



US 101

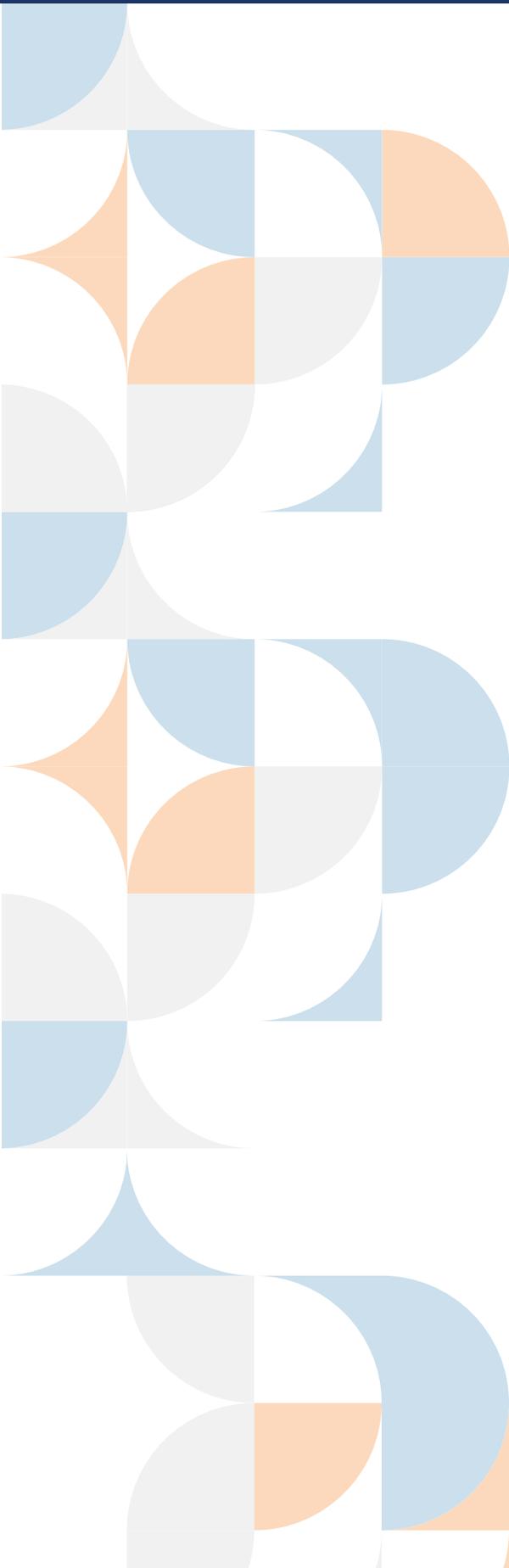
Mid County Multimodal Strategy

Final

December 2025

Program Led and
Funded by:



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Introduction



1.1 INTRODUCTION

US 101 is the busiest corridor in San Mateo County and is essential for moving people and goods where they need to go. The corridor includes numerous transportation modes both on and off the highway that connect the county’s various communities through travel by foot, car, bus, bicycle, train, and ferry. The San Mateo County Transportation Authority’s (SMCTA) vision for US 101 is for an interconnected corridor that serves the needs of all travelers in San Mateo County, no matter how they choose to travel.

Purpose

To meet this vision, SMCTA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond just freeway mainline projects. The first initiative under the 101 Corridor Connect Program includes developing Multimodal Strategies in the North, Mid, and South County areas near US 101 that will identify which projects best meet community needs for all types of transportation options. The Multimodal Strategies aim to improve the way people and goods move through the corridor from Brisbane to East Palo Alto. These plans identify and prioritize necessary transportation projects that can advance the corridor vision and position them for future funding efforts. Figure 1 shows the different modes of transportation included in the Multimodal Strategies.

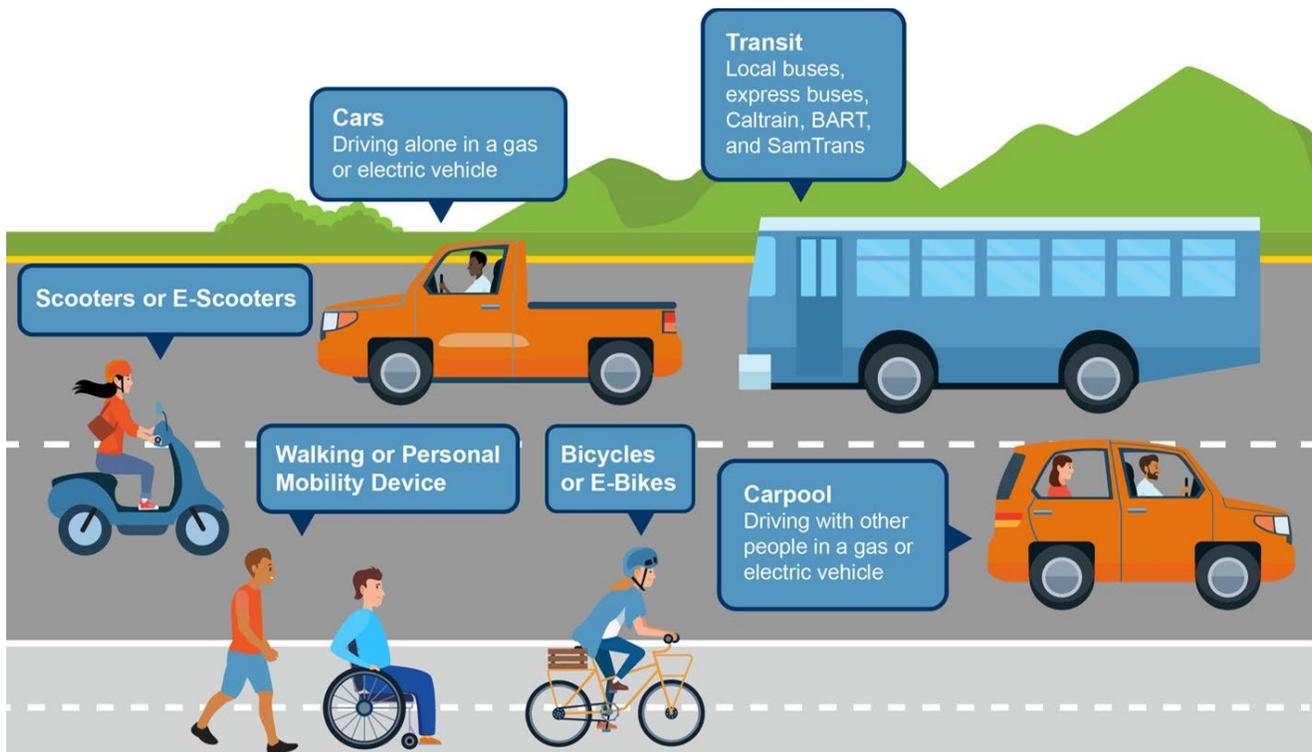


Figure 1. Different Modes of Transportation

Policy Support

The program's foundation is the California Department of Transportation's (Caltrans) US 101 South Comprehensive Multimodal Corridor Plan (CMCP), as shown in Figure 2. The US 101 South CMCP was developed to provide a holistic approach for managing congestion, improving safety, and maximizing flow for all modes along the US 101 corridor while reducing air pollution and greenhouse gas (GHG) emissions. Caltrans developed the CMCP to meet requirements for conducting long-range corridor planning and in response to the Road and Repair Accountability Act, which established numerous funding programs including the Solutions for Congested Corridors Program (SCCP) which requires CMCPs to be developed in order to be eligible for funding. The SCCP provides nearly \$250 million in competitive funding every year to Caltrans as well as regional and county transportation agencies, commissions, and authorities. Projects funded by the SCCP are designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors. The SCCP also established comprehensive guidance for developing CMCPs within California.

US 101 South Comprehensive Multimodal Corridor Plan



Multimodal Strategies



Figure 2. 101 Corridor Connect Elements

Caltrans, in coordination with corridor stakeholders,¹ determined that the US 101 corridor is a priority route in the region and that a CMCP should be developed to capture anticipated changes, identify multimodal needs, and recommend improvement projects and strategies. The US 101 South CMCP corridor limits are 85 miles of highway from the Santa Clara County line to the end of the Central Freeway in San Francisco. It also includes Interstate I-280 from the US 101/I-280 interchange to the I-280 terminus in downtown San Francisco.

¹ Corridor stakeholders include the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, City/County Association of Governments, SamTrans, Caltrain, San Francisco County Transportation Authority, and San Mateo County Transportation Authority.

The CMCP includes the following ten corridor goals:

- | | |
|--|--|
| 1 Provide a safe transportation system to all users within the corridor | 6 Support economic prosperity |
| 2 Reduce recurring freeway congestion and improve freeway efficiency in moving people | 7 Efficiently manage transportation assets within the corridor to protect existing and future investment |
| 3 Improve trip time reliability within the corridor | 8 Efficient land use improving jobs/housing imbalance |
| 4 Support an accessible and inter-connected multimodal transportation system within the corridor | 9 Advance equity |
| 5 Reduce pollutants and GHG emissions within the corridor | 10 Address climate change vulnerabilities to transportation facilities |

The CMCP identifies a number of critical transportation modes to achieve these goals including public transit services, private commuter shuttle services, and bicycle and pedestrian facilities within the US 101 South Corridor. The CMCP also identifies numerous programmed, planned, and proposed projects within the US 101 corridor that will help achieve the various goals and objectives identified for the corridor.

With the CMCP as its foundation and to accomplish a more focused and robust project prioritization exercise, SMCTA has initiated the 101 Corridor Connect Program to prioritize projects for implementation through rigorous public engagement and to position SMCTA and its partners for future funding opportunities to move these projects to implementation. The goals of the 101 Corridor Connect Program, tying off the US 101 South CMCP, are shown in Figure 3.

			
<p>SAFE Enhance safety for users of the transportation network.</p>	<p>CONNECTED Connect people to the places they need to go.</p>	<p>SUSTAINABLE Improve air quality and reduce emissions.</p>	<p>INCLUSIVE Increase access for underserved communities.</p>

Figure 3. 101 Corridor Connect Goals

The 101 Corridor Connect program divides the corridor into three areas (North County, Mid County, and South County) with a one-mile buffer around US 101. The one-mile buffer is defined as the project corridor. For the existing conditions analysis, an expanded project area was defined to better reflect demographic and transportation conditions in Mid County. The project area refers to the jurisdictional boundaries of all cities and communities that intersect the project corridor. The US 101 Mid County Multimodal Strategy is consistent with the US 101 North County Multimodal Strategy² and identifies and prioritizes transportation projects on and within the US 101 Mid County project area, shown as the blue area in Figure 4.

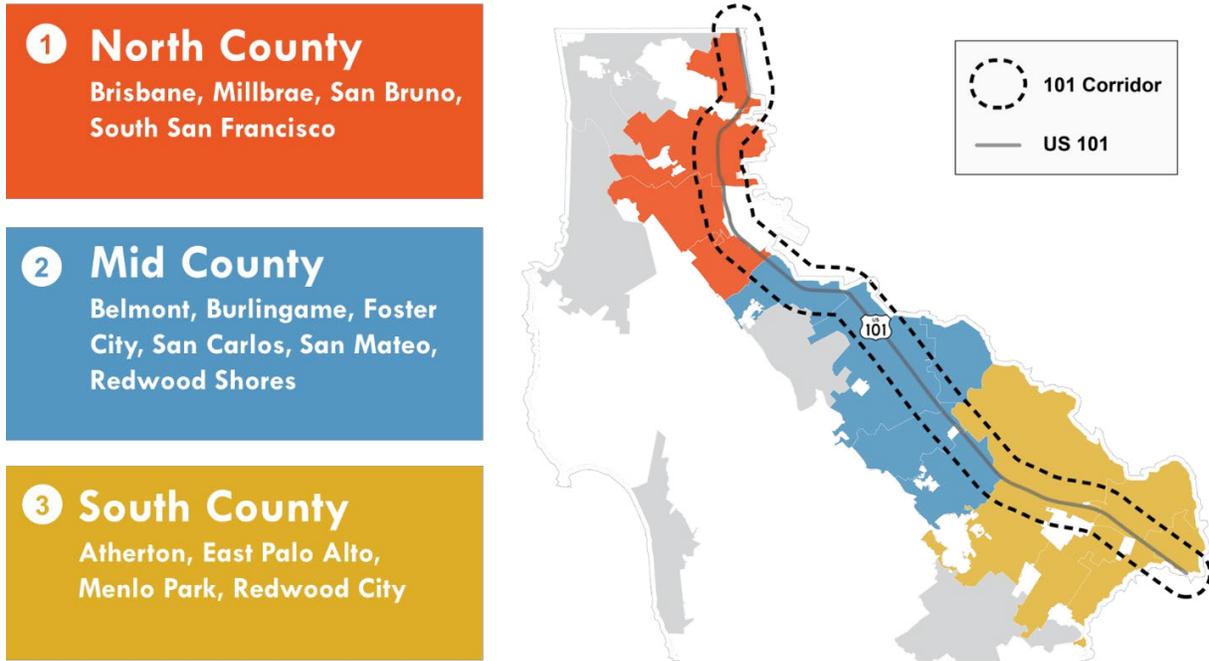


Figure 4. 101 Corridor Connect Project Areas

The US 101 Mid County Multimodal Strategy was developed to identify and prioritize transportation projects on and within one-mile of the US 101 Mid County area. Drawing from existing planning documents, capital improvement programs, and input from regional partners and stakeholders, the strategy evaluates projects based on their potential to reduce congestion on US 101. The projects were evaluated based on criteria including grant program guidelines, community feedback, and SMCTA's Strategic Plan. The highest-performing projects were prioritized, and a high-level implementation strategy was developed to support a coordinated approach to future project delivery. The resulting US 101 Mid County Multimodal Strategy contains projects advancing the goals of the overarching 101 Corridor Connect Program.

2 The details of the North County Multimodal Strategy can be found in the US 101 North County Multimodal Strategy Report.

1.2 MULTIMODAL STRATEGY DEVELOPMENT

Step 1: Identify and Evaluate

As shown in Figure 5, transportation projects on the freeway and within the one-mile buffer were identified from existing planning documents and capital improvement programs and through discussions with local agency staff. Identified projects were assessed for their potential to address congestion on US 101 and evaluated against criteria based on various factors including grant program guidelines, community feedback, and SMCTA's Strategic Plan.

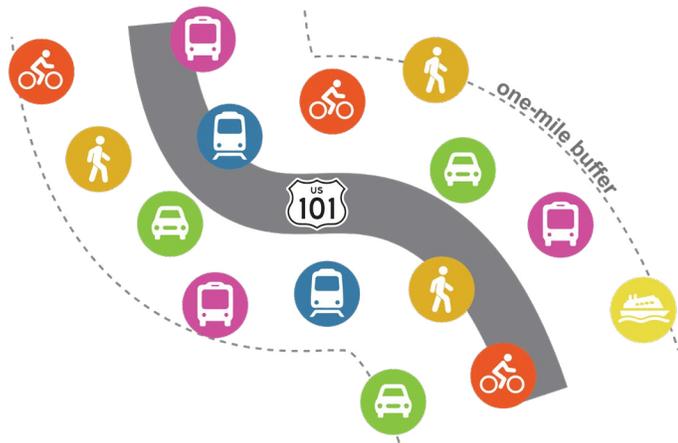


Figure 5. Identify and Evaluate

Step 2: Prioritize

As shown in Figure 6, projects were then prioritized based on alignment with the goals of the 101 Corridor Connect program and community input to inform the final program of projects. Implementation strategies were developed for each project to help ensure a coordinated approach to delivering projects.



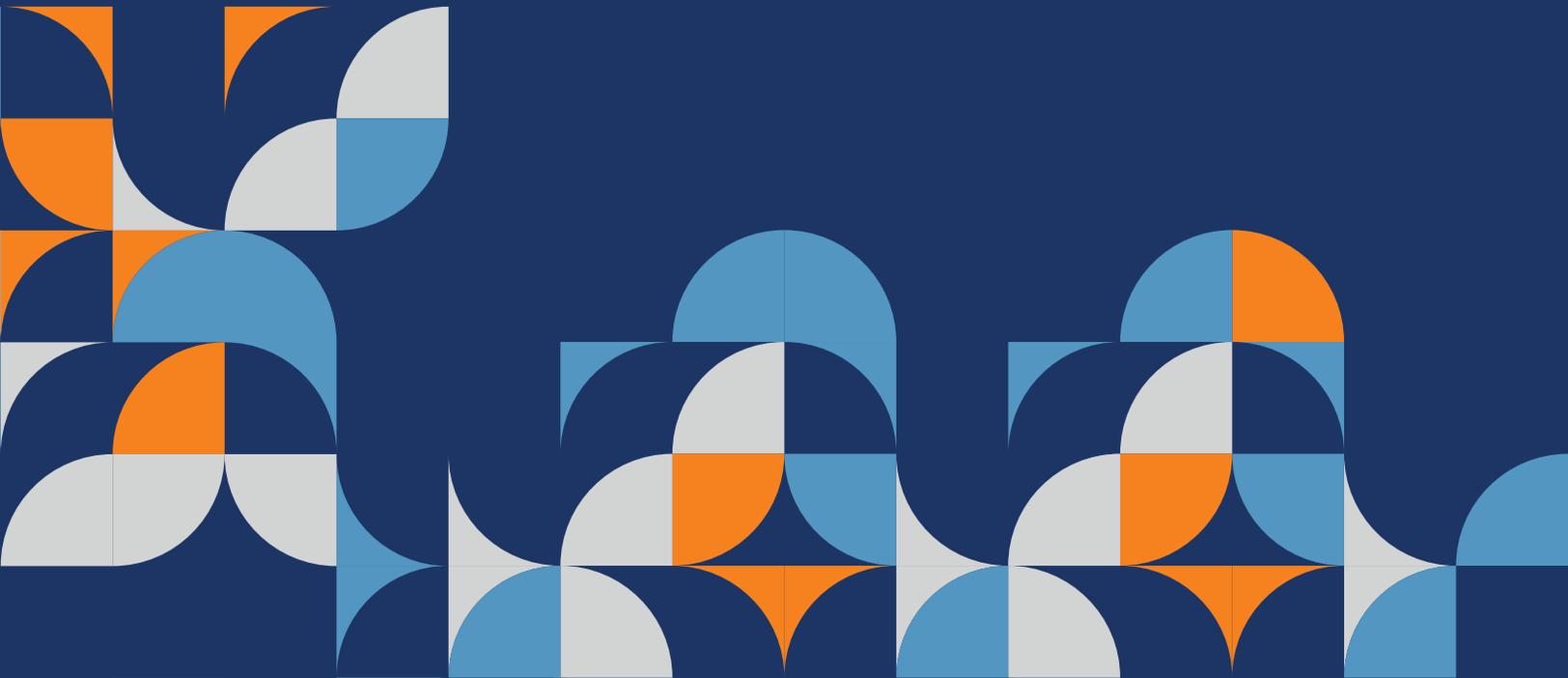
Figure 6. Prioritize

Step 3: Adopt & Deliver

All projects identified as priority in the Mid County Multimodal Strategy will become part of the 101 Corridor Connect program, and will be projects SMCTA will prioritize to move forward. Following the adoption of the Mid County Multimodal Strategy, SMCTA will begin partnering with local jurisdictions and partners to begin to help move projects forward toward delivery. SMCTA will use these congestion management priorities to help provide technical assistance for agencies that need help further scoping, engaging with the community, designing, and securing funding to ultimately see projects constructed.

2

Summary of Existing Conditions



2.1 EXISTING TRANSPORTATION NETWORK

The geographical limits of the US 101 Mid County Multimodal Strategy project corridor are shown in Figure 7. The project corridor spans approximately 11 miles and includes the area of a one-mile buffer from the center of US 101 that begins at the southern extent of the San Francisco International Airport (SFO) to the Bair Island Ecological Reserve in San Carlos. This includes the cities of Burlingame, San Mateo, Foster City, Belmont, Redwood Shores,³ and San Carlos.



Figure 7. Mid County Multimodal Strategy Project Limits

³ While Redwood Shores is part of the Redwood City jurisdiction, it will be considered as its own jurisdiction and included as part of the Mid County project area for this project. The remaining area of Redwood City will be included in the South County project area.

2.1.1 Roadway Network

The roadway network serving the jurisdictions in the project area is shown in Figure 8. Longer regional and intercity trips are most effectively served by the Interstate and freeway system, including US 101 and State Route (SR) 92, and to a lesser extent by arterials like El Camino Real.

US 101 is the primary roadway facility in the project area and is an important component of the regional roadway system, serving intercounty travel for through trips, as well as providing connections to residential, commercial and major employment centers adjacent to the freeway corridor. The Mid County segment of US 101 is a ten to 12-lane freeway cross-section, with auxiliary lanes between selected interchanges to facilitate merging. This segment also contains express lanes in both directions on US 101. The express lanes are dynamically priced and cost is adjusted based on real-time traffic levels.⁴



Figure 8. Existing Roadway Network

Source: California Department of Transportation, 2024.

⁴ Additional information on the San Mateo 101 Express Lanes can be found at www.101expresslanes.org.

US 101 is monitored for level-of-service (LOS) performance biennially as part of the annual Congestion Management Program (CMP) monitoring and performance evaluation. Table 1 shows the LOS for the segments of US 101 within the project corridor defined in the CMP monitoring reports from 2019, 2021, and 2023. At present, US 101 experiences recurring congestion between Broadway and Peninsula Avenue in both the AM and PM peak periods, and between SR 92 and Whipple Avenue in the PM peak period.

Table 1. US 101 Level of Service

	Route	CMP Segment Location	LOS Standard	2019 Peak LOS		2021 Peak LOS		2023 Peak LOS	
				AM	PM	AM	PM	AM	PM
	US 101	Broadway to Peninsula Avenue	E	F	F	D	F	F	F
	US 101	Peninsula Avenue to SR 92	F	F	F	F	E	F	F
	US 101	SR 92 to Whipple Avenue	E	F	F	D	F	E	F

Source: City/County Association of Governments of San Mateo County 2019, 2021, 2023 Congestion Management Program Annual Monitoring Report.

Figure 9 shows the High Injury Network (HIN) for motor vehicles and the Countywide HIN. The Countywide HIN consists of corridors where the individual HINs for bicycles, pedestrians, and motor vehicles overlap with each other. Figure 10 assessed the collision history along the corridor, showing all crashes resulting in fatal and severe injuries from 2019 to 2023. In general, crashes involving two or more motor vehicles show a higher concentration along the highway system and El Camino Real (SR 82) and incidents involving bicycles or pedestrians are concentrated in North San Mateo west of US 101, El Camino Real, and East Hillsdale Boulevard. The top three causes of these crashes are unsafe speeding, improper turning, and driving under the influence.



Figure 9. Crashes in the Project Area

Source: City/County Association of Governments of Mateo County 2024 Countywide Local Roadway Safety Plan, High Injury Network.

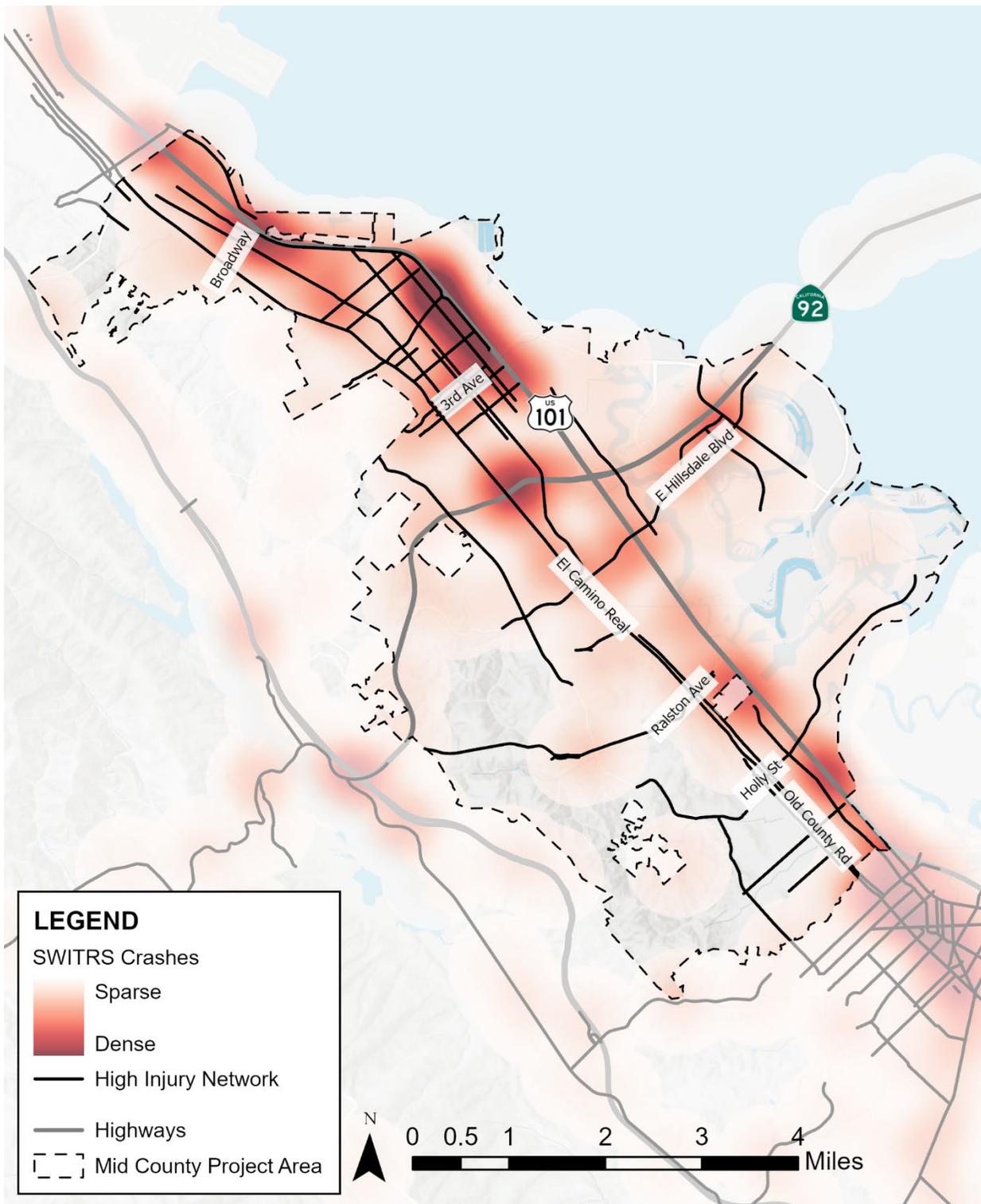


Figure 10. Vehicle Crashes with Fatal and Severe Injuries

Source: University of California, Berkeley SafeTREC Transportation Injury Mapping System, 2019-2023; City/County Association of Governments of San Mateo County 2024 Countywide Local Roadway Safety Plan, High Injury Network.

2.1.2 Transit Network

The project area is served by bus, rail and shuttle transit services. Transit providers are Caltrain commuter rail service, SamTrans bus service, and Commute.org shuttle service. Caltrain stations within Mid County are located at Broadway,⁵ Burlingame, downtown San Mateo, Hayward Park, Hillsdale, Belmont, and San Carlos. SamTrans operates a mix of local, intercity in Mid County, and express to San Francisco bus routes. Commute.org, the San Mateo County Transportation Demand Management Agency, operates ten of their 16 shuttle routes in Mid County.⁶ These shuttles are free to the public and connect riders to regional transit stations (Bay Area Rapid Transit and Caltrain), workplaces, schools and residential areas through the county. Park-and-ride facilities are located at all seven Caltrain stations in the project area and along US 101 owned by Caltrans. The existing transit services in the area are shown in Figure 11. The new Caltrain Electrified Service schedule became effective in September 2024, providing improved service frequencies during weekdays and weekends. The new electrified service introduced significantly improved travel times and 20 percent more frequency at stations on weekdays. Weekend service also doubled from 60 minute to 30 minute frequencies.



Figure 11. Existing Transit Service

Source: Caltrain Rail and Shuttle Routes and Stations, 2024; SamTrans Bus Routes, 2023.⁷

⁵ Broadway station provides weekend service only.

⁶ <https://commute.org/shuttles>.

⁷ The Millbrae BART station lies just outside the Mid County project area.

