

THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG)
 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN AND BICYCLE PROGRAM
 CALL FOR PROJECTS FOR FISCAL YEAR 2017/2018
CAPITAL PROJECT APPLICATION

I. Project Name and Funding Request

a. Applicant Agency:

City of Millbrae

b. Funds Requested:

\$370,183

c. Project Title:

Transit Center to Spur Trail
(Phase I and II) Connection and
Pedestrian/Bicyclist Safety
Improvements

d. Brief Project Summary:

Adding greenbacked
sharrows/signage and
crosswalk/sidewalk/curb ADA
improvements from Murchison
Drive to South Magnolia Ave,
and then connecting to Spur
Trail Phase I; connecting Spur
Trail Phase I to Phase II via an
enhanced sidewalk and Class I
trail; as well as adding
RRFBs/ADA improvements/
crosswalks (if non-existing) at
every street crossing of the
current Spur Trail and
proposed additions.

e. Project Type:

Capital: Pedestrian and Bicycle Facility

Capital: Bicycle Facility Only

Capital: Pedestrian Facility Only

II. Project Screening

a. Is the project sponsor the County of San Mateo, a City in San Mateo County or a Joint powers agency operating in San Mateo County? Answer must be "Yes" to continue.

Yes No

b. Project meets Caltrans Standards: Yes No

Brief description of project elements meeting
Caltrans Standards:

Project will be designed in
compliance with the 2010
Caltrans Standard
Specifications and the 2014
California Manual of Uniform
Traffic Control Devices.

- c. Received California Environmental Quality Act (CEQA) approval?

Yes No

Date of CEQA Approval:

Categorical Exemption- will file at the appropriate time.

Note: CEQA document must be submitted as an attachment to the application.

III. Clear and Complete Proposal

Describe the project elements (indicate location, length, scope, size or extent)

Adding greenbacked sharrows and crosswalk/sidewalk/curb ADA improvements from Murchison Drive to South Magnolia Ave (950' x both sides of street= 1900 LF), and then connecting to Spur Trail Phase I (900' x both sides of street= 1800 LF); connecting Spur Trail Phase I to Phase II via an enhanced sidewalk (500') and Class I trail with landscape improvements through Josephine Waugh/Soroptimist Park (1200'); and adding RRFBs on California at Murchison (part of Millbrae Station Area Specific Plan), Poplar at Millbrae, between Mosta Grove Park and Rotary Park on South Ashton, crossing Millbrae Avenue at South Ashton, between Josephine Waugh/Soroptimist Park and Spur Trail Phase II at Hillcrest Blvd., between Spur Trail Phase II and Taylor Middle School at Taylor Blvd/Minorca, Lions Park at Helen Dr.; and on Lomita Avenue at Junipero Serra Park [8 total]. The project would also include an updated Class I Trail through Lions Park (250') to connect to the existing paved trail within the park, as well as crosswalk and sidewalk/curb ADA improvements at every proposed RRFB location and curb extensions at the South Ashton/Millbrae Avenue intersection, thereby facilitating a Safe Routes to School path.

IV. State of Readiness

- a. Right-of-Way certification required? Yes No N/A
- b. Right-of-Way certification completed (if applicable)? Yes No
- c. Permits/Agreements approved? Yes No N/A

List all permits and/or agreements approved/obtained to date:

Name of Permit/Agreement	Date approved/obtained
N/A	

V. Community Support

- a. Bicycle Advisory Committee (BAC): Applicant agency has a designated BAC that meets the requirements established by the Metropolitan Transportation Commission. (Note: a BAC that includes members representing pedestrians is required prior to award of TDA3 funds)

Yes No, but in progress

b. Project has been approved by the BAC:

Yes No

Project has been approved by other organized group(s) with demonstrated knowledge of walking and bicycling needs (see instructions):

Yes No

Names of other group(s):

Type of support: (e.g., letters resolutions)

Silicon Valley Bicycle Coalition	Letter
City of Millbrae Parks and Recreation Commission	Letter
City of Millbrae BAC	Letter
Millbrae Elementary School District	Letter

VI. Meets Program Objectives

a. Describe the need for the project and how the project addresses an identified problem. How was the need determined? Cite relevant data or observations regarding existing walking/bicycling demand, or results of similar projects in other communities. Include a vicinity map and a site map.

