



# 101 Corridor Connect Program Update

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City of South San Francisco



# WHAT IS 101 CORRIDOR CONNECT?

- A collaborative program to identify and prioritize **congestion management** projects along US 101 in San Mateo County.
- It looks **beyond just highway infrastructure** and considers the mobility needs of the corridor as a whole.
- **Program partners** include Caltrans, cities, transit agencies, San Mateo County, and C/CAG.

# Program Goals



## Safe

Enhance safety for users of the transportation network.



## Connected

Connect people to the places they need to go.



## Sustainable

Improve air quality and reduce emissions.



## Inclusive

Increase access for underserved communities.

A large, faint, light blue circular logo with the number '101' inside is positioned in the upper right corner of the slide.

# MULTIMODAL STRATEGIES

North County | Mid County | **South County**

# What is a Multimodal Strategy?

The Multimodal Strategies are planning documents that identify and prioritize needed projects in San Mateo County.

Multimodal Strategies were developed for the entire 101 corridor as the first initiative of 101 Corridor Connect.

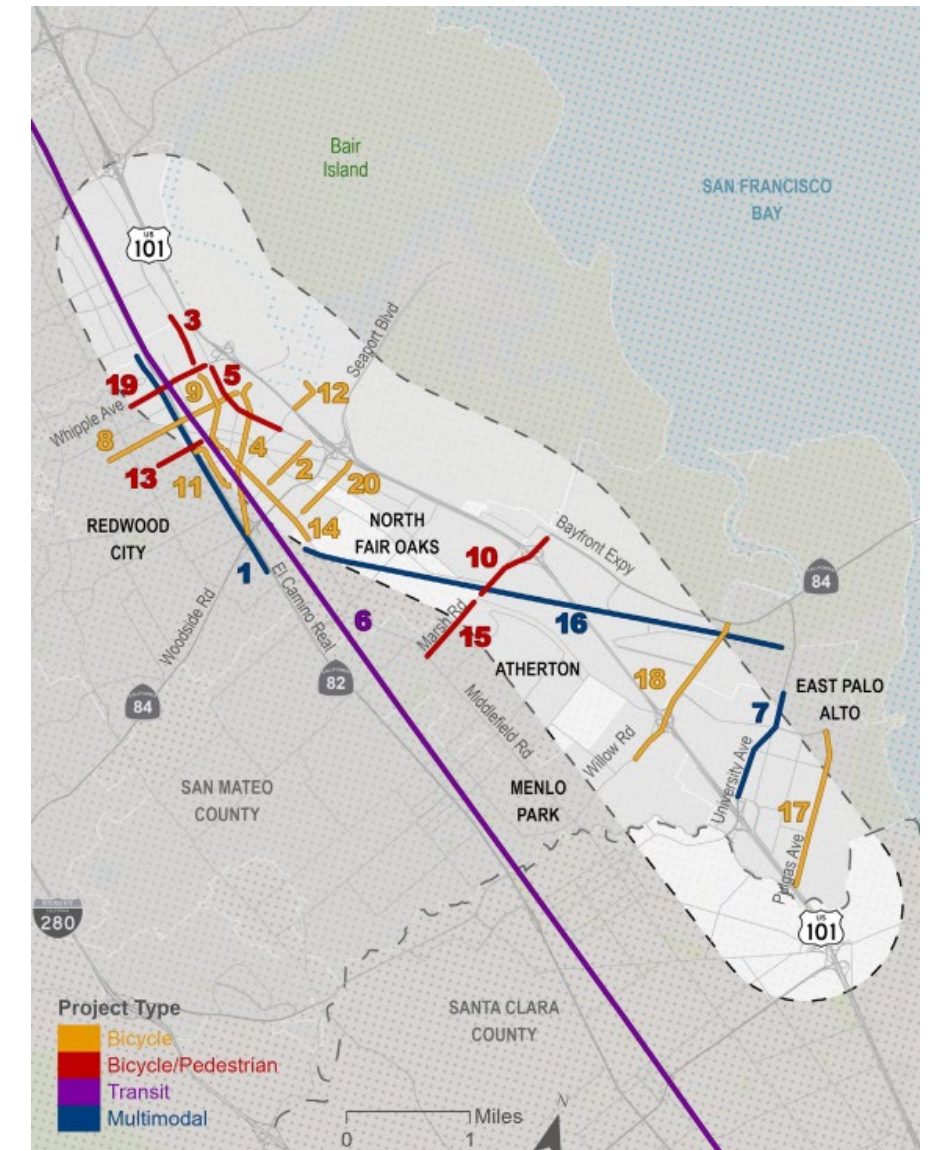
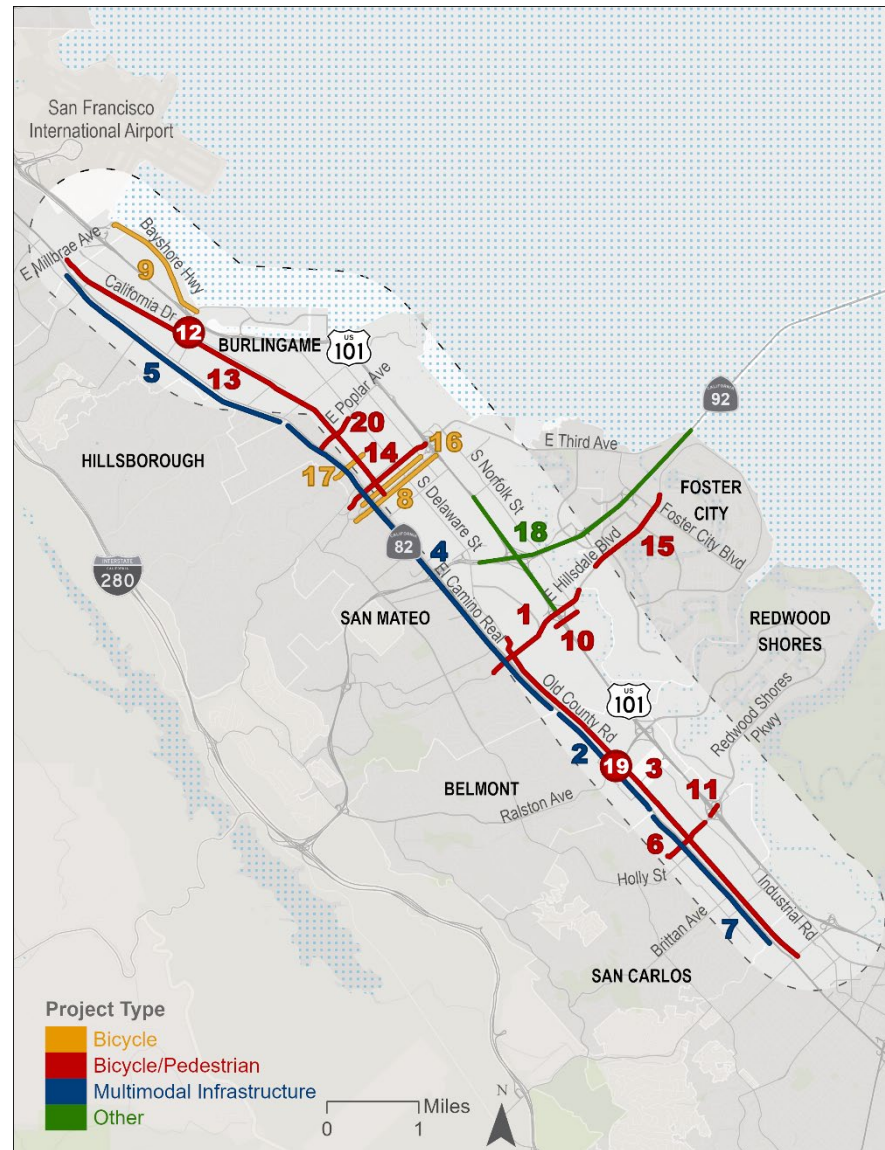
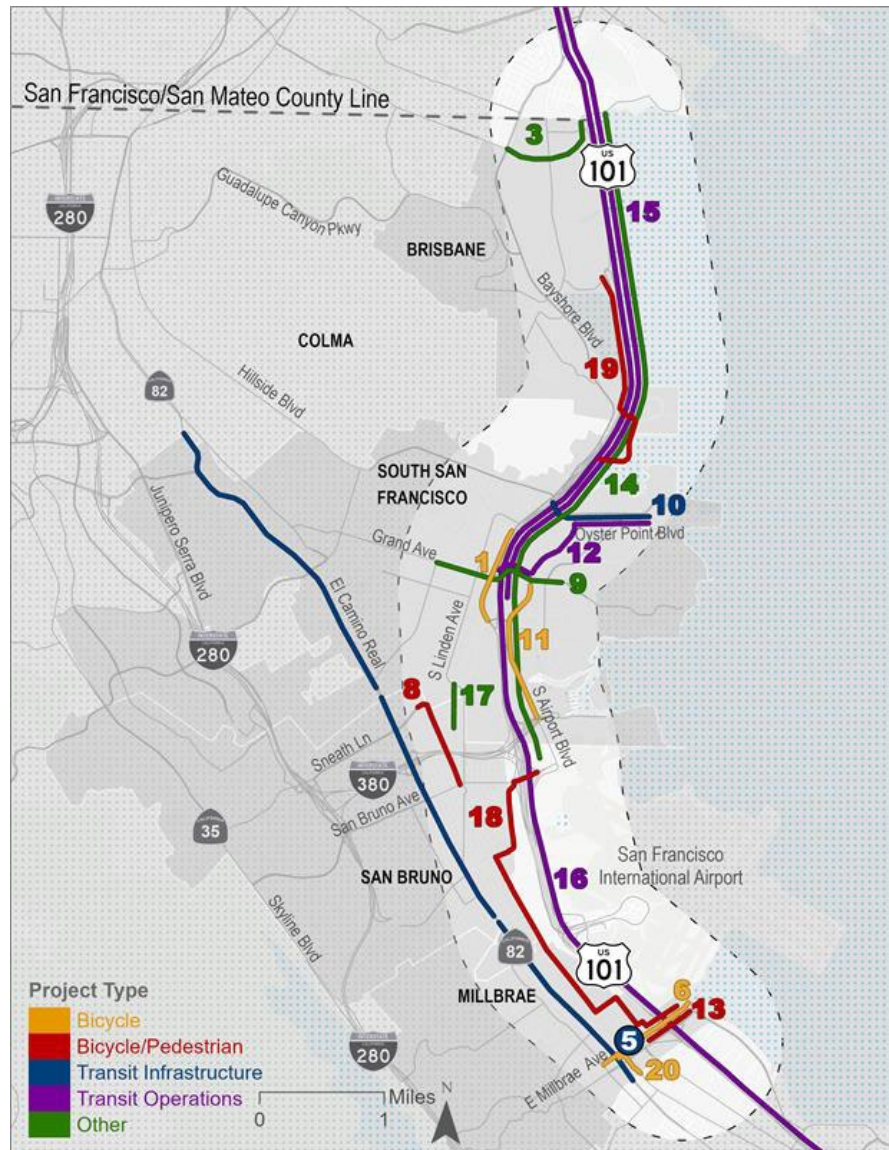
Projects include highway, active transportation, transit, other types of improvements.

