C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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AGENDA
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Date: Thursday, September 26, 2024 **Time:** 6:30 p.m. **Location:** Burlingame Community Center 850 Burlingame Avenue Maple Room Burlingame, CA, 94070	**Join by Zoom Meeting:** https://us02web.zoom.us/j/87362024773?pwd=ZXN1eFlyY3p4MHMvVWROeUJId1VPUT09 **Zoom Meeting ID:** 873 6202 4773 **Password:** 894749 **Join by Phone:** (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.

1.	Call to Order	Action (Swire)	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 May 23, 2024 Meeting	Action (Swire)	Pages 4-8
4.	Review and recommend FY 24/25 Transportation Development Act (TDA) Article 3 funding for the San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan update to the C/CAG Board for approval	Action (Shiramizu)	Pages 9-11

5.	Receive a presentation from Caltrans on the District 4 Bicycle Plan Update	Information (Shiramizu)	Page 12
6.	Review and confirm receipt of MTC Complete Streets Checklists from the San Mateo County Transit District, and the San Mateo County Transportation Authority for projects in cities of Millbrae, San Bruno, San Mateo, Redwood City and East Palo Alto	Action (Shiramizu)	Pages 13-94
7.	Member Communications	Information (Swire)	No materials
8.	Adjournment	Information (Swire)	No materials

The next regularly scheduled BPAC meeting will be on October 24, 2024.

Future potential discussion topics:

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

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 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
May 23, 2024

1. Call to Order

Chair Self was unable to attend this meeting. Vice Chair Uy chaired this meeting. Vice Chair Uy called the meeting to order at 6:34 PM. Vice Chair introduced the newest member to the Committee, San Mateo Councilmember Rich Hedges.

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

*Attended meeting online via Assembly Bill 2449.

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

Guests: Rachel Bennett (MIG), Mike Alston (Kittelson), Carolyn Mamaradlo (San Mateo County Transportation Authority).

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 March 28, 2024 Meeting.**

   There were no public comments on the minutes.

   Motion: Member Espinoza-Garnica motioned to approve the minutes. Member Robinson seconded the motion. Vice Chair Uy and Members Hedges and Fraser abstained from the vote. All other members in attendance voted to approve. The motion passed.

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.**

   Rachel Bennett from MIG, Inc. presented on the C/CAG Strategic Plan development process and facilitated a discussion on the proposed mission, vision, core values, goals, objectives, and performance measures.

   Member Robinson asked how C/CAG will prioritize the long list of activities. Rachel noted that the Strategic Plan will help C/CAG make decisions. Executive Director Sean Charpentier noted that C/CAG prioritizes statutory requirements first, followed by safety goals and funding opportunities. Member Robinson suggested prioritizing senior citizens.

   Member Hey noted that the focus appears to be construction of roads as opposed to behavioral changes.

   Member Schneider noted that mode shift performance measures depend on if a city has access to services like shuttles.

   Member Hedges suggested prioritizing legislation to prevent right turns on red lights in high injury network areas.

   Member Swire noted that how funds are spent does not necessarily align with the performance measures or the mission statement. He suggested reducing the number of people that drive as a goal. He noted equity should result in more grants being granted in equity communities and providing more data on transportation-related injuries and fatalities.

   Member Robinson asked how the San Mateo County Transportation Authority (TA) funding affects C/CAG. The Executive Director noted that the agencies are separate but do fund similar projects. The TA also relies on the C/CAG BPAC.

   The Executive Director noted that staff can bring the equity assessment and action plan to a future meeting and present on metrics and rubrics.

Member Hedges noted the high number of C/CAG committees and impact on staff. The Executive Director noted that the Strategic Plan will help manage expectations.

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

C/CAG staff Jeff Lacap introduced the Local Roadway Safety Plan (LRSP). Mike Alston, Project Manager from Kittelson and Associates, presented the updates and responses to comments in this Final draft.

Member Schneider asked about BART as a committee stakeholder. Mike noted that the plan recommends convening the newly established San Mateo County Transportation Safety Advisory Committee (TSAC) to address stakeholder concerns. Member Sullivan asked who the team has coordinated with. Mike noted outreach included public works directors and Caltrans. The Executive Director noted that outreach included BART to increase the lines of communication. He noted the goal of the LRSP is to eliminate fatalities and serious injuries of pedestrians, with C/CAG, the TA, and the cities leading the charge with agencies like BART and Caltrain as partners.

For crash data, Member Yuen noted that pre- and post-pandemic data excludes some context and suggested expressing the number of crashes relative to annual average daily traffic.

Member Espinoza-Garnica enjoyed the Plan. They suggested including more percentages of how equity communities are being funded and comparing those to national trends. They mentioned enforcement is a social equity issue and suggested non-emergency response efforts.

Member Robinson asked if the high injury network can be expanded to include seniors. Mike mentioned that goal two includes implementation of counter measures to reduce or eliminate severe injuries and fatalities.

Members Schneider and Hey noted data resources including Streetlight Data and Statewide Integrated Traffic Records System (SWITRS). Mike noted Transportation Injury Mapping System (TIMS) data as well.

Member Swire asked if the County has a vision zero policy or plan. C/CAG staff Jeff Lacap noted that unincorporated county has a plan, and that this C/CAG LRSP is the countywide vision zero plan. Member Hey asked if cities are required to incorporate the LRSP. The Executive Director said it is not required but that an LRSP is a foundational requirement for most funding sources, which was a key reason for this endeavor.

Member Robinson asked if Caltrans is a partner. Staff noted that Caltrans is a partner.

Member Yuen asked how to get all cities on the same five-year plan update schedule. Staff replied that the TSAC will manage that.

Motion: Member Sullivan motioned to approve the Final San Mateo Countywide Local Roadway Safety Plan (LRSP) to the C/CAG Board. Member Fraser seconded the motion. All members in attendance voted to approve. The motion passed.

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

Carolyn Mamaradlo from the San Mateo County Transportation Authority (TA) presented the MTC Complete Streets Checklist for the US-101/SR-92 Interchange Direct Connector Project.

Member Hey noted there is no bike lane on the side of the SR-92 bridge. Carolyn noted that may be part of MTC's jurisdiction. The Executive Director noted there is a project to look at a managed lane on SR-92 that may utilize a high-occupancy toll (HOT) lane or high-occupancy vehicle (HOV) lane.

Member Schneider suggested more funding from Measure A for bike and pedestrian projects instead of freeway or highway projects.

Member Swire noted the project goal is to improve operational efficiency and asked if the project helps travelers in the general purpose lane. Carolyn replied that the current merging at the intersection causes long queues and that a direct connector provides an opportunity to opt out of that congestion. Member Swire asked about induced demand. The Executive Director noted that when the environmental impact analysis scoping is complete, staff can note when the environmental documents are released.

Member Hey asked if simulations have been done to see if total wait time during peak hours will be reduced. Carolyn noted that has not been completed yet and that will occur during the environmental phase. The Executive Director noted that this project is exempt from the MTC Complete Streets Policy because bicyclists and pedestrians are not allowed on the freeway.

Member Swire noted that he plans to vote no on this item and disagrees with the MTC Complete Streets Policy to exempt this type of project, as bicyclists and pedestrians will be impacted.

Member Uy asked how the Committee can stay informed. The Executive Director noted that staff can share more information and links.

Member Fraser confirmed that the Committee is just receiving the information at this meeting.

Motion: Member Espinoza-Garnica motioned to confirm receipt of the MTC Complete Streets checklist for Regional Measure 3 (RM3) funds in connection with the US101/SR92 Interchange Direct Connector Project. Member Yuen seconded the motion. There were 10 yeses and 1 no. The motion passed.

7. Nominations and Elections of the Bicycle and Pedestrian Advisory Committee Chairperson and Vice-Chairperson

Staff Audrey Shiramizu noted that Chair Self, who could not attend the meeting, emailed staff that he is not able to run for Chair or Vice Chair again.

Member Schneider nominated Vice Chair Uy as Chair. Vice Chair Uy declined the nomination.

Member Robinson nominated Member Swire as Chair. Member Schneider nominated Vice Chair Uy as Vice Chair.

Motion: Member Robinson motioned to approve Member Swire as Chair and Vice Chair Uy as Vice Chair. Member Schneider seconded the motion. All in attendance voted to approve. The motion passed.

8. Member Communications

Member Schneider thanked the Silicon Valley Bicycle Coalition, the County Sheriff's Office, and the California Highway Patrol for supporting a bike rodeo in Millbrae.

Member Schneider suggested discussing clothing that should be worn while walking and biking at a future meeting.

Member Espinoza-Garnica noted that the San Mateo Pride Parade is on June 8 at 10:30-11:30 AM at San Mateo Central Park.

The Executive Director thanked Members Self and Uy for Chairing and Vice Chairing the Committee.

The Executive Director noted that C/CAG continues to advocate for Assembly Bill 817 to allow remote meetings for advisory boards, including this Committee.

Member Swire noted that he attended the C/CAG Board meeting and noted that for Senate Bill 1031, the Board opposed the bill unless amended, including adding highways with managed lanes.

Member Espinoza-Garnica noted that the City of Redwood City is piloting a ferry to San Francisco this summer.

Vice Chair Uy adjourned the meeting at 9:02PM.

C/CAG AGENDA REPORT

Date: September 26, 2024

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Senior Transportation Programs Specialist

Subject: Review and recommend FY 24/25 Transportation Development Act (TDA) Article 3 funding for the San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan update to the C/CAG Board for approval.

(For further information, contact Audrey Shiramizu at ashiramizu@smcgov.org)

RECOMMENDATION

That the C/CAG Bicycle and Pedestrian Advisory Committee reviews and recommends FY 24/25 Transportation Development Act (TDA) Article 3 funding for the San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan update to the C/CAG Board for approval.

FISCAL IMPACT

The budget for the FY 24/25 Cycle of the TDA Article 3 program is $2,590,706. At the March 2024 BPAC meeting, the Committee recommended funding ten projects for totaling $2,262,217, leaving a balance of $328,489. Staff is seeking the Committee's recommended approval to allocate $250,000 from the remaining funds to update the C/CAG Countywide Bicycle and Pedestrian Plan.

