# C/CAG

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

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

Date: Thursday, January 23, 2025 Join by Zoom Meeting:

850 Burlingame Avenue

https://us02web.zoom.us/j/87362024773?pwd=ZXN1 Time: 6:00 p.m.

eFlyY3p4MHMvVWROeUJId1VPUT09

**Location:** Burlingame Community Center **Zoom Meeting ID:** 873 6202 4773

> Burlingame, CA, 94070 **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 October 24, 2024 Meeting.	Action (Swire)	Pages 5-8
4.	Review and confirm receipt of MTC Complete Streets Checklist for Housing Incentive Pool (HIP) Project in the City of San Mateo.	Action (Shiramizu)	Pages 9-12

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5.	Review and confirm receipt of MTC Complete Streets Checklist for Climate Program Improvement - Active Transportation Capital Design Grant in the Town of Colma.	Action (Shiramizu)	Pages 13-32
6.	Review and recommend approval of request for reallocation of Transportation Development Act (TDA) Article 3 FY 2022/23 funds for the City of Burlingame.	Action (Shiramizu)	Pages 33-35
7.	Receive an update from Transportation Development Act (TDA) Article 3 program sponsors on recently completed and active bicycle and pedestrian projects.	Information (Shiramizu)	Pages 36-37
8.	Member Communications	Information (Swire)	No materials
9.	Adjournment	Information (Swire)	No materials

The next regularly scheduled BPAC meeting will be on March 27, 2025.

### Future potential discussion topics:

- a. E-bike research presentation from SJSU
- b. County Sheriff's Office Update on Online Incident Reporting System

**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: <a href="http://www.ccag.ca.gov">http://www.ccag.ca.gov</a>.

**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:



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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



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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 October 24, 2024

### 1. Call to Order

Chair Swire called the meeting to order at 6:32 PM.

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

<sup>\*</sup>Attended meeting online via Assembly Bill 2449.

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

Guests: Carlene Foldenauer (Safe Routes to School), Sue-Ellen Atkinson (San Mateo County Transportation Authority), Ana Vasudeo (San Mateo County Transit District), and others in attendance.

C/CAG Executive Director Sean Charpentier announced and recognized three outgoing Elected Official Committee members: Ann Schneider (Millbrae), John Goodwin (Colma), and Rich Hedges (San Mateo). The ED thanked the three members for their service to the Committee and to the County.

### 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 September 26, 2024 Meeting

There were no public comments on the minutes.

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

### 4. Review and approval of the 2025 Committee Meeting Calendar

C/CAG Senior Transportation Program Specialist Audrey Shiramizu presented the proposed 2025 Committee meeting calendar. Staff proposed moving the meeting start time to 6:00 PM.

Member Hey preferred starting at 6:30 PM due to traffic and to avoid curtailing Airport Land Use Committee (ALUC) meetings. The ED noted that ALUC rarely ends late. Members Goodwin, Espinoza-Garnica, and Schneider preferred 6:00 PM to end meetings earlier. Vice Chair Uy asked about the proposed meeting dates. The ED noted that members may be able to attend remotely under Assembly Bill 2449 or as a public member.

Motion: Member Fraser motioned to approve the calendar and move the meeting start time to 6:00 PM. Member Hedges seconded the motion. All members in attendance voted to approve. The motion passed.

# 5. Receive the FY 2022-2023 San Mateo County Safe Routes to School Program Annual Report

Carlene Foldenauer from Safe Routes to School presented on the FY 2022-2023 San Mateo County Safe Routes to School Program (SRTS) Annual Report.

Member Schneider asked about bringing school buses back to Millbrae. Carlene noted she will follow up with Theresa Vallez-Kelly from Safe Routes to School.

Member Espinoza-Garnica asked for a breakdown of grantees located in Metropolitan Transportation Commission (MTC) Equity Priority Communities (EPCs) and/or underserved areas. Carlene noted she will follow up with Office of Education staff. Carlene noted that the SRTS fellowship program does not have specific questions or definitions on equity/underserved areas. Member Espinoza-Garnica recommended that the SRTS program works closely with the County Office of Diversity, Equity, and Inclusion (DEI). She also suggested working with the Office to determine metrics for reporting.

Member Espinoza-Garnica asked if programs need community support to move forward. Carlene noted that it is rare for a project to not have positive feedback.

Member Goodwin noted that drivers need better education and better enforcement, especially at school slow zones. Carlene noted that police enforcement was formerly a key program principal but has become less of a focus. Chair Swire noted that enforcement does not need to be police and can be speed cameras.

Chair Swire asked how the Committee can support SRTS. Carlene noted prioritizing pedestrians and bicyclists over vehicles and including that in planning processes.

C/CAG staff Eva Gaye noted that the SRTS program completed a High Injury Network analysis and enforcement was included in the analysis. She also noted that all SRTS grant include EPCs and C/CAG Equity Focus Areas (EFA). The ED added that equity geographies do not perfectly align with all SRTS routes and/or schools. He noted that C/CAG also applied for a Safe Streets for All (SS4A) grant to implement a vision zero plan.

C/CAG ED asked for the timeline of the next round of pilot applications for the school travel fellowship. C/CAG staff Eva Gaye noted January 2025.

A public member from the City of Brisbane noted that the walking flags have good intentions, but that they still are not the most effective to stop drivers.

# 6. Receive a presentation from the San Mateo County Transportation Authority on the US 101 San Mateo County Crossings Improvement Implementation Plan

Sue-Ellen Atkinson from the San Mateo County Transportation Authority (TA) and Ana Vasudeo from the San Mateo County Transit District presented on the San Mateo County Transportation Authority's US 101 San Mateo County Crossings Improvement Implementation Plan.

Member Hey asked if there are public private partnerships. The TA replied that the team is reviewing this.

Member Goodwin suggested making the project website more user-friendly. He noted difficulty finding projects within specific geographies.

Chair Swire sought clarification on the intent of this project and how it may differ from previous efforts. The TA replied that the project will help prioritize projects already identified in local plans. The goal is to prioritize, create narratives, and identify funding sources for crossings and corridor improvements near US-101. The project will not identify new projects but better allocate TA funding to provide technical assistance to cities for design and construction phases.

Member Self noted a Redwood City project was incorrectly located on the website map.

Vice Chair Uy asked for clarification on criteria to identify and narrow down priority projects. The TA noted they reviewed adopted plans (e.g. Caltrans' plans, C/CAG

Comprehensive Bicycle and Pedestrian Plan) for active transportation projects located within a quarter mile of US-101. Projects were prioritized based on 101 Corridor Connect goals, including safety, connectivity, EPA/EFAs, and community feedback. Prioritized projects are mostly intended to be crossings or connecting to crossings and include some corridor improvement projects.

