101 corridor connect

MOVING THE PENINSULA FORWARD

Active 101:

US 101 San Mateo County Crossings Improvement Implementation Plan

Final Plan

March 2026

SAN MATEO COUNTY Transportation Authority

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EXECUTIVE SUMMARY

The US 101 San Mateo County Crossings Improvement Plan (Active 101) is a San Mateo County Transportation Authority (SMCTA) initiative that advances projects creating an interconnected and continuous active transportation corridor along and across US 101, increasing access, mobility, and safety for people walking, biking, and rolling.

Goals

The Active 101 Plan is guided by the vision and goals set by the 101 Corridor Connect Program, which represents SMCTA's framework for supporting multimodal projects working to reduce congestion along the US 101 corridor throughout San Mateo County. The four goals of the 101 Corridor Connect Program are:

Safety: Striving to eliminate collisions for the most vulnerable road users, including people who walk, bike, and use mobility devices near US 101.

Connectivity: Bridging critical gaps in local, countywide, and regional active transportation networks to ensure seamless transportation options.

Sustainability: Providing alternative options for people to make short trips without relying on a car, thereby promoting environmental sustainability.

Inclusivity: Enhancing access for underserved communities and expanding mobility opportunities for individuals without access to a car.

Process

Active 101 is based on an in-depth existing conditions assessment that documented baseline conditions, identified current gaps and challenges in the active transportation network, and assembled a comprehensive inventory of proposed projects identified in locally adopted plans. The existing conditions analysis was aligned with the 101 Corridor Connect Program goals: safety, connectivity, inclusivity, and sustainability. Alongside the technical analysis, the Active 101 Plan included extensive equity-focused community engagement to gather feedback and insights from community members, partner agencies and stakeholders, and community-based organizations. The engagement strategy included both in-person and virtual activities and was conducted in four distinct phases corresponding to the different stages of the Active 101 Plan, including 24 presentations to partner agencies and stakeholders, more than 1,500 community comments on local priorities, and 10 pop-up events. This allowed for a deeper understanding of the community needs and priorities for travel along and across US 101.

Outcomes

A central outcome of the Active 101 Plan is the development of the Active 101 Priority Network (Priority Network), which is the framework for implementing the priority active transportation improvements along and across US 101. The Priority Network reflects the findings and input from the existing conditions assessment, community engagement, and stakeholder coordination. It is a continuous north-south alignment with key east-west crossings and consists of **42 miles** of bicycle and pedestrian facilities within a quarter mile of US 101. To fully build out the Priority Network, there are approximately **27 miles** of bicycle and pedestrian improvement projects that would need to be completed through the implementation of **83 identified projects** between Brisbane and East Palo Alto. All projects that are part of the Priority Network are designated as priority projects under the 101 Corridor Connect Program, emphasizing their regional significance and helping ensure their implementation is strategic and effective.

ACTIVE 101 PRIORITY NETWORK OUTCOMES:

Safety: **16 upgraded crossings** over US 101; Priority Network overlaps with **7.5 miles** of the Pedestrian HIN and **6 miles** of the Bicycle HIN.

Connectivity: **26.6 miles** of new or upgraded bicycle and pedestrian infrastructure; **30% increase** in residential access to bikeways.

Sustainability: Potential mode shift of approximately **5,700** daily short vehicle trips to walking or biking; **29% increase** in access in transit access.

Inclusivity: **14 crossings** along the Priority Network are located within an MTC Equity Priority Community and/or a Caltrans Equity Index Area; Improved bikeway access for **50,000 additional residents** in disadvantaged areas.

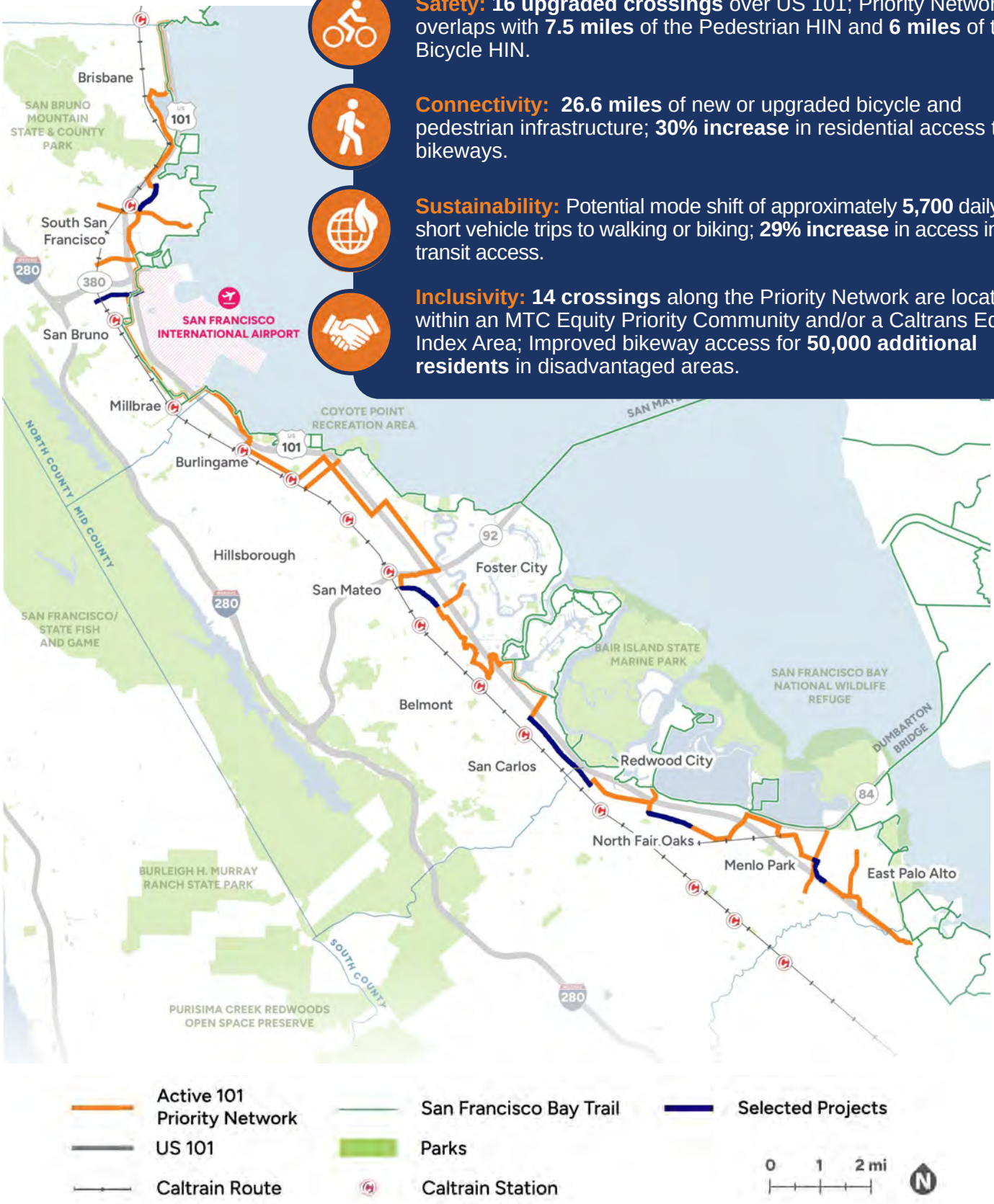


Figure 1. Final Active 101 Priority Network

Selected Projects

To demonstrate how SMCTA could help move the Priority Network into implementation, six projects were selected from the priority projects list for preliminary study. Five out of the six selected projects are located in state equity areas based on the Caltrans Equity Index. This included high-level conceptual design, community engagement, and preparation for funding and implementation. These projects illustrate how Active 101 priority projects can advance from prioritization and planning through the design process, from early concept development to readiness for future phases.

Figure 2 shows an example of a proposed cross-section design from one of the six selected projects and Figure 3 shows photos from one of the community engagement pop-up events. The six selected projects are:

1. **Gateway Boulevard** - South San Francisco
2. **San Bruno Avenue** - San Bruno, San Mateo County
3. **Saratoga Drive** - San Mateo
4. **Industrial Road** - San Carlos, Belmont, Redwood City, San Mateo County
5. **Bay Road** - Redwood City, San Mateo County
6. **East Bayshore Road** - East Palo Alto

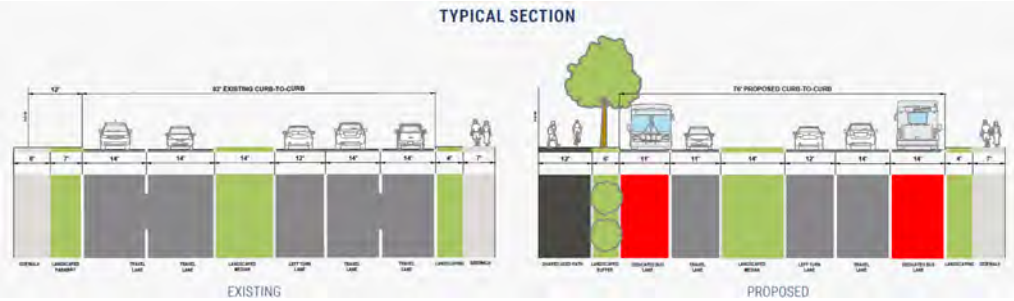


Figure 2. Example of Typical Cross Section

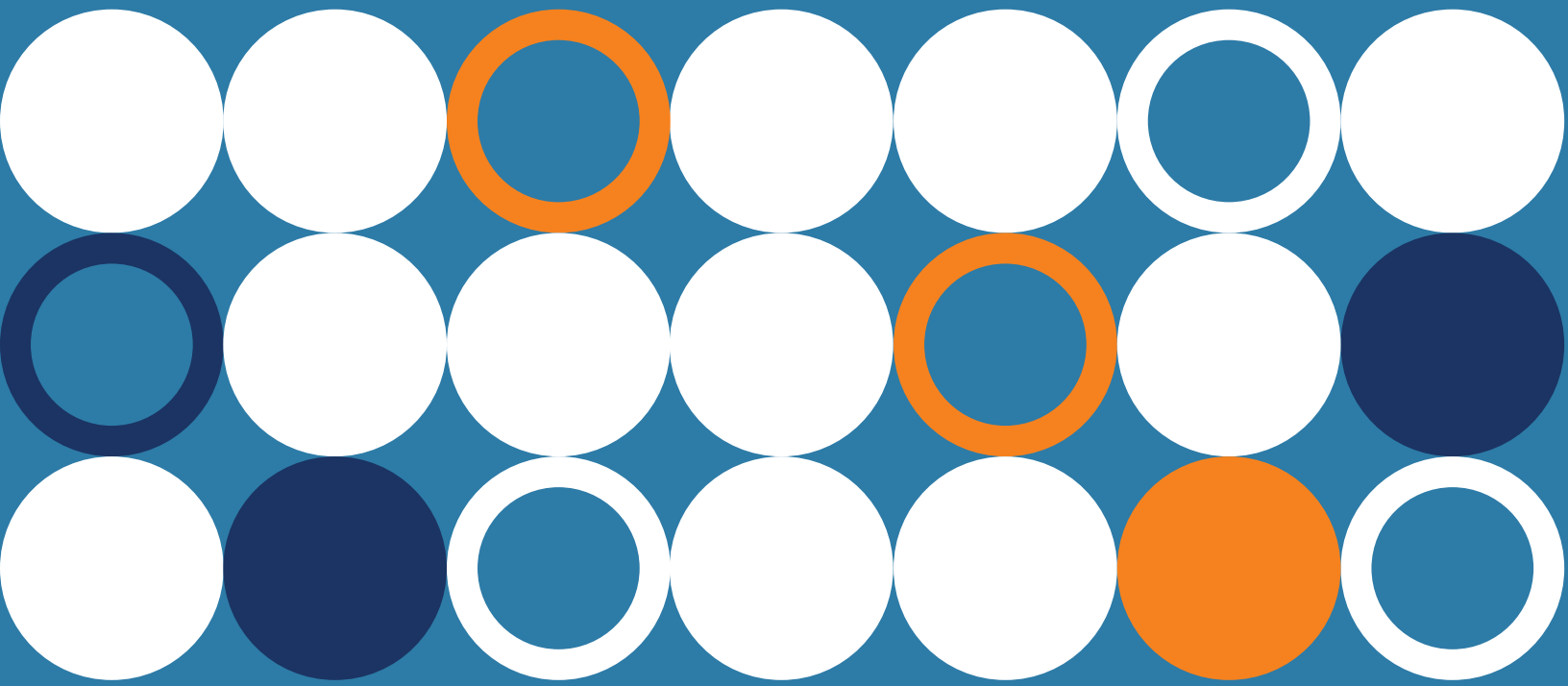
Figure 3. Example of Community Engagement Pop-Up Event

Next Steps

SMCTA is committed to working with project sponsors to advance the projects in the Priority Network through all phases of the project lifecycle, from planning to construction, including assistance with funding identification and project delivery. The Active 101 Plan includes an implementation plan that identifies potential funding sources for the prioritized projects, presents future programs and initiatives to supplement infrastructure projects, and outlines next steps to be taken by SMCTA.

Active 101 will help SMCTA improve active transportation infrastructure that provide safe, comfortable, convenient, reliable, efficient, and affordable ways for people to get around the County.

1 Introduction



1.1 INTRODUCTION

US 101 is the busiest corridor in San Mateo County, and is a vital economic engine and a crucial connection between the East Bay, Silicon Valley, San Francisco and the hearts of various communities. However, the freeway itself can also act as a barrier for people walking, biking, and taking transit. The San Mateo County Transportation Authority's (SMCTA) vision for US 101 is to be an interconnected corridor with vibrant communities that supports travel for all modes of transportation.

To meet this vision, SMCTA established the 101 Corridor Connect Program (Program) to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond freeway mainline projects. The Multimodal Strategies were the first initiative under the Program and identified and prioritizing multimodal transportation projects to advance the corridor vision.

As the second initiative under the Program, SMCTA is developing the US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101) to identify specific projects needed to support active transportation within a quarter mile of US 101. Active transportation refers to human-powered mobility, such as biking, walking or rolling. The Active 101 Plan aims to identify crossing and corridor improvement projects that will enhance travel conditions near US 101 from Brisbane to East Palo Alto. The Plan included developing a Priority Network consisting of transportation projects like those shown in Figure 4 that can advance the corridor vision and position the Plan's priority projects for future funding efforts.

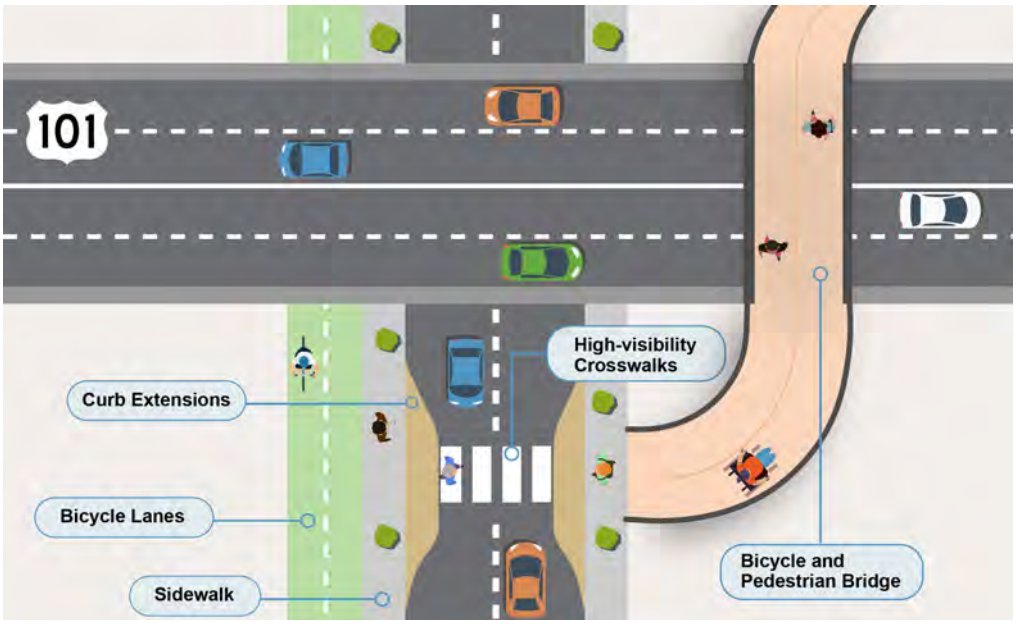


Figure 4. Example Active Transportation Infrastructure Improvements

1.2 BACKGROUND

The Program builds on the foundation established in the California Department of Transportation's (Caltrans) US 101 South Comprehensive Multimodal Corridor Plan (CMCP), as shown in Figure 5. The CMCP provides a holistic framework 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 long-range corridor planning requirements and in response to the Road and Repair Accountability Act, which created several funding programs including the Solutions for Congested Corridors Program (SCCP). To be eligible for SCCP funding, CMCPs must be developed. The SCCP provides nearly $250 million annually in competitive funding to Caltrans and regional and county transportation agencies, commissions, and authorities. Projects funded by the SCCP aim to deliver 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.

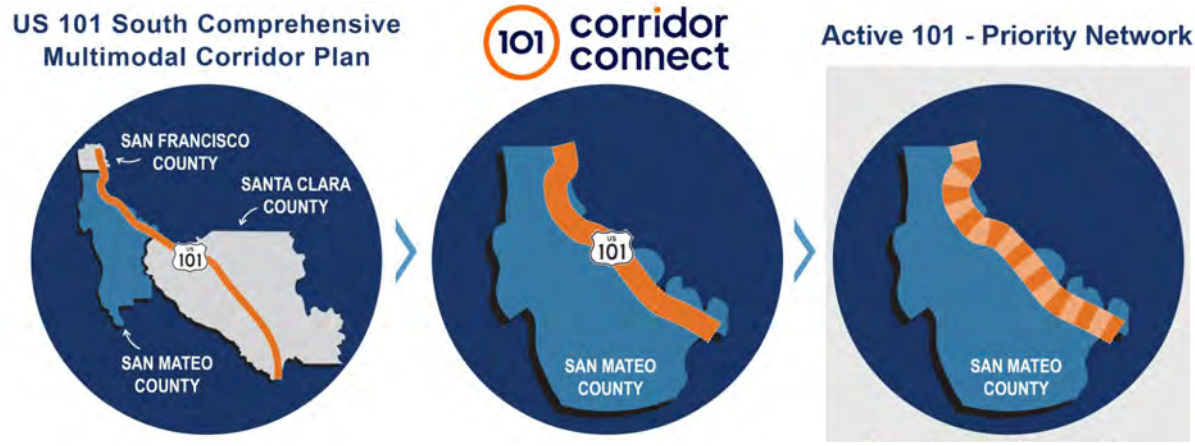


Figure 5. 101 Corridor Connect Elements

Caltrans, in coordination with stakeholders,[1] identified the US 101 South Corridor as a priority route in the region with the CMCP capturing anticipated changes, identifying multimodal needs, and recommending 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 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 several critical transportation modes essential to achieving its goals, including public transit services, private commuter shuttle services, and bicycle and pedestrian facilities within the US 101 South Corridor. It also outlines a range of programmed, planned, and proposed projects designed to help achieve the corridor's goals and objectives.

SMCTA initiated the 101 Corridor Connect Program to conduct a more focused and robust project prioritization process focused on San Mateo County. The goals of the 101 Corridor Connect Program, tiering off those of the US 101 South CMCP, are shown in Figure 6.

Figure 6. 101 Corridor Connect Goals

SMCTA developed Active 101 to prioritize crossing and corridor improvement needs and identify which projects will most effectively create safe crossings and corridors near US 101. These priority projects identified in the Active 101 Plan will become part of the 101 Corridor Connect Program, and will be projects SMCTA will prioritize through the technical assistance program, help identify grant funding opportunities, and identify multijurisdictional partnership opportunities. By improving active transportation infrastructure, SMCTA is striving to help grow vibrant communities that provide safe, comfortable, convenient, reliable, efficient, and affordable ways for people to get around the County.

1.2.1 Active 101 Project Limits

The Active 101 Project Area, shown in Figure 7, includes a quarter-mile buffer around US 101 from the San Francisco/San Mateo County line in the north to the San Mateo/Santa Clara County line in the south. When assessing existing conditions, demographic and transportation conditions were analyzed at both the quarter-mile Project Area buffer and at a one-mile buffer around US 101 to more comprehensively understand the communities surrounding US 101 and identify needs accordingly. The one-mile buffer is defined as the Active 101 Study Area in this plan.

Figure 7. Active 101 Project Area

1.2.2 Plan Development

Active 101 drew from existing adopted local and regional planning documents, capital improvement programs, and input from regional partners and stakeholders. The Plan evaluated projects that aim to improve mobility across the county but currently lack the funding, coordination, or resources to move forward. Through community engagement, stakeholder feedback, and collaboration with local jurisdictions, the projects were integrated into a cohesive north-south mobility corridor. This alignment is designed to focus on improving connections across US 101, ensuring a safe and seamless experience for people walking, biking, and rolling. In addition to forming a countywide north-south corridor, the Plan identified key supporting crossings to provide vital connections across the US 101 corridor. All projects included in the north-south corridor and the supporting crossings combine to create the Active 101 Priority Network, and will be priority projects in the overarching priority projects in the overarching 101 Corridor Connect Program.

Active 101 was developed through a four-part process:

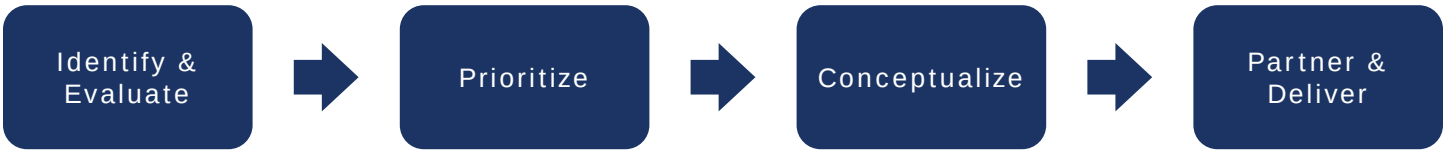


Figure 8. Active 101 Development Process

STEP 1: IDENTIFY AND EVALUATE

Projects within the Study Area were identified from existing adopted planning documents and through discussions with local agency staff. These identified projects were assessed for their potential to improve safety conditions, connect priority areas, and enhance access for underserved communities.

An analysis of existing transportation patterns within the Study Area relating to the goals of the 101 Corridor Connect Program was completed. This assessment of existing conditions pertaining to safety, inclusivity, connectivity, and sustainability provided valuable data to help shape the Plan.

Finally, community engagement and outreach provided the project team with information about areas of concern and priority around the US 101 freeway and within the quarter-mile buffer. Community members provided feedback on where they encounter areas where transportation infrastructure improvements are needed to improve walking, biking, or rolling conditions.

STEP 2: PRIORITIZE

Utilizing the feedback from the community and local jurisdictions, a heatmap was developed showing locations where members of the community feel that pedestrian and bicycle infrastructure can be enhanced. Using the existing conditions analysis and this heatmap of community priority areas, SMCTA connected the individual projects previously identified to develop the proposed alignment for the north-south mobility corridor along Highway 101. Together with additional key east-west corridor connections, these projects constitute the Active 101 Priority Network (Priority Network) and identify the universe of priority projects that will become part of the 101 Corridor Connect Program.

STEP 3: CONCEPTUALIZE

Following the development of the Priority Network, the conceptualization phase focused on advancing select projects to the early design phase. This phase provided an opportunity for project sponsors to collaborate in developing conceptual designs for projects that had not yet begun. The goal of this effort was to translate network concepts into tangible examples that could be shared with the community for initial feedback. By pairing high-level design work with community engagement, jurisdictions had both preliminary design materials and community input to inform future project development. This approach also helps make these projects more competitive for funding by demonstrating community support and design readiness. Each selected project included a tailored engagement strategy to ensure outreach reflected local context and needs.

STEP 4: PARTNER AND DELIVER

An implementation plan was created for all the projects along the Priority Network to identify next steps and potential funding sources to move forward to implementation. SMCTA will prioritize these active transportation 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.

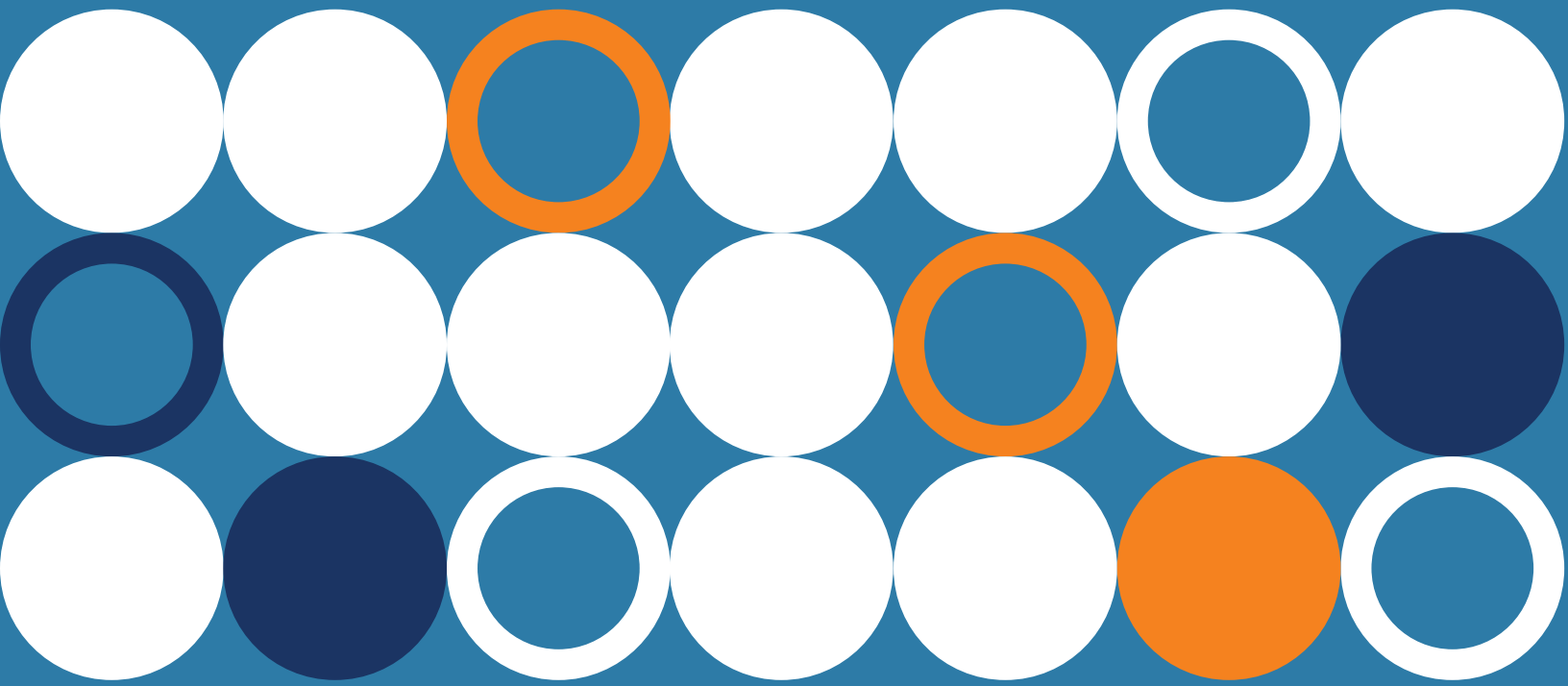
1.2.3 Definitions

Table 1 includes relevant acronyms, abbreviations, and definitions used throughout the Plan.

Table 1. Project Definitions

TERM	DEFINITION
101 Corridor Connect Program	The program's purpose is 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 Active 101 Plan is an initiative within the 101 Corridor Connect Program.
Active 101 Project Area	The 1/4-mile buffer on either side of US 101 extending through the county of San Mateo.
Active 101 Study Area	The 1-mile buffer on either side of US 101 extending through the county of San Mateo, used solely for existing conditions analysis.
Project Inventory	The comprehensive/raw inventory of proposed projects from existing adopted local and regional plans.
Active 101 Priority Network	Existing and proposed active transportation projects in the Active 101 Project Area that create a contiguous north-south alignment with select east-west crossings.
Priority Projects	All proposed projects that make up the Priority Network.
Selected Projects	The six selected projects that received additional high level conceptual design.

2 Existing Conditions



2.1 OVERVIEW

An existing conditions assessment included both a technical analysis and a comprehensive inventory of projects identified in locally adopted plans. Together with the community engagement documented in Chapter 3, these efforts laid the foundation for developing the Priority Network (discussed in Chapter 4). By documenting baseline conditions and reviewing proposed projects, the assessment identified key issues that new, all-ages-and-abilities facilities prioritized by Active 101 could address.

In addition to identifying existing gaps and challenges, this assessment also sets the stage for evaluating and improving connectivity for people walking, bicycling, and rolling both along and across the US 101 corridor. The findings from the technical analysis and project inventory inform where and how connections can be strengthened, particularly across US 101, where limited crossings and high-traffic conditions currently constrain access between neighborhoods, jobs, and key destinations. The Priority Network will build on these insights to identify opportunities for enhanced multimodal connections and safer, more continuous routes throughout the corridor.

US 101 REGIONAL CONTEXT

US 101 is a vital north-south highway spanning 26 miles through San Mateo County, from East Palo Alto at the southern border to Brisbane at the northern border. Serving as a critical regional and local corridor, US 101 connects thousands of Bay Area residents each day to jobs, goods, services, and recreational opportunities. The highway traverses San Mateo County's most urbanized areas and provides access to key regional destinations, including San Francisco International Airport (SFO).

While most residential and commercial activity is concentrated west of US 101, areas to the east (the Bay side) include limited residential and commercial development but feature significant recreational and open space. Through San Mateo County, US 101 typically consists of eight lanes (four in each direction) and includes approximately 30 access points (exits and on-ramps) serving 10 local cities.

EXISTING CONDITIONS STUDY AREA

Figure 9 shows both a one-mile buffer of the US 101 centerline (i.e., one mile to the west and one mile to the east) and a quarter mile buffer around the centerline. While the Active 101 effort focuses on improvements within a quarter mile of the freeway corridor, the one-mile buffer area, or Study Area, was evaluated in the existing conditions analysis to more fully represent transportation conditions in the surrounding area. Figure 9 also illustrates population density by census tract within the Study Area, highlighting that most of the population along the corridor is concentrated on the west side of the highway. Exceptions include East Palo Alto, Foster City, and the Redwood Shores neighborhood in Redwood City, which are mostly located on the east side of US 101.

The following sections present a high-level summary of the technical analysis and project inventory.

While the Project Area is defined as a quarter mile buffer on either side of US 101, factors influencing active travel extend beyond this boundary. For this reason, a Study Area was created as a one-mile buffer along the entire 26-mile corridor. This larger buffer was applied selectively in the technical analysis and used where broader conditions needed to be captured.

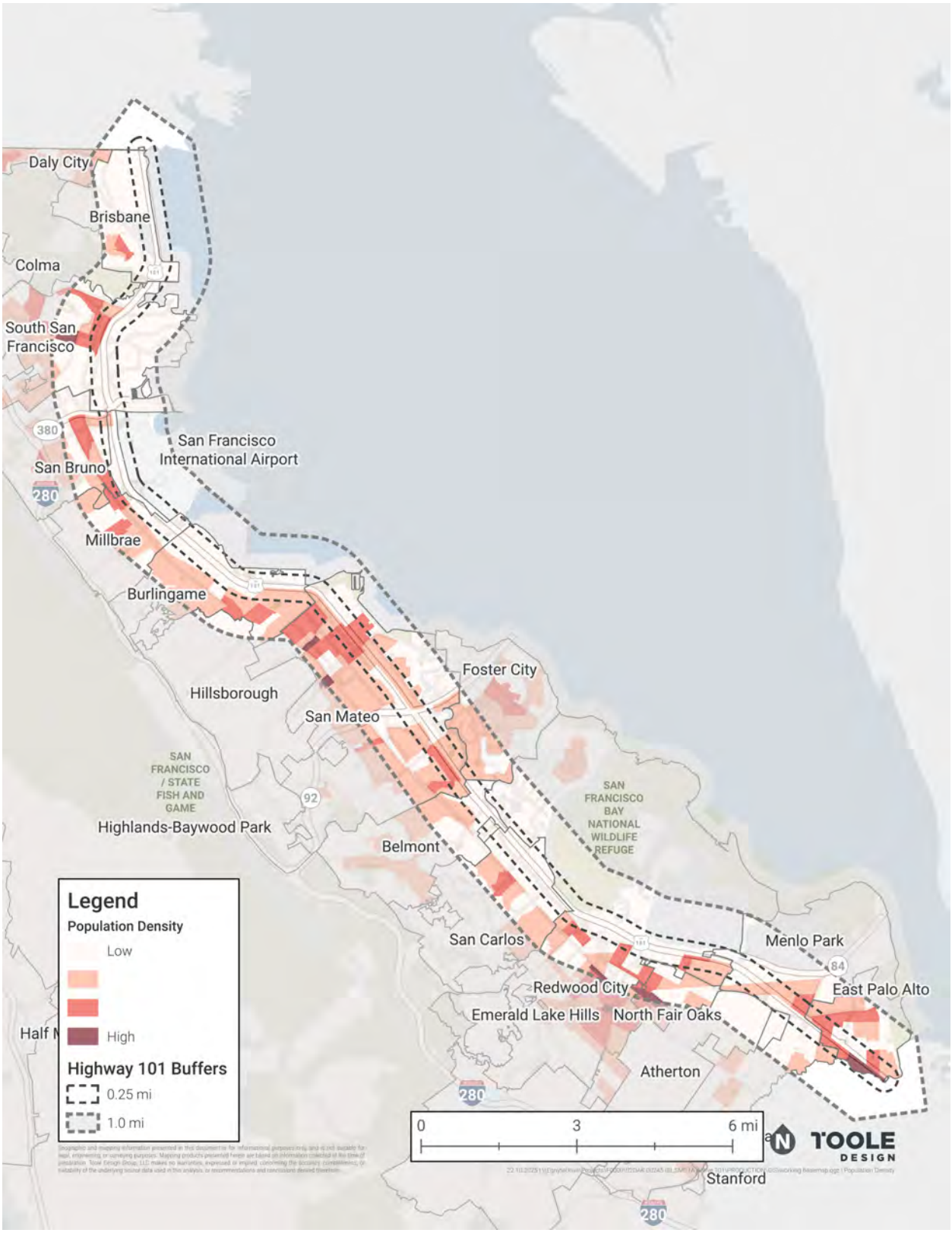


Figure 9. Active 101 Study Area and Population Density (Census ACS, 2022)

2.2 CONNECTIVITY

Connectivity is essential to overcoming the physical barrier that US 101 creates between communities, ensuring that neighborhoods, jobs, schools, and parks are linked by safe, direct, and reliable walking and bicycling routes. Achieving this vision requires facilities designed for all ages and abilities, meaning infrastructure that is safe, comfortable, and accessible for everyone, regardless of age, physical ability, or experience level.

The connectivity analysis examined existing crossings of US 101 to evaluate their active transportation infrastructure, and the general Study Area to assess levels of bicycle and pedestrian activity. This included identifying both current demand for active transportation and latent demand in areas where walking and biking trips are currently limited by network gaps. This assessment identified where connectivity is strongest, where opportunities exist to improve access, and where critical gaps remain in the active transportation network, which the Active 101 effort can help to address through future project development and implementation.

US 101 CROSSINGS

The technical analysis assessed all existing US 101 crossings in San Mateo County. At the time of analysis, there were 26 US 101 crossings in the Study Area (see Table 2). Three of the 26 crossings do not include pedestrian or bicycle facilities. Figure 10 maps the remaining 23 crossings that provide either bicycle access, pedestrian access, or both. These include:

- 8 Crossings with pedestrian facilities only (sidewalks)
- 2 Crossings with bicycle facilities only (bike lanes)
- 5 Crossings with sidewalks and bike lanes
- 3 At-grade shared-use paths
- 5 Grade-separated pedestrian/bike overcrossings

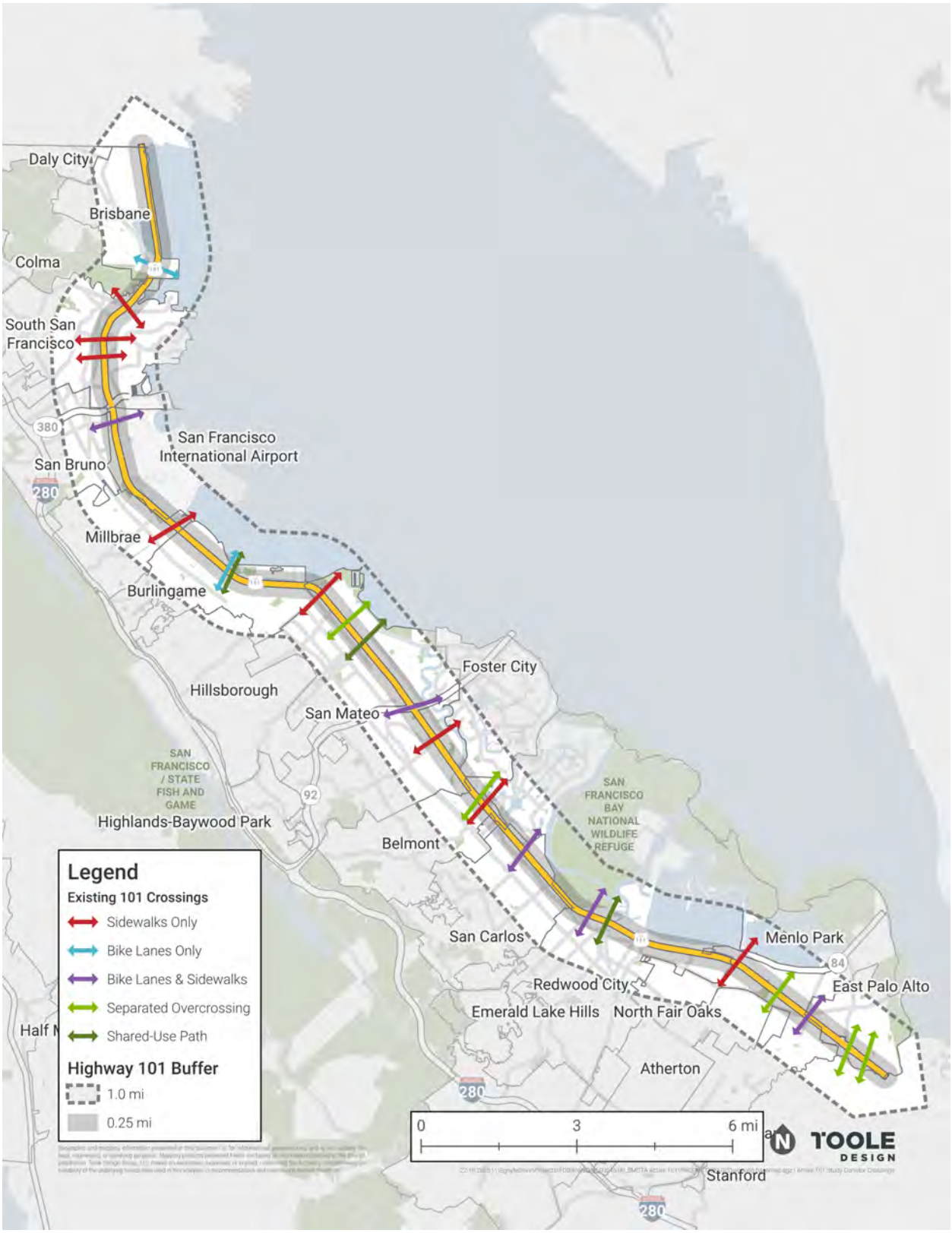


Figure 10. US 101 Bicycle and Pedestrian Crossings

Figure 11. Examples of Existing US 101 Crossings

The design of each crossing varies, influencing how safe, comfortable, and convenient it feels for people walking, bicycling, and rolling. Because these crossings connect neighborhoods, job centers, and community destinations on either side of the highway, improving their design, comfort, and accessibility is essential to creating a safe, connected active transportation network.

Overall, fewer than one-third of the crossings (eight out of 26) include grade-separated overcrossings or protected shared-use paths that offer higher levels of safety and comfort for people of all ages and abilities. Among these, the Monte Diablo, O'Neill, 3rd Avenue, Clarke, and University overcrossings are fully separated,

eliminating conflicts between people walking or biking and people driving. Other crossings, such as the Bayside overcrossing and Convention Way underpass, feature protected shared-use paths that remain at street level but provide a more comfortable, lower-stress experience.

In contrast, several crossings, including I-380/N Access Road and Seaport Boulevard lack any bicycle or pedestrian facilities, creating significant barriers to walking and biking. Many others are pedestrian-only or provide limited on-street bicycle access. These findings help to inform where crossing enhancements may be most needed to improve safety and connectivity across the corridor.

Table 2 details the 26 US 101 crossings.

Table 2. Existing US 101 Crossings

Crossing	City	Crossing Type
Sierra Point Parkway	Brisbane	Bicycle Only
Oyster Point Boulevard	South San Francisco	Pedestrian Only
Grand Avenue	South San Francisco	Pedestrian Only
Airport Boulevard	South San Francisco	Pedestrian Only
380/N Access Road	South San Francisco	No bicycle or pedestrian crossing
San Bruno Avenue	San Bruno	Pedestrian and Bicycle
Millbrae Avenue	Millbrae	Pedestrian Only
Broadway	Burlingame	Bicycle Only
Bayside Crossing	Burlingame	Pedestrian and Bicycle (Class I Shared Use Path)
Peninsula Avenue	San Mateo	Pedestrian Only
Monte Diablo Crossing	San Mateo	Pedestrian and Bicycle (Separated Overcrossing)
3rd Avenue Bridge	San Mateo	Pedestrian and Bicycle (Class I Shared Use Path)
Fashion Island Boulevard	San Mateo	Pedestrian and Bicycle
East Hillsdale Boulevard	San Mateo/ Foster City	Pedestrian Only
O'Neill Crossing	Belmont	Pedestrian and Bicycle (Separated Overcrossing)
Ralston Avenue	Belmont	Pedestrian Only
Holly Street	San Carlos	Pedestrian and Bicycle
Whipple Avenue	Redwood City	Pedestrian and Bicycle
Underpass from Convention Way to Bair Island Road	Redwood City	Pedestrian and Bicycle (Class I Shared Use Path)
Seaport Boulevard	Redwood City	No bicycle or pedestrian crossing
Marsh Road	Menlo Park	Pedestrian Only
Overpass from Newbridge Street to Ringwood Avenue	Menlo Park	Pedestrian and Bicycle (Separated Overcrossing)
Willow Road	East Palo Alto	Pedestrian and Bicycle
University Avenue[2]	East Palo Alto	No bicycle or pedestrian crossing
University Avenue Overcrossing	East Palo Alto	Pedestrian and Bicycle (Separated Overcrossing)
Clarke Crossing	East Palo Alto	Pedestrian and Bicycle (Separated Overcrossing)

2 Because a pedestrian and bicycle overcrossing is located directly next to the University Avenue crossing, this crossing is not considered a "vehicular-only crossing" in this analysis.

2.2.1 BICYCLE ACTIVITY

Understanding existing bicycle activity along the US 101 corridor provides critical insight into how well current crossings support safe and convenient travel, as well as where activity is limited by a lack of safe, direct connections. Replica, an activity-based travel demand model that uses a variety of big data sources to estimate multimodal travel activity, was used to analyze existing bicycle travel patterns within the Study Area. Figure 12 illustrates where bicycle trips originated along the corridor during Fall 2023, normalized by census tract size to allow for comparison across areas. The map highlights which parts of the Study Area generate the most bicycle activity.

Bicycle trips were most concentrated along the west side of the corridor and in the southern and central portions of the Study Area, particularly around San Mateo, San Carlos, Redwood City, and Menlo Park. These areas generally feature denser development, more connected local street networks, and several separated overcrossings and shared-use paths that make biking safer and more convenient.

In contrast, sections of the corridor with few or no bicycle and pedestrian crossings show significantly lower levels of bicycle activity. For example, in South San Francisco, ridership drops sharply within a mile of US 101 where no crossings currently exist. Similar patterns are observed in Brisbane and San Bruno. These trends suggest that physical barriers and the absence of safe, direct crossings discourage bicycling, even in areas close to employment centers and key destinations.

By understanding where bicycle trips are limited due to a lack of safe crossing options, the analysis helps pinpoint locations with strong latent demand. Improving these crossings with safer, more direct connections will help balance bicycle activity across the corridor, increase ridership, and strengthen access to major destinations on both sides of US 101.

Expanding safe, accessible crossings could help unlock higher levels of bicycling across the corridor

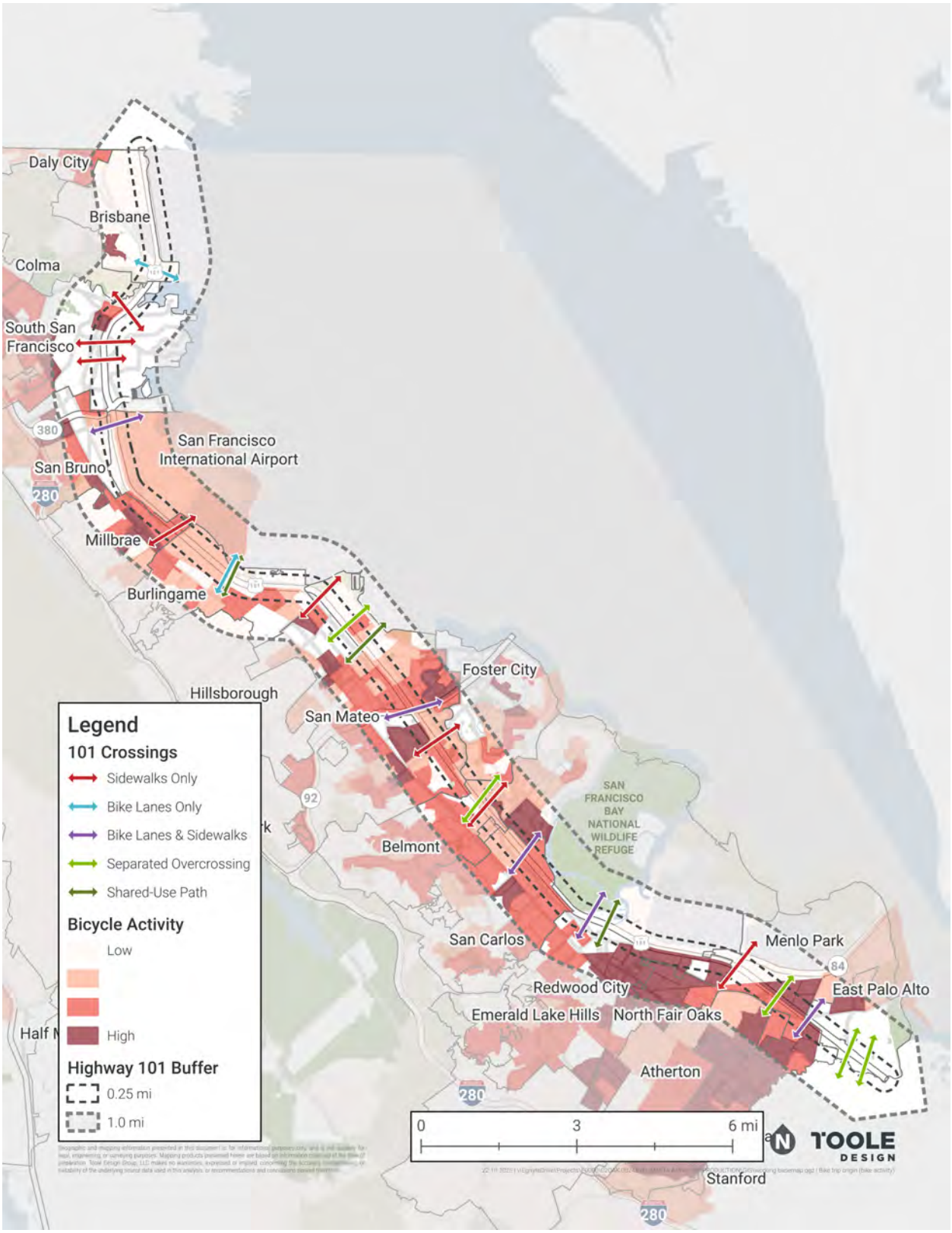


Figure 12. Existing US 101 Crossings and Bicycle Activity (Replica, Fall 2023)

PEDESTRIAN ACTIVITY

Analyzing existing pedestrian activity along the US 101 corridor helps to illuminate locations where improved connectivity could support increased usage. Pedestrian activity was analyzed using the County's Pedestrian Focus Areas, which were identified as part of the 2021 C/CAG Bicycle and Pedestrian Plan. Pedestrian Focus Areas are locations within the county likely to have the highest future walking activity, based on factors including population and job density, nearby destinations, transit access, street network density, collision history, and County policy priorities like Priority Development Areas and Equity Focus Areas.

Table 3 summarizes the metrics used to identify Pedestrian Focus Areas, and Figure 13 illustrates the existing US 101 crossings in relation to these areas. Pedestrian Focus Areas generally align with areas of high bicycle activity, with concentrations on the west side of the corridor, particularly in the central portions including the downtown and commercial districts of Millbrae, Burlingame, San Mateo, San Carlos, Redwood City, and North Fair Oaks. However, only about half of the 20 existing crossings with pedestrian facilities directly connect to a Pedestrian Focus Area, identifying a clear opportunity to focus crossings and enhanced connectivity where it is most needed.

Table 3. C/CAG 2021 Bicycle and Pedestrian Master Plan Pedestrian Focus Area Metrics

Pedestrian Focus Area Metrics		
Demographic Metrics	**Built Environment Metrics**	**San Mateo County-Specific Metrics**
Population density	Density of commercial and entertainment destinations	Priority Development Areas[3]
Employment density	Transit accessibility[4]	Equity Focus Areas
	Road network density[5]	
	High crash locations	

3 Designated by the Metropolitan Transportation Commission
4 High frequency transit within ½ mile buffer of the stop
5 Road network density is determined as the total miles of roadway per square mile and serves as a proxy for pedestrian connectivity

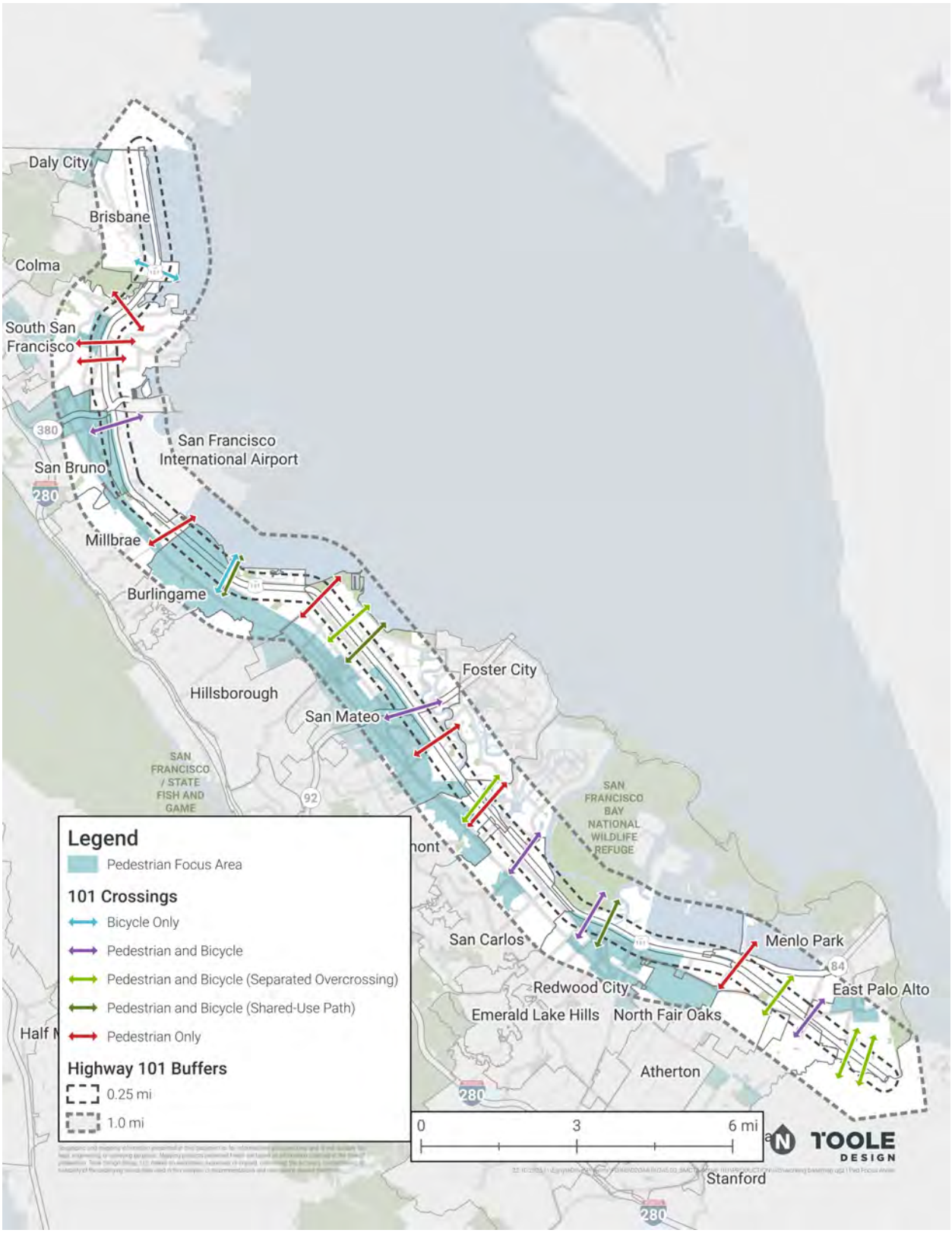


Figure 13. Pedestrian Focus Areas (C/CAG Bicycle and Pedestrian Plan, 2021)

BICYCLE NETWORK GAPS

Finally, the existing bicycle network was assessed from a holistic standpoint to understand where gaps occur, identifying locations where gap closure projects could be critical in supporting active transportation in the county. The 2021 C/CAG Bicycle and Pedestrian Plan was the most recent comprehensive, countywide analysis of San Mateo County's bicycle network. Development of the C/CAG plan identified more than 30 bicycle network gaps near regional transit stations, and over 30 additional gaps between jurisdictions, based on local knowledge and informal assessments. The plan documented strong local and regional interest in closing gaps in the bicycle network through coordinated countywide efforts.

The network gaps at US 101 crossings within the project area include:

- Oyster Point Boulevard
- Grand Avenue
- Millbrae Avenue
- Peninsula Avenue
- 3rd Avenue
- Hillsdale Boulevard
- Ralston Avenue
- Holly Street
- Seaport Boulevard

Network gaps along corridors within the project area include Bayshore Boulevard, Woodside Road and El Camino Real. Additionally, while the county has more than 450 miles of bikeways, only two miles are Class IV protected bike lanes.[6] These conditions underscore the need for both gap-closure projects and improved crossings that make routes safer, more comfortable, and more continuous. Building on these findings, the plan will identify key projects that will help close discontinuities, enhance east–west crossings, and strengthen the overall countywide bicycle system.

Figure 14. Countywide Bicycle Network Gaps

Source: 2021 C/CAG Bicycle and Pedestrian Plan

Routes between cities remain limited, and many existing countywide corridors are not designed for riders of all ages and abilities. A continuous north–south connection across jurisdictions is lacking.

6 2021 C/CAG Bicycle and Pedestrian Plan

2.3 SAFETY

Safety for vulnerable road users, like those who are walking, biking, and rolling, is fundamental to encouraging active transportation. Traveling along or across US 101 exposes these users to high-stress conditions, including high-speed traffic, complex intersections, and areas with elevated crash risk. Analysis of collision patterns and traffic stress levels within the Study Area underscores that targeted bicycle and pedestrian improvements are critical to reduce risk, enhance safety, and support more people choosing active modes of travel.

HIGH-INJURY NETWORK (HIN)

San Mateo County's High-Injury Network (HIN), developed as part of the 2024 C/CAG Local Roadway Safety Plan, identifies roadway segments with a disproportionate number of severe and fatal collisions involving people walking, bicycling, or driving. The HIN highlights where safety investments can have the greatest impact in reducing serious injuries and fatalities. Separate Bicycle HIN and Pedestrian HIN networks were created to specifically identify corridors with high concentrations of severe bicycle and pedestrian-involved crashes, respectively.

Although the quarter mile buffer Project Area along US 101 is only three percent of the county's land area, 12.6 percent of the county Bicycle HIN and 14.4 percent of the Pedestrian HIN fall within this radius of US 101. Nine of the US 101 crossings (35 percent) in the county are on either a high-injury bicycle or pedestrian route, indicating an increased history of collisions involving either bicyclists or pedestrians. Further, two of the 26 crossings are on both the bicycle and pedestrian High Injury Networks, indicating these roadways have a higher frequency of severe and fatal collisions for both modes (Grand Avenue in South San Francisco and Hillsdale Boulevard in San Mateo and Foster City).

As highlighted in callouts in Figure 15, several roadways within the Project Area are adjacent to, but do not cross US 101, and also fall on both the bicycle and pedestrian HINs:

- Huntington Avenue (South San Francisco to San Bruno)
- Humboldt Street and Monte Diablo Avenue (San Mateo, both key connectors to the existing Monte Diablo separated overcrossing)
- Veterans Boulevard, El Camino Real, Broadway, and Middlefield Road (Redwood City)
- East Bayshore Boulevard (East Palo Alto)

These findings will help inform where targeted investments in protected facilities, safer intersections, and traffic calming can have the greatest impact in reducing severe and fatal crashes and improving safety across the corridor.

Although the quarter mile buffer Project Area along US 101 is only three percent of the county's land area, 12.6 percent of the county Bicycle HIN and 14.4 percent of the Pedestrian HIN fall within this radius of US 101.

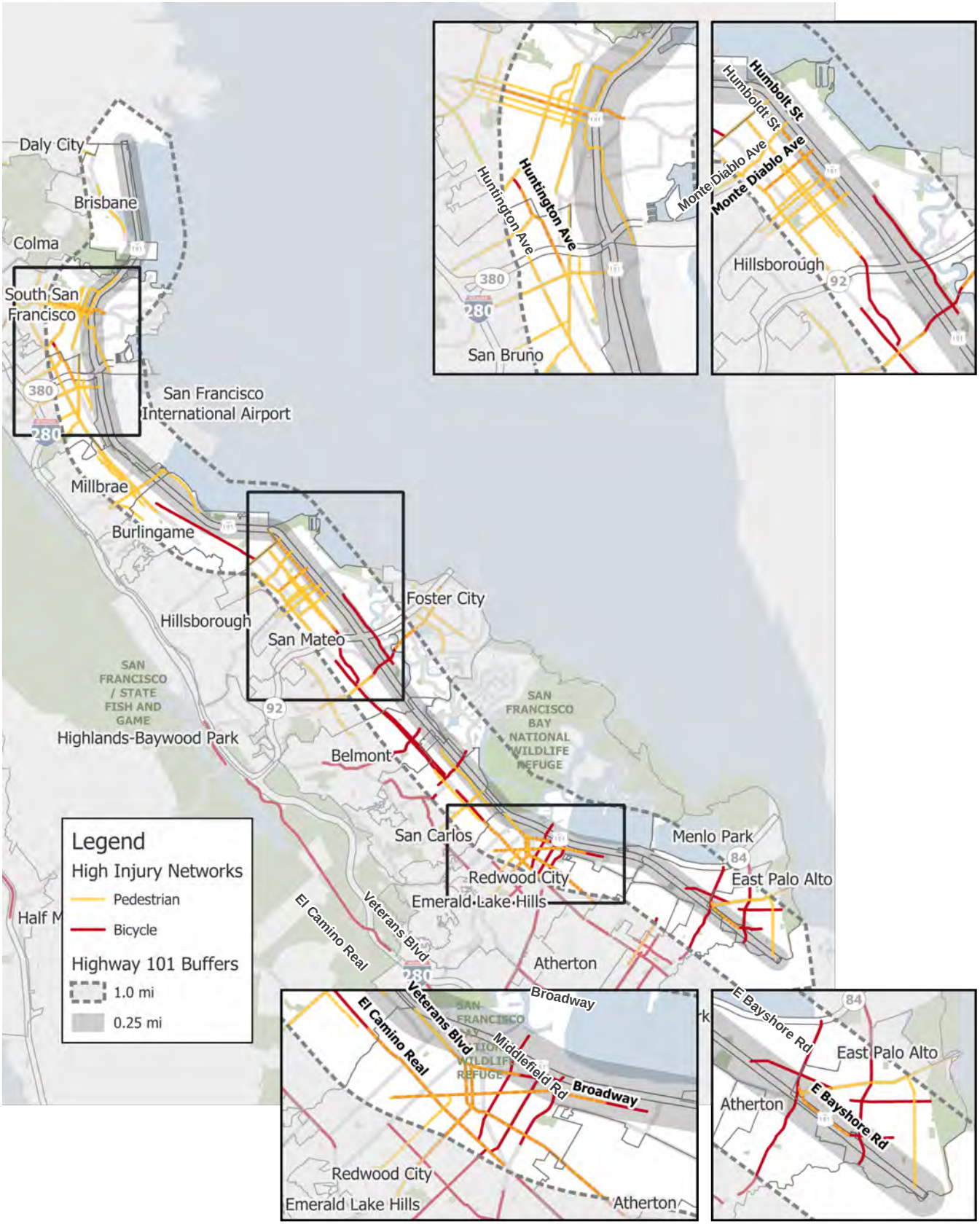


Figure 15. Bicycle and Pedestrian High Injury Networks (San Mateo County Local Roadway Safety Plan (LRSP), 2024)

BICYCLE LEVEL OF TRAFFIC STRESS

Bicycle Level of Traffic Stress (Bike LTS) measures how comfortable or stressful a roadway feels for people bicycling, based on factors such as traffic speed, traffic volume, and separation from vehicles. Roadways are scored on a scale from 1 to 4, with higher scores indicating greater stress and lower comfort levels. As traffic stress increases, the likelihood that people will choose to bicycle decreases. Figure 16 and Table 4 show Bicycle LTS for the roadways along the US 101 corridor, as calculated for the 2021 C/CAG Comprehensive Bicycle and Pedestrian Plan.

Of the 26 US 101 crossings, 19 (73 percent) are classified as high stress (LTS score 3 or 4). Additionally, more than half of all streets within the 1/4 mile Project Area have a high level of bicycle stress (52 percent). This is notable because the Project Area represents a smaller portion of the overall Study Area, yet contains a particularly high concentration of stressful roadways.

A majority of US 101 crossings are high-stress, highlighting how freeway ramps, overcrossing approaches, and wide intersections create significant challenges for people biking. While separated bicycle and pedestrian crossings generally exhibit lower stress levels (LTS 1–2), the 3rd Avenue overcrossing in San Mateo is an exception. Despite physical separation from traffic, the center-running bridge path runs between six lanes of high-speed, high-volume vehicles, resulting in a high LTS score of 4.

Downtown areas such as San Mateo, Redwood City, and Menlo Park also include many high-stress corridors, indicating that even central activity centers often lack comfortable, low-stress bicycle infrastructure. Major corridors and arterials throughout the Study Area, including US 101 and El Camino Real, consistently show high LTS scores, indicating areas that are substantial barriers to safe and comfortable biking where only the most confident of bicyclists may choose to utilize.

Low-stress routes (LTS 1–2) are primarily found on residential streets west of US 101 and in smaller pockets within Foster City, North Fair Oaks, and Menlo Park. However, many of these lower-speed residential streets are not part of a complete or connected network. As a result, bicyclists are forced onto high-stress arterials and collector roads to reach key destinations, limiting the efficacy of these low-stress segments and thus reducing the number of bicyclists who feel comfortable using the existing network.

LTS results highlight the corridors and crossings that present the highest barriers to comfortable biking, revealing where network improvements to reduce level of stress may have the greatest return. Stress reduction projects include adding protected bike lanes, intersection safety treatments, grade-separated crossings, and traffic calming measures that lower vehicle speeds and enhance comfort for all riders. A complete, connected network is equally important, ensuring that people can travel safely and comfortably without the need to use high-stress arterials to reach key destinations.

More than half of the streets within a quarter mile of US 101 (52 percent) are **classified as having a high level of** bicycle stress

Figure 16. Bicycle Level of Traffic Stress (C/CAG Bicycle and Pedestrian Plan, 2021)

Table 4. Existing US 101 Crossings and Bicycle Level of Traffic Stress

Crossing	City	Crossing Type	Bicycle Level of Traffic Stress
Sierra Point Parkway	Brisbane	Bicycle Only	3
Oyster Point Boulevard	South San Francisco	Pedestrian Only	4
Grand Avenue	South San Francisco	Pedestrian Only	4
Airport Boulevard	South San Francisco	Pedestrian Only	4
380/N Access Road	South San Francisco	No bicycle or pedestrian crossing	4
San Bruno Avenue	San Bruno	Pedestrian and Bicycle	4
Millbrae Avenue	Millbrae	Pedestrian Only	4
Broadway	Burlingame	Bicycle Only	4
Bayside Crossing	Burlingame	Pedestrian and Bicycle (Class I Shared Use Path)	2
Peninsula Avenue	San Mateo	Pedestrian Only	4
Monte Diablo Crossing	San Mateo	Pedestrian and Bicycle (Separated Overcrossing)	1
Third Avenue Bridge	San Mateo	Pedestrian and Bicycle (Class I Shared Use Path)	4
Fashion Island Boulevard	San Mateo	Pedestrian and Bicycle	4
East Hillsdale Boulevard	San Mateo/ Foster City	Pedestrian Only	4
O'Neill Crossing	Belmont	Pedestrian and Bicycle (Separated Overcrossing)	2
Ralston Avenue	Belmont	Pedestrian Only	4
Holly Street	San Carlos	Pedestrian and Bicycle	4
Whipple Avenue	Redwood City	Pedestrian and Bicycle	4
Underpass from Convention Way to Bair Island Road	Redwood City	Pedestrian and Bicycle (Class I Shared Use Path)	0
Seaport Boulevard	Redwood City	No bicycle or pedestrian crossing	4
Marsh Road	Menlo Park	Pedestrian Only**	4
Overpass from Newbridge Street to Ringwood Avenue	Menlo Park	Pedestrian and Bicycle (Separated Overcrossing)	2
Willow Road	East Palo Alto	Pedestrian and Bicycle	4
University Avenue[7]	East Palo Alto	No bicycle or pedestrian crossing	4
University Avenue Overcrossing	East Palo Alto	Pedestrian and Bicycle (Separated Overcrossing)	N/A[8]
Clarke Crossing	East Palo Alto	Pedestrian and Bicycle (Separated Overcrossing)	2

7 *Because a pedestrian and bicycle overcrossing is located directly next to the University Avenue crossing, this crossing is not considered a "vehicular-only crossing" in this analysis.*

8 *2021 C/CAG Comprehensive Bicycle and Pedestrian Plan LTS data is not available as the University Avenue Overcrossing was opened in July 2025.*

2.4 INCLUSIVITY

Communities located closest to US 101 have faced disproportionate impacts from pollution, safety risks, and the highway's role in dividing neighborhoods and limiting access to everyday destinations. Prioritizing projects that expand safe and reliable access for these communities is essential. The inclusivity analysis examined demographic and equity data to identify where these burdens are greatest.

EQUITY PRIORITY COMMUNITIES

The Metropolitan Transportation Commission (MTC) defines Equity Priority Communities (EPCs) as underserved communities based on factors such as income, race, limited English proficiency, seniors, people with disabilities, lack of vehicle access (specifically, the percentage of "zero-vehicle households"), and rent-burdened households. In San Mateo County, EPCs are disproportionately clustered around US 101. Within the Study Area there are 19 EPC designated tracts located in East Palo Alto, Menlo Park, North Fair Oaks, Redwood City, San Mateo, San Bruno, and South San Francisco (see Figure 17).

Although EPCs make up only 7.5 percent of the county's total land area, they account for 33.7 percent of the area within a quarter mile of US 101. According to the 2021 US 101 Mobility Action Plan, asthma rates are especially high near highway interchanges along US 101, where congestion accumulates. As a result, health impacts associated with air pollution and traffic congestion disproportionately affect low-income residents and communities of color in San Mateo County.

VEHICLE ACCESS AND TRAVEL NEEDS IN EPCS

The share of households without access to a vehicle is an important indicator of transportation insecurity; zero-vehicle households are more dependent on walking, bicycling, and transit to meet daily needs. Lack of a vehicle is one of the factors that determines an Equity Priority Community (EPC), and Figure 18 highlights the overlay between zero-vehicle households and EPCs, which is particularly evident in East Palo Alto, Redwood City, San Mateo, and San Bruno.

To improve transportation equity in San Mateo County it will be critical to invest in active transportation improvements that serve EPC residents and strengthen connectivity to key destinations and transit.

ACCESS ISSUES IN EPCS

While a small percentage of the total land area, EPCs contain 12.6 percent of the county's bicycle High-Injury Network (HIN) and 14.4 percent of the pedestrian HIN. This disproportionate concentration of high-injury corridors highlights the need to prioritize safe and comfortable active transportation investments in EPCs.

US 101 presents few safe crossing opportunities for people walking or bicycling, including those accessing transit stops. Notably, both vehicle-only crossings of US 101 (i.e. those without sidewalks or bicycle lanes) are in EPCs (I-380/North Access Road in South San Francisco and Seaport Boulevard in Redwood City). The US 101/University Avenue Interchange Improvements project was recently completed, and added a grade-separated overcrossing over US 101 just north of University Avenue in a location that previously had a vehicle-only crossing.

This assessment highlighted that residents of EPCs face disproportionate mobility challenges due to limited and often inaccessible crossings of US 101. This lack of access is particularly burdensome for residents who rely on walking or bicycling, as they must take longer, indirect, or less safe routes to navigate the corridor.

This analysis helps guide where investments are most needed to expand safe, reliable access for communities disproportionately affected by the US 101 corridor. By identifying where Equity Priority Communities overlap with high-injury corridors and limited crossings, the findings will help determine the locations of projects that close access gaps, enhance safety, and provide more equitable mobility options for people who rely more heavily on walking, bicycling, and transit.

The two vehicle-only crossings of US 101 (i.e. those without sidewalks or bicycle lanes) are located in Equity Priority Communities (EPCs).

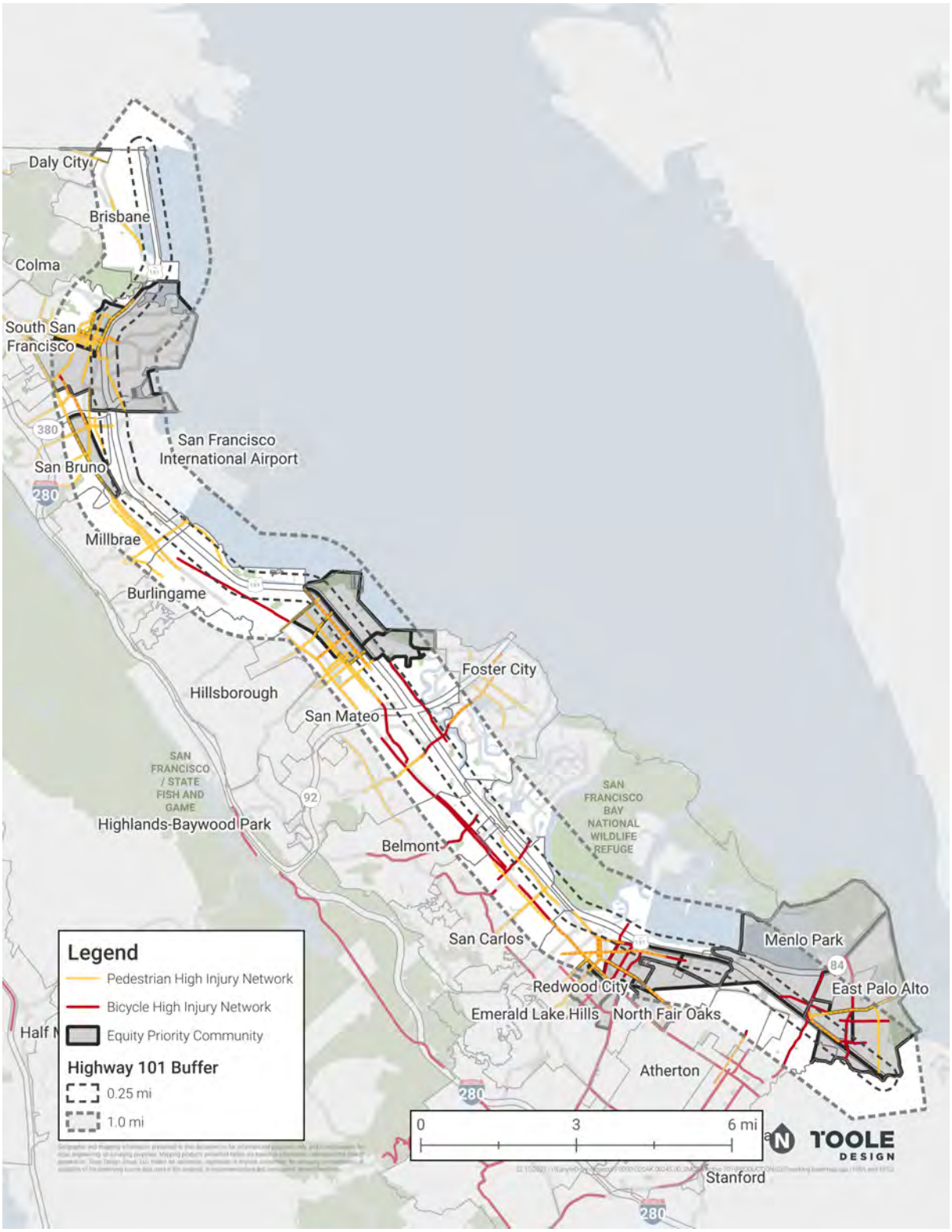


Figure 17. Equity Priority Communities and the High Injury Network (Metropolitan Transportation Commission (MTC) Plan Bay Area 2050 EPCs and San Mateo County Local Roadway Safety Plan (LRSP), 2024)

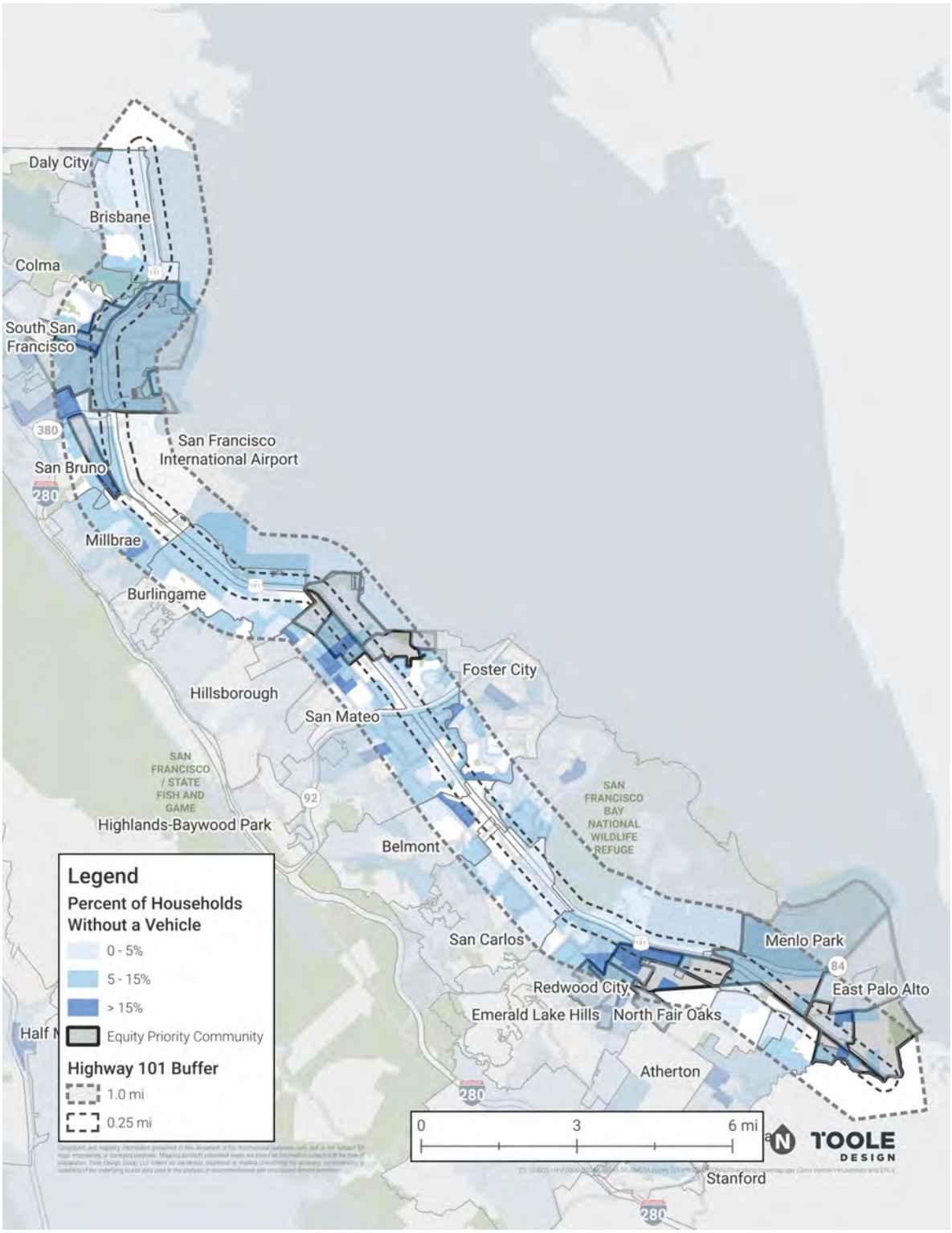


Figure 18. Map of Zero Vehicles Households and EPCs (Census ACS 2022 and Metropolitan Transportation Commission (MTC) Plan Bay Area 2050 EPCs)

2.5 SUSTAINABILITY

Creating a more sustainable transportation future for San Mateo County will require expanding alternatives to short car trips and supporting healthier, more resilient travel options. Data analysis suggests a strong potential for mode-shift for short trips within the county, which could be made by walking, biking, or rolling with safer, more connected transportation options. These patterns suggest many trips could shift to walking or biking with safer, more connected options.