SOURCE OF FUNDS

TDA Article 3 funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance Fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

BACKGROUND

An amount of $2,590,706 is available for the FY 24/25 TDA Article 3 program. On March 28, 2024, the Committee recommended funding ten projects totaling $2,262,217, which the C/CAG Board approved on May 9, 2024. After these allocations, $328,489 remains in the FY24/25 cycle.

As the Congestion Management Agency for the County of San Mateo, C/CAG prepares the Countywide Comprehensive Bicycle and Pedestrian Plan. The Plan is typically updated every

five years to reflect changes in community needs, incorporate emerging technologies and trends, and support regional coordination. C/CAG completed the last Plan update in 2021, with the next Plan scheduled for completion by 2026. To fund the Plan update, C/CAG applied for several grants, including the US Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant and Caltrans' Sustainable Transportation Planning Grant. Due to a highly competitive nature of these grant opportunities, C/CAG was not awarded funding.

C/CAG is committed to updating the Comprehensive Bicycle and Pedestrian Plan, and has pursued funding and partnerships, including:

- Requesting financial support from the San Mateo County Transportation Authority (TA) to help fund the Plan update
- Applying to the TA's Cycle 2 Alternative Congestion Relief/Transportation Demand Management Program (ACR/TDM) to acquire sidewalk inventory data; and
- Updating the C/CAG Equity Focus Areas as part of the upcoming County Transportation Plan.

The TA is considering contribute $250,000 to the update, contingent on a 100% match from C/CAG. Staff recommends allocating $250,000 of the remaining FY24/25 TDA Article 3 Program funds to meet the match requirement. A summary of the funding sources for the Plan update is provided below.

Proposed Funding Sources for the Comprehensive Bicycle and Pedestrian Plan Update

Source	**Amount**
TA Financial Contribution	$250,000
C/CAG Share – TDA 3 funds	$250,000*
TA ACRTDM Grant (Sidewalk data procurement)	$220,000*
Total	$720,000

*Proposed funding amount and pending successful approval and grant award from C/CAG and TA Boards, respectively.

A draft scope, schedule, and cost estimate for the Comprehensive Bicycle and Pedestrian Plan update is provided in Attachment 1.

EQUITY IMPACTS AND CONSIDERATIONS

The Comprehensive Bicycle and Pedestrian Plan is crucial to identifying bicycle and pedestrian infrastructure gaps, prioritizing investments and improving access in traditionally underserved communities. The Plan includes innovative ideas like sidewalk data procurement and an e-bike strategy to enhance safety and promote longer-distance e-bike trips. By encouraging active transportation and reducing single-occupancy vehicle trips, the Plan supports greenhouse gas reductions, environmentally sustainable infrastructure, and expanded mobility options for people of all ages, genders, race, and income levels.

ATTACHMENTS:

1. Draft scope, schedule, and cost estimate for the Comprehensive Bicycle and Pedestrian Plan update *(The material is available on the C/CAG BPAC website under "Additional Meeting Materials" at https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/).*

C/CAG AGENDA REPORT

Date: September 26, 2024

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Senior Transportation Program Specialist

Subject: Receive a presentation from Caltrans on the District 4 Bicycle Plan Update

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

RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee receives a presentation from Caltrans on the District 4 Bicycle Plan Update.

FISCAL IMPACT

There is no direct fiscal impact to C/CAG.

SOURCE OF FUNDS

N/A.

BACKGROUND

Caltrans Bay Area (District 4) is updating the 2018 Bicycle Plan. The new Plan will identify barriers to cycling, prioritize improvements and be used as a resource for Caltrans to inform selection and scoping of bike infrastructure projects on and across Caltrans facilities in the Bay Area.

At the September meeting, the Committee will receive a presentation on the District 4 Bicycle Plan update. Caltrans will also provide current information on bicycling needs identified in the 2018 Bike Plan. The Committee will also have the opportunity to ask questions during the presentation.

More information can be found at Caltrans' website: https://dot.ca.gov/caltrans-near-me/district-4/d4-programs/d4-transplanning-local-assistance/d4-office-of-transit-and-active-transportation/d4-bike-plan-info.

EQUITY IMPACTS AND CONSIDERATIONS

Caltrans has identified equity as a key vision and goal for the Bike Plan update. The Plan update will focus on eliminating barriers to biking, ensuring equitable access to high quality biking infrastructure for all individuals, regardless of race, socioeconomic status, identify, or where they live.

ATTACHMENT

1. Caltrans Bike Plan Update Presentation *(The presentation is available on the C/CAG BPAC website (See "Presentations") at https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/).*

C/CAG AGENDA REPORT

Date: September 26, 2024

To: Bicycle and Pedestrian Advisory Committee (BPAC)

From: Audrey Shiramizu, Senior Transportation Program Specialist

Subject: Review and confirm receipt of MTC Complete Streets Checklists from the San Mateo County Transit District and the San Mateo County Transportation Authority for projects in cities of Millbrae, San Bruno, San Mateo, Redwood City and East Palo Alto.

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

RECOMMENDATION

That the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) review and confirm receipt of MTC Complete Streets Checklists from the San Mateo County Transportation District (District) and the San Mateo County Transportation Authority (TA) for projects in cities of Millbrae, San Bruno, San Mateo, Redwood City and East Palo Alto.

FISCAL IMPACT

There is no direct fiscal impact to C/CAG at this time.

SOURCE OF FUNDS

For the Dumbarton Busway Feasibility Study, the District would be allocated $4.1 million in Regional Measure 3 funding in July 2024 for the Project phase. The funding would then be amended into the District's Fiscal Year 2025 Capital Budget.

Total project costs for the six TA projects are still being finalized.

BACKGROUND

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.

Staff from the District and the TA have completed the MTC Complete Streets Checklist for seven projects, which are detailed below. Those Checklists are attached to this staff report.

Regional Measure 3

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.

Project Descriptions

1. Dumbarton Busway Feasibility Study (District)

The Metropolitan Transportation Commission (MTC) has programmed $5 million in RM3 funds to the District Dumbarton Busway Project (Project). The District would be allocated $4,100,000 in RM3 funds in July 2024 from the Dumbarton Corridor Improvements category to conduct the initial Feasibility Study phase. This includes developing alternatives for a busway or transitway in the Dumbarton Rail Corridor (DRC), completing environmental review, and preparing up to 15% design documents for the Project. The remaining $900,000 would be allocated at a future date to support the next phase of the Project.

The Feasibility Study would include community outreach, technical analysis in the development of alternatives for the Project, environmental review, partner agency approval and completion of 15% design. If a preferred alternative is identified, this work would position the District to conduct final design and permitting, secure additional funding, and ultimately construct a busway along the Peninsula segment of the DRC within San Mateo County, connecting to the Dumbarton Bridge and the Redwood City Transit Center.

2. Sawyer Trail to Bay Trail Connections (City of Millbrae, TA)

This project is for a new trail segment that accesses the Millbrae Transit Center to the Bay Trail. The project would provide low-stress biking options where none currently exist. The City is seeking funding to complete preliminary engineering and environmental phases for the development and feasibility assessment of this new trail.

3. San Francisco International Airport (SFO) Bay Trail Gap Closure (Cities of San Bruno, Millbrae, TA)

This project is for the SFO Bay Trail Gap Closure project currently in the planning/feasibility phase. MTC is leading the project in partnership with the City of Millbrae, City of San Bruno, BART, Caltrain, and San Francisco International Airport. This project aims to fund for the pre-construction phase necessary to address environmental challenges and design a trail that connects to regional transit opportunities and closes a critical gap of the Bay Trail.

4. Huntington Ave Separated Bikeway (City of San Bruno, TA)

This project is for the construction phase of a two-way separated bikeway that links the San Bruno BART and San Bruno Caltrain stations with the existing Centennial Trail. The TA helped fund phase one of the project. This application will help secure phase two funding to complete the full project buildout.

5. Fashion Island Blvd/19th Ave Separated Bikeway (City of San Mateo, TA)

This project seeks additional construction funding for a 1.5-mile separated bikeway that will link the Hayward Park Caltrain Station to a future proposed express bus transit hub, providing one of the few safe crossings of US 101 in that area.

6. Redwood City Bay Trail & Ferry Terminal Gap Closures (City of Redwood City, TA)

This project focuses on preliminary engineering and environmental studies to assess the feasibility of closing a priority gap in the Bay Trail and improving an existing segment. It will connect to a future ferry terminal currently under development by the City and TA, as well as to the bicycle and pedestrian facilities being constructed as part of the US 101/Woodside Road interchange project.

7. East Bayshore Pedestrian Project (City of East Palo Alto, TA)

This project is for a priority pedestrian improvement project that would provide a safe, comfortable connection to SamTrans Express Buses (Route EPX). The project will construct sidewalks and potentially a Class II bike lane to close network gaps.

RECOMMENDATION

Staff recommends that the Committee reviews and confirms receipt of MTC Complete Streets Checklists from the San Mateo County Transit District and the San Mateo County Transportation Authority for projects in cities of Millbrae, San Bruno, San Mateo, Redwood City and East Palo Alto.

EQUITY IMPACTS AND CONSIDERATIONS

The Dumbarton Busway Feasibility Study will enhance connectivity and mobility in the near - to medium-term for SamTrans' Equity Priority Areas (EPAs) along the Dumbarton Rail Corridor (DRC) within San Mateo County. Additionally, the project will enhance east-west transit access to communities on both sides of the DRC, including access to high-frequency regional transportation services on either end of the corridor.

The six TA projects encourage safer routes to transit and/or the Bay Trail. Providing safer access benefits the most vulnerable users of the road and reduces the risks of serious injuries and fatalities of bicyclists and pedestrians. Providing safer options to make trips without a car can also relieve automobile congestion and result in reduced greenhouse gas emissions, which often impact communities of color and lower-income households more than their counterparts.