Member Espinoza-Garnica asked for clarification on preliminary phases. The TA noted those projects are at the planning stage. The TA plans to take 8-10 projects from the planning phase to conceptual design. The TA also confirmed that Active 101 does not include freeway expansion projects.

Member Yuen asked if city staff have been briefed. The TA noted they presented at C/CAG's Technical Advisory Committee (TAC) last week.

Chair Swire asked if the TA does this process for highway projects. The TA noted that they are trying to focus on more multimodal projects.

Member Schneider noted that residents in Millbrae may be afraid to cross El Camino Real and asked for updates. The TA noted that multiple efforts are happening – Active 101 includes projects within a quarter mile of US-101 and the multimodal strategy looks at projects one mile from US-101. Those projects are included in the North County multimodal strategy.

### 7. Member Communications

Member Hedges shared that he attended a League of California Cities meeting in Long Beach. Member Schneider noted she is stepping down from California Cities.

Member Schneider asked about reviewing helmet policies. Staff noted that this is included in Safe Routes to School. Staff noted that C/CAG is working with Commute.org and the Silicon Valley Bicycle Coalition to secure funding for a countywide bicycle education program.

Chair Swire adjourned the meeting at 8:48 PM.

### C/CAG AGENDA REPORT

Date: January 23, 2025

To: Bicycle and Pedestrian Advisory Committee (BPAC)

From: Audrey Shiramizu, Senior Transportation Program Specialist

Subject: Review and confirm receipt of MTC Complete Streets Checklist for Housing

Incentive Pool (HIP) Project in the City of San Mateo.

(For more information, please contact Audrey Shiramizu at <a href="mailto:ashiramizu@smcgov.org">ashiramizu@smcgov.org</a>)

### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee review and confirm receipt of MTC Complete Streets Checklist for Housing Incentive Pool (HIP) Project in the City of San Mateo.

### FISCAL IMPACT

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

### SOURCE OF FUNDS

Established by the Metropolitan Transportation Commission (MTC) in October 2018, the Housing Incentive Pool includes \$76 million in funding for transportation projects, including \$58 million in flexible federal funds through the second round of the One Bay Area Grant (OBAG 2) program and \$18 million in local funds available for project selection by MTC through a funding exchange.

### 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 seeking 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's (CTA) Bicycle and Pedestrian Advisory Committee (BPAC). C/CAG is San Mateo County's CTA, and comments from the C/CAG BPAC will be considered and incorporated as part of the submittal to MTC.

### **Project Description**

The Metropolitan Transportation Commission (MTC) programmed \$959,000 from the Housing Incentive Pool (HIP) program for the City of San Mateo. The City was awarded these funds for ranking as one of the top 15 jurisdictions in the region that issued certificates of occupancy for the greatest number of eligible housing units between 2018-2022.

This project is to implement the priority projects identified in the City of San Mateo Local Roadway Safety Plan (LRSP), specifically Priority Package 1. The project includes roadway safety improvements in intersections on El Camino Real, Humboldt Street, and Hillsdale Boulevard. Improvements include improved visibility for pedestrians including improved lighting levels, adding flashing beacons, raised crossings, and other roadway improvements. These improvements include painted safety zones, pavement markings, striping, and larger stop signs.

The City of San Mateo has completed the MTC Complete Streets Checklist for the described project. The Checklist is attached to this staff report.

### RECOMMENDATION

Staff recommends that the Committee review and confirm receipt of MTC Complete Streets Checklist for Housing Incentive Pool (HIP) Project in the City of San Mateo.

### **EQUITY IMPACTS AND CONSIDERATIONS**

The HIP grant program encourages the production and preservation of affordable housing and includes transportation grants. Project eligibility criteria focus on equity, including:

- Newly-constructed units must be deed-restricted for continued affordability to low-, very-low or moderate-income households.
- Preserved affordable housing units must either be subsidized multifamily properties that
  have been identified by the California Housing Partnership Corp. as being at high or
  very-high risk of conversion to market-rate rents, or multifamily properties with
  affordable-but-unrestricted rents on which new long-term rent restrictions have been
  placed.

### **ATTACHMENTS**

1. MTC Complete Streets Checklist for Housing Incentive Pool (HIP) Project in the City of San Mateo.

**Contact Name** 

Jay Yu, P.E.

**Email Address** 

jyu@cityofsanmateo.org

**Contact Phone Number** 

650-522-7323

City/Jurisdiction/Agency (If your option is not

San Mateo

(If your option is not listed, select "Other")

County

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Endorsement

Please include the name of the regional discretionary funding program that this project is seeking.

Housing Incentive Pool Grant

**Project Name/Title** 

LRSP Priority Package 1

**Project Area/ Location** 

San Mateo

Project Description
(2000 character limit).
You may also attach
additional project
documents, cross
sections, plan views or
other supporting
materials.

A. For El Camino Real Intersections install painted safety zone, install centerline hardening, improve lighting levels, shorten pedestrian crossing into the parking lane, improve signal hardware, install retro reflective backplates on side street. install raised pavement markers and striping through intersections. B. for Humboldt Street intersections install/upgrade larger or additional stop signs or intersection warning/regulatory signs, improve sight distance to intersection to increase visibility, implement raised crossings on one approach leg along Humboldt. C. For Hillsdale Blvd intersections improve signal hardware, install flashing beacons as advance warning along Franklin Pkwy to indicate no left turns allowed, add pavement markings to indicate no left turn allowed study lighting levels at night, re-stripe to high-visibility crosswalks at Hillsdale Blvd & Norfolk Street and install pavement markings at Hillsdale Blvd & Norfolk Street.

Please choose the project phase(s).

**Planning** 

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

Yes

**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 Yes the form can be skipped. If No, please fill out the Statement of **Exception section.** 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.

No

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

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). Yes/No?

Yes

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### C/CAG AGENDA REPORT

Date: January 23, 2025

To: Bicycle and Pedestrian Advisory Committee (BPAC)

From: Audrey Shiramizu, Senior Transportation Program Specialist

Subject: Review and confirm receipt of MTC Complete Streets Checklist for Climate

Program Improvement - Active Transportation Capital Design Grant in the Town

of Colma.

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

### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee review and confirm receipt of MTC Complete Streets Checklist for Climate Program Improvement - Active Transportation Capital Design Grant in the Town of Colma.