# Community/ Stakeholder Engagement Components

- Project webpage
- Multilingual factsheet and Frequently Asked Questions document
- Press release
- Online survey
- Interactive recorded presentation
- Interactive mapping (available online and at in-person events)
- Pop-up activities at local events
- Small group meetings with community-based organizations
- Temporary signs at bus stops

# Multimodal Strategies Engagement Statistics





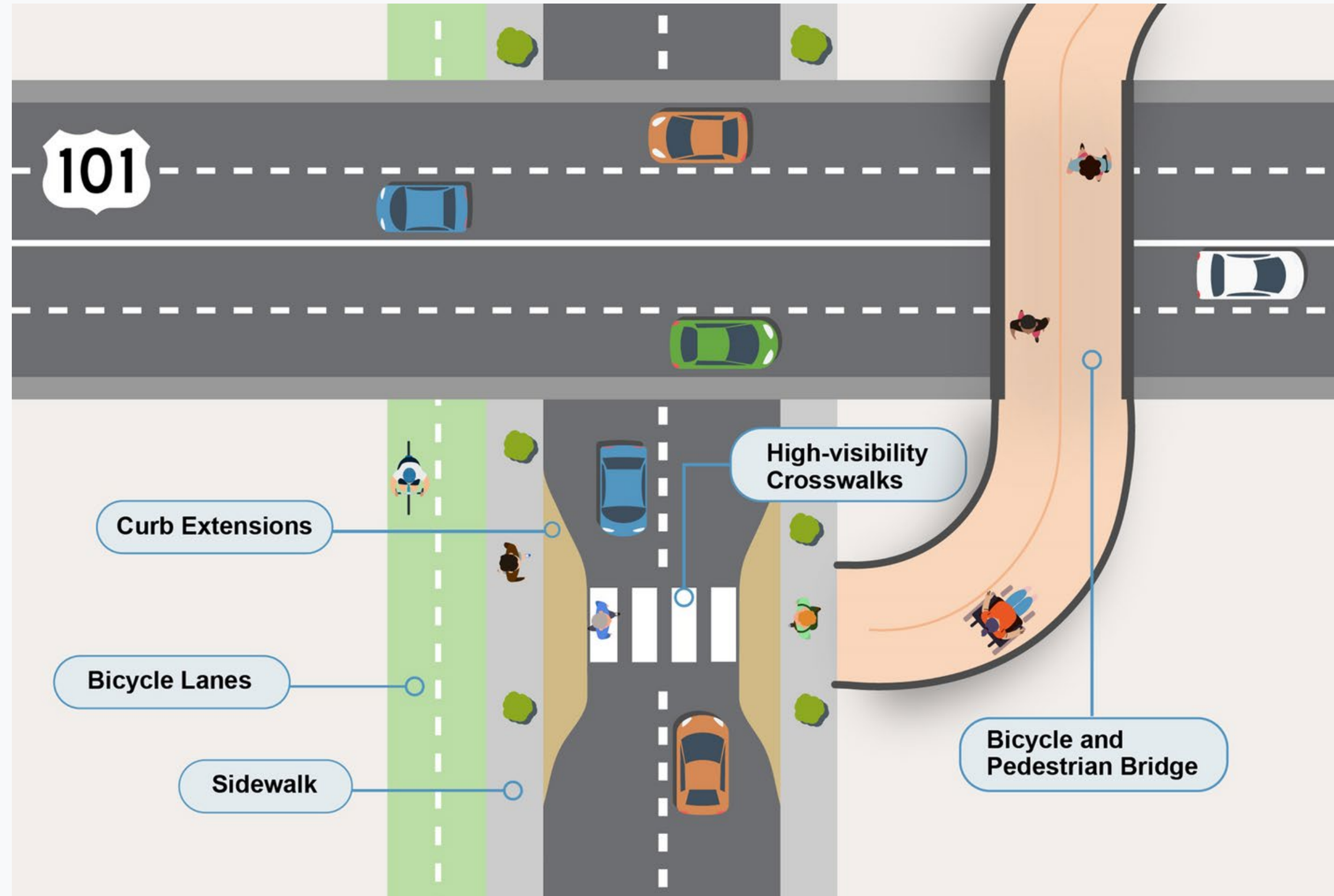
# Priority Projects

After the scoring and weighting, projects were ranked with the **top 20 highest scoring projects.**