ATTACHMENTS

1. MTC Complete Streets Checklists from the San Mateo County Transit District and the San Mateo County Transportation Authority for projects in cities of Millbrae, San Bruno, San Mateo, Redwood City and East Palo Alto.
2. Summary of the six projects from the San Mateo County Transportation Authority.
3. Dumbarton Busway Feasibility Study SamTrans Board of Directors Presentation (July 10, 2024) *(The material is available on the C/CAG BPAC website under "Additional Meeting Materials" at https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/).*

Contact Name	Cassie Halls
Email Address	hallsc@samtrans.com
Contact Phone Number	(650) 508-7766
City/Jurisdiction/Agency (If your option is not listed, select "Other")	SamTrans
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.	RM3
Project Name/Title	Dumbarton Corridor Busway Project
Project Area/ Location	The project is located in San Mateo County, California. The study area includes the five-mile peninsula segment of the Dumbarton Rail Corridor (DRC) and the area within half a mile of the DRC. The peninsula segment of the DRC extends between Redwood City Caltrain Station in the west, and University Avenue in East Palo Alto in the east. The study area comprises several communities in Southeast San Mateo County including Redwood City, North Fair Oaks (unincorporated San Mateo County), Belle Haven/Menlo Park, and East Palo Alto.
Project Area Map (Attach 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.	Dumbarton_Corridor_Busway_Project_SamTransSanMateoCounty
Project Description (2000 character limit). You may also attach additional project documents, cross sections, plan views or	The Dumbarton Corridor Busway Project proposes to remove barriers and address transportation disparities by leveraging the Peninsula segment of the Dumbarton Rail Corridor (DRC) – a 5-mile inactive rail corridor between Redwood City Caltrain Station and University Avenue in East Palo Alto – to develop a local busway with potential bicycle and pedestrian connections that

other supporting materials.	improves access to community destinations, the broader transportation network, and local and regional job centers. The San Mateo County Transit District (District) will develop the Project in partnership with the communities of Southeast San Mateo County. These communities are strikingly different than the generally wealthy communities they border with 77% of the study area classified as disadvantaged. The Project aims to reimagine the DRC to improve the quality of life and economic prospects of these disadvantaged communities. The initial allocation request of $5 million will fund the first phase of work - a feasibility study, environmental analysis and documentation, project approval documentation, and preparation of 15% concept plans. The first phase also includes design funds to advance quick strike (or early action) improvement opportunities. The planning and environmental phase will include a Dumbarton Busway Feasibility Study to evaluate alternatives, recommend a preferred alternative, and begin the detailed design process for a future mobility use of the Dumbarton Rail Corridor (DRC) on the Peninsula, rooted in community input and near-term feasibility. This initial phase of work is in support of an overall vision of constructing and operating a dedicated busway with the potential for enhanced bicycle and pedestrian connections along the five-mile inactive peninsula segment of the Dumbarton Rail Corridor. The busway will include a solution to connect to Caltrain Redwood City Station and the Dumbarton Bridge in order to facilitate both regional and local travel.
Please choose the project phase(s).	Planning PE ENV
Do you think your project qualifies for a Statement of Exception?	No

Topic: Bicycle, Pedestrian and Transit Planning

Does the project implement relevant plans, or other locally adopted recommendations?	Yes
Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date. If the project is inconsistent with adopted plans, please provide explanation.	"The San Mateo County Transit District should continue to study and work towards implementing the trail throughout the corridor." (2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, pg. 73) The Dumbarton Corridor Busway Project will study the feasibility of a busway and the potential for a multi-use bicycle/pedestrian path. The project will also improve bicycle and pedestrian safety at existing intersections crossing the corridor.
Does the project area contain segments of the regional Active	Yes

Transportation (AT) Network? [See MTC's AT Network map here]	
If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities" and/or the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way."	This is a planning study to determine the feasibility and assess alternatives, but any proposed multi-use path and at-grade crossing improvements would follow the standards of these documents.
Is the the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	Yes
Please summarize the traffic safety conditions and describe the project's traffic safety measures. The Bay Area Vision Zero System may be a helpful resource.	Pedestrian and bicycle incidents within the study area also indicate that local pedestrian and bicycle facilities are in need of improvements. These facilities will be considered during the Project and opportunities to improve them identified.
Does the the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analysis conducted?	No
Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.	Yes, we seek to improve conditions for people biking, walking and rolling across the corridor as well as potentially along the corridor, and Level of Traffic Stress is something we will study as a part of the analysis.

A. Are there existing public transit facilities (stop or station) in the project area?	Yes
If yes, list transit facilities (stop, station, or route) and all affected agencies.	Yes, the project would extend to Redwood City Caltrain Station, and the project would add transit facilities along Dumbarton Corridor.
B. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.	Yes
C: Is there a MTC Mobility Hub (map) within the project area?	Yes
If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the Mobility Hubs Playbook Play 1.	This is a planning study and outreach to mobility providers will be a component of the outreach plan.
If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).	This study seeks to improve the corridor's permeability by revisiting the location and frequency of at grade crossings and exploring opportunities for additional crossings. Lastly, the project will recommend solutions that complete gaps in the local pedestrian and bicycle network, thereby taking a holistic approach to connect dense housing within the study area to community assets, local jobs, and regional transit services.
If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.	The feasibility of a Class I bicycle path would be evaluated as a part of this study.
Will the project improve active transportation in an Equity Priority Community (EPC)?	Yes
Please list census tracts that are designated as EPCs and affected by this project.	06081610900, 06081610800, 06081610203, 06081610201, 06081610500, 06081610400, 06081611700, 06081611800, 06081612000

Has a local (city is preferred and county is an option) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.	The submission of this checklist will be reviewed by the BPAC. This option exists to use this CS Checklist submission (pdf emailed to you) for the BPAC review.
Please provide the meeting date(s). BPAC meeting date should occur before the grant funding request application or endorsement is submitted.	We are actively working to schedule this BPAC meeting.
Compliance and Exemption	
Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.	Yes
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.	The Checklist is being submitted to send to the BPAC for review.

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LEGEND
Caltrain Rail Station
Caltrain Rail Line
Dumbarton Rail Corridor
Connection to Regional Transit Network
Study Area (1/2-mile Buffer)
Existing At-Grade Corridor Crossing
Redwood City
Whipple Ave
Broadway St
Middlefield Rd
Woodside Rd
2nd Ave
5th Ave
North Fair Oaks
Marsh Rd
Bayshore Fwy
Hoover St
Bay Rd
Friendly Acres
Flood Park
Atherton
Middlefield Rd
Fair Oaks Ln
Bayfront Expy
Meta Campus
Meta Campus
Chilco St
Belle Haven
Willow Rd
University Ave
Bay Rd
East Palo Alto
101
84
82

METROPOLITAN TRANSPORTATION COMMISSION

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 (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

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

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

Project Information

Project Name/Title: Millbrae – Spur Trail to Bay Trail Connections

Project Area/Location(s): (Attach map if available) Millbrae (San Mateo County) A map of the project location is included in Attachment A of this application.

Project Description: (2000 character limit)

Please enter in the box below

Please enter your description here and indicate project phase
(Planning, PE, ENV, ROW, CON, O&M)

The Millbrae – Spur Trail to Bay Trail Connections project will involve preliminary engineering and environmental review of a two-mile-long bicycle and pedestrian facility. This proposed trail connection provides an important connection to the Millbrae Transit Center, including BART, Caltrain, and SamTrans, as well as the Bay Trail. It will also connect to several parks and schools within the City of Millbrae, offering residents alternative modes of transportation.

The project will evaluate bicycle and pedestrian facilities to connect the Spur Trail to the Bay Trail, enhancing connectivity and providing safe, accessible pathways for cyclists and pedestrians. This project closes a critical gap in the city's bicycle network from Lomita Trail to Spur Trail and will provide safe and direct routes for cyclists and pedestrians to access transit at the Millbrae BART and Caltrain stations, parks, schools, and other key destinations throughout Millbrae. The project will consider various alignments to connect to the transit center, and to continue connectivity across the US 101/Millbrae Avenue overcrossing to reach the Bay Trail. Additionally, this project will connect at Aviador Avenue to another proposed project, the SFO Bay Trail Gap Closure project, thereby providing connectivity to SFO and the Bay Trail along an alternate path.

Existing bicycle and pedestrian facilities along the proposed alignment range from Class I-IV. The City of Millbrae anticipates that the project may require:

- Class I bike path for several segments (e.g. along the Green Hills Country Club, portions of Millbrae Avenue, etc.)

- Class II bikeway for several segments (e.g. along El Paseo, between Chadbourne Lane and Ashton Avenue, etc.)
- Class III bike routes with traffic calming in some residential areas with steep grades (e.g. perhaps along Hillcrest Ave, etc.)
- Class IV bikeway for several segments (e.g. Millbrae Ave., etc.)

May attach additional project documents, cross sections, plan view, or other supporting materials.

Contact Name &Title: Sam Bautista, Director of Engineering & Public Works
Contact Email: sbautista@ci.millbrae.ca.us
Contact Phone: (650) 259-2336
Agency: City of Millbrae

Complete Streets Checklist — Criteria Questions

Topic	CS Policy Consideration	Yes/No	Required Description
Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	Yes	**Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.** **If Project is inconsistent with adopted Plans, please provide explanation.** The 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan proposed projects proposed a Class III bike route for Richmond Drive. The Spur Trail is also listed in the City's Active Transportation Plan (ATP) adopted on October 12, 2021, with the goal to provide an end-to-end Class I path and forming the backbone of Millbrae's active transportation network. The Plan also recommends the City to explore the Spur Trail and all opportunities to connect extensions to the

Topic	CS Policy Consideration	Yes/No	Required Description
			roadway network to provide enhanced neighborhood access, citywide connectivity, and emergency access. Specific attention was emphasized on the Meadows community for the planned segment between Helen Drive and the Junipero Serra Park. In 2013 the City of Millbrae proposed a Class III bike route from Meadows Park to Taylor Middle School. With a Connection of a proposed Class I Bike route from Hillcrest Boulevard to Rotary Park. The Millbrae Parks and Facilities Master Plan Update: Administrative Draft identifies all three phases of the trail to be within the project's study area and proposed for trail connection.
Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	Yes	**If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See Attachment 1.** Yes, Millbrae Avenue is within the regional Active Transportation Network. Spur Trail is proposed to be a Class I. While connections from adjacent roadways to the trail may be Classes II, III with traffic calming, or IV the facilities will be selected based on the NACTO guidance.