Table 2 summarizes ridership on transit in the project area, highlighting the reductions in ridership at the height of the COVID-19 pandemic and statewide shelter-in-place order, beginning in early 2020. Recovery of transit ridership has been uneven and varies considerably by operator and service type. As of 2023, average monthly ridership for SamTrans services has recovered between 62 percent for Local/Connector routes to 89 percent for Intercity routes compared to 2019 ridership. Caltrain regional transit services that are more commuter-oriented have a ridership recovery rate of 29 percent, which is lower than SamTrans intercity bus ridership. Local shuttles in the area have recovered by 45 percent since early 2020.

Table 2. Transit Ridership in the US 101 Mid County Project Area

	2018	2019	2020	2021	2022	2023	2023 as % of 2019
Operator/ Service Type							
SamTrans/School	43,821	41,473	9,155	10,764	29,207	32,591	78.6%
SamTrans/Connector	44,518	54,724	19,444	18,262	28,511	33,668	61.5%
SamTrans/Intercity	360,968	357,302	196,857	217,340	269,079	318,261	89.1%
Commute.org/ Shuttles	15,833	15,324	4,062	2,173	4,702	6,841	44.6%
Caltrain ⁸	1,571,266	1,557,260	79,200	202,338	393,064	454,819	29.2%

Source: SamTrans Ridership Data; Shuttles Ridership Data; Caltrain Ridership Data, 2018-2023.

Transit rider socioeconomic and demographic characteristics vary by transit operator. Table 3 summarizes selected demographic characteristics of total system transit riders for SamTrans and Caltrain using data collected during on-board surveys in 2021 and 2022. SamTrans ridership has a higher proportion of riders that are non-white, do not own a vehicle at home, have limited English language proficiency, and are senior and school age relative to Caltrain riders. SamTrans riders also have a lower average household income compared to Caltrain riders. This indicates that SamTrans services are used by a higher proportion of disadvantaged communities compared to Caltrain. This is an important equity consideration when evaluating projects and developing multimodal strategies for the project corridor.

⁸ Caltrain data is from the 2022 Caltrain Triennial Customer Survey Report.

Table 3. Transit Ridership Demographics by Operator

	SamTrans	Caltrain
Demographic		
Percentage of Non-White Riders	81%	55%
Percentage Zero-Vehicle Households	74%	61%
Limited English Language Proficiency	19%	3%
Percentage of Seniors	13%	4%
Percentage of School Age Children	25%	7%
Average Household Income	\$46,500	\$148,200

Source: SamTrans Triennial Customer Survey, 2021; Caltrain Triennial Customer Survey, 2022.

2.1.3 Active Transportation Network

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Bicycle infrastructure in the project area is maintained by the individual Mid County jurisdictions for infrastructure located on roads and local trails. Approximately 25 miles of the San Francisco Bay Trail, a multi-use bicycle and pedestrian trail that when complete will provide continuous access around the shoreline of the Bay Area, are located in the Mid County project area. Like the roadway networks and transit services, bicycle infrastructure is based on a hierarchy of service referred to as classes. California has four primary bicycle classifications as defined by the California Manual of Uniform Traffic Control Devices. The four bicycle classes are:

1. Multi-Use Paths (Class I)
2. Bicycle Lanes (Class II)
3. Bicycle Routes and Bicycle Boulevards (Class III)
4. Separated Bicycle Lanes (Class IV)

These bicycle classes provide different protection levels to users and between vehicle traffic. Figure 12 shows the existing bicycle and multiuse trails located in the project area as of 2021. Since the C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan was published in 2021 there have been improvements and expansions to the existing bicycle network that are not reflected in Figure 12. More information about recently completed bicycle projects can be found on the respective webpages for each jurisdiction.

There are very few crossings over the US 101 highway, which is a major barrier to bicyclists and pedestrians traveling in the corridor. Of the seven vehicle crossings in the project corridor, four include bicycle/pedestrian infrastructure. In addition to these shared crossings, there are three fully separated bicycle and pedestrian bridges crossing US 101, located at Monte Diablo Avenue in San Mateo, just north of Ralston Avenue in Belmont, and at Broadway in Burlingame. Limited bicycle and pedestrian infrastructure on or near existing US 101 crossings presents a challenge to convenient and safe east-west bicycle and pedestrian travel, and limits connectivity between residential areas on the east side of US 101 and major commercial areas on the west side of US 101.

HIGH INJURY NETWORK

Figure 13 shows the C/CAG HIN for bicycles and pedestrians. While the motor vehicle HIN includes corridors with a disproportionate number of historical crashes between motor vehicles, the bicycle and pedestrian HIN's

includes corridors where there have been a disproportionate number of historical crashes between motor vehicles and bicycles and/or pedestrians.

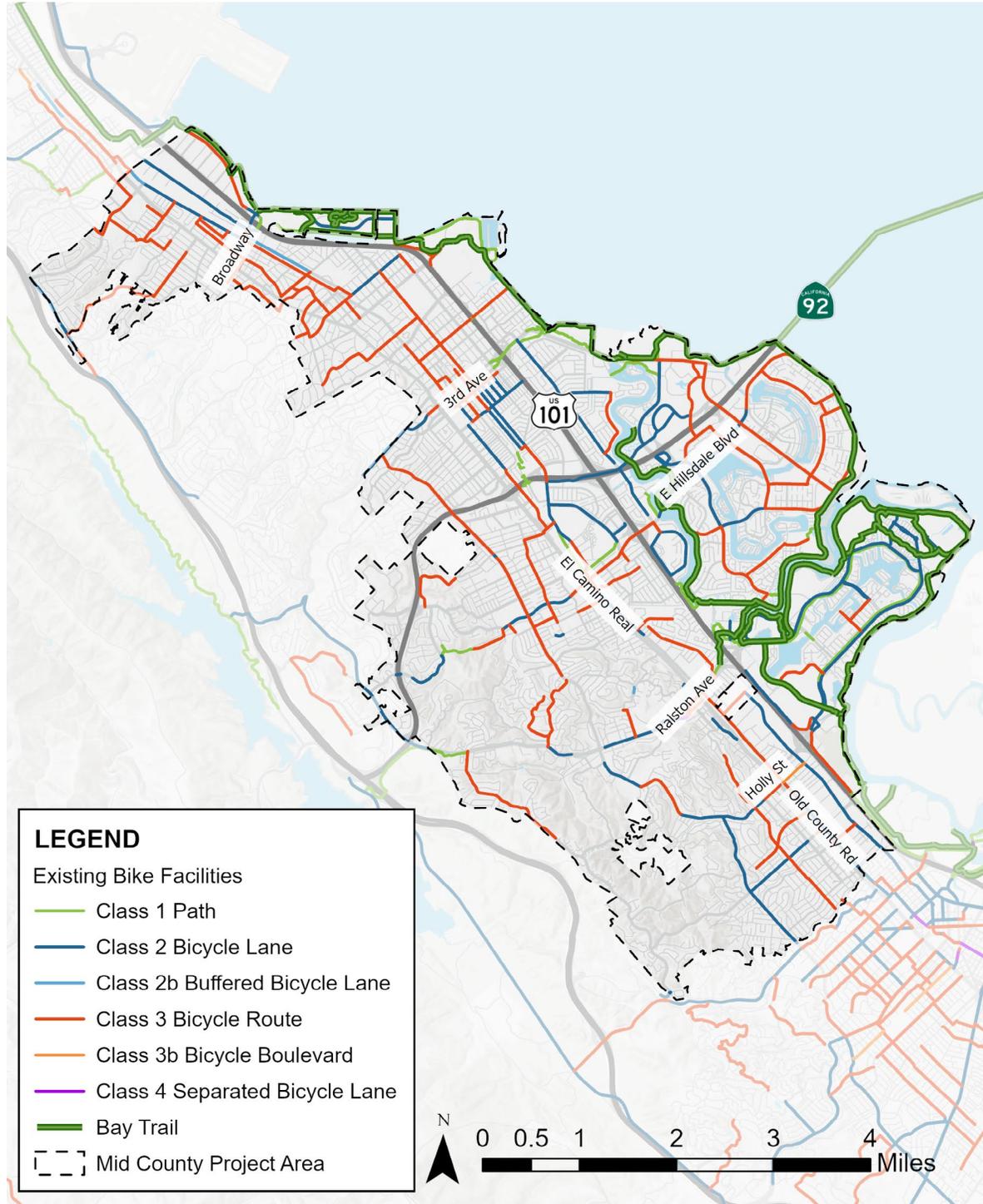


Figure 12. Existing Bicycle Facilities

Source: City/County Association of Governments of San Mateo County Comprehensive Bicycle and Pedestrian Plan, 2021; Metropolitan Transportation Commission Bay Trail Gap Closure Implementation Plan, 2024; Redwood City RWC Walk Bike Thrive Plan, 2025.



Figure 13. Bicycle and Pedestrian High Injury Networks in the Project Area

Source: City/County Association of Governments of San Mateo County 2024 Countywide Local Roadway Safety Plan, High Injury Network.

2.2 CORRIDOR DEMOGRAPHICS AND TRAVEL MARKETS

2.2.1 Population and Employment Characteristics

Based on 2021 American Community Survey (ACS) 5-year estimate Census data, there are approximately 240,000 persons, 127,000 workers and over 134,000 jobs located within the jurisdictions in the project area. Table 4 summarizes the population and job characteristics for the Mid County cities and San Mateo County. The project area includes approximately 32 percent of the residents, 32 percent of employed workers, and 32 percent of jobs in San Mateo County. Within each jurisdiction, the ratio of jobs to workers, or employed residents, varies. For example, more people leave the City of Belmont for work, while the City of Burlingame has a higher number of people traveling into the city for work. Overall, the majority of Mid County workers are employed in San Mateo County at 66 percent, which is slightly lower than the County as a whole at 67 percent. This highlights the need of improving first- and last-mile connections and strengthening local transportation options within the County. In addition to local travel, there is also a relatively large proportion of out-commuters in the corridor cities. It is important to balance investments in local transportation infrastructure and services with regional facilities, either transit or roadways, to facilitate the commuting patterns of existing residents.

Table 4. Population and Job Characteristics

	Belmont	Burlingame	Foster City	Redwood Shores	San Carlos	San Mateo	All Mid County Cities	San Mateo County
Total Population	28,109	31,142	33,511	11,772	30,754	105,087	240,375	762,488
Working Age Population (16 years and older)	22,416	24,935	26,914	9,191	24,416	85,422	193,294	625,530
Jobs	8,733	29,808	19,247	N/A ⁹	19,130	57,184	134,102*	420,592
Employed Workers	14,378	16,773	16,960	6,144	16,695	55,783	126,733	400,489
Jobs/Worker	0.61	1.78	1.13	N/A*	1.15	1.03	1.11*	1.05
% Working in San Mateo County	70.1%	62.5%	70.7%	68.4%	70.0%	69.7%	65.6%	63.1%

Source: American Community Survey 5-Year Estimates, 2017-2021.

9 Number of jobs data unavailable for Redwood Shores jurisdiction; All Mid County Cities Combined data for 'Jobs' and 'Jobs/Worker' does not include Redwood Shores in calculation.

2.2.2 Race and Ethnicity

Table 5 summarizes the population by race and ethnicity as reported in the 2021 Census. The project area is diverse with the highest populations being White alone at 45 percent, Asian alone at 30 percent, and Hispanic/Latino at 17 percent. Compared to San Mateo County as a whole, the project area has a higher proportion of White alone population and lower proportions of Hispanic/Latino and Black Alone populations. There are variations between the percent of population by race and ethnicity for the individual cities relative to the project area and county, however, in general the individual cities also reflect diverse populations.

Table 5. Population by Race

	Belmont	Burlingame	Foster City	Redwood Shores	San Carlos	San Mateo	All Mid County Cities	San Mateo County
Hispanic/Latino	12.1%	14.2%	8.6%	5.7%	9.5%	24.1%	16.5%	24.1%
Non-Hispanic/Latino	87.9%	85.8%	91.4%	94.3%	90.5%	75.9%	83.5%	75.9%
White Alone	49.1%	52.2%	31.0%	40.4%	63.2%	40.9%	44.8%	37.8%
Black Alone	1.1%	1.6%	2.4%	0.3%	0.7%	1.9%	1.6%	2.2%
American Indian/Alaska Native	0.2%	0.0%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%
Asian Alone	29.9%	27.3%	51.8%	44.6%	18.2%	25.2%	29.8%	29.6%
Native Hawaiian/Pacific Islander	1.4%	0.1%	0.2%	1.3%	0.4%	1.7%	1.1%	1.2%
Other	1.1%	0.7%	0.1%	0.3%	1.0%	0.6%	0.6%	0.6%
2 or more Races	5.3%	3.9%	5.6%	7.2%	6.9%	5.5%	5.5%	4.4%

Source: American Community Survey 5-Year Estimates, 2017-2021.

Figure 14 shows two geographical indexes that identify locations in the project area where need and equity characteristics indicate that transportation improvements could be prioritized. The indexes are the Equity Priority Areas (EPA) defined by SamTrans, and Equity Priority Communities (EPC) defined by the Metropolitan Transportation Commission (MTC). Both indexes highlight locations that have concentrations of populations with low income, low vehicle ownership rates, high proportions of minority populations and high proportions of persons with limited English language capabilities, among other characteristics. EPAs and EPCs are important considerations throughout the entire process of project and program development from planning, investment and community outreach. Equity areas in the project area are primarily found adjacent to major corridors including US 101 and El Camino Real.

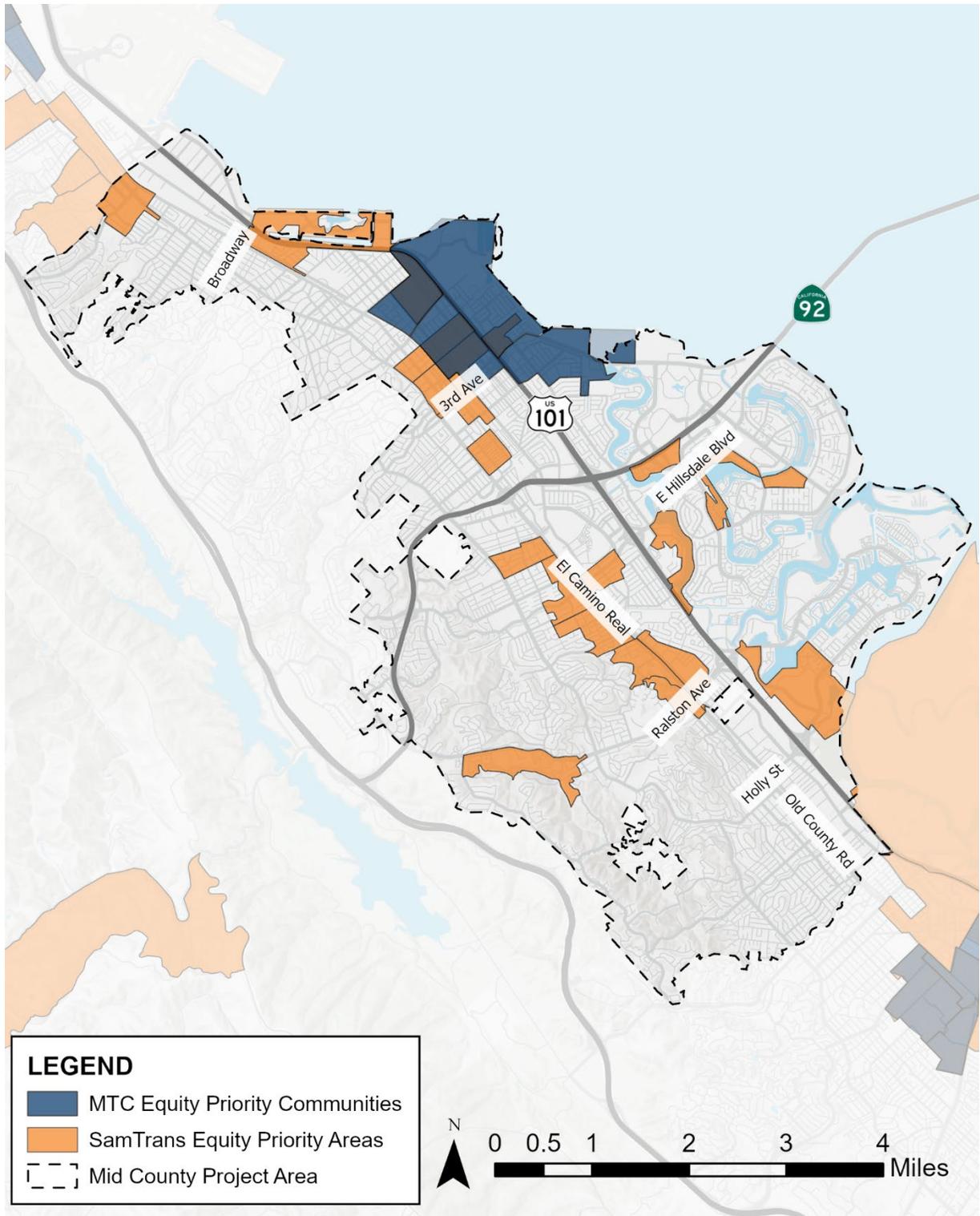


Figure 14. Equity Priority Areas and Equity Priority Communities

Source: Metropolitan Transportation Commission Plan Bay Area 2050, 2021; Reimagine SamTrans, 2022.

2.2.3 Commuter Mode Shares

Table 6 and Table 7 provide data on how each jurisdiction within the project area and San Mateo County residents as a whole commute to work both pre- and post-pandemic. Prior to the pandemic, for all Mid County cities in total, driving alone was the largest share of how workers commuted to work, followed by transit and carpool. However, post-pandemic trends show that for Mid County cities, drive alone and transit mode shares decreased while work from home increased. All other commute modes remained relatively similar to 2019 conditions.¹⁰

Table 6. 2019 Commute Mode Share

	Belmont	Burlingame	Foster City	Redwood Shores	San Carlos	San Mateo	All Mid County Cities	San Mateo County
Drive Alone	73.5%	65.7%	69.5%	74.5%	74.8%	67.0%	69.3%	67.8%
Carpool	9.9%	6.4%	10.7%	6.9%	4.9%	9.5%	8.6%	10.2%
Transit	7.0%	15.4%	7.4%	7.4%	7.7%	11.6%	10.3%	11.0%
Walk	1.9%	4.0%	2.3%	1.9%	2.7%	2.4%	2.6%	2.6%
Bicycle	1.2%	0.8%	1.7%	2.3%	1.0%	1.4%	1.3%	1.5%
Other ¹¹	0.9%	1.1%	2.6%	1.4%	0.9%	2.3%	1.8%	1.7%
Work From Home	5.6%	6.5%	5.8%	5.6%	8.1%	5.7%	6.1%	5.3%

Source: American Community Survey 5-Year Estimates, 2015-2019.

Table 7. 2021 Commute Mode Share

	Belmont	Burlingame	Foster City	Redwood Shores	San Carlos	San Mateo	All Mid County Cities	San Mateo County
Drive Alone	62.4%	58.7%	60.8%	59.1%	62.3%	61.4%	61.1%	61.5%
Carpool	5.3%	5.2%	8.1%	7.1%	4.2%	8.8%	7.1%	9.4%
Transit	6.6%	12.5%	5.6%	6.7%	5.3%	8.3%	7.8%	8.6%
Walk	1.8%	4.0%	1.3%	1.9%	2.0%	2.7%	2.5%	2.5%
Bicycle	0.7%	1.2%	1.3%	2.0%	1.0%	1.0%	1.1%	1.3%
Other	1.2%	1.5%	2.2%	1.3%	2.3%	2.3%	2.0%	1.9%
Work From Home	22.1%	16.9%	20.6%	21.9%	23.0%	15.5%	18.4%	14.9%

Source: American Community Survey 5-Year Estimates, 2017-2021.

¹⁰ This analysis was performed using 2021 data, which was the most recent available dataset from the US Census at the time of analysis.

¹¹ Other includes taxicab, motorcycle, or other miscellaneous modes of travel.

2.2.4 Corridor Travel Patterns

VEHICLE TRIPS

The travel market analysis for trips occurring in the project area was developed using 2021 StreetLight data.¹² Figure 15 shows the average daily vehicle origin-destination flows within and between each jurisdiction in the project area.¹³ For each jurisdiction, the most common destinations for vehicle trips that originate in the project area are:

1. Outside the project area
2. Internal trips that start and end within each jurisdiction
3. The City of San Mateo

Of the 454,000 vehicle trips that originate within the project area, approximately 177,000 daily trips end outside the project area and 127,000 trips end in the City of San Mateo. This compares to approximately 30,000-40,000 daily trips that end in each of the other jurisdictions in Mid County. Internal trips that start and end within each jurisdiction range from 30 percent in Belmont and Burlingame to 45 percent in San Mateo. These trips are trips to schools and residential activities, such as shopping, local errands, and other recreational and leisure activities.

In 2021, there were 1,493,665 daily vehicle trips that started, ended, or passed through jurisdictions within the project area. Of this total, approximately 919,295 trips occurred completely within the project area, representing 62 percent of the total. The remaining trips show regional travel with 13 percent entering, 13 percent exiting, and 12 percent passing through the project area. These patterns demonstrate the prevalence of short distance vehicle trips and opportunities to offer more non-vehicle services or improved bicycle and pedestrian facilities that encourage mode shifts.

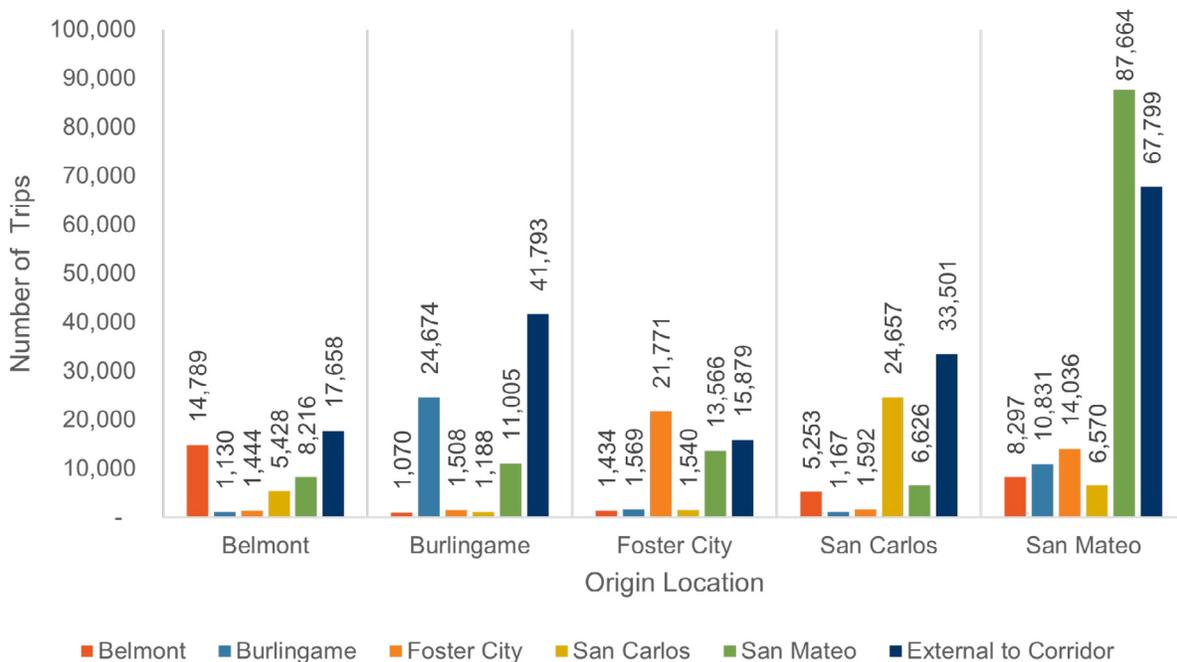


Figure 15. US 101 Mid County Average Daily Vehicle Origin-Destination Flows by Jurisdiction, 2021

Source: StreetLight Data Origin-Destination Transportation Analytics, 2021.

¹² StreetLight Data is derived primarily from anonymized cell phone data that provides the location of the trip. Using algorithms and logic rules, StreetLight can summarize the cell phone data into meaningful trip characteristics including trip origin and destination, trip purpose, time of day, trip travel time, travel distance, and socioeconomic characteristics of the traveler.

¹³ This analysis was performed at the city level, and as such Redwood Shores is not included. Instead, Redwood Shores will be included as part of Redwood City and will be captured in the South County report.

2.2.5 Mode Shift Potential

Additional analysis exploring the potential for shifting to non-motorized modes of travel was conducted on the approximately 277,000 trips that occur entirely within the project area. Figure 16 summarizes the number of trips in each jurisdiction summarized by trip length using distance cohorts of 0 - 1 mile, 1 - 5 miles, and 5+ miles. Vehicle trips under five miles can be used to identify market potential for trips that could potentially shift to non-motorized, more sustainable modes. Vehicle trips under one mile have the potential to shift to pedestrian travel, and vehicle trips between one and five miles have the potential to shift to bicycle travel.¹⁴

The results indicate that there is high potential for a mode shift away from vehicle use in San Mateo, with almost 100,000 vehicle trips made under five miles. While Burlingame, Foster City, and San Carlos have fewer vehicle trips overall, these jurisdictions have high percentages of short vehicle trips by origin, ranging from 68-72 percent of trips under five miles. This data also indicates the potential for mode shift, but further community engagement and analysis will be necessary to find out the most effective ways to support mode shifts through project investment providing basis for improved multimodal options through the Mid County project area.

