101 corridor connect

MOVING THE PENINSULA FORWARD

US 101

North County Multimodal Strategy

Final

December 2025

Program Led and Funded by:

SAN MATEO COUNTY Transportation Authority

Contents

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1 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 to be an interconnected corridor which 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 inclusive of all ways of travel as shown in Figure 1.

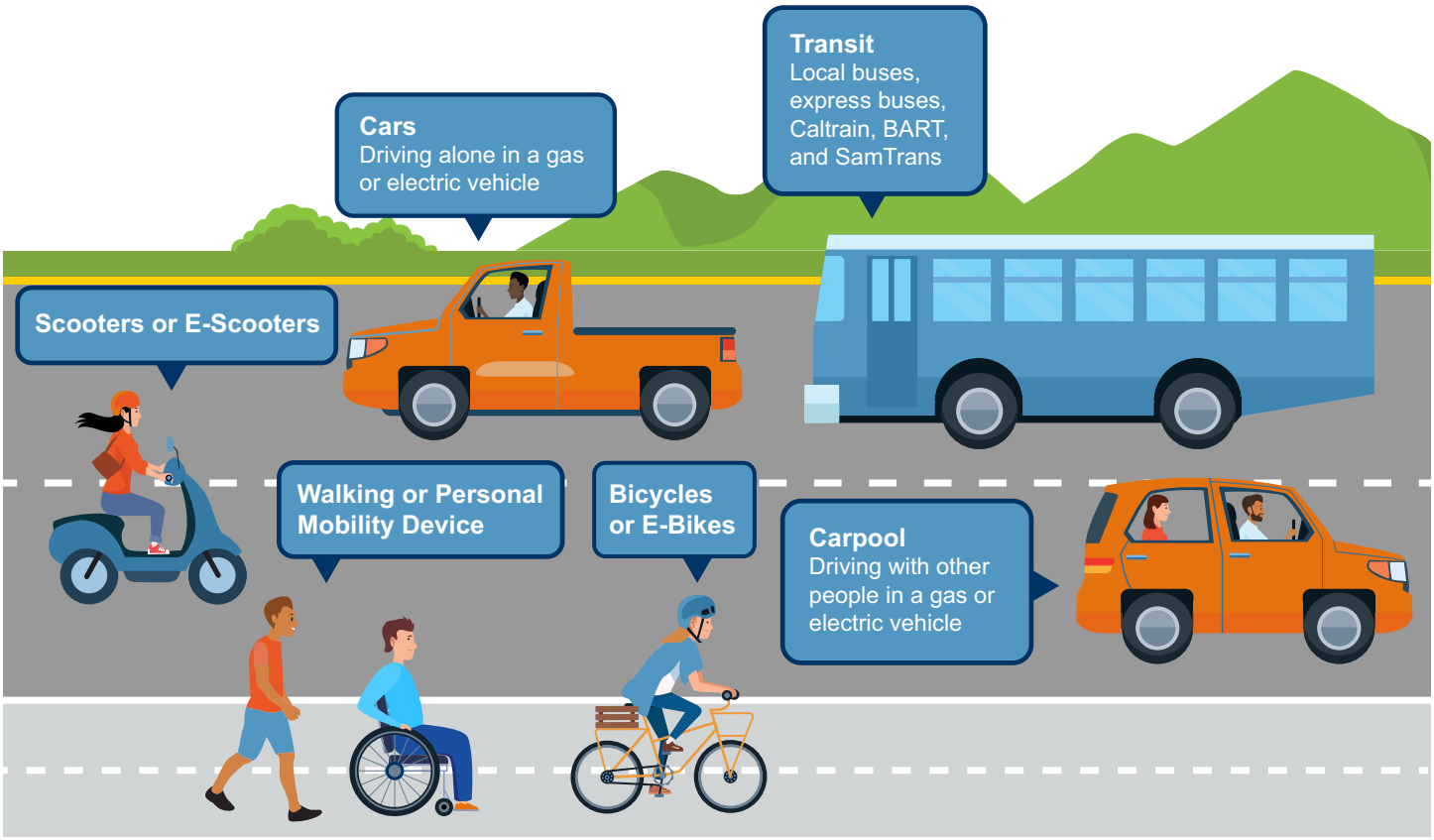


Figure 1. Different Modes of Transportation

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.

Figure 2. 101 Corridor Connect Elements

Caltrans, in coordination with stakeholders,[1] determined that the US 101 South 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 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.

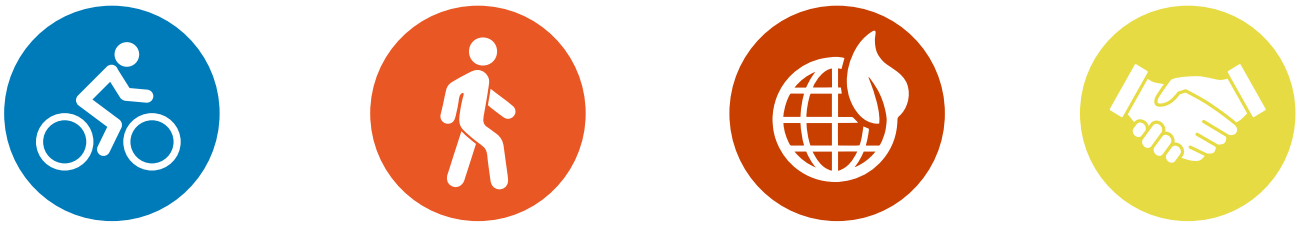
1 Corridor stakeholders include the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, City/County Association of Governments, SamTrans, Caltrain, San Francisco County Transportation Authority, and San Mateo County Transportation Authority.

The CMCP includes the following ten corridor goals:

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

However, what the CMCP does not do is prioritize the projects and investments for implementation by local, county and regional partners. The 101 Corridor Connect Program was therefore initiated by the SMCTA to prioritize projects for implementation through rigorous public engagement and to position the SMCTA and its partners for future funding opportunities to move these projects to implementation. The goals of the 101 Corridor Connect program tier off the US 101 South CMCP, and are summarized in Figure 3.



SAFE
Enhance safety for users of the transportation network.

CONNECTED
Connect people to the places they need to go.

SUSTAINABLE
Improve air quality and reduce emissions.

INCLUSIVE
Increase access for underserved communities.

Figure 3. 101 Corridor Connect Goals

Study Limits

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 North County. The project area refers to the jurisdictional boundaries of all cities and communities that intersect the project area. The North County project area is shown in red in Figure 4.

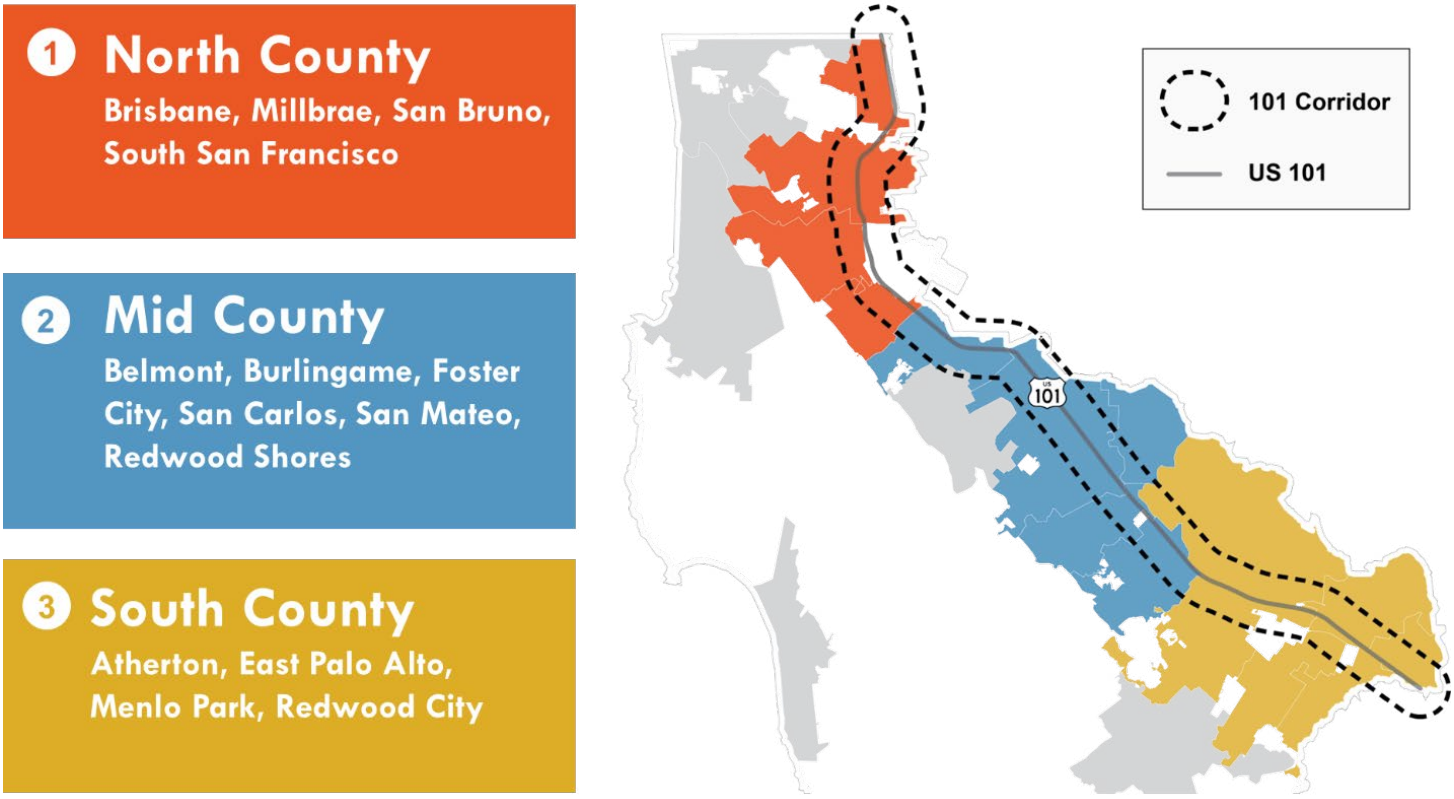


Figure 4. 101 Corridor Connect Project Areas

The US 101 North County Multimodal Strategy was developed to identify and prioritize transportation projects on and within one-mile of US 101 within the North 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 the 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 North County Multimodal Strategy contains projects advancing the goals of the overarching 101 Corridor Connect Program.

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 the SMCTA's Strategic Plan.

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 5. Identify and Evaluate

Figure 6. Prioritize

Step 3: Adopt & Deliver

All projects identified as priority in the North County Multimodal Strategy will become part of the 101 Corridor Connect program, and will be projects the SMCTA will prioritize to move forward. Following the adoption of the three Multimodal Strategies, the SMCTA will begin partnering with local jurisdictions and partners to begin to help move projects forward toward delivery. The SMCTA will prioritize these congestion management projects 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 North County Multimodal Strategy are shown in Figure 7. The project corridor includes the area from the San Francisco and San Mateo County line to the north and the Millbrae/ Burlingame border to the south, and includes a one-mile buffer along US 101. This includes the cities of Brisbane, Millbrae, San Bruno, South San Francisco, and unincorporated areas of San Mateo County, including San Francisco International Airport (SFO).

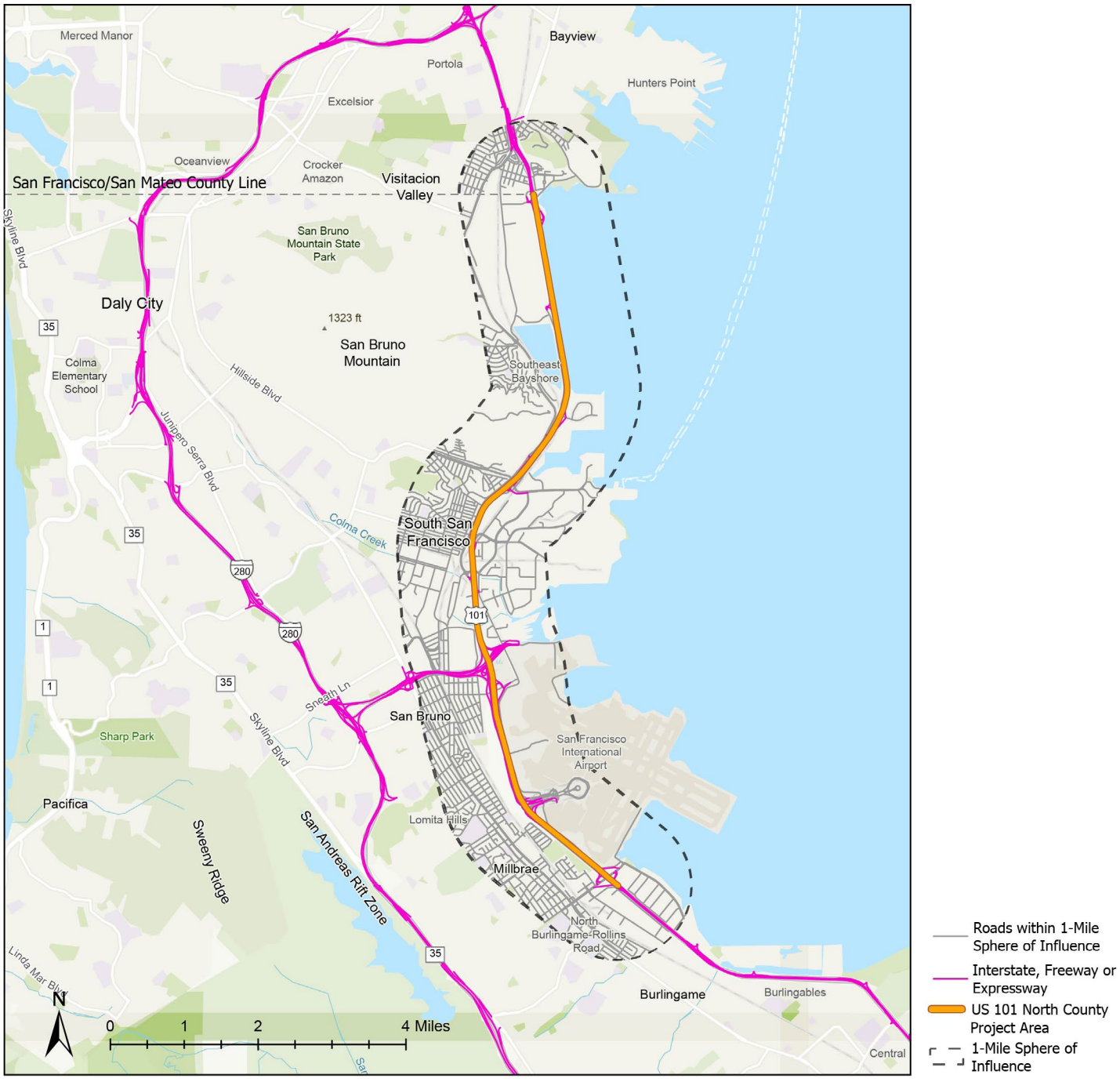


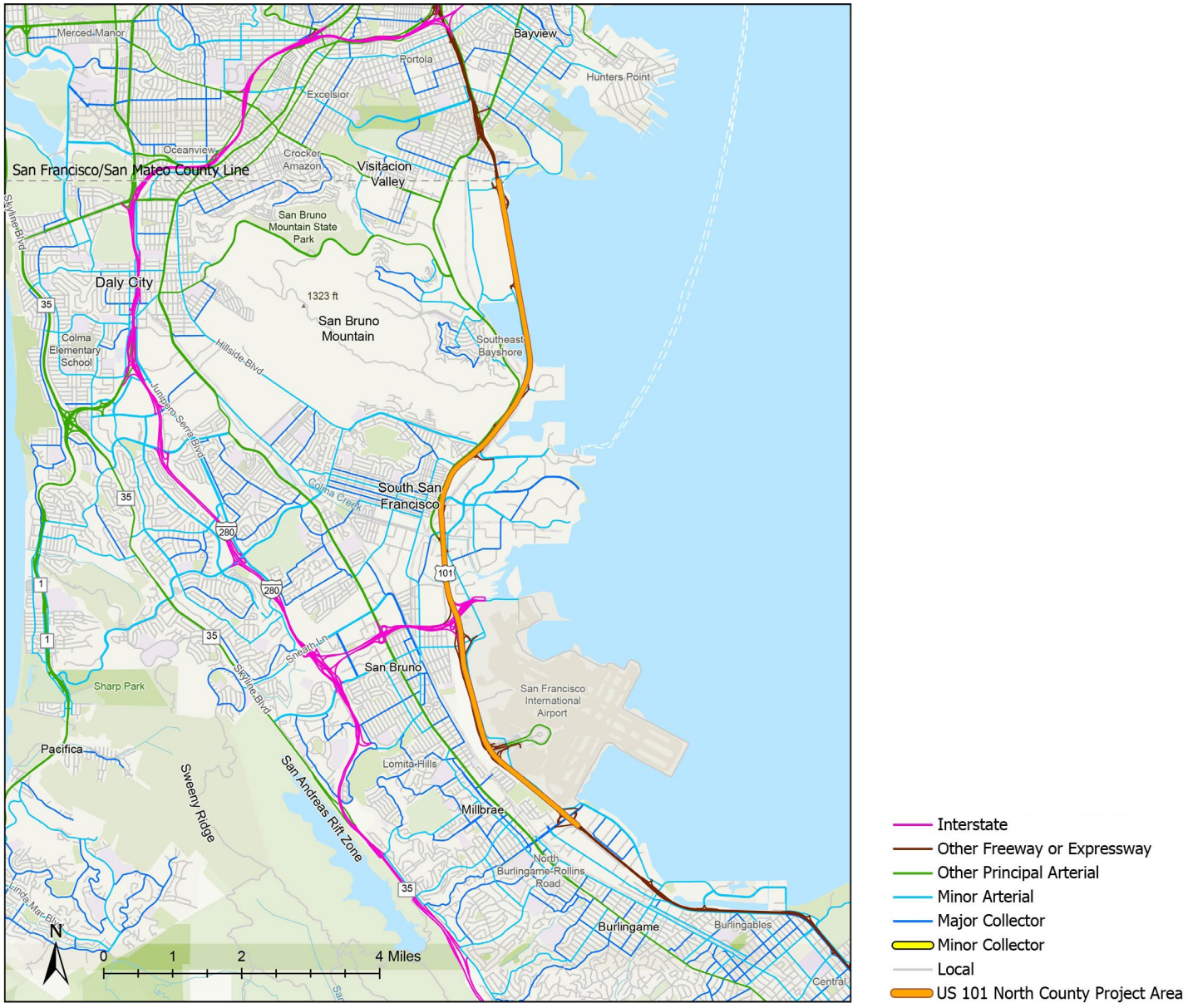
Figure 7. North County Multimodal Strategy Project Limits

2.1.1 Roadway Network

The roadway network serving the project corridor is shown in Figure 8. Longer regional and intercity trips are most effectively served by the Interstate and freeway system, including US 101, I-280 and I-380, and to a lesser extent the major arterial system, including El Camino Real and Bayshore Boulevard.

US 101 is the most significant roadway facility in the project corridor 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. US 101 has an eight to ten lane freeway cross-section, with auxiliary lanes between selected interchanges to facilitate merging. All lanes of US 101 north of I-380 are mixed-flow lanes. South of I-380, the US 101 cross-section includes a continuous northbound and southbound managed/carpool lane into Santa Clara County to the south.

Figure 8. Existing Roadway Network



Source: California Department of Transportation, 2024.

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 from the CMP monitoring reports from 2019 and 2021. US 101 currently experiences congestion during the PM peak periods and operates at LOS D. South of I-380, US 101 exceeds the LOS E standard in the PM peak, operating at LOS F.

Table 1. US 101 Level of Service

		CMP Segment Location	LOS Standard	2019 Peak LOS		2021 Peak LOS	
				AM	PM	AM	PM
Route	US 101	San Francisco County Line to I-380	E	F	F	A	D
	US 101	I-380 to Millbrae Avenue	E	F	F	A	F
	US 101	Millbrae Avenue to Broadway	E	F	F	D	F

Source: City/County Association of Governments of San Mateo County, 2021.

Figure 9 assessed the collision history along the corridor, showing all crashes resulting in fatal and severe injuries from 2019 to 2023. In general, fatal and serious injury crashes occur on the arterial system and at intersections located near US 101, which is expected as traffic volumes and speeds would be highest at those locations. Fatal and severe injuries, while located throughout the corridor, tend to be concentrated along El Camino Real north of I-380 and along US 101. There were fewer fatal or serious injury crashes to the east of US 101.

