

Project Sponsor	Project Title	Commenter	Comment	Response
San Carlos	Safe Routes to School Improvement Project	John Goodwin	Vague answer to Question #2 In regard to question #7, is their Transportation and Circulation Commission the equivalent of a BPAC?	Yes
San Carlos	Holly Street/US-101 Pedestrian and Bicyclist Overcrossing	John Goodwin	Their response to #6 appears to be "no" but the "yes" and "no" boxes are missing.	Response to #6 is no.
San Carlos	Holly Street/US-101 Pedestrian and Bicyclist Overcrossing	John Goodwin Angela Hey	In regard to Question #6 Is project Homekey permanent? roject Homekey permanent? I thought it was a temporary measure. There is low income housing on the left side of the main road into Redwood Shores further on. This is a very valuable improvement for the biking infrastructure as Holly Street is one of the most tricky ways from El Camino to the other side of 101 on a bike. It will help many in Redwood Shores get to San Carlos station or dining areas more safely. It is also a way for Redwood City residents to get to the Bay Trail paths and levees that lead from Redwood Shores to Foster City and beyond by cycling on Industrial to Holly Street.	Based on the Homekey website, applications were due May 2, 2022 and funds must be fully expended by June 30, 2026.
Pacifica	Sharp Park Priority Development Area Pedestrian Improvement Project	John Goodwin	#4 a and #4 b appear to contradict each other, "Samtrans buses travel down Palmetto Ave" and then "There is no transit along the affected streets"	Samtrans buses travel along Palmetto Avenue. The affected streets are Paloma Avenue, Carmel Avenue, and Santa Maria Avenue. Samtrans buses do not travel along the affected streets. No work is is envisioned on Palmetto Avenue.
South San Francisco	School Street Spruce Avenue and Hillside Boulevard Safety and Access Improvement Project	John Goodwin	Vague answer to Question #2	It appears the full response may have been inadvertently truncated, the full response to the question is: The Project will provide safety improvements at the four uncontrolled crosswalks by installing a traffic signal, new crosswalks, lighting and advanced yield markings, ADA-compliant curb ramps, mark all crosswalks for visibility; reduce crossing distances by installing bulb-outs; install continental crosswalk striping, advanced stop bars, and yellow curbs; lighting and bike racks. Additionally, a raised intersection and drainage improvements on School Street will be installed to address flooding issues which prohibit safe pedestrian access to the school during rain events.
Half Moon Bay	Kelly Avenue Complete Street Project	John Goodwin	Vague answer to Question #2	This project will be adhering to NACTO's All Ages and Abilities design Principles. Per the guidelines provided in the last page of the complete streets checklist, the City will be including design of a conventional bicycle lane along Kelly Avenue due to the existing speed limit of 25 mph, an ADT of 1,500 - 3,000 for a single lane in each direction, with a fairly low average curbside activity throughout the corridor.

Half Moon Bay	Kelly Avenue Complete Street Project	John Goodwin	Marked "yes" to #7 but their staff hadn't yet presented it to the city's BPAC.	City Staff has presented to the proposed project and grant application to the City's BPAC on July 7, 2022, and no comments were provided during the meeting.
San Mateo County	Bay Road Complete Street Rehabilitation Project	John Goodwin	Vague answer to #2	The project area contains segments of the regional Active Transportation Network; Bay Road from 10th Avenue to Florence St / Spring St is identified on MTC's Regional Active Transportation Network (https://mtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=8c0efbb322804b06ba8820f1672bd79f). The project adheres to the NACTO All Ages and Abilities Design Guidelines, as it intends to implement a separated bicycle facility, calm traffic speeds >25 mph, and ensure continuous ADA access by upgrading curb ramps and sidewalks where needed.
San Mateo County	Bay Road Complete Street Rehabilitation Project	John Goodwin	In regard to #7, is their City Transportation Advisory Committee their equivalent to a BPAC?	Yes
Menlo Park	Middle Avenue Caltrain Pedestrian and Bicycle Undercrossing	John Goodwin	Vague answer to #2	Thanks for the opportunity to clarify. The new proposed undercrossing is located within the MTC adopted priority active transportation corridor along El Camino Real.
Menlo Park	Middle Avenue Caltrain Pedestrian and Bicycle Undercrossing	John Goodwin	In regard to #4c, its not clear to me if the applicant is inferring that Menlo Park is itself a MTC Mobility Hub or is there one within the project area?	There is an MTC Mobility Hub at the Menlo Park Caltrain station. The project would enhance access to this mobility hub for people walking and bicycling to to this mobility hub from several parts of the City.
Menlo Park	Middle Avenue Caltrain Pedestrian and Bicycle Undercrossing	John Goodwin	In regard to #7, is their City Transportation Advisory Committee their equivalent to a BPAC?	Yes, the City Complete Streets Commission is equivalent to a BPAC.
Menlo Park	El Camino Real Pedestrian Crossing Improvements	John Goodwin	Vague answer to #2	Thanks for the opportunity to clarify. The pedestrian crossing upgrades along El Camino Real are within the MTC adopted priority active transportation corridor along El Camino Real.
Menlo Park	El Camino Real Pedestrian Crossing Improvements	Angela Hey	#3B-This is a bit unclear - earlier they said people need more time to cross the street, then they say they will reduce the time to cross, then they say there will be islands in the middle which would probably enable slower people to cross. So it seems that the crossing time will be slower not quicker.	The crossing improvements do two things: (1) create a shorter path of travel for people walking, which should reduce crossing time for many pedestrians. This is because people will not have to wait as long for the correct combination of signals to cross the street. (2) adding improved medians and other safety features for people who need more time to cross. With an aging population and a desire to better accommodate individuals with disabilities, we are seeking to design our crossings in such a way that people of all ages and abilities can cross at whatever their speed of travel while making the crossing shorter for everyone.
Menlo Park	El Camino Real Pedestrian Crossing Improvements	Angela Hey	#4A-SAMTrans bus route 286 is being cancelled	Thank you for the update on this route. Our answer should state that access to the SamTrans ECR route (the agency's busiest route) and the 296 route are enhanced by this project.
Redwood City	Roosevelt Avenue Traffic Calming Project	John Goodwin	In regard to Question #7, is their Transportation Advisory Committee the equivalent of a BPAC?	Yes

