

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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### AGENDA

#### BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

<b>Date:</b> Thursday, May 23, 2024	<b>Join by Zoom Meeting:</b> <a href="https://us02web.zoom.us/j/87362024773?pwd=ZXN1eFlyY3p4MHMvVWROeUJId1VPUT09">https://us02web.zoom.us/j/87362024773?pwd=ZXN1eFlyY3p4MHMvVWROeUJId1VPUT09</a>
<b>Time:</b> 6:30 p.m.	<b>Zoom Meeting ID:</b> 873 6202 4773
<b>Location:</b> Burlingame Community Center 850 Burlingame Avenue STEAM Room Burlingame, CA, 94070	<b>Password:</b> 894749 <b>Join by Phone:</b> (669) 900-6833

#### \*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\*

This meeting of the C/CAG BPAC will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Board welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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1.	Call to Order	Action (Self)	No materials
2.	Public comment on items not on the agenda	Limited to 2 minutes per speaker.	No materials
3.	Approval of the Minutes from the March 28, 2024 Meeting	Action (Self)	Pages 4-8
4.	Receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures	Information (Charpentier)	Pages 9-21

5.	Review and recommend approval of the Final San Mateo Countywide Local Roadway Safety Plan (LRSP) to C/CAG Board	Action (Lacap)	Pages 22-31
6.	Review and confirm receipt of the MTC Complete Streets checklist for Regional Measure 3 (RM3) funds in connection with the US101/SR92 Interchange Direct Connector Project	Action (Shiramizu)	Pages 32-39
7.	Nominations and Elections of the Bicycle and Pedestrian Advisory Committee Chairperson and Vice-Chairperson	Action (Shiramizu)	Page 40
8.	Member Communications	Information (Self)	No materials
9.	Adjournment	Information (Self)	No materials

**The next regularly scheduled BPAC meeting will be on July 25, 2024.**

Future potential discussion topics:

- a. County Sheriff’s Office Update on Online Incident Reporting System
- b. TDA Project updates
- c. E-bicycle safety
- d. Signage

**PUBLIC NOTICING:** All notices of C/CAG regular BPAC meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular BPAC meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Committee. The BPAC has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is temporarily closed to the public; please contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org) for inspection of public records.

**PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Audrey Shiramizu at

ashiramizu@smcgov.org, five working days prior to the meeting date.

**ADA REQUESTS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Audrey Shiramizu at ashiramizu@smcgov.org by 10:00 a.m. prior to the meeting date.

**PUBLIC PARTICIPATION DURING HYBRID MEETINGS:** During hybrid meetings of the Bicycle and Pedestrian Advisory Committee, members of the public may address the Committee as follows:

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to ashiramizu@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG BPAC members and made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be made publicly available on the C/CAG website prior to the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

\*In-person participation:

1. If you wish to speak to the C/CAG BPAC, please fill out a speaker's slip placed by the entrance of the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

\*Remote participation:

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG BPAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG Staff or Co-Chairs call for the item on which you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press \*9 to raise your hand and when called upon press \*6 to unmute.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Transportation Program Specialist: Audrey Shiramizu (ashiramizu@smcgov.org)

**City/County Association of Governments of San Mateo County (C/CAG)**  
**Bicycle and Pedestrian Advisory Committee (BPAC)**  
**Meeting Minutes**  
**March 28, 2024**

**1. Call to Order**

The Chair and Vice Chair were unable to attend this meeting. Member Goodwin volunteered to Chair this meeting. Chair Goodwin called the meeting to order at 6:30 PM.

<b>Name</b>	<b>Agency</b>	<b>Jan 2024</b>	<b>March 2024</b>
<b><u>Public</u></b>			
Matthew Self - Chair	County of San Mateo	X	
Malcolm Robinson	San Bruno	X	X
Alan Uy – Vice Chair	Daly City	X	
Angela Hey	Portola Valley	X	
Justin Yuen	South San Francisco	X	X
Marina Fraser	Half Moon Bay	X	
Mike Swire	Hillsborough	X	X
<b><u>Elected</u></b>			
Ann Schneider	Millbrae	X	X
Flor Nicolas	South San Francisco	X	X
Mary Bier	Pacifica	X	X
Patrick Sullivan	Foster City		X
John Goodwin	Colma	X	X
Lisette Espinoza-Garnica	Redwood City		X

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

Guests: Angela Hey (participating as member of the public), Mike Alston (Kittelson), Selena Lau (City of Belmont), Abdul Hashem (Town of Colma), Brad Donohue (Town of Colma), Batool Zaro (City of East Palo Alto), Harry Yip (City of San Bruno), Nicolette Chan (City of San Mateo), Jeff Chou (City of South San Francisco).

**2. Public comment on items not on the agenda.**

There were no public comments on items not on the agenda.

**3. Approval of the Minutes from the January 25, 2024 Meeting**

There were no public comments on the minutes.

*Motion: Member Schneider motioned to approve minutes. Member Robinson seconded the motion. All members in attendance voted to approve. The motion passed.*

**4. Review and confirm receipt of the MTC Complete Streets checklists for six TDA Article 3 FY 2023/24 project proposals**

Per the Metropolitan Transportation Commission (MTC) Complete Streets Policy (Resolution 4493), any project sponsor that applies for and receives discretionary transportation funding from MTC with a total cost of \$250,000 or more must complete a Complete Streets checklist. Those checklists must be reviewed by the County BPAC. Applicable projects awarded for MTC's Transportation Development Act (TDA) Article 3 must complete this checklist.

C/CAG staff Audrey Shiramizu noted that of the ten proposals received for FY 23/24 TDA 3 funding, six projects need to adhere to MTC's Complete Streets Policy. Those six applicants were the Cities of Belmont, East Palo Alto, San Mateo, San Bruno, South San Francisco, and the Town of Colma. In advance of this meeting, staff sent the six Complete Streets checklists to the Committee on March 13, 2024. Staff noted that no questions were received on the checklists. The six applicants were also available at this meeting to answer any questions.

There were no questions or comments on the checklists.

*Motion: Member Espinoza-Garnica motioned to confirm receipt of the checklists. Member Schneider seconded the motion. All members in attendance voted to approve. The motion passed.*

**5. Review and recommend Transportation Development Act (TDA) Article 3 FY 2023/24 Bicycle and Pedestrian project proposals to the C/CAG Board for funding allocation**

C/CAG staff Audrey Shiramizu provided an overview of the TDA Article 3 FY 2023/24 funding cycle and the Committee scoring process, including changes to the equity scoring criteria for this year's cycle. She presented the Committee's average scores and staff's recommendation for funding approval. The available funding amount was \$2,590,706. The Committee reviewed project proposals, which included six capital project proposals and four planning project proposals for a total of \$2,262,217.

Member Swire asked why TDA was undersubscribed and opportunities to outreach next cycle. C/CAG staff Audrey Shiramizu noted that cities have mentioned being understaffed to submit applications. Staff noted that C/CAG held one applicant workshop and three public workshops this cycle to encourage community-based organizations (CBOs) and members of the public to advocate for projects. C/CAG Executive Director Sean Charpentier noted that there is a lot of funding available and it is possible that cities are focused on delivering rather than planning more projects. C/CAG Deputy Director Kaki Cheung noted that C/CAG also announced the funding to Public Works Directors through multiple forums. Member Sullivan noted that smaller cities may not have the bandwidth to apply.