This project will help to meet the commuting and recreational objectives for the City of Millbrae, propelling the connection to the Bay Trail and other Regional Trails. By allowing individuals to safely walk or ride their bikes from the Transit Center to an existing trail/walkway system in Millbrae, we will help to provide more commuting opportunities, reduce greenhouse gases (part of the Draft Climate Action Plan for the City), and promote safe routes to school. Due to the loss of our Community Center in July 2016, the City has struggled to have access to health and wellness activities. These improvements will help to encourage individuals to engage in healthy initiatives through commuting to work/school and for recreational needs. This project was determined based on existing plans and proposals (see VI.g. for specifics) for the Spur Trail Phases to be connected, as well as needing a connection from the Transit Center to the Spur Trail in order to safely connect more commuters, children, and individuals recreating within the City of Millbrae.

b. Describe how the project reduces the risk of collision injury to people walking or cycling. Cite relevant data and sources such as crash history.

By giving pedestrians and cyclists a specific route to gain access to the Spur Trail and by giving individuals an opportunity to alert motorists to their presence (via the RRFBs), we are creating an environment to reduce the risk of collision injury. By updating curbs/sidewalks to be ADA-compliant, we are helping to allow access to individuals who may not have been able to travel this path previously. This completed project will also help to get more cars off the road by providing a different route to work and school. With this in mind, fewer cars will hopefully equal fewer collisions (as well as fewer greenhouse gas emissions).

Looking at the Transportation Injury Mapping System, there have been 137 pedestrian collisions and 42 bike collisions since 2006. Eighty-eight of the pedestrian accidents were where the individual was crossing in an intersection! The RRFBs will help to alert motorists of pedestrian and cyclist presence. 23 of these accidents had the pedestrian crossing not in a crosswalk. This proposed route will provide more crosswalks for individuals to use, along with RRFBs to alert motorists. Bicyclists account for 42 victims in collisions since 2006.

Specifically in 2014, a bicyclist was hit at the pathway coming from Lion's Park on Helen Drive, but an RRFB here will help prevent this. In 2007, a bicyclist was injured at the Lomita Avenue/Junipero Serra crossing, but an RRFB here will help prevent this from happening again. There have been 3 collisions at Ashton Ave/Millbrae Ave intersection (1 bicyclist in 2008 and 2 pedestrians- 1 in 2007 and 1 in 2016), thereby providing curb extensions will help to prevent this. A number of incidents have happened at the Millbrae/Magnolia intersection, and an individual was killed at the California/Murchison intersection as well.

This is just a brief overview of some of the collisions that have happened along areas that would be served by this proposed route. By having a safe/direct route to and from many heavily used locations in Millbrae, we can work to prevent more of these injuries and fatalities.

- c. Access to high-use activity centers: List the destinations the project serves and estimate the number and frequency of people accessing these locations. For projects that serve both walking and bicycling, identify the features that serve walking transportation. Estimate the proportion of the project cost going toward pedestrian facilities. (See *instructions*)

This project would serve access to the Millbrae Transit Center, Mills High School, close access to Spring Valley Elementary, the Millbrae Skate Park, Mosta Grove Park, Rotary Park, Josephine Waugh Park/Soroptomist Park, Taylor Middle School, Lion's Park, closer access to Meadows Elementary/Millbrae Meadows Park, the Green Hills Country Club, and Junipero Serra County Park.

