101 corridor connect

MOVING THE PENINSULA FORWARD

US 101

South County Multimodal Strategy

Final

February 2026

Program Led and Funded by:

SAN MATEO COUNTY Transportation Authority

Contents

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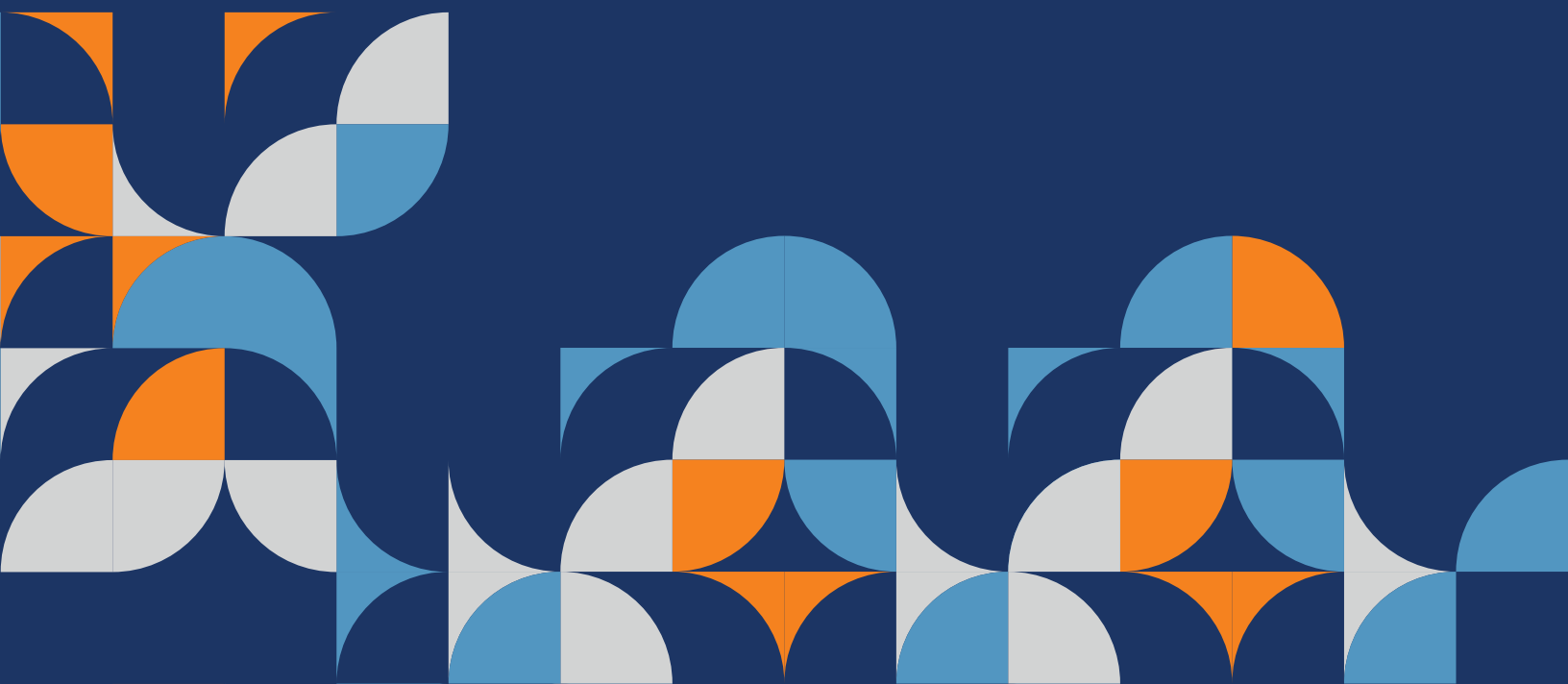
1 Introduction



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. Figure 1 shows the different modes of transportation considered in the Multimodal Strategies.

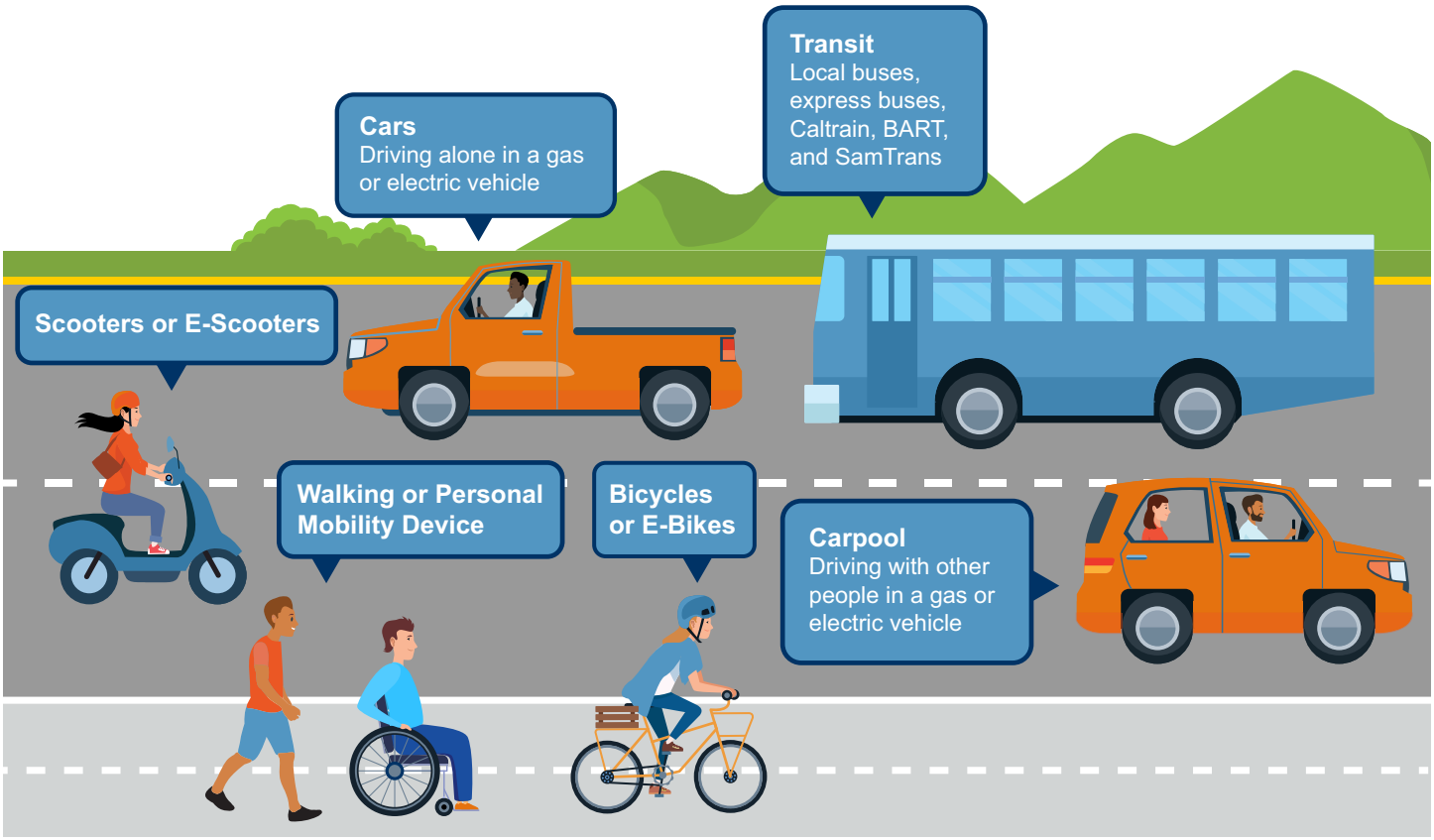


Figure 1. Different Modes of Transportation

Policy Support

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

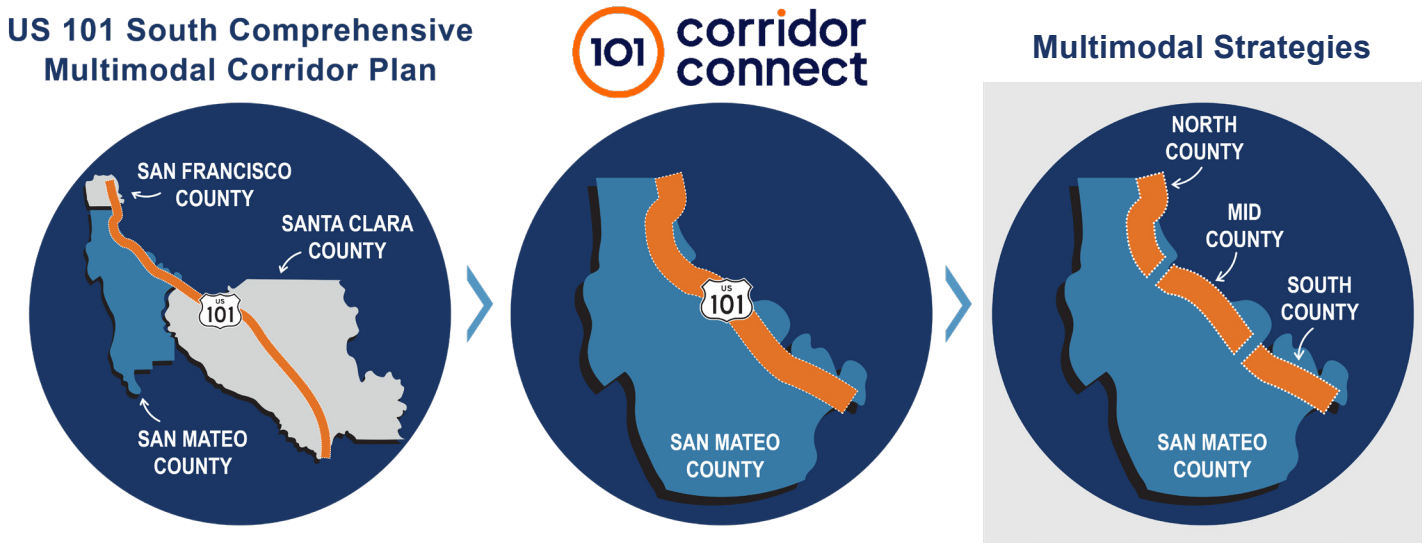


Figure 2. 101 Corridor Connect Elements

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 85 miles of highway from the Santa Clara County line to the end of the Central Freeway in San Francisco. It also includes Interstate I-280 from the US 101/I-280 Interchange to the I-280 terminus in downtown San Francisco.

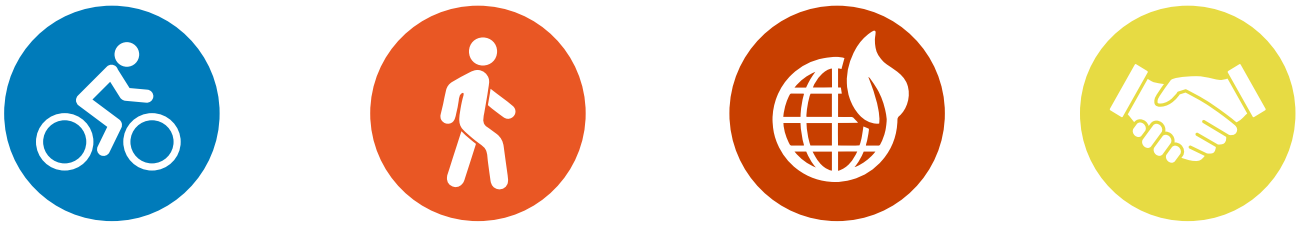
1 Corridor stakeholders include the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, City/County Association of Governments, SamTrans, Caltrain, San Francisco County Transportation Authority, and San Mateo County Transportation Authority.

The CMCP includes the following ten corridor goals:

1. Provide a **safe transportation system** to all users within the corridor
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.

With the CMCP as its foundation and to accomplish a more focused and robust project prioritization exercise, SMCTA has initiated the 101 Corridor Connect Program to prioritize projects through rigorous public engagement and to position SMCTA and its partners for future funding opportunities to move these projects to implementation. The goals of the 101 Corridor Connect Program, tiering off the US 101 South CMCP, are shown 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 South County. The project area refers to the jurisdictional boundaries of all cities and communities that intersect the project corridor. The US 101 South County Multimodal Strategy is consistent with the US 101 Multimodal Strategies for North[2] and Mid County[3] and identifies and prioritizes transportation projects on and within the US 101 South County project area, shown as the yellow area in Figure 4.

1 North County
Brisbane, Millbrae, San Bruno, South San Francisco

2 Mid County
Belmont, Burlingame, Foster City, San Carlos, San Mateo, Redwood Shores

3 South County
Atherton, East Palo Alto, Menlo Park, Redwood City

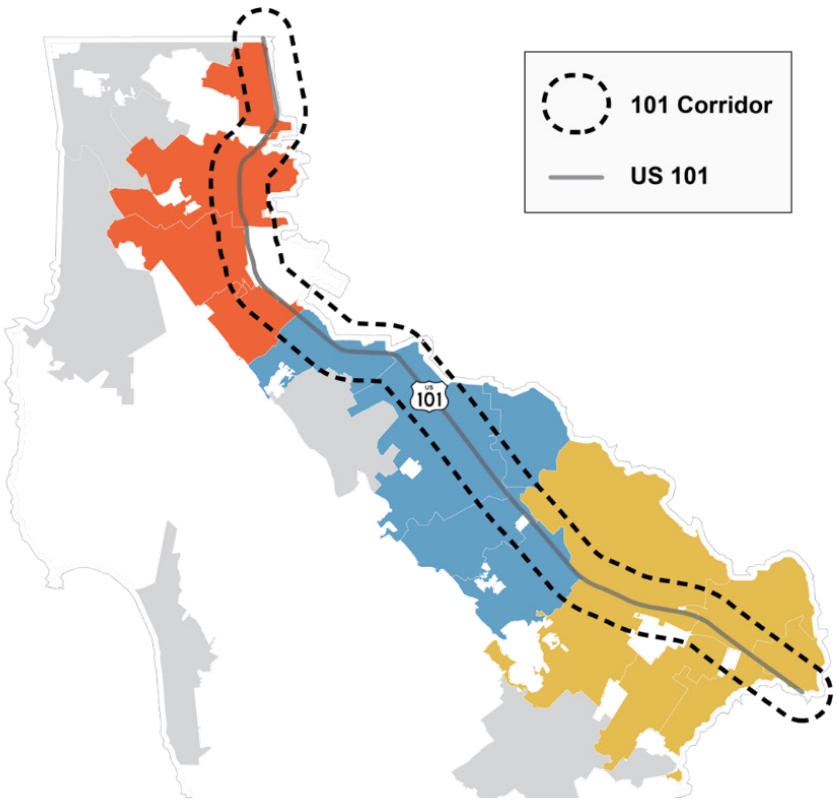


Figure 4. 101 Corridor Connect Project Areas

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

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

1.2 MULTIMODAL STRATEGY DEVELOPMENT

Step 1: Identify and Evaluate

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

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.

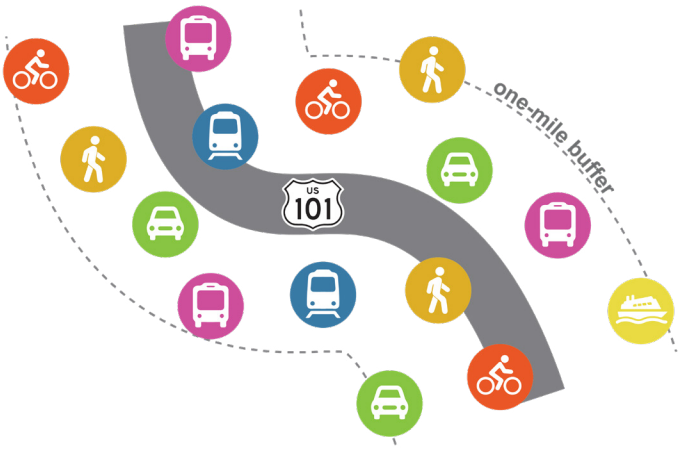


Figure 5. Identify and Evaluate

Figure 6. Prioritize

Step 3: Adopt & Deliver

All projects identified as priority in the South County Multimodal Strategy will become part of the 101 Corridor Connect Program and will be projects SMCTA will prioritize to move forward. Following the adoption of the three Multimodal Strategies, SMCTA will begin partnering with local jurisdictions and partners to begin to help move projects forward toward delivery. 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 South County Multimodal Strategy are shown in Figure 7. The project corridor spans approximately seven and a half miles and includes the area of a one-mile buffer from the center of US 101 that begins at the Bair Island Ecological Reserve in San Carlos to the San Mateo/Santa Clara County line. This includes portions of the jurisdictions of Redwood City[4], Atherton, Menlo Park, East Palo Alto, and portions of unincorporated San Mateo County including North Fair Oaks.

Figure 7. South County Multimodal Strategy Project Limits

4 While Redwood Shores is part of the Redwood City jurisdiction, it is considered as its own jurisdiction and was included as part of the Mid County project area. The remaining area of Redwood City is included in the South County project area.

2.1.1 Roadway Network

The roadway network serving the jurisdictions in the project area is shown in Figure 8. Longer regional and intercity trips are most effectively served by the Interstate and freeway system, including US 101 and State Route (SR) 84, and to a lesser extent by arterials like El Camino Real (SR 82).

US 101 is the primary roadway facility in the project area and is an important component of the regional roadway system, serving intercounty travel for through trips, as well as providing connections to residential, commercial and major employment centers adjacent to the freeway corridor. The South County segment of US 101 is a ten-lane freeway cross-section, with auxiliary lanes between selected interchanges to facilitate merging. This segment also contains a continuous northbound and southbound managed/carpool lane on US 101 along the entire project corridor segment. These express lanes are dynamically priced and cost is adjusted based on real-time traffic levels.[5]

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

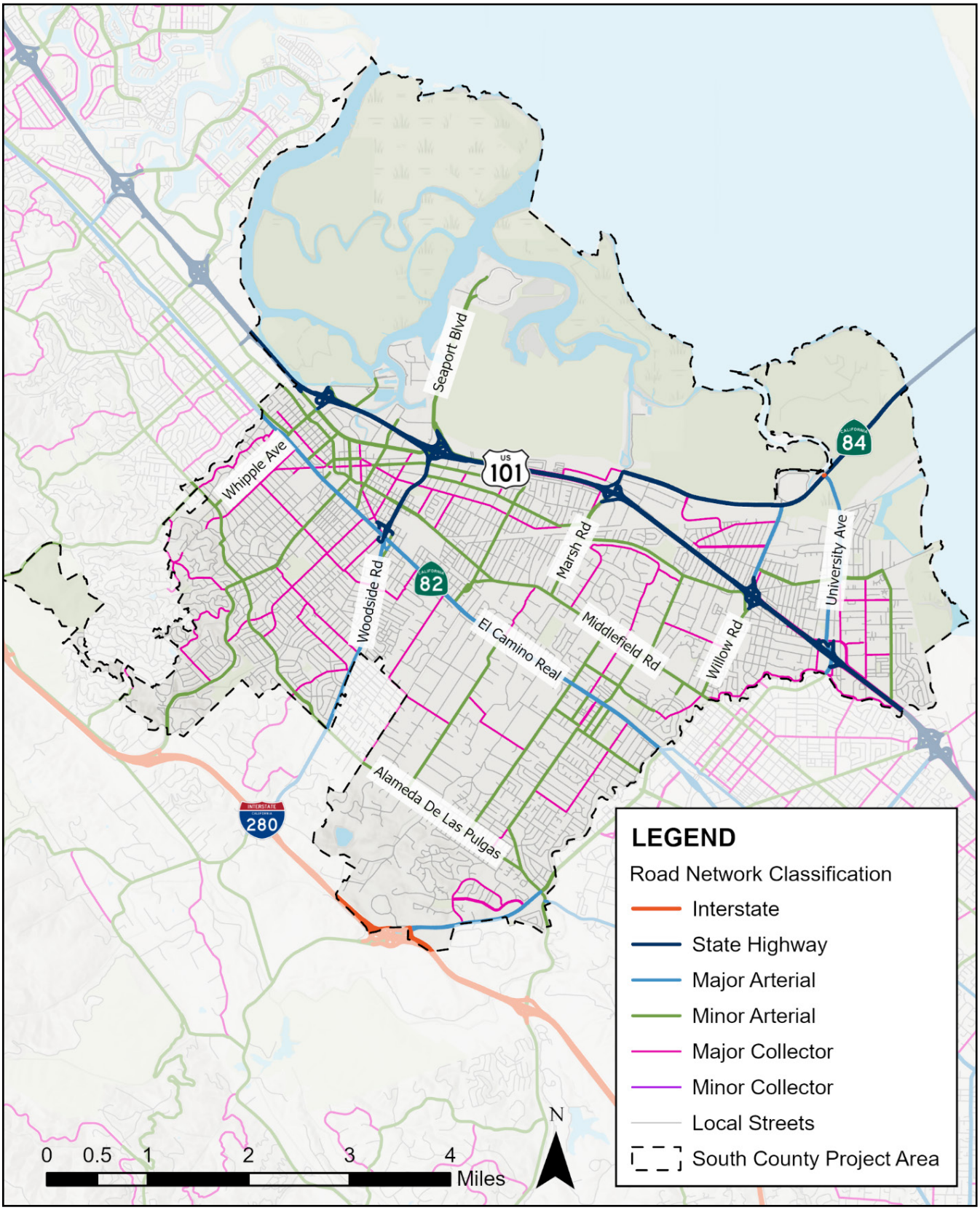


Figure 8. Existing Roadway Network

Source: California Department of Transportation, 2024.

LEVEL OF SERVICE

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, 2021, and 2023. As of 2023 when data was collected, US 101 experiences recurring congestion in both directions between SR 92 and Whipple Avenue in the PM peak period and operates at LOS F.

Table 1. US 101 Level of Service

		CMP Segment Location	LOS Standard	2019		2021		2023	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Route	US 101	SR 92 to Whipple Avenue	E	F	F	D	F	E	F
	US 101	Whipple Avenue to Santa Clara County Line	F	F	F	D	D	F	F

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

CRASHES

Figure 9 shows the City/County Association of Governments of San Mateo County (C/CAG) High Injury Network (HIN) for motor vehicles and the Countywide HIN.[6] The Countywide HIN consists of corridors where the individual HINs for bicycles, pedestrians, and motor vehicles overlap with each other. Figure 10 assessed the collision history along the corridor, showing all crashes resulting in fatal and severe injuries from the years 2019 to 2023. In general, crashes involving two or more motor vehicles show a higher concentration along the highway system and Woodside Road (SR 84) whereas incidents involving bicycles or pedestrians are concentrated in downtown Redwood City and North Fair Oaks. The top three primary collision factors of these crashes are unsafe speeding, driving under the influence, and improper turning.