# ACTIVE 101: US 101 SAN MATEO COUNTY CROSSINGS IMPROVEMENT PLAN

# WHAT IS ACTIVE 101?



# FALL 2024 COMMUNITY ENGAGEMENT

6

Multilingual  
Pop Up Events

26

Presentations To  
Stakeholders

270+

Responses To The  
Online “Fund It”  
Activity



# 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<sub>2</sub>e.

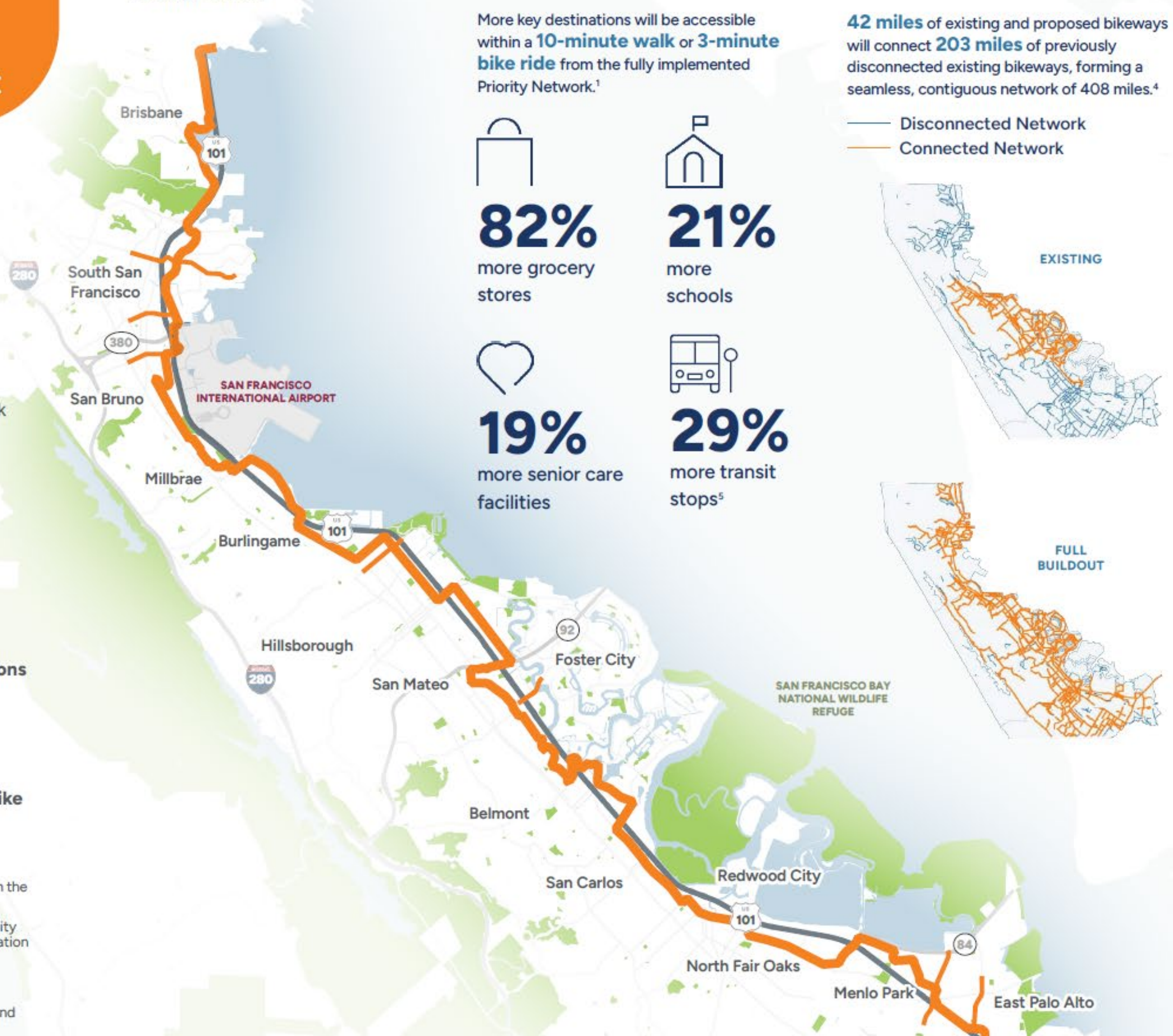
**Inclusivity**  
**>138k** more people,<sup>1</sup> including **>50k** living in **disadvantaged communities**,<sup>2</sup> will be within a **10-minute walk** or a **3-minute bike ride** to a high-quality bike facility<sup>3</sup> along the Priority Network.

<sup>1</sup> Calculated using a 1/2-mile buffer (approximately a 10-minute walk or 3-minute bike ride) from the Priority Network. Increases are relative to existing conditions.

<sup>2</sup> 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.

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

Active 101  
Priority Network



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

**82%**  
more grocery stores

**21%**  
more schools

**19%**  
more senior care facilities

**29%**  
more transit stops<sup>5</sup>

**42 miles** of existing and proposed bikeways will connect **203 miles** of previously disconnected existing bikeways, forming a seamless, contiguous network of 408 miles.<sup>4</sup>



# 101 Corridor Connect Program Next Steps

# Priority Multimodal Safety and Congestion Relief Projects South San Francisco

- Multimodal Strategy
  - Airport Boulevard
  - El Camino Real Multimodal Improvements
  - Grand Avenue/East Grand Avenue
  - Oyster Point Boulevard
  - South Airport Boulevard
  - Oyster Point Shuttles and Ferry Connections
  - Express Bus Services
  - South Linden and Scott Grade Separation



# Priority Multimodal Safety and Congestion Relief Projects South San Francisco

- Active 101
  - Oyster Point Boulevard
  - Gateway Boulevard
  - Grand Avenue
  - Tanforan Ave/Shaw Road
  - US 101 Overcrossing at Airport Blvd.