Member Yuen asked about unspent funds. C/CAG Deputy Director Kaki Cheung noted that any unspent funds would return to C/CAG's fund balance through MTC. Staff noted that remaining funds may be used as a match for the upcoming update of the Countywide Comprehensive Bicycle and Pedestrian Plan.

Member Schneider noted emailing comments to staff on the scoring, criteria, and applications. Member Schneider suggested using funds for projects to complete gaps in a network than updating the Bike and Pedestrian Plan. C/CAG Executive Director (ED) noted the agency's collaboration with the cities of Millbrae and San Bruno on the upcoming buffered bike lane feasibility study, as well as the updates to the equity scoring criteria in this year's TDA cycle.

Member Swire asked about the TDA 3 funding source. C/CAG ED noted that TDA 3 are formula funds, based on a very small sales tax and taxes on diesel fuel.

Member Sullivan noted distinguishing the difference between recreational and commuter projects. Members Schneider and Goodwin suggested future presentations from Caltrans and/or Caltrain about right-of-way and longer-range planning.

*Motion: Member Espinoza-Garnica motioned to approve staff's recommendation of recommending the FY 23/24 TDA Article 3 project proposals to the C/CAG Board for funding allocation. Member Yuen seconded the motion. All members in attendance voted to approve. The motion passed.*

## **6. Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP)**

C/CAG staff Eva Gaye introduced the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP). Mike Alston, Project Manager with Kittelson and Associates, presented the draft Local Roadway Safety Plan.

Member Sullivan asked about bike incidents and fatalities in the report. Mike responded that half of these occur at night.

Member Swire asked about which cities participate in the LRSP. C/CAG staff Eva Gaye responded that staff engaged with every jurisdiction in the County. Jurisdictions that did not participate either have an existing plan or are in the process of completing a plan. Member Swire asked about encouraging all jurisdictions to make this a countywide process. C/CAG ED noted that an LRSP is becoming a foundational requirement for funding, like Safe Streets for All. It is C/CAG's goal to get all jurisdictions on the same five-year cycle.

Member Robinson asked if the report includes automated vehicle (AV) data. Mike noted there is a recommendation to incorporate near miss data and changes outside of C/CAG's jurisdiction that may include AV data.

Member Schneider suggested working with all jurisdictions to update their data. She asked if reported incidents distinguish if victims are unhoused. Mike noted that data is not available but that local jurisdictions may have that data.

Member Espinoza-Garnica asked about more demographic data for incidents, like vulnerable populations, people of color, working classes, and mental health issues. Mike noted the technical memo may have more information. C/CAG staff Jeff Lacap noted there are GIS maps that pinpoint crashes within C/CAG Equity Focus Areas (EFA) and MTC Equity Priority Communities (EPC).

Member Goodwin noted the importance of knowing the population to succeed in vision zero. He suggested a near miss database for pedestrians. C/CAG ED noted that staff will ask the County Sheriff's Office to return to a future meeting to provide an update on the bicycle incident reporting tool.

Member Bier asked if pavement conditions index (PCI) data was included. Mike responded that PCI was not included.

Member Schneider asked if the LRSP process means a city can forgo the Vision Zero process. Mike noted that if a city is simply adopting a Vision Zero goal, that can happen locally with the adoption of this countywide LRSP.

Member Swire noted that the data is based on police data and may not be representative or specialized enough for bicyclist safety data. He suggested a near missed map that anyone can add to regularly. Member Yuen agreed that law enforcement data has limitations and suggested adding 911 calls to the data.

Member Schneider noted removal of bus stops along El Camino Real in Millbrae and how that may impact pedestrian injuries.

## **7. Receive the draft 2024 and 2025 C/CAG Agency Work Plan**

C/CAG ED Sean Charpentier summarized the agency's accomplishments in the past year and discussed ongoing and upcoming projects and programs.

Member Schneider asked about communities with cut-through traffic. C/CAG ED noted C/CAG has subsidized a countywide StreetLight Data subscription for the last four years allowing jurisdictions to analyze origin and destination data.

Member Swire asked about C/CAG's Vehicle Miles Traveled/Greenhouse Gas Mitigation Plan and Program presentation for BPAC.

Member Robinson asked about next steps for the Automated Vehicle Strategic Plan. C/CAG ED noted the project team presented draft strategies at the C/CAG Technical Advisory Committee (TAC) and will present to the C/CAG Board in a few months.

Member Swire asked about the express lanes and managed lanes project and how that impacts bike and pedestrian safety. C/CAG ED noted staff can provide more information when the public draft Environmental Impact Report becomes available.

## **8. Member Communications**

Member Schneider participates on the Cal Cities Transportation and Communications groups, and noted two bills: AB 2290 and SB 1216. The bills look at preventing class III bike lanes from being installed as they are considered ineffective. Member Schneider noted Cal Cities discussed issues with these bills especially for smaller cities with smaller budgets.

Member Schneider noted the City of Millbrae is hosting a bike rodeo on May 11 at Taylor Middle School.

C/CAG ED noted C/CAG is actively recruiting members for several C/CAG committees, including two elected officials for BPAC.

C/CAG ED asked for feedback on the meeting location and time. Most of the Committee agreed that the current time of 6:30 PM works for future meetings.

Acting Chair Goodwin adjourned the meeting at 9:00PM.



## C/CAG AGENDA REPORT

Date: May 23, 2024

To: Bicycle and Pedestrian Advisory Committee

From: Sean Charpentier, Executive Director

Subject: Receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures.

(For further information or response to questions, contact Sean Charpentier at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures.

### FISCAL IMPACT

The total not to exceed amount for the development of C/CAG's first strategic plan is \$130,623.

### SOURCE OF FUNDS

The adopted Fiscal Year 2023/2024 Budget includes funding for an agency strategic plan. This project is funded with a combination of general operation funds, Congestion Relief Program funds, and contributions from the Stormwater and Energy programs.

### BACKGROUND

With the successful completion of the Agency's Equity Assessment and Framework, and the significant policy and regulatory changes effecting the transportation, energy and stormwater fields, C/CAG started the process to develop its first Strategic Plan to cover the next three to five years. Through a competitive procurement process, MIG Inc. (MIG) was selected to perform this work.

The Consultant will provide information on the strategic plan development process, and facilitate a discussion on the proposed mission, vision, core values, goals, objectives, and performance measures.

Attachment 1 showcases the draft Strategic Plan framework.