6 City/County Association of Governments of Mateo County Countywide Local Roadway Safety Plan, 2024

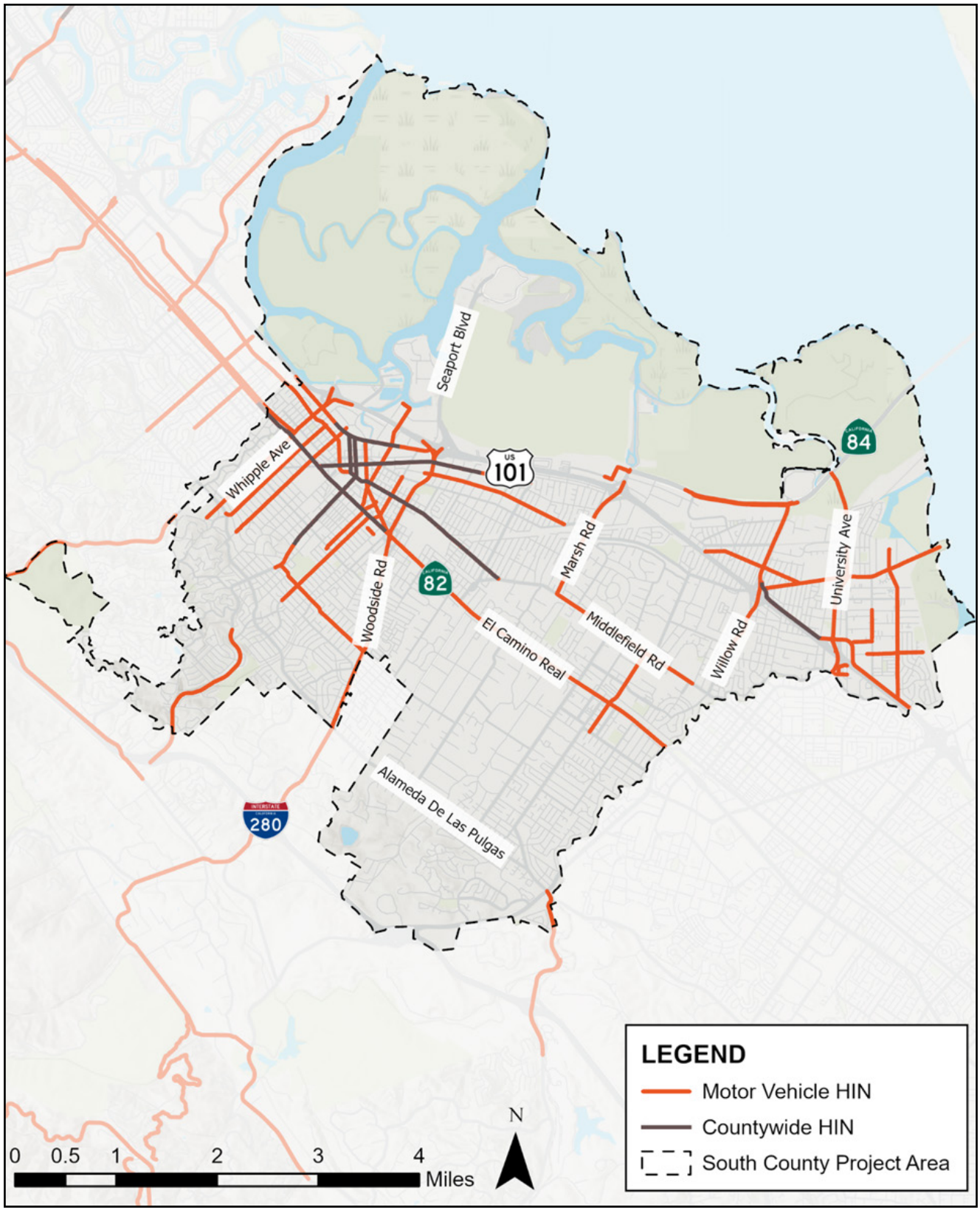


Figure 9. Motor Vehicle and Countywide High Injury Network

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

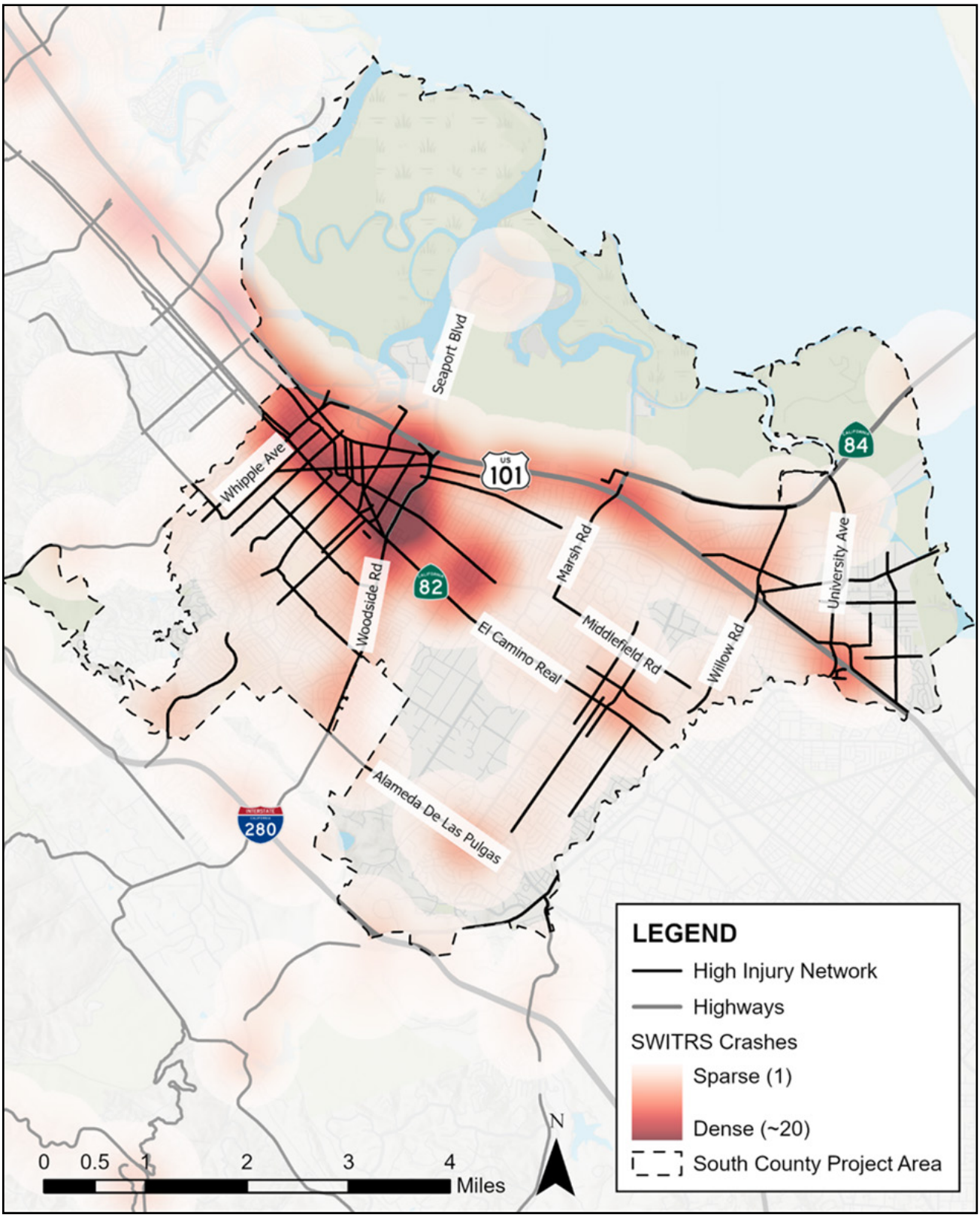


Figure 10. Vehicle Crashes with Fatal and Severe Injuries

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

2.1.2 Transit Network

TRANSIT SERVICE AND PROVIDERS

The project area is served by a variety of transit services, each offering services designed to meet the different travel markets within the corridor. The transit providers in the corridor are Caltrain commuter rail service, SamTrans bus service, Alameda-Contra Costa Transit District (AC Transit) transbay bus service, Dumbarton Express transbay bus service, Commute.org shuttle service, Stanford Marguerite shuttle service, and the City of Menlo Park community shuttle service.

Many of the transit services in the corridor are focused around serving peak period markets, including service to schools and the connecting transit shuttles providing first- and last-mile connections with major trunkline services. This is reflective of major employment sites located outside the project area in North and Mid San Mateo County, San Francisco, and Santa Clara County. Transit services and coverage are much more limited for mid-day, evening, and weekend service. The existing transit services in the corridor shown in Figure 11.

Caltrain

There are two Caltrain stations within the project area, the Redwood City and Menlo Park stations. Caltrain utilizes a zone-based system, where fares are based on the number of zones traveled between origin and destination stations.

In September 2024, Caltrain Electrified Service took effect, 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. In the year since electrification was implemented, ridership has grown 53 percent year-to-year.

SamTrans

SamTrans operates a mix of local, multi-city, and one express route in South County, with service extending into Palo Alto in Santa Clara County.

Shuttle Services

Commute.org, the San Mateo County Transportation Demand Management Agency, operates two of their 16 shuttle routes in South County.[7] These shuttles offer first- and last-mile connections that connect riders to Caltrain stations.

The Commute.org Midpoint Shuttle is supplemented by the Stanford Marguerite Shuttle Line RWC[8], which provides midday service connecting the Redwood City Transit Center and the Stanford Campus in Redwood City.

The City of Menlo Park offers four additional community focused shuttle routes providing service to local destinations in Menlo Park such as senior facilities, downtown retail, library, and more.[9]

Transbay Bus Service

AC Transit operates one route that provides transbay service between Fremont in the East Bay to Stanford University and has one stop bordering East Palo Alto.

Dumbarton Express is an all-day, limited stop bus service that takes riders from the East Bay to the Peninsula via the Dumbarton Bridge. Dumbarton Express has its own distinct branding but is operated by AC Transit with oversight by the Dumbarton Bridge Regional Operations Consortium, which is comprised of transit agencies including SamTrans.[10]

7 https://commute.org/shuttles/.
8 https://transportation.stanford.edu/marguerite/rwc.
9 https://menlopark.gov/Government/Departments/Public-Works/Transportation-Division/City-Shuttle-services.
10 https://www.actransit.org/dumbarton-express.

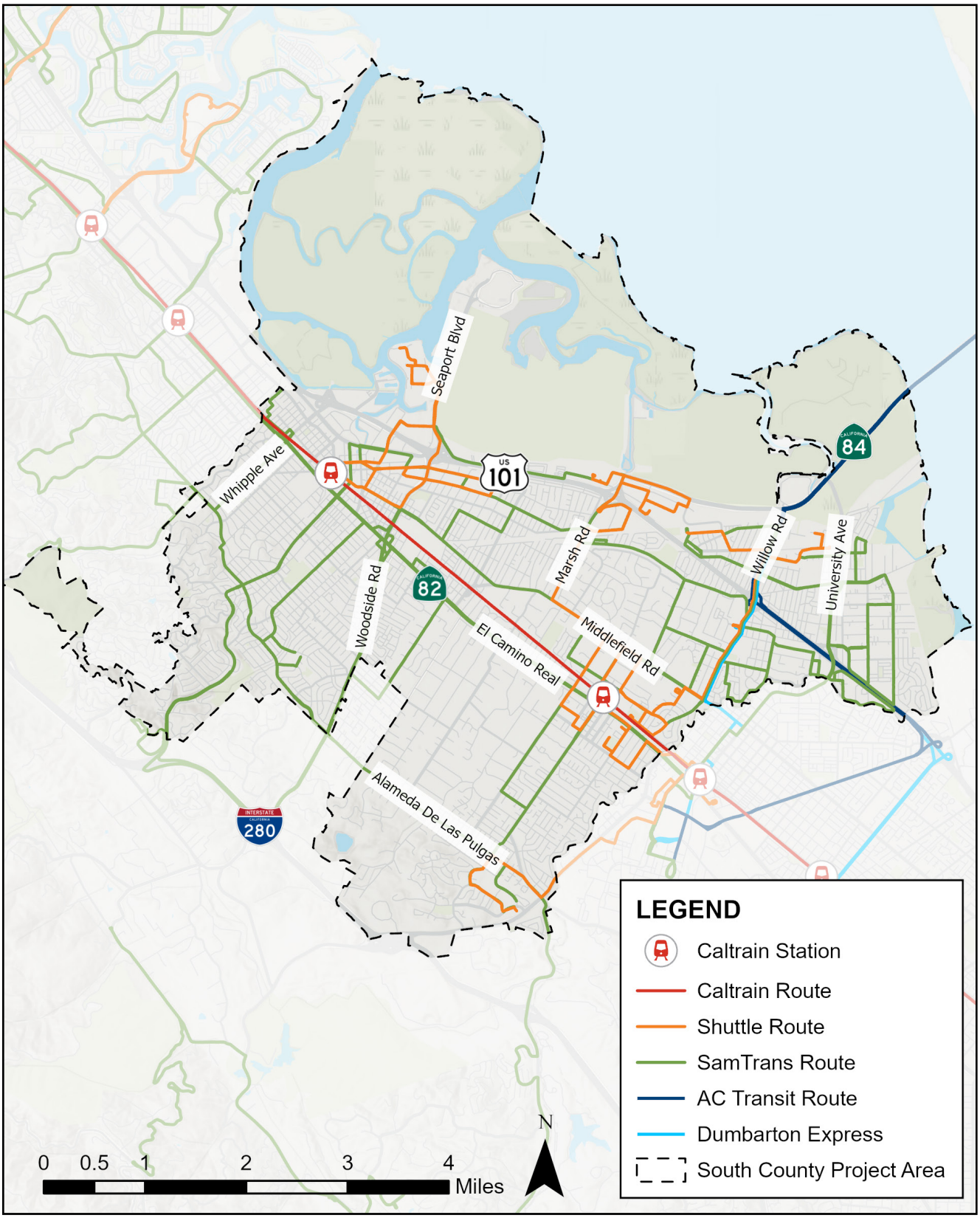


Figure 11. Existing Transit Service

Source: Caltrain Rail and Shuttle Routes and Stations, 2024; SamTrans Bus Routes, 2023.

RIDERSHIP

Table 2 highlights the decrease in average monthly ridership at the height of the COVID-19 pandemic and statewide shelter-in-place order, and the recovery post-pandemic. Ridership recovery has been uneven and varies considerably by operator and service type. Local bus ridership overall has recovered at a higher percentage than commuter-oriented service, reflecting the wide range of return to office and remote work policies from employers in the region. As of 2024, average monthly ridership for SamTrans services has recovered between 74 percent for SamTrans school routes to 111 percent for connector routes compared to 2019 ridership. Caltrain regional transit services have a ridership recovery rate of 39 percent. As previously noted, Caltrain system ridership has further increased following the implementation of electrified service in September 2024. Between January-May 2025, average monthly ridership for Caltrain has rapidly increased to 833,219 riders with a recovery rate of 54 percent. Local shuttles in the area have recovered by 64 percent for Commute.org shuttles and 34 percent for Menlo Park shuttles from their pre-COVID-19 ridership. Taken together, the 2024 transit ridership levels in the project area are approximately at 50 percent of 2019 ridership levels and have been increasing steadily since 2020.

Table 2. Transit Ridership — Monthly Average[11]

	2019	2020	2021	2022	2023	2024	2024 as Percentage of 2019
Operator/Service Type							
SamTrans/School	8,586	2,010	1,761	5,218	5,529	6,362	74.1%
SamTrans/Connector	72,859	32,885	36,257	52,361	64,923	80,896	111.0%
SamTrans/Multi-City	273,066	157,841	173,705	210,593	241,290	263,147	96.4%
Commute.org/ Shuttles	6,465	6,911	612	2,047	3,407	4,139	64.0%
Menlo Park/Shuttles	4,081	2,681	526	955	1,444	1,375	33.7%
Caltrain[12]	1,557,260	79,200	202,338	393,064	454,819	601,875	38.7%
Totals	**1,922,317**	**281,528**	**415,199**	**664,238**	**771,412**	**957,794**	**49.8%**

Source: Transit ridership data is from publicly available data.

Transit rider socioeconomic and demographic characteristics vary by transit operator. Table 3 summarizes selected demographic characteristics of total system transit riders for SamTrans and Caltrain using data collected during on-board surveys in 2022 and 2024. SamTrans ridership has a higher proportion of riders that are non-white, do not own a vehicle at home, have limited English language proficiency, and are senior and school age relative to Caltrain riders. SamTrans riders also have a lower average household income compared to Caltrain riders. This indicates that SamTrans services are used by a higher proportion of disadvantaged communities compared to Caltrain. This is an important equity consideration when evaluating projects and developing multimodal strategies for the project corridor.

11 Data shown for shuttles is by fiscal year and not by calendar year
12 Caltrain ridership includes boardings for all stations in the system instead of only stations in South County.

Table 3. Transit Ridership Demographics by Operator

	SamTrans	Caltrain
Demographic		
Percentage of Non-White Riders	82%	55%
Percentage of Zero-Vehicle Households	71%	61%
Limited English Language Proficiency	25%	3%
Percentage of Seniors	11%	4%
Percentage of School Age Children	22%	7%
Average Household Income	$48,700	$148,200

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

2.1.3 Active Transportation Network

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Bicycle infrastructure in the South County project area is maintained by the individual South County jurisdictions for infrastructure located on roads and local trails. Approximately six miles of the San Francisco Bay Trail, a multi-use bicycle and pedestrian trail that when complete will provide continuous access around the shoreline of the Bay Area, exists throughout the study area.

Like the roadway and transit services networks, bicycle infrastructure is based on a hierarchy of service referred to as classes. California has four primary bicycle classifications as defined by the California Manual of Uniform Traffic Control Devices. The four bicycle classes are:

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

These bicycle classes provide different protection levels to users and between vehicle and truck traffic. Figure 12 shows the existing bicycle and multi-use trails in the project area from the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan. Since the plan was published in 2021, there have been improvements and expansions to the existing bicycle network that are not be reflected in Figure 12.[13] These projects are shown in Table 4.

13 Updated bicycle infrastructure shapefiles for completed bicycle infrastructure projects have been provided for the cities of Menlo Park and Redwood City.

Table 4. Completed Bicycle Infrastructure Projects Since 2021

Location	Description	Jurisdiction
5th Avenue	Class III bicycle routes from Waverly Avenue to El Camino Real and Class II bicycle lanes from Middlefield Road to Waverly Avenue	Unincorporated San Mateo County, North Fair Oaks
Addison Avenue	Class III bicycle routes from Bay Road to East Bayshore Road	East Palo Alto
Bay Road	Class II bicycle lanes from Van Buren Road to Ringwood Avenue and Class II bicycle lanes from Pulgas Avenue to Bay Trail	Menlo Park and East Palo Alto
Clarke Avenue	Class III bicycle routes from Bay Road to Tinsley Street	East Palo Alto
East Bayshore Road	Class III bicycle routes from Holland Street to Euclid Avenue and Class III bicycle routes from Cooley Avenue to Clarke Avenue	East Palo Alto
Euclid Avenue	Class III bicycle routes from East Bayshore Road to Runnymede Street	East Palo Alto
Fordham Street	Class III bicycle routes from Notre Dame Avenue to Rutgers Street and Class II bicycle lanes from Bay Road to Notre Dame Avenue	East Palo Alto
Middle Avenue	Class IIb buffered bicycle lanes from Olive Street to El Camino Real	Menlo Park
Middlefield Road	Class II bicycle lanes from 5th Avenue to 2nd Avenue and Class II bicycle lanes upgraded to Class IIb buffered bicycle lanes between Santa Margarita Avenue and Oak Grove Avenue	Unincorporated San Mateo County, North Fair Oaks, Menlo Park, and Atherton
Newbridge Street	Class III bicycle routes from Bay Road to Poplar Avenue and Class III bicycle route in the southbound direction and Class II bicycle lane in the northbound direction from Poplar Avenue to Saratoga Avenue	East Palo Alto
Pulgas Avenue	Class III bicycle routes from Bay Road to O'Connor Street, Class II bicycle lanes and Class III bicycle routes from East Bayshore Road to Oakes Street/ Gaillardia Way, and Class II bicycle lanes from O'Connor Street to Oakes Street/Gaillardia Way	East Palo Alto
Ravenswood Avenue	Class III bicycle routes upgraded to Class II bicycle lanes between Alma Street and El Camino Real and Class II bicycle routes upgraded to Class IIb buffered bicycle lanes between Pine Street and Middlefield Road	Menlo Park
Runnymede Street	Class III bicycle routes from Euclid Avenue to Cooley Avenue	East Palo Alto
University Avenue	Class IV separated bicycle lanes on University Avenue separated US 101 overcrossing	East Palo Alto
Willow Road	Class IV separated bicycle lanes installed on Willow Road on the US 101 overcrossing	Menlo Park

In the project corridor there are ten crossings over US 101, which is a major barrier to bicyclists and pedestrians traveling in the corridor. There are six vehicle crossings over US 101, of which three are vehicle only and three are vehicle with bicycle/pedestrian infrastructure. In addition to these shared crossings, there are four fully separated bicycle and pedestrian bridges overcrossing US 101 located at Main Street in Redwood City, Newbridge Street/Ringwood Avenue in Menlo Park, Clarke Avenue/Newell Road in East Palo Alto, and University Avenue in East Palo Alto. Limited bicycle and pedestrian infrastructure on or near existing US 101 crossings presents a challenge to convenient and safe east-west bicycle and pedestrian travel, and limits connectivity between residential and major commercial areas on the east and west sides of US 101.

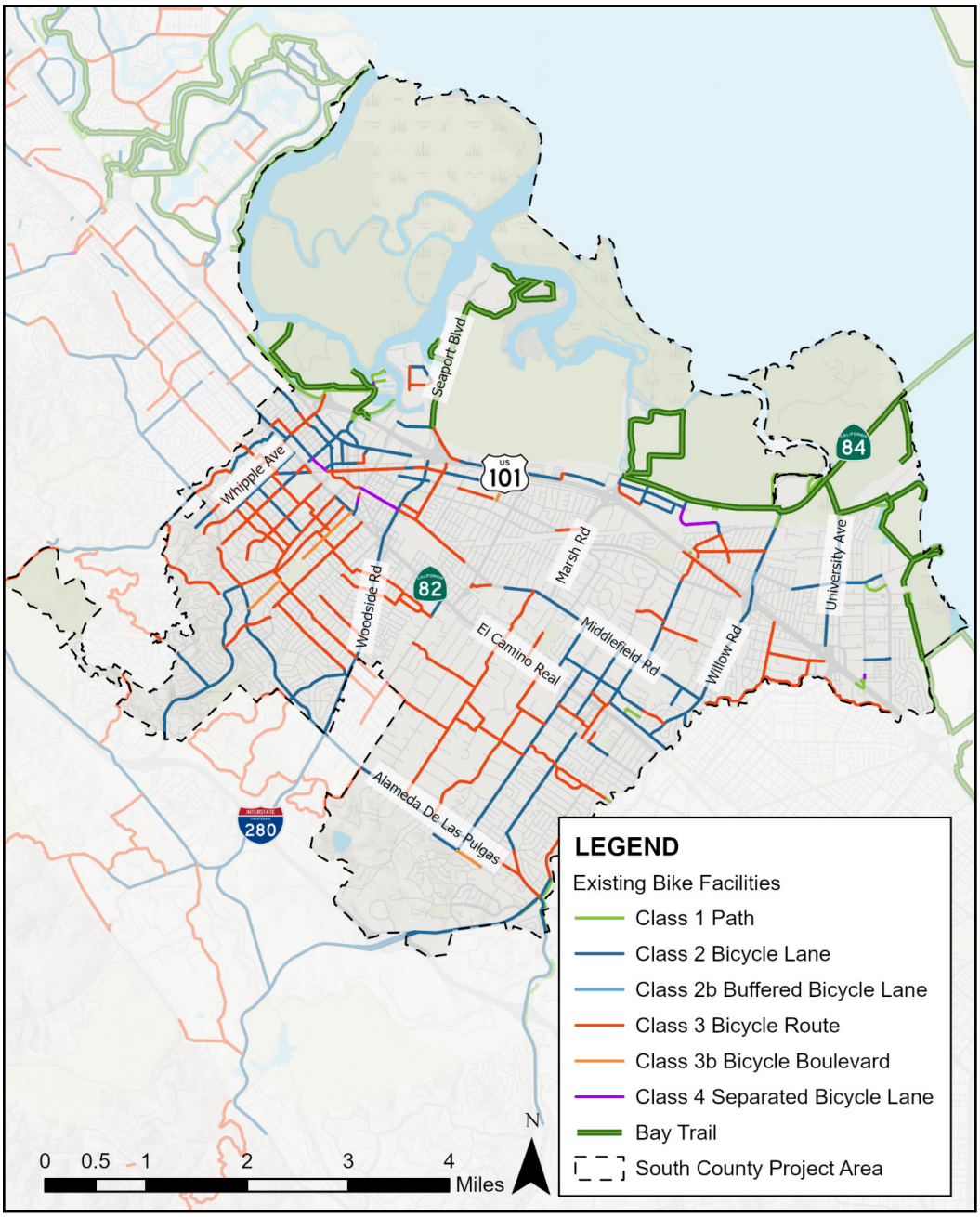


Figure 12. Existing Bicycle Facilities

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

HIGH INJURY NETWORK

Figure 13 shows the C/CAG HIN for bicycles and pedestrians.[14] While the motor vehicle HIN includes corridors with a disproportionate number of historical crashes between motor vehicles, the bicycle and pedestrian HIN's includes corridors where there have been a disproportionate number of historical crashes between motor vehicles and bicycles and/or pedestrians.