## 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

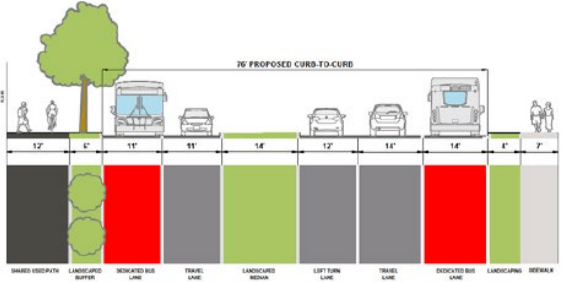
**Next Steps**  
Formal design, including traffic and environmental analyses, and additional community engagement

**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



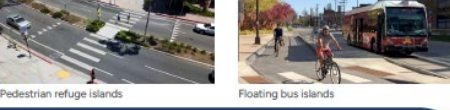
**Preliminary Design Option**  
The preliminary design option proposes a Class I shared use path, landscaping, and dedicated bus lanes.



**Benefits**

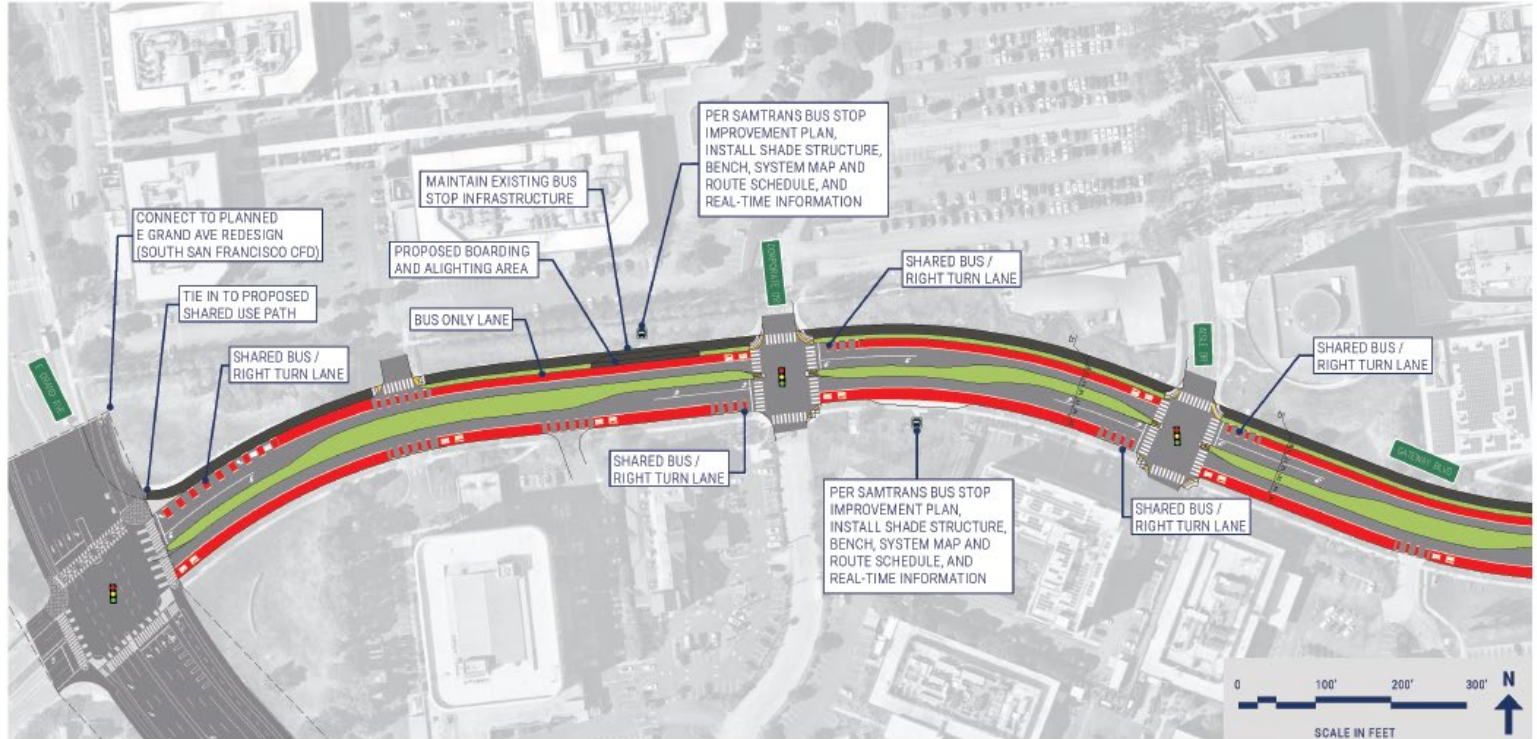
- Continues shared use path experience on connecting streets
- Enhances transit service with dedicated bus lanes
- Preserves existing streetscaping