San Mateo County Transit Authority	19th Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway	John Goodwin	Vague answer to Question #2	The project is located entirely within the MTC regional Active Transportation Network and the C/CAG Countywide Bikeway Backbone Network. The proposed two-way Class IV Separated Bikeway was selected for this segment of the roadway in an effort to provide a comfortable facility consistent with the NACTO recommendations, which considers the existing operational uses and observed bicycling level of stress. Separated bike lanes provide a buffer and physical vertical elements that minimize interactions between bicyclist and other modes of travel, creating a very comfortable and compatible route for users of all ages and abilities.
Redwood City	101Woodside UPRR Bikeway Project	John Goodwin	Vague answers to Questions#2 and #3a	#2, the proposed facility is a Class 1 path which separates people walking and biking from vehicular traffic which is safer and more appealing to a wide range of ages and abilities. #3a because the proposed facility is entirely new and separate from an existing roadway it can't be part of a high-injury network. However, it will provide an alternative route to Broadway and Woodside which ARE part of our high-injury network due to the number and severity of bicycle and pedestrian-involved collisions.
Redwood City	Broadway Bicycle and Pedestrian Vision Zero Project	John Goodwin	In regard to Question #7 is their City Transportation Advisory Committee the equivalent to a BPAC?	Yes
Atherton	Adelante Selby Spanish Immersion School Safe Route to Schools Project	John Goodwin	Atherton, Adelante Selby - In regard to #4b, it was marked "yes" but there are no comments listed. In regard to their Statement of Exception, item#2, the explanation given is vague	4B) SamTrans has reviewed the project scope and does not object to the lane width reduction on Selby Lane to accommodate the proposed bike lanes. Exemption Statement-The project provides complete street improvements including pedestrian crossing improvements at the Selby Lane/El Camino Real intersection and widening of the existing roadway to provide class II bike lanes along Selby Lane from El Camino Real to Selby Lane, west of Selby Adelante School. The addition of pedestrian walkways along the length of Selby Lane would require additional roadway widening along both sides of the roadway and substantially (greater than 20%) increase the cost of the project.
Belmont	Pedestrian and Bike Improvements	John Goodwin	vague answer to #2	A majority of the proposed bike facilities of the project are within the MTC regional Active Transportation Network. Project would propose signage and pavement markings for connecting bicycle networks considered as a bicycle boulevard for roadways less than or equal to 20mph.

Belmont	Pedestrian and Bike Improvements	John Goodwin	vague answer to #3a . In regard to #7, is their council considered an alternative to a BPAC?	<p>A. The project proposes improvements to streets that are identified to be within the High Injury Network by C/CAG's Safe Routes to School High Injury Network Report. The project proposes several traffic safety measures. For bicyclist safety, new Class II and Class III bike facilities are provided to close current network gaps to improve safety and accessibility. For pedestrian safety, the HAWK crossing will provide a safe crossing mechanism for surrounding residential neighborhoods and affordable housing developments to cross El Camino Real and access Belmont's Caltrain Station.</p> <p>B. The project would improve bicyclist and pedestrian conditions. An analysis for level of concern was completed as part of the City's Comprehensive Pedestrian and Bicycle Master Plan. The project proposes new bike facilities to close current network gaps and improve connectivity for regional bike lanes and routes throughout the city. The proposed HAWK Crossing will improve safety and accessibility for surrounding neighborhoods and affordable housing developments to Belmont's Caltrain Station. For bicyclist, the project includes solutions for the</p>
Foster City	Safe Routes to School Improvement Project	John Goodwin	In regard to #3, their comment section appears to contradict their "yes" answer when they stated that Foster City only accounted for 2% of Youth Based HIN	Although Foster City only accounts for 2% of the County's HIN. The project areas in the proposed project are located in Foster City's HIN area.