Topic	CS Policy Consideration	Yes/No	Required Description
Safety and Comfort	Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	Yes	**Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.** The City of Millbrae's Local Roadway Safety Plan assessed the collision history for Millbrae Avenue using data from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) and the University of California at Berkeley Safe TREC's Transportation Injury Mapping Service (TIMS). Over a five-year period from 2014 to 2018, the intersection at Millbrae Avenue and Rollins Road had 16 intersection collisions, the highest fatality and severe injuries collision rate in the City.
Safety and Comfort (continued)	A. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Yes	**Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.** The 2022 City of Millbrae Active Transportation Plan evaluated stress within areas of the City which concluded that many of the roadways/crossing are relatively high-stress, including those in the project area. The Active Transportation Plan recommended the low

Topic	CS Policy Consideration	Yes/No	Required Description
			stress shared use path as the appropriate treatment to create a comfortable environment for all ages and abilities. Additionally, the San Mateo County (C/CAG) 2021 Comprehensive Bicycle and Pedestrian Plan identified the area as a level 3 high stress area.
Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	Yes	**List transit facilities (stop, station, or route) and all affected agencies.** The project will connect to the Millbrae BART station and the Caltrain Station. Numerous SamTrans bus routes run along El Camino Real and the immediate surrounding area: The ECR Daly City BART - Palo Alto Transit Ctr, 292, 397, and 713.
Transit Coordination	B. Have all potentially affected transit agencies had the opportunity to review this project?	Yes	**Please provide confirmation email from transit operator(s).** Will be attached.
Transit Coordination	C. Is there a MTC Mobility Hub within the project area?	Yes	**If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.** In September 2021, MTC awarded funding to six mobility hub pilot projects, including a project at the

Topic	CS Policy Consideration	Yes/No	Required Description
			Millbrae Transit Center. The project team has provided information about the project to each of the providers, and will coordinate with providers as needed during the proposed environmental phase.
Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Yes	**Please provide Class designation for bikeways. Cite design standards used.** The Class I-IV bike facilities will incorporate best practice design standards from NACTO Urban Bikeway Design Guide, California MUTCD, the Caltrans Highway Design Manual, and the Caltrans Design Information Bulletin 89-02.
Equity	Will Project improve active transportation in an Equity Priority Community?	No	**Please list EPC(s) affected**.
BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	Yes	**Please provide meeting date(s) and a summary of comments, if any.** Draft: The City/County Association of Governments (C/CAG) of San Mateo County's BPAC reviewed this checklist on September 26, 2024.

Statement of Compliance	Yes
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*).	Yes

If **no**, complete Statement of Exception and obtain necessary signature.

Statement of Exception	Yes / No	Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	No	If yes, please cite language and agency citing prohibited use.
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).	No	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	No	Describe Alternative Plan/Project
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.	No	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

Transit

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

Department Director-Level Signature for Exceptions

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide.

-

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[16]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Note: The above table can be found on page 4 of the linked document
https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

METROPOLITAN TRANSPORTATION COMMISSION

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 (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

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

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

Project Information

Project Name/Title: San Bruno/Millbrae – SFO Bay Trail Gap Closure

Project Area/Location(s): (Attach map if available) _____

San Mateo County – San Bruno and Millbrae A Project Location map is provided in the attached Attachment A of this application.


The Atrium
Regency Inn
San Bruno
Mazra
Artichoke Joe's Casino
US Coast Guard Air Station San Francisco
SFO Airfield Operations Bldg
Signature Aviation SFO - San Francisco
American Airlines
Asiana Airlines Cargo
Gate Gourmet
Airport Enterprise
Taqueria Mi Durango
Hotel Aura
LOMITA PARK
San Francisco International Airport
The Centurion Lounge
United Airlines
SFO Terminal 2 Meeting Point
Toto's Pizzeria & Restaurant
St Andrew's Preschool
Hotel 1550
Capuchino High School
Millbrae Pancake House
Millbrae Montessori
McDonald's
Green Hills Country Club
Green Hills Elementary School
Trader Joe's
Safeway
Bayside Manor Park
New England Lobster Market & Eatery
San Francisco Airport Marriott Waterfront
Millbrae Meadows Park
Map data ©2024 Google Imagery ©2024 Airbus, Maxar Technologies
Terms
200 ft

Project Description: (2000 character limit)

Please enter in the box below

Please enter your description here and indicate project phase
*(Planning, **PE, ENV**, ROW, CON, O&M)*

The San Bruno/Millbrae – SFO Bay Trail Gap Closure project scope of work includes the closure of a three mile gap around San Fransisco International Airport (SFO). The proposed route would connect the Bay Trail through Millbrae and San Bruno where it passes the airport. Building on the Bay Trail SFO Gap Study, the project will pursue the preferred alignment for the trail gap closure, beginning at SFO and traversing through San Bruno, ultimately connecting to the Millbrae Transit Center which offers SamTrans, Caltrain, and BART service. Filling this critical gap in the Bay Trail supports the region's vision for a continuous and connected Bay Trail that serves both recreational and active transportation uses by individuals of all ages and abilities.

May attach additional project documents, cross sections, plan view, or other supporting materials.

Contact Name &Title: Patrick Gilster Director, Planning and Fund Management

Contact Email: gilsterp@samtrans.com

Contact Phone: 650-622-7853

Agency: San Mateo County Transportation Authority (SMCTA)

Complete Streets Checklist — Criteria Questions

Topic	CS Policy Consideration	Yes/No	Required Description
Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	Yes	**Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.** The San Bruno/Millbrae – SFO Bay Trail Gap Closure project was identified and evaluated as a preferred alignment in the 1998 San Francisco International Airport Bay Trail Alignment Plan of the San Francisco Bay Trail around SFO. The City/County Association of Government of San

Topic	CS Policy Consideration	Yes/No	Required Description
			Mateo County (C/CAG) 2021 Comprehensive Bicycle and Pedestrian Plan identified the project as a high priority. Additionally, the MTC's Bay Trail Gap Closure Implementation Plan identified the project as Tier 2: Higher Priority and Higher Cost.
Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	Yes	**If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See Attachment 1.** In areas like the project area with natural corridors, the NACTO guidance recommends a Class I shared use path. This project is consistent with these design principles and recommendations.
Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	Yes	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The **Bay Area Vision Zero System** may be a resource. While the project is not on a HIN because it will be constructed as a separated Class I facility in areas that do not currently have similar bike or pedestrian options, the alternate routes for bicyclists and pedestrians should this project not be constructed have been found to have collision histories of note. The City of San Bruno's Local

Topic	CS Policy Consideration	Yes/No	Required Description
			Roadway Safety Plan assessed the collision history for San Bruno Avenue for a five-year period from 2015 to 2019. The evaluation shows that intersections at 3rd Avenue and San Mateo Avenue had a total of 13 intersection collisions. The plan also indicates that San Bruno Avenue has a higher concentration of pedestrian collisions compared to other San Bruno roads according to the Transportation Injury Mapping System (TIMS) and SWITRS. The City of Millbrae also has a Local Roadway Safety Plan.The collision analysis from TIMS and SWITRS indicates that intersections at Millbrae Avenue and Rollins Road had 16 intersection collisions. This location would be an alternate path of travel to the proposed project.
Safety and Comfort (continued)	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Yes	**Describe how project seeks to provide low-stress transportation facilities or reduce a facility's <u>LTS.</u>** The project is primarily focused on closing a gap in the Bay Trail to improve conditions in the vicinity of San Francisco Airport for people walking and biking.

Topic	CS Policy Consideration	Yes/No	Required Description
			The San Mateo County (C/CAG) 2021 Comprehensive Bicycle and Pedestrian Plan identified the area as a level 3 and 4 high stress area. This indicates need for lower-stress and more comfortable facilities like the shared-use path proposed in this project to provide a fully separated option for bicyclists and pedestrians.
Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	Yes	List transit facilities (stop, station, or route) and all affected agencies. The SFO Bay Trail Gap Closure project would connect directly with the Millbrae Transit Center, which offers BART, Caltrain, and SamTrans services. The project would also provide access to existing SamTrans bus routes on connecting roadways for route 397 along Old Bayshore Highway, 292 along Millbrae Avenue and the EPX at San Bruno Avenue.
Transit Coordination	B. Have all potentially affected transit agencies had the opportunity to review this project?	Yes sY	Please provide confirmation email from transit operator(s). Will be attached.
Transit Coordination	C. Is there a MTC Mobility Hub within the project area?	Yes	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements. In September 2021, MTC awarded funding to six mobility hub pilot projects, including a project at the Millbrae Transit Center. The project team has

Topic	CS Policy Consideration	Yes/No	Required Description
			provided information about the project to each of the providers, and will coordinate with providers as needed during the proposed environmental phase.
Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Yes	Please provide Class designation for bikeways. Cite design standards used. Yes, the trail incorporated best practice design standards from NACTO Urban Bikeway Design Guide, California MUTCD, and the Caltrans Highway Design Manual.
Equity	Will Project improve active transportation in an Equity Priority Community?	Yes	Please list EPC(s) affected. Geographic ID, 06081602300 State FIP, 06 County FIP, 081 Census Tract, 602300 Geographic ID, 06081604101 State FIP, 06 County FIP, 081 Census Tract, 604101 Per Equity Priority Communities Tract Comparison (Plan Bay Area 2040 and 2050) (arcgis.com)
BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	Yes	Please provide meeting date(s) and a summary of comments, if any.

Topic	CS Policy Consideration	Yes/No	Required Description
			Draft: The City/County Association of Governments (C/CAG) of San Mateo County's BPAC reviewed this checklist on September 26, 2024.

Statement of Compliance	Yes
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*).	Yes/YesYesNo

If **no**, complete Statement of Exception and obtain necessary signature.

Statement of Exception	Yes / No	Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	No	If yes, please cite language and agency citing prohibited use.
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).	No	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	No	Describe Alternative Plan/Project
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.	No	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

Transit

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

Department Director-Level Signature for Exceptions

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide.