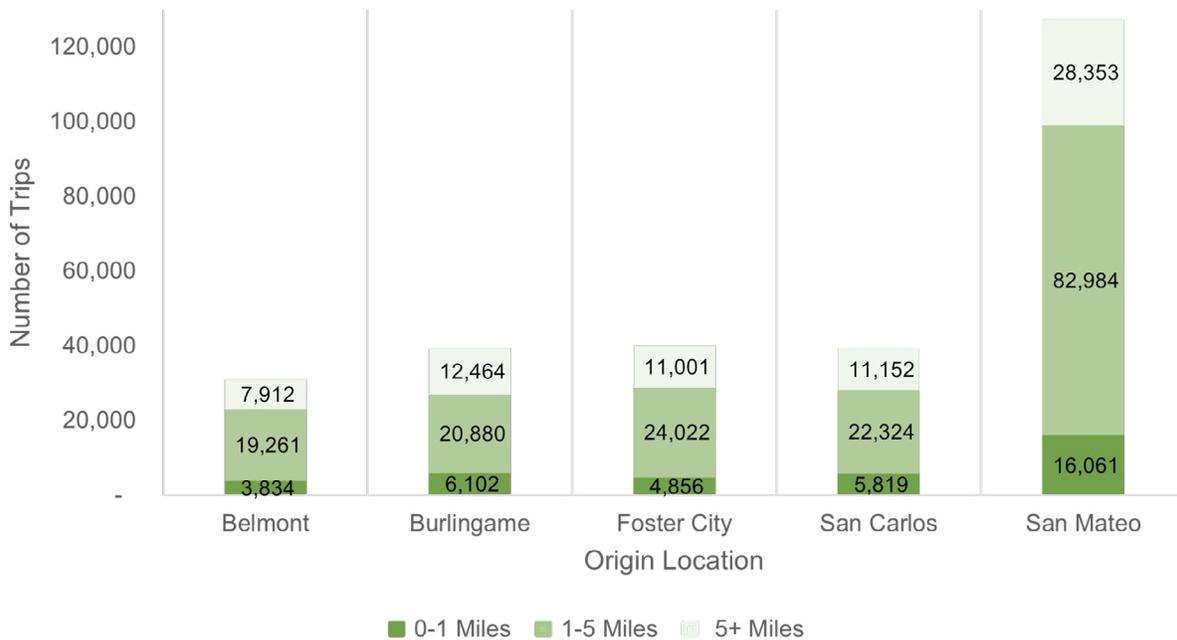


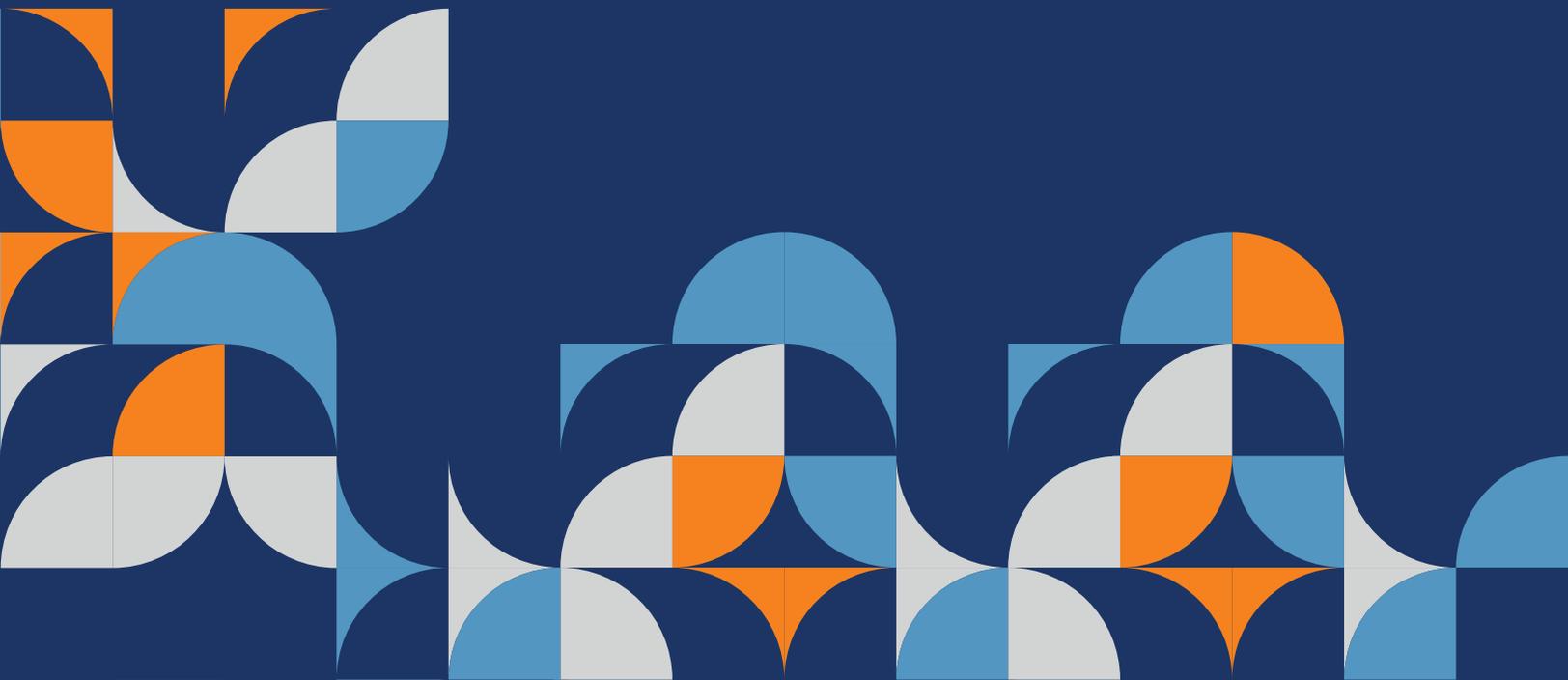
Figure 16. Vehicle Trips Summarized by Trip Distance and Origin Jurisdiction, 2021

Source: StreetLight Data Origin-Destination Transportation Analytics, 2021.

¹⁴ Source: SMCTA.



Stakeholder and Community Outreach



Public engagement activities were conducted from October 2024 to December 2024. The goals of the community outreach were to identify the community’s priorities for transportation improvements to help to prioritize projects within the study area. The outreach strategy prioritized seeking feedback from a broad range of people from various geographies, cultural backgrounds, and underrepresented communities. Emphasis was placed on reaching members of underrepresented groups by providing project information in multiple languages, providing interpretation services at community meetings, posting information at bus stops with high ridership, and providing staff fluent in Spanish and Cantonese at pop-up events. Further, the engagement strategies provided accessible participation in the engagement process through the translation of project materials, in-language interpretation at meetings, stipends for community-based organizations (CBO), and gift cards for people who volunteered to participate in the CBO meetings. Figure 17 summarizes statistics from these various Mid County outreach activities.

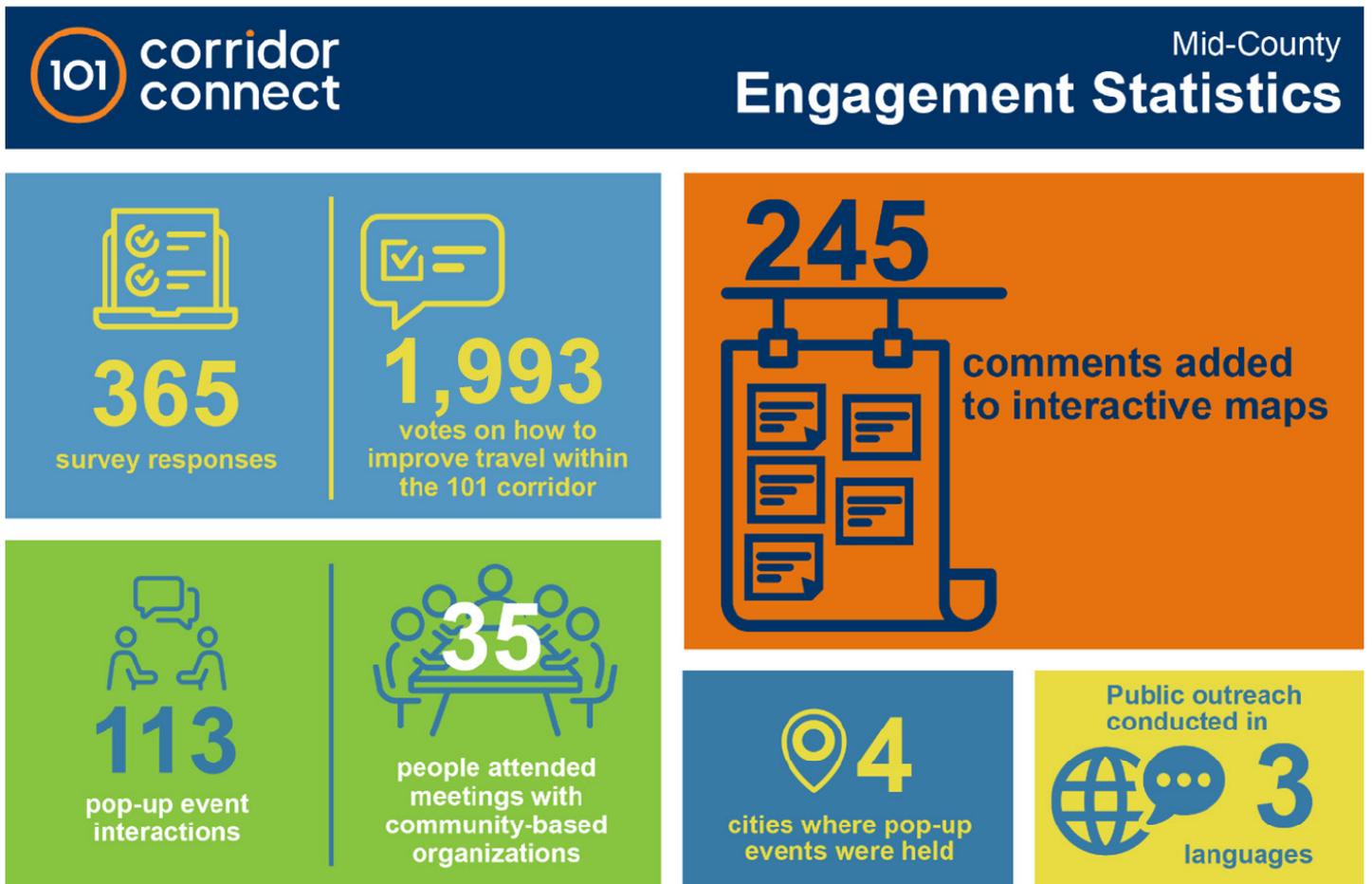


Figure 17. Engagement Statistics

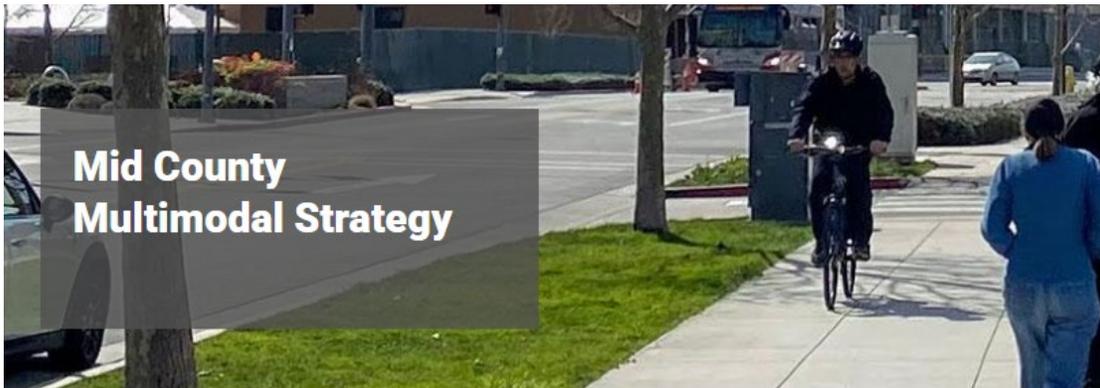
In addition to public engagement, the strategy engaged partner agencies through the Mid County technical Working Group (WG). The WG provided feedback on the draft project inventory list and input into the selection of the top 20 priority projects. On provided feedback on the draft project inventory list, identified planned projects to be considered for inclusion in the inventory, and gave input on the selection of the top 20 priority projects.

3.1 WHAT WE DID

The Mid County public engagement included a range of strategies to reach a broad audience. These strategies included:

- Project webpage
- Multi-lingual factsheet and a Frequently Asked Questions (FAQ) document
- Press release
- Online survey
- Interactive recorded presentation
- Interactive mapping (available online and at in-person events)
- Four pop-up activities at local community events
- Four small group meetings with CBOs
- Temporary signs at bus stops

The project launched the US 101 Mid County Multimodal Strategy sub-page in October 2024. The 101 Corridor Connect webpage introduced the overall program, general purpose, program priorities, and included an FAQ document in English, Spanish, and Simplified Chinese. The Mid County webpage (Figure 18) included project information including a multilingual fact sheet, FAQ, project timeline, project goals, location, and information on how to provide feedback.



PROJECT OVERVIEW

Highway 101 is the busiest corridor in San Mateo County and is essential for getting people and goods to where they need to go. The corridor includes many types of transportation on and off the highway that connect the community including travel by foot, car, bus, bicycle, train, and ferry. The San Mateo County Transportation Authority's (TA) vision for 101 is to be an interconnected corridor which serves the needs of all travelers in San Mateo County, no matter how they choose to travel.

To meet this goal, the TA is developing the 101 Corridor Connect Mid County Multimodal Strategy which will identify underfunded but necessary projects that improve and encourage the use of different types of transportation.

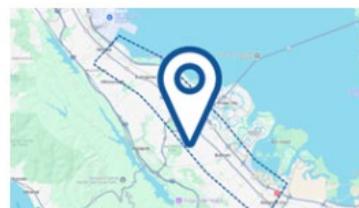
- [FACT SHEET](#)
- [HDJA INFORMATIVA](#)
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JOIN THE CONVERSATION



Online Survey

The online survey is open until the end of December.



Interactive Map

Drop a marker on the map to provide feedback on where travel conditions can be improved.

Figure 18. Project Webpage

Most public input was collected through an online survey that was shared on the SMCTA webpage, press release, social media posts, pop-up events, interactive recorded presentation, and by partner organizations. In addition to general demographic data, the survey collected input on respondents preferred modes of travel, influences on transportation decision making, top transportation concerns, and preferences for travel improvements.

The survey was active from October 2024 to December 2024 and received a total of 365 responses. The interactive video yielded an additional 40 responses. The interactive map collected 245 comments through the online survey and 113 comments at in-person events. In total there were 763 responses collected, across multiple platforms. The interactive map is shown in Figure 19.

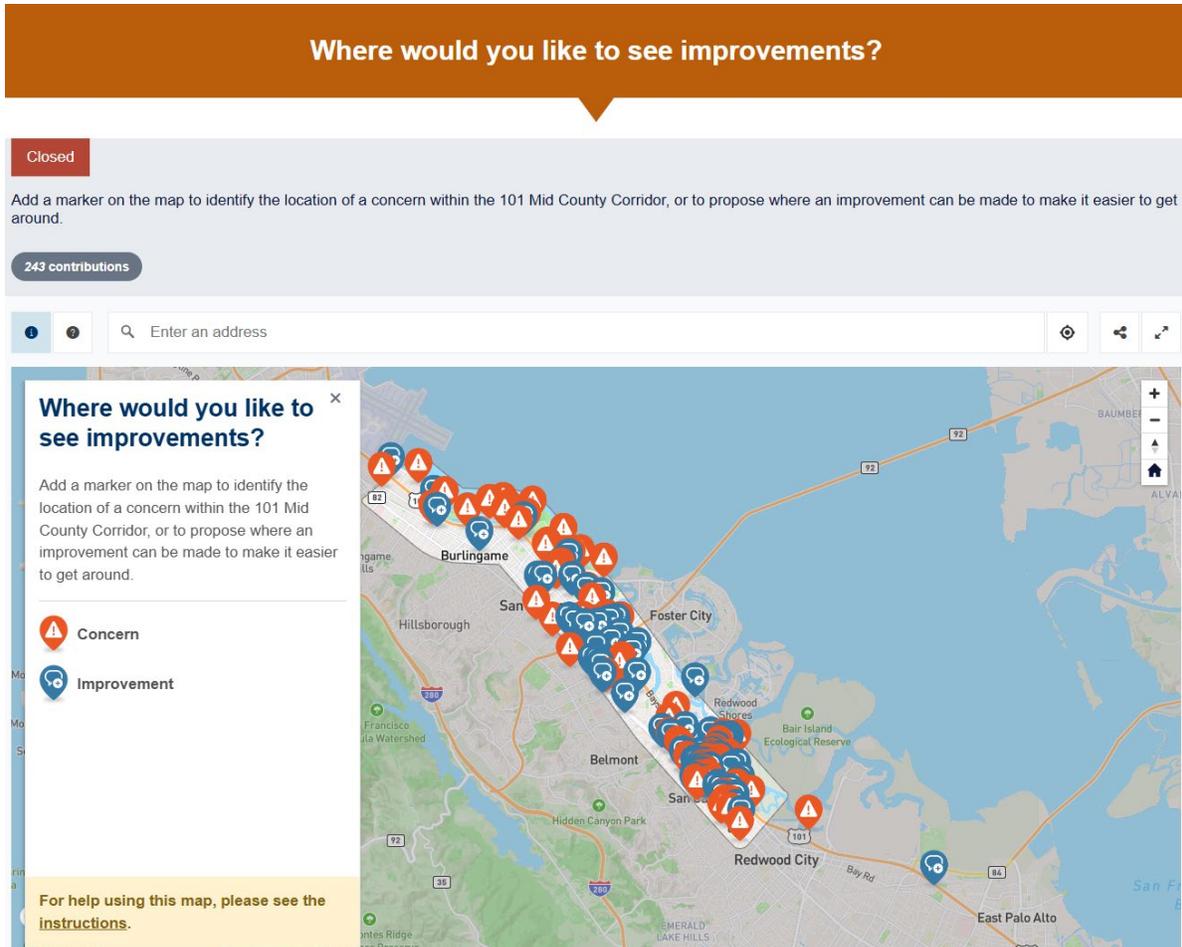


Figure 19. Online Interactive Map (Social Pinpoint)

Four in-person pop-up events were held in October 2024. The pop-ups were selected based on planned community events the project could host a table at. The pop-ups were held at the following local community events:

1. Belmont Waterdog Run – October 12, 2024
2. San Carlos Art and Wine Fair – October 13, 2024
3. San Mateo Boos on B Street – October 26, 2024
4. Burlingame Fall Festival – October 27, 2024

At each event project information was presented and input on transportation issues and challenges was solicited through interactive activity boards (Figure 20). Project materials were available in English, Spanish, and Simplified Chinese.



Figure 20. Interactive Activity Boards from Pop-Up Events

SMCTA facilitated four meetings with CBOs who work directly with EPCs that are historically underrepresented in engagement processes. Meetings were held with El Concilio de San Mateo, Self Help for the Elderly, Catholic Charities of San Mateo, and Foster City Village. In total these meetings had 35 attendees who shared information about how they usually get around their community, transportation habits, mobility challenges, and gave feedback on how to improve their travel experience in San Mateo County.



Figure 21. Community-Based Organization Meetings

3.2 WHO WAS INVOLVED

The WG was formed to seek feedback from technical experts, transit operators, local governments, and SMCTA staff throughout the development of the US 101 Mid County Multimodal Strategy. Participants included members from the following agencies:

- C/CAG
- City of Belmont
- City of Burlingame
- City of San Carlos
- City of San Mateo
- County of San Mateo
- Redwood City
- SamTrans
- Caltrain
- Caltrans

The Strategy was also developed in collaboration with the 101 Corridor Connect Ad-Hoc Committee of the TA Board including Directors Corzo, Medina, and Romero, which provided policy direction and guidance during the development process.

MEETING 1 – EXISTING CONDITIONS

The first meeting was held in October 2024, presenting existing conditions analysis gathering feedback on barriers to transportation, major transportation projects, and ways to promote the online survey. Following this meeting, the WG was given access to the US 101 Mid County Multimodal Strategy project inventory and asked to confirm projects included in the project inventory and provide information on any additional projects. A total of 20 projects were subsequently added to the existing project inventory including interchange reconfigurations, new bike/ped facilities, bike/ped facility improvements, bike/ped gap closures, new bus lanes, bus stop improvements, and transit station improvements.

MEETING 2 – PRIORITIZATION METHODOLOGY

The second meeting presented the draft prioritization methodology and the community feedback received during the outreach activities. Meeting discussion provided input into the weighting and scoring criteria.

MEETING 3 – PROJECT LIST AND STRATEGY REPORT

The third meeting presented the top 20 prioritized project list for the Mid County segment. The WG provided more detailed information and descriptions for each of the top 20 prioritized projects, updates on project statuses, and input on considerations for future project phasing. An overview of the US 101 Mid County Multimodal Strategy and Implementation Plan was also presented.

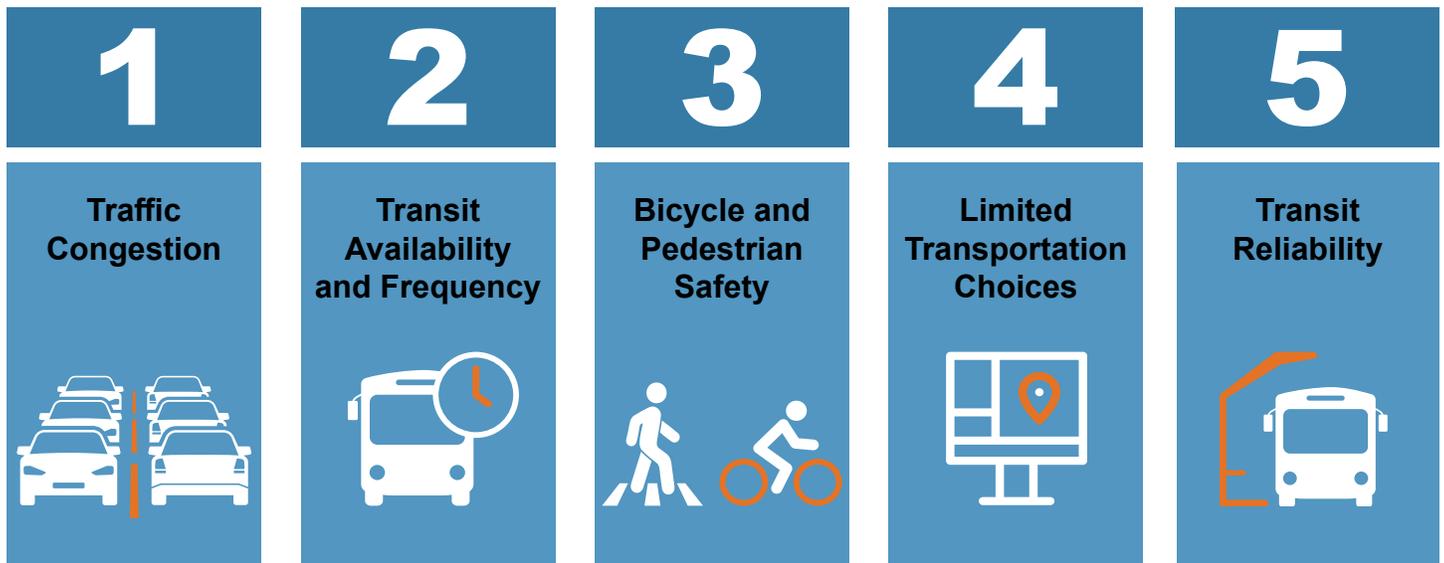
ADDITIONAL PRESENTATIONS

Presentations were made to stakeholders, committees, and SMCTA Board of Directors members to introduce the project and promote completion of the online survey and interactive map. Presentations were given to the following agencies:

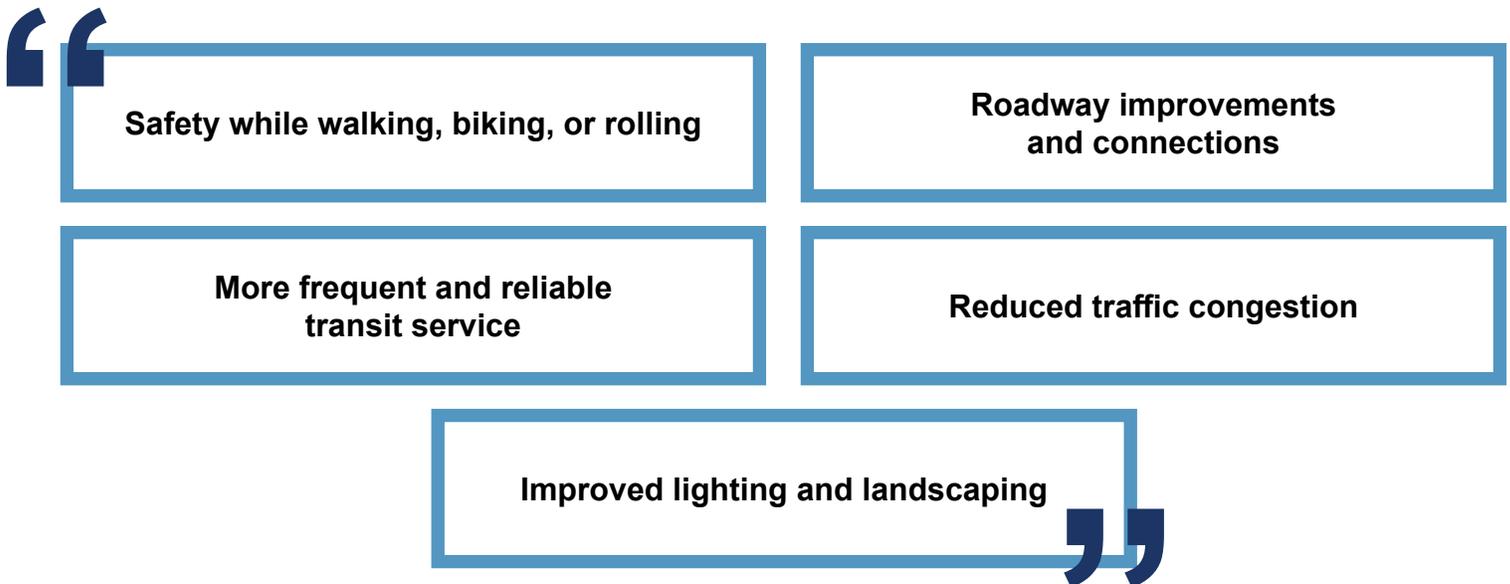
- SFO (staff briefing)
- Office of San Mateo County Supervisor Noelia Corzo
- Office of San Mateo County Supervisor Ray Mueller
- Office of San Mateo County Supervisor Dave Pine
- San Mateo County Transit District Stakeholder Advisory Group and Technical Advisory Group
- San Mateo County Economic Development Association – Housing, Land Use, and Transportation
- City of San Mateo - Sustainability & Infrastructure Commission
- Chamber San Mateo County – Transportation and Housing Committee
- Foster City Chamber/San Mateo Area Chamber combined meeting
- City of San Carlos – Planning and Transportation Commission
- City of Burlingame – Traffic, Safety, and Parking Commission

3.3 WHAT WE HEARD?

The top five transportation concerns identified through the engagement were:



When asked what would improve the public’s travel experience along US 101, the top five responses from the pop-up events, online survey, and interactive video were:



3.4 SUGGESTED IMPROVEMENTS

The public was asked to suggest improvements that could be made for each mode to improve travel in the corridor. These are summarized in Table 8.

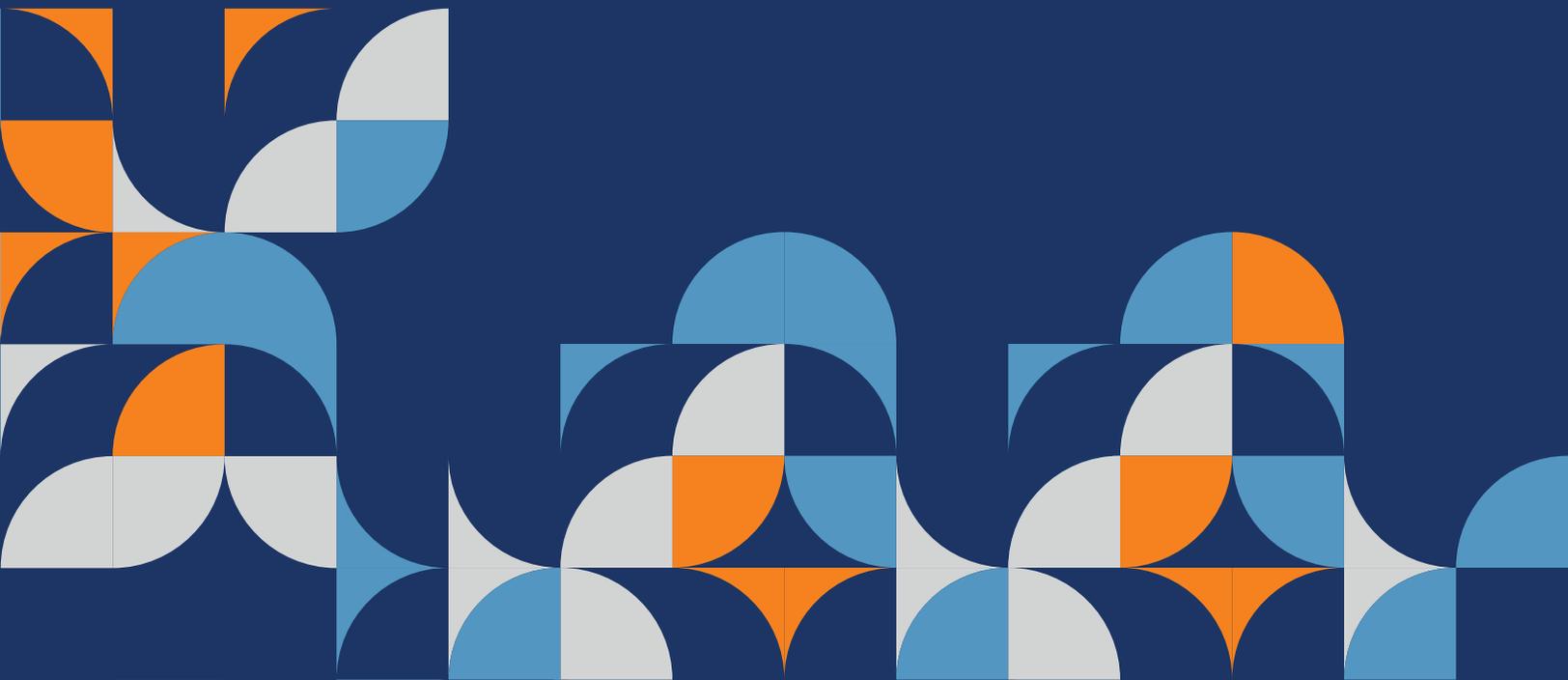
Table 8. Suggested Improvements to US 101 Mid County by Mode

Mode	Improvements
Driving Alone	<ul style="list-style-type: none"> • Improve traffic conditions at the US 101/SR 92 junction • Enforce traffic violations to improve safety • Reduce congestion
Public Transit	<ul style="list-style-type: none"> • Increased frequency of transit services • More first/last mile solutions • More affordable transit tickets and/or commuter benefit subsidies • Increased safety on transit and at stations • Better coordinated connections
Carpooling	<ul style="list-style-type: none"> • Easy-to-use matching systems like an app
Bicycle or Scooter	<ul style="list-style-type: none"> • More protected bike lanes • Bike lane continuity
Walking	<ul style="list-style-type: none"> • Improved street lighting conditions to improve safety at night • More pedestrian bridges over US 101 and improved bike/pedestrian safety at crossings on El Camino Real • More signalized pedestrian crosswalks with pedestrian prioritization

The project team utilized the feedback received from the community to help prioritize the projects from the full inventory based on well they aligned with metrics from the overall 101 Corridor Connect Program goals. Comments shared during in-person and virtual engagement were aligned with the Program goals, to determine the priority of each goal for the Mid County community. Additionally, the project team utilized the feedback from the online mapping tool and map comments shared at in-person events to identify corridors with the highest concerns to make sure the community’s voices were reflected in the technical process. This is addressed in greater detail in Chapter 4.



