

OBAG 4 Call for Projects – Complete Streets Checklists

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MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

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Contact Phone Number:

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Project Sponsor:

San Carlos Public Works Department

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

Regional Transportation Improvement Program (RTIP), One Bay Area Grant Program (OBAG)

Project Name/Title:

US 101/Holly Street Interchange Improvements and overcrossing project

Project Location:

San Carlos

Project Description:

Redesigns US 101/Holly Interchange by replacing 4 cloverleaf ramps with 2 and adds a new bike/ped overcrossing to reduce conflicts, enhance safety, and improve multimodal access

Project Phase(s):

Construction (CON)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), ADA Transition Plan, Station Access Plan, Transit Plan

Details on plan recommendations affecting the project area (with adoption date):

The project supports the goals City of San Carlos' 2045 General Plan Reset, adopted in May of 2025 to enhance safety, connectivity, and multimodal mobility throughout the city.

The US 101 Holly Interchange Improvements and Pedestrian Overcrossing project directly supports the City of San Carlos Bike and Pedestrian Master Plan adopted in 2020 by enhancing safe, separated crossings for bicyclists and pedestrians over a major highway barrier. It advances the Master Plan's goals to improve connectivity, reduce conflicts with vehicles, and create a more accessible, comfortable active transportation network for all users.

The project supports the Countywide and City of San Carlos Local Roadway Safety Plan, adopted in January 2025, by

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The US 101 Holly Interchange and Pedestrian Overcrossing project is located within segments of the regional Active Transportation Network and adheres to MTC's Complete Streets Policy by incorporating design principles from NACTO's Designing for All Ages & Abilities guidance. The project provides high-comfort bicycle facilities that accommodate diverse users by ensuring safe separation from vehicle traffic, adequate lane widths, and clear wayfinding.

Additionally, the design follows the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG, adopted July 2024) to ensure compliance with the latest accessibility standards. This includes accessible routes, curb ramps, tactile warning surfaces, and crossing treatments that support safe and independent use by people of all abilities.

Together, these design standards ensure the project delivers a safe, accessible, and comfortable multimodal facility aligned with state and national best practices.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Outreach to Mobility Providers:

Formal outreach to mobility providers such as Caltrain, SamTrans, and local micromobility operators has not yet been initiated. The project team plans to engage these providers at key project milestones to ensure their input is incorporated, fostering strong coordination with existing and emerging mobility services.

Hub-Supportive Project Elements:

This project supports the San Carlos Caltrain Mobility Hub by enhancing pedestrian and bicycle safety through a grade-separated overcrossing, improving first/last-mile connections to transit. The redesign of the interchange will reduce vehicle conflicts and improve travel reliability for transit services, aligning with the Mobility Hubs Playbook Play 1 goal of creating safe and connected access to multimodal transportation.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The US 101 Holly Interchange area experiences significant traffic safety issues, particularly for pedestrians and bicyclists. It is part of the San Mateo Countywide High Injury Network and has seen 14 injury-causing crashes between 2018–2022, including three involving cyclists, plus a fatal cyclist collision in 2024 and another serious cyclist injury in April 2025. The existing cloverleaf design creates high-speed conflict points at ramp crossings, placing non-motorized users in direct paths of accelerating or merging vehicles.

To address these issues, the project includes two major safety measures:

1. Conversion of the existing full cloverleaf interchange to a partial cloverleaf, reducing the number of merge and weaving conflict points for vehicles and improving driver visibility and predictability.
2. Construction of a new grade-separated bicycle and pedestrian overcrossing (POC) that eliminates at-grade crossings at ramp terminals, removes exposure to high-speed vehicle traffic, and provides a safe, all-ages-and-abilities connection over US 101.

These improvements directly respond to Vision Zero principles by prioritizing conflict reduction, speed management, and safe infrastructure for vulnerable users.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Class 4 Separated Bikeway, Sidewalk Gap Closure, Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), Upgrade to Existing Traffic Signal or Other Control Device, Other: Pedestrian Signal Improvements

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

September 25, 2025

Summary of BPAC meeting comments:

The BPAC expressed strong support for the Holly Street Complete Streets project and provided the following feedback:

Members discussed project alignment and connections, suggesting that East San Carlos Avenue may serve as a safer and more comfortable route to Caltrain than Industrial Road or Holly Street.

The committee emphasized the need for protected and separated bike and pedestrian facilities, noting that safety improvements should not be delayed and that interim measures such as green-painted lanes—could improve visibility in the short term.

Members highlighted safety concerns at the Holly/Industrial intersection, which has a history of serious crashes, and supported the project as a key safety response.

Questions were raised about adding bike lanes on the Holly overcrossing; staff indicated this could be considered in future coordination with the Transportation Authority but is not part of the current scope.

The project is securing funding through STIP and TA programs, with construction of medium-term improvements expected to begin in early 2026. The design will be updated to meet current standards but will only return to BPAC if substantial changes occur.

Overall, BPAC members emphasized safety, connectivity, and early implementation of protected facilities as top priorities.

Generated on: 6/25/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

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Contact Phone Number:

6505587230

Project Sponsor:

Burlingame Public Works Department

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Chapin Avenue Safety and Streetscape Improvement Project

Project Location:

Burlingame

Project Description:

The Chapin Avenue Safety and Streetscape Improvements Project will construct pedestrian and bicycle safety improvements on Chapin Avenue between El Camino Real and Primrose Road in downtown Burlingame. The project will reconfigure an overly wide roadway to calm traffic and improve walkability through installation of median islands, a new mid-block pedestrian crossing, curb extensions, narrowed travel lanes, lighting, landscaping, and related streetscape improvements consistent with the City's prior Chapin Avenue Feasibility Study. The project will improve access to downtown destinations, transit, and the City's new City Hall at 1440 Chapin Avenue, while advancing safety, comfort, and placemaking in a key downtown corridor.

Project Phase(s):

Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

Yes

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan

Details on plan recommendations affecting the project area (with adoption date):

City of Burlingame adopted Bicycle and Pedestrian Master Plan (2020).
City of Burlingame Vision Zero Plan being adopted this year (2026).

Does the project area contain segments of the regional Active Transportation (AT) Network?

No

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The Chapin Avenue Project is located within the Downtown Burlingame Transit-Oriented Community area and supports multimodal access to the Burlingame Caltrain Station. The project improves connections between downtown destinations, transit, bicycling, and walking by enhancing pedestrian crossings, reducing vehicle speeds, improving streetscape amenities, and creating a safer, more comfortable environment for all users. These improvements strengthen first- and last-mile access to regional transit and support the City's goals for a connected, walkable downtown district.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The City completed the Chapin Avenue Feasibility Study (2021), which evaluated bicycle and pedestrian conditions, traffic operations, roadway configuration alternatives, and user experience considerations through technical analysis and extensive stakeholder outreach. The recommended alternative narrows travel lanes for traffic calming, adds curb extensions, a mid-block pedestrian crossing, enhanced lighting, bioretention curb extensions, landscaping, and a Class III bicycle route with sharrows. These improvements reduce conflicts between roadway users, improve visibility and crossing safety, calm vehicle speeds, and create a more comfortable environment for people walking and bicycling in Downtown Burlingame.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), Speed Limit Reduction, New Traffic Signal or Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Seeks Exception

Transit agency (or agencies) serving the project community:

SamTrans (San Mateo County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

SamTrans routes ECR, 46, 292, and 397 operate within 1/2 mile of project area

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2021-07-22

Summary of BPAC meeting comments:

Burlingame's Transportation Safety and Parking Commission reviewed the feasibility of the project a few years ago, and supported the project.