2.5.1 Short Trip Generators

Short trip generators are destinations that produce trips under two miles. Compared to longer vehicle trips, these shorter trips hold the most potential to shift from driving to other modes like walking, biking, or transit. Encouraging this shift reduces auto dependence, eases congestion, and improves air quality.

For this analysis, short trip generators were defined as transit centers and mobility hubs[9] (including Caltrain and BART stations), schools, parks, community centers, grocery stores, shops, and libraries[10].

The SMCTA Strategic Plan 2025-2029 found that one third of daily trips in the county for all purposes (e.g. work, school, grocery store, recreation, etc.) range from one to three miles in length. Fewer than 30% of trips are greater than five miles in length, yet about 50% of trips are completed by drives of single-occupancy vehicles. At the time the data was collected (2022), those conditions showed a high volume of county trips with potential for conversion from single occupancy vehicle trips to pedestrian (0-1 mile), bicycle (1-3 miles), or public transit (3-5 miles) trips.

As shown in Figure 19, short trip generators are more heavily concentrated on the west side of US 101, where neighborhoods, schools, shops, and services are more dense and interconnected. As a result, residents on the east side of the corridor may face greater travel burdens, needing to go farther and cross US 101 to reach everyday destinations. Currently available data cannot directly quantify the impact of this imbalance on residents living on the east side, but it can be inferred from the distribution of destinations and local travel circulation networks.

The highest concentrations of short trip generators are in central and southern parts of the county, particularly in Millbrae, San Mateo, and Redwood City where there are major corridors and transit routes. These areas offer strong potential for short, active trips if east–west connectivity is improved.

There are smaller clusters of short trip generators on the east side of US 101, primarily recreational destinations such as the Bay Trail, Bair Island, and Seal Point Park. These attract visitors from across San Mateo County and the broader Bay Area. To make these amenities accessible to all, not only those with cars, safe and convenient bicycle and pedestrian connections are essential.

These findings highlight where active transportation investments can most effectively reduce vehicle dependence and promote more sustainable travel choices. By identifying areas with a high concentration of short-trip destinations, the analysis helps pinpoint where improvements, such as safer crossings, enhanced bikeways, and stronger connections to transit, can be strategically located to make walking and biking more convenient and appealing transportation options for everyday trips.

Converting short trips from vehicular trips to more sustainable modes reduces auto dependence, improves congestion, and improves air quality.

9 Mobility Hub data is provided by the Bay Area Metropolitan Transportation Commission (MTC). MTC defined Mobility Hubs as community anchors that enable travelers of all abilities to access multiple travel options including shared scooters, bicycles and cars, and transit.

10 Sources: Mobility hubs (MTC); Transit Centers (Caltrans); Schools (San Mateo County); Parks, Community Centers, Libraries, Grocery Stores, and Shops (Open Street Map [OMS])

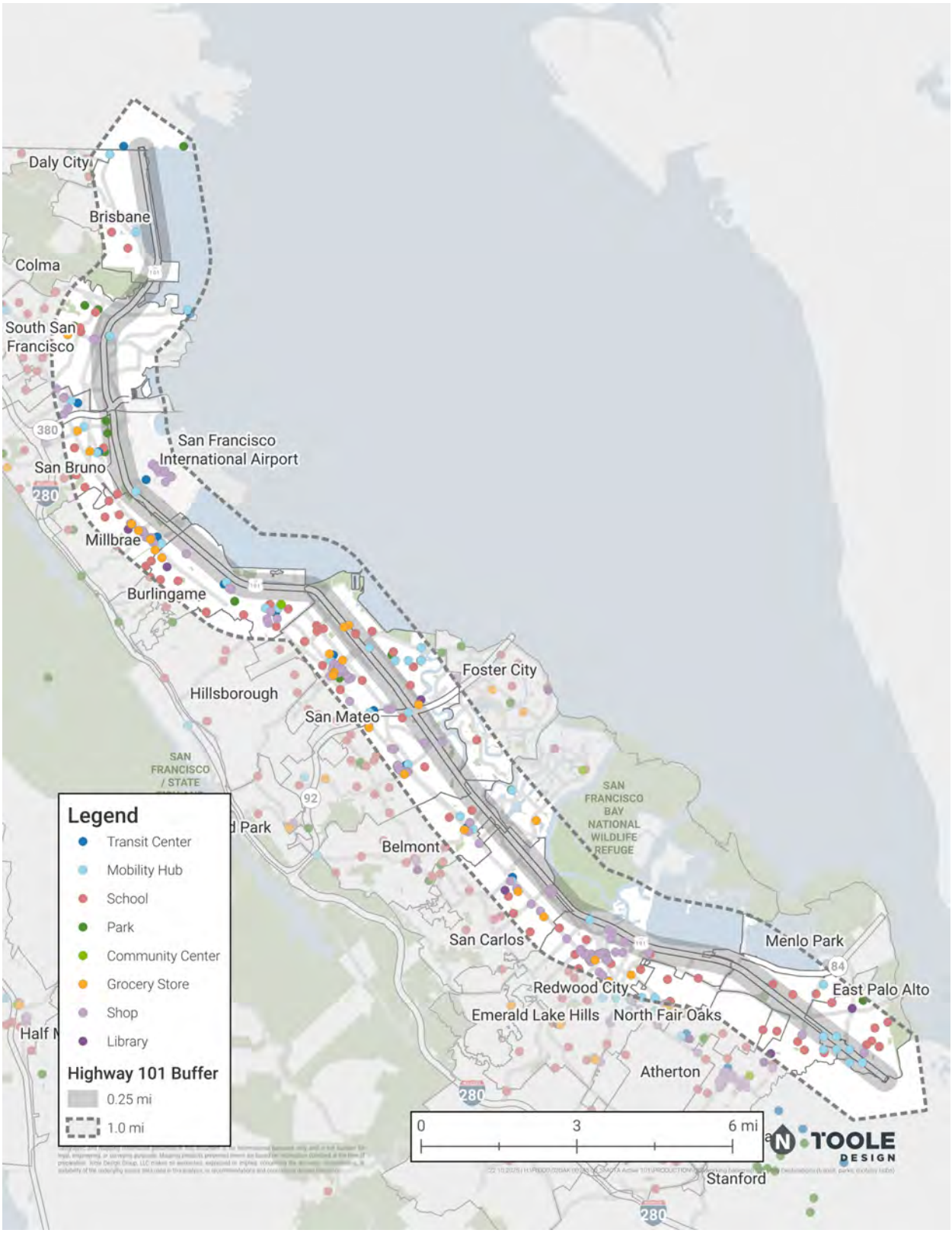


Figure 19. Short Trip Generators (Multiple Sources)

2.5.2 Short Trip Generators and the High Injury Network

There is a strong relationship between short trip generators and the County's High Injury Network (HIN). Figure 20 highlights where the bicycle HIN overlaps with short trip generators. Areas with more destinations and higher bicycle activity also tend to experience more collisions. When people ride in places without safe infrastructure, their exposure to vehicle traffic increases, raising the risk of collisions. This pattern is particularly evident in San Mateo, Redwood City, and Atherton (i.e. along Seaport Boulevard in Redwood City, a key crossing of US 101).

Some streets appear on the HIN even though they have few nearby short trip generators. This often means the street serves as one of the few available routes connecting key destinations, leading people to use it despite traffic conditions or the absence of dedicated bike facilities are missing. Examples of this include several major crossings of US 101:

- Grand Avenue (South San Francisco)
- Hillsdale Boulevard (San Mateo/Foster City) – also part of the Pedestrian HIN
- Holly Street (San Carlos)
- Willow Road (Menlo Park)

Willow Road in Menlo Park clearly illustrates this issue. Although it has few nearby short trip generators, it is one of the few options for crossing US 101, making it a critical but challenging connection for bicyclists. Portions of the corridor include Class IV protected bike lanes; however, the approaches to the crossing lack similar protection. As shown in the callouts in Figure 20, this gap leaves riders more exposed to traffic and increased safety risks.

These findings will help inform where to focus investments on crossings and corridors that serve essential travel needs but currently lack safe, connected infrastructure, reducing crash risk while supporting more sustainable short trips across the US 101 corridor.

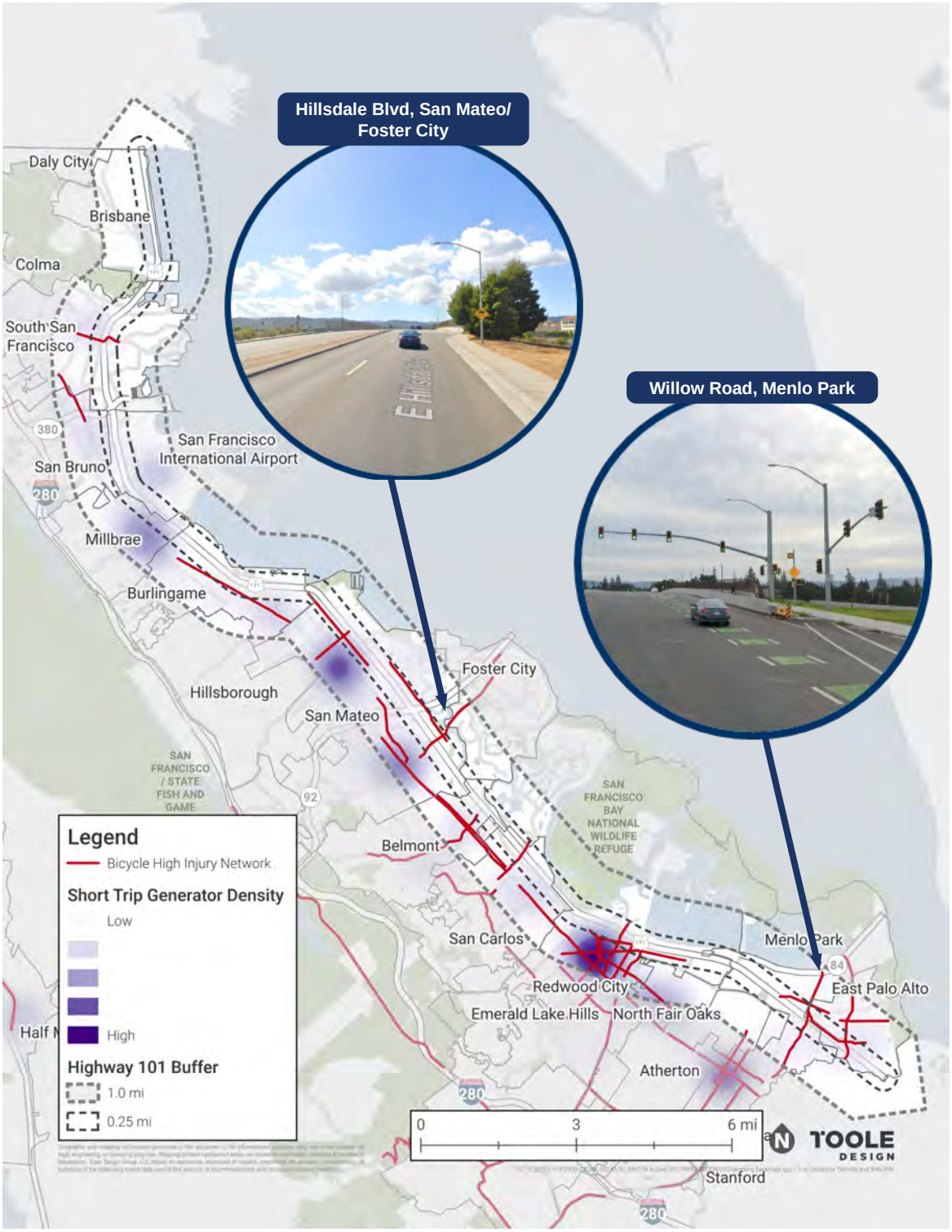


Figure 20. Bicycle High Injury Network (C/CAG Local Roadway Safety Plan (LRSP), 2024)

This heat map is generated using the short trip generators shown in Figure 19.

2.6 TECHNICAL ANALYSIS KEY FINDINGS

The existing conditions analysis provided a comprehensive understanding of current barriers and opportunities for walking and bicycling along and across the US 101 corridor. These findings, organized around the four key goals of connectivity, safety, inclusivity, and sustainability, help to identify where investments in active transportation can have the greatest impact by closing critical gaps, improving safety and comfort, and expanding access for communities most affected by barriers along US 101. Below are key findings from the technical analysis outlined in the preceding sections.

Connectivity

- The US 101 corridor acts as a major physical barrier between neighborhoods, jobs, schools, and parks, limiting safe, direct options for walking and bicycling.
- Of the 26 crossings analyzed, fewer than one-third provide facilities suitable for people of all ages and abilities, and two crossings lack any pedestrian or bicycle access altogether.
- The design of crossings varies widely, with fewer than one-third offering low-stress, grade-separated, or protected facilities. Most crossings remain high-stress environments with limited comfort and accessibility.
- Areas with the fewest crossings, such as South San Francisco, Brisbane, and San Bruno, also show the lowest levels of bicycle and pedestrian activity, illustrating how missing or unsafe connections suppress demand.
- Improving east–west connections across US 101, especially through grade-separated overcrossings, shared-use paths, and protected intersections, is essential to creating a continuous, all-ages-and-abilities network.

Safety

- Safety concerns remain one of the most significant barriers to walking and biking along and across US 101.
- Nine of the 26 crossings (35 percent) are located on either the County's Bicycle or Pedestrian High-Injury Network (HIN), indicating elevated collision risk for people walking and biking.
- More than half of all streets within a quarter mile of the corridor (52 percent) are classified as high-stress (LTS 3–4), meaning they feel unsafe or uncomfortable for most bicyclists.
- High-stress conditions are concentrated at interchange approaches, wide intersections, and high-speed arterial corridors such as El Camino Real and Veterans Boulevard.
- Reducing traffic stress through protected facilities, safer intersections, and traffic calming will be critical to expanding safe, low-stress travel options for all users.

Inclusivity

- Communities adjacent to US 101, particularly Equity Priority Communities (EPCs), face disproportionate environmental and mobility burdens, including higher exposure to air pollution, elevated crash risk, and limited safe crossings.
- Although EPCs make up only 7.5 percent of San Mateo County's total land area, they represent one-third of the area within a quarter mile of US 101 and contain the two crossings without pedestrian or bicycle facilities.

- Residents of these communities are more likely to rely on walking, biking, and transit to meet daily needs, yet face longer, less direct, and less safe routes to reach destinations such as schools, jobs, and shopping areas.
- The overlap between EPCs and the High-Injury Network highlights the need to prioritize investments that improve access, safety, and comfort for historically underserved communities.
- Expanding safe, equitable access for all residents is central to the Active 101 Plan's goal of reconnecting neighborhoods and reducing disparities in mobility and health outcomes.

Sustainability

- A significant share of trips within the Study Area are short, under two miles, making them ideal for walking or biking, yet most of these trips are currently made by car.
- Short trip generators, such as schools, transit hubs, and shopping areas, are concentrated on the west side of US 101, while residents on the east side often face longer, indirect routes and fewer crossings.
- Many locations with high short-trip potential also overlap with the High-Injury Network, indicating a mismatch between demand and safe infrastructure.
- Targeting improvements in these areas will help shift short car trips to active modes, reduce congestion, improve air quality, and support the County's broader sustainability and climate goals.
- Enhancing multimodal connectivity also supports resilience by expanding access to low-emission, health-promoting transportation choices.

2.7 PROJECT INVENTORY

Building on the findings of the existing conditions assessment, which identified key data and patterns related to safety, equity, connectivity, and sustainability, an inventory of proposed bicycle and pedestrian projects within the County was developed to understand the planned network improvements to address the identified needs. The inventory compiled previously identified projects from adopted local and countywide plans within San Mateo County, ensuring that the evaluation of existing challenges was paired with a clear understanding of planned improvements.

2.7.1 Cataloging of Plans

The process began with a comprehensive review of local and regional planning documents, including bicycle, pedestrian, and active transportation plans, as well as relevant corridor and specific area studies. The planning document review summary list can be found in Appendix B. Each plan was cataloged by jurisdiction, plan type, and publication date. Where applicable, details about prioritization frameworks, such as scoring criteria, network classifications, or equity considerations, were also documented. This process created a record of how projects were originally identified and prioritized to ensure the full universe of proposed projects was captured to be considered for the Active 101 network. The identified projects included both new facilities and proposed upgraded facilities to enhance those that are already existing.

2.7.2 Project Compilation

All relevant projects from these plans were included in the inventory, and key information was documented, such as source plan and year, proposed facility type (e.g., bike lane, shared-use path, sidewalk improvement, or crossing enhancement), and project extents. This ensured that the both the qualitative and quantitative characteristics of proposed improvements were consistently captured, providing a reliable dataset for further analysis and coordination.

2.7.3 Screening and Confirmation Process

Once compiled, a detailed screening and validation process was conducted to confirm the final list of proposed projects. Projects were also mapped to confirm they fell within a quarter mile of the US 101 corridor, and reviewed for overlap or duplication. Where discrepancies or missing information were identified, jurisdictions were contacted to confirm project details. When multiple versions of the same project existed, the most recent adopted plan served as the definitive source of information.

Through this process, 313 projects were identified within a quarter mile buffer of US 101 (the Project Area), as shown in Figure 21. By consolidating and verifying the extensive planning work already completed across the County, this effort created a comprehensive picture of planned bicycle and pedestrian investments in the Study Area and built on the work local jurisdictions and agencies have already done. Together with the data analysis and community engagement, they form the basis on which the Priority Network (formerly Countywide Corridor) was developed, as described further in Chapter 4. The full project inventory list can be found in Appendix C.

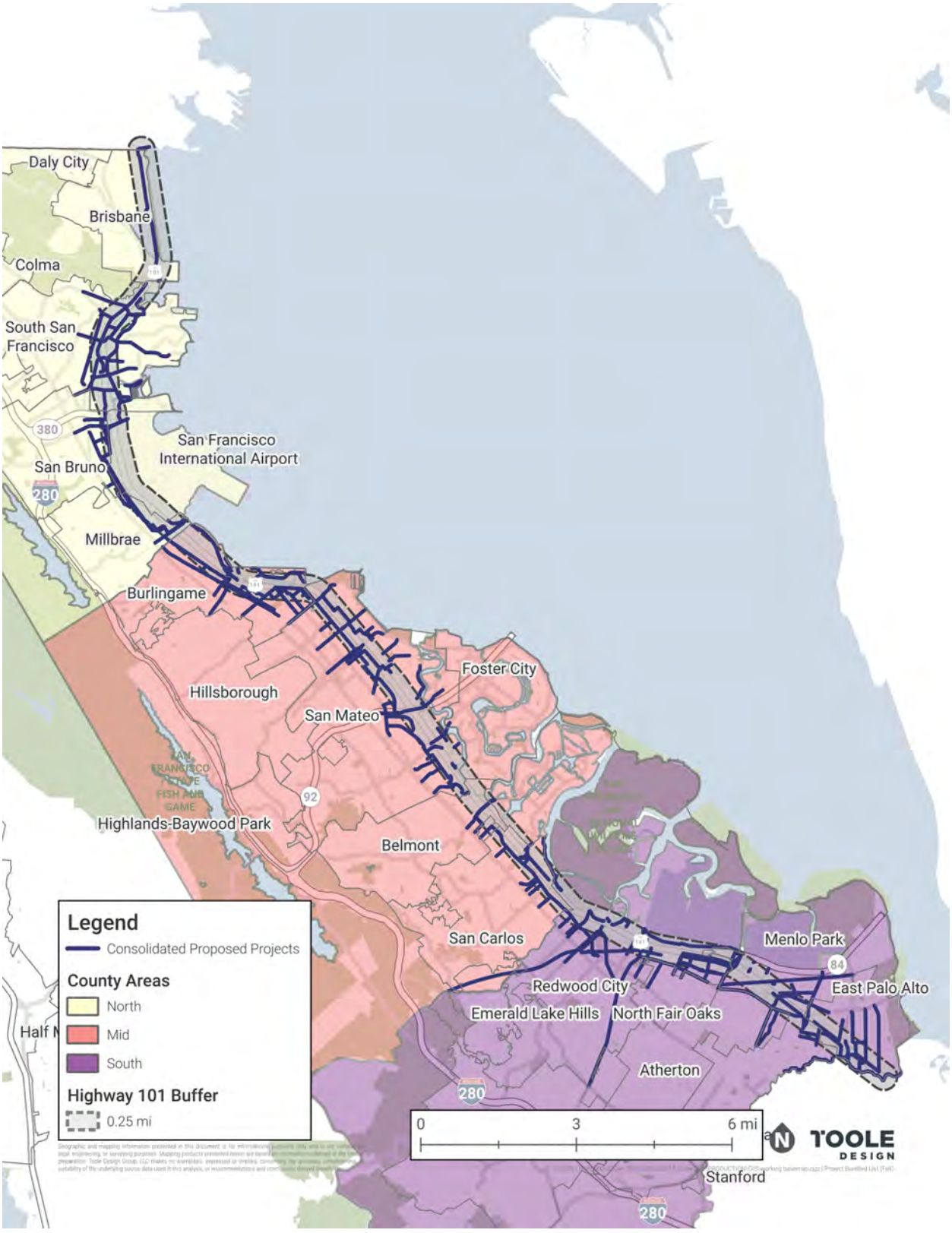
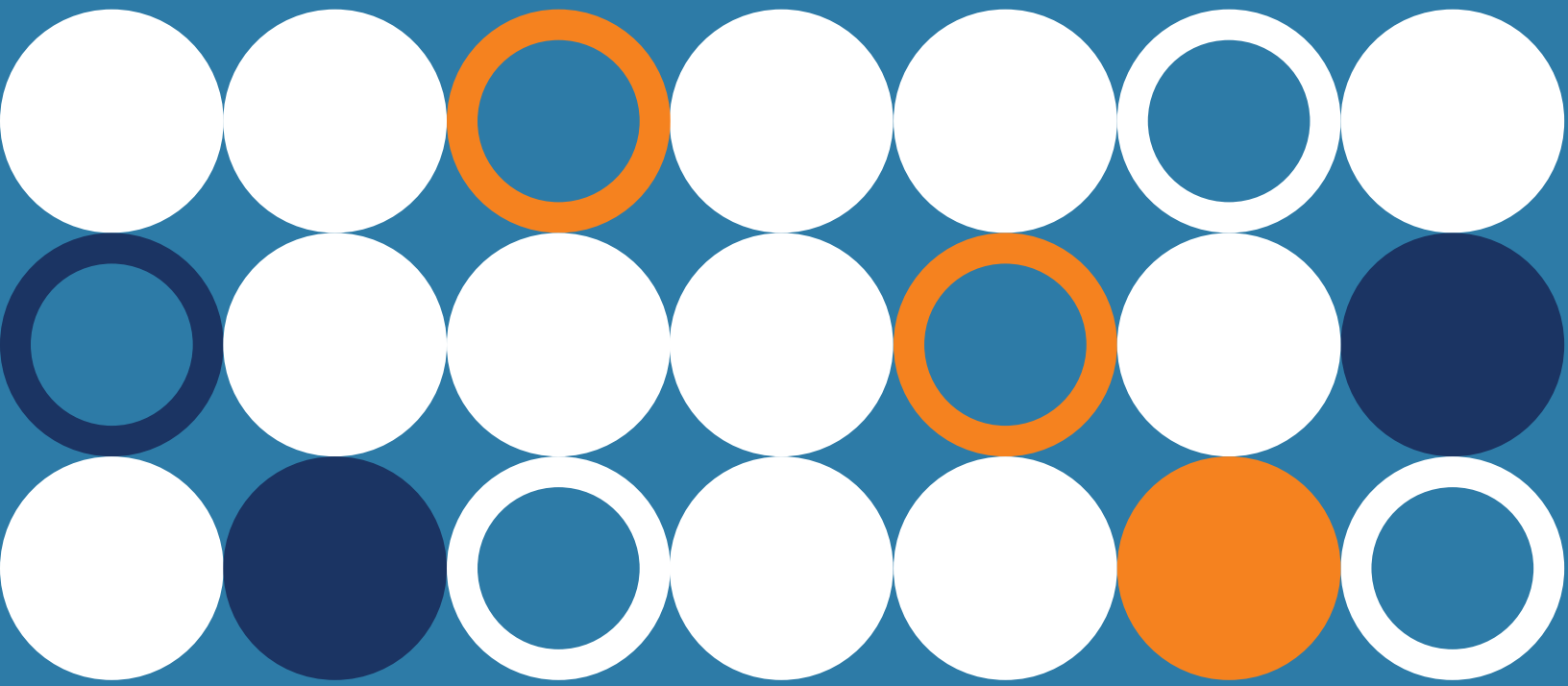


Figure 21. Full Project Inventory

3 Community and Stakeholder Engagement



Community engagement activities were conducted in several phases between Fall 2024 to Fall 2025. The goals of the community and stakeholder outreach were to raise awareness for the Active 101 Plan and identify the community's priorities for transportation improvements 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 and staff at pop-up events fluent in Spanish and Cantonese. Further, the engagement strategies provided opportunities for accessible participation through translated project materials, stipends for community-based organizations (CBOs), and gift cards for people who volunteered to participate in CBO meetings. Figure 22 summarizes statistics from the Active 101 outreach activities.

Figure 22. Engagement Statistics

The community engagement activities were organized around four phases:

- Needs and Concerns
- Priority Network Development
- Conceptualize Selected Projects
- Public Review Draft Release

The community engagement phases are described in more detail below.

3.1 NEEDS AND CONCERNS

3.1.1 What We Did

The first phase of engagement activities were conducted from Fall 2024 to Winter 2025. The project team shared information on the project's purpose and the existing conditions in the Study Area, and asked the community to provide feedback to identify locations where they prioritized transportation improvements through a range of different strategies. These included:

- Project webpage
- Multilingual factsheet and a Frequently Asked Questions (FAQ) document
- Press release
- Online "Fund It" Activity
- Animated Video and Social Media
- Interactive mapping (available online and at in-person events)
- Six multilingual pop-up events

PROJECT WEBPAGE

The Active 101 webpage went live in June 2024, introducing the project, how it fits into the overall 101 Corridor Connect Program, project timeline, priorities, and links to a multilingual Factsheet and FAQ document available in English, Spanish, and Simplified Chinese. The webpage (Figure 23) included information defining the project area, events planned in the community, and acted as a hub hosting links to several online engagement tools where the public could provide feedback at all stages of the project.

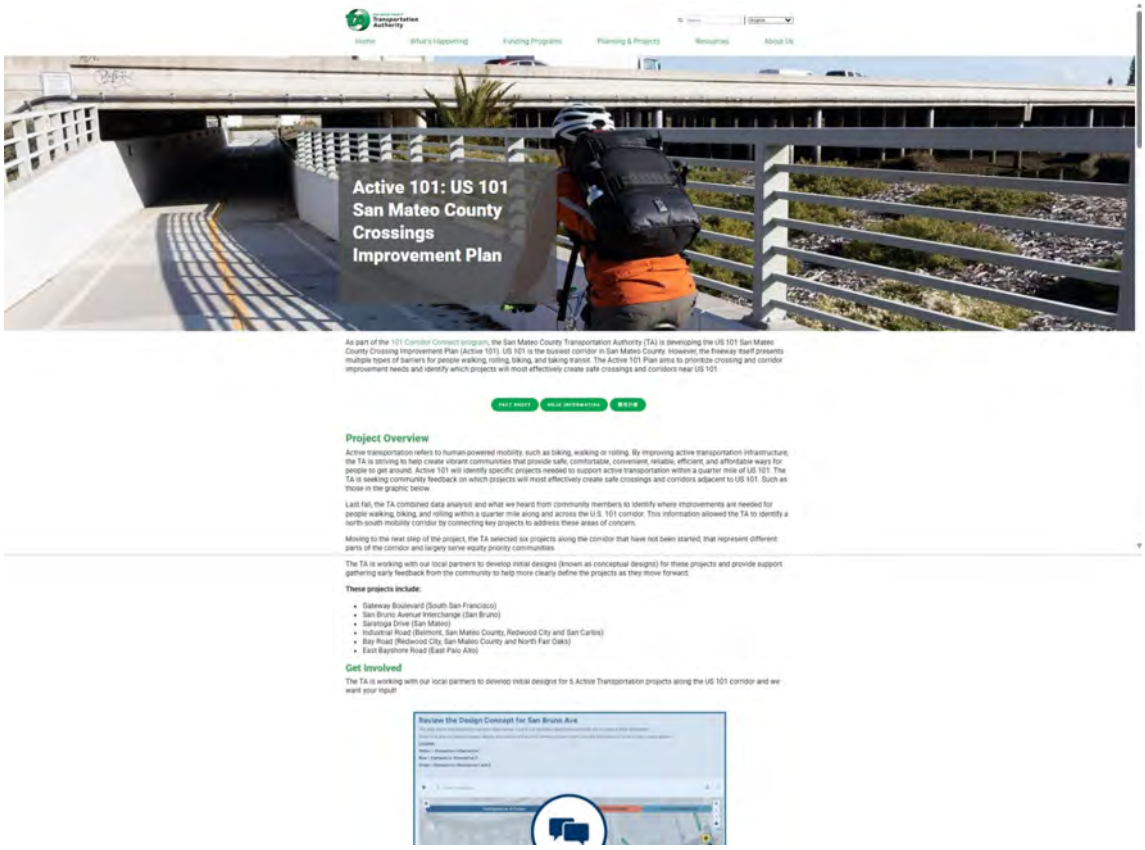


Figure 23. Project Webpage

ONLINE "FUND IT" ACTIVITY

Public input was first gathered through an online "Fund It" activity hosted on the Social Pinpoint platform and promoted through the SMCTA webpage, a press release, social media, pop-up events, an animated video, and partner organizations. The activity allowed community members to identify specific locations in the county where they experienced mobility concerns or needs, using a platform accessible at their convenience. Participants could also "vote" by distributing up to ten points across locations where they felt improvements should be prioritized to best help to meet their transportation needs, either by spreading points across multiple sites or allocating all ten points to a single area to show strong support.

The activity was active from October to November 2024 and received a total of 378 contributions and 1,260 points, and in-person pop-up events yielded an additional 266 votes. In total there were 1,526 votes on priority locations collected across multiple platforms. The online "Fund It" activity is shown in Figure 24.

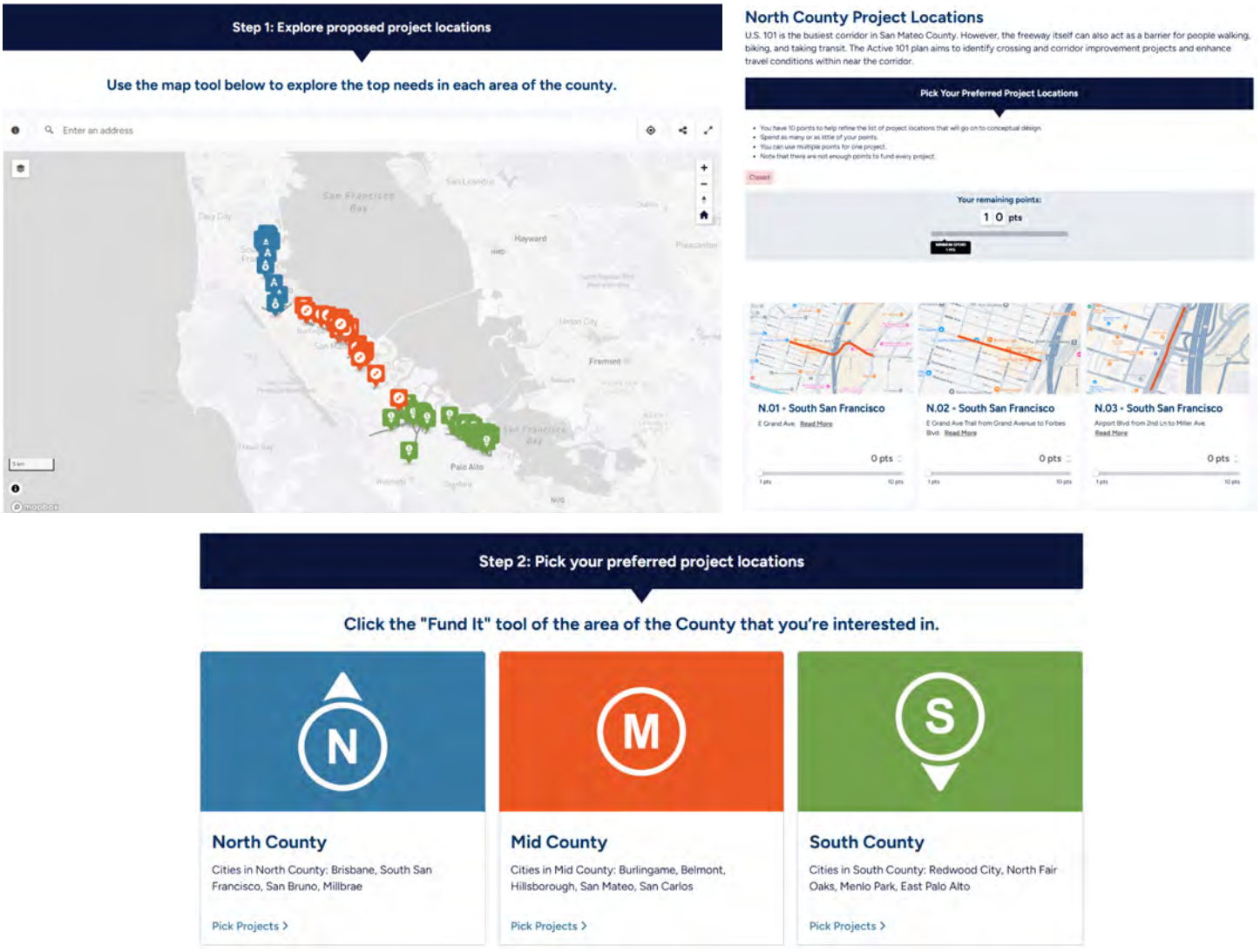


Figure 24. Online "Fund It" Activity[11]

11 The online "Fund It" activity divided the county into three sub-areas to assist participants in navigating to locations familiar to them.

POP-UP EVENTS

Six in-person pop-up events were held between October and November 2024 in various cities within the project area. These pop-ups were located near or within identified equity priority areas and took place during planned community events, where the project team hosted a table to engage with community members where they were already gathering. The pop-ups were held at the following local community events:

- Dia de los Muertos Festival (San Mateo)
  October 12, 2024
- Halloween Extravaganza (South San Francisco)
  October 19, 2024
- Pumpkin Festival (East Palo Alto)
  October 25, 2024
- Halloween Festival (Foster City)
  October 26, 2024
- Millbrae Farmer's Market (Millbrae)
  November 2, 2024
- Redwood City Farmer's Market (Redwood City)
  November 17, 2024

Each event presented project information, and community members were encouraged to share their concerns about transportation opportunities through interactive activity boards and flipbooks (Figure 25). Project materials were available in English, Spanish, and Simplified Chinese.

Figure 25. Pop-Up Events and Interactive Activity Boards

3.1.2 Who Was Involved

As part of the 101 Corridor Connect Multimodal Strategies development, three working groups were formed for each of the Strategy efforts in the North, Mid, and South County segments of the corridor. These working groups included local jurisdiction, transit agencies, and Caltrans staff, and functioned as the Technical Advisory Groups for the Active 101 effort as well. The Working Groups included representatives from the following agencies:

- BART
- Caltrans
- Caltrain
- C/CAG
- City of Brisbane
- City of South San Francisco
- City of San Bruno
- City of Millbrae
- City of Burlingame
- City of San Mateo
- City of Foster City
- City of San Carlos
- City of Belmont
- City of Redwood City
- City of Menlo Park
- City of East Palo Alto
- Commute.org
- County of San Mateo
- Metropolitan Transportation Commission (MTC)
- SamTrans
- WETA

SMCTA also met with members of the WG individually during the Fall of 2024 and Winter of 2025 to seek input and feedback on the existing conditions analysis and public engagement activities.

ADDITIONAL PRESENTATIONS

An additional 22 'Roadshow' presentations were made to stakeholders, committees, and SMCTA Board of Directors members to introduce the project and promote completion of the online activity and interactive map. Presentations were given to the following agencies:

- Belle Haven Empowered
- Brisbane Chamber
- City/County Association of Governments of San Mateo County Bicycle and Pedestrian committee
- Chamber San Mateo County (Transportation and Housing Commission)
- Commission on Disabilities (San Mateo County Health System)
- East Palo Alto Public Works and Transportation Commission
- Foster City Chamber & San Mateo Area Chamber (joint meeting)
- Menlo Park Complete Streets Commission
- North Fair Oaks Community Council
- Safe Routes to School Citizens Advisory Committee
- SAMCEDA Housing, Land Use, and Transportation Committee
- SamTrans Citizens Advisory Committee
- San Bruno Bicycle and Pedestrian Advisory Committee
- San Mateo Sustainability & Infrastructure Commission
- San Francisco International Airport (SFO) (Staff Briefing)
- San Mateo County Bicycle and Pedestrian Advisory Committee
- South San Francisco Bicycle and Pedestrian Advisory Committee
- South San Francisco Chamber of Commerce
- San Mateo County Supervisor Canepa
- San Mateo County Supervisor Corzo
- San Mateo County Supervisor Mueller
- San Mateo County Supervisor Pine

An overview of the project was also provided to the San Mateo County Transit District's Stakeholder Advisory Group (SAG) and Technical Advisory Group (TAG). The combined SAG and TAG includes more than 200 representatives from organizations in San Mateo County including local agency Public Works directors and staff, planning staff, nonprofits, transit agencies, CBOs, and partner groups.

3.1.3 What We Heard

From the online 'Fund It" Activity and feedback at the pop-up events, ten areas of concern were identified as community priorities:

1. East Millbrae Avenue to San Bruno Avenue via Huntington Avenue – San Bruno, Millbrae
2. East Hillsdale Boulevard – San Mateo
3. Grand Avenue/East Grand Avenue – South San Francisco
4. Industrial Avenue – San Carlos, Redwood City
5. Shaw Road/Tanforan Avenue – San Bruno
6. Fashion Island Boulevard/19th Avenue – San Mateo
7. Willow Road – Menlo Park
8. Monte Diablo Avenue – San Mateo
9. East Millbrae Avenue – Millbrae
10. Broadway – Redwood City

These results, in addition to other comments received, were developed into a heatmap of priority areas that informed the development of the north-south Priority Network, described further in Chapter 4.

3.2 PRIORITY NETWORK DEVELOPMENT

3.2.1 What We Did

The next phase of engagement activities was conducted during Winter and Spring 2025 and was focused on updating the community about the project progress to date, and the methodology used to develop the north-south Priority Network alignment. The community was asked to provide feedback on the proposed network. The strategies used in this phase included:

- **ArcGIS StoryMap Website**
- **Online Survey**
- **City Staff meetings**

ARCGIS STORYMAP

The Active 101 StoryMap webpage (Figure 26) launched in January 2025, and provided an overview of the program, findings from the existing conditions analysis, engagement activities to date, and the methodology used to develop the north-south Priority Network. The webpage was presented in a storytelling format designed to guide the community through the project process in a clear and accessible way. It featured tools such as maps illustrating existing conditions, infographics summarizing community feedback, and an interactive sliding map (Figure 27) demonstrating how the data and community feedback were combined to develop the draft Priority Network. The StoryMap also included a survey to collect public feedback on how well the proposed network reflected community needs and how the projects included in the proposed corridor could support active transportation in the area.

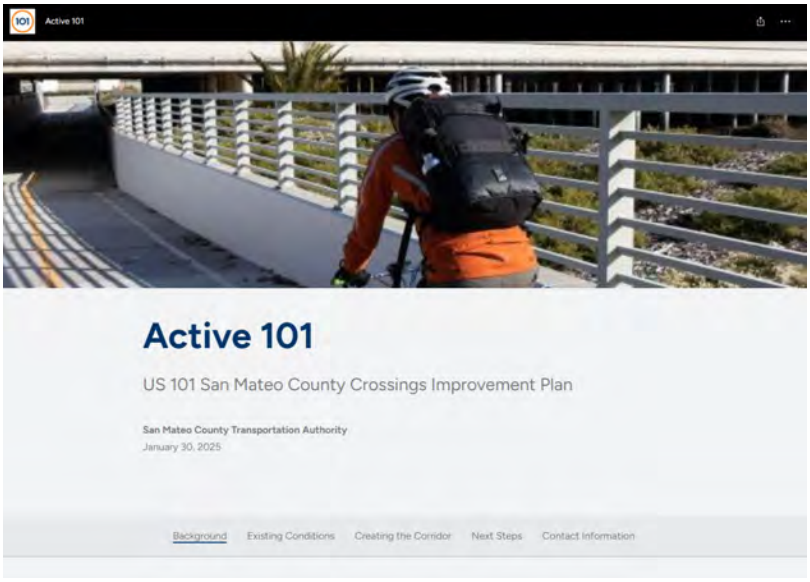


Figure 26. Active 101 ArcGIS StoryMap Webpage

Figure 27. Active 101 ArcGIS StoryMap Priority Network Interactive Sliding Map

ONLINE SURVEY

As part of the StoryMap, participants were asked to share their perspectives on how the corridor would support their active transportation needs. A Google Forms survey, embedded in the StoryMap, was available from February through March 2025. The survey was promoted as part of the StoryMap engagement via social media and by partner organizations. To encourage participation, respondents were entered into a gift card raffle. The survey (Figure 28) invited community members to rate the perceived effectiveness of the proposed Priority Network alignment[12] in their respective cities and to provide feedback on how the corridor could be improved. To improve clarity and understanding of the corridor, the survey was organized by the three county sub-areas and received a total of 116 responses.

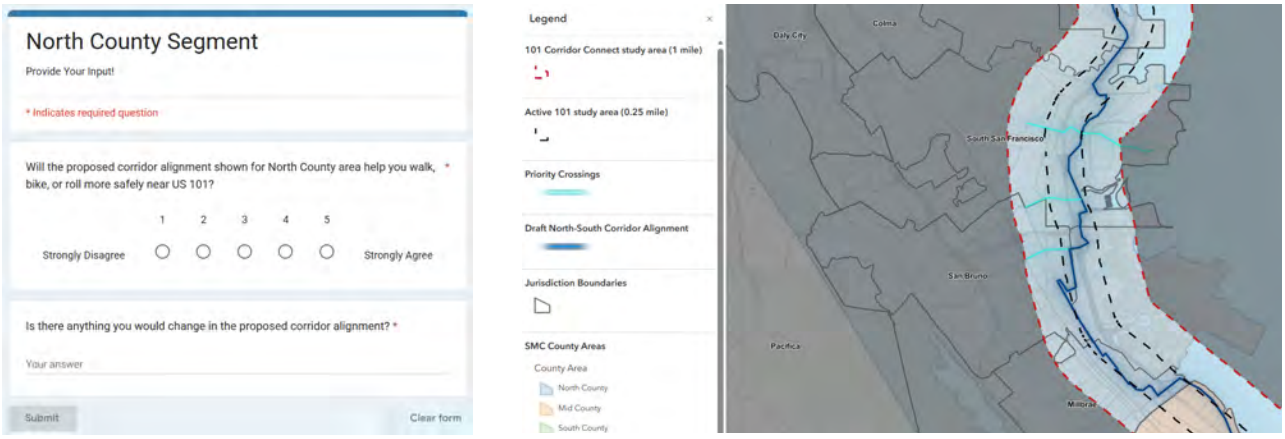


Figure 28. North County Sub-Area Segment and Google Form Survey

12 Public materials used the phrase Countywide Corridor in relation to Priority Network. The use of Priority Network as a terminology was not introduced until after this phase of the outreach was completed.

3.2.2 Who Was Involved

While the StoryMap was in development, SMCTA worked with local jurisdiction staff in the cities along the project area to share feedback from the Fall 2024 engagement and to request input on how the existing conditions analysis and the heatmap of community priority areas were integrated to create the draft Priority Network alignment. By partnering with local agencies, SMCTA was able to ensure the draft alignment reflected both community values and the local priorities and visions for each jurisdiction.

WORKING GROUP MEETING

In addition to the individual jurisdiction meetings, WG meetings for Active 101 were held in the Winter of 2025. At this meeting, members of the WG were presented an update on the project and the methodology for developing for the north-south Priority Network alignment. The methodology discussion presented the ArcGIS StoryMap engagement tool and explained how community feedback was incorporated into the proposed Priority Network alignment.

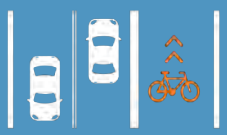
3.2.3 What We Heard

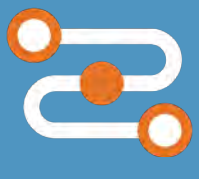
As part of the survey, participants were asked to provide a rating from 1 (Strongly Disagree) to 5 (Strongly Agree) to indicate if they felt the proposed corridor alignment would help them to walk, bike, and roll more safely along the US 101 corridor. The rating of the draft Priority Network was 3.5 out of 5 for North County, 3.4 out of 5 for Mid County, and 3.8 out of 5 for South County. On average for all three county sections, respondents rated the draft Priority Network alignment 3.5 out of 5 points.

While the Priority Network alignment feedback partially addressed the needs of respondents, much of the feedback centered on further connectivity outside of the project area and did not identify many substantial changes to the Priority Network itself. Addressing the critical connections across or adjacent to US 101 first will allow local jurisdictions to focus on the other concerns listed below and build on the larger network.

Respondents had the opportunity to provide additional feedback about improvements to the Priority Network alignment, or any specific locations where they had concerns. The top five themes gathered from the comments on the survey were:

1	2	3	4	5
Improved Access to Caltrain and BART Stations	**More Bike Lanes**	**Improved Safety Conditions for Cyclists**	**Connect the Alignment to the Bay Trail**	**Improved Crossings Over US 101**





Feedback gathered during the second phase of engagement through the survey and meetings with the Working Group provided critical confirmation of the Priority Network. This network focuses on improving connections both along and across US 101, creating a safe and seamless experience for people walking, biking, and rolling. All projects within the Priority Network will be included in the overarching 101 Corridor Connect Program as priority projects for SMCTA.

3.3 CONCEPTUALIZE SELECTED PROJECTS

The third phase of community engagement supported the six projects selected for high level conceptual design and initial community feedback. This effort was intended to model how the Priority Network projects can move forward into implementation.

- Gateway Boulevard (South San Francisco)
- San Bruno Avenue Overcrossing (San Bruno)
- Saratoga Drive (San Mateo)
- Industrial Road (Belmont, San Mateo County, San Carlos, and Redwood City)
- Bay Road (Redwood City and San Mateo County)
- East Bayshore Road (East Palo Alto)

This phase of Active 101 was intended to give project sponsors the opportunity to participate in developing conceptual designs for projects that had not yet begun, and to create high-level concepts to share with the community for initial feedback. Through this process, cities would have both conceptual designs and preliminary community input, helping make these projects more competitive for future funding opportunities. Each of the six selected projects included a tailored engagement plan and community outreach effort, described in detail in Chapter 5.

3.3.1 What We Did

The third phase of engagement activities were conducted from Spring through Summer 2025. The main goal of this round of engagement was to gain preliminary community feedback for the six conceptual designs selected from the Priority Network. Feedback collected during the engagement activities is provided in detail in Chapter 5 for each project and is summarized here.

Generally, the strategies used in this phase of engagement included:

- Updated project webpage
- Online survey and interactive mapping activity
- Four pop-up events
- Two community workshops, advertised by mailed postcards
- Business cards with QR Codes
- CBO meeting
- Social media

ENGAGEMENT WEBPAGE

The project launched an engagement-focused webpage in July 2025 using the Social Pinpoint platform. This webpage (Figure 29) complemented the main Active 101 webpage by providing updates on all engagement activities to date, introducing the six projects with conceptual designs, and offering an online survey and mapping activity to gather feedback. The webpage also included links to the StoryMap tool and previous rounds of engagement, building on earlier work and allowing the public to review prior phases of the project.

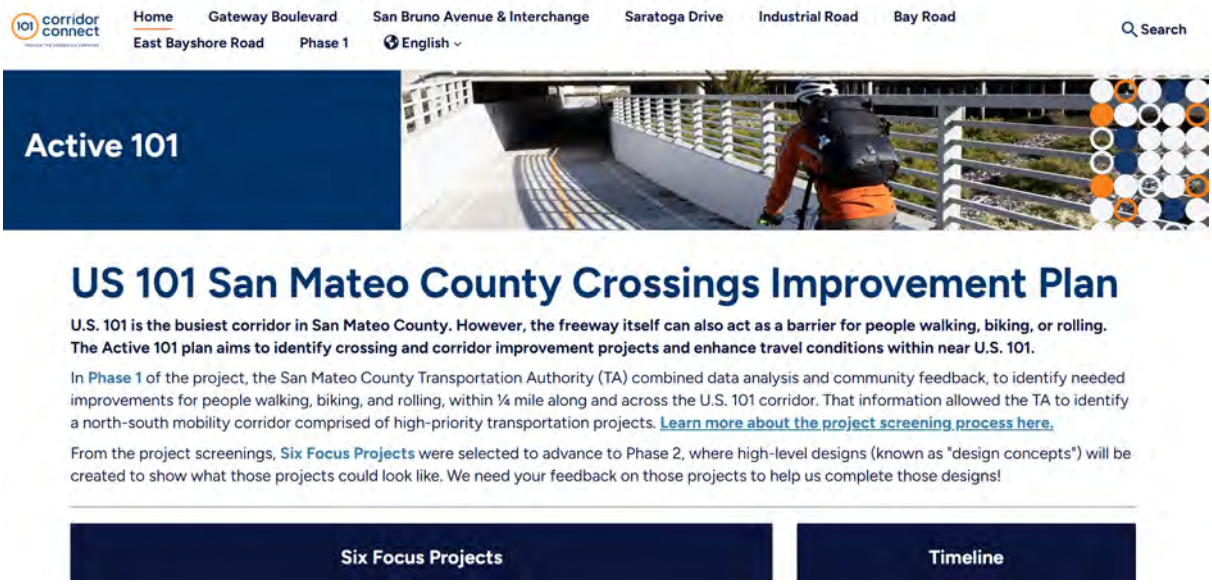


Figure 29. Active 101 Engagement Webpage

ONLINE SURVEY AND INTERACTIVE MAPPING ACTIVITY

Community input for the conceptual designs was collected through an online survey and mapping activity promoted through the SMCTA webpage, social media, pop-up events, community workshops, and by partner organizations. The survey and mapping activity allowed participants to engage at their convenience, particularly for those unable to attend in-person pop-up events or workshops.

The webpage provided the conceptual design alternatives for each of the six projects (Figure 30), and participants could choose to view and comment on one or multiple projects. For each project, participants were able to visualize specific elements of the concepts through the interactive mapping tool (Figure 31), and then provide specific comments on the proposed designs via a survey tool (Figure 32). The information provided for each project included typical cross sections of each project site, including interactive models for most projects that participants could slide back and forth to see the current conditions and proposed changes along the roadway.

The online survey and mapping activity was active from July through September 2025 and received a total of 40 comments on the interactive maps and 93 responses to the online surveys between all six selected projects. The in-person pop-up events and community workshops yielded an additional 86 comments on the selected project conceptual designs. In total there were 219 public comments on the conceptual designs for the six selected projects collected across multiple platforms.

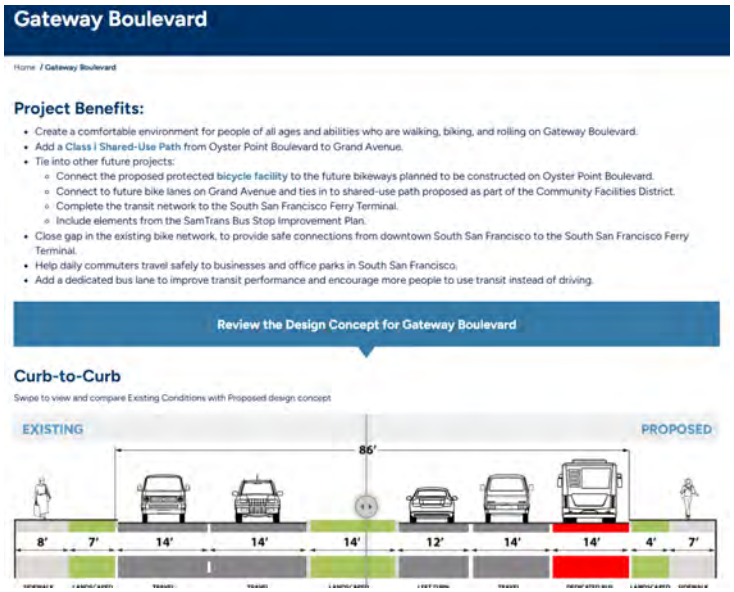


Figure 30. Active 101 Webpage Example of Selected Project Conceptual Design Alternative

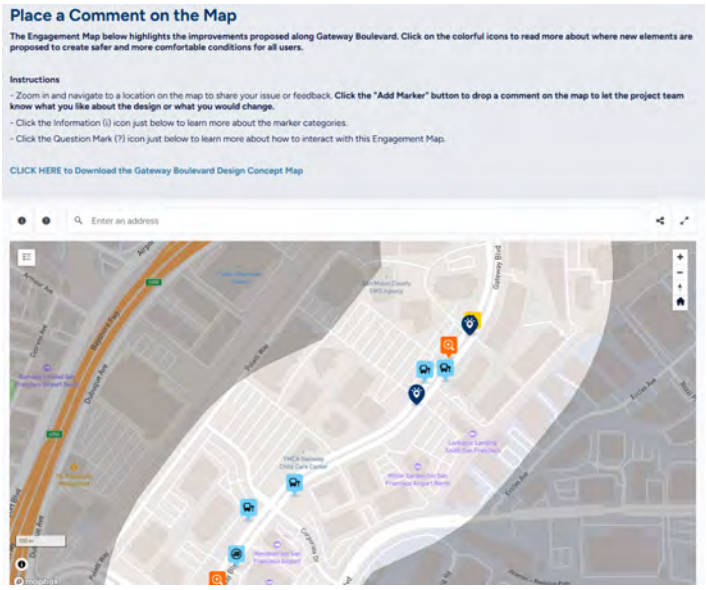


Figure 31. Active 101 Webpage Example of Selected Project Interactive Mapping Activity

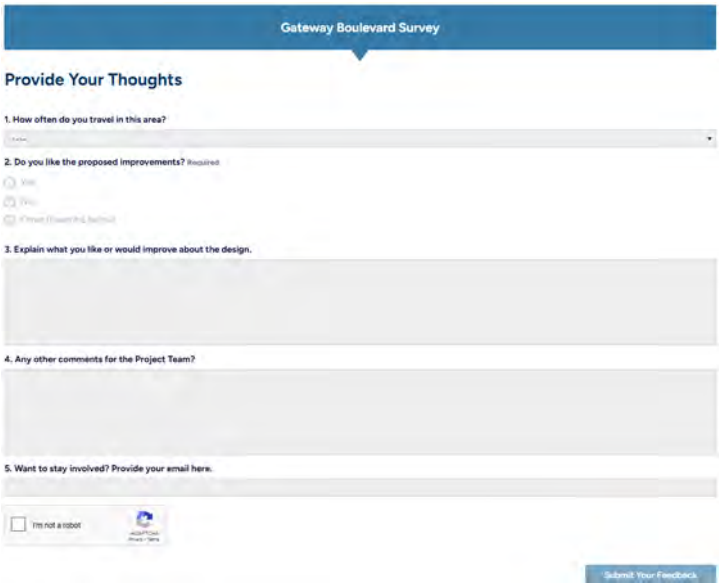


Figure 32. Active 101 Webpage Example of Selected Project Online Survey

POP-UP EVENTS

For the four smaller selected projects (those with one conceptual design option for consideration), the project team sought community feedback at local pop-up events. The pop-up events were held in July and August 2025 in locations near each project area, and were held at the following local community events:

- Family Day (East Palo Alto) – July 26, 2025
- Central Park Music Series (San Mateo) – August 14, 2025
- South San Francisco Ferry Terminal (South San Francisco) – August 21, 2025
- Art on the Square (Redwood City) – August 22, 2025

Each event presented project information and solicited input on the conceptual designs for the selected project located in each respective jurisdiction (Figure 33). Project materials were available in English, Spanish, and Simplified Chinese. Additional details on the engagement for each selected project are included in the project overview in Chapter 5.

Figure 33. Selected Project Conceptual Design Pop-Up Events and Interactive Activity Boards

COMMUNITY WORKSHOPS

Community workshops were held in August 2025 in San Bruno and San Carlos for the two larger corridor projects included in the conceptual design process, Industrial Road and San Bruno Avenue Overcrossing. The workshops were held at community spaces and were promoted through a mailed-out postcard sent to communities surrounding the two selected project sites Figure 34. The community events were held at the following locations:

- San Carlos Public Library – August 26, 2025
- San Bruno Public Library – August 27, 2025

Each community workshop included an introduction to the Active 101 project, overview of the conceptual design alternatives and design elements, and an open house style engagement activity to gather feedback on the design alternatives. There was a total of 14 attendees at the two community workshops. Project materials were available in English, Spanish, and Simplified Chinese.

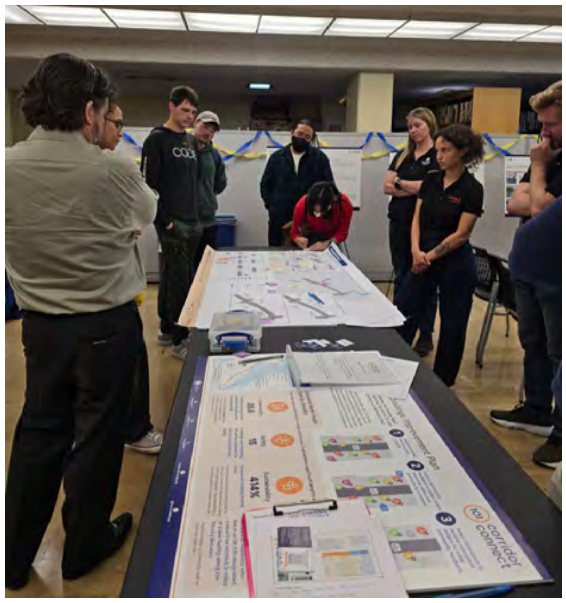


Figure 34. San Bruno Community Workshop and Postcard

CBO MEETING

SMCTA facilitated one CBO meeting with The Clubhouse at Redwood City Boys and Girls Club as part of the conceptual design effort (Figure 35). This meeting was held to provide information about the Bay Road conceptual design and offered high school age students the opportunity to share about how they travel in their community, mobility challenges, and provide feedback on the conceptual design alternatives for the project.

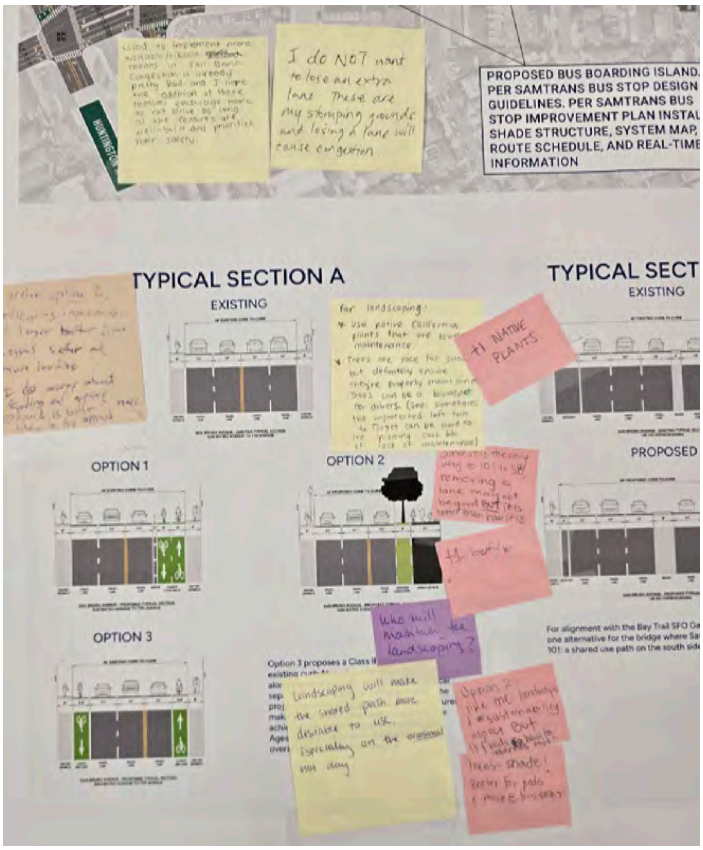


Figure 35. Redwood City Boys and Girls Club CBO Meeting

3.3.2 Who Was Involved

SMCTA held a series of meetings with partner agencies and city staff in the jurisdictions of the six selected projects to develop the conceptual design alternatives and review the feedback collected from the engagement activities. Participants included members from the following agencies:

- City of East Palo Alto
- City of Redwood City
- City of San Bruno
- City of San Carlos
- City of San Mateo
- City of Belmont
- City of South San Francisco
- San Mateo County

SMCTA worked with the cities and local agency partners to develop engineering assumptions, review draft concepts, develop an engagement plan and gather community input, and finalize conceptual designs for each of the six selected projects.

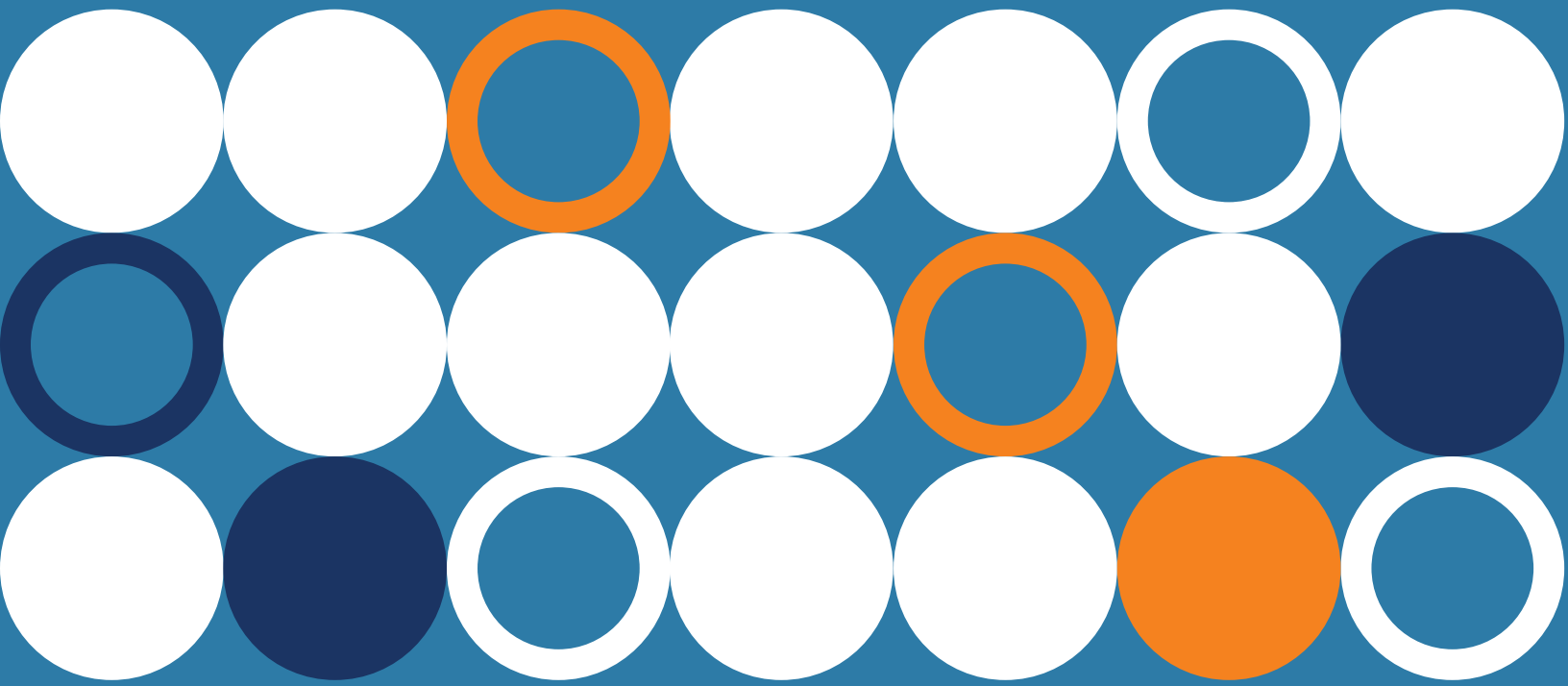
3.3.3 What We Heard

Feedback on the conceptual designs for each of the six selected projects was gathered from the online survey, interactive mapping activity, pop-up events, and community workshops. The feedback gathered in this engagement effort was used to finalize the conceptual designs for each of the six selected projects. A summary of the engagement and feedback for each project are presented in detail in Chapter 5, and all comments received during engagement will be provided to each jurisdiction as data for upcoming design phases for each project.

3.4 PUBLIC REVIEW DRAFT RELEASE

The fourth and final phase of engagement was conducted from Fall 2025 through Winter 2026. During this phase, the draft Active 101 Plan was made available for review and comment by project stakeholders initially, and then to members of the public through a formal review period held from January 12 to February 9. [Section will be revised following the public review period.]

4 Active 101 Priority Network Development



4.1 PRIORITY NETWORK OVERVIEW

For decades, US 101 has divided San Mateo County communities, creating barriers for people walking, biking, and rolling along and across the corridor. The Active 101 Plan was developed to address these challenges by identifying opportunities to improve connectivity, safety, and access for people traveling within the corridor.

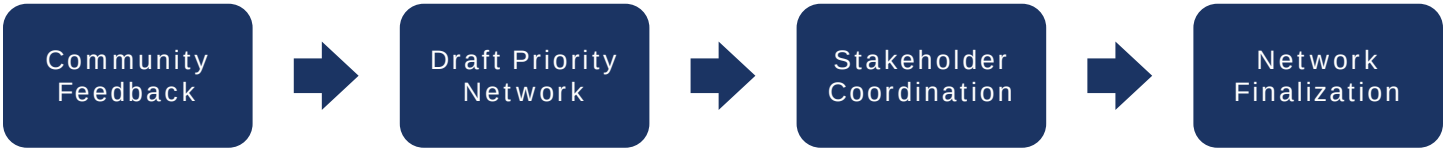
A central outcome of the plan is the development of the Active 101 Priority Network ("Priority Network"), a framework for implementing the most critical bicycle and pedestrian improvements within the Active 101 Project Area. The network is built with the inventory of existing and proposed projects as the base, and community feedback guiding specific segments, and forms a continuous north-south alignment with key east-west crossings. By completing these connections, the network will deliver safer, more connected, inclusive, and sustainable travel options across the region.

The Priority Network closes critical gaps and enhances access to regional destinations such as schools, transit hubs, employment centers, parks, and shopping districts. It provides meaningful alternatives to driving, advances equity by improving access in underserved areas, and strengthens the foundation for a more resilient multimodal transportation system.

As one initiative under the 101 Corridor Connect Program, the Priority Network provides the structure for advancing critical bicycle and pedestrian projects through coordinated planning and investment. All projects that are part of the Priority Network are designated as priority projects under the 101 Corridor Connect Program, emphasizing their regional significance and helping ensure their implementation is strategic and effective.

To demonstrate how the network can be put into action, six projects were selected for high level conceptual designs, presented in detail in Chapter 5. Developing these early concepts demonstrates how the Active 101 Plan can move beyond planning to implementation, building momentum among project sponsors and partners to realize the vision of a safer, more connected corridor.

4.2 PRIORITY NETWORK DEVELOPMENT



4.2.1 Community Feedback

Community input played a central role in shaping the development of the Priority Network. As described in Chapter 3, community feedback shared through a variety of engagement efforts including the pop-up events, online 'Fund-It' tool, and stakeholder meetings helped to identify community concerns for active transportation in the Project Area, and specific locations where improvements were wanted. All feedback was compiled into a cohesive list, with each comment geolocated using the information provided to pinpoint where the community needs and concerns are concentrated. From these specific locations, heatmaps were generated to identify where community concerns were clustered, with locations with more comments becoming larger hotspots in the heatmap. This map became a critical tool for understanding and translating community priorities, illustrating spatially where walking and biking improvements would have the greatest impact.

The heatmap was overlaid with the project inventory map to identify areas of alignment between community priorities and planned improvements. This exercise allowed for the community's priorities and needs to be directly attributed to planned projects that improve the active transportation network and respond to those voiced concerns. Safety and accessibility will also be enhanced by building on the extensive planning and engagement work already undertaken by local jurisdictions.

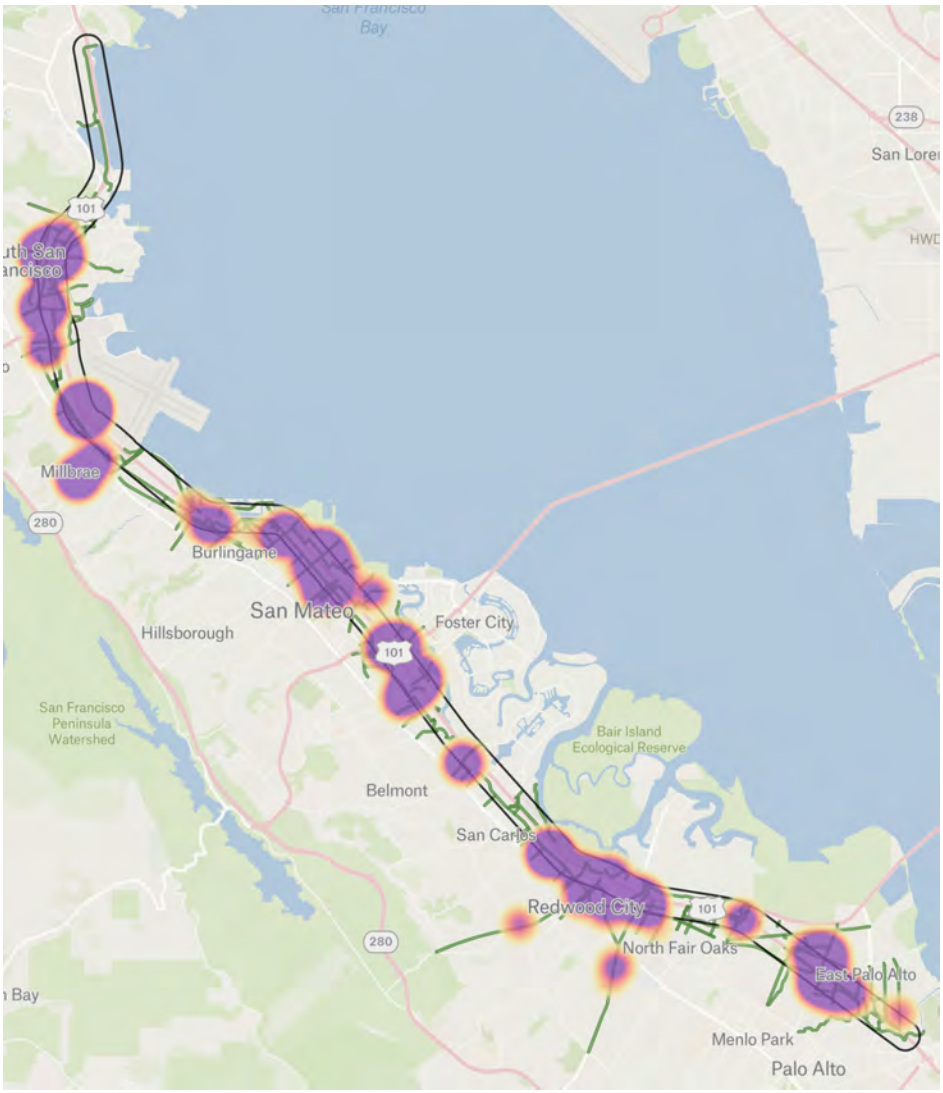


Figure 36. Project Inventory with Heatmap Overlay

Note: The heatmap represents community input received during the first phase of community engagement.