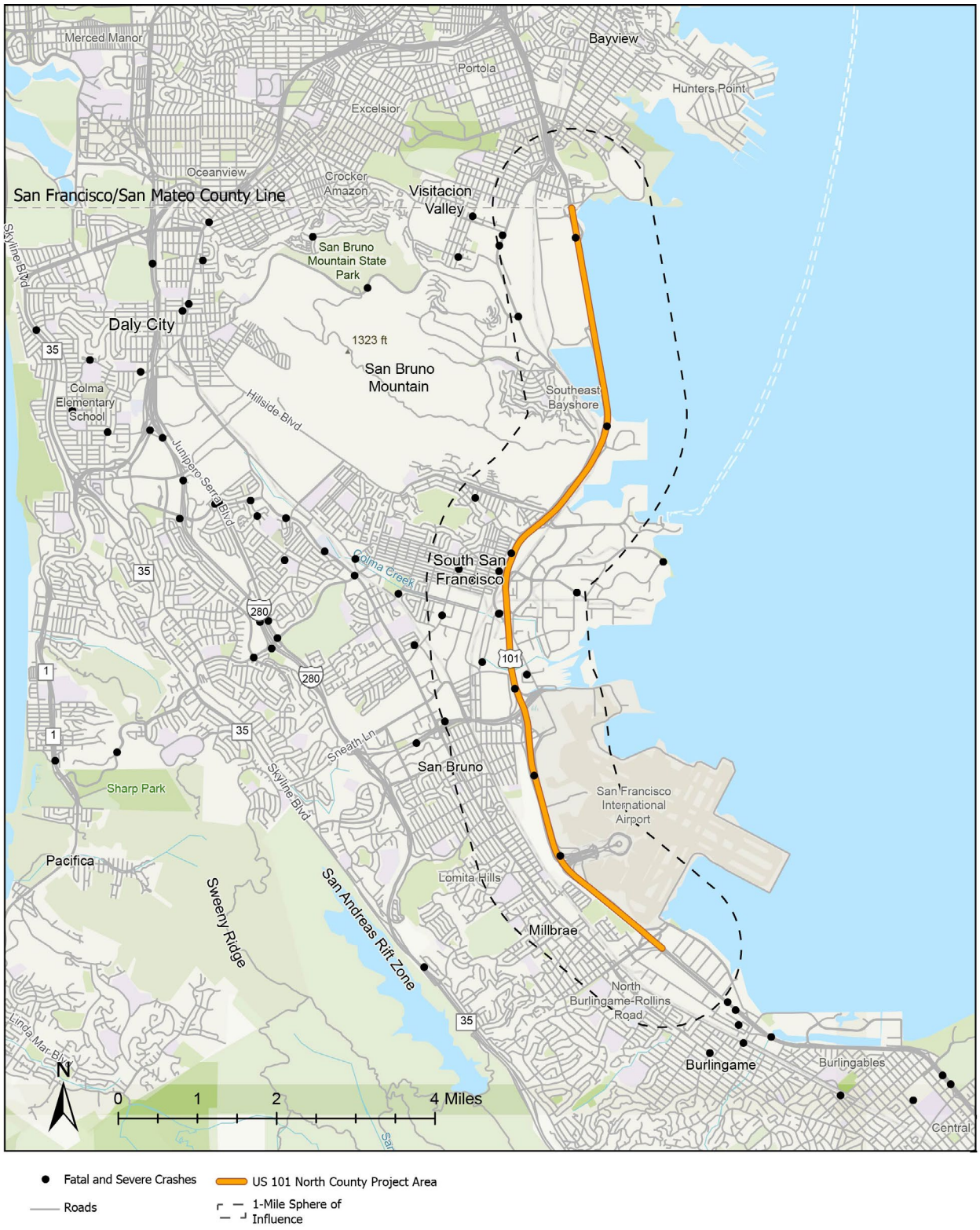


Figure 9. Fatal and Severe Crashes in the Project Corridor

Source: University of California, Berkeley, 2023.

2.1.2 Transit Network

The project corridor is served by a variety of transit services, each providing service designed to meet the different travel markets within the corridor. The transit services in the corridor include a mix of major services including Bay Area Rapid Transit (BART), Caltrain, and the Water Emergency Transportation Authority (WETA), local and intercity transit routes including the San Mateo County Transit District (SamTrans) and South City Shuttle, and other shuttle services that facilitate first/last-mile connections to larger regional transit nodes. There are also various park-and-ride facilities within the project corridor, primarily at BART stations, Caltrain stations, and WETA terminals. The existing transit services in the corridor shown in Figure 10 are indicative of all-day coverage provided by transit, and are not based on peak versus off-peak and evening service levels.

Transit services in the corridor are designed primarily for peak period markets, including service to schools and the connecting transit shuttles providing first/last-mile connections with major trunkline services including BART, Caltrain, and WETA to serve major employment sites located to the east of US 101. Transit services and coverage are much more limited for mid-day, evening, and weekend service, particularly for residential areas to the west of the project corridor and employment areas to the east of the project corridor.

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. The South San Francisco station and Bayshore station saw the biggest increase in weekday service (60 to 104 trains per day and 46 to 75 trains per day, respectively). In the months since electrification, ridership has grown 53 percent year-to-year.

BART Station
Caltrain Station
WETA Terminal

BART Line
Caltrain Line
Commute.org Shuttle Route
SamTrans Route
WETA Route
US 101 North County Project Area

Source: Bay Area Rapid Transit, Caltrain, Commute.org, San Mateo County Transit District, and Water Emergency Transportation Authority, 2024.

Figure 10. Existing Transit Service

The results in Table 2 show that there were reductions in ridership at the height of the pandemic, starting in early 2020. Recovery of transit ridership has been uneven and varies considerably by operator and service type. As of 2022, average monthly ridership for SamTrans services has recovered between 76 percent for multi-city routes to 110 percent for school routes compared to 2019 ridership. The increase in riders for SamTrans school service can also be attributed to the addition of more school routes in 2022. Ridership for the South City Shuttle has also rebounded to over 98 percent of pre-pandemic ridership. Transit services that are more commuter-oriented show ridership increases rates lower than local bus ridership, ranging from 25 percent for Caltrain, 34 percent for BART, and 36 percent for Commute.org shuttles and WETA's South San Francisco Route. It should be noted that Caltrain ridership has increased since the implementation of their electrified service schedule in 2024.

Table 2. Transit Ridership in the US 101 North Project Area

Operator/ Service Type	2018	2019	2020	2021	2022	2022 as Percentage of 2019
BART[2]	20,150	19,904	886	2,429	6,837	34.4%
Caltrain[3]	1,571,266	1,557,260	79,200	202,338	393,064	25.2%
Commute.org Shuttles	40,131	40,600	10,591	8,780	14,711	36.2%
SamTrans Connector Routes	75,039	85,830	44,306	51,326	73,834	86.0%
SamTrans Multi-City Routes	360,968	354,050	194,827	217,080	268,423	75.8%
SamTrans School Routes	8,483	7,829	1,735	3,025	8,601	109.9%
South City Shuttle	5,314	7,166	2,968	5,184	7,032	98.1%
WETA (South San Francisco Route)	12,160	12,148	12,055	1,607	4,343	35.7%

Source: Transit ridership data is from publicly available data.

Transit rider socioeconomic and demographic characteristics vary significantly depending on the transit operator. Table 3 summarizes selected demographic characteristics of total system transit riders for each operator in the project corridor. There are significant differences in terms of rider characteristics across each service provider. SamTrans ridership has the highest proportion of riders that are non-white, do not own a vehicle, have limited English language proficiency, and are senior and/or school age relative to Caltrain, BART and WETA. Average household income, while data is incomplete and not available for BART and WETA, indicates SamTrans ridership has much lower household income as compared to Caltrain. These demographic characteristics indicate that SamTrans services serve primarily disadvantaged communities and are important when addressing equity considerations in the development of corridor improvements.

2 BART ridership is for the following stations: South San Francisco, San Bruno, San Francisco International Airport, and Millbrae. The data reflects station entries for April of the indicated year.

3 Prior to the COVID-19 pandemic, Caltrain performed an extensive onboard ridership count once a year in the January/February timeframe. The Annual Passenger County was discontinued in 2020 due to cost and pandemic-induced changes in ridership patterns. Starting in Fiscal Year 2024, Caltrain transitioned to summarizing its monthly ridership data for its annual ridership reports.

Table 3. Transit Ridership Demographics by Operator

	BART	Caltrain[4]	SamTrans	WETA
Demographic				
Average Household Income	N/A	$148,200	$46,500	N/A
Limited English Language Proficiency	11%	3%	19%	1%
Non-White Riders	67%	55%	81%	52%
School-Age Children	2%	7%	25%	7%
Seniors	10%	4%	13%	8%
Zero-Vehicle Households	44%	61%	74%	9%

Source: Transit ridership demographics are from the triannual customer survey.

2.1.3 Bicycle Network

Bicycle infrastructure located on roads and local trails in the project corridor is maintained by the individual jurisdictions. Segments of the Bay Trail are also located in the corridor, which is a joint regional trail program administered by the Metropolitan Transportation Council (MTC) and Association of Bay Area Governments. Similar to the roadway network and transit services, bicycle infrastructure is based on a hierarchy of service that corresponds to the level of protection afforded to the different users and the degree of separation from vehicle and truck traffic. 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 and IIIb)
4. Separated Bicycle Lanes (Class IV)

These bicycle classes provide different protection levels to users and between vehicle and truck traffic. Figure 11 shows the existing bicycle and multiuse trails located in the project area.

There is a lack of bicycle crossings over US 101 and the Caltrain right-of-way within the North County area, which are significant barriers to bicyclists and pedestrians traveling in the corridor. As a result, there are very few bike lanes, trails, or pedestrian opportunities crossing these barriers providing safe and convenient east-west connectivity for residential areas on the west side of US 101 to link to major employment sites on the east side of US 101. There is a Class 2 bicycle lane that crosses under US 101 along Sierra Point Parkway in the far north of the project corridor, however, that segment is continuous only for the northbound direction, as the southbound bicycle lane discontinues due to the US 101 structure supports encroaching on the right-of-way.

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

Figure 11. Existing Bicycle Facilities

Source: 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, City of San Bruno, and City of South San Francisco.

2.2 CORRIDOR DEMOGRAPHICS AND TRAVEL MARKETS

2.2.1 Population and Employment Characteristics

Based on Census data from 2020, there are approximately 138,000 persons, 75,000 workers, and over 87,000 jobs located in the project corridor. Table 4 summarizes population and job characteristics of the individual corridor cities, the sum of all corridor cities, and for San Mateo County. The population, workers, and jobs in the corridor comprises a share of 18 percent, 19 percent, and 22 percent, respectively, of the San Mateo County totals for those same demographics. Within each jurisdiction, the ratio of jobs to workers varies significantly, with Brisbane and South San Francisco importing more workers to fill the existing jobs, and Millbrae and San Bruno exporting workers. Overall, the majority of North County workers are employed in San Mateo County at 57 percent, which is close to the average for the county at 58 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

	Brisbane	Millbrae	San Bruno	South San Francisco	All North County Cities	San Mateo County
Census Data						
Jobs	7,216	4,828	12,533	62,940	87,517	401,819
Jobs per Worker	2.7	0.4	0.5	1.7	1.2	1.0
Percent Working in San Mateo County	45%	55%	60%	57%	57%	58%
Population	4,851	23,216	43,908	66,105	138,080	764,442
Workers	2,636	11,334	24,082	37,206	75,258	406,128

Source: Population and job characteristics is from U.S. Census 2020: https://data.census.gov/.

2.2.2 Race and Ethnicity

Table 5 summarizes the population by race and ethnicity as reported from the 2020 Census. The cities in total are very diverse with higher proportions of Hispanic/Latino and Asian populations than San Mateo County as a whole. There is significant variation between the percent of population by race and ethnicity for the individual cities relative to the project area and county.

Table 5. Population by Race

	Brisbane	Millbrae	San Bruno	South San Francisco	All North County Cities	San Mateo County
Race						
Hispanic/Latino	18%	11%	28%	33%	27%	25%
White Alone	40%	30%	30%	18%	24%	36%
Black Alone	2%	1%	2%	2%	2%	2%
American Indian/ Alaska Native	<1%	<1%	<1%	<1%	<1%	<1%
Asian Alone	31%	52%	32%	41%	40%	30%
Native Hawaiian/ Pacific Islander	1%	1%	3%	2%	2%	1%
Other	1%	1%	1%	1%	1%	1%
Two or More Races	7%	4%	5%	4%	5%	5%

Source: Population by race is from U.S. Census 2020: https://data.census.gov/.

Figure 12 shows Equity Priority Areas (EPA) as defined by SamTrans, and Equity Priority Communities (EPC) as defined by MTC. Both definitions include locations with 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 to ensure equitable access to transportation options.

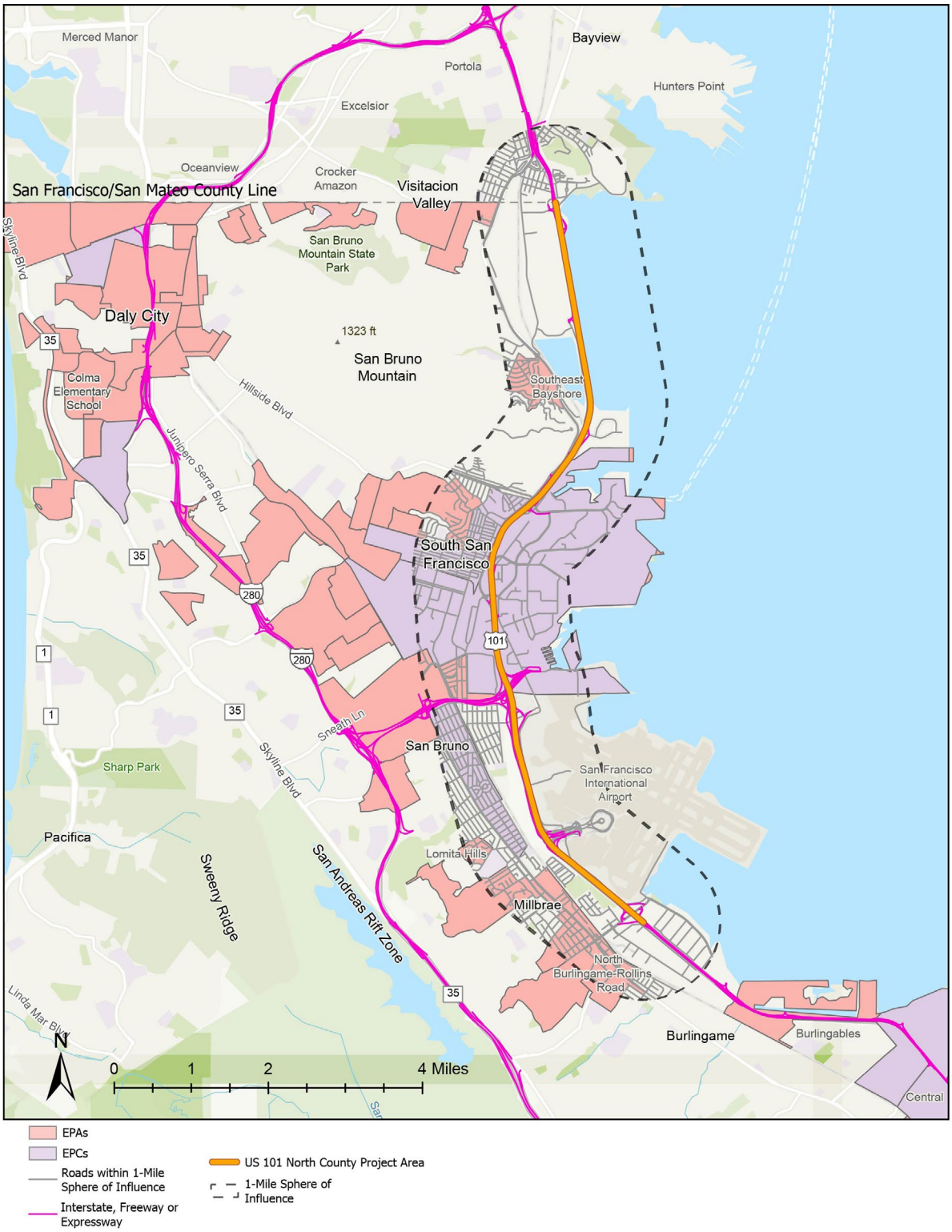


Figure 12. Equity Priority Areas and Equity Priority Communities

Source: Metropolitan Transportation Commission and San Mateo County Transit District, 2024.

2.2.3 Commuter Mode Shares

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

Table 6. 2019 Commute Mode Share

	Brisbane	Millbrae	San Bruno	South San Francisco	All North County Cities	San Mateo County
Mode						
Drive Alone	70%	63%	66%	64%	65%	68%
Carpool	8%	10%	11%	15%	13%	10%
Transit	10%	17%	16%	15%	15%	11%
Walk	4%	2%	2%	2%	2%	3%
Bicycle	1%	1%	1%	<1%	1%	2%
Other	1%	2%	2%	1%	2%	2%
Work from Home	7%	5%	3%	3%	3%	5%

Source: Commute mode share is from U.S. Census 2020: https://data.census.gov/.

Table 7. 2021 Commute Mode Share

	Brisbane	Millbrae	San Bruno	South San Francisco	All North County Cities	San Mateo County
Mode						
Drive Alone	68%	61%	63%	59%	61%	62%
Carpool	11%	11%	11%	14%	13%	7%
Transit	7%	11%	12%	12%	12%	9%
Walk	<1%	2%	3%	2%	2%	3%
Bicycle	1%	<1%	1%	1%	1%	1%
Other	<1%	2%	2%	1%	2%	2%
Work from Home	14%	13%	9%	11%	11%	15%

Source: Commute mode share is from U.S. Census 2020: https://data.census.gov/.

2.2.4 Corridor Travel Patterns

The travel market analysis for trips occurring in the project corridor was developed using 2021 StreetLight data.[5] For each jurisdiction, the most common destinations for vehicle trips that originate in the project corridor are:

1. Outside the project corridor
2. Internal trips that start and end within each jurisdiction

For every jurisdiction in North County, most trip interactions occur outside the project corridor, ranging from 48 percent for San Bruno to 68 percent for Brisbane.

For trips within jurisdictions, these ranged from 14 percent internal capture in Brisbane to 31 percent internal capture in Millbrae. In Fiscal Year 2021-2022, there were 331,600 daily vehicle trips in total made in the project corridor. Of this total, approximately 152,200 trips occurred completely within the project corridor, representing 46 percent of the total, and 179,400, or 54 percent, were associated with a trip that ended outside the corridor.

The significant number of local trips indicates a strong need for providing infrastructure connecting cities within the corridor. Further analysis conducted on the approximately 152,000 trips completely within the project corridor calculated average trip lengths. The results indicated that average trip lengths for vehicle trips made entirely within each location are very short, ranging from 0.8 miles in Brisbane to 1.2 miles in South San Francisco west of US 101. For the cities of Brisbane and Millbrae, on the opposite ends of the project corridor, average trip lengths are longer, likely due their location. Trip lengths for locations more towards the center of the corridor are generally shorter. The prevalence of short trips within the corridor highlights the need for improving access to transportation options, like safer facilities to support walking and biking that are ideal modes for shorter trips.

5 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.

3 Stakeholder and Community Outreach

Public engagement activities were conducted from September 2023 to November 2023. The goals of the community outreach were to identify the community's priorities for transportation improvements to help to prioritize projects within the project 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, 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 13 summarizes statistics from these various North County outreach activities.