Transit Agency did not review project within 20 business days:

Yes

Suggested transit-impact mitigations are infeasible along the roadway:

No

Generated on: 6/29/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Rachael Axelrod

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Contact Phone Number:

(510) 504-3793

Project Sponsor:

BART (Bay Area Rapid Transit)

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Colma Wayfinding Project

Project Location:

San Mateo

Project Description:

The project improves interior and exterior wayfinding at Colma BART Station, located at 365 D Street in Colma, San Mateo County. The project encompasses station-wide signage upgrades including real-time departure displays, illuminated directional signage, transit information display cases, and ADA-compliant braille and tactile signage throughout the station interior, as well as exterior wayfinding improvements for pedestrian, bicycle, and vehicular navigation throughout the station area. The station is served by BART's Red and Yellow lines and six SamTrans bus routes.

Project Phase(s):

Construction (CON)

Project Mode(s):

Non-Roadway Transit (heavy rail, ferries, etc.), Pedestrian, Bicycle

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

County Station Area Plan, ADA Transition Plan, Regional Transportation Plan/Sustainable Communities Strategy, Community-Based Transportation Plan, Countywide Transportation Plan

Details on plan recommendations affecting the project area (with adoption date):

The project supports the goals of Plan Bay Area 2050+, the Colma BART Station Area Plan, the Daly City Community-Based Transportation Plan, and the San Mateo Countywide Transportation Plan 2040.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project adheres to PROWAG guidelines through installation of ADA-compliant aluminum plaque signs with braille and tactile elements along accessible routes throughout the station interior and exterior. All signage will comply with PROWAG requirements for mounting height, placement, contrast, and tactile readability. Exterior wayfinding improvements will include accessible path guidance and clear delineation of accessible routes connecting the station to adjacent sidewalks and Regional AT Network segments along El Camino Real and surrounding streets. Exterior improvements will be designed consistent with NACTO Urban Street Design Guide principles, emphasizing clear, consistent signage that supports pedestrian and bicycle navigation and multimodal connectivity. All exterior improvements will conform to the forthcoming MTC Regional Mapping and Wayfinding Project standards, developed in coordination with NACTO guidance and with explicit input from riders with disabilities, ensuring consistency with national and regional best practices for accessible, user-centered wayfinding.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Yes, a designated MTC Mobility Hub is located within the project area at Colma BART Station. The station serves as a key multimodal hub in northern San Mateo County, providing connections between BART's Red and Yellow lines, six SamTrans bus routes, and a large park-and-ride facility with 2,238 spaces. The project incorporates several hub-supportive elements consistent with MTC's Mobility Hub Implementation Playbook. Real-Time Display systems providing live BART and SamTrans departure information directly support the Playbook's emphasis on integrated, real-time multimodal information at hub locations. Transit Information Display cases featuring BART and SamTrans maps, schedules, and transfer details improve the legibility and usability of the hub environment for all users. Exterior wayfinding improvements will clarify pedestrian and bicycle access routes throughout the station area, improving navigation between transit modes and supporting first and last mile connectivity. ADA-compliant signage and accessible path guidance ensure the hub is navigable for users of all ages and abilities, consistent with the Playbook's emphasis on welcoming, inclusive hub design. BART has coordinated with SamTrans throughout project development given SamTrans's operational role at the station and its designation as a Mobility Hub serving multiple operators. That coordination will continue through design and construction to ensure hub-supportive elements reflect the needs of all operators and users at the station.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The Colma Station project area is adjacent to El Camino Real (State Route 82), identified in C/CAG's Countywide Local Road Safety Plan (LRSP, May 2024) as part of San Mateo County's High Injury Network for pedestrians and bicyclists. The LRSP identifies pedestrian and bicyclist safety as a primary countywide emphasis area and conducted outreach at Colma BART Station, reflecting the station area's relevance to countywide safety priorities. The Town of Colma has separately advanced the El Camino Real Bicycle and Pedestrian Improvement Project, implementing protected bike lanes, sidewalks, and high-visibility crosswalks along ECR with the explicit purpose of improving access to BART. The Colma Station Wayfinding Improvements Project complements these investments by clarifying pedestrian and bicycle access routes connecting the station to El Camino Real and surrounding streets, reducing navigational uncertainty that can contribute to unsafe movement in a high-activity station access environment, and advancing the Safe System goals of the C/CAG Countywide LRSP.

Infrastructure elements included in this phase of the project:

Other: Interior and exterior wayfinding at transit station

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

601502

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Did the transit agency notify you that they do NOT have service in your project area?

Yes

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Generated on: 6/16/2026

This is a DRAFT version - not yet submitted

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Johnny Wilson

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john.wilson@ssfca.gov

Contact Phone Number:

6508778511

Project Sponsor:

South San Francisco Public Works Department

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Orange Avenue Corridor Planning and Design Project

Project Location:

South San Francisco

Project Description:

The Orange Avenue Corridor Planning and Design Project will evaluate and advance multimodal transportation improvements along Orange Avenue between El Camino Real and Grand Avenue. The project will include data collection, traffic and safety analysis, community engagement, development and evaluation of alternatives, preliminary and final engineering, and preparation of conceptual designs and implementation strategies. The study will focus on improving safety, accessibility, and connectivity for pedestrians, bicyclists, transit users, and motorists while strengthening connections between Downtown South San Francisco, Orange Memorial Park, the Aquatic Center, the Boys & Girls Club, nearby schools, and the Centennial Way Trail. The project will build upon previous corridor planning efforts and position the City to pursue future grant funding for implementation.

Project Phase(s):

Planning (PLN), Environmental (ENV), Preliminary Engineering (PE), Design Engineering (PSE)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), City/County General + Specific Area Plans, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

Shape SSF General Plan (2040 General Plan); October 26, 2022
Active South City Bike and Pedestrian Master Plan; March 2022
Local Road Safety Plan (LRSP); January 2022

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project will reference NACTO's All Ages and Abilities contextual guidance during alternatives development and design. The project will evaluate bicycle facility types appropriate to Orange Avenue's context, including vehicle speeds, traffic volumes, curbside activity, intersection conditions, transit access, and connections to nearby destinations. The planning and design process will prioritize high-comfort bicycle facilities that reduce conflicts and support use by a broad range of users.

The project will also reference PROWAG during design of pedestrian improvements in the public right-of-way. Potential improvements may include accessible curb ramps, sidewalk improvements, pedestrian crossings, detectable warning surfaces, accessible pedestrian signal considerations, accessible transit stop connections, and other features intended to improve access for pedestrians with disabilities.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Orange Avenue serves as a key east-west corridor connecting Downtown South San Francisco, Orange Memorial Park, the Aquatic Center, the Boys & Girls Club, nearby schools, residential neighborhoods, and the Centennial Way Trail. The corridor accommodates pedestrians, bicyclists, transit users, and motorists, and includes several locations where users must navigate complex crossings, turning movements, and transitions between transportation facilities.

The 2022 City of South San Francisco Local Road Safety Plan identifies Orange Avenue as a priority street, with 2 pedestrian collisions resulting in serious injuries within the project area being recorded between 2016-2020, almost 10% of all serious injury pedestrian collisions during this period.