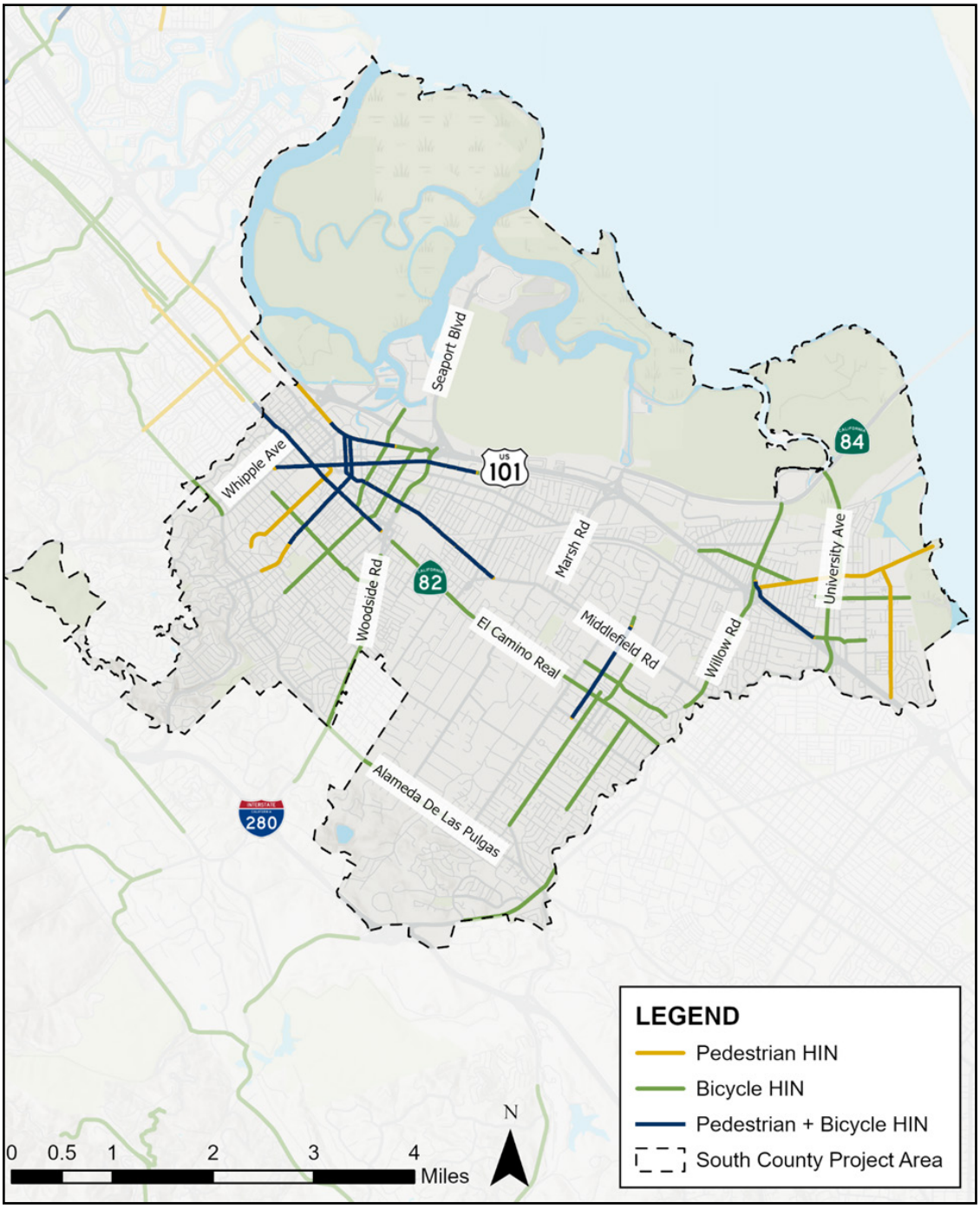


Figure 13. Bicycle and Pedestrian High Injury Networks in the Project Area

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

14 Methodology for determining the HINs for the bicycle and pedestrian networks can be found in the C/CAG Local Roadway Safety Plan.

2.2 CORRIDOR DEMOGRAPHICS AND TRAVEL MARKETS

2.2.1 Population and Employment Characteristics

Based on 2023 American Community Survey (ACS) 5-year estimate Census data[15], there are approximately 153,000 persons, 84,000 workers and over 108,000 jobs located in the project area. Table 5 summarizes population and job characteristics of the individual corridor cities, the sum of all corridor cities, and for San Mateo County. The project area includes approximately 21 percent of the residents, 22 percent of employed workers, and 26 percent of jobs in San Mateo County.

Within each jurisdiction, the ratio of jobs to employed residents varies. For example, more people leave the City of East Palo Alto and the community of North Fair Oaks for work, while the cities of Redwood City, Atherton, and Menlo Park have a higher number of people traveling into the city for work. Overall, the majority of South County workers are employed in San Mateo County at 66 percent, which is slightly lower than the County as a whole at 67 percent. This highlights the need of improving first- and last-mile connections and strengthening local transportation options within the County. In addition to local travel, there is also a relatively large proportion of out-commuters in the corridor cities. It is important to balance investments in local transportation infrastructure and services with regional facilities, either transit or roadways, to facilitate the commuting patterns of existing residents.

Table 5. Population and Job Characteristics

	Redwood City	North Fair Oaks	Atherton	Menlo Park	East Palo Alto	All South County Cities Combined	San Mateo County
Census Data							
Total Population	70,803	13,327	7,021	32,775	29,143	153,069	745,100
Working Age Population (16 years & older)	57,447	10,613	5,970	26,247	23,894	124,171	615,601
Jobs	54,718	3,232	3,891	39,352	6,491	107,684	414,156
Employed Workers	43,148	6,286	2,868	16,293	15,465	84,060	386,605
Jobs/Worker	1.27	0.51	1.36	2.42	0.42	1.28	1.07
% Working in San Mateo County	72.4%	76.89%	68.9%	56.9%	56.6%	66.28%	67.1%

Source: Population and job characteristics are from U.S. Census 2023: https://data.census.gov.

15 Demographic, employment, and commute mode share analyses use 2023 ACS 5-year estimates, which were the most recent available datasets from the US Census at the time of analysis

2.2.2 Race and Ethnicity

Table 6 summarizes the population by race and ethnicity as reported from the 2023 Census. The project area is diverse with the highest populations being Hispanic/Latino at 41 percent, White alone at 36 percent, and Asian alone at 13 percent. Compared to San Mateo County as a whole, the project area has a higher proportion of Hispanic/Latino population and lower proportions of Asian alone population. There are variations between the percent of population by race and ethnicity for the individual cities relative to the project area and county, however, in general the individual cities also reflect diverse populations.

Table 6. Population by Race

	Redwood City	North Fair Oaks	Atherton	Menlo Park	East Palo Alto	All South County Cities Combined	San Mateo County
Race							
Hispanic/Latino	40.0%	73.0%	11.7%	19.8%	62.1%	41.4%	24.9%
Non-Hispanic/ Latino	60.0%	27.0%	88.3%	80.2%	37.9%	58.6%	75.1%
White Alone	38.0%	17.9%	63.7%	52.4%	12.4%	35.6%	35.8%
Black Alone	2.5%	0.8%	0.8%	3.4%	11.9%	4.3%	2.1%
American Indian/Alaska Native	0.1%	0.0%	0.1%	0.0%	0.2%	0.1%	0.1%
Asian Alone	13.3%	6.3%	18.6%	18.2%	5.7%	12.5%	30.5%
Native Hawaiian/Pacific Islander	1.0%	0.0%	0.2%	0.4%	4.5%	1.4%	1.1%
Other	0.7%	0.1%	0.0%	0.5%	1.3%	0.7%	0.8%
2 or more Races	4.5%	2.0%	5.0%	5.4%	1.7%	4.0%	4.8%

Source: Demographic characteristics are from U.S. Census 2023: https://data.census.gov.

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

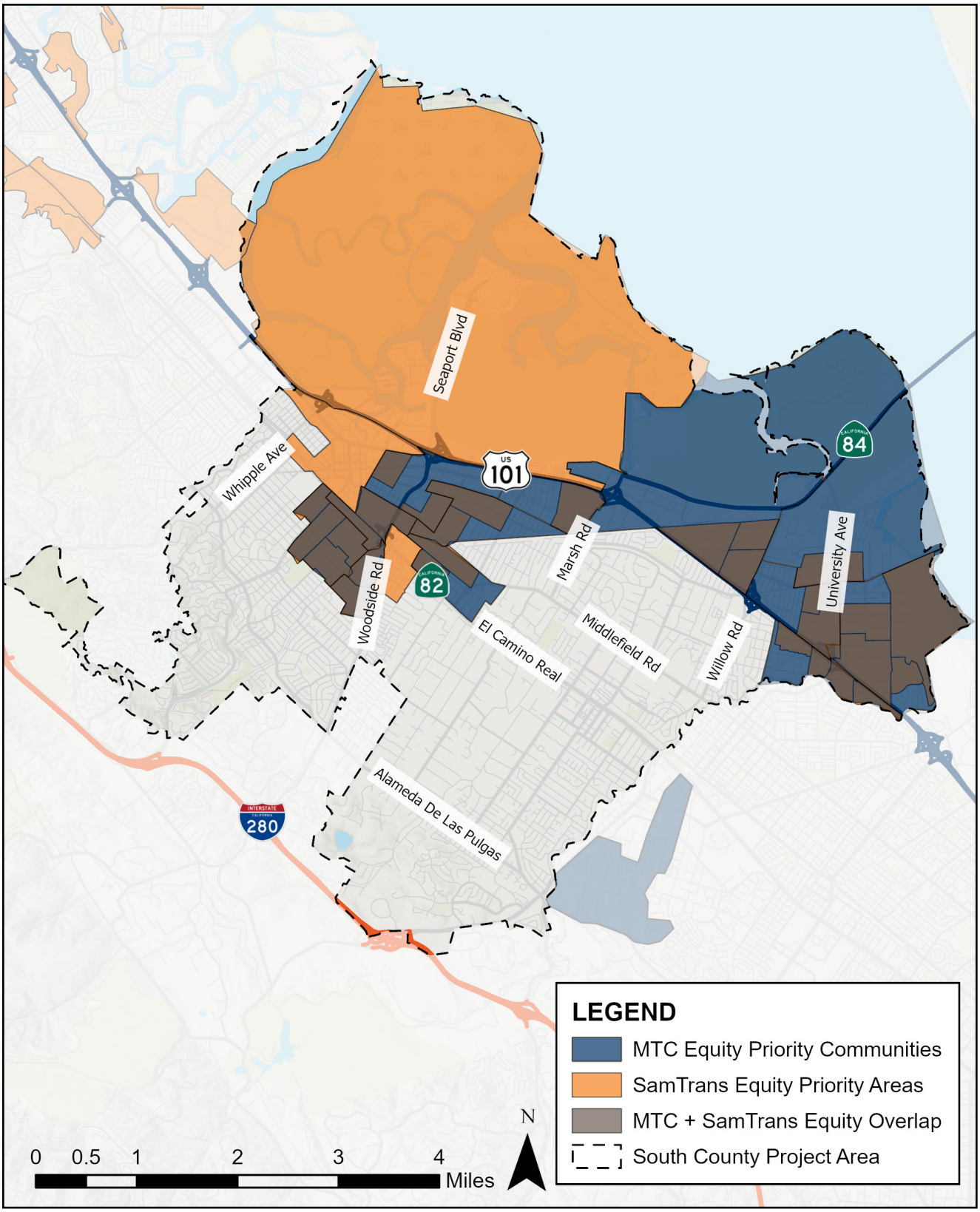


Figure 14. Equity Priority Areas and Equity Priority Communities

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

2.2.3 Commuter Mode Shares

Table 7 and Table 8 provide data on how each jurisdiction within the project area and San Mateo County residents as a whole commute to work both pre- and post-pandemic. Prior to the pandemic, for all South County cities in total, driving alone was the largest share of how workers commuted to work, followed by carpool and transit. Post-pandemic, drive alone and transit mode shares decreased while work from home increased. All other commute modes remained relatively similar to 2019 conditions.

Table 7. 2019 Commute Mode Share

	Redwood City	North Fair Oaks	Atherton	Menlo Park	East Palo Alto	All South County Cities Combined	San Mateo County
Mode							
Drive Alone	72.24%	77.11%	67.74%	65.57%	70.21%	70.77%	67.80%
Carpool	9.01%	10.59%	8.19%	5.91%	15.20%	9.63%	10.17%
Transit	6.12%	1.79%	2.47%	6.66%	3.65%	5.27%	11.01%
Walk	4.22%	2.27%	3.66%	2.59%	2.23%	3.33%	2.55%
Bicycle	2.20%	2.80%	2.26%	7.67%	3.62%	3.63%	1.47%
Other[16]	1.80%	2.84%	1.29%	2.97%	2.33%	2.21%	1.71%
Work from Home	4.42%	2.60%	14.39%	8.63%	2.75%	5.16%	5.28%

Source: Commute Mode Share is from U.S. Census 2019: https://data.census.gov.

Table 8. 2023 Commute Mode Share

	Redwood City	North Fair Oaks	Atherton	Menlo Park	East Palo Alto	All South County Cities Combined	San Mateo County
Mode							
Drive Alone	58.93%	62.98%	47.18%	49.39%	66.10%	58.26%	57.58%
Carpool	9.39%	14.57%	6.80%	7.22%	11.26%	9.63%	8.75%
Transit	3.84%	2.39%	1.71%	2.96%	2.03%	3.11%	6.37%
Walk	2.76%	1.35%	2.82%	1.49%	1.88%	2.21%	2.34%
Bicycle	1.08%	1.80%	0.63%	7.76%	1.44%	2.58%	1.16%
Other	1.27%	0.46%	1.22%	1.84%	2.96%	1.65%	1.87%
Work from Home	22.73%	16.45%	39.64%	29.34%	14.34%	22.56%	21.92%

Source: Commute mode share is from U.S. Census 2023: https://data.census.gov.

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

2.2.4 Corridor Travel Patterns

VEHICLE TRIPS

The travel market analysis for trips occurring in the project area was developed using 2021 StreetLight data.[17] Figure 15 shows the average daily vehicle origin-destination flows within and between each jurisdiction for all trips that originate in the project area.[18] For each jurisdiction, the most common destinations for vehicle trips that originate in the project area are:

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

Approximately 138,000 daily trips end outside the project area, and 73,000 trips end in Redwood City. This compares to approximately 48,000 daily trips ending in each of the other jurisdictions in South County combined. Internal trips that start and end within each jurisdiction range from 21 percent in Atherton to 40 percent in Redwood City. These trips tend to be to school or residential serving activities.

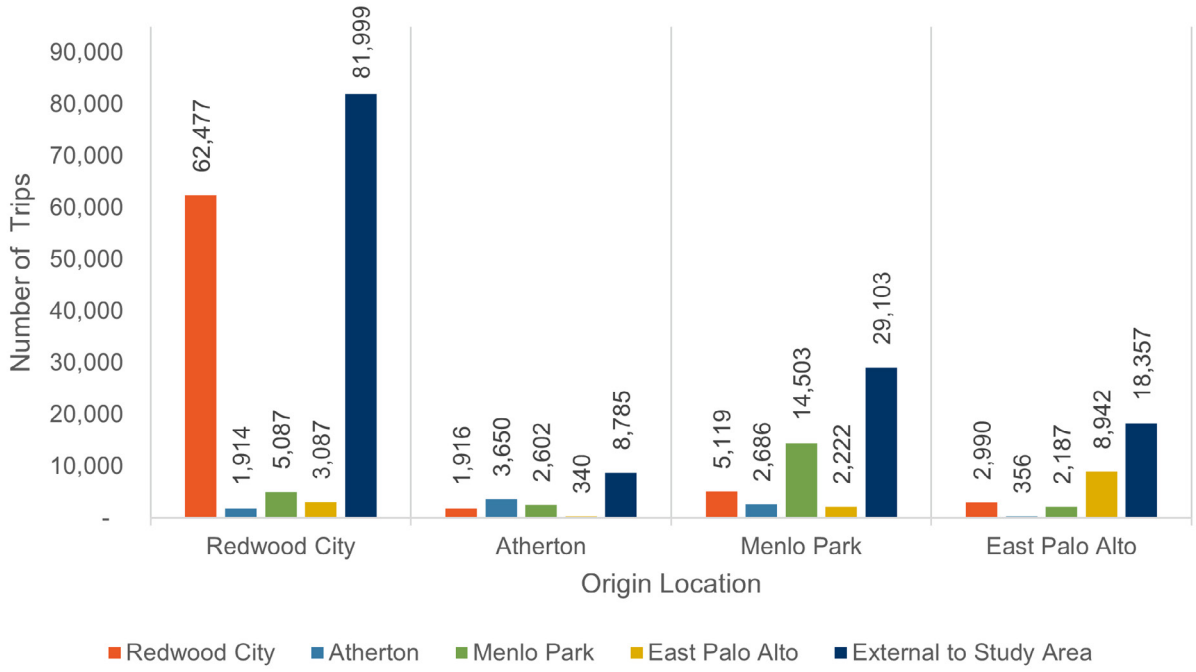


Figure 15. US 101 South County Average Daily Vehicle Origin-Destination Flows by Jurisdiction, 2021

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

17 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.

18 This analysis was performed at the city level, and as such Redwood Shores is included as part of Redwood City despite being part of the US 101 Mid County Multimodal Strategy.

CIRCULATION PATTERNS

In 2021, there were approximately 1,022,000 total daily vehicle trips that started, ended, or passed through jurisdictions within the project area. Of this total, approximately 464,000 trips occurred completely within the project area, representing 45 percent of the total. The remaining trips show regional travel with 16 percent entering, 16 percent exiting, and 23 percent passing through the project area. These patterns demonstrate the prevalence of short distance vehicle trips and opportunities to offer more non-vehicle services or improved bicycle and pedestrian facilities that encourage mode shifts providing basis for improved multimodal options through the South County project area.

2.2.5 Mode Shift Potential

Additional analysis exploring the potential for shifting to non-motorized modes of travel was conducted on the approximately 120,000 vehicle trips that occur entirely within the project area. Figure 16 summarizes the number of trips in each jurisdiction summarized by trip length using distance cohorts of 0 - 1 mile, 1 - 5 miles, and 5+ miles. Vehicle trips under five miles can be representative for mode shift potential to non-motorized, more sustainable modes. Trips under one mile have the potential to shift to pedestrian travel, and vehicle trips between one and five miles have the potential to shift to bicycle travel. Trips over five miles are best served by motorized modes such as vehicle or transit.[19]

The results indicate that there is the most potential for a mode shift away from vehicle use in Redwood City, with over 50,000 vehicle trips made under five miles. While Redwood City has the highest number of short vehicle trips, Atherton has the highest percentage of short vehicle trips by origin with 81 percent of vehicle trips under five miles. This assessment indicates the potential for mode shift in the project area, but further community engagement and analysis will be necessary to understand the most effective ways to support and encourage mode shifts.

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

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

19 Source: SMCTA.

3 Stakeholder and Community Outreach

Public engagement activities were conducted from July to September 2025. 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 with project information in multiple languages, interpretation services at community meetings, posted information at bus stops with high ridership, and staff present at pop-up events fluent in Spanish and Cantonese. Further, the engagement strategies offered accessible participation through stipends for community-based organizations (CBO) and gift cards for people who volunteered to participate in the CBO meetings. Figure 17 summarizes statistics from the South County outreach activities.

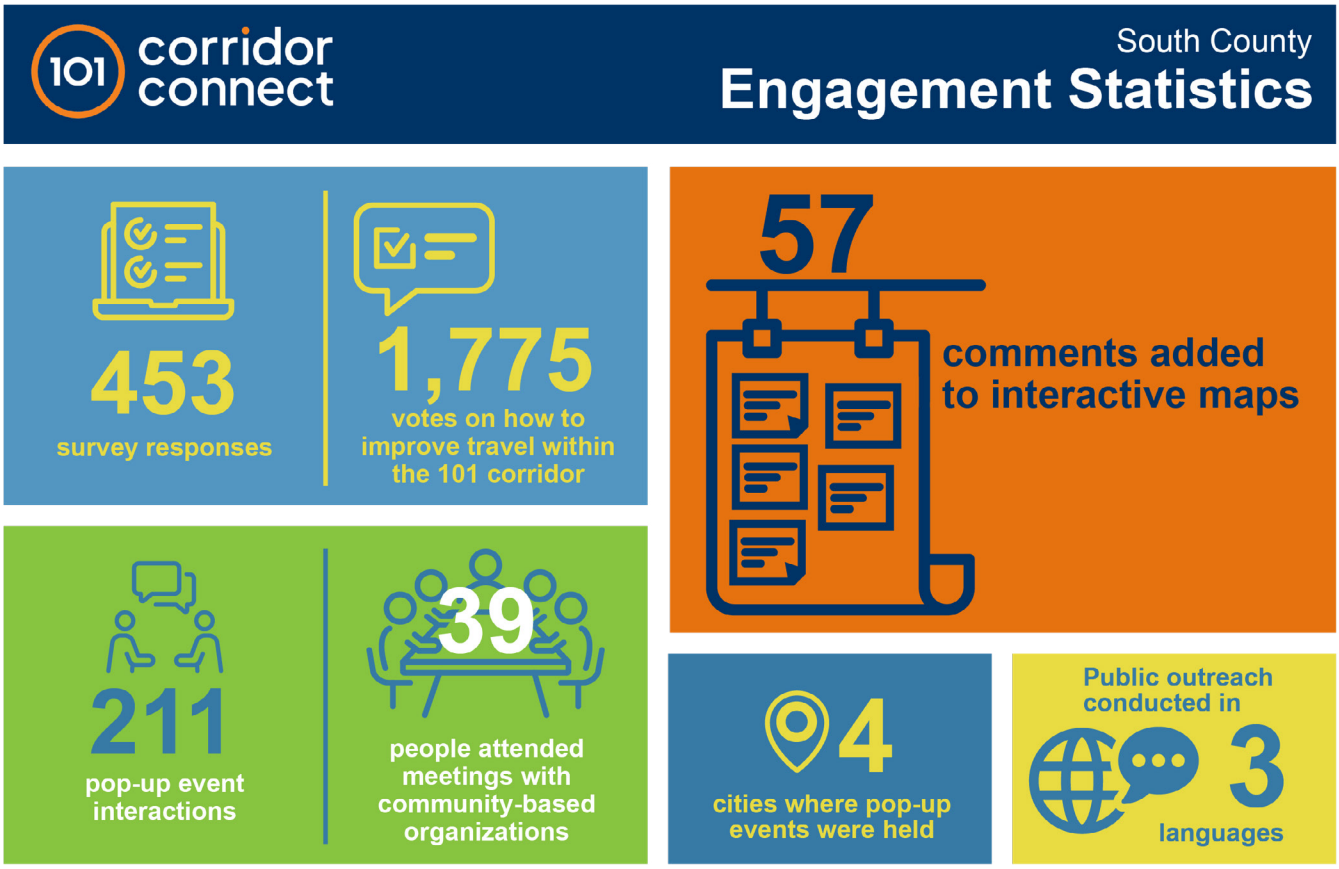


Figure 17. Engagement Statistics

In addition to community engagement, the project team also facilitated the South County Working Group, made up of partner agencies along the project area to provide technical feedback.

3.1 WHAT WE DID

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

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

The project launched the US 101 South County Multimodal Strategy sub-page in July 2025. 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 South County webpage (Figure 18) included project information including a multilingual fact sheet, FAQ, project timeline, project goals, location, and information on how to provide feedback.

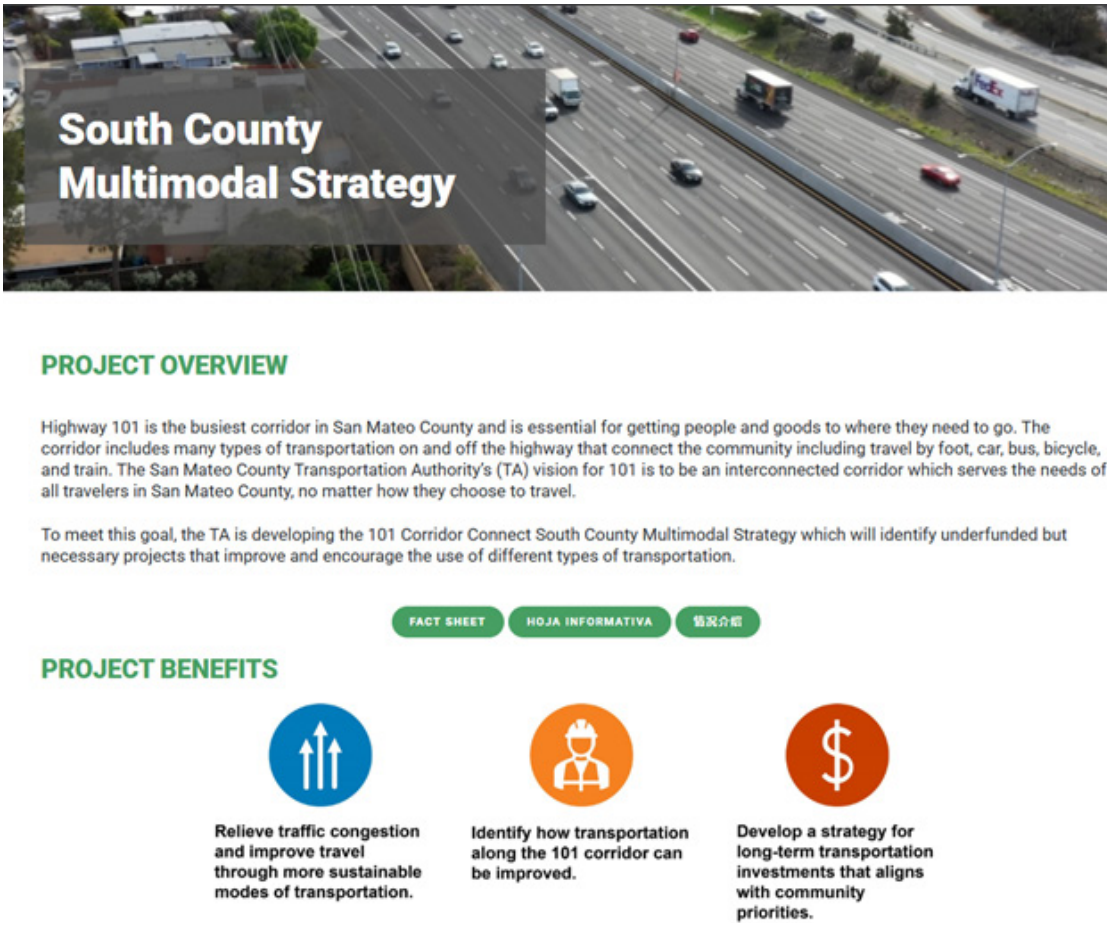


Figure 18. Project Webpage

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

The survey was active from July to September 2025 and received a total of 453 responses. The interactive video yielded an additional 129 responses. The interactive map collected 21 comments through the online survey and 36 comments at in-person events. In total there were 639 responses collected, across multiple platforms. The interactive map is shown in Figure 19.