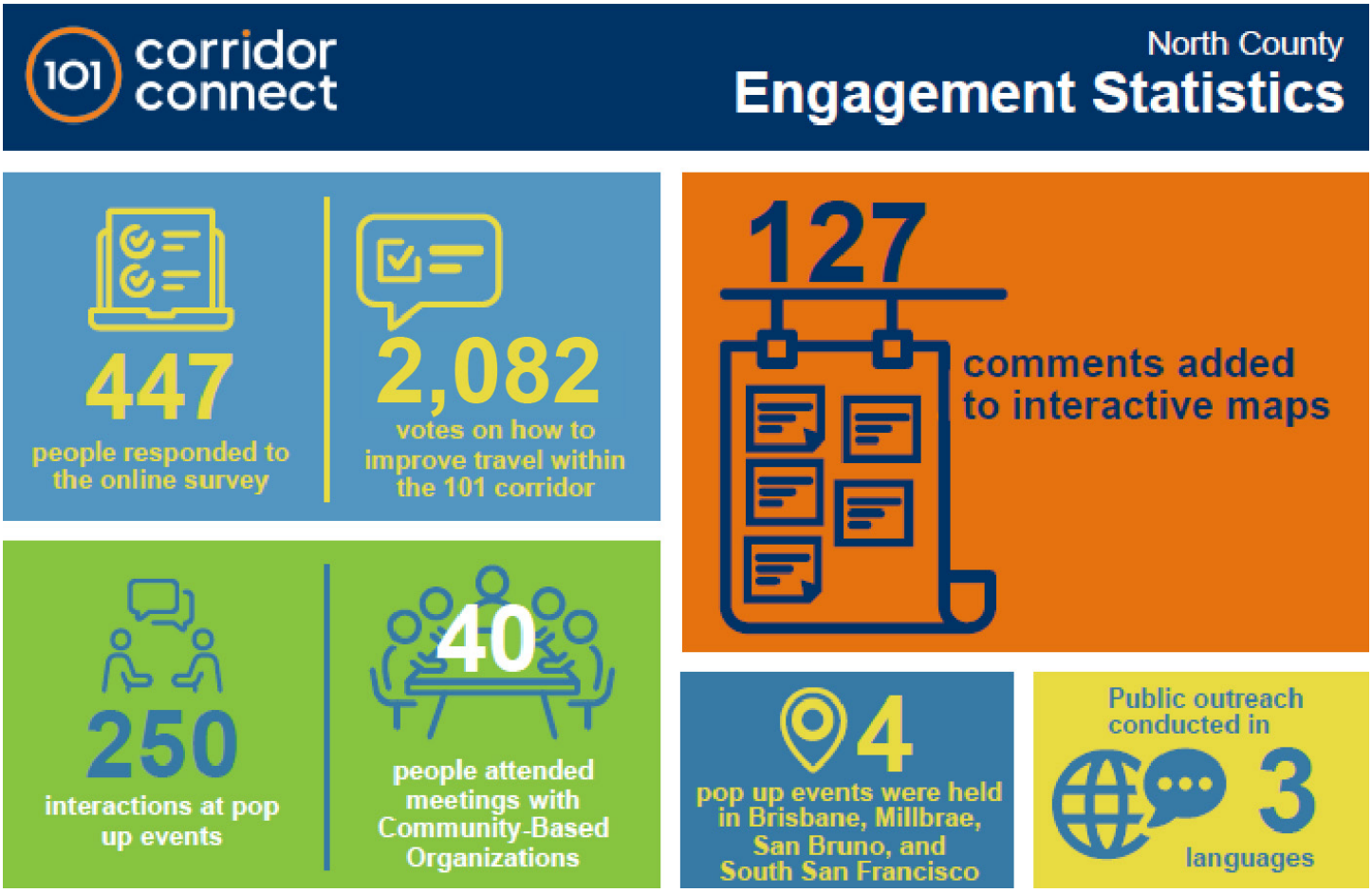


Figure 13. Engagement Statistics

In addition to engaging the general public for feedback, the project team also engaged with several partner agencies in the region to gather technical feedback on the draft project inventory list through the North County Working Group (WG). Technical staff and local elected officials 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 North County public engagement included a range of strategies to reach a broad audience. These strategies included:

- Project webpage
- Online survey
- Interactive mapping (available online and at in-person events)
- Multi-lingual factsheet and a Frequently Asked Questions (FAQ) document
- Pop-up activities at local community events
- Small group meetings with CBOs
- Virtual community meeting

The project launched the main 101 Corridor Connect website and the US 101 North County Multimodal Strategy sub-page in September 2023. 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 North County webpage (Figure 14) included a multi-lingual fact sheet, FAQ, project timeline, project goals, location, and information on how to provide feedback.

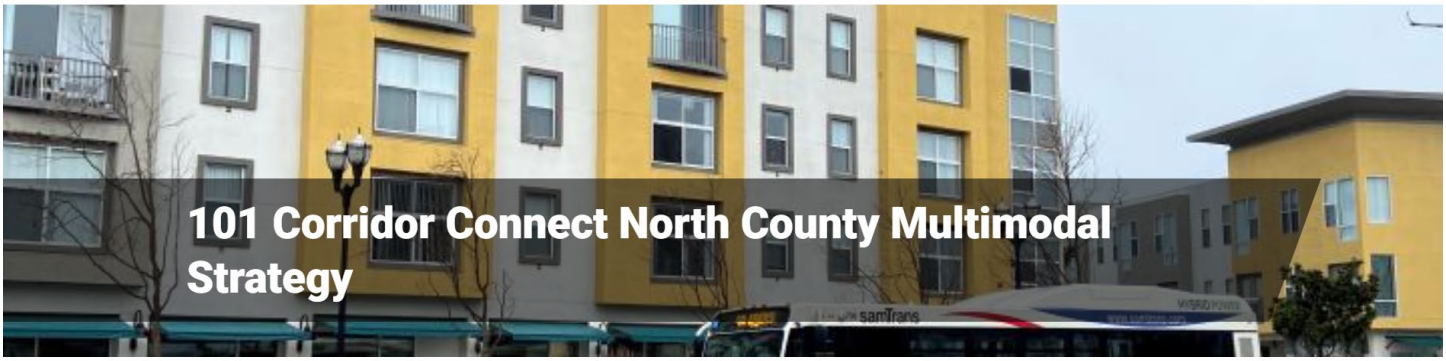


Figure 14. Project Webpage

Most public input was collected through an online survey that was shared via the SMCTA webpage, press release, social media posts, pop-up events, 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 to November 2023 and received a total of 447 responses. The interactive map collected 24 comments online and 103 comments at in-person events. In total there were 574 responses collected, across multiple platforms. The interactive map is shown in Figure 15.

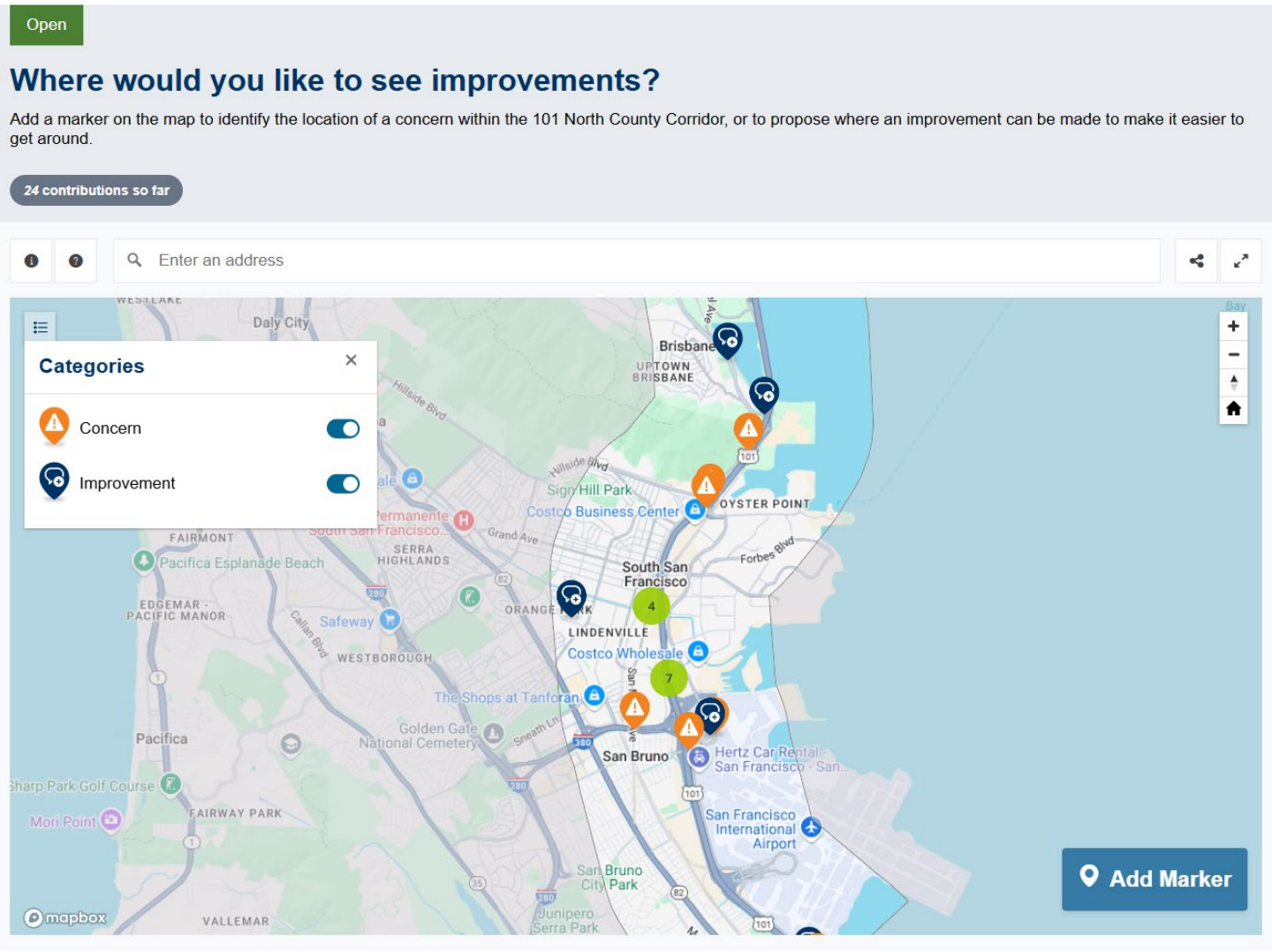


Figure 15. Online Interactive Map (Social Pinpoint)

Four in-person pop-up events were held in October 2023. The pop-ups were held at planned community events where the project team hosted a table. The pop-ups were held at the following local community events:

1. Brisbane Farmer's Market
2. Millbrae Farmer's Market
3. Off the Grid in San Bruno
4. South San Francisco Library Grand Opening

Each event presented project information and solicited input on transportation issues and challenges through interactive activity boards (Figure 16). Project materials were available in English, Spanish, and Simplified Chinese.

Figure 16. Interactive Activity Boards from Pop-Up Events

The 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, South San Francisco Community Learning Center, YMCA Community Resource Center, and Peninsula Chinese Business Association. In total these meetings had 40 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.

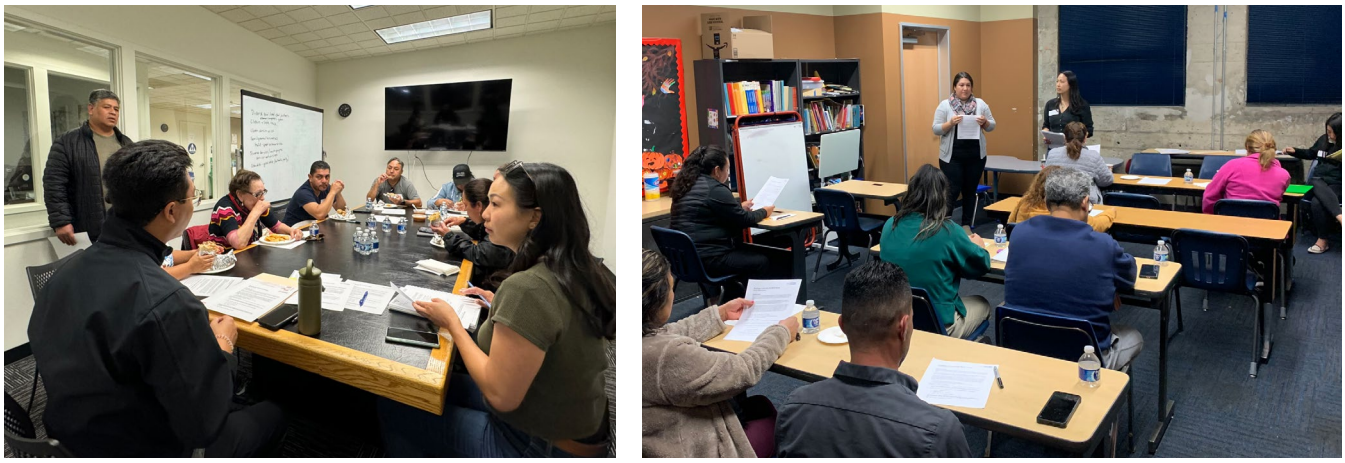


Figure 17. Community-Based Organization Meetings

The SMCTA also held a virtual community meeting on November 7, 2023. At this meeting, the SMCTA provided project information and solicited input from public attendees. This was a smaller meeting with few public participants.

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 North County Multimodal Strategy. Participants included members from the following agencies:

- BART
- Caltrans, District 4
- Caltrain
- City of Brisbane
- City of Millbrae
- City of San Bruno
- City of South San Francisco
- City/County Association of Governments of San Mateo County (C/CAG)
- Commute.org
- MTC
- SamTrans
- SFO
- San Mateo County
- WETA

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

Ad-Hoc Meetings

The SMCTA held two meetings with the Ad-Hoc Committee in July 2024 and February 2025 to provide updates on the status of the North County Strategy. The first meeting provided an update and summary on engagement activities performed and feedback gathered from the public. The second meeting described the methodology for project scoring and prioritization. At this meeting the list of 20 prioritized projects was presented as well as a preview of the implementation plan.

Meeting 1 – Existing Conditions

The first meeting was held in September 2023, 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 North County Multimodal Strategy project inventory and asked to confirm projects included 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 was held in May 2024 and presented the draft prioritization methodology and an overview of the community feedback received during the outreach activities. Meeting discussion provided input into the subsequent weighting and scoring criteria.

Meeting 3 – Project List and Strategy Report

The third meeting held in December 2024 presented the top 20 prioritized project list for the North 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 North 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:

- Brisbane Chamber of Commerce
- C/CAG Technical Advisory Committee
- Commute.org
- Safe Routes to School
- SamTrans Citizens Advisory Committee
- SamTrans/Caltrain Accessibility Advisory Committee
- San Mateo County Economic Development Association
- San Mateo County Paratransit Coordinating Council
- SFO
- South San Francisco Chamber of Commerce
- Sustainable San Mateo
- SMCTA Board of Directors
- SMCTA Community Advisory Committee
- Youth Leadership Institute/Team-C

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 and online survey were:

> **More frequent and reliable transit services**

> **Reduced traffic congestion**

> **Safety while walking, biking, or rolling**

> **Improved access to stations or options for people with mobility challenges**

> **Roadway improvements and connections**

3.4 SUGGESTED IMPROVEMENTS

The project team also asked the public 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 North County by Mode

	Improvements
Mode	
Driving Alone	• Repair existing highway and local road conditions • Traffic congestion and safety concerns along US 101 near Airport Boulevard • Improve safety for merging lanes
Public Transit	• Increased frequency of transit services • More first/last-mile solutions • More affordable transit tickets and/or commuter benefit subsidies • Less crime on transit and at stations • Better coordinated connections • Expand the San Mateo County free shuttle service to Millbrae, Brisbane, and include stops at major destinations
Carpooling	• Free use of the express lane for carpools of 2 or more people instead of 3 or more • More equitable carpool lanes in lieu of the express lanes
Bicycle or Scooter	• More protected bike lanes • Bike lane continuity • Additional safety measures for bicyclists
Walking	• Improved street lighting conditions to improve safety at night • More pedestrian bridges over US 101 • More signalized pedestrian crosswalks
Other	• Equity concerns surrounding the cost to use express lanes • High transportation costs regardless of mode • Lack of information in other languages (non-English) creates barriers for people to access community benefits and support services

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 North 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.

4 Project Identification and Scoring

The primary objective of the US 101 North 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 full range of potential projects within the corridor area and employ a methodology for scoring and prioritizing projects to meet Program and community objectives. This section of the strategy document provides an overview of that process.

4.1 INITIAL LIST

The initial project inventory was developed to provide a comprehensive list of multimodal projects that are being planned within one-mile of the US 101 North County area. Various plans and programs were reviewed to develop a database of multimodal transportation projects in the project corridor. These included the following:

- Short Range Highway Plan: 2021-2030 (SMCTA)
- Measure A and W Highway Capital Improvement Program: FY 2021-FY 2030 (SMCTA)
- Measure A and W Grade Separation Program (SMCTA)
- 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan
- Short Range Transit Plan Fiscal Years 2023-2028 (SamTrans)
- ReImagine SamTrans
- US-101 Express Bus Feasibility Study (SamTrans)
- Caltrain 2040 Long Range Service Vision
- Caltrain Short-Range Transit Plan: FY 2023-2028
- 2050 Service Vision & Business Plan (WETA)
- US 101 South Comprehensive Multimodal Corridor Plan (Caltrans)
- City of Brisbane General Plan Circulation Element
- City of Brisbane General Plan Policies and Programs by Subarea
- Mobility 20/20 (City of South San Francisco)
- Active South City (City of South San Francisco)
- San Bruno General Plan
- City of Millbrae Active Transportation Plan
- City of Millbrae 2040 General Plan Policy Document
- Colma Creek Restoration and Adaptation Planning Project (City of South San Francisco)
- Baylands Specific Plan
- SSF Eastern Neighborhoods Community Facilities District Study
- El Camino Real Bus Speed and Reliability Study
- BART Walk and Bicycle Network Gap Study
- Shape SSF 2040 General Plan
- Caltrain Business Plan
- Bay Trail SFO Gap Study Final Plan

Projects located within one mile of the project area from the San Francisco County/San Mateo County line to the border of Millbrae/Burlingame were included in the database. The initial inventory included a total of 127 projects.

4.2 PROJECT PRIORITIZATION

Screening

The first step in the prioritization process was screening the initial inventory, as seen in Figure 18. The screening reviewed the initial inventory to combine related projects (where possible) 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 18. Project Prioritization Process

Scoring

Projects that passed the screening were then scored according to the criteria in Table 9, which is aligned with the goals of the 101 Corridor Connect program. The scoring was based on the project in relation to EPAs, the C/CAG High Injury Network (HIN), Priority Development Areas (PDA), and vehicle miles traveled (VMT) density, as demonstrated in the maps contained in Figure 19, Figure 20, Figure 21, and Figure 22.

Table 9. Point Assignment Scoring Methodology

	Description	Scoring
Criteria		
Safety[6]	Project enhances safety for users of the transportation network – Scored based on whether project is on the HIN as designated by 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 81 2 – VMT density between 81 and 250 5 – VMT density between 251 and 450 10 – VMT density greater than 451
Inclusivity[7]	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

6 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

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

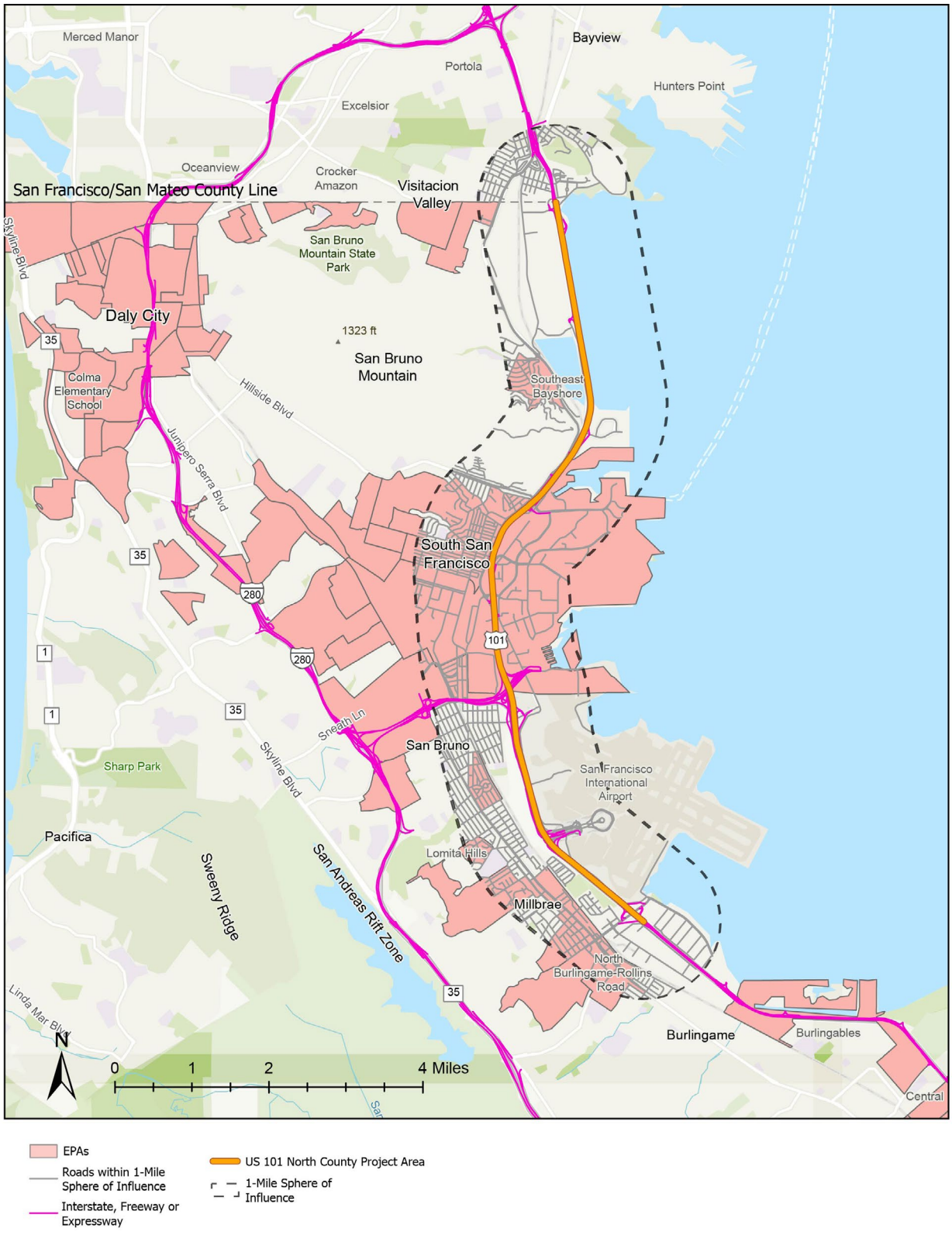


Figure 19. Equity Priority Areas

Source: San Mateo County Transit District, 2024.