Project Identification and Scoring



The primary objective of the US 101 Mid County Multimodal Strategy is to generate a list of top 20 multimodal projects reflecting community priorities that improve the movement of people and goods and reduce congestion in the US 101 corridor. Having established these community priorities through public and stakeholder engagement, the next step was to develop an inventory of the range of potential projects within the project corridor and employ a methodology for scoring and prioritizing projects to meet program and community objectives. This section of the strategy document provides a summary of that process.

4.1 INITIAL LIST

The initial project inventory consisted of a comprehensive list of planned multimodal projects within the Mid County project corridor. The following plans and programs were reviewed to identify those projects:

- Short Range Highway Plan: 2021-2030 (SMCTA)
- Measure A and W Highway Capital Improvement Program: Fiscal Year (FY) 2021-FY 2030 (SMCTA)
- Measure A and W Grade Separation Program (SMCTA)
- 2017 C/CAG San Mateo County Countywide Transportation Plan 2040
- 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan
- 2021 C/CAG San Mateo Countywide Sustainable Streets Master Plan
- 2024 C/CAG Countywide Local Roadway Safety Plan
- Caltrans D4 Bike Plan
- Caltrans D4 Pedestrian Plan
- 2023 US 101 South Comprehensive Multimodal Corridor Plan (Caltrans)
- Bay Trail SFO Gap Study Final Plan
- Short Range Transit Plan Fiscal Years 2023-2028 (SamTrans)
- US-101 Express Bus Feasibility Study (SamTrans)
- San Mateo County Transit District 4-Year Capital Improvement Plan FY 2026-2029 (SamTrans)
- Reimagine SamTrans
- Caltrain Business Plan
- Caltrain 2040 Long Range Service Vision
- Caltrain Short-Range Transit Plan: FY 2023-2028
- Caltrain 10-Year Capital Improvement Plan FY 2026-2035
- 2016 City of Belmont Comprehensive Pedestrian and Bicycle Plan
- 2017 Belmont Village Specific Plan
- 2020 City of Burlingame Bicycle and Pedestrian Master Plan
- 2022 RWC Walk Bike Thrive
- 2020 City of San Carlos Bicycle and Pedestrian Master Plan
- 2020 City of San Mateo Bicycle Master Plan
- 2022 City of San Mateo Transit-Oriented Development Pedestrian Access Plan
- 2025 City of San Mateo Complete Streets Plan (Draft)

A total of 230 projects made up the initial inventory list.

4.2 PROJECT PRIORITIZATION

Screening

The first step in the prioritization process was screening the initial inventory, as shown in Figure 22. The screening reviewed the initial inventory to (where possible) combine related projects and eliminate projects not consistent with the project objectives. For example, projects along El Camino Real from various plans representing different modes of transportation were combined into multimodal projects for each city.

The remaining projects were then further screened to determine if they offered the potential to reduce congestion and encourage mode shift. Lastly, projects identified from the stakeholder and community outreach process were added.



Figure 22. Project Prioritization Process

Scoring

Projects that passed the screening were then scored according to the criteria in Table 9, which are aligned with the goals of the 101 Corridor Connect Program. The scoring was based on the project in relation to SamTrans EPAs, the C/CAG HIN, Priority Development Areas (PDA), and vehicle miles traveled (VMT) density, as demonstrated in the maps contained in Figure 23, Figure 24, Figure 25, and Figure 26.

Table 9. Point Assignment

	Description	Scoring
Criteria		
Safety ¹⁵	Project enhances safety for users of the transportation network – Scored based on whether project is on the HIN as designated by the C/CAG	0 – Project is not on or does not intersect a HIN corridor 2 – Project is partially on or intersects a HIN corridor 5 – Project is partially (50%+) on a HIN corridor 10 – Project is fully on or located within a HIN corridor
Connectivity	Project connects people to future growth areas that are denser and more conducive to active transportation – Scored based on proximity to MTC’s PDAs	0 – Project is more than a ¼ mile from an MTC PDA 2 – Project is near (less than ¼ mile) an MTC PDA 5 – Project is adjacent to or partially within an MTC PDA 10 – Project is fully or predominantly within an MTC PDA
Sustainability	Project helps to improve air quality and reduce emissions in areas with highest levels of driving by providing new or improved mobility options – Scored based on VMT density per acre (C/CAG traffic analysis zones) from StreetLight data	0 – VMT density less than 100 2 – VMT density between 101 and 300 5 – VMT density between 301 and 600 10 – VMT density greater than 601
Inclusivity ¹⁶	Project increases access for underserved communities – Scored based on proximity to SamTrans’ EPAs as adopted in Reimagine SamTrans	0 – Project is more than a ¼ mile from a SamTrans EPA 2 – Project is near (less than ¼ mile) a SamTrans EPA 5 – Project is adjacent to or partially within a SamTrans EPA 10 – Project is fully or predominantly within a SamTrans EPA

¹⁵ Access controlled freeways were not evaluated in the Countywide Local Road Safety Plan and are not identified on the High Injury Network. Freeway projects with adjacent major corridors identified on the High Injury Network were assigned an unweighted score of 2 to account for possible increased traffic exposure on parallel routes of major bottleneck areas.

¹⁶ The inclusivity criteria uses SamTrans Equity Priority Areas to align with the criteria for SMCTA funding programs and other discretionary grant programs.

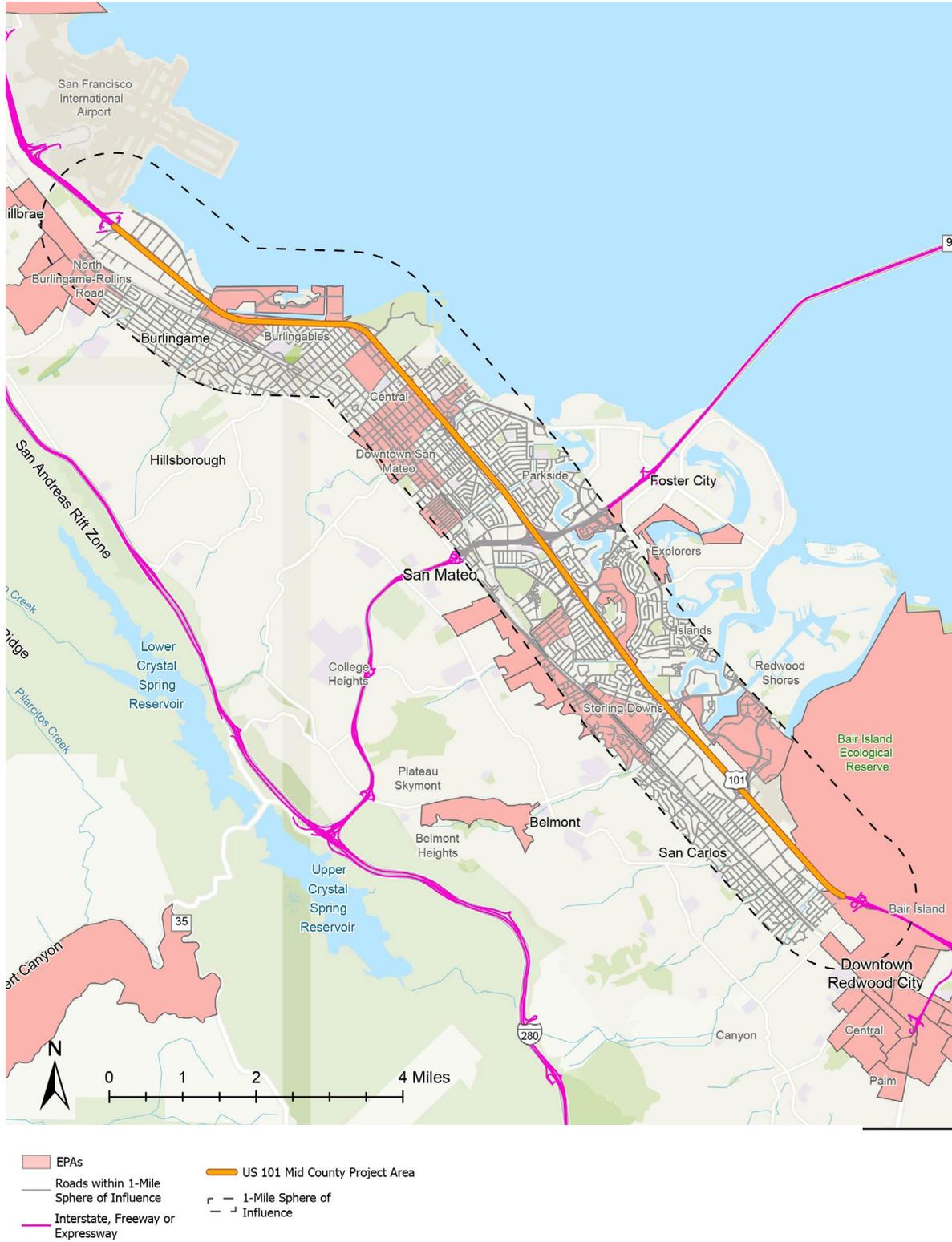


Figure 23. Equity Priority Areas

Source: San Mateo County Transit District, 2024.

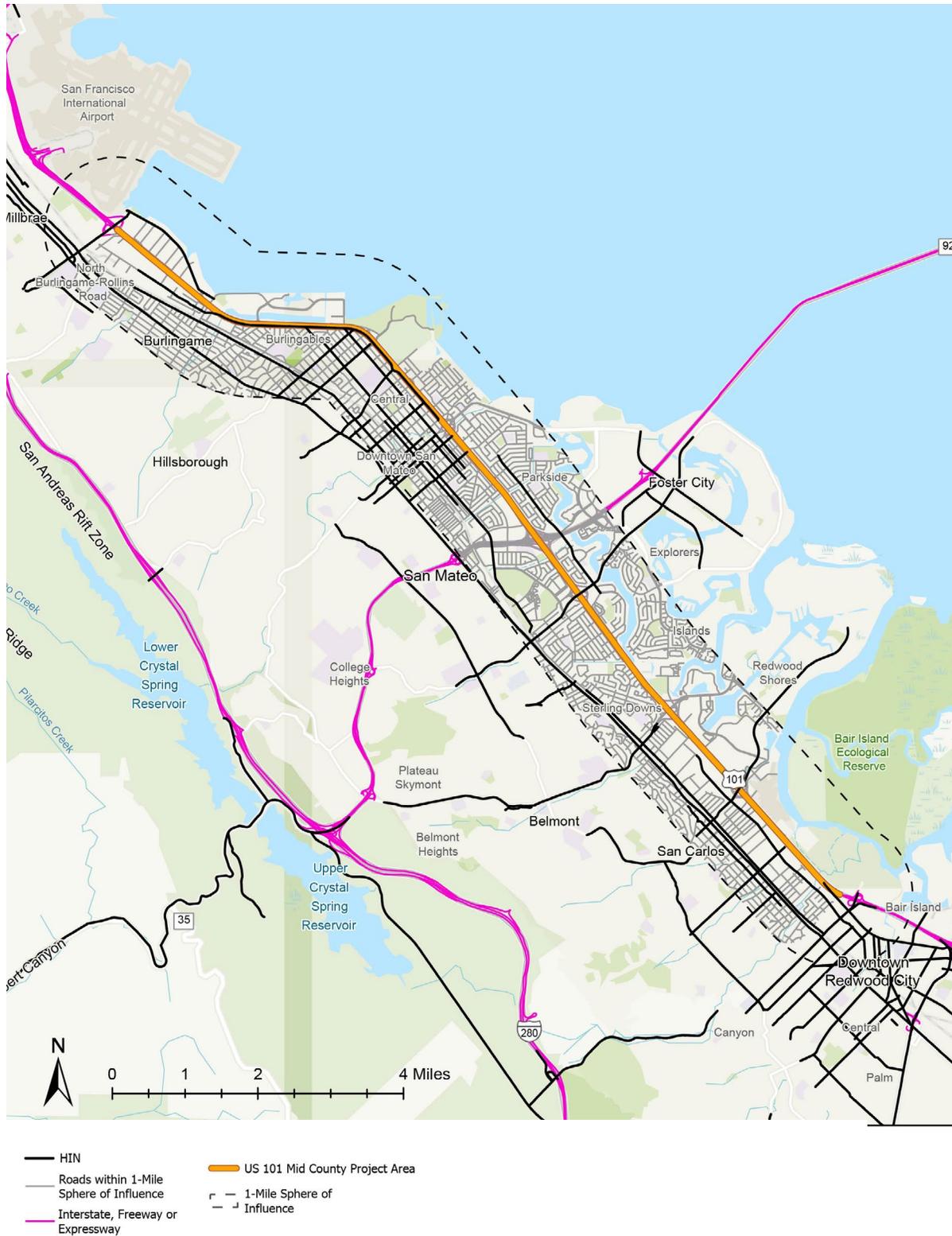


Figure 24. High Injury Network

Source: City/County Association of Governments of San Mateo County, 2024.

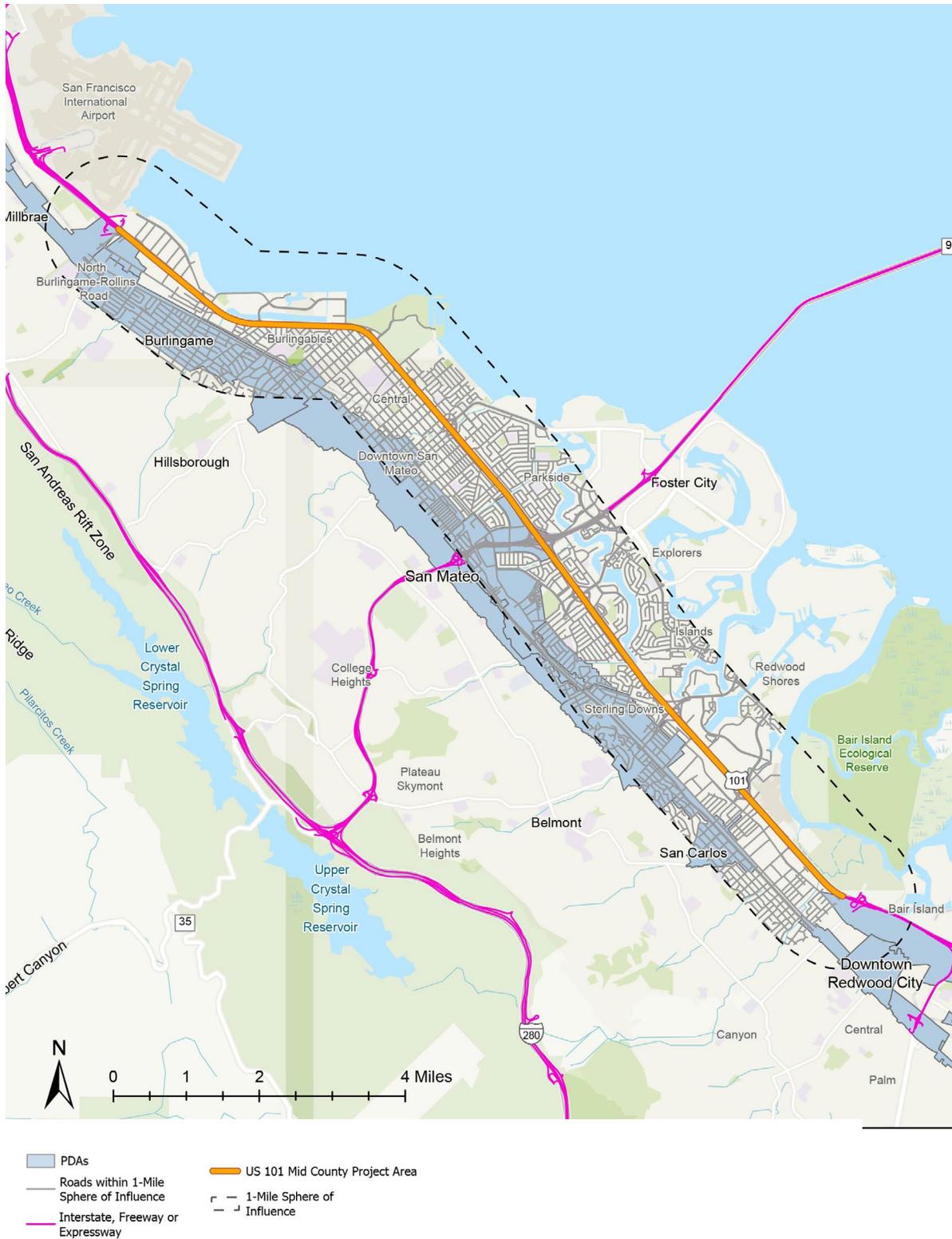


Figure 25. Priority Development Areas

Source: Metropolitan Transportation Commission, 2024.

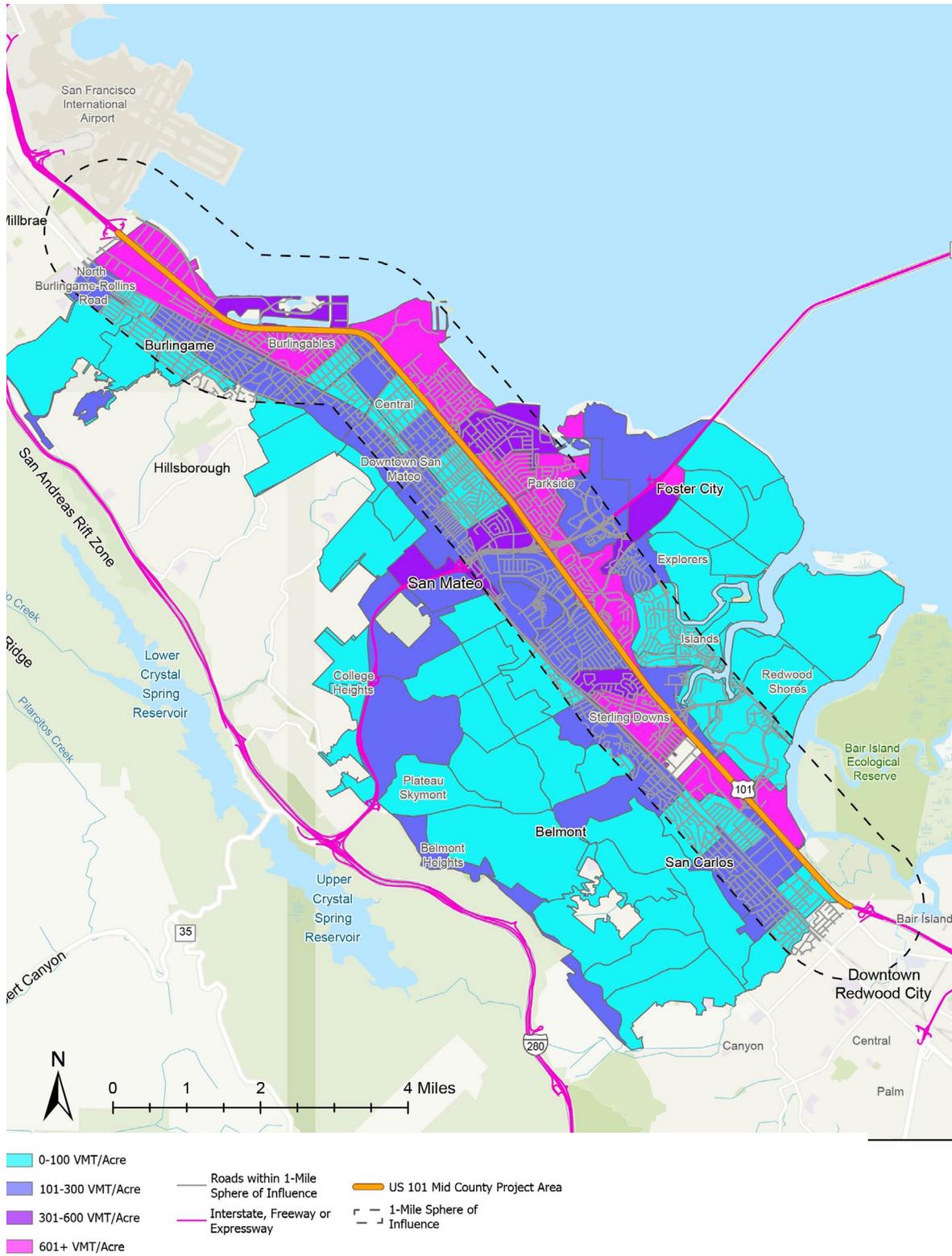


Figure 26. Vehicle Miles Traveled Density

Source: StreetLight, 2021.

Weighting

Weighting for the scoring process was developed to ensure community feedback and priorities were directly reflected in the priority project selection. The process first aligned community feedback with the following themes:

- More frequent and reliable transit services
- Reduced traffic congestion
- Feeling safe while biking or walking
- Better bike and walking connections across freeways
- More alternatives to driving
- Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)
- More affordable travel options
- More accessible options, services, or facilities

These themes were aligned with the program goals, to determine the priority of each goal for the Mid County community. As a result, specific multipliers were used to weight the scores in accordance with how they aligned with the goals, as detailed in Table 10 and Table 11. Connectivity received the highest priority and a weight of 3, followed by safety, sustainability, and inclusivity. The weighting application resulted in a total possible score of 100 points for each project.

Table 10. Point Weighting Approach

Priority	Weight
Highest	x 3
Second Highest	x 2.75
Third Highest	x 2.25
Lowest	x 2

Table 11. Weighting Results

Criteria	Weight	Total Possible Points	Engagement Rationale
Connectivity	x 3	30	<ul style="list-style-type: none"> • More frequent and reliable transit service • Better bike and walking connections across freeways
Safety	x 2.75	27.5	<ul style="list-style-type: none"> • Feeling safe while biking or walking • Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)
Sustainability	x 2.25	22.5	<ul style="list-style-type: none"> • Reduced traffic congestion • More alternatives to driving
Inclusivity	x 2	20	<ul style="list-style-type: none"> • More affordable travel options • More accessible options, services, or facilities

Lastly, priority corridors were identified through the public engagement activities based on specific locations identified by community members (Table 12). Projects located along these identified priority corridors were assigned an additional 20 points.

Table 12. Mid County Priority Corridors

Corridor	Feedback/Concerns
East Hillsdale Boulevard	<ul style="list-style-type: none"> • Congestion along the roadway • Dangerous access and egress points • Lack of bike infrastructure, particularly at East Hillsdale Boulevard
El Camino Real	<ul style="list-style-type: none"> • Safety concerns at pedestrian and bike crossings • Lack of bike lanes and sidewalks • Frequent congestion • Dangerous vehicular movements
Holly Street	<ul style="list-style-type: none"> • Unsafe bike and pedestrian facilities and crossings • Lack of bike and pedestrian facilities • Dangerous vehicular movements • Unsafe for bikes and pedestrians to cross US 101
Old County Road	<ul style="list-style-type: none"> • Existing bike facilities in poor condition and unsafe • Narrow sidewalks, lack of pedestrian friendly infrastructure • Poor visibility for drivers and unsafe vehicular movements • On street parking creates safety hazards
SR 92 (near the US 101 bridge)	<ul style="list-style-type: none"> • More frequent bus service needed serving the bridge • Congestion near East Hillsdale Boulevard, El Camino Real, and US 101 • More bike and pedestrian facilities and crossings needed
US 101	<ul style="list-style-type: none"> • Congestion along the roadway • Dangerous access and egress points • Lack of bike infrastructure, particularly at East Hillsdale Boulevard

At the conclusion of the weighting and priority corridor assessment, a total score of 120 was possible for each project.

US 101 Bundle Assessment

Once the scoring and weighting of the projects was finalized, the prioritized list was reviewed for project type and location parity. The final project list is described in Section 4.3.

4.3 FINAL PROJECT LIST

The top 20 prioritized projects comprising the US 101 Mid County Multimodal Strategy reflect multiple modes and are distributed along the corridor. Multimodal projects include transit, bicycle, and pedestrian infrastructure improvements. These are related to adding to or improving existing physical infrastructure such as bus lanes, bus bulbs, bicycle lanes, sidewalk widening, pedestrian access, and signage.

Table 13. Summary of Project Types

Project Type	Number of Projects
Bicycle Only	4
Bicycle/Pedestrian	11
Multimodal	4
Other	1

Table 14 shows the distribution of projects by which jurisdictional location they are in.

Table 14. Summary of Project Locations

Project Location	Number of Projects
Belmont	2
Burlingame	3
Foster City	1
San Carlos	3
San Mateo	8
Multiple jurisdictions	3

Figure 27 and Table 15 identify the 20 highest scoring projects produced by the scoring and weighting process discussed in the previous section. These projects constitute the final US 101 Mid County Multimodal Strategy priority projects. Additional details on these projects are provided in Section 5 Implementation Plan and in Appendix A. Detailed project fact sheets follow to provide more information about each of the priority projects.

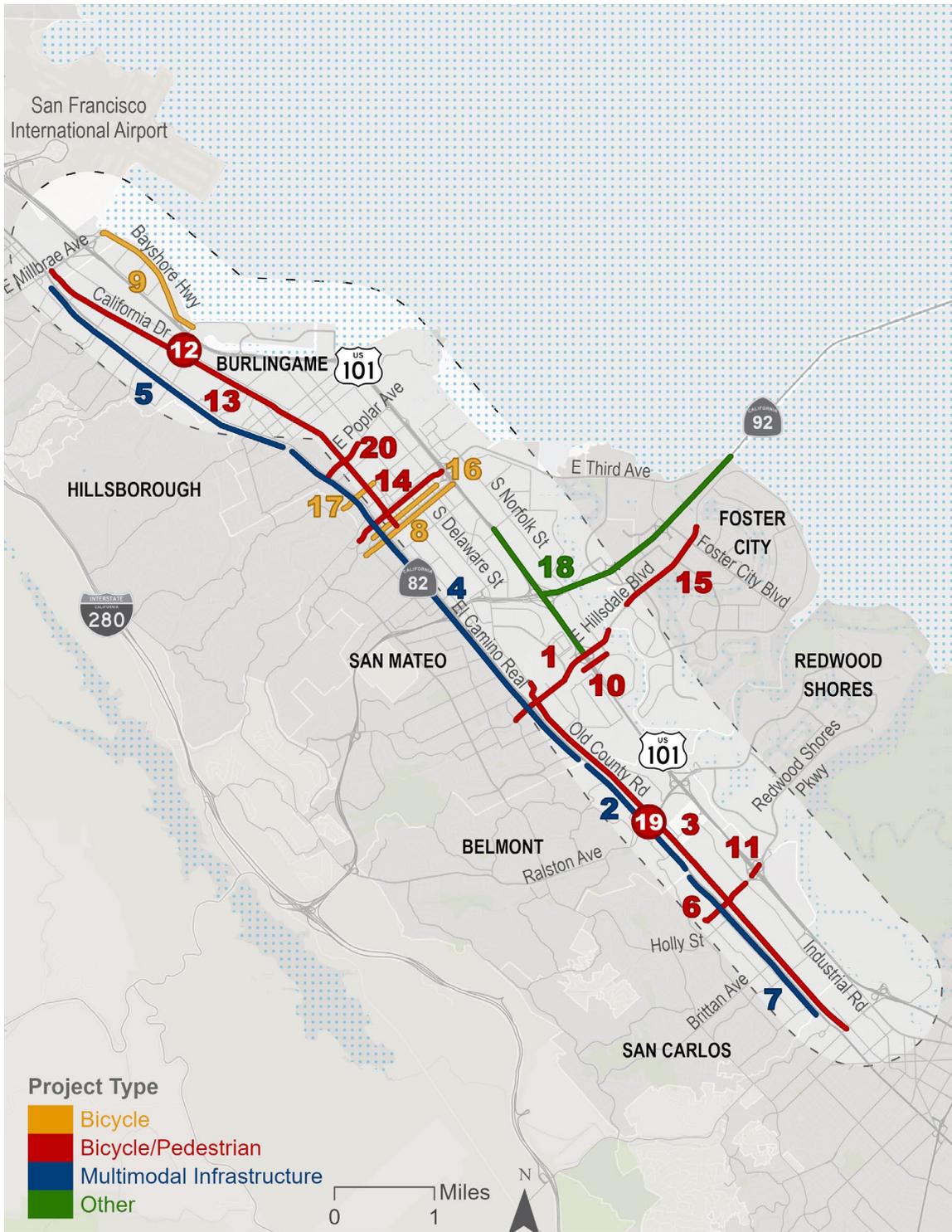


Figure 27. Mid County Multimodal Strategy Priority Projects

Comprehensive information on the 20 priority projects is available in Table 1 in Appendix A. For a complete overview of all projects and their details, please refer to Table 2 in Appendix A.