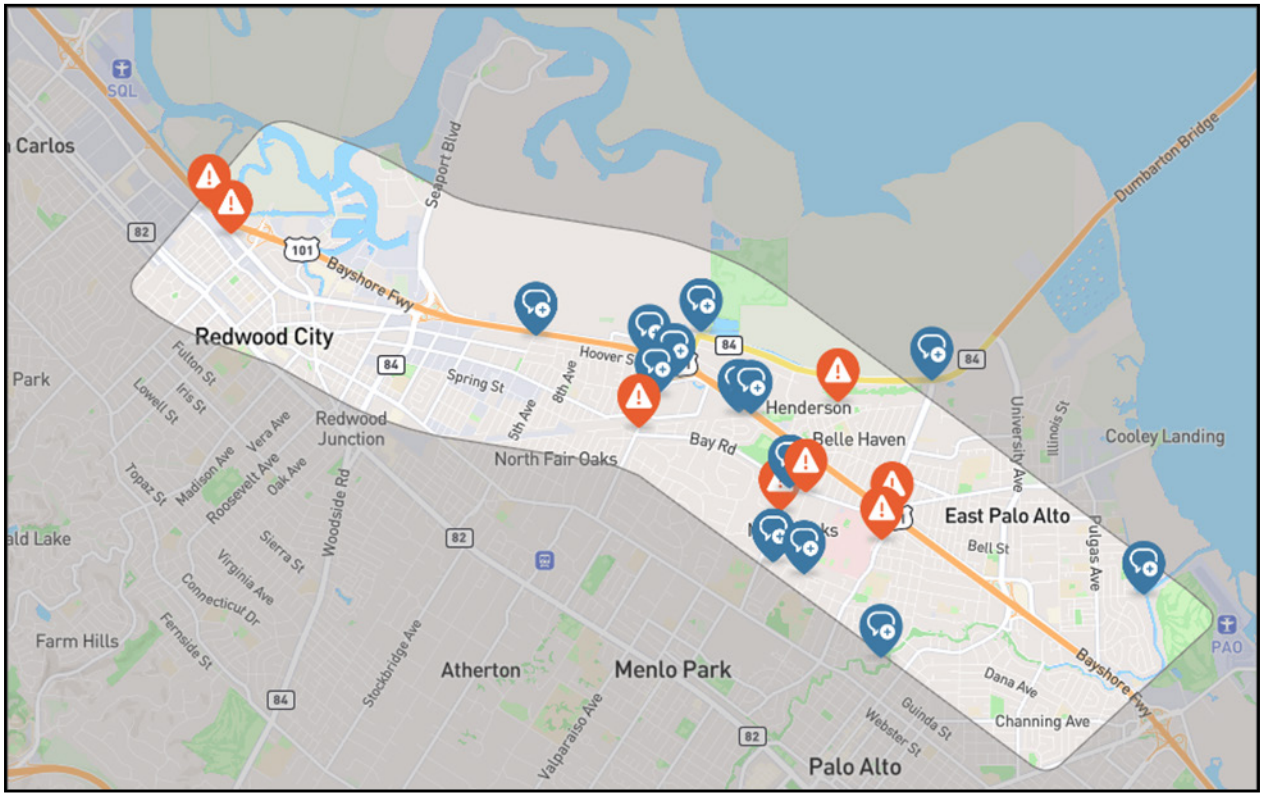


Figure 19. Online Interactive Map (Social Pinpoint)

Four in-person pop-up events were held in July and August 2025. 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. East Palo Alto Family Day – July 26, 2025
2. Redwood City Pub in the Park – August 2, 2025
3. Fair Oaks Community Center – August 8, 2025
4. Menlo Park Farmers' Market – August 10, 2025

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

Figure 20. Interactive Activity Boards from Pop-Up Events

SMCTA facilitated four meetings with CBOs who work directly with EPCs located within the project area. Meetings were held with Casa Circulo, Belle Haven Action, Anamatangi Polynesian Voices, and Nuestra Casa. In total these meetings had 39 attendees who shared information about how they usually get around their community, transportation habits, mobility challenges, and gave feedback on how to improve their travel experience in San Mateo County.

Figure 21. Community-Based Organization Meetings

3.2 WHO WAS INVOLVED?

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

- C/CAG
- City of Redwood City
- Town of Atherton
- City of Menlo Park
- City of East Palo Alto
- County of San Mateo
- MTC
- Caltrans
- SamTrans
- Caltrain
- Commute.org

Ad-Hoc Meetings

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

One meeting was held with the Ad-Hoc committee in November 2025. The meeting reported on the South County engagement activities and feedback themes, overview of the project prioritization methodology and community weighting, and the preliminary list of 20 prioritized projects.

WG Meeting 1 – Existing Conditions

The first meeting was held in July 2025, presenting existing conditions analysis gathering feedback on barriers to transportation, major transportation projects, and ways to promote the online survey. Following this meeting, the US 101 South County Multimodal Strategy project inventory was shared and the WG asked to confirm projects included in the project inventory and provide information on any additional projects. A total of six 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.

WG Meeting 2 – Prioritization Methodology

The second meeting was held in September 2025 and presented the draft prioritization methodology and the community feedback received during the outreach activities. Meeting discussion provided input into the subsequent weighting and scoring criteria.

WG Meeting 3 – Project List and Strategy Report

The third meeting held in October 2025 presented the top 20 prioritized project list for the South 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 South 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:

- East Palo Alto Public Works and Transportation Commission
- Office of San Mateo County Supervisor Lisa Gauthier
- Town of Atherton's Transportation, Bicycle, and Pedestrian Safety Committee
- Silicon Valley Bike Coalition
- San Mateo County Office of Education and South County School Districts
- Redwood City Safe Routes to School Task Force
- Commission of Disabilities Executive Team
- Menlo Park Complete Streets Commission
- North Fair Oaks Community Council
- Redwood City Transportation Advisory Committee

3.3 WHAT WE HEARD

The top five transportation concerns identified through engagement were:

When asked what would improve the public's travel experience along US 101, the top five responses were:

> More frequent and reliable transit services
>
> Safety while biking, walking or rolling
>
> Roadway improvements and connections
>
> Intersection and crosswalk improvements
>
> More or improved bicycle / scooter lanes

3.4 PUBLIC SUGGESTED IMPROVEMENTS

At the pop up events, focus group meetings, and in the online survey, the public was asked to suggest improvements that could be made for each mode to improve travel in the corridor. Their suggestions are summarized in Table 9.

Table 9. Public Suggested Improvements to US 101 South County by Mode

	Public Suggested Improvements
Mode	
Driving Alone	• More carpool lanes • Improvements to express lanes (discounts for electric vehicles and carpoolers, higher fees for single-occupancy vehicles, reducing express lane hours) • Improve roadway conditions • Less traffic calming improvements (avoid roundabouts, remove concrete dividers, remove road diets)
Public Transit	• Better coordinated connections • Improved schedule information and real-time updates • Increase express buses with timed connections • Expanded bus routes, especially east-west connections • More frequent bus service (including weekends and evenings)
Carpooling	• Easier ways to park and meet other people near the freeway for carpooling • More resources for carpool network

	Public Suggested Improvements
Bicycle or Scooter	• Improved bike infrastructure quality • Increased number of bike lanes • E-bike vouchers or programs • Available and secure bike parking at transit stations • Improved safety for cyclists
Walking	• Improvements to intersection crossings and near on-ramps • Address gaps in sidewalk networks • Reduce vehicle speeds • Better lighting and security • More benches and resting spots
San Mateo County Free Shuttle Service	• Better and cleaner shuttles • Improve shuttle frequency and reliability • Express shuttles with timed connections to BART and Caltrain • Shuttle service to specific destinations (company office, clinics, shopping centers, etc.)

4 Project Identification and Scoring

The primary objective of the US 101 South 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 project corridor and employ a methodology that meets program and community objectives for scoring and prioritizing projects. 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 South County project corridor. 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: Fiscal Year (FY) 2021-FY 2030 (SMCTA)
- Measure A and W Grade Separation Program (SMCTA)
- 2017 C/CAG San Mateo County Countywide Transportation Plan 2040
- 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan
- 2021 C/CAG San Mateo Countywide Sustainable Streets Master Plan
- 2023 C/CAG Southeast San Mateo County Community-Based Transportation Plan
- 2024 C/CAG Countywide Local Roadway Safety Plan
- Caltrans D4 Bike Plan
- Caltrans D4 Pedestrian Plan
- 2023 US 101 South Comprehensive Multimodal Corridor Plan (Caltrans)
- 2024 MTC Bay Trail SFO Gap Study Final Plan
- 2021 Unincorporated San Mateo County Active Transportation Plan
- Short Range Transit Plan Fiscal Years 2023-2028 (SamTrans)
- US-101 Express Bus Feasibility Study (SamTrans)
- San Mateo County Transit District 4-Year Capital Improvement Plan FY 2026-2029 (SamTrans)
- El Camino Real Bus Reliability Study (SamTrans)
- Reimagine SamTrans
- SamTrans Dumbarton Rail Corridor Study
- Caltrain Business Plan
- Caltrain 2040 Long Range Service Vision
- Caltrain Short-Range Transit Plan: FY 2023-2028
- Caltrain 10-Year Capital Improvement Plan FY 2026-2035
- 2017 Redwood City El Camino Real Corridor Plan (Redwood City)
- 2022 RWC Walk Bike Thrive (Redwood City)
- 2025 FY 2025-2030 Five-Year Capital Improvement Program (Redwood City)
- 2014 Town of Atherton Bicycle and Pedestrian Master Plan (Atherton)
- 2019 Town of Atherton General Plan (Atherton)
- 2023 FY 2023/24 -2027/28 Capital Improvement Program (Atherton)
- 2016 General Plan (Menlo Park)
- 2020 Transportation Master Plan (Menlo Park)
- 2024 Vision Zero Action Plan (Menlo Park)
- 2024 Menlo Park El Camino Real/Downtown Specific Plan (Menlo Park)

- 2024 Five-year Capital Improvement Plan (Menlo Park)
- 2017 Bicycle Transportation Plan Update (East Palo Alto)
- 2020 East Palo Alto Mobility Study (East Palo Alto)
- 2022 Two-year Capital Improvement Program Update (East Palo Alto)
- 2024 Ten-year Capital Improvement Program Update (East Palo Alto)
- 2024 North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study (North Fair Oaks)

A total of 159 projects made up the initial inventory list, including projects added by the WG.

4.2 PROJECT PRIORITIZATION

Screening

The first step in the prioritization process was screening the initial inventory, as seen in Figure 22. 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 a multimodal project.

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

Figure 22. Project Prioritization Process

Scoring

Projects that passed the screening were then scored according to the criteria in Table 10, which is aligned with the goals of the 101 Corridor Connect program. The scoring was based on the project in relation to SamTrans EPAs, the C/CAG HIN, Priority Development Areas (PDA), and vehicle miles traveled (VMT) density, as demonstrated in the maps contained in Figure 23, Figure 24, Figure 25, and Figure 26.

Table 10. Point Assignment Scoring Methodology

	Description	Scoring
Criteria		
Safety[20]	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 50 2 – VMT density between 51 and 100 5 – VMT density between 101 and 200 10 – VMT density greater than 201
Inclusivity[21]	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

20 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

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

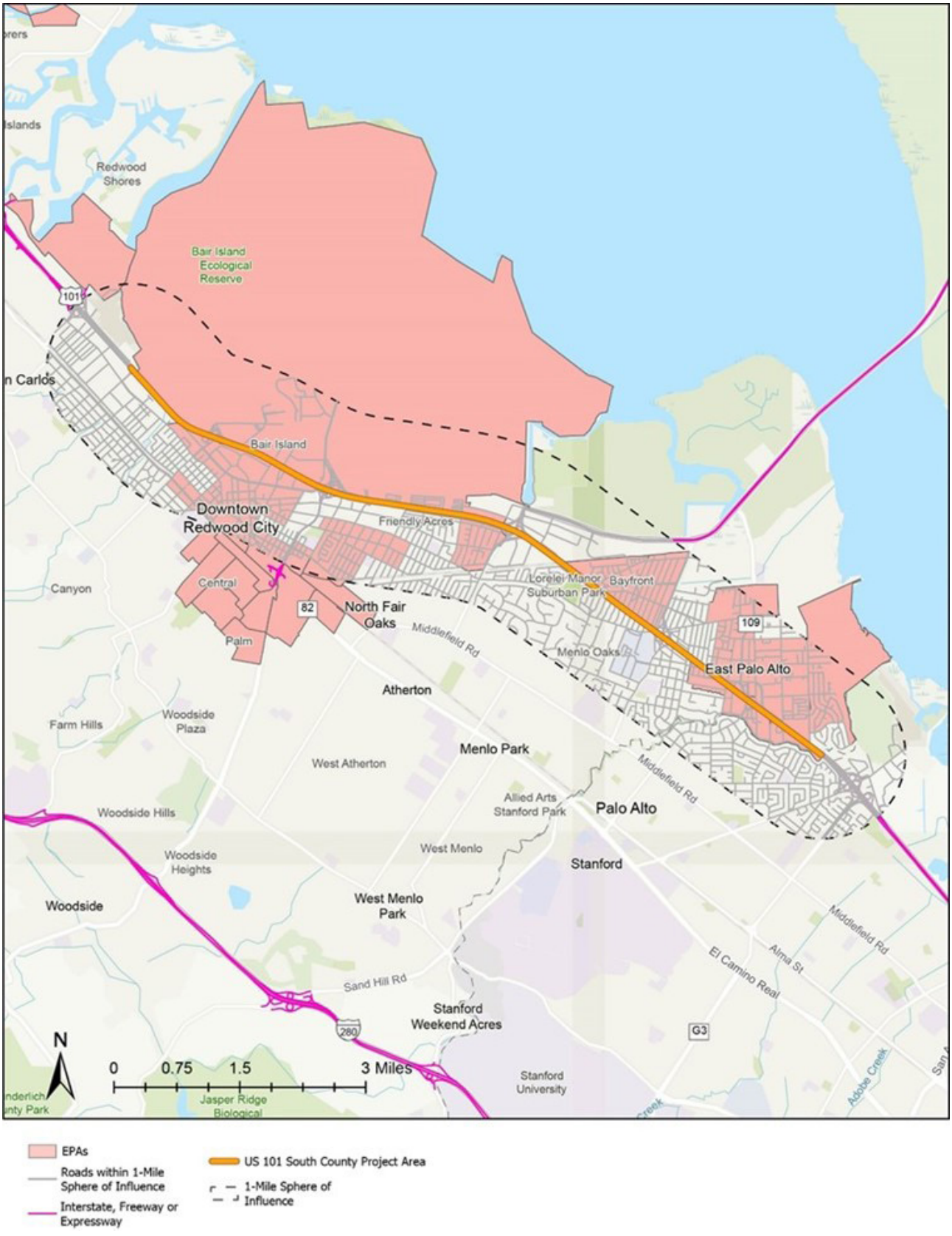


Figure 23. Equity Priority Areas

Source: San Mateo County Transit District, 2024.

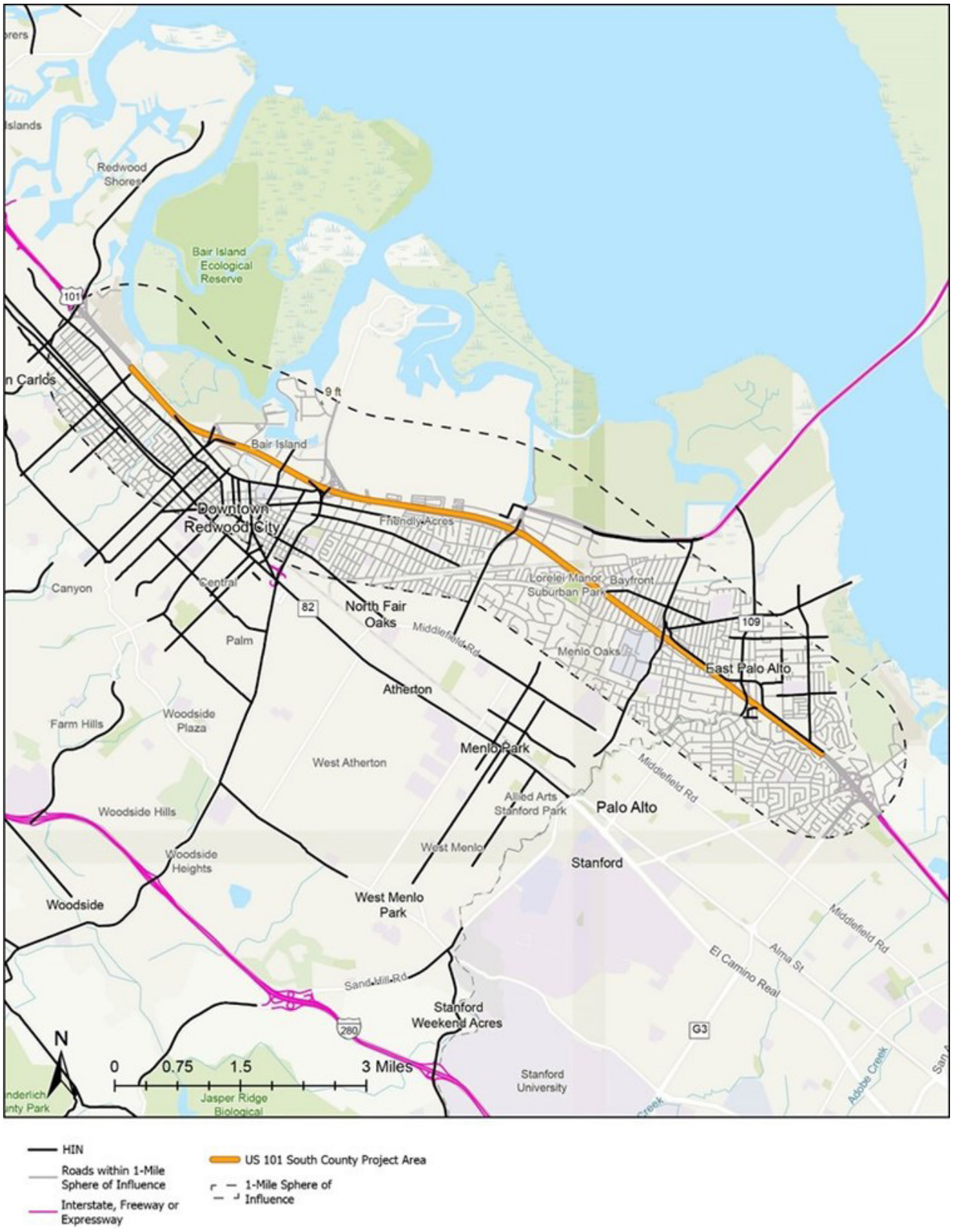


Figure 24. High Injury Network

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

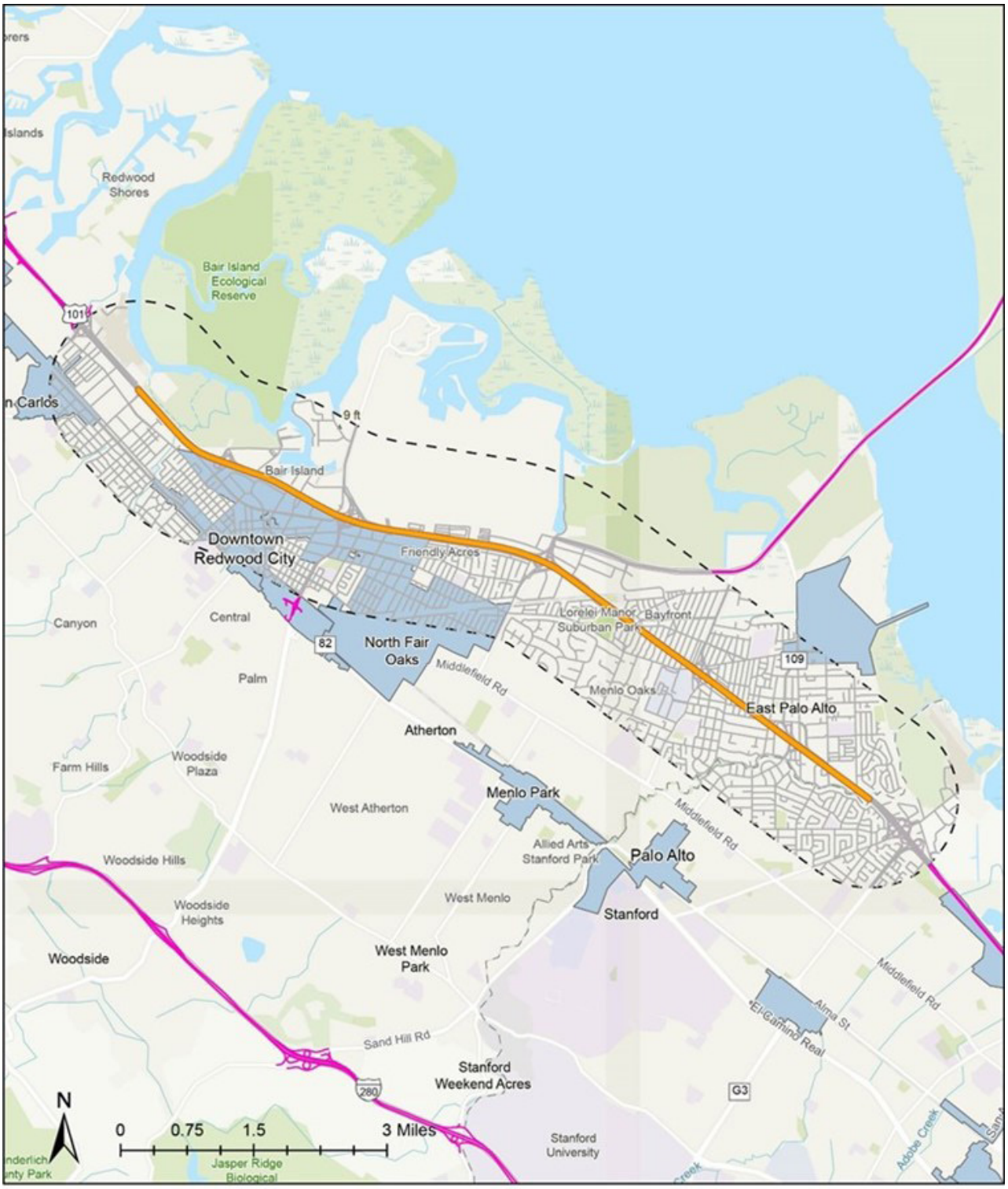


Figure 25. Priority Development Areas

Source: Metropolitan Transportation Commission, 2024.

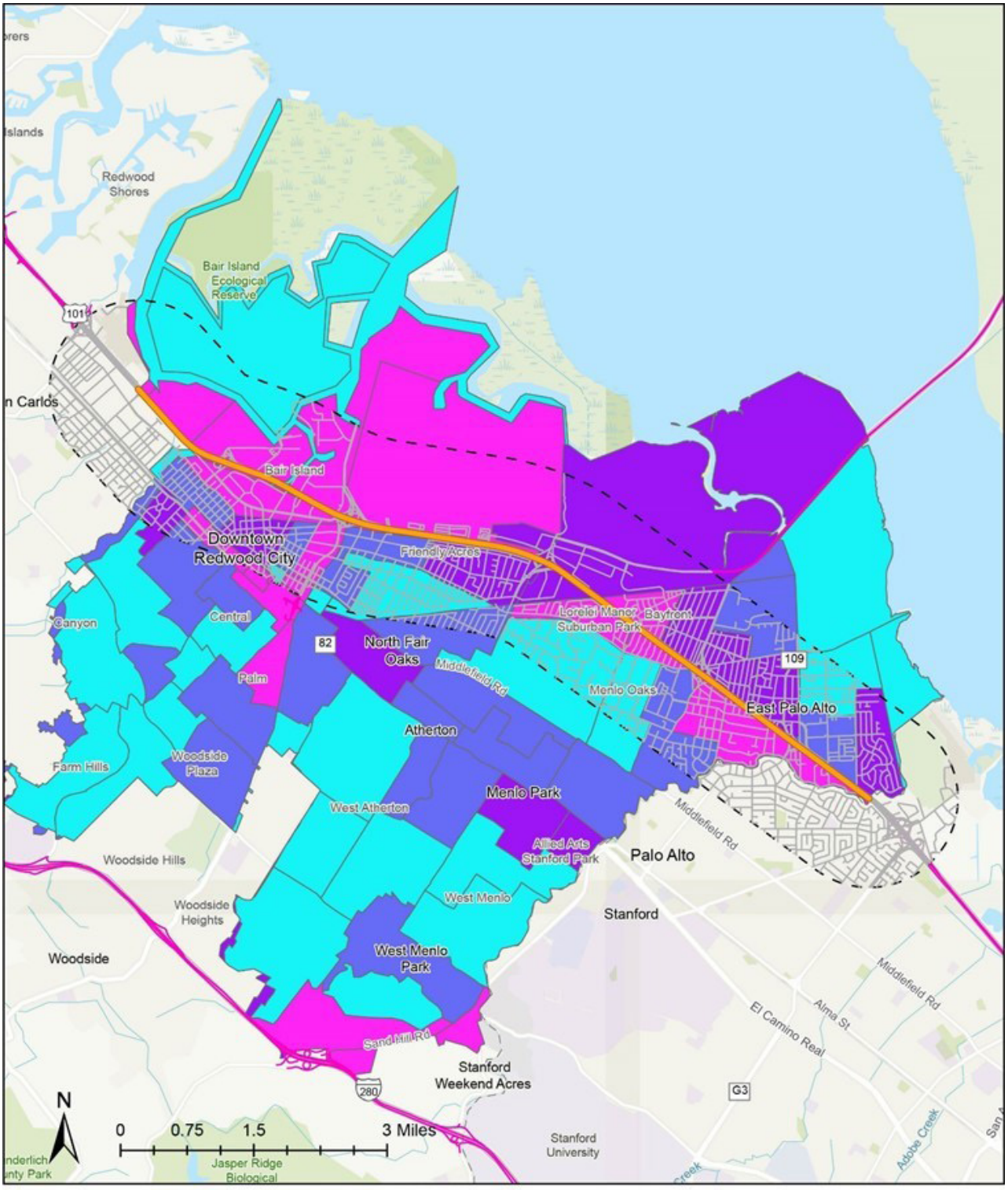


Figure 26. Vehicle Miles Traveled Density

Source: StreetLight, 2021.