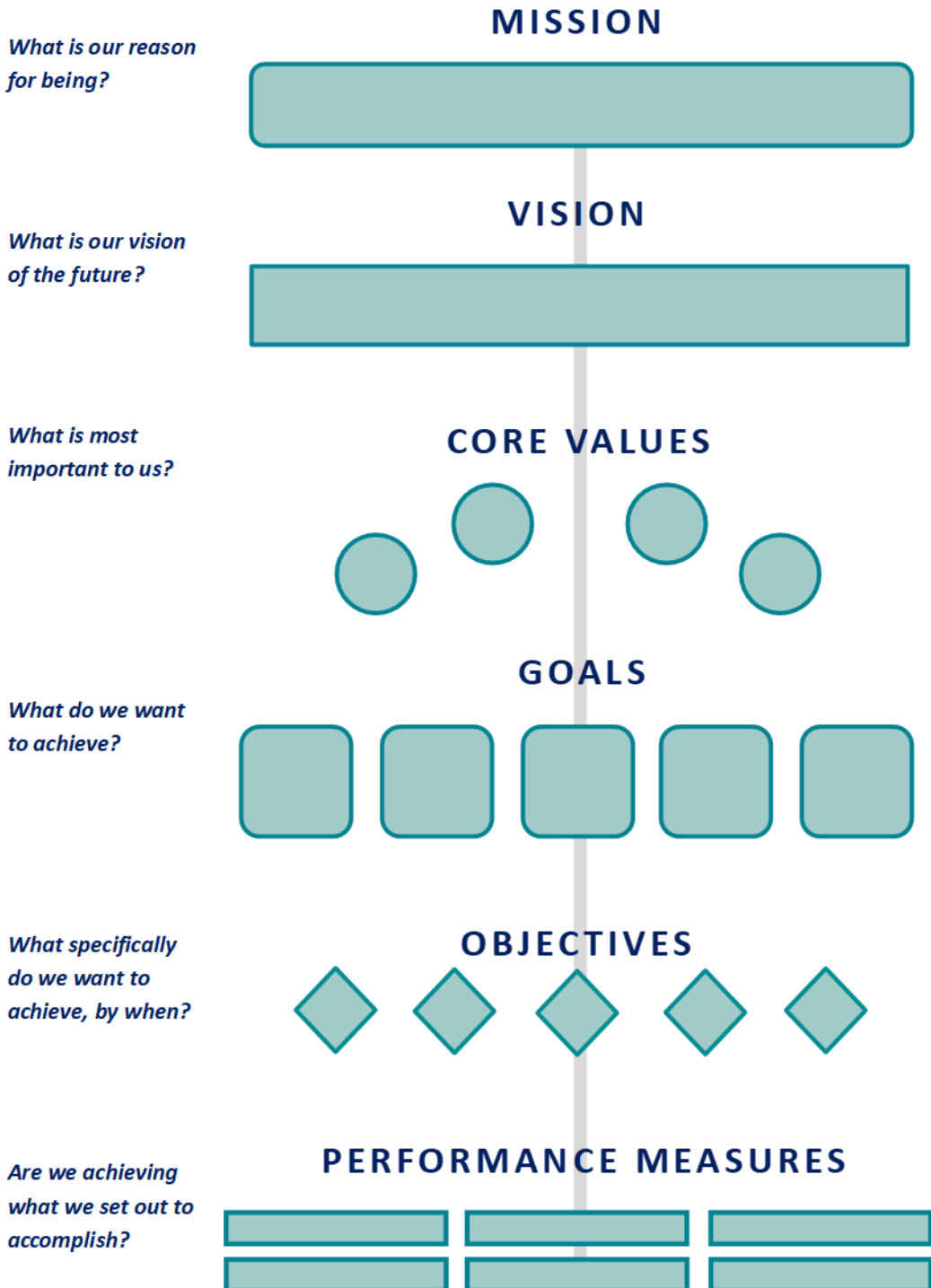
## **EQUITY IMPACTS AND CONSIDERATIONS**

This item improves the administration/operations of C/CAG. C/CAG is currently implementing its Equity Assessment. The strategic planning process may identify additional desired equity outcomes or strategies.

### **ATTACHMENT**

1. Draft C/CAG Strategic Plan Framework

## C/CAG STRATEGIC PLAN FRAMEWORK



## MISSION

C/CAG provides a collaborative forum for all jurisdictions in San Mateo County to pursue our shared goals for an equitable, accessible, and robust multi-modal transportation network and a climate resilient future.

## VISION

C/CAG is a leader in innovative and sustainable mobility, climate-resilient infrastructure, clean energy, and balanced land use, while achieving equitable outcomes and improved quality of life for San Mateo County's diverse communities.

## CORE VALUES

- **Collaboration** – We work together to improve quality of life in San Mateo County.
- **Transparency** – We are open and accessible in all our communications and actions.
- **Equity** – We take concrete steps to address the needs of underserved communities.
- **Sustainability** – We commit to meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- **Innovation** – We are driven by continuous improvement.

## GOALS

1. **Transportation** – Plan, fund, implement, and maintain a robust multimodal transportation system that is safe, connected, equitable, accessible, and environmentally sustainable.
2. **Stormwater Management** – Manage stormwater as a resource, meet Regional Stormwater Permit requirements, and reduce climate risk through promotion of green infrastructure and a watershed management approach.
3. **Energy, Environment, and Climate** – Enhance community resilience to climate change throughout San Mateo County.
4. **Land Use and Airport Compatibility** – Meet the County's housing and economic development goals while addressing airport safety impacts.
5. **Finance and Administration** – Secure adequate funding and maintain effective organizational systems to support C/CAG's mission.

## GOAL 1 – TRANSPORTATION

Plan, fund, implement, and maintain a robust multimodal transportation system that is safe, connected, equitable, accessible, and environmentally sustainable.

## GOAL 1 ONGOING RESPONSIBILITIES

- **Planning**

- Support regional transportation planning efforts.
- Coordinate with the San Mateo County Office of Education on Safe Routes to Schools planning and activities.

- **Operations**

- Manage countywide Transportation Demand Management policy.
- Oversee the Smart Corridor program and its ongoing maintenance activities.
- Manage the San Mateo County Express Lane Program in partnership with the San Mateo County Transportation Authority.
- Implement asset management tools and practices to extend asset lifespan and minimize lifecycle costs.
- Support implementation of Local Roadway Safety Plan (LRSP) priority countermeasures for every jurisdiction.

- **Funding**

- Obtain and distribute regional, state, and federal funding for C/CAG priority programs and projects.
- Assist local jurisdictions with the delivery and administration of regional, state, and federally funded projects.
- Provide planning and capital funding for active transportation and sustainable streets projects.

## GOAL 1 – SPECIFIC OBJECTIVES

### **Short Term (0 - 2 years)**

- 1.1 Support the MTC RTP Plan Bay Area 2050 Update (date TBD).
- 1.2 Collaborate with the TA to craft an Automated Vehicle Strategic Plan (2024).
- 1.3 Facilitate the Transportation Development Act Article 3 FY24-25 Call for Projects (date TBD).
- 1.4 Complete Congestion Management Plan Update (2025 and biannually thereafter).
- 1.5 Complete County Transportation Plan Update, including setting targets to increase bicycle and pedestrian mode shares (by 2026).
- 1.6 Construct 92/101 Area Improvements project (2026).
- 1.7 Complete construction of a Smart Corridor system in SSF, Brisbane, Daly City, and Colma (by 2027).
- 1.8 Complete biannual STIP Programming (2026 and biannually thereafter).
- 1.9 Conduct a call for project for Cycle 7 of Lifeline Transportation Funds (2024 and biannually thereafter).
- 1.10 Conduct a call for project for the Measure M Countywide Transportation Innovative Grant (2025 and every 3 years thereafter).
- 1.11 Participate in guideline development for One Bay Area Grant Cycle 4 process (date TBD).
- 1.12 Complete the preliminary design and receive environmental clearance for a managed lane on US 101 from I-380 to County Line with San Francisco (2025).
- 1.13 Complete San Mateo Countywide Local Roadway Safety Plan (2025 and every 5 years thereafter).
- 1.14 Update the San Bruno/South San Francisco Community Based Transportation Plan (by 2026).