Consistent with the Safe System approach and Bay Area Vision Zero principles, the project seeks to proactively identify and address conditions that may contribute to severe and fatal crashes, including vehicle speeds, pedestrian crossing exposure, bicycle network gaps, accessibility barriers, and conflicts between roadway users. The project will evaluate existing traffic safety conditions and develop context-sensitive improvements that prioritize the safety of vulnerable roadway users.

Potential traffic safety countermeasures to be evaluated include:

- *Enhanced pedestrian crossings and visibility improvements
- *ADA-compliant curb ramps and accessibility upgrades
- *Traffic calming measures to reduce vehicle speeds
- *High-comfort bicycle facilities consistent with NACTO guidance
- *Intersection safety improvements and conflict reduction treatments
- *Improved transit stop access and pedestrian connectivity
- *Enhanced lighting, signage, and wayfinding
- *Signal timing and operational improvements where appropriate

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, Class 3 Bicycle Boulevard / Slow Street, Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), Speed Hump, Table or Cushion, Speed Limit Reduction, New Traffic Signal or Control Device, Upgrade to Existing Traffic Signal or Other Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

602300, 602200

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

SamTrans (San Mateo County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The project corridor is served by SamTrans Route 37 (Hillside/Grove-Alta Loma School), which operates along Orange Avenue and provides connections between residential neighborhoods, schools, parks, community facilities, and other destinations within South San Francisco. The project area includes seven existing transit stops (Stop IDs 334218, 334214, 334219, 334217, 334216, 334212, and 334211), several of which are shared with the South City Free Shuttle.

As part of previous planning efforts, many of the transit stops along the corridor were identified as candidates for enhanced passenger information, including installation of real-time transit information via QR code signage. The project will build upon these recommendations and evaluate opportunities to improve access to transit and the rider experience.

The Orange Avenue Corridor Planning and Design Project will incorporate transit-supportive design principles and evaluate improvements that enhance safety, accessibility, and connectivity for transit users. Potential improvements include:

- *Improved pedestrian access to transit stops and crossing locations
- *ADA-compliant curb ramps and accessible pathways
- *Enhanced transit stop amenities and passenger information
- *Real-time transit information signage (QR code integration)
- *Improved bicycle access and first-/last-mile connections
- *Enhanced lighting, visibility, and wayfinding
- *Reduced pedestrian crossing distances and conflict points near transit stops

Because this is a planning and design project, no adverse impacts to existing transit operations are anticipated. During project development, transit providers will be engaged to ensure that proposed improvements maintain or enhance transit accessibility and operations while improving safety and comfort for transit riders.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-06-03

Summary of BPAC meeting comments:

The City BPAC expressed strong support for the project. This is the second time they have supported the project and submitting a grant application, the first time was for a TDA3 grant which was not eligible. If nominated for review by MTC and C/CAG, I will present to the County BPAC.

Generated on: 6/29/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Johnny Wilson

Email Address:

john.wilson@ssfca.gov

Contact Phone Number:

6508778511

Project Sponsor:

South San Francisco Public Works Department

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Chestnut Avenue Multimodal Safety and Access Improvements Project

Project Location:

South San Francisco

Project Description:

The Chestnut Avenue Multimodal Safety and Access Improvements Project will construct a two-way Class IV separated bikeway on the east side of Chestnut Avenue from Mission Road in the south to Grand Ave in the north. Between Sunset Ave and Hillside Blvd, the project will construct at sidewalk-level Class I shared-use path on the south side of the street. Both of these segments will connect to the under-construction Class IV two-way separated bikeway on Chestnut Avenue between Grand Ave and Sunset Ave. The project will also include buffered Class II bike lanes on Grand Avenue from Mission Road to Chestnut Avenue, which will incorporate two transit boarding islands. The project will improve safety, accessibility, and connectivity for pedestrians and bicyclists, especially for students at the adjacent Parkway Heights Middle School. This project has been vetted and supported by the community as it has moved through design.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan

Details on plan recommendations affecting the project area (with adoption date):

Shape SSF General Plan (2040 General Plan); October 26, 2022
Active South City Bike and Pedestrian Master Plan; November 18, 2020
Local Road Safety Plan (LRSP); January 2022
Parkway Heights Middle School Walk Audit; April 2024

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project has been designed to meet the highest standards of NACTO's All Ages and Abilities contextual guidance during alternatives development and design. By providing physical separation between modes, this project provides the highest level of safety and comfort for the broadest range of potential users, especially school-aged children. Intersection treatments have been designed to maximize visibility as users from separated facilities cross into the roadway. Additionally, the project closes a 1,200'-long sidewalk gap in the northern segment of the project area. The project design is consistent with PROWAG guidelines, including curb ramps with truncated domes and sidewalk gap closure.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Chestnut Avenue is a key east-west corridor in central South San Francisco, connecting schools, residential areas, the South San Francisco Library, and providing access to the Centennial Way Trail. The corridor accommodates pedestrians, bicyclists, and motorists, and includes several locations where users must navigate complex crossings, turning movements, and transitions between transportation facilities. The northern section of the project area has a 1200'-long gap in the sidewalk network, immediately adjacent to Parkway Heights Middle School.

Chestnut Avenue and Grand Avenue are both on the City's High Injury Network. The 2022 City of South San Francisco Local Road Safety Plan identifies Chestnut Avenue and Grand Avenue as priority streets, with 1 of 14 major bicyclist injuries between 2016-2020.

Consistent with the Safe System approach and Bay Area Vision Zero principles, the project will proactively address conditions that may contribute to severe and fatal crashes, including vehicle speeds, pedestrian crossing exposure, bicycle network gaps, accessibility barriers, and conflicts between roadway users.

Traffic safety countermeasures include:

- *Enhanced pedestrian crossings and visibility improvements
- *ADA-compliant curb ramps and accessibility upgrades
- *Lane narrowing measures to reduce vehicle speeds
- *Road Diet
- *High-comfort bicycle facilities consistent with NACTO guidance
- *Intersection safety improvements and conflict reduction treatments
- *Enhanced lighting, signage, and wayfinding
- *Signal timing and operational improvements where appropriate
- *Transit boarding islands on Grand Ave, separating the bike lane from bus movements
- *Closure of a slip-lane at Oak Ave at Grand Ave
- *A protected intersection at Grand Ave at Chestnut Ave

The project will incorporate Safe System principles by prioritizing strategies that reduce crash severity, improve visibility,

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, Class 2 Bike Lane or Buffered Bike Lane, Class 4 Separated Bikeway, Sidewalk Gap Closure, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), Speed Limit Reduction, New Traffic Signal or Control Device, Upgrade to Existing Traffic Signal or Other Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

602200

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

SamTrans (San Mateo County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The project corridor is served by SamTrans Route 130 (Daly City BART - Airport & Linden/Oyster Point), which operates along Grand Avenue and provides connections between residential neighborhoods, schools, parks, community facilities, and other destinations within South San Francisco and Daly City BART station. The project area includes four existing transit stops.

As part of previous planning efforts, many of the transit stops along the corridor were identified as candidates for enhanced passenger information, including installation of real-time transit information via QR code signage. The project will build upon these recommendations and evaluate opportunities to improve access to transit and the rider experience.

The Chestnut Avenue Multimodal Safety and Access Improvements Project will incorporate transit-supportive design principles and evaluate improvements that enhance safety, accessibility, and connectivity for transit users. Improvements include transit boarding islands east of Willow Ave to separate bike lane travel from transit movements and enhanced transit stop amenities.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-06-03

Summary of BPAC meeting comments:

The City BPAC provided strong support for the project application, and provided recommendations to include improvements on Grand Ave, which we were able to include in the application.