4.2.2 Draft Active 101 Priority Network

Identifying where planned projects (including upgrades to existing facilities and new facilities) aligned with areas of community concern formed the foundation of the Active 101 Priority Network. Existing bicycle and pedestrian facilities were also mapped to ensure integration with current infrastructure.

With this information in hand, connecting individual proposed projects along those areas identified by the community as high need created the continuous, cohesive north-south alignment that became the Priority Network. In addition, key east–west crossings were identified to improve access across US 101 in alignment with community concerns. Of note, the development of the Priority Network focused on creating a network that makes crossing US 101 more safe and accessible and providing connectivity in areas where it is currently lacking. This resulted in a network with many crossings back and forth along the corridor, rather than a straight and direct connector through the County.

4.2.3 Partner and Stakeholder Coordination

Once the network was drafted, the project team engaged in a collaborative process with City staff and agency partners across San Mateo County to ensure it reflected both regional goals and local needs. Working closely with jurisdiction staff, the team identified opportunities to confirm network alignments, address jurisdiction-specific challenges, and build consensus around a coordinated approach.

In addition to individual meetings with each agency along the network, the team presented to the San Mateo County Transit District's Technical Advisory Group (TAG) and Stakeholder Advisory Group (SAG). This provided a further opportunity for regional partners and community representatives to share feedback.

With the proposed Priority Network alignment refined and endorsed through this collaborative process, it was brought to the community for general feedback utilizing the Storymap tool. Community engagement activities are detailed in Chapter 3.

4.2.4 Network Finalization

Following the community engagement on the proposed network, minor refinements were made to incorporate feedback and improve overall coherence. The proposed network was confirmed through final meetings with local jurisdiction staff for confirmation of the north-south alignment and east-west crossings, resulting in the final Active 101 Priority Network. The complete list of projects comprising the Priority Network is included in Appendix A, and visualized in Figure 37.

To fully build out the Priority Network, approximately 27 miles of bicycle improvement projects, including shared-use paths, would need to be completed. These projects include upgrading approximately 16 miles of existing bike facilities and constructing 11 miles of new facilities. Another 11 miles of the Priority Network already have adequate bike facilities that do not currently require upgrades or improvements.

With the final alignment confirmed, the next step was to assess how the completed network would perform by evaluating its potential impacts on safety, connectivity, and multimodal access throughout the corridor.

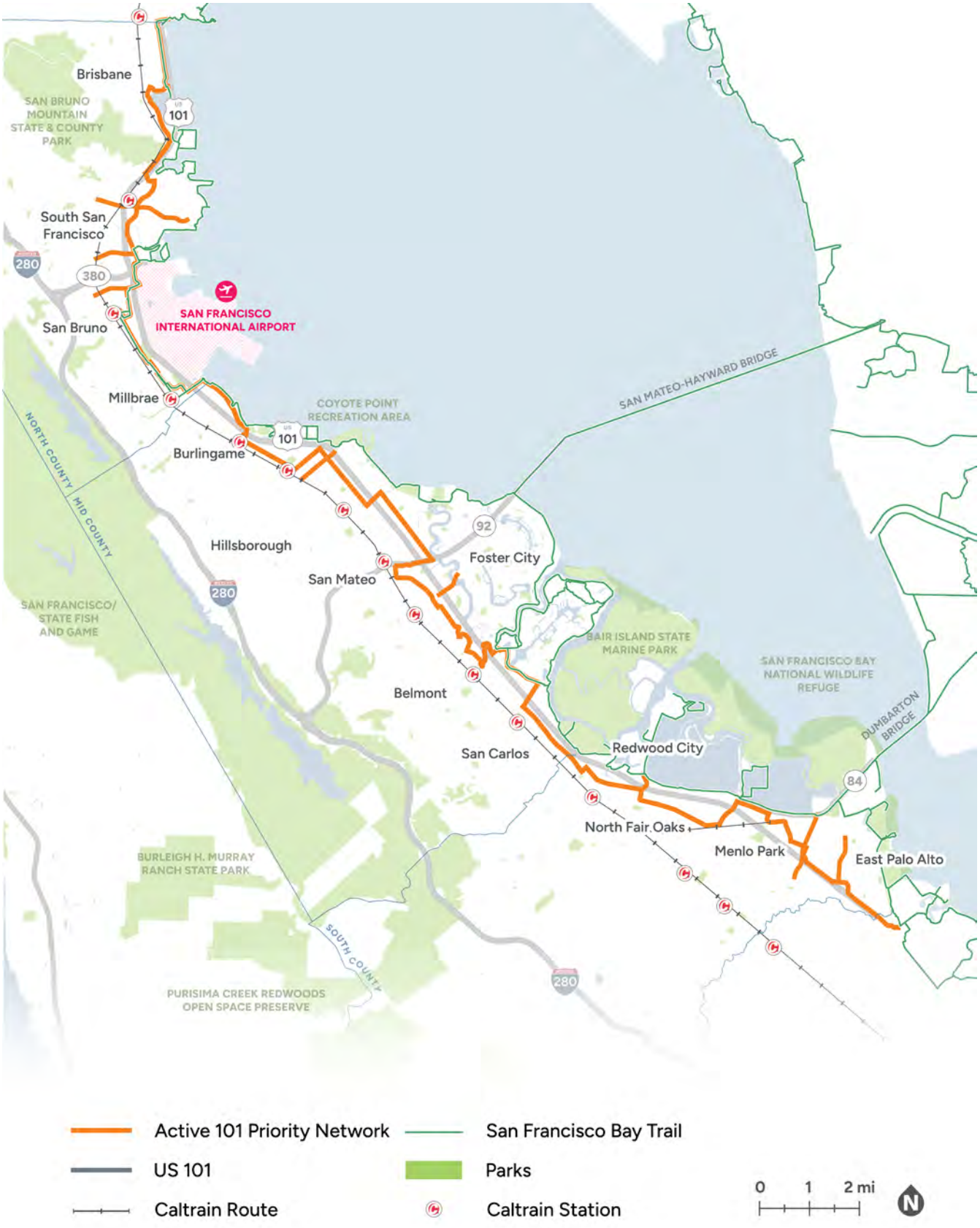


Figure 37. Final Active 101 Priority Network

4.3 PRIORITY NETWORK KEY FINDINGS

The Priority Network is composed of both existing and proposed projects that together form a continuous, cohesive system of active transportation routes along and across US 101 through San Mateo County. The Network was developed with the intent of improving safety, connectivity, equitable access, and sustainability related to active transportation along the US 101 corridor. The full build-out of the Priority Network represents a transformative opportunity for active transportation investment for San Mateo County. By completing the north–south alignment and key east–west connections, the network will deliver safer, more connected, inclusive, and sustainable travel options across the region.

This analysis builds on the existing conditions assessment to understand how the proposed Priority Network would address today's challenges once fully implemented. By comparing current conditions with projected future outcomes, the network evaluation highlights how the completed network can close critical connectivity gaps, enhance safety and comfort, expand access for underserved communities, and encourage a shift toward more sustainable travel modes. Collectively, these findings illustrate the long-term benefits of a connected, countywide active transportation system for San Mateo County.

Active 101 Priority Network: **Key Benefits** at Full Build Out

The Active 101 Priority Network consists of a system of existing and proposed bicycle and pedestrian projects along and across US 101 that create a contiguous north-south corridor and east-west crossings. Once fully connected, the Priority Network will include:

- Approximately **42 total miles** of access for people walking, biking, and rolling
  - Approximately **7.5 miles** of critical east–west connections
- Approximately **26.6 miles** of new or upgraded bicycle infrastructure

Safety

Approximately **7.5 miles** of the **pedestrian** High Injury Network (HIN) and **6 miles** of the **bike** HIN are included in the Priority Network and will be improved through its implementation.

Connectivity

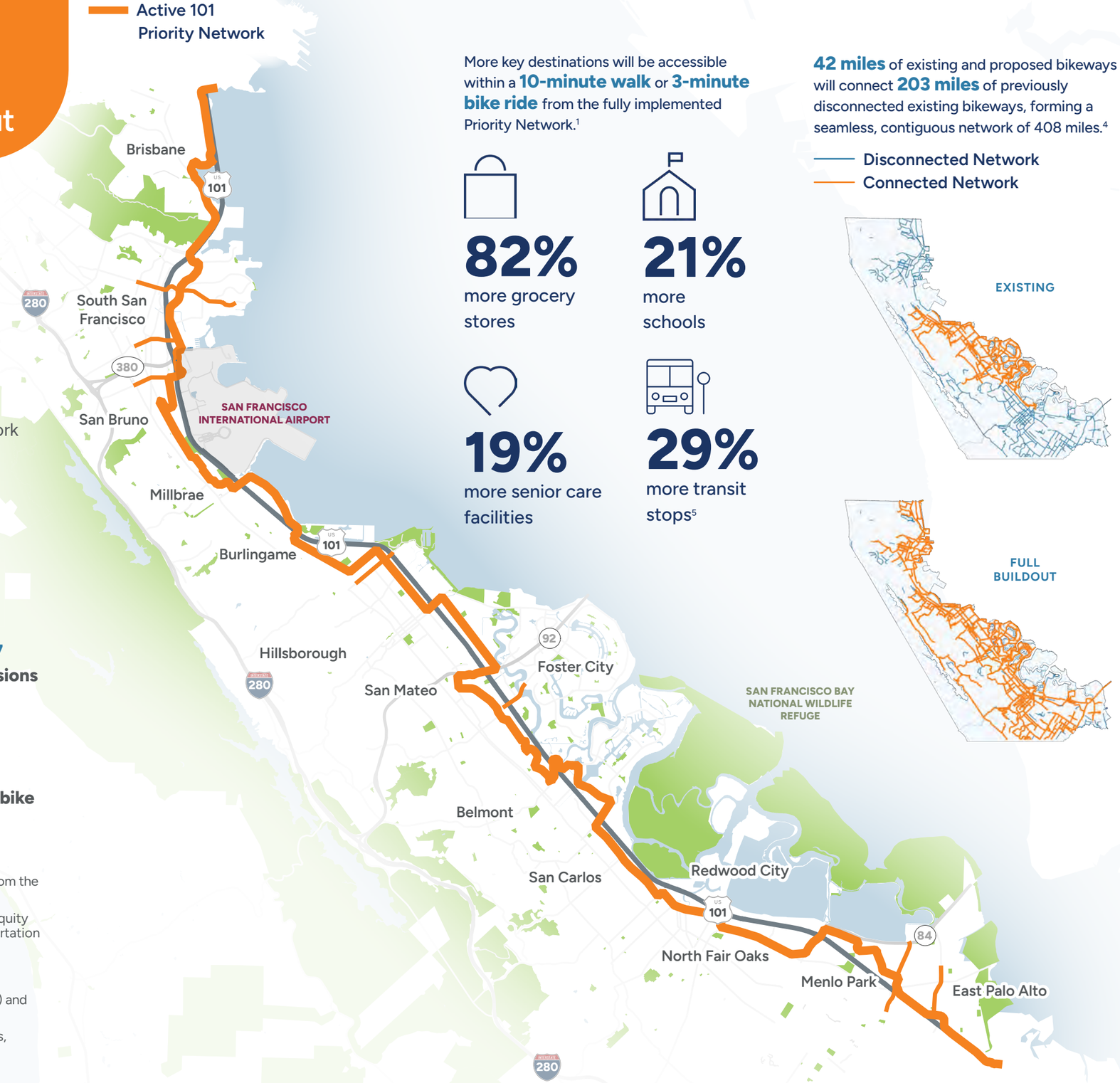
16 US 101 crossings will be improved or constructed for people walking, biking, and rolling.

Sustainability

Vehicle miles traveled (**VMT**) is estimated to decrease by **12.7 million** miles over the project lifetime. **Greenhouse gas emissions** are estimated to reduce by **4,377** metric tons of CO_2e.

Inclusivity

>138k more people,[1] including **>50k** living in **disadvantaged communities**,[2] will be within a **10-minute walk or a 3-minute bike ride** to a high-quality bike facility[3] along the Priority Network.



More key destinations will be accessible within a **10-minute walk** or **3-minute bike ride** from the fully implemented Priority Network.[1]

82% more grocery stores

21% more schools

19% more senior care facilities

29% more transit stops[5]

42 miles of existing and proposed bikeways will connect **203 miles** of previously disconnected existing bikeways, forming a seamless, contiguous network of 408 miles.[4]

Disconnected Network
Connected Network

1 Calculated using a ½-mile buffer (approximately a 10-minute walk or 3-minute bike ride) from the Priority Network. Increases are relative to existing conditions.

2 Disadvantaged communities include Equity Priority Communities (EPCs) and Caltrans Equity Index (EQI) communities. EPCs are census tracts identified by the Metropolitan Transportation Commission as areas that have a significant concentration of underserved populations. Caltrans Equity Index (EQI) communities are census tracts identified by Caltrans as experiencing transportation-based disadvantages.

3 For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes).

4 Calculated through a network cluster analysis measuring the total mileage of continuous, connected bikeways before and after implementation of the Priority Network.

5 Transit stops include Caltrain stations and SamTrans stops.

Figure 38. Active 101 Priority Network Key Benefits

4.3.1 Connectivity

US 101 presents a significant barrier to connecting neighborhoods and key destinations, limiting safe and direct access across the corridor for people walking, biking, and rolling. Addressing this divide requires a cohesive network that links communities through safe, comfortable, and reliable active transportation routes. The Priority Network advances this goal by proposing 26.6 miles of new or upgraded bicycle and pedestrian infrastructure, to create a stronger and more connected system throughout the corridor.

These investments would have a measurable impact. Residential access to bikeways is projected to increase by 30 percent, meaning many more residents would live within a half mile of a bikeway (about a 10-minute walk or 3-minute bike ride). Employment access would also expand, with 11 percent more jobs located within a half mile of a bikeway, strengthening connections between neighborhoods, workplaces, and major destinations.

A key element of improving corridor connectivity involves enhancing crossings over US 101. Among the 26 existing crossings within the Project Area, fewer than one-third currently offer low-stress, comfortable conditions for people walking or biking. The Priority Network seeks to improve these conditions by upgrading 16 existing crossings, improving the crossings themselves and/or their approaches, and adding a new overcrossing at Shaw Road. By transforming the existing stressful and disconnected east-west routes into safe, comfortable, and continuous connections across US 101, the Priority Network helps to bring together communities on both sides of the corridor.

Table 5. Priority Network US 101 Crossings

	Crossing	City	Proposed Upgrade or Project
1	Alana Way[13]	San Francisco	Class I Shared use path
2	Oyster Point Boulevard	South San Francisco	Intersection Improvements and Class II Bike lanes
3	Grand Avenue	South San Francisco	Intersection Improvements and Class IV Bike lanes with physical barrier from vehicles
4	Shaw Road	South San Francisco	Pedestrian and Bicycle Overcrossing
5	San Bruno Avenue	San Bruno	Intersection Improvements and Class II Bike lanes
6	Millbrae Avenue	Millbrae	Class I Shared use path
7	Bayside Crossing	Burlingame	Intersection Improvements and Class IIIb Bicycle Boulevard and Class IIb Buffered bicycle lanes at west and east crossing approaches, respectively.
8	Peninsula Avenue	San Mateo	Class IIb Buffered bicycle lanes (west of Humboldt) Class IV Bike lanes with physical barrier from vehicles (east of Humboldt).
9	Third Avenue Bridge	San Mateo	Class IV Bike lanes with physical barrier from vehicles and Class I Shared use path at west and east at crossing approaches, respectively.
10	Fashion Island Boulevard	San Mateo	Class IV Bike lanes with physical barrier from vehicles
11	East Hillsdale Boulevard	San Mateo/ Foster City	Class IV Bike lanes with physical barrier from vehicles
12	O'Neill Crossing	Belmont	Class IV Bike lanes with physical barrier from vehicles at crossing approaches.
13	Holly Street	San Carlos	Separated Overcrossing
14	Seaport Boulevard	Redwood City	Class I Shared use path
15	Marsh Road	Menlo Park	Class II Bicycle lanes
16	Willow Road	East Palo Alto	Pedestrian safety improvements and Class IV Bicycle lanes with physical barrier from vehicles

13 Crossing is north of the Project Area.

The Priority Network also strengthens bicycle and pedestrian connectivity within key activity areas, particularly in Pedestrian Focus Areas (PFAs)[14], areas with high levels of pedestrian activity located primarily near downtowns, transit hubs, and commercial centers. Many PFAs areas currently lack continuous, comfortable routes and direct connections across US 101. Within these areas, the Priority Network will add 12.2 miles of bikeways, representing a potential 110 percent increase in bikeway mileage and creating safer, more direct routes that connect residents to transit, jobs, and everyday destinations.

At full build-out, the Priority Network will also advance the goals of the 2021 C/CAG Bicycle and Pedestrian Plan by addressing widespread network gaps and improving interjurisdictional connectivity. Although San Mateo County currently has more than 450 miles of bikeways, only two miles are Class IV (protected). Encompassing 42 total miles of bikeways, including existing, upgraded, and new facilities, and linking 203 miles of previously disconnected routes, the Priority Network will expand safe, low-stress connections that support higher levels of walking and bicycling across the US 101 corridor.

4.3.2 Safety

Safety is a key goal of the Priority Network and directly responds to issues identified in the existing conditions analysis. That analysis revealed that severe and fatal bicycle and pedestrian collisions are concentrated along key corridors and crossings of US 101. San Mateo County's High-Injury Network (HIN), developed as part of the 2024 C/CAG Local Roadway Safety Plan, highlights these locations as priority areas for investment.

The Priority Network directly addresses these safety challenges by upgrading 16 crossings of US 101, seven of which coincide with high-injury segments, to reduce collision risk and improve conditions for people walking and biking throughout the corridor (see Table 6. In addition, 7.5 miles of the Priority Network corridor overlap with the pedestrian HIN and 6 miles overlap with the bicycle HIN. Targeted safety improvements along these corridors will address critical gaps identified in the HIN analysis, aiming to help lower the rate of severe and fatal collisions. Through these investments, the Priority Network supports a safer, more accessible environment for everyone traveling along and across US 101.

14 The 2021 C/CAG Bicycle and Pedestrian Plan identified Pedestrian Focus Areas which are locations within the county likely to have the highest walking activity, based on various factors.

Table 6. Priority Network US 101 Crossings and the HIN

	Crossing	City	Crossing Type	Bicycle HIN	Pedestrian HIN
3	Grand Avenue	South San Francisco	Pedestrian Only	Y	Y
5	San Bruno Avenue	San Bruno	Pedestrian and Bicycle		Y
6	Millbrae Avenue	Millbrae	Pedestrian Only		Y
11	East Hillsdale Boulevard	San Mateo/ Foster City	Pedestrian Only	Y	
13	Holly Street	San Carlos	Pedestrian and Bicycle	Y	
14	Seaport Boulevard	Redwood City	No bicycle or pedestrian crossing	Y	
16	Willow Road	East Palo Alto	Pedestrian and Bicycle	Y	

4.3.3 Inclusivity

The Priority Network advances equity by expanding access to safe, high-quality[15] bicycle and pedestrian infrastructure within MTC Equity Priority Communities[16] (EPCs) and Caltrans Equity Index[17] (EQI) areas. Compared with existing conditions, the network increases bikeway mileage by 124 percent, providing over 50,000 additional residents in disadvantaged areas with a high-quality bikeway within a 10-minute walk or 3-minute bike ride, an 188 percent increase from existing conditions.

Importantly, 13 of the 16 crossings along the Priority Network are located within an EPC and/or an EQI area, ensuring that communities most affected by the historic impacts of US 101 directly benefit from safer, more reliable, and more connected routes for walking and biking. By addressing gaps identified in the existing conditions analysis, the Priority Network helps reduce barriers to mobility, enhance access to jobs and essential services, and promote more equitable transportation outcomes across the corridor.

4.3.4 Sustainability

The Priority Network supports sustainability by expanding access to local destinations and reducing reliance on short vehicle trips. At full build-out, access to short-trip generators (destinations that support daily needs) could increase substantially. Within a 10-minute walk or 3-minute bike ride of a high-quality[18] bikeway, access to grocery stores could increase by 82 percent, schools by 21 percent[19], and senior facilities[20] by 19 percent, providing safe, comfortable connections to critical community destinations.

Transit access would also improve, with 139 additional transit stops, including 6 Caltrain stations[21], located within a 10-minute walk or 3-minute ride of a bike facility, a 29 percent increase. These improvements strengthen connections between local destinations and regional transit, creating the conditions necessary for meaningful reductions in vehicle travel.

15 For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes)
16 MTC Equity Priority Communities (EPCs) are census tracts identified by the Metropolitan Transportation Commission as areas that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas.
17 Caltrans Equity Index (EQI) communities are census tracts identified by Caltrans as experiencing transportation-based disadvantages, such as limited access to destinations, high traffic exposure, or other equity-related challenges.
18 For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes)
19 Sources: Schools (San Mateo County); Grocery Stores (Open Street Map [OMS])
20 Senior facilities include Health Care Facilities, Intermediate Care Facilities, Residential Care Facilities for the Elderly, Senior Housing, and Skilled Nursing Facilities. https://services.arcgis.com/yq3FgOI44hYHAFVZ/ArcGIS/rest/services/Elderly_Care_Facilities/FeatureServer
21 Caltrain stations https://data.smcgov.org/resource/nnnh-qjvs. SamTrans stops https://data.smcgov.org/resource/cc53-4kky

Identified in the existing conditions analysis, StreetLight data indicates approximately 51,971 daily vehicle trips under two miles occur within a quarter mile of US 101, with 38,086 trips (73 percent) occurring within a quarter mile of the Priority Network. Once complete, the network could reasonably shift roughly 5,700 daily short trips (15 percent[22]) from driving to walking or biking.

Additionally, at full buildout of the Priority Network, vehicle miles traveled (VMT) are estimated to decrease by 12.7 million miles over the project's lifetime. Greenhouse gas emissions are projected to decline by 4,377 metric tons of CO_2e over the same timeframe (see Appendix D for VMT and greenhouse gas calculations and assumptions). By reducing local vehicle emissions and congestion while increasing access to everyday destinations, the Priority Network directly advances countywide sustainability, public health, and greenhouse gas reduction goals.

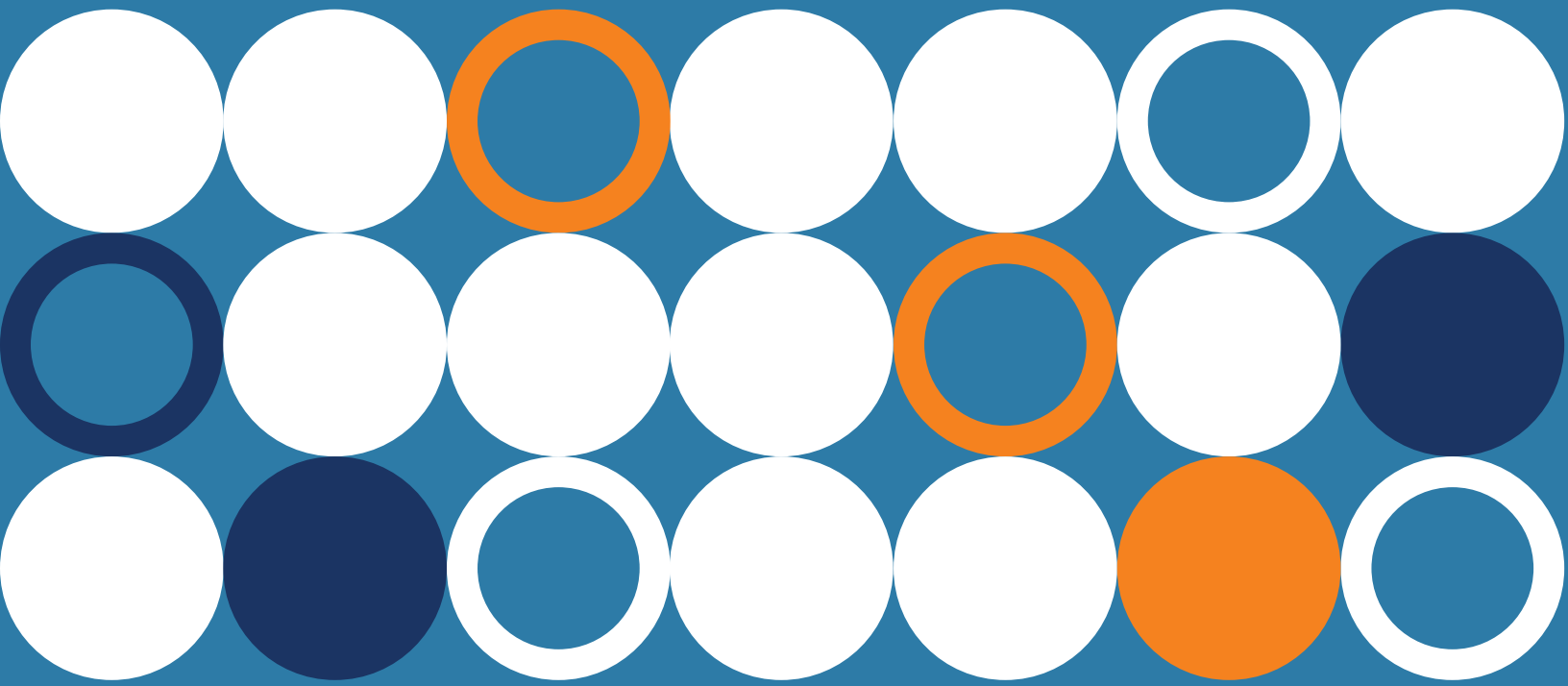
Next Steps

The Priority Network will advance the key goals of Active 101 and the broader 101 Corridor Connect initiative by addressing long-standing barriers to safe, connected, and sustainable travel along and across US 101. The next phase of this effort focuses on translating the network from concept to implementation, moving from planning to tangible on-the-ground improvements. Achieving this will require strong interjurisdictional coordination to align investments, priorities, and design approaches across cities, the County, and regional partners to deliver a seamless system that transcends local boundaries.

The next chapter highlights sample projects from the Priority Network that were advanced to conceptual design to demonstrate how the Active 101's goals of connectivity, safety, inclusivity, and sustainability can be realized at the project level. These sample projects illustrate how targeted investments can transform critical crossings and corridors into safer, more accessible, and more connected places for people walking, biking, and rolling along and across US 101.

22 The existing commute mode share data in San Mateo County shows that the top 10 block groups within half a mile of the US 101 corridor with the highest shares of walk and bike commute trips average to 16.3%. Taking a conservative rounding, it was estimated that 15% of the workforce in these block groups currently walk or bike to work.

5 Selected Projects



To demonstrate how the Priority Network projects can move into implementation, six projects were selected for preliminary study, high-level conceptual design, community engagement, and preparation for funding and implementation. These projects were chosen because most are located within SB 535-designated disadvantaged communities, and together they represent a range of facility types and locations along the Priority Network. None of the selected projects have yet been initiated by their respective sponsors, creating an opportunity for project sponsors to benefit from early design work and initial community feedback. Collectively, these projects illustrate how Active 101 priority projects can advance from prioritization and planning through the design process, from early concept development to readiness for future phases.

The following sections detail each of the six projects, presenting a project overview, existing conditions, community engagement summary, preliminary conceptual designs, and implementation steps in a format that allows each to serve as a standalone reference to support future project advancement.

JUMP TO A PROJECT

5.1 Gateway Boulevard 64

5.2 San Bruno Avenue 77

5.3 Saratoga Drive 95

5.4 Industrial Road 109

5.5 Bay Road 131

5.6 East Bayshore Road 146

Gateway Boulevard

South San Francisco

Location

Grand Avenue to Oyster Point Boulevard

Project Description

Class I shared use path and dedicated transit-only lanes

Key Connections

South San Francisco Caltrain Station, South San Francisco Ferry Terminal, YMCA Recreation Center, Jack Drago Park, offices and hotels on Gateway Boulevard and Oyster Point Boulevard

Estimated Cost

- **Estimated Total Project Cost: $20,895,160**
- Planning Cost: $1,441,046
- Design Cost: $2,161,568
- Construction Cost: $17,292,546

Next Steps

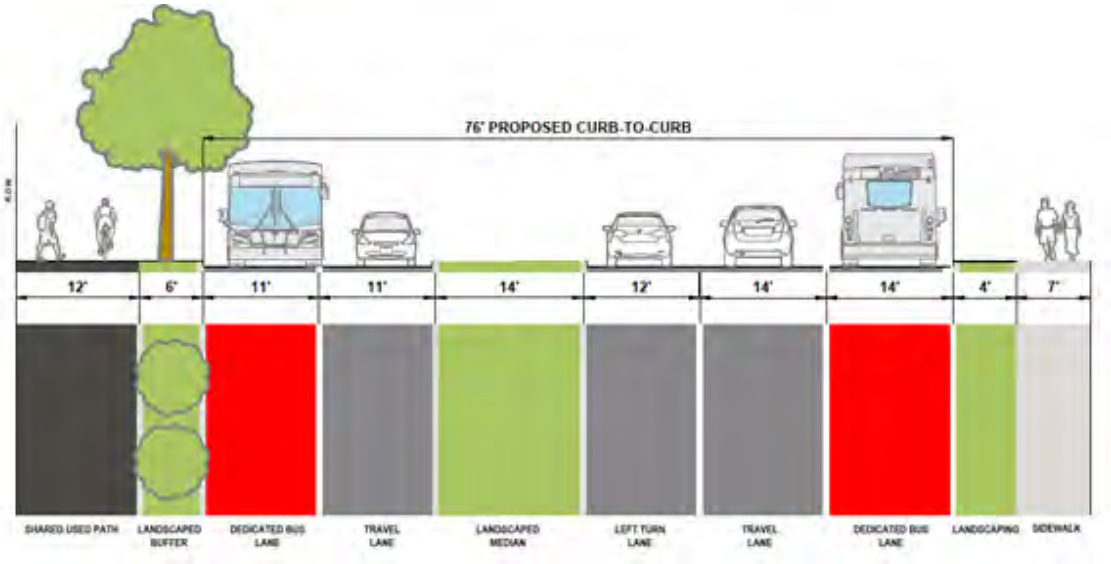
Formal design, including traffic and environmental analyses, and additional community engagement

Project Goals

- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways** to close key gaps in the countywide bikeway network
- **Support multimodal travel** by improving access to regional transit

Preliminary Design Option

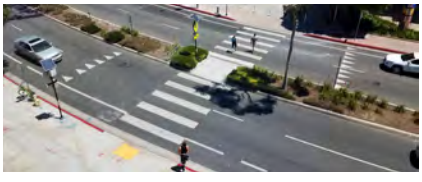
The preliminary design option proposes a Class I shared use path, landscaping, and dedicated bus lanes.



Benefits

- Continues shared use path experience on connecting streets
- Enhances transit service with dedicated bus lanes
- Preserves existing streetscaping

Examples of Proposed Spot Treatments



Pedestrian refuge islands

Floating bus islands

5.1 GATEWAY BOULEVARD

5.1.1 Project Overview

The Gateway Boulevard project is designed to provide safer and more comfortable walking, biking, rolling, and transit facilities parallel to US 101 while closing a critical multimodal gap in the regional active transportation network.

Project goals for Gateway Boulevard include:

- Create a comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling
- Improve transit connectivity and operations
- Tie into the future projects adjacent to the project corridor, including the future bikeways on Oyster Point Boulevard and Grand Avenue, transit network to the South San Francisco Ferry Terminal, and the SamTrans Bus Stop Improvement Plan
- Close a gap in the existing bike network, to provide safe connections from downtown South San Francisco to the South San Francisco Ferry Terminal
- Help daily commuters travel safely to businesses and office parks in South San Francisco

LOCATION

The project is in South San Francisco, extending along Gateway Boulevard from Oyster Point Boulevard to the north and Grand Avenue to the south.

Figure 39. Gateway Boulevard Project Limits

OVERALL DESCRIPTION

The project proposes a Class I shared use path on the west side of Gateway Boulevard that provides comfortable access for pedestrians and bicyclists, and dedicated bus lanes to improve transit operations and reliability along the corridor. The dedicated bus lanes will connect to dedicated bus lanes proposed on Grand Avenue and Oyster Point Boulevard as part of the South San Francisco Eastern Neighborhoods Community Facilities District (CFD). Additional project design features include pedestrian median refuges to support comfortable pedestrian crossings of Gateway Boulevard, integration of combined Class I shared use path and transit boarding facilities, high-visibility crosswalks, ADA ramp upgrades, and transit amenities such as shade structures, benches, wayfinding, and real-time information.

The concept for this project has its roots in multiple planning efforts, including:

- 2021 C/CAG Bicycle and Pedestrian Plan
- 2022 Active South City Plan
- 2024 SamTrans Bus Stop Improvement Plan
- South San Francisco Eastern Neighborhoods Community Facilities District

NETWORK CONNECTIONS AND KEY DESTINATIONS

In addition to contributing to the Priority Network, this project supports improvements identified through the South San Francisco Eastern Neighborhoods Community Facilities District (CFD)—a special tax district that is envisioned to fund transportation and infrastructure projects prioritized in the City's planning efforts. The CFD includes the multimodal redesign of Oyster Point Boulevard, adding bus lanes, a two-way protected bikeway, and pedestrian upgrades, as well as improvements to East Grand Avenue with new bus lanes, a protected bikeway, and pedestrian enhancements.

This project will provide access to key destinations, including:

- Office and hotel uses on Gateway Boulevard and Oyster Point Boulevard
- South San Francisco Caltrain Station
- South San Francisco Ferry Terminal
- YMCA Recreational center on Gateway Boulevard
- Jack Drago Park south of Grand Avenue

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of South San Francisco
- San Mateo County Transportation Authority (SMCTA)
- SamTrans

5.1.2 Corridor Context

The Gateway Boulevard corridor is primarily designed for motor vehicle travel, featuring wide lanes and well-equipped bus stops with large shelters and benches. However, this auto-oriented design presents several challenges for people walking, biking, or rolling along the corridor. The corridor's cross section is generally consistent throughout and reflects its vehicle-oriented character, with wide travel lanes, landscaped medians, and defined transit stop areas. Figure 40 presents a typical cross section for the study corridor, and the following sections describe current facilities for different modes along the corridor today.

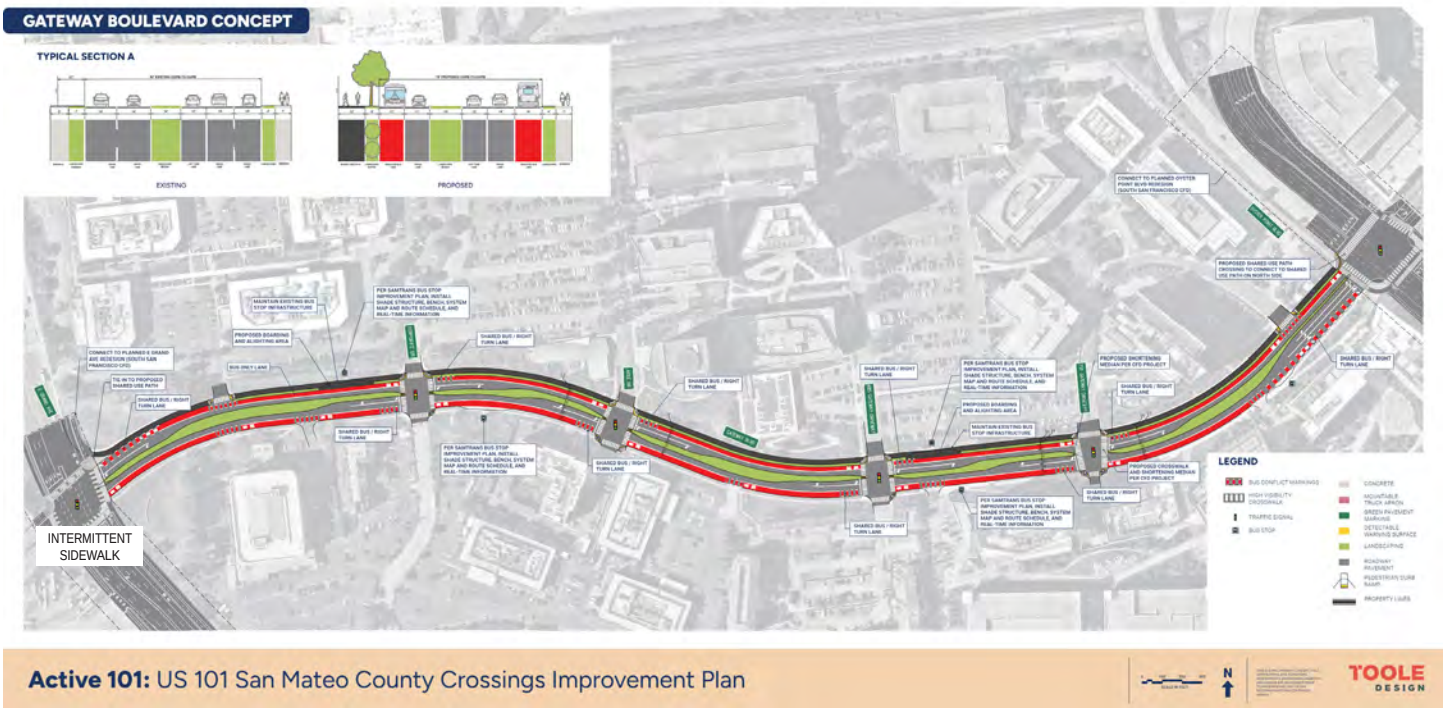


Figure 40. Gateway Boulevard Existing Typical Section From Grand Avenue To Oyster Point Boulevard (Facing North)

VEHICLE FACILITIES

Gateway Boulevard consists of two 14-foot travel lanes in each direction, separated by a 14- to 25-foot landscaped median that includes street trees and narrows at intersections to accommodate left-turn pockets. The corridor's generous lane widths and median landscaping contribute to a comfortable environment for drivers but reinforces higher travel speeds. The posted speed limit is 35 mph, and while the traffic volumes are not considered "high" by industry standards, they do have heavier peak period characteristics consistent with commuter-oriented travel due to nearby employment centers and regional connections.

PEDESTRIAN FACILITIES

Sidewalks along the corridor range from 5 to 10 feet wide depending on right-of-way constraints. The east side features mostly continuous sidewalks, while the west side has intermittent gaps. Most curb ramps are ADA-compliant, though several at driveways and private intersections require upgrades to meet accessibility standards. Crosswalks include both standard 12-foot markings and high-visibility continental style treatments, but inconsistent pedestrian-scale lighting creates visibility concerns, particularly during early morning or evening hours.

BICYCLE FACILITIES

No dedicated bicycle facilities are currently provided along Gateway Boulevard. People biking must share the wide travel lanes with vehicles traveling at posted speeds of 35 mph, exposing them to high traffic volumes and frequent turning movements. Some bicyclists choose to ride on sidewalks to avoid conflicts with fast-moving traffic, which further reduces safety and comfort for people walking.

TRANSIT FACILITIES

Current transit service along the corridor includes one SamTrans route (Route 130), three Commute.org shuttles (Routes OPC, OPF, UGB), and several employer-operated shuttles connecting nearby businesses to regional transit hubs. Bus and shuttle stops are located near Corporate Drive, 685 Gateway Driveway, and mid-block between 751 Gateway Driveway and Oyster Point Boulevard. Most stops are situated on the far side of intersections, with one nearside stop in the southbound direction. Each stop features a dedicated pullout built to City of South San Francisco standards and is typically equipped with shelters, benches, and other passenger amenities.

SUMMARY

While Gateway Boulevard benefits from landscaping, generous right-of-way, and transit access, the current design does not sufficiently support multimodal safety and comfort. The wide lanes and high speeds create an uncomfortable and, at times, unsafe environment for people walking, biking, and accessing transit. These conditions underscore the need for corridor improvements that enhance safety, comfort, and connectivity for all users while supporting planned multimodal projects.

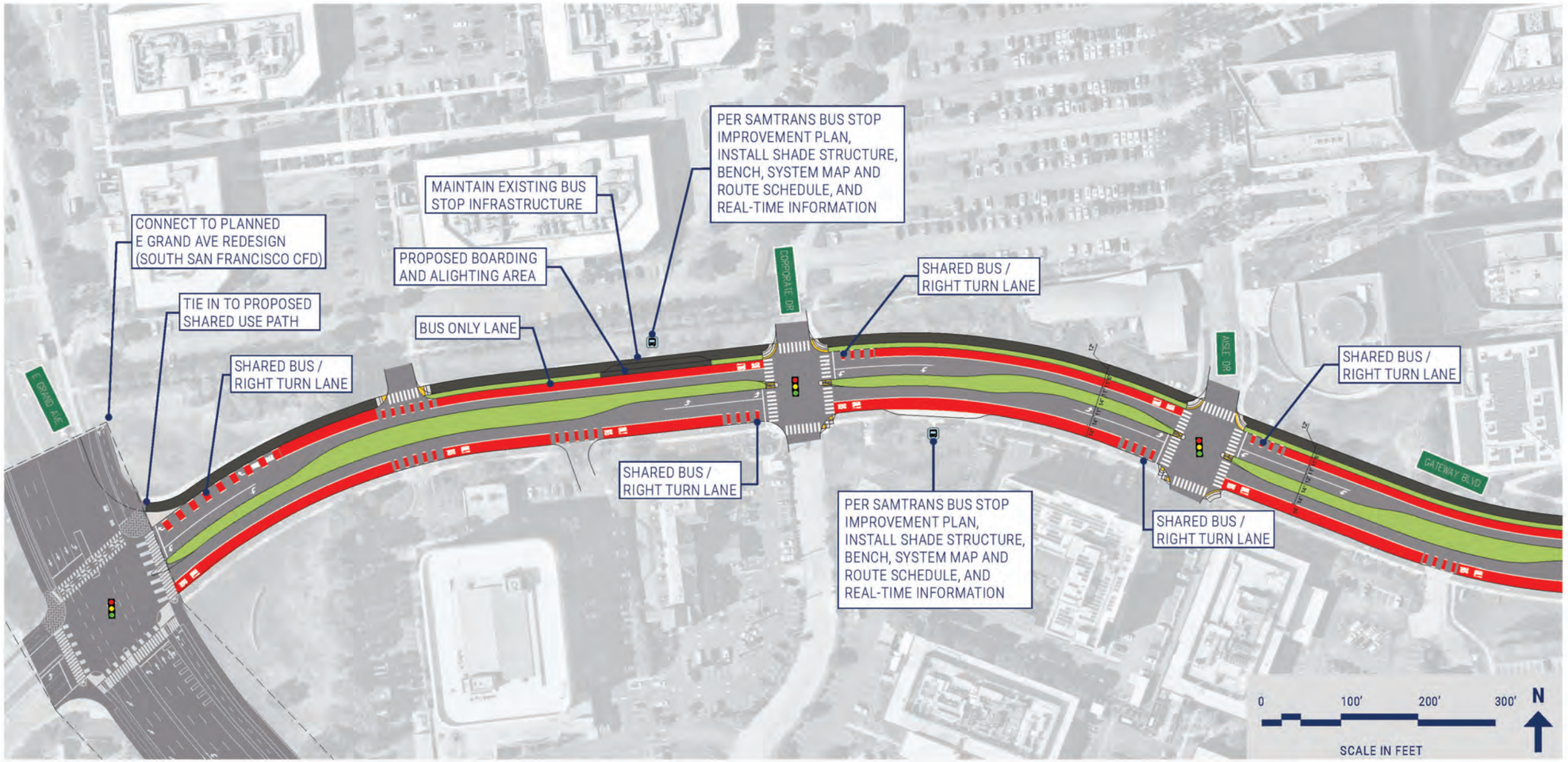
5.1.3 Design Development and Coordination

City staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision and key considerations for the area, and to provide feedback on the design options. Considering the project's goals and existing constraints, two locations for the proposed Class I shared use path were evaluated along the east and west sides of the Gateway Boulevard corridor. The option along the east side of the corridor was eliminated after discussions with City staff, as it was determined that it would create inconsistencies within the bike network given that the Community Facilities District concepts place the future shared use path on the west side relative to the Gateway Boulevard connection. City staff agreed with the proposed west-side Class I corridor alignment, and it meets the project goals of providing an All Ages and Abilities facility for people walking and bicycling along Gateway Boulevard. Although the option with west-side Class I shared use path was recommended, both options will ultimately be considered during final design, including their connections to the long-term plan of the area.

The CFD identifies Gateway Boulevard as a transit priority corridor, though it does not specify the addition of dedicated bus lanes. Through coordination with City staff, the design team determined that incorporating dedicated bus lanes would align with project goals by supporting multimodal travel and improving transit efficiency along the corridor. City staff agreed that the inclusion of these lanes complements the overall vision for Gateway Boulevard and provides a direct connection to the proposed dedicated transit lanes on Oyster Point Boulevard.

The following pages present the proposed design, with additional detail and discussion provided in the subsequent pages.

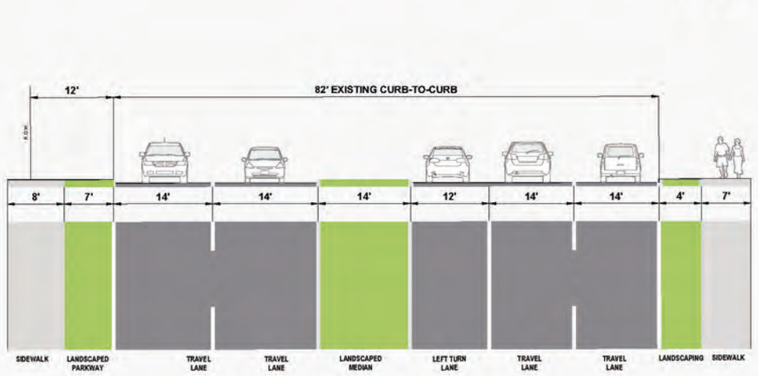
GATEWAY BOULEVARD CONCEPT | SHEET 1



LEGEND

- BIKE CONFLICT MARKING
- HIGH VISIBILITY CROSSWALK
- TRAFFIC SIGNAL
- BUS STOP
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

TYPICAL SECTION



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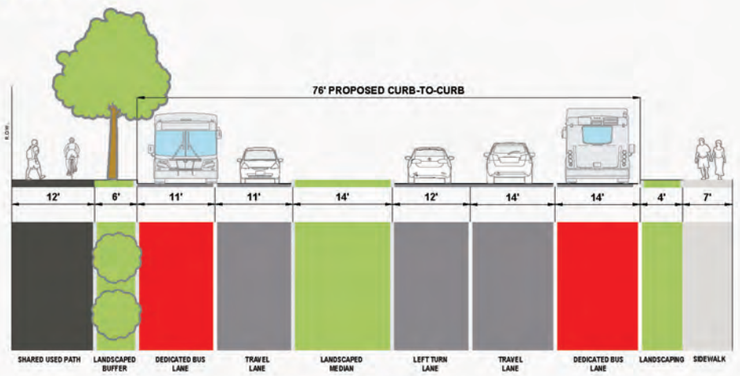
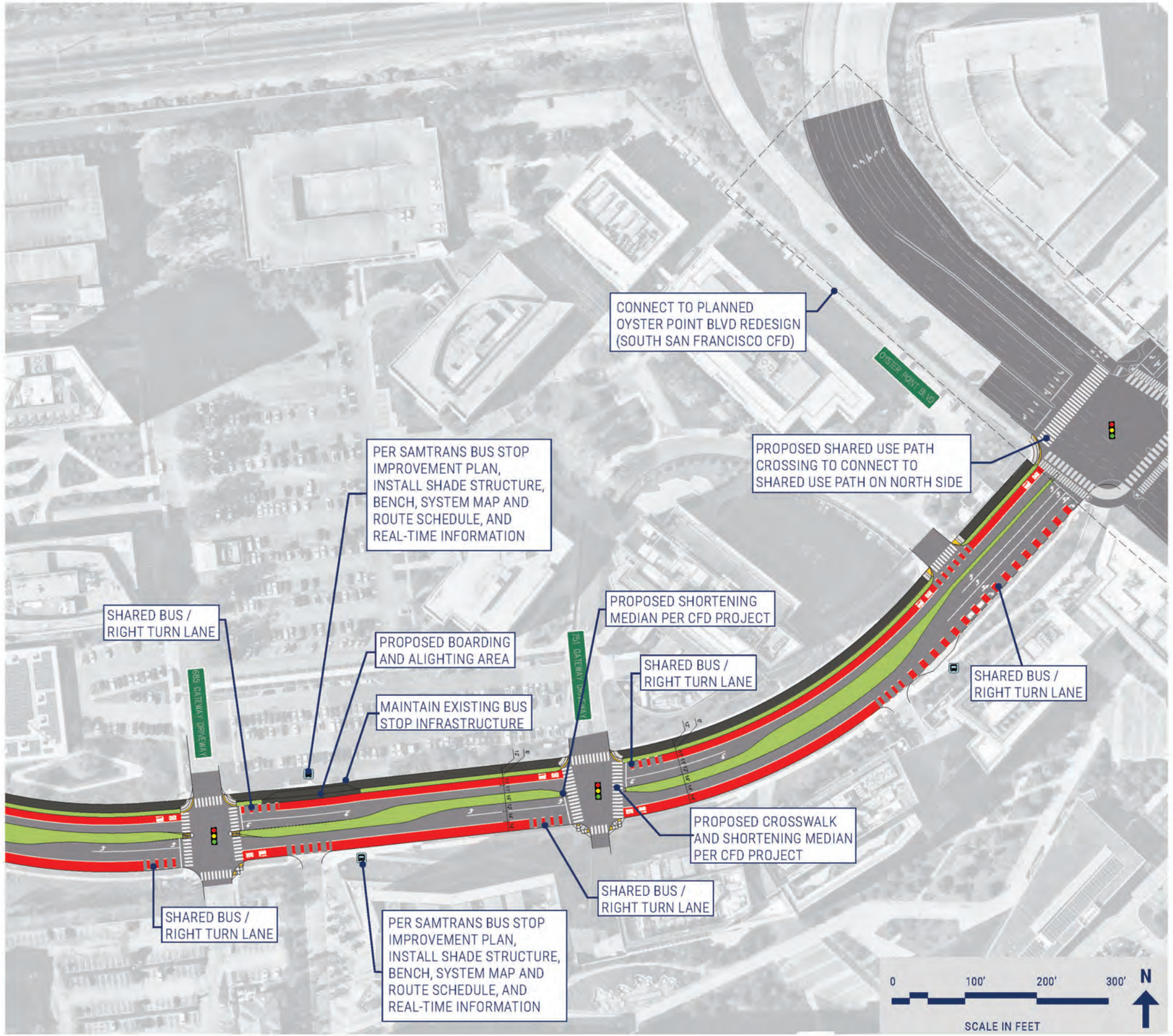
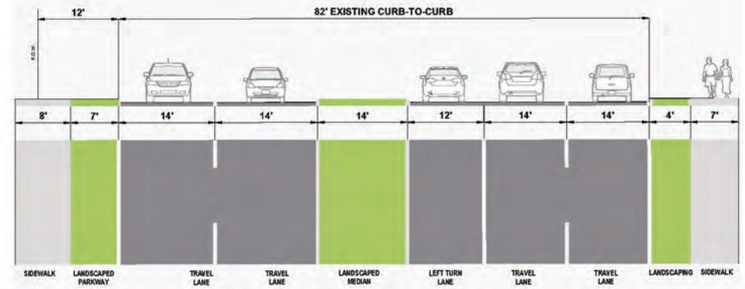


PROPOSED

GATEWAY BOULEVARD CONCEPT | SHEET 2



TYPICAL SECTION



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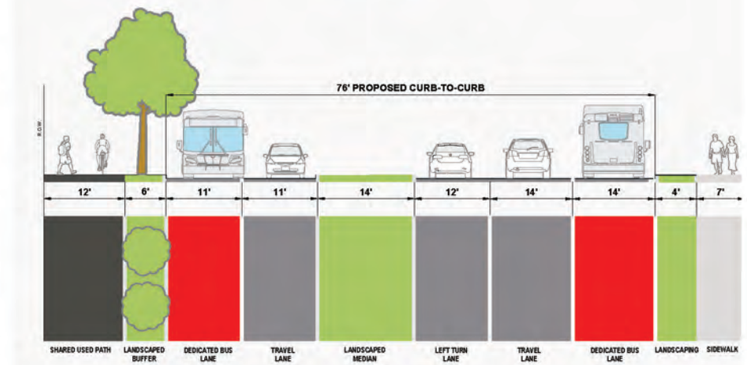


PROPOSED

LEGEND

- BIKE CONFLICT MARKING
- HIGH VISIBILITY CROSSWALK
- TRAFFIC SIGNAL
- BUS STOP
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING

The proposed design for Gateway Boulevard includes adding a Class I shared use path along the west side of the corridor. Additionally, one lane in each direction is reconfigured as a dedicated bus lane, reducing Gateway Boulevard to one general-purpose lane in each direction, typically with a left-turn lane provided at intersections. The dedicated bus lanes align with the City's vision to move more people efficiently, and moving people by bus is the most effective method for achieving this. These lanes also offer flexibility to be converted back to general travel lanes in the future as development in the area continues. The west side curb will be moved 6 feet east, maintaining adequate travel lane widths while providing space for a landscape buffer between motor vehicles/buses and people riding bikes.

To further improve safety and connectivity along and across Gateway Boulevard, several spot improvements are also proposed:

Pedestrian refuge islands: Existing medians and crosswalks at signalized intersections will be upgraded to meet ADA standards, with new pedestrian refuges and detectable warning surfaces added where needed. These provide safer and more comfortable waiting areas for people crossing the corridor, particularly where two-stage crossings are anticipated.

Bus stop integration: Existing bus pullouts will be redesigned as combined shared use path and bus loading zones that meet ADA requirements. These areas will clearly separate space for people walking, biking, or using personal mobility devices, minimizing conflicts with passengers boarding buses and with buses entering or exiting stops.

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

DESIGN BENEFITS

In addition to the aforementioned project goals, the proposed corridor alignment for Gateway Boulevard achieves several key objectives:

- **Continuity in the bicycling experience:** The Class I shared use path extends the two-way bikeway network planned along Oyster Point Boulevard and Grand Avenue, ensuring consistent and comfortable conditions for people biking and rolling throughout the corridor.
- **Transit improvements:** Dedicated bus lanes advance the City's vision of moving people more efficiently than single-occupancy vehicles. The lanes also provide additional separation between the proposed Class I shared use path and vehicle traffic, enhancing comfort and safety for people walking and biking.
- **Streetscape preservation and enhancement:** The existing landscaped median and edge plantings along Gateway Boulevard will be retained. Additional landscaping and street trees will be incorporated into the new buffer between the Class I shared use path and the roadway to create a more attractive and comfortable streetscape that reduces pollution-generating impervious surfaces, supporting the City's stormwater management goals.

5.1.4 Community Engagement

WHAT WE DID

Engagement activities for the Gateway Boulevard project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online Engagement

- Project webpage
- Project survey
- Interactive mapping activity

In-Person Engagement

- Pop-Up Event: SSF Ferry Terminal
- Stakeholder Meeting: Joint BPAC & Traffic Safety Commission Meeting

A project-specific page for the Gateway Boulevard project was launched in July 2025 as part of the primary Active 101 webpage, using the Social Pinpoint platform (Figure 41). The webpage introduced the project and goals, presented the conceptual design, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through multiple channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, pop-up event, stakeholder presentation, and the City through their communications methods. This allowed participants to view the conceptual design (Figure 41), comment on specific elements through the interactive mapping tool (Figure 42), and share additional feedback via the survey (Figure 43). The engagement webpage also featured typical cross sections of each project site, allowing users to slide between current conditions and proposed changes along the right-of-way.

The online survey and interactive mapping activity were active from July through September 2025.

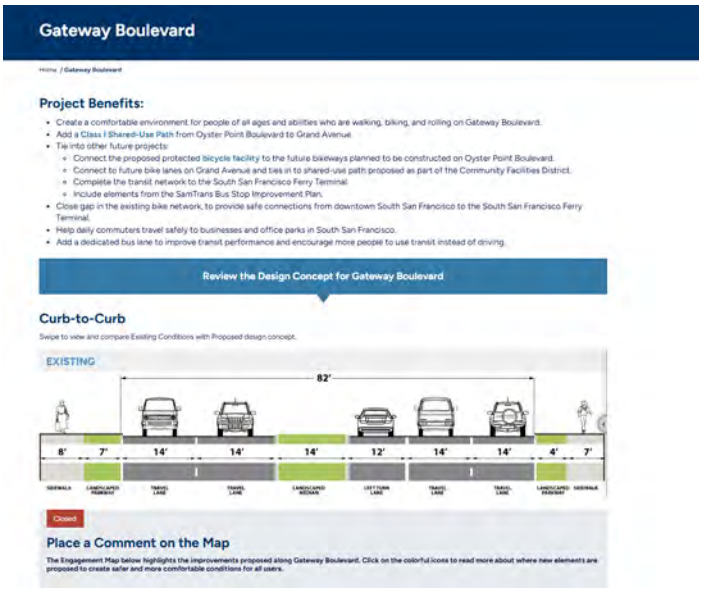


Figure 41. Active 101 Webpage Gateway Boulevard Conceptual Design

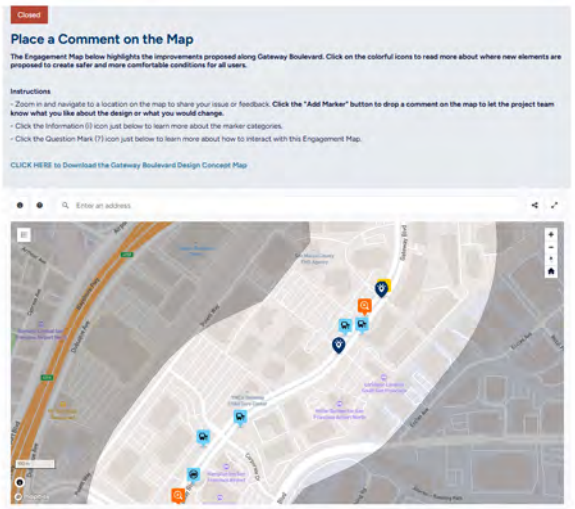


Figure 42. Active 101 Webpage Gateway Boulevard Interactive Mapping Activity

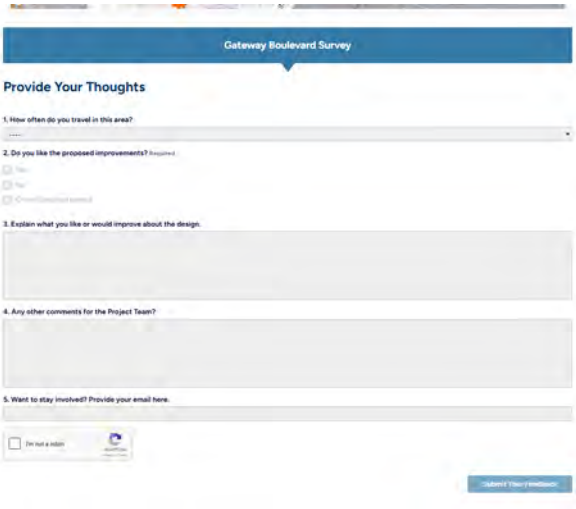


Figure 43. Active 101 Webpage Gateway Boulevard Online Survey

Pop-Up Event

An in-person pop-up event was held at the South San Francisco Ferry Terminal in South San Francisco on August 21, 2025, where the project team tabled at a booth during the evening commute hours.

The team shared project information and solicited input on the conceptual design for the Gateway Boulevard project (Figure 44). They invited the public to add comments to a map of the project and handed out business cards with a QR Code to the online survey for people to fill out after the event. Project materials were available in English, Spanish, and Simplified Chinese.

Figure 44. Gateway Boulevard Pop-Up Event at SSF Ferry Terminal

Stakeholder Meetings

SMCTA held a series of meetings with City of South San Francisco staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented information about the Gateway Boulevard project to the City's Bicycle and Pedestrian Advisory Committee (BPAC) and Traffic Safety Commission on August 6, 2025. Members expressed concern that the project may not address the most critical safety and mobility needs for South San Francisco residents, noting the corridor already feels relatively safe for walking and biking, and suggested suggested projects in other locations outside of the Priority Network may warrant greater priority due to existing accessibility and safety challenges. They also emphasized the importance of improving bus stops and ensuring community feedback from this process is meaningfully incorporated into future project decisions.

WHAT WE HEARD

Community feedback on the conceptual design for the Gateway Boulevard project was collected from the online survey, interactive map, pop-up event, and stakeholder presentation. Overall, participants supported the project's goal of improving multimodal connections but emphasized several considerations to refine the design and inform future phases.

Key themes included a desire to balance multimodal safety with traffic operations, improve intersection design, and strengthen connectivity to the Bay Trail and nearby destinations. Many participants expressed concern about potential vehicle congestion if a travel lane is removed, and about conflicts between people walking and biking on the shared use path. Others suggested design details to enhance pedestrian safety, such as adding median refuges and crosswalks on all legs of intersections, incorporating raised crossings, and shortening pedestrian wait times at signals. Connectivity was another common theme, with comments recommending a more direct link between Gateway Boulevard, the Bay Trail, and the South San Francisco Caltrain Station.

This input highlights the need for further analysis of proposed lane configurations, intersection safety treatments, and shared use path design to minimize conflicts between users. It will also guide coordination with the City on improving signal timing, wayfinding, and regional connections in later design stages. The community feedback will be carried forward to project sponsors to help shape detailed design and future engagement efforts.

5.1.5 Project Cost Estimate

The cost opinion developed for Gateway Boulevard reflects a high-level estimation of the project cost. This cost estimation is preliminary and is expected to be further refined as the project moves through future design stages. The cost opinion assumes that the project will be implemented through asphalt pavement milling and overlay.

The associated cost opinion for the proposed Gateway Boulevard corridor design is summarized in Table 7.

Table 7. Gateway Boulevard Cost Opinion Summary

Planning Cost	$1,441,046
Design Cost	$2,161,568
Construction Cost	$17,292,546
Total Project Cost:[28]	**$20,895,160**

28 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.1.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the Gateway Boulevard project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as Gateway Boulevard, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, Gateway Boulevard is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The Gateway Boulevard project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that 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.

LOCAL PARTNERSHIP PROGRAM (LPP)

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

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a 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.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. 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. The Gateway Boulevard project is specifically eligible for Highway Program with all corridor elements eligible under Measure A. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category, and transit stop improvements eligible in the Transportation Demand Management Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

San Bruno Avenue

San Bruno, San Mateo County

Location

Huntington Ave to McDonnell Rd

Project Description

Class I shared use path or Class IV separated bikeway, traffic signal enhancements, and raised pedestrian crossings at US-101 ramps

Key Connections

San Bruno Caltrain Station, San Francisco International Airport, San Bruno BART Station, shops and businesses along San Bruno Avenue, and recreational access

Estimated Cost

Option 1

- **Estimated Total Project Cost: $23,729,819**
- Planning Cost: $1,636,539
- Design Cost: $2,454,809
- Construction Cost: $19,638,471

Option 2

- **Estimated Total Project Cost: $30,166,617**
- Planning Cost: $2,080,456
- Design Cost: $3,120,685
- Construction Cost: $24,965,477

Project Goals

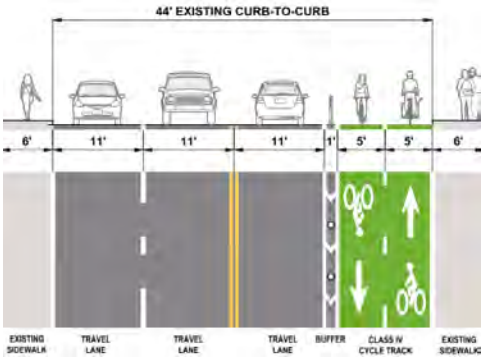
- **Improve safety and comfort** for vulnerable users along San Bruno Avenue and across U.S. 101
- **Close a key trail gap** by providing new connections to regional trails
- **Support multimodal travel** by linking to regional transit

Next Steps

Additional alternatives analysis and preliminary design, with additional community engagement

Preliminary Design Options

This project has two design options. Each meets the project's goals of providing designated spaces for pedestrians and bicyclists along the corridor.



Option 1

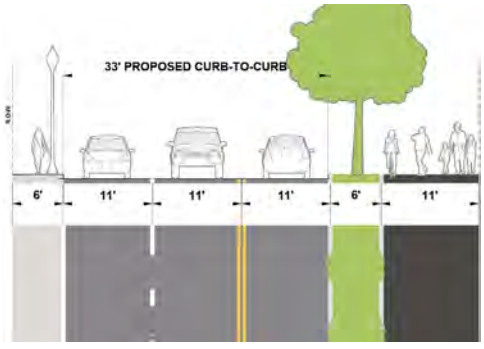
Proposes a two-way Class IV bikeway west of U.S. 101, a Class I shared use path on the overcrossing, one-way Class II and Class IV bikeways east of U.S. 101, and new traffic and bike signals.

Benefits

- Continues shared use path experience on Bay Trail
- Lower cost and shorter implementation timeline

Constraints

- Lower perceived safety
- May require more long-term maintenance
- Limited improvements to pedestrian realm
- Requires constrained bus stops
- Requires many new traffic signals



Option 2

Proposes a Class I shared use path with landscaping on the north side of San Bruno Ave.

Benefits

- Additional landscaping has shade and aesthetic benefits
- Higher perceived safety
- Continues shared use path experience on Bay Trail

Constraints

- Higher cost and longer implementation timeline

5.2 SAN BRUNO AVENUE

5.2.1 Project Overview

The San Bruno Avenue / US 101 Interchange project is designed to provide safer and more comfortable walking, biking, and rolling facilities across US 101 while closing a critical multimodal gap in the regional active transportation network. Given the complexities of the corridor, two design options were conceptualized for initial stakeholder and community input.

Project goals for San Bruno Avenue include:

- Improve safety and comfort for people walking, biking, and rolling along San Bruno Avenue and across the US 101 interchange.
- Close a key trail gap by providing new connections to the San Francisco Bay Trail and the Centennial Trail.
- Support multimodal travel by linking to regional transit (i.e., the San Bruno Caltrain station).
- Enhance transit access and amenities with integrated recommendations from the approved SamTrans Bus Stop Improvement Plan.
- Provide safer crossings at freeway on- and off-ramps with raised pedestrian crossings.

LOCATION

The project is located in San Bruno, extending along San Bruno Avenue at the US 101 interchange, spanning from Huntington Avenue to the west to McDonnell Road to the east.

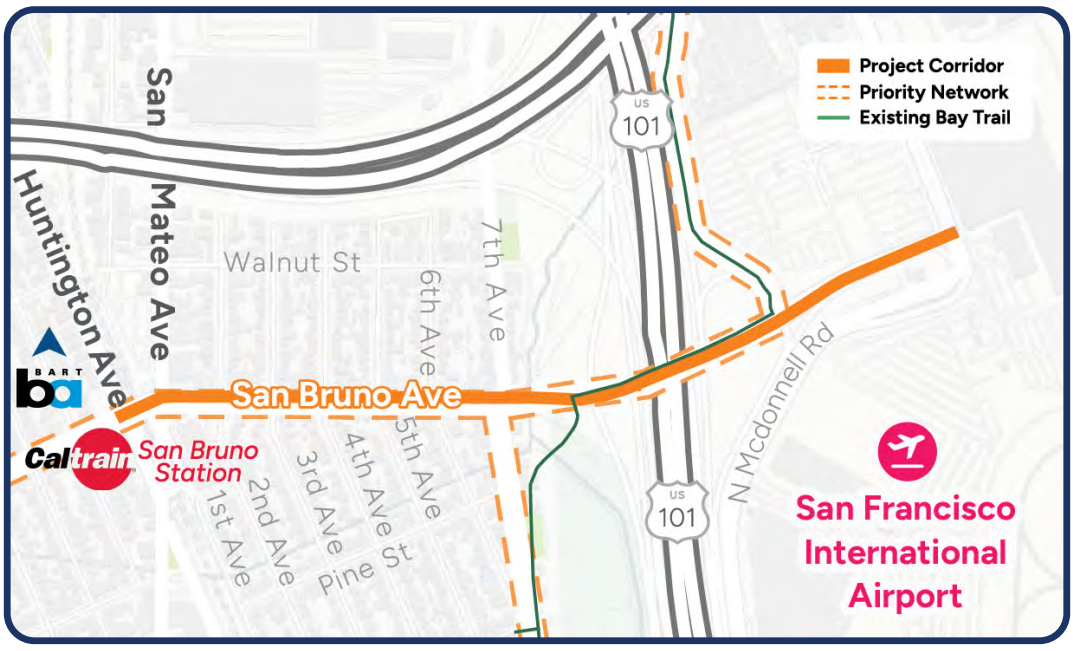


Figure 45. San Bruno Avenue Project Limits

OVERALL DESCRIPTION

The project introduces upgrades to bicycle, pedestrian, and transit infrastructure along the San Bruno Avenue corridor, including the US 101 overcrossing. Key features include new dedicated bikeways, raised pedestrian crossings, and improved signals at multiple intersections. Two design options were conceptualized, each offering a different balance of comfort, cost, and implementation timeline.

The concept for this project has its roots in multiple planning efforts, including:

- 2016 City of San Bruno Walk ‘n Bike Plan
- 2021 C/CAG Bicycle and Pedestrian Plan
- 2024 SamTrans Bus Stop Improvement Plan
- 2024 SFO Bay Trail Gap Study

NETWORK CONNECTIONS AND KEY DESTINATIONS

In addition to closing a key gap across US 101 and contributing to the Active 101 Priority Network, this project will connect directly to:

- The San Francisco Bay Trail, a regional trail circumnavigating the Bay Area
- The Centennial Way Trail, a local north-south active transportation link connecting the San Bruno and San Francisco BART stations
- The Huntington Avenue Class IV bikeway connecting San Bruno Avenue with the Centennial Way Trail
- Planned bicycle and pedestrian projects within the City of San Bruno’s local network

This project will provide access to key destinations, including:

- San Bruno Caltrain Station, a regional transit hub
- San Francisco International Airport (SFO)
- San Bruno BART station, via Huntington Avenue
- Shops and businesses along San Bruno Avenue
- Recreational access via Bay Trail and Centennial Trail connections

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of San Bruno
- San Mateo County Transportation Authority (SMCTA)
- SamTrans
- Caltrans

5.2.2 Corridor Context

The San Bruno Avenue corridor is primarily designed for vehicle traffic, creating challenges for people walking and bicycling. San Bruno Avenue's wide geometry varies substantially along the corridor, with changes in lane configuration, median width, and access management features reflecting its transition from an arterial street on the west to a regional connector on the east. Figure 46, Figure 47 and Figure 48 present typical cross sections for the study corridor, and the following sections describe facilities for different modes along the corridor today.

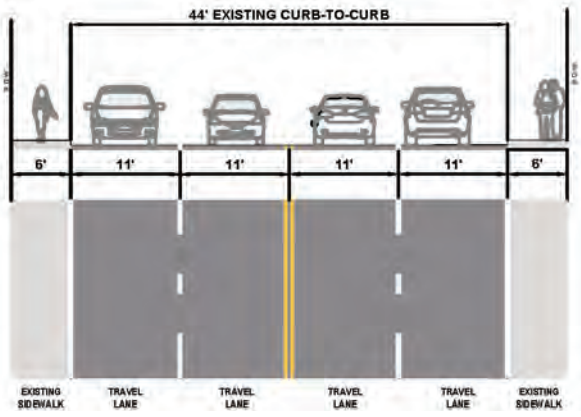


Figure 46. San Bruno Ave Existing Typical Section From San Mateo Avenue To US 101 (Facing East)

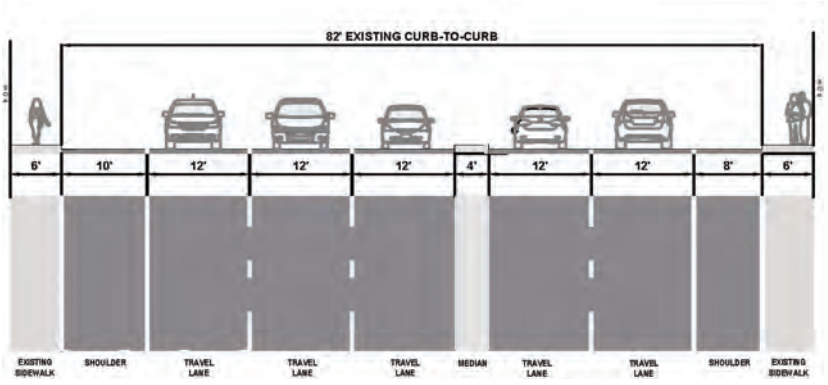


Figure 47. San Bruno Ave Existing Typical Section Over US 101 Overcrossing (Facing East)

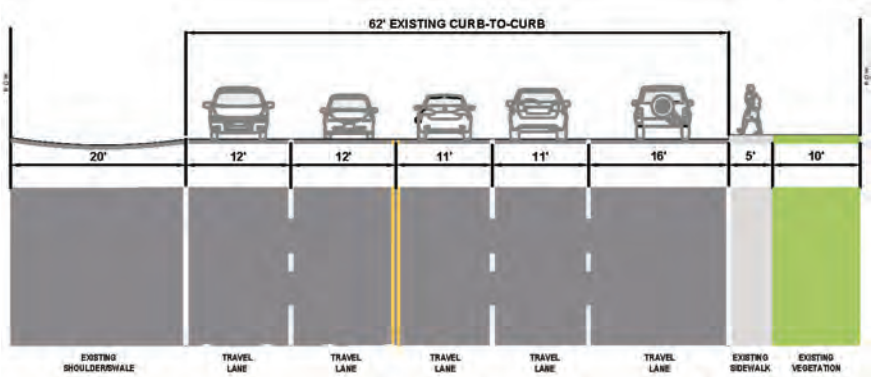


Figure 48. San Bruno Ave Existing Typical Section From US 101 To McDonnell Road (Facing East)

VEHICLE FACILITIES

Posted speed limits on San Bruno Avenue are 25 mph between Huntington Avenue and US 101, increasing to 35 mph across the interchange and east to McDonnell Road. West of US 101, the corridor includes two through lanes in each direction. Across the freeway ramps, the roadway widens to provide two through lanes in each direction with dedicated left-turn lanes, of US 101, the eastbound approach includes a right-turn slip lane, a shared through/left-turn lane, and a dedicated left-turn lane, while westbound traffic has two through lanes and a right-turn lane. Lane widths vary from 10 to 20 feet, creating inconsistent conditions for drivers and limiting space for multimodal facilities. Medians range from 4 to 16 feet in width and include limited access management features such as a hardened centerline at 7th Avenue and a right-turn slip lane at McDonnell Road. These wide and variable roadway conditions support vehicle mobility but reduce comfort and predictability for other users.