Weighting

Weighting for the scoring process was developed to ensure community feedback and priorities were directly reflected in the priority project selection. The process first derived the following themes from community feedback shared during in-person and virtual engagement:

- More frequent and reliable transit services
- Roadway improvements and improved bicycle lanes
- Reduced traffic congestion
- Feeling safe and comfortable while biking or walking
- 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 South 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 11 and Table 12. Connectivity received the highest priority and a weight of 3, followed by safety, inclusivity, and sustainability. The weighting application resulted in a total possible score of 100 points for each project.

Table 11. Point Weighting Approach

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

Table 12. 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
Safety	x 2.75	27.5	• Feeling safe while biking or walking • Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)
Inclusivity	x 2.25	22.5	• More affordable travel options • More accessible options, services, or facilities
Sustainability	x 2	20	• Reduced traffic congestion • More alternatives to driving

Lastly, feedback gathered through public engagement activities including the online interactive mapping activity, pop-up events, and the CBO meetings were utilized to identify corridors with the highest concerns to ensure that the community's voices were reflected in the technical process. The top six priority corridors are based on specific locations identified most frequently by community members (Table 13). Projects located along these identified priority corridors were assigned an additional 20 points.

Table 13. South County Priority Corridors

Corridor	Weight
Willow Road	• Lack of bicycle infrastructure • More frequent transit with timed connections to Caltrain • Safety concerns
El Camino Real	• Lack of bicycle infrastructure • Dangerous vehicle speeds/movements • Improved transit frequency and infrastructure
University Avenue	• Dangerous vehicle speeds/movements • Unsafe bicycle and pedestrian conditions
Marsh Road	• Lack of bicycle infrastructure • Unsafe bicycle and pedestrian conditions • Improve crossing over US 101
Bayfront Expressway	• Improved bicycle and pedestrian crossings • More connections to Bay Trail
US 101	• Congestion along the roadway • Dangerous access and egress points • Improved crossings

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 South County Multimodal Strategy project list reflect multiple modes and are equitably distributed along the corridor to the greatest extent possible. Multimodal projects include transit, bicycle, and pedestrian infrastructure improvements. These are related to adding to or improving existing physical infrastructure such as bus lanes, bus bulbs, bicycle lanes, sidewalk widening, pedestrian access, and signage.

Table 14. Summary of Project Types

Project Type	Number of Projects
Bicycle Only	10
Bicycle and Pedestrian	6
Transit	1
Multimodal	3

Table 15. Summary of Project Locations[22]

Project Location	Number of Projects
Redwood City	16
East Palo Alto	4
Menlo Park	4
North Fair Oaks	4
Atherton	2

Figure 27 and Table 16 identify the 20 highest scoring projects as produced by the scoring and weighting process discussed in the previous section. These projects constitute the final US 101 South County Multimodal Strategy priority projects. Additional details on these projects are provided in Section 5 Implementation Plan and in Appendix A. Detailed project fact sheets follow to provide more information about each of the priority projects.

22 The project location refers to the geographical location, which is different from the project sponsor for each project. Projects that are multijurisdictional are counted multiple times for each jurisdiction they are located in.

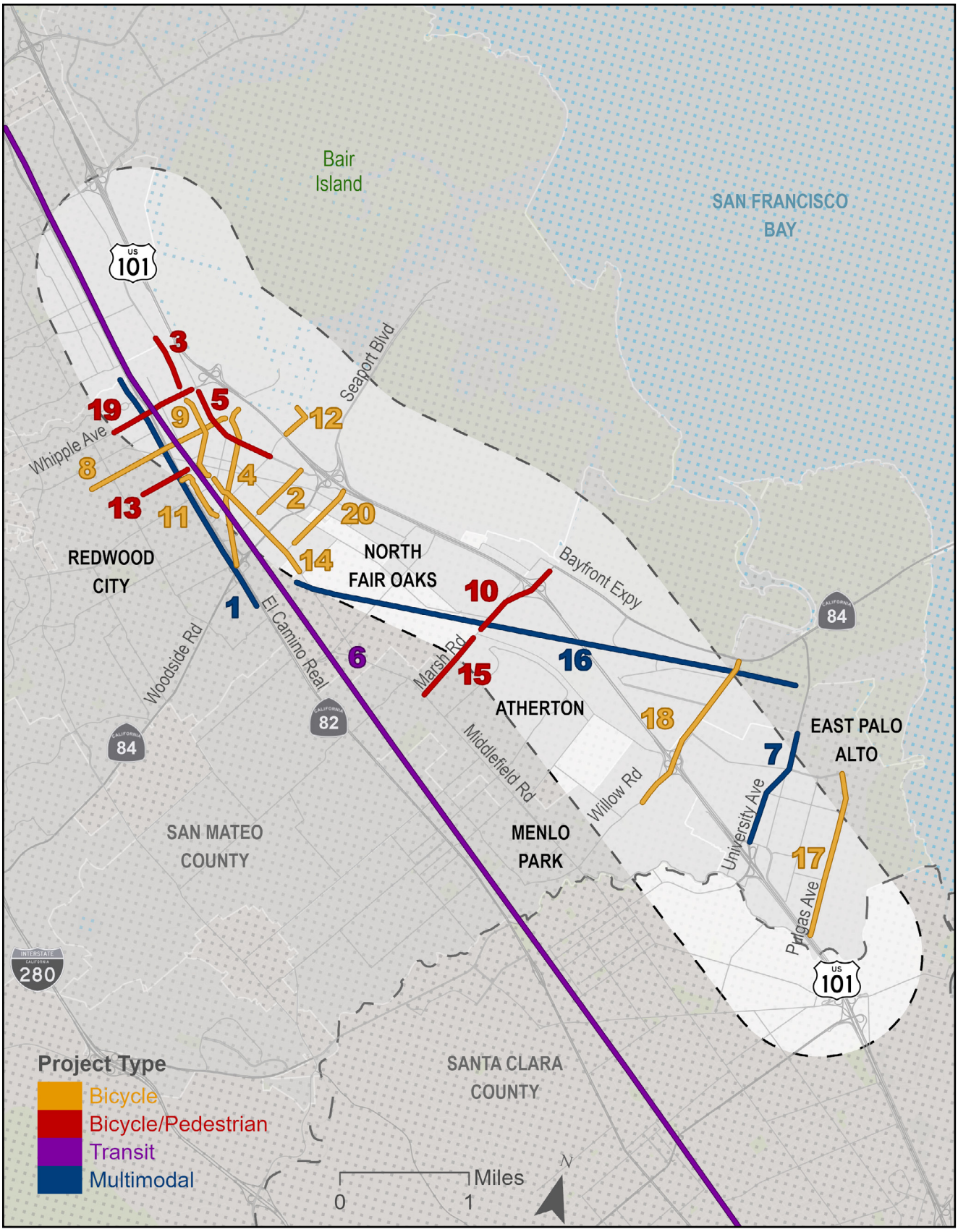


Figure 27. South County Multimodal Strategy Priority Projects

Table 16. South County Multimodal Strategy Priority Projects

Rank	Project Sponsor	Project Name	Location
1	Redwood City, Caltrans, and SamTrans	El Camino Real Multimodal Improvements – Redwood City	El Camino Real within Redwood City city limits
2	Redwood City	Chestnut Street Bicycle Improvements	Chestnut Street from Middlefield Road to Veterans Boulevard
3	Redwood City	Industrial Way Bicycle Improvements	Industrial Way from Bing Street to Whipple Avenue
4	Redwood City	Main Street Bicycle Improvements	Main Street from Convention Way to El Camino Real
5	Redwood City	Veterans Boulevard Crossing Enhancements	Veterans Boulevard multiple crossings at Whipple Avenue, Brewster Avenue, Main Street, and Maple Street, mid-block crossings
6	Redwood City and Caltrain	Redwood City 4-Track Hub Station & Grade Separations	Caltrain rail tracks, Chestnut Street, Main Street, Maple Street, Broadway, Brewster Avenue, and Whipple Avenue
7	East Palo Alto	University Avenue Grand Corridor – Phase 1 and 2	University Avenue from Kavanaugh Drive to Donohoe Street
8	Redwood City	Brewster Avenue Bicycle Improvements	Brewster Avenue from Main Street to King Street
9	Redwood City	Winslow Street Bicycle Improvements	Winslow Street from Whipple Avenue to Middlefield Road
10	Menlo Park	Marsh Road Interchange and Pedestrian Overcrossing Improvements	Marsh Road from Bay Road to Bay Trail
11	Redwood City	Franklin Street Bicycle Improvements	Franklin Street from California Street to Maple Street
12	Redwood City	Maple Street Bicycle Improvements	Maple Street from Bay Trail to US 101 Overpass
13	Redwood City	James Avenue Bicycle Improvements and Undercrossing	James Avenue from Caltrain Station to Elwood Street
14	Redwood City	Middlefield Road Bicycle Improvements	Middlefield Road from Winslow Street to Cassia Street and Spruce Street to MacArthur Avenue (section between Cassia Street and Spruce Street already completed)
15	San Mateo County and Atherton	Marsh Road Bicycle and Pedestrian Improvements - Phase 1	Marsh Road from Middlefield Road to Fair Oaks Avenue
16	SamTrans	Reimagine Dumbarton[23]	RWC Transit Center to University Avenue with the majority of the project occurring along Dumbarton Rail Corridor from Middlefield Road to University Avenue
17	East Palo Alto	Pulgas Avenue Bicycle Improvements	Pulgas Avenue from Bay Road to O'Connor Street to East Bayshore Avenue
18	Menlo Park and East Palo Alto	Willow Road Bicycle Improvements	Willow Road from O'Keefe Street to State Route 84
19	Redwood City	Whipple Avenue Bicycle Improvements and Vision Zero Improvements	Whipple Avenue from Elwood Street to Veterans Boulevard
20	Redwood City	Charter Street Bicycle Improvements	Charter Street from Middlefield Road to US 101

23 See Reimagine Dumbarton Project Factsheet for more information on the project extents used for scoring.

Multimodal

El Camino Real Multimodal Improvements - Redwood City

Sponsor: Redwood City, Caltrans, and SamTrans

LOCATION

El Camino Real within Redwood City city limits

DESCRIPTION

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

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

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

SOURCE DOCUMENT(S)

District 4 Bicycle Plan, El Camino Real Bus Speed and Reliability Study, Redwood City El Camino Real Corridor Plan, RWC Walk Bike Thrive Plan, and Short Range Highway Plan: 2021-2033

SCHEDULE

2028-2030+

STATUS

- Started – Planning (San Carlos city limits to Brewster Avenue)
- Started – Project Approval and Environmental Document (Brewster Avenue to Atherton town limits)
- Other multimodal improvements - pending feasibility study

ESTIMATED COST

$30 MILLION

Existing Conditions

Bicycle Only

Chestnut Street Bicycle Improvements

Sponsor: Redwood City

LOCATION
Chestnut Street from Middlefield Road to Veterans Boulevard

DESCRIPTION
Class II, III, and IV bicycle infrastructure

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2030

STATUS
Not started

ESTIMATED COST
$1-2 MILLION

Existing Conditions

Bicycle and Pedestrian

Industrial Way Bicycle Improvements

Sponsor: Redwood City

LOCATION
Industrial Way from Bing Street to Whipple Avenue

DESCRIPTION
Class IV Separated Bicycle Lane

Enhanced and new crossings

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2029

STATUS
Conceptual design as part of SMCTA Active 101 plan

ESTIMATED COST
$1.5-2 MILLION

Existing Conditions

Bicycle Only

Main Street Bicycle Improvements

Sponsor: Redwood City

LOCATION
Main Street from Convention Way to El Camino Real

DESCRIPTION
Class IV Separated Bicycle Lane

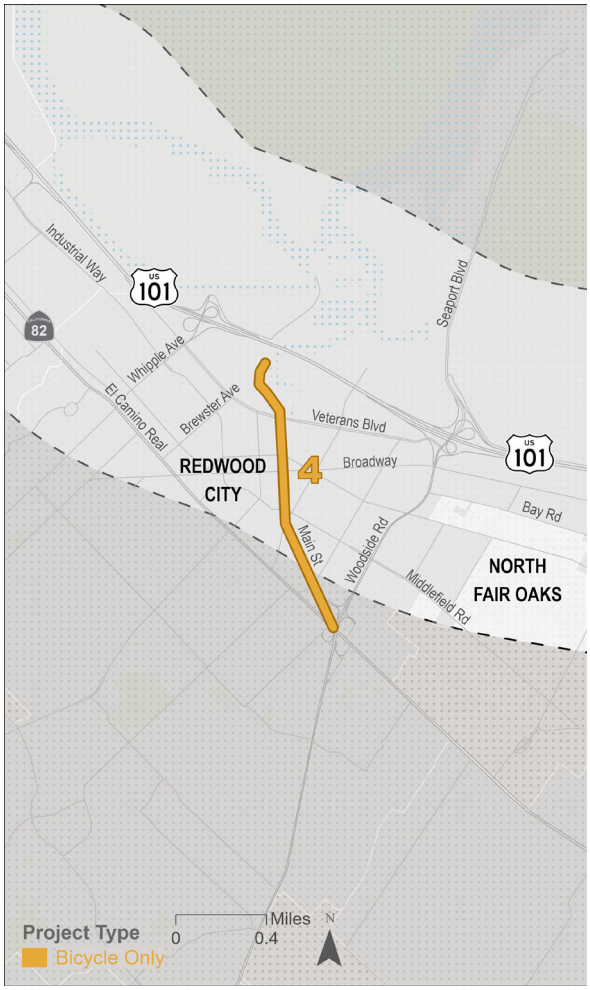
SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2035

STATUS
A new development project will build the cycle track on one block from Broadway to Marshall Street - remaining portion has not started yet

ESTIMATED COST
$1.5-2 MILLION

Existing Conditions



Bicycle and Pedestrian

Veterans Boulevard Crossing Enhancements

Sponsor: Redwood City

Existing Conditions

LOCATION
Veterans Boulevard multiple crossings at Whipple Avenue, Brewster Avenue, Main Street, and Maple Street, mid-block crossings

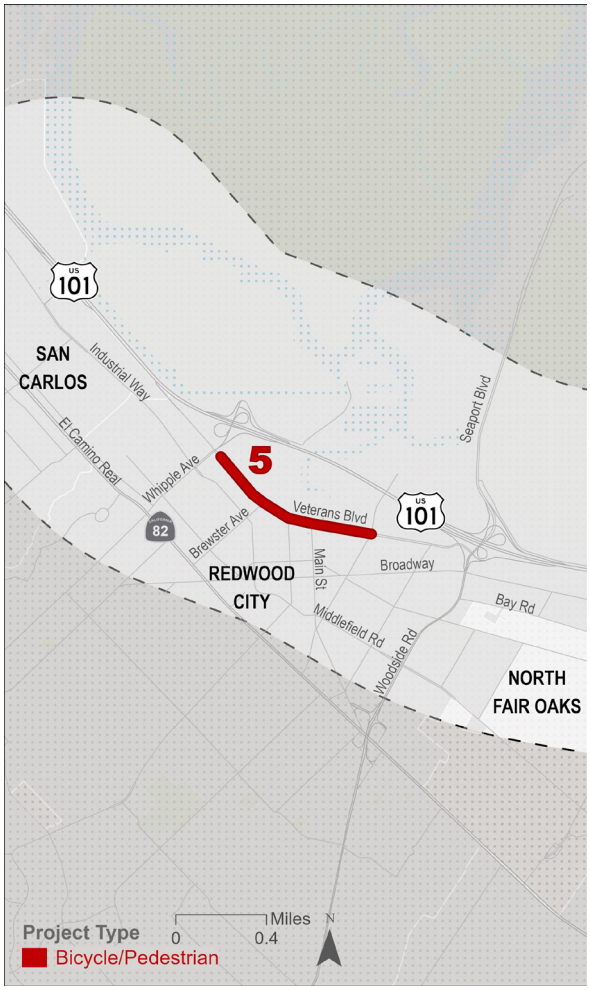
DESCRIPTION
Crossing enhancements including mid-block crossings along Veterans Boulevard at Whipple Avenue, Brewster Avenue, Main Street, and Maple Street.

Intersection and mid-block crossing enhancements

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2028-2029

STATUS
Not started



ESTIMATED COST

$2 MILLION

Transit

Redwood City 4-Track Hub Station & Grade Separations

Sponsor: Redwood City and Caltrain

Existing Conditions

LOCATION
Caltrain rail tracks, Chestnut Street, Main Street, Maple Street, Broadway, Brewster Avenue, and Whipple Avenue

DESCRIPTION
The project relocates the Redwood City Transit Center one block to the north and expands it from a two-track station to an elevated four-track station. A four-track station in Redwood City is required for Caltrain to implement its Service Vision of 8 trains per peak hour per direction. The project also includes grade separations at six of the existing at-grade crossings.

Redwood City transit center expansion

Grade separations

SOURCE DOCUMENT(S)
San Mateo County Transportation Authority Measure A Grade Separation Program, US 101 South Comprehensive Multimodal Corridor Plan, and Caltrain CIP

SCHEDULE
Pending Planning Study

STATUS
Project Study Report

ESTIMATED COST
PENDING PLANNING STUDY

Multimodal

University Avenue Grand Corridor – Phase 1 and 2

Sponsor: East Palo Alto

LOCATION

University Avenue from Kavanaugh Drive to Donohoe Street

DESCRIPTION

The project scope includes the transformation of University Avenue, from Donohoe Street to the City's northern limit at Kavanaugh Drive, into a mixed use boulevard designed for all modes of travel.

Phase 1: Study and design of complete streets improvements to develop a full plan, specification, and estimate package.

Phase 2: Construction

- **Mixed use boulevard**
- **Complete streets**
- **Class I and Class II bike paths**

SOURCE DOCUMENT(S)

City of East Palo Alto Ten Year Capital Improvement Program Update FY 2024-2025 Capital Budget, East Palo Alto Bicycle Transportation Plan, and 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan

SCHEDULE

The project is currently in Phase 1, with Phase 2 being the construction phase.

- Phase 1 estimated completion is June 2026
- Phase 2 to begin after funding is secured

STATUS

Phase 1: Began August 2025

ESTIMATED COST

$17 MILLION

Bicycle Only

Brewster Avenue Bicycle Improvements

Sponsor: Redwood City

LOCATION
Brewster Avenue from Main Street to King Street

DESCRIPTION
Class IV Separated Bicycle Lane

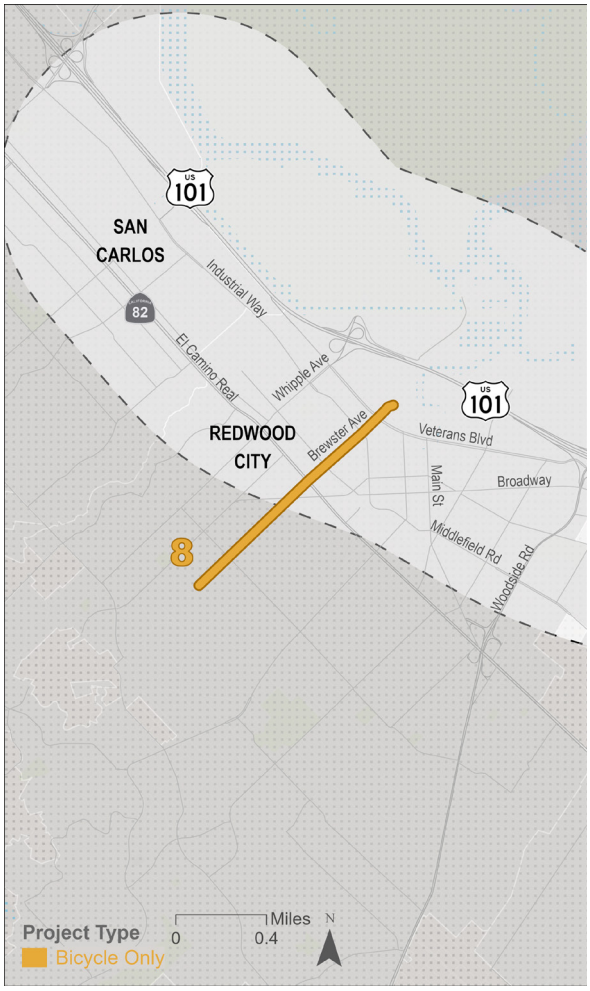
SOURCE DOCUMENT
RWC Walk Bike Thrive Plan

SCHEDULE
2030

STATUS
Not started

ESTIMATED COST
$2-3 MILLION

Existing Conditions



Bicycle Only

Winslow Street Bicycle Improvements

Sponsor: Redwood City

LOCATION
Winslow Street from Whipple Avenue to Middlefield Road

DESCRIPTION
Class IV
Separated
Bicycle Lane

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2029

STATUS
Not started

ESTIMATED COST
$2-3 MILLION

Existing Conditions

Bicycle and Pedestrian

Marsh Road Interchange and Pedestrian Overcrossing Improvements

Sponsor: Menlo Park

LOCATION
Marsh Road from Bay Road to Bay Trail

DESCRIPTION
From Bay Road to Florence Street, establish Class II Buffered Bicycle Lanes. From Florence Street to Scott Drive, establish Class II Buffered Bicycle Lanes. Remove or modify existing median at Scott Drive. New Separated Crossing over US 101 (Class I Path).