-

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[16]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Note: The above table can be found on page 4 of the linked document
https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

METROPOLITAN TRANSPORTATION COMMISSION

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 (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

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

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

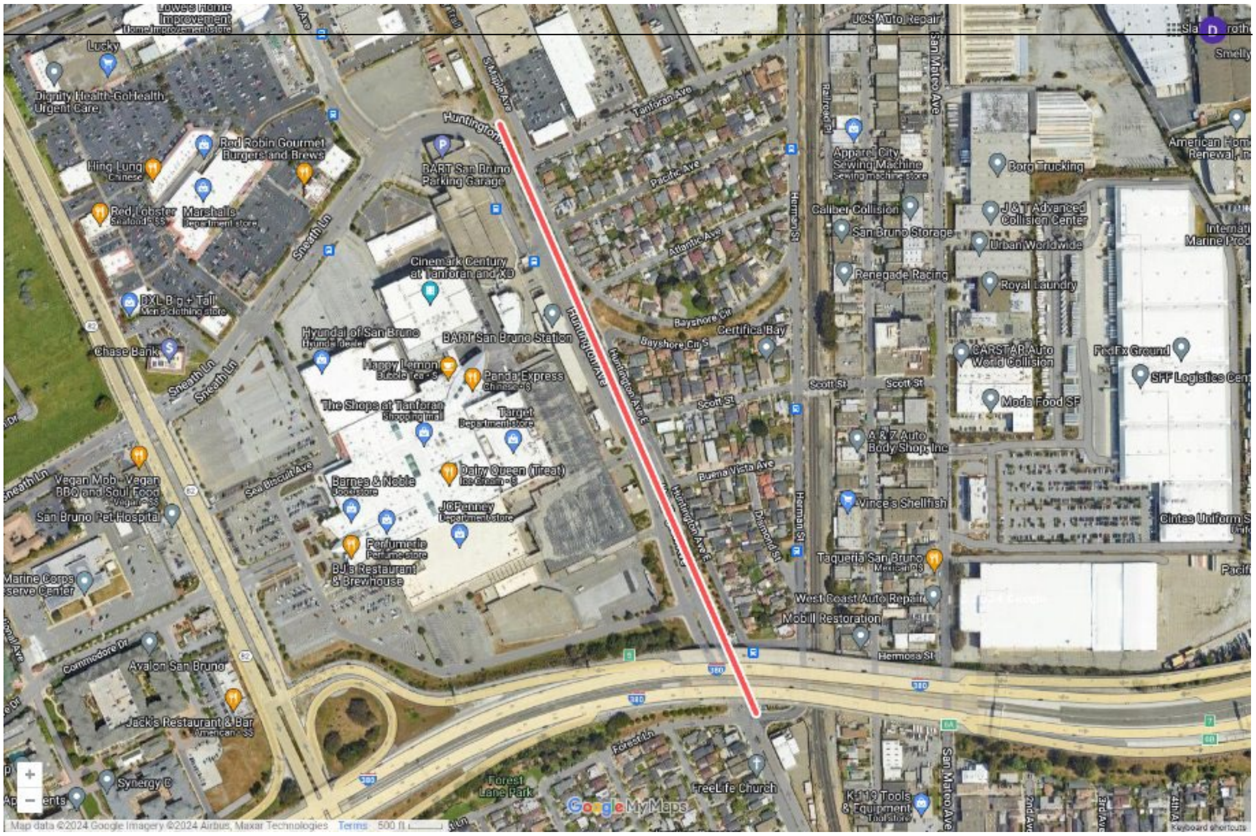
Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

Project Information

Project Name/Title: San Bruno - Huntington Avenue Separated Bikeway

Project Area/Location(s): (Attach map if available) San Bruno (San Mateo County). A Project Location map is provided in the Attachment A of this application.


Lowe's Home Improvement
Lucky
Dignity Health-GoHealth Urgent Care
Red Robin Gourmet Burgers and Brews
Hing Lung
Red Lobster
Marshalls
Huntington
BART San Bruno Parking Garage
Cinemark Century at Tanforan and XD
DXL Big + Tall
Chase Bank
Hyundai of San Bruno
BART San Bruno Station
Happy Lemon
Panda Express
The Shops at Tanforan
Target
Vegan Mob - Vegan BBQ and Soul Food
San Bruno Pet Hospital
Barnes & Noble
Dairy Queen (Treat)
JCPenney
Perfumeria
BJ's Restaurant & Brewhouse
Marine Corps Reserve Center
Avalon San Bruno
Jack's Restaurant & Bar
Synergy C
Forest Lane Park
FreeLife Church
Tanforan Ave
Pacific Ave
Atlantic Ave
Bayshore Cir
Certifica Bay
Scott St
Buena Vista Ave
Huntington Ave
Sneath Ln
Commodore Dr
Forest Ln
Herman St
Railroad Ave
San Mateo Ave
Hermosa St
UCS Auto Repair
Apparel City Sewing Machine
Borg Trucking
Caliber Collision
San Bruno Storage
J & T Advanced Collision Center
Urban Worldwide
Renegade Racing
Royal Laundry
CARSTAR Auto World Collision
FedEx Ground
SFF Logistics Cen
Moda Food SF
A & Z Auto Body Shop, Inc
Vince's Shellfish
Cintas Uniform S
Taqueria San Bruno
West Coast Auto Repair
Mobill Restoration
KS 19 Tools & Equipment
American Home Renewal, In
Google My Maps
Map data ©2024 Google Imagery ©2024 Airbus, Maxar Technologies Terms 500 ft
Keyboard shortcuts

Project Description: (2000 character limit)

Please enter in the box below

Please enter your description here and indicate project phase
*(Planning, PE, ENV, ROW, **CON**, O&M)*

The Huntington Avenue Bicycle and Pedestrian Improvement Project, Segment II, will construct a two-way separated Class IV cycle track approximately 1/3 mile long on the east side of Huntington Avenue between San Bruno BART Station and the San Bruno Caltrain station. The project will include construction of a two-way cycle track with concrete barrier and installation of streetscape improvements that will provide added safety for pedestrians and/or bicyclists on Huntington Avenue. The project closes a critical gap in the City's all ages and ability biking network by connecting the Centennial Way Trail and San Bruno BART station to the north to a Class IV cycle track and the Caltrain station to the south.

El Camino Real and Huntington Avenue are the only north-south streets that cross under I-380 to connect San Bruno to South San Francisco to the north. Currently there is no defined bike route along Huntington Avenue. Class IV separated bike lanes on Huntington Avenue will fill a key north-south gap on the network and may attract bicyclists from the parallel El Camino Real (ECR). Segment I of the bikeway is currently under construction south of Herman St, and Segment III will be constructed as part of the Southline development in progress northeast of the project area. This project will construct Segment II, completing the facility in full in this area.

The project is at 60% design currently, and RM3 funding be utilized for construction of the project.

May attach additional project documents, cross sections, plan view, or other supporting materials.

Contact Name &Title: Harry Yip, Senior Civil Engineer (Traffic)

Contact Email: hyip@sanbruno.ca.gov

Contact Phone: 650-616-7052

Agency: City of San Bruno

Complete Streets Checklist — Criteria Questions

Topic	CS Policy Consideration	Yes/No	Required Description
Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include:	Yes	**Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.**

Topic	CS Policy Consideration	Yes/No	Required Description
	• City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan		**If Project is inconsistent with adopted Plans, please provide explanation.** The San Bruno "Walk n Bike Plan" proposes an on-street bikeway extending from the intersection of Forest Lane and Huntington Avenue to the intersection of Sneath Lane. Additionally, the City's Safe Routes to School Plan indicates that Huntington Avenue has a proposed bike lane. The City/County Association of Government of San Mateo County (C/CAG) 2021 Comprehensive Bicycle and Pedestrian Plan also identified the project as a high priority with a recommended Class IV Separated Bicycle Lane.
Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	Yes	**If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See Attachment 1.** The posted speed limit on the corridor is 30 MPH, and there are two lanes of vehicle travel in each direction. Huntington Avenue carries a high volume of vehicle,pedestrian, and bicycle traffic due to the major destinations located along it, namely the BART station, Caltrain station, and Shops at Tanforan Mall. For a roadway with a speed limit higher than 26 MPH with high vehicle volumes, a Class IV

Topic	CS Policy Consideration	Yes/No	Required Description
			separated bicycle facility is recommended by NACTO. The Class IV bikeway planned for this segment is consistent with the NACTO recommendations.
Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	Yes	The City of San Bruno has a Local Roadway Safety Plan. As part of the plan, collision history was assessed for a five-year period from 2015 to December 2019. The collision history, collated from the Transportation Injury Mapping System (TIMS) identifies six collisions with a range of severity from fatal to less severe along the project corridor. Implementing the Class IV Separated Bikeway will have collision reduction benefits for all users of the local corridor by implementing proven safety countermeasures including: physical separation between the bicycle lanes and vehicle travel lanes for people biking.
Safety and Comfort (continued)	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Yes	**Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.** The project is primarily focused on improving conditions for people biking. San Mateo County (C/CAG) 2021 Comprehensive Bicycle

Topic	CS Policy Consideration	Yes/No	Required Description
			and Pedestrian Plan identified the area as a level 3 and 4 high stress area.
Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	Yes	The Huntington Bikeway would connect directly with the San Bruno BART Station terminal and extends south to provide connectivity to the San Bruno Caltrain station. The project would also provide access to existing SamTrans bus routes on connecting roadways for route 141 and 142.
Transit Coordination	B. Have all potentially affected transit agencies had the opportunity to review this project?	Yes	Please provide confirmation email from transit operator(s). SamTrans, Caltrain, and BART are aware of the project. Email provided in Attachment B of this checklist
Transit Coordination	C. Is there a MTC Mobility Hub within the project area?	No	The project will connect to the San Bruno BART station, which is identified as a Type 3 Emerging Urban District by the MTC Mobility Hub effort.At such time as the Mobility Hub is fully built out, the project will provide connectivity.
Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Yes	The bikeway incorporated best practice design standards from NACTO Urban Bikeway Design Guide, California MUTCD, and the Caltrans Design Information Bulletin 89-02 Class IV Bikeway Facility Type.

Topic	CS Policy Consideration	Yes/No	Required Description
Equity	Will Project improve active transportation in an Equity Priority Community?	Yes	Please list EPC(s) affected. The overall project area connects to a designated EPC. Geographic ID, 06081604101 State FIP, 06 County FIP, 081 Census Tract, 604101 Per Equity Priority Communities Tract Comparison (Plan Bay Area 2040 and 2050) (arcgis.com)
BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	Yes	Draft: The City/County Association of Governments (C/CAG) of San Mateo County's BPAC reviewed this checklist on September 26, 2024.

Statement of Compliance	Yes
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*).	Yes

If **no**, complete Statement of Exception and obtain necessary signature.

