

City/County Association of Governments of San Mateo County (C/CAG)
Bicycle and Pedestrian Advisory Committee (BPAC)
Meeting Minutes
March 23, 2023

1. Call to Order

Chair Schneider called the meeting to order at 7:00PM. The Chair welcomed the committee back to the first in-person meeting since the pandemic. C/CAG staff present at the meeting introduced themselves.

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

C/CAG Staff present: Audrey Shiramizu, Kaki Cheung, Sean Charpentier, Jeff Lacap, Eva Gaye, Kim Springer.

Guests: Bryan Redmond (Metropolitan Transportation Commission), Anthony Montes (Silicon Valley Bicycle Coalition).

2. Public comment on items not on the agenda

None.

3. Approval of the Minutes from the January 26, 2023 Meeting

There were no public comments on the minutes. Chair Schneider noted that she liked the narrative in the minutes.

Motion: Member Espinoza-Garnica motioned to approve minutes. Member Sullivan seconded the motion. All members in attendance voted to approve. The motion passed.

4. Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program Funds to reflect a reallocation of \$1,000,000 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project

C/CAG Staff Eva Gaye presented on staff's recommendation to reallocate \$1,000,000 in available OBAG 2 funds to the City of Pacifica for the Sharp Park Priority Development Area Pedestrian Improvement Project.

Member Hey asked where the project is located. C/CAG staff Eva Gaye responded that the project is located along Paloma and Carmel Avenues.

Member Uy asked why this project was recommended. Staff responded that C/CAG submitted 11 projects to the Metropolitan Transportation Commission (MTC) and that seven were not recommended for funding. This project was selected to provide more geographic distribution as other projects funded by MTC are located on the bayside. C/CAG Executive Director (ED) Sean Charpentier noted that this project was the next highest scoring project that was not funded nor on MTC's contingency list.

Vice Chair Self asked if the Atherton/Adelante project was selected instead of the Pacifica project, would the Pacifica project be moved to the contingency list. C/CAG Executive Director responded that MTC would not update the contingency list. He also noted that the funding available could fully fund the Pacifica project. Vice Chair Self noted that the scoring committee submitted a prioritized list to MTC and asked why coast side and bayside priorities were not initially part of the scoring criteria. C/CAG ED noted that it was a competitive process and that the Pacifica project scored right below projects that were fully funded or put on the contingency list. Chair Schneider noted that MTC may have created the score sheet and C/CAG ED noted that MTC may have also been held to Federal Highway Administration (FHWA) orders to not distribute through a formulaic distribution.

Member Sullivan asked if the project was selected based on the completion of the project more than the scoring. The C/CAG ED noted that the project was selected because C/CAG would be able to fully fund the project while the Atherton project could still remain on the MTC contingency list for funding.

Chair Schneider noted there is a smaller group within the BPAC planning to review MTC's scoring process and draft a letter to MTC on the BPAC's behalf.

Member Sullivan asked if the value of the project has a score. C/CAG ED responded that to be eligible on this list, a project needed a 20% local match or if located in an MTC Equity Priority Community or a C/CAG Equity Focus Area, an 11.47% match (the minimum federal local match). Member Sullivan noted it is critical for applicants and evaluators to know this to have a better chance of funding.

Member Bier noted that this project is an important part of the City's General Plan update and that the pedestrian improvements opens more accessibility to the coast side.

Chair Schneider note that the smaller BPAC group drafting a letter to MTC should consider a criterion on cut-through traffic impacts.

A member of the public, Anthony Montes, asked if there is sea wall reinforcement in the Precise Plan. Member Bier responded yes and the City is working on funding. Anthony Montes also noted that modal filters, or dead ends for cars but not for people, are helpful for cut through streets.

Vice Chair Self asked about San Carlos's plan for this project and if the highway overcrossing project is happening. C/CAG ED replied that C/CAG does not know at this time. The two projects are bundled at this time.

Motion: Member Goodwin motioned to approve. Member Bier seconded the motion. All members in attendance voted to approve. The motion passed.

Staff noted this recommendation is going to the C/CAG Board for approval on April 9.

5. Receive a presentation on bicycle and pedestrian safety from the Metropolitan Transportation Commission on the Bay Area Vision Zero (BAYVIZ) System and from the Silicon Valley Bicycle Coalition on safety education, engagement, and programs

BAYVIZ

Bryan Redmond, Assistant Program Coordinator for Vision Zero Program at MTC, presented on MTC's Bay Area Vision Zero System (BAYVIZ), a tool for analyzing safety at the regional, county, and local level.