Class II Buffered Bicycle Lanes in both directions

Separated crossing

SOURCE DOCUMENT(S)
2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, City of Menlo Park Transportation Master Plan, and Caltrans D4 Bike Plan Report

SCHEDULE
Pending Feasibility Study

STATUS
- Feasibility plans for bike lanes completed
- Not started on separated crossing

ESTIMATED COST
PENDING FEASIBILITY STUDY

Existing Conditions

Bicycle Only

Franklin Street Bicycle Improvements

Sponsor: Redwood City

LOCATION
Franklin Street from California Street to Maple Street

DESCRIPTION
Bicycle Boulevard

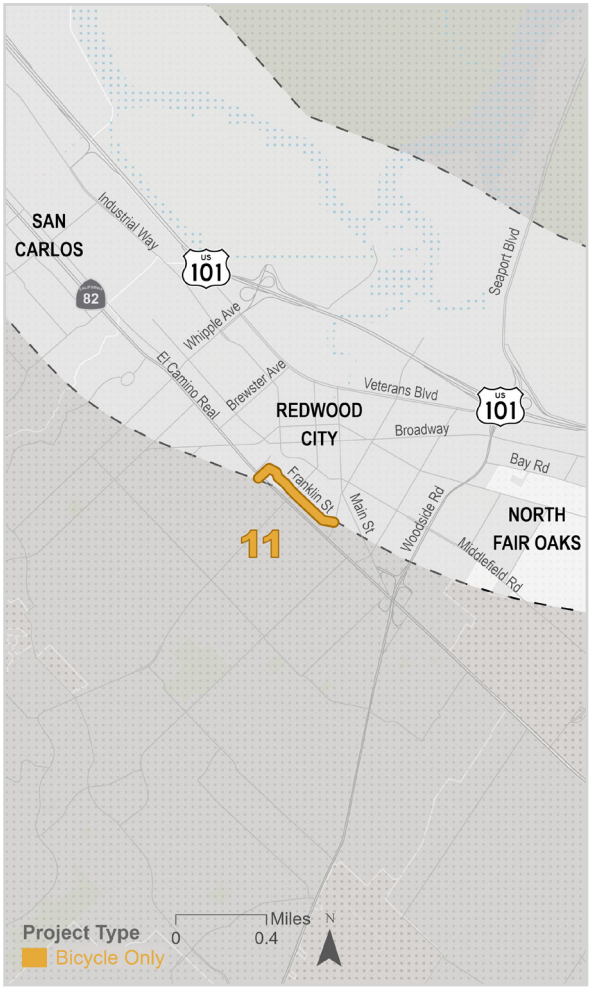
SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2029-2030

STATUS
Partially built- from Maple Street to California Street is not started yet

ESTIMATED COST
$500k - 1 MILLION

Existing Conditions



Bicycle Only

Maple Street Bicycle Improvements

Sponsor: Redwood City

LOCATION
Maple Street from Bay Trail to US 101 Overpass

DESCRIPTION
Connect to Maple Street at west side of US 101 with a better connection such as bike lane over the bridge or a bicycle-pedestrian bridge

Class II Bicycle Lane

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan and 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan

SCHEDULE
TBD

STATUS
Not started

ESTIMATED COST
$1.7 MILLION

Existing Conditions

Bicycle and Pedestrian

James Avenue Bicycle Improvements and Undercrossing

Sponsor: Redwood City

Existing Conditions

LOCATION
James Avenue from Caltrain Station to Elwood Street

DESCRIPTION

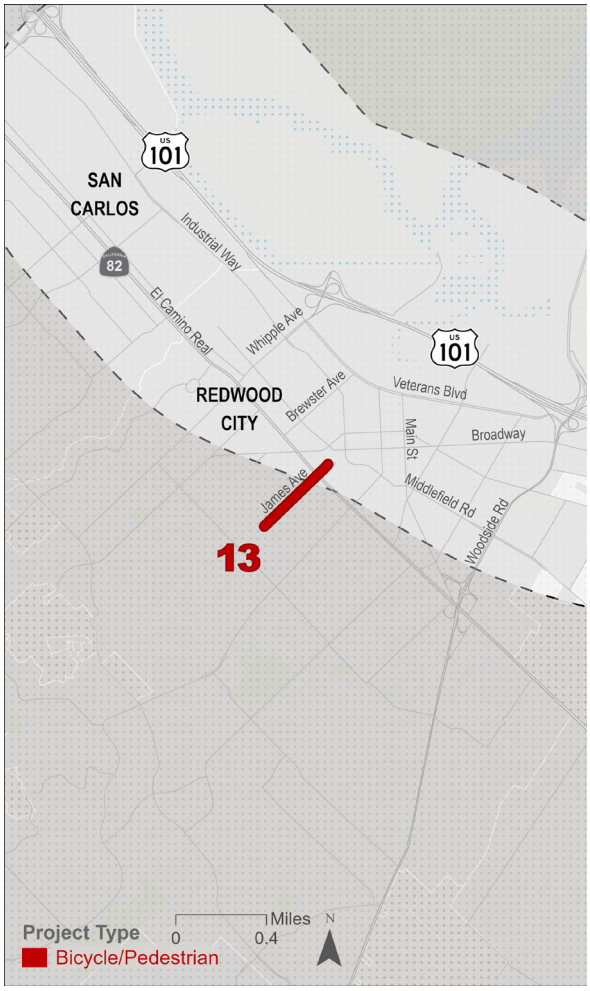
Class IV Separated Bicycle Lane

Class 1 path undercrossing

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2030

STATUS
Not started



ESTIMATED COST

$12 MILLION

Bicycle Only

Middlefield Road Bicycle Improvements

Sponsor: Redwood City

Existing Conditions

LOCATION

Middlefield Road from Winslow Street to Cassia Street and Spruce Street to MacArthur Avenue (section between Cassia Street and Spruce Street already completed)

DESCRIPTION

Class II and IV Separated Bicycle Lane

SOURCE DOCUMENT(S)

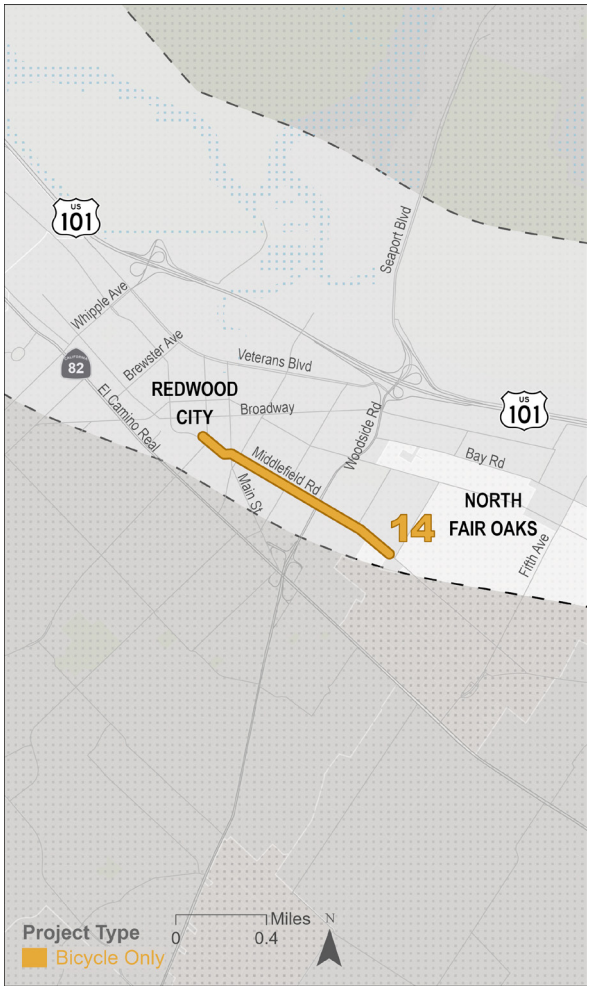
RWC Walk Bike Thrive Plan

SCHEDULE

2028

STATUS

Design



ESTIMATED COST

$500,000

Bicycle and Pedestrian

Marsh Road Bicycle and Pedestrian Improvements – Phase 1

Sponsor: San Mateo County and Atherton

Existing Conditions

LOCATION
Middlefield Road to Bay Road

DESCRIPTION
Construct trail on south side of Marsh Road atop Atherton Channel from Middlefield Road to Fair Oaks Avenue, new traffic signal at the Fair Oaks Avenue/Marsh Road intersection, and signal modifications at the Marsh Road/ Middlefield Road intersection.

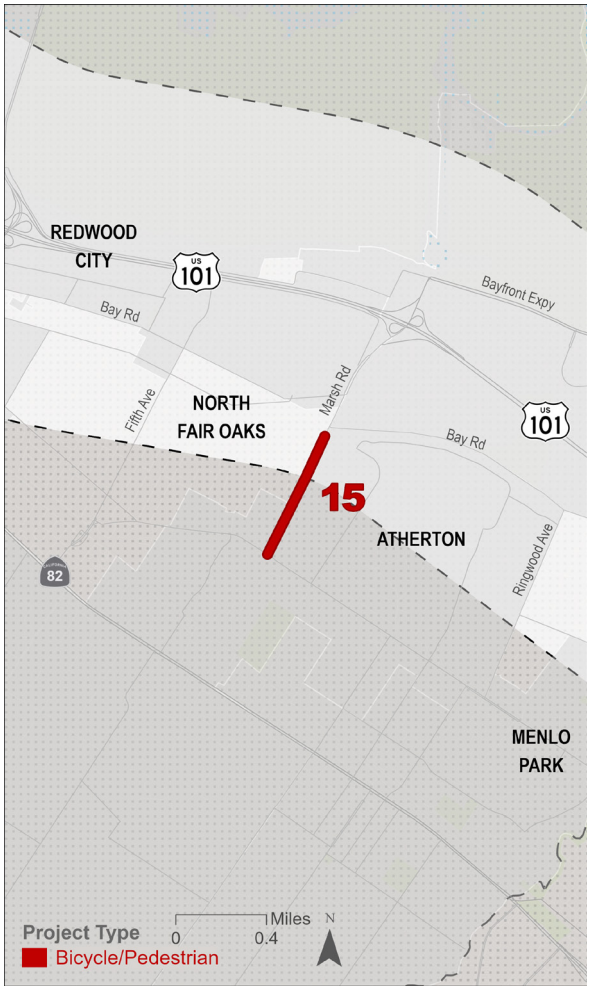
Class I Bicycle and Pedestrian Trail

New traffic signal and signal modifications

SOURCE DOCUMENT(S)
2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan

SCHEDULE
TBD

STATUS
Not started



ESTIMATED COST

PENDING PLANNING STUDY

Multimodal

Reimagine Dumbarton

Sponsor: SamTrans

LOCATION

RWC Transit Center to University Avenue with the majority of the project occurring along Dumbarton Rail Corridor from Middlefield Road to University Avenue with major intersection points at Marsh Road, US 101, Willow Road, University Avenue

DESCRIPTION

Development of the unused Dumbarton Rail Corridor into a dedicated busway along the Peninsula segment of the Dumbarton rail corridor, complemented by active transportation elements such as enhanced bicycle and pedestrian infrastructure that improves first- and last-mile connectivity. Also includes related projects for increased transit service within and connecting from the East Bay.

Dedicated busway

Bicycle and Pedestrian facilities

Improved transit service

SOURCE DOCUMENT(S)

2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, SamTrans CIP, City of Menlo Park Transportation Master Plan, 2017 Dumbarton Transportation Corridor Study, Plan Bay Area 2050+ Final Blueprint: Transportation Project List, and 2026 SamTrans Dumbarton Busway Feasibility Study (ongoing)

SCHEDULE

- Started - Late 2025
- Planning - Late 2025

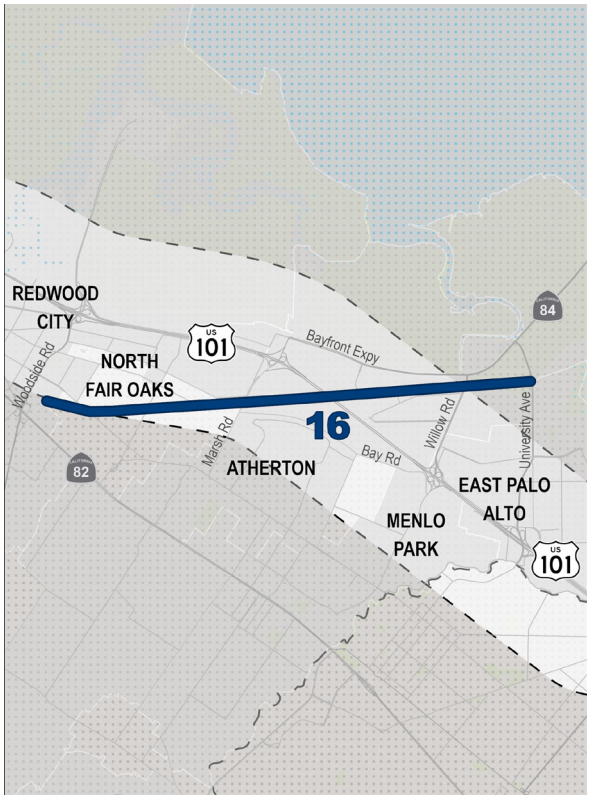
STATUS

Planning

ESTIMATED COST

$162 MILLION

Existing Conditions



* The Reimagine Dumbarton project was evaluated in conjunction with all the other Dumbarton Access highway corridors such as the Bayfront Expressway, University Ave, Marsh Road, and Willow Road. However, only the Reimagine Dumbarton project limits are shown to reflect the primary rail corridor extents but access on the connecting roadways may be assessed as part of that study.

Bicycle Only

Pulgas Avenue Bicycle Improvements

Sponsor: East Palo Alto

Existing Conditions

LOCATION
Pulgas Avenue from Bay Road to O'Conner Street to East Bayshore Avenue

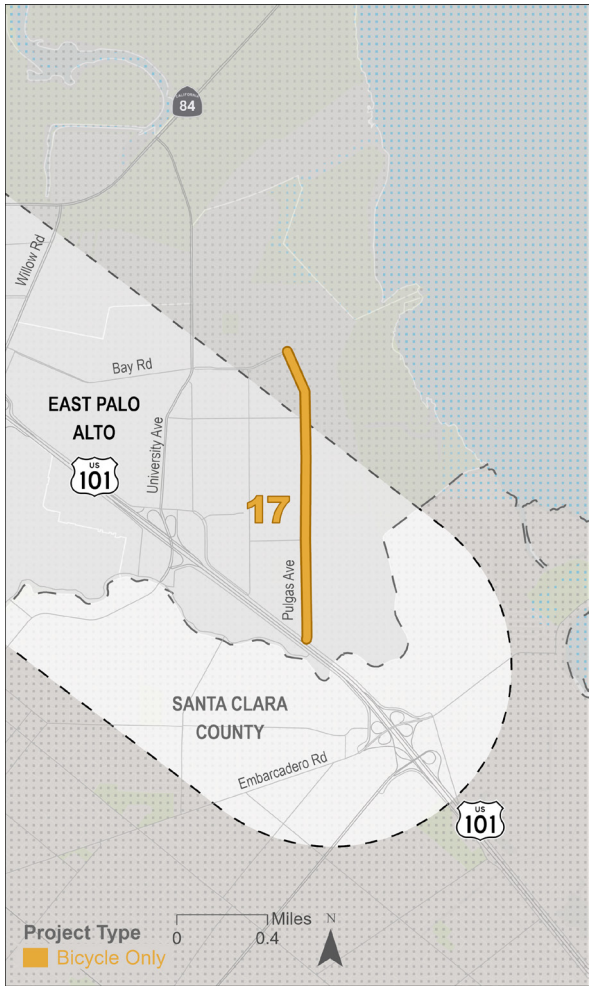
DESCRIPTION
Class III Bicycle Route and Class II Bicycle Lane

SOURCE DOCUMENT(S)
East Palo Alto Bicycle Transportation Plan

SCHEDULE
TBD

STATUS
Partially complete:

- The Class III bike lanes on Pulgas Avenue from Bay Road to O'Connor Street have been installed
- Class II bike lanes on Pulgas Avenue from O'Connor Street to Gaillardia Way have been installed
- The remaining work has not started/is not scheduled yet



ESTIMATED COST

$650,000

Bicycle Only

Willow Road Bicycle Improvements

Sponsor: Menlo Park and East Palo Alto

LOCATION
Willow Road from O'Keefe Street to State Route 84

DESCRIPTION
Class IV Separated Bicycle Lane

SOURCE DOCUMENT(S)
2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan and City of Menlo Park Transportation Master Plan

SCHEDULE
Plans, Specifications & Estimates expected to start Fall 2025 and construction expected to begin in Summer 2027 and completed Summer 2028

STATUS
Preliminary engineering and design

ESTIMATED COST
$16 MILLION

Existing Conditions

Bicycle and Pedestrian

Whipple Avenue Bicycle Improvements and Vision Zero Improvements

Sponsor: Redwood City

LOCATION
Whipple Avenue from Elwood Street to Veterans Boulevard

DESCRIPTION
Bicycle, pedestrian, and Vision Zero improvements

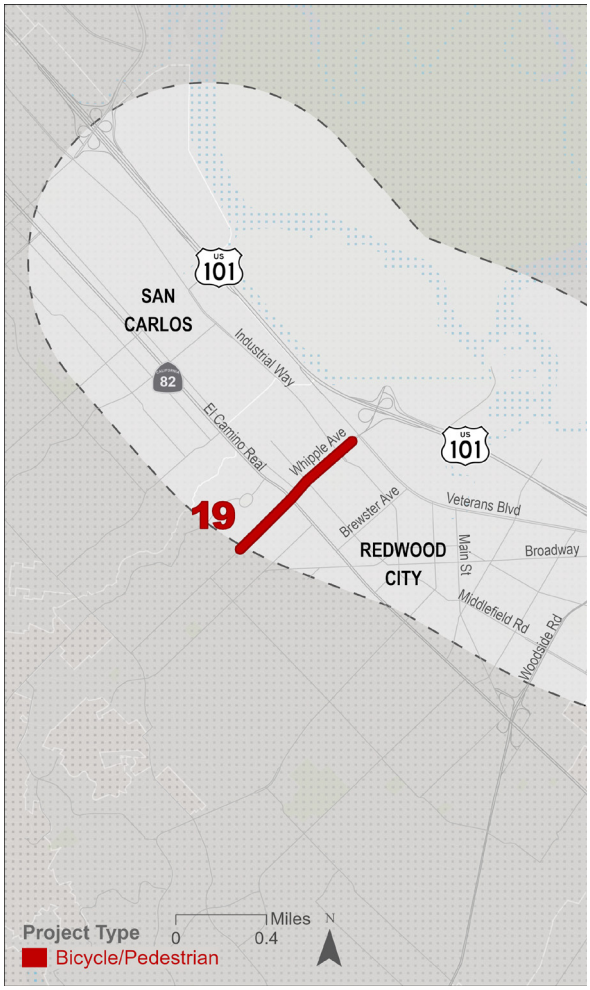
SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2029-2030

STATUS
Not started

ESTIMATED COST
$3-4 MILLION

Existing Conditions



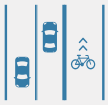
Bicycle Only

Charter Street Bicycle Improvements

Sponsor: Redwood City and County of San Mateo

LOCATION
Charter Street from Middlefield Road to US 101

DESCRIPTION



Class II
Bicycle Lane

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
Within 5 years (2028)

STATUS
Not Started

ESTIMATED COST

$300,000

Existing Conditions

5 Implementation Plan

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

The following sections describe potential funding programs South County projects may be eligible for. Table 17 in Section 5.2 summarizes likely funding sources for each of the top 20 projects.

5.1 FUNDING SOURCES

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

5.1.1 Federal Discretionary Funding Programs

These programs in total have over $4 billion in total funds available annually. Each federal program is advertised through a Notice of Funding Opportunity as competitive discretionary grants. Potential eligible Federal funding programs for the US 101 South 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 South County Multimodal Strategy. SMCTA will monitor these Federal grant programs accordingly as the funding environment is fluid.

5.1.2 California State Discretionary Funding Programs

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

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

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

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

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

LOCAL PARTNERSHIP PROGRAM (LPP)

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

5.1.3 San Mateo County Local Discretionary Funding Programs

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

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

5.2 FUNDING PROGRAM ASSESSMENT

Table 17. 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
Brewster Avenue Bicycle Improvements	$2-3 million				X	X		X	X	X
Charter Street Bicycle Improvements	$300,000				X	X		X	X	X
Chestnut Street Bicycle Improvements	$1-2 million				X	X		X	X	X
Reimagine Dumbarton	$162 million	X	X	X	X	X	X		X	X
El Camino Real Multimodal Improvements – Redwood City	$30 million			X	X	X		X	X	X
Franklin Street Bicycle Improvements	$0.5-1 million				X	X		X	X	X
Industrial Way Bicycle Improvements	$1.5-2 million				X	X		X	X	X
James Avenue Bicycle Improvements and Undercrossing	$12 million				X	X		X	X	X
Main Street Bicycle Improvements	$1.5-2 million				X	X		X	X	X
Maple Street Bicycle Improvements	$1.7 million				X	X		X	X	X

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
Marsh Road Bicycle and Pedestrian Improvements - Phase 1	$2-3 million				X	X		X	X	X
Marsh Road Interchange and Pedestrian Overcrossing Improvements	Pending Feasibility Study			X	X	X		X	X	X
Middlefield Road Bicycle Improvements	$500,000				X	X		X	X	X
Pulgas Avenue Bicycle Improvements	$650,000				X	X		X	X	X
Redwood City 4-Track Hub Station & Grade Separations	Pending Planning Study	X	X	X	X	X			X	X
University Avenue Grand Corridor – Phase 1 and 2	$17 million				X	X		X	X	X
Veterans Boulevard Crossing Enhancements	$2 million				X	X		X	X	X
Whipple Avenue Bicycle Improvements and Vision Zero Improvements	$3-4 million				X	X		X	X	X
Willow Road Bicycle Improvements	$16 million				X	X		X	X	X
Winslow Street Bicycle Improvements	$2-3 million				X	X		X	X	X

Appendix A: Additional Project Information

Table 1. South County Multimodal Strategy Priority Projects

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
El Camino Real Multimodal Improvements – Redwood City	El Camino Real within Redwood City city limits	Bus bulbs/curb extensions, pedestrian gap closures, and bus stop balancing & placement; Class IV Separated Bicycle Lane; new pedestrian crossings, street lighting and landscaping, bicycle lanes, and other safety improvements	30	27.5	22.5	20	20	120
Chestnut Street Bicycle Improvements	Chestnut Street from Middlefield Road to Veterans Boulevard	Class II, III, and IV bicycle infrastructure	30	27.5	22.5	20		100
Industrial Way Bicycle Improvements	Industrial Way from Bing Street to Whipple Avenue	Class IV Separated Bicycle Lane	30	27.5	22.5	20		100
Main Street Bicycle Improvements	Main Street from Convention Way to El Camino Real	Class IV Separated Bicycle Lane	30	27.5	22.5	20		100
Veterans Boulevard Crossing Enhancements	Veterans Boulevard multiple crossings at Whipple Avenue, Brewster Avenue, Main Street, and Maple Street, mid-block crossings	Intersection and mid-block crossing enhancements	30	27.5	22.5	20		100

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Redwood City 4-Track Hub Station & Grade Separations	Chestnut Street, Main Street, Maple Street, Broadway, Brewster Avenue, and Whipple Avenue	Six grade separation projects. Includes relocation of the current transit center one block to the north to accommodate the future 4-track hub station in Redwood City. The project scope also includes grade separation at the current 6 at-grade crossings.	30	27.5	22.5	20		100
University Avenue Grand Corridor – Phase 1 and 2	University Avenue	This project is included in the vision of the City's General Plan. The General Plan envisions University Avenue being transformed from a cut-through corridor into a mixed-use boulevard with high-density housing, neighborhood-serving businesses and offices. This includes multimodal and complete streets improvements along University Avenue. The project is currently in Phase 1, with Phase 2 being the construction phase. Includes Class I and Class II bike paths.	15	27.5	22.5	10	20	95
Brewster Avenue Bicycle Improvements	Brewster Avenue from Main Street to King Street	Class IV Separated Bicycle Lane	30	27.5	22.5	10		90
Winslow Street Bicycle Improvements	Winslow Street from Whipple Avenue to Middlefield Road	Class IV Separated Bicycle Lane	30	27.5	22.5	10		90

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Marsh Road Interchange and Pedestrian Overcrossing Improvements	Marsh Road from Bay Road to Bay Trail	From Bay Road to Florence Street, establish Class II Buffered Bicycle Lanes in both directions (requires removal of parking on the north side of street). From Florence Street to Scott Drive, establish Class II Buffered Bicycle Lanes in both directions. Remove or modify existing median at Scott Drive. New Separated Crossing over US 101 (Class I Path).	15	27.5	11.25	10	20	83.75
Franklin Street Bicycle Improvements	Franklin Street from California Street to Maple Street	Class IIIb Bicycle Boulevard	30	5.5	22.5	20		78
Maple Street Bicycle Improvements	Maple Street from Bay Trail to US 101 Overpass	Class II Bicycle Lane	6	27.5	22.5	20		76
James Avenue Bicycle Improvements and Undercrossing	James Avenue from Caltrain Station to Elwood Street	Class IV Separated Bicycle Lane and Class 1 path undercrossing	15	27.5	22.5	10		75
Middlefield Road Bicycle Improvements	Middlefield Road from Winslow Street to Cassia Street and Spruce Street to MacArthur Avenue (section between Cassia Street and Spruce Street already completed)	Class IV Separated Bicycle Lane	15	27.5	22.5	10		75
Marsh Road Bicycle Improvements	Marsh Road from Middlefield Road to Bay Road	Class I Separated Bicycle Lane	15	27.5	4.5	4	20	71

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Reimagine Dumbarton	Dumbarton Rail Trail from Middlefield Road to Dumbarton Bridge, US 101, Willow Road, Bayfront Expressway	Multiple projects to develop a dedicated busway along the Peninsula segment of the Dumbarton West corridor, complemented by enhanced bicycle and pedestrian infrastructure that improves first- and last-mile connectivity. These improvements will directly link disadvantaged neighborhoods to key regional transit services and improve the permeability of the corridor by adding new crossings and enhancing the safety of existing crossings. Also includes related projects for increased transit service within and connecting from the East Bay.	15	13.75	11.25	10	20	70
Pulgas Avenue Bicycle Improvements	Pulugas Avenue from Bay Road to O'Conner Road to East Bayshore Avenue	Class III Bicycle Route from Bay Road to O'Connor Street and Class II Bicycle Lane from O'Connor Road to East Bayshore Avenue	15	27.5	22.5	4		69
Willow Road Bicycle Improvements	Willow Road from O'Keefe Street to State Route 84	Class IV Separated Bicycle Lane	0	27.5	11.25	10	20	68.75

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Whipple Avenue Bicycle Improvements and Vision Zero Improvements	Whipple Avenue from El Camino Real to Elwood Street and Arguello Street to Allerton Street, El Camino Real to Veterans Boulevard	Class IIb Buffered Bicycle Lane and Vision Zero improvements	15	27.5	11.25	10		63.75
Charter Street Bicycle Improvements	Charter Street from Middlefield Road to US 101	Class II Bicycle Lane	30	5.5	22.5	4		62

Table 2 summarizes **all other** South County projects and their scores.