Generated on: 6/29/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Abdulkader Hashem

Email Address:

ahashem@colma.ca.gov

Contact Phone Number:

6507578888

Project Sponsor:

Town of Colma

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

Active Transportation Program (ATP), One Bay Area Grant Program (OBAG)

Project Name/Title:

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

Project Location:

Colma

Project Description:

The El Camino Real (State Route 82, "ECR") Bicycle and Pedestrian Improvement Project- Segment A spans approximately 0.95 miles between Albert M Teglia Boulevard and Mission Road in the Town of Colma. 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. Key upgrades also include traffic signalization and reconfiguration of the El Camino Real-Mission Road intersection.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning**Relevant plans this project helps to implement:**

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan, Other

Details on plan recommendations affecting the project area (with adoption date):

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 transportation network that is safe, comfortable, and equitable for all users.
- 2) San Mateo Countywide Local Roadway Safety Plan 2024, a regional data-driven framework adopted by C/CAG to identify high-injury corridors and implement systemic improvements to achieve zero traffic-related fatalities and serious injuries. The Plan was adopted by Colma on October 23, 2024.
- 3) San Mateo County Comprehensive Bicycle and Pedestrian Plan 2021, key safety performance metrics outlined in Table 13 on page 103 of the Plan.
- 4) 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.
- 5) Colma's Transportation Safety Action Plan-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 El Camino Real project.
- 6) 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.
- 7) 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.
- 8) 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?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

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 continuous sidewalks, protected bikeways, 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, comfort, and equity for various types of roadway users, including children, seniors, people with disabilities, and underserved populations. 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 with a traffic signal. 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 Public Rights-of-Way Accessibility Guidelines (PROWAG) standards by ensuring that the corridor is navigable and safe for individuals with disabilities.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Mobility Hub

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

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. The 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.

Infrastructure elements included in this phase of the project:

Class 4 Separated Bikeway, Sidewalk Gap Closure, Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), Speed Limit Reduction, New Traffic Signal or Control Device, Upgrade to Existing Traffic Signal or Other Control Device, Other

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

602300

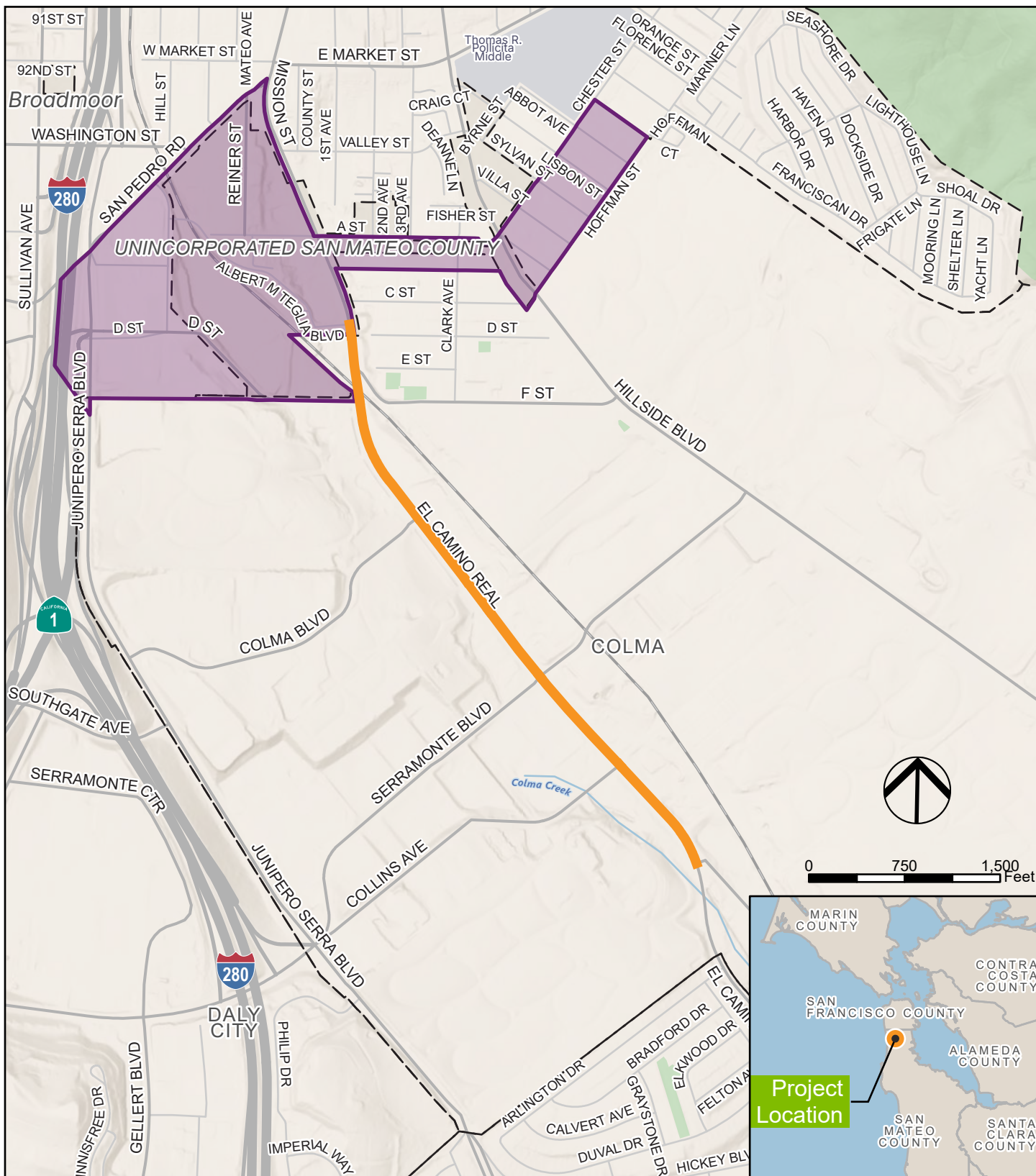
Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Generated on: 6/23/2026

