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**City/Jurisdiction/Agency  
(If your option is not listed, select "Other")** South San Francisco

**City/Jurisdiction/Agency  
(if Other is selected above, please provide name here)** City

**County** San Mateo

**Is your project seeking regional discretionary funds or an endorsement?** Regional discretionary funding

**Please include the name of the regional discretionary funding program that this project is seeking.** Regional Measure 3: 2025 Safe Routes to Transit and Bay Trail Program

**Project Name/Title** East Grand Avenue Complete Streets Corridor Improvements

**Project Area/ Location** City of South San Francisco, CA

**Project Area Map  
(Attach if applicable)  
Please save the file with the project name and the jurisdiction submitting checklist.  
Add the name of the file being uploaded below.  
Then Click Here to upload your file.** file uploaded

**Project Description (2000 character limit). You may also attach additional project documents, cross sections, plan views or other supporting materials.** The East Grand Avenue Complete Streets Corridor Improvements project (the project) will create a continuous low-stress walking and biking connection between the South San Francisco Caltrain station and the Bay Trail at Point San Bruno Park. The project's western terminus is the South San Francisco Caltrain Station and the eastern terminus is the Point San Bruno Park. The project upgrades walking and biking facilities along E Grand Avenue providing raised separated bike lanes and upgraded, continuous sidewalks. The existing nine

intersections along the corridor will be upgraded to fully protected intersections incorporating safety improvements for people walking and biking. The project also includes enhancing lighting at intersections and crossings as well as along the corridor to improve road user visibility of potential conflicts as well as personal security. Wayfinding signs will be integrated along the corridor as well as at each end to provide clear information for users as to how to reach not only the Caltrain Station and Bay Trail but other destinations of interest such as downtown South San Francisco and the South San Francisco Ferry Terminal at Oyster Point. Amenities including water bottle refill stations, drinking fountains, fix-it stations, and shaded benches will be included at each end of the corridor as well as select locations along the corridor to enhance the utility of the new facility.

**Please choose the project phase(s).**

PE  
CON

**Project Supporting Material (Upload if applicable) Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here to upload your file.](#)**

Upload Materials include the Letter of Support from our BPAC, the Project's concept plans, Mobility Hub Summary, the City's Bike/Ped Master Plan, General Plan

**Do you think your project qualifies for a Statement of Exception?**

No

**Topic: Bicycle, Pedestrian and Transit Planning**

**Does the project implement relevant plans, or other locally adopted recommendations?**

Yes

**Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date. If the project is inconsistent with adopted plans, please provide explanation.**

Yes, it is consistent with the City's adopted Active Transportation Plan and General Plan.

**Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map here]**

Yes

**If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities" and/or the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way."**

The project is partially included on the MTC Active Transportation Network. The entire extents of the project is captured on the City's local Active Transportation Network reflected in their current adopted ATP. The proposed project is consistent with NACTO All Ages and Abilities bicycle facility selection guidance as well as PROWAG guidance published by the U.S. Access Board.

**Is the the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?**

Yes

**Please summarize the traffic safety conditions and describe the project's traffic safety measures. The Bay Area Vision Zero System may be a helpful resource.**

Yes, the project is located on the City's Active Transportation High Injury Network shown in the City's adopted ATP. The project's safety measures described in the ATP focus on providing a Class IV separated bike lane and closing the existing sidewalk gap.

**Does the the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analysis conducted?**

Yes

**Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.**

Yes, the project seeks to improve bicycle and pedestrian conditions including reducing level of traffic stress. Yes, Level of Traffic Stress analysis for the corridor was conducted as part of the City's ATP. See Map 7 from the ATP that identifies the project corridor as a combination of LTS 4 and 3. The project will reduce the LTS to Level 1 or 2 by implementing raised separated bike lanes (Class IV), closing existing sidewalk gaps, and enhancing active transportation user crossings through use of protected intersections as well as a raised intersection to manage vehicle speeds.

**A. Are there existing public transit facilities (stop or station) in the project area?**

No

**B. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.**

No

**C: Is there a MTC Mobility Hub (map) within the project area?**

Yes

**If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the Mobility Hubs Playbook Play 1.**

Yes, there is an MTC identified Mobility Hub at the western terminus of the project which is the South San Francisco Caltrain Station. The project provides separated bike connections and improved walking conditions to the public entrance to the Caltrain Station. It also includes wayfinding to/from the destination and amenities such as bike fix it station, water bottle filling station/drinking fountain.

**If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).**

Wider ADA sidewalks, high-visibility pedestrian crossings, ADA curb ramps: the project meets professional design guidelines for the proposed pedestrian and bicycle facilities. It specifically was designed using guidance and criteria from National Association of City Transportation Officials (NACTO) - Urban Bikeway Design Guide, CA MUTCD, and considering needs for Public Right-of-Way Accessibility Guide (PROWAG) and Americans with Disabilities Act Accessibility Guidelines (ADAAG).

**If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.**

Class 4 separated/protected bike lanes and Class 3 sharrows: the project meets professional design guidelines for the proposed pedestrian and bicycle facilities. It specifically was designed using guidance and criteria from National Association of City Transportation Officials (NACTO) - Urban Bikeway Design Guide, CA MUTCD, and considering needs for Public Right-of-Way Accessibility Guide (PROWAG) and Americans with Disabilities Act Accessibility Guidelines (ADAAG).

**Will the project improve active transportation in an Equity Priority Community (EPC)?**

Yes

**Please list census tracts that are designated as EPCs and affected by this project.**

6021, 6022.01, 6022.02, 6023

**Has a local (city is preferred and county is an option) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.**

The submission of this checklist will be reviewed by the BPAC. This option exists to use this CS Checklist submission (pdf emailed to you) for the BPAC review.

**Please provide the meeting date(s). BPAC meeting date should occur before the grant funding request application or endorsement is submitted.**

BPAC has provided a letter of support for this project.

**Please provide a summary of meeting comments. If meeting date hasn't occurred yet, please share BPAC meeting comments here.**

The checklist will be reviewed by the BPAC on November 6, 2024. The BPAC did review and approve the recommended project on E Grand Avenue as part of the City's ATP development and adoption. Furthermore, City Council approved City Staff request to provide a significant local funding match in seeking grant funding for this project through MTC's Safe Routes to Transit and Bay Trail Program. Attached is that approval.

### **Compliance and Exemption**

**Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of**

Yes

**the form can be skipped. If No, please fill out the Statement of Exception section.**

**Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form.**

The Checklist is being submitted to send to the BPAC for review.

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