Statement of Exception	Yes / No	Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	No	If yes, please cite language and agency citing prohibited use.
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).	No	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	No	Describe Alternative Plan/Project
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.	No	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

Transit

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

Department Director-Level Signature for Exceptions

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[16]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Note: The above table can be found on page 4 of the linked document
https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

METROPOLITAN TRANSPORTATION COMMISSION

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 (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

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

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

Project Information

Project Name/Title: 19th Avenue/Fashion Island Boulevard Complete Streets

CorridorProject Area/Location(s): (Attach map if available) City of San Mateo (San Mateo County)

A Project Location map is provided in the attached Attachment A of this application.

Project Description: (2000 character limit)

Please enter in the box below

Please enter your description here and indicate project phase *(Planning, PE, ENV, ROW, CON, O&M)*

The project is located along 19th Avenue and Fashion Island Boulevard, extending between the Hayward Park Caltrain Station to the west and Mariners Island Boulevard to the east. When constructed, the facility will provide residents in San Mateo and the neighboring community of Foster City with alternative modes of transportation and access under the US 101 and State Route (SR) 92 interchange. The project implements complete streets elements to enhance safety and connectivity for all modes along the corridor.

The 19th Avenue/Fashion Island Boulevard Complete Streets project includes the construction phase for a Class IV separated bike lane along Fashion Island Boulevard and 19th Avenue, as well as pedestrian enhancements along the corridor to drastically enhance safety for active transportation users. This includes particular attention at the US 101/SR 92 highway ramp intersections which are high stress barriers and have historically been designed to favor high speed vehicular movements.

The proposed 1.3 mile fully separated bikeway will provide connectivity to the Hayward Park Caltrain Station and planned US 101 Express Bus service from

SamTrans at the future Express Bus Mobility Hub also located on the corridor. This will create new affordable and active travel options for residents, visitors, and workers in both San Mateo and Foster City.

The project will implement Complete Streets infrastructure to deliver a transportation network that is safer and more efficient for all modes of transportation, including: raised or quick build separated bikeway (both one-way and two-way facilities, varying by location), high-visibility crosswalks to reinforce yielding of vehicles turning; advance stop bar to reinforce yielding of pedestrians; four protected intersections with enhanced pedestrian features like curb extensions to shorten crossing distances; ADA compliant accessible curb ramps; signal timing enhancements and upgrades; pedestrian-scale lighting to increase night-time visibility; and stormwater runoff treatments such as bioswales.

May attach additional project documents, cross sections, plan view, or other supporting materials.

Contact Name & Title: Jay Yu, Engineering Manager

Contact Email: jyu@cityofsanmateo.org

Contact Phone: 650-522-7323

Agency: City of San Mateo

Complete Streets Checklist — Criteria Questions

Topic	CS Policy Consideration	Yes/No	Required Description
Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	Yes	**Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.** **If Project is inconsistent with adopted Plans, please provide explanation.** The 19th Avenue/Fashion Island Blvd Class IV separated bikeway was identified as a medium-high priority in the City of San Mateo's 2020 Bicycle Master Plan. The City/County Association of Governments of San Mateo County (C/CAG) 2021 Comprehensive Bicycle and Pedestrian Plan identified the project

Topic	CS Policy Consideration	Yes/No	Required Description
			as a high priority for the region.
Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	Yes	**If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See Attachment 1.** The posted speed limit on the corridor is 30 MPH, but the speeds can often be higher. Additionally, this is a high volume roadway accessing freeway on-ramps. For a roadway with a speed limit higher than 26 MPH, a Class IV separated bicycle facility is recommended. The Class IV Separated Bikeway is the highest level of comfort facility for a roadway, and the design is consistent with the NACTO recommendations.
Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	Yes	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource. The collision history for Fashion Island Boulevard/19th Avenue was assessed for a five-year period from January 2016 to December 2020 and indicates there were a total of 14 vehicle collisions, 2 pedestrian-involved collisions, and one bicycle-involved

Topic	CS Policy Consideration	Yes/No	Required Description
			collision according to UC Berkeley Transportation Injury Mapping System using California Statewide Integrated Traffic Records System (SWITRS) data. Additionally, the City's adopted Local Roadway Safety Plan identifies the Norfolk Street/Fashion Island Boulevard intersection as a Tier 1 priority intersection based on the severity of collision history. Implementing the Class IV Separated Bikeway will have collision reduction benefits for all users of the local corridor by implementing proven safety countermeasures including: physical separation between the bicycle lanes and vehicle travel lanes for people biking, reduced crossing distances and high visibility crosswalk striping for people walking, and traffic calming features to slow vehicular traffic. Where the highway entrance and exit connect to local streets, the project will implement a separation of bicycle and vehicles away from the highway ramp intersections, reducing potential conflicts between the two modes of transportation.

Topic	CS Policy Consideration	Yes/No	Required Description
Safety and Comfort (continued)	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Yes	**Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.** The project is primarily focused on improving conditions for people biking while adding treatments for pedestrians as a co-benefit. The 2020 City of San Mateo Bike Plan conducted an LTS analysis which indicates existing conditions along the corridor are high stress. The Bike Plan recommended the low stress Class IV Separated Bikeway as the appropriate treatment to create a comfortable all ages and abilities environment.
Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	Yes	List transit facilities (stop, station, or route) and all affected agencies. The 19th Avenue/Fashion Island Complete Streets project would connect directly with the Hayward Park Caltrain Station on the western terminus. The project would also provide access to existing SamTrans bus routes on connecting roadways for route 292 on Delaware St, route 250 on Norfolk St, and the free Lincoln Center Hillsdale Caltrain shuttle on Mariners Island Blvd. It will also provide connectivity to the planned Express Bus Mobility Hub at the existing Caltrans Park and Ride, providing a

Topic	CS Policy Consideration	Yes/No	Required Description
			seamless connection for express bus service to San Francisco.
Transit Coordination	B. Have all potentially affected transit agencies had the opportunity to review this project?	Yes	Please provide confirmation email from transit operator(s). The planning and feasibility phase for the bikeway project was done jointly with the planning efforts for the SamTrans Express Bus Mobility Hub at the existing Caltrans US 101/SR 92 Park and Ride lot. SamTrans is active partner in both efforts and reviews all recommendations, and emails from both SamTrans and Caltrain are included.
Transit Coordination	C. Is there a MTC Mobility Hub within the project area?	Yes	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements. The Class IV Separated Bikeway on Fashion Island Blvd/19th Ave will provide a direct low-stress separated bikeway connected to the planned SamTrans Express Bus Mobility Hub at the existing Caltrans US 101/SR 92 Park and Ride lot which is identified as a future MTC Mobility Hub. Both the bikeway and mobility hub are being planned in a joint effort by the City of San Mateo, San Mateo County Transportation Authority, Caltrans, and SamTrans.

Topic	CS Policy Consideration	Yes/No	Required Description
Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Yes	Please provide Class designation for bikeways. Cite design standards used. The Class IV Separated Bikeway incorporated best practice design standards from NACTO Urban Bikeway Design Guide, California MUTCD, and the Caltrans Design Information Bulletin 89-01 Class IV Bikeway Guidance.
Equity	Will Project improve active transportation in an Equity Priority Community?	No	Please list EPC(s) affected.
BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	Yes	Please provide meeting date(s) and a summary of comments, if any. Draft: The City/County Association of Governments (C/CAG) of San Mateo County's BPAC reviewed this checklist on September 26, 2024.

Statement of Compliance	Yes
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*).	Yes

If **no**, complete Statement of Exception and obtain necessary signature.

Statement of Exception	Yes / No	Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	No	If yes, please cite language and agency citing prohibited use.
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).	No	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	No	Describe Alternative Plan/Project
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.	No	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

Transit

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

Department Director-Level Signature for Exceptions

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[16]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Note: The above table can be found on page 4 of the linked document
https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

METROPOLITAN TRANSPORTATION COMMISSION

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 (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

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

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

Project Information

Project Name/Title: Redwood City – Bay Trail Gap Closures Project

Project Area/Location(s): (Attach map if available)

Redwood City (San Mateo County) A Project Location map is provided in the attached

Attachment A of this application.


RWC Project Location Map
(rev:8.29.2024)
Legend
2082 (Seaport to Ferry)
2089
2100 (YC to Google)
Redwood Creek
Seaport Blvd
Bayfront Expy
101
84
N

Project Description: (2000 character limit)

Please enter in the box below

Please enter your description here and indicate project phase

The Bay Trail Gap Closure Class I Bikeway project scope includes the preliminary engineering and environmental phase of an infrastructure project for a two-mile Class I bike path, providing a fully separated, shared-use facility for cyclists and pedestrians. This trail will extend from the existing Bay Trail connection at Bayfront Park to Seaport Boulevard, ending at Pacific Shores Centre, closing critical gaps in the Bay Trail, bicycle and pedestrian access to Redwood City's Downtown, and providing critical first and last mile bicycle access to the future Redwood City Ferry Terminal as well as employment at the Google campus. The project will improve pedestrian access at three key intersections along the route, creating safer and more direct connections for residents, visitors, and workers in the area. The project alignment is identified in Redwood City's local adopted plans, RWCMoves (2018) and Redwood City Walk Bike Thrive Plan (2022), and also in MTC's newly adopted Bay Trail Gap Closure Implementation Plan (July 2024).

The project will integrate with the adjacent US 101/State Route 84 (SR 84) interchange improvements, merging into the Bay Trail Gap Closure. The interchange project, currently in the final stages of design and ROW, includes the construction of a 1,300-foot Class I shared-use path along SR 84 between Broadway and East Bayshore Road/Blomquist Street, where the proposed Gap Closure project will provide connectivity. The interchange reconstruction will also include 1,300 feet of Class II bike lanes and 1,200 feet of Class IV cycle track on SR 84 and Seaport Boulevard, further enhancing the overall connectivity and safety of the transportation network and providing connectivity from the proposed Gap Closure project to Redwood City's downtown core, including the Redwood City Caltrain station.

This project will implement essential safety features such as high-visibility crosswalks at key intersections to improve pedestrian safety, and clear signage to enhance trail usability. The inclusion of wide, smooth pathways ensures that the trail accommodates users of all ages and abilities, promoting outdoor activities and providing a safe, accessible environment for all.

