

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AGENDA BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Date: Thursday, May 22, 2025	Join by Zoom Meeting: https://us02web.zoom.us/j/87362024773?pwd=ZXN1eFlyY3p4MHMvVWROeUJId1VPUT09
Time: 6:00 p.m.	Zoom Meeting ID: 873 6202 4773
Primary Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA, 94070	Password: 894749
Teleconference Location (Alternate Public Access): Business Center at Sonesta Downtown Denver, 1450 Glenarm Pl, Denver, CO	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 March 27, 2025 Meeting	Action (Swire)	Pages 5-8

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|----|--|---------------------|--------------|
| 4. | Receive the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024. | Information (Gaye) | Pages 9-11 |
| 5. | Review and recommend approval of the reallocation, budget adjustment, and time extension of Transportation Development Act Article 3 Funds for the City of Burlingame's Murchison Drive, Trousdale Drive, and Davis Drive Project. | Action (Shiramizu) | Pages 12-14 |
| 6. | Review and confirm receipt of MTC Complete Streets Checklist from SamTrans for the El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected, Transit-Oriented Boulevard Project. | Action (Shiramizu) | Pages 15-23 |
| 7. | Member Communications | Information (Swire) | No materials |
| 8. | Adjournment. | Information (Swire) | No materials |

The next regularly scheduled BPAC meeting will be on July 24, 2025.

Future potential discussion topics:

- a. 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: <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.



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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

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hand.” Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.

5. When called, please limit your remarks to the time allotted.

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

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

City/County Association of Governments of San Mateo County (C/CAG)

Bicycle and Pedestrian Advisory Committee (BPAC)

Meeting Minutes

March 27, 2025

1. Call to Order

Vice Chair Uy called the meeting to order at 6:00 PM.

Name	Agency	Jan 2025	Mar 2025
<u>Public</u>			
Matthew Self	County of San Mateo	X	
Malcolm Robinson	San Bruno		X
Alan Uy – Vice Chair	Daly City		X
Angela Hey	Portola Valley	X	
Justin Yuen	South San Francisco	X	X
Mike Swire - Chair	San Mateo	X	
<u>Elected</u>			
Flor Nicolas	South San Francisco		X*
Mary Bier	Pacifica	X	X
Patrick Sullivan	Foster City	X	X
Desiree Thayer	Burlingame	X*	X
Stephen Rainaldi	Millbrae		X**

*Attended meeting online via Assembly Bill 2449.

**First meeting.

C/CAG Staff present: Audrey Shiramizu, Kaki Cheung.

Guests: Karen Kinser (City of Brisbane), Asha Weinstein Agrawal (Mineta Transportation Institute), Matt Jones (Silicon Valley Bicycle Coalition), Andy Murillo, and others in attendance.

C/CAG Vice Chair Alan Uy introduced the newest Elected Official Member, Councilmember Stephen Rainaldi from the City of Millbrae. The Vice Chair also announced that Public Member Marina Fraser from the City of Half Moon Bay resigned from the Committee and thanked her for her service.

2. Public comment on items not on the agenda

There were no public comments.

3. Approval of the Minutes from the January 23, 2025 Meeting

There were no public comments on the minutes.

Motion: Member Bier motioned to approve the minutes. Member Robinson seconded the motion. Members Uy, Nicolas, and Rainaldi abstained. All other members in attendance voted to approve. The motion passed.

4. Review and recommend approval of request for reallocation of Transportation Development Act (TDA) Article 3 FY 2022/23 funds for the Pedestrian Walkway – Alvarado Street to San Benito Road Project for the City of Brisbane.

Karen Kinser from the City of Brisbane presented on the Pedestrian Walkway – Alvarado Street to San Benito Road Project for the City of Brisbane and the request for reallocation and time extension.

Member Bier asked about the heritage tree ordinance. Karen noted the team is working on receiving a quote for the work.

Member Uy asked if the overage in costs will be covered by other non-TDA funds. Karen noted that funds are needed to remove the trees.