PEDESTRIAN FACILITIES

Pedestrian facilities along the corridor are incomplete and inconsistent. Sidewalks range between 5 and 10 feet wide, with narrower sections closer to McDonnell Road. Curb ramps appear to meet ADA standards in some locations but appear non-compliant between 2nd and 7th Avenues and at McDonnell Road. Standard parallel crosswalk markings are provided at intersections, with no mid-block crossings. Pedestrian-scale lighting is absent throughout the corridor, creating comfort and visibility issues for people walking at night.

BICYCLE FACILITIES

There are no dedicated bicycle facilities along San Bruno Avenue. People bicycling must share travel lanes with vehicles, exposing them to high traffic volumes and variable vehicle speeds. The long unprotected crossings of the on- and off-ramps of US 101 present a significant safety barrier for people walking and bicycling.

TRANSIT FACILITIES

Transit service along San Bruno Avenue includes SamTrans Routes 41, 142, EPX, and ECR OWL. There is one bus stop in each direction between 2nd Street and 4th Street (near-side eastbound and far-side westbound), positioned in-lane near crossings. While the stop spacing generally aligns with standards, the facilities are not consistently ADA-compliant and provide limited passenger amenities.

The corridor also provides access to regional transit: the San Bruno Caltrain station at the San Bruno Avenue and Huntington Avenue, and the San Bruno BART Station approximately a half mile north on Huntington Avenue.

SUMMARY

Overall, San Bruno Avenue is defined by wide and variable roadway geometry, limited multimodal accommodations, and few accessibility features. These conditions create barriers to safe and comfortable travel for people walking, biking, and taking transit, underscoring the need for proposed project improvements to enhance safety, accessibility, and multimodal connectivity along the corridor.

5.2.3 Design Development and Coordination

City staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision and key considerations for the area, and to provide feedback on the design options. The City's 2016 Walk 'n Bike Plan notes the study corridor as part of the citywide bikeway network, proposing Class II bike lanes. These facilities do not align with the Active 101 goals of providing an All Ages and Abilities facility. Comparatively, the 2024 Bay Trail SFO Gap Study recommends a Class I shared use path along San Bruno Avenue crossing US 101, connecting to the Bay Trail.

Considering the project's goals, existing constraints, a review of past plans and traffic operations analysis results, and City input, two design options for a Class I shared use path and Class IV separated bikeways (with a segment of Class I shared use path) were developed for the San Bruno Avenue corridor. These options were supported by City staff. Both options meet the project goals of providing an All Ages and Abilities facility for people walking and bicycling along San Bruno Avenue and providing gap closure in the trail network, but the two options offer different cost and timing implications as well as different levels of perceived safety for users due to the type of facility proposed. The following pages present the proposed design options, with additional detail and discussion provided in the subsequent pages. The project team also provided Caltrans an introduction to the project since they have coordination over the interchange portion of the project. Additional coordination and analysis will be required to meet Caltrans design requirements.

SAN BRUNO ROAD CONCEPT | SHEET 1

TYPICAL SECTION A

OPTION 1

BIKE BOX

CLASS IV CYCLE TRACK WITH K-71 POSTS

HUNTINGTON AVE

SAN MATEO AVE

PROPOSED BIKE SIGNAL

MAINTAIN EXISTING MEDIAN AND BRIDGE COLUMNS

OPTION 2

BIKE BOX

CLASS I SHARED USE PATH WITH LANDSCAPING

HUNTINGTON AVE

SAN MATEO AVE

PROPOSED BIKE SIGNAL

NARROW MEDIAN AND MAINTAIN EXISTING BRIDGE COLUMNS

SHARED USE PATH CROSSING

OPTION 1

5TH AVE

CLASS IV CYCLE TRACK WITH K-71 POSTS

6TH AVE

PROPOSED BIKE AND TRAFFIC SIGNAL

OPTION 2

5TH AVE

CLASS I SHARED USE PATH WITH LANDSCAPING

6TH AVE

RAISED DRIVEWAY CROSSINGS

SHARED USE PATH CROSSING

PROPOSED TRAFFIC SIGNAL

SAN MATEO AVE

2ND AVE

3RD AVE

4TH AVE

5TH AVE

6TH AVE

7TH AVE

US 101 SB OFF-RAMP

SAN BRUNO AVE

PROPOSED BUS BOARDING ISLAND. PER SAMTRANS BUS STOP DESIGN GUIDELINES. PER SAMTRANS BUS STOP IMPROVEMENT PLAN INSTALL SHADE STRUCTURE, SYSTEM MAP, ROUTE SCHEDULE, AND REAL-TIME INFORMATION

0 100' 200' 300'

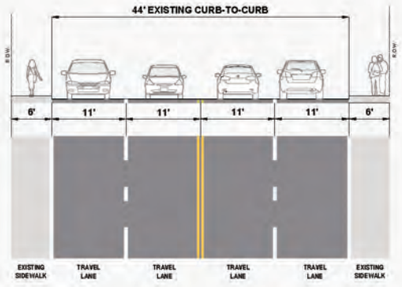
SCALE IN FEET

N

LEGEND

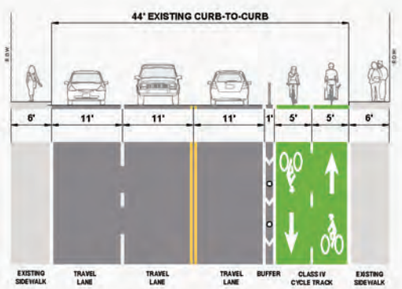
- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING

TYPICAL SECTION A



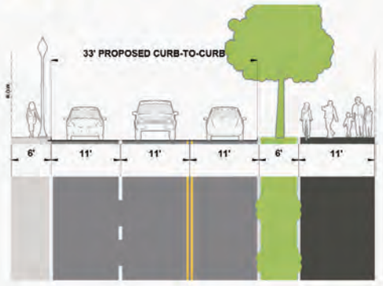
SAN BRUNO AVENUE - EXISTING TYPICAL SECTION
SAN MATEO AVENUE TO 7TH AVENUE

EXISTING

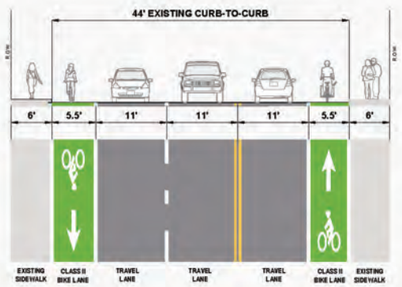


SAN BRUNO AVENUE - PROPOSED TYPICAL SECTION
SAN MATEO AVENUE TO 7TH AVENUE

OPTION 1



OPTION 2

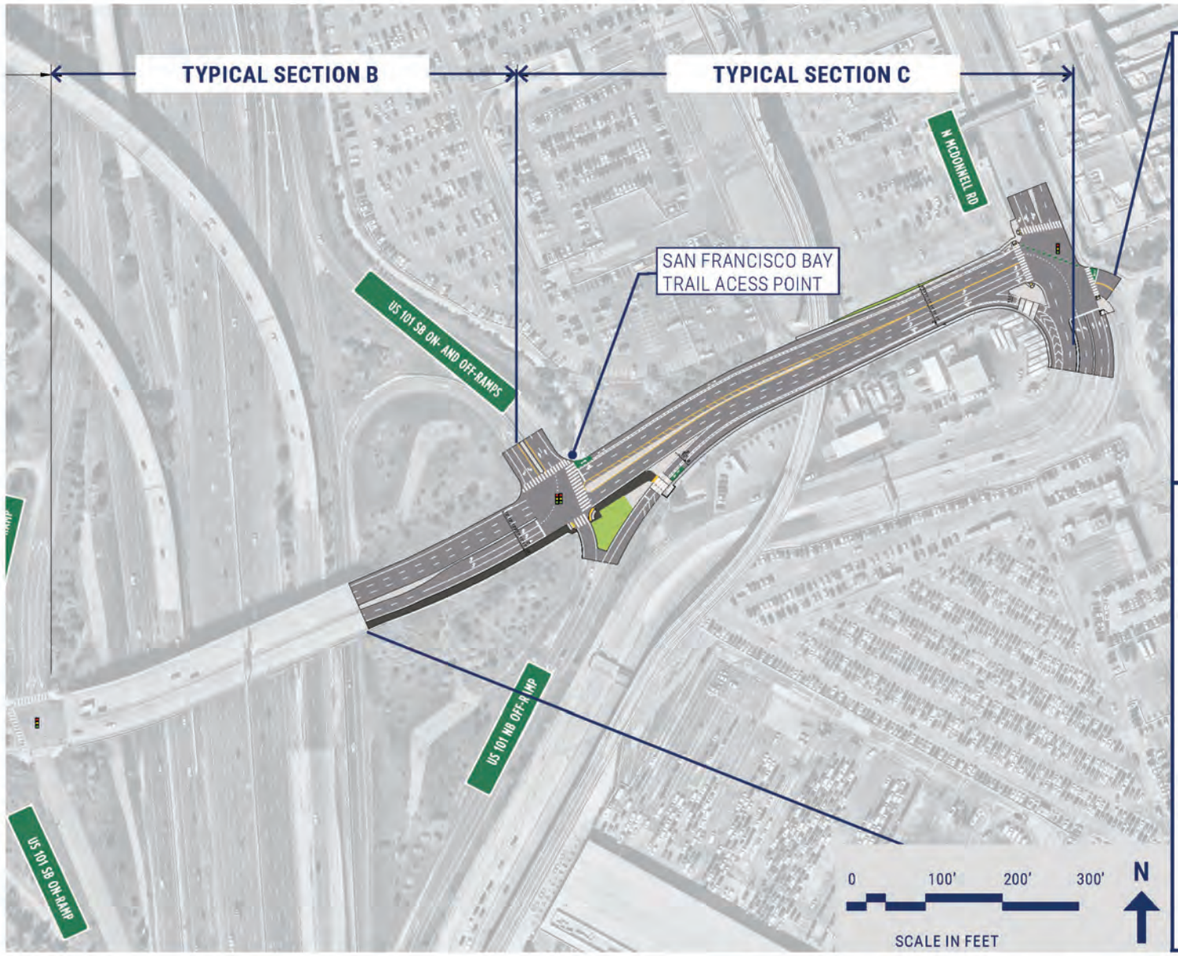


SAN BRUNO AVENUE - PROPOSED TYPICAL SECTION
SAN MATEO AVENUE TO 7TH AVENUE

OPTION 3

Option 3 proposes a Class II Bike Lane within the existing curb-to-curb width in both directions along the corridor, without a buffer or physical separation from adjacent vehicular traffic. The project team has determined that these features make the proposed bike facility unsuitable for achieving the project's goal of providing All Ages & Abilities access in connection to the overall North-South bike network.

SAN BRUNO ROAD CONCEPT | SHEET 2

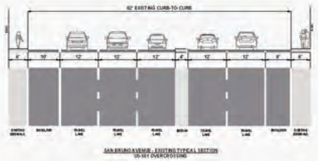


LEGEND

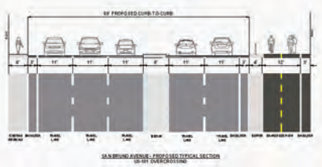
- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING

TYPICAL SECTION B

EXISTING



PROPOSED

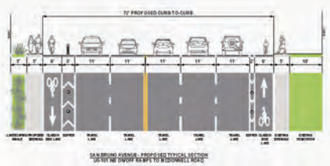


For alignment with the Bay Trail SFO Gap Study, there is just one alternative for the bridge where San Bruno Ave crosses US 101: a shared use path on the south side of the street.

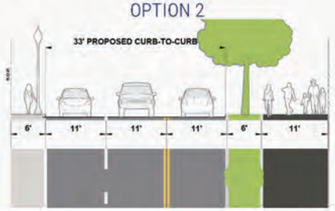
TYPICAL SECTION C

EXISTING

OPTION 1



OPTION 2



OPTION 1

Option 1 proposes a combination of new Class I, II, and IV facilities, with plastic posts providing separation between people bicycling and adjacent vehicle traffic. The option includes:

- A two-way street-level Class IV bikeway on the north side of San Bruno Avenue west of US 101, separated from the adjacent vehicle lane with paint and flex posts,
- A sidewalk-level Class I shared use path on north side of San Bruno Avenue over the US 101 overcrossing, and
- A combination of one-way street-level Class IV and Class II bikeways east of US 101.

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across San Bruno Avenue, including:

Bicycle signals: A bicycle signal provides a dedicated traffic signal phase for a bicycle-only movement, separated from any motor vehicle conflict. Option 1 recommends bicycle signals at seven intersections as well as new traffic signals at four intersections.[29]

Maintenance of existing median and bridge columns between Huntington Avenue and San Mateo Avenue

Raised crossings of slip lanes: A raised crosswalk is an elevated portion of the street where a pedestrian crossing is located, designed to slow down traffic and signal to motorists to check for people walking. These are included in Option 1 at slip lane crossings.

Bicycle conflict markings: Pavement markings for bike lanes continue through intersections to increase visibility of bicyclists to motorists, and green-color pavement enhances the conspicuity of bicycle crossings and differentiates them from adjacent pedestrian crossings.

29 Option 1 incorporates new bicycle signals on San Bruno Avenue at the intersections of Huntington Ave, San Mateo Ave, Second Ave, Fourth Ave, Fifth Ave, Sixth Ave, and the US 101 southbound on- and off-ramps (east of US-101). Option 2 incorporates new traffic signals on San Bruno Avenue at Third Ave the US 101 southbound off-ramp (west of US-101), and N McDonnell Road.

OPTION 1

Bicycle box: A bicycle box is a designated area at the head of a travel lane allowing bicyclists to get ahead of vehicles at traffic signals. It promotes the visibility of bicyclists and gives them a "head start" to cross the intersection.

Raised bike lane and bus islands: Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area.

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at both bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

Option 1 Benefits:

- **Lower construction cost:** This option uses on-street bicycle facilities separated by paint and flexible posts, which are less expensive to build than the more complex improvements proposed in Option 2.
- **Faster implementation:** Because Option 1 keeps the existing curbs and drainage systems in place, construction would be quicker and less disruptive to nearby residents and businesses.

Option 1 Challenges:

- **Changes in bikeway types:** The shift from a two-way bikeway west of US 101 to one-way bike lanes east of the overcrossing could be confusing for some users. Clear signs and markings will be necessary to help guide people through the transition points.
- **Less physical protection:** Flexible posts provide some separation from vehicle traffic, but the on-street design feels less protected than the raised, curb-separated path proposed in Option 2.
- **Fewer streetscape improvements:** Keeping the bikeways at street level limits opportunities for landscaping, street trees, or green infrastructure that could enhance the look and feel of the corridor

OPTION 2

Option 2 proposes a continuous separated Class I shared use path on the north side of San Bruno Avenue for the entire project length from San Mateo Avenue to N McDonnell Road. This shared path would provide full physical separation from vehicle traffic for pedestrians and bicyclists with a landscaped buffer and a raised curb. This design would eliminate the need for multiple bicycle signals included in Option 1, requiring new signalization only at 6th Avenue. Like Option 1, Option 2 provides raised crossings at the on- and off-ramps of US-101.

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across San Bruno Avenue, including:

Bicycle signals: A bicycle signal provides a dedicated traffic signal phase a bicycle-only movement, separated from any motor vehicle conflict. Option 2 recommends a bicycle signal at the intersection of San Bruno Ave and Huntington Ave as well as one new traffic signal at the intersection of San Bruno Ave and 6th Ave.

Removal of right-turn slip lane at N McDonnell Road: Option 2 recommends reconstructing the southwest corner of the San Bruno Ave and N McDonnell Road intersection, closing the existing right-turn slip lane and thus decreasing the curb radius, which will result in slower turning speeds for right-turning vehicles. This removes a potential high-speed conflict between motor vehicles and people walking and bicycling.

Raised crossings of slip lanes: A raised crosswalk is an elevated portion of the street where a pedestrian crossing is located, designed to slow down traffic and signal to motorists to check for people walking. These are included in Option 2 at the slip lane crossing that remains.

Raised driveway crossings: The sidewalk elevation of the shared use path is maintained through driveway crossings, so motorists must ramp up before crossing the shared use path. This helps emphasize that vehicles must yield to people walking and biking, in addition to helping reduce the speed of vehicles turning across the shared use path.

High-visibility crosswalks: When the shared use path crosses a roadway at intersections, high-visibility crosswalks are used to increase the visibility of the crossing location to motorists.

OPTION 2

Bicycle box: A bicycle box is a designated area at the head of a travel lane allowing bicyclists to get ahead of vehicles at traffic signals. It promotes the visibility of bicyclists and gives them a "head start" to cross the intersection.

Raised bike lane and bus islands: Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area.

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at both bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

Option 2 Challenges:

- **Limited access on one side:** Because the shared use path is located on only one side of the street, some users would need to cross San Bruno Avenue to use it.
- **Impacts to existing median and bridge columns** between Huntington Avenue and San Mateo Avenue.
- **Higher construction costs:** The additional curb, drainage, utility, and landscaping work make this option more expensive to build than Option 1.
- **Longer construction timeline:** The more complex design and utility coordination needed for this option would extend the overall construction schedule.

Option 2 Benefits:

- **Landscaping and street trees:** This option includes a landscaped buffer with street trees between the path and travel lanes. The added greenery provides shade, improves comfort for people walking and biking, and enhances the overall look and feel of the corridor.
- **Green infrastructure:** The design allows for green infrastructure features, such as bioswales, to help manage stormwater, reduce runoff, and support local sustainability and water quality goals.
- **Improved bicycling experience:** Both options offer an improved bicycling experience compared to current conditions, but Option 2's sidewalk-level shared use path offers a higher level of perceived and actual safety than the flex post-separated side bike lane proposed in Option 1.
- **Consistent user experience:** The shared use path continues the trail-like feel of the Bay Trail, creating a seamless, comfortable route for people of All Ages and Abilities.

OTHER OPTIONS CONSIDERED

Other designs were explored with the City and project team during the planning process but were ultimately not considered for the conceptual design. This includes a proposed Class II bike lane that would maintain the existing curb-to-curb width in both directions along the corridor. However, this option would not include a buffer or physical separation from adjacent vehicle traffic and would still require the removal as a travel lane. The project team, in coordination with City staff, determined that this option would not achieve the project's goal of providing an All Ages and Abilities facility as part of the overall Priority Network. As such, this option was not advanced into conceptual design.

COMPARISON OF OPTIONS

Together, these options form a set of options for improving the corridor. Both Option 1 and Option 2 address existing deficiencies in bicycle and pedestrian infrastructure, but they differ in terms of cost, construction requirements, and user experience. Table 8 presents summary of the key differences between Option 1 and 2. Final selection will depend on future analysis, available funding, and community and stakeholder priorities.

Table 8. San Bruno Ave Option Comparison Matrix

	Option 1	Option 2
Facility Type	**West of US 101:** Two-way Class IV bikeway **Overcrossing:** Shared use path **East of US 101**: one-way Class IV separated bikeways and Class II bike lanes	Shared use path for bicyclists and pedestrians
Buffer for Bicyclists	1- to 3-foot buffer with bollards; 4-foot curb on overcrossing	6-foot landscaped buffer with curb; 4-foot curb on overcrossing
Traffic Signal Changes	New bike and traffic signals at 7 intersections	New bike and traffic signals at 1 intersection
Improvements at On and Off Ramps	Raised pedestrian crossings	Raised pedestrian and bike crossings
Cost[30]	Lower estimated cost than Option 2	Potential higher cost than Option 1
Implementation Timeline	Shorter anticipated implementation timeline than Option 2	Longer anticipated implementation timeline than Option 1

30 Refer to Section 5.2.5 for more details on cost

5.2.4 Community Engagement

WHAT WE DID

Engagement activities for the San Bruno Avenue project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary designs with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online Engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social Media

In-Person Engagement

- Community workshop: San Bruno Public Library
- Stakeholder Presentation: San Bruno Complete Streets Commission
- Postcard notifications
- Business cards with QR Codes

Online Engagement

A project-specific page for the San Bruno Avenue project was launched in July 2025 as part of the primary Active 101 webpage using the Social Pinpoint platform. This webpage (Figure 49) introduced the project, presented both design concepts, and offered an online survey and interactive mapping activity to collect community feedback.

Community feedback was collected through a variety of channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, community workshop, stakeholder presentation, and by the City of San Bruno. This allowed participants to view the design options, comment on specific elements of the designs through the interactive mapping tool (Figure 49), and share additional feedback via the survey (Figure 51). The engagement website featured side-by-side descriptions of the two design options and their high-level benefits and challenges.

The online survey and mapping activity were available from July through September 2025.

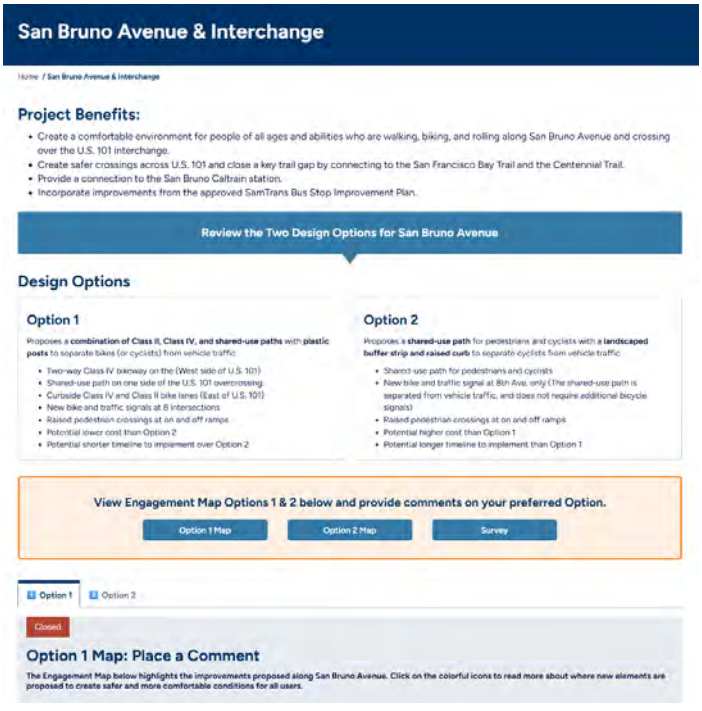


Figure 49. Active 101 Webpage San Bruno Avenue Conceptual Design

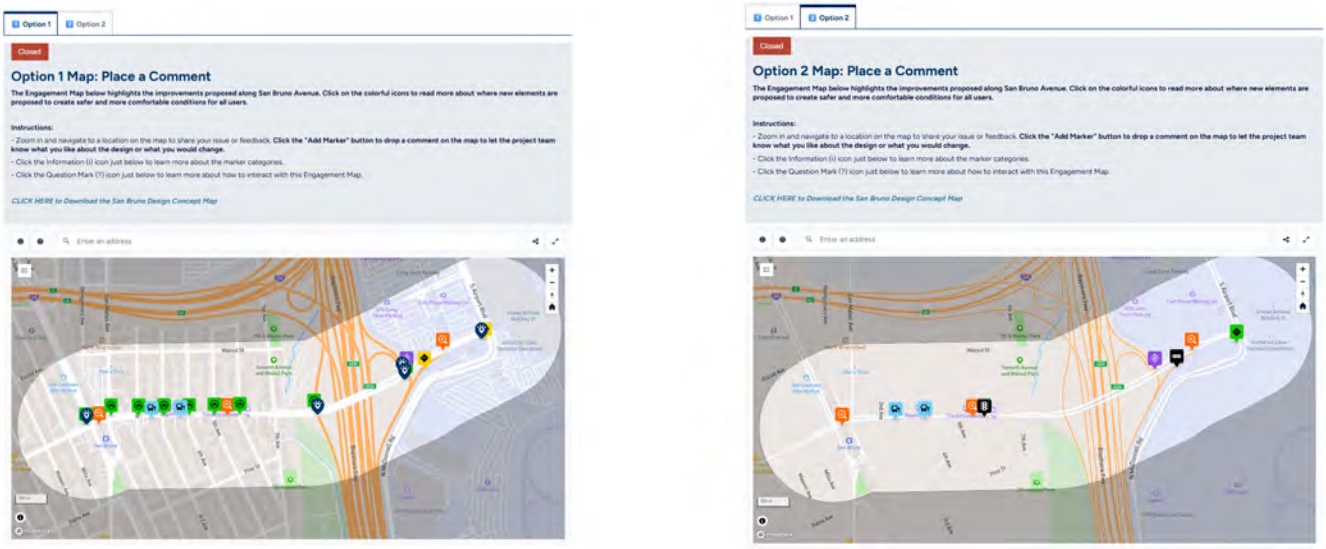


Figure 50. Active 101 Webpage San Bruno Avenue Interactive Mapping Activity

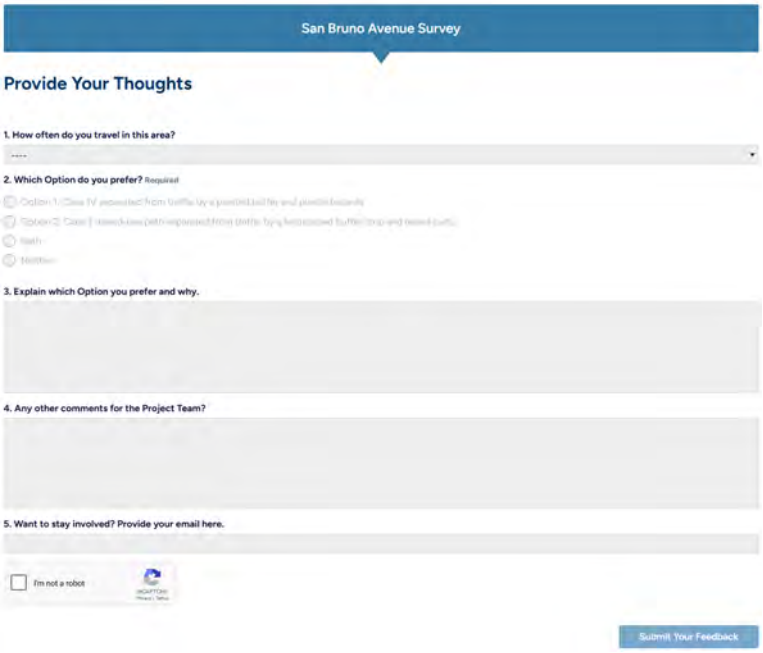


Figure 51. Active 101 Webpage San Bruno Avenue Online Survey

Workshop

An in-person workshop for the San Bruno Avenue project was held at the San Bruno Public Library on August 27, 2025. A total of 3,755 postcards mailed mailed to those near the project corridor in advance of the event, and the workshop was also promoted through social media and City communications.

The event began with a presentation by the project team outlining the project's goals, design concepts, and key considerations. A question-and-answer session followed, giving participants the opportunity to ask questions and share feedback directly with staff. The workshop then transitioned into an open house-style format, where attendees engaged in informal discussions with staff, reviewed informational boards and maps, provided location-specific input by placing sticky notes on the map where they had comments to share. Input is summarized in the What We Heard section below.

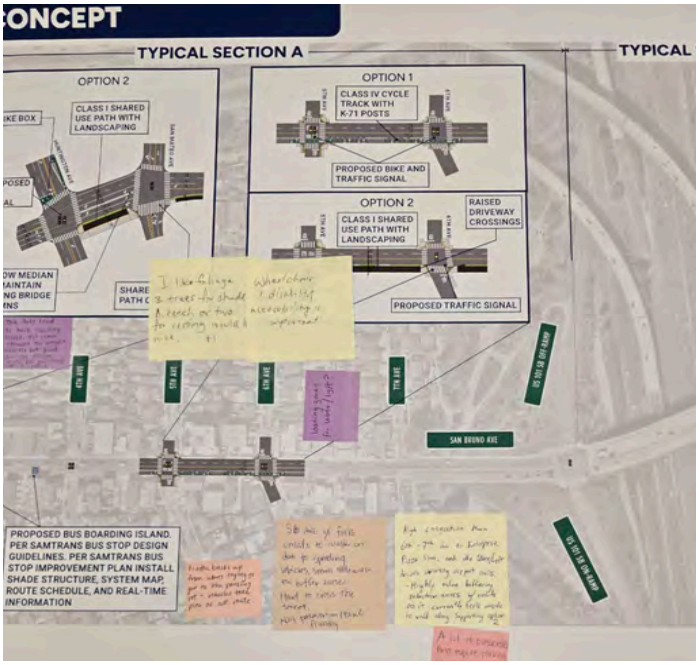


Figure 52. San Bruno Avenue Workshop At San Bruno Public Library

Stakeholder Meetings

SMCTA held a series of meetings with City of San Bruno staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented the conceptual design options to the City's Complete Streets Committee on October 1, 2025. Members of the committee expressed support for the countywide approach and noted many people use San Bruno Avenue and would walk or bike more if conditions were improved. While there was some concern about the potential traffic impacts from a road diet, members appreciated the designs were created based on traffic operations analysis and expressed support for both options. They recommended clearly identifying the traffic operations and congestion management improvements proposed in both designs. The project team also met with stakeholders at San Francisco International Airport (SFO), who expressed support for the proposed improvements and recommended closing the northbound US 101 slip off-ramp to create additional space for people walking and biking while better separating truck traffic.

WHAT WE HEARD

Community feedback on the San Bruno Avenue conceptual designs was gathered through the online survey, interactive mapping activity, community workshop, and Committee presentation. Participants expressed strong support for making San Bruno Avenue safer and more comfortable for people walking, biking, and taking transit, while maintaining efficient access for drivers and nearby businesses.

Many favored Option 2, describing this option as more inviting, accessible, and appealing, particularly for people walking, biking, or using mobility devices. Comments emphasized the importance of native, low-maintenance landscaping, adequate shade and seating, and ensuring visibility and upkeep so trees and plantings do not obstruct sightlines or signage. Feedback on Option 1 focused on the level of cyclist protection, with participants requesting more durable barriers, such as raised curbs or bollards, and additional traffic calming to reduce vehicle speeds.

Opinions were mixed regarding the slip lane at North McDonnell Road: some supported Option 1, which keeps the slip lane open to maintain traffic flow, while others preferred Option 2, which removes it to improve pedestrian and bicycle safety. Across both options, participants noted traffic congestion from rideshare pick-ups, airport-related traffic, and local business activity, and suggested adding designated loading and drop-off zones to reduce conflicts. Additional priorities included addressing flooding and drainage issues, ensuring ADA accessibility, and improving intersection safety through features like no-turn-on-red restrictions and diagonal crossings to simplify bicycle and pedestrian movements at key intersections connecting to the Bay Trail.

The feedback indicates that future design refinements should focus on enhancing pedestrian and bicycle comfort and connectivity, incorporating landscaping and traffic calming where feasible, and balancing lane configuration, intersection design, and access management to maintain safe and efficient operations. The community feedback will be provided to the City to inform design refinements, evaluate intersection and drainage improvements, and guide future engagement focused on detailed intersection and access treatments.

5.2.5 Project Cost Estimate

The cost opinions developed for San Bruno Avenue reflect a high-level estimation of project costs for both proposed design options. The cost estimations are preliminary and are expected to be further refined as the project moves through future design stages. Both cost opinions assume full depth pavement reconstruction due to the poor condition of existing pavement. Associated costs opinions for design Option 1 and Option 2 for San Bruno Avenue are summarized in Table 9.

Table 9. San Bruno Avenue Cost Opinion Summary

	Option 1	Option 2
Planning Cost	$1,636,539	$2,080,456
Design Cost	$2,454,809	$3,120,685
Construction Cost	$19,638,471	$24,965,477
Total Project Cost:[31]	**$23,729,819**	**$30,166,617**

31 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.2.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the San Bruno Avenue project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as San Bruno Avenue, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, San Bruno Avenue is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The San Bruno Avenue project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that 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.

LOCAL PARTNERSHIP PROGRAM (LPP)

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

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a 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.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. 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. The San Bruno Ave project is eligible for the SMCTA Highway Program, with all corridor elements eligible under Measure A and interchange components eligible for Measure W. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is a state funding program administered by the California Transportation Commission (CTC) that supports capital improvements for highways, local roads, transit, and active transportation. STIP funds are divided into a Regional Improvement Program (RIP) managed by regional agencies like MTC and an Interregional Improvement Program (IIP) managed by Caltrans. Projects must be included in regional transportation plans and focus on enhancing mobility, safety, and connectivity across the state.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

Saratoga Drive

San Mateo

Location

South Delaware Street to Franklin Parkway

Project Description

Class IV separated bikeways, pedestrian improvements (i.e., curb extensions, median refuge islands), and transit enhancements (i.e., floating bus islands, in-lane boarding and alighting)

Key Connections

San Mateo County Event Center; Hillsdale Caltrain Station; Bay Meadows Park; retail, office, and medical uses

Estimated Cost

- **Estimated Total Project Cost: $7,476,476**
- Planning Cost: $534,034
- Design Cost: $801,051
- Construction Cost: $6,141,391

Next Steps

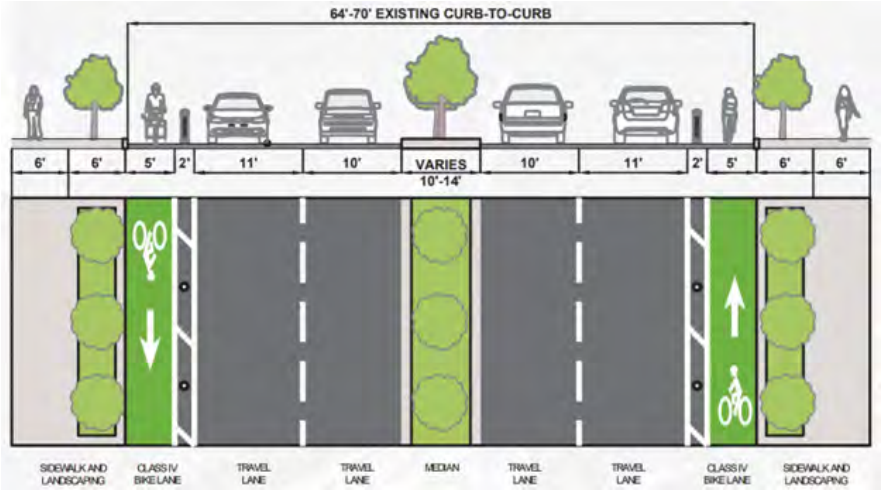
Formal design, including environmental analysis, and additional community engagement

Project Goals

- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways** to close key gaps in the countywide bikeway network
- **Support multimodal travel** by linking to regional transit

Preliminary Design Option

The preliminary design option proposes one-way street-level Class IV bikeways separated from traffic with paint and flex posts.



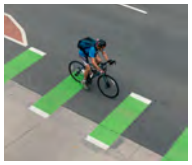
Benefits

- Maintains two travel lanes in each direction
- Preserves existing street trees in median and sidewalk buffer

Examples of Proposed Spot Treatments

Pedestrian refuge islands

Bike signals



Bike lane - conflict striping

Bus islands

5.3 SARATOGA DRIVE

5.3.1 Project Overview

The Saratoga Drive project in the City of San Mateo is designed to provide safer and more comfortable walking, biking, and rolling facilities while closing a critical multimodal gap in the regional active transportation network.

Project goals for Saratoga Drive include:

- Create a comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling along Saratoga Drive.
- Tie into other future projects to close key gaps in the countywide bikeway network.
- Connect to a future Class IV Separated Bikeway on South Delaware Street.

LOCATION

The project is in San Mateo, California, extending along Saratoga Drive from South Delaware Street to the west to Franklin Parkway to the east.

Figure 53. Saratoga Drive Project Limits

OVERALL DESCRIPTION

The project proposed upgrading the existing Class II bicycle lanes on Saratoga, in addition to enhancements to pedestrian and transit amenities. Key features include proposed Class IV separated bikeways, pedestrian refuge islands and curb extensions, ADA ramp improvements, bus stop improvements including floating bus islands, and upgraded signals at multiple intersections.

The concept for this project has its roots in multiple planning efforts, including:

- 2020 San Mateo Bicycle Master Plan
- 2021 C/CAG Bicycle and Pedestrian Plan
- 2024 SamTrans Bus Stop Improvement Plan

NETWORK CONNECTIONS AND KEY DESTINATIONS

This project will connect to the existing shared use path on Franklin Parkway as well as Class IV separated bikeways on Delaware Street and 19th Avenue that are in progress as of this Plan. This will help to build out the All Ages and Abilities bicycle network in San Mateo.

This project will provide access to key destinations, including:

- San Mateo County Event Center
- Hillsdale Caltrain station
- Bay Meadows Park
- Retail, office, and medical uses

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of San Mateo
- San Mateo County Transportation Authority (SMCTA)
- SamTrans

5.3.2 Corridor Context

The Saratoga Drive corridor is primarily designed primarily for vehicle travel, creating challenges for people walking, biking, and taking transit. While the corridor includes continuous sidewalks and striped bicycle lanes, the lack of separation from vehicles and the limited transit amenities result in an environment that does not fully support safe and comfortable multimodal travel. Figure 54 presents a typical cross section for the study corridor, and the following sections describe facilities for different modes along the corridor today.

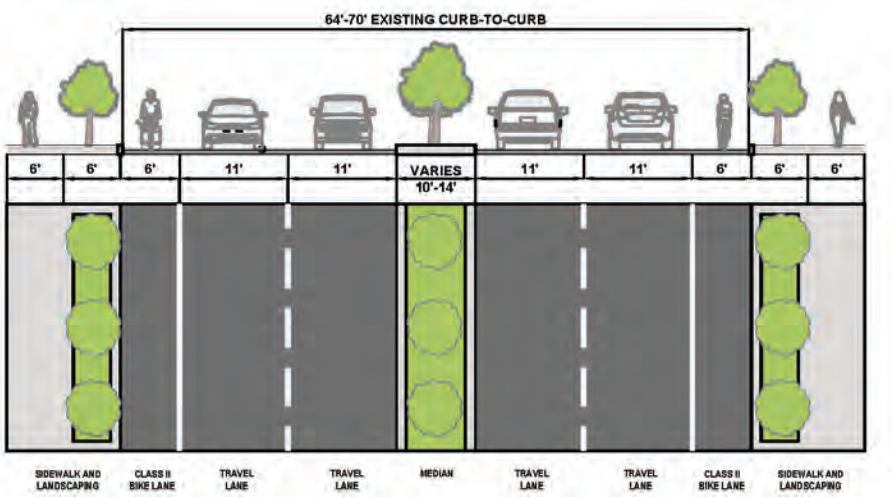


Figure 54. Saratoga Drive Existing Typical Section (Delaware Street To Franklin Parkway) (Facing East)

VEHICLE FACILITIES

Saratoga Drive includes two 11-foot travel lanes in each direction, for a total of four lanes. The paved width varies from approximately 64 to 70 feet. A median, generally 10 to 14 feet wide, separates opposing traffic and includes landscaping and street trees, narrowing at intersections to accommodate left-turn pockets. The posted speed limit is 35 mph throughout the corridor, contributing to uncomfortable conditions for people walking and bicycling. The corridor's wide lanes and landscaped medians convey a parkway-style character that prioritizes vehicle mobility while limiting opportunities for multimodal enhancements.

PEDESTRIAN FACILITIES

Sidewalks along Saratoga Drive are generally continuous and of uniform width. Six-foot sidewalks are present on both sides of the street, separated from the roadway by a landscaped buffer that includes street trees and pedestrian-scale lighting spaced approximately 150 feet apart. Many curb ramps appear to meet ADA standards, though some are missing or non-compliant, and most are diagonal rather than directional, which does not align with the Public Right-of-Way Accessibility Guidelines (PROWAG). Marked crosswalks are provided at Delaware Street, the San Mateo County Event Center entrance, Yates Way, Park Place, and Franklin Parkway, with no mid-block crossings. Overall, sidewalks and lighting contribute to pedestrian comfort, though accessibility and crossing enhancements are needed to improve safety and connectivity.

BICYCLE FACILITIES

The corridor includes six-foot-wide Class II (on-street) bike lanes in both directions. These lanes provide a continuous east-west connection but lack physical separation from vehicles. The bike lanes are not striped through intersections, reducing visibility and comfort for people bicycling where vehicle turning movements occur. While the existing lanes offer dedicated space for bicyclists, the adjacency to 35-mph traffic limits their perceived safety and attractiveness for less-experienced riders.

TRANSIT FACILITIES

Transit service along Saratoga Drive includes SamTrans Route 292 and the Hillsdale Caltrain Commuter Shuttle. There is one stop in each direction between Yates Way and Park Place. Both stops are configured as far-side pull-out bus stops with basic amenities such as signs and red curb, but limited passenger comfort features like shelters and seating. While the stop spacing aligns with surrounding land uses, high vehicle speeds and a lack of enhanced crossing treatments near bus stops may constrain safe and convenient access to transit.

SUMMARY

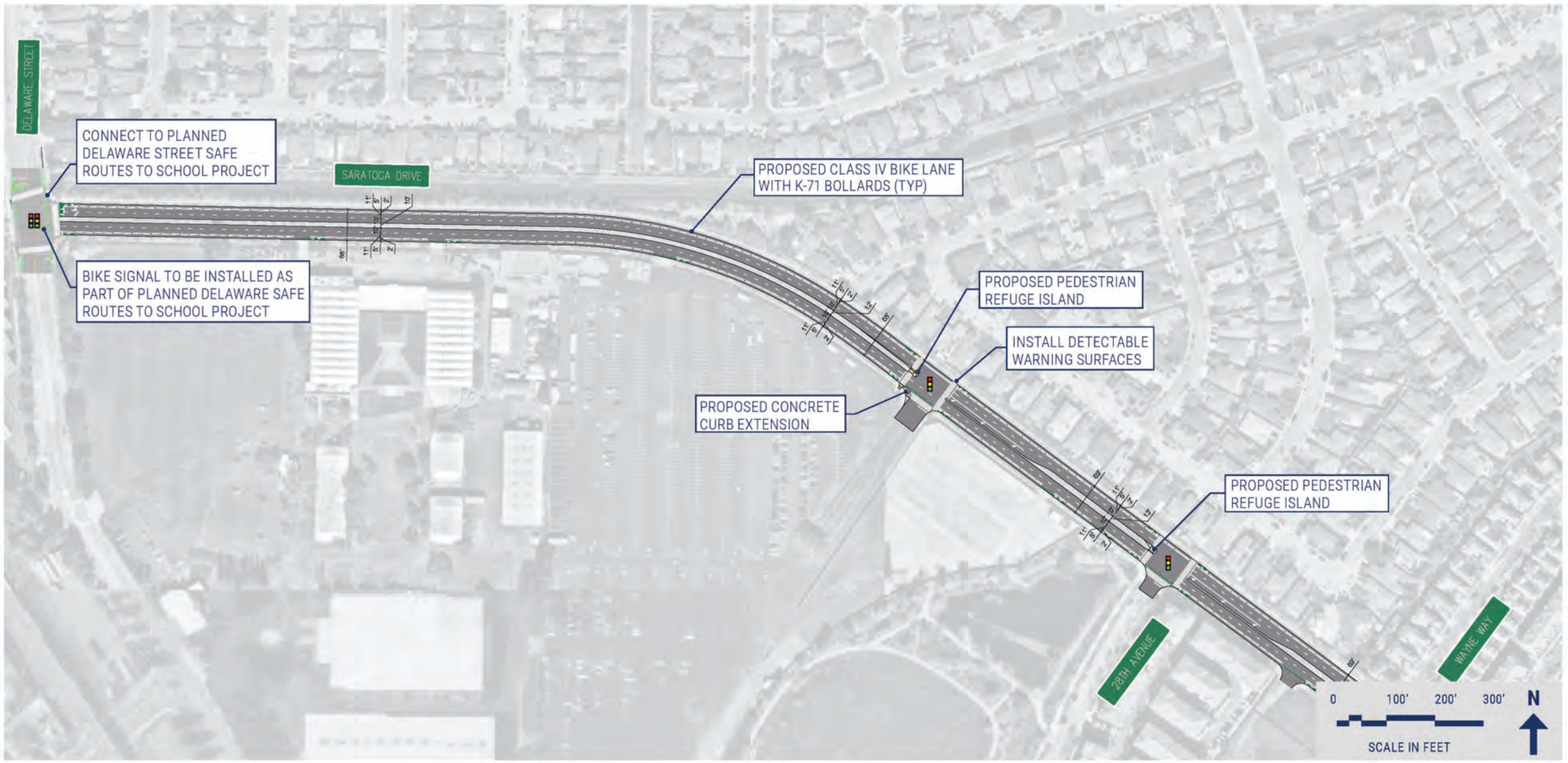
Saratoga Drive is defined by wide travel lanes, landscaped medians, continuous sidewalks, and striped bicycle lanes that offer basic multimodal infrastructure but limited protection for vulnerable users. High vehicle speeds, minimal intersection enhancements, and unprotected bicycle lanes create barriers to safe and comfortable travel for people walking, biking, and taking transit. These existing conditions highlight the need for corridor improvements that enhance multimodal comfort, accessibility, and safety.

5.3.3 Design Development and Coordination

City staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision and key considerations for the area, and to provide feedback on potential design options. Considering the project's goals and existing constraints, designs were considered for a shared use path along the north side of Saratoga Drive or raised separated bike lanes with a travel lane reduction, but these options were eliminated given City priorities to maintain two travel lanes in each direction, maintain access to the San Mateo Event Center and avoid impacts to street trees. The Saratoga Drive project was identified as a proposed Class IV separated bike lane in the City of San Mateo 2020 Bicycle Master Plan, which prioritizes enhanced low-stress connections for people walking and bicycling.

Based on City discussions and past planning efforts, a design option implementing street-level Class IV separated bike lanes was evaluated to improve safety and comfort along the corridor. This configuration was supported by City staff, given that it meets the project goals of providing an All Ages and Abilities facility for people walking and bicycling along Saratoga Drive while maintaining two travel lanes in each direction and avoiding impacts on existing street trees along the corridor. The following pages present the proposed design, with additional detail and discussion provided in the subsequent pages.

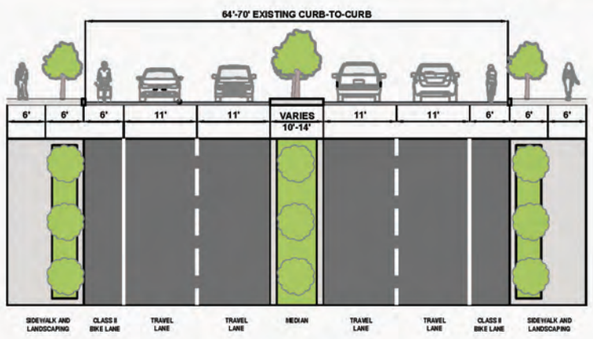
SARATOGA DRIVE CONCEPT | SHEET 1



LEGEND

- BIKE LANE SYMBOL
- BIKE CONFLICT MARKINGS
- HIGH VISIBILITY CROSSWALK
- PROPOSED BIKE SIGNAL
- EXISTING TRAFFIC SIGNAL
- STOP SIGN

TYPICAL CROSS SECTION



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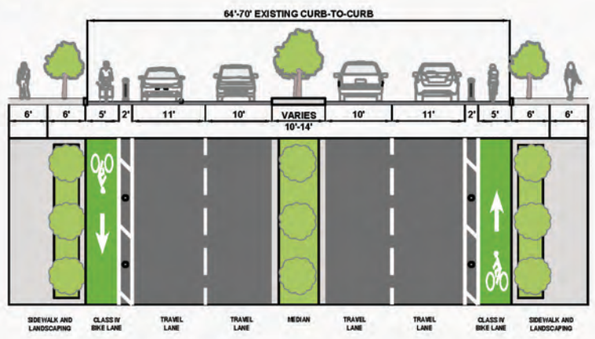
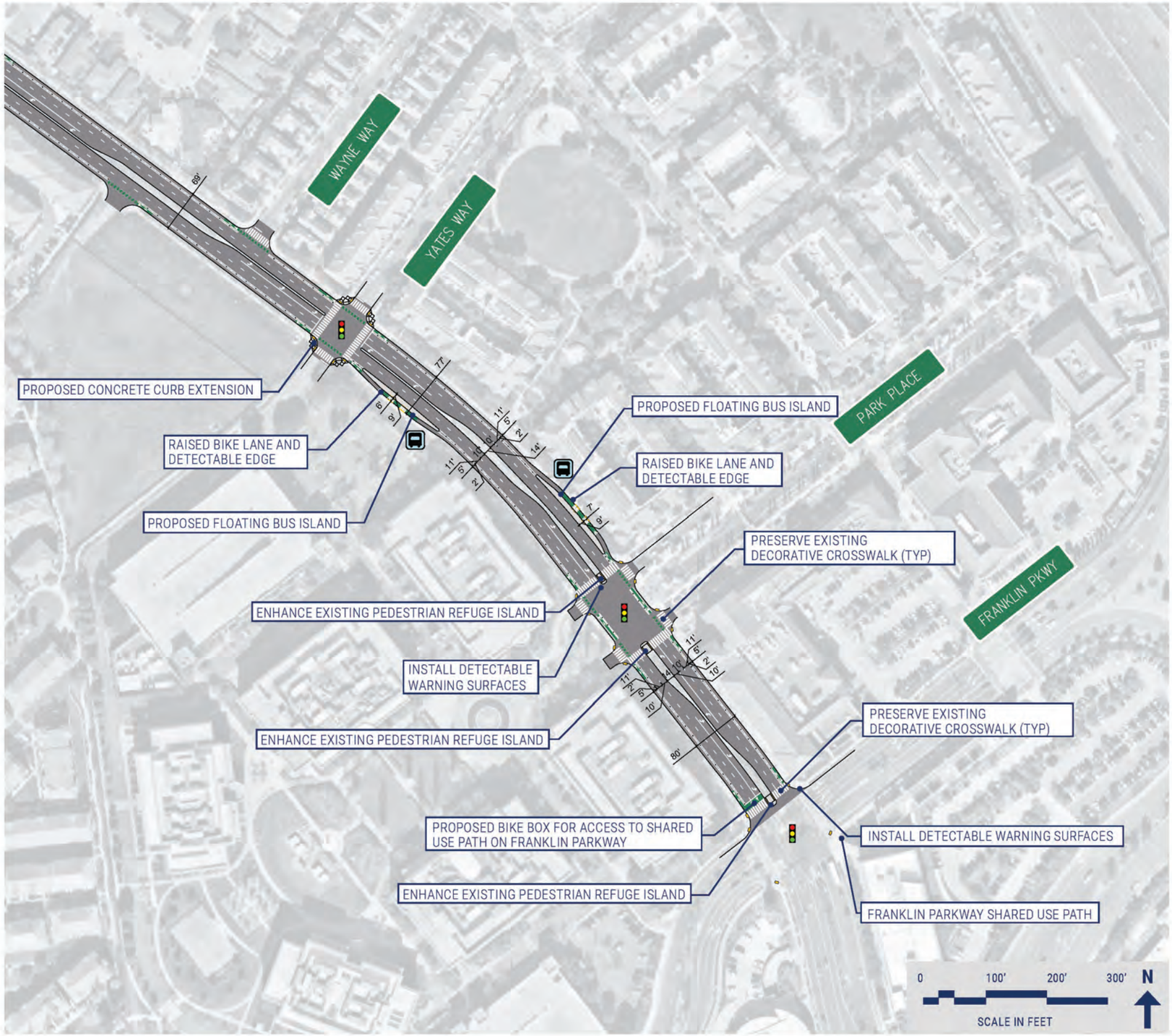
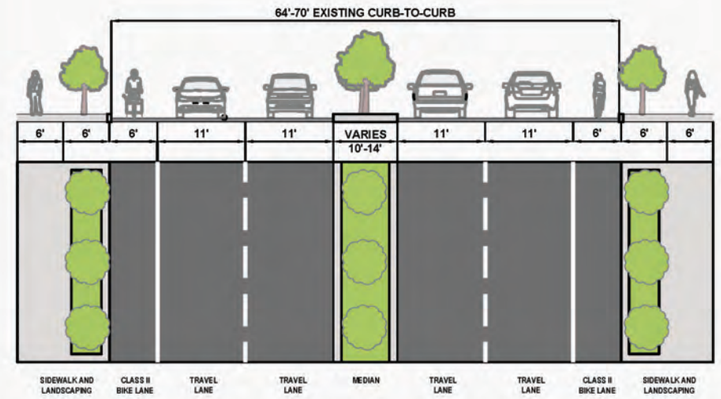


PROPOSED

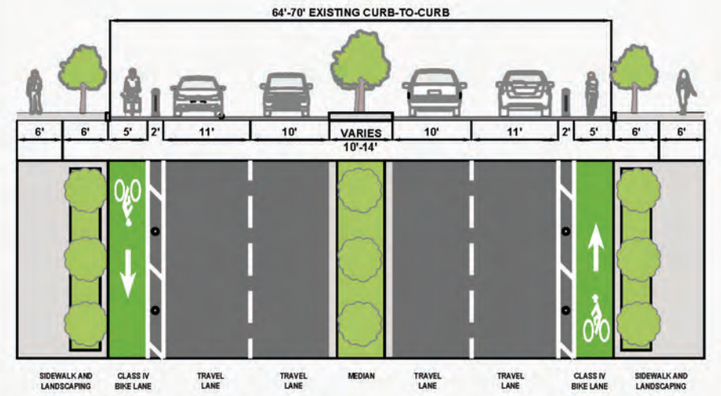
SARATOGA DRIVE CONCEPT | SHEET 2



TYPICAL CROSS SECTION



EXISTING



PROPOSED

LEGEND

- BIKE LANE SYMBOL
- BIKE CONFLICT MARKINGS
- HIGH VISIBILITY CROSSWALK
- PROPOSED BIKE SIGNAL
- EXISTING TRAFFIC SIGNAL
- STOP SIGN

The proposed design for Saratoga Drive upgrades the existing Class II bike lanes to one-way Class IV separated bike lanes by narrowing the inside travel lane in each direction to create space for a striped buffer with flexible posts. Class IV separated bike lanes align with the recommendation in the City's adopted bicycle plan.

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across Saratoga Drive, including:

Pedestrian refuge islands: Upgrading the existing median at signalized intersections to ensure ADA compliance with existing pedestrian refuges or adding new pedestrian refuges where they do not exist today. This provides a more comfortable waiting space for potential two-stage pedestrian crossings.

Raised bike lane and bus islands: Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area.

Continuity of the Class IV separated bikeway through three-leg intersections: this provides increased separation and comfort through the intersection.

Bicycle box: A bicycle box is a designated area at the head of a travel lane allowing bicyclists to get ahead of vehicles at traffic signals. It promotes the visibility of bicyclists and gives them a "head start" to cross the intersection. A bicycle box is proposed on Saratoga Drive at Franklin Parkway to provide access to the shared use path on Franklin Parkway.

Bicycle signal: A bicycle signal provides a dedicated traffic signal phase for a bicycle-only movement, separated from any motor vehicle conflict. A bicycle signal is being added to the Delaware intersection as part of the Safe Routes to School Class IV separated bikeway project.

DESIGN BENEFITS

In addition to the aforementioned project goals, this proposed alignment for Saratoga Drive achieves several key objectives:

- **Continuity in the bicycling experience:** The new one-way bike lanes will connect directly to the separated bike lanes being constructed on Delaware Street. Having the same type of bike lane on contiguous roadways makes it easier and more comfortable for people riding bikes.
- **Keeping two travel lanes:** Some community members suggested reducing the number of car lanes on this roadway. However, City staff wanted to keep two lanes in each direction on Saratoga Drive, especially because of the proximity to the San Mateo County Event Center.
- **Preservation of existing street trees:** Saratoga Avenue has mature street trees along the sidewalks and median. Providing a wider (one-way or two-way) bikeway would require moving the curb, which would likely negatively impact the existing trees given their proximity to the curb. The preliminary design option maintains existing curbs which has a dual benefit of lowering project costs and minimizing impacts on existing street trees.

5.3.4 Community Engagement

WHAT WE DID

Engagement activities for the Saratoga Drive project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social media posts

In-Person Engagement

- Pop-up event: Central Park Music Series
- Business cards with QR Codes

Online Engagement

A project-specific page for the Saratoga Avenue project was launched in July 2025 as part of the primary Active 101 webpage using the Social Pinpoint platform. The webpage introduced the project and goals, presented the conceptual design, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through several channels. The online survey and mapping activity were hosted on the project webpage and promoted via the SMCTA webpage, social media, pop-up event, and by the City's communications methods. This allowed participants to view the conceptual design (Figure 55), comment on specific elements of the design through the interactive mapping tool (Figure 55), and share additional feedback through the survey (Figure 57). The engagement webpage also featured typical cross sections of the project corridor, allowing users to slide between current conditions and proposed changes along the right-of-way.

The online survey and mapping activity were available from July through September 2025.

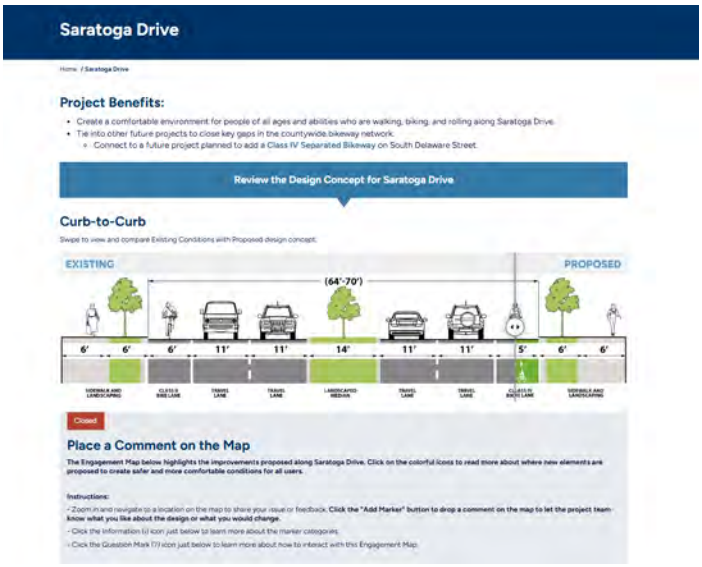


Figure 55. Active 101 Webpage Saratoga Drive Conceptual Design

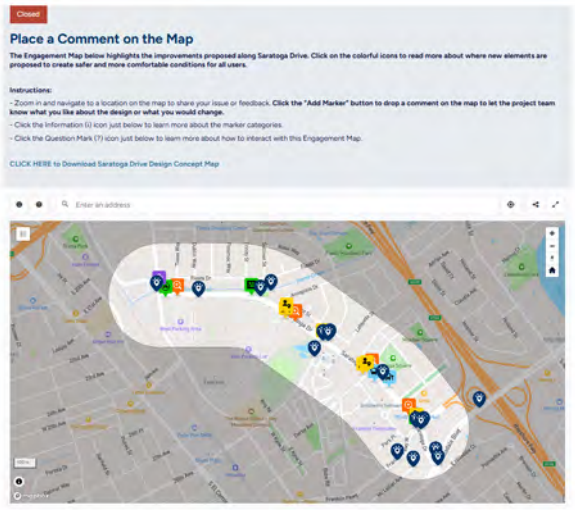


Figure 56. Active 101 Webpage Saratoga Drive Interactive Mapping Activity

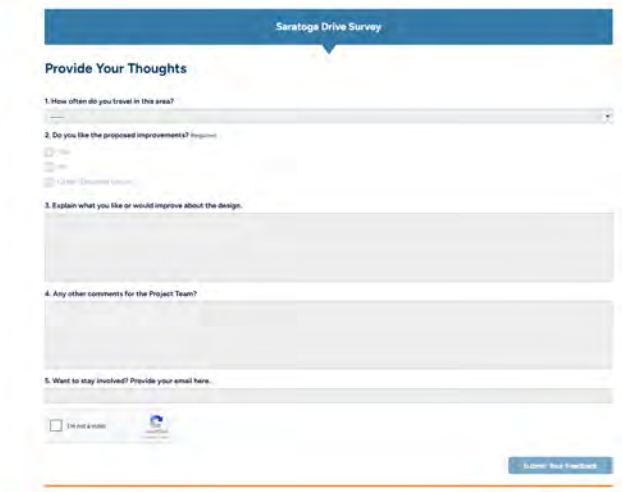


Figure 57. Active 101 Webpage Saratoga Drive Online Survey

Pop-Up Event

An in-person pop-up event was held at the City of San Mateo Central Park Music Series on August 14, 2025, where the project team tabled at a booth for the event.

At the event, the team presented project information and solicited input on the conceptual design for the Saratoga Avenue project (Figure 58). They invited the public to add comments to a map of the project and handed out business cards with a QR Code to the online survey for people to fill out after the event. Project materials were available in English, Spanish, and Simplified Chinese.

Figure 58. Saratoga Drive Pop-Up Event At Central Park Music Series (San Mateo)

Stakeholder Meetings

SMCTA held a series of meetings with City of San Mateo staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

WHAT WE HEARD

Community feedback on the conceptual design for the Saratoga Avenue project was gathered from the online survey, interactive map, and pop-up event. Participants expressed strong support for safety and comfort improvements for people walking, biking, and taking transit, particularly through the addition of separated bike lanes and traffic calming features.

Key themes centered on improving intersection safety, pedestrian access, and overall traffic speed along the corridor. Many respondents supported the proposed Class IV separated bike lanes, describing them as “less stressful” and “much safer” for people biking. Others urged the City to go further by reducing travel lanes or elevating the bikeway to sidewalk level to create a truly low-stress environment. Safety concerns were most pronounced at Franklin Parkway and Saratoga Drive, where participants noted long signal wait times, missing crosswalks, and wide, multi-stage crossings. People also emphasized the need for better neighborhood connectivity, suggesting new paths or easements to overcome physical barriers such as walls near Fiesta Gardens and Whole Foods, and to extend the Borel Creek Trail.

Several comments addressed design details that could refine future phases. Some bicyclists warned that curb extensions can force riders into vehicle lanes, underscoring the need for clear separation at intersections. Others recommended adding more pedestrian refuges, improving bus stop amenities, and addressing drainage or grade issues that affect people using adaptive bikes or mobility devices.

This input highlights opportunities to evaluate intersection geometry and signal timing, consider additional crossings and mid-block connections, and refine the bikeway design to improve accessibility and comfort for a range of users. The community feedback will be provided to the City to inform design refinements, evaluate potential connectivity improvements, and guide future engagement focused on detailed intersection and access treatments.

5.3.5 Project Cost Estimate

The cost opinion developed for Saratoga Drive reflects a high-level estimation of the project cost. This cost estimation is preliminary and is expected to be further refined as the project moves through future design stages. The cost opinion assumes that the project will be implemented through pavement marking eradication and restriping, with full depth reconstruction at locations with curb extensions and bus islands. The associated cost opinion for the proposed Saratoga Drive corridor design is summarized in Table 10.

Table 10. Saratoga Drive Cost Opinion Summary

Planning Cost	$534,034
Design Cost	$801,051
Construction Cost	$6,141,391
Total Project Cost:[32]	**$7,476,476**

32 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.3.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the Saratoga Drive project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as Saratoga Drive, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, Saratoga Drive is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The Saratoga Drive project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that 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.

LOCAL PARTNERSHIP PROGRAM (LPP)

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

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a 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.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. 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. The Saratoga Drive project is specifically eligible for the SMCTA Pedestrian and Bicycle Program category, and transit stop improvements may be eligible in the Transportation Demand Management Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

Industrial Road

San Carlos, Belmont, Redwood City, San Mateo County

Location

Harbor Boulevard to Whipple Avenue

Project Description

Class IV separated bikeways, pedestrian realm enhancements, and traffic operations improvements

Key Connections

Holly Street and Whipple Avenue US-101 overcrossings

Estimated Cost

Option 1

- **Estimated Total Project Cost: $21,301,151**
- Planning Cost: $1,521,511
- Design Cost: $2,282,266
- Construction Cost: $17,497,374

Option 2

- **Estimated Total Project Cost: $66,656,047**
- Planning Cost: $4,596,969
- Design Cost: $6,895,453
- Construction Cost: $55,163,625

Project Goals

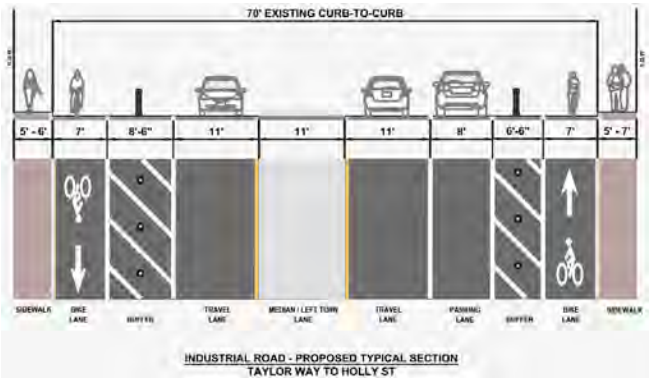
- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways** to close key gaps in the countywide bikeway network
- **Close a bikeway gap** to provide safe connections to Holly Street, which crosses US-101

Next Steps

Additional alternatives analysis, including traffic analysis and community engagement, and preliminary design

Preliminary Design Options

This project has two design options. Each meets the project's goals of providing designated spaces for pedestrians and bicyclists along the corridor.



INDUSTRIAL ROAD - PROPOSED TYPICAL SECTION
TAYLOR WAY TO HOLLY ST

Option 1

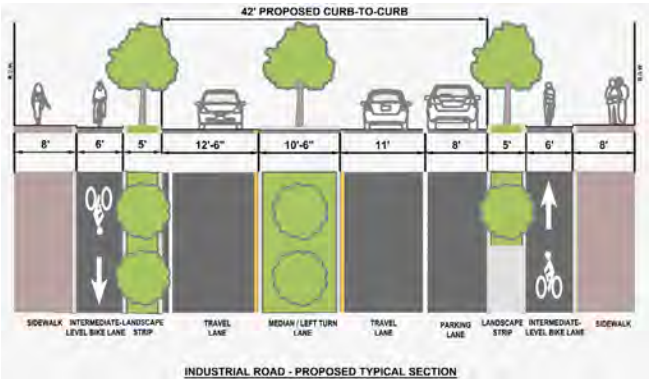
Proposes one-way street-level Class IV bikeways separated from traffic with paint and flex posts.

Benefits

- Lower cost and shorter implementation timeline

Constraints

- Lower perceived safety for people bicycling
- May require more long-term maintenance
- Limited improvements to pedestrian realm



INDUSTRIAL ROAD - PROPOSED TYPICAL SECTION

Option 2

Proposes one-way sidewalk-level Class IV bikeways separated from traffic with curb and landscaping.

Benefits

- Additional landscaping has shade and aesthetic benefits as well as potential for green infrastructure
- Higher perceived safety for people bicycling
- Pedestrian realm enhancement - wider sidewalk, more separation

Constraints

- Higher cost and longer implementation timeline

5.4 INDUSTRIAL ROAD

5.4.1 Project Overview

The Industrial Road project is a priority improvement designed to provide safer and more comfortable walking, biking, and rolling facilities parallel to US 101 while closing a critical multimodal gap in the regional active transportation network. Given the complexities of the corridor, two design options were conceptualized for initial stakeholder and community input.

Project goals for Industrial Road include:

- Create a comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling along Industrial Road through multiple jurisdictions.
- Tie into other future projects to close key gaps in the countywide bikeway network by connecting to future bicycle and pedestrian improvements on Holly Street across US 101 and connect to the San Francisco Bay Trail.

LOCATION

The project is in San Carlos, Belmont, Redwood City, and unincorporated San Mateo County, extending along Industrial Road from Harbor Boulevard in the north to Whipple Avenue in the south (Figure 59).

Figure 59. Industrial Road Project Location and Jurisdictions

OVERALL DESCRIPTION

The project introduces upgrades to bicycle, pedestrian, and transit infrastructure along the Industrial Road corridor. Key features include new dedicated bikeways, bus stop amenities, and upgraded signals at multiple intersections. Two design options were conceptualized, each offering a different balance of comfort, cost, and implementation timeline.

The concept for this project has its roots in multiple planning efforts, including:

- 2020 City of San Carlos Bicycle and Pedestrian Master Plan
- 2020 Unincorporated San Mateo County Active Transportation Plan
- 2021 City of San Carlos East Side Innovation District Vision Plan
- 2021 C/CAG Bicycle and Pedestrian Plan
- 2022 Redwood City Walk Bike Thrive Plan
- 2024 SamTrans Bus Stop Improvement Plan
- City of Belmont Harbor Industrial Area Specific Plan (in progress)

NETWORK CONNECTIONS AND KEY DESTINATIONS

In addition to contributing to the Priority Network by providing a north-south connection through multiple jurisdictions in the county, this project will connect directly to the planned Holly Street interchange project. This is a project in the City of San Carlos that, once implemented, will provide a key connection across US 101 for people walking and bicycling.

This project will provide access to key destinations, including:

- Medical and healthcare offices
- Research and life sciences campuses
- Additional biotechnology and light industrial uses
- Breweries and craft production spaces
- Residential areas along the corridor in Redwood City and San Carlos

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of Redwood City
- City of San Carlos
- City of Belmont
- San Mateo County Transportation Authority (SMCTA)
- San Mateo County

5.4.2 Corridor Context

The Industrial Road corridor is a long corridor connecting several jurisdictions primarily designed mainly for cars and trucks, making it challenging for people walking, biking, and taking transit. It is a wide roadway with high traffic volumes, as it is a designated truck route serving nearby businesses and industrial uses. The corridor's layout and width vary along its length, contributing to inconsistent multimodal conditions and emphasizing the need for improvements that enhance safety and comfort for all users.

The below figures provide an overview of typical cross sections along the corridor, and the following sections describe facilities for different modes along the corridor today. Given that the cross section varies, five different typical cross sections were developed to demonstrate existing conditions (as well as to demonstrate the effects of the design options in the following sections). Figure 60 provides an overview of these sections (A through E) showing the limits of each:

A **TYPICAL SECTION A**
Harbor Boulevard to Taylor Way (Figure 61)

B **TYPICAL SECTION B**
Taylor Way to Holly Street (Figure 62)

C **TYPICAL SECTION C**
Holly Street to E San Carlos Ave, Bransten Road to Howard Ave (Figure 63)

D **TYPICAL SECTION D**
E San Carlos Ave to Bransten Road, Howard Ave to G Street (Figure 64)

E **TYPICAL SECTION E**
G Street to Whipple Ave (Figure 65)

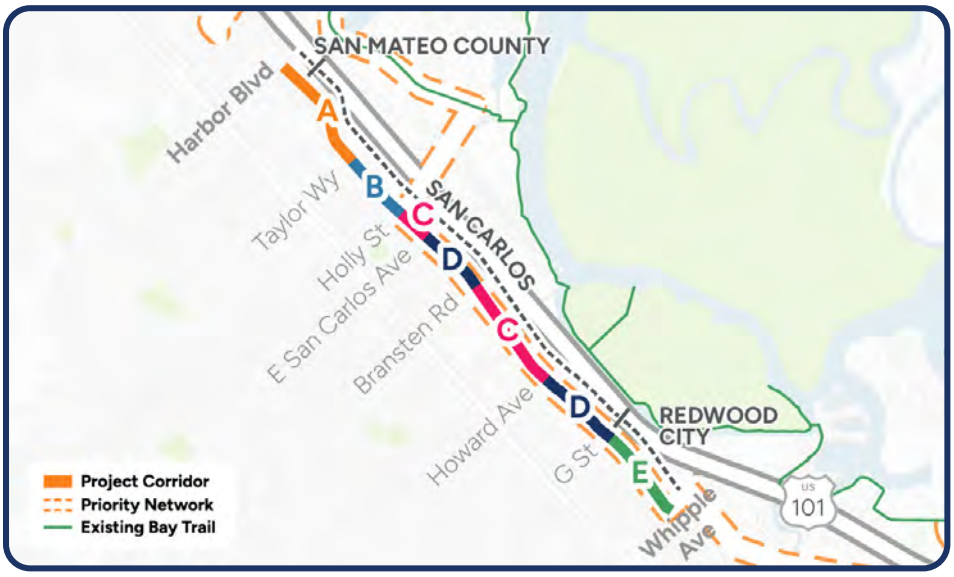


Figure 60. Industrial Road Typical Sections

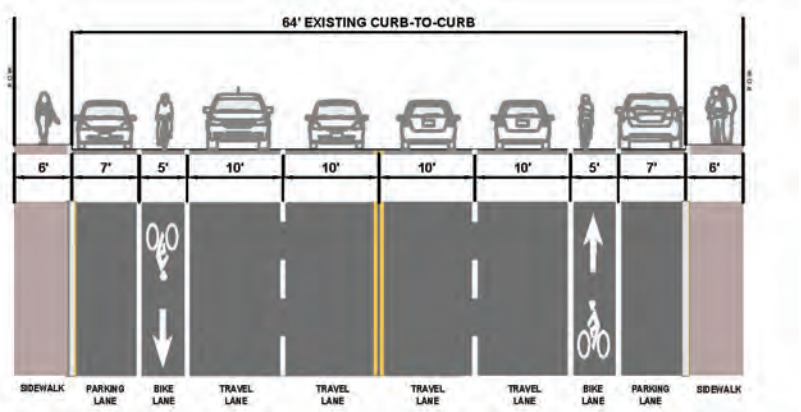


Figure 61. Industrial Road Existing Typical Section A (Facing North)

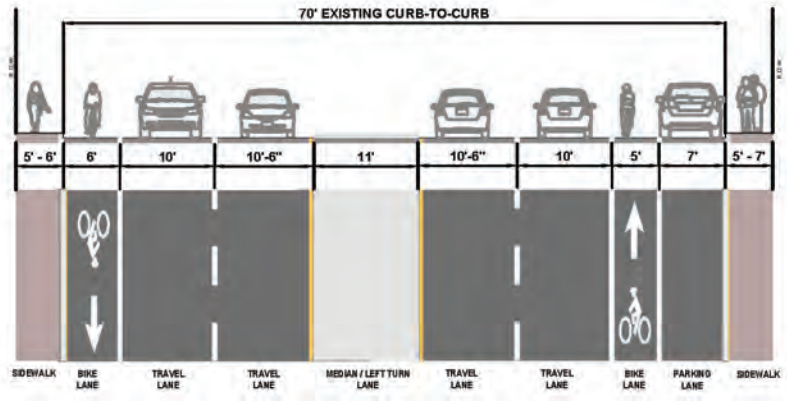


Figure 62. Industrial Road Existing Typical Section B (Facing North)

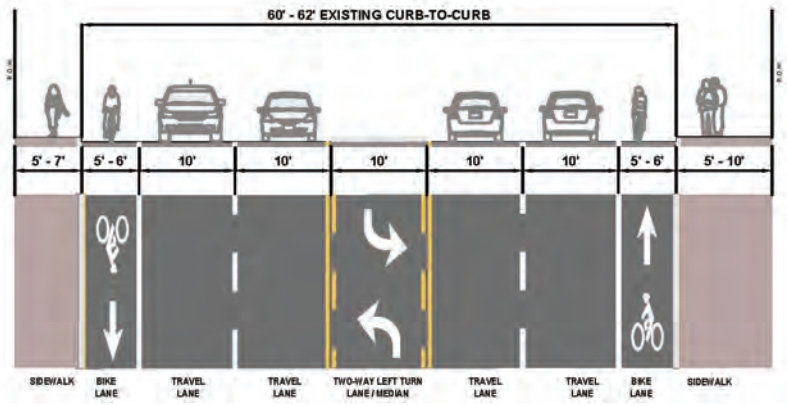


Figure 63. Industrial Road Existing Typical Section C (Facing North)

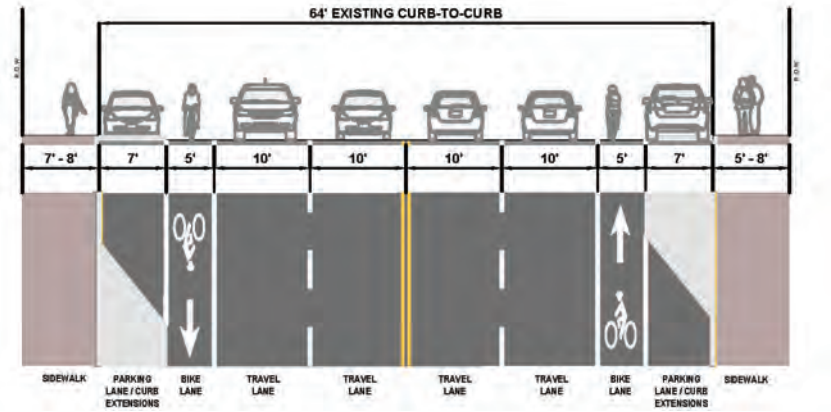


Figure 64. Industrial Road Existing Typical Section D (Facing North)

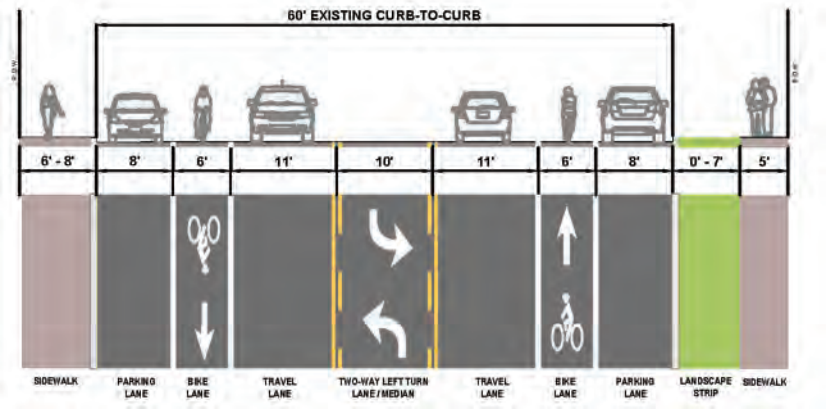


Figure 65. Industrial Road Existing Typical Section E (Facing North)

VEHICLE FACILITIES

Industrial Road includes two travel lanes in each direction for most of the corridor, except between East San Carlos Avenue and Bransten Road and between Howard Avenue and Whipple Avenue, where one travel lane is provided in each direction. A two-way left-turn lane or center median is present along most segments. On-street parking varies along the corridor; it is provided on both sides of the street from Harbor Boulevard to Taylor Way, East San Carlos Avenue to Bransten Road, and Howard Avenue to Whipple Avenue, and on one side of the street between Taylor Way and Holly Street. Posted speed limits range from 30 to 35 mph, consistent with the corridor's freight function. Overall, Industrial Road's wide lanes, frequent driveways, and variable configuration prioritize vehicle movement but reduce comfort and predictability for people walking and biking.