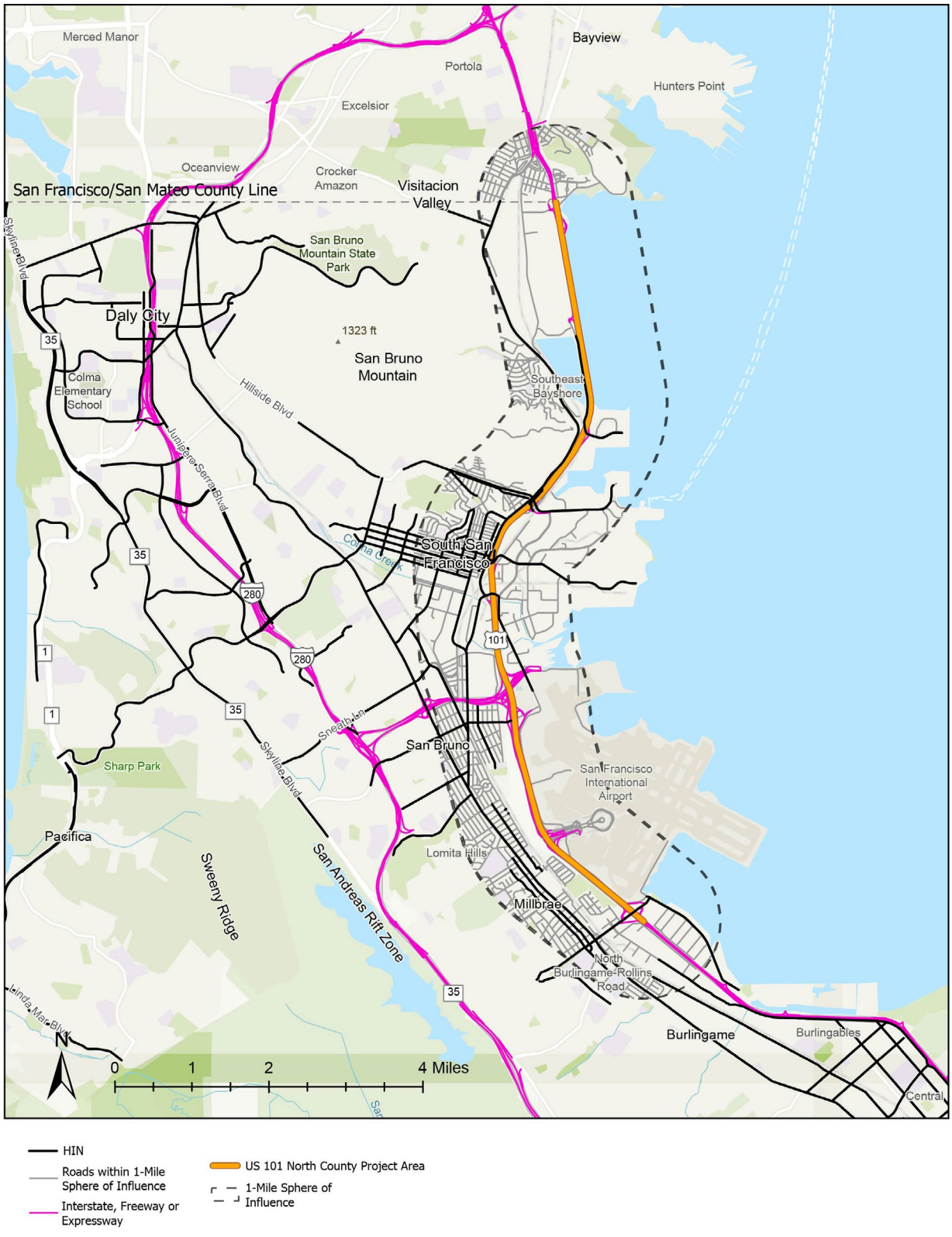


Figure 20. High Injury Network

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

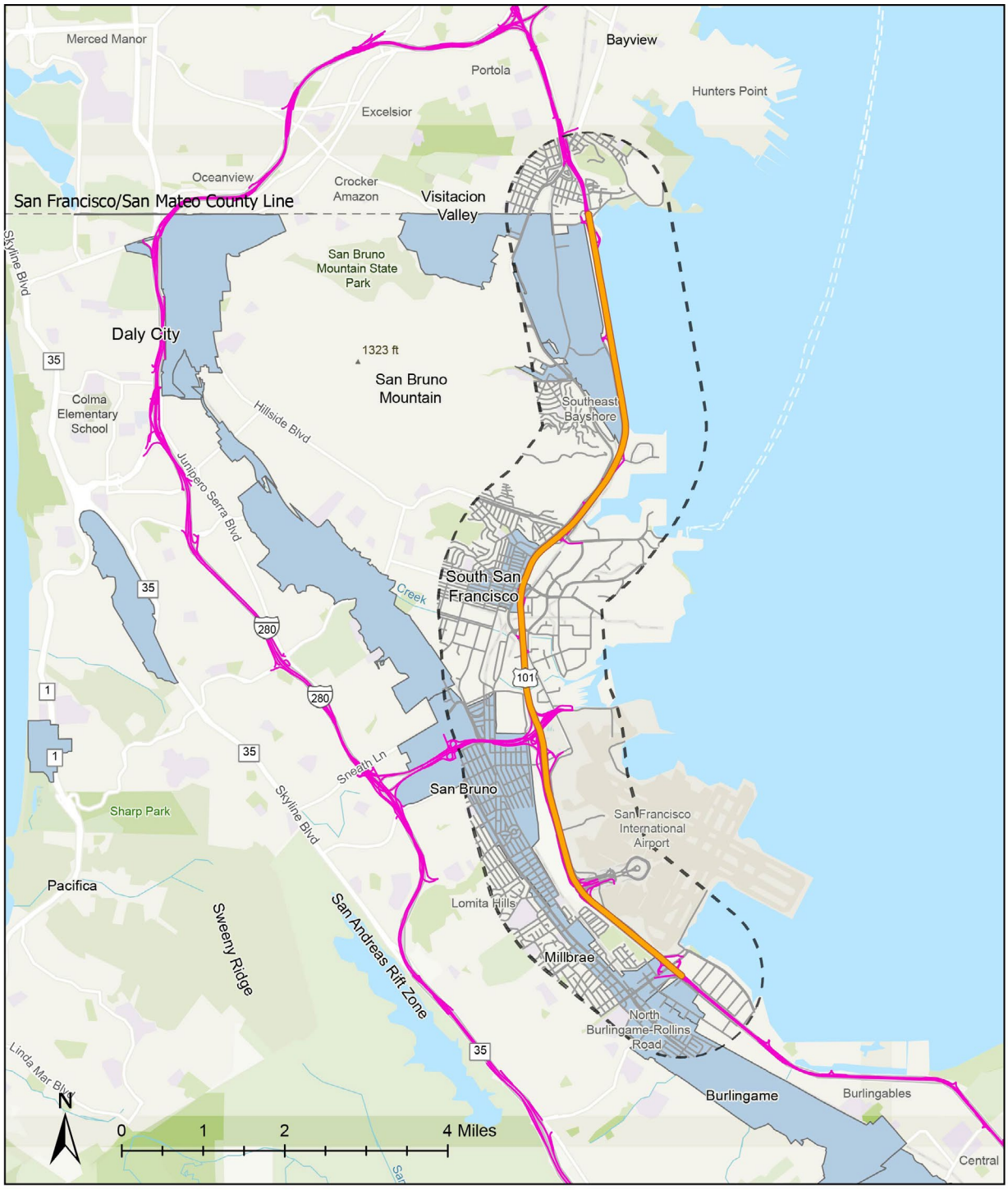


Figure 21. Priority Development Areas

Source: Metropolitan Transportation Commission, 2024.

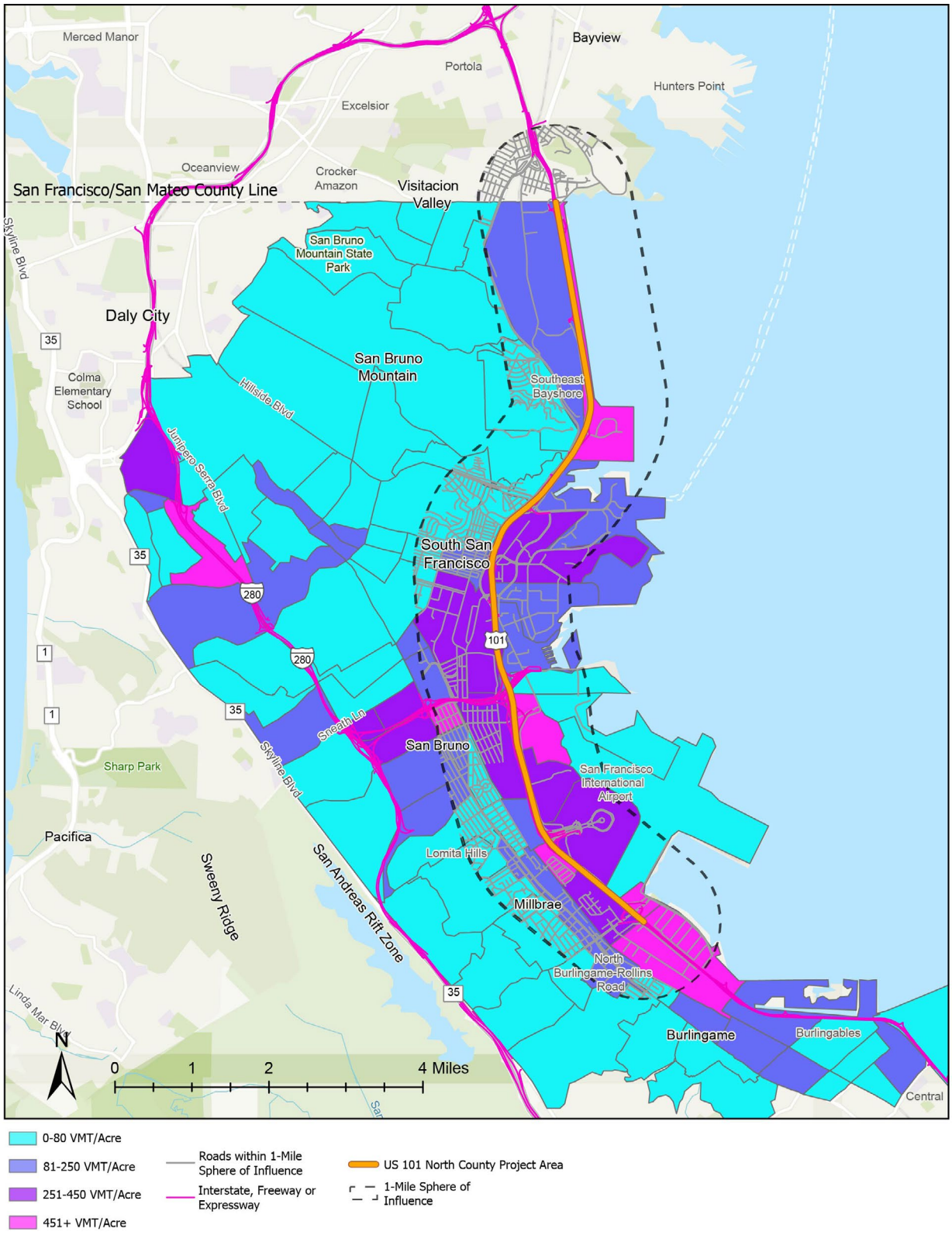


Figure 22. Vehicle Miles Traveled Density

Source: StreetLight, 2024.

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 North 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 inclusivity, sustainability, and safety receiving lesser, but still significant weights. 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	• More frequent and reliable transit service • Better bike and walking connections across freeways
Inclusivity	x 2	20	• More affordable travel options • More accessible options, services, or facilities
Sustainability	x 2.25	22.5	• Reduced traffic congestion • More alternatives to driving
Safety	x 2.75	27.5	• Feeling safe while biking or walking • Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)

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. North County Priority Corridors

Corridor	Weight
US 101	• Specific safety concerns included perceived unsafe merging at the US 101 northbound on-ramp from the I-380 westbound lane and unsafe merging and exiting along US 101 near SFO • The US 101 southbound on-ramp from Bayshore Boulevard is perceived as dangerous • A lack of exits in Brisbane was identified as a concern • High levels of congestion identified on US 101 along the South Airport Boulevard to Broadway exit segment • Lack of pedestrian infrastructure along US 101 at Millbrae Avenue on/off ramp and overpass
El Camino Real	• Several comments about general roadway conditions (potholes, areas needing repaving) • General comments about the traffic lights and intersection at El Camino Real and Chestnut Avenue being a problem • Public identified congestion as a problem on El Camino Real when getting onto I-380
San Bruno Avenue	• Lack of bike infrastructure or unsafe bike infrastructure San Bruno Avenue East and US 101 • Lack of bike and pedestrian facilities on San Bruno Avenue East and North McDonnell Road creating unsafe conditions due to speed of automobile traffic
SFO	• General concerns about congestion in the area (no specific roadways identified) • Desire for better connections to the airport (no specific origins identified) • Insufficiency of bike access to the airport (specific trails not identified) • Lack of sidewalks near airport pedestrian pathways from Millbrae
Bayshore Boulevard	• Lack of parking at Bayshore Station • Lack of sidewalks between Old County Road and the Sierra Point Trailer Park
Oyster Point	• Lack of adequate pedestrian and bike infrastructure into and out of Oyster Point • Poor roadway conditions near US 101 in Oyster Point (potholes and flooding)
Millbrae Avenue	• General concerns about increasing congestion • Concerns about bike and pedestrian safety • Lack of transit options

At the conclusion of the weighting, 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 North County Multimodal Strategy project list reflect multiple modes and are equitably distributed along the corridor to the greatest extent possible. Transit infrastructure projects are those related to adding to or improving existing physical infrastructure such as bus lanes, bus bulbs, pedestrian access, and signage. Transit operational enhancements are projects that would add all new services or routes. Other projects include the US 101 Managed Lanes extension, development of an arterial in Brisbane, and a safety improving grade separation project.

Table 13. Summary of Project Type

Project Type	Number of Projects
Bicycle Only	4
Bicycle and Pedestrian	4
Transit Infrastructure	5
Transit Operational Enhancement	3
Other	4

Table 14. Summary of Project Locations

Project Location	Number of Projects
Brisbane	2
Combination/Other	4
Millbrae	4
San Bruno	2
South San Francisco	8

Figure 23 and Table 15 identify the 20 highest scoring projects as produced by the scoring and weighting process discussed in the previous section, and constitutes the final US 101 North County Multimodal Strategy priority projects. Additional details and project fact sheets providing more information about each of the priority projects can be found in Appendix A.

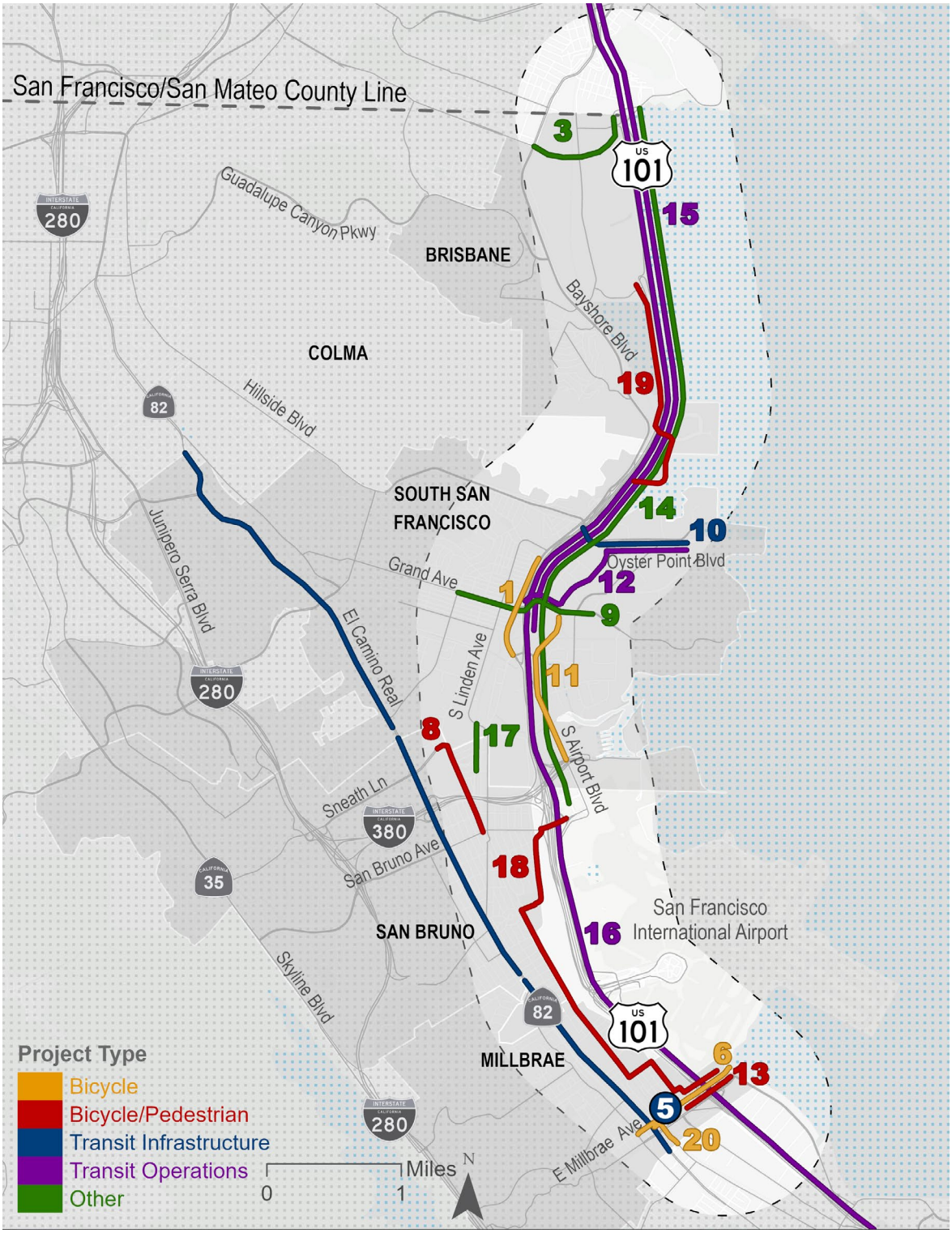


Figure 23. North County Multimodal Strategy Priority Projects

Table 15. North County Multimodal Strategy Top 20 Priority Projects

Rank	Project Sponsor	Project Name	Location
1	South San Francisco	Airport Boulevard	Airport Boulevard from Sister Cities Boulevard to Baden Avenue (Segment 1) and Baden Avenue to South Airport Boulevard/San Mateo Avenue (Segment 2)
2	Millbrae and SamTrans	El Camino Real Multimodal Improvements – Millbrae	El Camino Real - northern to southern city limits
3	Brisbane	Geneva Avenue/Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange	Geneva Avenue/Bayshore Boulevard intersection to US 101/Candlestick Point interchange
4	SamTrans and South San Francisco	El Camino Real Multimodal Improvements – South San Francisco	El Camino Real - northern to southern city limits
5	MTC	Regional Wayfinding/Mobility Hubs	Daly City, Colma, South San Francisco, San Bruno BART stations, Palo Alto Transit Center (Caltrain) and Millbrae Transit Center (BART and Caltrain)
6	Millbrae	Millbrae Avenue Bikeway Improvements	Millbrae Avenue
7	SamTrans	El Camino Real Multimodal Improvements – San Bruno	El Camino Real - northern to southern city limits
8	San Bruno	Huntington Bicycle and Pedestrian Improvements Segment 2	San Bruno BART Station
9	South San Francisco	Grand Avenue/East Grand Avenue	From Spruce Avenue to Haskins Way
10	South San Francisco	Oyster Point Boulevard	Between US 101 and South San Francisco ferry terminal
11	South San Francisco	South Airport Boulevard	From Gateway Boulevard to Bay Trail/North Access Road
12	South San Francisco	Oyster Point Shuttles and Ferry Connections	East of US 101
13	Millbrae	US 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing	US 101 and Millbrae Avenue
14	SMCTA and C/CAG	US 101 Managed Lanes North Project (I-380 to San Francisco/San Mateo County Line)	US 101 from I-380 to San Francisco/San Mateo County line
15	South San Francisco in partnership with employers and/or SamTrans	Express Bus Service from Glen Park BART to SSF	South San Francisco and San Francisco
16	South San Francisco in partnership with employers and/or SamTrans	Express Bus Service from Glen Park BART to East Bay via SSF	South San Francisco and San Francisco
17	San Bruno & South San Francisco	South Linden Avenue and Scott Street Grade Separation	Caltrain right of way between Scott Street in San Bruno and South Linden Avenue in South San Francisco
18	San Bruno and Millbrae	SFO Bay Trail Gap Closure Project	San Bruno Avenue from Airport Boulevard to Huntington Avenue and New Trail Segment from San Bruno Avenue to East Millbrae Avenue
19	Brisbane	Sierra Point Parkway/Shoreline Court	From Lagoon Road to 270 feet southwest of Bay Trail/ Shoreline Court
20	Millbrae	Millbrae Caltrain Station Access Project - Linden Avenue/California Drive	Linden Avenue/California Drive

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.