Table 15. Mid County Multimodal Strategy Priority Projects

Rank	Project Sponsor	Project Name	Location
1	San Mateo	Hillsdale Boulevard Complete Streets	Hillsdale Boulevard from Edison Street to city limit and Hillsdale Boulevard south of the Hillsdale Caltrain station
2	Belmont, SamTrans	El Camino Real Multimodal Improvements – Belmont	El Camino Real within Belmont city limits (North Road to F Street)
3	San Mateo, Belmont, San Carlos, and Redwood City	Old County Road/Stafford Street Complete Streets	Old County Road/Stafford Street from Franklin Parkway to Whipple Avenue
4	San Mateo, SamTrans	El Camino Real Multimodal Improvements – San Mateo	El Camino Real within San Mateo city limits (Peninsula Avenue to North Road)
5	Burlingame, SamTrans	El Camino Real Multimodal Improvements – Burlingame	El Camino Real within Burlingame city limits (Murchison Drive to Peninsula Avenue/Barroilhet Avenue)
6	San Carlos	Holly Street Safety Improvements	Holly Street from Magnolia Avenue to Industrial Road
7	San Carlos, SamTrans	El Camino Real Multimodal Improvements – San Carlos	El Camino Real within San Carlos city limits (F Street to Eaton Avenue/Cordilleras Creek)
8	San Mateo	5th Avenue/San Mateo Drive Bikeway Improvements	5th Avenue/San Mateo Drive from Virginia Avenue to Amphlett Boulevard; 2nd Avenue to 5th Avenue
9	Burlingame	Old Bayshore Highway Bikeway	Old Bayshore Highway from Millbrae Avenue to Broadway
10	San Mateo and Caltrans	Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing	Hillsdale Boulevard/US 101
11	San Carlos	Holly Street Interchange and Overcrossing	Holly Street/US 101
12	Burlingame	Broadway Caltrain Grade Separation	Broadway/California Drive
13	Millbrae, Burlingame, and San Mateo	California Drive/North San Mateo Drive Complete Streets	California Drive/North San Mateo Drive from East Millbrae Avenue to Peninsula Avenue and from Catalpa Street to East 5th Avenue
14	San Mateo	West 3rd Avenue Complete Streets	West 3rd Avenue from Virginia Avenue to Bayshore Freeway
15	Foster City	Hillsdale Boulevard Multimodal Safety Improvements	Hillsdale Boulevard from Sea Spray Lane to north of Pilgrim Drive
16	San Mateo	3rd Avenue/Delaware Street/4th Avenue Bikeway Improvements	Delaware Street/4th Avenue from Dartmouth Road to Humboldt Street
17	San Mateo	Tilton Avenue Bikeway Improvements	Tilton Avenue from city limit to Ellsworth Avenue
18	SMCTA & C/CAG	101/92 Direct Connector	US 101/State Route 92 interchange (US 101 from Hillsdale Boulevard to Kehoe Avenue and State Route 92 west of Hayward-San Mateo Bridge)
19	Belmont	Belmont Village Bike Share Station	Belmont Village and/or Caltrain station
20	San Mateo	Poplar Avenue Complete Streets	Poplar Avenue from El Camino Real to Caltrain tracks

▶▶▶ Bicycle and Pedestrian

Hillsdale Boulevard Complete Streets

Sponsor: San Mateo



LOCATION

Hillsdale Boulevard from Edison Street to city limit and Hillsdale Boulevard south of the Hillsdale Caltrain station



DESCRIPTION



Traffic control assessment/signal optimization



Pedestrian safety



Curb extensions



Intersection safety



Lighting additions: reflectors, markers



Bus stop enhancements



ADA and intersection visibility improvements



Class II Bike Lane



SOURCE DOCUMENT(S)

Draft San Mateo Complete Streets Plan, City of San Mateo TOD Pedestrian Access Plan, and 2020 San Mateo Bicycle Master Plan



SCHEDULE

Pending feasibility study



STATUS

Pending feasibility study

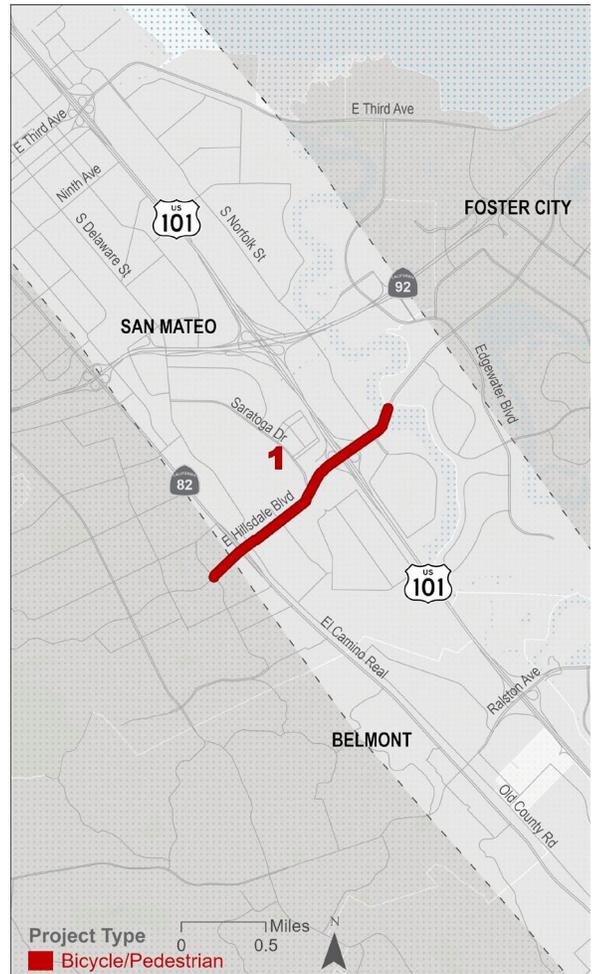


ESTIMATED COST

PENDING FEASIBILITY STUDY



Existing Conditions



►►► Multimodal

El Camino Real Multimodal Improvements - Belmont



Sponsor: Belmont and SamTrans



LOCATION

El Camino Real within Belmont city limits (North Road to F Street)



DESCRIPTION

The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:



Bike facilities



New rolling stock and infrastructure



Bicycle, pedestrian, and transit improvements



Transit improvements



Increased transit frequency

Other considerations: separated bikeways, transit bulbs/boarding islands, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, etc.



SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, Caltrans D4 Pedestrian Plan, Belmont Comprehensive Ped/Bike Plan, Reimagine SamTrans, and Central El Camino Real Plan (in progress and is part of the Grand Boulevard Initiative)



SCHEDULE

Multimodal improvements are pending feasibility study

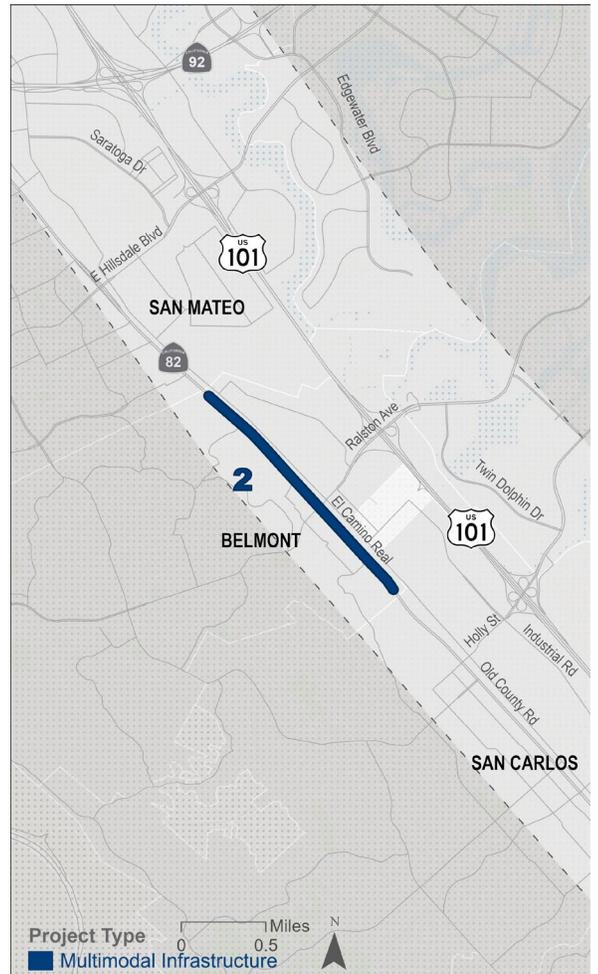


STATUS

Planning phase



Existing Conditions



ESTIMATED COST

\$52.5 MILLION

►►► Bicycle and Pedestrian

Old County Road/Stafford Street Complete Streets



Sponsor: Multiple jurisdictions (includes San Mateo, Belmont, San Carlos, and Redwood City)



LOCATION

Old County Road/Stafford Street from Franklin Parkway to Whipple Avenue



DESCRIPTION



Complete streets



SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, City of San Carlos Bicycle and Pedestrian Master Plan, and C/CAG Local Roadway Safety Plan – San Carlos



SCHEDULE

Pending feasibility study



STATUS

Pending feasibility study



Existing Conditions



ESTIMATED COST

PENDING FEASIBILITY STUDY

Multimodal

El Camino Real Multimodal Improvements – San Mateo



Sponsor: San Mateo and SamTrans



LOCATION

El Camino Real within San Mateo city limits (Peninsula Avenue to North Road)



DESCRIPTION

The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:

- | | |
|---|---|
| Bus bulbs | New rolling stock and infrastructure |
| Pedestrian gap closures/ sidewalk widening | Safety Improvements |
| TSP installation/signal reconfiguration | Transit improvements |
| Lighting additions: reflectors, markers | Increased transit frequency |
| Bike facilities | |

Other considerations: bike facilities on parallel routes, transit bulbs/boarding islands, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, etc.



SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, Caltrans D4 Pedestrian Plan, City of San Mateo Local Roadway Safety Plan, City of San Mateo TOD Pedestrian Access Plan, San Mateo Complete Streets Plan, El Camino Bus Speed and Reliability Study, Reimagine SamTrans, and Central El Camino Real Multimodal Plan (in progress and is part of the Grand Boulevard Initiative)



SCHEDULE

- Construction beginning in Fall 2025 on Caltrans SHOPP project OK810 to repave roadway in Burlingame and San Mateo (Peninsula Avenue to Santa Inez Avenue)
- Other multimodal improvements are pending feasibility study



STATUS

Planning phase



ESTIMATED COST

\$154 MILLION



Existing Conditions



Project Type
 Multimodal Infrastructure

▶▶▶ Multimodal

El Camino Real Multimodal Improvements - Burlingame



Sponsor: Burlingame and SamTrans

LOCATION
El Camino Real within Burlingame city limits (Murchison Drive to Peninsula Avenue/Barroilhet Avenue)

DESCRIPTION

-  **Bus bulbs/curb extensions**
-  **New rolling stock and infrastructure**
-  **Pedestrian gap closures**
-  **ADA and aesthetic improvements**
-  **TSP installation/signal reconfiguration**
-  **Transit improvements**

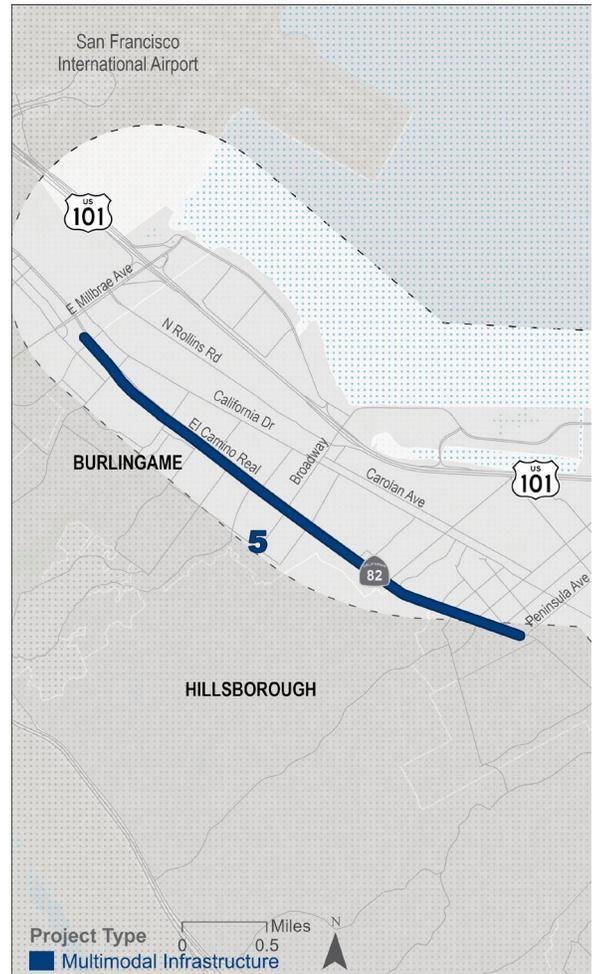
SOURCE DOCUMENT(S)
C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, Caltrans D4 Pedestrian Plan, Caltrans SHOPP OK810, El Camino Bus Speed and Reliability Study, and Reimagine SamTrans

SCHEDULE

- Construction beginning in Fall 2025 on Caltrans SHOPP project OK810 to repave roadway in Burlingame and San Mateo (Peninsula Avenue to Santa Inez Avenue)
- Other multimodal improvements are pending feasibility study

STATUS
Planning phase

ESTIMATED COST
\$150-\$180 MILLION



Bicycle and Pedestrian

Holly Street Safety Improvements

Sponsor: San Carlos



LOCATION

Holly Street from Magnolia Avenue to Industrial Road



DESCRIPTION



Various safety improvements



SOURCE DOCUMENT(S)

City of San Carlos Bicycle and Pedestrian Master Plan



SCHEDULE

Pending feasibility study

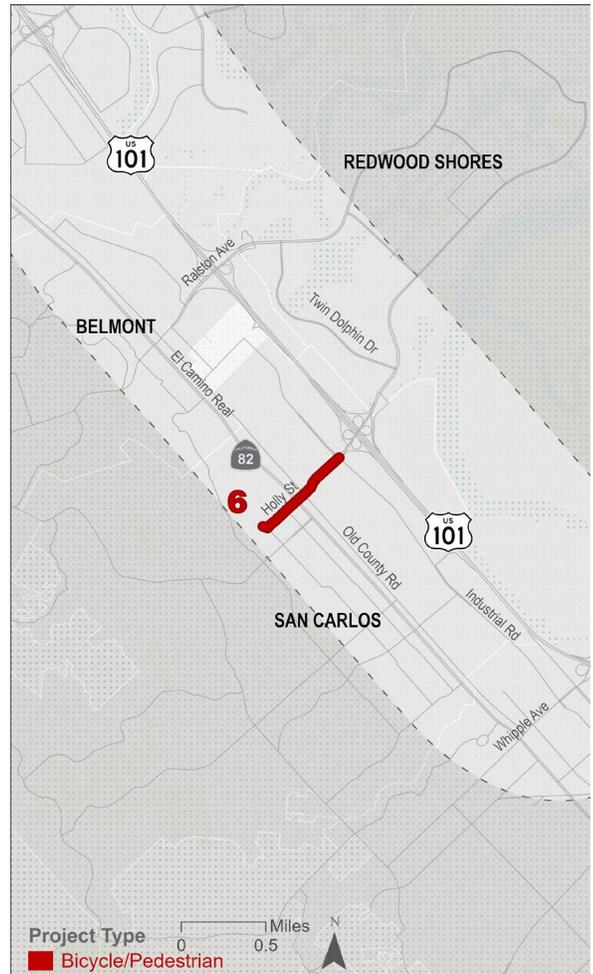


STATUS

Not started



Existing Conditions



ESTIMATED COST

**PENDING
FEASIBILITY STUDY**

Multimodal

El Camino Real Multimodal Improvements – San Carlos



Sponsor: San Carlos and SamTrans

LOCATION

El Camino Real within San Carlos city limits (F Street to Eaton Avenue/Cordilleras Creek)

DESCRIPTION

The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:

- Bus bulbs/curb extensions**
- Bicycle facilities**
- Pedestrian gap closures**
- Transit improvements**
- New rolling stock and infrastructure**
- Increased transit frequency**

Other considerations: separated bikeways, transit bulbs/boarding islands, transit lanes, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, closing sidewalk gaps, etc.

SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, Caltrans D4 Pedestrian Plan, El Camino Bus Speed and Reliability Study, Reimagine SamTrans, and Central El Camino Real Multimodal Plan (in progress and is part of the Grand Boulevard Initiative)

SCHEDULE

Multimodal improvements are pending feasibility study

STATUS

Planning phase



Existing Conditions



Project Type 0 0.5 Miles
 ■ Multimodal Infrastructure

ESTIMATED COST

\$70 MILLION

▶▶▶ Bicycle Only

5th Avenue/San Mateo Drive Bikeway Improvements

Sponsor: San Mateo



LOCATION

5th Avenue/San Mateo Drive from Virginia Avenue to Amphlett Boulevard; 2nd Avenue to 5th Avenue



DESCRIPTION

Class II, III, and IV bicycle lanes



Bicycle Lanes



SOURCE DOCUMENT

City of San Mateo Bicycle Master Plan



SCHEDULE

Pending procurement of funding



STATUS

Partially complete (5th Avenue to Virginia Avenue to El Camino Real and Delaware Avenue to Amphlett Boulevard complete)



Existing Conditions



ESTIMATED COST

\$492,000



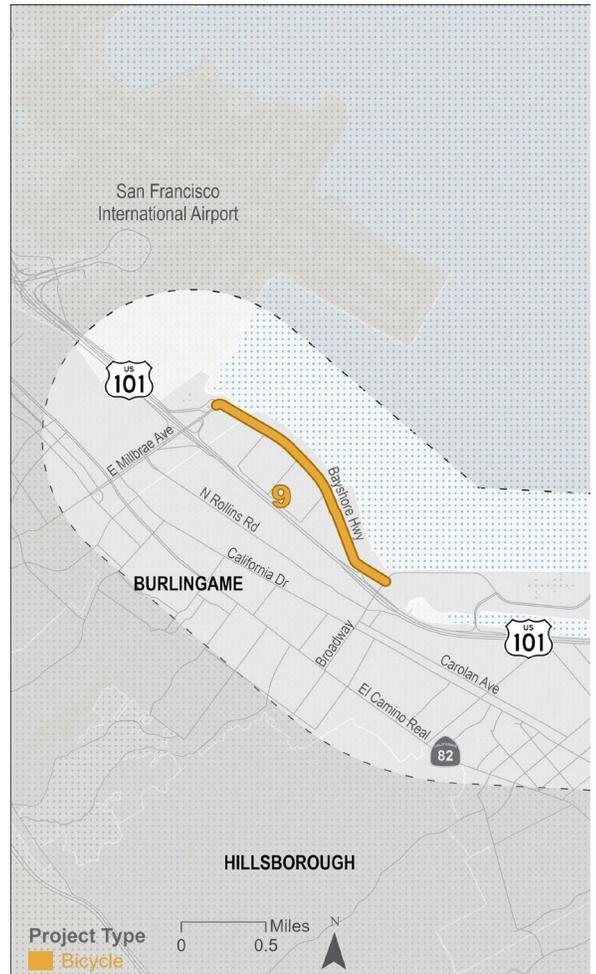
▶▶▶ Bicycle Only

Old Bayshore Highway Bikeway

Sponsor: Burlingame



Existing Conditions



LOCATION

Old Bayshore Highway from Millbrae Avenue to Broadway



DESCRIPTION



Class II or other bike facility



SOURCE DOCUMENT(S)

Burlingame Bicycle & Pedestrian Master Plan



SCHEDULE

Currently applying for Measure A and W funds for design and construction. Contingent upon availability of funds, the project design is anticipated to start in January 2026 and be completed by December 2026, and construction to start in mid 2027, with completion by the end of 2028.



STATUS

Completed feasibility study with significant community outreach. Applying for funds for both final design and construction.



ESTIMATED COST

\$24 MILLION

Bicycle and Pedestrian

Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing

Sponsor: San Mateo and Caltrans



LOCATION

Hillsdale Boulevard/US 101



DESCRIPTION

Pedestrian/bicycle bridge from Norfolk Street to Franklin Parkway



Separated crossing



Bicycle and Pedestrian safety



SOURCE DOCUMENT(S)

City of San Mateo Citywide Pedestrian Master Plan and 2020 San Mateo Bicycle Master Plan



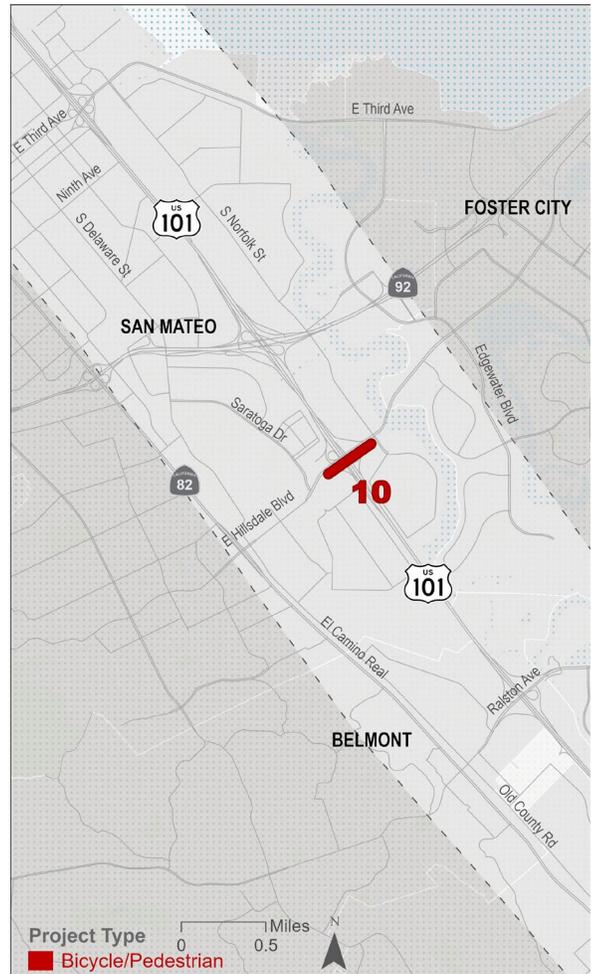
SCHEDULE

Pending feasibility study and potential redesign



STATUS

Pending feasibility study and potential redesign



ESTIMATED COST

PENDING FEASIBILITY STUDY AND POTENTIAL REDESIGN

►►► Bicycle and Pedestrian

Holly Street Interchange and Overcrossing

Sponsor: San Carlos



LOCATION

Holly Street/US 101



DESCRIPTION

Bicycle/pedestrian overcrossing, including converting the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets



Bicycle and pedestrian overpass



Redesign cloverleaf



Signalized T-intersections with local streets



SOURCE DOCUMENT(S)

San Carlos Bike/Ped Master Plan



SCHEDULE

Design update to be completed in 2026-2027



STATUS

Developing grant applications and working on a design update

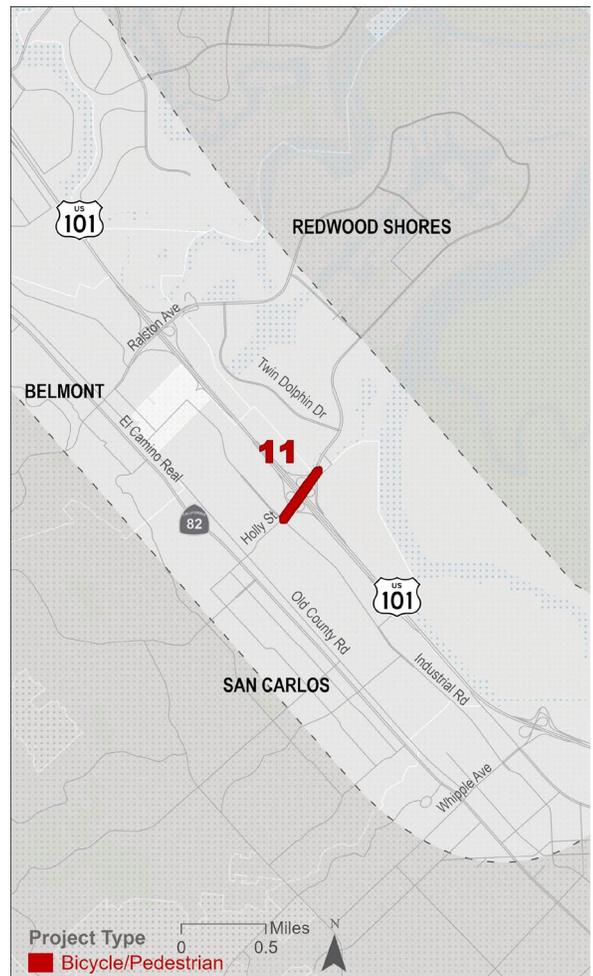


ESTIMATED COST

\$125 MILLION



Existing Conditions



►►► Bicycle and Pedestrian



Broadway Caltrain Grade Separation

Sponsor: Burlingame



LOCATION

Broadway/California Drive



DESCRIPTION

To improve safety for all modes of travel, Caltrain in cooperation with the City of Burlingame is separating the train tracks from the road at Broadway. The project will reduce local traffic congestion and train horn noise, and eliminate the current hold-out rule in which only one train is allowed at the station at a time.



Improve Safety for all modes of travel



Track separation from road



Reduce local traffic congestion



Reduce train horn noise



SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Burlingame General Plan, City of Burlingame Bicycle and Pedestrian Master Plan, and Caltrain Capital Improvement Plan



SCHEDULE

Preliminary re-design underway. Project staff is procuring additional grant funds to cover the remaining costs for construction.