Member Uy asked for renderings of the project. Karen noted that drawings are available.

Motion: Member Robinson motioned to recommend approval of request for reallocation of Transportation Development Act (TDA) Article 3 FY 2022/23 funds for the Pedestrian Walkway – Alvarado Street to San Benito Road Project for the City of Brisbane. Member Yuen seconded the motion. All members in attendance voted to approve. The motion passed.

5. Receive a presentation on the Electric Bike Safety Policy Study from the Mineta Transportation Institute.

Dr. Asha Weinstein Agrawal from the Mineta Transportation Institute presented a research project in progress titled “E-Bike Safety Policy Study.”

Member Robinson asked if any states require a driver or written test for e-bikes. Dr. Agrawal responded no.

Member Nicolas noted that the City of South San Francisco had two incidents related to e-bike overcharging in a multifamily building. Dr. Agrawal acknowledged battery risks, and that New York City passed a law requiring e-bike batteries meet safety standards. She noted that there are no national safety policies or rules. She also cautioned banning charging in multifamily buildings, which may create a barrier for e-biking.

Member Sullivan suggested e-bikes include instruction booklets about speed and usage. Dr. Agrawal noted that speed limiters may not be helpful and suggested speed limits.

Member Rainaldi noted that Millbrae uses geofencing for e-bikes on some trails.

Member Robinson noted the importance of safety education and public engagement. Dr. Agrawal noted that many people do not know the different classifications of bicycles and e-bikes.

Public Member Matt Jones asked if Dr. Agrawal's team works on legislation. Dr. Agrawal noted that the team focuses on research and making recommendations, not advocacy.

Member Yuen asked about exposure data, total number of e-bikes used, and miles traveled. Dr. Agrawal noted that collecting biking and walking data is difficult. Tools include counters, surveys, and household travel surveys.

Vice Chair Uy noted that only 30% of e-bike injuries were related to car collisions and seemed low. Dr. Agrawal noted there is limited data from emergency rooms but that other incidents included hitting things like curbs.

Members Bier and Rainaldi suggested other forms of data collection, like smart cameras and image recognition.

Public Member Matt Jones asked if bikeshare operators provided data. Dr. Agrawal did not receive any data. She noted some cities require crash and injury data from bikeshare operators.

Member Sullivan asked if there was data about injuries and helmet-wearing. Dr. Agrawal noted that the data was not clear or obvious from emergency rooms.

Member Robinson asked about the types of electric wheeled vehicles the team researched. Dr. Agrawal noted the team was interested in rules of the road for all devices and that typology should be consistent.

Member Robinson asked about micromobility. Dr. Agrawal noted that most trips are short and doable on e-bikes or scooters, but the barrier is a safe space to ride.

Member Sullivan asked if the survey distinguished between recreational or commuter trips. Dr. Agrawal noted a different project surveyed 2,500 adults in the United States asking if they use any micromobility for any purpose. About 5% of respondents noted they used an e-bike in the last 12 months.

Vice Chair Uy asked about efforts to rewrite the California Vehicle Code. Dr. Agrawal noted that the code is currently geared towards cars and that bicycles are an afterthought.

6. Receive a presentation from the Silicon Valley Bicycle Coalition on programs in San Mateo County.

Matt Jones from the Silicon Valley Bicycle Coalition (SVBC) presented on the organization's mission, values, and upcoming events in San Mateo County.

Member Sullivan suggested Caltrain coordination and co-promotion for Bike to Work Day.

Member Robinson thanked Matt for SVBC's work and noted attending ambassador training.

7. Member Communications

Member Rainaldi mentioned that the City of Millbrae is hosting a Bike Rodeo at Taylor Middle School on May 10.

C/CAG Deputy Director Kaki Cheung noted that C/CAG is still recruiting for open seats on the committee.

8. Adjournment

Vice Chair Uy adjourned the meeting at 7:40 PM.

