



TA Board of Directors
Meeting of August 6, 2026

Correspondence as of June 12, 2026

Subject

1. Bike and Pedestrian Safety – **Note:** *Delayed inclusion due to Outlook synchronization issue*
2. FY 2025-2026 Railroad Crossing Elimination (Crossing Safety) Program, Caltrain-Burlingame Broadway Grade Separation Project

From: [Malcolm Robinson](#)
To: [Public Comment](#)
Subject: Bike and Pedestrian Safety
Date: Thursday, May 7, 2026 2:33:27 PM

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To: San Mateo County Transportation Authority

Regarding: Dereliction of Duty

According to today's SF chronicle, another pedestrian was struck and killed in San Mateo County, an 89-year-old man at a busy South San Francisco intersection. I read the Chronicle and Mercury News every day, and each edition seems to document a pedestrian or bicyclist killed by a motor vehicle in the Bay Area.

Please make it safe for pedestrians, bicyclists, and the burgeoning micro mobility in San Mateo County. The ability to safely move between towns in SMC is problematic at best. Building safe bike lanes for bikes and electric micromobility, and youth training would make us all safer, healthier, and provide a leadership style others might emulate.

During the last few decades San Mateo County's elected officials seem enamored by large motor vehicles, and you fund what is important to you and your contributors. It is too bad pedestrians and bicyclists don't have the deep pockets of Kiewit to sway. If pedestrian and bike safety were a concern, 5% of the \$1 billion you spend on freeways would be equitable and pay dividends in a healthier population if spent on Vision Zero infrastructure. If you funded first and last mile of public transport and provided bike racks for 100 bikes per train stop, we might see the same. The need for more and bigger freeways might be trimmed as well.

Last fall I followed the SMC TA meetings of local Bicycle Pedestrian Advisory Committees. I came away with many findings:

1. Equity regions are still not equitable in SMC. E.g. Is SSF Biotech City east of Caltrain really in need of Equity Priority funding? Why no equity for the avenues at the end of SFO 28L & 28R that flood with every decent storm?
2. Consideration of bridging the 1.2-mile gap between Sawyer Camp Trail and Canada Rd and keep bikes off CA-35 has the support of bike riders and should also have support from SMC politicians and Transportation Administration.
3. There appears to be no interest or effort by SMC TA to create a county wide pedestrian and Bikeway infrastructure for the health and safety of our citizens. Myopic (read: intracity) solutions rage and are encouraged by the SMC TA.
4. The slowest average speed of SamTrans buses is near the San Bruno BART station. In this area you cannot drive more than a football pitch before being stopped by a traffic signal. In fact, there are 3 traffic signals within 100 meters on the rebuilt Huntington Ave. Last month we were forced to stop at all 3 red signals.
5. Local Road Safety Programs often are not supported by SMC TA expenditures. For example, one LRSP map color codes danger areas in standard traffic colors of red, yellow, and green. However, recent SMC TA expenditures are in the safe green zones, and not in the yellow or red zones deemed dangerous. Please prioritize expenditures where we have serious safety issues and avoid vanity

projects.

My recently deceased mother would ask, "What Ails You?" I call it Dereliction of Duty, and it is a serious charge. I have lived in SMC since 1970 and biked all over the county. My wife will only bike in a controlled and safe environment. The Fitz to the Ritz is our favorite county ride. And our bike ride to reach Woodside from San Bruno on Class I trails ended at the south gate of the Sawyer Camp extension when 3 9-yd cement trucks went by in a cloud of dust, overhanging the entire lane on a Sunday afternoon. My argument to my wife that it was safe to procede was drowned in a diesel cacophony.

I do support the SMC Supervisors' effort to manage and regulate e-bikes and e-mobility. You should engage with US Customs in this effort, as these e-motos and many e-micro mobility devices are not home grown.

Thanks in advance for your assistance.

Rgds,

Malcolm Robinson, Member CCAG BPAC Since 2015



BOARD OF DIRECTORS 2026

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June 8, 2026

APRIL CHAN
EXECUTIVE DIRECTOR

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington D.C. 20590

Re: FY 2025-2026 Railroad Crossing Elimination (Crossing Safety) Program, Caltrain-Burlingame Broadway Grade Separation Project

Dear Secretary Duffy,

On behalf of the San Mateo County Transportation Authority (SMCTA), I am writing in support of Caltrain's Fiscal Year 2025-2026 Railroad Crossing Elimination (Crossing Safety) Program grant application for the Burlingame Broadway Grade Separation Project (Project).

The Project directly advances the goals of the Railroad Crossing Elimination Program by improving rail and roadway safety, improving community health and quality of life, and enhancing the mobility of people and goods through a heavily traveled corridor.

With over 10,000 at-grade railroad crossings throughout the State of California, the Broadway at-grade railroad crossing in Burlingame remains the number one priority on the California Public Utilities Commission's Grade Separation Priority List. Addressing this crossing is essential to protect the thousands of motorists, pedestrians, and cyclists using the corridor daily and to reduce risks created by the interaction of frequent rail service and heavy roadway traffic.

SMCTA has invested over \$2 billion in transportation infrastructure projects since our formation in 1988, with a mission to plan, fund, and deliver major transportation improvements throughout San Mateo County. The Broadway Grade Separation Project is SMCTA's top Grade Separation Program priority. In February 2026, the SMCTA Board updated its Grade Separation Program policy to focus all remaining Measure A and Measure W Grade Separation Program funds on the Project through construction, reflecting the agency's full commitment to its delivery. That commitment is further demonstrated by our recent programming of \$21.6 million for final design, \$25.6 million for right-of-way, and up to \$296 million for construction, reinforcing our partnership with Caltrain and the City of Burlingame to move the Project toward delivery. A copy of the Board resolution dedicating this funding to the Project is included with the letter as Attachment A.

With the support of the U.S. Department of Transportation, this new critical infrastructure will improve public safety at a dangerous crossing, support American families, and invigorate the economic vitality of the region.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
166 N. Rollins Road
Millbrae, CA 94030 (650) 508-6200


The Honorable Sean Duffy

June 8, 2026

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Thank you for your consideration of this application. Please feel free to contact Peter Skinner, Chief Officer, Transportation Authority at skinnerp@samtrans.com with any questions.

Sincerely,



April Chan
Executive Director

CC: San Mateo County Transportation Authority Board of Directors