STATUS

Undergoing 65% redesign



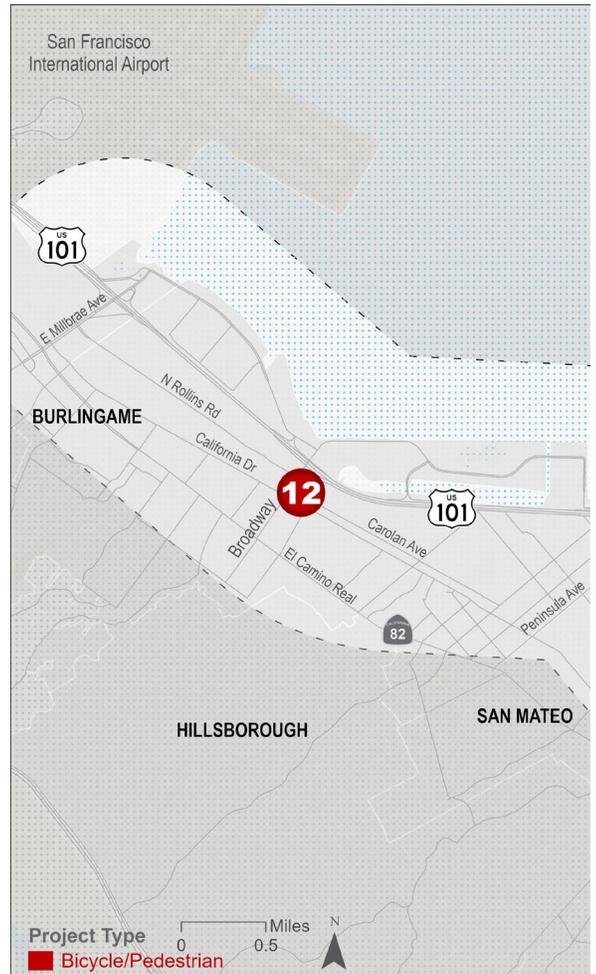
ESTIMATED COST

\$615 MILLION*

* Cost estimate to be refreshed



Existing Conditions



►►► Bicycle and Pedestrian



California Drive/North San Mateo Drive Complete Streets

Sponsor: Multiple jurisdictions
(includes Millbrae, Burlingame, and San Mateo)



LOCATION

California Drive/North San Mateo Drive from East Millbrae Avenue to Peninsula Avenue and from Catalpa Street to East 5th Avenue



DESCRIPTION

Complete streets Phase II between Oak Grove Avenue and Burlingame Avenue and Phase III between Burlingame Avenue and Peninsula Avenue



Complete streets



Class IV Bike Lane



SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Burlingame General Plan, C/CAG Local Roadway Safety Plan – San Mateo, and City of Burlingame Bicycle and Pedestrian Master Plan



SCHEDULE

Phase II: preliminary design underway, construction estimated to begin in Fall 2026 and completed by early 2027. Phase III: preliminary design underway, construction to begin after funding is procured prior to the completion of the design phase.

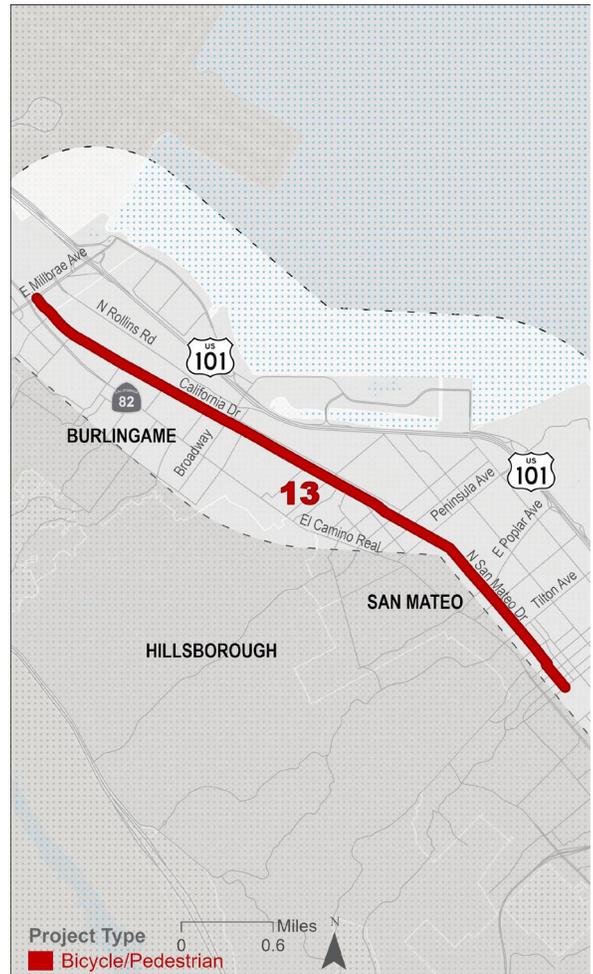


STATUS

Phase II and Phase III preliminary design underway. Peninsula Avenue to Catalpa Street complete.



Existing Conditions



ESTIMATED COST

\$1.6 MILLION / \$148,000

Phase II (PS&E and construction) / Phase III (design)

►►► Bicycle and Pedestrian

West 3rd Avenue Complete Streets

Sponsor: San Mateo



LOCATION

West 3rd Avenue from Virginia Avenue to Bayshore Freeway



DESCRIPTION



Complete streets



SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan



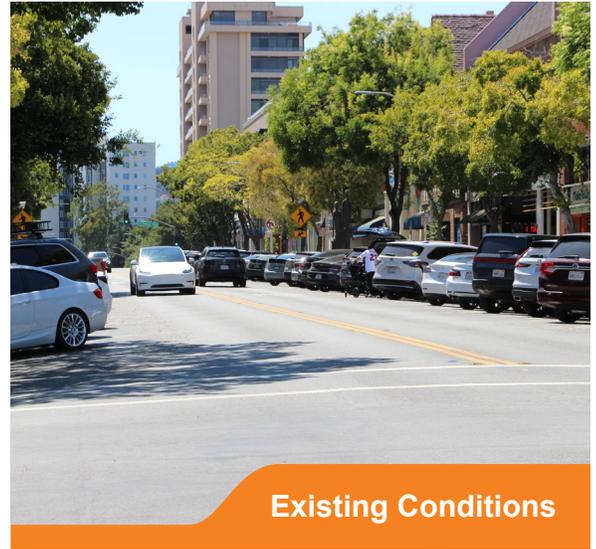
SCHEDULE

Pending feasibility study

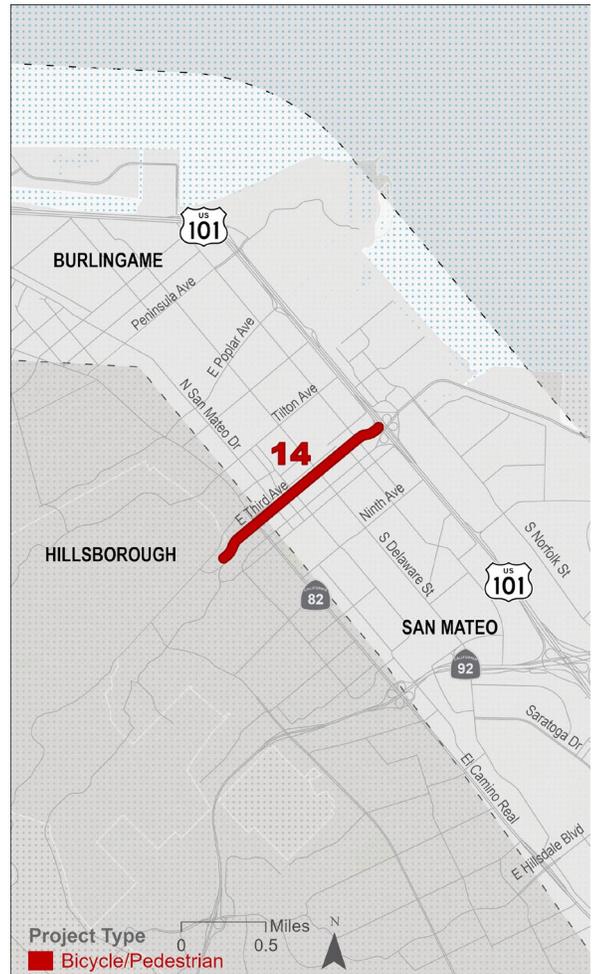


STATUS

Not started



Existing Conditions



ESTIMATED COST

PENDING FEASIBILITY STUDY

▶▶▶ Bicycle and Pedestrian



Hillsdale Boulevard Multimodal Safety Improvements

Sponsor: Foster City



LOCATION

Hillsdale Boulevard from Sea Spray Lane to north of Pilgrim Drive



DESCRIPTION

Various safety improvements with emphasis on motor vehicle, bicycle, and pedestrian safety



Motor vehicle safety



Bicycle and Pedestrian safety



SOURCE DOCUMENT(S)

C/CAG Local Roadway Safety Plan – Foster City



SCHEDULE

Pending Feasibility Study



STATUS

Not started



Existing Conditions



ESTIMATED COST

PENDING FEASIBILITY STUDY

▶▶▶ Bicycle Only



3rd Avenue/Delaware Street/4th Avenue Bikeway Improvements

Sponsor: San Mateo



LOCATION

Delaware Street/4th Avenue from Dartmouth Road to Humboldt Street



DESCRIPTION



Separated bike lane



SOURCE DOCUMENT(S)

City of San Mateo Bicycle Master Plan



SCHEDULE

Pending feasibility study

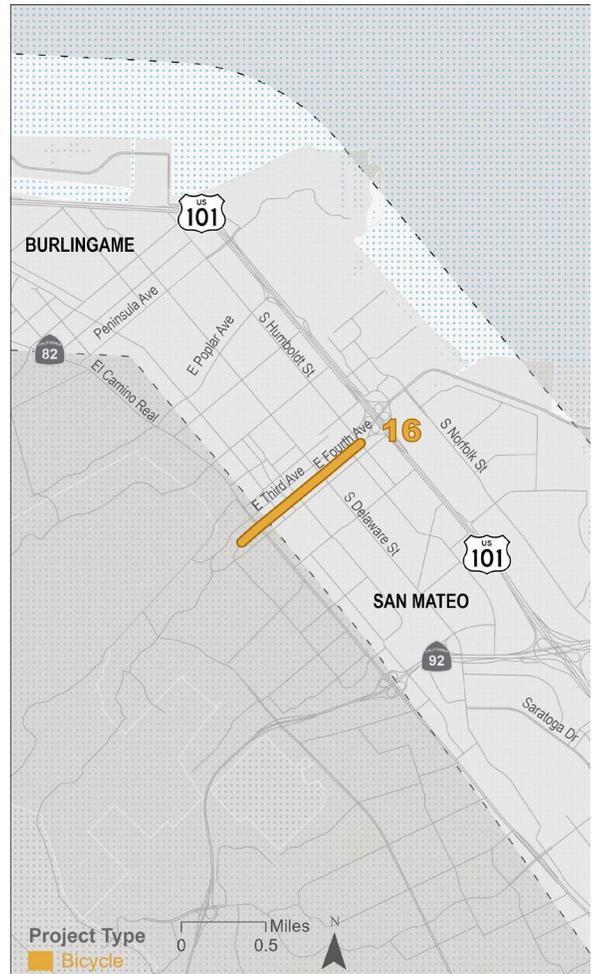


STATUS

Not started



Existing Conditions



ESTIMATED COST

PENDING FEASIBILITY STUDY

+ (4th Avenue and Railroad Avenue and 4th Avenue from Delaware Street to Humboldt Street)

▶▶▶ Bicycle Only



Tilton Avenue Bikeway Improvements

Sponsor: San Mateo

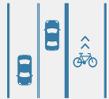


LOCATION

Tilton Avenue from city limit to Ellsworth Avenue



DESCRIPTION



Class II bike lane



SOURCE DOCUMENT(S)

City of San Mateo Bicycle Master Plan



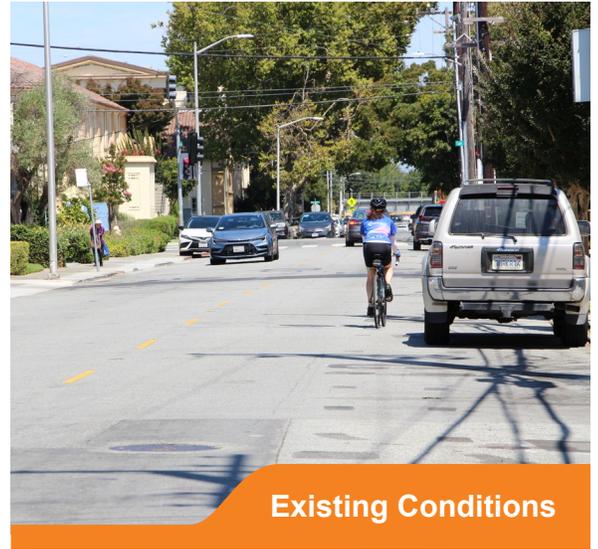
SCHEDULE

No schedule developed

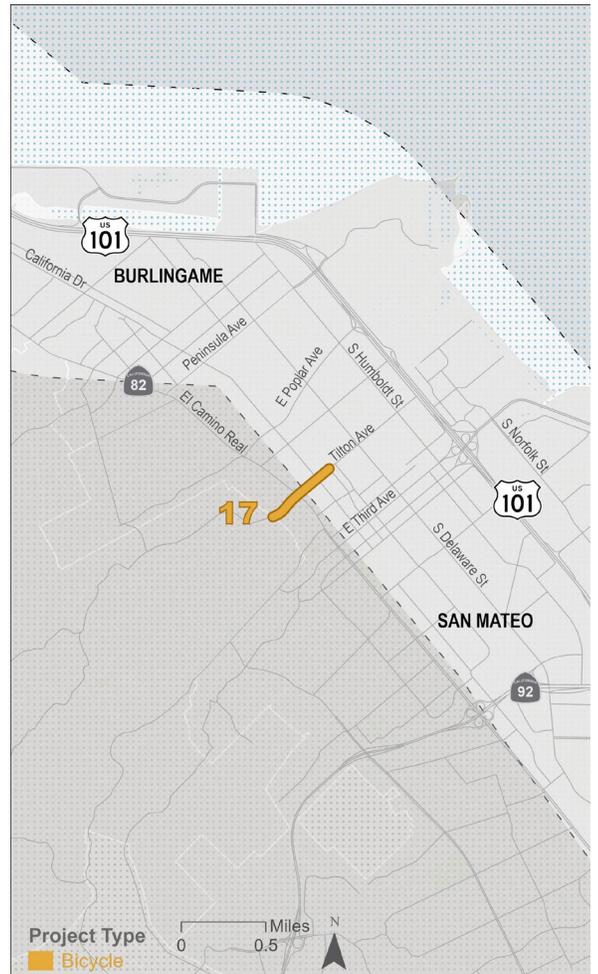


STATUS

Not started



Existing Conditions



ESTIMATED COST

PENDING DESIGN

Other

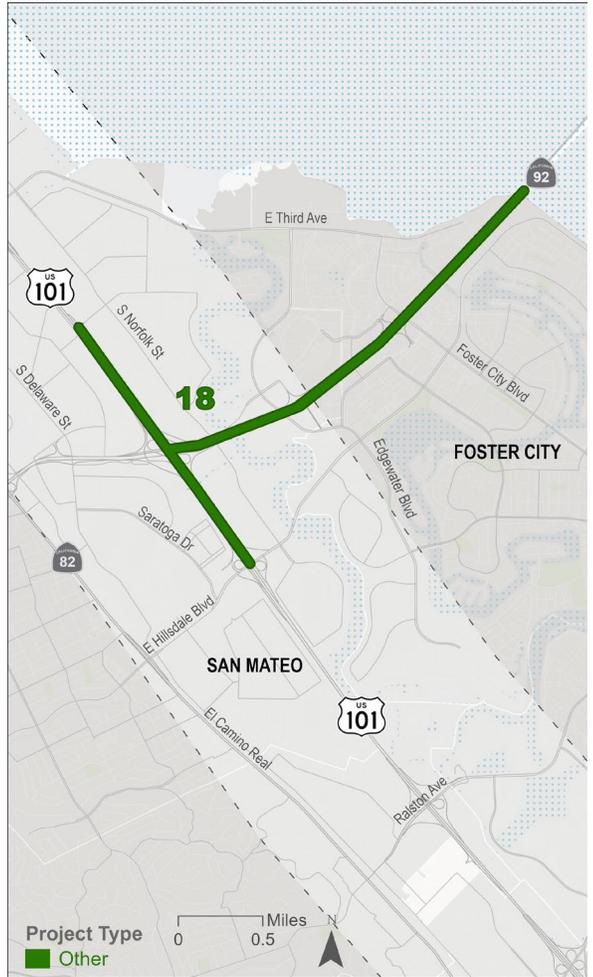


101/92 Direct Connector

Sponsor: SMCTA & C/CAG



Existing Conditions



LOCATION

US 101/State Route 92 interchange (US 101 from Hillsdale Boulevard to Kehoe Avenue and State Route 92 west of Hayward-San Mateo Bridge)



DESCRIPTION

The project includes a dedicated managed lane connecting State Route 92 and the US 101 Express Lanes.



Managed Lanes



SOURCE DOCUMENT(S)

Caltrans US 101 South Comprehensive Multimodal Corridor Plan, US 101/SR 92 Interchange Preliminary Planning Study



SCHEDULE

Project Approval and Environmental Document start date Fall 2023 with an anticipated completion in Summer 2027



STATUS

Currently in Project Approval and Environmental Document



ESTIMATED COST

\$200+ MILLION

Bicycle and Pedestrian

Belmont Village Bike Share Station

Sponsor: Belmont



LOCATION

Belmont Village and/or Caltrain station



DESCRIPTION

Access to on-demand bicycles. Increases travel options and potentially reduces vehicle traffic.



Bike Share Station



SOURCE DOCUMENT(S)

Belmont Comprehensive Ped/Bike Plan



SCHEDULE

Not started



STATUS

Not started



ESTIMATED COST

PENDING

Bicycle and Pedestrian

Poplar Avenue Complete Streets

Sponsor: San Mateo



LOCATION

Poplar Avenue from El Camino Real to Caltrain tracks



DESCRIPTION

Various streetscape improvements including intersection safety improvements, crosswalk enhancements, curb extensions, and wayfinding



Intersection Safety Improvements



Curb Extensions



Crosswalk Enhancements



Wayfinding



SOURCE DOCUMENT(S)

Draft San Mateo Complete Streets Plan



SCHEDULE

Pending feasibility study



STATUS

Not started



Existing Conditions



ESTIMATED COST

PENDING FEASIBILITY STUDY



Implementation Plan



SMCTA will work with project sponsors to advance the prioritized projects toward construction and implementation, assisting them with identifying funding opportunities and project delivery. This includes establishing phasing priorities aligned with upcoming grant cycles and project readiness for funding pursuits. Key steps include refining project descriptions, completing environmental reviews, and securing local match funding. SMCTA will also assess opportunities to bundle projects to achieve broader multimodal benefits that address regional needs, rather than focusing on the priorities of individual agencies.

The following sections describe potential funding programs Mid County projects may be eligible for. Table 16 in Section 5.2 summarizes likely funding sources for each of the top 20 projects.

5.1 FUNDING SOURCES

SMCTA envisions funding for the US 101 Mid County Multimodal Strategy projects will come from several sources such as grant programs administered at the Federal, State of California, and local level. Bundling multimodal projects into a single program increases the likelihood that the entire bundle will qualify under the largest possible range of funding sources. SMCTA will continue to monitor the local, regional, and federal funding environment and adapt accordingly to best provide technical assistance to the jurisdictions in identifying and pursuing funding sources.

5.1.1 Federal Discretionary Funding Programs

These programs in total have over \$4 billion in total funds available annually. Each federal program is advertised through a Notice of Funding Opportunity as competitive discretionary grants. Potential eligible Federal funding programs for the US 101 Mid County Multimodal Strategy include:

THE NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT & HIGHWAY PROJECTS (INFRA)

- Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

THE NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE (MEGA)

- Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

THE BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

- Provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

It should be noted that there are Federal grant programs established under the Bipartisan Infrastructure Law, passed in 2022. Many of these new programs are designed to address a very specific transportation problem, such as railroad grade crossing safety and electric vehicle infrastructure and as such, were not considered in the benchmarking assessment for application to the US 101 Mid County Multimodal Strategy. SMCTA will monitor these Federal grant programs accordingly as the funding environment is fluid.

5.1.2 California State Discretionary Funding Programs

As with the Federal programs, there are a variety of discretionary funding programs administered by the State of California (described in greater detail in the following paragraphs) that are aligned with several overarching policy programs to ensure that projects that are funded through these programs adhere to the overall goals and objectives of the state with regards to addressing climate, health and social equity.

Many of the state's funding programs are required to align with the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI details how the state recommends investing billions of discretionary transportation dollars annually to combat and adapt to climate change while supporting public health, safety and equity considerations.

Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

- State level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

LOCAL PARTNERSHIP PROGRAM (LPP)

- Competitive program that provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

- Funds freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, and on California's portion of the National Highway Freight Network, and along other corridors that have a high volume of freight movement. TCEP also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

ACTIVE TRANSPORTATION PROGRAM (ATP)

- The Active Transportation Program was created by Senate Bill 99 to encourage, promote, and increase active modes of transportation. The ATP funds non-motorized projects that benefit walking, biking, and rolling. Applicable project types include infrastructure, non-infrastructure, plans, and quick build projects.

5.1.3 San Mateo County Local Discretionary Funding Programs

A primary source of discretionary funding for transportation projects in San Mateo County is through the local Measure A and Measure W sales tax programs. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle.

SMCTA's 2025-2029 Strategic Plan took effect on January 1, 2025. The five-year plan establishes a policy framework to guide the implementation of San Mateo County's transportation sales tax Measure A and Measure W and priorities funding for projects aimed at enhancing mobility and accessibility throughout the county.

5.2 FUNDING PROGRAM ASSESSMENT

Table 16. Eligible Funding Programs for Prioritized Projects

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
3rd Avenue/Delaware Street/4th Avenue Bikeway Improvements	Pending feasibility study				X	X		X	X	X
5th Avenue/San Mateo Drive Bikeway Improvements	\$492,000				X	X		X	X	X
101/92 Direct Connector	\$200+ million	X	X	X	X	X	X		X	X
Belmont Village Bike Share Station	Pending				X	X		X	X	X
Broadway Caltrain Grade Separation	\$615 million		X	X	X	X			X	X
California Drive/North San Mateo Drive Complete Streets	\$1.6 million (Phase II - PS&E and construction) / \$148,000 (Phase III - design)				X	X		X	X	X
El Camino Real Multimodal Improvements - Belmont	\$52.5 million	X	X	X	X	X		X	X	X
El Camino Real Multimodal Improvements - Burlingame	\$150-\$180 million	X	X	X	X	X		X	X	X
El Camino Real Multimodal Improvements - San Carlos	\$70 million	X	X	X	X	X		X	X	X

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
El Camino Real Multimodal Improvements - San Mateo	\$154 million	X	X	X	X	X		X	X	X
Hillsdale Boulevard Complete Streets	Pending feasibility study				X	X		X	X	X
Hillsdale Boulevard Multimodal Safety Improvements	Pending feasibility study				X	X		X	X	X
Hillsdale Boulevard/ US 101 Separated Bike/Pedestrian Crossing	Pending feasibility study and potential redesign		X	X	X	X		X	X	X
Holly Street Interchange and Overcrossing	\$125 million	X	X	X	X	X	X	X	X	X
Holly Street Safety Improvements	Pending feasibility study				X	X		X	X	X
Old Bayshore Highway Bikeway	\$24 million				X	X		X	X	X
Old County Road/Stafford Street Complete Streets	Pending feasibility study				X	X		X	X	X
Poplar Avenue Complete Streets	Pending feasibility study				X	X		X	X	X
Tilton Avenue Bikeway Improvements	Pending design				X	X		X	X	X
West 3rd Avenue Complete Streets	Pending feasibility study				X	X		X	X	X

Appendix A: Additional Project Information



Table 1. Mid County Multimodal Strategy Priority Projects

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Hillsdale Boulevard Complete Streets	Hillsdale Boulevard from Edison Street to city limit and Hillsdale Boulevard south of the Hillsdale Caltrain station	Traffic control assessment, multi-lane stop controlled intersections, curb extensions, lighting, ADA ramps, slip lane closures, and other intersection visibility improvements. Also includes streetscape improvements including pedestrian safety improvements, multimodal intersection safety improvements, separated bikeway overcrossing, signal optimization, and bus stop enhancements.	30	20	11.25	27.5	20	108.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
El Camino Real Multimodal Improvements - Belmont	El Camino Real within Belmont city limits (North Road to F Street)	<p>The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:</p> <ul style="list-style-type: none"> • Northbound Class IV buffered bicycle lane on El Camino Real from Hill Street to Middle Road (connecting with Phase 1 bike lane north of Middle Road), and southbound Class III shared lane treatment with sharrow treatments and conflict markings • Bicycle, pedestrian, and transit improvements as detailed in the C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, El Camino Real Bus Reliability Study, and SamTrans CIP • Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real • Also includes transit improvements such as increased weekday frequencies or infrastructure improvements <p>The Central El Camino Multimodal Plan may also incorporate elements such as separated bikeways, transit bulbs/boarding islands, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, etc.</p>	30	20	11.25	27.5	20	108.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Old County Road/Stafford Street Complete Streets	Old County Road/Stafford Street from Franklin Parkway to Whipple Avenue	Complete streets	30	10	11.25	27.5	20	98.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
El Camino Real Multimodal Improvements - San Mateo	El Camino Real within San Mateo city limits (Peninsula Avenue to North Road)	<p>The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies</p> <ul style="list-style-type: none"> • Safety improvements including segment lighting, installing delineators, reflectors, and/or object markers, raised pavement markers, install mid block pedestrian crossing, and sidewalk repairs, sidewalk widening, potential road diets, and signal timing modifications • Ten bus bulbs/curb extensions, 19 pedestrian gap closures, 15 bus stop balancing and placement, curbside bus only lanes along segment between 2nd Avenue and 40th Avenue • TSP installation/signal reconfiguration at 2nd Avenue intersection • Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real • Also includes transit improvements such as increased weekday frequencies or infrastructure improvements <p>The Central El Camino Multimodal Plan may also incorporate elements such as bike facilities on parallel routes, transit bulbs/boarding islands, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, etc.</p>	30	10	11.25	27.5	20	98.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
El Camino Real Multimodal Improvements - Burlingame	El Camino Real within Burlingame city limits (Murchison Drive to Peninsula Avenue/ Barroilhet Avenue)	<ul style="list-style-type: none"> • Two bus bulbs/curb extensions, eight pedestrian gap closure, one bus stop balancing and placement, curbside bus only lanes along segment north of Dufferin Avenue • TSP installation/signal reconfiguration at Murchison Drive, Trousdale Drive, and Broadway intersections • Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real • Also includes transit improvements such as increased weekday frequencies for SamTrans Route ECR and infrastructure improvements • ADA-compliant sidewalks, drainage system, lighting, landscaping 	30	10	11.25	27.5	20	98.75
Holly Street Safety Improvements	Holly Street from Magnolia Avenue to Industrial Road	Various safety improvements	30	0	11.25	27.5	20	88.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
El Camino Real Multimodal Improvements - San Carlos	El Camino Real within San Carlos city limits (F Street to Eaton Avenue/ Cordilleras Creek	<p>The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:</p> <ul style="list-style-type: none"> • Class II bicycle lanes • Add seven bus bulbs/curb extensions, six pedestrian gap closures, three bus stop balancing and placement, and curbside bus only lanes along southbound segment south of San Carlos Avenue • Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real • Also includes transit improvements such as increased weekday frequencies or infrastructure improvements <p>The Central El Camino Multimodal Plan may also incorporate elements such as separated bikeways, transit bulbs/boarding islands, transit lanes, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, closing sidewalk gaps, etc.</p>	30	0	11.25	27.5	20	88.75
5th Avenue/ San Mateo Drive Bikeway Improvements	5th Avenue/ San Mateo Drive from Virginia Avenue to Amphlett Boulevard; 2nd Avenue to 5th Avenue	Class II, III, and IV bicycle lanes	30	20	4.5	27.5	0	82

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Old Bayshore Highway Bikeway	Old Bayshore Highway from Millbrae Avenue to Broadway	Class II or other bike facility	6	4	22.5	27.5	20	80
Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing	Hillsdale Boulevard/US 101	Pedestrian/bicycle bridge from Norfolk Street to Franklin Parkway	6	4	22.5	27.5	20	80
Holly Street Interchange and Overcrossing	Holly Street/US 101	Bicycle/pedestrian overcrossing, including converting the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets	6	4	22.5	27.5	20	80
Broadway Caltrain Grade Separation	Broadway/ California Drive	To improve safety for all modes of travel, Caltrain in cooperation with the City of Burlingame is separating the train tracks from the road at Broadway. The project will reduce local traffic congestion and train horn noise, and eliminate the current hold-out rule in which only one train is allowed at the station at a time.	30	20	22.5	5.5	0	78

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
California Drive/ North San Mateo Drive Complete Streets	California Drive/North San Mateo Drive from East Millbrae Avenue to Peninsula Avenue and from Catalpa Street to East 5th Avenue	Complete streets Phase II between Oak Grove Avenue and Burlingame Avenue and Phase III between Burlingame Avenue and Peninsula Avenue	30	10	4.5	27.5	0	72
West 3rd Avenue Complete Streets	West 3rd Avenue from Virginia Avenue to Bayshore Freeway	Complete streets	30	10	4.5	27.5	0	72
Hillsdale Boulevard Multimodal Safety Improvements	Hillsdale Boulevard from Sea Spray Lane to north of Pilgrim Drive	Various safety improvements with emphasis on motor vehicle, bicycle, and pedestrian safety	0	10	11.25	27.5	20	68.75
3rd Avenue/ Delaware Street/4th Avenue Bikeway Improvements	Delaware Street/4th Avenue from Dartmouth Road to Humboldt Street	Separated bike lane	30	20	4.5	13.75	0	68.25
Tilton Avenue Bikeway Improvements	Tilton Avenue from city limit to Ellsworth Avenue	Class II bike lane	30	20	4.5	13.75	0	68.25

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
101/92 Direct Connector	US 101/State Route 92 interchange (US 101 from Hillsdale Boulevard to Kehoe Avenue and State Route 92 west of Hayward-San Mateo Bridge)	The project includes a dedicated managed lane connecting State Route 92 and the US 101 Express Lanes	15	4	22.5	5.5	20	67
Belmont Village Bike Share Station	Belmont Village and/or Caltrain station	Access to on-demand bicycles. Increases travel options and potentially reduces vehicle traffic.	30	20	11.25	5.5	0	66.75
Poplar Avenue Complete Streets	Poplar Avenue from El Camino Real to Caltrain tracks	Various streetscape improvements including intersection safety improvements, crosswalk enhancements, curb extensions, and wayfinding	30	4	4.5	27.5	0	66

Table 2 summarizes all other Mid County projects and their scores.

