

City/County Association of Governments of San Mateo County (C/CAG)
Bicycle and Pedestrian Advisory Committee (BPAC)
Meeting Minutes
January 26, 2023

1. Call to Order

Chair Schneider called the meeting to order at 7:00PM. The Chair began with a statement for thoughts and prayers for the recent shootings at Half Moon Bay and Monterey Park.

Name	Agency	Jan 2023
<u>Public</u>		
Matthew Self – Vice Chair	County of San Mateo	X
Malcolm Robinson	San Bruno	X
Alan Uy	Daly City	X
Angela Hey	Portola Valley	X
Brian Levenson	Redwood City	
Justin Yuen	South San Francisco	X
Marina Fraser	Half Moon Bay	X
<u>Elected</u>		
Ann Schneider – Chair	Millbrae	X
Emily Beach	Burlingame	X
Flor Nicolas	South San Francisco	X
Mary Bier	Pacifica	X
Patrick Sullivan	Foster City	X
John Goodwin	Colma	
Debbie Ruddock	Half Moon Bay	
Lissette Espinoza-Garnica	Redwood City	X

The BPAC members in attendance at the January 26 meeting is listed above.

Others attending the meeting were: Krzysztof Lisaj – San Mateo County, Greg Currey - Caltrans, Shirley Chan – Daly City, Malahat Owrang – Redwood City,

Staff attending: Sean Charpentier, Kaki Cheung, Eva Gaye, Jeff Lacap, Audrey Shiramizu, Kim Springer

2. Review of Meeting Procedures

C/CAG Transportation Program Specialist Audrey Shiramizu reviewed procedures related to how the meeting would be conducted via Zoom.

3. Public comment on items not on the agenda

None.

4. Approval of the Minutes from October 27, 2022 Meeting

Member Sullivan asked staff to confirm that he attended the September 9, 2022 meeting. Following the meeting, staff confirmed that Member Sullivan did not attend that Committee meeting.

Chair Schneider noted that on page 9 of the packet, she was quoted saying that the County had a program that helped local staff apply for grants. The Chair clarified that a consultant was hired through the Public Works department to help agencies write better grant applications.

There were no public comments on the minutes.

Motion: Member Robinson motioned to approve minutes. Member Sullivan seconded the motion. Roll call was taken. Member Espinoza-Garnica abstained from the vote. All other members in attendance voted to approve. The motion passed.

5. Review and approval of the 2023 Committee meeting calendar

C/CAG Transportation Program Specialist Audrey Shiramizu presented the proposed 2023 Committee meeting calendar. Staff reminded the committee that the committee will return to in-person meetings starting in March.

Motion: Member Nicolas motioned to approve. Member Espinoza-Garnica seconded the motion. Roll call was taken. All members in attendance voted to approve. The motion passed.

6. Receive an update from Transportation Development Act (TDA) Article 3 program sponsors on recently completed and active Bicycle and Pedestrian Projects

The Cities of Redwood City and Daly City, along with the County of San Mateo presented project updates to the Committee. These three project sponsors initially received project funding in FY 2019-20 from the TDA program and received project extensions in 2022. The three project sponsors shared schedule and photo updates of their projects.

Committee members Bier, Robinson, Espinoza-Garnica, and Uy thanked Malahat Owrang, City of Redwood City staff, for the presentation on the Vera Avenue Bicycle Boulevard project and the project work. Member Espinoza-Garnica noted the improvements makes the project corridor feel safer. Member Uy asked staff why 20% of the neighborhood were opposed to the project (as noted in staff's presentation). City staff responded that the neighborhood initially had negative reactions to the traffic circles.

Vice Chair Self noted that those with larger vehicles may have more trouble navigating traffic circles. Chair Schneider asked if C/CAG requested project sponsors to conduct evaluations. C/CAG Program Director Kaki Cheung noted that staff will follow up with other project sponsors.