Bicycle Only

Airport Boulevard

Sponsor: South San Francisco

LOCATION

South San Francisco: Airport Boulevard from Sister Cities Boulevard to Baden Avenue (Segment 1) and Baden Avenue to South Airport Boulevard/San Mateo Avenue (Segment 2)

DESCRIPTION

New Class IV bicycle route on Airport Boulevard from second lane to Miller Avenue.

Grand Avenue and Airport Boulevard intersection reconstruction, including:

- **Crossing improvements**
- **New signal**
- **Sidewalk widening**
- **Adjusted phasing**

Existing Conditions

SOURCE DOCUMENT(S)

Active South City

SCHEDULE

Phase 1 complete, Phase 2 not initiated and needs to be studied to tie into the US 101/Produce Avenue project

STATUS

Segment 1 complete, Segment 2 not initiated

ESTIMATED COST

$5.5 MILLION

Transit Infrastructure

El Camino Real Multimodal Improvements – Millbrae

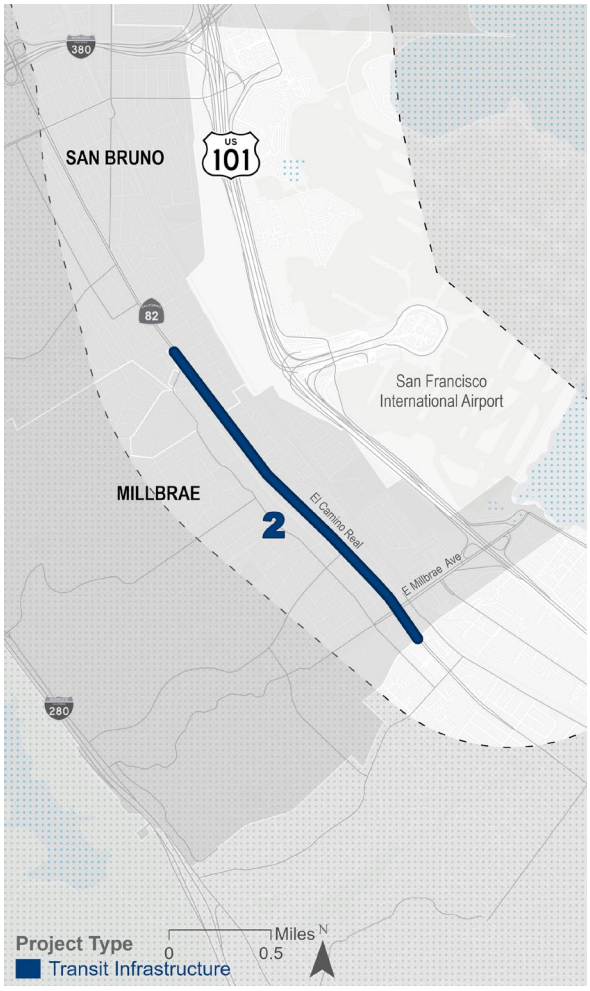
Sponsor: Millbrae and SamTrans

LOCATION

Millbrae – El Camino Real: Northern to southern city limits

DESCRIPTION

- **Bus bulbs**
- **Curbside bus lanes along entire segment**
- **General pedestrian improvements**
- **Bike Lanes**
- **Transit signal priority**



SOURCE DOCUMENT(S)

El Camino Real Bus Speed and Reliability Study and Millbrae Active Transportation Plan

SCHEDULE

Planning study anticipated to be completed by the end of 2026

STATUS

Planning study in-progress with C/CAG, City of Millbrae, City of San Bruno, and SamTrans. Full construction timeline pending coordination with the corridorwide Grand Boulevard Initiative.

ESTIMATED COST

$25+ MILLION

(Pending Planning Study Adoption)

Other

Geneva Avenue/Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange

Sponsor: Brisbane

LOCATION

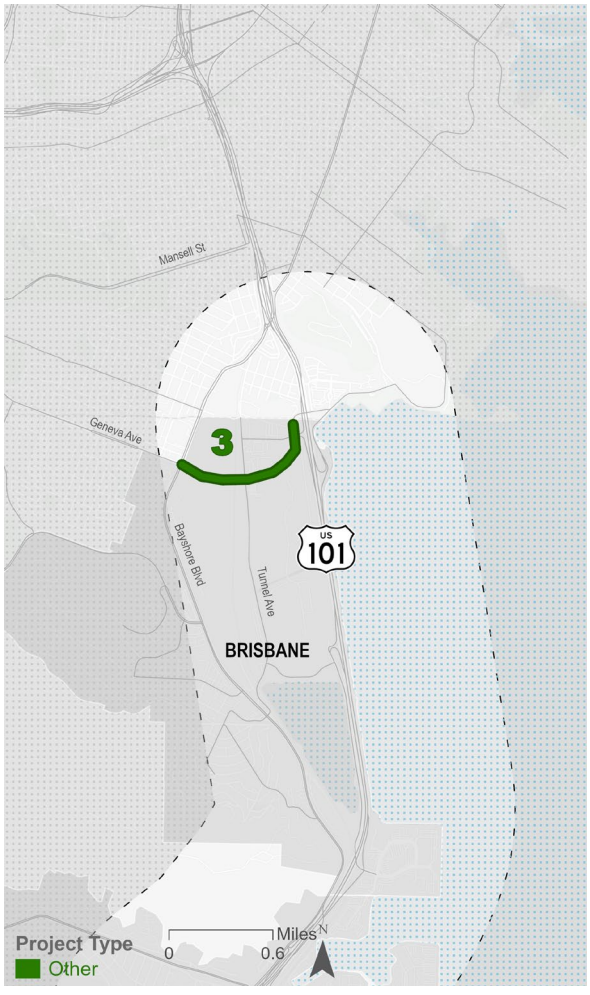
Brisbane: Geneva Avenue/Bayshore Boulevard intersection to US 101/Candlestick Point interchange

DESCRIPTION

Construct a six-lane arterial from Geneva Avenue/ Bayshore Boulevard intersection to US 101/Candlestick Point interchange.

- **Grade separation at the Caltrain station and Tunnel Avenue**
- **On-street parking (travel lanes during peak periods)**
- **Class II bike lanes**
- **Sidewalk**

Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Caltrain Station and provides through service to the Balboa Park BART Station.



SOURCE DOCUMENT(S)

US 101 South Comprehensive Multimodal Corridor Plan and Baylands Specific Plan

SCHEDULE

Brisbane Baylands Specific Plan Environmental document completed, project to be initiated as development process continues

STATUS

Not started: TIF Nexus Study Draft Report submitted December 2024

ESTIMATED COST

$195 MILLION

Transit Infrastructure

El Camino Real Multimodal Improvements – South San Francisco

Sponsor: SamTrans and South San Francisco

LOCATION

South San Francisco: El Camino Real - northern to southern city limits

DESCRIPTION

- **Bus bulbs**
- **Curbside bus lanes**
- **General pedestrian improvements**
- **Bike Lanes**
- **Transit signal priority**

SOURCE DOCUMENT(S)

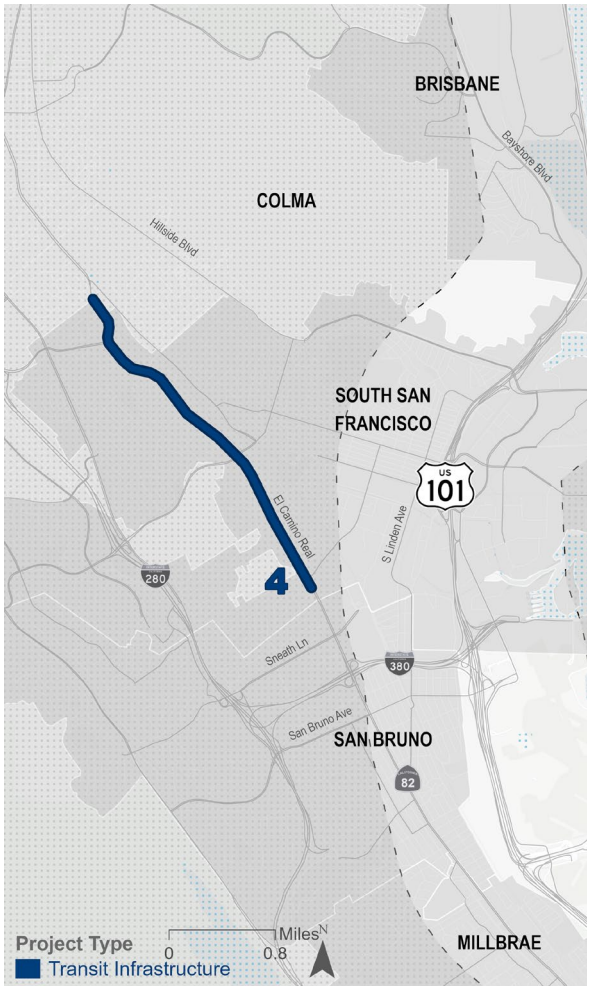
El Camino Real Bus Speed and Reliability Study

SCHEDULE

Planning Study expected to be completed by the end of 2026. Full construction timeline pending further coordination with the corridorwide Grand Boulevard Initiative.

STATUS

City led El Camino Real Master Plan initiated in 2025



ESTIMATED COST

$25+ MILLION

(Pending Further Analysis)

Transit Infrastructure

Regional Wayfinding/Mobility Hubs

Sponsor: MTC

LOCATION

Daly City/Colma/South San Francisco/San Bruno/ Millbrae: Daly City, Colma, South San Francisco, San Bruno BART stations, Palo Alto Transit Center (Caltrain) and Millbrae Transit Center (BART and Caltrain)

DESCRIPTION

Mobility hub improvements to enhance connection of BART/Caltrain riders to access modes (including bus, vehicle, pedestrian, and bicycle), such as:

- **Station access signage and wayfinding - implementing Regional Mapping and Wayfinding Standards**
- **Bus shelter and waiting area improvements**
- **Other improvements that enhance rider station access**

SOURCE DOCUMENT(S)

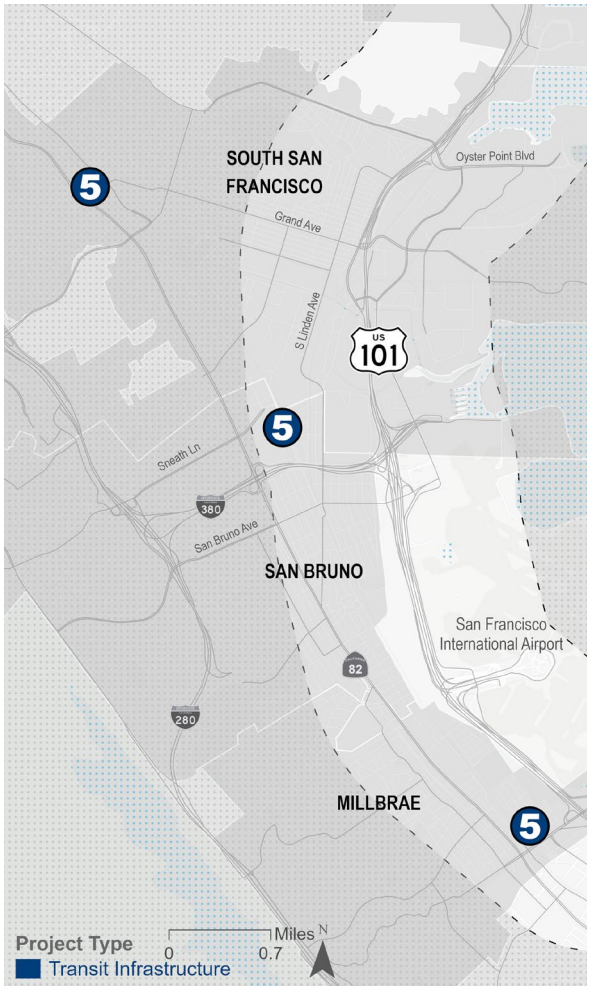
BART Station Access Signage and MTC Regional Mapping and Wayfinding

SCHEDULE

2027 and beyond (pending funding)

STATUS

Regional Mapping & Wayfinding Project pilots in progress



ESTIMATED COST

$2.2 MILLION

(Only for BART stations)

+ Station access signage
+ Wayfinding and bus area/mobility hub improvements

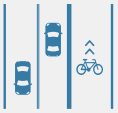
Bicycle Only

Millbrae Avenue Bikeway Improvements

Sponsor: Millbrae

LOCATION
Millbrae: Millbrae Avenue

DESCRIPTION
Separated bike lane from Magnolia Avenue to Old Bayshore Highway.



Class IV separated bike lanes

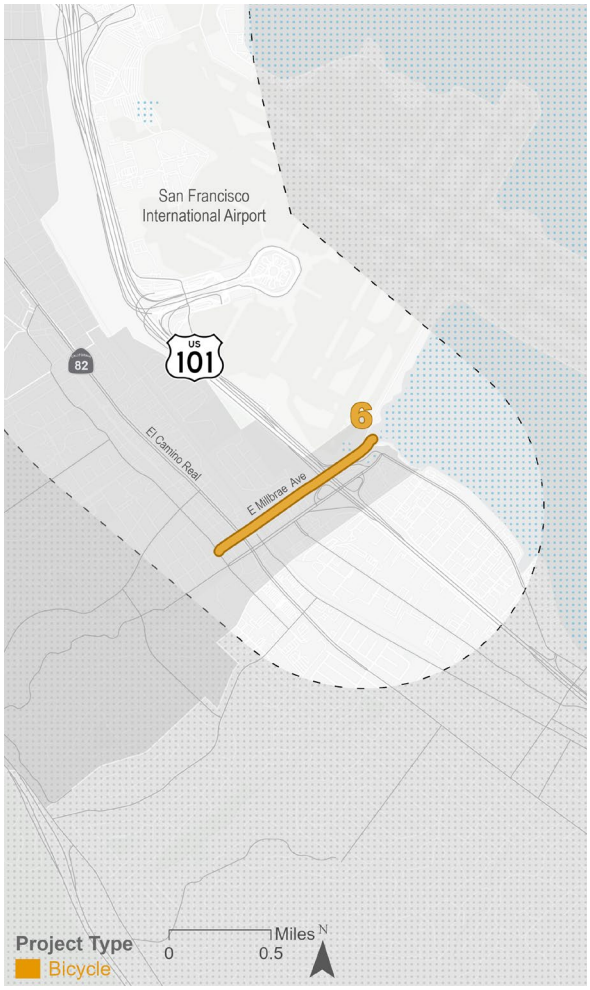
SOURCE DOCUMENT(S)
Millbrae Active Transportation Plan

SCHEDULE
Preliminary Engineering and Environmental Clearance Anticipated to Start in 2026

STATUS
Environmental review needed, pending funding

ESTIMATED COST
$2.4 MILLION

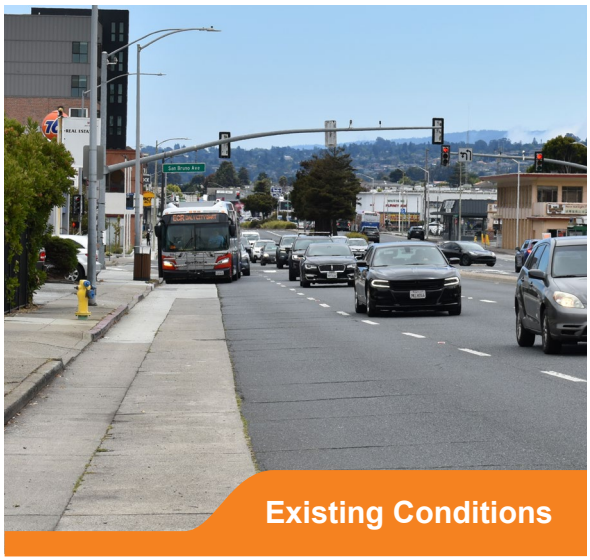
Existing Conditions



Transit Infrastructure

El Camino Real Multimodal Improvements – San Bruno

Sponsor: SamTrans



LOCATION

San Bruno: El Camino Real - northern to southern city limits

DESCRIPTION

- **Bus bulbs**
- **Curbside bus lanes along entire segment**
- **General pedestrian improvements**
- **Bike Lanes**
- **Transit signal priority**

SOURCE DOCUMENT(S)

El Camino Real Bus Speed and Reliability Study

SCHEDULE

Planning study anticipated to be completed by the end of 2026

STATUS

Planning study in-progress with C/CAG, City of Millbrae, City of San Bruno, and SamTrans. Full construction timeline pending coordination with the corridorwide Grand Boulevard Initiative.

ESTIMATED COST

$25+ MILLION

Bicycle and Pedestrian

Huntington Bicycle and Pedestrian Improvements Segment 2

Sponsor: San Bruno

Existing Conditions

LOCATION

San Bruno: San Bruno BART Station

DESCRIPTION

Various access improvements to San Bruno BART Station.

- Class II bike lane
- Class III bike lane
- Class IV bike lane
- Wayfinding signs
- Pedestrian signals
- Crosswalk improvements
- Lighting
- Curb ramps

SOURCE DOCUMENT

BART Walk and Bicycle Network Gap Study

SCHEDULE

Phase 1 Huntington Avenue Bikeway Project completed, Phase 2 Huntington Avenue Bikeway Project in front of the station scheduled for construction in 2026. Additional improvements have yet to be initiated.