Table 2. All Other Mid County Projects

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Laurel Street Multimodal Safety Improvements	Laurel Street from Bush Street to Brittan Avenue	Various safety improvements with emphasis on motor vehicle and pedestrian safety	30	0	4.5	27.5	0	62
Baldwin Avenue/Ellsworth Avenue/Railroad Avenue/B Street/1st Avenue Bikeway Improvements	From Baldwin Avenue and El Camino Real to B Street and 1st Avenue	Bike boulevard/bike lane	30	20	4.5	5.5	0	60
Belmont Village Bicycle Improvements	5th Avenue/El Camino Real to Middle Road/El Camino Real via 5th Avenue, O'Neil Avenue, 6th Avenue, Hill Street and Gordon Avenue	Extend 5th Avenue bikeway north from Broadway to Ralston Avenue with Class II bicycle lane and/or bicycle boulevard treatments. Install Class III bicycle route with wayfinding and sharrow markings north of Ralston Avenue on Hill Street and Gordon Avenue to Middle Road.	30	20	4.5	5.5	0	60
East 5th Avenue/Laurel Avenue/9th Avenue/Palm Avenue Complete Streets	East 5th Avenue/Laurel Avenue/9th Avenue/Palm Avenue from East 5th Avenue to 16th Avenue	Complete streets	30	20	4.5	5.5	0	60
Murchison Drive Bikeway Improvement	Murchison Drive from Sequoia Avenue to Ogden Drive to California Drive	Class III/IV bikeway	30	20	4.5	5.5	0	60

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Railroad Avenue/4th Avenue Bikeway Improvements	Railroad Avenue from Monte Diablo Avenue to 5th Avenue	Bike boulevard/bike lane/shared use path	30	20	4.5	5.5	0	60
Peninsula Avenue Bikeway and Interchange Improvements	Peninsula Avenue from El Camino Real to Coyote Point Drive	Bikeway (various classes)	15	10	4.5	27.5	0	57
Ralston Avenue Bikeway and Minor Interchange Improvements	Ralston Avenue from Belmont Line to Marine Parkway	Class II/III bikeway; improve bicycle accommodations at interchange and consider squaring up ramps as this is near Belmont bicycle and pedestrian overcrossing	15	10	4.5	27.5	0	57
Level Boarding Program	All stations		30	10	11.25	5.5	0	56.75
Station Amenities Improvement Program	All stations		30	10	11.25	5.5	0	56.75
Burlingame Caltrain Station	Burlingame Caltrain station	Transit Access Improvements	30	4	22.5	0	0	56.5
Rollins Road Bikeway Improvement	Rollins Road from Broadway to Murchison Drive	Class IV bikeway	15	4	22.5	13.75	0	55.25
Downtown Gateway	1st Avenue and Transit Center Way areas near San Mateo Caltrain station	Transit station access improvements including sidewalk widening, intersection improvements, curb ramps, higher visibility crosswalks, and pedestrian friendly signal timing	30	20	4.5	0	0	54.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
North Station Access - Downtown	Northern end of San Mateo Caltrain station on North Railroad Avenue, Cypress Avenue, and Tilton Avenue	Transit station access improvements including improved lighting and wayfinding, sidewalk widening, parking restrictions, shared streets implementation, improved intersection crossings, and changes in vehicle direction (on Cypress Avenue)	30	20	4.5	0	0	54.5
Delaware Street/ State Street/	South San Francisco/ Unincorporated San Mateo County - From US 101 to Belle Aire Road	Upgrade bikeway to Class IV separated bicycle lane along Bay Trail, East San Bruno Avenue corridor.	6	13.75	4.5	10	20	54.25
Carolan Avenue Bikeway Improvement	Carolan Avenue from Cadillac Way to Oak Grove Avenue to Dwight Road	Class IV/III bikeway	15	10	22.5	5.5	0	53
Rollins Road New Separated Crossing	US 101	Potential San Mateo County project to install Class IV bike lane on Oak Grove Avenue/Winchester Drive between Ansel Road and Airport Boulevard	15	10	22.5	5.5	0	53
US 101 Bike Lane Improvements	US 101 from Claudia Avenue to La Selva Circle	Bike lanes	6	10	22.5	13.75	0	52.25
Monte Diablo Avenue Complete Streets	Monte Diablo Avenue from El Camino Real to Caltrain tracks, Bayshore Boulevard to Quebec Street	Various streetscape and multimodal safety improvements with focus on calming traffic, encouraging walking/ biking, and improving access	15	20	11.25	5.5	0	51.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Platform Extensions	All stations	Platform extensions at all stations to accommodate 8-car trains	30	10	11.25	0	0	51.25
19th Avenue, Fashion Island Boulevard Bikeway Improvements	19th Avenue, Fashion Island Boulevard from Pacific Boulevard to South Mariners Island Boulevard	Class IV separated bicycle lane	30	4	11.25	5.5	0	50.75
Palm Avenue/25th Avenue Bikeway Improvements	Palm Avenue/25th Avenue from South Boulevard to 25th Avenue; Flores Street to Delaware Street	Bike lane	30	4	11.25	5.5	0	50.75
B Street/South Boulevard Bikeway Improvements	B Street/South Boulevard from Baldwin Avenue to Palm Avenue	Separated/buffered bike lane	30	10	4.5	5.5	0	50
Industrial Road Bikeway and Multimodal Safety Improvements	Industrial Road from San Carlos city limit with Belmont to city limits with Redwood City	Class IV bike path; various safety improvements with emphasis on motor vehicle and pedestrian safety	6	4	11.25	27.5	0	48.75
Redwood Shores Parkway Pedestrian Project	Redwood Shores Parkway from Twin Dolphin Drive to Bridge Parkway	Pedestrian improvements	0	20	0	27.5	0	47.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Concar Drive Bikeway Improvements	Concar Drive from Pacific Boulevard to Grant Street	Shared use path/separated bike lane	30	0	11.25	5.5	0	46.75
Hayward Park East	East of Hayward Park Caltrain station on Pacific Boulevard and Concar Drive	Transit access improvements including intersection improvements, protected corner treatments, signal timing, and potential road diets	30	4	11.25	0	0	45.25
Hayward Park West	South Boulevard, Leslie Street, and 19th Avenue near Hayward Park Caltrain station	Transit access improvements including ADA ramps, enhanced sidewalks, curb extensions, sidewalk widening, lighting, wayfinding, place making, and new Class I path on Caltrain right-of-way	30	4	11.25	0	0	45.25
Sunnybrae - Hayward Park	North of Hayward Park Station on South Railroad Avenue, 16th Avenue, and South Delaware Street	Transit access improvements including ADA ramps, wayfinding, lighting, sidewalk widening, and intersection improvements	30	4	11.25	0	0	45.25
25th Avenue - Hillsdale	25th Avenue north of Hillsdale Caltrain station	Transit access improvements including continuous sidewalk extensions, protected intersections, curb ramps/extensions, and widened sidewalks with landscaping	30	10	4.5	0	0	44.5
28th Avenue - Hillsdale	28th Avenue near Hillsdale Caltrain station	Transit access improvements including road diet, midblock high visibility crosswalk, pedestrian lighting, curb extensions, separated bike crossings, pedestrian refuge islands, and protected phasing for vehicle turns	30	10	4.5	0	0	44.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
31st Avenue/ Bay Meadows - Hillsdale	31st Avenue South of Hillsdale Caltrain station	Transit Access improvements including upgrading signals, wayfinding, elevated walkways, new direct station access, and potential road diet	30	10	4.5	0	0	44.5
Hillsdale Caltrain Station	Hillsdale Caltrain station	Transit access improvements	30	10	4.5	0	0	44.5
Hillsdale Transit Center	Hillsdale Transit Center	Build multimodal station access for relocated Hillsdale Caltrain station. Plan is envisioned to include station area access, bicycle station, kiss and ride, bus/shuttle access, and potential mixed-use development (note: project sponsor is City of San Mateo).	30	10	4.5	0	0	44.5
Broadway Bikeway Improvement	Broadway from Cortez Avenue to California Avenue	Class II/III bikeway	30	4	4.5	5.5	0	44
Carmelita Avenue Bike Route	Carmelita Avenue from Vancouver Avenue to Cabrillo Avenue to El Camino Real to California Drive	Class III bike route	30	4	4.5	5.5	0	44
O'Niell Bicycle and Pedestrian Undercrossing	Belmont Caltrain station	O'Niell bicycle and pedestrian undercrossing	30	4	4.5	5.5	0	44
Primrose Road Bike Route	Primrose Road from El Camino Real to Howard Avenue to Floribunda Avenue	Class III bike route	30	4	4.5	5.5	0	44

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Dwight Road Bike Route	Dwight Road from Rollins Road to Peninsula Avenue	Class III bike route	0	4	11.25	27.5	0	42.75
Humboldt Street Bikeway Improvements	Humboldt Street from city limit to Poplar Avenue to 9th Avenue	Bike boulevard/bike lane	0	10	4.5	27.5	0	42
19th Avenue Complete Streets	19th Avenue from Palm Avenue to Pacific Avenue	Complete streets	30	0	11.25	0	0	41.25
Grant Street Complete Streets	Grant Street from Haddon Drive to Bermuda Drive	Various streetscape improvements including bicycle boulevard, bus stop enhancements, intersection reconfigurations, crosswalks, and traffic calming	30	0	11.25	0	0	41.25
San Carlos Caltrain Station	San Carlos Caltrain station	Transit access improvements	30	0	11.25	0	0	41.25
San Carlos Transit Center	San Carlos Caltrain station	San Carlos station multimodal transit center	30	0	11.25	0	0	41.25
Cherry Street Safety Improvements	Cherry Street, from Cedar Street to El Camino Real	Various safety improvements	30	0	4.5	5.5	0	40
Ray Drive Bike Route	Ray Drive from Quesdada Way to Devereux Drive to El Camino Real	Class III bike route	30	4	0	5.5	0	39.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Capuchino Avenue Bike Route	Capuchino Avenue from Grove Avenue to Carmelita Avenue	Class III bike route	30	4	4.5	0	0	38.5
Paloma Avenue Bike Route	Paloma Avenue from Grove Avenue to Carmelita Avenue to Oak Grove Avenue	Class III bike route	30	4	4.5	0	0	38.5
Toyon Drive, Linden Avenue, Morrell Avenue, and Laurel Avenue Bike Route	Toyon Drive, Linden Avenue, Morrell Avenue, and Laurel Avenue from Carolan Avenue to Oak Grove Avenue	Class III	6	10	22.5	0	0	38.5
Bloomfield Road Bikeway Improvement	Bloomfield Road from Rollins Road to Peninsula Avenue	Class III bikeway	6	4	22.5	5.5	0	38
Chestnut Street Safety Improvements	Chestnut Street, from San Carlos Avenue to Woodland Avenue	Various safety improvements	30	0	4.5	0	0	34.5
Cortez Avenue Bike Route	Cortez Avenue from Adeline Drive to Carmelita Avenue	Class III bike route	30	4	0	0	0	34
Skyway Road Bikeway Improvement	Skyway Road from Pico Boulevard to Blair Island Trail	Class III bicycle boulevard	6	4	22.5	0	0	32.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Norfolk Street Complete Streets	Norfolk Street from 2nd Avenue to Kehoe Avenue	Various streetscape improvements including bus bulb outs and islands, bike lane enhancements, pedestrian safety improvements, intersection improvements	0	4	22.5	5.5	0	32
Airport Boulevard Bikeway Improvement	Airport Boulevard from Bay Trail crossing to Airport Boulevard (near Facebook development)	Class IV bikeway	0	20	11.25	0	0	31.25
Bay Trail Gap Closure Projects Burlingame	Bay Trail behind hotel complex, between Anza Lagoon and Slough, and between Airport Boulevard and Slough	Class I Path	0	20	11.25	0	0	31.25
Trousdale Drive Bikeway Improvement	Trousdale Drive from city limit to California Drive	Class II bikeway	15	10	0	5.5	0	30.5
Edgewater Boulevard Multimodal Safety Improvements	Edgewater Boulevard, Hillsdale Boulevard to Beach Park Boulevard	Various safety improvements with emphasis on motor vehicle and bicycle safety	0	20	4.5	5.5	0	30

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Arroyo Avenue Multimodal Safety Improvements	Arroyo Avenue, from Tamarack Avenue to Industrial Road	Various safety improvements with emphasis on bicycle and pedestrian safety	15	4	4.5	5.5	0	29
Saratoga Drive Bikeway Improvements	Saratoga Drive from Delaware Street to Santa Clara Way	Separated/buffered bike lane	15	4	4.5	5.5	0	29
Magnolia Avenue/Laurel Street Bikeway Improvement	Magnolia Avenue/ Laurel Streett from Hull Drive to Cedar Street	Class III	15	0	0	13.75	0	28.75
San Carlos Avenue Bikeway, Complete Streets, and Multimodal Safety Improvements	San Carlos Avenue from city limits west of Cranfield Avenue to east of Industrial Road	Class IV separated bicycle lane, complete streets, and safety improvements with emphasis on bicycle and pedestrian safety	15	0	0	13.75	0	28.75
Lodi Avenue/ Haddon Drive New Separated Crossing	US 101	Potential San Mateo County project to install new overcrossing from Lodi Avenue and Norton Street to Haddon Drive	6	0	22.5	0	0	28.5
Brittan Avenue Multimodal Safety Improvements	Brittan Avenue from Industrial Road to Crestview Drive	Various safety improvements with emphasis on motor vehicle, bicycle, and pedestrian safety	6	4	4.5	13.75	0	28.25

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Bay Trail Gap Closure Projects Redwood Shores/San Carlos	Bay Trail from Redwood Shores Parkway to Pico Boulevard; and Pico Boulevard to northwest of American Street	New Class I path	0	20	0	5.5	0	25.5
Bridge Parkway Bike Route	Bridge Parkway from Marine Parkway to Bowsprit Drive to Redwood Shores Parkway	Class III/II bike route	0	20	0	5.5	0	25.5
20th Avenue Bikeway Improvements	20th Avenue from Alameda de las Pulgas to Palm Avenue	Bike boulevard/bike lane	15	0	4.5	5.5	0	25
Eaton Avenue, Arlington Road, Oakdale Street, Warwick Street, Stanford Lane, Duane Street Bikeway Improvement	Eaton Avenue, Arlington Road, Oakdale Street, Warwick Street, Stanford Lane, Duane Street from El Camino Real to Hopkins Avenue	Class III bicycle boulevard	6	4	0	5.5	0	15.5
Washington Street Safety Improvements	Washington Street, from Old County Road to Industrial Road	Various safety improvements with emphasis on motor vehicle safety	6	4	0	5.5	0	15.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Howard Avenue Bikeway and Safety Improvements	Howard Avenue from Alameda de las Pulgas to Laurel Street to El Camino Real to Industrial Road	Class III/II/IV bikeway; various safety improvements	0	4	4.5	5.5	0	14
Bransten Street Safety Improvements	Bransten Street, from Old County Road to Industrial Road	Various safety improvements	6	0	4.5	5.5	0	16
Lagoon Drive Bike Route	Lagoon Drive from Twin Dolphin Drive to Marine Parkway	Class II bike route	0	4	0	0	0	4

Appendix B: Comprehensive Multimodal Corridor Plan Alignment



Comprehensive Multimodal Corridor Plan

The CMCP provides the foundation for the 101 Corridor Connect Program. As defined by Caltrans, the goal of a CMCP is to develop a strategy and identify a list of projects that will reduce congestion, reduce GHG, and improve livability through operational improvements, technological advancements, and increased multimodal options along a transportation corridor. The preparation of a CMCP is required for agencies (such as Caltrans, MPOs, Regional Transportation Planning Agencies, Congestion Management Agencies, local governments, and transit providers) to be able to apply for SCCP funding. Figure 1 shows the CMCP development process.

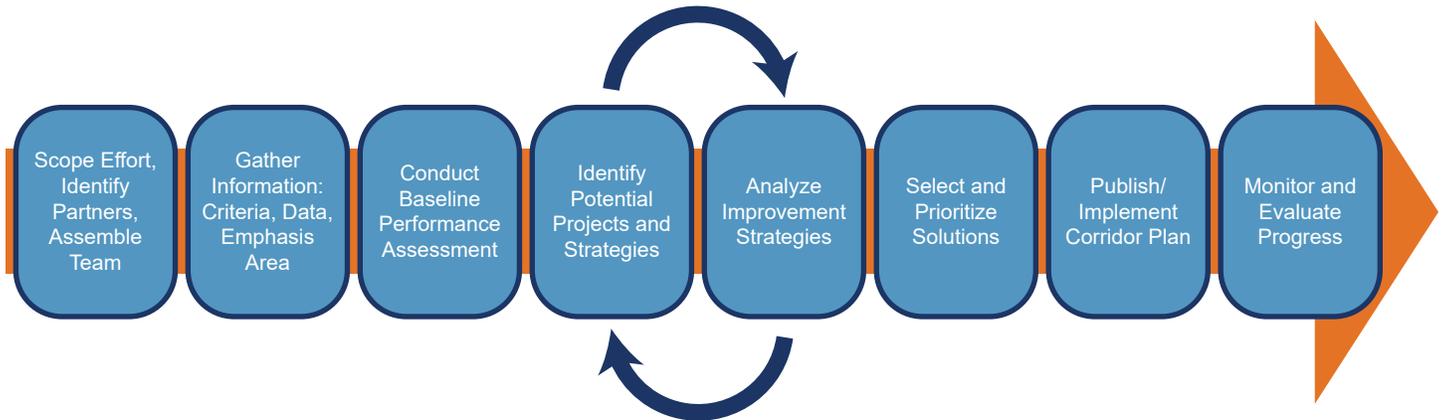


Figure 1. Comprehensive Multimodal Corridor Plan Development Process

As stated in the [California Transportation Commission’s \(CTC\) 2018 Comprehensive Multimodal Corridor Plan Guidelines](#), corridor planning for the State Highway System must address and be informed by state goals and objectives as outlined in the California Transportation Plan, the Interregional Transportation Strategic Plan, and other modal plans. Table 1 summarizes how the strategy meets each requirement from the guidelines.

Table 1. California Transportation Commission 2018 Comprehensive Multimodal Corridor Plan Guidelines

Guideline	US 101 Mid County Multimodal Strategy Applicability
<p>Specific to a corridor, developed collaboratively with stakeholders, and written with a multimodal corridor planning intent</p>	<p>The US 101 Mid County Multimodal Strategy is specific to the US 101 highway in San Mateo County. The strategy includes a range of freeway, bike/ped, and transit projects reflecting a multimodal approach. In addition to a general public engagement campaign to solicit input, the strategy was developed with the participation of numerous partner and stakeholder agencies through the Mid County Working Group. Participating agencies included: City of Burlingame, City of San Mateo, City of Foster City, City of Belmont, City of San Carlos, City of Redwood City, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County.</p>
<p>Provide clear description of the corridor and its geographic intent, incorporate all modes of transportation that are presently used or have the potential to move people and goods within the corridor, and be consistent with the goals/objectives of the Regional Transportation Plan (RTP)</p>	<p>The US 101 Mid County Multimodal Strategy is specific to the US 101 highway from the southern extent of SFO at the north to the Bair Island Ecological Reserve at the south and includes a one-mile buffer along the facility. The strategy includes a range of freeway, bicycle and pedestrian, and transit projects reflecting a multimodal approach. The strategy is intended to reflect the goals and objectives of Plan Bay Area 2050 (the RTP for the nine-county Bay Area) by providing more affordable alternatives to area users, increasing connectivity with economic and educational opportunities, and improving air quality through congestion management and growth in alternative modes. The strategy's emphasis on equity is reflected in its wide variety of community engagement activities and members of the population solicited (including in multiple languages) and ensuring projects were in SamTrans' EPAs as much as possible.</p>
<p>Designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects</p>	<p>The US 101 Mid County Multimodal Strategy identifies a list of 20 projects that represents all modes and aims to improve multimodal connectivity within the corridor. These projects were selected to ensure they meaningfully reflect public input that was gathered during the development of the strategy and aims meet the project's objectives of safety, connectivity, sustainability, and inclusivity.</p>
<p>Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions</p>	<p>The US 101 Mid County Multimodal Strategy includes an implementation plan to identify strategies and funding solutions for implementing the list of prioritized projects included in the strategy. Part of the project prioritization process was determining whether projects offered the potential to encourage mode shift towards sustainable travel options and result in mobility benefits for the corridor in the corridor. Projects that were deemed able to achieve both were moved forward in the process.</p>

Guideline	US 101 Mid County Multimodal Strategy Applicability
Be developed in collaboration with state, regional, and local partners	<p>The US 101 Mid County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the Mid County Working Group. Participating agencies included: City of Burlingame, City of San Mateo, City of Foster City, City of Belmont, City of San Carlos, City of Redwood City, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County. The project's WG met a total of three times and provided input at each stage of the strategy's development. The WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.</p>
Evaluate the following criteria as applicable: safety, congestion, accessibility, economic development and job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use	<p>Safety is one of the objectives of the US 101 Mid County Multimodal Strategy. By identifying multimodal projects, the strategy aims to reduce congestion through mode shift. Another objective of the strategy is inclusivity, which aims to increase access for underserved communities. While the strategy does not specifically aim to improve economic development and job creation and retention, it can be inferred that the capital projects may result in job creation and economic development through better access to areas along the corridor which includes several employment centers. Ensuring the prioritized projects offered the potential to encourage mode shift towards sustainable travel options provides an opportunity for the strategy to improve air quality and reduce greenhouse gas emissions. Lastly, while the strategy does not specifically aim to improve efficient land use, transportation and land use are complementary and improving the transportation network along the corridor can lead to denser land use and reduce the need for sparse development that leads to increased need for private vehicles.</p>
Be consistent with the goals and objectives of the RTP	<p>The US 101 Mid County Multimodal Strategy meets the following guiding principles from the Bay Area's RTP (Plan Bay Area 2050):</p> <ul style="list-style-type: none"> • Affordable: owning a car can be very expensive, and the strategy's focus on multimodal investments can lead to more affordable transportation options. • Connected: this is one of the objectives of the strategy and aims to connect people to the places they need to go. • Diverse: one of the strategy's objectives is inclusivity and aims to identify projects that increase access for underserved communities. • Healthy: ensuring the prioritized projects offered the potential to encourage mode shift towards sustainable travel options provides an opportunity for the strategy to improve air quality and reduce greenhouse gas emissions. • Vibrant: providing more multimodal transportation options along the corridor can lead to more walkable and bikeable areas and foster an active lifestyle along the corridor.

Guideline	US 101 Mid County Multimodal Strategy Applicability
Projects funded through the Congested Corridors Program shall also be designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors	The US 101 Mid County Multimodal Strategy includes a list of prioritized projects that represents all modes and meaningfully reflects public input gathered throughout the development of the strategy.
Clear demonstration of state, regional, and local collaboration as possible	The US 101 Mid County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the Mid County Working Group. Participating agencies included: City of Burlingame, City of San Mateo, City of Foster City, City of Belmont, City of San Carlos, City of Redwood City, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County. The WG met a total of three times and provided input at each stage of the strategy's development. The WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.
Short, medium, and long-term planning horizon	To develop the list of prioritized projects for the US 101 Mid County Multimodal Strategy, various plans and programs were reviewed to develop a database of multimodal transportation projects in the corridor. These plans included projects with a wide variety of planning horizons and are included in the list of prioritized projects.
Specific corridor objectives	The stated objectives for the US 101 Mid County Multimodal Strategy are to make the corridor safer, more connected, more sustainable, and more inclusive.
Multimodal considerations for and approaches to address transportation system deficiencies	The US 101 Mid County Multimodal Strategy identifies projects that will create an interconnected corridor and reduce congestion on the facility. This includes projects of all modes that will improve and encourage the use of different types of transportation.
Identification and evaluation of performance impacts of recommended projects and strategies including induced demand analysis of transportation demand resulting from highway and local road projects	The purpose of the US 101 Mid County Multimodal Strategy is to identify underfunded but necessary projects that improve and encourage the use of different types of transportation. Measuring the performance impacts of the projects will take place after the completion of the strategy.

