections.

DRAFT INTELLIGENT TRANSPORTATION SYSTEMS

- ✓ *Increase the number of intersections in San Mateo County equipped with emergency vehicle priority.*
 - Performance measure: # of intersections in San Mateo County equipped with emergency vehicle priority.

- ✓ *Increase the number of intersections in San Mateo County equipped with public transit traffic signal pre-emption.*
 - Performance measure: # of corridors in San Mateo County equipped with public transit traffic signal pre-emption.

- ✓ *Increase the number of public transit stops and stations in San Mateo County equipped with real-time transit service information.*
 - Performance measure: # of public transit stops and stations in San Mateo County equipped with real-time transit service information.

**11: TRANSIT -
GOALS AND POLICIES**

VISION:

A public transportation system in San Mateo County that is seamless, safe, and enjoyable for all to use.

GOAL:

- *“Develop and maintain a seamless, safe and convenient public transportation system in San Mateo County.”*

TRANSIT POLICIES

11.1 Develop improved service efficiency and cost effectiveness to increase the utility of public transportation.

11.2 Enhance Access to public transit by:

- a. Providing an appropriate balance of service frequency and coverage to improve cost effectiveness.
- b. Providing safe access to transit for all users.
- c. Improving the coordination and interface of transit services, schedules, and information among multiple providers within San Mateo County with the goal of developing a seamless network for the user.
- d. Giving transit preference in key corridors and station areas, recognizing the role of integrated supportive land use to ensure the system is cost effective.
- e. Improving the east-west connectivity of transportation services.
- f. Focusing on transit hubs of regional importance.
- g. Addressing the needs of special populations, including seniors, persons with disabilities, low income transit dependents and those for whom English is a second language.
- h. Focusing on amenities to enhance the transit experience and reduce travel times.

11.3 Advocate for funding opportunities to create a more stable funding base for public transit in San Mateo County.

11.4 Avoid or minimize transit service duplication within target markets of the San Mateo County transit system.

□ **Objectives:**

- ✓ *Increase the public transit mode share of travel to, from and within San Mateo County **over a ten-year horizon.***
 - Performance measure: share of person trips to, from, and within San Mateo County
- ✓ *Improve the competitiveness of public transit to single occupancy vehicle trips for key trips as measured by travel time, reliability and customer satisfaction.*
 - Performance measure: ratio of transit travel time to private motor vehicle travel time, share of person trips to, from, and within San Mateo County
 - Performance measure: transit travel time variance compared private motor vehicle travel to, from, and within San Mateo County
 - Performance measure: customer satisfaction survey results
- ✓ *Reduce the cost per passenger, mile and hour for the aggregate of public transit service in the County.*
 - Performance measure: transit service costs per passenger mile and hour
- ✓ *Improve system productivity as measured by passengers per hour and passengers per mile of service provided.*
 - Performance measure: customer satisfaction survey results
 - Performance measure: customer satisfaction survey results

**14: PARKING -
VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

Parking in San Mateo County that is a “right-sized” balance of supply and demand, supportive of Smart Growth and Transit Oriented Development strategies, intuitive to use, and environmentally responsible.

GOAL:

- *“Encourage innovations in parking policy and programs, including incentives for reduced parking requirements, and a comprehensive approach to parking management, in furtherance of countywide transportation system goals.”*

PARKING POLICIES

14.1 Support reduction of parking supply

- a. Encourage adoption of parking reforms including parking maxima instead of minima, and “unbundling” parking costs from the cost of housing and commercial space.
- b. Support comprehensive parking management programs to optimize all parking resources, off-street and on-street.

14.2 Facilitate shared parking arrangements to increase the efficiency of parking provision and reduce the costs of parking provision.

Advocate shared parking arrangements when and where feasible.

14.3 Encourage implementation of “green” parking lot initiatives that serve to reduce storm water runoff.

Promote the San Mateo County “Green Streets and Parking Lots Program” approach of using swales, permeable pavements, “rain gardens”, landscaping to capture storm water runoff, enhance aesthetics, and mitigate the urban and suburban “heat island” effect.