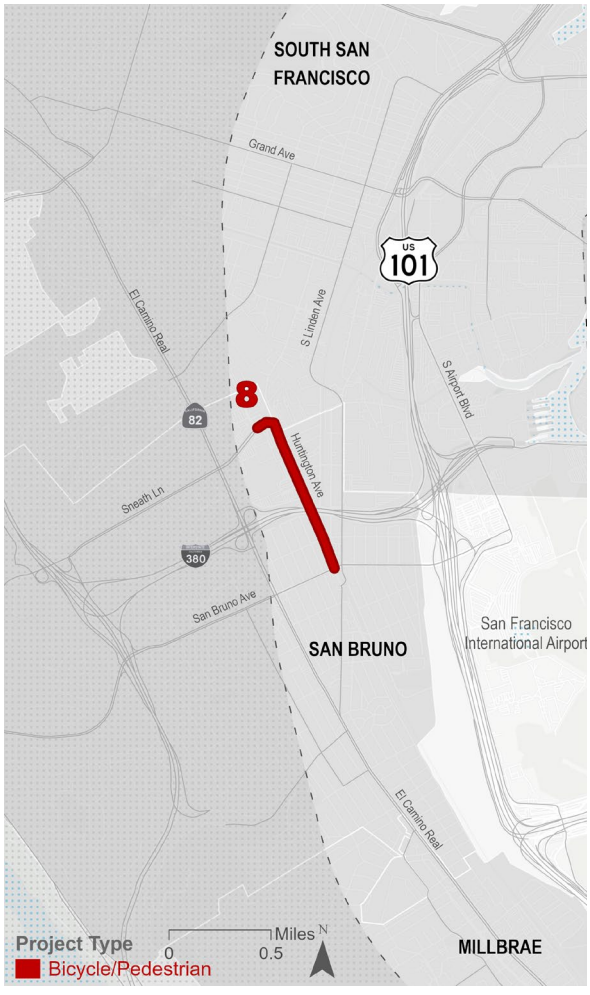
STATUS

San Bruno was awarded $4 million toward the construction of the Huntington Avenue Phase II project from the SMCTA Measure W Regional Transit Connections fund in 2025 and is fully funded.

ESTIMATED COST

$6.5 MILLION

(Huntington Avenue Phase 2)



▶▶▶ Other

Grand Avenue/East Grand Avenue

Sponsor: South San Francisco

Existing Conditions

LOCATION

South San Francisco: From Spruce Avenue to Haskins Way

DESCRIPTION

- **Install Class II and Class IV bikeway upgrades**
- **Bicycle detection upgrades**
- **Addition of bus only lanes**

SOURCE DOCUMENT(S)

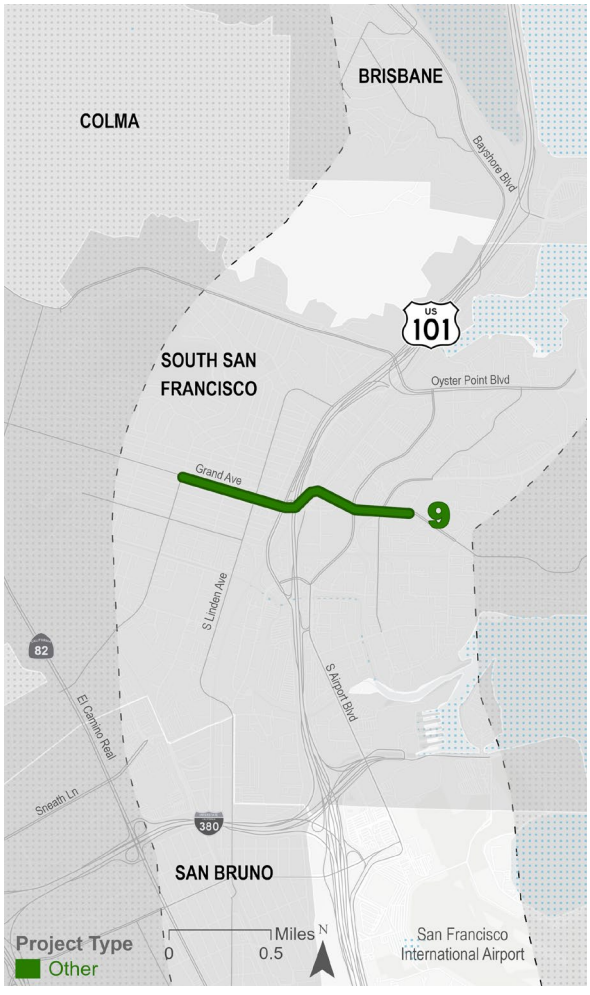
Active South City, Shape SSF 2040 General Plan and SSF Eastern Neighborhoods Community Facilities District Study

SCHEDULE

Not initiated

STATUS

Planning study currently unfunded



ESTIMATED COST

$20.6 MILLION

+ Station access signage
+ Wayfinding and bus area/mobility hub improvements

Transit Infrastructure

Oyster Point Boulevard

Sponsor: South San Francisco

LOCATION

South San Francisco: Between US 101 and South San Francisco ferry terminal

DESCRIPTION

- **Addition of bus only lane between US 101 and ferry terminal**
- **Class IV separated bike lanes**
- **New sidewalk**
- **Class I bicycle path**
- **Crossing improvements**

SOURCE DOCUMENT(S)

Shape SSF 2040 General Plan and SSF Eastern Neighborhoods Community Facilities District Study

SCHEDULE

Not initiated

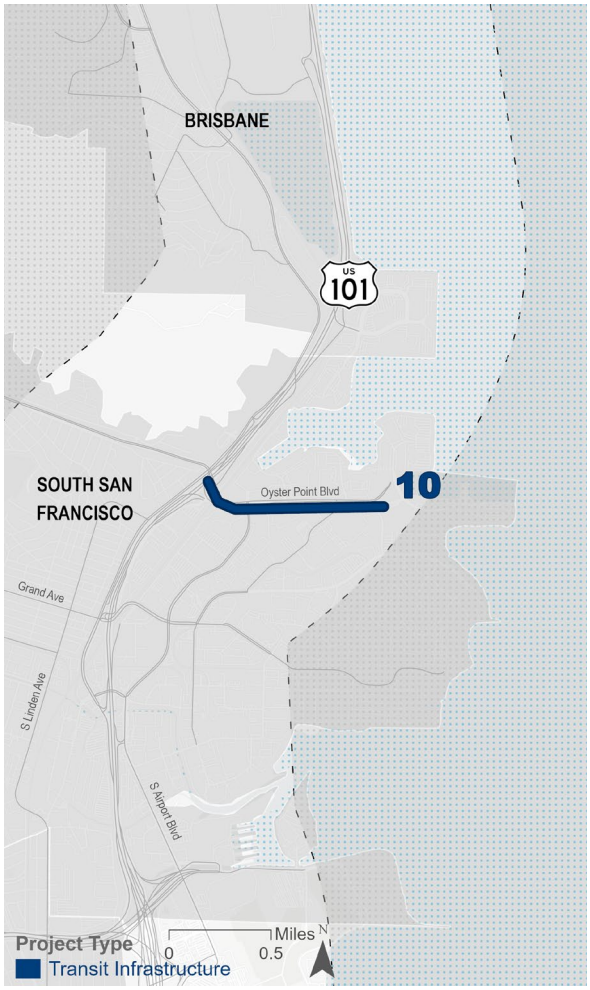
STATUS

Planning study currently unfunded

ESTIMATED COST

$29 MILLION

Existing Conditions



Bicycle Only

South Airport Boulevard

Sponsor: South San Francisco

LOCATION

South San Francisco: From Gateway Boulevard to Bay Trail/North Access Road

DESCRIPTION

Upgrade bikeway to Class IV separated bicycle lane along South Airport Boulevard.

Class IV bike lane

SOURCE DOCUMENT(S)

2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan and SSF Eastern Neighborhoods Community Facilities District

SCHEDULE

Not initiated

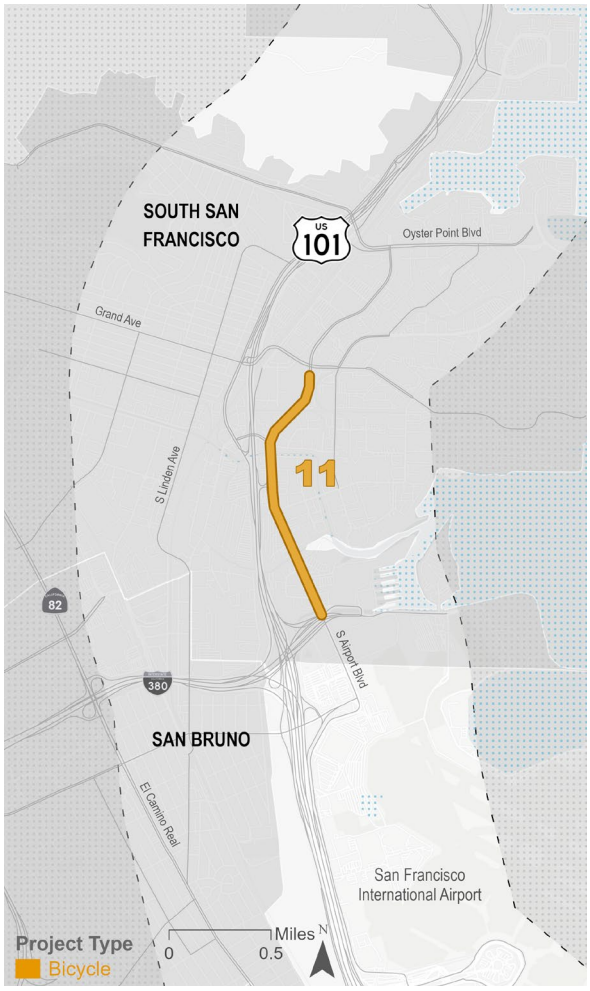
STATUS

Planning study currently unfunded

ESTIMATED COST

$29 MILLION

Existing Conditions



Transit Operational Enhancement

Oyster Point Shuttles and Ferry Connections

Sponsor: South San Francisco

LOCATION

South San Francisco: East of US 101

DESCRIPTION

Develop a frequent, all day first/last-mile shuttle system connecting high ridership corridors to transit.

Frequent shuttle system

SOURCE DOCUMENT(S)

The Mobility Plan 20/20

SCHEDULE

Shuttle routes will be reassessed as part of the SMCTA's Peninsula Shuttle Program Optimization & Funding Strategy that will kick off in late 2025

STATUS

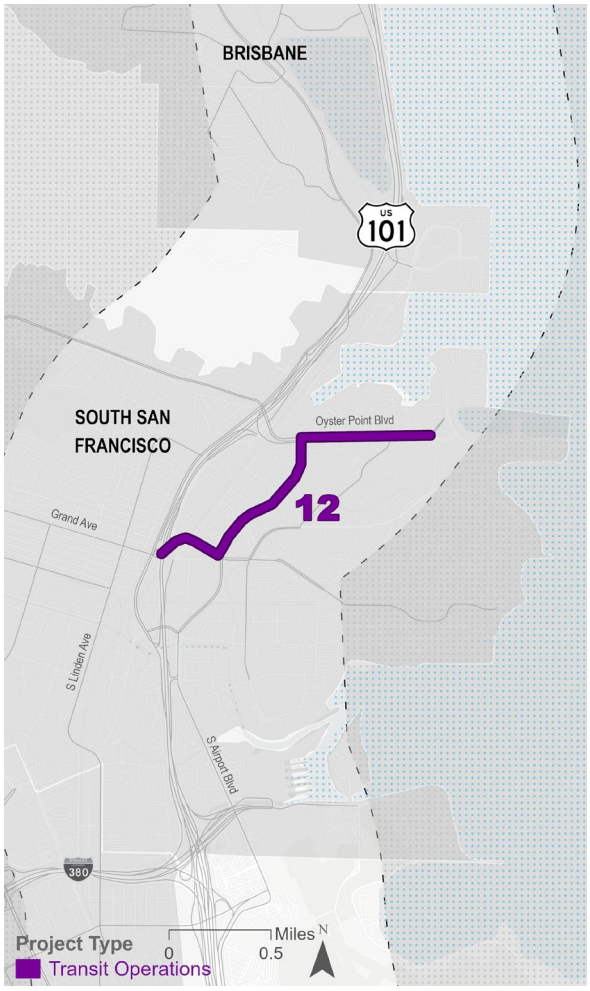
Current shuttles funded by SMCTA through June 2027

ESTIMATED COST

$1 MILLION

Annually

Existing Conditions



Bicycle and Pedestrian

US 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing

Sponsor: Millbrae

LOCATION
Millbrae: US 101 and Millbrae Avenue

DESCRIPTION
Construction of a new bicycle and pedestrian overpass north of the existing Millbrae Avenue overpass.

Bicycle and pedestrian overpass

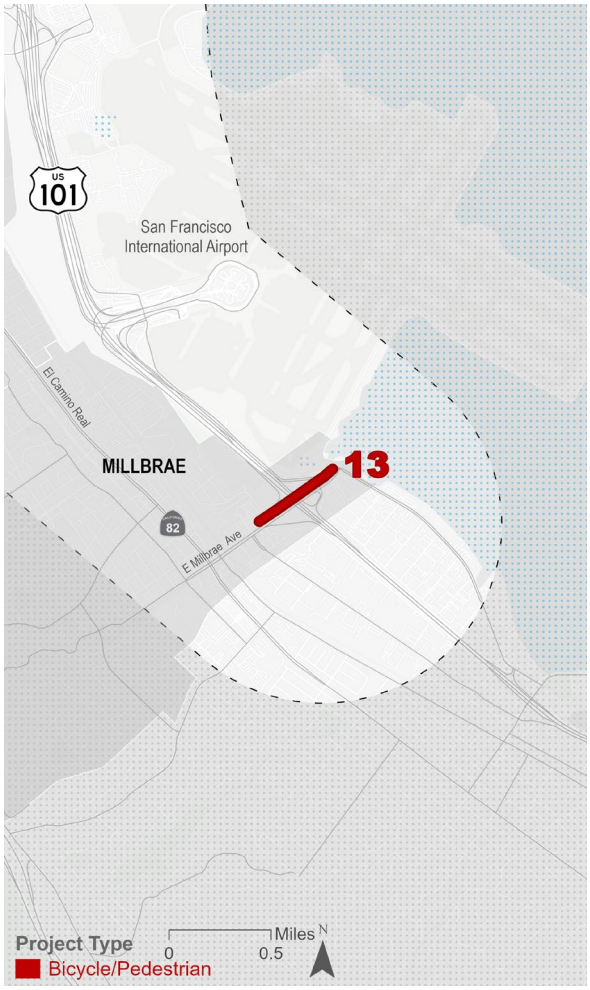
SOURCE DOCUMENT(S)
Millbrae Active Transportation Plan and Caltrans District 4 Bike Plan

SCHEDULE
Not initiated

STATUS
Feasiblity study needed

ESTIMATED COST
$6.5 MILLION

Existing Conditions



Other

US 101 Managed Lanes North Project (I-380 to San Francisco/San Mateo County Line)

Sponsor: SMCTA and C/CAG

LOCATION

Brisbane/South San Francisco/San Bruno/Millbrae: US 101 from I-380 to San Francisco/San Mateo County line

DESCRIPTION

Managed lanes

SOURCE DOCUMENT(S)

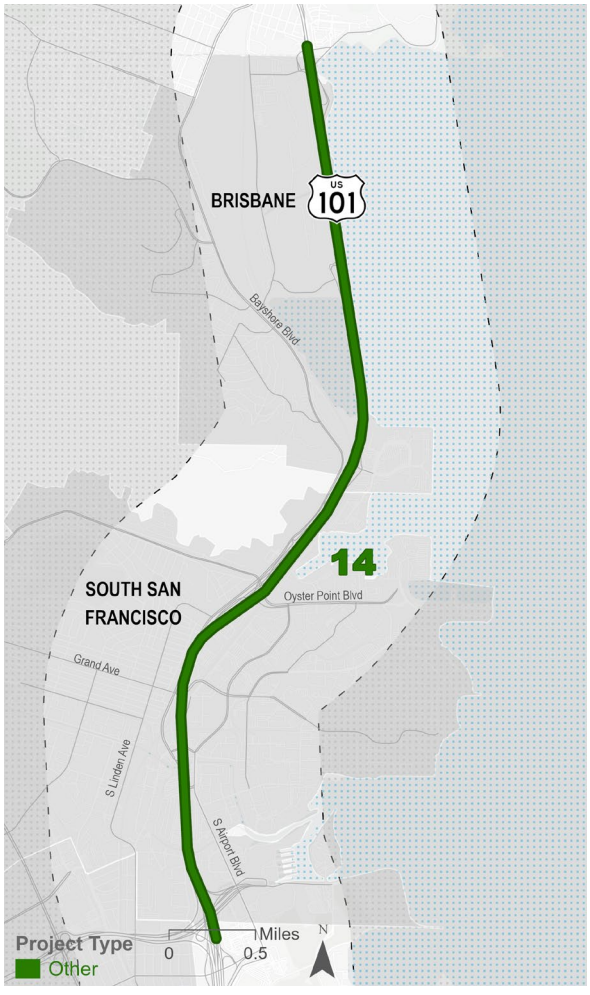
Caltrans US 101 South Comprehensive Multimodal Corridor Plan, MTC Bay Area Express Lanes Strategic Plan, and Freeway Corridors Management Study with SFCTA, SMCTA, and C/CAG

SCHEDULE

PA&ED start date Fall 2020 with antipated completion in Fall 2026

STATUS

Currently in PA&ED with partial funding programmed for PS&E



ESTIMATED COST

$375 MILLION

+ PSR-PDS **$1.75 million**
+ PA&ED **$10.15 million**
+ PS&E **$36.2 million**
+ ROW **$17.0 million**
+ Construction **$310.0 million**

Transit Operational Enhancement

Express Bus Service from Glen Park BART to SSF

Sponsor: South San Francisco in partnership with employers and/or SamTrans

Existing Conditions

LOCATION
South San Francisco: South San Francisco and San Francisco

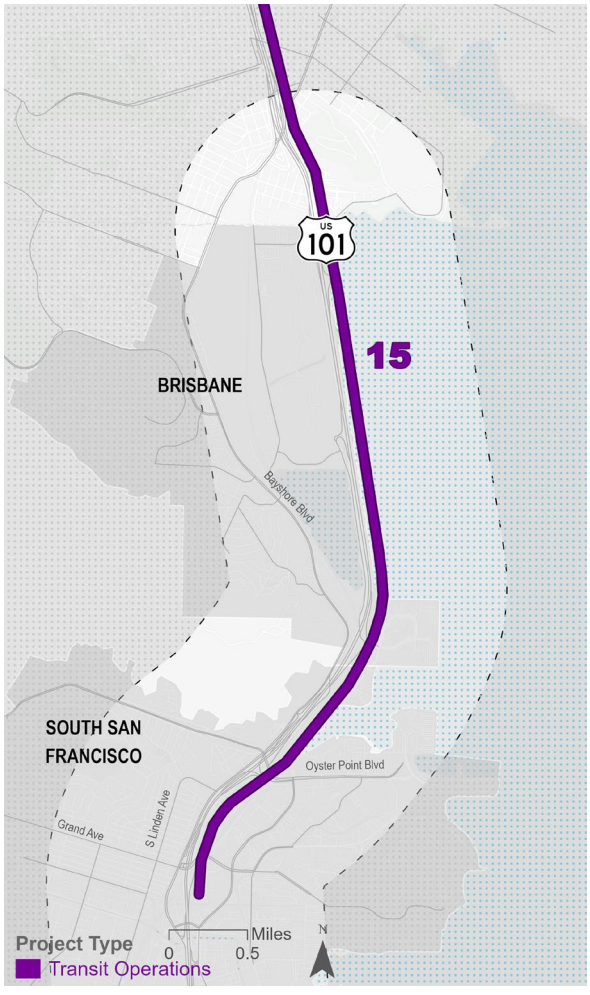
DESCRIPTION
Partner with employers and/or SamTrans to expand express bus service to Glen Park BART Station and other areas within San Francisco.

Express bus service

SOURCE DOCUMENT(S)
The Mobility Plan 20/20

SCHEDULE
Not initiated

STATUS
Transit Planning study needed



ESTIMATED COST
PENDING PLANNING STUDY

Transit Operational Enhancement

Express Bus Service from Glen Park BART to East Bay via SSF

Sponsor: South San Francisco in partnership with employers and/or SamTrans

LOCATION
South San Francisco: South San Francisco and San Francisco

DESCRIPTION
Express bus service to the East Bay via the San Mateo Bridge.