### **Medium Term (2 - 5 years)**

- 1.15 Update the Countywide Bicycle and Pedestrian plan (complete by 2027).
- 1.16 Develop a Measure M Implementation Plan that covers FY26/27 to FY30/31 (complete by 2027).
- 1.17 Revise the Congestion Relief Program Strategic Plan (complete by 2027).
- 1.18 Develop a Countywide Adaptive Traffic Signal Synchronization Plan (2027).
- 1.19 Implement a successful micro-mobility (bikeshare/scooter share) pilot program in the recommended geographic areas, leading to a countywide program (2025).
- 1.20 Strengthen and update County Transportation Demand Management policy, including supporting strategies for the Coastside (date TBD).
- 1.21 Plan and design 3.7 miles of buffered bike lanes along El Camino Real in San Bruno and Millbrae (date TBD).
- 1.22 Continue planning and design of the US 101/SR92 Interchange Direct Connector Project and SM101 Managed Lanes North of I-380 project (2028).
- 1.23 Leverage Smart Corridor infrastructure to increase the utilization for Transit Signal Prioritization, Emergency Vehicle Preemption, adaptive traffic signal synchronization technologies (date TBD).
- 1.24 Continue planning and design of the US 101/SR92 Interchange Direct Connector Project and SM101 Managed Lanes North of I-380 project (2028).

### **Long Term (5+ years)**

- 1.25 Construct the selected project alternative for US 101/SR92 Interchange Direct Connector Project and SM101 Managed Lanes North of I-380 project (date TBD).

## GOAL 1 – PERFORMANCE MEASURES

- Mode shift (proportion of trips made by transit, shuttles, high occupancy vehicles, biking, and walking).
- Miles of new/upgraded bicycle and pedestrian facilities.
- Implementation of the countywide CMP TDM policy.
- Reduction of traffic-related injuries and fatalities.
- Percent of grant funds allocated to Equity Priority Communities/Equity Focus Areas.

DRAFT

## GOAL 2 – STORMWATER MANAGEMENT

Manage stormwater as a resource, meet Regional Stormwater Permit requirements, and reduce climate risk through promotion of green infrastructure and an integrated watershed management approach.

## GOAL 2 – ONGOING RESPONSIBILITIES

- **Planning**
  - Adapt our street network to better address rainfall and heat related climate change impacts.
  - Plan and implement multi-benefit green infrastructure at the parcel, street, and regional scales under a “OneWatershed” framework.
- **Operations**
  - Manage Regional Stormwater Permit for all permittees (22) in San Mateo County, including 5-year term contracts with consultants and coordinating annual compliance.
  - Explore Risk-based Integrated Water Management.
- **Funding**
  - Secure dedicated stormwater funding for water quality compliance and infrastructure implementation.
  - Fund multi-benefit watershed-scale green infrastructure.

## GOAL 2 – SPECIFIC OBJECTIVES

### ***Short Term (0 - 2 years)***

- 2.1 Explore options to provide operational support to Orange Memorial Park project in South San Francisco (2026).
- 2.2 Implement the recent \$2.4M Federal Earmark for a regional stormwater capture project in San Bruno and seek additional funding for regional multi-benefit projects at Red Morton Park in Redwood City, and Twin Pines project in Belmont (2026 and ongoing).
- 2.3 Clarify roles of C/CAG, One Shoreline, and the Resource Conservation District of San Mateo with respect to stormwater management (2025).
- 2.4 Establish Pilot Bulk Rain Barrel Rebate program as ongoing program in conjunction with BAWSCA (2026).

### ***Medium Term (2 - 5 years)***

- 2.5 Complete institutional framework and program components for OneWatershed Climate Resilience Infrastructure Program (2029).
- 2.6 Identify and initiate design on 3-5 new regional multi benefit OneWatershed projects (2029).
- 2.7 Implement the Phase II Green Infrastructure Tracking & Mapping Tool (2029).
- 2.8 Invest in green infrastructure at 12 school sites (2029).
- 2.9 Obtain sustainable funding for stormwater management at countywide scale (2029).



**Long Term (5+ years)**

- 2.10 Implement 5-10 high priority opportunities in Sustainable Streets Master Plan (2030).
- 2.11 Establish goals for increasing groundwater recharge through green infrastructure projects (2030).
- 2.12 Explore opportunities to further advance OneWatershed integration with wastewater and water supply systems (date TBD).
- 2.13 Develop a fully operational OneWatershed Climate Resilience Infrastructure Program with funding and institutional structures (date TBD).

## GOAL 2 – PERFORMANCE MEASURES

- Municipal Regional Stormwater Permit Compliance.
- Volume of stormwater captured for beneficial use.
- Completion of regional multi benefit OneWatershed projects.
- Initiation of new OneWatershed projects.
- Percentage of San Mateo County jurisdictions with completed stormwater plans.

## GOAL 3 – ENERGY, ENVIRONMENT, AND CLIMATE

Enhance community resilience to climate change throughout San Mateo County.

### GOAL 3 – ONGOING RESPONSIBILITIES

- **Planning**

- Support partner organization efforts to improve climate resiliency and climate change impacts.
- Modernize and best utilize the energy grid in the building and transportation electrification transition.
- Support streamlining of permitting and site upgrade processes at agencies, including utilities.
- Support State-level efforts to transition away from fossil fuels.
- Support Bay Area Water Supply and Conservation Agency planning efforts to conserve sources of potable water.
- Support cities' use of Regionally Integrated Climate Action Planning Suite (RICAPS) program resources and technical assistance.
- Initiate carbon neutrality planning.
- Integrate multiple mitigation and adaptation planning approaches where feasible.
- Explore alternative energy sources such as green hydrogen.

- **Operations**

- Promote conservation and expansion of potable water resources through conservation and use of recycled water.
- Promote the installation of battery charging infrastructure.
- Provide access to energy efficiency and building and transportation electrification programs for government, residents, and businesses.
- Assist with local efforts to convert the public fleet to zero emission vehicles.

- **Funding**

- Maintain, extend, or expand funding of the C/CAG - PG&E Local Government Partnership.
- Seek additional funding for RICAPS and Countywide Carbon Neutrality interim goal planning and implementation.
- Partner with organizations with available funding for efforts.
- Secure ongoing funding.

## GOAL 3 – SPECIFIC OBJECTIVES

### ***Short Term (0 - 2 years)***

- 3.1 Collaborate with and clarify roles of C/CAG with respect to the roles performed by other agencies (2026 and ongoing).
- 3.2 Implement the San Mateo County Energy Watch program and secure funding for next program cycle (January 2026).
- 3.3 Continue development for Carbon Neutrality Planning (2026).
- 3.4 Complete VMT/GHG Model Mitigation Program project (2025).

### ***Medium Term (2 - 5 years)***

- 3.5 Assist local jurisdictions in developing and implementing Climate Action or Carbon Neutrality Plans through the Regional Climate Action Planning Suite program (date TBD).
- 3.6 Secure funding to implement the Laundry to Landscape Program (date TBD).
- 3.7 Implement the Carbon Neutrality Plan (date TBD).
- 3.8 Explore opportunities to increase tree canopy (date TBD).
- 3.9 Support and track implementation of VMT/GHG-reducing projects or programs (date TBD).