**Examples of Proposed Spot Treatments**



Active 101: US 101 San Mateo County Crossings Improvement Implementation Plan 64

## 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

SCALE IN FEET

# 101 Corridor Connect Mini-Grants (\$4M available)



## Funding for priority projects

Multimodal corridor study  
Conceptual design alternatives  
Community engagement



## Available Funding

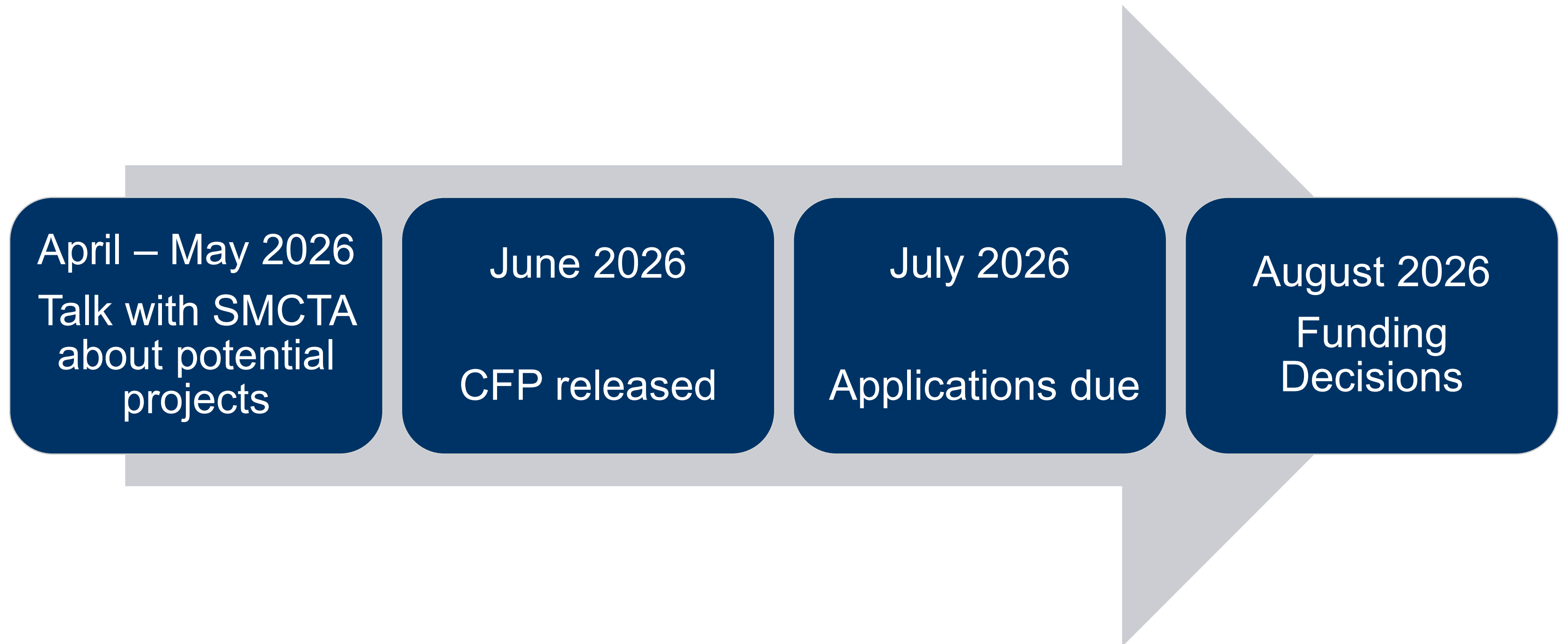
\$750,000 per project  
Up to \$1M for multi-jurisdictional projects  
No local match required



## Streamlined Application

Letter of Interest including confirmation of staff availability or technical assistance request  
Site Walk (if selected, must include at least one City Council member)

# 101 Corridor Connect Mini-Grants



# Key Action Items

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Talk with staff and SMCTA about projects

Apply to mini-grant program

Participate in site walk if selected

SMCTA CBO Bench for engagement



# Questions?

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