### FISCAL IMPACT

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

### SOURCE OF FUNDS

The Metropolitan Transportation Commission's (MTC) Transit-Oriented Communities (TOC) and Climate Program Implementation Grants: 2024 Coordinated Call for Projects offered \$60 million in planning and capital funding to support local implementation of the TOC Policy and MTC's Climate Program. The funds include grant and technical assistance programs.

### **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 seeking 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's (CTA) Bicycle and Pedestrian Advisory Committee (BPAC). C/CAG is San Mateo County's CTA and comments from the C/CAG BPAC will be considered and incorporated as part of the submittal to MTC.

### **Project Description**

The Metropolitan Transportation Commission (MTC) has made funding available under the 2024 Climate Program Implementation Grant program. These projects advance MTC's Climate Program Strategies identified in Plan Bay Area 2050, supporting the region's 19% greenhouse gas emissions (GHG) reduction target and promoting MTC's Active Transportation strategies to build a complete streets network. As part of this program, the Town of Colma is seeking \$300,000 through the Active Transportation Capital Design Technical Assistance grant opportunity. This grant provides design technical assistance to local jurisdictions to build out MTC's Active Transportation Network.

The Town's project, El Camino Real Bicycle and Pedestrian Improvement Project (Segment A), spans approximately 0.95 miles between Albert M Teglia Boulevard and Mission Road. The project aims to enhance multimodal infrastructure, traffic operations, accessibility, and safety for users of all ages and abilities while supporting future infill housing demands.

The Town of Colma has completed the MTC Complete Streets Checklist for the described project. The Checklist is attached to this staff report.

### RECOMMENDATION

Staff recommends that the Committee review and confirm receipt of MTC Complete Streets Checklist for Climate Program Improvement - Active Transportation Capital Design Grant in the Town of Colma.

### **EQUITY IMPACTS AND CONSIDERATIONS**

The Climate Program Implementation Grant program advances MTC's Climate Program Strategies identified in Plan Bay Area 2050, supporting the region's 19% greenhouse gas emissions (GHG) reduction target and promoting MTC's Active Transportation strategies to build a complete streets network. The grants also support MTC's Transit-Oriented Communities Policy, which creates communities around transit stations and along transit corridors. These programs aim to reduce transportation related GHG emissions in areas that are historically underserved or severely impacted. Additionally, complete streets are designed to be safe, accessible, and comfortable for users of all ages and abilities.

### **ATTACHMENT**

1. MTC Complete Streets Checklist for Climate Program Improvement - Active Transportation Capital Design Grant in the Town of Colma.

Contact Name Abdulkader Hashem

Email Address ahashem@colma.ca.gov

**Contact Phone Number** (650)757-8897

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

Colma

**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.

Active Transportation Capital Design Technical Assistance Program Round 2

**Project Name/Title** 

El Camino Real Bicycle and Pedestrian Improvement Project (Segment A)

**Project Area/ Location** 

El Camino Real (SR 82) between Albert M Teglia Blvd and Mission Road in the Town of Colma

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.

Please see "01\_Colma\_ECR Bike&Ped\_ProjectMaps.pdf" enclosed

Project Description (2000 character limit). You may also attach additional project documents, cross sections, plan views or other supporting materials.

The El Camino Real (State Route 82, "ECR") Bicycle and Pedestrian Improvement Project- Segment A (Project) spans approximately 0.95 miles between Albert M Teglia Boulevard and Mission Road in the Town of Colma (Town). The auto-orientated design of this corridor presents significant challenges for pedestrians and bicyclists including narrow and missing sidewalks, long and infrequent crossings, lack of bicycle facilities, first mile-last mile transit access, and high vehicle speeds.

The Project aims to enhance multi-modal infrastructure, traffic operations, accessibility, and safety for users of All Ages and Abilities (AAA) while supporting future infill housing demands.

To achieve these objectives, the Project will implement complete street improvements, including continuous sidewalks, protected bike lanes, Americans with Disabilities Act (ADA) curb ramps, high-visibility crosswalks, improved street lighting, landscaping, stormwater treatment measures, bus stop improvements, reconfiguration of ECR/Mission Road intersection, and installation of traffic signals at ECR/Mission and ECR/Collins intersections.

The Project partners include the California Department of Transportation (CalTrans), City of South San Francisco, San Mateo County Transportation Authority, and City/County Association of Governments of San Mateo County. Since the project's inception, the Town has actively collaborated with Caltrans on key Project phases, including Planning, Project Study Report-Project Development Support (PSR-PDS), and Project Approval and Environmental Documents (PA&ED). A Cooperative Agreement is currently in progress to oversee the ongoing PA&ED and future PS&E phases.

The estimated budget for the design of ECR Segment A is \$3,000,000. To supplement this budget, the Town requests the maximum allowable TA-design funding of \$300,000.

Please choose the project phase(s).

PΕ

Project Supporting
Material (Upload if
applicable) Please save
the file with the project
name and the
jurisdiction submitting
checklist. Add the name
of the file being
uploaded below. Then
Click Here to upload
your file.

Please see "02\_Colma\_ECR Bike&Ped ConceptualDesign.pdf" enclosed

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 The objective of the Project is to improve pedestrian and cyclist safety, mobility, and accessibility aligning with the following local and regional plans:

1) MTC Active Transportation Plan: The ECR corridor is part of MTC's planned Regional Active Transportation Network, highlighting the significance of the Project regionally and supporting MTC's vision of creating an AAA active

with adopted plans, please provide explanation.

transportation network that is safe, comfortable, and equitable for all users.

- 2) San Mateo County Comprehensive Bicycle and Pedestrian Plan 2021, key safety performance metrics outlined in Table 13 on page 103 of the Plan.
- 3) Town of Colma's General Plan 2040 Mobility Element The Mobility Element Goal (M-1) is to provide and maintain a safe, efficient, and attractive circulation system that promotes a healthy, safe, and active community throughout Colma. The Town has established a "Vision Zero" to eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.
- 4) Colma's Transportation Safety Action Plan/Town of Colma Systemic Safety Analysis Report (SSAR), 2018. The SSAR identified systemic treatments to improve safety for all users of the Town's roadway network including the Lawndale Blvd project.
- 5) Town of Colma's ADA Transition Plan, 2010. The Plan outlines its efforts to comply with the Americans with Disabilities Act (ADA) and ensure its programs, services, facilities, and public ROW are accessible to all members of the public including persons with disabilities.
- 6) Town of Colma's Master Bicycle and Pedestrian Master Plan, Adopted by City Council on August 23, 2023. The Plan focuses on developing a safe network of bikeways and walkways, identifying roadway improvements, and documenting programs and policies that will support the town's goal of becoming a more bicycle and pedestrian-friendly community.
- 7) Town of Colma's complete streets Policies, 2012. The Town has adopted a Complete Streets Policy consistent with the California Complete Streets Act of 2008 (AB 1358) to create and maintain Complete Streets that provide safe, comfortable, and convenient travel along and across Town's streets through a comprehensive, integrated transportation network that serves all categories of road users, including pedestrians, bicyclists, motorists, and persons with disabilities.

Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map here]

Yes

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

The Project incorporates design principles to support an AAA active transportation network, including design principles from the National Association of City Transportation Officials (NACTO). Proposed Project improvements include a road diet, continuous sidewalks, protected bikeways, pedestrian refuge islands, ADA curb ramps, high-visibility crosswalks, bus stop improvements, Street lighting, and other roadway features designed to improve comfort, safety, and mobility for pedestrians, bicyclists, and transit users along the ECR corridor.

The NACTO defines AAA facilities as those that improve safety,

Transportation Barriers
Compliance Board's
"Accessibility
Guidelines for
Pedestrian Facilities in
the Public Right-ofWay."

comfort, and equity for various types of roadway users, including children, seniors, women, people of color, low-income riders, and people with disabilities. When roadway volumes and speeds are high, like in the Project area, the NACTO AAA guidance is to provide a protected bike lane. The Class IV bicycle lanes included in the Project meet this guidance by providing a physical barrier between bicyclists and vehicular traffic, significantly reducing conflict zones and stress for users. Additionally, the NACTO AAA guide highlights additional strategies to support AAA, including roadway design and operation changes, which will also be utilized in the Project with the reconfiguration of the ECR/Mission Road intersection, installation of two traffic signals, and a road diet. The design and operations changes will calm traffic and support AAA active transportation modes.

Various Project improvements, including protected bicycle lanes, continuous sidewalks, ADA curb ramps, high-visibility crosswalks, and bus stop improvements align with the PROWAG standards by ensuring that the corridor is navigable and safe for individuals with disabilities.

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.

The Project enhances safety for all modes by incorporating traffic calming measures, accessible and protected active transportation facilities, roadway reconfigurations, additional signals, and pedestrian-scale lighting. Insights from the SSAR reveal that ECR accounted for 18% of the Town's total collisions between 2011 and 2016, making it the third highest collision corridor in Colma. The Project is located on the C/CAG Youth-based High Injury Network.

This project is identified in Colma Systemic Safety Analysis Report (SSAR) among the top-priority safety projects in Colma. The proposed improvements will significantly enhance safety on ECR by introducing continuous sidewalks and protected bike lanes, separating vulnerable road users from vehicular traffic.

In addition to a protected bike lane, other proposed safety improvements include speed feedback signs, prohibiting turns on red, bicycle protections within intersections, green conflict pavement markings, pedestrian hybrid beacons at uncontrolled marked crossings, and leading pedestrian intervals at signals.

Does the the project seek to improve conditions for people biking, walking and/or rolling? If the project

Yes

includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analysis conducted?

Describe how project seeks to provide lowstress transportation facilities or reduce a facility's LTS. A Level of Traffic Stress (LTS) study has not been conducted. However, the project would include provisions to improve cyclist and pedestrian conditions and reduce the LTS that bicyclists and pedestrians experience along Lawndale Blvd. The project would close the gap on an existing AT network connection, improve the visibility for pedestrians and cyclists, and add protected bicycle and pedestrian facilities.

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.

The project is located within ¼ mile of the Colma BART Station, situated within the MTC Transit Oriented Communities Priority Area (2022) per the MTC Mobility Hub Map, and also served by multiple SamTrans bus stops along the 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

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. The project was reviewed by a wide range of stakeholders and transit agencies, including Caltrans, SamTrans, Bay Area Rapid Transit (BART), City/County Association of Governments of San Mateo County (C/CAG), Silicon Valley Bicycle Coalition (SVBC), City of South San Francisco, and the Colma Police Department. These stakeholders provided input through their participation in the Technical Advisory Committee (TAC) and outreach conducted as part of the El Camino Real Bicycle and Pedestrian Improvement Plan (2021) and the Colma Bicycle and Pedestrian Master Plan (2023). Please refer to "Colma\_ECR Bike&Ped Improvement Plan\_TAC.pdf", and "Colma\_Bike&Ped Master Plan Stakeholders.pdf" enclosed.

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 Hubsupportive elements. The Project strongly supports existing mobility hubs and expand active transportation networks by enhancing first/last-mile connectivity and promoting sustainable transportation options. Extensive community and stakeholder engagement were conducted between 2018 and 2023, including

Please view the Mobility Hubs Playbook Play 1.

collaboration with public transit agencies. BART provided input through its participation in the Technical Advisory Committee (TAC) and other stakeholder processes during the development of El Camino Real Bicycle and Pedestrian Improvement Project (2021) and Colma Bicycle and Pedestrian Improvement Plan (2023).

If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).

The Project purpose is to promote bicycle and pedestrian trips along El Camino Real and within the broader active transportation network by implementing improvements that align with contemporary design standards, including NACTO AAA guidance and the Public Rights-of-Way Accessibility Guidelines (PROWAG).

The inclusion of continuous sidewalks, ADA-compliant curb ramps, and high-visibility crosswalks complies with PROWAG accessibility guidelines and promotes safe, equitable access for individuals using mobility devices. ADA-compliant curb ramps provide critical transitions between sidewalks and street crossings, enabling individuals using wheelchairs, scooters, strollers, or other mobility devices to travel safely and independently. High-visibility crosswalks enhance pedestrian safety by improving driver awareness at crossings, especially in areas with high vehicle speeds or reduced visibility. The Project's design aligns with the AAA principle by prioritizing safety, accessibility, and comfort for all users, regardless of age or physical ability.

If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.

The Project will feature protected bikeways (Class IV), which are among the most inclusive types of bicycle facilities. Class IV bikeways will provide a protective vertical barrier and separation between bicyclists and vehicular traffic, offering a low-stress option for bicyclists. The Class IV bicycle lanes included in the Project meet this guidance by providing a physical barrier between bicyclists and vehicular traffic, significantly reducing conflict zones and stress for users. The traffic volumes in the Project area ranges from 16,700 to 25,000 vehicles per day (2017–2019) with posted speed limits of 35-40 miles per hour. According to the NACTO Designing for AAA guide, these conditions warrant the implementation of protected bicycle lanes or paths (Page 4: "Contextual Guidance for Selecting All Ages & Abilities Bikeways"). By providing protected bicycle facilities, the Project directly responds to NACTO's recommendations, reducing roadway stress and improving comfort for vulnerable users.