### ***Long Term (5+ years)***

- 3.10 Support cities to meet State Carbon Neutrality goals (date TBD).
- 3.11 Explore opportunities to promote microgrids to build readiness for the future (date TBD).

## GOAL 3 – PERFORMANCE MEASURES

- Completion and implementation of a Countywide Carbon Neutrality Plan.
- Reduction of greenhouse emissions and/or vehicle miles traveled.
- Number of building energy efficiency projects referred to and completed by third-party contractors.
- Level of carbon sequestration.

## GOAL 4 – LAND USE AND AIRPORT COMPATIBILITY

Meet the County’s housing and economic development goals while addressing airport safety impacts.

## GOAL 4 – ONGOING RESPONSIBILITIES

- **Planning**
  - Assist member jurisdictions with meeting their Regional Housing Needs Allocation requirements.
  - Facilitate compliance with MTC’s Transit Oriented Communities requirements.
  - Manage Airport Land Use Compatibility Plans.
- **Operations**
  - Facilitate Airport Land Use Commission meetings.
  - Manage Airport Land Use Commission project review.
- **Funding**
  - Continue to support 21-Elements effort.
  - Advocate and secure funding for updating Airport Land Use Compatibility Plans.
  - Advocate for State and Regional funding to assist local jurisdictions with Regional Housing Needs Allocations and meeting the MTC’s Transit Oriented Communities requirements.

## GOAL 4 – SPECIFIC OBJECTIVES

### ***Short Term (0 - 2 years)***

- 4.1 Address minor amendments in the San Carlos the Airport Land Use Compatibility Plan (ALUCP) with respect to childcare facilities in Zone 6 (date TBD).
- 4.2 Support cities with Transit-Oriented Communities compliance (date TBD).
- 4.3 Support cities with securing HCD Pro Housing Designation (date TBD).

### ***Medium Term (2 - 5 years)***

- 4.4 Update ALUCPs within three years of final Caltrans Aviation Handbook update (date TBD).
- 4.5 Support cities with their Housing Elements (date TBD).

### ***Long Term (5+ years)***

## GOAL 4 – PERFORMANCE MEASURES

- Housing element certification.
- Number of member agencies that have secured HCD’s Pro Housing determination.

## GOAL 5 – FINANCE AND ADMINISTRATION

Secure adequate funding and maintain effective organizational systems to support C/CAG’s mission.

## GOAL 5 – ONGOING RESPONSIBILITIES

- Secure administrative and finance staff support.
- Advocate for federal, state, and regional funding for San Mateo County.
- Track and influence State and Regional legislation that may impact C/CAG goals.
- Facilitate Board committees.
- Increase visibility of C/CAG’s accomplishments and contributions.
- Enhance employee training and development.

## GOAL 5 – SPECIFIC OBJECTIVES

### ***Short Term (0 - 2 years)***

- 5.1 Implement financial planning and forecasting processes to support long-term sustainability (2025).
- 5.2 Create an online data dashboard to showcase C/CAG’s accomplishments (2025).
- 5.3 Develop and implement an onboarding process for new staff and Board members (by 2025).
- 5.4 Create and maintain committee guidebook that includes procedures, work plans, and key documents (date TBD).
- 5.5 Create and implement a community outreach public awareness strategy (2026).
- 5.6 Update C/CAG website and include new performance tracking capabilities (2026).

### ***Medium Term (2 - 5 years)***

- 5.1 Substantially complete implementation of Equity Action Plan and begin update of it (2027).
- 5.2 Streamline internal processes, such as contract management and grant compliance (date TBD).

### ***Long Term (5+ years)***

- 5.3 Secure a sustaining, dedicated funding source for C/CAG (date TBD).

## GOAL 5 – PERFORMANCE MEASURES

- Achievement of one or more C/CAG dedicated funding source(s).
- Completion and implementation of the Equity Action Plan.
- Receipt of federal funding.

## CAG AGENDA REPORT

**Date:** May 23, 2024

**To:** Bicycle and Pedestrian Advisory Committee (BPAC)

**From:** Jeff Lacap, Transportation Systems Coordinator

**Subject:** Review and recommend approval of the Final San Mateo Countywide Local Roadway Safety Plan (LRSP) to C/CAG Board

(For further information contact Jeff Lacap at [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee review and recommend approval of the final San Mateo Countywide Local Roadway Safety Plan to C/CAG Board.

### FISCAL IMPACT

At the March 9, 2023 meeting, the C/CAG Board approved a consultant contract (Reso 23-22) with Kittelson & Associates in the amount of \$338,150 for the preparation of the San Mateo Countywide Local Roadway Safety Plan. A subsequent contract amendment (Reso 24-3) was approved by the C/CAG Board on February 8, 2024 to add \$38,172 to expand the project scope of work, for a new total amount not to exceed \$376,322, and to extend the contract term.

### SOURCE OF FUNDS

Funding for the project comes from federal Surface Transportation funds and local Congestion Relief Plan funds. The Congestion Relief Plan funds are used to fulfill the 11.47% local match requirement.

### BACKGROUND

#### *Overview*

A Local Roadway Safety Plans (LRSP) identifies and systematically analyzes roadway safety needs and develops a prioritized list of safety countermeasures. A LRSP offers a proactive approach to addressing safety needs and demonstrates an agency's responsiveness to safety challenges through local agency partnerships and collaboration. The completion of the countywide LRSP will render jurisdictions in the County eligible for grant funding from the Metropolitan Transportation Commission (MTC) OBAG 3 County & Local Program, and future funding for Caltrans Highway Safety Improvement Program and US Department of Transportation Safe Streets for All (SS4A).

***Final San Mateo Countywide Local Roadway Safety Plan (LRSP)***

At the March 21, 2024 meeting, the C/CAG Congestion Management Program Technical Advisory Committee reviewed and provided comments on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP). Additionally, they deliberated over the potential application for the USDOT Safe Streets and Roads for All (SS4A) Grant Program. Subsequently, on March 25th and 28th, the C/CAG Congestion Management and Environmental Quality (CMEQ) and Bicycle and Pedestrian Committee (BPAC), respectively, provided further feedback on the LRSP. Staff set a deadline of April 26th for final comments to be incorporated into the final plan.

***SS4A Grant Program***

At the March committee meeting the committee discussed a potential countywide application for the USDOT Safe Streets for All (SS4A) grant funding. Staff was interested in pursuing an implementation grant in May, but due to updated guidelines requiring an adopted safety plan at the time of application submission, a decision was made to pivot to the August deadline for the planning and demonstration grant. Several members expressed interest in submitting a countywide application or pursuing their own jurisdictional application. Staff has opted out of pursuing a planning and demonstration grant for this cycle but instead, aim to prioritize future implementation grants. Staff remains committed to supporting individual jurisdiction efforts in submitting an SS4A application.