Committee members Self, Sullivan, and Schneider thanked Shirley Chan, City of Daly City staff, for the presentation on the Mission Street Streetscape Project and project work. Member Hey asked how the bulbouts impact bicyclists riding near the curb. City staff noted that the bulbouts do not extend past the parking meter and that if bicyclists ride in the travel lane, they avoid the bulbouts. Chair Schneider asked if the demolition of Mission Street included El Camino Real. City staff responded that the demolition was on the local part of Mission Street. Staff also noted that potholing revealed rail tracks that the project team were able to avoid. Member Sullivan asked the length of the project and if that impacts crossing the street. City staff noted that because it is only the local portion of Mission Street, the length is about half a mile. Staff also noted that members of the public found it easier to cross the street. Chair Schneider suggested C/CAG staff publish project presentations and updates to the C/CAG website.

Committee members Schneider, Uy, Fraser, and Sullivan complimented and thanked Krzysztof Lisaj, San Mateo County staff, for the presentation on the Midcoast Multimodal Project and project work. Chair Schneider asked if the colorized concrete added cost. County staff noted that it was not in the original bid and noted that because the County has used colored concrete on in the past, the County was able to leverage for this project. Member Uy complimented the new replacement bridge. Member Fraser noted the robustness of the trail, and that it is a huge benefit for people walking and biking along the coast. County staff noted that this project has a robust foundation that will last and matches the coast side aesthetic well.

7. Receive a presentation from Caltrans on active transportation projects along El Camino Real in San Mateo County

Greg Currey, Pedestrian and Bicycle Branch Chief from Caltrans District 4 presented on upcoming active transportation projects along El Camino Real (State Route 82) within San Mateo County.

Member Hey commented that SR 82 as a bicycle road is strange because of the high number of entrances and exits. Member Hey noted that Bayshore freeway, parallel to US 101, and I-280, may be better bicycle road options because they are quieter and/or wider. Greg Currey responded that Caltrans has an obligation to improve walking, biking, transit, and driving on Caltrans' corridors as much as possible. Greg noted that Caltrans is working to implement their active transportation plans and studies.

Chair Schneider requested for offline follow-up between Caltrans and the City of Millbrae. Chair Schneider also asked about project 0K810 and if it is the same project where the City of Burlingame is working on four lanes in either direction along El Camino Real. Caltrans staff will follow up. Chair Schneider also noted that on Millbrae

Avenue, the City of Burlingame currently has three left turn lanes serving Burlingame and one lane serving Millbrae. The Chair noted that if project OK810 involves any portion of the City of Millbrae, the City will have an opportunity to provide input.

Chair Schneider asked if project 0AA32 is the same project that C/CAG recently received funding from Assemblymember Mullin. C/CAG Executive Director Sean Charpentier asked Caltrans staff if that project is under a PID (Project Initiation Document). Staff responded that Caltrans is currently working on the PID. C/CAG Executive Director confirmed these are two separate projects, and that C/CAG received a budget request from Assemblymember Mullin to begin planning for a 3.7 mile protected bike lane between the Cities of San Bruno and Millbrae.

C/CAG Executive Director noted that the agency wants to reduce greenhouse gas emissions and vehicle miles traveled by having more long-range bicycle facilities, making El Camino Real a good option for those facilities. He noted that if implemented, the facilities will be transformational for the County, providing longer lengths, safer trips, and connections to transit. He gave recognition and gratitude to Caltrans for working on these projects.

Chair Schneider agreed but noted that projects like California High Speed Rail built a parking lot in the City of Millbrae. She noted that safety is important on El Camino Real and that the City of Millbrae has a completed specific plan that includes a road diet to two lanes in either direction on El Camino Real. She also noted the City's desire for connected bike corridors and a commuter line along Caltrain right-of-way to connect BART stations. C/CAG Executive Director noted that all of these projects will be done with the full participation of the local agencies.