Express bus service

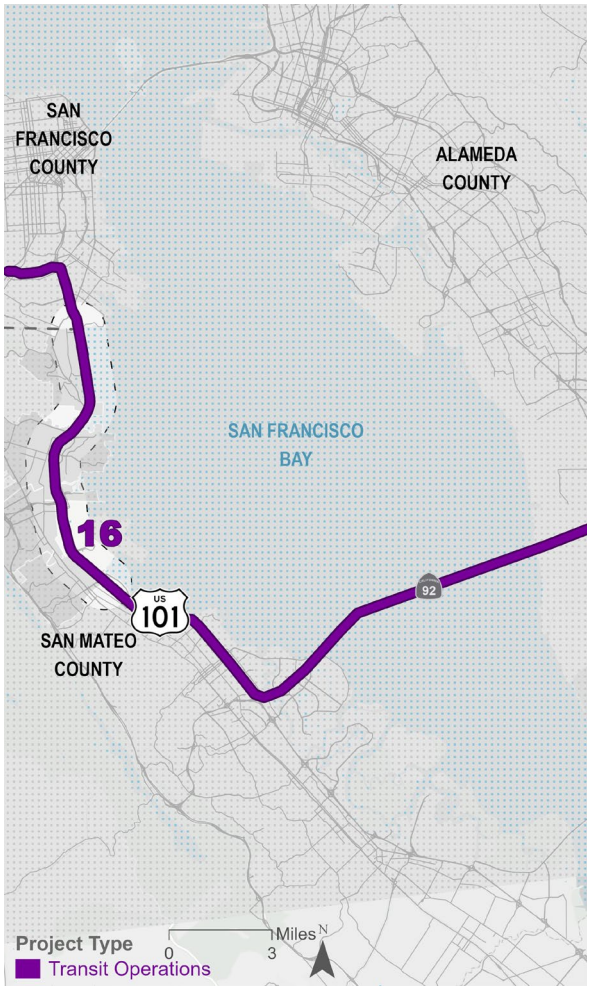
SOURCE DOCUMENT(S)
The Mobility Plan 20/20

SCHEDULE
Not initiated

STATUS
Transit Planning study needed

ESTIMATED COST
PENDING PLANNING STUDY

Existing Conditions



Other

South Linden Avenue and Scott Street Grade Separation

Sponsor: San Bruno and South San Francisco

Existing Conditions

LOCATION

San Bruno/South San Francisco: Caltrain right of way between Scott Street in San Bruno and South Linden Avenue in South San Francisco

DESCRIPTION

The South Linden Avenue and Scott Street Grade Separation Project will improve safety and decrease expected future traffic delays. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. The two grade separations are proposed to be undertaken as a combined effort.

SOURCE DOCUMENT(S)

Caltrain Business Plan and Caltrain Quarterly Report

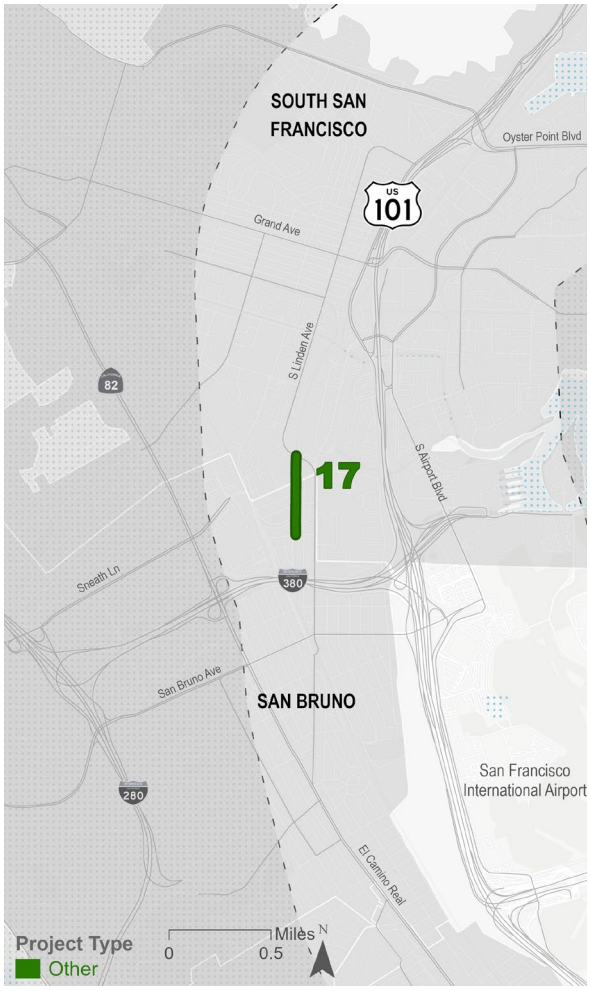
SCHEDULE

Environmental Clearance and Preliminary Design anticipated to be completed by Fall 2025

STATUS

Phase 3: Project Development (16-35%)

Caltrain is engaging with the city on selection of alternative delivery method and developing an overall streamlined project schedule and cost estimate



ESTIMATED COST

$320 MILLION

Bicycle and Pedestrian

SFO Bay Trail Gap Closure Project

Sponsor: San Bruno and Millbrae

LOCATION

San Bruno: San Bruno Avenue from Airport Boulevard to Huntington Avenue and New Trail Segment from San Bruno Avenue to East Millbrae Avenue

DESCRIPTION

Class I bicycle path

SOURCE DOCUMENT(S)

Bay Trail SFO Gap Study Final Plan

SCHEDULE

Planning study completed, Environmental Clearance anticipated to begin in late 2026

STATUS

Funding for the Preliminary Engineering and Environmental Clearance is being coordinated with MTC, SMCTA, City of San Bruno, and City of Millbrae

ESTIMATED COST

$64.5 MILLION

Existing Conditions

Bicycle and Pedestrian

Sierra Point Parkway/Shoreline Court

Sponsor: Brisbane

LOCATION

Brisbane: From Lagoon Road to 270 feet southwest of Bay Trail/Shoreline Court

DESCRIPTION

New Class I path along Sierra Point Parkway/Shoreline Court corridor.

Class I bicycle path

SOURCE DOCUMENT(S)

2021 C/CAG San Mateo County Comprehensive Bicycle Pedestrian Plan

SCHEDULE

Not initiated

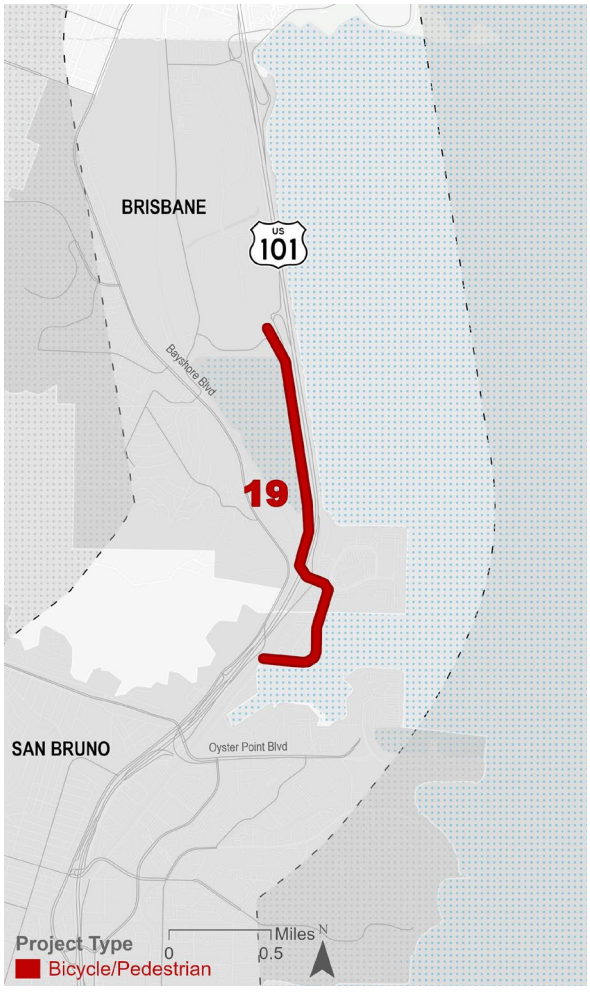
STATUS

Not started: TIF Nexus Study Draft Report submitted December 2024

ESTIMATED COST

$1.7 MILLION

Existing Conditions



Bicycle Only

Millbrae Caltrain Station Access Project – Linden Avenue/California Drive

Sponsor: Millbrae

LOCATION

Millbrae: Linden Avenue/California Drive

DESCRIPTION

Construct Class II Bike Lanes and/or Class I Shared-Use Path from El Camino Real to Murchison Drive.

Class II bicycle lane

SOURCE DOCUMENT(S)

Millbrae Active Transportation Plan and Caltrans D4 Bike Plan

SCHEDULE

Not initiated

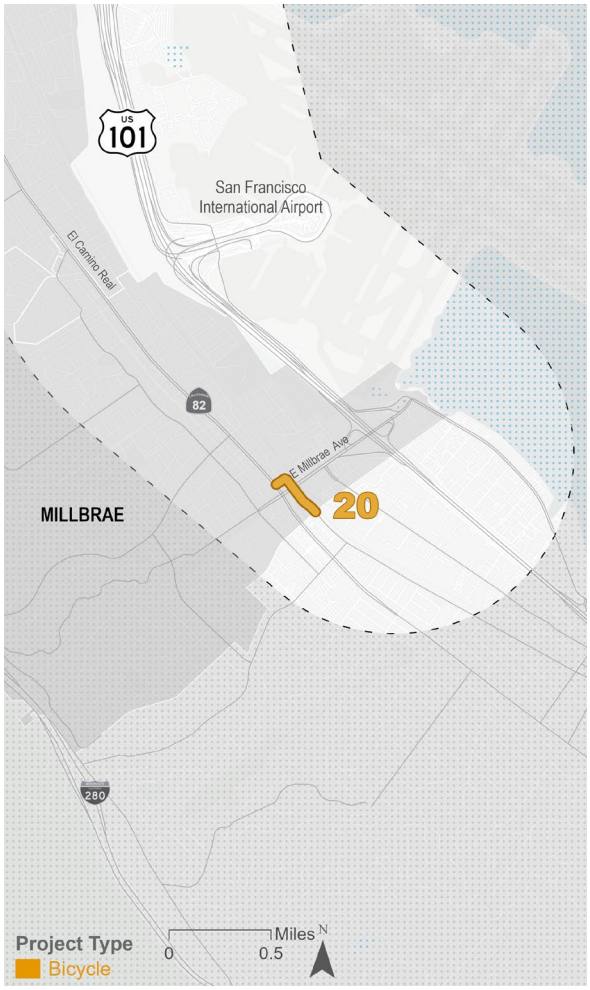
STATUS

Feasibility study needed

ESTIMATED COST

$150,000

Existing Conditions



5 Implementation Plan

The 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. The 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 North 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

The SMCTA anticipates funding for the US 101 North 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. The 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 North County Multimodal Strategy include:

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.

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.

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 many new 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 North County Multimodal Strategy. The 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

- 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. The development of the multimodal strategies as local CMCPs enables priority projects to be eligible in the SCCP grant program.

LOCAL PARTNERSHIP PROGRAM (LPP)

- 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 significant source of discretionary funding for transportation projects in San Mateo County is through the local Measure A and Measure W sales tax programs administered by SMCTA. 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 the 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.

The 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
Airport Boulevard	$5.5 million				X	X		X	X	X
El Camino Real Multimodal Improvements – Bruno	$25+ million			X	X	X		X	X	X
El Camino Real Multimodal Improvements – Millbrae	$25+ million			X	X	X		X	X	X
El Camino Real Multimodal Improvements – South San Francisco	$25+ million			X	X	X		X	X	X
Express Bus Service from Glen Park BART to East Bay via SSF	Pending Planning Study									X
Express Bus Service from Glen Park BART to SSF	Pending Planning Study									X
Geneva Avenue/ Bayshore Boulevard Intersection to US 101/ Candlestick Point Interchange	$195 million			X	X	X		X	X	X
Grand Avenue/East Grand Avenue	$20.6 million			X	X	X		X	X	X
Huntington Bicycle and Pedestrian Improvements Segment 2	$6.5 million (Huntington Avenue Phase 2)				X	X		X	X	X

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
Millbrae Avenue Bikeway Improvements	$2.4 million				X	X		X	X	X
Millbrae Caltrain Station Access Project – Linden Avenue/California Drive	$150,000				X	X		X	X	X
Oyster Point Boulevard	$29 million				X	X		X	X	X
Oyster Point Shuttles and Ferry Connections	$1 million annually								X	X
Regional Wayfinding/ Mobility Hubs	$2.2 million				X	X			X	X
SFO Bay Trail Gap Closure Project	$64.5 million				X	X		X	X	X
Sierra Point Parkway/ Shoreline Court	$1.7 million				X	X		X	X	X
South Airport Boulevard	$29 million				X	X		X	X	X
South Linden Avenue and Scott Street Grade Separation	$320 million	X	X	X	X	X			X	X
US 101 Managed Lanes North Project (I-380 to San Francisco/ San Mateo County Line)	$375 million	X	X	X	X	X	X		X	X
US 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing	$6.5 million			X	X	X		X	X	X

Appendix A: Detailed Project Scoring and Descriptions

Table 1. North County Multimodal Strategy Priority Projects

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Airport Boulevard	Airport Boulevard from Sister Cities Boulevard to Baden Avenue (Segment 1) and Baden Avenue to South Airport Boulevard/San Mateo Avenue (Segment 2)	New Class IV bicycle route on Airport Boulevard from second lane to Miller Avenue. Grand Avenue and Airport Boulevard intersection reconstruction, including crossing improvements, sidewalk widening, new signal and adjusted phasing.	30	27.5	11.25	20	20	108.75
El Camino Real Multimodal Improvements – Millbrae	El Camino Real - northern to southern city limits	Four bus bulbs and two pedestrian gap closures as well as curbside bus lanes along entire segment.	30	27.5	11.25	20	20	108.75
Geneva Avenue/ Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange	Geneva Avenue/ Bayshore Boulevard intersection to US 101/Candlestick Point interchange	Construct a six-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to US 101/ Candlestick Point interchange. Grade separation at the Caltrain station and Tunnel Avenue, Class II bike lanes, on-street parking (travel lanes during peak periods), and sidewalk. Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Caltrain Station and provides through service to the Balboa Park BART Station.	30	27.5	4.5	20	20	102
El Camino Real Multimodal Improvements – South San Francisco	El Camino Real - northern to southern city limits	Seven bus bulbs and six pedestrian gap closures as well as curbside bus lanes from McLellan Drive to southern city limits.	30	27.5	4.5	20	20	102

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Regional Wayfinding/Mobility Hubs	Daly City, Colma, South San Francisco, San Bruno BART stations, Palo Alto Transit Center (Caltrain) and Millbrae Transit Center (BART and Caltrain)	Improvements to enhance connection of BART/Caltrain riders to access modes: mobility hub improvements; bus shelter improvements; station access signage and wayfinding; vehicle/ pedestrian/bike wayfinding and facility loading zones, vehicle parking, and other modes (including implementing regional wayfinding standards).	30	27.5	22.5	20		100
Millbrae Avenue Bikeway Improvements	Millbrae Avenue	Separated bike lane from Magnolia Avenue to Old Bayshore Highway.	30	13.75	11.25	20	20	95
El Camino Real Multimodal Improvements – San Bruno	El Camino Real - northern to southern city limits	Seven bus bulbs and four pedestrian gap closures as well as curbside bus lanes along entire segment and TSP installation/signal reconfiguration at Sneath Lane intersection.	30	13.75	11.25	20	20	95
Huntington Bicycle and Pedestrian Improvements Segment 2	San Bruno BART Station	Various access improvements to San Bruno BART Station.	30	27.5	11.25	20		88.75
Grand Avenue/East Grand Avenue	From Spruce Avenue to Haskins Way	Install Class II and Class IV bikeway upgrades and addition of bus only lanes. Bicycle detection upgrades.	30	27.5	11.25	20		88.75
Oyster Point Boulevard	Between US 101 and South San Francisco ferry terminal	Addition of bus only lane between US 101 and ferry terminal, Class I bicycle path, Class IV separated bike lanes, new sidewalk, and crossing improvements.	0	27.5	11.25	20	20	78.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
South Airport Boulevard	From Gateway Boulevard to Bay Trail/North Access Road	Upgrade bikeway to Class IV separated bicycle lane along South Airport Boulevard.	6	27.5	4.5	20	20	78
Oyster Point Shuttles and Ferry Connections	East of US 101	Develop a frequent, all day first/last-mile shuttle system connecting high ridership corridors to transit.	15	27.5	11.25	4	20	77.75
US 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing	US 101 and Millbrae Avenue	Construction of a new bicycle and pedestrian overpass north of the existing Millbrae Avenue overpass.	15	0	22.5	20	20	77.5
US 101 Managed Lanes North Project (I-380 to San Francisco/San Mateo County Line)	US 101 from I-380 to San Francisco/San Mateo County line	Managed lanes.	15	13.75	22.5	4	20	75.25
Express Bus Service from Glen Park BART to SSF	South San Francisco and San Francisco	Partner with employers and/or SamTrans to expand express bus service to Glen Park BART Station and other areas within San Francisco.	15	13.75	22.5	4	20	75.25
Express Bus Service from Glen Park BART to East Bay via SSF	South San Francisco and San Francisco	Express bus service to the East Bay via the San Mateo Bridge which would benefit from US 101 managed lanes.	15	13.75	22.5	4	20	75.25

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
South Linden Avenue and Scott Street Grade Separation	Caltrain right of way between Scott Street in San Bruno and South Linden Avenue in South San Francisco	The South Linden Avenue and Scott Street Grade Separation Project will improve safety and decrease expected future traffic delays. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. The two grade separations are proposed to be undertaken as a combined effort.	30	27.5	11.25	4		72.75
SFO Bay Trail Gap Closure Project	San Bruno Avenue from Airport Boulevard to Huntington Avenue and New Trail Segment from San Bruno Avenue to East Millbrae Avenue	Close Bay Trail gap segment.	30	5.5	11.25	4	20	70.75
Sierra Point Parkway/Shoreline Court	From Lagoon Road to 270 feet southwest of Bay Trail/Shoreline Court	New Class I path along Sierra Point Parkway/Shoreline Court corridor.	30	5.5	11.25	20		66.75
Millbrae Caltrain Station Access Project - Linden Avenue/California Drive	Linden Avenue/ California Drive	Construct Class II Bike Lanes and/or Class I Shared-Use Path from El Camino Real to Murchison Drive	30	27.5	4.5	4		66

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

Table 2. All Other North County Projects

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Bayshore Freeway Overcrossing	Millbrae - Bayshore Freeway and East Millbrae Avenue junction	Locally identified overcrossing.	15	0	11.25	20	20	66.25
California Drive	Millbrae - California Drive	Bike lane.	30	27.5	4.5	4		66
California Drive Extension	Millbrae - California Drive	Shared-use path.	30	27.5	4.5	4		66
East Grand Avenue	South San Francisco - Between South San Francisco Caltrain Station and Haskins Way	Addition of bus only lanes between the South San Francisco Caltrain Station and Haskins Way, trail gap closure between South San Francisco Caltrain Station and Forbes Boulevard, and bus-only ramp to Poletti Way.	6	27.5	11.25	20		64.75
East Grand Avenue	South San Francisco - South San Francisco Caltrain Station to Haskins Way	Address unmet traffic signal needs, reconfigure traffic signals, close sidewalk and bikeway gaps, widen sidewalks, add curb extensions, add raised median east of Littlefield Avenue, add on-street bus stops and bus lanes/queue jumps and remove slip lanes.	6	27.5	11.25	20		64.75
Bay Trail	Brisbane - From Sierra Point Parkway to Tunnel Ave	Upgrade bikeway to Class I path along Bay Trail corridor.	30	5.5	4.5	20		60

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
BART Station Access Improvements	Millbrae - Millbrae BART Station	Various access improvements to Millbrae BART Station.	30	13.75	11.25	4		59
Bay Trail	Millbrae - San Antonio Avenue to Millbrae Avenue overcrossing of US 101	Close Bay Trail gap segment.	30	13.75	11.25	4		59
Oyster Point Boulevard	South San Francisco - US 101 to Gull Drive	Reduce median width to add curbside bus/bike lanes, in-line bus stops, close missing crosswalk gaps and reconfigure traffic signals.	0	27.5	11.25	20		58.75
US 101 Overcrossing	South San Francisco - From Shaw Road to South Airport Boulevard	New Class I path along US 101 overcrossing corridor.	6	5.5	22.5	4	20	58
Tanforan Avenue/Shaw Road	South San Francisco - From South Maple Avenue to US 101 overcrossing	New Class IIIB bicycle boulevard along Tanforan Avenue, Shaw Road corridor.	15	27.5	11.25	4		57.75
Micromobility Program	South San Francisco - East of US 101	Develop e-bike and e-scooter program for first/last mile connections.	15	27.5	11.25	4		57.75
Costco (Bay Trail Terminus) and Tanforan Avenue	South San Francisco - Costco/Tanforan to San Bruno BART Station across US 101	Bicycle/pedestrian bridge connecting existing Bay Trail terminus at Costco to Tanforan Avenue (across US 101), with connection to Centennial Trail and San Bruno BART Station.	15	27.5	11.25	4		57.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
South San Francisco Caltrain Station Access	South San Francisco - Various locations to/from South San Francisco Caltrain Station	Construct approximately three miles of trails along railroad rights-of-way.	15	27.5	11.25	4		57.75
Route 130 Extension	South San Francisco - Oyster Point marina	Increase weekday frequencies and extend service hours of Route 130 on weekends.	15	27.5	11.25	4		57.75
Monterey Shared Use Path Extension North	Millbrae	Shared-use path.	15	13.75	22.5	4		55.25
Bay Trail/East San Bruno Avenue	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
New Separated Crossing	San Bruno - San Bruno Avenue East	New separated bike crossing.	6	0	22.5	4	20	52.5
Bayshore Freeway Overcrossing	Millbrae - Bayshore Freeway and Airport Boulevard	Locally identified overcrossing.	6	27.5	11.25	4		48.75
Bayshore Station	Brisbane - Bayshore Caltrain Station	Bayshore Caltrain Station reconfiguration for new connections.	30	5.5	4.5	4		44
Colma Creek Connector	South San Francisco - From Orange Park in South San Francisco to the Bay	Construct multiuse trail along Colma Creek.	6	27.5	4.5	4		42

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
North McDonnell Road Improvements	Millbrae - McDonnell Road adjacent to SFO	Various intersection improvements along McDonnell Road.	6	0	11.25	4	20	41.25
Bay Trail	Brisbane - Alana Way and county border to Brisbane Lagoon	Close Bay Trail gap segment.	30	0	4.5	4		38.5
Bay Trail	Southern boundary of Sierra Point to Michelle Court	Close Bay Trail gap segment.	0	27.5	4.5	4		36
Hillside Boulevard	Unincorporated San Mateo County - Unincorporated (Chestnut and Evergreen)	Addition of bike/pedestrian improvements including a road diet.	0	13.75	0	20		33.75
Bay Trail	South San Francisco - Edge of San Bruno Waste Treatment Plant to alignment under highway overcrossing between Airport Boulevard and San Bruno Avenue	Close Bay Trail gap segment.	0	27.5	4.5	0		32

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 emissions, 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.