- d. This project includes facilities that serve walking trips: Yes No

Describe parallel pedestrian facilities (if applicable):

If implemented, the project has the potential to create a nearly complete route for commuters and community members to travel from the Millbrae Transit Center to the Northwest corner of Taylor Middle School at Richmond Drive, passing through multiple parks and school sites along the way. A future planned additional phase will also allow travel all the way to Junipero Serra County Park.

- e. Degree to which this project improves conditions for bicycling and/or walking for transportation purposes:
- Primarily Transportation
 Transportation & Recreation
 Primarily Recreation

- f. Estimate the typical distances of walking and/or bicycling trips that will use this facility and, if available, demographic characteristics:

Individuals of all demographic backgrounds use the Spur Trail as it currently exists for a number of reasons. Based on the San Mateo Countywide Transportation Plan (2017), the median distance for Millbrae BART riders home is 4.58 miles (3% ride their bikes, and 15% walk). The hope is to continue to fulfill the needs of the community and region by completing more bike and pedestrian routes. By providing access to the Transit Center for commuters, the Spur Trail will increase more ridership for Caltrain and BART as well. It would be beneficial for more school-aged children to ride their bikes or walk to school instead of being driven in a vehicle. This will provide more exercise and will lessen the number of vehicles on the road.

As Millbrae is a city with a high number of bicycling Caltrain passengers, it would make sense to provide these individuals with a safe route between the Transit Center and their home. As of February 2014, 11% of Caltrain's weekly riders (nearly 5,900 per day) took a bike on board the train. Caltrain's Strategic Plan from 2014 and the Comprehensive Access Policy Statement from 2010 indicate the necessity of accessible cycling for individuals' first- and last-mile connections between their homes, jobs, and Caltrain.

- g. What is the relationship of the project to the existing or regional bicycle or pedestrian routes? Is the project in coordination with neighboring jurisdictions? Explain.

The project relates to the existing regional bicycle/pedestrian routes as this will be the basis of connecting every neighborhood in the City with the Spur Trail, and from there the Bay Trail. Once all proposed bike and pedestrian routes are completed within Millbrae, all neighborhoods within the City will be completely accessible from other cities within the region.

- h. Project is consistent with local or regional plans (add lines, if necessary):

Type of Plan:	Name of Plan and Page (if applicable)
i. County of City facilities plan	
ii. Circulation element of general plan	Revision V.5 Bicycle and Trail Routes of the City of Millbrae General Plan
iii. San Mateo County Comprehensive Bicycle & Pedestrian Plan	San Mateo County Comprehensive Bicycle and Pedestrian Plan
iv. Other bicycle, pedestrian, or complete streets plan(s):	Millbrae's Bicycle and Pedestrian Transportation Plan

	Millbrae Elementary School District's Safe Routes to School walk audit Draft Priority Development Area Plan for Millbrae Draft Climate Action Plan for Millbrae Caltrain Strategic Plan Caltrain Comprehensive Access Policy Statement
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VII. Funding and Local Match

a. Enter total project cost, totaling funds from all sources here: \$ 620,183

TDA Funds requested:	\$370,183
Local Funds provided:	\$250,000
Local match percentage:	40 %

To calculate % Local Match Percentage, please use the following equation:

$$\frac{\text{Local Matching Funds}^*}{\text{Total Project Cost}} = \text{Local Match \%}$$

*Cash Match Only. Please note that local funds cannot include prior funding sources received from other grants.

b. Can the project be partially funded or divided into phases? Yes No

c. If applicable, are there any other funds (ie. Grants) as part of the project? Yes No

If yes, please list the funding source and amount:

VIII. Optional Field Video

Is a video being submitted as part of this application? Yes No
(Highly Recommended)