Responses to the comments received on the draft LRSP are summarized in the table below:

<b><u>Committee/ Stakeholder</u></b>	<b><u>Comment</u></b>	<b><u>Action Taken</u></b>
TAC/Board	Desire to measure implementation and success	-Provided a framework for implementation in the Plan -Recommended continuation of an advisory group as the Countywide Transportation Safety Advisory Committee (TSAC)
CMEQ/BPAC & Board	Concerns/questions about effect of autonomous vehicles (AVs)	-Added latest available language from USDOT related to AVs and safety -This can be an ongoing topic for the TSAC.
CMEQ/BPAC	Ideas for additional data to improve safety planning and prioritization (e.g. near-miss data, pavement quality data)	Recommended data quality enhancement studies for C/CAG on behalf of jurisdictions to be incorporated in future plan updates
BPAC/Board	Desire to prioritize social equity impacts	Added language to Plan introduction
TAC/Board	Plan to update local and county plans in future	TSAC and C/CAG will coordinate with local agencies to agree on future update schedules (5 years or

		less)
TAC	Our existing plan will expire within the next 5 years. What should we do?	Staff recommends that local jurisdictions consider adopting a local resolution cosigning the Countywide LRSP, noting agreement with the vision/goals, countywide High Injury Network, prioritization method, and relevant proposed actions that pertain to local agencies. This serves as an interim measure to meet HSIP/SS4A requirements.
BART	LRSP efforts should center around improving access to public transportation and working with relevant agencies	Incorporated comment from BART and added BART to TSAC roster
SamTrans	SamTrans desire to prioritize bus stops for safety improvement	Coordinated with SamTrans to include countywide bus stop prioritization in plan.

The C/CAG Board opened a public hearing for the draft San Mateo Countywide Local Roadway Safety Plan (LRSP) at its April 11<sup>th</sup> meeting. The public hearing period will conclude at the June 13, 2024 meeting, and the final LRSP will be considered for adoption.

**Recommendation**

Staff requests that the Committee review and recommend approval of the final San Mateo Countywide Local Roadway Safety Plan.

The next steps include:

<u>Date</u>	<u>Activity</u>
May 16, 2024	Presented Final San Mateo Countywide LRSP to TAC
May 20, 2024	Presented Final San Mateo Countywide LRSP to CMEQ
May 23, 2024	Present Final San Mateo Countywide LRSP to BPAC
June 13, 2024	Present Final San Mateo Countywide LRSP to Board

**Equity Impacts and Considerations**

The San Mateo Countywide LRSP is a countywide Plan that will include each of the jurisdictions in the county. As part of the Plan development led by C/CAG for the ten jurisdictions, the Plan prioritized locations within MTC’s Equity Priority Community and the C/CAG’s Equity Focus Areas.



## ATTACHMENTS

1. Final San Mateo Countywide Local Roadway Safety Plan Executive Summary
2. Final San Mateo Countywide Local Roadway Safety Plan (The following documents are available on the BPAC C/CAG website (*See “Additional Agenda Materials”*) at: <https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/>)



# Executive Summary

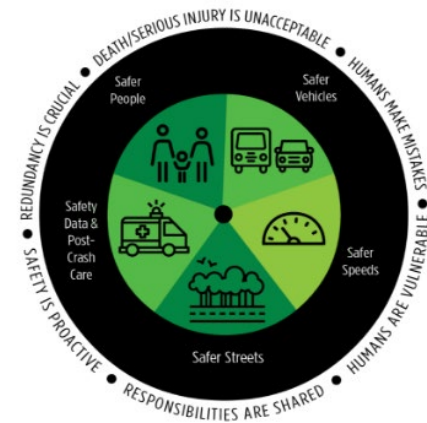
The City/County Association of Governments (C/CAG) created this Local Road Safety Plan (LRSP) with the following safety partners:



# SAFE SYSTEM APPROACH


The recommendations and policies contained within this plan align with the principles of the Safe System Approach, which aims to eliminate fatal and severe injuries for all road users.


The Safe System Approach works by taking a holistic approach to roadway safety: by layering safe policy, design, and behavior initiatives atop one another, it maximally reduces the chance that a crash will occur and, if it does, that its outcome will be severe.




## VISION & GOALS

C/CAG, its 21 local jurisdictions, and its partner agencies will work together to:

- 

Identify safety improvements, strategies, and programs using the Safe System Approach to eliminate fatalities and severe injuries on local roads.
- 

Enhance the existing roadway network in a cost-effective manner that promotes traffic safety and social equity, meets the needs of the community, and enriches the lives of residents.
- 

Promote a culture across agencies and communities that puts roadway safety first in all actions.

The goals of this plan include the following:

- 1 Regularly review crash history and community needs to identify and prioritize opportunities to reduce crash risk for roadway users of all ages and abilities.
- 2 Partner with other local agencies to incorporate roadway safety into all actions.
- 3 Implement context-appropriate safety countermeasures systemically and as part of all projects to target emphasis areas and underserved communities.
- 4 Support agencies in providing opportunities for citizen engagement to identify issues and inform Countywide safety solutions.
- 5 Embrace the Safe System Approach to promote engineering and non-engineering strategies in the community.
- 6 Work with agencies to monitor safety projects and implementation to track progress towards goals.

See the individualized jurisdiction LRSP chapters for each jurisdiction’s specific goals.

# PUBLIC ENGAGEMENT

C/CAG hosted multiple events throughout the development of this plan to hear from residents throughout the County. The timeline below offers an overview of the breadth of event types and locations.

## AUG 10

Virtual meeting (recorded and posted to plan website)

### Countywide Virtual Kickoff Meeting

Sharing the purpose and timing of the plan

## AUG 16

East Palo Alto

## AUG 19

Half Moon Bay Farmers Market

## AUG 20

Foster City Summer Days

## AUG 27

San Carlos Block Party

### Phase 1 Pop-up/Tabling Event

Shared crash data analysis; received input on locations and safety concerns

## AUG - SEP

Online webmap (countywide input)

### Phase 1 Concurrent Online Input

## DEC 17

Belmont Farmers Market

## DEC 20

Woodside Public Library

## JAN 9

Colma BART Station

## JAN 16

Atherton Library

## JAN 18

Brisbane Farmers' Market

### Phase 2 Pop-up/Tabling Event

Shared draft prioritized locations and types of engineering recommendations; received comments on locations and votes/input on types of treatments and desired locations

## FEB 7

Portola Valley Bicycle, Pedestrian, & Traffic Safety Committee

## MAR - APR

Various

### Phase 3 Draft Plan

Share the draft plan publicly on the project website, through electronic distribution channels, and with presentations to C/CAG Committees and the Board.

# HIGH INJURY NETWORK

To create a comprehensive network of high injury segments for San Mateo County and its local jurisdictions, the plan identifies separate high injury networks (HINs) for pedestrians, bicyclists, and motor vehicles. This comprehensive HIN is visualized in [an interactive map online](#). Users can toggle the data by travel mode.