C/CAG AGENDA REPORT

Date: May 22, 2025

To: Bicycle and Pedestrian Advisory Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Receive the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024.

(For further information, contact Eva Gaye at egaye@smcgov.org)

RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee receive the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024.

FISCAL IMPACT

None.

SOURCE OF FUNDS

The San Mateo County Safe Routes to School (SRTS) Program is funded using a combination of federal Surface Transportation Program (STP) funds from the One Bay Area Grant (OBAG) Program Cycle 3 and local Measure M funding, which is the \$10 vehicle registration fee levied in San Mateo County.

BACKGROUND

Since 2010, the City/County Association of Governments of San Mateo County (C/CAG) has partnered with the San Mateo County Office of Education (SMCOE) to administer the countywide Safe Routes to School (SRTS) Program. The program supports a range of activities promoting active and safe travel to school, including bike and pedestrian rodeos, walk and roll to school events, and funding for special initiatives. To meet its annual reporting requirements, SMCOE compiles a yearly report highlighting completed activities and goals for the upcoming year. The SRTS Program Coordinator, Theresa Vallez-Kelly, will present the FY 2023-2024 report to the C/CAG Bicycle and Pedestrian Advisory Committee.

In FY 23-24, the program supported 83 schools throughout San Mateo County, organizing 98 educational and encouragement events. These included International Walk to School Day, Ruby Bridges Walk to School Day, Bike Month activities, bike rodeos, and helmet safety performances.

School Travel Fellowship Program

The SRTS program also completed its third cycle of the School Travel Fellowship Program, which supports collaboration between municipalities, schools, and community organizations to enhance safety and accessibility around school zones. Five city teams—East Palo Alto, Menlo Park, South San Francisco, San Mateo, and Redwood City—were selected to participate. Each team, made up of school officials, city staff, and community partners, implemented quick-build and demonstration projects to address local traffic safety concerns:

- **San Mateo (Hillsdale High School):** Curb extensions and upgraded crosswalks along 31st Avenue.
- **East Palo Alto (Costaño Elementary):** Installation of a roundabout to improve pedestrian safety.
- **South San Francisco (Parkway Heights Middle School):** Added vertical delineators and curb extensions to deter unsafe driving.
- **Redwood City (McKinley Institute of Technology):** Launched the SPOKES bicycle maintenance program, teaching students cycling skills.
- **Menlo Park:** Focused on improved communication strategies for future crosswalk upgrades.

Three cities that took part in the program have since secured infrastructure funding to make their demonstration projects permanent. Through the San Mateo County Transportation Authority's Cycle 7 Bicycle and Pedestrian Call for Projects, San Mateo was awarded \$350,000, while South San Francisco received \$2,000,000. Additionally, East Palo Alto received \$400,000 in funding from C/CAG's TDA Article 3 grant program.

Slow Speed School Zones

In collaboration with Redwood City and Daly City, the SRTS program piloted the Slow Speed School Zones initiative, aiming to reduce vehicle speeds around schools for safer walking and biking. The Slow Speed School Zones guidebook, developed in 2024, continues to serve as a resource for cities to evaluate school zone conditions, implement traffic-calming strategies, and engage community stakeholders. Recommendations include signage, infrastructure changes, and public education.

EQUITY IMPACTS AND CONSIDERATIONS

The San Mateo County Safe Routes to School Program's commitment to equity extends to educational opportunities, outreach events, and partnerships to improve safety in priority schools. The program further prioritizes grant funding in schools that are in Equity Priority Communities.

ATTACHMENT

1. The following attachment is available on the BPAC website. See “Additional Agenda Materials” for the relevant Board Meeting at: <https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/>
- FY 2023-2024 San Mateo County Office of Education Safe Routes to School Annual Report

C/CAG AGENDA REPORT

Date: May 22, 2025

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Senior Transportation Programs Specialist

Subject: Review and recommend approval of the reallocation, budget adjustment, and time extension of Transportation Development Act Article 3 Funds for the City of Burlingame's Murchison Drive, Trousdale Drive, and Davis Drive Project.