XI. Single Point of Contact Information

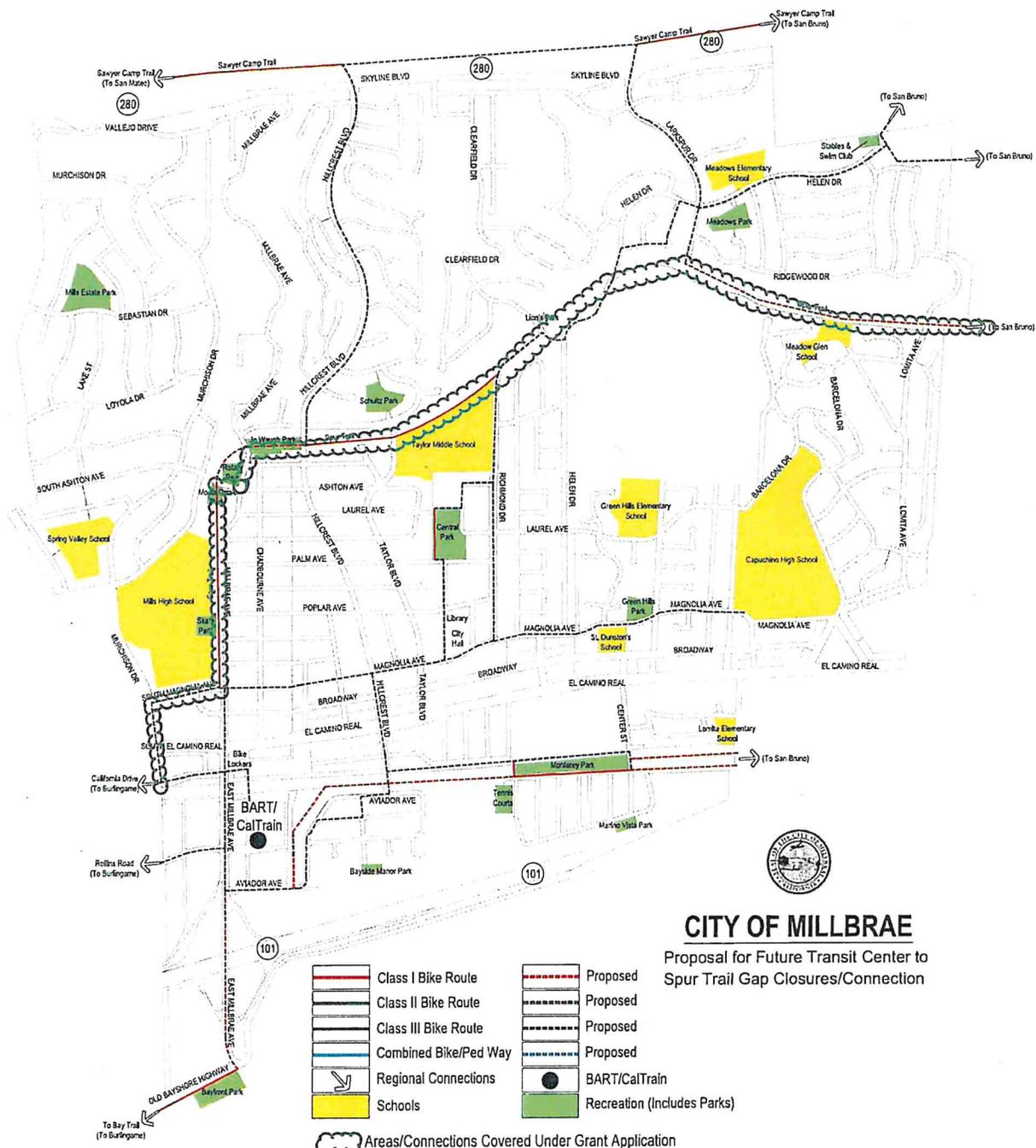
Name:
Title:
Applicant Agency:
Telephone:
E-mail Address:

Mackenzie Brady, Recreation
Superintendent
City of Millbrae
650-259-2362
mbrady@ci.millbrae.ca.us

M. Mackenzie Lopes Brady

Financial Breakdown for Project [Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements]