## EMPHASIS AREAS

The project team analyzed crash data countywide to establish emphasis areas. Emphasis areas are crash dynamic, behavioral, or road user characteristics that agencies can focus on to maximize their reduction of fatalities and severe injuries on local roads. The Countywide emphasis areas are:



Pedestrian and bicyclist safety



Motor vehicle speed related roadway segment crashes



Nighttime/low light safety



High-speed roadways (35+ mph)



Unsignalized intersections on arterials/collectors



Alcohol involvement



Vulnerable age groups (youth and aging)

## RECOMMENDATIONS

Because C/CAG doesn't own local roadways and instead provides support and coordination to County agencies, the plan identifies 18 plan and program recommendations organized into the following categories:



# PROJECT PRIORITIZATION

The spatial HIN analysis identified the highest crash locations by frequency and severity. Based on that work and the accompanying systemic analysis, the plan development team collaborated with partner jurisdictions to identify priority project locations. Prioritization used the following three factors:



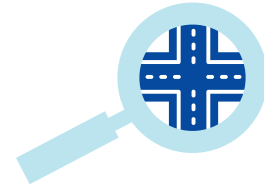
## **Crash History**

Used to identify the locations with the highest reported five-year crash frequency and severity.



## **Social Equity**

Used to identify locations where projects would benefit disadvantaged populations and align with future grant funding opportunities that emphasize social equity.



## **Systemic Factors**

Used to identify locations that have roadway and land use characteristics associated with crash frequency and severity. Using systemic factors emphasizes a proactive rather than purely reactive approach.

# IMPLEMENTATION & MONITORING

A key part of achieving C/CAG's vision is consistently evaluating roadway safety performance and tracking progress towards the goals. The Plan includes monitoring strategies that will track the progress of this plan's implementation.

## C/CAG AGENDA REPORT

Date: May 23, 2024

To: Bicycle and Pedestrian Advisory Committee (BPAC)

From: Audrey Shiramizu, Transportation Program Specialist

Subject: Review and confirm receipt of the MTC Complete Streets checklist for Regional Measure 3 (RM3) funds in connection with the US 101/SR 92 Interchange Direct Connector Project

(For more information, please contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

### RECOMMENDATION

That the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) review and confirm receipt of the MTC Complete Streets checklist for Regional Measure 3 (RM3) funds in connection with the US 101/SR 92 Interchange Direct Connector Project.

### FISCAL IMPACT

Other than staff time, there is no direct fiscal impact to C/CAG at this time.

### SOURCE OF FUNDS

It is estimated that the Project Approval and Environmental Document (PA&ED) Phase of the US 101/SR 92 Interchange Direct Connector Project will cost around \$12.2 Million to complete. Of this amount, \$10.2M will come from Measure A and \$2M from RM3.

### BACKGROUND

The US 101/SR 92 Interchange (Interchange) is a major facility that experiences heavy traffic and substantial delays. There are weaving and merging issues at ramp connections and long queues that increase delays. Currently, there is no High Occupancy Vehicle (HOV) direct connector between the US 101 Express Lanes and SR 92 that might incentivize carpool or bus use.

On June 5, 2018, Bay Area voters approved Senate Bill (SB) 595 (Chapter 650, Statutes 2017), commonly referred to as Regional Measure 3. RM3 provides funding to eligible Bay Area transportation projects that are identified in the Regional Measure 3 Expenditure Plan. MTC has increased bridge tolls to fund the RM3 Expenditure Plan, including \$50 million towards improvements to the Interchange and its vicinity.

The US 101/SR 92 Interchange Direct Connector Project (Project) aims to improve the operational efficiency of the Interchange by creating a dedicated connection between the US 101 Express Lanes and SR 92. It will improve the travel time reliability for those traveling between



US 101 and SR 92 and encourage carpooling as well as the use of shuttles and buses that will increase the person throughput, or number of people moved, through the Interchange. Once completed, the Project would provide better connectivity between the two freeways.

C/CAG, along with the San Mateo County Transportation Authority (SMCTA) are co-sponsors of the Project, which is currently in the Project Approval & Environmental Document (PA&ED) Phase.

### Metropolitan Transportation Commission (MTC) Complete Streets Policy

In 2022, MTC adopted Resolution 4493 which formed its Complete Streets Policy (Policy). The goal of MTC's Policy is to promote the development of transportation facilities that accommodate all modes (walking, biking, rolling, driving, and taking transit). Project sponsors applying for regional discretionary transportation funding, or endorsement from MTC, with a total project cost of \$250,000 or more, are required to submit a Complete Streets Checklist. The checklists are then reviewed by the County Transportation Agency (CTA) Bicycle and Pedestrian Advisory Committee (BPAC). C/CAG is San Mateo County's CTA and any comments from the C/CAG BPAC will be incorporated as part of the submittal to MTC.

In addition, RM3 Policies and Procedures (MTC Resolution No. 4404, Revised) states that capital projects must comply with MTC's Active Transportation Plan, including MTC's Complete Streets Policy.

The Project is eligible for an exception from MTC's Complete Streets Policy because pedestrians and bicyclists are prohibited from using US 101 and SR 92 based on California Vehicle Code (CVC) section 21960. The code prohibits pedestrians, bicycles, and other nonmotorized traffic from using freeways or expressways where the California Department of Transportation has prohibited it.

Staff has completed the MTC Complete Streets Checklist and has attached it to this staff report, including a copy of CVC Section 21960.

### **Equity Impacts and Considerations**

The Project is regionally significant and will help improve mobility for those that travel between the East Bay and the Peninsula. The Project will also support and encourage carpool and bus use, improving mobility options for people without a car.

### **RECOMMENDATION**

C/CAG staff requests that the Committee review and confirm receipt of the MTC Complete Streets checklist for the US 101/SR 92 Interchange Direct Connector Project.

### **Attachment**

1. MTC Complete Streets Checklist for the US 101/SR 92 Interchange Direct Connector Project

# MTC Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

## Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

## Requirements

MTC's CS Policy requires that all projects in the public right of way (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – submit a Complete Streets Checklist (Checklist) to MTC.

Please note that projects claiming exceptions to the CS Policy must complete the Exceptions section on the Checklist, including the BPAC review, and provide a Department Director-level signature. Please fill out Contact Information and Project Information and then move to Statement of Exception, which is the last section.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at <https://mtc.ca.gov/planning/transportation/complete-streets>

\* Indicates required question

## Contact Information

Contact Name*:	Carolyn Mamaradlo
Email Address*:	mamaradloc@samtrans.com
Contact Phone Number	(650)394.9633

City/Jurisdiction/Agency (If your option is not listed, select "Other")\*: Other

City/Jurisdiction/Agency (if Other is selected above, please provide name here):

San Mateo County Transportation Authority

County\*: San Mateo

Is your project seeking regional discretionary funds or an endorsement?\*:

Regional discretionary funding

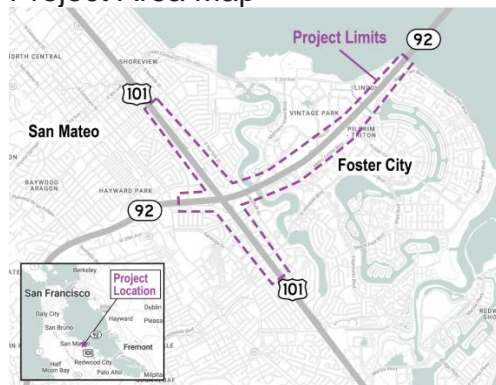
Please include the name of the regional discretionary funding program that this project is seeking.\*: Regional Measure 3

## Project Information

Project Name/Title\*: US 101/SR 92 Direct Connector

Project Area/ Location\*: Cities of San Mateo and Foster City in San Mateo County - 101/92 interchange (101 from Hillsdale Boulevard to Kehoe Avenue and 92 from west of Hayward-San Mateo Bridge to west of 101).