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

RECOMMENDATION

That the Bicycle and Pedestrian Committee review and recommend approval of the reallocation, budget adjustment, and time extension of Transportation Development Act Article 3 Funds for the City of Burlingame's Murchison Drive, Trousdale Drive, and Davis Drive Project.

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 was scoped to implement approximately 1.3 miles of bicycle facilities in support of the Safe Routes to School Program. The project would enhance connectivity and improve safety, comfort, and attractiveness of bicycling for people of varying ages and abilities.

In FY2022/23, 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.

Leading up to design completion and construction, the City received substantial community feedback, prompting extensive public outreach through multiple public meetings, committee

sessions, and Council presentations. In March 2025, the City of Burlingame City Council voted to remove a portion of the facilities on Trousdale Drive based on community input.

Approximately 30% of the total project length is being removed from the scope. Since mobilization counts for approximately 5% of the overall project cost and remains applicable under both the original and reduced scopes, staff recommends a 25% reduction in the total grant award. Based on this adjustment, staff recommends a revised grant amount of \$300,000.

The City of Burlingame is requesting a one-year extension of the grant funding deadline, from June 30, 2025 to June 30, 2026. The request is due to the time needed to complete extensive public outreach efforts, as well as to allow sufficient time for the reimbursement process and proper project closeout. The revised schedule is included below.

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

Staff requests that the Committee reviews and recommends approval of the reallocation, budget adjustment, and time extension of Transportation Development Act Article 3 Funds for the City of Burlingame's Murchison Drive, Trousdale Drive, and Davis Drive Project. If approved by the C/CAG Board, this action would reduce the grant allocation to \$300,000 and extend the project completion timeline to June 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

May 12, 2025

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 June 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 Spring of 2026.

Milestone	Original Date	Revised Date
Completion of Design	June 2024	July 2025
Award of Construction Contract	August 2024	October 2025
Commencement of Construction	September 2024	November 2026
Substantial Completion of Construction	March 2025	March 2026
Final Completion and Acceptance	May 2025	June 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: May 22, 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 from SamTrans for the El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected, Transit-Oriented Boulevard Project.

(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 from SamTrans for the El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected, Transit-Oriented Boulevard Project.

FISCAL IMPACT

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

SOURCE OF FUNDS

Established by the Metropolitan Transportation Commission (MTC), the Bus Accelerated Infrastructure Delivery (BusAID) Program is a Transit Transformation Action Plan initiative to reduce transit travel times and improve transit reliability through near-term, quick-build solutions.

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

MTC programmed \$2,000,000 from the BusAID funding program to SamTrans for the El Camino Real: Fast Tracking Corridor Wide Implementation of a Safe, Connected, Transit-Oriented Boulevard project.

The Project would fund two phases of work:

- 1) A “El Camino Real Implementation Action Plan” (referred to as “Action Plan,” which would serve as a feasibility study, as requested by Caltrans), and
- 2) A corridor-wide Project Initiation Document (PID) for El Camino Real, which is the first step for the Project Study Report – Project Development Support (PSR PDS) process required by Caltrans for projects funded by entities other than Caltrans.

The Action Plan would define regional multimodal priorities through community outreach, reconcile regional policies and plans for El Camino Real, develop a corridor wide vision and complete streets policy for the corridor, and outline regional agency roles and partnerships required for implementation.

This Action Plan would inform the second phase, a PID that would be developed in coordination with the relaunch of the Grand Boulevard Initiative (GBI), a multi-agency partnership to improve El Camino Real. Key components of the PID would include transit priority treatments, safety projects, and projects to enhance bicycle and pedestrian connectivity along El Camino Real. The PID would build off the Action Plan’s priority setting and reconcile existing and overlapping planning efforts to advance multimodal improvements along the corridor. Developing a corridor-wide PID would enable the corridor to be shovel-ready by 2030.