14.4 Foster emplacement of solar panels on parking lots and structures to conserve energy.

Encourage projects like the County of San Mateo “Solar Genesis” project to create new sources of renewable energy above parking structures and

parking lots, increasing the utility of these facilities without hampering their parking function.

14.5 Promote installation of “smart” parking meters and real-time parking information dissemination in San Mateo County public parking facilities.

Foster implementation of “smart” meter projects similar to the initiative in Redwood City to increase parking customer convenience and create opportunities for demand-responsive pricing for on-street and off-street public parking facilities.

14.6 Ensure adequate wayfinding to parking facilities in San Mateo County.

Promote implementation of programs to enhance public information about parking availability, thus decreasing the amount of traffic congestion caused by motorists searching for parking and increasing the convenience of parking customers.

14.7 Encourage location of parking facilities in locations that do not disrupt pedestrian travel or create a hazard for pedestrians.

Discourage location of parking structure and lot entrances on streets that have or are planned to have a substantial flow of pedestrian traffic in order to minimize a potential safety hazard for pedestrians, increase parker convenience, and avoid creating “dead” spaces on shopping streets.

14.8 Promote adequate, secure, and safe bicycle parking at San Mateo County employers and businesses.

Ensure that clean, energy-efficient, and healthful transportation by bicycle is not frustrated by lack of safe, secure parking at the destination end of the cycling trip.

14.9 Encourage development of master parking management plans for downtowns and other activity centers in San Mateo County

Support local government efforts to prepare parking master plans that optimize parking capacity by managing parking demand and “right-sizing” parking capacity.

□ **OBJECTIVES:**

- ✓ *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*

- Performance measure: number of communities with zoning code provisions for reduced parking requirements.
- ✓ *Increase the number of “green” parking lot projects in San Mateo County*
- Performance measure: 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*
- Performance measure: number of solar panel installation projects above parking facilities in San Mateo County.
- ✓ *Increase the number of “smart” parking meters in San Mateo County*
- Performance measure: number of “smart” parking meters in San Mateo County.
- ✓ *Increase the number of bicycle lockers and racks at offices, shops, stores, parking lots and structures, and transit stations in San Mateo County.*
- Performance measure: number of bicycle racks and lockers installed in San Mateo County.
- ✓ *Increase the number of communities with parking management master plans in San Mateo County.*
- Performance measure: number of parking master plans.

**12: TRANSPORTATION SYSTEM (TSM) AND TRANSPORTATION
DEMAND MANAGEMENT –
(TDM) VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

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

GOAL:

- *“Reduce and manage travel efficiently through both supply- and demand-side measures, including land use planning.”*

TDM/TSM POLICIES:

12.1 Increase Efficiency on Existing Facilities before Adding New Capacity

Invest in enhanced traffic signal system capabilities, provision of center left turn pockets, improved incident detection and management, and similar traffic management measures to reduce vehicle delay on San Mateo County roadways before investment in new through lane capacity.

12.2 Focus on Reducing the Need to Travel and the Distance of Travel

Encourage telecommute programs, satellite work centers, teleconferences, and other substitute for travel within San Mateo County.

12.3 Involve Private and Public Sector Employers in Efforts to Reduce the Amount of Vehicular Travel

Support reduction of solo occupant vehicle use through employer-based commute alternatives incentive programs in San Mateo County. Include employee transportation coordinators and transportation management associations (TMAs) as key components of this effort.

12.4 Deploy Advanced Information and Communications Technology to Manage and Reduce Vehicular Travel

Continue investment in initiatives such as the Smart Corridor project and public transit traveler information systems that disseminate information about real time travel conditions and options to San Mateo County travelers.

**15: AUTO USE PRICING -
VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

A balance of bridge and road space supply and demand through pricing mechanisms that reduce peak period traffic congestion and associated environmental impacts.