Member Hey asked how recent the data and how it is collected and inputted. Bryan noted that data is from UC Berkeley Transportation Injury Mapping System (TIMS) and that staff is aware it is not completely accurate and may not include every relevant crash. Chair Schneider asked if San Mateo County had additional data sources, how could the County work with the Department of Transportation to get the data accepted. Bryan noted that he can process and handle data that the County wants to submit into the BAYVIZ system but is not aware of the process for getting data into another source like DOT. Chair Schneider asked staff if they can compile local data sources and send to DOT. C/CAG ED noted that there are staff limitations and that it may lead to inconsistencies

and/or duplicative data. Members Hey and Sullivan noted data from fire truck and ambulance services. Member Hey asked if there is a way to crowd-source data. C/CAG Program Director Kaki Cheung noted that C/CAG is not aware of a tool at this time. Chair Schneider noted that more recent data is needed for grants. C/CAG ED noted that grants typically require standard data that is not crowd sourced nor subject to variation.

Member Sullivan suggested Committee members check with their own cities on how emergency services data is collected. Chair Schneider asked if C/CAG staff meet with transportation staff at every city. C/CAG ED replied that staff is engaged through the Technical Advisory Committee (TAC) and Public Works departments. Staff noted that MTC BAYVIZ will also present at an upcoming TAC meeting. C/CAG ED noted that BAYVIZ is a helpful tool for cities' active transportation planning and prioritizing street improvements. Vice Chair Self noted that this tool takes existing data and disseminates the data; and there is still a question about how to get more data inputted. Member Sullivan noted that incidents related to scooters and e-bikes are not always reported. Member Uy noted that San Francisco works with hospitals to get public health data.

Member Hey noted her concern about the accuracy of the data. Chair Schneider suggested members to report back on their cities' data collection at a future meeting.

Chair Schneider asked MTC if BAYVIZ uses MTC's Equity Priority Communities (EPCs). MTC confirmed. Chair Schneider asked if MTC can input C/CAG's Equity Focus Areas (EFAs). MTC responded they will consider adding EFAs if staff sends the GIS layers.

C/CAG staff Eva Gaye noted that C/CAG completed a high-injury network (HIN) analysis last year using TIMS and Statewide Integrated Traffic Records System (SWITRS) data. She noted that many of the jurisdictions used the HIN for OBAG 3 grant applications.

Silicon Valley Bicycle Coalition

Anthony Montes, Community Organizer at the Silicon Valley Bicycle Coalition (SVBC), presented on SVBC's mission, programs, safety education, and engagement.

For the upcoming Bike Summit on August 24, Chair Schneider asked about e-bike safety and if e-bikes should be allowed on trails. Anthony noted that SVBC has a contract with Peninsula Clean Energy for an e-bike ride at the summit and that safety may be added.

Member Hey commented that El Camino Real (ECR) is a dangerous corridor for bicyclists due to numerous car exits and that it is misguided to make ECR a bike lane. Anthony acknowledged Member Hey's comment. Member Hey suggested bike lanes down the middle of ECR, like in Bogota, Colombia. Anthony responded that that is a design idea in the Caltrans bike highway study led by Sergio Ruiz at Caltrans.

Chair Schneider noted each city has localized issues. For example, Millbrae needs trees to buffer noise and focus is needed on both commuter and recreational bike routes.

Member Yuen asked where the pop-up facility on ECR in South San Francisco is located and for how long. Anthony noted that at the South San Francisco City Council meeting the night before, Council did not approve a resolution to receive funding for the pop-up due to concerns about the location and needing more design. City staff is vetting the design and location before approval. Member Yuen noted that there are existing class 2 bike lanes terminating at Westborough and would be good to extend those lanes south to the BART stations. Anthony noted that a big issue with bike lanes on ECR is lack of continuity that forces riders to weave between parking and bike lanes. Member Yuen asked if Caltrans is interested in making this pop-up permanent. Anthony responded that it is a demonstration project but that SVBC desires to make it permanent.

C/CAG ED noted that Sergio Ruiz at Caltrans previously presented the bike study at BPAC, which extends from Colma to Redwood City and would vastly improve bike facilities on ECR.

Member Bier thanked Anthony for the presentation and asked if SVBC has a youth component. Anthony replied there is no structure in place but there are volunteers from high schools and college. Member Bier noted she works at the Daly City Youth Health Center and offered connecting SVBC. Anthony noted SVBC intends to do more programming for Safe Routes to School.

Member Goodwin asked if SVBC could visit to Colma's Veteran's Village, a 62-unit complex with active veterans interested in biking. Anthony noted he is happy to connect and that SVBC supported a redesign in that area.

Member Sullivan noted the prevalence of e-scooters and the need to engage younger people. He noted Foster City plans to open a new 12-mile loop on the levy/Bay Trail in the next four months. The \$195M project will go through Redwood Shores and Belmont.

Member Espinoza-Garnica asked how SVBC does outreach. Anthony noted that he goes to community groups to understand who serves them. He does not try to take away from the existing community-based organizations (CBOs) and instead finds alignments through listening sessions.