Item	Location	Notes	Cost
Signage and Enhanced Striping	Murchison Drive	950'	
	South Magnolia Ave	900'	\$30,000
RRFBs + Curb Ramp/ADA Improvements	Murchison/California	1 RRFB + 3 Curb Improvements	\$40,000
	Poplar/Millbrae	1 RRFB + 3 Curb Improvements	\$40,000
	South Ashton/Rotary Park	1 RRFB + 2 Curb Improvements	\$30,000
	South Ashton/Millbrae	1 RRFB + 4 Curb Improvements	\$50,000
	El Paseo/Millbrae	1 RRFB + 2 Curb Improvements	\$30,000
	Hillcrest/Spur Trail	1 RRFB + 2 Curb Improvements	\$30,000
	Minorca/Taylor	1 RRFB + 4 Curb Improvements	\$50,000
	Helen/Lion's Park	1 RRFB + 2 Curb Improvements	\$30,000
	Lomita/Spur Trail	1 RRFB + 2 Curb Improvements	\$30,000
	Contingency		20%
Class I Recreational Trail + Site Prep	Josephine Waugh/Soroptomist Park	1200' Stalock	\$18,136
Landscape Work	Josephine Waugh/Soroptomist Park		\$45,000
Clearing/Grubbing	From JW/S Park to Rotary Park		\$25,000
Traffic Control	For JW/S Park to Rotary Park Work		\$20,000
Curb Extensions	South Ashton/Millbrae Intersection		\$40,000
Enhanced Sidewalk	From JW/S Park to Rotary Park	500'	\$6,850
Class I Recreational Trail	Extension within Lion's Park	250'	\$3,500
Total:			\$620,183
TDA Funds Requested:			\$370,183
Local Funds provided:			\$250,000
Local match percentage:			40%





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Shiloh Ballard

SVBC is a 501(c)(3) non-profit organization
EIN 77-0338658

<http://bikesiliconvalley.org>

July 12, 2017

City/County Association of Governments (C/CAG)
Attn: Eliza Yu
555 County Center, 5th Floor
Redwood City, California 94063

Re: Millbrae Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements Project

Dear Ms. Yu:

I am writing on behalf of Silicon Valley Bicycle Coalition, a non-profit organization that exists to create a healthy community, environment, and economy through bicycling. We would like to support the City of Millbrae's application for Transportation Development Act Article 3 funds for Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements Project.

The Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements Project aims to provide safe and much enhanced bicycle and pedestrian facilities from the Millbrae Transit Center to the Spur Trail Phase 1 and Spur Trail Phase 2. The project would connect the Millbrae Transit Center to Mills High School, Taylor Middle School, and Millbrae communities along the Spur Trail Phase 1 and Phase 2. The project would add green-backed sharrows and bicycle route signage from on Murchison Drive, west to Magnolia Ave, and north to Millbrae Ave. where the Spur Trail begins.

Enhancing pedestrian facilities and adding green-backed sharrows to reroute from a higher-traffic corridor to an existing trail system (Spur Trail), as well as adding sidewalk improvements, curb ramps, and RRFBs along all street crossings for the Spur Trail will create more opportunities for individuals to engage in health and wellness initiatives and will give safer routes for children to walk and bike to school.

We strongly support the City of Millbrae's grant application for this project. Thank you for the opportunity to comment.

Sincerely,

Shiloh Ballard
President and Executive Director

**PARK AND RECREATION
COMMISSION
CITY OF MILLBRAE
621 MAGNOLIA AVENUE
MILLBRAE, CA 94030**



July 14, 2017

Eliza Yu, San Mateo County City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety
Improvements Project – TDA Article 3 Program Application

Dear Ms. Yu:

The Park and Recreation Commission for the City of Millbrae is pleased to support the City of Millbrae's TDA Article 3 Program application for the Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements Project.

The Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements Project aims to provide safe and much enhanced bicycle and pedestrian facilities from the Millbrae Transit Center to the Spur Trail Phase 1 and Spur Trail Phase 2; connecting the Millbrae Transit Center to Mills High School, Taylor Middle School and Millbrae communities along the Spur Trail Phase 1 and Phase 2. The project would add greenbacked sharrows and bicycle route signage from the California Drive/Murchison Drive intersection, west to Magnolia Ave, and north to Millbrae Ave/start of the Spur Trail. The project would also add an enhanced sidewalk from Rotary Park to Josephine Waugh/Soroptimist Park, create a Class I Trail through Josephine Waugh/Soroptimist Park (connecting Spur Trail Phase 1 to Spur Trail Phase 2), and add another Class I Trail connecting the existing sidewalk in Lions Park to the paved path within the park. Additionally, the project will assist in the installation of curb ramp updates/sidewalk improvements and Rectangular Rapid Flashing Beacons (RRFBs) along every street crossing of the Spur Trail, the Poplar Ave/Millbrae Ave intersection, as well as along the striping/signage between the Murchison/California Drive intersection and the start of the Spur Trail. In order to facilitate a Safe Route to School, there will be curb extensions placed at the South Ashton/Millbrae Avenue intersection.

Enhancing pedestrian facilities and adding greenbacked sharrows to reroute from a higher-traffic corridor to an existing trail system (Spur Trail), curb extensions at a dangerous intersection, as well as adding sidewalk improvements, curb ramps, and RRFBs along all street crossings for the Spur Trail will create more opportunities for individuals to commute, engage in health and wellness initiatives, and give safer routes for children to walk and bike to school. This project will work to facilitate the connection between multiple phases of the already-existing Spur Trail, allowing commuters to access most neighborhoods throughout Millbrae. The bicycle and pedestrian improvements are consistent with the County's Bicycle Pedestrian Master Plan, the Circulation Element Update of Millbrae's General Plan, Millbrae's Master Plan- BART Trail Segment, Millbrae's Bicycle and Pedestrian Transportation Plan, Millbrae Elementary School District's Safe Routes to School walk audit, Millbrae's Draft Priority Development Area Plan, and Millbrae's Draft Climate Action Plan. If implemented, the project has the potential to create a nearly complete route for commuters and community members to travel from the Millbrae Transit Center to the Northwest corner of Taylor Middle School at Richmond Drive, passing through multiple parks and school

Page 2 of 2

sites along the way. A future planned additional phase will also allow travel all the way to Junipero Serra County Park.

I urge you to favorably consider the City of Millbrae's grant application request to provide much needed pedestrian and bicycle improvements connecting the Millbrae Transit Center to the Spur Trail segments. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher J. Del Nagro". The signature is fluid and cursive, with the first name being the most prominent.

Christopher J. Del Nagro, Ph.D.

Chair of the Millbrae Parks and Recreation Commission

BIKE AND PEDESTRIAN SAFETY SUB-COMMITTEE

July 14, 2017

Eliza Yu, San Mateo County City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety
Improvements Project – TDA Article 3 Program Application

Dear Ms. Yu:

The Millbrae Bike and Pedestrian Safety Sub-Committee is pleased to support the City of Millbrae's TDA Article 3 Program application for the Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements Project.

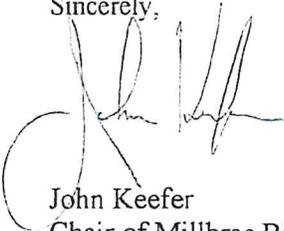
The Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements Project aims to provide safe and much enhanced bicycle and pedestrian facilities from the Millbrae Transit Center to the Spur Trail Phase 1 and Spur Trail Phase 2; connecting the Millbrae Transit Center to Mills High School, Taylor Middle School and Millbrae communities along the Spur Trail Phase 1 and Phase 2. The project would add greenbacked sharrows and bicycle route signage from the California Drive/Murchison Drive intersection, west to Magnolia Ave, and north to Millbrae Ave/start of the Spur Trail. The project would also add an enhanced sidewalk from Rotary Park to Josephine Waugh/Soroptimist Park, create a Class I Trail through Josephine Waugh/Soroptimist Park (connecting Spur Trail Phase 1 to Spur Trail Phase 2), and add another Class I Trail connecting the existing sidewalk in Lions Park to the paved path within the park. Additionally, the project will assist in the installation of curb ramp updates/sidewalk improvements and Rectangular Rapid Flashing Beacons (RRFBs) along every street crossing of the Spur Trail, the Poplar Ave/Millbrae Ave intersection, as well as along the striping/signage between the Murchison/California Drive intersection and the start of the Spur Trail. In order to facilitate a Safe Route to School, there will be curb extensions placed at the South Ashton/Millbrae Avenue intersection.