PEDESTRIAN FACILITIES

Sidewalks are generally present on both sides of the street but vary considerably in width and quality. Sidewalk widths range from 5 feet to 10 feet, depending on the segment:

- Harbor Boulevard to Taylor Way: 5 feet
- Taylor Way to Holly Street: 6.5 feet (south side), 10 feet (north side)
- Holly Street to G Street: 5 to 7 feet
- G Street to Whipple Avenue: 5 feet (south side), approximately 8 feet (north side), though widths vary

Sidewalks are typically located directly adjacent to the curb with limited buffer space. Curb ramps are present at most intersections, though ADA compliance varies, and most ramps are diagonal rather than directional. Several uncontrolled multi-lane crossings are present across Industrial Road. Pedestrian-scale lighting is intermittent, contributing to reduced comfort and visibility for people walking during evening hours.

BICYCLE FACILITIES

Industrial Road includes Class II (on-street) bike lanes in both directions, ranging from 5 to 6 feet in width. The bike lanes are dashed on intersection approaches to accommodate turning movements but do not continue across intersections. While the continuous bike lanes provide an existing north–south connection, the proximity to truck traffic, wide travel lanes, and higher vehicle speeds create an uncomfortable bicycling environment, particularly near intersections and driveways.

TRANSIT FACILITIES

Transit service along Industrial Road is limited and primarily provided by private employer shuttles serving nearby business parks and industrial areas. Shuttle stops are configured as far-side pull-out stops, offering basic curbside boarding areas without additional amenities or shelters. As redevelopment continues along the corridor, it is likely more shuttles will be used and that public transportation options could expand.

SUMMARY

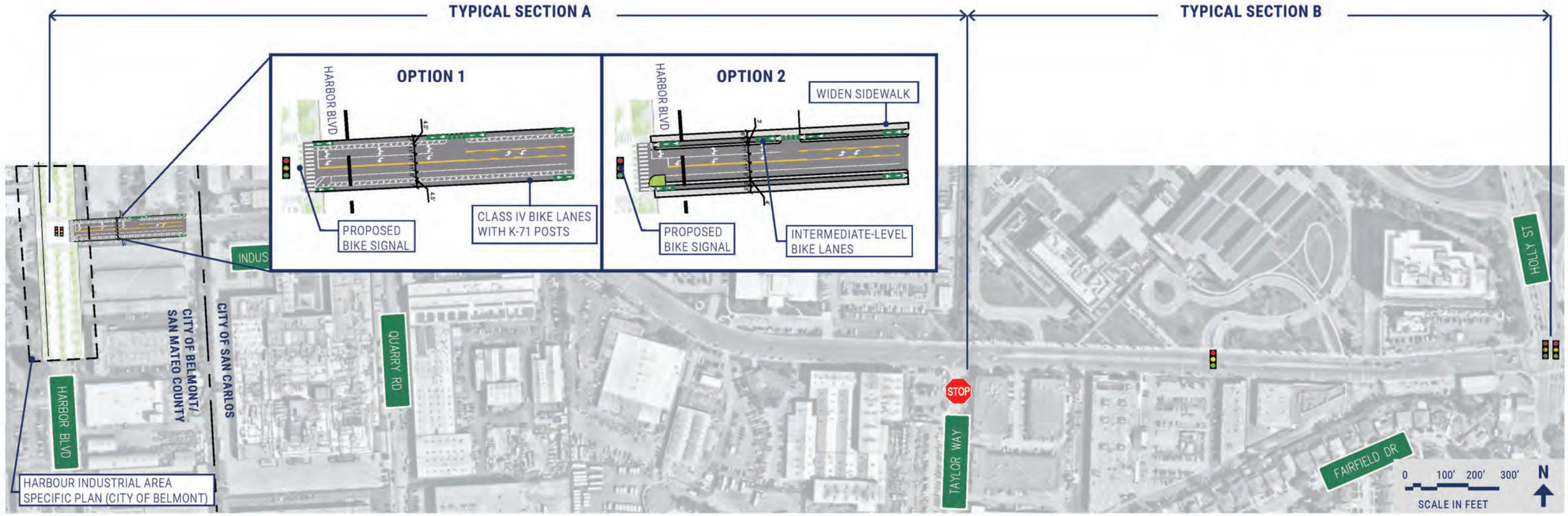
Industrial Road serves as a key industrial and commercial corridor that accommodates heavy vehicle and truck traffic. While continuous sidewalks and bicycle lanes are present along much of the street, variations in width, inconsistent lighting, and the lack of physical separation from vehicles limit comfort and safety for people walking and bicycling. The combination of wide lanes, frequent driveways, and truck activity emphasizes the need for improvements that balance the corridor's freight function with multimodal accessibility and safety.

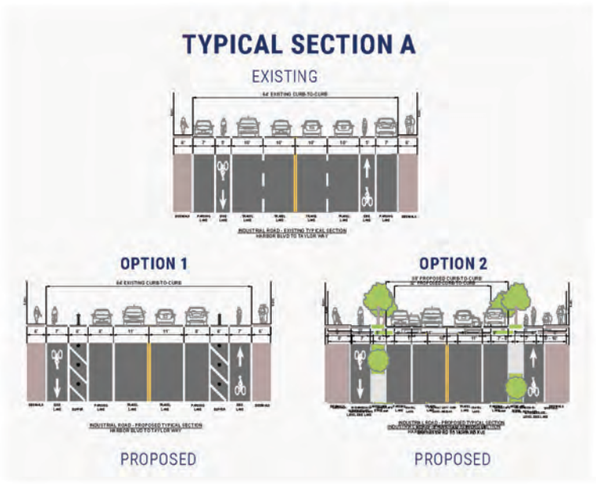
5.4.3 Design Development and Coordination

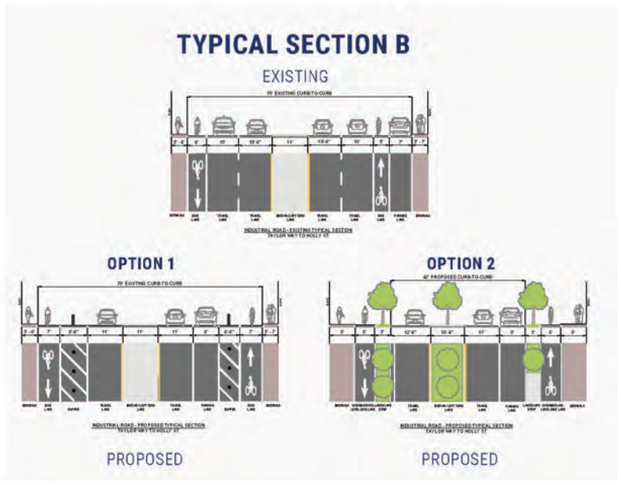
Jurisdiction staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision and key considerations for the area, and to provide feedback on the design options. The study corridor is identified as a recommended Class IV separated bike lane in the 2020 San Carlos Bicycle and Pedestrian Master Plan and the 2022 Redwood City Walk Bike Thrive Plan. A Class II standard bike lane was recommended in the 2020 San Mateo County Active Transportation Plan from Harbor Boulevard to Belmont Creek. Initial discussions with City staff acknowledged these past efforts as well as additional projects like the Harbor Boulevard Specific Plan, the Life Science Building Plan, and the East Side Vision Plan, which proposes a travel lane reduction on Industrial Boulevard in San Carlos, aligning with Redwood City's approach. Industrial Road is also a truck route, and while concept design elements incorporated relevant design elements to accommodate larger vehicles at a high-level, additional considerations should be considered in future planning/design efforts, including loading/unloading, turning movements, and future land use.

Considering the project's goals, existing constraints, past plans, and jurisdiction input, two design options were developed for the Industrial Road corridor. These options were supported by jurisdiction staff from the City of Belmont, City of San Carlos, San Mateo County, and Redwood City. Both options meet the project goals of providing an All Ages and Abilities facility for people walking and bicycling along Industrial Road, but the two options have different costs and timing implications, as well as different levels of perceived safety for users. The following pages present the proposed design options, with additional detail and discussion provided in the subsequent pages.

INDUSTRIAL ROAD CONCEPT | SHEET 1







LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT

INDUSTRIAL ROAD CONCEPT | SHEET 2

TYPICAL SECTION C

TYPICAL SECTION D

TYPICAL SECTION C

0 100' 200' 300'

SCALE IN FEET

N

HOLLY ST

BAYPORT CT

McCUE AVE

SAN CARLOS AVE

MONTGOMERY ST

CHERRY ST

CHERRY LN

HALL ST

TERMINAL WAY

TANKLAGE RD

BRANSTEN RD

COMMERCIAL ST

STOP

STOP

STOP

STOP

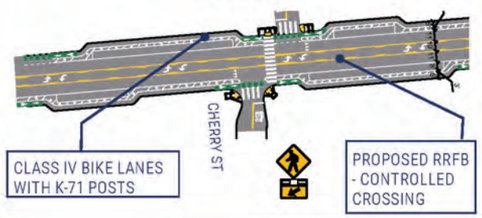
STOP

PROPOSED RRFB - CONTROLLED CROSSING

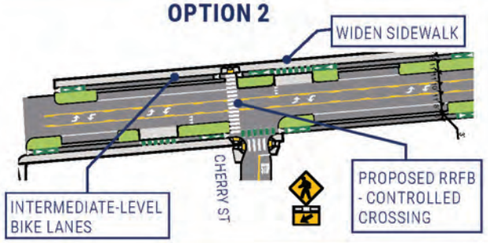
PROPOSED BUS ISLAND

PROPOSED BUS ISLAND

OPTION 1



OPTION 2



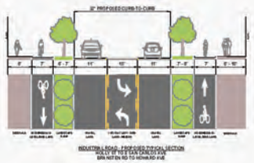
TYPICAL SECTION C

EXISTING

OPTION 1

PROPOSED

OPTION 2



PROPOSED

TYPICAL SECTION D

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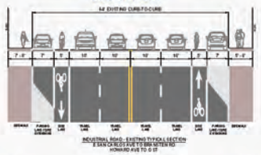
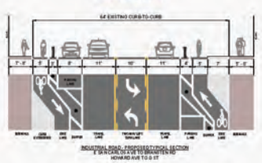


OPTION 1



PROPOSED

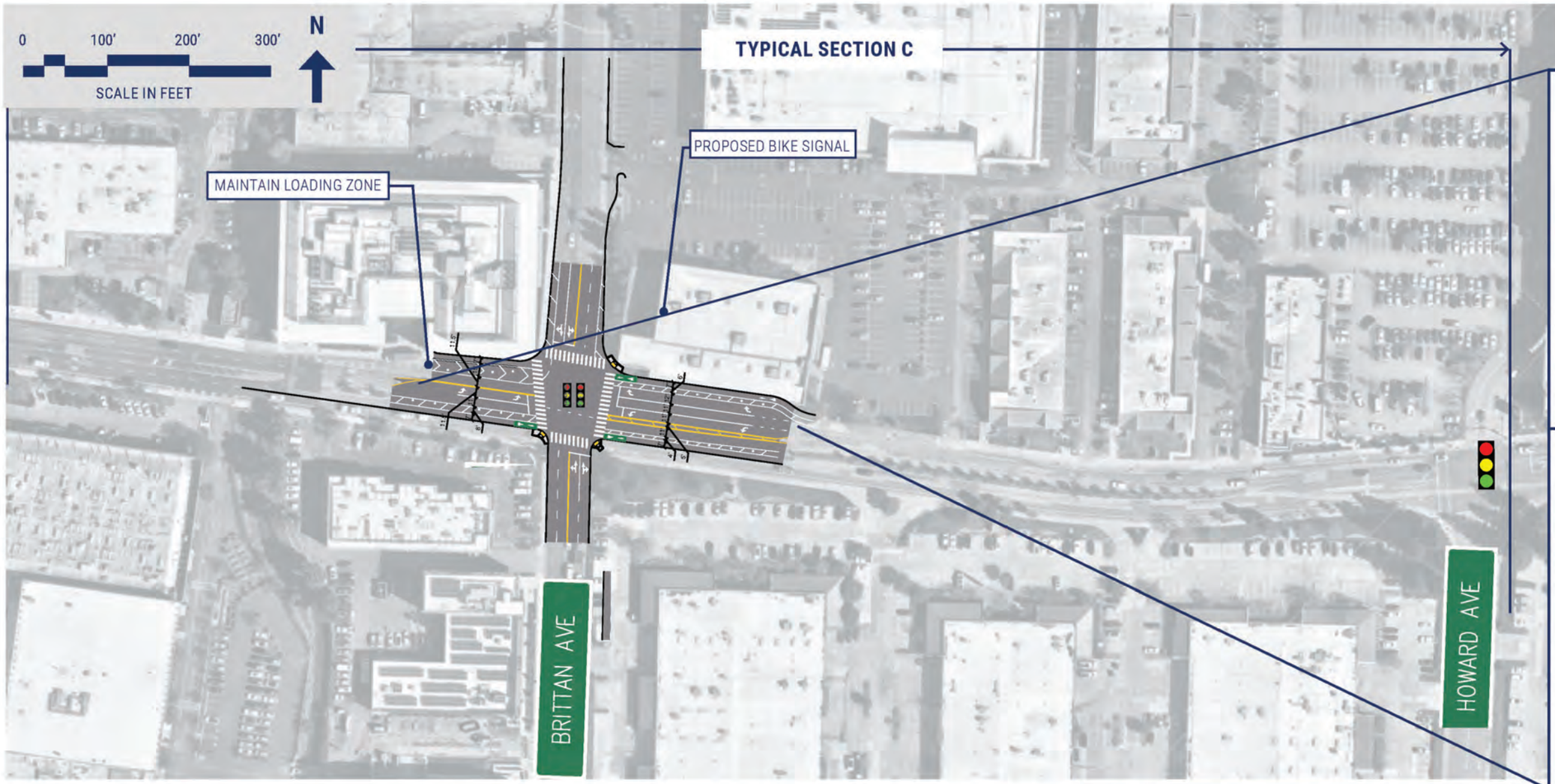
OPTION 2

PROPOSED

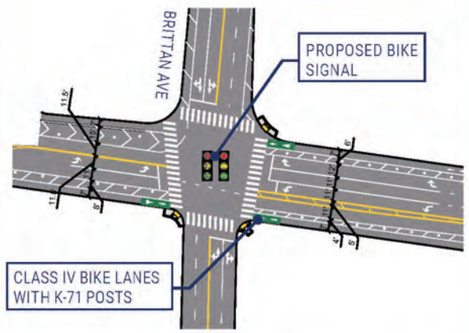
LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT

INDUSTRIAL ROAD CONCEPT | SHEET 3



OPTION 1



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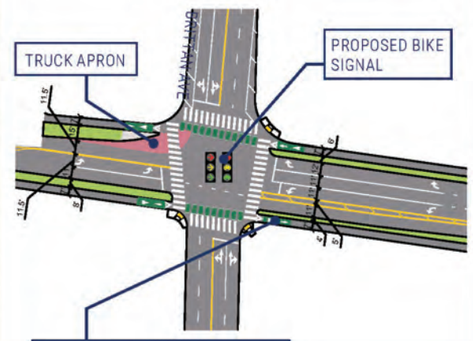


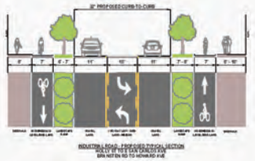
TYPICAL SECTION C

EXISTING

OPTION 1

PROPOSED

OPTION 2



PROPOSED

TYPICAL SECTION D

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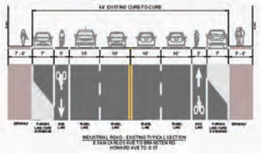

OPTION 1

PROPOSED

OPTION 2

PROPOSED

LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
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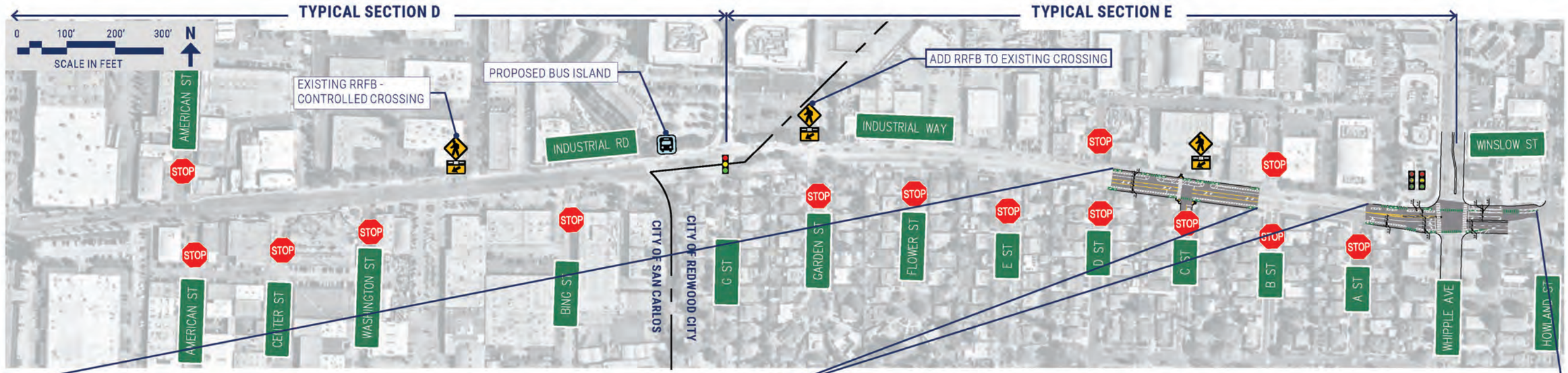
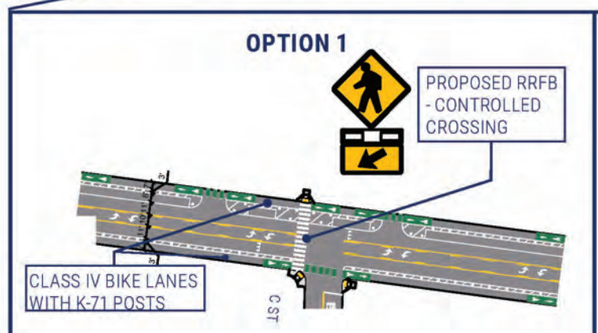
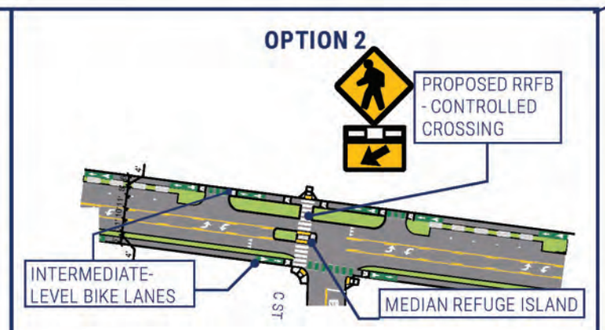
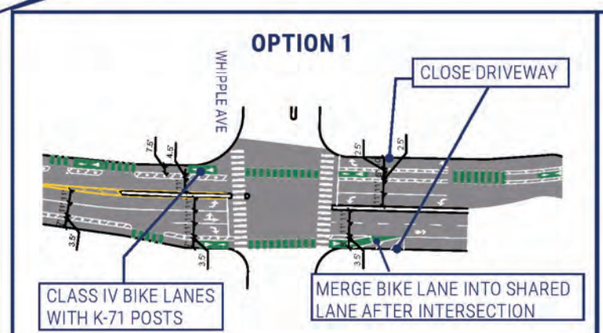
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT

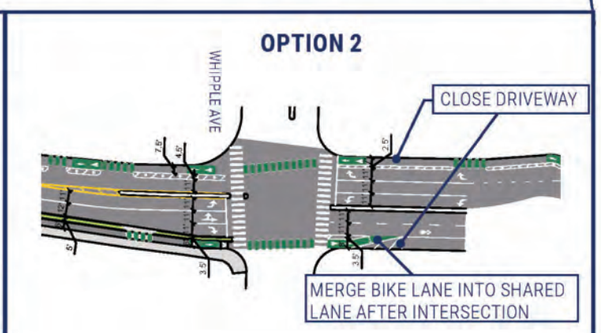
INDUSTRIAL ROAD CONCEPT | SHEET 4

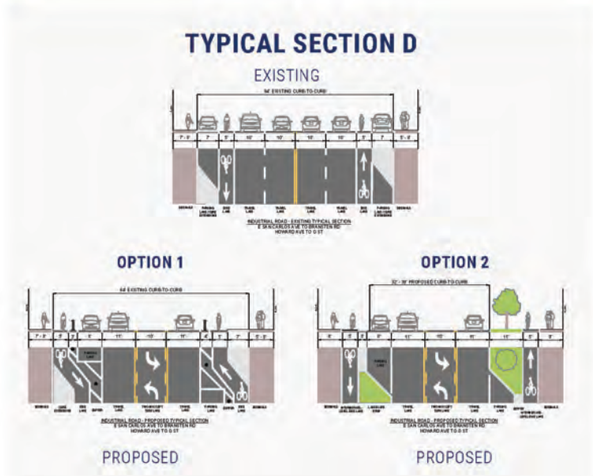


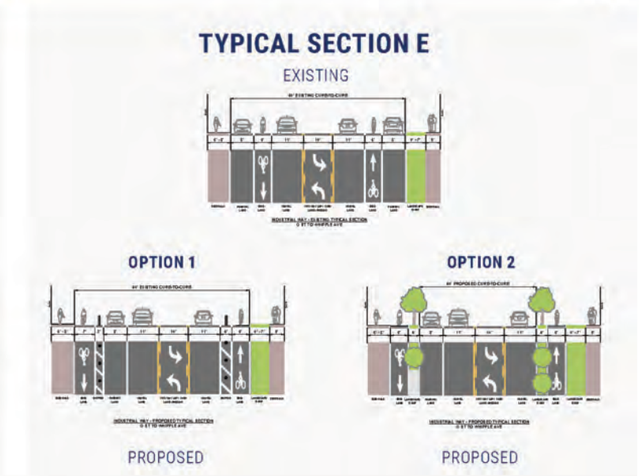












LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
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- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT

OPTION 1

Option 1 proposes:

- One-way street-level Class IV separated bikeways on both sides of the street, separated from the adjacent vehicle lanes with paint and flex posts
- One travel lane in each direction for the full corridor, with a median / left turn lane between Taylor Way to Whipple Ave.
- On-street parking on both sides of the street between Harbor Boulevard and Taylor Way, E San Carlos Avenue to Bransten Road, and Howard Avenue to G Street, and on-street parking on one side of the street between Taylor Way and Holly Street
- No change to existing sidewalks or street width

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across Industrial Road, including:

Bicycle signals: A bicycle signal provides a dedicated traffic signal phase to a bicycle-only movement, separated from any motor vehicle conflict. Option 1 recommends bicycle signals at three (3) intersections: Harbor Boulevard, Brittan Way, and Whipple Avenue.

Rectangular Rapid Flashing Beacons (RRFBs): RRFBs are button-activated flashing lights mounted under a pedestrian crossing sign that alert motorists to crossing pedestrians. Buttons are placed at either side of a crosswalk to enhance safety for people crossing. New RRFB-controlled crossings are proposed at Cherry St and C St to decrease the spacing between adjacent pedestrian crossings of Industrial. RRFBs are also proposed at all existing uncontrolled crossings.

Raised bike lane and bus islands: Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area.

OPTION 1

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at both bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

Bicycle conflict markings: Pavement markings for bike lanes continue through intersections to increase visibility of bicyclists to motorists, and green-color pavement enhances the conspicuity of bicycle crossings and differentiates them from adjacent pedestrian crossings.

Option 1 Benefits:

- **Lower construction cost:** This option uses on-street bicycle facilities separated by paint and flexible posts, which are less expensive to build than the more complex improvements proposed in Option 2.
- **Faster implementation**: Because Option 1 keeps the existing curbs and drainage systems in place, construction would be quicker and less disruptive to nearby residents and businesses.

Challenges of Option 1 Include:

- **Less physical protection:** Flexible posts provide some separation from vehicle traffic, but the on-street design feels less protected than the raised, curb-separated path proposed in Option 2. Flexible posts may also present a maintenance challenge if they are regularly driven over by motorists, requiring replacement.
- **Fewer streetscape improvements:** Keeping the bikeways at street level limits opportunities for landscaping, street trees, or green infrastructure that could enhance the look and feel of the corridor.

OPTION 2

Option 2 proposes:

- One-way street-level Class IV separated bikeways on both sides of the street, separated from the adjacent vehicle lanes with a landscaped buffer and concrete curb
- One travel lane in each direction for the full corridor, with a median / left turn lane between Taylor Way to Whipple Avenue.
- On-street parking on both sides of the street between Harbor Boulevard and Taylor Way, E San Carlos Avenue to Bransten Road, and Howard Avenue To G Street, and on-street parking on one side of the street between Taylor Way and Holly Street
- Wider sidewalks in some sections

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across Industrial Road, including:

Bicycle signals: A bicycle signal provides a dedicated traffic signal phase for a bicycle-only movement, separated from any motor vehicle conflict. Option 2 recommends bicycle signals at three (3) intersections: Harbor Boulevard, Brittan Way, and Whipple Avenue.

Rectangular Rapid Flashing Beacons (RRFBs): RRFBs are button-activated flashing lights mounted under a pedestrian crossing sign that alert motorists to crossing pedestrians. Buttons are placed at either side of a crosswalk to enhance safety for people crossing. New RRFB-controlled crossings are proposed at Cherry Street and C Street to decrease the spacing between adjacent pedestrian crossings of Industrial. RRFBs are also proposed at all existing uncontrolled crossings.

Raised side street and driveway crossings: Keeping the sidewalk and bike lane raised above street level through driveways and side street crossings helps slow down vehicles at this conflict point and yield to people walking and bicycling.

Raised bike lane, bus islands, and bus stop amenities. Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area. Bus stops also include the installation of a shade structure, system ramp, and route schedule.

Intermediate-level bike lanes are bikeways located at an elevation between the sidewalk elevation and the adjacent street elevation. They provide many of the safety benefits of a raised bike lane but require smaller transitions when changing elevations to and from street or sidewalk levels.

OPTION 2

Truck aprons: Mountable truck aprons result in small corner radii that help slow down most turning vehicles, while still allowing larger trucks to traverse corners.

P**edestrian refuge islands:** Concrete pedestrian refuge islands in the median shorten crossing distances and allow pedestrians to focus on crossing one direction at a time, providing a refuge in the middle of the street.

Bicycle conflict markings: Pavement markings for bike lanes continue through intersections to increase visibility of bicyclists to motorists, and green-color pavement enhances the conspicuity of bicycle crossings and differentiates them from adjacent pedestrian crossings.

Option 2 Challenges:

- **Higher construction costs:** The additional curb, drainage, utility, and landscaping work make this option more expensive to build than Option 1.
- **Longer construction timeline:** The more complex design and utility coordination needed for this option would extend the overall construction schedule.

Benefits of Option 2 include:

- **Improved bicycling experience:** An intermediate-level bikeway with a landscaped buffer offers a higher level of perceived and actual safety compared to the flex post-separated bike lane proposed in Option 1.
- **Improved walking experience:** Wider sidewalks will allow for side-by-side walking.
- **Landscaping and street trees:** This option includes a landscaped buffer with street trees between the path and travel lanes. The added greenery provides shade, improves comfort for people walking and biking, and enhances the overall look and feel of the corridor.
- **Green infrastructure:** The design allows for green infrastructure features, such as bioswales, to help manage stormwater, reduce runoff, and support local sustainability and water quality goals.

OTHER OPTIONS CONSIDERED

Other designs were explored with the cities and project team during the planning process but were ultimately not advanced as a conceptual design. This includes one design that considered the feasibility of maintaining the existing number of travel lanes. It was determined that it would be feasible to provide a Class IV protected bikeway and remove existing on-street parking; however, at pinch points where there is no on-street parking, reducing the number of travel lanes is still needed to provide a Class IV protected bikeway. Removal of on-street parking in lieu of removing a travel lane remains an option for consideration in future design, pending additional analysis and community input.

COMPARISON OF OPTIONS

Both Option 1 and Option 2 address existing deficiencies in bicycle and pedestrian infrastructure, but they differ in terms of cost, construction requirements, and user experience. Final selection will depend on future analysis, available funding, and community and stakeholder priorities. Table 11 presents summary of the key differences between Option 1 and 2. The selected design may be either of these designs, a combination of them, or a different design[33] which could include the assessment of a two-way Class IV on one side of the street.

Table 11. Industrial Road Option Comparison Matrix

	Option 1	Option 2
Facility Type	One-way street-level Class IV bike lane on each side, separated from traffic by a painted buffer strip and flex posts	One-way intermediate-level Class IV bike lane on each side, separated from traffic by a landscaped buffer strip and raised curb
Traffic Signal Changes	Bicycle signals at some intersections to prevent vehicles from turning right while bicyclists are crossing the street.	Bicycle signals at some intersections to prevent vehicles from turning right while bicyclists are crossing the street.
Parking Impacts	Parking is shifted away from the curb to place the bike lane between the curb and the parking lane, creating a parking-protected bikeway. This reconfiguration results in some parking loss.	
Cost[34]	Lower estimated cost than Option 2	Potential higher cost than Option 1
Implementation Timeline	Shorter anticipated implementation timeline than Option 2	Longer anticipated implementation timeline than Option 1

5.4.4 Community Engagement

WHAT WE DID

Engagement activities for the Industrial Road project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social media

In-Person Engagement

- Community workshop: San Carlos Public Library
- Stakeholder presentation: Redwood City Transportation Advisory Committee
- Postcard notifications
- Business cards with QR Codes

33 A potential different design could include the assessment of a two-way Class IV on one side of the street.
34 Refer to Section 5.4.5 for more details on cost

Online Engagement

A project-specific page for the Industrial Road project was launched in July 2025 as part of the primary Active 101 webpage, using the Social Pinpoint platform (Figure 66). The webpage introduced the project, presented both design options, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through multiple channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, community workshop, stakeholder presentations, and by the jurisdiction's communications methods. This allowed participants to view the conceptual designs, comment on specific elements through the interactive mapping tool (Figure 67), and share additional feedback via the online survey (Figure 68). The engagement website The engagement website featured side-by-side descriptions of the two design options and their high-level benefits and challenges.

The online survey and mapping tool were active from July through September 2025.

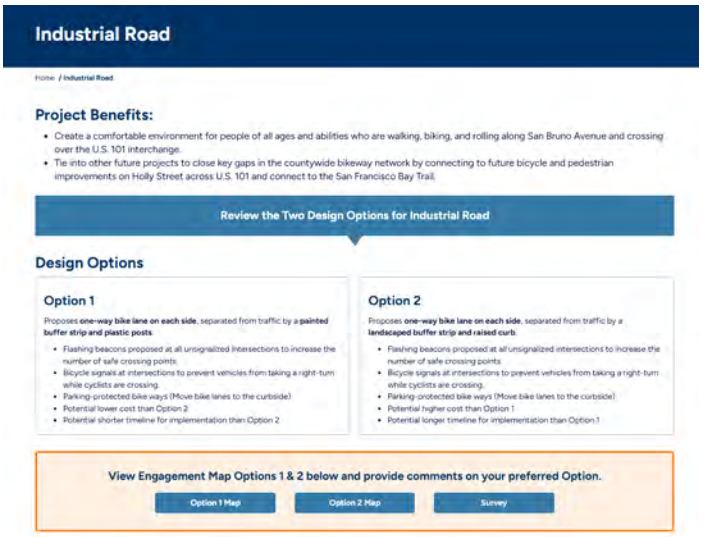


Figure 66. Active 101 Webpage Industrial Road Conceptual Design

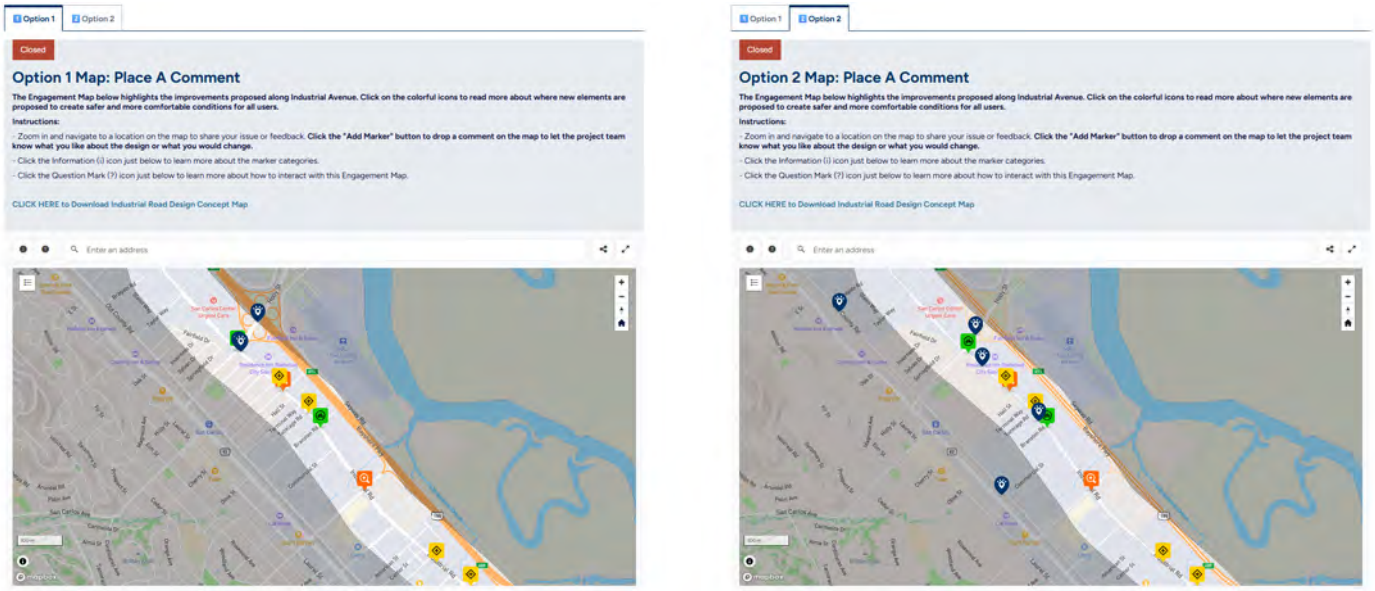


Figure 67. Active 101 Webpage Industrial Road Interactive Mapping Activity

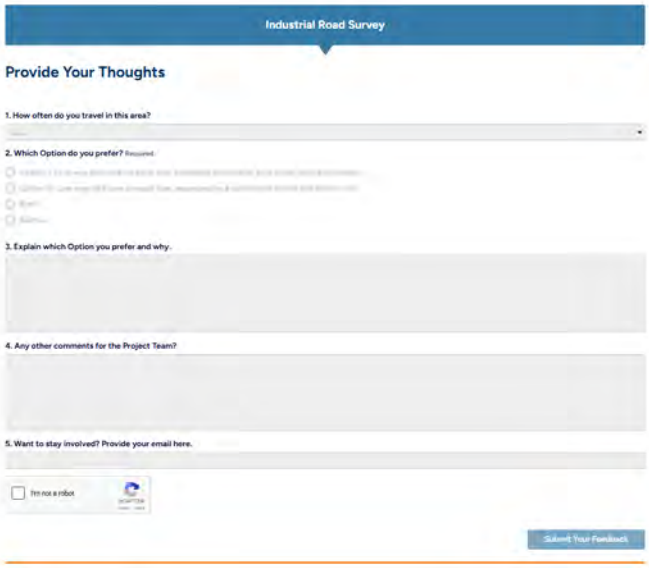


Figure 68. Active 101 Webpage Industrial Road Online Survey

Workshop

An in-person community workshop for the Industrial Road project was held at the San Carlos Public Library on August 26, 2025. A total of 6,649 postcard notifications were mailed to residents and businesses near the project corridor in advance of the event, and the workshop was also promoted through social media and communications from the individual project sponsors.

The event began with a presentation by the project team outlining the project's goals, design concepts, and key considerations. A question-and-answer session followed, giving participants the opportunity to ask questions and share feedback directly with the team. The workshop then transitioned into an open house-style format, where attendees engaged in informal discussions with staff, reviewed informational boards and maps, provided location-specific input by placing sticky notes on the map where they had comments to share. Input is summarized in the section below.

Figure 69. Industrial Road Workshop At San Carlos Public Lirbary

Stakeholder Meetings

SMCTA held a series of meetings with staff from the City of Belmont, City of San Carlos, City of Redwood City, and San Mateo County to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented the Industrial Road project to the Redwood City Transportation Advisory Committee on September 9, 2025. Members expressed strong support for the project and the overall corridor improvements proposed. They discussed tradeoffs of the curb extensions and noted potential conflicts, ultimately expressing support for the features proposed in Option 2. Their comments emphasized the need to maximize the roadway footprint without changes to parking, and to consider adjusting the width of the proposed buffer to provide additional space for other elements. They also noted the need to coordinate between the neighboring cities to have a cohesive corridor.

WHAT WE HEARD

Community feedback on the Industrial Road conceptual designs was gathered through the online survey, interactive mapping activity, and community workshop. Participants emphasized the need for safer, more connected facilities for people walking and biking, particularly near the Holly Street intersection and in connections to Caltrain, the Bay Trail, and Harbor Road. Many respondents described current conditions as stressful and unsafe, especially for less experienced bicyclists, and expressed strong support for designs that include physically protected bikeways and intersection safety improvements.

Feedback on Option 1 focused on concerns about limited protection and ongoing safety issues at the Holly Street intersection. Several commenters noted the absence of crosswalks and the challenges of navigating multiple right-turn lanes when biking northbound toward Holly. Others supported Option 1 as a near-term improvement that could be implemented more quickly and at lower cost, with suggestions to include curb extensions or paint-and-post treatments as interim measures.

Participants generally preferred Option 2. Many supported adding raised or curbed separation to prevent vehicles from encroaching into the bikeway, citing frequent issues with parked cars and commercial encroachments along the corridor. Comments also emphasized the need for traffic calming, dedicated bicycle signals, and safer east-west connections across US 101. Note that this project will connect to the City of San Carlos Holly Street project that proposes a connection for people walking and biking over US 101.

The community feedback will be provided to the City to inform design refinements, evaluate intersection and bikeway protection treatments, and guide coordination with regional partners to enhance safety and connectivity along Industrial Road and its connecting corridors.

5.4.5 Project Cost Estimate

The cost opinions developed for Industrial Road reflect a high-level estimation of project costs for both proposed design options. The cost estimations are preliminary and are expected to be further refined as the project moves through design stages. Option 1 assumes mill and overlay for roadway width. Option 2 assumes mill and overlay for roadway and assumes roadway excavation for the intermediate-level bike lane and raised concrete buffer. Associated costs opinions for design Option 1 and Option 2 for Industrial Road are summarized in Table 12.

Table 12. Industrial Road Cost Opinion Summary

	Option 1	Option 2
Planning Cost	$1,521,511	$4,596,969
Design Cost	$2,282,266	$6,895,453
Construction Cost	$17,497,374	$55,163,625
Total Project Cost:[35]	**$21,301,151**	**$66,656,047**

35 These cost opinions are provided for reference, and are based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.4.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the Industrial Road project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as Industrial Road, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, Industrial Road is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The Industrial Road project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that 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.

LOCAL PARTNERSHIP PROGRAM (LPP)

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

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a 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.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. 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. The Industrial Road project is specifically eligible for Highway Program with all corridor elements eligible under Measure A. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

Bay Road

Redwood City, San Mateo County

Location

Woodside Road to Fifth Avenue

Project Description

Class IV separated bikeway, pedestrian enhancements (i.e., median refuge islands, rectangular rapid flashing beacons, curb extensions), and traffic calming

Key Connections

Stanford Redwood City campus, businesses along Bay Road, medical centers on Broadway, Boys and Girls Club of Redwood City, employment centers

Estimated Cost

- **Estimated Total Project Cost: $16,467,650**
- Planning Cost: $1,135,700
- Design Cost: $1,703,550
- Construction Cost: $13,628,400

Next Steps

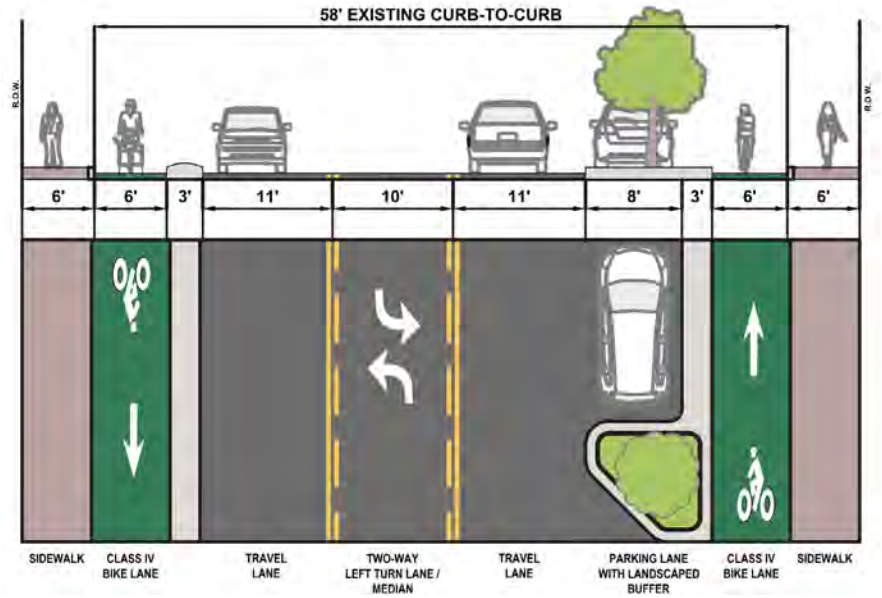
Formal design, including traffic and environmental analyses, and additional community engagement

Project Goals

- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways** to close key gaps in the countywide bikeway network and connect to planned facilities on Woodside Road.
- **Enhance transit access** and amenities

Preliminary Design Option

The preliminary design option proposes one-way street-level Class IV bikeways separated from traffic with paint and flex posts.



Benefits

- Maintains on-street parking
- Integrates landscaping
- Parking-protected bikeway places people walking and bicycling further from moving vehicles

Examples of Proposed Spot Treatments

Pedestrian refuge islands

Curb extensions

Rectangular Rapid Flashing Beacons (RRFBs)

Bus stop enhancements

5.5 BAY ROAD

5.5.1 Project Overview

The Bay Road project is designed to provide safer and more comfortable walking, biking, and rolling facilities parallel to US 101 while closing a critical multimodal gap in the regional active transportation network.

Project goals for Bay Road include:

- Create a safe and comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling on Bay Road
- Tie into other future projects, including the planned Class IV separated bikeways on Woodside Road, to close key gaps in the countywide bikeway network

LOCATION

The project is located within joint Redwood City and San Mateo County jurisdiction boundaries, extending approximately one mile along Bay Road from Woodside Road to Fifth Avenue.

Figure 70. Bay Road Project Limits

OVERALL DESCRIPTION

The project proposes improvements to bicycle and pedestrian infrastructure and safety treatments along the Bay Road corridor in Redwood City. Key features include lane reconfigurations, new parking-protected bikeways, pedestrian refuge islands, landscaping, and Rectangular Rapid Flashing Beacons (RRFBs) at multiple intersections.

The concept for this project has its roots in multiple planning efforts, including:

- 2020 Unincorporated San Mateo County Active Transportation Plan
- 2021 C/CAG Bicycle and Pedestrian Plan
- 2022 Redwood City Walk Bike Thrive Plan
- 2023 MTC Regional Active Transportation Plan
- 2024 SamTrans Bus Stop Improvement Plan
- 2024 San Mateo C/CAG Countywide Local Road Safety Plan and High Injury Network

NETWORK CONNECTIONS AND KEY DESTINATIONS

This project will connect to the planned SR84/US 101 Interchange project at Woodside Road. It also closes the gap with the planned Class IV separated bikeway project that begins at the eastern end of the Bay Road project, and continues pedestrian crossing improvements and new Class IV bicycle facilities to 15th Avenue.

This project will provide access to key destinations, including:

- Stanford University, Redwood City campus
- Shops and businesses along Bay Road
- Medical Centers on Broadway
- Employment centers
- SamTrans Route 270 - Redwood City Caltrain Loop
- Boys and Girls Club of Redwood City

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of Redwood City
- San Mateo County Transportation Authority (SMCTA)
- SamTrans
- County of San Mateo
- Caltrans

5.5.2 Corridor Context

The Bay Road corridor serves a variety of uses, including homes, businesses, industrial areas, and institutions such as the Stanford Redwood City campus. It carries a mix of users such as drivers, transit riders, and people walking and biking, but inconsistent bicycle and pedestrian infrastructure, parking and driveway conflicts, and accessibility challenges make travel uncomfortable for many. Figure 71 and Figure 72 present typical cross sections for the study corridor, and the following sections describe facilities for different modes along the corridor today.

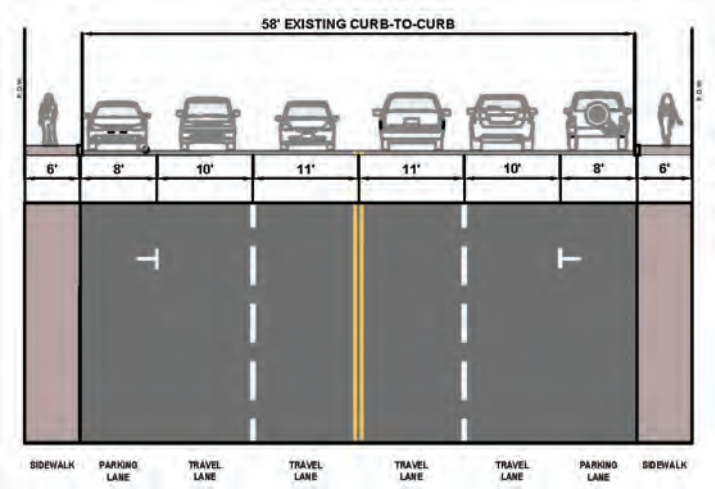


Figure 71. Bay Road Existing Typical Section From Woodside Road To Second Avenue

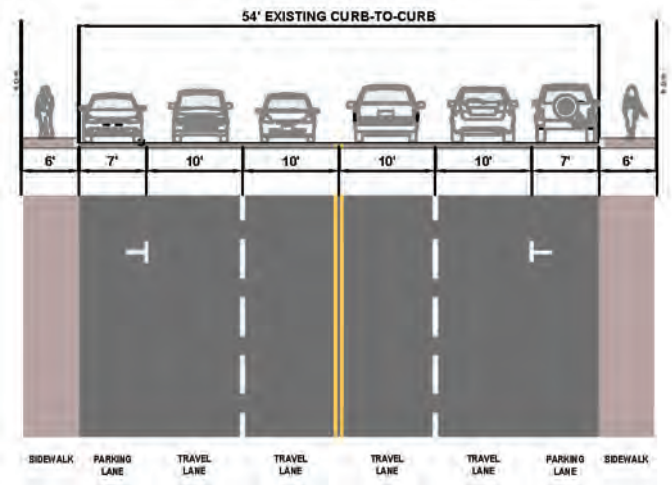


Figure 72. Bay Road Existing Typical Section From Second Avenue To Fifth Avenue

VEHICLE FACILITIES

Bay Road generally includes two travel lanes in each direction with on-street parking on both sides. Some outer lanes are marked as Class III bikeways in certain segments. Travel lanes are typically 10 to 11 feet wide, with 7- to 8-foot-wide parking lanes, creating a paved width of approximately 58 feet. The posted speed limit is 30 mph. The corridor between Woodside Road and 5th Avenue features numerous driveways and turning movements, which, combined with the four-lane configuration, prioritize vehicle mobility but reduce comfort and predictability for people walking, biking, and taking transit.

PEDESTRIAN FACILITIES

Pedestrian facilities along the corridor are mostly continuous, although they are interrupted regularly by driveways, light and utility poles, and the occasional parked vehicle, creating significant barriers to accessibility and comfort. Many curb ramps are noncompliant with current accessibility standards, such as missing detectable warning surfaces. Marked crossings are limited, particularly at mid-block and uncontrolled intersection locations, and absent at some intersections, such as Douglas Avenue, resulting in long distances between safe crossing opportunities.

BICYCLE FACILITIES

Besides the brief presence of a 5’ Class II eastbound bikeway between Woodside Road and Willow Street, there are no dedicated bikeways along the corridor. Shared lane markings are present intermittently along the outer travel lanes, though driveway density and poor visibility from parked vehicles create impractical and unsafe biking conditions.

TRANSIT FACILITIES

The corridor is serviced by SamTrans Routes 270 and 276 with two far-side eastbound stops at Warrington Avenue and Second Avenue, and a far-side westbound stop at Second Avenue. The bus stops are located near pedestrian crossings but are difficult to identify due to a lack of markings or amenities.

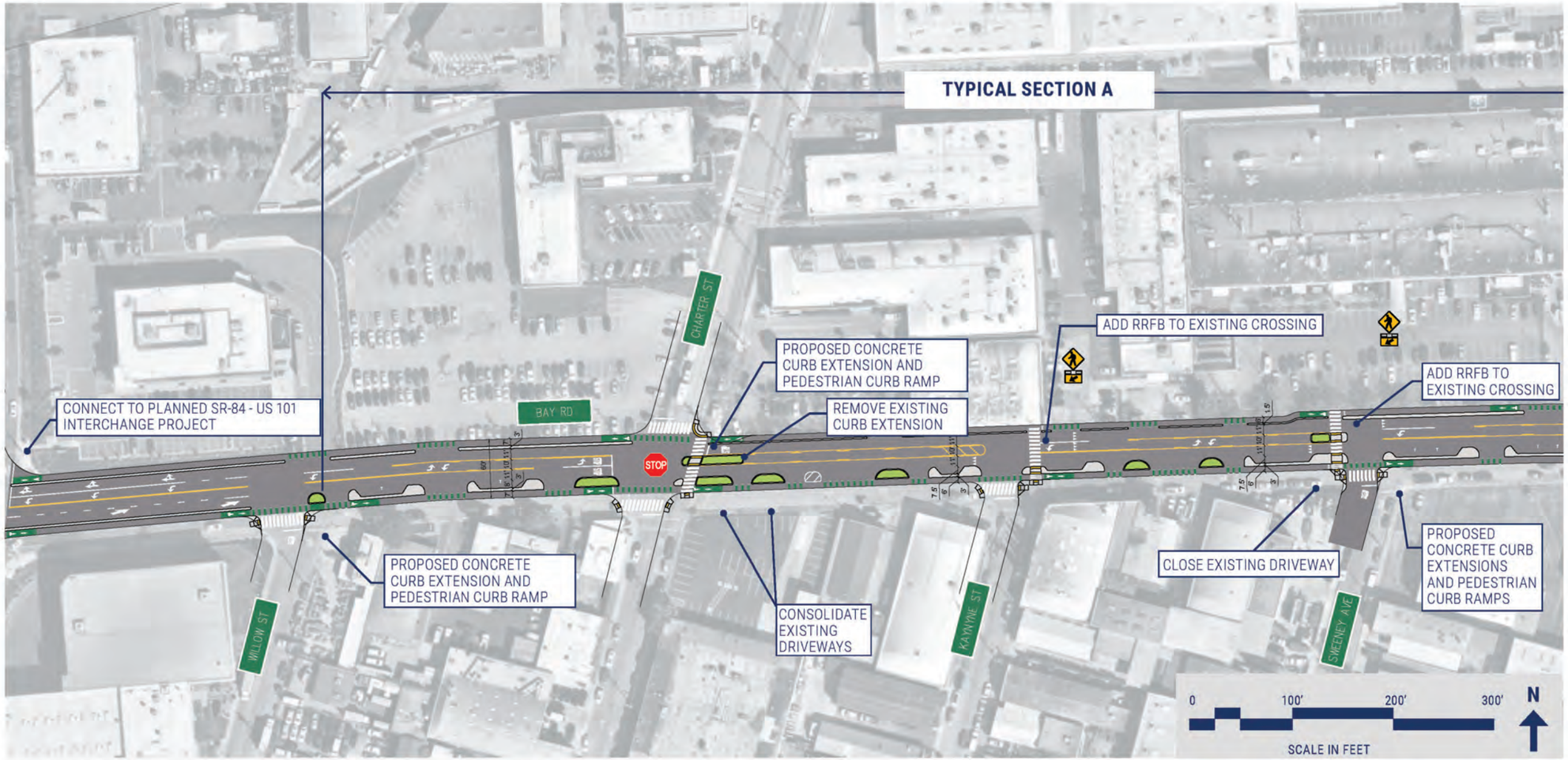
SUMMARY

Bay Road functions as a key east-west connection serving residential, commercial, and institutional land uses. While it accommodates all modes, the lack of continuous pedestrian and bicycle infrastructure, limited crossing opportunities, and minimal transit amenities create barriers to safe and comfortable multimodal travel. Corridor improvements are needed to enhance accessibility, visibility, and comfort for all users.

5.5.3 Design Development and Coordination

City and County staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision, key considerations, and design objectives for the corridor. Both the 2020 Unincorporated San Mateo County Active Transportation Plan and the 2020 Redwood City Walk Bike Thrive Plan recommend a Class IV separated bike lane along Bay Road. In alignment with these plans, multiple design options were evaluated to determine how best to implement a separated bike lane within the existing right-of-way. Because the corridor lacks sufficient width to add separated bike lanes while maintaining all existing travel lanes, and since Redwood City has already implemented a four-to-three lane conversion on segments further east, a similar road diet was identified as the preferred approach for this section of Bay Road. The following pages present the proposed design, with additional detail and discussion provided in the subsequent pages.

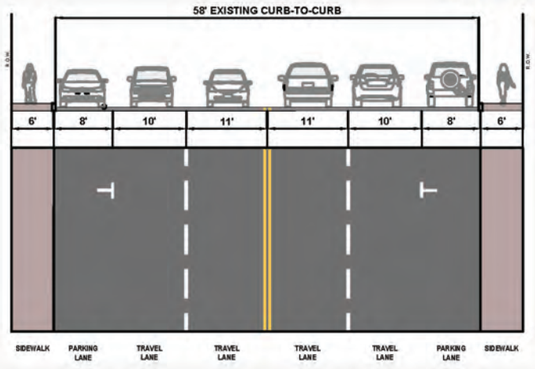
BAY ROAD CONCEPT | SHEET 1



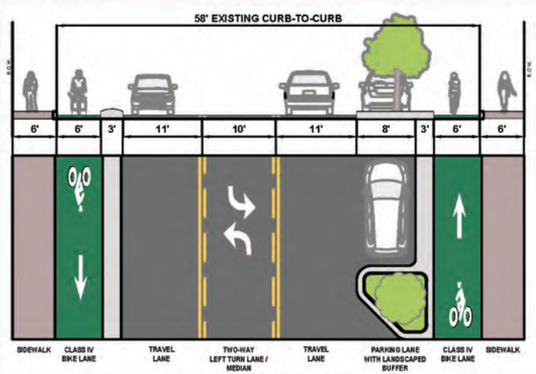
LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

TYPICAL SECTION A

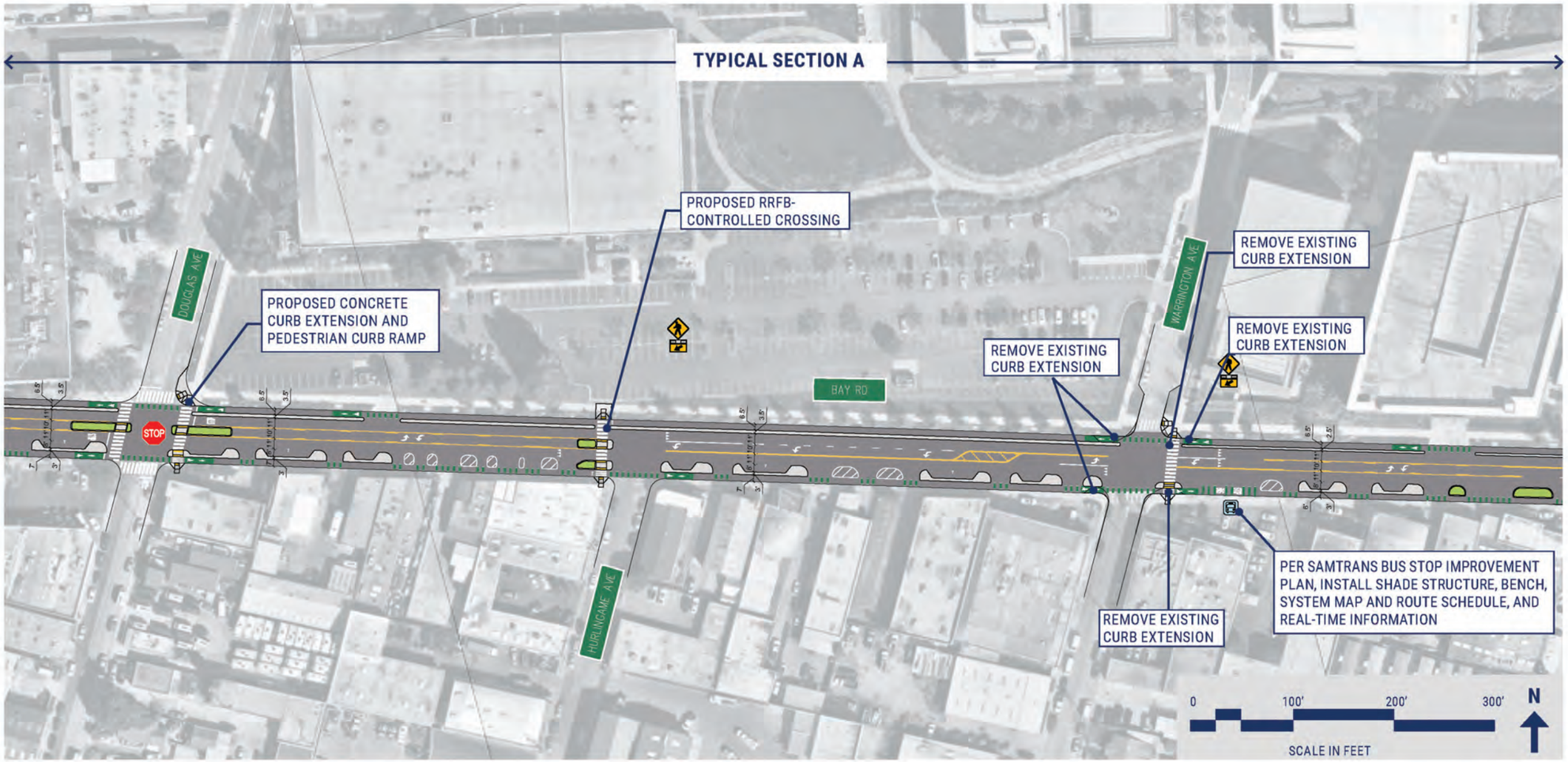


EXISTING

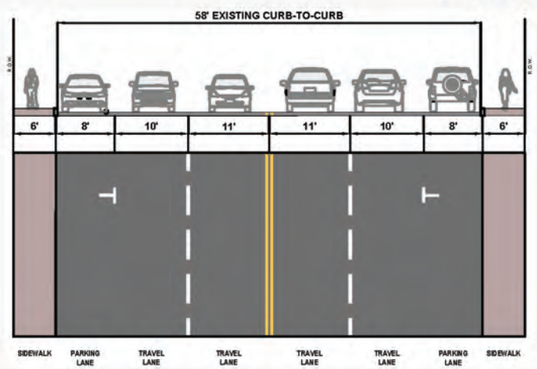


PROPOSED

BAY ROAD CONCEPT | SHEET 2



TYPICAL SECTION A



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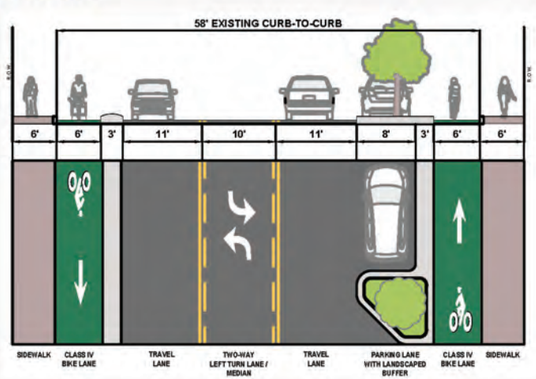

PROPOSED

LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
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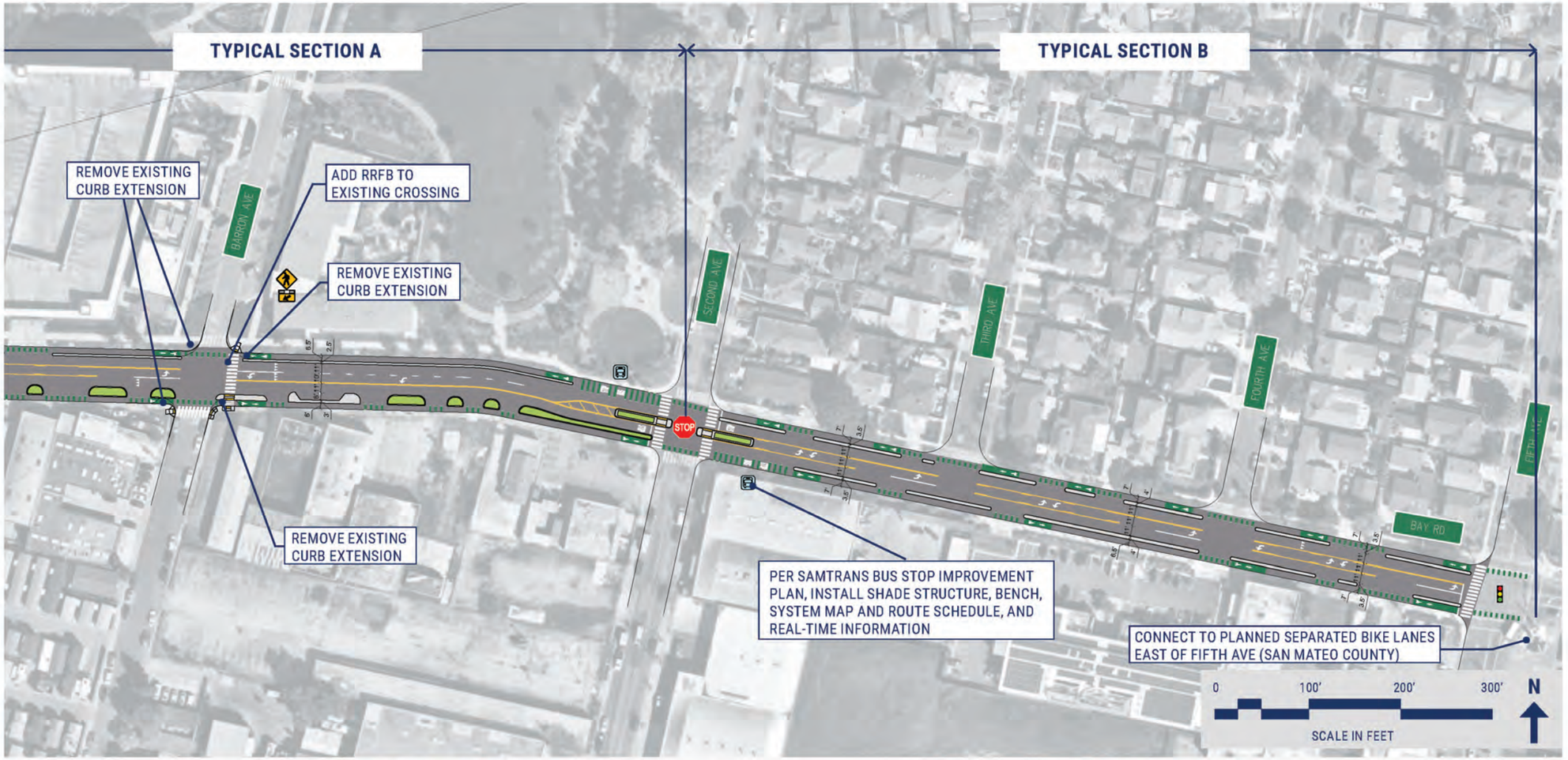
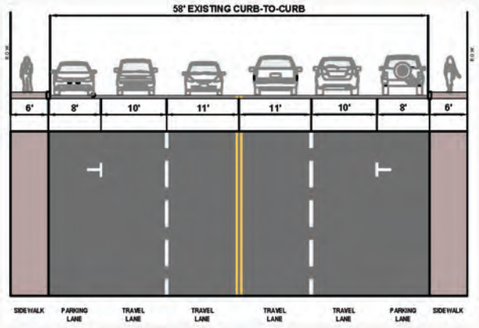
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

BAY ROAD CONCEPT | SHEET 3



TYPICAL SECTION A



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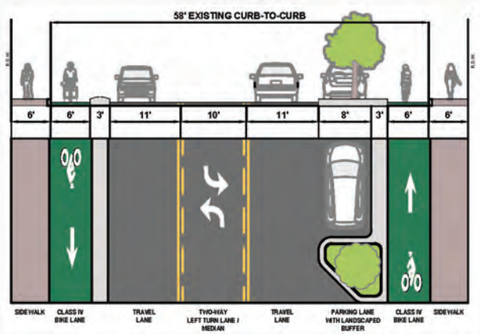
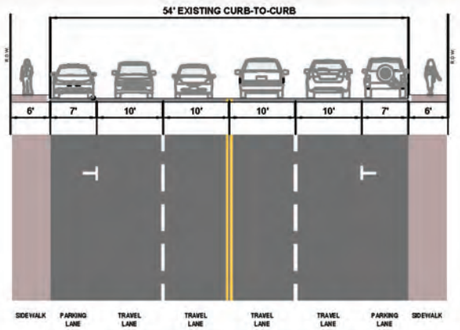


PROPOSED

TYPICAL SECTION B



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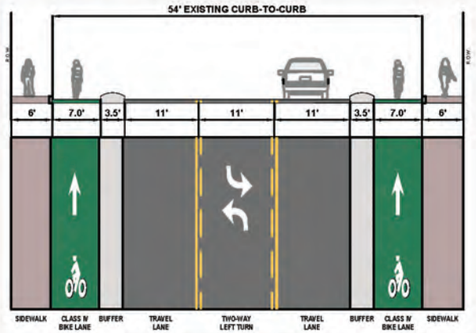

PROPOSED

LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
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- HIGH VISIBILITY CROSSWALK
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- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

The proposed design features one travel lane in each direction with a two-way center turn lane, reducing the total number of travel lanes from four to three. The design maintains on-street parking along the south side of Bay Road, which, together with a concrete buffer, provides protection for six- to seven-foot-wide Class IV separated bikeways in each direction. Landscaping is included within the buffer where sufficient width is available.

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across Bay Road, including:

Median refuge islands: Installing concrete pedestrian refuge islands in the median shortens crossing distances and allows pedestrians to focus on crossing one direction at a time, providing a refuge in the middle of the street. Proposed at intersections like Charter Street and Sweeney Avenue.

Rectangular rapid flashing beacons: Button-activated flashing lights mounted under a pedestrian crossing sign to inform motorists to yield as they cross. Buttons are placed at either side of a crosswalk to enhance safety for people crossing. Proposed at existing uncontrolled crossings and new crossings at Kaynyne Street, Sweeney Avenue, Hurlingame Avenue, Warrington Avenue, and Barron Avenue.

Curb extensions: Curb extensions lengthen the curb into the street. They help to increase pedestrian visibility and narrow the vehicles lanes at intersections to shorten the crossing distance and to encourage drivers to approach slowly. Proposed at Willow Street and Sweeney Avenue.

Bus stop enhancements: The design includes new conflict markings and bus stop legends to clearly indicate areas where bicyclists may expect a bus as well as help transit users identify bus stop locations. Proposed at existing bus stops at Second Avenue.

DESIGN BENEFITS

In addition to the aforementioned project goals, this preliminary proposed cross section for Bay Road achieves the following:

- **Maintaining on-street parking:** The proposed design maintains on-street parking along the south side of Bay Road, reflecting the higher concentration of destinations on that side of the corridor and the greater availability of off-street parking on the north side.
- **Consistent bicycling experience:** The proposed Class IV parking-protected bike lane, featuring concrete and landscaped buffers, prevents vehicles from encroaching into the separated bikeway while providing sufficient space for car doors to open safely without affecting people bicycling. This design also provides a seamless connection to the planned Class IV separated bike lanes east of the project extents along Bay Road and Woodside Road.
- **Pedestrian improvements:** By providing separation between the travel lanes and sidewalk, people waking will experience a quieter, safer walking experience. Crossing enhancements like high-visibility crosswalks, curb extensions, and RRFBs will make it safer for people crossing the street.
- **Landscaping:** Where possible, additional landscaping is added to the Class IV buffer to improve aesthetics, increase shade, and help treat stormwater runoff.

5.5.4 Community Engagement

WHAT WE DID

Engagement activities for the Bay Road project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online Engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social Media

In-Person Engagement

- Pop-up event: Art on the Square
- Business cards with QR Codes
- CBO meeting: Redwood City Boys and Girls Club
- Stakeholder Presentation: Redwood City Transportation Advisory Committee

Online Engagement

A project-specific page for the Bay Road project was launched in July 2025 as part of the primary Active 101 webpage, using the Social Pinpoint platform (Figure 73). The webpage introduced the project and goals, presented the conceptual design, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through multiple channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, pop-up event, stakeholder presentation, and the City through their communications methods. This allowed participants to view the conceptual design (Figure 74), comment on specific elements through the interactive mapping tool (Figure 74) and share additional feedback via the survey (Figure 74). The engagement webpage also featured typical cross sections of each project site, allowing users to slide between current conditions and proposed changes along the right-of-way.

The online survey and interactive mapping activity were available from July through September 2025.