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.

Although the Project is not located within a MTC Equity Priority Community (EPC), it will provide significant benefits to road users from nearby EPCs in neighboring cities (one in Daly City, and two in South San Francisco) who travel to and through the Town via El Camino Real (ECR). For example, pedestrians, cyclists, transit users, and individuals using mobility devices

from Census Tract 06081602300 in the City of South San Francisco, located south of the Project area, will experience improved safety and mobility when traveling north along ECR. While the Town itself does not contain a designated Community of Concern, segments of its population exhibit characteristics that align with MTC's criteria for disadvantaged or vulnerable communities. Additionally, affordable housing near the Colma BART station, and veteran's village near ECR-Mission Road intersection highlight the presence of residents who could benefit from enhanced transportation access. The proposed Project will implement infrastructure improvements designed to better connect these communities to Colma and neighboring cities, fostering increased accessibility and mobility for all users.

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.

2/5/2025

Please provide a summary of meeting comments. If meeting date hasn't occurred yet, please share BPAC meeting comments here.

Not completed yet

### **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

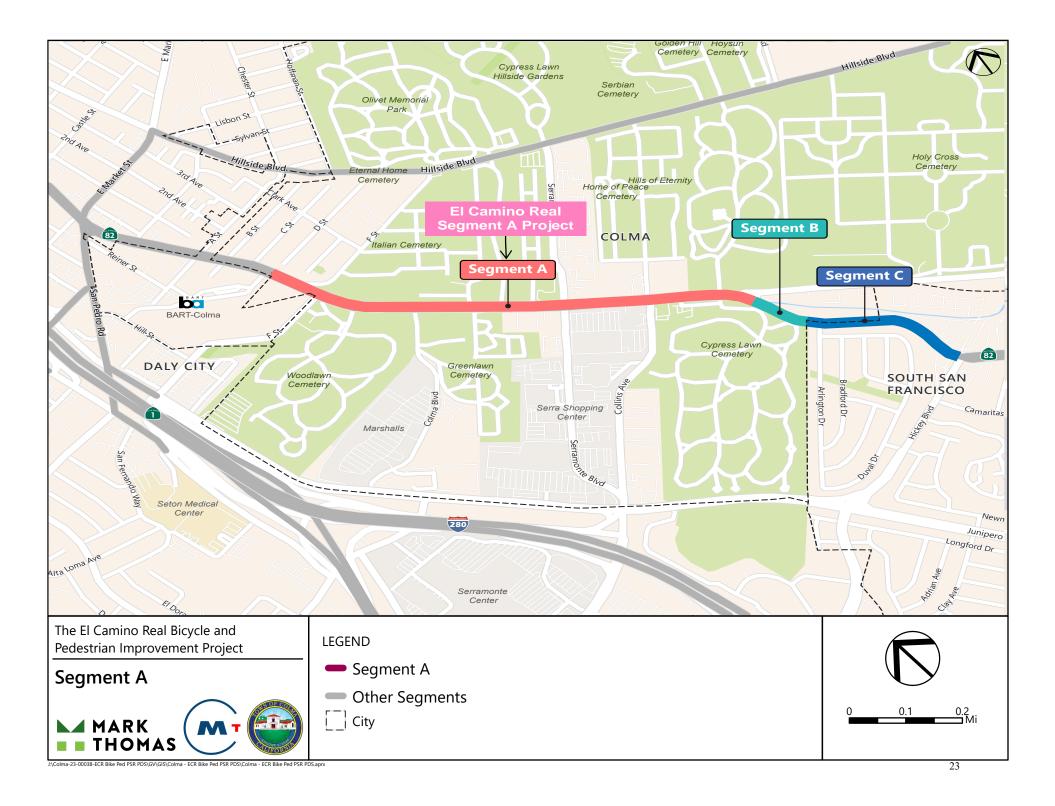
Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form.

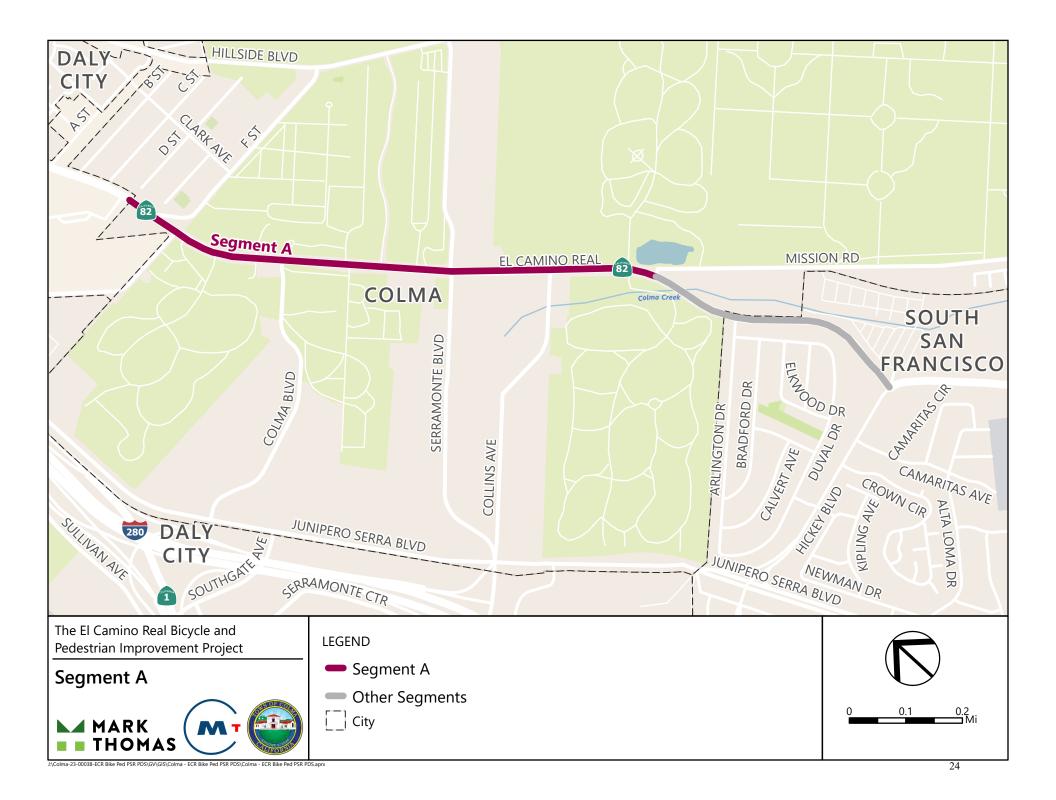
The Checklist is being submitted to send to the BPAC for review.