Member Robinson noted that he sits on the Caltrans District 4 pedestrian and bicycle committee. He asked if Caltrans car/truck and pedestrian/bicycle projects come together, will there be an emphasis on repaving roads and new crosswalks? Caltrans staff responded that project alignment has been happening the last few years. Caltrans is moving towards a new practice of bicycle and pedestrian-focused projects. Caltrans staff noted the agency still faces challenges on repaving and including crosswalks in certain areas, especially if there are environmental challenges or if a current crossing is unsafe for pedestrians. Member Robinson noted that a crosswalk should be added at the parking lot at Montara State Beach.

Chair Schneider commented that having SR-82 as an alternative to US-101 is part of the reason El Camino Real in Millbrae is dangerous. She noted that people exiting I-380 and I-280 exit at high speeds onto El Camino Real. The Chair noted that SR-82 should not be an alternative to US-101.

8. Receive information on funding recommendations for One Bay Area Grant Cycle 3 and Regional Active Transportation Program Cycle 6

C/CAG Transportation Systems Coordinator Jeff Lacap presented the Metropolitan

Transportation Commission's (MTC) funding recommendations for One Bay Area Grant 3 (OBAG 3) and the Regional Active Transportation Program Cycle 6 (ATP). These are separate funding programs with different guidelines.

On the OBAG 3 program, Vice Chair Self noted that the seven recommended projects were the top projects that C/CAG recommended, and that it was good to hear that MTC took the recommendations seriously. C/CAG staff Jeff Lacap noted that the Peninsula Interchange Project withdrew their application during evaluation.

Member Hey asked if there are remaining funds, does the committee review or have say in what can get funded? C/CAG staff Jeff Lacap responded that C/CAG submitted 120% above C/CAG's target. If additional funding or savings are available, MTC may draw upon the contingency list. Staff noted that the committee does not have any action items at this time.

C/CAG Executive Director Sean Charpentier thanked the committee and evaluators on the process. He noted that C/CAG views the contingency list as part of C/CAG's work plan and will continue to work with project sponsors to find funding. He noted that staff were able to move some remaining funding from the FY2023 Transportation Fund for Clean Air (TFCA) program to complete the Woodside project.

Chair Schneider asked what the unfunded projects were. C/CAG Executive Director Sean Charpentier responded the projects recommended by C/CAG but were not funded were projects from Atherton, Pacifica, and Millbrae. Chair Schneider asked about the smaller projects. The C/CAG Executive Director noted that C/CAG received 28 applications requesting for \$88 million. The project list is long, and those with lower scores were not recommended. C/CAG could backfill the Woodside project because there was funding available that needed to be used, and it was a small amount to fund a lower cost project.

Member Bier asked if projects that were not selected will receive feedback from MTC. C/CAG staff Jeff Lacap noted that staff are working with city staff on debriefs and that MTC is also available to discuss with project sponsors.

Member Sullivan noted as Vice Mayor of Foster City, he would like to receive feedback on his City's application. He requested more clarity for those projects that were not selected and why.

Vice Chair Self noted that the scores came from the BPAC scoring committee, and those were submitted to MTC. He noted that feedback should come directly from the scoring committee within the BPAC. C/CAG Executive Director added that MTC did confirm to the rankings supplied. Vice Chair Self added that the priority list was the County's recommendation with little to no intervention from MTC.

Chair Schneider noted staff did a phenomenal job debriefing with the committee and documenting in the minutes on the Transportation Development Act Article 3 (TDA 3) and OBAG 3 evaluations at the October meeting. She noted the recommendation to create a subcommittee to discuss MTC's scoring structure that weighs well-written

applications heavily versus the necessity and benefits of the actual project, with a goal of the subcommittee to draft a letter to MTC.

Member Bier noted this is an opportunity for staff and committee to learn from.

Chair Schneider also noted that MTC offered grants for large projects and small projects, but did not end up funding small projects.