May attach additional project documents, cross sections, plan view, or other supporting materials.

Contact Name &Title: Malahat Owrang, Principal Transportation Planner
Contact Email: mowrang@redwoodcity.org
Contact Phone: (650) 780-7245
Agency: Redwood City

Complete Streets Checklist — Criteria Questions

Topic	CS Policy Consideration	Yes/No	Required Description
Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	Yes	*Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.* *If Project is inconsistent with adopted Plans, please provide explanation.* -The project is identified in MTC's Bay Trail Gap Closure Implementation Plan (July 2024). -Redwood City's Walk Bike Thrive plan (2022), the City's Vision Zero and bicycle and pedestrian master plan, identified a planned Class I shared-use bike and pedestrian path from Seaport Boulevard along the privately-owned salt flats to connect to the Bay Trail at Marsh Road. -The RWC Moves (2018) citywide transportation plan prioritizes the projects proposed in this project. First, the project to connect with the Bay Trail south of Woodside Road is ranked as a Tier 1 Top Scoring Project. Additionally, Seaport Boulevard Bicycle Path is identified as a tier 2 project with discussion of designing and improving the existing bicycle path (Class I) along Seaport Boulevard to enhance trail and meet current best practices for trail design. -The City/County Association of Government of San Mateo County (C/CAG) 2021 Comprehensive

Topic	CS Policy Consideration	Yes/No	Required Description
			Bicycle and Pedestrian Plan identified the project as a high priority with a recommended Class 1 Path. -The City of Redwood City, California (City), in cooperation with the San Mateo County Transportation Authority (SMCTA), City/County Association of Governments of San Mateo County (C/CAG), and the California State Department of Transportation (Caltrans), is leading the effort to reconstruct the State Route 84 (SR 84) – United States 101 (US 101) Interchange Reimagined. This will merge into the proposed Bay Trail gap closure project, supporting this critical local project and providing connectivity between the Bay Trail, future Redwood City Ferry Terminal, and Downtown Redwood City through the new interchange.
Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]	Yes	*If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See Attachment 1.* In areas like the project area, with natural corridors, the NACTO guidance recommends a shared use path. This project is consistent with these design principles and recommendations. The inclusion of separated paths for

Topic	CS Policy Consideration	Yes/No	Required Description
			vehicles and pedestrians and cyclists minimizes conflicts, while intersection improvements ensure safe, visible crossings. The trail design features wide paths and smooth surfaces to accommodate people of all ages and abilities. Additionally, clear signage and wayfinding enhance usability, making the trail a welcoming and navigable space for everyone.
Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	No	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The ***Bay Area Vision Zero System*** may be a resource. This project envisions, in part, preliminary engineering and environmental phase for a trail gap closure that does not yet exist; thus, it is not currently included in the local High Injury Network. However, Redwood City's adopted 2022 Walk Bike Thrive Plan identified clusters of collisions along Seaport Boulevard, providing an opportunity for enhanced safety conditions through provision of this project in the future. Implementing a Class I bike path will significantly enhance safety by providing a dedicated, off-street route for cyclists, completely separated from motor vehicle traffic.

Topic	CS Policy Consideration	Yes/No	Required Description
			This reduces the risk of collisions, especially in areas where roads are heavily trafficked or where natural barriers like rivers or freeways create gaps in safe cycling routes. By avoiding interactions with motor vehicles and minimizing crossflow conflicts, Class I bike paths offer safer, more direct routes for cyclists. This not only reduces the potential for accidents but also improves overall traffic safety for both cyclists and pedestrians in the area.
Safety and Comfort (continued)	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Yes	*Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.* San Mateo County (C/CAG) 2021 Comprehensive Bicycle and Pedestrian Plan identified the area as level 3 and 4 high stress areas.
Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	Yes	List transit facilities (stop, station, or route) and all affected agencies. The project would provide access to existing SamTrans bus routes on connecting roadways for route 270. The project will also provide access to the future Redwood City Ferry Terminal, and via the US 101/SR 84 interchange project will provide access from the ferry to Downtown Redwood City

Topic	CS Policy Consideration	Yes/No	Required Description
			and the Redwood City Caltrain station.
Transit Coordination	B. Have all potentially affected transit agencies had the opportunity to review this project?	Yes	Please provide confirmation email from transit operator(s). Will be attached.
Transit Coordination	C. Is there a MTC Mobility Hub within the project area?	No	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.
Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Yes	Please provide Class designation for bikeways. Cite design standards used. The bikeway incorporated best practice design standards from NACTO Urban Bikeway Design Guide, California MUTCD, and the Caltrans Highway Design Manual.
Equity	Will Project improve active transportation in an Equity Priority Community?	Yes	The project is adjacent to a Draft EPC PBA 2050+ (ACS 2022) along Bayfront Expy. The overall project area connects to designated EPCs. Geographic ID, 06081611700 State FIP, 06 County FIP, 081 Census Tract, 611700 Per Equity Priority Communities Tract Comparison (Plan Bay Area

Topic	CS Policy Consideration	Yes/No	Required Description
			2040 and 2050) (arcgis.com)
BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	Yes	Please provide meeting date(s) and a summary of comments, if any. Draft: The City/County Association of Governments (C/CAG) of San Mateo County's BPAC reviewed this checklist on September 26, 2024.

Statement of Compliance	Yes
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*).	Yes

If **no**, complete Statement of Exception and obtain necessary signature.

Statement of Exception	Yes / No	Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	No	If yes, please cite language and agency citing prohibited use.
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).	No	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	No	Describe Alternative Plan/Project
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.	No	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

Transit

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

Department Director-Level Signature for Exceptions

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[16]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Note: The above table can be found on page 4 of the linked document
https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

METROPOLITAN TRANSPORTATION COMMISSION

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 (with a total project cost of $250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

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

This form may be downloaded at https://mtc.ca.gov/planning/transportation/complete-streets.

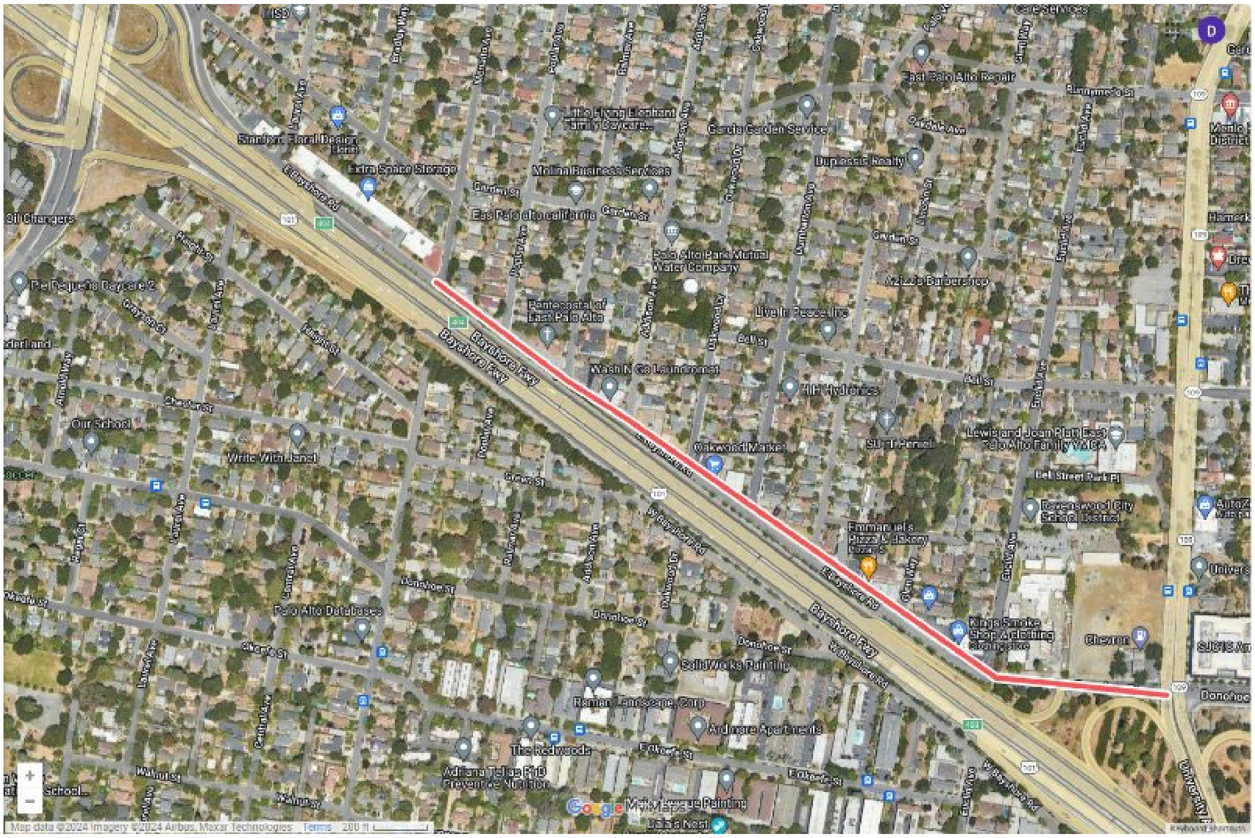
Submittal

Completed Checklists ***must be emailed*** to completestreets@bayareametro.gov.

Project Information

Project Name/Title: East Palo Alto – East Bayshore Pedestrian Project

Project Area/Location(s): (Attach map if available) East Palo Alto, extending from Donohoe Street to Willow Road, just south of Highway 101. A Project Location map is available in Attachment A of this application.