GOAL:

- *“Explore feasible and effective pricing policies on bridges and freeways countywide to advance countywide transportation system goals.”*

AUTO USE PRICING POLICIES:

15.1 Support implementation of congestion pricing for bridge tolls on Bay Area bridges, particularly the San Mateo Bridge and Dumbarton Bridge serving San Mateo County.

Manage and reduce peak period motor vehicle travel demand onto the San Francisco Peninsula and San Mateo County.

15.2 Investigate the feasibility, should high occupancy vehicle lanes (HOV) be implemented in San Mateo County, of possible future conversion of HOV lanes to high vehicle toll (HOT) lanes.

Increase efficiency of freeway segments, generate potential revenues for maintenance of the freeway facilities and funding for alternative transportation modes.

AUTO USE OBJECTIVES:

- ✓ *Support high occupancy vehicle (HOV) lanes on San Mateo County freeways*
- Performance measure: lane miles of high occupancy vehicle (HOV) lanes in San Mateo County
- ✓ *Where feasible, implement time of day pricing on San Mateo County cross-Bay bridges*
- Performance measure: number of cross-Bay bridges with time of day pricing

**16: MODAL CONNECTIVITY -
VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

Seamless travel within San Mateo County.

GOAL:

- “Integrate the roadway, public transit, and non-motorized modes transportation network to advance system efficiency, effectiveness, and convenience.”

MODAL INTEGRATION POLICIES:

16.1 Enhance electronic dissemination of information on intermodal travel opportunities within and to/from San Mateo County.

Provide timely information on connections between and among bus, rail, private automobile, and non-motorized modes of travel.

Improve wayfinding to and service information dissemination at public transit station platforms.

16.2 Remove the physical barriers to intermodal travel, including difficult intersection crossing conditions leading to San Mateo County transit stations and stops.

Encourage clean, efficient intermodal travel by making access to public transit stations safe, convenient, and comfortable for pedestrians and bicyclists.

Promote bicycle and pedestrian safety at intersections in the environs of public transit stations and stops.

16.3 Encourage efficient intermodal transit service scheduling at public transit stations and other transit transfer locations.

Decrease waiting time for public transit passengers and increase convenience of public transit travel through improved integration of bus and rail transit service schedules.

MODAL CONNECTIVITY

16.4 Consider satellite transit transfer hubs when and where feasible.

Transfer facilities in satellite locations for passenger interchange among line haul bus service route as well as between line haul transit services and community as well as employer shuttle buses may increase customer convenience while at the same time reducing congestion at major public transit hubs.

16.5 Ensure adequate bicycle parking conveniently located at public transit stations in San Mateo County.

Promote the clean, energy efficient access to public transit that the bicycle provides by making bicycle parking an important priority at San Mateo County transit stations and other stops.

16.6 Support “right-sized” auto parking at San Mateo County public transit stations through development of transit station area parking management plans.

Promote “right-sized” parking provision for private autos at transit stations so that there is sufficient parking for patrons. Station area parking management plans should include consideration of pricing policy for station parking facilities and either or both time zoning and pricing for nearby on-street parking.

MODAL CONNECTIVITY OBJECTIVES:

- ✓ *Improve intermodal travel information dissemination to San Mateo County transportation system users*
- Performance measure: proportion of respondents to a survey of San Mateo County transportation system users who rate electronic information availability on intermodal travel “Very Good” or “Excellent”.
- ✓ *Increase the number of intermodal transit service hubs*
- Performance measure: number of public transit intermodal service hubs in San Mateo County
- ✓ *Implement bicycle and pedestrian access improvements at public transit stations and stops in San Mateo County*
- Performance measure: number of pedestrian access improvement projects implemented at public transit stations and stops
- Performance measure: number of bicycle access improvement projects implemented at public transit stations and stops

MODAL CONNECTIVITY

- ✓ *Implement shuttle bus services to connect work sites and public transit stations and stops*
- Performance measure: number of shuttle bus service hours connecting work sites to public transit stations and stops

**17: GOODS MOVEMENT –
VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

Goods movement that supports a sustainable San Mateo County.