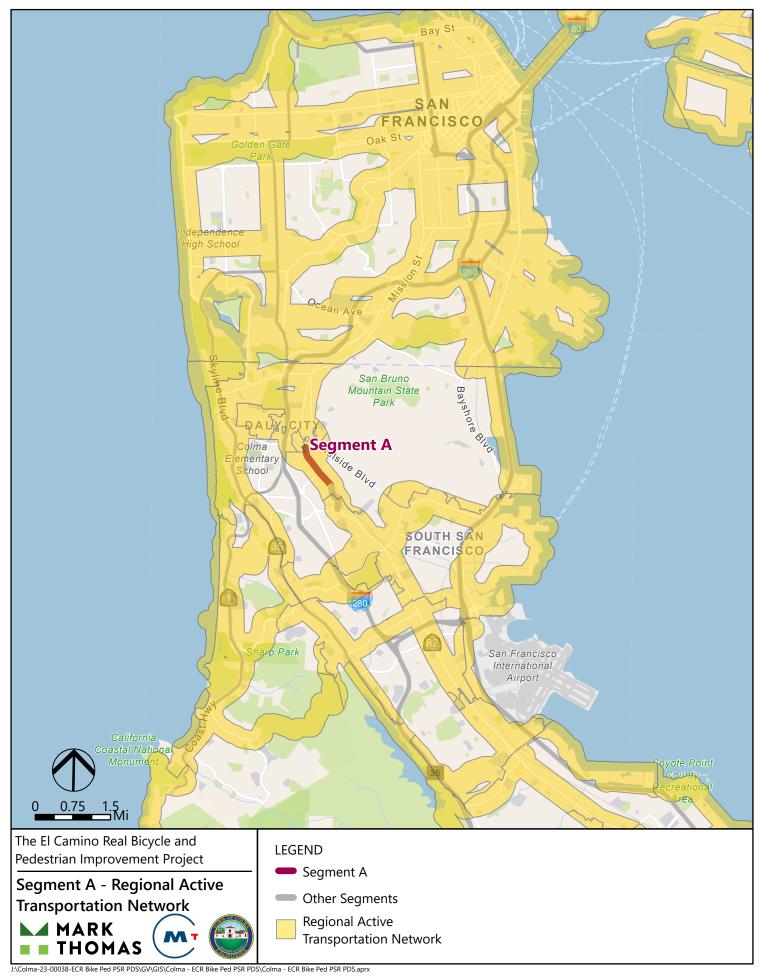
This PDF is generated with the **Google Forms Notification** add-on.

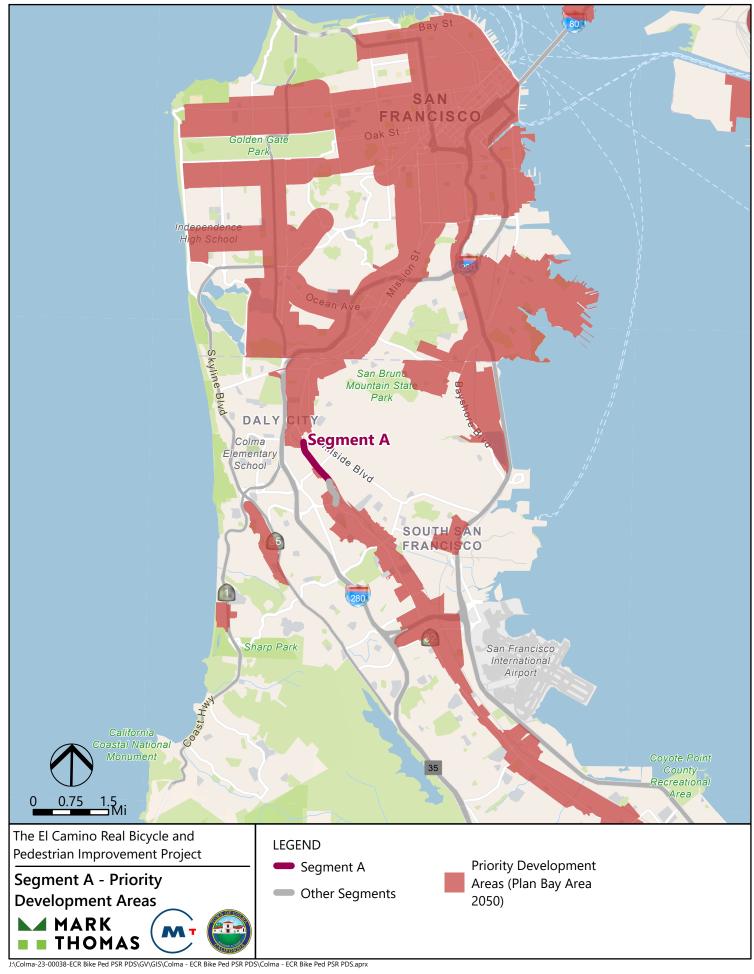
To generate customized PDFs from Google Forms, download <u>Document Studio</u> (video demo).