SamTrans has completed the MTC Complete Streets Checklist for the project, which is included as Attachment 1.

RECOMMENDATION

Staff recommends that the Committee reviews and confirms receipt of MTC Complete Streets Checklist from SamTrans for the El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected, Transit-Oriented Boulevard Project.

EQUITY IMPACTS AND CONSIDERATIONS

The BusAID Program is a Blue Ribbon Transit Transformation Action Plan initiative aimed to reduce transit travel times and improve transit reliability, with a focus on near-term improvements. BusAID focuses on transit priority projects that address hotspot locations with transit travel time or reliability issues identified by transit operators and right-of-way agencies. Criteria for hotspot locations include equity considerations like demographics, and transit routes that pass through MTC Equity Priority Communities.

ATTACHMENT

1. MTC Complete Streets Checklist for El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected, Transit-Oriented Boulevard Project.

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.	BusAID 1.2
Project Name/Title	"El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected, Transit-Oriented Boulevard"
Project Area/ Location	El Camino Real in San Mateo County
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.	ECR_PID_Project_9.17.24
Project Description (2000 character limit). You may also attach additional project documents, cross sections, plan views or other supporting materials.	The Project would fund two phases of work: 1) a "El Camino Real Implementation Action Plan" (referred to as "Action Plan, and which would serve as a feasibility study, as requested by Caltrans) and 2) corridor-wide Project Initiation Document (PID) for El Camino Real, which is the first step for the Project Study Report – Project Development Support (PSR PDS) process required by Caltrans for projects funded by entities other than Caltrans. The Action Plan would define regional multimodal priorities through community outreach, reconcile regional policies and plans for El Camino Real, develop a corridor wide vision and complete streets policy for the corridor, and outline regional agency roles and partnerships required for implementation, This would inform the second phase, a PID

that would be developed in coordination with the relaunch of the Grand Boulevard Initiative (GBI), a multi-agency partnership to improve El Camino Real. Key components of the PID would include transit priority treatments, safety projects, and projects to enhance bicycle and pedestrian connectivity along El Camino Real, and the PID would build off the Action Plan's priority setting and reconciliation of existing and overlapping planning efforts to advance multimodal improvements along the corridor. Developing a corridor-wide PID would enable the corridor to be shovel-ready by 2030.

Please choose the project phase(s).

PE

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.

Yes, the project advances the El Camino Real Bus Speed and Reliability Study. The study was adopted by the SamTrans Board on December 7, 2022.

The project also advances recommendations from 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan and plans by local jurisdictions.

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

Yes, the project will be designed according to best practice standards.

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

**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.**

Yes, the project is entirely located along part of the HIN identified in C/CAG's LRSP.

**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?**

Yes

**Describe how project
seeks to provide low-
stress transportation
facilities or reduce a
facility's LTS.**

Yes, the project aims to improve bicycle and pedestrian safety via streetscape improvements.

**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, existing SamTrans bus stops along El Camino Real would be improved upon. Project sponsor is the sole transit agency to be impacted by the project.

**B. Have all potentially
affected transit**

Yes

agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.

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.

Yes, there are several mobility hubs along the project area.

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.

City (Total EPC)
Equity Priority Community
Daly City (2)
CT 600800, 601502
South San Francisco (3)
CT 602100, 602200, 602300
San Bruno (1)
CT 604101
Redwood City (5)
CT 610203, 610500, 610201, 610400, 610900, 610800
Menlo Park (1)
CT 611700
Unincorporated (N Fair Oaks) (1)
CT 610601

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

January or February 2025

endorsement is submitted.

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.

Please provide the meeting date(s).

January 23, 2025

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?

No

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

No

4. Conditions exist in which policy requirements may not

No

**be able to be met, such
as fire and safety
specifications, spatial
conflicts on the roadway
with transit or
environmental
concerns, defined as
abutting conservation
land or severe
topological constraints.
Yes/No?**

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