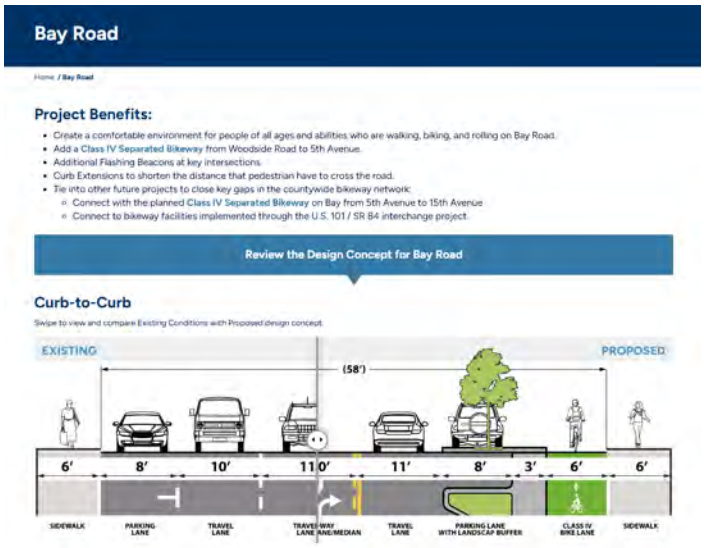


Figure 73. Active 101 Webpage Bay Road Conceptual Design

Figure 74. Active 101 Webpage Bay Road Interactive Mapping Activity

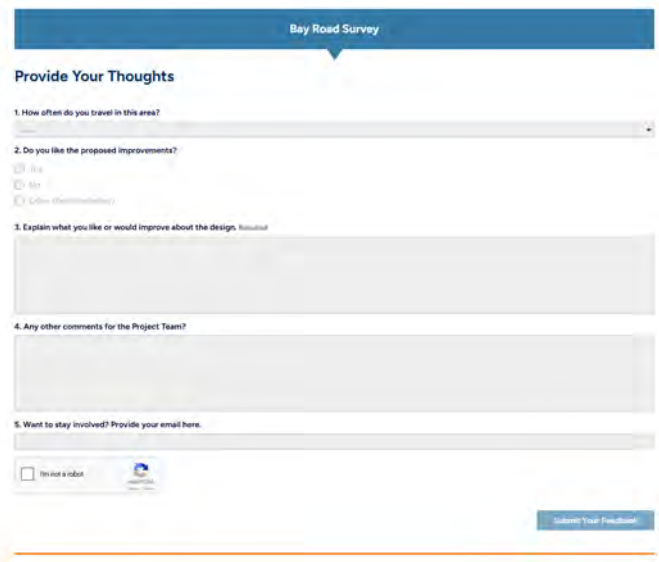


Figure 75. Active 101 Webpage Bay Road Online Survey

Pop-Up Event

An in-person pop-up event was held at the City of Redwood City Art on the Square Event on August 22, 2025, where the project team tabled at a booth for the event.

At the event, the team presented project information and solicited input on the conceptual design for the Bay Road project (Figure 76). They invited the public to add comments to a map of the project and handed out business cards with a QR Code to the online survey for people to fill out after the event. Project materials were available in English, Spanish, and Simplified Chinese.

Figure 76. Bay Road Pop-Up Event At City Of Redwood City Art On The Square Event

Community-Based Organization (CBO) Meeting

On September 15, 2025, the project team hosted a workshop at the Boys and Girls Club Clubhouse in Redwood City. Prior to the event, two high school students were briefly introduced to the project and basics of the proposed designs so they could help lead the workshop. During the event, students at the Clubhouse had the opportunity to learn about the project, review materials, and share their feedback.

Students shared that many of them regularly walk and bike along Bay Road and expressed strong support for improvements increasing safety for people walking, biking, and rolling. Key feedback included maintaining parking, adding more crosswalks, supporting curb extensions and raised pedestrian crosswalks to slow traffic, and support for the pedestrian flashing beacons. Overall, students emphasized that people walking and biking deserve safe, accessible space, and were enthusiastic about project improvements that would benefit where they travel in the community.

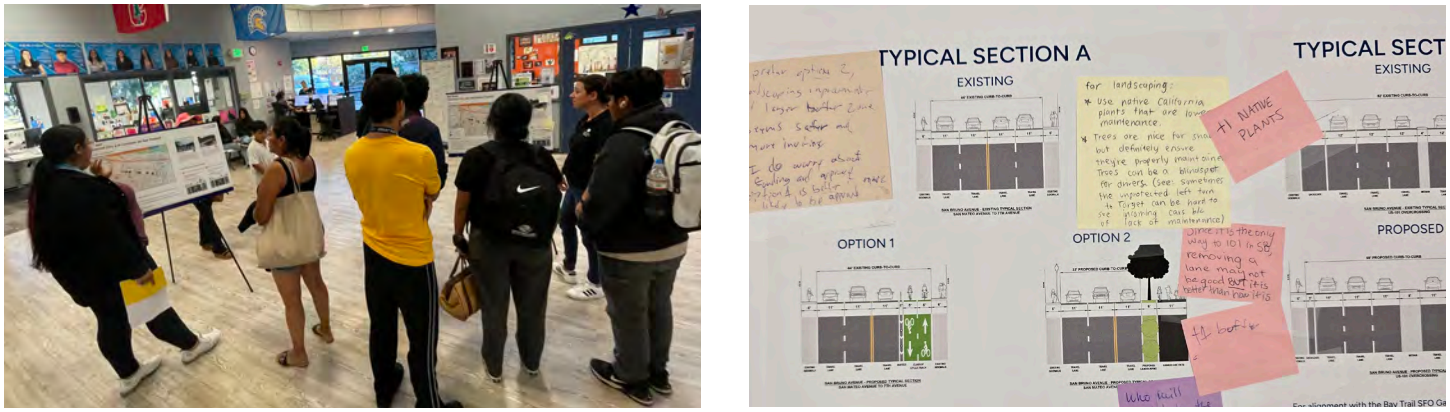


Figure 77. Redwood City Boys and Girls Club CBO Meeting

Stakeholder Meetings

SMCTA held a series of meetings with City of Redwood City and San Mateo County staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented the Bay Road project to the Redwood City Transportation Advisory Committee on September 9, 2025. Members provided feedback about the proposed design element, including the types of bollards proposed to enhance safety along the corridor. Generally, they expressed strong support for the proposed project.

WHAT WE HEARD

Community feedback on the conceptual design for the Bay Road project was gathered from the online survey, interactive map, and pop-up event. Participants expressed strong support for multimodal safety and comfort improvements, especially the addition of protected bike lanes, curb extensions, and pedestrian refuge areas. Respondents appreciated the use of rectangular rapid flashing beacons (RRFBs) and physical buffers to separate people biking and walking from vehicle traffic. Several participants preferred raised concrete or landscaping rather than flexible bollards to provide more durable protection.

Comments highlighted opportunities to refine the design to better balance multimodal safety, access, and maintenance. Some participants raised concerns about potential traffic congestion or parking removal associated with lane reductions, while others noted that the corridor's width could accommodate a more pedestrian-friendly design without major impacts to vehicle flow. Drivers and bicyclists both pointed out challenges with curb extensions and midblock concrete barriers, which can make turning or merging difficult, suggesting further evaluation of intersection geometry and bus stop placement. Other themes included requests to incorporate stormwater and trash capture infrastructure, use low-maintenance landscaping, and consider traffic calming to address speeding along the corridor.

The community feedback will be provided to the City and County to inform design refinements, evaluate opportunities for improved intersection and drainage design, and guide future engagement focused on balancing multimodal safety, traffic operations, and long-term maintenance.

5.5.5 Project Cost Estimate

The cost opinion developed for Bay Road is a concept-level cost that reflects a high-level estimation of the project cost. This cost estimation is preliminary and is expected to be further refined as the project moves through design stages The cost opinion assumes that the project will be implemented through asphalt pavement milling and overlay, with full depth reconstruction at locations with concrete work, like medians and curb extensions. The associated cost opinion for the proposed Bay Road corridor design is summarized in Table 13.

Table 13. Bay Road Cost Opinion Summary

Planning Cost	$1,135,700
Design Cost	$1,703,550
Construction Cost	$13,628,400
Total Project Cost:[36]	**$16,467,650**

36 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.5.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the Bay Road project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as Bay Road, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, Bay Road is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The Bay Road project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that 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.

LOCAL PARTNERSHIP PROGRAM (LPP)

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

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a 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.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. 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. The Bay Road project is specifically eligible for Highway Program with all corridor elements eligible under Measure A. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

East Bayshore Road

East Palo Alto

Location

E Bayshore Road from Menalto Avenue to Bay Road, Saratoga Avenue from Bay Road to Newbridge Street, and Newbridge Street from Saratoga Avenue to Willow Road

Project Description

Class III bicycle boulevard with regular traffic calming treatments on E Bayshore and Saratoga, Class IV separated bike lane on Newbridge

Key Connections

Mid-Peninsula High School, Cesar Chavez Ravenswood Middle School, East Palo Alto Library, Menlo Park VA Hospital, shops and businesses along Willow road, residential neighborhoods

Estimated Cost

- **Estimated Total Project Cost: $4,733,083**
- Planning Cost: $326,420
- Design Cost: $489,629
- Construction Cost: $3,917,034

Project Goals

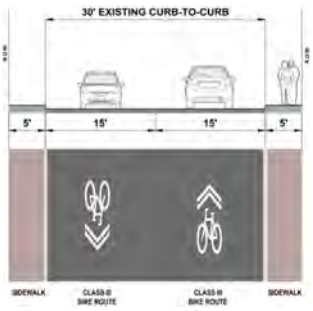
- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways,** including planned Class IV bikeways on Willow Road, to close key gaps in the countywide bikeway network
- **Enhance transit access** and amenities

Next Steps

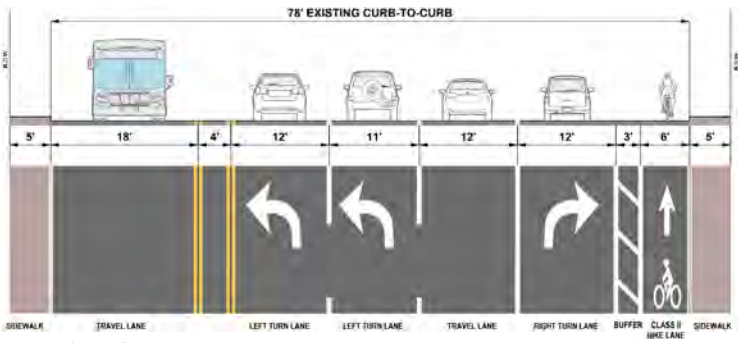
Final design, additional community engagement, and construction

Preliminary Design Option

The preliminary design option proposes a Class III bicycle boulevard with regular traffic calming treatments on E Bayshore Rd and Saratoga Ave and a one-way street-level Class IV bikeway on westbound Newbridge Street, in addition to pedestrian safety enhancements on both streets.



E Bayshore Rd and Saratoga Ave



Newbridge Street

Benefits

- Regular traffic calming treatments create a comfortable shared roadway for people bicycling and driving
- Maintains existing on-street parking

Examples of Proposed Traffic Calming Treatments

ADA-compliant raised crosswalk

Mini roundabout at Holland Street

Speed cushions

Pedestrian Hybrid Beacon for bicyclists and pedestrians to cross Newbridge St at Saratoga Ave

Gateway treatment

5.6 EAST BAYSHORE ROAD

5.6.1 Project Overview

The East Bayshore Road project is designed to provide safer and more comfortable walking, biking, and rolling facilities parallel to US 101 while closing a critical multimodal gap in the regional active transportation network.

Project goals for East Bayshore Road include:

- Create a comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling across East Bayshore Road.
- Tie into other planned projects to close key gaps in the countywide bikeway network.

LOCATION

The East Bayshore Road project is located in East Palo Alto, extending along East Bayshore Road from Menalto Avenue to Bay Road, Saratoga Avenue from Bay Road to Newbridge Street, and Newbridge Street from Saratoga Avenue to Willow Road (Figure 78).

Figure 78. East Bayshore Road Project Limits

OVERALL DESCRIPTION

The project introduces safety treatments and upgrades to bicycle and pedestrian infrastructure along the East Bayshore Road corridor in East Palo Alto. Key features include traffic calming features, a mini roundabout, raised crossing improvements, bus stop amenities, and a pedestrian hybrid beacon.

The concept for this project has its roots in multiple planning efforts, including:

- 2021 C/CAG Bicycle and Pedestrian Plan
- 2024 SamTrans Bus Stop Improvement Plan
- 2017 East Palo Alto Bicycle Transportation Plan

NETWORK CONNECTIONS AND KEY DESTINATIONS

In addition to closing a key gap parallel to US 101 and contributing to the Priority Network, this project will connect directly to:

- Willow Road Pedestrian and Bicycle Safety project, a Class IV bikeway connecting across US 101 to Highway 84 (in design at time of writing)
- E Bayshore Road Pedestrian and Bicyclist Safety Improvements project, a Class IV bikeway in the City of East Palo Alto's local network (in construction at time of writing)

This project will provide access to key destinations, including:

- Mid-Peninsula High School
- Menlo Park VA Hospital
- Shops and businesses along Willow Road
- Residential neighborhoods

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of East Palo Alto
- San Mateo County Transportation Authority (SMCTA)
- SamTrans

5.6.2 Corridor Context

The East Bayshore Road corridor consists primarily of residential streets currently designated as a signed bicycle route. While the posted speed limit is 25 mph, the long distances between stop-controlled intersections and the roadway's curved geometry encourage higher vehicle speeds. The corridor serves local traffic but provides limited multimodal infrastructure, creating challenges for people walking, biking, and accessing transit. Figure 79, Figure 80, and Figure 81 present typical cross sections for East Bayshore Road, Saratoga Avenue, and Newbridge Street, respectively, and the following sections describe facilities for different modes along the corridor today.

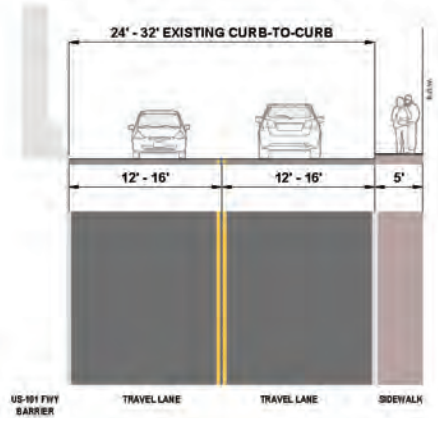


Figure 79. East Bayshore Road Existing Typical Section From Menalto Avenue To Bay Road (Facing West)

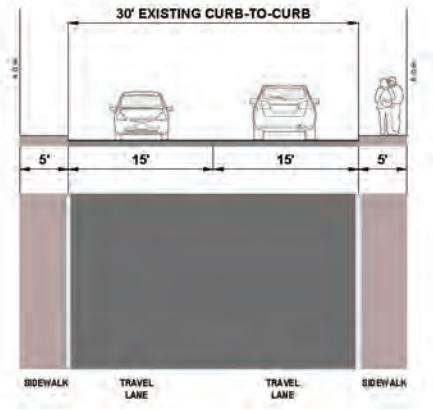


Figure 80. Saratoga Avenue Existing Typical Section From Bay Road To Newbridge Street (Facing North)

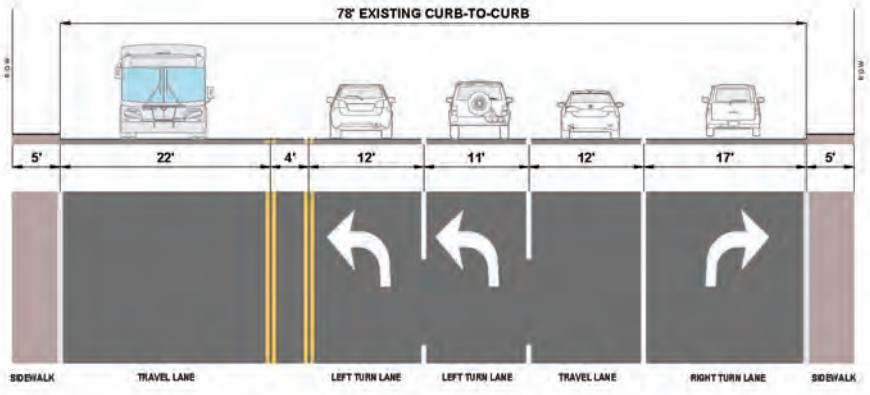


Figure 81. Newbridge Street Existing Typical Section From Saratoga Avenue To Willow Road (Facing West)

VEHICLE FACILITIES

East Bayshore Road includes one travel lane in each direction with shared lane markings ("sharrows") between Menalto Avenue and Bay Road. From Bay Road to Newbridge Street, East Bayshore Road turns into Saratoga Avenue, which provides one travel lane in each direction, has no centerline, and includes intermittent parking on both sides. Newbridge Street, between Saratoga Avenue and Willow Road, has four travel lanes in the westbound direction and one lane in the eastbound direction. The corridor's variable cross section and long uninterrupted segments support vehicle mobility but contribute to speeding and inconsistent multimodal conditions.

PEDESTRIAN FACILITIES

Five-foot sidewalks are provided along most of the corridor, with a raised mid-block crossing on Saratoga Avenue. Curb ramps appear ADA-compliant in most locations but are non-compliant at the Saratoga Avenue and Newbridge Street intersection. Marked crosswalks are not provided at intersections, and there are no mid-block crossings outside of the raised crossing. Pedestrian-scale lighting is absent throughout, limiting visibility and comfort for people walking during evening hours.

BICYCLE FACILITIES

East Bayshore Road is a signed bicycle route with shared lane markings ("sharrows") from Menalto Avenue to Bay Road. While traffic volumes are generally low, the long distances between stop-controlled intersections and the tendency for vehicles to exceed the posted 25 mph speed limit reduce comfort and safety for people biking. The absence of dedicated or protected bicycle facilities limits the corridor's accessibility for less experienced riders.

TRANSIT FACILITIES

Transit service is provided along Newbridge Street, where SamTrans routes 281, 296, and 397 operate. A single bus stop is located in the project extents between Willow Road and Saratoga Avenue. The stop is positioned in the constrained space between two driveways and lacks an ADA-compliant boarding area or passenger amenities, limiting accessibility and comfort for transit users.

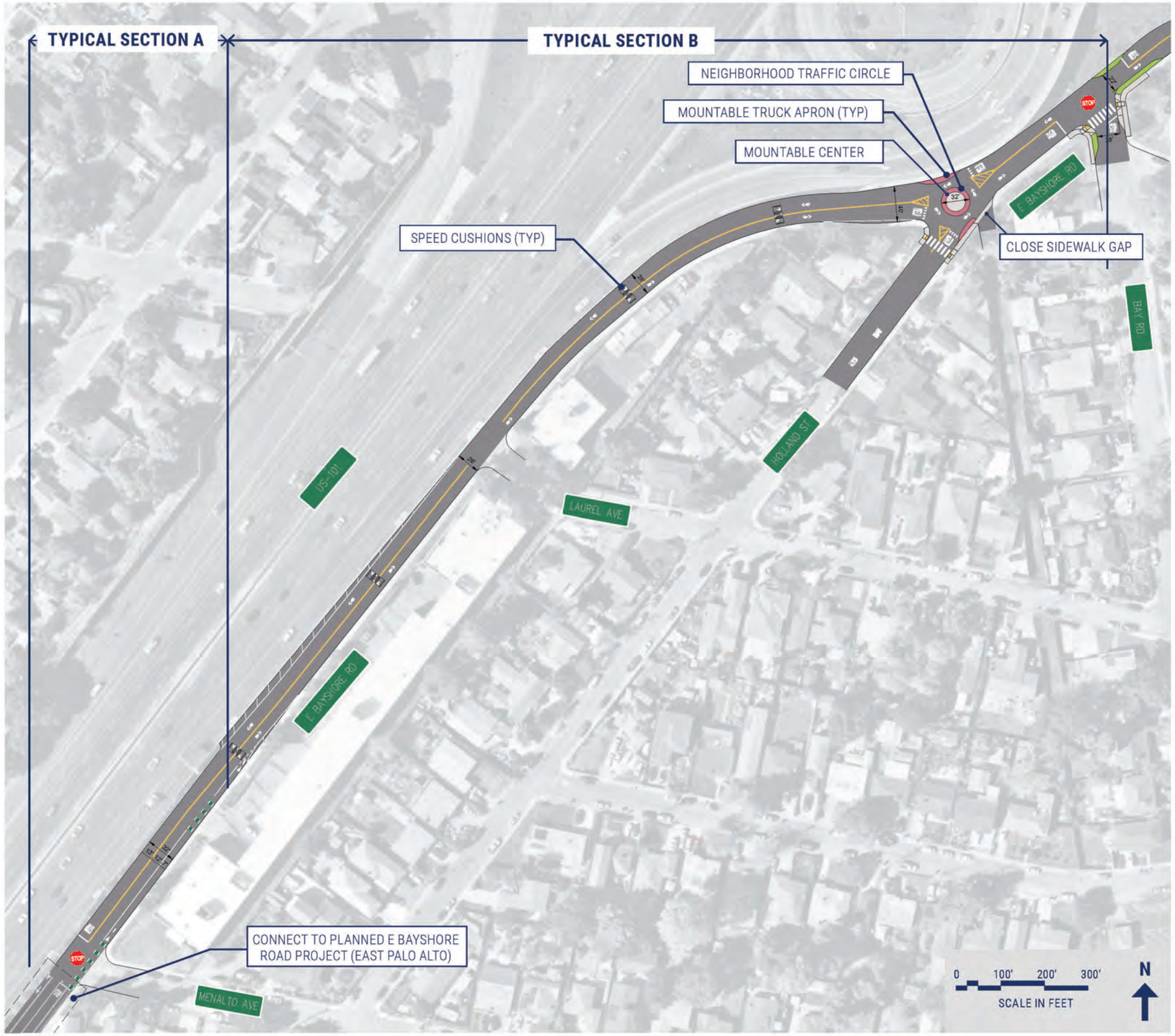
SUMMARY

The East Bayshore Road corridor is characterized by variable roadway widths, minimal multimodal accommodations, and a lack of pedestrian and bicycle infrastructure continuity. Although it serves primarily residential neighborhoods, speeding and limited crossing opportunities create safety and comfort challenges for people walking and biking. Enhancements to crossings, lighting, and bicycle facilities would improve connectivity and accessibility along this corridor.

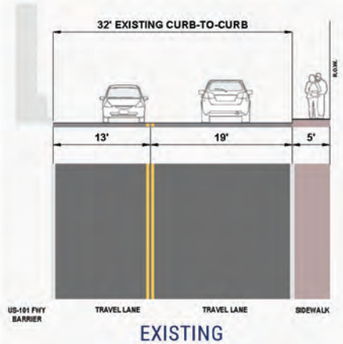
5.6.3 Design Development and Coordination

City staff were engaged throughout the design process, beginning with an initial meeting to discuss the project vision, corridor context, and design objectives. Although the 2021 C/CAG Bicycle and Pedestrian Plan recommends Class IV separated bike lanes on East Bayshore Road, the Active 101 Plan identifies a Class III bicycle boulevard was recommended for this segment, which achieves an All Ages and Abilities bikeway while maintaining existing on-street parking. The City is currently designing Class II bike lanes just south of the project area on East Bayshore Road, where the roadway has greater paved width. In contrast, this study segment is narrower and includes heavily used on-street parking. Considering these conditions, a Class III bicycle boulevard was identified as the preferred approach, maintaining the existing cross section while incorporating traffic-calming treatments to enhance comfort and safety for all users. The following pages present the proposed design, with additional detail and discussion provided in the subsequent pages.

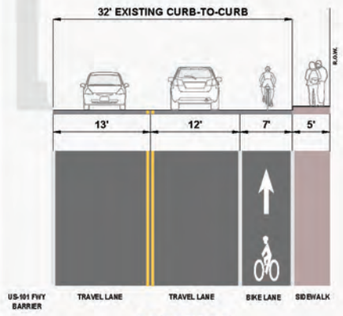
EAST BAYSHORE ROAD CONCEPT | SHEET 1



TYPICAL SECTION A

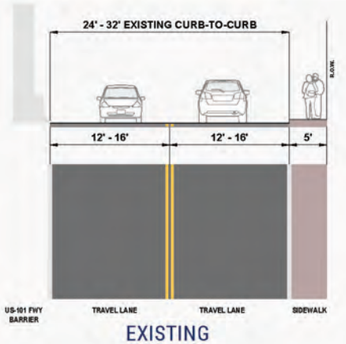


EXISTING



PROPOSED

TYPICAL SECTION B



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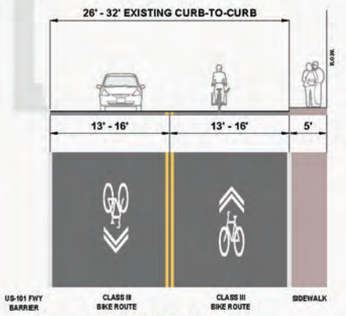
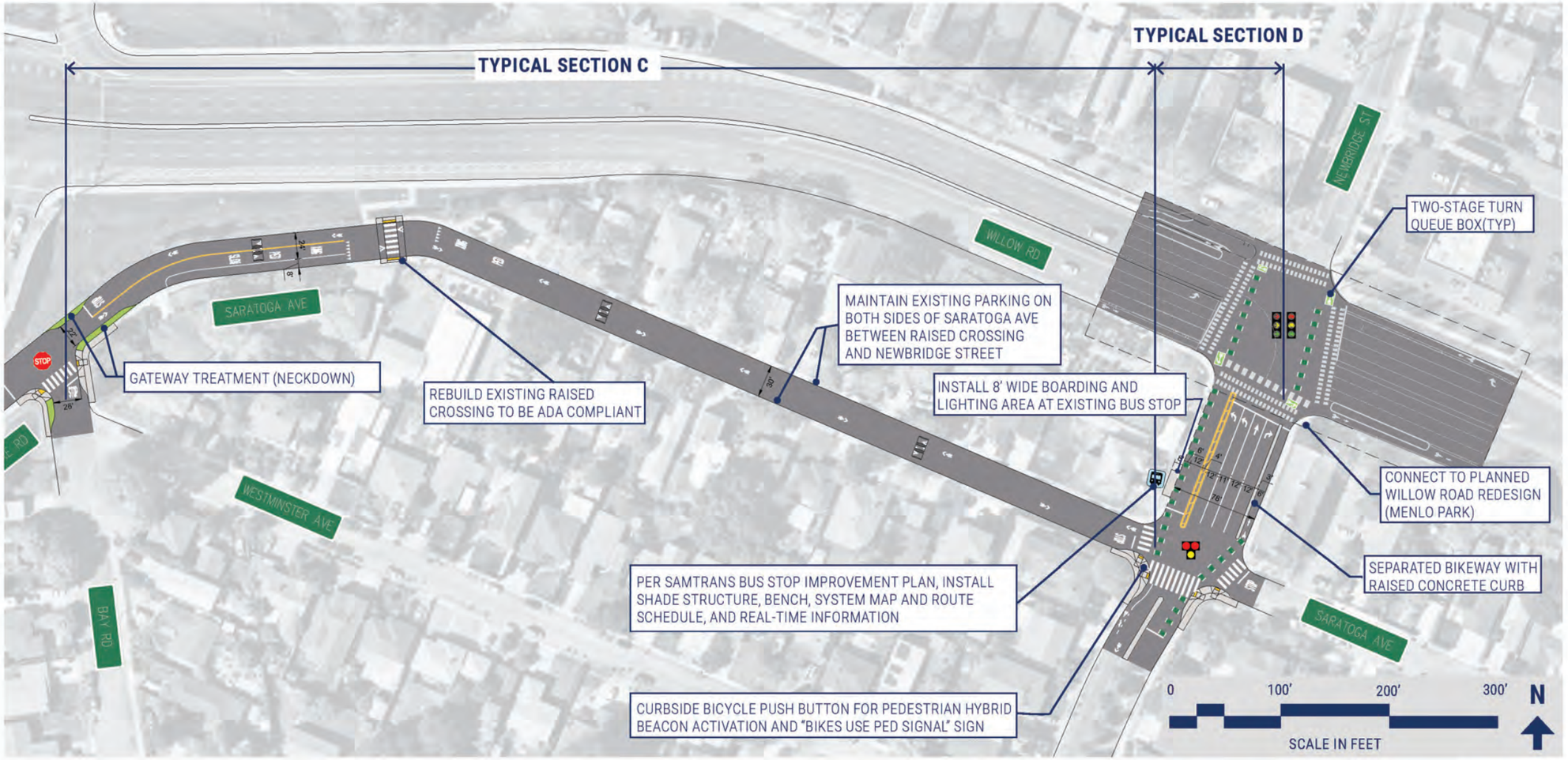


PROPOSED

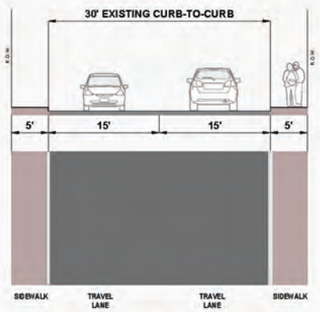
LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

EAST BAYSHORE ROAD CONCEPT | SHEET 2



TYPICAL SECTION C



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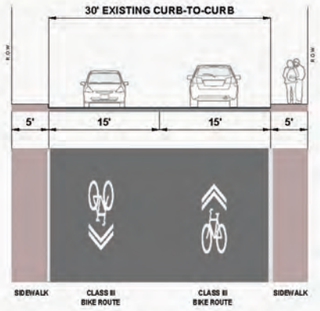
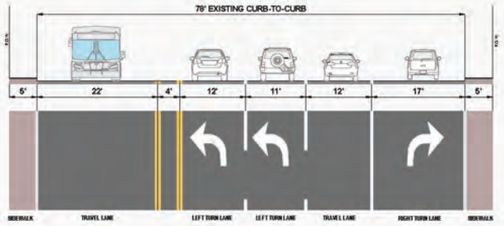


PROPOSED

TYPICAL SECTION D



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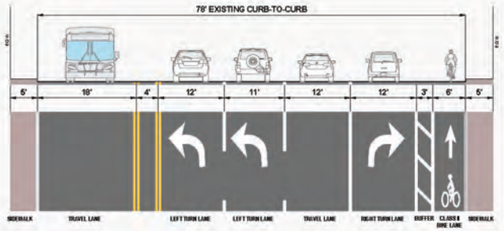

PROPOSED

LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
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- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

On East Bayshore Road and Saratoga Avenue, the design proposes a Class III bicycle boulevard, comprised of shared lane pavement markings, signage, and regularly spaced traffic calming treatments. The design option also proposes closing the existing sidewalk gap along E Bayshore Road at Holland Street.

Traffic calming treatments are proposed every 250 to 400 feet along East Bayshore Road and Saratoga Avenue to help manage vehicle speeds. These include:

Speed cushions: Speed cushions are similar to speed humps but include wheel cutouts for emergency vehicle access. They serve as traffic calming elements and reduce vehicle speeds. Speed cushions are proposed at regular intervals along East Bayshore Road and Saratoga Avenue.

Mini roundabout: A small roundabout is proposed at the intersection of Holland Street and East Bayshore Road. The intersection is angled and sits on a curve, which makes it difficult for people walking or biking to cross safely. Community feedback and observations show that some drivers make unsafe maneuvers here, including spinning their cars in circles ("doing donuts"). The new mini roundabout would narrow the roadway, guide drivers to slow down as they enter, and improve safety for everyone. Its center would be raised but able to be driven over if needed, allowing larger vehicles, like emergency vehicles, and trucks to make turns onto East Bayshore Road more easily.

Gateway treatment: At the intersection of Bay Road, a street narrowing feature is proposed to create a welcoming entry point to the neighborhood. The design includes curb extensions on both Saratoga Avenue and Bay Road, with new landscaping or street trees to make the area more attractive. This gateway treatment signals to drivers that they're entering a residential, lower-speed environment and encourages drivers to slow down and be more attentive to people walking, biking, or rolling.

Raised crossing upgrade: The design proposes to upgrade the existing raised crossing located near the Saratoga Avenue and Bay Road intersection. The crossing will be raised further to improve pedestrian visibility and traffic calming benefits. In addition, an ADA-compliant curb ramp is proposed on the west side of the crossing.

On Newbridge Street, the proposed design features a one-way, street-level Class IV separated bikeway in the westbound direction, delineated from adjacent vehicle lanes by paint and concrete curb. In the eastbound direction, a wide travel lane is maintained; this short block between Saratoga Avenue and Willow Road includes numerous closely spaced driveways and a bus stop which limit the space available for a dedicated bike facility while maintaining four westbound lanes at the Newbridge Street and Willow Road intersection.

Spot treatments proposed along and across Newbridge Street include the following:

Pedestrian Hybrid Beacon: A Pedestrian Hybrid Beacon (PHB) is proposed at the intersection of Newbridge Street and Saratoga Avenue, allowing people walking and bicycling along East Bayshore Road and Saratoga Avenue to safely cross Newbridge Street and continue toward Willow Road. A PHB is a pedestrian-activated signal that stops vehicle traffic with a red light, giving people a protected opportunity to cross, and then returns to flashing yellow when not in use to minimize vehicle delay. The intersection design also includes curb extensions with directional ADA-compliant curb ramps and high-visibility crosswalks to further enhance safety and visibility.

Two-stage turn box: Two-stage turn boxes allow people bicycling to make left turns without merging into traffic and provide space for forward queuing. Two-stage turn boxes are recommended at the intersection of Newbridge Street and Willow Road, for bicyclists to turn onto the proposed Class IV bikeways on Willow Road.

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at both bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

DESIGN BENEFITS

Benefits of this design include:

- **Traffic calming:** Horizontal and vertical traffic calming elements along Bayshore Road and Saratoga Street will help slow the speeds of vehicles and decrease the speed differential between people bicycling and driving, making it safer and more comfortable for bicyclists of All Ages and Abilities.
- **Continuity in the bicycling experience:** The new bicycle facilities along and across Newbridge Street will connect directly to the separated bike lanes being constructed on Willow Road, providing an intuitive and comfortable connection for people bicycling.
- **Maintaining on-street parking:** The proposed design maintains on-street parking for residents along East Bayshore Road and Saratoga Avenue. Preserving this parking supports neighborhood access and provides an added traffic calming benefit for the corridor.

5.6.4 Community Engagement

WHAT WE DID

Engagement activities for the East Bayshore Road project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online Engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social media

In-Person Engagement

- Pop-up event: East Palo Alto Family Day
- Business cards with QR Codes
- Stakeholder Presentation: EPA Public Works and Transportation Commission

Online Engagement

A project-specific page for the East Bayshore Road project was launched in July 2025 as part of the primary Active 101 webpage, using the Social Pinpoint platform (Figure 82). The webpage introduced the project and goals, presented the conceptual design, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through multiple channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, pop-up event, and by the City through their communications methods. This allowed participants to view the conceptual design (Figure 82), comment on specific elements through the interactive mapping tool (Figure 83), and share additional feedback via the survey (Figure 84). The engagement webpage also featured typical cross sections of each project site, allowing users to slide between current conditions and proposed changes along the right-of-way.

The online survey and interactive mapping activity were available from July through September 2025.

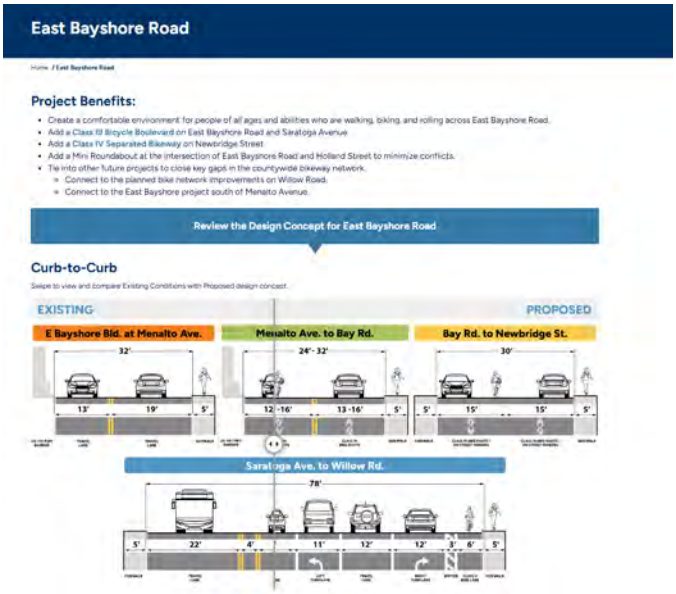


Figure 82. Active 101 Webpage East Bayshore Road Conceptual Design

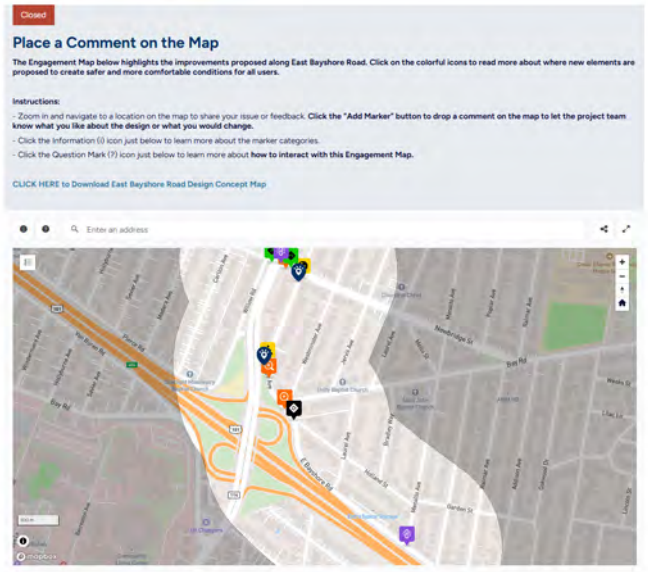


Figure 83. Active 101 Webpage East Bayshore Road Interactive Mapping Activity

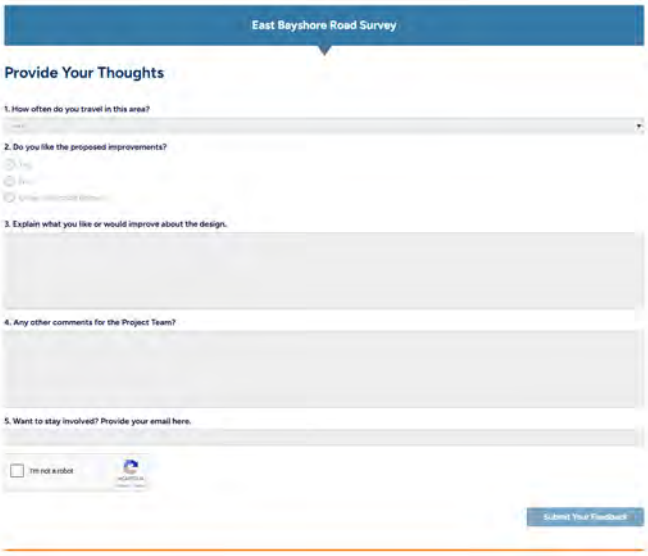


Figure 84. Active 101 Webpage East Bayshore Road Online Survey

Pop-Up Event

An in-person pop-up event was held at the East Palo Alto Family Day Event in East Palo Alto on July 26, 2025, where the project team tabled at a booth for the event.

At the event, the team presented project information and solicited input on the conceptual design for the East Bayshore Road Class III Bikeway project (Figure 85). They invited the public to add comments to a map of the project and featured a poster board with a QR Code to the online survey for people to fill out after the event. Project materials were available in English, Spanish, and Simplified Chinese.

Figure 85. East Bayshore Road Pop-Up Event At Family Day Event (East Palo Alto)

Stakeholder Meetings

SMCTA held a series of meetings with City of East Palo Alto staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented the conceptual design to the City's Public Works and Transportation Commission on July 16, 2025. Commission members asked general questions about outreach, funding, and regional coordination. They also inquired about construction timing and how the project connects to regional transit and projects in neighboring Santa Clara County.

WHAT WE HEARD

Community feedback on the conceptual design for the East Bayshore Road project was gathered from the online survey, interactive map, and pop-up event. Participants generally supported the project, citing the corridor's frequent parking conflicts and history of collisions as clear indicators of the need for safety improvements. Several commenters supported the concept of the mini roundabout to calm traffic and improve safety, though a few questioned whether it was necessary or could increase local traffic in nearby residential areas.

Participants emphasized the importance of protected bike lanes on Newbridge Street and requested additional separation, such as bollards or horizontal buffers, to improve comfort and visibility for people biking. Others noted opportunities to enhance connections to Willow Road through existing access points and small walking paths used by residents, which could improve neighborhood circulation and reduce reliance on narrow local streets like Saratoga Avenue. Comments also highlighted ongoing concerns about speeding and cut-through traffic, suggesting that future design phases should continue to prioritize traffic calming and safe crossings for all users. Comments like this support the intent of the design.

The community feedback will be provided to the City to inform design refinements, evaluate opportunities for improved bicycle connections and intersection safety, and guide future engagement focused on balancing access, traffic operations, and neighborhood livability.

5.6.5 Project Cost Estimate

The cost opinion developed for East Bayshore Road is a concept-level cost that reflects a high-level estimation of the project cost. This cost estimation is preliminary and is expected to be further refined as the project moves through design stages. The cost opinion assumes that the project will be implemented through asphalt pavement milling and overlay. The associated cost opinion for the proposed East Bayshore Road corridor design is summarized in Table 14.

Table 14. East Bayshore Road Cost Opinion Summary

Planning Cost	$326,420
Design Cost	$489,629
Construction Cost	$3,917,034
Total Project Cost:[37]	**$4,733,083**

37 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.6.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the East Bayshore Road project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as East Bayshore Road, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, East Bayshore Road is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The East Bayshore Road project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that 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.

LOCAL PARTNERSHIP PROGRAM (LPP)

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

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a 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.

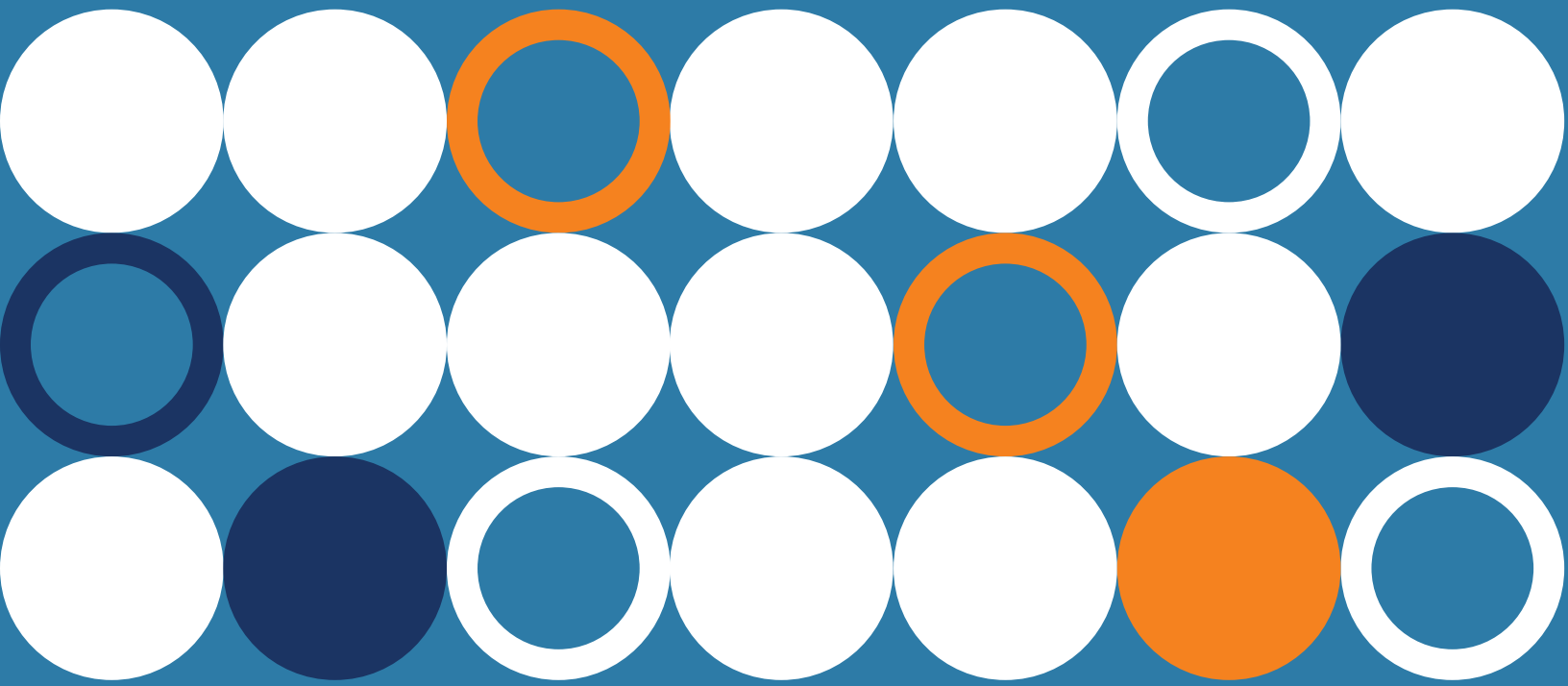
SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. 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. The East Bayshore Road project is specifically eligible for Highway Program with all corridor elements eligible under Measure A. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category, and transit stop improvements eligible in the Transportation Demand Management Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

6 Implementation Strategy



Following the adoption of the US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101), 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 Active 101 projects may be eligible for. Table 15 in Section 6.2 summarizes likely funding sources for all projects in the Priority Network.

6.1 FUNDING SOURCES

SMCTA anticipates funding for the Active 101 projects will come from several sources such as OBAG and TDA (both MTC-administered programs), grant programs administered at the Federal, State of California, and local level. 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.

6.1.1 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 Active 101 projects 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 Active 101. SMCTA will monitor these Federal grant programs accordingly as the funding environment is fluid.

6.1.2 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.

6.1.3 San Francisco Bay Area Regional Discretionary Funding Programs

Regional funding programs are Administered by the Metropolitan Transportation Commission and distributed across the nine-county Bay Area. Potential regional funding sources include:

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

6.1.4 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.

6.2 FUNDING PROGRAM ASSESSMENT

Table 15. Eligible Funding Programs for Prioritized Projects

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Alana Way from Harney Way to Beatty Road Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Aviador Avenue from East Millbrae Avenue to Old Bayshore Highway Bicycle Project			X	X	X		X	X	X	X	X
Bay Road from Woodside Road to Spring Street Bicycle Project			X	X	X		X	X	X	X	X
Bay Trail from Beatty Road to Lagoon Road Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Bayshore Boulevard from Bayshore Freeway Overpass to Sister Cities Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Bayshore Boulevard from Tunnel Avenue to Bayshore Freeway Overpass Bicycle Project			X	X	X		X	X	X		X
Bayshore Freeway Overpass/Oneill Slough Trail/Island Parkway from Marine Parkway to Marine Parkway Project			X	X	X		X	X	X	X	X
Bayshore Road from Pulgas Avenue to Embarcadero Road Project			X	X	X		X	X	X		X
Broadway from Old Bayshore Highway to Rollins Road Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Cadillac Way from Rollins Road to Carolan Avenue Pedestrian Project				X	X		X	X	X		X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Carolan Avenue from Cadillac Way to Oak Grove Avenue Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Carolan Avenue from North Lane to Howard Avenue Bicycle Project			X	X	X		X	X	X		X
Carolan Avenue from Oak Grove Avenue to North Lane Bicycle Project			X	X	X		X	X	X		X
Chilco Street from Hamilton Avenue to Newbridge Street Bicycle Project			X	X	X		X	X	X		X
Constitution Drive/Chilco Street from Marsh Road to Hamilton Avenue Bicycle Project			X	X	X		X	X	X		X
Donohoe Street from East Bayshore Road to Cooley Avenue Project				X	X		X	X	X	Partial	X
Donohoe Street/East Bayshore Road from Cooley Avenue to Pulgas Avenue Bicycle Project			X	X	X		X	X	X		X
E Hillsdale Blvd from US 101 SB off ramp to Pisces Lane Bicycle Project			X	X	X		X	X	X	Partial	X
East 3rd Avenue from Bayshore Freeway Overpass to South Norfolk Street Bicycle Project			X	X	X		X	X	X		X
East 3rd Avenue from Humboldt Street to Bayshore Freeway Overpass Bicycle/ Pedestrian Project			X	X	X		X	X	X		X
East Bayshore Road from Laurel Avenue to Donohoe Street Bicycle Project			X	X	X		X	X	X	X	X
East Millbrae Avenue from Aviador Avenue to Old Bayshore Highway Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Fashion Island Boulevard/19th Avenue from South Norfolk Street to South Delaware Street Bicycle Project			X	X	X		X	X	X	X	X
Florence Street from Bay Road to Marsh Road Bicycle Project			X	X	X		X	X	X		X
Gateway Boulevard from East Grand Avenue to San Bruno Creek Bicycle Project			X	X	X		X	X	X	X	X
Gateway Boulevard from Oyster Point Boulevard to East Grand Avenue Bicycle/ Pedestrian Project			X	X	X		X	X	X	X	X
Grand Ave from Spruce Ave to Genentech Drive Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Hiller Street from Marine View Street to Marine Parkway Bicycle Project			X	X	X		X	X	X		X
Howard Avenue from Bancroft Road to Victoria Road Pedestrian Project				X	X		X	X	X		X
Howard Avenue from Carolan Avenue to Bancroft Road Bicycle Project			X	X	X		X	X	X		X
Howard Avenue/Humboldt Street from Victoria Road to Bayswater Avenue Pedestrian Project				X	X		X	X	X		X
Humboldt Street from Howard Avenue to East 3rd Avenue Bicycle Project			X	X	X		X	X	X		X
Industrial Road/Industrial Way from Holly Street to D Street Bicycle Project			X	X	X		X	X	X	X	X
Industrial Way from D Street to Whipple Avenue Bicycle Project			X	X	X		X	X	X	X	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Lagoon Road from Sierra Point Parkway to Tunnel Avenue Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Laurie Meadows Drive from Laurie Meadows Park Trail to Woodbridge Circle Bicycle Project			X	X	X		X	X	X		X
Marine Parkway from Hiller Street to Bayshore Freeway SB off-ramp Bicycle Project			X	X	X		X	X	X		X
Marine Parkway from Island Parkway to Oracle Parkway Bicycle Project			X	X	X		X	X	X		X
Marine Parkway/Twin Dolphin Drive/ Redwood Shores Parkway/Holly Street from Oracle Parkway to Industrial Road Bicycle Project			X	X	X		X	X	X		X
Marine View Street from Seagate Drive to Hiller Street Project				X	X		X	X	X		X
Marsh Road from Florence Street to Constitution Drive Bicycle Project			X	X	X		X	X	X		X
Newbridge Street from Carlton Avenue to Willow Road Project				X	X		X	X	X		X
Newbridge Street from Chilco Street to Carlton Avenue Pedestrian Project				X	X		X	X	X		X
Newbridge Street from Willow Road to Saratoga Avenue Bicycle Project			X	X	X		X	X	X		X
Off-street Trail from Casanova Drive to Laurie Meadows Drive Bicycle/ Pedestrian Project			X	X	X		X	X	X		X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Old Bayshore Highway from 1333 Old Bayshore Hwy, Burlingame, CA 94010 to 1333 Old Bayshore Hwy, Burlingame, CA 94010 Pedestrian Project				X	X		X	X	X	X	X
Old Bayshore Highway from East Millbrae Avenue to El Portal Canal Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Old Bayshore Highway from El Portal Canal to Airport Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Oyster Point Boulevard from Airport Boulevard to Gateway Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Oyster Point Boulevard from Airport Boulevard to Gateway Boulevard Pedestrian Project I				X	X		X	X	X	X	X
Oyster Point Boulevard from Airport Boulevard to Gateway Boulevard Pedestrian Project II				X	X		X	X	X	X	X
Oyster Point Boulevard from Poletti Way to Gateway Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Parallel to Caltrain from Underpass between 1st Avenue and Huntington Avenue to Millbrae Avenue Bicycle/ Pedestrian Project			X	X	X		X	X	X		X
Pasadena Drive/East 40th Avenue/ Casanova Drive from Santa Clara Way to Laurie Meadows Park Trail Bicycle Project			X	X	X		X	X	X		X
Peninsula Ave from N Humboldt St to Jefferson Ct Bicycle Project			X	X	X		X	X	X	X	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Peninsula Ave from N Humboldt St to N Bayshore Blvd Bicycle Project			X	X	X		X	X	X	X	X
Rollins Road from Broadway to Cadillac Way Pedestrian Project				X	X		X	X	X		X
San Bruno Ave from El Camino Real to 7th Ave Pedestrian Project				X	X		X	X	X	X	X
San Bruno Avenue East from Existing Trail to 7th Avenue Bicycle Project			X	X	X		X	X	X	X	X
San Bruno Avenue East from Existing Trail to El Zanjon Bicycle Project			X	X	X		X	X	X		X
San Bruno Creek Trail from San Bruno Creek to San Bruno Avenue East Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Santa Clara Way from Saratoga Drive to Pasadena Drive Bicycle Project			X	X	X		X	X	X		X
Saratoga Avenue/East Bayshore Road from Newbridge Street to Laurel Avenue Project				X	X		X	X	X	X	X
Saratoga Drive from East Hillsdale Court to Santa Clara Way Bicycle Project			X	X	X		X	X	X		X
Saratoga Drive from South Delaware Street to East Hillsdale Court Bicycle Project			X	X	X		X	X	X		X
Seagate Drive from Woodbridge Circle to Marine View Street Bicycle Project			X	X	X		X	X	X		X
South Delaware Street from 19th Avenue to Saratoga Drive Bicycle Project			X	X	X		X	X	X		X
South Norfolk Street from 380 ft NW of Fashion Island Blvd to Fashion Island Boulevard Bicycle Project			X	X	X		X	X	X	Partial	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
South Norfolk Street from Alley to 380 ft NW of Fashion Island Blvd Bicycle Project			X	X	X		X	X	X		X
South Norfolk Street from East 3rd Avenue to Alley Bicycle Project			X	X	X		X	X	X		X
Tanforan Ave/Shaw Rd from S Maple Ave to US 101 Overcrossing Bicycle Project			X	X	X		X	X	X	X	X
Tunnel Avenue from Lagoon Road to Bayshore Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Unnamed road extended from 1st Avenue southward from El Zanjon to Huntington Avenue Bicycle/Pedestrian Project			X	X	X		X	X	X		X
University Ave from Donohoe St to Kavanaugh Dr Bicycle Project			X	X	X		X	X	X	X	X
US 101 Overcrossing from Shaw Rd to S Airport Blvd Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Veterans Boulevard from Chestnut Street to Woodside Road Project				X	X		X	X	X	Partial	X
Veterans Boulevard from Whipple Avenue to Chestnut Street Bicycle Project			X	X	X		X	X	X	X	X
Whipple Avenue from Industrial Way to Veterans Boulevard Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Willow Rd from Durham St to O'Keefe St Bicycle Project			X	X	X		X	X	X	X	X
Willow Rd from Durham St to State Highway 84 Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Woodbridge Circle from Laurie Meadows Drive to Seagate Drive Bicycle Project			X	X	X		X	X	X		X
Woodside Rd from Broadway to Blomquist St Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Woodside Road from Veterans Boulevard to Bay Road Bicycle/ Pedestrian Project			X	X	X		X	X	X		X

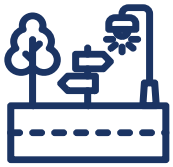
6.3 PROGRAMMATIC MEASURES & STRATEGIES

In addition to advancing prioritized projects toward construction and implementation, SMCTA will also explore the following potential initiatives to supplement the Active 101 Plan and sustain the improvements to the active transportation network over time.

Integrated Wayfinding Program

SMCTA will explore creating an integrated wayfinding program for the Priority Network to enhance brand recognition and help residents navigate the corridor. Wayfinding strategies utilize clear, visible, and easy to understand signage and pavement markings to assist with orientation and complement the active transportation network. This would further promote walking, biking, and rolling as an alternative to driving by increasing awareness of existing bicycle and pedestrian facilities, highlighting network connectivity and priority crossings over US 101, and addressing perceived safety concerns.

A second goal of the integrated wayfinding program is to utilize SMCTA branding guidelines to identify active transportation facilities as part of the Priority Network. This will increase cohesion and recognition of wayfinding signage along the network. An effective wayfinding program will achieve these goals to connect communities with local and regional destinations and improve the overall travel experience along the Priority Network.



Existing Facility Improvements

SMCTA will assess all existing active transportation facilities on the Priority Network for necessary upgrades or improvements. If a facility needs to be improved, SMCTA will work with may offer local jurisdictions technical assistance to help design and implement improvements as capital projects. This will ensure that the Priority Network is comprised of high quality infrastructure suitable for all ages and abilities, and remain in good condition to promote safety and connectivity.

Education & Promotion

SMCTA will develop and implement education and promotion efforts to raise awareness of the Priority Network and highlight both upcoming and completed active transportation projects. These efforts would aim to build community understanding and support by sharing how the network improves safety, connectivity, and access to key destinations. Activities may include pop-up booths at community events, coordinated social media campaigns, and in-person engagement at schools through partnership with the County's Safe Routes to School program.

To strengthen local partnerships and support for implementation, SMCTA will also organize site walks and corridor rides with elected officials and city management before and after construction. These events will provide opportunities to experience existing conditions, preview planned improvements, and showcase completed facilities, helping to build momentum for continued investment in active transportation infrastructure.

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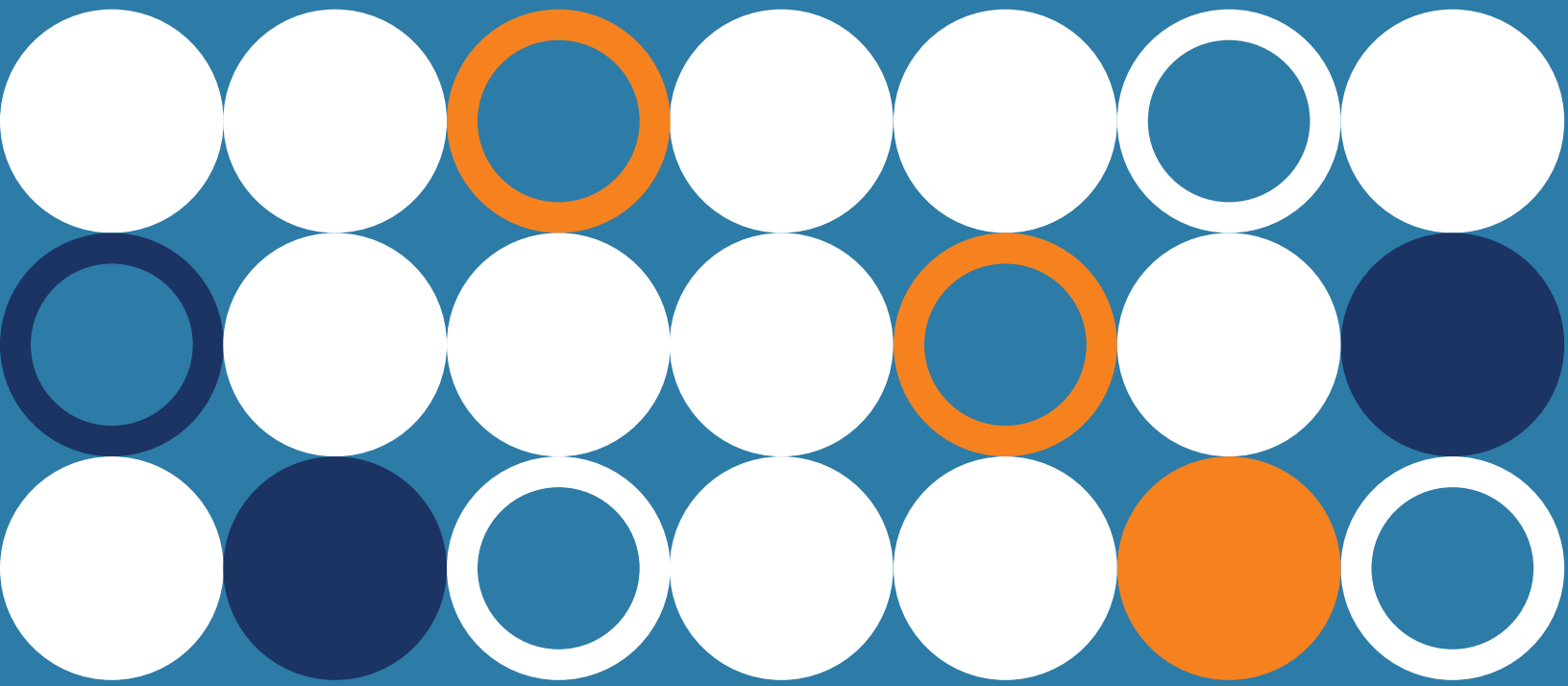
Appendix A: Priority Network Full Project Inventory



North-South Alignment

Jurisdictions	Street Name	From Street	To Street	Bike/Ped Project	Planned/Existing Project	Project Facility Type
Brisbane	Alana Way	Harney Way	Beatty Road	Both	Planned	Class 1 Path
Brisbane	Bay Trail	Beatty Road	Lagoon Road	Both	Planned	Class 1 Path
Brisbane	Lagoon Road	Sierra Point Parkway	Tunnel Avenue	Both	Planned	Class 1 Path
Brisbane	Tunnel Avenue	Lagoon Road	Bayshore Boulevard	Bike	Existing	Class 2 Bicycle Lane
Brisbane	Bayshore Boulevard	Tunnel Avenue	Bayshore Freeway Overpass	Bike	Existing	Class 2b Buffered Bicycle Lane
South San Francisco, Unincorporated San Mateo	Bayshore Boulevard	Bayshore Freeway Overpass	Sister Cities Boulevard	Bike	Planned	Class 4 Separated Bicycle Lane
South San Francisco	Oyster Point Boulevard	Airport Boulevard	Gateway Boulevard	Bike	Planned	Class 2 Bicycle Lane
South San Francisco	Oyster Point Boulevard	Airport Boulevard	Gateway Boulevard	Ped	Planned	Marked crosswalks, signs, pavement markings, sidewalk gap filling/repair, lighting, and slip lane removal
South San Francisco	Oyster Point Boulevard	Airport Boulevard	Gateway Boulevard	Ped	Planned	Curb extensions,no right turn on red, crosswalks & curb ramps, slip lane removal, leading pedestrian intervals, conflict markings, bicycle detection, signage & lighting, and/or traffic circles
South San Francisco	Oyster Point Boulevard	Poletti Way	Gateway Boulevard	Bike	Planned	Class 1 Path
South San Francisco	Gateway Boulevard	Oyster Point Boulevard	East Grand Avenue	Both	Planned	Class 1 Path
South San Francisco	Gateway Boulevard	East Grand Avenue	San Bruno Creek	Bike	Planned	Class 4 Separated Bicycle Lane
South San Francisco, Unincorporated San Mateo	San Bruno Creek Trail	San Bruno Creek	San Bruno Avenue East	Both	Existing	Class 1 Path
Unincorporated San Mateo	San Bruno Avenue East	Existing Trail	7th Avenue	Bike	Planned	Class 4 Separated Bicycle Lane
Unincorporated San Mateo	San Bruno Avenue East	Existing Trail	El Zanjon	Bike	Planned	Class 2 Bicycle Lane, New crossing
Unincorporated San Mateo County, San Bruno	Unnamed road extended from 1st Avenue southward	El Zanjon	Huntington Avenue	Both	Existing	Class 1 Path
San Bruno, Unincorporated San Mateo County, Millbrae	Parallel to Caltrain	Underpass between 1st Avenue and Huntington Avenue	Millbrae Avenue	Both	Planned	Class varies
Millbrae	Aviador Avenue	East Millbrae Avenue	Old Bayshore Highway	Bike	Planned	Class varies
Millbrae	East Millbrae Avenue	Aviador Avenue	Old Bayshore Highway	Both	Planned	Class 1 Path, Class 4 Separated Bicycle
Millbrae	Old Bayshore Highway	East Millbrae Avenue	El Portal Canal	Both	Existing	Class 1 Path
Burlingame	Old Bayshore Highway	El Portal Canal	Airport Boulevard	Bike	Planned	Class 2b Buffered Bicycle Lane
Burlingame	Old Bayshore Highway	1333 Old Bayshore Hwy, Burlingame, CA 94010	1333 Old Bayshore Hwy, Burlingame, CA 94010	Ped	Planned	RRFB
Burlingame	Broadway	Old Bayshore Highway	Rollins Road	Both	Existing	Class 1 Path (Overpass)
Burlingame	Rollins Road	Broadway	Cadillac Way	Ped	Plannd	High visibility crosswalk
Burlingame	Cadillac Way	Rollins Road	Carolan Avenue	Ped	Planned	LPI, crosswalk

Jurisdictions	Street Name	From Street	To Street	Bike/Ped Project	Planned/Existing Project	Project Facility Type
Burlingame	Carolan Avenue	Cadillac Way	Oak Grove Avenue	Both	Planned	Class 1 Path, Class 4 Separated Bicycle
Burlingame	Carolan Avenue	Oak Grove Avenue	North Lane	Bike	Planned	Class 3 Bicycle Boulevard
Burlingame	Carolan Avenue	North Lane	Howard Avenue	Bike	Existing	Class 3 Bicycle Route
Burlingame	Howard Avenue	Carolan Avenue	Bancroft Road	Bike	Existing	Class 2 Bicycle Lane
Burlingame	Howard Avenue	Bancroft Road	Victoria Road	Ped	Planned	High visibility crosswalk
Burlingame	Howard Avenue/Humboldt Street	Victoria Road	Bayswater Avenue	Ped	Planned	High visibility crosswalk
San Mateo	Humboldt Street	Howard Avenue	East 3rd Avenue	Bike	Planned	Class 2 Bicycle Lane, Class 3 Bike
San Mateo	East 3rd Avenue	Humboldt Street	Bayshore Freeway Overpass	Both	Planned	Improvement to existing Class 1 Path
San Mateo	East 3rd Avenue	Bayshore Freeway Overpass	South Norfolk Street	Bike	Existing	Class 1 Shared Use Path
San Mateo	South Norfolk Street	East 3rd Avenue	Alley	Bike	Planned	Class 2b Buffered Bicycle Lane, Class 4 Separated Bicycle Lane
San Mateo	South Norfolk Street	Alley	380 ft NW of Fashion Island Blvd	Bike	Existing	Class 2 Bicycle Lane
San Mateo	South Norfolk Street	380 ft NW of Fashion Island Blvd	Fashion Island Boulevard	Bike	Planned	Class 2b Buffered Bicycle Lane
San Mateo	Fashion Island Boulevard/19th Avenue	South Norfolk Street	South Delaware Street	Bike	Planned	Class 4 Separated Bicycle Lane
San Mateo	South Delaware Street	19th Avenue	Saratoga Drive	Bike	Planned	Class 4 Separated Bicycle Lane
San Mateo	Saratoga Drive	South Delaware Street	East Hillsdale Court	Bike	Planned	Class 4 Separated Bicycle Lane
San Mateo	Saratoga Drive	East Hillsdale Court	Santa Clara Way	Bike	Planned	Class 2b Buffered Bicycle Lane
San Mateo	Santa Clara Way	Saratoga Drive	Pasadena Drive	Bike	Planned	Class 3b Bicycle Boulevard
San Mateo	Pasadena Drive/East 40th Avenue/Casanova Drive	Santa Clara Way	Laurie Meadows Park Trail	Bike	Planned	Class 3b Bicycle Boulevard
San Mateo	Off-street Trail	Casanova Drive	Laurie Meadows Drive	Both	Planned	Class 1 Path
San Mateo	Laurie Meadows Drive	Laurie Meadows Park Trail	Woodbridge Circle	Bike	Planned	Class 2b Buffered Bicycle Lane
San Mateo	Woodbridge Circle	Laurie Meadows Drive	Seagate Drive	Bike	Planned	Class 3b Bicycle Boulevard
San Mateo	Seagate Drive	Woodbridge Circle	Marine View Street	Bike	Planned	Class 3b Bicycle Boulevard
San Mateo	Marine View Street	Seagate Drive	Hiller Street	NA	NA	NA
San Mateo	Hiller Street	Marine View Street	Marine Parkway	Bike	Existing	Class 3 Bicycle Route
Belmont	Marine Parkway	Hiller Street	Bayshore Freeway SB off-ramp	Bike	Planned	Class 4 Separated Bicycle Lane
Belmont	Bayshore Freeway Overpass/Oneill Slough Trail/Island Parkway	Marine Parkway	Marine Parkway	NA	NA	NA

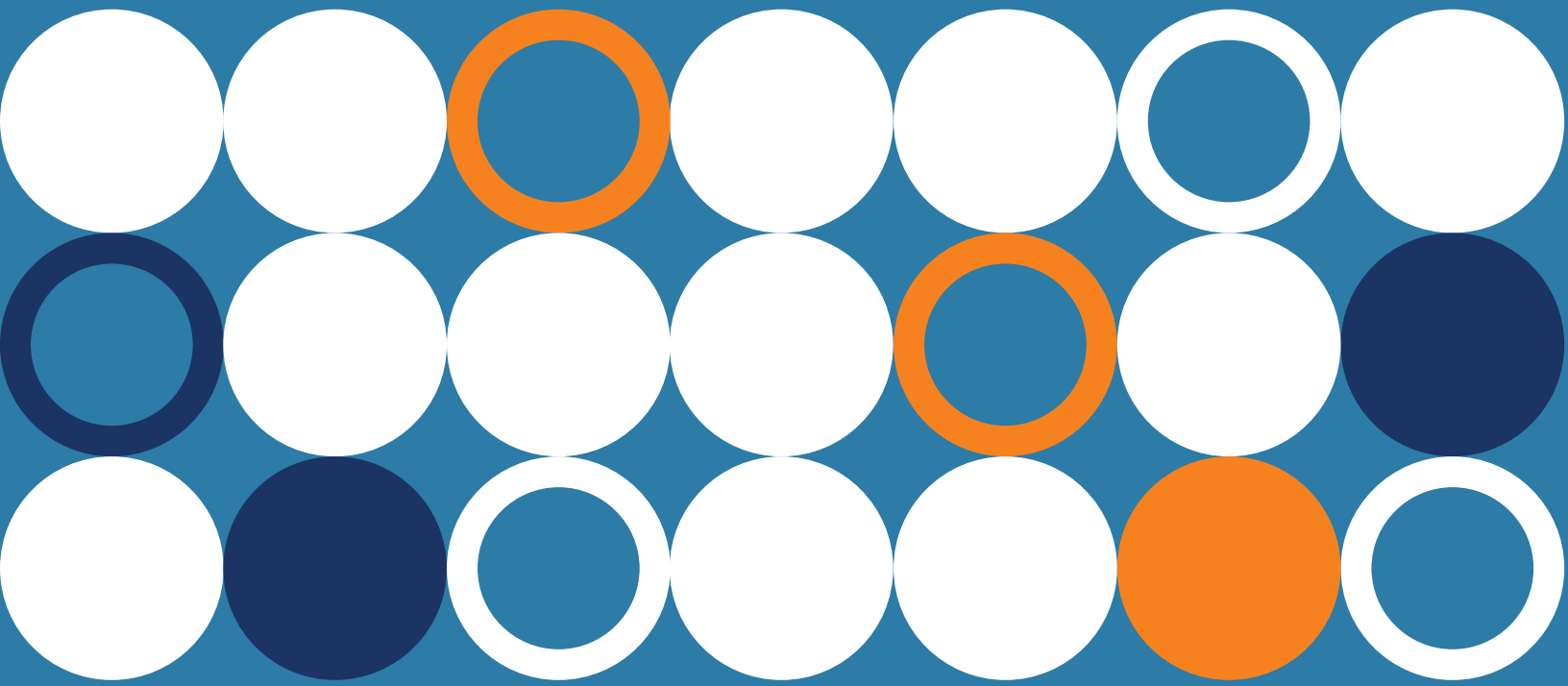
Jurisdictions	Street Name	From Street	To Street	Bike/Ped Project	Planned/Existing Project	Project Facility Type
Belmont	Marine Parkway	Island Parkway	Oracle Parkway	Bike	Planned	Class 4 Separated Bicycle Lane
Belmont	Marine Parkway/Twin Dolphin Drive/Redwood Shores Parkway/Holly Street	Oracle Parkway	Industrial Road	Bike	Existing	Class 2 Bicycle Lane, Class 3 Bicycle Route, Class 1 Path
Redwood City, San Carlos	Industrial Road/Industrial Way	Holly Street	D Street	Bike	Planned	Class 4 Separated Bicycle Lane
Redwood City	Industrial Way	D Street	Whipple Avenue	Bike	Planned	Class 4 Separated Bicycle Lane
Redwood City	Whipple Avenue	Industrial Way	Veterans Boulevard	Both	Planned	Corridor-Level Complete Streets
Redwood City	Veterans Boulevard	Whipple Avenue	Chestnut Street	Bike	Existing	Class 2 Bicycle Lane
Redwood City	Veterans Boulevard	Chestnut Street	Woodside Road	NA	NA	NA
Redwood City	Woodside Road	Veterans Boulevard	Bay Road	Both	Planned	Class 1 Path, Class 4 Separated Bicycle Lane, Pedestrian Crossing
Redwood City	Bay Road	Woodside Road	Spring Street	Bike	Planned	Class 4 Separated Bicycle Lane
Redwood City	Florence Street	Bay Road	Marsh Road	Bike	Existing	Class 2 Bicycle Lane
Menlo Park, Redwood City	Marsh Road	Florence Street	Constitution Drive	Bike	Planned	Class 2 Bicycle Lane
Menlo Park	Constitution Drive/Chilco Street	Marsh Road	Hamilton Avenue	Bike	Existing	Class 2 Bicycle Lane, Class 4 Separated Bike Lane
Menlo Park	Chilco Street	Hamilton Avenue	Newbridge Street	Bike	Planned	Class 3 Bicycle Boulevard
Menlo Park	Newbridge Street	Chilco Street	Carlton Avenue	Ped	Planned	Sidewalk
Menlo Park	Newbridge Street	Carlton Avenue	Willow Road	NA	NA	NA
East Palo Alto	Newbridge Street	Willow Road	Saratoga Avenue	Bike	Planned	Class 2 Bicycle Lane
East Palo Alto	Saratoga Avenue/East Bayshore Road	Newbridge Street	Laurel Avenue	NA	NA	NA
East Palo Alto	East Bayshore Road	Laurel Avenue	Donohoe Street	Bike	Planned	Class 3 Bicycle Boulevard
East Palo Alto	Donohoe Street	East Bayshore Road	Cooley Avenue	NA	NA	NA
East Palo Alto	Donohoe Street/East Bayshore Road	Cooley Avenue	Pulgas Avenue	Bike	Planned	Class 3 Bicycle Boulevard
East Palo Alto	Bayshore Road	Pulgas Avenue	Embarcadero Road	NA	NA	NA