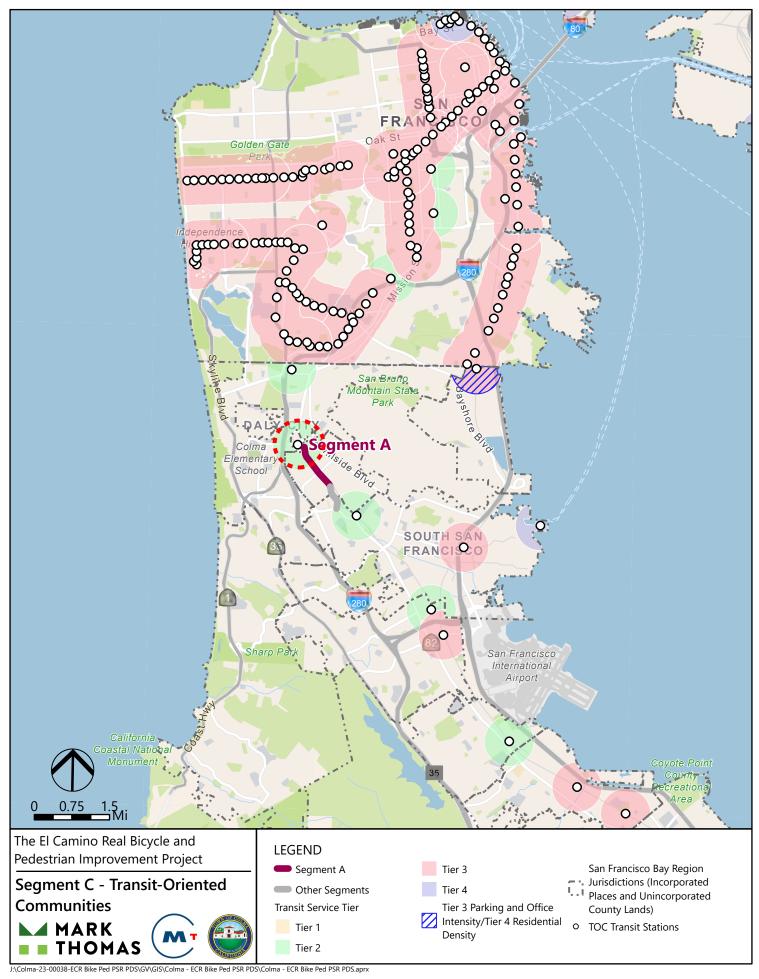
These messages are not added in the <u>premium version</u>.



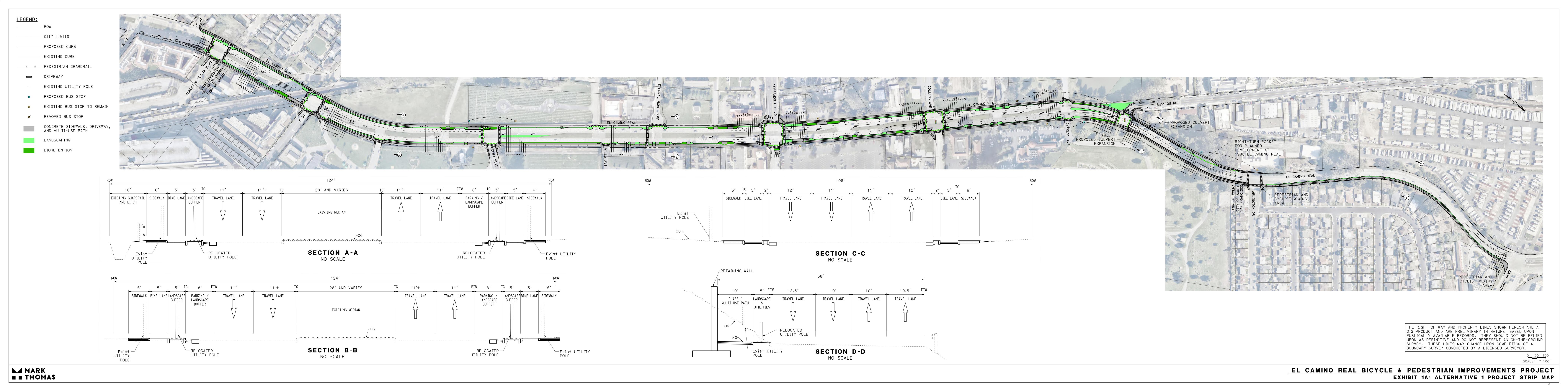








# El Camino Real Bicycle and Pedestrian Improvement Plan – Alternative 1 Layout with Typical Cross-Sections



# El Camino Real Bicycle and Pedestrian Improvement Plan – Alternative 2 Layout with Typical Cross-Sections

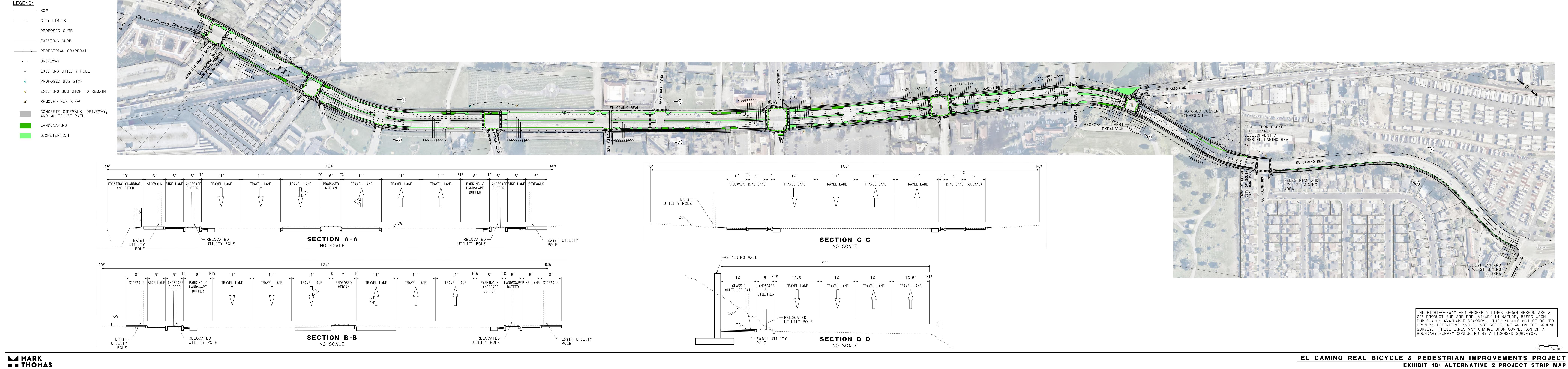


EXHIBIT 1B: ALTERNATIVE 2 PROJECT STRIP MAP

### C/CAG AGENDA REPORT

Date: January 23, 2025

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Senior Transportation Programs Specialist

Subject: Review and recommend approval of a request for reallocation of Transportation

Development Act (TDA) Article 3 FY 2022/23 funds for the City of Burlingame.

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

### RECOMMENDATION

That the Bicycle and Pedestrian Committee review and recommend approval of a request for reallocation of Transportation Development Act (TDA) Article 3 FY 2022/23 funds for the City of Burlingame.

### FISCAL IMPACT

In FY 2022/23, the C/CAG Board awarded \$400,000 of TDA Article 3 funds to the City of Burlingame for the Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Route Improvement Project. The full grant amount is still available.

### SOURCE OF FUNDS

TDA Article 3 funds are derived from Local Transportation Funds and the State Transit Assistance Fund. Local Transportation Funds (LTF) are derived from a ¼ cent of the general sales tax collected statewide.