Chair Schneider noted the opportunity to host the first community e-bike ride and if SVBC could provide a cost. Chair also asked about SVBC's capacity to host a bike training for older people. Anthony will follow-up with the chair and noted that SVBC recently hosted cycling classes for professionals.

Chair Schneider noted that Millbrae has a tentative bike rodeo planned on October 8.

Member Hey asked about SVBC's data sources. Anthony noted SVBC uses TIMS data.

Member Sullivan recommended collaborating with the East Palo Alto's Boys and Girls Club for volunteer opportunities.

Member Uy asked about other priorities aside from ECR. Anthony responded that SVBC is prioritizing growing their team, building capacity, and training volunteers to organize

on their own to tackle ECR and to have cities build out their bike plans and networks. Member Uy thanked Anthony for being present in Daly City, despite a limited staff team.

Chair Schneider noted she can help connect north county advocates to Anthony. Anthony also noted he will connect with the Town of Colma as well.

6. Receive C/CAG's Draft 2 Year Workplan

C/CAG Executive Director Sean Charpentier presented on C/CAG's draft two-year workplan. He noted that the team is understaffed, and elements may stretch to year three. C/CAG ED focused on elements most relevant to the BPAC.

For item 35, Planned Buffered Bike Lane on El Camino Real in San Bruno/Millbrae, Chair Schneider commented that Millbrae is working with Caltrans to shrink lanes on ECR and add more trees. The Chair asked how the City's project can coordinate with C/CAG. C/CAG ED noted this is a planning effort bringing different stakeholders together. C/CAG will want to move into actionable design in alignment with San Bruno and Millbrae.

C/CAG ED noted C/CAG is releasing a Call for Projects for Transportation Development Act (TDA) Article 3 for fiscal year 2023/2024. Chair Schneider asked about the schedule. C/CAG Program Director Kaki Cheung noted that for the previous TDA Article 3 cycle, the process started fall 2021 and the Committee began ranking projects in January 2022.

For item 33, Dumbarton Corridor Feasibility Study and Plan, Vice Chair Self commented that the corridor is an excellent route for bike lanes but heard that it was not feasible because a train would be coming. With no train coming, the Vice Chair would like to see how to get a bike lane on the corridor. C/CAG ED noted C/CAG is not looking at rail right-of-way or rail connection and is looking at connecting the corridor to the express lanes on US-101. C/CAG will be looking at bike connections as part of this. Chair Schneider noted that the best bike commuter route would be if BART/Caltrain gave right-of-way to this area.

Member Sullivan emphasized the importance of safety and did not see helmet safety or helmet vendors with their own liability in the micromobility plan. Chair Schneider suggested discussing helmet legislation at a future meeting.

Member Hey asked if C/CAG can change the e-bike strategic plan to include e-bikes and e-scooters. C/CAG ED noted that the plan and the micromobility program implementation is focused on e-bikes because they provide opportunity for the longest trips and mode shift. Member Sullivan noted that e-scooter riders will still be using the e-bike lanes and which needs to be accounted for. Chair Schneider requested every city to have the same rules. C/CAG ED noted that the first phase of the micromobility implementation will focus on governance, rules, pilots, and best practices to guide the request for proposal (RFP) process for how vendors should manage software and liability. Member Sullivan asked if the micromobility plan looked at existing bike/scooter share programs, like at the Marriott Hotel. Chair Schneider added that may compliment

the Millbrae/Burlingame micromobility program. C/CAG Program Director Kaki Cheung noted C/CAG will be looking at lessons learned from the Millbrae/Burlingame program. Chair Schneider noted that Millbrae is focusing on e-bikes and not e-scooters.

Member Espinoza-Garnica noted that the City of Redwood City is focusing on building a relationship with young residents that live downtown to lead bike rodeos prior to asking them to wear helmets. This is because many young people, especially people of color, are already scrutinized on bikes and are not trusting to authorities.

Member Sullivan asked if there will be bilingual communication for implementation. C/CAG ED replied yes. Chair Schneider suggested trilingual communications. C/CAG ED also noted there is an equity program in the micromobility plan that will subsidize rides. Chair Schneider asked if there were lessons learned from the Peninsula Clean Energy e-bike subsidy/rebate program, which was well-subscribed and spread geographically throughout the county. C/CAG ED noted C/CAG will look to the PCE program for partnerships and lessons learned.

C/CAG ED noted that staff brought the work plan to the Board in January and will include it as an attachment to the budget.

7. Member Communication

Chair Schneider noted the City of Millbrae is hosting a commemoration on April 4 for the airplane that left San Francisco International Airport and crashed on the way to Hawaii, which led to the creation of the Federal Aviation Administration (FAA). The Chair also noted the City had a groundbreaking for Longfellow and the new Harriet Tubman Way and art piece at Millbrae train station.

Chair Schneider adjourned the meeting at 9:02pm.