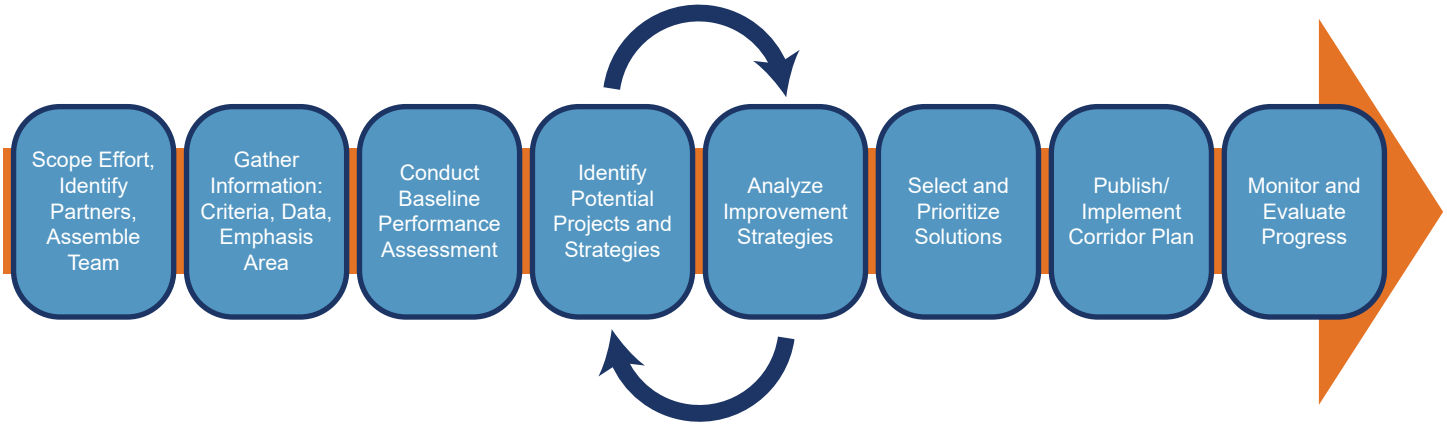


Figure 1. Comprehensive Multimodal Corridor Plan Development Process

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 North County Multimodal Strategy Applicability
Specific to a corridor, developed collaboratively with stakeholders, and written with a multimodal corridor planning intent	The US 101 North 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 North County Working Group. Participating agencies included: City of Brisbane, City of South San Francisco, City of San Bruno, City of Millbrae, BART, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, SFO, San Mateo County, and WETA.
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)	The US 101 North County Multimodal Strategy is specific to the US 101 highway from the San Francisco and San Mateo County line to the north and approximately one mile south of the Interstate 380 interchange including a one-mile radius 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.
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	The US 101 North 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.
Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions	The US 101 North 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.

Guideline	US 101 North County Multimodal Strategy Applicability
Be developed in collaboration with state, regional, and local partners	The US 101 North County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the North County WG. Participating agencies included: City of Brisbane, City of South San Francisco, City of San Bruno, City of Millbrae, BART, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, SFO, San Mateo County, and WETA. The project's North County WG met a total of three times and provided input at each stage of the strategy's development. The North County WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.
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	Safety is one of the objectives of the US 101 North 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.
Be consistent with the goals and objectives of the RTP	The US 101 North County Multimodal Strategy meets the following guiding principles from the Bay Area's RTP (Plan Bay Area 2050): • **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 North 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 North 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 North County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the North County Working Group. Participating agencies included: City of Brisbane, City of South San Francisco, City of San Bruno, City of Millbrae, BART, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, SFO, San Mateo County, and WETA. The North County WG met a total of three times and provided input at each stage of the strategy's development. The North County 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 North 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 North 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 North 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 North 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 North County Multimodal Strategy Applicability
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	The purpose of the US 101 North 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.
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	The US 101 North 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.
Recommendation and prioritization of improvements that fed into transportation funding programs and the regional transportation planning process	The US 101 North 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.
Strategies for preserving the character of local community and creating opportunities for neighborhood enhancement projects	The identified projects in the US 101 North 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.
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	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 North 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.

Guideline	US 101 North County Multimodal Strategy Applicability
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	The Plan prioritizes projects that will reduce VMT, induce mode shift, increase safety, enhance accessibility, and promote sustainability. Furthermore, the US 101 North 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.
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	The US 101 North 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.
Consistency with other applicable regional or local planning frameworks such as local jurisdiction land use plans including transit supportive land use plans and policies	The US 101 North 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
Consideration and incorporation of broadband planning, smart mobility framework, and Intelligent Transportation Systems, as applicable	The US 101 North 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.
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	Projects selected for inclusion in the US 101 North 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.

Guideline	US 101 North County Multimodal Strategy Applicability
Quantify how transportation solutions identified in the plan will improve performance	The US 101 North 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 the SMCTA as part of this implementation plan.
Support efforts to evaluate which projects best achieve a balanced set of transportation, environmental, and community access improvements	The SMCTA will support evaluation efforts undertaken by partner agencies for their projects as part of future implementation plan activities.
Planlevel 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 North County section of the US 101 corridor.
Performance assessment results should be used to establish a relationship between identified problems and solutions	The 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	The 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 North 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 North 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 North County Multimodal Strategy Stakeholder & Public Comment Resolution Matrix

The Draft US 101 North County Multimodal Strategy was published online on August 18, 2025 and was available for public and stakeholder comment until September 19, 2025. The draft North County Strategy was made available online with an easy-to-use virtual platform that enabled participants to place comments directly in the document online. 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 online comment period. The table also shows how each comment was either acknowledged or resolved by the SMCTA Project Team.

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

Reference	Comment	Resolution
Pg. 3 Figure 2. 101 Corridor Connect Elements	Please connect Caltrain to the airport or connect bart further down 101 so we can better get to the airport via train. This will alleviate congestion	Comment Acknowledged.
Pg. 9 Figure 8. Existing Roadway Network	More bike lanes on ECR like Palo Alto please	Comment Acknowledged.
Pg. 14 Table 3. Transit Ridership Demographics By Operator	Interesting data on SamTrans buses. Show while many people overlook these users really need this service and have fewer alternatives.	Comment Acknowledged.
Pg. 16 Table 4. Population and Job Characteristics	Need to focus on safe ways to cross 101 by bicycle and working to eliminate this barrier. Bike lanes or multi use paths on either side are of limited use without safe methods to cross 101. Also any way to focus traffic to distributor type streets and reduce traffic level and speeds on neighborhood type streets. Saw a lot of the how this works in the Netherlands. Make local neighborhood streets slow speed and safe for bikes instead of bike lanes on busy streets and focus on safe crossings.	Comment Acknowledged.
Pg. 24 Description of four community pop-ups.	In the future, I think it's worth finding some higher-turnout events that will create the foot traffic desired for this style of engagement (which I definitely support!). Please consult with local staff who would have more data. Maybe even go for two events per community.	Comment Acknowledged.

Reference	Comment	Resolution
Pg. 30 Description of the initial project inventory list.	Why just 1 mile? There are likely plans that contain key connections that would be relevant to this work, such as San Bruno's Transit Corridor Plan. That plan boundary is likely about a mile away on San Bruno Avenue.	The Multimodal Strategies assess transportation options within one mile of the US101 corridor to evaluate projects that may help to reduce congestion on 101. This distance is similar to other corridor plans around the Bay Area.
Pg. 36 Table 11. Full Criteria Weighting	+ 1 to comment next to mine.	The weighting was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc.
Pg. 36 Table 11. Full Criteria Weighting	I'd rather go a bit out of the way for a safer experience. Consider swapping Connectivity and Safety.	The weighting was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc.
Pg. 39 Figure 23. North County Multimodal Strategy Priority Projects	In Rollins Ave part of the plan south of this location? Improvements in mid-county should include this segment as a priority.	The Mid County Multimodal Strategy includes the City of Burlingame.
Pg. 39 Figure 23. North County Multimodal Strategy Priority Projects	S. Linden is more heavily used as a north/south route due to the alignment with the new Huntington cycle track. Until S. Airport is completed, some immediate changes could be made here to support biking.	Comment Acknowledged.
Pg. 40 Table 15. North County Multimodal Strategy Top 20 Priority Projects. South Airport Boulevard	I feel that this segment would provide a big benefit to multiple types of users.	Comment Acknowledged.

Reference	Comment	Resolution
Pg. 40 Table 15. North County Multimodal Strategy Top 20 Priority Projects. El Camino Real Multimodal Improvements - Millbrae	The challenge I see with breaking up the ECR segments by city is that the SHOPP project areas usually cross jurisdictions. For example, San Bruno/Millbrae SHOPP is combined. Establishing a working group between Colma, SSF, SB, Millbrae and Caltrans would help get folks on the same page. Much of this corridor has min 6 through lanes, often with multiple turn pockets at major intersections, and up to 120 ROW. Call for road diets along the corridor and work with Caltrans early in the process to secure the traffic analysis and ensure funding to get the multimodal improvements you are seeking. If this can't be achieved through Caltrans' SHOPP timleine, lead a process with cities to secure funding to supplement SHOPP or pursue independent work.	Creating multimodal projects for each city along El Camino Real does not preclude cities from pursuing multijurisdictional projects. It was intended to assess the priority of the projects for each city individually. The Grand Boulevard Initiative being led by SamTrans is working to coordinate projects across jurisdictional boundaries as a parallel effort.
Pg. 40 Table 15. North County Multimodal Strategy Top 20 Priority Projects. South Airport Boulevard	Consider extending a few hundred feet north to Oyster Point Blvd / Sister Cities Blvd, which is a natural transition point.	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor.
Pg. 40 Table 15. North County Multimodal Strategy Top 20 Priority Projects. South Airport Boulevard	South Airport has been a key bike route for many years with very little investment for people walking or riding their bikes.	Comment Acknowledged.
Pg. 41 Airport Boulevard	Start at Oyster Point.	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor.
Pg. 41 Airport Boulevard	Please connect to Brisbane	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor.

Reference	Comment	Resolution
Pg. 41 Airport Boulevard	I'm not sure a new signal is the right solution. Consider spending this money on improving the bike lane connection to Brisbane, which has several terrifying gaps.	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor and future community engagement.
Pg. 42 El Camino Real Multimodal Improvements - Millbrae	Yes! I love improvements to ECR for pedestrians and transit! Would it be possible to also include bike lane improvements for this project?	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor. The City of Millbrae's El Camino Real Streetscape Plan does consider bike lane improvements.
Pg. 42 El Camino Real Multimodal Improvements - Millbrae	SMCTA and Caltrans can definitely add protected bike lanes to this corridor, I strongly suspect it has excess capacity, and it is sorely needed. With major development in the Caltrain Mulitmodal station area (including SMCTA's new headquarters), bike accessibility must have equal footing with ped and bus improvements.	Comment Acknowledged.
Pg. 42 El Camino Real Multimodal Improvements - Millbrae	difficult to cross El Camino from caltrain station to Samtrans ECR route	Comment Acknowledged.
Pg. 43 Geneva Aveune/Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange	Daly City is working on their portion of Geneva, unfortunately without any consideration for a road diet even though they have the road width. I generally do not support Class II bike lanes - in most situations they are not safe or comfortable for less confident riders. Strongly encourage upgrading to Class IV or considering a two way cycletrack if this is possible on this corridor.	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor.
Pg. 43 Geneva Avenue/Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange	considering improving bike lane to class IV	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor. The Baylands EIR currently indicates adding separation for cyclists but does not require a Class IV facility.

Reference	Comment	Resolution
Pg. 44 El Camino Real Multimodal Improvements – South San Francisco	Yes! I love improvements to ECR for pedestrians and transit! Would it be possible to also include bike lane improvements for this project?	Comment Acknowledged. The City of South San Francisco is currently working on a visioning study for El Camino Real to develop citywide modal priorities for the roadway.
Pg. 45 Regional Wayfinding/Mobility Hubs	Yes, this would be great! Please do not forget to include bike routes in your wayfinding funding. A number of cities including Berkeley and Oakland have good examples that show destination and approximate time.	Comment Acknowledged.
Pg. 45 Regional Wayfinding/Mobility Hubs	The Millbrae station is very confusing the first time you visit. Many people get confused on which train to hop on when connecting to the airport. Maybe putting signs on the trains that say "Yes. This train is going to the airport for its next stop." Because many of the trains just say the final destination, it is often not clear that it will go to the airport.	Comment Acknowledged.
Pg. 46 Millbrae Avenue Bikeway Improvements	This is sorely needed. Please ensure that the additions are not just post but concrete separated for extra protection. Ensure that this connects fully with the Bay Trail. The connectivity on the east side of 101 is especially poor and dangerous for cyclists.	Comment Acknowledged.
Pg. 47 El Camino Real Multimodal Improvements – San Bruno	Yes! I love improvements to ECR for pedestrians and transit! Would it be possible to also include bike lane improvements for this project?	Comment acknowledged. San Bruno is currently working on a visioning study to establish local modal priorities for El Camino Real.
Pg. 47 El Camino Real Multimodal Improvements – San Bruno	Ensure strong connectivity with the BART station including bike markings, push buttons and signage.	Comment acknowledged.

Reference	Comment	Resolution
Pg. 47 El Camino Real Multimodal Improvements – San Bruno	Similar to SSF and Millbrae, bike lanes are definitely possible here and I would not want these to come at the expense of bus-only lanes. I believe we can have both and make the case that parking is less important, but it will require significant public outreach.	Comment acknowledged.
Pg. 48 Huntington Bicycle and Pedestrian Improvements Segment 2	This path should help create a better connection at Southline for people headed toward the Bay Trail. The connection at Tanforan is too narrow, and doesn't connect well to the future bike facility there.	Comment acknowledged.
Pg. 49 Grand Avenue/East Grand Avenue	Wayfinding and signage, along with gap closures and quick build improvements can be added now for significantly less.	Comment acknowledged.
Pg. 50 Oyster Point Boulevard	Should this project not complete and improve the connection to Daly City on Hillside? Then, there is a continuous route from BART to the Ferry.	Comment acknowledged. Modifications to the project scope would be at the discretion of the project sponsor and future community engagement.
Pg. 51 South Airport Boulevard	consider continuing this to oyster point boulevard for connectivity	Comment acknowledged. Modifications to the project scope would be at the discretion of the project sponsor and future community engagement. SMCTA would allow flexibility for the Sponsor if the project was extended.
Pg. 51 South Airport Boulevard	There are not any good connections between Millbrae and South San Francisco. This is a designated bike route, and it's terrifying. The other connections, like S. Linden, have fewer vehicle and less traffic, and connect better to the other north/south corridors like Huntington and Rollins.	Comment acknowledged.

Reference	Comment	Resolution
Pg. 52 Oyster Point Shuttles and Ferry Connections	Can Commute.org provide these shuttles?	Commute.org currently manages these shuttles and are funded by SMCTA. Future project partners would be determined by the project sponsor when initiating work and future community engagement.
Pg. 53 Us 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing. Description Construction of a new bicycle and pedestrian overpass north of the existing Millbrae Avenue overpass.	Strongly Support	Comment acknowledged.
Pg. 53 Us 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing.	Many people biking use a short segment of ECR to connect through from Hemlock.	Comment acknowledged.
Pg. 54 US 101 Managed Lanes North Project (I-380 to San Francisco/San Mateo County Line)	Converting existing lanes makes sense... adding additional lanes makes less sense. The existing capacity seems to be limited to the very short weaving segment between the Produce Ave (southbound) onramp and the 380 WB ramp.	Comment acknowledged.
Pg. 57 South Linden Avenue and Scott Street Grade Separation	For the cost, this provides little benefit to people walking or biking. Alternatively, a better connection between the Centennial Way Trail and Bay Trail would provide a huge benefit for a more attainable cost.	Comment acknowledged.
Pg. 58 SFO Bay Trail Gap Closure Project	current bike path to connect to the bike trail also needs repaving	Comment acknowledged.

Reference	Comment	Resolution
Pg. 58 SFO Bay Trail Gap Closure Project	THANK YOU! The bay trail is amazing and I brag about to visitors. I hate having to explain that there are gaps.	Comment acknowledged.
Pg. 58 SFO Bay Trail Gap Closure Project	Can the existing paths and trails such as the one near Bayside Manor Park, along California Dr south of Trousdale, and between Hemlock and Sierra Ave (north of Millbrae Bart) be opened and accessible for people walking and biking?	Comment acknowledged. This would be at the discretion of the property owners, potential future easements, and environmental assessments.
Pg. 60 Millbrae Caltrain Station Access Project – Linden Avenue/California Drive	Will this connect to Rollins Rd?	No, Rollins Road does not connect to this segment.
Pg. 60 Millbrae Caltrain Station Access Project – Linden Avenue/California Drive	consider protecting bicycle lane and working with Burlingame for future plans to improve connectivity to existing class IV lanes that start at broadway.	Comment acknowledged. Modifications to the project scope would be at the discretion of the project sponsor and future community engagement.
Pg. 60 Millbrae Caltrain Station Access Project – Linden Avenue/California Drive	Improving ped/bike access to Caltrain at Millbrae will also inadvertently improve access to BART and the airport!! This is a WIN/WIN/WIN in my book.	Comment acknowledged.
Pg. 70 Table 1. North County Multimodal Strategy Priority Projects South Airport Boulevard	I'm not understanding how this scored worse than the northern airport segment regarding sustainability.	Comment acknowledged.
Pg. 70 Table 1. North County Multimodal Strategy Priority Projects South Airport Boulevard	Connectivity should score higher, as the existing north/south connectivity is very poor between San Bruno and South San Francisco. The northern airport segment actually has bike lanes (with gaps) and doesn't provide as much benefit	Connectivity was scored based on proximity to MTC's Priority Development Areas, not on gap closure in the transportation network.
Pg. 71 Table 1. North County Multimodal Strategy Priority Projects	This helps with connectivity across Caltrain but not across 101. I think connectivity should have scored lower.	Comment acknowledged. Connectivity was scored based on proximity to MTC's Priority Development Areas, not on specific crossings.

Appendix D: Active 101 Project List - North County

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