### Project Area Map



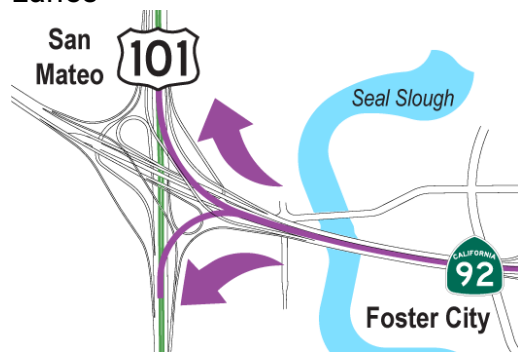
Project Description (2000 character limit):

The San Mateo County Transportation Authority (SMCTA), in partnership with the City/County Association of Governments of San Mateo County (C/CAG) proposes to create a dedicated managed lane connection between SR 92 and the US 101 Express Lanes. The California Department of Transportation (Caltrans) District 4 is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Currently, there is no High Occupancy Vehicle (HOV)

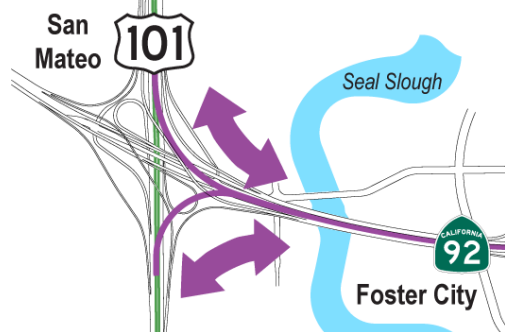
direct connection between the Express Lanes and 92. Once completed, the project will provide better connectivity to improve operational efficiency, encourage carpooling and the use of shuttles and buses. One no-build and three build alternatives are being studied.

You may also attach additional project documents, cross sections, plan views or other supporting materials.\*

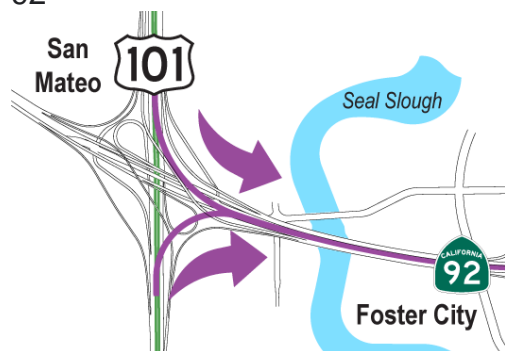
### Build Alternative 1 – Direct Connector from Westbound SR 92 to the US 101 Express Lanes



### Build Alternative 2 – Reversible Direct Connector Between the US 101 Express Lanes and SR 92



### Build Alternative 3 – Direct Connector from the US 101 Express Lanes to Eastbound SR 92



Please choose the project phase(s).\*: ENV

Project Supporting Material (Upload if applicable)

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.

<https://www.smcta.com/media/33239>

Do you think your project qualifies for a Statement of Exception? \* Yes

### Statement of Compliance

The proposed project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202).

If No, please fill out the Statement of Exception section.\*: No

### Statement of Exception

#### Topic: BPAC Review (Requirement)

Bicycle Pedestrian Advisory Committee (BPAC)

Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form.\*: Yes

Please provide the meeting date(s): May 23, 2024

Please provide a summary of comments, if any: TBD

### Statement of Exception

1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians. Yes/No? Yes

If yes, please cite language and agency citing prohibited use.

The US 101 and SR 92 freeways are legally prohibited for use by bicyclists and/or pedestrians as established by the California Department of Transportation and authorized under California Vehicle Code - VEH § 21960. Signage to this effect is posted on the freeways.

*(a) The Department of Transportation and local authorities, by order, ordinance, or resolution, with respect to freeways, expressways, or designated portions thereof under their respective jurisdictions, to which vehicle access is completely or partially controlled, may prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other nonmotorized traffic or by any person operating a motor-driven cycle, motorized bicycle, motorized scooter, or electrically motorized board. A prohibition or restriction pertaining to bicycles, motor-driven cycles, motorized scooters, or electrically motorized boards shall be deemed to include motorized bicycles. A person shall not operate a motorized bicycle wherever that prohibition or restriction is in force. Notwithstanding any order, ordinance, or resolution to the contrary, the driver or passengers of a disabled vehicle stopped on a freeway or expressway may walk to the nearest exit, in either direction, on that side of the freeway or expressway upon which the vehicle is disabled, from which telephone or motor vehicle repair services are available.*

*(b) The prohibitory regulation authorized by subdivision (a) shall be effective when appropriate signs giving notice thereof are erected upon any freeway or expressway and the approaches thereto. If any portion of a county freeway or expressway is contained within the limits of a city within the county, the county may erect signs on that portion as required under this subdivision if the ordinance has been approved by the city pursuant to subdivision (b) of Section 1730 of the Streets and Highways Code.*

*(c) No ordinance or resolution of local authorities shall apply to any state highway until the proposed ordinance or resolution has been presented to, and approved in writing by, the Department of Transportation.*

*(d) An ordinance or resolution adopted under this section on or after January 1, 2005, to prohibit pedestrian access to a county freeway or expressway shall not be effective unless it is supported by a finding by the local authority that the freeway or expressway does not have pedestrian facilities and pedestrian use would pose a safety risk to the pedestrian.*

*(Amended by Stats. 2015, Ch. 777, Sec. 4. (AB 604) Effective January 1, 2016.)*

2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost). Yes/No?            No

If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling. Please share how that will be executed here. N/A

3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route. Yes/No? No

4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints. Yes/No? No

Describe condition(s) that prohibit implementation of CS policy requirements. N/A

Name of Department Director or Equivalent for Exceptions: Jessica Manzi

## C/CAG AGENDA REPORT

Date: May 23, 2024  
To: Bicycle and Pedestrian Advisory Committee  
From: Audrey Shiramizu, Transportation Program Specialist  
Subject: Nominations and Elections of the Bicycle and Pedestrian Advisory Committee  
Chairperson and Vice-Chairperson

(For further information or questions, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

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### **RECOMMENDATION**

That the Bicycle and Pedestrian Advisory Committee nominates and elects a Chairperson and Vice-Chairperson.

### **FISCAL IMPACT**

None.

### **SOURCE OF FUNDS**

N/A.

### **BACKGROUND**

Each year, the Committee elects a Chairperson and Vice-Chairperson to lead the Committee for a one-year term. There is not a term limit for each office.

Nomination of officers is conducted at the regular Committee meeting. At the July 27, 2023 meeting, members Matthew Self and Alan Uy were elected as the Chairperson and Vice-Chairperson, respectively. Both candidates are eligible to continue serving in their respective roles, if re-elected. The Committee can also accept additional nominees from the floor.

Election of the Chairperson shall precede election of the Vice-Chairperson. The voting shall be public, and a roll call vote will be taken at each nominated position.

### **EQUITY IMPACTS AND CONSIDERATIONS**

Annual elections for Chairperson and Vice-Chairperson allow for different members and different perspectives to take leadership roles for the Committee.

### **ATTACHMENTS**

None.