GOAL:

- *“Foster safe and efficient goods movement compatible with countywide economic development and environmental policies.”*

GOODS MOVEMENT POLICIES

17.1 Enhance safety and capacity on truck routes within San Mateo County.

Ensure adequate turning radii, lane widths, and vertical clearances on designated truck routes to promote safe, efficient goods movement.

17.2 Support enhancement of rail freight services within and to/from San Mateo County to provide shippers a competitive option and to reduce the energy consumption and air emissions from hauling goods and commodities.

Encourage choice of modes for goods movement while enhancing both economic and environmental sustainability.

17.3 Promote use of low and zero emissions technologies for truck and rail freight in San Mateo County.

Support use cleaner motive power in goods movement to protect the San Mateo County environment.

□ **Objectives:**

- ✓ *Minimize motor freight travel delay increases on the San Mateo County roadway network*
 - Performance measure: motor freight travel delay
- ✓ *Reduce the number of crashes involving motor freight haulers on the San Mateo County roadway network*
 - Performance measure: number of crashes involving motor freight haulers

- ✓ *Conserve road capacity for goods movement on truck routes in San Mateo County*
 - Performance measure: miles of truck routes in San Mateo County designed to accommodate safe and efficient goods movement
- ✓ *Support rail and road grade separation in San Mateo County*
 - Performance measure: number of road and rail grade separation projects
 -

**18: ENVIRONMENT:
VISION, GOAL, OBJECTIVES, AND POLICIES**

VISION:

A Clean and Green Transportation System for San Mateo County.

GOAL:

- *“Develop cost-effective and innovative solutions to manage the energy, environmental, greenhouse gases, and climate change impacts of the transportation system.”*

ENVIRONMENT POLICIES:

18.1 Promote more energy efficient transportation in San Mateo County.

Reduce energy consumption in travel by encouraging a shift to more energy-efficient motive power for cars, light trucks, commercial trucks, and both rail passenger and rail freight services.

Enable a shift to more use of non-motorized modes of travel in San Mateo County.

18.2 Encourage cleaner transportation in San Mateo County.

Advocate a shift to low or no emission motor vehicles in the automobile light truck, commercial truck, and passenger bus and shuttle fleets in San Mateo County.

Support electrification of Caltrain.

Facilitate shift to more use of non-motorized modes of travel in San Mateo County.

18.3 Prepare for needed adaptation of the transportation system in response to climate change effects.

Encourage planning to relocate transportation facilities subject to inundation due to future sea level rise.

Discourage transportation facility investments in areas subject to inundation due to future sea level rise.

18.4 Take action to reduce greenhouse gas emissions that are attributable to the transportation system as well as to transportation and land use interactions.

Ensure that San Mateo County contributes to achievement of the Bay Area target for greenhouse gas emissions.

ENVIRONMENT OBJECTIVES:

- ✓ *Implement the San Mateo County Energy Policy*
 - Performance measure: number of San Mateo County Energy Policies implemented pertaining to transportation
- ✓ *Define and prepare plans for implementing the Sustainable Communities provisions of SB 375.*
 - Performance measure: adoption of a San Mateo County Sustainable Communities Plan
 - Performance measure: implementation of a San Mateo County Sustainable Communities Plan
- ✓ *Increase the number of hydrogen and other alternative fuels re-fueling facilities in San Mateo County.*
 - Performance measure: number of hydrogen and other alternative fuels e-fueling facilities in San Mateo County
- ✓ *Increase the number of electric re-charge facilities in San Mateo County.*
 - Performance measure: number of electric vehicle re-charge facilities in San Mateo County
- ✓ *Increase use of Non-motorized modes of travel in San Mateo County of San Mateo*
 - Performance measure: share of person trips in San Mateo County taken by walking and bicycling