East Palo Alto Repair
Little Flying Elephant Family Daycare
Garcia Garden Service
Stanford Floral Design Center
Extra Space Storage
Molina Business Services
Duplessis Realty
East Palo alto california
Palo Alto Park Mutual Water Company
Aziz's Barbershop
Pentecostal of East Palo Alto
Live In Peace, Inc
Oil Changers
El Pequeño Daycare 2
Bayshore Fwy
Wash N Go Laundromat
H H Hydronics
Our School
Write With Janet
Oakwood Market
Lewis and Joan Platt East Palo Alto Family YMCA
Bell Street Park Pl
Ravenswood City School District
Emmanuel's Pizza & Bakery
Palo Alto Databases
Kings Smoke Shop & Clothing
Chevron
SolidWorks Painting
Ramon Landscape, Corp
Ardmore Apartments
The Redwoods
Adriana Tellas PhD Preventive Nutrition
Donohoe
Map data ©2024 Imagery ©2024 Airbus, Maxar Technologies
Terms
200 ft
Keyboard shortcuts

Project Description: (2000 character limit)

Please enter in the box below

Please enter your description here and indicate project phase
*(Planning, PE, ENV, ROW, **CON,** O&M)*

The East Palo Alto – East Bayshore Pedestrian Project focuses on enhancing pedestrian and bicycle infrastructure to offer a better connection to regional express bus service, significantly enhancing accessibility and mobility for residents to access jobs, recreation, and educational opportunities. The one-mile long project corridor currently lacks sidewalks and streetlights for a majority of the segment, and also lacks ADA compliant curb ramps at intersections. This project aims to close the existing pedestrian gap in the area by constructing new sidewalks and ADA compliant curb ramps, providing a safer and more direct route for pedestrians to the SamTrans Route EPX stop at East Bayshore Road and Donahoe Street. The project also intends to construct Class II bike lanes, providing safer and more accessible routes for both pedestrians and cyclists to the regional express bus service serving East Palo Alto and connecting to BART and San Francisco.

In addition to regional bus service and connection to the Bay Trail via Willow Road, the project will connect to the US 101/University Avenue Pedestrian Overcrossing and Interchange Project, which is currently under construction. This project will provide a pedestrian and bicycle overcrossing of US 101, providing additional access for the community via the proposed East Bayshore project to Downtown Palo Alto and Caltrain.

Currently, the East Bayshore project is at the 35% design stage, and the project team has completed initial community engagement.

May attach additional project documents, cross sections, plan view, or other supporting materials.

Contact Name &Title: Batool Zaro, Senior Engineer

Contact Email: bzaro@cityofepa.org
Contact Phone: (650) 853-3166
Agency: City of East Palo Alto

Complete Streets Checklist — Criteria Questions

Topic	CS Policy Consideration	Yes/No	Required Description
Bicycle, Pedestrian and Transit Planning	**Does Project implement relevant Plans, or other locally adopted recommendations?** **Plan examples include:** • **City/County General + Area Plans** • **Bicycle, Pedestrian & Transit Plan**	**Yes**	The City of East Palo Alto's General Plan 2035, Chapter 6: Transportation, includes a planned Class III bike route along East Bayshore Road that will connect to the existing Class II bike lane on University Avenue. However, in initial design

Topic	CS Policy Consideration	Yes/No	Required Description
	• **Community-Based Transportation Plan** • **ADA Transition Plan** • **Station Access Plan** • **Short-Range Transit Plan** • **Vision Zero/Systematic Safety Plan**		staff identified an alternative to upgrade this facility to more safe and separated Class II bike lanes. The General Plan did not plan pathways or sidewalks along East Bayshore Road, except for a connection at Oakwood Drive across Highway 101; as a City Council priority to enhance the pedestrian network staff identified the opportunity to fill the sidewalk gap on East Bayshore in this location. According to Chapter 6, East Bayshore Road is designated as a traffic calming priority corridor due to its high levels of bicycle and pedestrian collisions, existing or planned bicycle infrastructure, and its role as a route to schools, parks, and other community facilities. The City of East Palo Alto took part in a Countywide Local Roadway Safety Plan development led by City/County Association of Government (C/CAG). East Palo Alto's chaper of the Local Roadway Safety Plan provides Highway Priority Locations at Corridor at University Avenue, N City limits to Donohoe Road. Motor vehicle, bicycle and pedestrian emphasis are proposed at this intersection.
Active Transportation Network	**Does the project area contain segments of the regional Active Transportation (AT) Network?**	**No**	The Project is not located on the regional active transportation network (AT). However, it provides access to two segments of the AT Network: Willow

Topic	CS Policy Consideration	Yes/No	Required Description
	[See AT Network map on the MTC Complete Streets webpage.]		Road via existing bicycle connections on local surface streets, and to University Avenue via the future Class I crossing of the US 101.
Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	**Yes**	East Bayshore Road is on the C/CAG High-Injury Network for pedestrians, cyclists, and motorists. In recent years, multiple pedestrians and cyclists have been struck by motorists along East Bayshore Road, with two incidents resulting in fatality. The project corridor currently largely lacks sidewalks and bicycle facilities, meaning pedestrians are walking in the shoulder at roadway level adjacent to traffic and bicyclists must share the road with no traffic calming. The proposed design would incorporate Class II bike facilities and new sidewalks where they are not currently present to enhance safety for both pedestrians and cyclists. The separation provided by both the sidewalks and bicycle lanes will reduce the level of stress along the corridor for both bicyclists and pedestrians. Additionally, access management and control measures will be deployed to reduce the linear footage of frontages which have continuous driveways.

Topic	CS Policy Consideration	Yes/No	Required Description
Safety and Comfort (continued)	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	**Yes**	The Project seeks to improve conditions for pedestrians and cyclists through the construction of new sidewalks to fill a network gap and the development of Class II bike facilities. A portion of the Project Corridor was identified in the 2017 East Palo Alto Bicycle Transportation Plan for Class III bicycling facilities. However, this project will be upgrading that recommendation with the implementation of Class II facilities and providing a direct connection to a Class I facility at the US 101 overcrossing at University Ave.
Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	**Yes**	At Donohoe St. and East Bayshore Road, access is available to the regional express bus service EPX line operated by SamTrans. This route provides express bus service to San Bruno and San Francisco. At University Avenue and Donohoe Street (which becomes Bayshore Road about 650-feet west of the intersection) and serves SamTrans routes 81, 281, 2690, and 397. The proposed Project would enable direct access to this transit stop. By way of connections on local, low-speed, low-stress surface streets and other nearby existing bicycling facilities, transit stops along

Topic	CS Policy Consideration	Yes/No	Required Description
			Newbridge Street and along Willow Road. Willow Road hosts AC Transit Routes DB, DB1, and 84, which provide transbay access via the Dumbarton Toll Bridge. Furthermore, the Project is entirely located within the SamTrans "Ride Plus" Microtransit zone.
Transit Coordination	B. Have all potentially affected transit agencies had the opportunity to review this project?	**Yes**	**Please provide confirmation email from transit operator(s).** Will be attached.
Transit Coordination	C. Is there a MTC Mobility Hub within the project area?	**Yes**	The project area does not include any current MTC Mobility Hubs. It is near a location identified by MTC as an opportunity for a future Mobility Hub, and the pedestrian and bicycle facilities would enhance connectivity to this amenity should it be constructed in the future.
Design	**Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?**	**Yes**	The Project was developed using standards including Caltrans Highway Design Manual. The Project will implement a 5.5-foot wide sidewalk and Class II bicycling facilities.
Equity	**Will Project improve active transportation in an Equity Priority Community?**	**Yes**	The Project is entirely contained within an EPC Census Tract. Geographic ID, 06081612000 State FIP, 06 County FIP, 081 Census Tract, 612000

Topic	CS Policy Consideration	Yes/No	Required Description
			Per Equity Priority Communities Tract Comparison (Plan Bay Area 2040 and 2050) (arcgis.com)
BPAC Review	**Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?**	**Yes**	Draft: The City/County Association of Governments (C/CAG) of San Mateo County's BPAC reviewed this checklist on September 26, 2024.

Statement of Compliance	Yes
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*).	**Yes**

If **no**, complete Statement of Exception and obtain necessary signature.

Statement of Exception	Yes / No	Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	**No**	
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).	**No**	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	**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.	**No**	

SIGNATURES / NOTIFICATIONS

Transit

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

Department Director-Level Signature for Exceptions

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: _____

Title: _____

Date: _____

Signature: _____

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

*While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[16]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Note: The above table can be found on page 4 of the linked document
https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

SMCTA Regional Measure 3 Safe Routes to Transit & Bay Trail Grant Application Support
Map of Projects: https://www.google.com/maps/d/edit?mid=1wHEytnS1abWAunvpVA5XBwqflwxgp2I&usp=sharing

Application	City	Project	Phase(s)	Project Overview
1	Millbrae	Sawyer Trail to Bay Trail Connections	PE/ENV	Development of a grant application with the City of Millbrae for a new trail segment that accesses the Millbrae Transit Center and connects to the Bay Trail, and would provide low-stress biking options where none currently exist. The City is applying for preliminary engineering and environmental phases to develop this new trail and assess feasibility.
2	San Bruno/Millbrae	SFO Bay Trail Gap Closure	PE/ENV	Development of a grant application for the SFO Bay Trail Gap Closure project currently in the planning/feasibility phase and being led by MTC in partnership with the City of Millbrae, City of San Bruno, BART, Caltrain, and San Francisco International Airport. This project focuses on funding for the pre-construction phases to continue the extensive collaborative work needed to environmental clear and design a trail that provides access to multiple regional transit opportunities and closes a critical gap of the Bay Trail.
3	San Bruno	Huntington Ave Separated Bikeway	CON	Development of a grant application for the City of San Bruno to apply for the construction phase of a two-way separated bikeway that links the San Bruno BART and San Bruno Caltrain stations with the existing Centennial Trail. The TA helped fund phase one of the project and this application will help secure phase two funding to complete the full buildout of the project.
4	San Mateo	Fashion Island Blvd/19th Ave Separated Bikeway	CON	Development of an application for additional construction funding for a 1.5-mile separated bikeway linking the Hayward Park Caltrain Station to a future proposed express bus transit hub, providing one of the few safe crossings of US 101 in the area.
5	Redwood City	Redwood City Bay Trail & Ferry Terminal Gap Closures	PE/ENV	Development of an application for preliminary engineering and environmental phases to explore the feasibility of building a priority Bay Trail gap closure segment and improving an existing segment of Bay Trail that would connect to a future ferry terminal currently under development by the City and TA. This project will also connect to the bicycle and pedestrian facilities being constructed as part of the US 101/Woodside Road interchange project.
6	East Palo Alto	East Bayshore Pedestrian Project	CON	Development of an application for the City of East Palo Alto for a priority pedestrian improvement project that would provide a safe, comfortable connection to SamTrans Express Buses (Route EPX). The project will construct sidewalks and potentially a Class II bike lane to close network gaps.