C/CAG Transportation Systems Coordinator Jeff Lacap also presented an update on the Regional Active Transportation Program Cycle 6 (ATP), which is also led by MTC.

There were no questions or comments from the committee or the public.

9. Receive information on C/CAG's Equity Focus Areas and an update on C/CAG's Equity Assessment and Framework Development project

C/CAG Transportation Program Specialist Audrey Shiramizu presented on C/CAG's equity focus areas, including the background and methodology.

Chair Schneider asked if the City of Millbrae's equity focus areas were always included in the map. C/CAG staff Audrey Shiramizu noted that the map has not changed since adoption by the C/CAG Board in 2021. C/CAG Executive Director Sean Charpentier noted that the interactive online map link of the equity focus areas was provided in the recent TDA Article 3 grant application.

Member Sullivan asked what Census year the data was pulled from to create the maps. Member Sullivan recommended that more community outreach is critical to supplement the data. C/CAG Executive Director Sean Charpentier noted that staff used the most current data at the time of preparation. Member Sullivan asked about outreach including surveys and website input. He noted reaching out to people that have challenges in diverse communities. C/CAG Executive Director noted that C/CAG regularly conducts outreach through its various committees, through surveys, and that the equity focus area map was vetted by these committees.

Member Robinson noted this discussion is important because it impacts how funding is distributed. He noted that people need help where streets are flooded.

Member Hey noted that the cities of Millbrae and Foster City both could have many low-income people but it is not reflected in how the equity focus areas weigh equity. She recommended looking at equity and who rides bicycles.

Member Beach noted that when measuring equity, it is important to be data driven and not opinion driven. For example, using quantifiable data like income, race, and communities that are traditionally underserved. She noted that community outreach is useful when speaking with underserved areas to figure out needs, but that data should be used to determine equity areas/zones.

C/CAG Transportation Systems Coordinator Kim Springer presented an update on C/CAG's Equity Assessment and Framework Development project.

Member Beach thanked staff for working on this, and noted that the first clause of the equity definition talks about addressing existing and historic equity, and that it appears to aim for race neutrality. She suggested more language that is proactively and intentionally directing resources to underserved and historically disadvantaged communities. She noted the second clause does echo this sentiment but suggested modifying the first clause.

Member Espinoza-Garnica agreed with Member Beach. They noted a priority to recognize marginalized groups.

Member Sullivan appreciated the definition and asked how it addresses people with physical disabilities. Member Espinoza-Garnica suggested the language to include "marginalized communities" which encompasses those with physical and mental disabilities. They noted that the City of Redwood City uses this in their definition.

Chair Schneider asked if the study looked at air pollution and diesel and communities close to the San Francisco International Airport (SFO). C/CAG Executive Director Sean Charpentier noted that staff will investigate this, and that C/CAG Airport Land Use Commission (ALUC) works with noise contours.

Member Bier echoed Member Beach's and Member Espinoza-Garnica's comments.

C/CAG Executive Director Sean Charpentier noted the feedback received and that staff will incorporate into the draft definition for C/CAG Board's review.

10. Receive a presentation on AB 2449 and Updated Requirements for Brown Act Meetings

C/CAG Executive Director Sean Charpentier presented on AB 2449 and requirements for returning to in-person meetings. The Executive Director noted that quorum has to be physically located at one single site to be able to use any provisions of AB 2449. He also noted that staff are working with legislators to get more flexibility for remote meetings.

Chair Schneider noted that prior to the pandemic, the committee discussed rotating meeting locations. Majority of the committee were open to rotating meeting locations in the future. The Chair asked committee members that have meeting space to reach out to staff and the Chair/Vice Chair.

C/CAG Executive Director Sean Charpentier noted that staff plans to offer hybrid meetings with streaming through Zoom.

11. Member Communications

Chair Schneider announced that the City of Millbrae is hosting a Lunar New Year festival on January 29.

12. Adjournment

Chair Schneider adjourned the meeting at 9:41 PM.