Table 2. All Other South County Projects

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
East Bayshore Avenue	From Holland Street to San Francisquito Creek	Class III Bicycle Route	0	27.5	22.5	10		60
O'Conner Street	From Pulgas Avenue to Bail Trail	Class III Bicycle Route	0	27.5	22.5	10		60
Hurlingame Avenue Bicycle Improvements	Hurlingame Avenue from Middlefield Road to Bay Road	Class IIIb Bicycle Boulevard	30	5.5	22.5	0		58
Middlefield Road Bicycle Improvements and Traffic Safety	Middlefield Road from Charter Street to Encinal Avenue. Portion from south of Douglas Avenue to north of Sixth Avenue currently under construction via the Middlefield Road improvement project. Linfield Drive to Palo Alto Avenue.	Class II/IIb/III bicycle infrastructure; corridor-wide multimodal improvements to enhance safety and multimodal access. Operation and traffic safety improvements from Charter Street to Woodside Road. City has some level of design for the project that includes signal modifications, restriping, and lane reconfiguration to help with operation and reduce collisions.	15	27.5	11.25	4		57.75
Blomquist Street Bicycle Improvements	Blomquist Street from Maple Street to Seaport Boulevard	Class I Bicycle Path	6	5.5	22.5	20		54
Spring Street Bicycle Improvements	Spring Street from Walnut Street to Chestnut Street	Class II Bicycle Lane	15	5.5	22.5	10		53

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Fair Oaks Avenue Bicycle Improvements	Fair Oaks Avenue from Hurlingame Avenue to 5th Avenue	Class IIIb Bicycle Boulevard	30	0	22.5	0		52.5
Bike Parking Improvement Program	All stations	This program will provide systemwide improvements to bicycle parking and includes bike lockers at 23 stations and bicycle rooms for up to eight stations. The program will help make Caltrain a more attractive option for passengers with bicycles while freeing up physical on-board space. This program will also reduce dwell time at station due to boarding/alighting at the bike car.	30	0	11.25	10		51.25

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
First/Last Mile Wayfinding Program	All stations	This recurring program will develop solutions to improve the wayfinding for first- and last-mile access to stations through connecting transit services and bike facilities (e.g., bike valet, bike rooms, and on-demand bike eLockers). This program will be mindful of the current regional effort led by MTC on the Regional Mapping and Wayfinding Standards. This program will be implemented in phases focusing first on major transit hubs. This program will provide significant improvement to station access and will enhance the customer experience.	30	0	11.25	10		51.25

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Level Boarding Program	All stations	As a legacy system, Caltrain does not currently provide level boarding access to its passenger cars. As Caltrain modernizes the system through significant projects like electrification, Caltrain commits to improving its system to ensure safe and accessible boarding for people of all abilities. Universal Level Boarding brings significant safety and accessibility benefits to all passengers. Additionally, it allows for faster boarding and alighting to support enhanced service levels and schedule reliability, reducing train dwell times at stations. Implementing level boarding is a complex, expensive, and long-term program. Caltrain recently developed a roadmap of cost-effective improvements the agency can undertake with platform raising	30	0	11.25	10		51.25

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Platform Improvements for Bike Loading and Passengers Needing Assistance	All stations	This program will re-stripe platforms at all stations to clearly identify loading zones for people with bicycles with the roll-out of the new EMU trains. EMU trains will always have the same configuration and the clear identification of locations for bicyclists will reduce crowding on the platforms for non-bikers/scooter passengers, improving safety and the customer experience.	30	0	11.25	10		51.25

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Station Amenities Improvement Program	All stations	This program includes a systemwide assessment of improvements at station facilities along the corridor to incorporate Universal Design and Crime Prevention Through Environmental Design principles. These improvements may include passenger shelters, circulation (pick-up and drop-off areas), and landscaping to enhance station areas and support ridership growth. This program is a long-term planning effort to identify strategic improvements for the Board-Adopted Moderate Growth Service Vision. Caltrain will implement these improvements in phases which will be rooted in the Caltrain Station Access Policy.	30	0	11.25	10		51.25
2nd Avenue Bicycle Improvements	2nd Avenue from William Avenue to Bay Road	Class IIIb Bicycle Boulevard	30	5.5	11.25	4		50.75
5th Avenue Bicycle Improvements	5th Avenue from Bay Road to State Route 82	Class II/IIb bicycle infrastructure	30	5.5	11.25	4		50.75

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Bay Road Bicycle Improvements	Bay Road from Spring Street to State Route 84 to Florence Street, from Marsh Road to Willow Road	Class IV Separated Bicycle Lane from Spring Street to Florence Street, Class II Bicycle Lane from Marsh Road to Willow Road	15	13.75	11.25	10		50
Semicircular Road Bicycle Improvements	Semicircular Road from 5th Avenue to Middlefield Road	Class IV Separated Bicycle Lane	30	5.5	4.5	10		50
Bair Island Road Bicycle Improvements	Bair Island Road from Bay Trail to Bay Trail	Class IIIb Bicycle Boulevard	6	0	22.5	20		48.5
Cargill Levee Bay Trail	Cargill Levee between Seaport Boulevard and Bayfront Park	Bay Trail gap closure	6	0	22.5	20		48.5
East Bayshore Road Bicycle Improvements	East Bayshore Road from Whipple Avenue to Bair Island Road	Class II Bicycle Lane and Class IV Separated Bicycle Lane	6	0	22.5	20		48.5
Extend Blomquist Street Over Redwood Creek to East Bayshore and Bair Island Road	Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	6	0	22.5	20		48.5
Maple Street Bicycle Improvements	Maple Street from Bay Trail to Blomquist Street	Class II Bicycle Lane	6	0	22.5	20		48.5

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
One Marina Way Bicycle Improvements	One Marina Way from Bair Island Road to True Wind Way	Class II Bicycle Lane	6	0	22.5	20		48.5
Rolison Road Bicycle Improvements	Rolison Road from 2nd Avenue to Marsh Road	Class IIIb Bicycle Boulevard	6	0	22.5	20		48.5
Pierce Road Multimodal Improvements	Pierce Road from Market Place to Carlton Avenue	Remove travel lane and change configuration from two-way to one-way street. Install separated bike lanes to calm traffic and enhance connection to US 101 Ringwood Avenue pedestrian overcrossing.	0	5.5	22.5	20		48

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
North Fair Oaks Bicycle and Pedestrian Community Connections	Caltrain tracks	Various multimodal "community connections" improvements, such as high visibility crosswalks, ramps, bulb-outs, and others as recommended and feasible from the North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study. This project will add a new pedestrian and bicycle crossing in the unincorporated community of North Fair Oaks in San Mateo County, in a MTC Equity Priority Community, improving cross-corridor connectivity and safety for active transportation users.	15	0	22.5	10		47.5
Fordham Street	Fordham Street from Bay Road to Bay Trail	Class I Path	30	5.5	11.25	0		46.75
Stafford Street Bicycle Improvements	Stafford Street from Saint Francis Way to F Street	Class IV Separated Bicycle Lane	15	27.5	0	4		46.5
Haven Avenue Bicycle Improvements	Haven Avenue from Bay Road to Rolison Road	Class III Bicycle Route	6	5.5	22.5	10		44
Athlone Way, Bay Road, and 14th Avenue Bicycle Improvements	Athlone Way, Bay Road, and 14th Avenue from Edison Way to Marsh Road	Class IIIb Bicycle Boulevard	30	5.5	4.5	4		44

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Chesapeake Drive Bicycle Improvements	Chesapeake Drive from Galveston Drive to Seaport Boulevard	Class II Bicycle Lane	0	0	22.5	20		42.5
Hopkins Avenue Bicycle Improvements	Hopkins Avenue from Arguello Street to Winslow Street	Class III Bicycle Route	6	27.5	4.5	4		42
Stambaugh Street Bicycle Improvements	Stambaugh Street from Main Street to Charter Street	Class IIIb Bicycle Boulevard	15	5.5	11.25	10		41.75
Hoover Street Bicycle Improvements	Hoover Street from 2nd Avenue to Marsh Road	Class IIIb Bicycle Boulevard	6	0	22.5	10		38.5
Page Street Bicycle Improvements	Page Street from 2nd Avenue to Marsh Road	Class IIIb Bicycle Boulevard	6	0	22.5	10		38.5
Edison Way, 2nd Avenue, and Dumbarton Rail Trail Bicycle Improvements	Edison Way, 2nd Avenue, and Dumbarton Rail Trail from Northside Avenue to 12th Avenue; Edison Way from Dumbarton Rail Trail to Athlone Way	Class IIIb Bicycle Boulevard, Class 1 Path from Dumbarton Rail Trail to Athlone Way	30	0	4.5	4		38.5
Belle Haven Bicycle Network Improvement Project	Hamilton Avenue from Willow Road to Chilco Street	Designate Class III Bicycle Route and implement Bicycle Boulevard design features	0	5.5	22.5	10		38

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Woodland Avenue Trail Bicycle Improvements	Woodland Avenue Trail from Woodland Avenue to Daphne Way, Woodland Avenue from Manhattan Avenue to Woodland Avenue Trail, Woodland Avenue and Baywood Avenue from Middlefield Avenue to Manhattan Avenue	Class I Path; Class IIIb Bicycle Boulevard from Middlefield Avenue to Manhattan Avenue	0	5.5	11.25	20		36.75
Weeks Street	From Bay Trail to Cooley Avenue	Class III Bicycle Route	15	5.5	11.25	4		35.75
Redwood City/South Bay Ferry Terminal for Public Ferry Service	Redwood City/ South Bay ferry terminal	Redwood City/South Bay ferry terminal for private ferry service	0	0	22.5	10		32.5
Stanford POC Connection Project	East Bayshore Avenue/Clarke Avenue to O'Conner Road/Bay Trail	Class II Bicycle Lane	0	5.5	22.5	4		32
Ringwood Avenue Pedestrian Bridge Improvements	Ringwood Avenue pedestrian bridge	Pedestrian safety improvements	0	0	11.25	20		31.25
A Street Bicycle Improvements	A Street from Stafford Street to Industrial Way	Class III Bicycle Route	15	5.5	4.5	4		29

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Edgewood Road Bicycle Improvements	Edgewood Road from El Camino Real to Don Court	Class IIb Buffered Bicycle Lane	15	5.5	4.5	4		29
Eaton Avenue, Arlington Road, Oakdale Street, Warwick Street, Stanford Lane, and Duane Street Bikeway Improvements	Eaton Avenue, Arlington Road, Oakdale Street, Warwick Street, Stanford Lane, and Duane Street; El Camino Real to Hopkins Avenue	Class IIIb Bicycle Boulevard	6	5.5	4.5	10		26
Willows Bicycle Network Improvement Project	The Willows	Designate Class III Bicycle Route. Implement Bicycle Boulevard design features on Gilbert Avenue, Pope Street, Walnut Street, O'Connor Street, and O'Keefe Street.	0	0	4.5	20		24.5
O'Brien Drive Pedestrian Network Improvement	O'Brien Drive from Willow Road to University Avenue	Install sidewalk on both sides of the roadway, to be completed in phases, as the properties on O'Brien Drive are redeveloped. Establish Class II Bicycle Lanes (requires removal of on-street parking).	6	5.5	4.5	4		20
E Street Bicycle Improvements	E Street from Stafford Street to Industrial Way	Class III Bicycle Route	6	5.5	4.5	4		20

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Jefferson Drive Pedestrian Network Improvement	Jefferson Drive from Jefferson Court to Constitution Drive	Install sidewalk on both sides of the roadway, to be completed in phases as the properties on Jefferson Drive are redeveloped. Establish Class II Bicycle Lanes (requires removal of on-street parking).	0	0	4.5	10		14.5
Chrysler Drive Bicycle Network Improvement	Chrysler Drive between Constitution Drive and Commonwealth Drive	Establish Class II Bicycle Lanes	0	0	0	10		10
Menlo Oaks Bicycle Network Improvement	Coleman Avenue from Ringwood Avenue to Willow Road	Establish Class II Bicycle Lanes from Willow Road to city limits (requires removal of parking on one side of the street). Coordinate with San Mateo County between city limits and Ringwood Avenue regarding bicycle facilities.	0	5.5	0	4		9.5
Coleman Avenue and Ringwood Avenue Bicycle Improvements	Coleman Avenue from Ringwood Avenue to College Avenue; Ringwood Avenue from Arlington Way to Bay Road	Class IIIb Bicycle Boulevard on Coleman Avenue and Class 1 Path on Ringwood Avenue	0	0	0	0		0
Menlo Oaks Drive Bicycle Improvements	Menlo Oaks Drive from Ringwood Avenue to Bay Road	Class IIIb Bicycle Boulevard	0	0	0	0		0

Appendix B: Comprehensive Multimodal Corridor Plan Alignment

Comprehensive Multimodal Corridor Plan

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

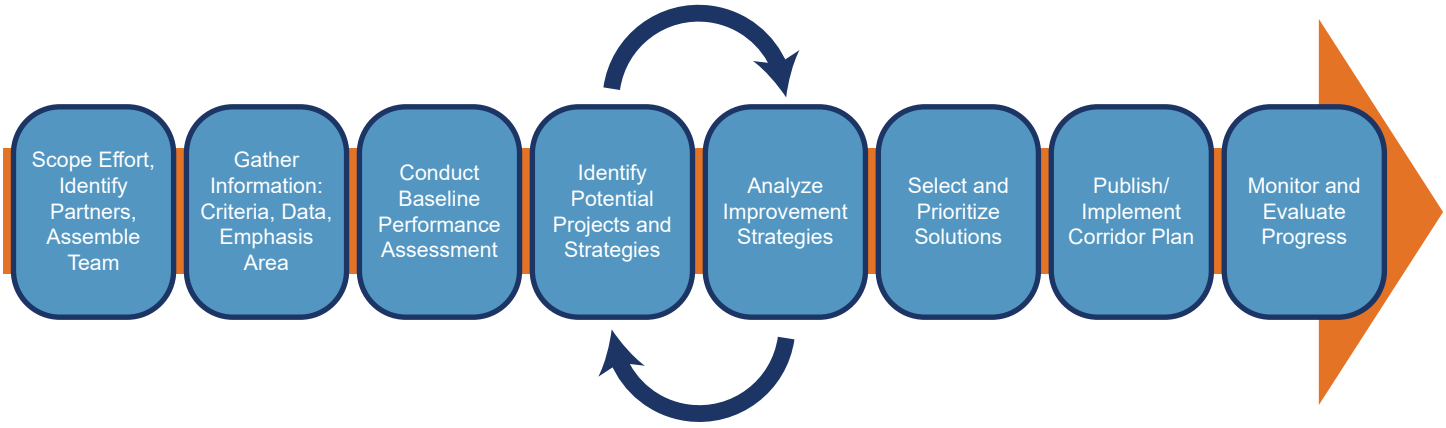


Figure 1. Comprehensive Multimodal Corridor Plan Development Process

As stated in the California Transportation Commission's 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 South County Multimodal Strategy Applicability
Specific to a corridor, developed collaboratively with stakeholders, and written with a multimodal corridor planning intent	The US 101 South 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 South County Working Group. Participating agencies included: City of Redwood City, Town of Atherton, City of Menlo Park, City of East Palo Alto, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County.
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 South County Multimodal Strategy is specific to the US 101 highway from the southern extent of Bair Island Ecological Reserve in San Carlos and extends to the San Mateo/Santa Clara County line and includes a one-mile buffer along the facility. The strategy includes a range of freeway, bicycle and pedestrian, and transit projects reflecting a multimodal approach. The strategy is intended to reflect the goals and objectives of Plan Bay Area 2050 (the RTP for the nine-county Bay Area) by providing more affordable alternatives to area users, increasing connectivity with economic and educational opportunities, and improving air quality through congestion management and growth in alternative modes. The strategy's emphasis on equity is reflected in its wide variety of community engagement activities and members of the population solicited (including in multiple languages) and ensuring projects were in SamTrans' EPAs as much as possible.
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 South 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 South 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 South County Multimodal Strategy Applicability
Be developed in collaboration with state, regional, and local partners	The US 101 South County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the South County Working Group. Participating agencies included: City of Redwood City, Town of Atherton, City of Menlo Park, City of East Palo Alto, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County. The project's WG met a total of three times and provided input at each stage of the strategy's development. The WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.
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 South 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 South 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 South 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 South 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 South County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the South County Working Group. Participating agencies included: City of Redwood City, Town of Atherton, City of Menlo Park, City of East Palo Alto, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County. The WG met a total of three times and provided input at each stage of the strategy's development. The WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.
Short, medium, and long-term planning horizon	To develop the list of prioritized projects for the US 101 South 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 South 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 South 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.

Guideline	US 101 South County Multimodal Strategy Applicability
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 South 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.
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 South 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 South 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 South 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 South 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 South 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 South 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 South 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 South 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 South 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 South 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 South 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.
Quantify how transportation solutions identified in the plan will improve performance	The US 101 South County Multimodal Strategy does not propose any new projects not already contained within existing state, regional, or local planning documents. Quantification of potential performance improvements will occur as part of the implementation processes undertaken by those specific project sponsors or with the support of SMCTA as part of this implementation plan.

Guideline	US 101 South County Multimodal Strategy Applicability
Support efforts to evaluate which projects best achieve a balanced set of transportation, environmental, and community access improvements	SMCTA will support evaluation efforts undertaken by partner agencies for their projects as part of future implementation plan activities.
Plan-level corridor assessment must be conducted and documented to clearly outline system performance and trends	As part of plan development and documented herein, an existing conditions assessment was conducted to determine current performance and travel trends within the South County section of the US 101 corridor.
Performance assessment results should be used to establish a relationship between identified problems and solutions	SMCTA will support performance assessment efforts undertaken by partner agencies for their projects as part of future implementation activities.
Potential transportation system improvements and solutions should then be evaluated to determine how they will impact corridor performance	SMCTA will support the evaluation of system improvements undertaken by partner agencies for their projects as part of future implementation activities.
Quantification of performance improvements achieved by potential transportation solutions is highly encouraged at the plan level	The US 101 South 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 South 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.

Appendix C: Stakeholder & Public Comments

US 101 South County Multimodal Corridor Strategy Stakeholder & Public Comment Resolution Matrix

The Draft US 101 South County Multimodal Corridor Strategy was published online on December 17, 2025 and was available for public and stakeholder comment until January 16, 2026. The draft South 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 2. US 101 South County Multimodal Strategy Stakeholder & Public Comment Resolution Matrix

Reference	Comment	Resolution
Title Page	Eliminate wasteful uses of resources such as low ridership on buses and trains. Synch lights on ECR and Middlefield to increase traffic throughput. Recognize thatmost people will NOT stop using cars.	Comment acknowledged.
Title Page	Looks as this project portfolio is mainly focused on San Carlos and Redwood City, is there a reason for that? Is it because smaller cities like Atherton and Menlo Park don't have the staff resources to provide shovel ready projects? if so this is very concerning and additional funds should be provided to Atherton & Menlo Park to cover consulting costs to help them have the same level of opportunities and funding for these types of projects.	The South County Multimodal Strategy includes Redwood City, Menlo Park, Atherton, East Palo Alto, and portions of unincorporated San Mateo County. While projects from all jurisdictions were evaluated and ranked, fewer projects in Menlo Park and Atherton scored highly enough to be included among the top 20 priority projects, largely due to lower scores in certain criteria.

Reference	Comment	Resolution
Title Page	Executive Summary of Feedback: US 101 South County Multimodal Strategy Core Recommendation: The Strategy must pivot from a long-term capital planning document to an immediate "Quick-Build Action Plan" for El Camino Real (ECR). The current draft relies on obsolete timelines (2030+) that ignore the immediate availability of "Supplemental Roadways" funding and new Caltrans flexibility. 1. Shift from "Study" to "Implementation" (Timeline) Critique: The Draft treats ECR improvements as long-horizon capital projects comparable to interchange restructuring. This delays safety benefits for a decade. Required Change: Insert a "Near-Term Action Plan (2026-2028)". Explicitly recommend using "quick-build" methodologies (paint, K71 bollards, Zicla islands) to deliver a continuous protected bikeway from Redwood City to Menlo Park within 24 months. Rationale: We cannot wait for "perfect" concrete construction. The South San Francisco pilot proved that rapid, reversible implementation works on State Route 82. 2. Unlock the "Highway" Funding Pot Critique: The Strategy likely assumes active transportation is limited to the small "Bicycle/Pedestrian" funding pots of Measure A & W. Required Change: Reclassify ECR quick-builds as "Supplemental Roadway Safety Improvements" to access the Measure A/W Highway Program funds. Rationale: The Highway program has significantly more funding available (~$200M in the 2025 cycle) and explicitly lists "Supplemental Roadways" (arterials like ECR) as eligible for congestion and safety improvements. This serves as a "congestion relief" strategy by moving local trips off US 101. 3. Leverage Caltrans DIB 94 (The Regulatory Key) Critique: The document may implicitly accept old Caltrans constraints (e.g., "we can't fit bike lanes without widening"). Required Change: Explicitly mandate the use of Caltrans Design Information Bulletin 94 (DIB 94) for all ECR feasibility analysis. Rationale: DIB 94 authorizes 10-11 foot travel lanes in "Suburban Main Street" contexts. This regulatory shift allows for the creation of buffered bike lanes within the existing curb-to-curb width, eliminating the need for expensive right-of-way acquisition. 4. Close the "Atherton Gap" with Unified Standards Critique: Allowing individual jurisdictions (e.g., Atherton) to opt for inconsistent facility types creates a broken network that fails to serve regional mobility. Required Change: The Strategy should recommend that SMCTA condition "Supplemental Roadways" funding on adherence to a Unified Corridor Design Standard (Class IV Protected Lanes). Rationale: Regional connectivity requires consistency. A gap in Atherton forces cyclists back into traffic or onto sidewalks, negating the safety investments made by Redwood City and Menlo Park.	Comment acknowledged. The Strategy identifies potential funding sources and recognizes that eligible projects may access Highway Program funding, including for safety and congestion relief improvements. SMCTA coordinates closely with Caltrans and other partners on state highway facilities. El Camino Real is included within the study area only where it overlaps with the US 101 corridor, and broader corridor planning and funding coordination is being advanced through parallel efforts such as the Grand Boulevard Initiative.

Reference	Comment	Resolution
Title Page (continued)	5. Economic & Transit Integration Critique: The Strategy underplays the economic benefits of complete streets and the technical integration with bus service. Required Change: Cite data showing protected lanes boost retail sales (e.g., +49% in NYC studies) to counter “loss of parking” concerns. Mandate floating bus islands (like the Zicla platforms used in South City) to resolve bike/bus conflicts and speed up SamTrans Route ECR.	
Pg. 2 1.1 Introduction	I’ve lived near the boarder between Santa Clara and San Mateo counties for the past 45 years. A significant impediment to improved mass transportation has been the separate and independent transportation organizations in the SF Bay area. It took 40+ years for Caltrain to electrify and to upgrade the trains along thePeninsula Corridor. After the upgrade, I used Caltrain between Redwood City and Menlo Park on a day when there was a baseball game in SF. The train was packedbut had no operable windows and no functioning ventilation. This is terrible after the pandemic. Are they trying to save a little money or was the HVAC system already broken? I emailed Caltrain but never received either an acknowledgement or response. That was the last time on the trains for me (a senior citizen). The inability to use mass transportation for travel with reasonable times along the Peninsula is understandable given the automobile focused development. Honestly, I’m not sure the solution is possible without massive investment and public support.	Comment acknowledged.
Pg. 2 1.1 Introduction	It also serves as an impenetrable (fatal) barrier to residents, tourists & wildlife in accessing 50+ miles of bayfront nature area--contributing to toxic emissions and rubber tire microplastics which runoff directly into the bay.	Comment acknowledged.
Pg. 4 Ten Corridor Goals #2 – Reduce recurring freeway congestion and improve freeway efficiency in moving people	I believe priority 2 is in conflict with #5. By focusing on reducing congestion, it will induce more people to drive, which will increase emissions. Furthermore, this sounds similar to an LOS metric whereas cities are moving to VMT metrics per new CEQA standards - I would like to see that as a goal - reducing VMT.	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP) and are not at the discretion of SMCTA to modify.

Reference	Comment	Resolution
Pg. 4 Ten Corridor Goals #2 – Reduce recurring freeway congestion and improve freeway efficiency in moving people	Let's not make the same mistakes as our forefathers--level of service goals are achieved through mass transit, not highways. We do not want the Katy Freeway of Houston in the San Francisco bay area.	Comment acknowledged.
Pg. 4 Ten Corridor Goals #1 – Provide a safe transportation system to all users within the corridor	Thank you for raising this priority as number 1	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP).
Pg. 4 Ten Corridor Goals #2 – Reduce recurring freeway congestion and improve freeway efficiency in moving people	Agreeing with the other comments on here. This goal can be interpreted so many ways currently, but we need to make sure the goal is to reduce VMT on freeways without increasing the capacity or size of freeway facilities. This can be done by really focusing on transit projects - rail or bus - along with improved bicycle and pedestrian facilities.	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP) and are not at the discretion of SMCTA to modify.
Pg. 4 101 Corridor Connect Program Goals Inclusivity	Thank you for prioritizing this.	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP).
Pg. 4 Ten Corridor Goals #8 – Efficient land use improving jobs/housing balance	Efficient use comes with congestion/tolling/use-based pricing. Is express lane conversion being explored?	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP).