This is a DRAFT version - not yet submitted



Town of Colma

El Camino Real Bicycle and Pedestrian Improvement Project, Segment A

Project Location Map

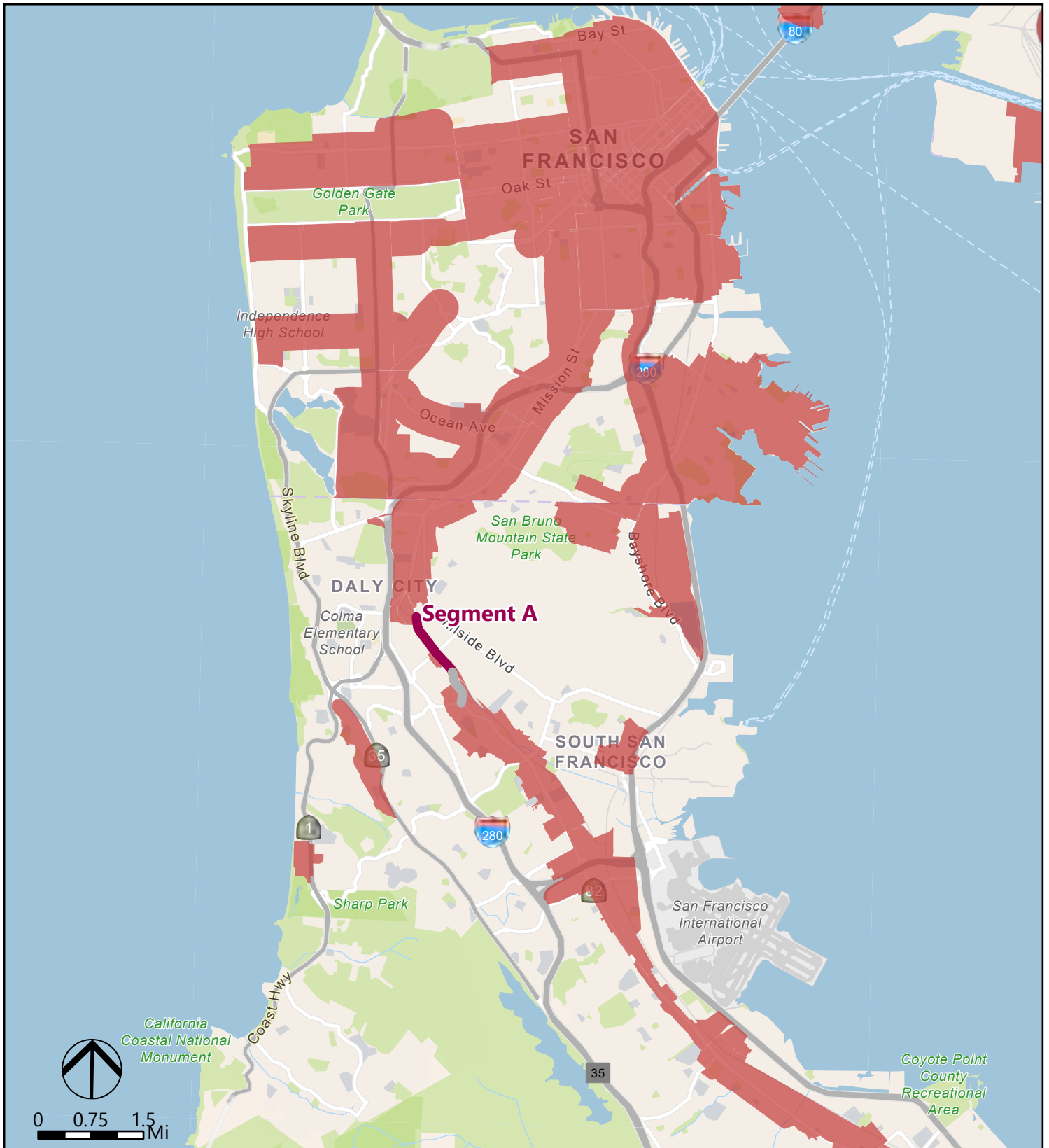


LEGEND

- Project Location
- Census Tract 6013.02
Median Household Income
= \$71,711 (ACS 2024)



The El Camino Real Bicycle and Pedestrian Improvement Project Segment A - Regional Active Transportation Network	
	LEGEND — Segment A — Other Segments Regional Active Transportation Network



The El Camino Real Bicycle and Pedestrian Improvement Project

Segment A - Priority Development Areas

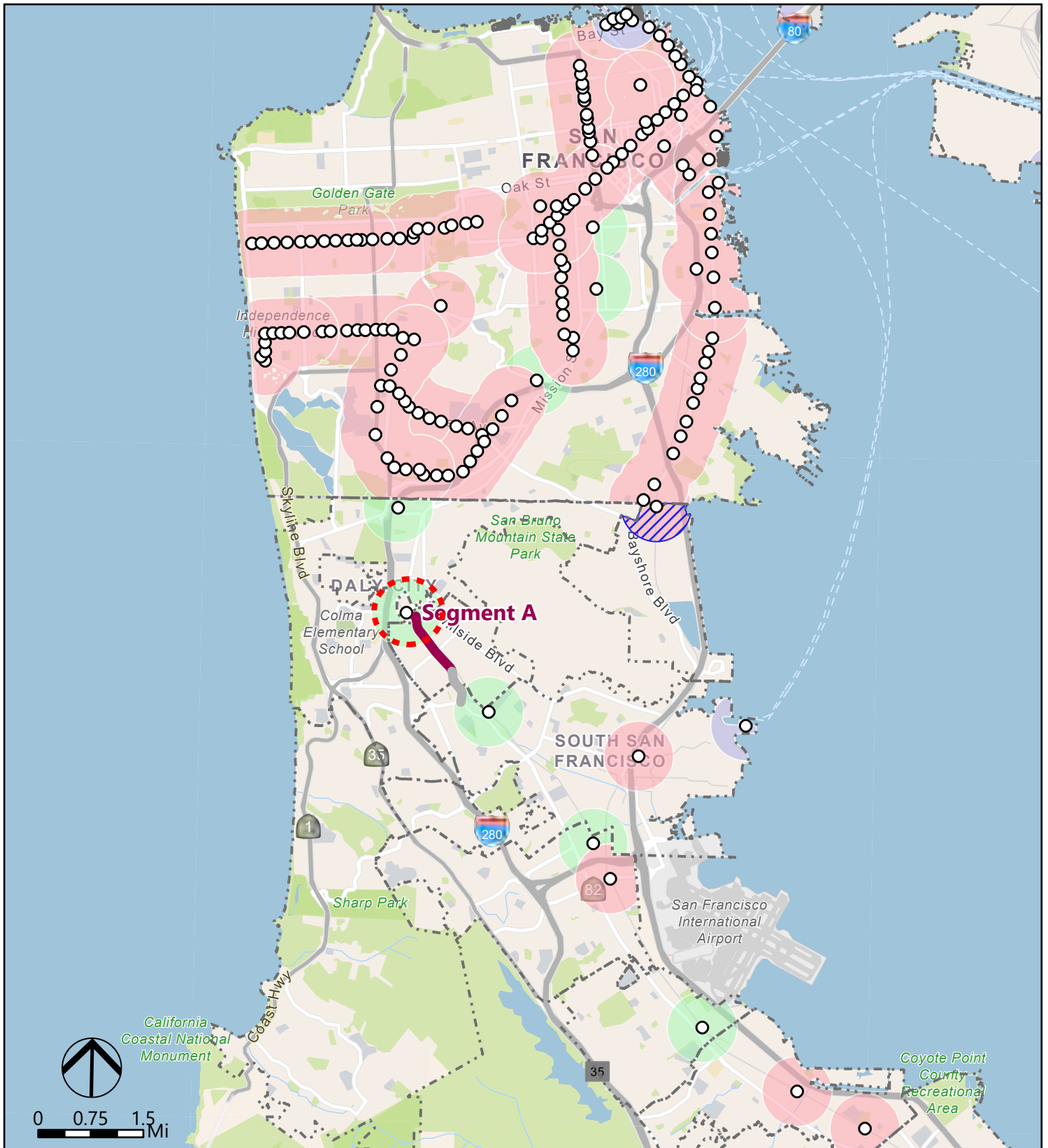
MARK THOMAS



LEGEND

- Segment A
- Other Segments

■ Priority Development Areas (Plan Bay Area 2050)



The El Camino Real Bicycle and Pedestrian Improvement Project

Segment C - Transit-Oriented Communities

MARK THOMAS



LEGEND

■ Segment A

■ Other Segments

Transit Service Tier

■ Tier 1

■ Tier 2

■ Tier 3

■ Tier 4

■ Tier 3 Parking and Office

■ Intensity/Tier 4 Residential

Density

San Francisco Bay Region
Jurisdictions (Incorporated
Places and Unincorporated
County Lands)

○ TOC Transit Stations

NComplete Streets Checklist

Transit Agency Review Form

Project Sponsors and Transit Agencies use this form to document the transit review requirements of the Transit Priority Policy for Roadways. Transit Agency must finish this high-level review and provide comments to Project Sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 business days to complete the review.