East-West Alignment

Jurisdictions	Street Name	From Street	To Street	Bike/Ped Project	Planned/Existing Project	Project Facility Type
South San Francisco	Grand Ave	Spruce Ave	Genentech Drive	Both	Planned	Class 4 Bicycle Lane, Intersection Improvements
South San Francisco	Tanforan Ave/Shaw Rd	S Maple Ave	US 101 Overcrossing	Bike	Planned	Class 3 Bicycle Boulevard
South San Francisco	US 101 Overcrossing	Shaw Rd	S Airport Blvd	Both	Planned	Class 1 Path
San Bruno	San Bruno Ave	El Camino Real	7th Ave	Ped	Planned	Streetscape Improvements, Intersection Improvements
Burlingame, San Mateo	Peninsula Ave	N Humboldt St	Jefferson Ct	Bike	Planned	Class 2b Buffered Bicycle Lane
Burlingame, San Mateo	Peninsula Ave	N Humboldt St	N Bayshore Blvd	Bike	Planned	Class 4 Bicycle Lane
Foster City, San Mateo	E Hillsdale Blvd	US 101 SB off ramp	Pisces Lane	Bike	Planned	Class 4 Bicycle Lane
Redwood City	Woodside Rd	Broadway	Blomquist St	Both	Planned	Pedestrian Crossing
East Palo Alto, Menlo Park	Willow Rd	Durham St	State Highway 84	Both	Planned	Pedestrian Safety Improvements, Class 4 Bicycle Lane
East Palo Alto	Willow Rd	Durham St	O'Keefe St	Bike	Existing	Class 2 Bicycle Lane
East Palo Alto	University Ave	Donohoe St	Kavanaugh Dr	Bike	Existing	Class 2 Bicycle Lane

B

Appendix B: Planning Documents Review



Active 101 Summary of Past Plans and Studies

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
County	101 Corridor Connect North County Multimodal Strategy	In progress	"The Draft North County Multimodal Strategy focuses on an assessment of the 101 corridor in northern San Mateo County, including the cities of Millbrae, San Bruno, South San Francisco, and Brisbane as well as adjacent unincorporated communities. The project includes a one-mile study area along both sides of the corridor to identify projects that can be considered for inclusion in the strategy."	US-101 North County corridor (Brisbane, South San Francisco, San Bruno, Millbrae, unincorporated areas)		
County	C/CAG Local Road Safety Plan	2024	"C/CAG is developed a Countywide Local Roadway Safety Plan to improve motorist, bicyclist and pedestrian safety on local streets and roads throughout San Mateo County."	San Mateo County	Motor vehicle HIN, pedestrian HIN and bicycle HIN were combined to identify, for every roadway segment in the County, whether it is part of zero, one, two, or all three of the modal HINs.	Spatial HIN analysis / crash history, social equity, systemic factors - collaborated with partner jurisdictions to identify locations.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	San Bruno Safe Routes to School Plan	2023	"As a way to enhance the District's Safe Routes efforts, the City of San Bruno applied for and received a Caltrans Sustainable Communities Grant to create a citywide SRTS Plan. The following plan is a result of that effort, highlighting 12 schools within the City of San Bruno, including San Bruno Park School District as well as private, county, and San Mateo Union High School District sites. In total, this plan covers almost 5,000 students and how they get to school in San Bruno."	City of San Bruno	School-area existing conditions assessments, walking and bicycling collision analysis, route and access mapping for each school, and identification of barriers and safety issues along key travel routes, supported by field observations and community input from students, families, and school staff.	Location and relevance to schools, safety need (including collision history and observed risk), expected effectiveness, and relative cost, along with input from school communities and City staff.
Regional	MTC Regional Active Transportation Plan	2022	"This Regional Active Transportation (AT) Plan was developed to guide MTC's policy and investment framework needed to achieve the Plan Bay Area 2050 goals. The main deliverables of the AT Plan include a Complete Streets Policy Update, the Regional AT Network, and the 5 Year Implementation Plan."	Nine County Bay Area	Regional network and spatial analyses to define the Regional Active Transportation Network, evaluating connectivity between Priority Development Areas, Equity Priority Communities, Transit-Rich Areas, mobility hubs, parks, and open space, along with assessments of travel demand, access to transit, and equity needs.	Areas with the highest potential for shifting auto trips to biking and walking trips, where there is the greatest need for affordable transportation options, and where active trips can connect people with transit for longer distance travel.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	Active South City (South SF Bicycle and Pedestrian Master Plan)	2022	"This new plan integrates walking, bicycling, and other active transportation modes into a single plan that prioritizes project and program recommendations that are designed to increase safety and comfort for people bicycling and walking in South San Francisco, also commonly referred to as South City. With a planning horizon of 20 years, Active South City guides current and future decision-makers toward a seamless and integrated active transportation network inclusive of all citizens, needs, and destinations."	City of South San Francisco	Existing walking and bicycling conditions, identified network gaps and barriers, conducted bicycle and pedestrian collision analysis, applied a Level of Traffic Stress (LTS) assessment to assess comfort, reviewed crossing conditions and accessibility, and analyzed access to key destinations and transit.	Safety, accessibility and connectivity.
City	Redwood City Bike, Walk, Thrive Plan	2022	"The RWC Walk Bike Thrive initiative developed two new plans for Redwood City: a Citywide Pedestrian and Bicycle Master Plan and a Vision Zero Action Plan. These plans recommend specific projects to improve traffic safety around Redwood City and make walking and biking in our City safer, easier and more popular than ever."	City of Redwood City	Crash and high-injury network/safety, existing walking and biking conditions and gaps, bike comfort/traffic-stress, ADA/ accessibility, equity and destination access	Safety, equity, connectivity, and implementation considerations, with emphasis on high-injury locations and opportunities to close critical network gaps.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
State	Caltrans District 4 Pedestrian Plan	2021	"This Plan implements the Vision Statement and Goals in Toward an Active California, the statewide bicycle and pedestrian plan, and is part of a comprehensive planning process to identify locations with bicycle and pedestrian needs in each Caltrans district across California. The Plan will be used by Caltrans staff, as well as regional and local agency partners."	Nine County Bay Area	Sidewalk gaps, sidewalk condition, stressful pedestrian crossings, infrequent crossings, freeway interchange needs	Scored segments and freeway crossings using a multi-criteria framework that combines factors like sidewalk/crossing need, safety risk, connectivity and access, and equity indicators (e.g., Communities of Concern) to elevate higher-need areas.
County	C/CAG Comprehensive Bicycle and Pedestrian Plan	2021	Provides a framework to help C/CAG improve walking and bicycling conditions in San Mateo County. Provides updated goals and objectives, identifies key programmatic recommendations, refines the regional priorities for biking and walking networks, a nd provides a set of planning and design resources.	San Mateo County	Existing and planned bicycle facilities, Backbone Network connectivity and gaps, bicycle comfort/Level of Traffic Stress, collision and safety conditions, access to transit and schools, and Equity Focus Areas (Communities of Concern), with these factors combined in a multi-criteria framework to inform project prioritization.	Prioritized Bicycle Backbone Network projects using a composite score based on network connectivity, access to schools, access to transit, safety, comfort (stress/quality of bikeway), and equity. Bayside and coastside projects were scored and ranked separately using the same criteria.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
Regional	US 101 Mobility Action Plan	2021	"The US-101 Mobility Action Plan (MAP) is a multi-county effort to develop programs and policies intended to maximize the benefits of planned infrastructure projects and address disproportionate impacts on low-income communities."	Santa Clara County, San Mateo County, County of San Francisco	Traffic operations, reliability, multimodal access challenges, and disproportionate impacts on low-income communities—using travel data, stakeholder input, case studies, and best practices to identify where mobility improvements are most needed.	Mobility reliability, multimodal benefit, equity impacts, and feasibility, with emphasis on strategies that would improve corridor performance, support disadvantaged communities, and maximize benefits per unit of investment rather than scoring individual capital projects.
County	San Mateo US 101 Express Lanes Equity Study and Pilot Equity Program	2021	"The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) conducted an Equity Study to learn more about potential mobility improvements the San Mateo 101 Express Lane project could help address in these communities. The study recommended an equity program designed to help with those needs."	San Mateo County	Demographic, travel demand, and mobility data for low-income and disadvantaged communities, including reviewing potential mobility improvements and barriers faced by these populations. It included technical screening of alternatives using traffic operations analysis, socioeconomic characteristics, and qualitative community outreach to surface equity needs and priorities.	Alignment with desired outcomes for equity and mobility benefits, cost and administrative feasibility, and depth of benefit for target communities, with community feedback integrated into screening.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	City of Millbrae Active Transportation Plan	2021	"This plan serves as a guiding document for the City to improve bicycling and walking conditions in Millbrae. It also is a guide to create a local bicycle and pedestrian network that is integrated into the regional active transportation network and transit systems."	City of Millbrae	Multimodal volumes and crash data, existing bicycling and pedestrian facilities, commute patterns, and mode share. It also analyzed barriers and gaps in the network and demographic and contextual factors.	Identified priority bicycle and pedestrian projects based on documented needs, such as safety concerns, connectivity gaps, and access to important destinations, and then developed a list of priority projects.
City	Burlingame Bicycle and Pedestrian Master Plan	2020	"The 2020 Update of Burlingame's Bicycle and Pedestrian Master Plan is an essential tool for guiding city staff, officials, developers and residents in building a balanced transportation system where active modes are supported and accessible. The ultimate goal of the plan is to promote walking and bicycling through the creation of safe, comfortable and connected networks, and to encourage alternatives to single-occupancy motor vehicle trips."	City of Burlingame	Inventory of facilities, network connectivity and gaps, bicycle and pedestrian collision history, traffic volumes and speeds, school and park access.	Context-sensitive, criteria-based approach that considered safety needs (including crossings and school access), network connectivity, comfort/low-stress conditions, feasibility (such as road diet viability), and community-identified priorities.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	City of San Mateo Bicycle Master Plan	2020	Framework to improve bicycling conditions citywide by addressing safety, closing network gaps, and improving access to destinations and transit.	City of San Mateo	Existing bicycling conditions, including current facilities, network gaps, crash history, and traffic characteristics, combined with extensive stakeholder and community input.	Safety (bicycle collision history), network connectivity and gap closure, access to schools, parks, trails, commercial areas, and Caltrain stations, bicycling comfort/low-stress conditions (LTS), potential demand, equity considerations (including households below the poverty line), and project feasibility, with community input.
City	City of San Carlos Bicycle and Pedestrian Master Plan	2020	"This Bicycle and Pedestrian Master Plan establishes a long-term vision for improving walking and bicycling in San Carlos and provides a strategy to develop a comprehensive bicycling and walking network that provides access to transit, schools, and downtown. This document also identifies a plan to implement these projects and programs through prioritization and phasing to ensure projects are manageable and fundable."	City of San Carlos	Existing conditions, demographics, transit access, level of traffic stress, data bicycle- and pedestrian-related collisions	Connectivity, safety, comfort, and routes to school, with metrics such as proximity to schools, high stress roadway segments, and network closure used to classify projects

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	Menlo Park Transportation Master Plan	2020	"This TMP continues down the path established by the Circulation Element to prioritize multimodal travel. Based on the policies and themes from the Circulation Element and other efforts, the TMP sets Menlo Park on a course of action, identifying projects, priorities, and a strategy for moving forward."	City of Menlo Park	Collision and safety data, intersection delay and level-of-service analysis, and bicycle Level of Traffic Stress (LTS).	Safety, transportation sustainability, greenhouse gaas reduction, school access, congestion management, sensitive population, and green stormwater infrastructure
County	SMCTA Strategic Plan 2020-2024	2019	"A five-year plan that identifies the policies, procedures, and methods for administering the expenditure of funds generated by Measure A and 50 percent of funds generated by Measure W. It is the initial strategic plan providing guidance for all of Measure W program categories except for County Public Transportation Systems, which will be administered by the San Mateo County Transit District (SamTrans)."	San Mateo County	The SMCTA Strategic Plan 2020–2024 is programmatic (not a corridor/street network study) and was developed by reviewing past progress and ongoing challenges, best practices, county travel/demographic trends, and financial projections to guide how Measure A and Measure W funds would be implemented.	Defining program and project selection/evaluation criteria and processes, i.e., how projects will be evaluated and advanced within Measure A/W program categories, rather than ranking a single list of capital projects in the plan itself.

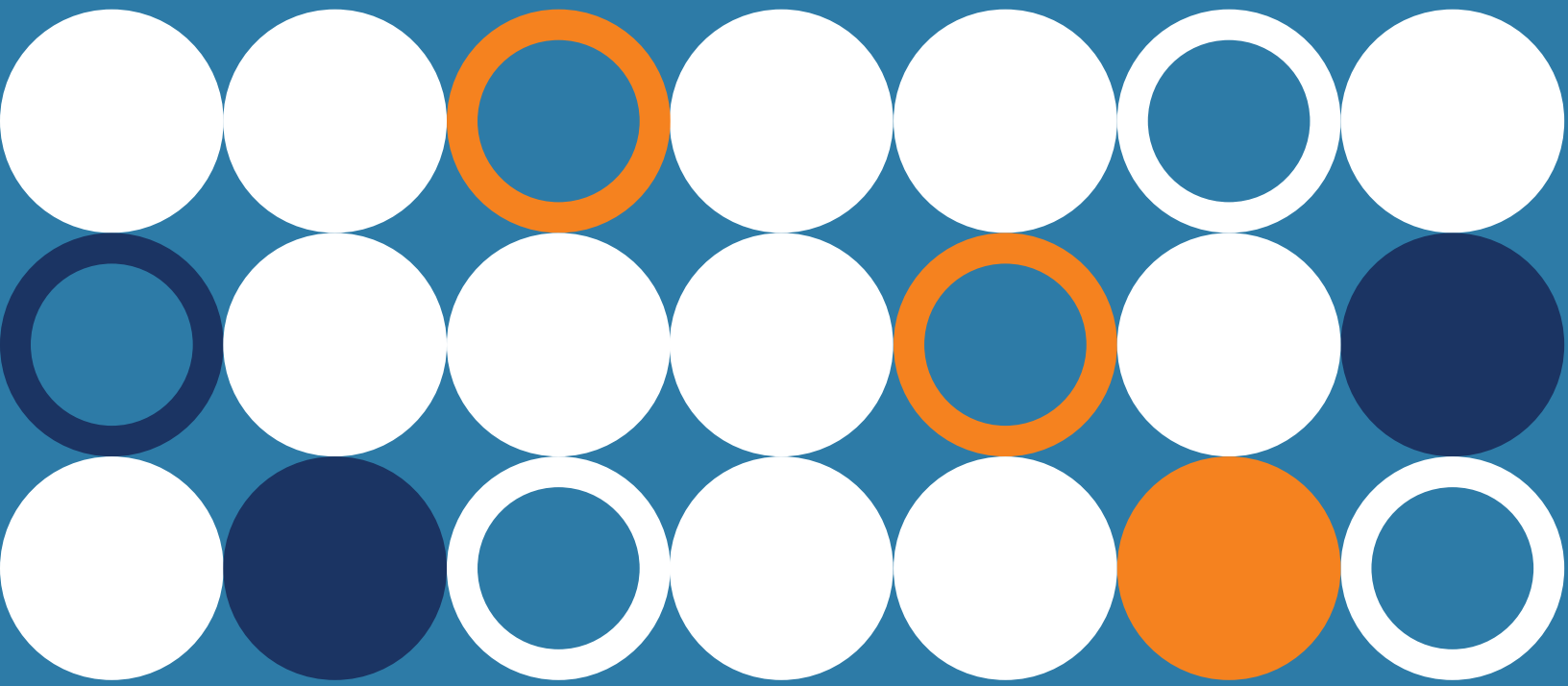
Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
State	Caltrans District 4 Bike Plan	2018	"The Caltrans District 4 Bike Plan (Plan) identifies infrastructure improvements that can enhance bicycle safety and mobility throughout District 4 and remove some of the barriers to bicycling in the region. The Plan was developed in cooperation with local and regional partners to ensure that the improvements on the State highway system complement proposals for local networks."	Nine County Bay Area	Collision data, Level of Traffic Stress (LTS), low-stress connectivity/ permeability, bicycling demand indicators, and public input from mapping surveys and workshops.	Safety (crash history), demand potential, LTS and connectivity metrics, equity (e.g., Communities of Concern), local priorities, and qualitative cost assessments.
County	Measure W Ordinance	2018	An ordinance of the San Mateo County Transit District imposing a .5% retail transactions and use tax to implement the San Mateo County Congestion Relief Plan	San Mateo County	Did not conduct a traditional transportation analysis; instead, it established the legal and financial framework.	Does not prioritize specific projects; rather, it defines funding categories and guiding principles for how Measure W revenues are to be allocated among program areas.
City	Redwood City Moves	2018	"The Citywide Transportation Plan serves as a guiding document for the City as it seeks to improve transportation in Redwood City. It is primarily a planning and policy document and is not envisioned to approve specific transportation improvement projects or programs. Projects and programs that are advanced under this Plan would need to undergo their own design, environmental review and approval process prior to being implemented."	City of Redwood City	Mode share and trip generation, existing conditions of walking/ bicycling/transit/driving, built environment and street permeability, demographics, and evaluation of proximity to key land uses and barriers to access.	Safety, equity, multimodal accessibility, connectivity, support for walking, biking, and transit, congestion and travel efficiency, environmental sustainability, public health, economic vitality, and consistency with land use and city policy objectives.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	Brisbane Bicycle and Pedestrian Master Plan	2017		City of Brisbane	Current walking and bicycling facilities, travel patterns, and bicycle and pedestrian-related crashes, and extensive community input through surveys, stakeholder meetings, and workshops to identify barriers and priority needs.	Safety, community priority, project readiness, connections to activity generators (such as schools, parks, and commercial areas), and connections to regional or local trail.
City	East Palo Alto Bicycle Transportation Plan	2017	The Bicycle Transportation Plan looks to create a more balanced transportation system where bicycling is a viable, attractive and convenient way to travel in and around East Palo Alto.	City of East Palo Alto	Bike trips, bike related collisions, community input, level of traffic stress, bicyle demand analysis of origin/destination, and gap analysis.	Continuity, Gap Closure, Demand Patterns, Safety, Project Readiness, Multi-Modal Integration, Cost/ Benefit analysis
City	City of San Bruno “Walk ‘n Bike” Plan	2016	Long range planning document meant to guide the City’s decisions about walking and biking for many years into the future	City of San Bruno	Key pedestrian and bicycle destinations, the city’s street network and existing facilities, commuting and collision data, integration with transit and other transportation modes, and relevant ongoing programs and planning efforts to identify needs and opportunities.	Highest need, demand, and urgency, based on potential to increase walking and biking, improve pedestrian and bicycle safety, reflect public demand and support, be technically and logistically feasible, and deliver cost-effective benefits.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	City of Belmont Comprehensive Bicycle and Pedestrian Master Plan	2016	The Comprehensive Pedestrian and Bicycle Plan (CPBP) was developed by the City of Belmont for adoption as part of the City's General Plan Circulation Element. The City was awarded a grant by the Metropolitan Transportation Commission (MTC) for development of the CPBP.	City of Belmont	Inventory of pedestrian and bikeway facilities, a needs/gap assessment (including a Complete Streets "gap analysis"), and review of 5-year bicycle and pedestrian collision history, informed by public outreach (survey, stakeholder group, walk/bike tours).	General pedestrian and bicycle criteria (continuity, conditions, cost/availability of funding); Pedestrian-specific project criteria (ADA accessibility and compliance, intersection crossing facilities); Bicycle-specific project criteria (existing planned projects, steep grades)
County	2009-2033 Measure A Expenditure Plan	2004	The programs and projects contained in the Transportation Expenditure Plan are based upon the Countywide Transportation Plan. The Transportation Expenditure Plan contains six transportation program categories providing a balanced approach to meeting the mobility needs of San Mateo County.	San Mateo County	Did not conduct a traditional street-level or modal network analysis like a transportation master plan would. It was built on the outcomes of the Countywide Transportation Plan (CTP), which did analyze travel demand, congestion, and system performance to identify overall needs countywide.	Rather than ranking individual projects, the plan prioritizes by allocating Measure A revenues across six transportation program categories, establishing funding shares and eligibility criteria that guide subsequent project selection and programming decisions over the life of the expenditure plan.

C

Appendix C: Initial Project Inventory



Active 101 Project Inventory

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont	Class 4 Separated Bicycle Lane	Marine Pkwy, Ralston Ave between El Camino Real and Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont	Class 4 Separated Bicycle Lane	Marine Pkwy between Us Highway 101 and Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont, Redwood City	Class 4 Separated Bicycle Lane	Marine Pkwy between Us Highway 101 and Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Bay Trail between 870 ft N of Old Bayshore Blvd/Us Highway 101 and 330 ft N of Airport Blvd/Old Bayshore Blvd/Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	E 3rd Ave between El Camino Real and S Humboldt St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, San Carlos	Class 3b Bicycle Boulevard	Skyway Rd between Airport Way and Blair Island Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	California Dr between Broadway and Murchison Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 4 Separated Bicycle Lane	California Dr between Howard Ave and Broadway	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	S Norfolk St between Alley and Alley	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	S Norfolk St between E 3rd Ave and Alley	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	E 3rd Ave between S Norfolk St and Bay Trail Connection	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	19th Ave, Fashion Island Blvd between Pacific Blvd and S Norfolk St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	S Norfolk St between 380 ft NW of Fashion Island Blvd/S Norfolk St/State Highway 92 and Fashion Island Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Bahia between Los Prados and 70 ft SW of Bahia	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3 Bicycle Route	Bayside Park Rd between Airport Blvd and unknown to extent	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Bermuda Dr between S Delaware St and Salisbury Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3 Bicycle Route	Bloomfield Rd between Peninsula Ave and Rollins Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Broadway between Carolan Ave and California Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 2 Bicycle Lane	Broadway between California Dr and El Camino Real	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Burlingame Ave between Victoria Rd and Dwight Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Cadillac Way between Us Highway 101 and Carolan Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	California Dr Sidepath between California Dr and Broadway	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Caltrain Rail Crossing between California Dr and Cadillac Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	2nd Ave between S Norfolk St and S Quebec St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Carmelita Ave between California Dr Sidepath and Vancouver Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Carolan Ave between Cadillac Way and Broadway	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 4 Separated Bicycle Lane	Carolan Ave between Oak Grove Ave and Cadillac Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Casanova Dr between E 40th Ave and Laurie Meadows Park Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Chatham Rd between Plymouth Way and Oak Grove Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Cobb St between Royal Ave and Kehoe Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 2 Bicycle Lane	Commercial St between Industrial Rd and Old County Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	Concar Dr between S Delaware St and S Grant St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Coyote Point Dr between N Bayshore Blvd and Peninsula Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2 Bicycle Lane	Coyote Point Dr between Peninsula Ave and 280 ft E of Coyote Point Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Cypress Ave between S Kingston St and S Norfolk St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Dale Ave between S Norfolk St and Unnamed Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Dwight Rd between Peninsula Ave and Rollins Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E 39th Ave between Pacific Blvd and Pasadena Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E 40th Ave between Pasadena Dr and Casanova Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	E 4th Ave between S Delaware St and Ryder Court Park	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E 5th Ave between S Delaware St and S Amphlett Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E Hillsdale Blvd between Saratoga Dr and E Hillsdale Ct	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Foster City, San Mateo	Class 4 Separated Bicycle Lane	E Hillsdale Blvd between Us Highway 101 and Promontory Point Ln	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E Hillsdale Ct between Hwy 101 Overcrossing and E Hillsdale Blvd	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E Poplar Ave between N Bayshore Blvd and N Kingston St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 3 Bicycle Route	E San Carlos Ave between Us Highway 101 and Industrial Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	Fashion Island Blvd between S Norfolk St and Baker Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Unincorporated San Mateo County	Class 2b Buffered Bicycle Lane	Harbor Blvd between Industrial Way and Old County Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont	Class 3 Bicycle Route	Hiller St between Marine Pkwy and Oneill Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 1 Path	Holly Ave Overpass between Us Highway 101 and Skyway Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 4 Separated Bicycle Lane	Howard Ave between Industrial Rd and El Camino Real	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Hwy 101 Overcrossing between E Hillsdale Ct and La Selva St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Hwy 101 Overcrossing between S Amphlett Blvd and Norton St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Indian Ave between N Delaware St and N Humboldt St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, San Carlos	Class 4 Separated Bicycle Lane	Industrial Rd between Us Highway 101 and Industrial Way	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos, Unincorporated San Mateo County	Class 4 Separated Bicycle Lane	Industrial Way between Harbor Blvd and Holly St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Kent St between Salisbury Way and Bermuda Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Kimberly Way between La Selva St and Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	La Selva St between Los Prados and Kimberly Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Laurel Ave between Park Ave and Morrell Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Laurel Ave between Oak Grove Ave and Park Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	Laurie Meadows Dr between Pacific Blvd and Woodbridge Cir	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Laurie Meadows Park Trail between Casanova Dr and Laurie Meadows Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Linden Ave between Morrell Ave and Toyon Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3 Bicycle Route	Airport Blvd between Beach Rd and unknown to extent	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Mills Ave Path between Mills Ave and Rollins Rd	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Monte Diablo Ave between N Bayshore Blvd and Bay Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Monte Diablo Ave between N San Mateo Dr and N Amphlett Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Morrell Ave between Laurel Ave and Linden Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 4 Separated Bicycle Lane	Airport Blvd between Bay Trail and Bay Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	N Bayshore Blvd between N Bayshore Blvd Sidepath and Coyote Point Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	N Bayshore Blvd Sidepath between N Bayshore Blvd and N Bayshore Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Newbridge Ave between S Norfolk St and Unnamed Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2 Bicycle Lane	N Humboldt St between Cypress Ave and E Poplar Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	N Humboldt St between E Poplar Ave and N Amphlett Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	N Kingston St between Monte Diablo Ave and E Poplar Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	N Kingston St between S Kingston St and Monte Diablo Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Norton St between Hwy 101 Overcrossing and Royal Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Oak Grove Ave between Rollins Rd and El Camino Real	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 2b Buffered Bicycle Lane	Old Bayshore Blvd between Us Highway 101 and Bay Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont, Unincorporated San Mateo County	Class 3 Bicycle Route	Oneill Ave between Hiller St and Old County Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Park Ave between Laurel Ave and Laurel Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Pasadena Dr between Santa Clara Way and E 40th Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Peninsula Ave between N Bayshore Blvd and Coyote Point Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 2b Buffered Bicycle Lane	Peninsula Ave between N Humboldt St and Jefferson Ct	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	Peninsula Ave between N Humboldt St and N Bayshore Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Plymouth Way between Dwight Rd and Chatham Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Roberta Dr between S Norfolk St and Kehoe Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 4 Separated Bicycle Lane	Rollins Rd between Broadway and 270 ft SE of Adrian Rd/Rollins Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Royal Ave between Norton St and S Norfolk St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	S Amphlett Blvd between E 5th Ave and Hwy 101 Overcrossing	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	San Miguel Way between Otay Ave and Pasadena Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Santa Clara Way between Orinda Dr and Pasadena Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	Saratoga Dr between E Hillsdale Blvd and Santa Clara Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	Saratoga Dr between S Delaware St and E Hillsdale Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Seagate Dr between Woodbridge Cir and Seagate Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	S Grant St between 9th Ave and Concar Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	S Grant St between Concar Dr and 19th Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2 Bicycle Lane	S Humboldt St between Cypress Ave and 9th Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2 Bicycle Lane	S Norfolk St between Alley and E 3rd Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	S Norfolk St between Ciro Ave and Los Prados	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	S Norfolk St between Cypress Ave and Alley	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Sunnybrae Blvd between S Delaware St and S Amphlett Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 3 Bicycle Route	Taylor Way between Industrial Way and Old County Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Toyon Dr between Linden Ave and Carolan Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 1 Path	Unnamed Trail between Old County Rd and Industrial Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 1 Path	Unnamed Trail between Old County Rd and Industrial Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 1 Path	Us Highway 101 between Industrial Rd and E San Carlos Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Victoria Rd between Howard Ave and Burlingame Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Woodbridge Cir between Laurie Meadows Dr and Seagate Dr	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Straighten and enhance existing crosswalks to high-visibility crosswalks. Consider providing a leading pedestrian interval for the Airport Blvd crossings.	Airport Blvd/Anza Blvd (map ID 3)	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Consider installing RRFBs at two existing marked crosswalks.	Old Bayshore Why in front of Hyatt (map ID 72)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Study installing a high-visibility crosswalk across the northern approach. Implement appropriate signal timing modifications. Requires coordination with Caltrans.	Old Bayshore Hwy/US 101 Interchange (map ID 71)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance existing crosswalks with high-visibility crosswalk markings. Consider marking a high-visibility crosswalk across the southern approach, if feasible. Provide a leading pedestrian interval if feasible.	Broadway/Airport Blvd/Old Bayshore Blvd (10)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install pedestrian-scale wayfinding signs to the pedestrian/bicycle bridge and to the Bay Trail. Provide public art/other placemaking elements around the overpass.	Broadway/US-101 Pedestrian Bridge (13)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install a leading pedestrian interval for the Rollins crossing if feasible. Enhance existing crosswalks with high-visibility crosswalk markings. (#49)	Rollins Dr/Cadillac Way (49)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance existing crosswalks with high-visibility crosswalk markings. Consider improvements to increase access to the bike/pedestrian bridge at Cadillac Way.	Broadway/Rollins Dr (12)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install high-visibility crosswalks across Trenton Way and Dwight Road. Install signs on Rollins Road alerting drivers of the crossings.	Rollins Rd/Dwight Rd/Trenton Way (50)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install high-visibility crosswalks across the Burlingame Avenue and Victoria Road approaches. Install advance stop pavement markings. Install curb extensions if feasible.	Victoria Rd/Burlingame Ave (59)	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance existing crosswalks to with high-visibility crosswalk markings. Install advance stop pavement markings at all approaches. Install curb extensions if feasible.	N Humboldt St/Howard Ave (40)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install high-visibility crosswalks across Victoria Rd. Conduct a stop sign warrant study and consider changing the intersection control to a multi-way stop if feasible.	Victoria Rd/Howard Ave (60)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance the existing crosswalk across Morrell Avenue with high-visibility crosswalk markings.	Carolan Ave/Morrell Ave (22)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance the existing crosswalk with high-visibility crosswalk markings	Carolan Ave/Alpine Ave (21)	Mid
City of San Carlos Bicycle and Pedestrian Master Plan (2020)	San Mateo	Interchange reconstruction - ramps only- Class IV	3rd Ave/4th Ave	Mid
City of San Carlos Bicycle and Pedestrian Master Plan (2020)	San Carlos	Crossing improvements and LPI	Industrial Ave & Howard Ave (Project ID P13)	Mid
City of San Carlos Bicycle and Pedestrian Master Plan (2020)	San Carlos	Crossing improvements and beacon	Industrial Ave & Center St (Project ID P14)	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae, San Bruno	Class 3b Bicycle Boulevard	San Antonio Ave, San Anselmo Ave, Huntington Ave, S San Anselmo Ave, Santa Helena Ave between Center St and San Mateo Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 2 Bicycle Lane	Center St between San Anselmo Ave and Centennial Way Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3b Bicycle Boulevard	Center St between Centennial Way Trail and Monterey St Trail	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	Monterey St Trail between Trail and Aviador Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3b Bicycle Boulevard	Aviador Ave between Us Highway 101 and Monterey St Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3b Bicycle Boulevard	Veterans Blvd between Bay Trail and 430 ft S of Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3 Bicycle Route	Veterans Blvd between Bay Trail and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Veterans Blvd between Oyster Point Blvd and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Oyster Point Blvd between Unnamed Trail and Veterans Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Gateway Blvd between E Grand Ave and Oyster Point Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	E Grand Ave, S Airport Blvd between Gateway Blvd and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3b Bicycle Boulevard	Tanforan Ave, Shaw Rd between S Maple Ave and Us 101 Overcrossing	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Us 101 Overcrossing between Shaw Rd and S Airport Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	Angus Ave between W Angus Ave and Bay Trail	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno, Unincorporated San Mateo County	Class 2 Bicycle Lane	Bay Trail between E San Bruno Ave and Angus Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco, Unincorporated San Mateo County	Class 4 Separated Bicycle Lane	E San Bruno Ave, Bay Trail between Us Highway 101 and Belle Aire Rd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Brisbane	Class 1 Path	Bay Trail between Sierra Point Pkwy and San Francisco County Line	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Brisbane	Class 1 Path	Lagoon Rd between Sierra Point Pkwy and Tunnel Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Brisbane	Class 1 Path	Sierra Point Pkwy, Shoreline Ct between Lagoon Rd and 270 ft SW of Bay Trail/Shoreline Ct	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	E Grand Ave, Grand Ave between Spruce Ave and Genentech Drive	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	Bay Trail between Old Bayshore Blvd and Old Bayshore Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 4 Separated Bicycle Lane	E Millbrae Ave, Old Bayshore Blvd between Us Highway 101 and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	E Millbrae Ave between Us Highway 101 and Us Highway 101	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 4 Separated Bicycle Lane	E Millbrae Ave, Millbrae Ave between El Camino Real and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Aviador Ave between Monterey St Trail and Beverly Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 2 Bicycle Lane	Bay Trail between Angus Ave and Centennial Way Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Beverly Ave between Aviador Ave and Lerida Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae, San Bruno, Unincorporated San Mateo County	Class 2 Bicycle Lane	Centennial Way Trail between Bay Trail and Monterey St Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Center St between Monterey St Trail and Spruce St	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	E Grand Ave between Us Highway 101 and Grand Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	E Millbrae Sidepath between Aviador Ave and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	5th Ave between 7th Ave and Angus Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3b Bicycle Boulevard	Hillside Blvd between Linden Ave and School St	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	6th Ave between 7th Ave and Walnut Ave	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Hwy 101 Overcrossing between Corporate Dr and Airport Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Hwy 101 Overcrossing between Grand Ave and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Hwy 101 Overcrossing between S Airport Blvd and San Mateo Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	7th Ave between Angus Ave and 6th Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Industrial Way between Grand Ave and Unnamed Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	7th Ave between Walnut Ave and Shaw Rd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Lerida Ave between Aviador Ave and Beverly Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Linden Ave between S Linden Ave and Baden Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3b Bicycle Boulevard	Linden Ave between Baden Ave and Airport Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2b Buffered Bicycle Lane	Airport Blvd between Us Highway 101 and Sister Cities Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco, Unincorporated San Mateo County	Class 4 Separated Bicycle Lane	Airport Blvd between Sister Cities Blvd and Us Highway 101	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Mitchell Ave between E Grand Ave and Harbor Way	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Airport Blvd between Produce Ave and Miller Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	Monterey St Trail between Centennial Way Trail and Spruce St	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	N Access Rd between S Airport Blvd and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Oak St between Hemlock Ave and Center St	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Oyster Point Blvd between Airport Blvd and Unnamed Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Produce Ave between San Mateo Ave and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Rollins Rd between E Millbrae Ave and 270 ft SE of Adrian Rd/Rollins Rd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	S Airport Blvd between Airport Blvd and E Grand Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	San Mateo Ave between S Linden Ave and Airport Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	Santa Inez Ave between El Camino Real and San Antonio Ave	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno, South San Francisco	Class 3 Bicycle Route	Shaw Rd between Us 101 Overcrossing and Interstate Highway 380	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Sister Cities Blvd between Airport Blvd and Hillside Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	S Linden Ave between Railroad Ave and Dollar Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	S Mcdonnell Rd between Coast Guard Rd and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Terminal Ct between Us Highway 101 and 320 ft W of Produce Ave/ Terminal Ct/Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Unnamed Trail between Industrial Way and Oyster Point Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Utah Ave between S Airport Blvd and Littlefield Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	Walnut Ave between Huntington Ave and 7th Ave	North
		Crossing of 101	2 - SFO Bay Trail Gap Closure	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, bicycle detection, and/ or traffic circles.	Baden Ave & Airport Blvd	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions,no right turn on red, crosswalks & curb ramps, slip lane removal, leading pedestrian intervals, conflict markings, bicycle detection, signage & lighting, and/or traffic circles	Airport Blvd & San Mateo Ave	North
Active South City (2022)	South San Francisco	Remove free right turn lane. Upgrade two marked crossings to high-visibility. Consider pedestrian-only phase. Construct a pedestrian refuge island at the Airport Boulevard approach.	Grand Ave & Airport Blvd	North
Active South City (2022)	South San Francisco	Install advance yield markings and signs for the Grand Avenue crossings.	Cypress Ave & Grand Ave	North
Active South City (2022)	South San Francisco	Upgrade all crosswalks to high-visibility crosswalks. Remove free right turn lanes at northwest and southeast corners. Install pedestrian refuge islands in all crossings. Install curb extensions at all four corners.	Gateway Blvd & E Grand Ave	North
Active South City (2022)	South San Francisco	Install advance stop markings at all approaches. Provide a leading pedestrian intervals for all crossings.	Grand Ave & Linden Ave	North
Active South City (2022)	South San Francisco	Install advance yield pavement markings and signs.	Grand mid-block crossings between Linden and Maple	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions,no right turn on red, crosswalks & curb ramps, slip lane removal, leading pedestrian intervals, conflict markings, bicycle detection, signage & lighting, and/or traffic circles	Linden Ave & Airport Blvd	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, red curb, crossing guards/traffic control, leading pedestrian intervals, pedestrian-only phases, and extended crossing time	Armour Ave & Linden Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	California Ave & Linden Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	Linden Ave & Commercial Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	Linden Ave & Lux Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	Linden Ave & Miller Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	Linden Ave & Tamarack Ln	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Active South City (2022)	South San Francisco	Construct curb extensions at the north, west, and south corners. Upgrade two marked crosswalks to high-visibility crosswalks and realign to be straight. Implement a leading pedestrian interval for both crosswalks.	Oyster Point Blvd & Airport Blvd	North
Active South City (2022)	South San Francisco	Consider improvements such as marked crosswalks, signs, pavement markings, sidewalk gap filling/repair, lighting, and slip lane removal	Oyster Point Blvd & Dubuque Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions,no right turn on red, crosswalks & curb ramps, slip lane removal, leading pedestrian intervals, conflict markings, bicycle detection, signage & lighting, and/ or traffic circles	Oyster Point Blvd & Gateway Blvd	North
Active South City (2022)	South San Francisco	Consistent with proposed Utah overcrossing of 101, install high visibility crosswalks at all four approaches. Provide a leading pedestrian interval.	S Airport Blvd & Utah Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as marked crosswalks, signs, pavement markings, sidewalk gap filling/repair, lighting, and slip lane removal	S Airport Blvd & Wondercolor Ln	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, bicycle detection, and/ or traffic circles	Corey Way & Utah Ave	North
City of San Bruno Walk 'n Bike Plan (2016)	San Bruno	Crossing improvements at the intersection of a major and a minor street (I2)	San Bruno Ave & 6th Ave	North
City of San Bruno Walk 'n Bike Plan (2016)	San Bruno	.4 miles of Streetscape / crosswalk improvements (P3)	San Bruno Ave from El Camino Real to 7th Ave	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, Unincorporated San Mateo County	Class 4 Separated Bicycle Lane	Bay Rd between State Highway 84 and Spring St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park, Redwood City, Unincorporated San Mateo County	Class 1 Path	Marsh Rd, Us 101 Marsh Rd Overcrossing, State Highway 84 between Bay Rd and Bay Trail	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park, Redwood City	Class 2 Bicycle Lane	Marsh Rd between Us 101 Marsh Rd Overcrossing and Us Highway 101	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 1 Path	University Ave between Woodland Ave Trail and Donohoe St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto, Menlo Park	Class 3b Bicycle Boulevard	Woodland Ave, Baywood Ave between Middlefield Rd and Manhattan Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 1 Path	Woodland Ave between Manhattan Ave and University Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, Unincorporated San Mateo County, Woodside	Class 4 Separated Bicycle Lane	State Highway 84 between Us Highway 101 and Mountain Home Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, San Carlos	Class 1 Path	Bay Trail between 410 ft E of Bay Trail/Pico Blvd/Twin Dolphin Dr/Twin Dolphin Dr Sidepath and 730 ft N of American St	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 2 Bicycle Lane	Bay Rd between Marsh Rd and Willow Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, San Carlos, Unincorporated San Mateo County	Class 1 Path	Bay To Sea Trail (Urban Segment) between Main St and Bay To Sea Trail (Mountain Segment)	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 1 Path	Woodland Ave Trail between Woodland Ave and Daphne Way	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto, Menlo Park	Class 4 Separated Bicycle Lane	Willow Rd between Durham St and State Highway 84	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 1 Path	Dumbarton Rail Trail between Marsh Rd and University Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Capitol Ave between Scofield St and W Bayshore Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, Unincorporated San Mateo County	Class 2 Bicycle Lane	Charter St between Middlefield Rd and Us Highway 101	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Chilco St between Windermere Ave and Hamilton Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 2 Bicycle Lane	Chrysler Dr between Commonwealth Dr and Independence Dr	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 2 Bicycle Lane	Clarke Ave between E Bayshore Rd and O'Connor St	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Clarke Ave between O'Connor St and Illinois St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Cooley Ave between Donohoe St and University Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Donohoe St between Cooley Ave and Clarke Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Durham St between Menalto Ave and Hospital Pl	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	E Bayshore Rd between Laurel Ave and Donohoe St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	E Bayshore Rd between Donohoe St and Pulgas Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Euclid Ave between E Bayshore Rd and Runnymede St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto, Menlo Park	Class 3 Bicycle Route	Green St between Menalto Ave and W Bayshore Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 1 Path	Haven Ave between 630 ft W of Haven Ave/Marsh Rd/State Highway 84 and Marsh Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 2 Bicycle Lane	Haven Ave between Haven Ct and 630 ft W of Haven Ave/Marsh Rd/ State Highway 84	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Unincorporated San Mateo County	Class 3b Bicycle Boulevard	Hurlingame Ave between Northside Ave and Bay Rd	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 1 Path	Hwy 101 Overcrossing between E Bayshore Rd and Newell Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Ivy Dr between Ringwood Ave and Willow Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Manhattan Ave between Woodland Ave and W Bayshore Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Menalto Ave between E O'Keefe St and Us Highway 101	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Unincorporated San Mateo County	Class 3b Bicycle Boulevard	Menlo Oaks Dr between Arlington Way and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 2 Bicycle Lane	Newbridge St between Willow Rd and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Newell Rd between Woodland Ave and W Bayshore Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	O'Keefe St between Menalto Ave and Willow Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 2 Bicycle Lane	Pulgas Ave between E Bayshore Rd and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Atherton, Unincorporated San Mateo County	Class 1 Path	Ringwood Ave between Arlington Way and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Ringwood Ave between Sonoma Ave and Van Buren Rd	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Scofield St between Woodland Ave and Capitol Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Van Buren Rd between Iris Ln and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	W Bayshore Rd between Green St and Manhattan Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	W Bayshore Rd between Capitol Ave and Newell Rd	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Haven Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	US 101 overcrossing at Haven Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Hoover St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Industrial Way	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Winslow St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Path along Seaport Blvd. / Woodside Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Brewster Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Main St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Chestnut St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Bay Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Woodside Rd.	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Woodside Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Path from Seaport Blvd. to Veterans Blvd. under U.S. 101	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	One Marina Way	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Maple St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Haven Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Fifth Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Bay Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Whipple Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Bay Trail (Bair Island)	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Charter St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Chestnut St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Broadway	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	E. Bayshore Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Routes)	E St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Connector path	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Routes)	Broadway	South

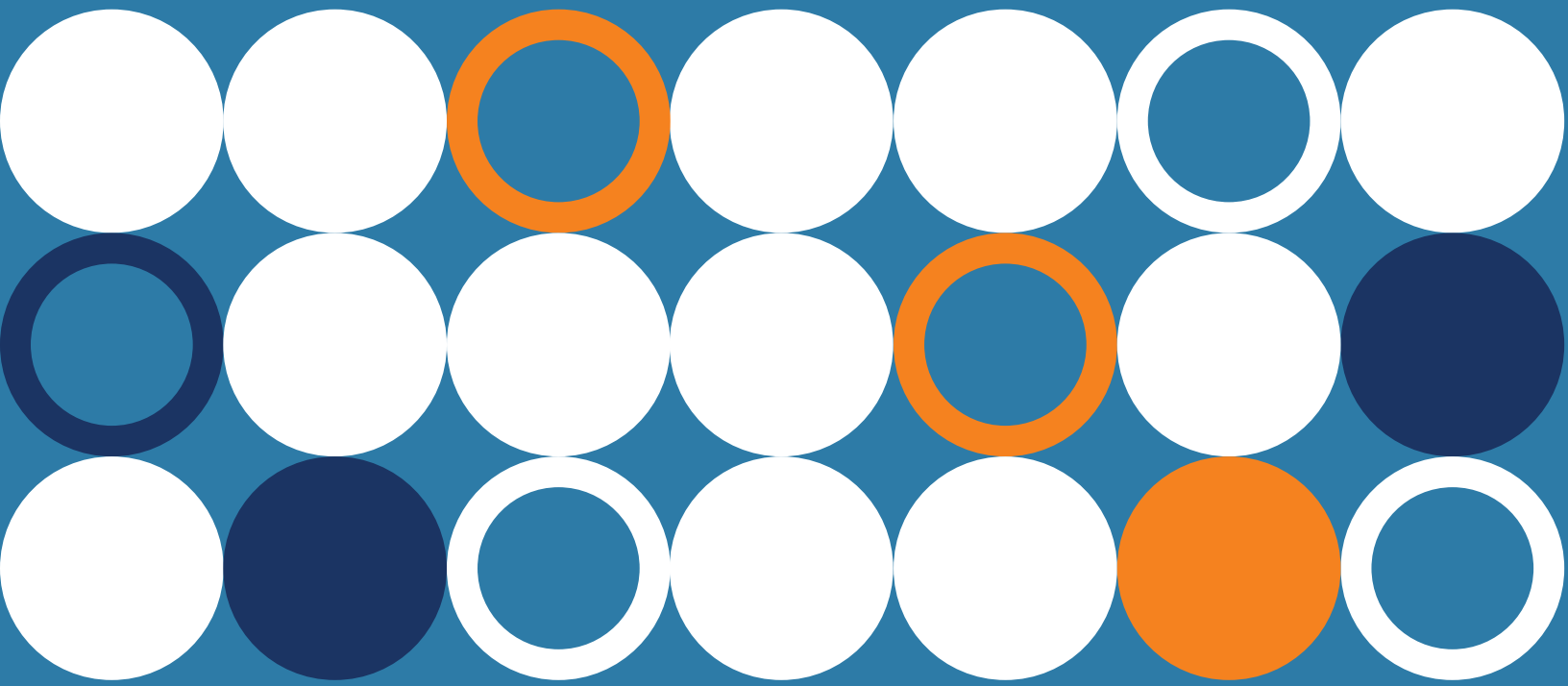
Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Routes)	Haven Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Bay Trail (Redwood Creek)	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Routes)	A St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Bay Trail	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Page St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Marsh Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Second Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Second Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Rolison Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Page St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Pedestrian Crossing	Woodside / Broadway	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Pedestrian Crossing	Whipple / US 101	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Pedestrian Crossing	Whipple / Veterans	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Woodside Rd between Alameda de las Pulgas and Broadway	Woodside Rd	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Woodside Rd between Alameda de las Pulgas and Broadway	Woodside Rd	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Broadway between El Camino Real and Charter St	Broadway	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
RWC Walk Bike Thrive plan (2022)	Redwood City	Second St between Rolison Rd and Western Philatelic Library	Second St	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Rolison Rd between Rolison Rd and Marsh Rd	Rolison Rd	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Hoover St between 5th Ave and 8th Ave	Hoover St	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Whipple Ave between El Camino Real and Veterans Blvd	Whipple Ave	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Construct sidewalk on the south side of Menalto Ave (requires removal of parking and landscaping)	Menalto Ave between OConnor St and Haight St (191)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Modify southbound Bay Rd to two left turn lanes and a right-turn lane. Narrow existing median on north Bay Rd leg. Install westbound Willow Rd right-turn lane. Install high-visibility crosswalk on east Willow Rd leg with curb ramps. Install pedestrian signals.	Willow Rd & Bay Rd	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Overcrossing. Work with Caltrans to modify signal timing at Caltrans intersections to include All-Red clearance time.	Willow Rd between Bayfront & Newbridge St (50)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Convert existing crosswalks to high-visibility crosswalks. Modify signal timing to lead-lag operation on Newbridge St with the leading left-turn phase on the southbound Newbridge St approach and lagging left-turn phase on the northbound Newbridge St approach.	Willow Rd & Newbridge St	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Widen sidewalks on both sides of the roadway by narrowing the travel lanes.	Newbridge St from Market Pl to Carlton Ave (28)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Install sidewalk along east side of Bay Rd to provide access to Flood County Park.	Bay Rd from Del Norte Ave to Ringwood Ave (51)	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Menlo Park Transportation Master Plan (2020)	Menlo Park	Construct pedestrian and bicycle crossing over the Dumbarton Rail Corridor at the Onetta Harris Community Center from Chilco St to Terminal Ave.	Dumbarton Rail Corridor (185)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Install sidewalk on both sides of the roadway, to be completed in phases as the properties on Jefferson Dr are redeveloped. Establish Class II Bicycle Lanes (requires removal of on-street parking).	Jefferson Dr from Jefferson Court to Constitution Dr (20)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Recommended Improvements: Install westbound Chrysler Dr left turn lane (widening of Chrysler Dr west of Constitution Dr may be required pending final design). Install crosswalks across all legs. Funded Improvements: Install traffic signal. Modify and add a lane on eastbound Chrysler Dr to accomodate shared thru/turn lanes.	Constitution Dr & Chrysler Dr	South

D

Appendix D: Greenhouse Gas and Vehicle Miles Traveled Calculations



Affordable Housing & Sustainable Communities **Program Benefits Calculator** Tool Book A:

Brisbane to San Bruno Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants

A step-by-step **user guide**, including a **project example**, is available at:
https://ww2.arb.ca.gov/sites/default/files/classic/cc/capandtrade/auctionproceeds/sgc_ahsc_guide_022521.pdf

New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class I Bike Path	Alana Way	2030	≤ 1 mile	3,342	No	2	4	No					89,552	31	1	4	4	0	2,635
					No	2	6												
Class I Bike Path	Lagoon Road	2030	≤ 1 mile	3,100		2	9												
Class II Bike Lane	Tunnel Ave	2030	> 1 and ≤ 2 miles	4,160	No	3	13						82,368	28	1	4	3	0	2,429
Class II Bike Lane	Bayshore Boulevard	2030	> 1 and ≤ 2 miles	3,998	No	9	20						106,147	37	1	5	4	0	3,130
Class IV Separated Bikeway	Bayshore Boulevard	2030	≤ 1 mile	18,920	No	6	16						445,793	154	3	20	18	0	13,146
Class II Bike Lane	Oyster Point Boulevard	2030	≤ 1 mile	16,167	No	6	14						247,355	85	2	11	10	0	7,295
Class I Bike Path	Oyster Point Boulevard	2030	≤ 1 mile	16,167	No	6	14						507,902	175	3	22	21	0	14,945
		2030	≤ 1 mile	16,167	No	6	14												
Class I Bike Path	Gateway Boulevard	2030	≤ 1 mile	6,501	No	9	24						294,339	101	2	13	12	0	8,661
Class IV Separated Bikeway	Gateway Boulevard	2030	> 1 and ≤ 2 miles	13,403	No	7	18						464,414	160	3	20	19	0	13,696
Class IV Separated Bikeway	San Bruno Avenue Eas	2030	≤ 1 mile	20,905	No	2	9						420,128	145	3	18	17	0	12,390
Class I Bike Path	San Bruno Avenue Eas	2030	> 2 miles	7,543	No	30	65						473,942	163	3	21	19	0	13,946

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	1,078
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

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California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	186,034	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	20	
Local NO_x Emission Reductions (lbs)	137	
Local $PM_{2.5}$ Emission Reductions (lbs)	127	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	92,273	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

Affordable Housing & Sustainable Communities **Program Benefits Calculator** Tool Book B:

Millbrae to Burlingame Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants

A step-by-step **user guide**, including a **project example**, is available at:
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New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class I Bike Path	East Millbrae Avenue	2030	≤ 1 mile		No	5	20												
Class I Bike Path	Old Bayshore Highway	2030	≤ 1 mile	27,398	No	2	11						632,894	218	4	28	26	0	18,623
Class II Bike Lane	Old Bayshore Highway	2030	> 1 and ≤ 2 miles	13,090	No	10	17						294,525	101	2	13	12	0	8,686
Walkway	Old Bayshore Highway	2030	≤ 1 mile	20,556	No	2	10						71,535	25	0	3	3	0	2,105
Class I Bike Path	Broadway	2030	≤ 1 mile		No	3	14												
Walkway	Rollins Road	2030	≤ 1 mile	7,025	No	4	15						32,877	11	0	1	1	0	967
Walkway	Cadillac Way	2030	≤ 1 mile	3,230	No	4	17						15,116	5	0	1	1	0	445
Bicycle Boulevard	Cadillac Way	2030	≤ 1 mile	3,230	No	4	15						26,076	9	0	1	1	0	769
Class IV Separated Bikeway	Carolan Avenue	2030	≤ 1 mile	6,784	No	12	49						230,364	79	2	10	9	0	6,793
Bicycle Boulevard	Carolan Avenue	2030	≤ 1 mile	3,077	No	13	43						31,210	11	0	1	1	0	920
Bicycle Boulevard	Carolan Avenue	2030	≤ 1 mile	2,031	No	12	37						20,600	7	0	1	1	0	608
Class II Bike Lane	Howard Avenue	2030	≤ 1 mile	1,650	No	14	40						36,383	13	0	2	1	0	1,073
Walkway	Howard Avenue	2030	≤ 1 mile	1,650	No	6	18						7,722	3	0	0	0	0	227
Walkway	Howard Avenue/Humbo	2030	≤ 1 mile	1,913	No	7	17						11,248	4	0	0	0	0	331
Class II Bike Lane	Humboldt Street	2030	> 1 and ≤ 2 miles	5,405	No	28	51						143,503	49	1	6	6	0	4,232

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	535
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	90,747	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	10	
Local NO_x Emission Reductions (lbs)	68	
Local $PM_{2.5}$ Emission Reductions (lbs)	63	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	45,779	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

Affordable Housing & Sustainable Communities **Program Benefits Calculator** Tool Book C:

San Mateo Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants

A step-by-step **user guide**, including a **project example**, is available at:
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New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class I Bike Path	East 3rd Avenue	2030	≤ 1 mile	14,022	No	10	38						570,078	196	4	25	23	0	16,775
Class I Bike Path	East 3rd Avenue	2030	≤ 1 mile	20,798	No	12	35						845,563	291	5	37	34	0	24,881
Class II Bike Lane	South Norfolk Street	2030	≤ 1 mile	10,230	No	9	24						225,572	78	1	10	9	0	6,652
Class II Bike Lane	South Norfolk Street	2030	> 1 and ≤ 2 miles	5,155	No	26	53						136,865	47	1	6	6	0	4,036
Class II Bike Lane	South Norfolk Street	2030	≤ 1 mile	8,433	No	4	19						147,999	51	1	6	6	0	4,364
Class IV Separated Bikeway	Fashion Island Bouleva	2030	≤ 1 mile	10,129	No	13	34						343,950	118	2	15	14	0	10,143
Class IV Separated Bikeway	South Delaware Street	2030	≤ 1 mile	9,973	No	6	26						269,540	93	2	12	11	0	7,949
Class IV Separated Bikeway	Saratoga Drive	2030	≤ 1 mile	7,974	No	11	35						270,773	93	2	12	11	0	7,985
Class II Bike Lane	Saratoga Drive	2030	≤ 1 mile	5,381	No	7	21						118,651	41	1	5	5	0	3,499
Bicycle Boulevard	Santa Clara Way	2030	≤ 1 mile	2,786	No	5	18						22,491	8	0	1	1	0	663
Bicycle Boulevard	Pasadena Drive/East 4(	2030	≤ 1 mile	1,092	No	7	25						11,076	4	0	0	0	0	327
		2030	≤ 1 mile		No	2	12												
Class II Bike Lane	Laurie Meadows Drive	2030	≤ 1 mile	1,232	No	2	11						18,850	6	0	1	1	0	556
	Woodbridge Circle	2030	≤ 1 mile		No	3	13												
Bicycle Boulevard	Seagate Drive	2030	≤ 1 mile	87	No	2	11						612	0	0	0	0	0	18

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	1,027
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

California Air Resources Board

Benefits Calculator Tool for the Affordable Housing and Sustainable Communities Program

California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	175,207	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	19	
Local NO_x Emission Reductions (lbs)	130	
Local $PM_{2.5}$ Emission Reductions (lbs)	121	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	87,849	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

Affordable Housing & Sustainable Communities **Program Benefits Calculator** Tool Book D:

Belmont to Redwood City Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants

A step-by-step **user guide**, including a **project example**, is available at:
https://ww2.arb.ca.gov/sites/default/files/classic/cc/capandtrade/auctionproceeds/sgc_ahsc_guide_022521.pdf

New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Bicycle Boulevard	Marine View Street	2030	≤ 1 mile	147	No	6	16						1,187	0	0	0	0	0	35
Bicycle Boulevard	Hiller Street	2030	≤ 1 mile	2,942	No	8	23						29,841	10	0	1	1	0	880
Class IV Separated Bikeway	Marine Parkway	2030	≤ 1 mile	26,687	No	5	18						554,823	191	4	24	23	0	16,362
		2030	≤ 1 mile		No	6	15												
Class II Bike Lane	Island Parway	2030	≤ 1 mile	2,976	No	6	15						52,229	18	0	2	2	0	1,540
Class IV Separated Bikeway	Marine Parkway	2030	≤ 1 mile	18,434	No	5	16						434,342	150	3	19	18	0	12,809
Class II Bike Lane	Marine Parkway/ Twin D	2030	> 1 and ≤ 2 miles	9,299	No	13	33						246,888	85	2	11	10	0	7,281
Class IV Separated Bikeway	Industrial Road/ Industr	2030	> 1 and ≤ 2 miles	9,220	No	7	33						376,978	130	2	16	15	0	11,117
Class IV Separated Bikeway	Industrial Way	2030	≤ 1 mile	9,815	No	3	13						231,261	80	2	10	9	0	6,820
Class II Bike Lane	Whipple Ave	2030	≤ 1 mile	28,473	No	2	12						320,321	110	2	14	13	0	9,446
Class II Bike Lane	Veterans Boulevard	2030	> 1 and ≤ 2 miles	18,360	No	18	40						413,100	142	3	18	17	0	12,182
Class I Bike Path	Veterans Boulevard	2030	≤ 1 mile	11,411	No	6	14						411,207	142	3	18	17	0	12,100
Class IV Separated Bikeway	Woodside Road	2030	≤ 1 mile		No	8	13												
Class IV Separated Bikeway	Bay Road	2030	> 1 and ≤ 2 miles	6,358	No	19	33						259,960	90	2	11	11	0	7,666
Class II Bike Lane	Florence Street	2030	≤ 1 mile	7,961	No	7	17						175,540	60	1	8	7	0	5,177

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	1,208
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

California Air Resources Board

Benefits Calculator Tool for the Affordable Housing and Sustainable Communities Program

California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	226,992	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	23	
Local NO_x Emission Reductions (lbs)	153	
Local $PM_{2.5}$ Emission Reductions (lbs)	143	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	103,415	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

Affordable Housing & Sustainable Communities **Program Benefits Calculator** Tool Book E:

Menlo Park to East Palo Alto Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants

A step-by-step **user guide**, including a **project example**, is available at:
https://ww2.arb.ca.gov/sites/default/files/classic/cc/capandtrade/auctionproceeds/sgc_ahsc_guide_022521.pdf

New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class I Bike Path	Marsh Road	2030	≤ 1 mile	29,797	No	5	13						825,973	284	5	36	34	0	24,305
Class II Bike Lane	Marsh Road	2030	≤ 1 mile		No	4	11												
Class II Bike Lane	Constitution Drive/Chilc	2030	> 1 and ≤ 2 miles	2,325	No	17	25						61,729	21	0	3	3	0	1,820
Bicycle Boulevard	Chilco Street	2030	≤ 1 mile	1,223	No	17	27						12,405	4	0	1	1	0	366
Walkway	Newbridge Street	2030	≤ 1 mile	3,706	No	9	29						21,791	7	0	1	1	0	641
Class II Bike Lane	Newbridge Street	2030	≤ 1 mile	5,662	No	4	27						99,368	34	1	4	4	0	2,930
Class II Bike Lane	Newbridge Street	2030	≤ 1 mile	6,321	No	6	27						110,934	38	1	5	5	0	3,271
Bicycle Boulevard	Saratoga Avenue/East	2030	≤ 1 mile	1,333	No	7	30						13,521	5	0	1	1	0	399
Bicycle Boulevard	East Bayshore Road	2030	≤ 1 mile	4,430	No	11	30						44,933	15	0	2	2	0	1,325
Bicycle Boulevard	Donohoe Street	2030	≤ 1 mile	19,230	No	11	29						175,147	60	1	8	7	0	5,165
Bicycle Boulevard	Donohoe Street/East Ba	2030	≤ 1 mile	7,566	No	18	38						76,742	26	1	3	3	0	2,263
Bicycle Boulevard	Bayshore Road	2030	≤ 1 mile	8,990	No	9	17						91,186	31	1	4	4	0	2,689

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	528
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

California Air Resources Board

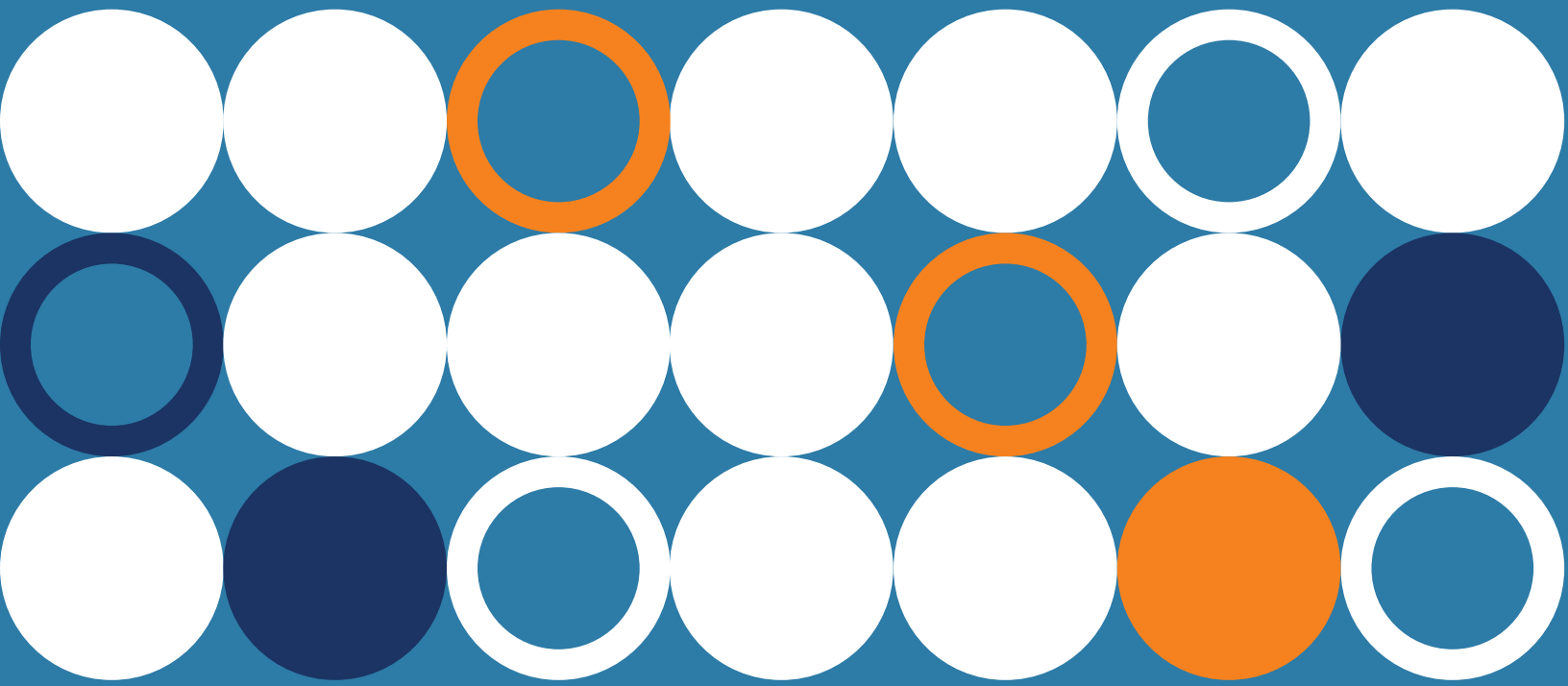
Benefits Calculator Tool for the Affordable Housing and Sustainable Communities Program

California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	88,119	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	10	
Local NO_x Emission Reductions (lbs)	67	
Local $PM_{2.5}$ Emission Reductions (lbs)	62	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	45,175	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

E

Appendix E: Community Engagement



COMMUNITY SURVEY RESPONSES

Surveys and Responses

Bay Road Design Concept	
Do you like the proposed improvements? Yes or No? *Responses below are for those who responded 'Other' and asked to describe below.*	Looks like this was proposed by someone who doesn't use this route.
Explain what you like or would improve about the design.	Put all the happy emojis here! Curb bulb-outs, proper protected bike lanes, AND some street greenery! Seriously so exciting. The only comment I'd make is that bus stops right after an intersection (Bay and 2nd) can be scary/dangerous on a bike. Navigating the intersection, plus needing to plan to merge over (to get around the bus) at the same time is a lot. You're trying to 1. watch for traffic from the street to the right, which often will stop at the crosswalk (or slightly past it) when trying to make a right-hand turn, and who often do not see cyclists. and 2. look behind you to find a space to merge over to get around the bus. Those two things are roughly 180 degrees separated from each other, so you can only observe one at time. Oh, and by the way, you better start pedaling to try and bring your speed up closer to the vehicle speed. If I might be so bold, I'd suggest removing the center median concrete in favor of making separate dedicated spaces for bus stops and bicycle lanes.
	Like the cement buffer separating bikes from cars.
	They add extra mobility options while still keeping cars moving
	I bicycle on Bay often enough, north and south. As is, I feel okay about this street because it does not have heavy vehicle traffic, and the street itself is quite wide (south of Woodside Rd). Although it is not part of the target area, I do wonder how Bay is going to be configured between Woodside and Chestnut. Currently that section of the street is not wide enough for vehicles and bicycles. Also, when I am northbound, the dead end of Bay into Chestnut is problematic. I end up riding on the sidewalk from Bay to Spring, to get across Chestnut. Not the best, but workable.
	the street is far too big considering the amount of vehicle traffic. The vehicle lanes could be significantly reduced while still maintaining plenty of vehicle speed. More pleasant with multi-mode transportation (cars, bikes, pedestrians). Will lead to more stores and pedestrian engagement. I applaud the effort to include bike lanes, but this Bay Road plan is a road to nowhere AND will not be used. Here's why: The established bike route is on Broadway because Bay Road northbound has no access to downtown Redwood City. Once riders cross a very long light at Woodside road it dead ends at the railroad grade a block north of Woodside road. There is no bike traffic southbound from Woodside on Bay rd. because there's no bike access on Woodside in either direction at that intersection. Also, there is no planned access that I see. Riders southbound are better served by using Broadway to Page St. which already has some traffic calming measures and far less traffic. Please use resources for meaningful improvements or extensions to existing routes.

Bay Road Design Concept	
Explain what you like or would improve about the design.	While I like the design and feel it is safer for both drivers and cyclists, I have concerns about congestion with the removal of the auto travel lanes.
	I like the addition of landscape elements and protecting cyclists (and drivers!) with a physical barrier between them and vehicles.
Any other comments for the project team?	Keep up the exciting work!
	I bicycle on Bay currently because I feel much safer than on Broadway, especially at the Woodside intersection. I have given up on riding northbound on Broadway across Woodside, and southbound isn't much better
	I live near Taft school and I'm a daily bike commuter to work downtown near the Civic Center Plaza.
	My daughter is a daily bike commuter to Sequoia High School via Broadway.
	My kids biked to Kipp Excellencia for many years. I got bike racks installed at Kipp Excellencia to enable more kids to ride.
	I am also an avid recreational cyclist and know the safe routes for bikes from Marin to Morgan Hill.
	I'm passionate about bike access in our community. Please reach out for further comments and recommendations.

East Bayshore Design Concept	
Do you like the proposed improvements? Yes or No? *Responses below are for those who responded 'Other' and asked to describe below.*	This is the missing link of the Bay Trail and should be rerouted along the bay. It's good that it gets upgraded, but it doesn't really solve the Bay Trail challenge.
	Consider different route onto Willow Rd.
Explain what you like or would improve about the design.	It is still a road. Definitely needs to be more safe, but without physical barriers it will still feel unsafe. Cars are speeding on this road.
	To slow down traffic on Saratoga. And perhaps not have the detours funnel through Saratoga.
	From E. Bayshore consider diverting route onto Willow Rd through existing pedestrian access before Saratoga Ave. This will avoid travelling on Saratoga Ave. due to narrow width of street and high use of street parking. Consider expanding and widening the access between E. Bayshore Rd. and Willow Rd. through this route.
	The proposed change on Menalto Ave. and E Bayshore will create too much traffic in a residential area. It will be unsafe for children to walk to and from schools.

East Bayshore Design Concept	
Explain what you like or would improve about the design.	I believe Saratoga is a yield street. I think we should remove parking from one side so that there is more road width for a dedicated bike lane. I wrote a comment in the map above where there have been 14 vehicle-vehicle accidents on Saratoga and Newbridge/East Bayshore in the past 18 months! https://studio.foursquare.com/map/public/af47803e-4489-414f-8bd3-d4444c486685 5 of them are side swipes, which is likely evidence that the road is very narrow. It's good people are slowing down. And it's also good there have been no recorded vehicle-bicycle or vehicle-pedestrian collisions, probably because of the natural road dieting from the narrow roads. I really like the Class IV bike lane on Newbridge. It's hard for me to visualize since it's not in the existing/proposed figures above on this web page.
Any other comments for the project team?	There is a mislabeling in the existing/proposed figures. It says, "Saratoga Ave. to Willow Rd." but it's actually "Newbridge to Willow Rd". Saratoga and Willow are parallel streets.

Gateway Boulevard Design Concept	
Do you like the proposed improvements? Yes or No? *Responses below are for those who responded 'Other' and asked to describe below.*	Half and half.
Explain what you like or would improve about the design.	Improved bike infrastructure would be great. While the dedicated bus lines are great, who will use them other than the Genentech buses? From my house in San Bruno, it's 45 minutes to my SSF office by bus, 25 minutes by bike, and 20 minutes by car. I like the combined shared path between walking and biking, since it often feels pretty dangerous to bike in the middle as we have now. However, I don't think there is a need for a dedicated bus lane. There isn't frequent enough bus service, or demand, or even enough traffic to justify the bus lane. I would like to make the conflict points better, like shorter wait times for crossing the street, more clarity at intersections, protection for people walking or biking, and faster movement of buses during times of congestion. raise the crosswalks so that the bike/ped path stays at the same grade and the drivers turning go over a raised speed table. This plan doesn't look like it is adding a class I facility on gateway - it looks like it is just a sidewalk and space is being removed from that area. Please add that to the design by reducing the width of the car travel lanes or something else. This is a great bike commuting option and the only direct option to connect the bay trail to the cove as the bay trail is much longer and less direct.

Gateway Boulevard Design Concept	
Any other comments for the project team?	This would be a nice change; however it is useless without a safe way for cyclists to cross 101 at Airport, Grand, or Oyster Pt.
	Thanks for putting the work in!
	Thanks for bringing forward this awesome project.
	Looking forward to this project.

Saratoga Drive Design Concept	
Do you like the proposed improvements? Yes or No? *Responses below are for those who responded 'Other' and asked to describe below.*	No responses for this field.
Explain what you like or would improve about the design.	Very clearly visible separation between high-speed vehicles and low speed bicycles is safer. What would be better is a solid raised barrier, like a curb, between them.
	Need to ensure no right turn occurs onto the road. As it backs and cars taking a left turn onto the street cannot proceed, thus have to wait an extra light
	A separated bike lane is a big improvement over existing conditions. Car lane narrowing will also move the needle in the right direction on driver speed.
	We need much more decisive and brave action to remove the tyranny of car dominance though. This corridor being revamped and yet remaining a massive, four-lane space designed primarily for cars sets a bad precedent and maintains a dangerous and unpleasant environment for those outside of cars. People will continue to choose to drive in this area over other means of transportation if this is the infrastructure that is forced on them. We will make no progress toward leaving a livable planet for future generations if we do not make real progress now. Children will grow up in a hostile, violent, car-dominated space if we don't do the right thing at every opportunity. People will get hurt and killed even with these improvements, so we should take bolder steps. This corridor could easily be one car lane in each direction.
	Cars drive VERY fast on Saratoga and it's really not uncommon while on a bike for it to feel like they are accelerating while they pass us.
	Love the protected bike lanes and pedestrian safety measure.
	Improved safety.
	Bike lanes would be more comfortable at the sidewalk level and not the car level.
Any other comments for the project team?	Ensure swift delivery of project.

Saratoga Drive Design Concept	
Any other comments for the project team?	A separated bike lane is a big improvement over existing conditions. Car lane narrowing will also move the needle in the right direction on driver speed.
	We need much more decisive and brave action to remove the tyranny of car dominance though. This corridor being revamped and yet remaining a massive, four-lane space designed primarily for cars sets a bad precedent and maintains a dangerous and unpleasant environment for those outside of cars. People will continue to choose to drive in this area over other means of transportation if this is the infrastructure that is forced on them. We will make no progress toward leaving a livable planet for future generations if we do not make real progress now. Children will grow up in a hostile, violent, car-dominated space if we don't do the right thing at every opportunity. People will get hurt and killed even with these improvements, so we should take bolder steps. This corridor could easily be one car lane in each direction
	Currently, there is a grade for water run off. I ride my 3-wheeled ebike and have to ride into the car lane to get to a lower grade aspect of the current bike lanes so I can use the bike lanes without feeling like I'm going to topple over. I use my 3-wheeled bike to transport by 4-year-old to and from school and to run errands.
	This connects to other important bicycle projects like Delaware and is in proximity to the work proposed on 19th. These projects are all connected because they create a cycling network.
	TY!

Industrial Road Option 1 & 2:

Option #1: One-Way bike lane on each side, separated from traffic by a buffer strip and bollards	
Why do you prefer this option?	Faster to implement therefore safer for all in a quicker manner.
	I choose to bike down Old County rather than Industrial (quieter, less cross traffic, etc) -- and I think most cyclists do -- therefore, if you are making modifications to Industrial, I would keep the investment on the smaller side.
	1. Buffer strip and bollards are good enough and can save the cost.
	2. Option 1 will be faster, and people can use it early.
	3. We really hope the city and county can invest more in burying power lines to reduce wildfire risks or at least help residents with regular tree trimming to improve safety.
	Seems like the best compromise between bike and car use, and thus a better chance to happen! As a bicyclist many times in the Bay Area, I find this design worked well on Woodside road, for example.
Any other comments for the project team?	I hope this isn't drug out like other city projects and it will take years to implement.
	Half the problem is people not reading that going north of industrial and turning right on holly that the far-right lane is south 101 only. The amount of near misses is incredible and even worse when adding cyclists to the mix. I hope that's being thought about as well.

Option #1: One-Way bike lane on each side, separated from traffic by a buffer strip and bollards	
Any other comments for the project team?	Thank you for taking this on! We have such a great area in which to cycle or walk with great weather and flat landscapes. This type of work makes it possible safely!