Enhancing pedestrian facilities and adding greenbacked sharrows to reroute from a higher-traffic corridor to an existing trail system (Spur Trail), curb extensions at a dangerous intersection, as well as adding sidewalk improvements, curb ramps, and RRFBs along all street crossings for the Spur Trail will create more opportunities for individuals to commute, engage in health and wellness initiatives, and give safer routes for children to walk and bike to school. This project will work to facilitate the connection between multiple phases of the already-existing Spur Trail, allowing commuters to access most neighborhoods throughout Millbrae. The bicycle and pedestrian improvements are consistent with the County's Bicycle Pedestrian Master Plan, the Circulation Element Update of Millbrae's General Plan, Millbrae's Master Plan- BART Trail Segment, Millbrae's Bicycle and Pedestrian Transportation Plan, Millbrae Elementary School District's Safe Routes to School walk audit, Millbrae's Draft Priority Development Area Plan, and Millbrae's Draft Climate Action Plan. If implemented, the project has the potential to create a nearly complete route for commuters and community members to travel from the Millbrae Transit Center to the Northwest corner of Taylor Middle School at Richmond Drive, passing through multiple parks and school sites along the way. A future planned additional phase will also allow travel all the way to Junipero Serra County Park.

Page 2 of 2

I urge you to favorably consider the City of Millbrae's grant application request to provide much needed pedestrian and bicycle improvements connecting the Millbrae Transit Center to the Spur Trail segments. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "John Keefer". The signature is written in a cursive style with a large initial "J" and "K".

John Keefer
Chair of Millbrae Bike and Pedestrian Safety sub-committee



Millbrae School District

555 Richmond Drive, Millbrae, CA 94030

650-697-5693 • 650-697-6865 (fax) • <http://www.millbraeschooldistrict.org>

VAHN PHAYPRASERT
Superintendent

RICHARD CHAMPION
Chief Business Official

CLAIRE BELTRAMI
Assistant Superintendent of Ed. Services

ANITA ALLARDICE
Director of Special Education

Eliza Yu, San Mateo County City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements Project – TDA Article 3 Program Application

Dear Ms. Yu:

Millbrae School District is pleased to support the City of Millbrae's TDA Article 3 Program application for the Transit Center to Spur Trail (Phase I and II) Connection and Pedestrian/Bicyclist Safety Improvements Project.

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Enhancing pedestrian facilities and adding green backed sharrows to reroute from a higher-traffic corridor to an existing trail system (Spur Trail), as well as adding sidewalk improvements, curb ramps, and RRFBs along all street crossings for the Spur Trail will

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Millbrae School District

555 Richmond Drive, Millbrae, CA 94030

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VAHN PHAYPRASERT
Superintendent

RICHARD CHAMPION
Chief Business Official

CLAIRE BELTRAMI
Assistant Superintendent of Ed. Services

ANITA ALLARDICE
Director of Special Education

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I urge you to favorably consider the City of Millbrae's grant application request to provide much needed pedestrian and bicycle improvements connecting the Millbrae Transit Center to the Spur Trail segments.

Thank you for your consideration.

Sincerely,

Vahn A. Phayprasert, Superintendent
Millbrae School District

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