PROJECT SPONSOR COMPLETES TABLE PRIOR TO SUBMITTING TO TRANSIT AGENCY:

Project Name	El Camino Real Bicycle and Pedestrian Improvement Project
Project Sponsor Agency	Town of Colma
Project Location (attach map)	The El Camino Real Bicycle and Pedestrian Improvement Project (State Route 82), which runs through the Town of Colma and South San Francisco from post mile (PM) 21.9 to PM 23.4, is divided into three segments: Segment A from Albert M. Teglia Boulevard to Mission Road, Segment B from Mission Road to Arlington Drive in the Town of Colma, and Segment C from Arlington Drive to Hickey Boulevard in the City of South San Francisco (see attached map).
Project Scope Summary (attach details as appropriate)	The El Camino Real Bicycle and Pedestrian Improvement Project aims to enhance multimodal infrastructure, traffic operations, accessibility, and safety for all road users. The Project will implement "Complete Streets" improvements designed for users of All Ages and Abilities (AAA), including sidewalks, protected bike lanes, and ADA-compliant curb ramps. Key safety and operational enhancements include high-visibility crosswalks, upgraded street lighting, and full reconfiguration and signalization of the El Camino Real-Mission Road intersection. Additionally, the project incorporates bus stop improvements, drought-tolerant landscaping, and integrated stormwater treatment measures. For more information about the Project, please see the Project Study Report-Project Development Support (2025), available on the Town's website at: https://www.colma.ca.gov/the-el-camino-real-bicycle-and-pedestrian-improvement-project/; and El Camino Real Bicycle and Pedestrian Improvement Plan (2021), available on the Town's website at: Colma El Camino Pedestrian & Bicycle Improvement Plan - Town of Colma

	The project has successfully moved through the initial planning and scoping phases and is currently in the environmental review stage. The anticipated schedule for the remaining milestones is as follows: • PA&ED Completion: The Project Approval and Environmental Document phase is currently ongoing, with an estimated completion date of August 2026. • PS&E Phase: Detailed design (Plans, Specifications, and Estimates) is scheduled to begin in August 2026 and expected to reach completion by December 2027. • Right-of-Way (ROW) Certification: This critical milestone is expected to be finalized by March 2028. • Construction Phase: Construction is anticipated to commence in June 2028 and conclude by December 2030.
Project Sponsor Contact	Name: Abdulkader Hashem Title: Principal Project Manager Email address: ahashem@colma.ca.gov
Transit Agency Name	San Mateo County Transit District (SamTrans)

TO BE COMPLETED BY TRANSIT AGENCY:

Transit Agency Project Reviewer	Name: Nicholette Tolmie Title: Senior Planner Email address: tolmien@samtrans.com
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Transit Agency has reviewed the project and confirms that:

- ☐ **Project is located on street without any transit service.**
(Policy does not apply, and no further Transit Agency review is required)
- ☐ **Project is located on street with non-revenue scheduled route¹, recurring detour route², and/or planned budgeted route³.** *(Non-recurring special event services, demand-responsive services, and paratransit services are excluded from Policy.)*
 - ☐ Proposed project accommodates basic bus movements (e.g., turns) of non-revenue scheduled, recurring detour, and/or planned budgeted route.
 - ☐ Proposed project does not accommodate basic bus movements (see below).

Suggested changes to accommodate basic bus movements:

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

☒ **Project is located on street with published, scheduled transit route.**

☒ Transit Agency is not suggesting any transit-impact mitigation measures.

☐ Transit Agency suggests transit-impact mitigation measures (see below).

Suggested mitigation measures:

As the project advances, Transit Agency requests the following coordination:

- ☐ No additional involvement required.
- ☒ Provide Transit Agency opportunity to review and comment on draft designs prior to finalization. Transit Agency requests two-week review period. Prefer review at early design phase. Email [\[tolmien@samtrans.com\]](mailto:tolmien@samtrans.com).
- ☒ Closely coordinate with Transit Agency to develop designs and/or implement project (e.g., field visits, involvement in technical advisory committee or similar group).
- ☒ Notify Transit Agency **21** business days in advance of road work at [\[tolmien@samtrans.com\]](mailto:tolmien@samtrans.com) Transit Agency will coordinate bus stop closures and/or re-routing as needed.
- ☐ California Public Utilities Commission (CPUC) General Order (GO) GO88b permit likely required.
- ☐ Construction Access Permit and/or 811USA Alert likely required.
- ☐ Other specific involvement (see below).

Additional comments:

Nichollette Tolmie

Senior Planner

05/29/2026

Print Name

Title

Date

Nichollette Tolmie

Signature

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Nicole Tandel

Email Address:

ntandel@ci.millbrae.ca.us

Contact Phone Number:

6509421728

Project Sponsor:

Millbrae Public Works Department

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Aviador Avenue Bridge Replacement Project, Bridge No. 35C0174

Project Location:

Millbrae

Project Description:

The City of Millbrae will replace the structurally deficient 1947 reinforced-concrete box culvert carrying Aviador Avenue over the Millbrae Canal. The existing bridge is rated NBI Serious (3), is load-posted, and was closed to traffic on June 1, 2026 due to deteriorating conditions following the structural engineer of record's recommendation for closure or temporary shoring pending replacement. The closure removed the neighborhood's only direct east-west crossing over the Millbrae Canal and disrupted pedestrian, bicycle, vehicular, and emergency access.

The project will replace the existing structure with a new single-span bridge using 18-inch precast, prestressed voided slabs supported by 24-inch cast-in-drilled-hole piles. The replacement bridge will be designed to AASHTO LRFD Bridge Design Specifications, Caltrans Seismic Design Criteria, and full HL-93 loading, removing the current weight restrictions and restoring access for emergency vehicles and standard traffic.

The proposed section includes two 16-foot shared travel lanes and two 4-foot sidewalks with ADA detectable warnings, concrete barriers, and pedestrian railing. The project restores a safe, ADA-accessible crossing and improves the active-transportation connection toward the Millbrae Intermodal Station and the broader station-area network. In-channel work includes temporary water diversion, sediment removal, and channel-lining repair.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), ADA Transition Plan, Station Access Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Aviator Bridge Replacement is consistent with MTC's Complete Streets Policy because it restores a key active transportation crossing near the Millbrae Intermodal Station and within the Transit Station Area PDA. The project will replace a deficient 1940s bridge with a modern structure that includes sidewalks on both sides, pedestrian barriers/railings, ADA-accessible transitions, and detectable warning surfaces. Final design will reference NACTO "All Ages and Abilities" guidance, PROWAG, and applicable Caltrans/AASHTO standards to support safe access for pedestrians, bicyclists, vehicles, and emergency responders

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

SamTrans
292 San Francisco - SFO - Hillsdale Mall
397 San Francisco - Palo Alto Transit Ctr
713 SF Transit Center - San Francisco International
ECR Daly City BART - Palo Alto Transit Ctr
EPX East Palo Alto - San Bruno BART and San Francisco
FCX Foster City - San Francisco