Guideline	US 101 Mid County Multimodal Strategy Applicability
<p>Consideration and application of a range of performance metrics (such as those outlined in Chapter 7 of the 2017 RTP Guidelines and project specific performance measures as outlined in the Statewide Transportation Improvement Program Guidelines as applicable) for the set of recommended project and strategies</p>	<p>The purpose of the US 101 Mid County Multimodal Strategy is to identify underfunded but necessary projects that improve and encourage the use of different types of transportation. Measuring the performance impacts of the projects will take place after the completion of the strategy.</p>
<p>Recommendations and prioritization of multimodal improvements for funding including timeline for implementation, with particular emphasis on projects that improve mobility while also achieving a balanced set of transportation, environmental, and community access improvements</p>	<p>The US 101 Mid County Multimodal Strategy includes an implementation plan that identifies funding sources for the list of prioritized projects and assesses how well the projects meet the requirements of various grants.</p>
<p>Recommendation and prioritization of improvements that fed into transportation funding programs and the regional transportation planning process</p>	<p>The US 101 Mid County Multimodal Strategy includes an implementation plan that identifies funding sources for the list of prioritized projects and assesses how well the projects meet the requirements of various grants.</p>
<p>Strategies for preserving the character of local community and creating opportunities for neighborhood enhancement projects</p>	<p>The identified projects in the US 101 Mid County Multimodal Strategy include improvements to the local bike and street network to make it better for bicyclists and pedestrians to get around. While not being a specific goal of the strategy, these human-scale improvements may help preserve and improve the character of the local community.</p>
<p>Consistency with the principles of the federal Congestion Management Process and consistency with the intent of the state Congested Management Program for designated Congestion Management Agencies</p>	<p>The U.S. Department of Transportation’s Congestion Management Process: A Guidebook states that the Congestion Management Process may involve development of congestion management principles including affirm the importance of addressing all modes of transportation and place priority or emphasis on certain types of congestion management strategies, such as demand management or system management and operations, before accommodating vehicle travel demand. The US 101 Mid County Multimodal Strategy satisfies this by identifying and prioritizing multimodal projects covering all modes of transportation and aims to induce mode shift away from single-occupancy vehicle use.</p>

Guideline	US 101 Mid County Multimodal Strategy Applicability
<p>Consistency with the principles of the California Transportation Plan including the Interregional Transportation Strategic Plan, the Caltrans Smart Mobility Framework, California’s Climate Change Scoping Plan, and climate adaptation plans</p>	<p>The Plan prioritizes projects that will reduce VMT, induce mode shift, increase safety, enhance accessibility, and promote sustainability. Furthermore, the US 101 Mid County Multimodal Strategy does not propose any new projects and only includes those already under development by state, regional, and local partners. As such, the plan is consistent with the goals and objectives of the California Transportation Plan to the extent that the projects encompassed by the plan already reflect regional goals and objectives.</p>
<p>Consistency with the goals and objectives of the RTP including the forecasted development pattern identified in the Sustainable Communities Strategy especially in areas identified as high-priority for growth if applicable</p>	<p>The US 101 Mid County Multimodal Strategy prioritizes projects that will reduce VMT, induce mode shift, increase safety, enhance accessibility, and promote sustainability. Furthermore, the strategy does not propose any new projects and only includes those already under development by state and regional partners. As such, the plan is consistent with the goals and objectives of the RTP to the extent that the projects encompassed by the plan already reflect regional goals and objectives.</p>
<p>Consistency with other applicable regional or local planning frameworks such as local jurisdiction land use plans including transit supportive land use plans and policies</p>	<p>The US 101 Mid County Multimodal Strategy does not propose any new projects and only includes those already under development by state and regional partners. It is therefore consistent with other applicable regional or local planning frameworks.</p>
<p>Consideration and incorporation of broadband planning, smart mobility framework, and Intelligent Transportation Systems, as applicable</p>	<p>The US 101 Mid County Multimodal Strategy does not propose any new projects and only includes those already under development by state and regional partners. While the plan does not explicitly consider broadband planning, smart mobility framework, and Intelligent Transportation Systems, it is consistent with this requirement to the extent that partner agencies have made such considerations in their own planning.</p>
<p>Projects funded through the Congested Corridors Program are expected to achieve transportation system performance improvements in areas such as safety, congestion, accessibility, economic development, job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use</p>	<p>Projects selected for inclusion in the US 101 Mid County Multimodal Strategy are based on their potential to reduce VMT and induce mode shift. The US 101 corridor is a primary connector for area residents to regional employment centers and improvements to it and adjacent facilities will enhance connectivity. Projects in or adjacent to PDAs received extra points in the scoring process to promote accessibility.</p>
<p>Quantify how transportation solutions identified in the plan will improve performance</p>	<p>The US 101 Mid County Multimodal Strategy does not propose any new projects not already contained within existing state, regional, or local planning documents. Quantification of potential performance improvements will occur as part of the implementation processes undertaken by those specific project sponsors or with the support of SMCTA as part of this implementation plan.</p>

Guideline	US 101 Mid County Multimodal Strategy Applicability
Support efforts to evaluate which projects best achieve a balanced set of transportation, environmental, and community access improvements	SMCTA will support evaluation efforts undertaken by partner agencies for their projects as part of future implementation plan activities.
Plan-level corridor assessment must be conducted and documented to clearly outline system performance and trends	As part of plan development and documented herein, an existing conditions assessment was conducted to determine current performance and travel trends within the Mid County section of the US 101 corridor.
Performance assessment results should be used to establish a relationship between identified problems and solutions	SMCTA will support performance assessment efforts undertaken by partner agencies for their projects as part of future implementation activities.
Potential transportation system improvements and solutions should then be evaluated to determine how they will impact corridor performance	SMCTA will support the evaluation of system improvements undertaken by partner agencies for their projects as part of future implementation activities.
Quantification of performance improvements achieved by potential transportation solutions is highly encouraged at the plan level	The US 101 Mid County Multimodal Strategy does not propose new projects that are not already planned by partner agencies. Quantification of performance improvements will be their responsibility as part of future implementation.
Plans should identify performance measures and data collection to achieve goals and should leverage technology to better understand system performance and potential multimodal solutions	The US 101 Mid County Multimodal Strategy does not propose new projects that are not already planned by partner agencies. Quantification of performance improvements will be their responsibility as part of future implementation.

Comprehensive Multimodal Corridor Plan Self-Certification Form

In accordance with the 2024 SCCP Guidelines, applicants must submit a CMCP Self-Certification Form with the nomination package.

This form documents the applicant’s certification that the CMCP is consistent with the CTC’s 2018 Comprehensive Multimodal Corridor Planning Guidelines.

Table 2. Comprehensive Multimodal Corridor Plan Self Certification Checklist

#	CMCP Key Elements	Yes or No
1	Demonstrates state, regional, and local collaboration.	Yes
2	Identifies and evaluates performance impacts of recommended projects and strategies.	No
3	Discusses induced demand analysis for highway and local road projects, as applicable.	No
4	Discusses travel options for all modes of travel within the corridor, including streets and highways, transit and intercity rail, and bicycle and pedestrian modes.	Yes
5	Recommends and prioritizes multimodal improvements for funding.	Yes
6	Identifies a timeline for implementation (e.g., short, medium, and long-term projects).	Yes
7	Includes strategies to preserve the character of the local community and create opportunities for neighborhood enhancement projects.	Yes
8	Describes how the plan incorporates the principles of the federal Congestion Management Process and the intent of the state Congestion Management Program for designated Congestion Management Agencies.	Yes
9	Describes how the plan considers environmental impacts of proposed corridor solutions, including greenhouse gas emissions and criteria air pollutants.	Yes
10	Describes how the plan incorporates the principles of state-level planning documents such as the California Transportation Plan, Interregional Transportation Strategic Plan, Climate Action Plan for Transportation Infrastructure, and California’s Climate Change Scoping Plan.	Yes
11	Describes how the plan is consistent with the goals and objectives of the regional transportation plan and the sustainable communities strategy.	Yes

#	CMCP Key Elements	Yes or No
12	Describes how the plan is consistent with other applicable regional or local planning documents such as local jurisdiction land use plans and climate adaptation plans.	Yes
13	Incorporates technological solutions such as connected and autonomous vehicles, zero emission vehicles infrastructure, broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.	No
14	Explains how disadvantaged or historically impacted and marginalized groups and communities, and the general public were engaged throughout the development of the plan (refer to the SB 1 Programs Transportation Equity Supplement included in Part VIII, Appendix E to respond).	Yes
15	Describes how received feedback influenced the final plan.	Yes

Appendix C: Stakeholder & Public Comments



US 101 Mid County Multimodal Strategy Stakeholder & Public Comment Resolution Matrix

The Draft US 101 Mid County Multimodal Strategy was published online on September 12, 2025 and was available for public and stakeholder comment until October 17, 2025. The document was made available online on a virtual platform that allowed participants to place comments directly in the document. The virtual platform was available through SMCTA's website. The opportunity to comment on the draft strategy was promoted on SMCTA's social media channels and by e-blast.

The table below provides a summary of comments received during the public comment period. The table also shows how each comment was addressed by the SMCTA Project Team.

Table 1. US 101 Mid County Multimodal Strategy Stakeholder & Public Comment Resolution Matrix

Reference	Comment	Resolution
Pg. ii Table of contents	I have wondered for years why the main problem on 101 heading south at 92 East has not been addressed. The freeway backs up at commute time 4p-7p because people believe they are more important than others and do not get over to take 92 East. They wait until the last minute and that backs up all 4 lanes for a mile or so. However on 92 on the other side of the SM bridge they did something to correct people not getting over. They put up a wall and you have to choose which side you will be on well ahead of the exit. If they could figure out a way to make people have to get over to the exit side and leave at least 2 lanes completely open I think this would greatly reduce the jam up everyday. Its so ironic that the people who do this every day are the very reason why it is backed up every day. We need to engineer a way to fix this which would greatly reduce traffic for those continuing on 101 south at 92!	Comment Acknowledged. The US 101/SR 92 Area Improvements Project began construction in 2025 which will help to address weaving issues in this area.
Pg. ii Table of contents	There is no safe North/South bike and ebike dedicated lane or path west of 101. Old County might be a good candidate but it's treacherous with no or bad bike lane in San Carlos to connect Redwood City to Belmont. A dedicated segregated bike lane is required for safety of commuters, recreationists, and doing errands on this corridor. El Camino is incredible dangerous for bikes and e-bikes so isn't viable. Other N-S streets don't make it RWC to Belmont/San Mateo so are less helpful for through cycling. Make cycling safe end to end and promote reducing car traffic !! Why is San Carlos the most unsafe bicycling city on the mid-peninsula? Needs some funding and attention for e-bikes and bikes.	Comment Acknowledged.

Reference	Comment	Resolution
Pg. ii Table of contents	Using bike or ebike, I cannot cross highway 101 safely anywhere in San Carlos. Holly is literally deadly for bikes. The cycle bridge was cancelled. This is all unacceptable and a safe, dedicated lane or bridge is essential to cross 101 in San Carlos asap.	Comment Acknowledged.
Pg. 2 Project purpose	Does this process identify new project or simply rehash projects that have already been proposed at the local or regional level? Every City on the Peninsula already has Bike Master Plans, Pedestrian Master Plans, Complete Street Plans, Local Roadway Safety Plans, etc. At some point we need to stop identifying and prioritizing projects and instead put the time and \$ towards building more projects.	The Multimodal Strategy identified projects from existing adopted plans and prioritized them regionally to allow SMCTA to understand which projects need larger implementation assistance.
Pg. 2 Project purpose	There is no evidence that freeway projects, especially freeway widening, reduces congestion. Widening highways simply encourages more people to drive, quickly eliminating any improvement in travel times. We need to get people out of cars if we are going to prevent additional degradation of road service levels. Regardless, improving safety should be a higher priority than "reducing congestion", which is a quixotic goal.	Comment Acknowledged.
Pg. 4 CMCP corridor goals	Improves public health outcomes Minimizes traffic violence	Comment Acknowledged.
Pg. 4 CMCP corridor goals	Widening highways encourages home/apartment shoppers to live farther away. This is counter to our aggressive home/apartment building goals on the Peninsula.	Comment Acknowledged.
Pg. 4 CMCP corridor goals	Will small/local bike/ped improvements actually improve "freeway" congestion and efficiency? Given that most bike/ped trips are >10 miles, I would think they largely impact non-freeway trips.	The existing conditions assessment indicates that people still use US 101 to navigate trips under 10 miles in length, providing alternatives could help mitigate some of this traffic.

Reference	Comment	Resolution
Pg. 5 101 Corridor Connect Project Areas	<p>This statement seems to place "congestion reduction" ahead of all goals listed on the previous slide.</p> <p>What is the point of the previous slide if the sole criteria focuses on "potential to reduce congestion on 101"?</p>	<p>The Multimodal Strategies were designed to further the work of the Caltrans US 101 South Comprehensive Multimodal Corridor Plans which focus on congestion management for the corridor. In alignment with those plans and eligibility for the Solutions for Congested Corridors grant program, all projects included should have some potential for congestion management as a screening criterion but not a prioritization criterion by itself.</p>
Pg. 10 Table 1. US 101 Level of Service	<p>Did adding the FastTrack lane fix anything? Because if not then the data shows that is not the solution for LOS</p>	<p>At time of Multimodal Strategy development, the San Mateo County Express Lanes Joint Powers Authority was separately undertaking an assessment of the efficacy of the completed express lanes implementation. Inclusion in this plan does not guarantee projects will receive future funding and decisions to move projects forward will be at the discretion of each sponsor.</p>
Pg. 10 Table 1. US 101 Level of Service	<p>It would be great to include data from the County's Youth-Based High Injury Network, too.</p>	<p>Comment Acknowledged.</p>
Pg. 10 Table 1. US 101 Level of Service	<p>When was the Express Lane/widening project completed and thus do the 2023 figures represent a full or partial year of results? Did the project achieve its goals? The comparison of 2023 to '19 and '21 suggest that congestion didn't improve. Keep in mind that SM County's population and employment was largely stable over the past 5 years.</p>	<p>The Express Lanes project was completed in 2023. The 2023 data partially includes opening year data. The LOS data is an average of congestion across all travel lanes.</p>
Pg. 10 Table 1. US 101 Level of Service	<p>Did the \$600M widening of US 101 and Express Lane project between San Bruno and the southern County border improve congestion as intended?</p>	<p>At time of Multimodal Strategy development, the San Mateo County Express Lanes Joint Powers Authority was separately undertaking an assessment of the efficacy of the completed express lanes implementation.</p>

Reference	Comment	Resolution
Pg. 11 Figure 9. Crashes in the Project Area	<p>It looks like 101 is less dangerous in the areas around 92. Nevertheless, the 101/92 Direct Connector Project is being marketed as an attempt to reduce crashes in this area. Also, the 101/92 corridor is often called out for the worst congestion on 101.</p> <p>Thus, does congestion improve safety? Will attempts to reduce congestion simply encourage faster driving and more crashes?</p>	<p>This comment references the Countywide High Injury Networks (Figure 9). Access controlled freeways were not evaluated in the Countywide Local Roadway Safety Plan and are not identified on the High Injury Network.</p>
Pg. 12 Figure 10 Vehicle Crashes with Fatal and Severe Injuries	<p>When is the Broadway/ECR/101 intersection with CalTrain going to get done? There are so many crashes and fatalities in this location, but the project never moves forward. It seems like the #1 safety issue in this deck.</p>	<p>The Broadway Grade Separation is one of the 20 priority projects identified in this Strategy. The project is in the design phase as of 2025.</p>
Pg. 14 Table 2. Transit Ridership in the US 101 Mid County Project Area	<p>Why is SamTrans making it more difficult for disabled people to get a monthly bus pass? There's no information about this on the SamTrans website. Also, it would be so helpful to have a reduced monthly bus pass fee for low income individuals. \$67/month is a lot for someone living solely on Social Security.</p>	<p>Feedback shared with SamTrans customer service. Commenter can contact customer service directly as needed for assistance: 800-660-4287.</p> <p>Peninsula Rides (www.peninsularides.com) is a SamTrans-managed resource hub for transportation information to assist seniors, veterans, and persons with disabilities.</p>
Pg. 14 Table 2. Transit Ridership in the US 101 Mid County Project Area	<p>Does the ridership analysis post pandemic consider the route reductions that went into effect? That impacts ridership if times and routes are not as available as they were.</p>	<p>The ridership analysis reflects observed trends from 2018–2023 and does not account for specific service changes implemented during or after the pandemic. Substantial adjustments were made by SamTrans, Caltrain, and Commute.org in response to COVID-19, and travel patterns have since shifted toward more off-peak and weekend trips. As a result, post-pandemic ridership figures represent broader changes in travel demand rather than specific service adjustments.</p>

Reference	Comment	Resolution
Pg. 14 Table 2. Transit Ridership in the US 101 Mid County Project Area	This is inconsistent with SamTrans' reported current monthly ridership exceeding 2019 (pre-COVID) monthly ridership	The ridership analysis in this report uses data available through 2023. While more recent data may show continued recovery or growth in ridership, including reports that SamTrans has exceeded pre-pandemic levels in 2025, those figures were not yet available at the time of drafting this report.
Pg. 14 Table 2. Transit Ridership in the US 101 Mid County Project Area	As of 2025, Caltrain ridership is at 50% of pre-COVID peak. See data such as link (https://caltrainridership.com/)	The ridership analysis in this report uses data available through 2023. While more recent data may show continued recovery or growth in ridership, including reports that Caltrain is actually at 65% of pre-COVID levels in September of 2025, those figures were not yet available at the time of drafting this report.
Pg. 15 Table 3. Transit Ridership Demographics by Operator	That is an amazing statistic: most SamTrans and Caltrain riders do not own cars.	Comment Acknowledged.
Pg. 16 Figure 12. Existing Bicycle Facilities	Class 3 Bike Routes are no more safe than other streets and should not be included as "bike facilities".	Comment Acknowledged.
Pg. 16 Figure 12. Existing Bicycle Facilities	I bike down California Ave to Millbrae Caltrain daily. To make the new protected lane useful, you need to extend it all the way to Millbrae and San Mateo. It is unsafe to cross from one side to another when the bike lane switches sides of the road.	Comment Acknowledged.
Pg. 17 Figure 13. Bicycle and Pedestrian High Injury Networks in the Project Area	Would love to see % with no car ownership by race/ethnicity. Non-car options are a huge equity issue.	Comment Acknowledged.
Pg. 17 Figure 13. Bicycle and Pedestrian High Injury Networks in the Project Area	Perhaps we should save our existing safe streets infrastructure in addition to building more. City of SM is proposing removal of the Humboldt bike lanes which is on the Bike AND Ped High Injury Networks. Can SMCTA get involved to save this infrastructure?	Comment Acknowledged.

Reference	Comment	Resolution
Pg. 21 Table 7. 2021 Commute Mode Share	The biggest problem of the commute mode share is it completely neglects the ebike/escooter/bike + Caltrain/SamTrans; ebike and scooter are critical component of solving last miles challenges Transit cannot solve.	Comment Acknowledged.
Pg. 21 Table 6. 2019 Commute Mode Share	Would love to see how commute mode share differs by income level and race. This is a huge equity issue.	Comment Acknowledged.
Pg. 23 Figure 1. Vehicle Trips Summarized by Trip Distance and Origin Jurisdiction, 2021	Seeing this in per capita terms would be helpful	Comment Acknowledged.
Pg. 25 Engagement Statistics	Given that most of these projects already exist in local plans, are cities being asked for their input? They might have a better sense of local interest. Good that you are getting regional interest, however.	All cities in the Mid County segment participated in the project's Working Group. The Working Group met three times to provide feedback on existing conditions, the project prioritization methodology, the list of prioritized projects, and review of the draft strategy before public circulation.
Pg. 29 Additional Presentations	Supervisor Speier?	The project team engaged with Supervisors representing districts within the Mid County project area in the Fall of 2024. Supervisor Speier began her current term in January 2025.
Pg. 30 Top five transportation concerns	Was congestion not a public concern? The document says that congestion is a priority but I often hear that people are more concerned with saving lives, making their communities safer, and making transit better.	The graphic representing the top five transportation concerns was incorrect and has been revised for the draft Final Strategy.

Reference	Comment	Resolution
Pg. 34 Table 9. Point Assignment. Sustainability Scoring	Can we use actual air quality data?	The analysis was completed using a methodology that was developed in coordination with the project working group and approved by the Board ad hoc committee. While air quality data was not included in this particular analysis, the approach reflects the agreed-upon scope and methods established for the project.
Pg. 34 Table 9. Point Assignment. Inclusivity Description	Would love to see some priority for communities and/or projects that have a high mix of residents who don't own cars.	Comment Acknowledged.
Pg. 38 Figure 26. Vehicle Miles Traveled Density	Does this map show VMT for residents of these areas? If so, it is not an accurate proxy for air pollution in that area.	This data is VMT density, which is a measure of VMT per acre using C/CAG transportation analysis zones. VMT data was collected using StreetLight Data and reflects an average daily estimate of all vehicle activity in the area. Reducing VMT can reduce emissions and improve air quality, though it is acknowledged there are other aspects to air quality as well that may not be tied directly to transportation sources that can be mitigated through the Measure A and W sales tax measures.
Pg. 39 Weighting	How is induced demand considered in evaluating a project's potential for "reducing congestion"? If someone starts commuting by train instead of driving on 101, won't that encourage another resident to start driving and take up that newly open capacity on 101?	Induced demand for multimodal projects was not evaluated as part of the screening process. The Metropolitan Transportation Commission (MTC) is evaluating other pricing strategies for Bay Area freeways which may include possible All Lane Tolling or Road Mileage Fees.
Pg. 40 Table 12. Mid County Priority Corridors Holly Street Feedback/Concerns	SC was promised a bike/ped bridge at Holly Street. This didn't happen and now a young woman recently died while biking on Holly across 101.	The Holly Street Interchange and Overcrossing is included in this Strategy as Priority Project #11.

Reference	Comment	Resolution
Pg. 40 Table 12. Mid County Priority Corridors Holly Street Feedback/Concerns	[Reply to previous comment] Agreed. The current overpass is very dangerous for walkers and bikers. Another bicyclist was injured on the Holly overcrossing by a merging driver on 2/7/2025. We need safety fixes here ASAP.	The Holly Street Interchange and Overcrossing is included in this Strategy as Priority Project #11.
Pg. 40 Table 12. Mid County Priority Corridors SR 92	There is NO public bus service across the SM bridge. Only corporate buses.	Comment Acknowledged.
Pg. 40 Table 12. Mid County Priority Corridors Old County Road	Inconsistent bike facilities across municipal borders. Bike lanes disappear when going from SM (Pacific Ave) to Belmont/Old County Old County is a storage lot for collision repair shops.	Comment Acknowledged.
Pg. 43 Table 15. Mid County Multimodal Strategy Priority Projects	Please confirm if the US-101/SR-92 Direct Connector Project was evaluated as part of the prioritization process.	The US101/SR92 Direct Connector project was inadvertently combined with other projects in the 101/92 area in the project inventory process. It has been included as a separate project and subsequently scored per the project methodology. Following the scoring, the project is now the #18 priority project in the revised Strategy.
Pg. 43 Table 15. Mid County Multimodal Strategy Priority Projects El Camino Real Multimodal Improvements – San Carlos	Are ECR projects really part of the "101 Corridor"? Not an important issue, but projects nearer to 101 have a larger equity impact.	The Multimodal Strategies assessed projects within one mile of the US101 corridor in the Mid County area. This area included El Camino Real in all Mid County cities.
Pg. 43 Table 15. Mid County Multimodal Strategy Priority Projects Hillsdale Boulevard Complete Streets	Does this include crossing of the 101? I don't understand the description?	The extents for this project are Edison Street to the City limit, and include the existing roadway facilities. The proposed Hillsdale separated bicycle/pedestrian overcrossing is a separate project and is Priority Project #10 in this document.

Reference	Comment	Resolution
Pg. 44 Hillsdale Boulevard Complete Streets	YES! I agree this is the most important project in the corridor.	Comment Acknowledged.
Pg. 44 Hillsdale Boulevard Complete Streets	We need a bike/ped bridge, not painted bike lanes, to make crossing 101 safe. This is what the residents of SM were promised 20 years ago and then the project faded away with the 101 widening project taking priority.	Comment Acknowledged.
Pg. 45 El Camino Real Multimodal Improvements - Belmont	The City of SM is refusing to do bike lanes on ECR. They should be pushed on this if Belmont will have bike lanes to the SM border.	Comment Acknowledged.
Pg. 46 Old County Road/Stafford Street Complete Streets	There is a lot of excessive & low value car storage utilization on this corridor. Please remove in favor of safe active transportation infrastructure, including tree planting	Comment Acknowledged.
Pg. 46 Old County Road/Stafford Street Complete Streets	Yes! This is super important given the connection to the recently approved Delaware Safe Routes to School protected bike lanes in SM.	Comment Acknowledged.
Pg. 47 El Camino Real Multimodal Improvements – San Mateo	A road diet/narrowing of El Camino Real would vastly improve walkability in crossing east/west.	Comment Acknowledged.
Pg. 47 El Camino Real Multimodal Improvements – San Mateo	Yes, but I have heard that SM is fighting bike lanes on ECR???!!!	Comment Acknowledged.
Pg. 48 El Camino Real Multimodal Improvements - Burlingame	What about people on bikes? How do they get from SM to points north?	Comment Acknowledged.
Pg. 49 Holly Street Safety Improvements	101 crossing needed to improve connectivity	Comment Acknowledged.
Pg. 49 Holly Street Safety Improvements	Why not across 101? A cyclist was just killed on Holly crossing 101.	The Holly Street Interchange and Overcrossing is included in this Strategy as Priority Project #11.

Reference	Comment	Resolution
Pg. 51 5th Avenue//San Mateo Drive Bikeway Improvements	IMportant downtown connection for the Humboldt bike lanes.	Comment Acknowledged.
Pg. 52 Old Bayshore Highway Bikeway	Separated bike lane needed and resurfacing needed. This is one of the only routes that is continuous to South SF.	Comment Acknowledged.
Pg. 52 Old Bayshore Highway Bikeway	Yes! Important route for N/S bike commuters.	Comment Acknowledged.
Pg. 53 Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing	Note that the city of San Mateo has already done studies for this project, including completing CEQA.	Comment Acknowledged.
Pg. 53 Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing	Yes! What is difference vs. #1? We shouldn't be doing car-focused improvements without this happening at the same time.	San Mateo's 2020 Bicycle Master Plan included projects both on the existing Hillsdale Boulevard facility and a proposed separated bicycle and pedestrian overcrossing. This project is the latter separated crossing, while Priority Project #1 addresses the existing corridor.
Pg. 54 Holly Street Interchange and Overcrossing	Crossing 101 as a walker or biker is very dangerous because the on/off ramps are designed to allow cars to travel at 35-40 mph while merging. The high speeds don't give drivers time to see us walking and biking across the overpass. Slow down the merge, and build the pedestrian/bike bridge.	Comment Acknowledged.
Pg. 54 Holly Street Interchange and Overcrossing	Greatly needed! This crossing is very difficult as a pedestrian or bicycle and provides connectivity to bay trail	Comment Acknowledged.

Reference	Comment	Resolution
Pg. 56 California Drive/North San Mateo Drive Complete Streets	<p>The protected bike lane between oak grove and Broadway has been a huge help for improving safety without slowing down car traffic. Anywhere next to the Caltrain tracks should have the same separation.</p> <p>Given el Camino is unsafe, this corridor safe haven connecting downtown Burlingame and San Mateo and Millbrae is necessary and we should continue to improve.</p>	Comment Acknowledged.
Pg. 56 California Drive/North San Mateo Drive Complete Streets	Please complete this rout and make exisiting bike lanes safer. The bike lane from broadway to the caltrain station is narrow, and at times switches from bike lane to sharrows. Car speeding is also an issue with this stretch. Additionally, there is a great class IV bike lane, but it doesn't connect to either downtown.	Comment Acknowledged.
Pg. 56 California Drive/North San Mateo Drive Complete Streets	This un-interrupted safe bicycling corridor would be invaluable for connecting San Mateo city with Millbrae BART (and future CAHSR).	Comment Acknowledged.
Pg. 56 California Drive/North San Mateo Drive Complete Streets	Yes! If no bike lanes on ECR in Burlingame, this can be the route to Millbrae BART/Caltrain.	Comment Acknowledged.
Pg. 57 West 3rd Avenue Complete Streets	According to a recent presentation to C/CAG, employment in our County has remained roughly constant in recent years. Nevertheless, we seem to be seeing a rise in crashes and fatalities and an increase in congestion. This seems to suggest that more people are driving than before.	Comment Acknowledged.
Pg. 57 West 3rd Avenue Complete Streets	please improve pedestrian and bicycle access to san mateo caltrain station. turn mt diablo blvd into a bicycle boulevard , improve and cleanup the pedestrian overcrossing of 101. improve pedestrian access to the northbound train platform coming from mt diablo blvd. access rd south side of tracks should be closed to traffic and turned into a bike/ped path into the southbound train platform	Comment Acknowledged.
Pg. 60 Tilton Avenue Bikeway Improvements	needs resurfacing	Comment Acknowledged.

Reference	Comment	Resolution
Pg. 61 Belmont Village Bike Share Station	Is this area dense enough for bike share to succeed?	The geographic area and potential demand for the bike share program would be considered at such time as the City of Belmont moves the project forward.
Pg. 62 Poplar Avenue Complete Streets	Speeding control needed. Raised crosswalks would help. Additionally, cars are always parked in the bike lane or on sidewalks- can bike lanes be protected?	Comment Acknowledged.
Pg. 62 Poplar Avenue Complete Streets	This looks like a picture of Laurel St in San Carlos, not Poplar Ave in San Mateo	Photo has been updated.
Pg. 62 Poplar Avenue Complete Streets	Helpful connectivity to 3 schools	Comment Acknowledged.
Pg. 62 Poplar Avenue Complete Streets	This won't remove the new Class II bike lanes on Poplar, will it?	The project scope currently reflects pedestrian and streetscape improvements.
Pg.65 Funding Sources	Does this need to be updated to reflect the recent occupant of the White House, who has declared war on active transportation?	Comment Acknowledged.
Pg. 98 Back cover	Thank you!	Comment Acknowledged.

Appendix D: Active 101 Project List - Mid County



This page will be updated post adoption of the Active 101 Plan.