Reference	Comment	Resolution
Pg. 12 Figure 9. Motor Vehicle and Countywide High Injury Network	I would love to see safe bike lanes on Marsh all the way to Middlefield	Marsh Road is included in this Plan as Priority Project #10, with extents from Bay Road to the Bay Trail, and as Priority Project #15, with extents from Middlefield Road to Bay Road.
Pg. 17 Table 3. Transit Ridership Demographics by Operator Percentage of Zero-Vehicle Households Cell	Wow--this is a statistic that should be well advertised!	Comment acknowledged.
Pg. 18 Table 4. Completed Bicycle Infrastructure Projects Since 2021 Middlefield Road Description Cell	The bike lanes from Santa Margarita to Oak Grove Ave need to be upgraded to put delineators at the edge of the bike lane to separate the bike lanes from traffic. This is really only most important where children are using these lanes to get to and from elementary schools.	Comment acknowledged. Additional bicycle infrastructure on this section would be at the discretion of the City.
Pg. 19 Figure 12. Existing Bicycle Facilities	Bike lanes around Marsh Road need a lot of improvement.	Marsh Road is included in this Plan as Priority Project #10, with extents from Bay Road to the Bay Trail, and as Priority Project #15, with extents from Middlefield Road to Bay Road.
Pg. 19 Figure 12. Existing Bicycle Facilities	Lack of bike lanes on March and on Bay Rd near Flood Park is a major problem. Especially with the new renovation of Flood park, need easy bike access.	Comment acknowledged. Requests for additional facilities should be referred to the jurisdiction in which they are located.
Pg. 19 Figure 12. Existing Bicycle Facilities	Would be ideal to have bike path connecting Suburban Park and Encinal Elementary School (where those kids go), it would improve bike safety and reduce traffic in a high traffic area.	Comment acknowledged. Requests for additional facilities should be referred to the jurisdiction in which they are located.

Reference	Comment	Resolution
Pg. 19 Figure 12. Existing Bicycle Facilities	Bay Rd not listed as a bike route, but it is heavily used by children and adults.	Comment acknowledged.
Pg. 19 Figure 12. Existing Bicycle Facilities	Willow Rd has bike lanes but they are not protected, and I don't consider it a safe bike area, needs improvement	Willow Road is included in this Plan as Priority Project #18, with extents from O'Keefe Street to SR 84.
Pg. 19 Figure 12. Existing Bicycle Facilities	Bike safety along Bay rd approaching Willow should be improved.	Menlo Park has identified a project to address bicycle improvements on Bay Road, but this project did not rank in the top 20 projects in this plan.
Pg. 20 Figure 13. Bicycle and Pedestrian High Injury Networks in Project Area	El Camino Real is not safe for cyclists or pedestrians where it does not go through commercial and retail districts. For these areas, we should not try to force protected bike and pedestrian lanes because these will give the illusion of safety. Instead, we should find alternatives, such as Bryant Street in Palo Alto. Series investment should be made on these side streets or passage ways, which should be dedicated for cyclists and pedestrians. This is the ONLY way to provide real safety instead of the illusion of safety.	Comment acknowledged. The Grand Boulevard Initiative being led by SamTrans is working to coordinate projects across jurisdictional boundaries as a parallel effort.
Pg. 20 Figure 13. Bicycle and Pedestrian High Injury Networks in Project Area	Although there are some newer bike lanes on El Camino between Maple and Jefferson (and more apparently coming on the other side of Maple), these lanes can not be used reliably because of the high number of delivery, ride-share and other vehicles parking (not stopping briefly, but parking with the driver gone) in the green bike lanes.	Comment acknowledged.
Pg. 20 Figure 13. Bicycle and Pedestrian High Injury Networks in Project Area	Middlefield should be considered HIN for bicycles, considering accident last summer.	The High-Injury Network (HIN) was developed as part of the C/CAG Countywide Local Roadway Safety Plan (2024). Updates to the HIN would be at the discretion of C/CAG.

Reference	Comment	Resolution
Pg. 21 Table 5. Population and Job Characteristics. San Mateo County Total Population Cell.	Table 5 is an exhibit that shows the artificial separation between counties when considering traffic, population distribution, and jobs. How can one consider traffic on Willow Road between Middlefield and 101 without including Palo Alto? This artifice prevents proper solutions from being developed. End this and other false boarders!	Comment acknowledged. This Plan is focused on San Mateo County, and the specific table referenced is intended to illuminate commuter mode shares for San Mateo County commuters (many of whom commute outside of San Mateo County, as is noted in Figure 15).
Pg. 24 2.2.3 Commuter Mode Shares	I work from home. So I am not included in these number. However, I am an avid transit user outside of working hours and on weekends. Is there any way we could include those stats? I remember reading somewhere that post-pandemic transit ridership during commuting hours suffers. However, weekend ridership has increased. I feel that would be something to brag about and encourage.	Comment acknowledged. Transit ridership data is addressed in further detail in Section 2.1.2.
Pg. 24 2.2.3 Commuter Mode Shares	This is a general comment, but this information is very commute focused. Why aren't we looking at recreational trips? I go to work during weekdays, but I also get groceries, eat out or meet up with friends. Why can't we consider that data for mode share evaluation?	Comment acknowledged.
Pg. 34 What We Heard	Need connections to train stations to solve last mile problem. From many areas, it is difficult to get to the train station without driving.	Comment acknowledged.
Pg. 34 What We Heard	Agree with this. How can people reliably take the bus to go places when the only bus that comes to them comes once an hour? Or how can I take it to get dinner when the last bus leaves at 7pm? And how do I go to that same spot on the weekend when the service isn't as strong?	Comment acknowledged.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	This last bullet point is very troubling as it leads to more dangerous streets for everyone, including those in cars. I hope that this project uses the assumption that encouraging modal shift for the majority of travelers is the way to make trips faster for those who really must drive, not eliminating safety improvements.	Comment acknowledged. This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect that intent.

Reference	Comment	Resolution
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Less traffic calming means faster drivers and fewer residents trying non-driving modes of travel. This point contradicts everything else the policy promotes.	Comment acknowledged. This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect that intent.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Yes! We need more than just El Camino Real connection. Alameda should have a through bus. And busses on perpendicular (ish) routes need to be timed to each other!!	Comment acknowledged. This table summarizes public feedback received during community engagement for this plan.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	YES YES YES. This should be higher. Frequency is often the only thing keeping me from taking transit everywhere. When a bus is infrequent, I often end up waiting longer than it would have taken me to drive to my destination.	This table summarizes public feedback received during community engagement for this plan.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	These lanes need to be safe (e.g. buffered or protected on higher speed and higher traffic streets). These lanes need to be for bikes, not parked cars, delivery vehicles, passing lanes, etc., otherwise they are unsafe.	This table summarizes public feedback received during community engagement for this plan.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	YES!! Frequency is often the only thing keeping me from taking transit everywhere. When I look up transit routes, I often see wait times longer than it would have taken me to drive. Or the last bus is way before I plan to head home. So I choose to drive instead of being stranded.	This table summarizes public feedback received during community engagement for this plan.

Reference	Comment	Resolution
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	I cannot disagree more strongly with this proposed “improvement”--traffic calming & the resulting slower speeds they produce directly translate to safer streets for those outside of vehicles. If we don’t want mode shift away from cars, then this “improvement” will fatally wound people and deter more walking and biking and mass transit use.	This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect this intent.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Bike lanes prioritize using class I, class IV, and class II in this order of priority. Class III bike lanes shouldn’t be a considered bike lane.	Comment acknowledged.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Agreed with this. Having a “Bus Pulse” schedule, especially for late night or infrequent route connections would be a great way to improve things. For instance I can take the hourly bus to take the half-hourly train, reliably and without a long wait that makes transit an attractive option to getting where I need to go.	This table summarizes public feedback received during community engagement for this plan.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Need to make sure safe bike routes are continuous, so a biker is not forced to bike on unsafe streets to get from one area to another, especially important to think about crossing 101 and other major roads.	Comment acknowledged.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	This last bullet is terrifying as a person who bikes and walks everywhere. It’s the only thing keeping me from dying sometimes. I want to see more traffic calming. That’s the only way I can convince my wife to come with me on my bike. If I can promise her that the road is safe.	This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect this intent.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	This is last point is a major risk factor for anyone involved, it is the antithesis to Vision Zero and does not promote a South County that is for everyone. Additionally, if the region is removing traffic calming facilities, people will be more inclined to go to neighboring areas where there are more traffic calming features being placed - so there’s a strong economic incentive.	This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect this intent.

Reference	Comment	Resolution
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	More connections between neighborhoods and train station or other central collection points	Comment acknowledged.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	And more crossings where the blocks are long (e.g. along El Camino, the arteries in RW Shores, Industrial, Veterans, etc.	Comment acknowledged.
Pg. 37 Section 4.1 Initial List	The 2014 bike/ped plan for Atherton is worthless. This is being completely replaced with a new plan. The 2014 plan should be completely ignored.	Comment acknowledged. The South County Multimodal Strategy references all currently adopted local and regional plans. The 2014 Atherton plan is the most recent adopted document to reference at present.
Pg. 45 Table 13. South County Priority Corridors Marsh Road Weight Cell	Why hasn't the county invested in improving bicycle and pedestrian infrastructure on Marsh Road? Where Marsh Road goes to one lane in each direction, leading to Middlefield Road, the county should invest in a shared bike/pedestrian boardwalk to cover the Atherton Channel.	Marsh Road is included in this Plan as Priority Project #10, with extents from Bay Road to the Bay Trail, and as Priority Project #15, with extents from Middlefield Road to Bay Road.
Pg. 45 Table 13. South County Priority Corridors US 101 Weight Cell	Recently the "No Turn on Red Signs" were removed from the 101 southbound off ramp to Willow Road west. Will this change result in an increase in accidents due to the limited sight lines for cars coming from the overpass? Was this change made to reduce congestion on the off-ramp at busy hours? Any consideration for safety?	Comment acknowledged.
Pg. 45 Table 13. South County Priority Corridors El Camino Real	Yes, this major connector needs a lot of help - all of these points are valid. Add difficulty for pedestrians to cross!!	Comment acknowledged.

Reference	Comment	Resolution
Pg. 45 Table 13. South County Priority Corridors Willow Road Weight Cell	Need better bike safety infrastructure along Bay Rd and Marsh near Marsh Manor and across highway. Right now it is not a place I would fee safe biking	Marsh Road is included in this Plan as Priority Project #10, with extents from Bay Road to the Bay Trail, and as Priority Project #15, with extents from Middlefield Road to Bay Road. Menlo Park has also identified a project to address bicycle improvements on Bay Road, but this project did not rank in the top 20 projects in this plan.
Pg. 45 Table 13. South County Priority Corridors US 101 Weight Cell	Agree, need to increase infrastructure to balance needs of commuters who use Willow as an artery, and residents who use Willow to get to/from school, etc.	Comment acknowledged. Willow Road is included in this Plan as Priority Project #18, with extents from O'Keefe Street to SR 84.
Pg. 46 Table 15. Summary of Project Locations East Palo Alto Number of Projects Cell	This number seems very low, especially given that there is a lot of pass-through traffic going to the East Bay in East Palo Alto on University Ave and on Willow. Is there any opportunity to reconsider the final project list? It seems like despite equitable distribution, the outcome didn't come out as equitably as expected.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Many of the projects in Redwood City involve upgrading existing class 2 bike lanes to class 4. While this is a laudable goal, the lack of connectivity in bicycle infrastructure, especially regarding access to transit or neighboring towns, means that projects that add new cycling infrastructure should be much higher priority.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.

Reference	Comment	Resolution
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	I hope this study evaluates project ranking not only individually, but also holistically. For instance, project #16, Reimagine Dumbarton's impact seems to increase when viewed as part of a system of multimodal transportation improvements when combined with project's 1, 7, 10, 14, 15, 17, and 18. Project 16 is a connective thread through many perpendicular projects, making it highly valuable. I hope you consider the system-wide impact of advancing Projects 1, 14, 16, and 7 in particular, which would improve safety and accessibility in a connected corridor across much of the project area.	Comment acknowledged. It is the intent of SMCTA to advance projects in the future as packages where feasible and practical.
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	We're missing public transit on the Westside of East Palo Alto near the border of Palo Alto & East Palo Alto, including all of West Bayshore, both North and South of University Avenue, and along the San Francisquito Creek on Woodland Avenue. These locations have dense housing, a large portion of low-income households, and high single-occupancy vehicle use that creates rush hour congestion. The only bus stop is on University Avenue. See https://www.urbandisplacement.org/maps/california-estimated-displacement-risk-model/ for income breakdowns.	Comment acknowledged.
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Many of the projects in Redwood City involve upgrading existing class 2 bike lanes to class 4. While this is a laudable goal, the lack of connectivity in bicycle infrastructure, especially regarding access to transit or neighboring towns, means that projects that add new cycling infrastructure should be much higher priority.	Comment acknowledged. The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis aligning with the goals of the 101 Corridor Connect Program.

Reference	Comment	Resolution
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Core Recommendation: The Strategy should pivot from a long-term capital planning document to an immediate “Quick-Build Action Plan” for El Camino Real (ECR). The current draft relies on obsolete timelines (2030+) that ignore the immediate availability of “Supplemental Roadways” funding and new Caltrans flexibility. 1. Shift from “Study” to “Implementation” (Timeline) Critique: The Draft treats ECR improvements as long-horizon capital projects comparable to interchange restructuring. This delays safety benefits for a decade. Required Change: Insert a “Near-Term Action Plan (2026-2028)”. Explicitly recommend using “quick-build” methodologies (paint, K71 bollards, Zicla islands) to deliver a continuous protected bikeway from Redwood City to Menlo Park within 24 months. Rationale: We cannot wait for “perfect” concrete construction. The South San Francisco pilot proved that rapid, reversible implementation works on State Route 82. 2. Unlock the “Highway” Funding Pot Critique: The Strategy likely assumes active transportation is limited to the small “Bicycle/Pedestrian” funding pots of Measure A & W. Required Change: Reclassify ECR quick-builds as “Supplemental Roadway Safety Improvements” to access the Measure A/W Highway Program funds. Rationale: The Highway program has significantly more funding available (~$200M in the 2025 cycle) and explicitly lists “Supplemental Roadways” (arterials like ECR) as eligible for congestion and safety improvements. This serves as a “congestion relief” strategy by moving local trips off US 101. 3. Leverage Caltrans DIB 94 (The Regulatory Key) Critique: The document may implicitly accept old Caltrans constraints (e.g., “we can’t fit bike lanes without widening”). Required Change: Explicitly mandate the use of Caltrans Design Information Bulletin 94 (DIB 94) for all ECR feasibility analysis. Rationale: DIB 94 authorizes 10-11 foot travel lanes in “Suburban Main Street” contexts. This regulatory shift allows for the creation of buffered bike lanes within the existing curb-to-curb width, eliminating the need for expensive right-of-way acquisition. 4. Close the “Atherton Gap” with Unified Standards Critique: Allowing individual jurisdictions (e.g., Atherton) to opt for inconsistent facility types creates a broken network that fails to serve regional mobility.	Comment acknowledged. This comment repeats a previously submitted comment, which has already been addressed in the comment matrix.

Reference	Comment	Resolution
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects (continued)	Required Change: The Strategy should recommend that SMCTA condition “Supplemental Roadways” funding on adherence to a Unified Corridor Design Standard (Class IV Protected Lanes). Rationale: Regional connectivity requires consistency. A gap in Atherton forces cyclists back into traffic or onto sidewalks, negating the safety investments made by Redwood City and Menlo Park. 5. Economic & Transit Integration Critique: The Strategy underplays the economic benefits of complete streets and the technical integration with bus service. Required Change: Cite data showing protected lanes boost retail sales (e.g., +49% in NYC studies) to counter “loss of parking” concerns. Mandate floating bus islands (like the Zicla platforms used in South City) to resolve bike/bus conflicts and speed up SamTrans Route ECR.	
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Please, fund the The Dumbarton Rail Corridor trail segment of the Bay to Sea Trail which is envisioned to provide a pedestrian- and bicycle-friendly transportation opportunity to support livable communities, improve health and wellness, and provide safe access to trails and urban destinations. It will also serve as a critical link to transit, goods and services, schools, jobs, open space and more.	Comment acknowledged. SMCTA awarded $16.25 million in grant funding to the Dumbarton West Corridor project as part of the 2025 Cycle 1 Regional Transit Connections grant program. This includes funding for multiple phases of the project to develop a dedicated busway along the corridor, complemented by enhanced bicycle and pedestrian infrastructure.

Reference	Comment	Resolution
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Please, complete the Bay Trail to provide safe alternative to bicycling, walking, and rolling on roads with motorists.	Comment acknowledged. The Metropolitan Transportation Commission (MTC) recently finalized the Bay Trail Gap Closure Implementation Plan to set priorities to complete the full Bay Trail network.
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Fund the finding of the Coleman and Ringwood Avenues Transportation Study and the recommendations provided by the BPAC. This area is highly utilized by Menlo Oaks, Menlo Park, East Palo Alto students walking, biking, driving to schools along with other members of the greater community. This is needed due to no dedicated space for people walking or bicycling on Coleman (Menlo Oaks) and having concentrations of collisions involving a pedestrian or cyclist.	Comment acknowledged. SMCTA works with local jurisdiction staff to help identify funding for projects identified in locally adopted plans.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects	strongly agree with very high priority for #6. This project is extremely valuable for the ability to maintain a high-quality regular schedule with increased rail service over time	Comment acknowledged.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #6	This should be the highest or second-highest priority due to the cost involved and the train capacity it unlocks. Grade separation here unlocks faster express Caltrains, improves safety, and can improve bike connectivity to the train station (currently, no bike infrastructure leads to the station).	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #7	Is the location actually: University Avenue from Donohoe Street (near Bayshore Fwy) to Kavanaugh Drive?	Comment acknowledged and content updated.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #15	strongly agree with improvements on the Marsh corridor including the crossing. This is very unsafe and sometimes deadline.	Comment acknowledged.

Reference	Comment	Resolution
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #16	would like to see operating service improvements long before a large capital project, including a long-awaited bus from RWC to Union City BART and regular service on weekends where there is none today.	Comment acknowledged.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #16	Better use as a pedestrian/bike path?	Comment acknowledged. The project includes enhanced bicycle and pedestrian infrastructure.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects	Overall, I think this is a great list of projects. Thank you for prioritizing bike and pedestrian safety	Comment acknowledged.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #6	I think this project is very important and should be ranked higher	Comment acknowledged. The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis.
Pg. 49 El Camino Real Multimodal Improvements – Redwood City Description	Bike facilities should not be compromised on this project. There should be consistency with the Class IV bike lanes in Palo Alto improving the connectivity between neighboring cities.	Comment acknowledged. This includes projects on El Camino Real for all modes of transportation. Specific design selection is at the discretion of the project sponsor.
Pg. 49 El Camino Real Multimodal Improvements – Redwood City Description	I think implementing no turn on red, getting rid of any unprotected left turns (which turn while pedestrians are crossing), and adding illuminated no right turn signs which can be on when pedestrians are crossing could all improve safety.	Comment Acknowledged. Specifics regarding the project scope, including types of improvements or modifications, would be at the discretion of the project sponsor.

Reference	Comment	Resolution
Pg. 51 Industrial Way Bicycle Improvements Project Factsheet	There already is a bike lane here. Higher priority should be given to putting infrastructure on roads where there is none, rather than upgrading what already exists. This project should be low priority.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 53 Veterans Boulevard Crossing Enhancements Description	I think this should use a protected intersection design with tight turning radii at intersections to make cars slow down when turning into the crosswalk. For mid block crossings, it would be great to see curb bulb outs to reduce the crossing distance of this wide road.	Comment Acknowledged. Modifications to the project scope, including type of facility, would be at the discretion of the project sponsor.
Pg. 55 University Avenue Grand Corridor Phase 1 and 2 Project Factsheet Project Description	This road already has bike lanes on both sides. Given that the cost of this project is nearly 10x some of the others, it should be deprioritized.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 55 University Avenue Grand Corridor Phase 1 and 2 Project Factsheet Estimated Cost	why is this not proposed for protected bike lanes given the speed and volume of car traffic?	Comment Acknowledged. Modifications to the project scope, including type of facility, would be at the discretion of the project sponsor.
Pg. 55 University Avenue Grand Corridor Phase 1 and 2 Project Factsheet Project Estimated Cost	I really like all of the other Class IV projects on here. University Avenue seems like a poor choice to compromise on infrastructure, given its high level of traffic and the majority of pass-through motor traffic through a less socioeconomically advantaged neighborhood. Class IV would be much better.	Comment Acknowledged. Modifications to the project scope, including type of facility, would be at the discretion of the project sponsor.
Pg. 56 Brewster Avenue Bicycle Improvements Description	Important bike corridor for high school students	Comment acknowledged.

Reference	Comment	Resolution
Pg. 58 Marsh Road Interchange and Pedestrian Overcrossing Improvements Description	This would be a significant improvement, but need to make sure it is connected to other neighborhoods, and doesn't create unsafe areas in between bike areas.	Comment acknowledged.
Pg. 60 Maple Street Bicycle Improvements Description	Yes, the pedestrian crossing is very bare bones and minimal.	Comment acknowledged.
Pg. 62 Middlefield Road Bicycle Improvements Project Fact Sheet Description	I think this should honestly be much higher priority given that his is part of the HIN and is a key business and travel corridor unlike some of those higher on this list.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 63 Marsh Road Bicycle and Pedestrian Improvements – Phase 1 Project Factsheet Location	Why is this priority 15? I think it's much more important than that.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 63 Marsh Road Bicycle and Pedestrian Improvements – Phase 1 Project Factsheet Description	This is a good use of existing infrastructure, and should be higher priority.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis.

Reference	Comment	Resolution
Pg. 64 Reimagine Dumbarton Project Factsheet Location	How will the Dumbarton Bridge itself be modified to accommodate the new busway? What about on/off access to the Park and Ride? The current bus lane (or lack of) is not good enough to support even the existing transit with high reliability. Ideally, we spend less money to add proper bus lanes and priority access on/off bridge so that current Dumbarton Express transit bus can improve before we spend larger amounts of capital to add a busway here.	Comment acknowledged. Design of the project is at the discretion of the project sponsor.
Pg. 64 Reimagine Dumbarton Project Factsheet Description	Yes! But please keep the ability to later use this Right-Of-Way for rail :)	Comment acknowledged.
Pg. 64 Reimagine Dumbarton Project Factsheet Description	Focus on the bike/pedestrian aspects.	Comment acknowledged.
Pg. 66 Willow Road Bicycle Improvements Project Fact Sheet Description	This should be higher priority to increase bikes and reduce traffic in a high traffic artery.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis.
Pg. 66 Willow Road Bicycle Improvements Project Fact Sheet Schedule	I am a long-time resident of Menlo Park and am dubious of the timelines of the proposed projects. In a past communication with the Menlo Park government, I was informed of the typical number of projects and the rate of completion. My interpretation of these data is an effective project completion timeline of between 4 and 8 years. As an example, I have inquired about the re-pavement of the broken and unsafe asphalt in the city parking behind Trader Joe's in downtown Menlo Park. I was told that it is on the project list several years ago. This supports my estimate of true city timelines. Perhaps Menlo Park is resource limited. However, more realistic timelines should be adopted.	Comment acknowledged.

Reference	Comment	Resolution
Pg. 73 Table 17. Eligible Funding Programs for Prioritized Projects	It seems to me what is proposed is a bunch of disconnected (very expensive) projects which only improve things very locally for very few users. Better bike lanes are fine -- they are needed just about everywhere -- but that's not going to change the overall situation. I would prefer to see some major issues addressed, e.g. I can't go to the airport using efficient public transportation (hence Uber); I can't bike along El Camino Real, too dangerous (hence I use my car); Heck I can't even bike to mail a letter at the Post Office (too dangerous),. Etc... Maybe my pet issues are not relevant to others. find the biggest issues for people in going through the MOST TRAVELED routes, or projects that will result in meaningful changes in transportation habits. Solve the problem end-to-end: from point A to point B, not just this little section or that little section. I might personally benefit punctually, and very locally, from a few of these projects, but, as I see it, it won't impact my automobile use in the least.	Comment acknowledged. Prioritizing the projects in the South County Multimodal Strategy does not preclude cities from pursuing multijurisdictional projects.
Pg. 75 Appendix A. Additional Project Information Table 1. South County Multimodal Strategy Priority Projects El Camino Real Multimodal Improvements – Redwood City Description Cell	Bus lanes on El Camino would also be instrumental for improving speed and reliability on SamTrans route ECR. But let's not sacrifice bike lanes for bus lanes or vice versa.	Comment acknowledged. The Grand Boulevard Initiative being led by SamTrans is working to coordinate projects across jurisdictional boundaries as a parallel effort.
Pg. 83 Appendix A. Additional Project Information Table 2. All Other South County Projects Level Boarding Program Location Cell	This arguably should be higher priority because of how it eliminates unreliability on Caltrain due to high boarding times and general pain for those in wheelchairs (and even for those with large suitcases).	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.

Reference	Comment	Resolution
Pg. 83 Appendix A. Additional Project Information Table 2. All Other South County Projects Level Boarding Program Cell	My wife has difficulty getting onto Caltrain due to her having to haul her bike up the stairs. With an increase in ebike usage, those bikes are even heavier. If we want to encourage more multimodal trips, I think this could be a big win to encourage women and children to bike to Caltrain. I hope this gets prioritized higher.	Comment acknowledged. The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis.

Appendix D: Active 101 Project List – South County

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