The project supports access to the Millbrae Intermodal Station, a regional mobility hub served by BART, Caltrain, and SamTrans. The project site is approximately 1/4 mile from the station and restores the Aviator Avenue crossing over the Millbrae Canal, reconnecting the surrounding neighborhood to the station-area walking, biking, and transit-access network. The project team has not yet initiated outreach to SamTrans regarding Aviator Bridge construction because construction is not scheduled to begin until April 2027. Prior to construction, the project team will coordinate with SamTrans through direct outreach, including notification letters, meetings, and other appropriate communication methods, to discuss potential construction-related impacts, maintain transit access where applicable, and identify any needed coordination measures.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The project's primary safety need is structural and access-related rather than crash-history based. The existing 1947 bridge is rated NBI Serious (3), is load-posted, and was closed to traffic on June 1, 2026 due to deteriorating conditions. The closure removed the neighborhood's only direct east-west crossing over the Millbrae Canal and disrupted pedestrian, bicycle, vehicular, and emergency access. The replacement bridge restores safe multimodal access with two 4-foot sidewalks, ADA detectable warnings, pedestrian railings/barriers, and two 16-foot shared travel lanes that accommodate bicyclists in a local-street context. The project does not include a dedicated Class I, II, or IV bikeway and should not be described as adding a formal Class III facility unless final design includes Class III signing or markings. No LTS analysis is required because no dedicated bikeway is proposed.

Infrastructure elements included in this phase of the project:

Sidewalk Widening, Curb Extensions (including Bus Bulbs)

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-07-21

Summary of BPAC meeting comments:

BPAC review is scheduled for July 21, 2026. The City will review any BPAC comments received at that meeting and incorporate relevant comments into the final checklist before final submittal/funding action

Generated on: 7/23/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Krzysztof Lisaj

Email Address:

klisaj@smcgov.org

Contact Phone Number:

(650) 599-1482

Project Sponsor:

Other (If selected, please fill out below)

Other Jurisdiction Name:

San Mateo County Department of Public Works

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Guadalupe Canyon Parkway Class IV Project

Project Location:

Unincorporated San Mateo

Project Description:

The Guadalupe Canyon Parkway Class IV Project (Project) will deliver targeted safety and accessibility improvements along Guadalupe Canyon Parkway in unincorporated San Mateo County between Price Street and Bayshore Boulevard. The Project includes new sidewalk, on-street parking, and protected bikeway facility between Price Street and the U-turn pocket used by school buses, for enhanced and more comfortable student pick-up/drop-off by the school community. The remainder of the corridor, between the U-turn pocket and Bayshore Boulevard, will upgrade existing buffered Class II Bike Lanes to protected Class IV Bikeways. The vertical elements in the Class IV's will include alternating delineators and curb bumps, which provide greater protection than one single treatment type. Through this project, pavement in poor condition will receive a grind and overlay, thereby extending the useful life of existing infrastructure through maintenance and repair.

Project Phase(s):

Construction (CON), Preliminary Engineering (PE), Design Engineering (PSE), Environmental (ENV)

Project Mode(s):

Bicycle, Pedestrian, Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Other

Other relevant plan (specify):

SafeTrec Roadway Safety Audit

Details on plan recommendations affecting the project area (with adoption date):

- 1) The proposed Project helps implement recommendations from the 2021 Unincorporated San Mateo County Active Transportation Plan, including installing Class IV Separated Bikeway on Guadalupe Canyon Road between Price Street and Carter Street. (see Figure 14, page 36 of 90 - https://www.smcsustainability.org/wp-content/uploads/SMC-ATP_Final-Plan_January-2020.pdf)
- 2) The proposed Project helps implement recommendations from the 2024 County of San Mateo Complete Streets Assessment, including extending the road diet from Market Street west of Price Street onto Guadalupe Canyon Parkway, installing Class IV separated Bikeway on Guadalupe Canyon Road, widening sidewalks for pedestrians in the school zone, and removing parking at the U-turn pocket to promote bus turning movements.
- 3) The proposed Project helps implement Proven Safety Countermeasures (PSC) identified in the Unincorporated San Mateo County Local Roadway Safety Plan (LRSP). Crash history identified Guadalupe Canyon Parkway as a county roadway with excessive width and "very low" traffic volumes, leading to collisions caused by driving at unsafe high speeds and improper turning (Emphasis Area 1). PSC's which address the specific collision history along Guadalupe Canyon Parkway and recommended by the LRSP include R14 Road Diet and R28 Enhanced delineation for horizontal curves. For roadways with Pedestrian and Bicycle Collisions, the LRSP recommends the following treatments advanced by the proposed project: R14, R33PB Install separated bike lanes, and R34PB Install sidewalk/pathway if none exist.
- 4) The proposed Project is in alignment with the Daly City Community Based Transportation Plan's goals of reflecting community priorities (5.1.1) and increasing access to key facilities and locations (5.1.2). (see page 59 of 70 - https://mtc.ca.gov/sites/default/files/documents/2023-09/Daly_City_CBTP_09-14-2023.pdf?cb=98191a69)

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

Guadalupe Canyon is a secondary arterial with high vehicular speeds. Per NACTO, the appropriate bicycle facility for this section are Class 2 buffered and Class 4 to reduce the level of traffic stress. Currently, the street lacks connected pedestrian facilities. The proposed project will widen sidewalks and add higher visibility crossings to support accessibility.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

Guadalupe Canyon Parkway is a four lane, east-west secondary arterial beginning at Bayshore Boulevard and running west through the San Bruno Mountains and connecting with East Market Street. The separation between the two westbound and eastbound lanes is provided by medians at certain locations or with median striping or two-way left turn lanes. The speed limit is 45 MPH on the west side and then increases to 50 MPH towards the east side of Guadalupe Canyon Parkway. Based on the speed survey conducted by the County, drivers travel at approximately 70+ MPH in the eastbound direction and approximately 60+ MPH in the westbound direction. Buffered Class II bicycle lanes are existing through these segments, however, there have been reported vehicle-to-bicyclist collisions resulting in severe injuries. The speed limit in front of John F Kennedy Elementary School is posted at 25 MPH when children are present. There is no parking on either side of the roadway except in front of the JFK Elementary school where parking is allowed on the north side.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Class 4 Separated Bikeway, Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Other: Rectangular Rapid Flashing Beacon

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

SamTrans (San Mateo County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

No specific facilities have been identified by County staff. SamTrans staff is still reviewing the project.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-06-18

Summary of BPAC meeting comments:

The San Mateo County Bicycle and Pedestrian Advisory Committee reviewed the Project on 6/18. Questions and responses included below.

- a. Lowering speed limits: County confirmed a separate Speed Survey Study to reduce speed limits, particularly around schools. Final recommendations will be available after the proposed project is submitted to OBAG 4. Speed limit reductions would apply approximately 250-feet to 500-feet surrounding campus. The full Guadalupe Parkway Canyon corridor will be studied at some point in the future if a grant is awarded.
- b. Landscape vs Hardscape: Green infrastructure will be a part of the project. Continued discussion.
- c. Maintain two lane configuration at campus: Adjust concept to provide room for protected/buffered bike lane. Reduce width of sidewalk and planter strip to incorporate at minimum 5-feet wide bike lane. Reduce sidewalk width on EB side. DPW okay with vehicle lane reduction to one-lane of travel, prioritizing dedicated bicycle facility.
- d. Confirmation that rumble strips will be included: Not to be included, the vertical elements will provide alert to drivers.
- e. Steep grade and space within facility for bicyclist passing activity: 8-foot wide bike facility to remain. In future design phases, County may identify opportunities to widen the bike lanes (particularly uphill) for passing.
- f. Eucalyptus tree debris toward Brisbane. Maintenance approach and responsibilities: County to address and coordinate with property owner if grant is awarded. To be incorporated into County's sweeping/maintenance schedule.