### BACKGROUND

The Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Route Improvement Project will implement approximately 1.3 miles of bicycle facilities in support of Safe Routes to School Program. The project, along Murchison Drive, Trousdale Drive, and Davis Drive, will enhance the connectivity and improve safety, comfort, and attractiveness of bicycling for people of varying ages and abilities.

The City of Burlingame received a \$400,000 TDA Article 3 grant for the Project. The grant provides construction funding for Class 2 and 3 bicycle facilities, wayfinding signage, pavement markings, and traffic calming measures. The project has not yet expended any of the \$400,000 in TDA Article 3 grant for the construction.

The City of Burlingame is requesting a nine-month extension of the TDA Article 3 grant fund deadline from June 30, 2025 to March 30, 2026. The request is due to extensive public outreach conducted throughout the project design phase. Multiple public meetings took place to finalize

the design concept. No additional project costs are needed or requested with this amendment. The revised schedule is included below.

Milestone	Original Date	Revised Date
Completion of Design	June 2024	March 2025
Award of Construction Contract	August 2024	May 2025
Commencement of Construction	September 2024	July 2025
Substantial Completion of Construction	March 2025	December 2025
Final Completion and Acceptance	May 2025	January 2026

Staff request the Committee to review and consider the City of Burlingame's request to reallocate the TDA 3 funds awarded in FY2022/23, which are currently set to expire on June 30, 2025. If approved by the C/CAG Board, this action would extend the project completion timeline to March 30, 2026.

### **EQUITY IMPACTS AND CONSIDERATIONS**

In recent years, C/CAG has worked to prioritize equity and incentivize the development of more TDA 3 projects in underserved areas. For example, for the FY2024-2025 cycle, staff updated the scoring criteria to include more points for projects located within C/CAG Equity Focus Areas (EFA) or MTC Equity Priority Communities (EPCs). Additionally, maximum points were awarded if a project was located mostly in an EFA or EPC and provided the minimum local match.

In FY2024-2025, C/CAG distributed the Call for Projects to C/CAG's new Community Based Organization (CBO) list. C/CAG also hosted three Community Workshop meetings on Zoom open to members of the public. C/CAG invited CBOs and interested members of the public to attend to learn more about the TDA Article 3 program, project eligibility, and to encourage public members to advocate for local projects that they would like to see built or improved within their communities.

### **ATTACHMENT**

1. Reallocation Request Letter from Lisa Goldman, City Manager, City of Burlingame



# The City of Burlingame

PUBLIC WORKS DEPARTMENT TEL: (650) 558-7230 FAX: (650) 685-9310 CITY HALL - 501 PRIMROSE ROAD BURLINGAME, CALIFORNIA 94010-3997 FAX: (650) 696-1598 CORPORATION YARD 1361 N. CAROLAN AVENUE (650) 558-7670

December 27, 2024

Kaki Cheung
Program Director
City/County Association of Governments - San Mateo County

# **RE: Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Route Improvement Project Grant Extension**

Dear Ms. Cheung,

The City of Burlingame (City) respectfully requests a nine-month extension from June 30, 2025 to March 30, 2026, for the \$400,000 Transportation Development Act (TDA) grant funds for the Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Route Improvement Project.

This is the first amendment to this agreement. The extension request is due to extensive public outreach conducted throughout the project design phase. Multiple public meetings took place to finalize the design concept. No additional project costs are needed or requested with this amendment.

The extension period reflects the actual time required to complete the reimbursement process and proper project closeout. We anticipate construction completion to be accepted by the City Council by early 2026.

Milestone	Original Date	Revised Date
Completion of Design	June 2024	March 2025
Award of Construction Contract	August 2024	May 2025
Commencement of Construction	September 2024	July 2025
Substantial Completion of Construction	March 2025	December 2025
Final Completion and Acceptance	May 2025	January 2026

If you have any questions regarding this project or request, please contact the project engineer, Andrew Yang at ayang@burlingame.org or 650-558-7230.

Sincerely,

Lisa Goldman
City Manager
City of Burlingame

### C/CAG AGENDA REPORT

Date: January 23, 2025

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Senior Transportation Programs Specialist

Subject: Receive an update from Transportation Development Act (TDA) Article 3

program sponsors on recently completed and active bicycle and pedestrian

projects.

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

### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee receive an update from Transportation Development Act (TDA) Article 3 program sponsors on recently completed and active bicycle and pedestrian projects.

### FISCAL IMPACT

None.

### **SOURCE OF FUNDS**

TDA Article 3 funds are derived from Local Transportation Funds and the State Transit Assistance Fund. Local Transportation Funds (LTF) are derived from a ¼ cent of the general sales tax collected statewide.

### BACKGROUND

Funding for the TDA Article 3 program is distributed by the Metropolitan Transportation Commission (MTC) to C/CAG on a formulaic basis. The 20 cities, the County, and any joint powers agencies in San Mateo County can apply to receive funding for eligible bicycle and/or pedestrian projects within the county. As the program administrator for San Mateo County, C/CAG typically issues a call for project nominations on a biannual basis. C/CAG completed the most recent call for projects in 2024.

The Committee requested periodic updates on active and recently completed TDA Article 3 projects. Presently, there are 16 active projects in San Mateo County. Many of these projects were awarded in the most recent cycle (FY2024-2025). Seven of these projects were awarded funding in the previous cycle (FY2022). Additionally, a few cities received project extensions for TDA funding awarded in 2020.

Four project sponsors that received funding in the FY2022 cycle will attend the January 23<sup>rd</sup> meeting to provide updates. Committee members will have an opportunity to ask questions at the meeting.

- City of Brisbane: Alley Walkway Alvarado St to San Benito Rd
- City of San Carlos: San Carlos Ave. Pedestrian Safety Improvement Project Phase III
- City of East Palo Alto: University Ave & Michigan Ave Intersection Improvements
- City of Pacifica: Palmetto & Esplanade Ave. Bicycle & Pedestrian Improvement Project

### **EQUITY IMPACTS AND CONSIDERATIONS**

In recent years, C/CAG has worked to prioritize equity and incentivize the development of more TDA 3 projects in underserved areas. For example, for the FY2024-2025 cycle, staff updated the scoring criteria to include more points for projects located within C/CAG Equity Focus Areas (EFA) or MTC Equity Priority Communities (EPCs). Additionally, maximum points were awarded if a project was located mostly in an EFA or EPC and provided the minimum local match.

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None.