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Why do you prefer this option?	My workplace is on Industrial Rd, and I ride my bicycle from the Caltrain station 5 days per week. I strongly prefer Option 2. Option 1 has plastic bollards that are designed to give under impact. Drivers on Industrial Rd treat the 35mph limit as a minimum limit. It's a wide, flat road (stroad) with good forward visibility. It's built like a highway, so of course, people will drive on it at highway speeds. Given there is and will be a regular 20+mph speed differential between people on bikes and people in cars, the extra cost of infrastructure that could save one person's life. Additionally, it's well-accepted that obstacles closer to the roadway will cause drivers to naturally reduce their speeds. I encourage you to make a quick google search about this if unsure. Trees would function to slow drivers and reduce chances of a car-to-car and car-to-human crash. One more point is that Industrial Rd is generally quite ugly. Trees would help with that. Look at the section of Laurel St in downtown San Carlos where all of the restaurants are. It is lovely, and the trees play a big part in that. Thank you for looking into this. I have many coworkers that live close to work but choose to drive because it feels unsafe to get to our workplace on Industrial Rd any other way. Fewer drivers will reduce collisions, traffic & commute times, and road wear, among other things. All of these are longer-term budget improvements. In the future, I hope that considerations are made to travel safely from Redwood Shores to San Carlos businesses without a car. https://www.cbsnews.com/sanfrancisco/news/san-carlos-cyclist-fatal-collision-hwy101-holly-street/
	Safer for biking and a clear space where cars can't go/park.

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Why do you prefer this option?	My workplace is on Industrial Rd, and I ride my bicycle from the Caltrain station 5 days per week. I strongly prefer Option 2. Option 1 has plastic bollards that are designed to give under impact. Drivers on Industrial Rd treat the 35mph limit as a minimum limit. It's a wide, flat road (stroad) with good forward visibility. It's built like a highway, so of course, people will drive on it at highway speeds. Given there is and will be a regular 20+mph speed differential between people on bikes and people in cars, the extra cost of infrastructure could save one person's life. Additionally, it's well-accepted that obstacles closer to the roadway will cause drivers to naturally reduce their speeds. I encourage you to make a quick google search about this if unsure. Trees would function to slow drivers and reduce chances of a car-to-car and car-to-human crash. One more point is that Industrial Rd is generally quite ugly. Trees would help with that. Look at the section of Laurel St in downtown San Carlos where all of the restaurants are. It is lovely, and the trees play a big part in that.
	Proper separation of bikes and cars.
	Option 2 provides safer separation of bike traffic from car traffic and also improves the curb appeal of the street by adding new landscaping.
	I prefer option 2 because I think that landscaped buffers have better visual appeal and ultimately are a better long-term solution that both looks good and keeps cyclists safe. I do think both of these 2 options would be a marked improvement over the current bicycle lane.
	I prefer this because it is safer and shows higher commitment in the area to bike safety, which will hopefully help as a precedent of bike commuting and safety throughout the area.
	I want the after option. One big problem right now is cars parking in the bike lane for ong you into traffic, this happens very frequently with the auto repair and body shops on Industrial and creates a huge safety issue. I think option 2 would limit that more
	Way safer! People crash and drive over buffer strips. This will also bring needed greenery to the area.
	Option 2 is a no brainer. It is safer for cyclists and provides a much more visually appealing and beautiful road design. It creates a physical separation between vehicles and both bikes and pedestrians. Bollards unfortunately are often not enough to protect cyclists. I myself have been struck twice by vehicles while in dedicated bike lanes with just bollards.

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb

Why do you prefer this option?	
	Option 2 is the far better option for pedestrian and bicyclist safety. I think it also brings some nice advantages in urban greenery (heat island reduction?) and possibly stormwater retention. Option 1 reminds me of my old (very sketchy!) commute along Cesar Chavez in SF (from 280 to Kansas St and back again). If you take a peek at the street view you'll see: * Many missing flexible posts used to delineate the bike lane. * Vehicles parking or stopping in the bike lane (away from intersections) because the posts are missing. * Large amounts of road debris in the bike lane (I often wondered, can I stop quickly on this gravel? Will I get cut by glass if I fall?) * A total vanishing of support before and in the intersection (which is doubly bad, because cyclists are led into the area with some sense of security, only to be abandoned at the worst moment) Of those issues, the only one that Option 2 may not solve is the road debris. If you have time, I'd also recommend reviewing the west-bound bike lane underneath highway 280. It is so so so _so_ close to being _great_, but instead swings deep into super sketchy. Right at the off ramp the separated bike lane disappears, and you get punted out into traffic. The markings on the road are gone so drivers don't expect it. There is also, very helpfully, a giant column over your lefthand shoulder. So, the bicyclists' view of the cars, and the cars view of the bicyclists, is disrupted until the merge is happening. And there is a quick left right chicane to add to the fun. I'm sure there are reasons that intersection ended up like it did, but it does feel like being dropped into a killing zone. In any case, y'all are off to a much better start, I hope I'm not coming across as too negative.
	Safety of my kids.
	I want landscape and to improve the aesthetics of the area. I'm very opposed to losing an extra driving lane, although I understand that this is necessary to build safer lanes for people traveling on foot and bicycle.
	Raised curb separation between high-speed vehicles and low speed bicycles is safer.
	Option #2 - focus on safety of pedestrians/cyclists while making the corridor aesthetically pleasing.
	I bike and scooter this route daily to catch a corporate bus. There are large industrial vehicles, some businesses block the bike lane with trash bins, not to mention broken glass and industrial debris (rocks, gravel) that spill out and flood the bike lane. This route has potential to be a gateway to sequoia high school - I wouldn't want my kids to bike it now but think with option 2 it's a better long-term outcome for safety.
	Safer for biking with kids.
	Industrial is basically a highway for people driving. It's extremely unsafe for people walking or biking. None of the crosswalks can be seen and people almost get hit by cars who don't stop daily.
	Landscaped buffer separates cars and bikes and provides more safety to a bicycle.
	It is safer for cyclists.

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Why do you prefer this option?	Option 2 is safer for both bikers and drivers, and it's less of an eyesore.
	Option 2 is likely a better long-term approach; however, I would have concern regarding debris from a heavily trafficked area becoming entrenched in the dedicated bike lane. This could cause hazards for cyclists. As long as the area is able to be maintained, it would be preferable to option 1.
	Safer and more pleasant to ride.
	A raised curb feels safer to me for both the cyclist and driver.
	Option two provides more attractive defining features (landscaping), while potentially also providing more effective physical barriers (instead of plastic posts).
	Physical barrier and green creates a more friendly environment
	Safer for biclycles who are vulnerable.
	Landscaped barriers are more likely to actually STOP an accident.
	Industrial Road is a large road and cars drive fast. A raised curb as buffer would be much safer. A raised curb would also likely be more permanent, since plastic barriers tend to get run over and destroyed by cars and trucks. A raised curb might also help prevent debris from the road from being cast into the bike lane, which is a common problem on Insdustrial and Old County Roads.
	Option two provides better (not good but better) safety for those outside of cars. The physical barrier between cars and people biking and walking, makes it more pleasant and safe to not drive (making those transit options more viable). Much more needs to be done, however. This space should not be designed too thoroughly for such a large number of high-speed vehicles. No improvements can make such a circumstance safe for people not in cars.
	Much safer for bicyclists and will encourage less experienced riders to use this route.
	I bike with my children and prefer the safest option -- a protected bike lane separated by landscaped buffer and raised curb.
	The landscape buffer feels safer
Any other comments for the project team?	Thank you for looking into this. I have many coworkers that live close to work but choose to drive because it feels unsafe to get to our workplace on Industrial Rd any other way.
	Fewer drivers will reduce collisions, traffic & commute times, and road wear, among other things. All of these are longer-term budget improvements.
	In the future, I hope that considerations are made to travel safely from Redwood Shores to San Carlos businesses without a car.
	https://www.cbsnews.com/sanfrancisco/news/san-carlos-cyclist-fatal-collision-hwy101-holly-street/
	really glad this project is happening looking forward to the improvements.
	Would also love to see a safer biking option for crossing the Holly Street 101 overpass asap!
	Thank you for working on this project, I didn't know this was happening until a coworker shared it today but I'm really glad that you are!

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Any other comments for the project team?	Thank you so much for this endeavor!
	Thank you! For the initiative and study.
	Option 2 is so exciting! Any chance for some bulb-outs or curb radius decreases? Would the sewer district contribute funding if you could add stormwater retention to your planting basins? So cool to see what y'all have come up with so far, and I'm excited to see what comes of it!
	Thank you for doing this
	Shaded areas where there is more greenery is important to me. There are studies that discuss a lack of foliage in poorer industrial and urban areas. I don't want this to happen to my neighborhood.
	If possible, can there be a resting area where someone can sit down and rest for a while if they need a break?
	Remove parking along old industrial.
	This is a family-oriented community, but there are very few roads that feel safe to bike with kids. This would enable biking between San Carlos and downtown Redwood City in a manner that is safe for families
	Thank you for working to make our streets more safe for bikers.
	I love the ideas in Option 2!
	I support both and hope the project takes into account beautification of the surrounding area.
	Needs to be synchronized with the new Holy/101 interchange. Also important to look at the south end to downtown Redwood City Corridor and the connection to the CalTrains station in San Carlos.
	Can you implement a version of #1 quickly and then replace it with more permanent physical barriers?
	A separated bike lane is a big improvement over existing conditions. Plastic and signals alone will not adequately protect people from cars though. What's more, forcing every corridor improvement project into being a costly, ineffective ordeal instead of taking real progressive steps is the car-lobbies wet dream. When this is the best we can do, they get dangerous, car-dominated infrastructure while maximally eroding funds set aside for improvements and public opinion/patience.
	We need much more decisive and brave action to remove the tyranny of car dominance. This corridor being revamped and yet remaining a massive, space designed primarily for cars sets a bad precedent and maintains a dangerous and unpleasant environment for those outside of cars. People will continue to choose to drive in this area over other means of transportation if this is the infrastructure that is forced on them. We will make no progress toward leaving a livable planet for future generations if we do not make real progress now. Children will grow up in a hostile, violent, car-dominated space if we don't do the right thing at every opportunity. People will get hurt and killed even with these improvements, so we should take bolder steps. This corridor could easily be one car lane in each direction.

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Any other comments for the project team?	Thank you for providing a physically protected bike lane option! I am the mother of two small children and love biking with them. I would like to bike to more places with my children, but resort to driving when there isn't a safe route. Industrial is a busy road, and I won't bike on it unless the bike lane is physically protected from traffic. Please also consider adding physically protected bike lanes to streets that connect to Industrial, like Howard Avenue and Brittan.

Both	
Why do you prefer this option?	Very important to have a protected bike lane in this area.
	Both provide safety. Good to know it's being implemented. Option 2 is better but not sure if it works really be required.
	Anything to separate the bicyclists from traffic is okay for me. People drive fast on Industrial, but I think that they would be no more like to crash through bollards than drive over a curb into the bike lane. I have ridden many times on Paseo Padre Parkway in Fremont, which has bollards, and feel fine about that. I also recently rode on El Camino Real from Sand Hill to Shoreline to explore the bike lane there and found that perfectly acceptable with just bollards.
	Separate bike lanes are the key to safe travel, so either option sounds good.
	Both options seem to have roughly equal impacts on safety and comfort.
Any other comments for the project team?	This plan is useless unless a dedicated bike lane crossing of El Camino Real (CA 82) at Ralston Ave in Belmont is included. The entire west side of Belmont is excluded from this plan as there is no safe crossing of El Camino Real. Bike lanes disappear into shared traffic lanes a half mile on either side of El Camino Real resulting in an extremely dangerous mixed traffic situation.
	Don't forget people on scooters and people just walking. Need to make sure right turn protection operates automatically so that cyclists don't need to dismount. Also, right turns can be a particular risk to pedestrians trying to navigate crossings too. Drivers tend to drift over crosswalks for visibility on unprotected turns.

Neither	
Why do you prefer this option?	Very important to have a protected bike lane in this area.
	Both provide safety. Good to know it's being implemented. Option 2 is better but not sure if it works really be required.
	Anything to separate the bicyclists from traffic is okay for me. People drive fast on Industrial, but I think that they would be no more like to crash through bollards than drive over a curb into the bike lane. I have ridden many times on Paseo Padre Parkway in Fremont, which has bollards, and feel fine about that. I also recently rode on El Camino Real from Sand Hill to Shoreline to explore the bike lane there and found that perfectly acceptable with just bollards.
	Separate bike lanes are the key to safe travel, so either option sounds good.
	Both options seem to have roughly equal impacts on safety and comfort.
Any other comments for the project team?	This plan is useless unless a dedicated bike lane crossing of El Camino Real (CA 82) at Ralston Ave in Belmont is included. The entire west side of Belmont is excluded from this plan as there is no safe crossing of El Camino Real. Bike lanes disappear into shared traffic lanes a half mile on either side of El Camino Real resulting in an extremely dangerous mixed traffic situation.
Any other comments for the project team?	Thank you for taking this on! We have such a great area in which to cycle or walk with great weather and flat landscapes. This type of work makes it possible safely!

San Bruno Avenue Option 1 & 2:

Option #1: Class IV separated from traffic by a painted buffer and plastic bollards	
Why do you prefer this option?	I prefer option 1 because it provides a dedicated lane for bicycles.
	Option offers less protection, but having it sooner is important.
Any other comments for the project team?	No Comments

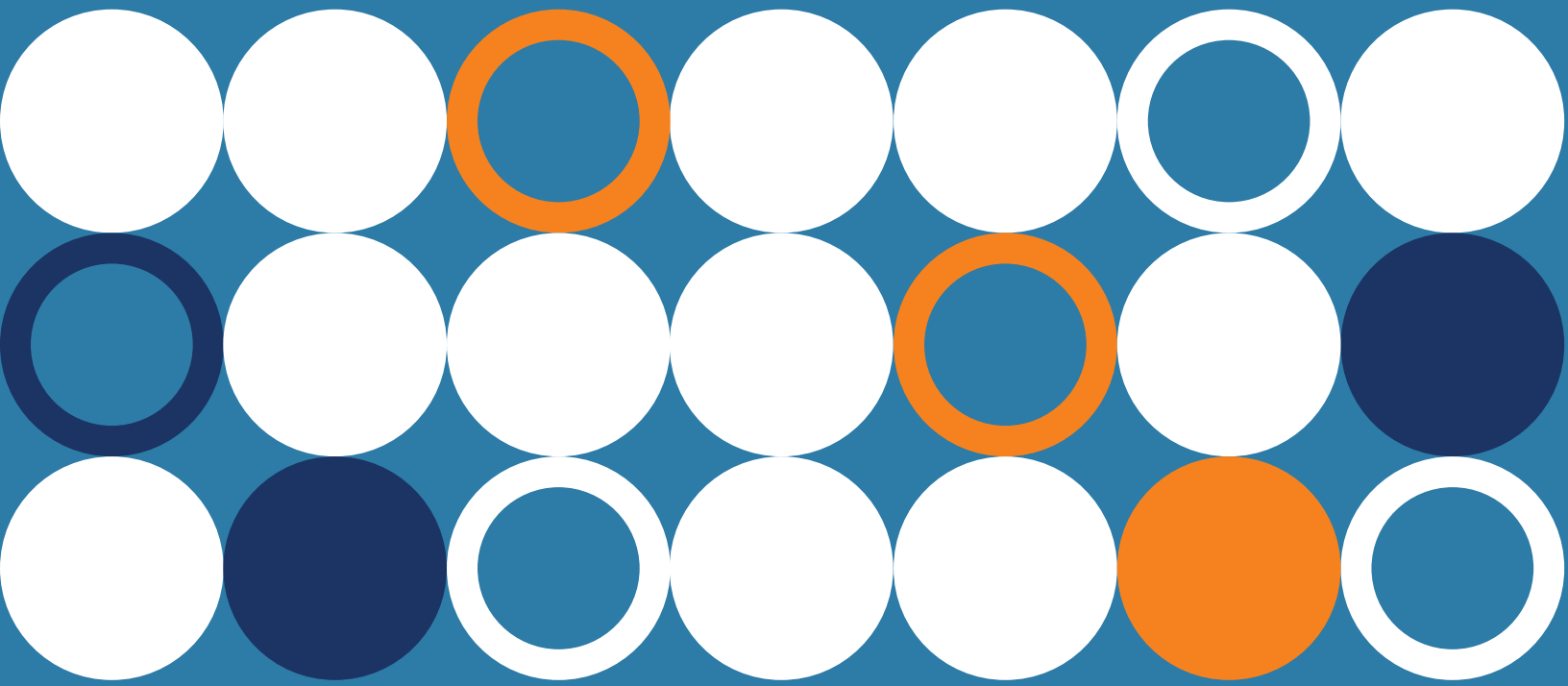
Option #2: Class I shared-use path separated from traffic by landscaped buffer strip and raised curb	
Why do you prefer this option?	I occasionally commute to work by riding my bike from downtown San Bruno to the Bay Trail near the airport (to get to SSF), and back again. It is pretty rough biking along San Bruno Ave, but also hard to avoid. I would prefer to be as separated from vehicle traffic as possible (Option #2). However, I would prefer Option #1 to nothing.
	It will be safer option for both pedestrians and cyclists. However, San Bruno Ave is very busy due to on/off ramps to 101. It may create traffic jam.
	I would like a combination of the options. For the bike path, consistency is important to me, so if both bike/ped lanes will be on the same side of the road at any point, I'd like to see that be the case for the entire road. Since section B has the lanes both on the same side of the road, I'd prefer option 1 for section A and option 2 for section C, because I want the lights to be automatically triggered and I worry that with option 2 for section A, the pedestrian and bicycles will be required to trigger the crossing signals requiring stopping at every light and slowing down the bicycle commute. I like the turning design for option 2 in section C as it is much better protected by bicycles and traffic is often moving very quickly.
	Promotes safeties. Pedestrians are separated from vehicles
Any other comments for the project team?	Thank you for working on this! I would commute by bike much more frequently if it was safer/easier to bike down San Bruno Ave connecting to the Bay Trail!
	Will San Bruno Avenue be widened when this will take place? As it is now it is already very busystreet.
	These are both great options, I would be overall happy with either and this will greatly improve my commute to work, but I want the bike lane to be consistent across the whole road with both bike lanes on the same side of the road if section b will be that way regardless. The bay trail that this proposes connecting to is in bad shape and difficult to bike through because of tree roots. Additionally, the bike lane disappears on McDonnell road and then picks up again right after the underpass. Could you also include diagonal crossings at McDonnell road and at the bay trail connection for going left from the shared use path or class iv bike lane? I also like the idea of moving section A to the north side of san bruno ave as there is fewer crossings of traffic required to access the bay trail.

Both	
Why do you prefer this option?	Prefer the 2nd option but if it could mean a longer delay then I vote for the first
	Both look good. I'm just more concerned with the lack of a shoulder that cars will block the road but I'm in favor of having that barricade between pedestrians/bikes and the cars
	Cars and bikes/micro mobility require separation for safety.
Any other comments for the project team?	Move bike lanes to parallel streets as designed in the San Bruno Bike/Ped Plan.

Neither	
Why do you prefer this option?	Neither
	New bike and traffic signal at 8th Ave. only There is NO 8th Ave Please correct location
Any other comments for the project team?	Remove parking along both sides for bicycles and pedestrians instead of removing a lane

F

Appendix F: Selected Project Cost Estimates



Opinions of probable cost reflect a high-level estimation of the project cost, and were developed by identifying major pay items and estimating quantities to establish rough order-of-magnitude costs. Cost opinions are preliminary and are expected to be refined in later stages of design.

Contingencies were included to account for items that are undefined or typically unknown prior to final design. Unit costs are based on 2025 dollars and were derived from historical cost data from Caltrans Contract Cost Data and recent bid tabs provided by local agencies.

These cost opinions do not include easement or right-of-way acquisition, permitting, surveying, geotechnical investigations, environmental documentation, special site remediation, escalation, or ongoing maintenance.

Where applicable, contingencies for construction, preliminary engineering, acquisitions, utilities, and construction engineering are assumed. Costs for outreach and engagement activities conducted during the design phases are included in the preliminary engineering costs. Contingencies and their associated values are summarized in the table below.

Active 101 Selected Project Cost Opinion Contingencies

Contingency	Percentage
General Overhead-Related Construction Items[38]	
Mobilization	10%
Temporary Traffic Control	10%
Construction Survey and Staking	5%
Construction Management	15%
Water Pollution Control Program (WPCP)	5%
Construction Item Contingency[39]	
Construction Item Contingency	25%
Project Delivery Costs[40]	
Project Approval and Environmental Document (PA&ED)	10%
Plans, Specifications, and Estimates (PS&E)	15%
Acquisitions and Utilities	5%
Construction Engineering	10%

38 General Overhead-Related Construction Items percentages are applied to construction item costs.
39 Construction Item Contingency percentage is applied to construction item costs and general overhead-related construction items.
40 Project Delivery Cost percentages are applied to the total cost of construction items, general overhead-related construction items, and construction item contingency.

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101	**Prepared by:**	Toole Design Group
Project Location:	Gateway Blvd (City of South San Francisco)	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$3,579,000**
1	Mobilization (10%)	1	LS	$795,000.00	$795,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$795,000.00	$795,000
3	Construction Survey and Staking (5%)	1	LS	$398,000.00	$398,000
4	Construction Management (15%)	1	LS	$1,193,000.00	$1,193,000
5	Implement WPCP (5%)	1	LS	$398,000.00	$398,000
Demolition					**$1,165,839**
6	CLEARING & GRUBBING	20,793.00	SF	$ 11.00	$228,723
7	GRIND EXISTING CONCRETE PAVEMENT	25,115.00	SY	$ 14.00	$351,610
8	REMOVE CURB AND GUTTER	4,106.00	LF	$ 64.00	$262,784
9	ROADWAY EXCAVATION	466.00	CY	$ 105.00	$48,930
10	REMOVE CONCRETE SIDEWALK	1,426.00	SQYD	$ 192.00	$273,792
Civil Improvements					**$5,794,913**
11	AGGREGATE BASE	454.00	CY	$ 683.00	$310,082
12	HOT MIX ASPHALT (TYPE A)	5,470.00	TON	$ 156.00	$853,320
13	SIDEWALK	454.00	CY	$ 926.00	$420,404
14	CONCRETE CURB AND GUTTER	4,379.00	LF	$ 82.00	$359,078
15	DETECTABLE WARNING SURFACE	1,223.00	SQFT	$ 51.00	$62,373
16	CURB RAMP	30.00	EA	$ 2,530.00	$75,900
17	LANDSCAPING	15,223.00	SF	$ 82.00	$1,248,286
18	TREE	86.00	EA	$ 4,500.00	$387,000
19	BUS SHELTER WITH BENCH AND AMENITIES	5.00	EA	$ 127,694.00	$638,470
20	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	60.00	EA	$ 24,000.00	$1,440,000
Traffic Improvements					**$17,675**
21	SIGNS	35.00	EA	$ 505.00	$17,675
Pavement Markings					**$970,937**
22	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	6,891.00	SQFT	$ 15.00	$103,365
23	6" THERMOPLASTIC TRAFFIC STRIPE	8,377.00	LF	$ 4.00	$33,508
24	12" THERMOPLASTIC TRAFFIC STRIPE	340.00	LF	$ 5.00	$1,700
25	RED THERMOPLASTIC PAVEMENT	64,028.00	SQFT	$ 13.00	$832,364
				Subtotal of Construction Items:	**$11,528,364**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$2,882,091
	Total (Construction Items & Contingencies) cost:				**$14,410,455**

Project Delivery Costs:		
	Type of Project Cost	**Cost $**
		Preliminary Engineering (PE)
Project Approval and Environmental Document (PA&ED) (10%):		$ 1,441,046
Plans, Specifications and Estimates (PS&E) (15%):		$ 2,161,568
	Total PE:	**$ 3,602,614**
		Right of Way (RW)
	Right of Way Engineering:	
Acquisitions, Utilities, and Drainage (10%):		$ 1,441,046
	Total RW:	**$ 1,441,046**
Total Pre-Construction Costs (PE+RW):		**$5,043,659**
		Construction Engineering (CE)
Construction Engineering (CE) (10%):		$ 1,441,046
Total Construction Costs:		**$15,851,501**
Total Project Cost:		**$20,895,160**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS
013931	RED THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=Green&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	Caltrans cost database link is to Green Thermoplastic Paint, using the same unit cost for Red Thermoplastic Paint.
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&min=&max=&minU=&maxU=&unit=none&start=Search	
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans		
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans		
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&Year%5B%5D=y2021&Year%5B%5D=y2020&Year%5B%5D=y2019&min=&max=&minU=&maxU=&unit=none&start=Search	
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.00	LF	Caltrans	https://d8data.dot.ca.gov/contractcost/results.php?item=846030&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS I	$ 41.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=Flexible+post+delineator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
730070	DETECTABLE WARNING SURFACE	$ 30.55	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF ([(4/12) *(90)]/27 = 1.1CY/curb ramp). Unit cost: $2300/CY* 1.1CY/curb ramp = $2530/curb ramp.
210212	LANDSCAPING	$ 81.50	SF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search https://sv08data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost = $4.44 + $77 /SF = ~81.50
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
820840	SIGNS	$ 505.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=820840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731504	CONCRETE CURB AND GUTTER	$ 81.17	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731504&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	Unit cost $2023/CY. Assuming 6" curb ht + 2' wide gutter, convert to per LF. $2023/CY * 1.083 SF / 27 FT = $81.17/LF
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate	
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2023 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600
TDG-3	NEW TRAFFIC SIGNAL	$ 255,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$251013
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up	
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost.
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing
TDG-7	CLEARING & GRUBBING	$ 10.50	SF	Local - City of Burbank	Burbank 1st St 100% Costs	Existing landscaping/dirt to be excavated. 4" depth
TDG-8	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/8311	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation.
TDG-9	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Ped Scale Streetlight Estimate Comparison	Assume 125' OC spacing on both sides of corridor.

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101 - San Bruno Road Concept Option 1	**Prepared by:**	Toole Design Group
Project Location:	San Bruno Road from Huntington Avenue to N McDonnell Road	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$4,595,000**
1	Mobilization (10%)	1	LS	$1,021,000.00	$1,021,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$1,021,000.00	$1,021,000
3	Construction Survey and Staking (5%)	1	LS	$511,000.00	$511,000
4	Construction Management (15%)	1	LS	$1,531,000.00	$1,531,000
5	Implement WPCP (5%)	1	LS	$511,000.00	$511,000
Demolition					**$883,461**
6	GRIND EXISTING CONCRETE PAVEMENT	9,940.00	SY	$ 14.00	$139,160
7	REMOVE GUARDRAIL	16.00	LF	$ 25.00	$400
8	REMOVE CURB AND GUTTER	-	LF	$ 64.00	$0
9	ROADWAY EXCAVATION	6,331.00	CY	$ 105.00	$664,755
10	REMOVE CONCRETE SIDEWALK	86.00	SQYD	$ 192.00	$16,512
11	CLEARING AND GRUBBING	5,694.00	SF	$ 11.00	$62,634
Civil Improvements					**$4,438,503**
12	AGGREGATE BASE	3,166.00	CY	$ 683.00	$2,162,378
13	HOT MIX ASPHALT (TYPE A)	8,368.00	TON	$ 156.00	$1,305,408
14	SIDEWALK	178.00	CY	$ 926.00	$164,828
15	CONCRETE CURB	-	LF	$ 313.00	$0
16	DETECTABLE WARNING SURFACE	795.00	SQFT	$ 51.00	$40,545
17	INSTALL FLEXIBLE POST DELINEATOR CLASS I	250.00	EA	$ 61.00	$15,250
18	CURB RAMP	53.00	EA	$ 2,530.00	$134,090
19	BUS SHELTER WITH BENCH AND AMENITIES	2.00	EA	$ 127,694.00	$255,388
20	LANDSCAPING	4,288.00	SF	$ 82.00	$351,616
21	TREE	2.00	EA	$ 4,500.00	$9,000
22	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	71.00	EA	$ 24,000.00	$1,704,000
Traffic Improvements					**$2,747,010**
23	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	8.00	EA	$ 337,600.00	$2,700,800
24	ADD BIKE SIGNAL TO EXISTING SIGNAL	1.00	EA	$ 25,000.00	$25,000
25	SIGNS	42.00	EA	$ 505.00	$21,210
Pavement Markings					**$428,340**
26	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	10,977.00	SQFT	$ 15.00	$164,655
27	6" THERMOPLASTIC TRAFFIC STRIPE	30,063.00	LF	$ 4.00	$120,252
28	12" THERMOPLASTIC TRAFFIC STRIPE	318.00	LF	$ 5.00	$1,590
29	GREEN THERMOPLASTIC PAVEMENT	10,911.00	SQFT	$ 13.00	$141,843
				Subtotal of Construction Items:	**$13,092,314**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$3,273,079
	Total (Construction Items & Contingencies) cost:				**$16,365,393**

Project Delivery Costs:

Type of Project Cost	Cost $
Preliminary Engineering (PE)	
Project Approval and Environmental Document (PA&ED) (10%):	$ 1,636,539
Plans, Specifications and Estimates (PS&E) (15%):	$ 2,454,809
Total PE:	**$ 4,091,348**
Right of Way (RW)	
Right of Way Engineering:	
Acquisitions,Utilities, and Drainage (10%):	$ 1,636,539
Total RW:	**$ 1,636,539**
Total Pre-Construction Costs (PE+RW):	**$5,727,887**
Construction Engineering (CE)	
Construction Engineering (CE) (10%):	$ 1,636,539
Total Construction Costs:	**$18,001,932**
Total Project Cost:	**$23,729,819**

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101 - San Bruno Road Concept Option 2	**Prepared by:**	Toole Design Group
Project Location:	San Bruno Road from Huntington Avenue to N McDonnell Road	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$5,696,000**
1	Mobilization (10%)	1	LS	$1,266,000.00	$1,266,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$1,266,000.00	$1,266,000
3	Construction Survey and Staking (5%)	1	LS	$633,000.00	$633,000
4	Construction Management (15%)	1	LS	$1,898,000.00	$1,898,000
5	Implement WPCP (5%)	1	LS	$633,000.00	$633,000
Demolition					**$1,388,827**
6	GRIND EXISTING CONCRETE PAVEMENT	11,029.00	SY	$ 14.00	$154,406
7	REMOVE GUARDRAIL	16.00	LF	$ 25.00	$400
8	REMOVE CURB AND GUTTER	4,457.00	LF	$ 64.00	$285,248
9	ROADWAY EXCAVATION	6,231.00	CY	$ 105.00	$654,255
10	REMOVE CONCRETE ISLAND (PORTIONS) (CY)	20.00	CY	$ 2,000.00	$40,000
11	REMOVE CONCRETE SIDEWALK	253.00	SQYD	$ 192.00	$48,576
12	CLEARING AND GRUBBING	18,722.00	SF	$ 11.00	$205,942
Civil Improvements					**$8,953,509**
13	AGGREGATE BASE	3,116.00	CY	$ 683.00	$2,128,228
14	HOT MIX ASPHALT (TYPE A)	7,574.00	TON	$ 156.00	$1,181,544
15	SIDEWALK	744.00	CY	$ 926.00	$688,944
16	CONCRETE CURB	7,732.00	LF	$ 313.00	$2,420,116
17	DETECTABLE WARNING SURFACE	1,235.00	SQFT	$ 51.00	$62,985
18	INSTALL FLEXIBLE POST DELINEATOR CLASS I	10.00	EA	$ 61.00	$610
19	CURB RAMP	51.00	EA	$ 2,530.00	$129,030
20	BUS SHELTER WITH BENCH AND AMENITIES	2.00	EA	$ 127,694.00	$255,388
21	LANDSCAPING	21,002.00	SF	$ 82.00	$1,722,164
22	TREE	81.00	EA	$ 4,500.00	$364,500
23	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	71.00	EA	$ 24,000.00	$1,704,000
Traffic Improvements					**$358,760**
24	RECTANGULAR RAPID FLASHING BEACON	-	LS	$ 30,000.00	$0
25	PEDESTRIAN HYBRID BEACON	-	EA	$ 140,600.00	$0
26	NEW TRAFFIC SIGNAL	1.00	EA	$ 312,550.00	$312,550
27	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	-	EA	$ 337,600.00	$0
28	ADD BIKE SIGNAL TO EXISTING SIGNAL	1.00	EA	$ 25,000.00	$25,000
29	SIGNS	42.00	EA	$ 505.00	$21,210
Pavement Markings					**$246,555**
30	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	10,270.00	SQFT	$ 15.00	$154,050
31	6" THERMOPLASTIC TRAFFIC STRIPE	19,831.00	LF	$ 4.00	$79,324
32	12" THERMOPLASTIC TRAFFIC STRIPE	44.00	LF	$ 5.00	$220
33	GREEN THERMOPLASTIC PAVEMENT	997.00	SQFT	$ 13.00	$12,961
				Subtotal of Construction Items:	**$16,643,651**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$4,160,913
				Total (Construction Items & Contingencies) cost:	**$20,804,564**

Project Delivery Costs:

Type of Project Cost	Cost $
Preliminary Engineering (PE)	
Project Approval and Environmental Document (PA&ED) (10%):	$ 2,080,456
Plans, Specifications and Estimates (PS&E) (15%):	$ 3,120,685
Total PE:	**$ 5,201,141**
Right of Way (RW)	
Right of Way Engineering:	
Acquisitions, Utilities, and Drainage (10%):	$ 2,080,456
Total RW:	**$ 2,080,456**
Total Pre-Construction Costs (PE+RW):	**$7,281,597**
Construction Engineering (CE)	
Construction Engineering (CE) (10%):	$ 2,080,456
Total Construction Costs:	**$22,885,020**
Total Project Cost:	**$30,166,617**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=013931&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&min=&max=&minU=&maxU=&unit=none&start=Search	
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans		
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans		
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=IMPORED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731810	REMOVE CONCRETE ISLAND (PORTIONS) (CY)	$ 2,000.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731810&ob=0&DISTRICT%5B%5D=07&DISTRICT%5B%5D=08&DISTRICT%5B%5D=12&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=CY&convert=1&start=Search	
839752	REMOVE GUARDRAIL	$ 25.00	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=839752&ob=0&DISTRICT%5B%5D=07&DISTRICT%5B%5D=08&DISTRICT%5B%5D=12&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=01&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&Year%5B%5D=y2021&Year%5B%5D=y2020&Year%5B%5D=y2019&min=&max=&minU=&maxU=&unit=none&start=Search	
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.10	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.00	LF	Caltrans	http://d8data.dot.ca.gov/contractcost/results.php?item=846030&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS I	$ 61.00	EA	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=Flexible+post+delineator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF ([(4/12) *(90)]/27 = 1.1CY/curb ramp). Unit cost: $2300/CY* 1.1CY/curb ramp = $2530/curb ramp.
210212	LANDSCAPING	$ 81.50	SF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search http://sv08data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit cost. Total unit cost = $4.44 + $77 /SF = ~$1.50
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
820840	SIGNS	$ 505.00	EA	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=820840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate	
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2023 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600
TDG-3	NEW TRAFFIC SIGNAL	$ 312,550.00	EA	Local - City of San Carlos	Holly St Cost Estimate	
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 337,600.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up	
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets Bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$538k, but engineer's estimate was $50k. To be conservative, using $25k unit cost.
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing
TDG-7	CLEARING AND GRUBBING	$ 10.50	SF	Local - City of Burbank	Burbank 1st St 100% Costs	Existing landscaping/dirt to be excavated. 4" dept
TDG-8	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/60311	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation
TDG-9	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Ped Scale Streetlight Estimate Conservative	Assume 125' OC spacing on both sides of corridor

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101	**Prepared by:**	Toole Design Group
Project Location:	Saratoga Drive from Delaware Street to Franklin Parkway	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$1,328,000**
1	Mobilization (10%)	1	LS	$295,000.00	$295,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$295,000.00	$295,000
3	Construction Survey and Staking (5%)	1	LS	$148,000.00	$148,000
4	Construction Management (15%)	1	LS	$442,000.00	$442,000
5	Implement WPCP (5%)	1	LS	$148,000.00	$148,000
Demolition					**$169,850**
6	REMOVE CURB AND GUTTER	742.00	LF	$ 64.00	$47,488
7	ROADWAY EXCAVATION	178.00	CY	$ 105.00	$18,690
8	REMOVE CONCRETE SIDEWALK	342.00	SQYD	$ 192.00	$65,664
9	REMOVE THERMOPLASTIC TRAFFIC STRIPE	19,004.00	LF	$ 2.00	$38,008
Civil Improvements					**$2,446,294**
10	AGGREGATE BASE	123.00	CY	$ 683.00	$84,009
11	SIDEWALK	135.00	CY	$ 926.00	$125,010
12	MINOR CONCRETE (DRIVEWAY)	41.00	CY	$ 1,513.00	$62,033
13	MINOR CONCRETE	21.00	CY	$ 3,065.00	$64,365
14	DETECTABLE WARNING SURFACE	614.00	SQFT	$ 51.00	$31,314
15	INSTALL FLEXIBLE POST DELINEATOR CLASS I	375.00	EA	$ 61.00	$22,875
16	CURB RAMP	10.00	EA	$ 2,530.00	$25,300
17	BUS SHELTER WITH BENCH AND AMENITIES	2.00	EA	$ 127,694.00	$255,388
18	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	74.00	EA	$ 24,000.00	$1,776,000
Traffic Improvements					**$22,220**
19	SIGNS	44.00	EA	$ 505.00	$22,220
Pavement Markings					**$305,908**
20	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	7,343.00	SQFT	$ 15.00	$110,145
21	6" THERMOPLASTIC TRAFFIC STRIPE	23,896.00	LF	$ 4.00	$95,584
22	8" THERMOPLASTIC TRAFFIC STRIPE	1,122.00	LF	$ 5.00	$5,610
23	12" THERMOPLASTIC TRAFFIC STRIPE	485.00	LF	$ 5.00	$2,425
24	GREEN THERMOPLASTIC PAVEMENT	7,088.00	SQFT	$ 13.00	$92,144
				Subtotal of Construction Items:	**$4,272,272**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$1,068,068
	Total (Construction Items & Contingencies) cost:				**$5,340,340**

Project Delivery Costs:

Type of Project Cost	Cost $
	Preliminary Engineering (PE)
Project Approval and Environmental Document (PA&ED) (10%):	$ 534,034
Plans, Specifications and Estimates (PS&E) (15%):	$ 801,051
Total PE:	**$ 1,335,085**
	Right of Way (RW)
Right of Way Engineering:	
Acquisitions and Utilities (10%):	$ 267,017
Total RW:	**$ 267,017**
Total Pre-Construction Costs (PE+RW):	**$1,602,102**
	Construction Engineering (CE)
Construction Engineering (CE) (10%):	$ 534,034
Total Construction Costs:	**$5,874,374**
Total Project Cost:	**$7,476,476**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS
[illegible]	[illegible]					
[illegible]	[illegible]					
[illegible]	[illegible]					
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=013931&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&min=&max=&minU=&maxU=&unit=none&start=Search	
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans		
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans		
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&Year%5B%5D=y2021&Year%5B%5D=y2020&Year%5B%5D=y2019&min=&max=&minU=&maxU=&unit=none&start=Search	
[illegible]	IMPORTED BORROW			Caltrans	[illegible]	
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.80	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=remove+thermoplastic+traffic+stripe&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=10000&maxU=20000&unit=none&start=Search	
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS1	$ 61.00	EA	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=Flexible+post+delineator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF ([(4/12) *(90)]/27 = 1.1CY/curb ramp). Unit cost: $2300/CY* 1.1CY/curb ramp = $2530/curb ramp.
210212	LANDSCAPING	$ 81.50	SF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search. https://ev08data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search.	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost = $4.44 + $77 /SF = ~$1.50
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
820840	SIGNS	$ 505.00	EA	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=820840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate	
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2021 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600
TDG-3	NEW TRAFFIC SIGNAL	$ 255,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$251013
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up	
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost.
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing
TDG-7	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/33211	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation.
TDG-8	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Ped Scale Streetlight Estimate Comparison	Assume 125' OC spacing on both sides of corridor.
510501	MINOR CONCRETE	$ 3,065.00	CY	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=minor+concrete&min=&max=&minU=&maxU=&unit=none&DISTRICT=04&Year=2025%2Cy2024%2Cy2023&sortby=item&desc=&convert=&ob=0	For raised bike lane behind bus island
731516	MINOR CONCRETE (DRIVEWAY)	$ 1,513.00	CY	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=731516&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	For bus pads
846009	8" THERMOPLASTIC TRAFFIC STRIPE	$ 4.50	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=846009&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/31/2025
Project Description:	Active 101 - Industrial Road Concept Option 1	**Prepared by:**	Toole Design Group
Project Location:	Industrial Road from Harbor Boulevard to Whipple Avenue	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$5,441,000**
1	Mobilization (10%)	1	LS	$1,209,000.00	$1,209,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$1,209,000.00	$1,209,000
3	Construction Survey and Staking (5%)	1	LS	$605,000.00	$605,000
4	Construction Management (15%)	1	LS	$1,813,000.00	$1,813,000
5	Implement WPCP (5%)	1	LS	$605,000.00	$605,000
Demolition					**$635,761**
6	COLD PLANE ASPHALT CONCRETE PAVEMENT	90,823.00	SY	$ 7.00	$635,761
Civil Improvements					**$2,349,157**
7	HOT MIX ASPHALT (TYPE A)	9,890.00	TON	$ 156.00	$1,542,840
8	DETECTABLE WARNING SURFACE	1,020.00	SQFT	$ 51.00	$52,020
9	INSTALL FLEXIBLE POST DELINEATOR CLASS I	1,855.00	EA	$ 61.00	$113,155
10	BUS SHELTER WITH BENCH AND AMENITIES	3.00	EA	$ 127,694.00	$383,082
11	CURB RAMP	102.00	EA	$ 2,530.00	$258,060
12	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	223.00	EA	$ 24,000.00	$5,352,000
Traffic Improvements					**$261,660**
13	RECTANGULAR RAPID FLASHING BEACON	4.00	LS	$ 30,000.00	$120,000
14	ADD BIKE SIGNAL TO EXISTING SIGNAL	3.00	EA	$ 25,000.00	$75,000
15	SIGNS	132.00	EA	$ 505.00	$66,660
Pavement Markings					**$3,484,508**
16	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	20,459.00	SQFT	$ 15.00	$306,885
17	6" THERMOPLASTIC TRAFFIC STRIPE	124,021.00	LF	$ 4.00	$496,084
18	12" THERMOPLASTIC TRAFFIC STRIPE	1,155.00	LF	$ 5.00	$5,775
19	GREEN THERMOPLASTIC PAVEMENT	205,828.00	SQFT	$ 13.00	$2,675,764
				Subtotal of Construction Items:	**$12,172,086**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$3,043,022
	Total (Construction Items & Contingencies) cost:				**$15,215,108**

Project Delivery Costs:

Type of Project Cost	Cost $
	Preliminary Engineering (PE)
Project Approval and Environmental Document (PA&ED):	$ 1,521,511
Plans, Specifications and Estimates (PS&E):	$ 2,282,266
Total PE:	**$ 3,803,777**
	Right of Way (RW)
Right of Way Engineering:	
Acquisitions and Utilities (5%):	$ 760,755
Total RW:	**$ 760,755**
Total Pre-Construction Costs (PE+RW):	**$4,564,532**
	Construction Engineering (CE)
Construction Engineering (CE):	$ 1,521,511
Total Construction Costs:	**$16,736,618**
Total Project Cost:	**$21,301,151**

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101 - Industrial Road Concept Option 2	**Prepared by:**	Toole Design Group
Project Location:	Industrial Road from Harbor Boulevard to Whipple Avenue	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$13,076,000**
1	Mobilization (10%)	1	LS	$2,906,000.00	$2,906,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$2,906,000.00	$2,906,000
3	Construction Survey and Staking (5%)	1	LS	$1,453,000.00	$1,453,000
4	Construction Management (15%)	1	LS	$4,358,000.00	$4,358,000
5	Implement WPCP (5%)	1	LS	$1,453,000.00	$1,453,000
Demolition					**$1,770,040**
6	COLD PLANE ASPHALT CONCRETE PAVEMENT	56,126.00	SY	$ 7.00	$392,882
7	REMOVE CURB AND GUTTER	7,832.00	LF	$ 64.00	$501,248
8	ROADWAY EXCAVATION	8,342.00	CY	$ 105.00	$875,910
Civil Improvements					**$18,417,910**
9	AGGREGATE BASE	3,967.00	CY	$ 683.00	$2,709,461
10	HOT MIX ASPHALT (TYPE A)	33,941.00	TON	$ 156.00	$5,294,796
11	SIDEWALK	409.00	CY	$ 926.00	$378,734
12	MINOR CONCRETE (BUFFER)	1,348.00	CY	$ 768.00	$1,035,264
13	CONCRETE CURB	20,631.00	LF	$ 313.00	$6,457,503
14	CURB AND GUTTER	7,832.00	LF	$ 82.00	$642,224
15	DETECTABLE WARNING SURFACE	1,020.00	SQFT	$ 51.00	$52,020
16	CURB RAMP	102.00	EA	$ 2,530.00	$258,060
17	LANDSCAPING	11,863.00	SF	$ 82.00	$972,766
18	BUS SHELTER WITH BENCH AND AMENITIES	3.00	EA	$ 127,694.00	$383,082
19	TREE	52.00	EA	$ 4,500.00	$234,000
20	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	223.00	EA	$ 24,000.00	$5,352,000
Traffic Improvements					**$261,660**
21	RECTANGULAR RAPID FLASHING BEACON	4.00	LS	$ 30,000.00	$120,000
22	ADD BIKE SIGNAL TO EXISTING SIGNAL	3.00	EA	$ 25,000.00	$75,000
23	SIGNS	132.00	EA	$ 505.00	$66,660
Pavement Markings					**$3,250,140**
24	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	20,459.00	SQFT	$ 15.00	$306,885
25	6" THERMOPLASTIC TRAFFIC STRIPE	65,429.00	LF	$ 4.00	$261,716
26	12" THERMOPLASTIC TRAFFIC STRIPE	1,155.00	LF	$ 5.00	$5,775
27	GREEN THERMOPLASTIC PAVEMENT	205,828.00	SQFT	$ 13.00	$2,675,764
				Subtotal of Construction Items:	**$36,775,750**
		Construction Item Contingencies (% of Construction Items):		**25.00%**	$9,193,938
				Total (Construction Items & Contingencies) cost:	**$45,969,688**

Project Delivery Costs:

	Type of Project Cost	Cost $
		Preliminary Engineering (PE)
Project Approval and Environmental Document (PA&ED) (10%):		$ 4,596,969
Plans, Specifications and Estimates (PS&E) (15%):		$ 6,895,453
	Total PE:	**$ 11,492,422**
		Right of Way (RW)
	Right of Way Engineering:	
Acquisitions, Utilities, and Drainage (10%):		$ 4,596,969
	Total RW:	**$ 4,596,969**
Total Pre-Construction Costs (PE+RW):		**$16,089,391**
		Construction Engineering (CE)
	Construction Engineering (CE) (10%):	$ 4,596,969
Total Construction Costs:		**$50,566,656**
Total Project Cost:		**$66,656,047**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS	
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=013931&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&min=&max=&minU=&maxU=&unit=none&start=Search		
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans			
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=390132&obj=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans			
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&obj=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731780&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731840&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=8%22+THERMOPLASTIC&obj=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840505&obj=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840515&obj=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&Year%5B%5D=2021&Year%5B%5D=2020&Year%5B%5D=2019&min=&max=&minU=&maxU=&unit=none&start=Search		
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 34.21	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&obj=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.00	LF	Caltrans	https://dldata.dot.ca.gov/contractcost/results.php?item=846030&obj=0&DISTRICT%5B%5D=03&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS I	$ 61.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=Flexible+type+delineator&obj=0&DISTRICT%5B%5D=03&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&obj=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731623&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF. ((4/12) *(90))/27 = 1.1CY/curb ramp) Unit cost: $2300/CY* 1.1CY/curb ramp = $2530/curb ramp	
210212	LANDSCAPING	$ 31.50	SF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=202006&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search https://sv08data.dot.ca.gov/contractcost/results.php?item=210212&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost= $4.44 + $77 /SF = ~$1.50	
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=730010&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=LF&crosver=1&start=Search		
820840	SIGNS	$ 505.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=820840&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731504	CURB AND GUTTER	$ 81.17	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731504&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search	Unit cost $2029/CY. Assuming 6" curb ht + 2' wide gutter, convert to per LF. $2029/CY * 1.083 SF / 27 FT = $81.17/LF	
510501	MINOR CONCRETE	$ 768.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=510501&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
398200	COLD PLANE ASPHALT CONCRETE PAVEMENT	$ 6.47	SY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=398200&obj=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=SQYD&start=Search		
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate		
TDG-2	PEDESTRIAN HYBRID BEACON	$ 840,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2023 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600	
TDG-3	NEW TRAFFIC SIGNAL	$ 255,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$251013	
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up		
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost	
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing	
TDG-7	CLEARING AND GRUBBING	$ 30.50	SF	Local - City of Burbank	Burbank 1st ST 100% Costs	Existing landscaping/dirt to be excavated. 4" depth.	
TDG-8	BUS SHELTER WITH BENCH AND AMENITIES	$ 123,693.90	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/6811	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation.	
TDG-9	PED SCALE STREETLIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	Ea	Local - City of Los Angeles	Ped Scale Streetlight Estimate Comparison	Assume 125' OC spacing on both sides of corridor	

Client:	San Mateo County Transporation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101	**Prepared by:**	Toole Design Group
Project Location:	Bay Road from Woodside Road to Fifth Avenue	**Checked by:**	

Project Estimate and Cost

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$2,822,000**
1	Mobilization (10%)	1	LS	$627,000.00	$627,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$627,000.00	$627,000
3	Construction Survey and Staking (5%)	1	LS	$314,000.00	$314,000
4	Construction Management (15%)	1	LS	$940,000.00	$940,000
5	Implement WPCP (5%)	1	LS	$314,000.00	$314,000
Demolition					**$921,384**
6	COLD PLANE ASPHALT CONCRETE PAVEMENT	27,382.00	SY	$ 28.00	$766,696
7	REMOVE CURB AND GUTTER	758.00	LF	$ 64.00	$48,512
8	ROADWAY EXCAVATION	768.00	CY	$ 105.00	$80,640
9	REMOVE CONCRETE SIDEWALK	133.00	SQYD	$ 192.00	$25,536
Civil Improvements					**$4,809,023**
10	AGGREGATE BASE	384.00	CY	$ 683.00	$262,272
11	HOT MIX ASPHALT (TYPE A)	2,982.00	TON	$ 156.00	$465,192
12	SIDEWALK	22.00	CY	$ 926.00	$20,372
14	MINOR CONCRETE (ISLAND PAVING)	940.00	CY	$ 1,155.00	$1,085,700
15	DETECTABLE WARNING SURFACE	855.00	SQFT	$ 51.00	$43,605
17	CURB RAMP	45.00	EA	$ 2,530.00	$113,850
18	BUS SHELTER WITH BENCH AND AMENITIES	4.00	EA	$ 127,694.00	$510,776
19	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	78.00	EA	$ 24,000.00	$1,872,000
20	LANDSCAPING	5,308.00	SF	$ 82.00	$435,256
Traffic Improvements					**$173,230**
21	RECTANGULAR RAPID FLASHING BEACON	5.00	LS	$ 30,000.00	$150,000
22	SIGNS	46.00	EA	$ 505.00	$23,230
Pavement Markings					**$359,963**
23	THERMOPLASTIC PAVEMENT MARKING	6,038.00	SQFT	$ 22.00	$132,836
24	4" THERMOPLASTIC TRAFFIC STRIPE	59.00	LF	$ 3.00	$177
25	6" THERMOPLASTIC TRAFFIC STRIPE	13,223.00	LF	$ 4.00	$52,892
26	8" THERMOPLASTIC TRAFFIC STRIPE	802.00	LF	$ 5.00	$4,010
27	12" THERMOPLASTIC TRAFFIC STRIPE	532.00	LF	$ 5.00	$2,660
28	GREEN THERMOPLASTIC PAVEMENT	12,876.00	SQFT	$ 13.00	$167,388
				Subtotal of Construction Items:	**$9,085,600**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$2,271,400
	Total (Construction Items & Contingencies) cost:				**$11,357,000**

Project Delivery Costs:

Type of Project Cost	Cost $
	Preliminary Engineering (PE)
Project Approval and Environmental Document (PA&ED) (10%):	$ 1,135,700
Plans, Specifications and Estimates (PS&E) (15%):	$ 1,703,550
Total PE:	**$ 2,839,250**
	Right of Way (RW)
Right of Way Engineering:	
Acquisitions, Utilities, and Drainage (10%):	$ 1,135,700
Total RW:	**$ 1,135,700**
Total Pre-Construction Costs (PE+RW):	**$3,974,950**
	Construction Engineering (CE)
Construction Engineering (CE) (10%):	$ 1,135,700
Total Construction Costs:	**$12,492,700**
Total Project Cost:	**$16,467,650**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=013931&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&min=&max=&minU=&maxU=&unit=none&start=Search	
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans		
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
398200	COLD PLANE ASPHALT CONCRETE PAVEMENT	$ 27.52	SY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=398200&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840515	THERMOPLASTIC PAVEMENT MARKING	$ 21.43	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&Year%5B%5D=y2021&Year%5B%5D=y2020&Year%5B%5D=y2019&min=&max=&minU=&maxU=&unit=none&start=Search	
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 3.50	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=REMOVE+THERMOPLASTIC+TRAFFIC+STRIPE&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=7000&maxU=9000&unit=LF&convert=1&start=Search	
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS I	$ 61.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=Flexible+post+delineator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF ([(4/12) *(90)]/27 = 1.1CY/curb ramp). Unit cost: $2300/CY * 1.1CY/curb ramp = $2530/curb ramp.
210212	LANDSCAPING	$ 81.50	SF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search https://sv08data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost = $4.44 + $77 /SF = ~81.50
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
820840	SIGNS	$ 505.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=820840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate	
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2023 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600
TDG-3	NEW TRAFFIC SIGNAL	$ 255,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$251013
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up	
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost.
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing
TDG-7	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/33311	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation
TDG-8	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Ped Scale Streetlight Estimate Comparison	Assume 125' OC spacing on both sides of corridor
731511	MINOR CONCRETE (ISLAND PAVING)	$ 1,155.00	CY	Local - City of Berkeley	Berkeley Southside Complete Streets 35% Cost Est	For 3' curbs and median islands
846009	8" THERMOPLASTIC TRAFFIC STRIPE	$ 4.50	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=846009&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
36890	4" THERMOPLASTIC TRAFFIC STRIPE	$ 2.50	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101	**Prepared by:**	Toole Design Group
Project Location:	E Bayshore Rd (City of East Palo Alto)	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$1,193,000**
1	Mobilization (10%)	1	LS	$265,000.00	$265,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$265,000.00	$265,000
3	Construction Survey and Staking (5%)	1	LS	$133,000.00	$133,000
4	Construction Management (15%)	1	LS	$397,000.00	$397,000
5	Implement WPCP (5%)	1	LS	$133,000.00	$133,000
Demolition					**$273,385**
6	GRIND EXISTING CONCRETE PAVEMENT	13,183.00	SY	$ 14.00	$184,562
7	REMOVE CURB AND GUTTER	464.00	LF	$ 64.00	$29,696
8	ROADWAY EXCAVATION	95.00	CY	$ 105.00	$9,975
9	REMOVE CONCRETE SIDEWALK	256.00	SQYD	$ 192.00	$49,152
Civil Improvements					**$869,921**
10	AGGREGATE BASE	66.00	CY	$ 683.00	$45,078
11	HOT MIX ASPHALT (TYPE A)	2,871.00	TON	$ 156.00	$447,876
12	MINOR CONCRETE	31.00	CY	$ 768.00	$23,808
13	SIDEWALK	36.00	CY	$ 926.00	$33,336
14	CONCRETE CURB	228.00	LF	$ 313.00	$71,364
15	CONCRETE CURB AND GUTTER	457.00	LF	$ 82.00	$37,474
16	DETECTABLE WARNING SURFACE	137.00	SQFT	$ 51.00	$6,987
17	CURB RAMP	10.00	EA	$ 2,530.00	$25,300
18	BUS SHELTER WITH BENCH AND AMENITIES	1.00	EA	$ 127,694.00	$127,694
19	LANDSCAPING	622.00	SF	$ 82.00	$51,004
20	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	51.00	EA	$ 24,000.00	$1,224,000
Traffic Improvements					**$204,454**
21	PEDESTRIAN HYBRID BEACON	1.00	EA	$ 140,600.00	$140,600
22	BIKE PED PUSH BUTTON	1.00	EA	$ 1,804.00	$1,804
22	SPEED CUSHION	7.00	EA	$ 6,700.00	$46,900
23	SIGNS	30.00	EA	$ 505.00	$15,150
Pavement Markings					**$70,596**
24	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	1,640.00	SQFT	$ 15.00	$24,600
25	6" THERMOPLASTIC TRAFFIC STRIPE	6,601.00	LF	$ 4.00	$26,404
26	12" THERMOPLASTIC TRAFFIC STRIPE	177.00	LF	$ 5.00	$885
27	GREEN THERMOPLASTIC PAVEMENT	1,439.00	SQFT	$ 13.00	$18,707
				Subtotal of Construction Items:	**$2,611,356**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$652,839
	Total (Construction Items & Contingencies) cost:				**$3,264,195**

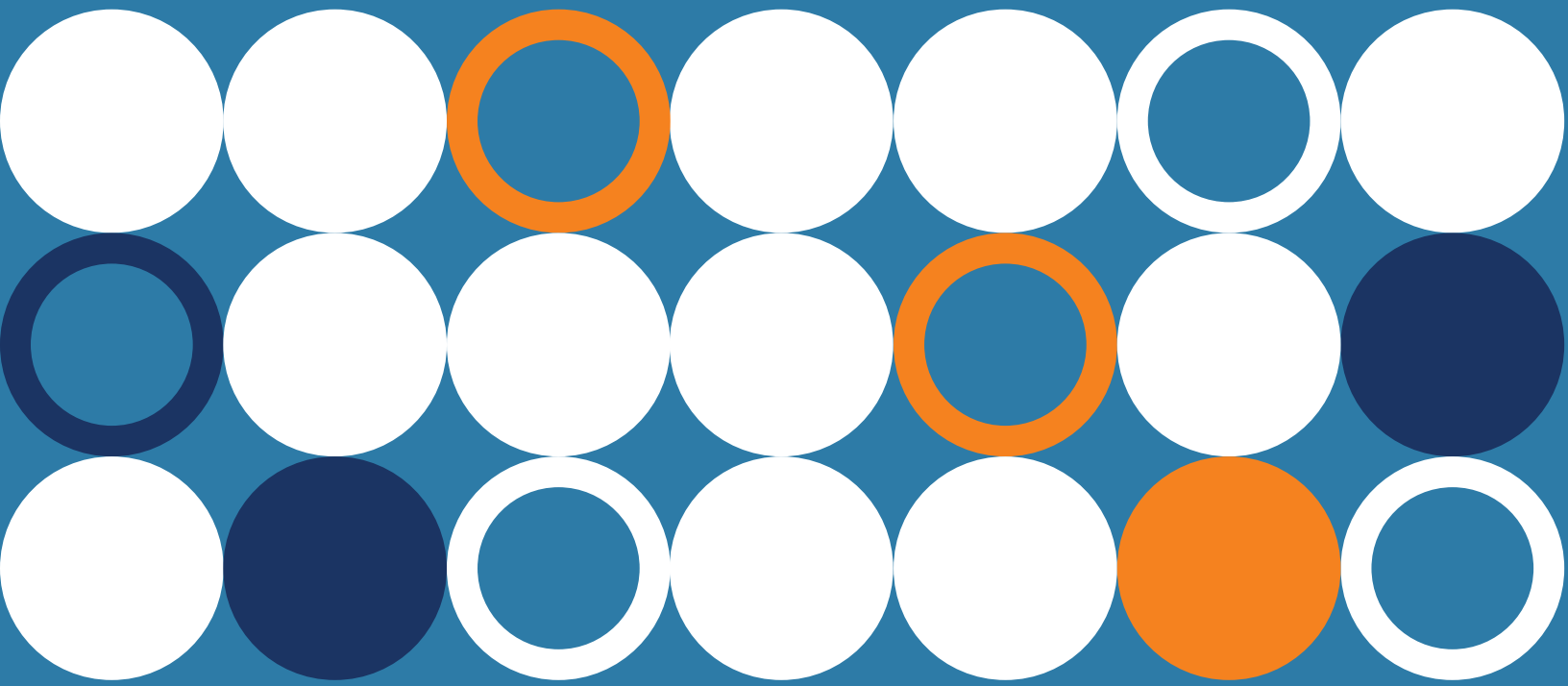
Project Delivery Costs:

Type of Project Cost	Cost $
Preliminary Engineering (PE)	
Project Approval and Environmental Document (PA&ED) (10%):	$ 326,420
Plans, Specifications and Estimates (PS&E) (15%):	$ 489,629
Total PE:	**$ 816,049**
Right of Way (RW)	
Right of Way Engineering:	
Acquisitions, Utilities, and Drainage (10%):	$ 326,420
Total RW:	**$ 326,420**
Total Pre-Construction Costs (PE+RW):	**$1,142,468**
Construction Engineering (CE)	
Construction Engineering (CE) (10%):	$ 326,420
Total Construction Costs:	**$3,590,615**
Total Project Cost:	**$4,733,083**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=013931&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&min=&max=&minU=&maxU=&unit=none&start=Search	
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans		
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans		
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&Year%5B%5D=y2021&Year%5B%5D=y2020&Year%5B%5D=y2019&min=&max=&minU=&maxU=&unit=none&start=Search	
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.00	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=846030&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS I	$ 61.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=Flexible+post+delineator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF ((4/12) *(90))/27 = 1.1CY/curb ramp). Unit cost: $2300/CY * 1.1CY/curb ramp = $2530/curb ramp.
210212	LANDSCAPING	$ 81.50	SF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search https://sv08data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost = $4.44 + $77 /SF = ~81.50
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
820840	SIGNS	$ 505.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=820840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731504	CONCRETE CURB AND GUTTER	$ 81.17	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731504&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	Unit cost $2023/CY. Assuming 6" curb ht + 2' wide gutter, convert to per LF. $2023/CY * 1.083 SF / 27 FT = $81.17/LF
510501	MINOR CONCRETE	$ 763.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=510501&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate	
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2023 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600
TDG-3	NEW TRAFFIC SIGNAL	$ 255,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$251013
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up	
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost.
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing
TDG-7	CLEARING AND GRUBBING	$ 10.50	SF	Local - City of Burbank	Burbank 1st St 100% Costs	Existing landscaping/dirt to be excavated. 4" depth
TDG-8	SPEED CUSHION	$ 6,700.00	EA	Local - City of Los Angeles	https://lacity.primegov.com/meeting/attachment/406215.pdf?name=Report%20from%20Los%20Angeles%20Department%20of%20Transportation%20dated%203-31-20	
TDG-9	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/33111	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation.
TDG-10	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Ped Scale Streetlight Estimate Comparison	Assume 125' OC spacing on both sides of corridor
TDG-11	BIKE PED PUSH BUTTON	$ 1,804.00	EA	Local - County of Los Angeles	https://dpw.lacounty.gov/general/bids/[illegible]	Include push button plate, post, and foundation

G

Appendix G: Stakeholder & Public Comments



The Draft US 101 San Mateo County Crossings Improvement Implementation Plan was published online on January 12, 2026 and was available for public and stakeholder comment until February 9, 2026. The draft Active 101 Plan 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.

US 101 San Mateo County Crossings Improvement Implementation Plan Stakeholder & Public Comment Resolution Matrix

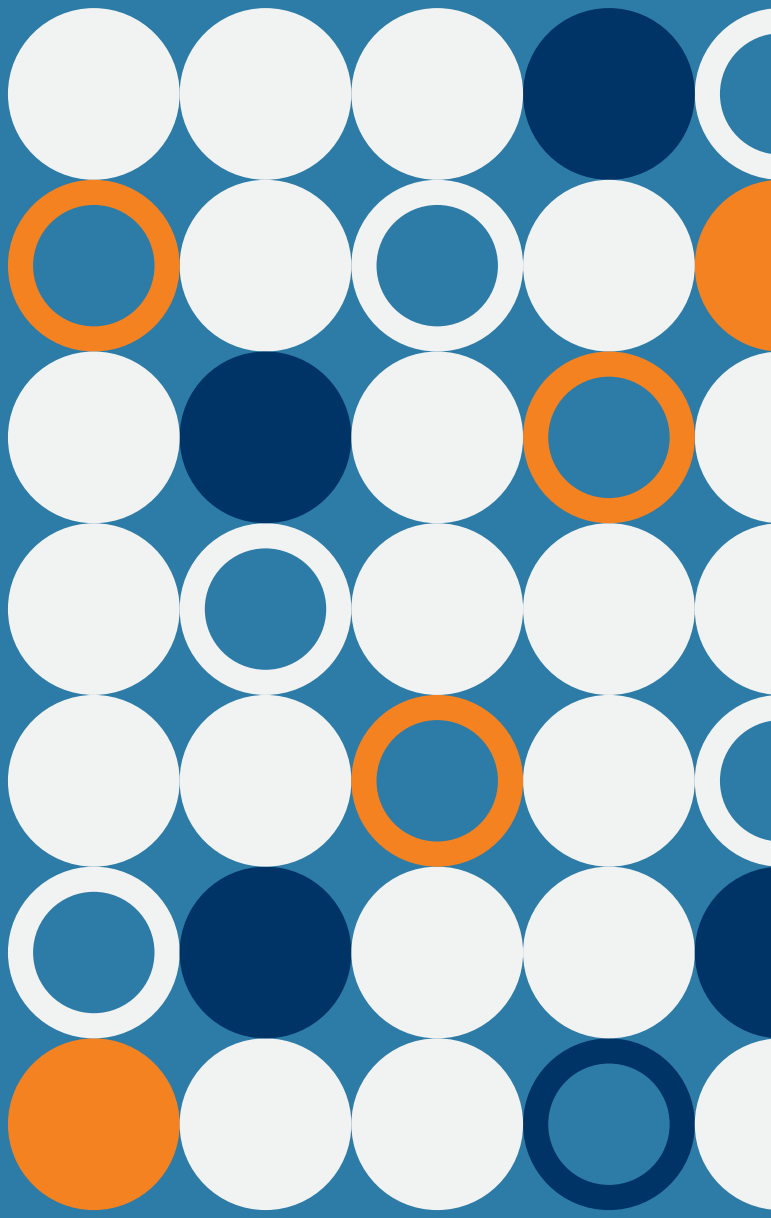
Section	Page	Comment	Resolution
Cover Page	Cover Page	No I do not bike in San Mateo county.	Comment acknowledged.
Executive Summary	VI	I'm wondering how well a 12 ft. pathway for both pedestrians and 2-way bicycles will work with motorized bikes. Seems quite dangerous to me.	Comment acknowledged. This is a representative sample from one of the selected projects, and specific design concerns can be addressed as the design moves forward with the project sponsor.
Executive Summary	VI	text is not legible	Comment acknowledged and addressed.
Executive Summary	VI	Bus lanes would be incredible! ECR is currently very slow	Comment acknowledged.
Chapter 2	10	Improve resolution. Text is blurry.	Comment acknowledged and addressed.
Chapter 2	12	Marsh is a critical connector between a growing residential neighborhood in the Bay side of Menlo Park and the closest grocery store/shopping area. Right now it's terrifying for people on bike/foot. Need to get multiple jurisdictions aligned and fix the whole corridor between the Bayfront Expressway and Middlefield.	Comment acknowledged. Marsh Road has been identified as two priority projects in SMCTA's South County Multimodal Strategy, and will be a project that is prioritzed under the 101 Corridor Connect program.

Section	Page	Comment	Resolution
Chapter 2	13	There should be an easy way for residents to get from Skyline Blvd to El Camino Real. Monte Verde in San Bruno (cross street Berkshire) is not serviced by SamTrans. The nearest stop is on Sequoia & Fleetwood nearly ONE mile away. From Westborough Blvd to Sequoia on Fleetwood there is no transportation by SamTrans. San Bruno has no shuttle system like SSF has that takes them all around town and to BART. BART partnered with Uber. Ten cities got discounted Uber rates to get from BART to home. Daly City got this. San Bruno did not get. You have to drive a car to get around in San Bruno because public transportation is nonexistent in some San Bruno neighborhoods like Monte Verde. There should be a SamTrans stop on Berkshire and Skyline OR Berkshire and Fleetwood OR Berkshire and Oakmont. Monte Verde has no stops at all. The TA has given millions in grants to SSF for their "free" shuttle. for I believe 11 years. San Bruno has gotten nothing. We have no SamTrans and we have no shuttle. You have to drive in order to get anywhere in San Bruno. Neighborhoods cannot even get to El Camino and BART in San Bruno. Why can't we get a shuttle that goes to El Camino and BART and San Bruno RAC and library similar to what SSF has? I was told by Patrick Gilster of the Transportation Authority he would be happy to work with City of San Bruno to get a grant from the TA but San Bruno has to apply. for grant Mayor Rico Medina said we don't have development in San Bruno and don't meet criteria for a TA grant for a shuttle. Which is it? If we apply for a grant, do we qualify? SamTrans should increase stops to somewhere on Berkshire to get us down to El Camino and BART. To get to San Bruno RAC, SamTrans told me I would have to take the 141 on Sequoia after walking nearly one mile and take bus to BART, then transfer to another bus to get to San Bruno Recreation and Aquatic Center. SSF free shuttle takes them all around town and goes where SamTrans does not go. SamTrans ignores Monte Verde neighborhood in San Bruno.	Comment acknowledged.
Chapter 2	16	Text is too blurry and difficult to read	Comment acknowledged and addressed.
Chapter 2	18	Text is not legible	Comment acknowledged and addressed.

Section	Page	Comment	Resolution
Chapter 2	25	I am enclosing a letter I sent to the City of San Mateo about 7 years ago about Accessibility for Shoreview residents to downtown San Mateo. I am very happy to read this document and that focus will finally be made to connect communities separated by 101. What efforts is the city of San Mateo making to minimize the discrepancy in access to city facilities like libraries, parks, city government and other government offices for the inhabitants of Shoreview? The Bayshore Freeway has since 1962 become a major architectural hinder for the residents of Shoreview to access the facilities located on West San Mateo. The San Mateo Municipal Dump was long known as the Shoreview Dump creating a terrible stigma for the Shoreview neighborhoods. The combination of being cut off from the center of San Mateo and our neighborhood humiliated for years as the location of a dumping facility has a negative effect on the residents of Shoreview. Children growing up in our neighborhoods soon comprehend that they live on the wrong side of town. Shoreview has always been a blue collar neighborhood. We are an evolving community today. Many of us take care of gardens in the city, care for the eldly in San Mateo, work in restaurants in downtown San Mateo. We would like to have easier access to the lovely features of the center of San Mateo on the westside of the city. There are only a few bridges (4) /walkways/bicycle paths between Peninsula Avenue in the north and 19th Avenue in the south, a distance of more than 5 miles. The residents of Shoreview, the handicapped, people of low income who can't afford bus tickets, others without cars, children and other people on bikes have difficulties to cross the Highway 101 to come to San Mateo Central Park, the Central Library on 3rd Avenue, City Hall, the Social Security offices etc. Other communities in the United States are creating bridges over highways so that animals can cross without being hurt. What efforts is the City of San Mateo taking or planning to deal with this discrepancy—Isolation—discrimination—negative effect of quality of life—risk for segregation with all the consequences that follow when a part of the city, Shoreview is blocked in and cut off by a freeway?	Comment acknowledged. US 101 crossings within the City of San Mateo were included in the Active 101 plan development, and two crossings within the City are included in the Plan's Priority Network. Specific project details would be best addressed by the City.

Section	Page	Comment	Resolution
Chapter 2	31	Text is not legible	Comment acknowledged and addressed.
Chapter 2	35	Improve map and text quality	Comment acknowledged and addressed.
Chapter 3	46	Improve image quality	Comment acknowledged and addressed.
Chapter 3	47	Text is not legible	Comment acknowledged and addressed.
Chapter 5	82	I love the landscaping and pedestrian distance from cars	Comment acknowledged.
Chapter 5	77	The text is not legible. Can the image quality be improved?	Comment acknowledged and addressed.
Chapter 5	77	Same comment as above	Comment acknowledged and addressed.
Chapter 5	80	remove - repeat of the word "primarily"	Comment acknowledged and addressed.
Chapter 5	109	I like the improvements biking and walking safety improvements in both options and either would be much better than the existing conditions.	Comment acknowledged.
Chapter 5	109	I like option 1 because it can be implemented quickly, but can you use something harder than flex posts to separate the bike lanes? Maybe something like pre-cast concrete parking stop blocks that are hard but don't require onsite concrete work?	Comment acknowledged. Specific design elements can be modified at the project sponsor's discretion during the formal design phase.
Chapter 5	109	I support Option B. This area, particularly the section passing through the San Carlos Arts District, is in desperate need of more trees and landscaping. More greenery has a cooling effect, absorbs runoff, captures carbon, improves ecosystems, and beautifies the area. It more than justifies the increased costs.	Comment acknowledged.
Chapter 5	116	I really like that the bike lanes have a buffer from the vehicle traffic. That makes them much safer and I would be much more willing to ride in them. I would prefer a hard barrier or parked cars over flex posts.	Comment acknowledged.
Chapter 5	119	I like the addition of pedestrian refuge islands to reduce crossing distances.	Comment acknowledged.

Section	Page	Comment	Resolution
Chapter 5	131	Overall, I very much like the safety improvements for bikes and pedestrians	Comment acknowledged.
Chapter 5	137	I really like these redesigned intersections, especially where the concrete forces tighter right turns, which requires drivers to slow down	Comment acknowledged.
Chapter 5	150	Will street lighting improvements be included in this East Bayshore improvement project? Or will it be left for the City of East Palo Alto to design separately?	Comment Acknowledged. Specifics regarding the project scope, including types of improvements or modifications, would be at the discretion of the project sponsor.
Chapter 5	151	Could we also place a roundabout at Bay Rd and East Bayshore?	Comment Acknowledged. Specifics regarding the project scope, including modifications to design elements, would be at the discretion of the project sponsor. An additional roundabout was not studied as part of this effort.
Chapter 5	152	I think we should consider installing a roundabout at this intersection, given that there is only one lane approaching from all entrances into this intersection. A roundabout could make traffic flow smoother and reduce collisions. There have been many collisions at this intersection.	Comment Acknowledged. Specifics regarding the project scope, including modifications to design elements, would be at the discretion of the project sponsor. An additional roundabout was not studied as part of this effort.



SAN MATEO COUNTY
Transportation
Authority