Generated on: 6/30/2026

This is a DRAFT version - not yet submitted

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Ethan Maro

Email Address:

emaro@pacificapacifica.gov

Contact Phone Number:

6504184297

Project Sponsor:

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

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Crespi Drive / Highway 1 Multimodal Safety and Connectivity Project

Project Location:

Pacificapacifica

Project Description:

Scope: The Crespi Drive / Highway 1 Multimodal Safety and Connectivity Project will improve pedestrian/bicycle safety between HWY1 and Fassler Ave through signal upgrades, high-visibility crosswalks, median refuge improvements, and a two way cycle track.

Extents: Highway 1 to Ladera Way

Length: 1300 Ft

Street Names: Highway 1, Crespi Drive

Project Phase(s):

Planning (PLN)

Project Mode(s):

Bicycle, Pedestrian, Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Safe Routes to School Plan, Community-Based Transportation Plan

Details on plan recommendations affecting the project area (with adoption date):

Our Local Road Safety Plan which falls under CBTP criteria and was created in 2023 calls out the project scope directly. The Cabrillo School SRTS Walk Audit dated 2025 requests a class II bike lane, improvements to signals and leading intervals, and increased standing space which the median widening provide.

The Pacifica Bicycle & Pedestrian Master Plan dated 2020 requests a class II bike lane as included in the project scope.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project adheres to NATCO by prioritizing safe, comfortable, and accessible travel for users of all ages and abilities. The proposed improvements are intended to reduce conflicts between roadway users, improve accessibility, and create a more comfortable environment for pedestrians. These improvements have been shown statistically to be successful and follow the latest CMF data. During project development, all bicycle and pedestrian facilities will be designed in accordance with applicable NACTO, PROWAG, Caltrans, and ADA standards.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

From the LSRP, the project area has had 5 injury collisions and 1 KSI within a four year study period. Within a 1/2 mile there have been a further 10 injury collisions and 2 more KSI. Due to the high pedestrian and bicyclist traffic in the project area, the median widening and class II bicycle lanes will drastically improve safety. Separated bicycle lanes have been shown to reduce crashes by up to 49%, while refuge improvements have been shown to reduce pedestrian crashes by 40%. The proposed rumble strips have been shown to reduce collisions by 64%. All this data has been taken from the Federal Highway Administration.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s), Upgrade to Existing Traffic Signal or Other Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

N/A

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

SamTrans (San Mateo County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

SamTrans

10 Daly City BART - Terra Nova HS

110 Daly City BART - Linda Mar Park & Ride

14 Linda Mar Circulator

19 Lacy School - Linda Mar Park & Ride

PCX Linda Mar Park & Ride - Daly City BART

Current measures to mitigate impacts are optimizing the signal timings to provide transit priority. Also, bus stop access will be maintained during construction through maintaining sidewalks and coordinating striping with transit times.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

Generated on: 7/23/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Armando Mora

Email Address:

AMora@ci.millbrae.ca.us

Contact Phone Number:

(650) 259-2393

Project Sponsor:

Millbrae Public Works Department

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Downtown Specific Plan Improvement Project

Project Location:

Millbrae

Project Description:

The Downtown Specific Plan Improvement Project in Millbrae is an initiative to pave and widen streets, install 6 tree wells, and a stormwater planter by achieving local Complete Streets goals and ADA compliance on Broadway and on Park Boulevard.

Project Phase(s):

Construction (CON), Design Engineering (PSE), Preliminary Engineering (PE), Environmental (ENV), Planning (PLN)

Project Mode(s):

Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan

Details on plan recommendations affecting the project area (with adoption date):

Active Transportation Plan Approved and Adopted 01/2022

Millbrae Specific Plan Approved and Adopted 12/2022

Local Roadway Safety Plan Approved and Adopted 11/2022

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The City's project is compliant with both regional and local Complete Streets initiatives, as well as local and regional ADA compliance regulations to ensure that all members of the community feel safe and comfortable even when crossing the City's busiest streets. This initiative aligns with said policy because of its prioritization of vulnerable communities, which include young children in school, seniors who need additional assistance to cross, as well as people with disabilities to be able to travel safely.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The City plans to counter current dangers to pedestrians and cyclists by installing stop signs to ensure that drivers remain vigilant while on the road. On a holistic level, the City's project aims to reduce the overall number of serious injuries and deaths on target roads, specifically those disproportionately impacting schoolchildren, seniors, and people with disabilities. This project, which focuses on expanding safety measures to assist the Millbrae community, also strives to promote a greater mindfulness in the community of safety hazards that pose dangers to pedestrians.

Infrastructure elements included in this phase of the project:

Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs)

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

No

Transit agency (or agencies) serving the project community:

SamTrans (San Mateo County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

N/A

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-06-16

Summary of BPAC meeting comments:

Available upon request, as meeting comments are not yet available to the City, though it is anticipated to arrive within 1-2 weeks.

Generated on: 6/25/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Ahmad

Email Address:

Haya

Contact Phone Number:

ahaya@ci.millbrae.ca.us

Project Sponsor:

Millbrae Public Works Department

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

El Camino Real Bikeway and Pedestrian Bridge Crossing Project

Project Location:

Millbrae

Project Description:

The ADA compliant El Camino Real Bikeway and Pedestrian Crossing Project on Murchison Drive aims to install a protected bike and pedestrian bridge crossing. This will provide an alternative route to cross State Route 82 El Camino Real that is more safe and reliable than at-grade crossings as well support programs such as safe route to schools and safe route to transit.

Project Phase(s):

Planning (PLN), Environmental (ENV), Preliminary Engineering (PE), Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan

Details on plan recommendations affecting the project area (with adoption date):

Active Transportation Plan Approved and Adopted 01/2022
Millbrae Specific Plan Approved and Adopted 12/2022
Local Roadway Safety Plan Approved and Adopted 11/2022
ADA Transition Plan 2012-2013

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The City's project is compliant with both regional and local Complete Streets initiatives, as well as local and regional ADA compliance regulations to ensure that all members of the community feel safe and comfortable even when crossing the City's busiest streets. This initiative aligns with said policy because of its prioritization of vulnerable communities, which include young children in school, seniors who need additional assistance to cross, as well as people with disabilities to be able to travel safely.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The City plans to counter current dangers to pedestrians and cyclists by installing an accessible crossing to ensure that bikers and pedestrians are protected from automobiles while crossing the road. On a holistic level, the City's project aims to reduce the overall number of serious injuries and deaths on target roads, specifically those disproportionately impacting schoolchildren, seniors, and people with disabilities. This project, which focuses on expanding safety measures to assist the Millbrae community, also strives to promote a greater mindfulness in the community of safety hazards that pose dangers to pedestrians.

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, New Crosswalk, Daylighting/Corner Parking Restrictions, Speed Limit Reduction

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

SamTrans (San Mateo County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

292 San Francisco - SFO - Hillsdale Mall
397 San Francisco - Palo Alto Transit Ctr
46 Burlingame School - Carolan (Burlingame Caltrain)
713 SF Transit Center - San Francisco International
ECR Daly City BART - Palo Alto Transit Ctr

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-06-16

Summary of BPAC meeting comments:

Available upon request, as meeting comments are not yet available to the City, though it is anticipated to arrive within 1-2 weeks.

Generated on: 6/26/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493