



# 101 Corridor Connect Program Update

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San Mateo County Bicycle and Pedestrian Advisory Committee  
April 16, 2026



# Overview

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- 101 Corridor Connect
  - 101 Multimodal Strategies
  - Active 101
- Local Priority Projects
- Mini-Grant Program



# San Mateo County Transportation Authority (SMCTA)

- **Plans, funds, and delivers** transportation programs and projects throughout San Mateo County
- **Manages funding** from voter-approved local sales tax (Measure A and Measure W)



Highways



Local Streets  
and Roads



Grade  
Separations



Transit



Pedestrian  
and Bicycle



Transportation  
Demand  
Management



# 101 CORRIDOR CONNECT

101

# 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.

# 101 Corridor Connect Outcomes

- Identifies regionally significant projects
  - Impactful projects that are community supported
- CMCP for 101 Corridor
  - Projects are eligible for Solutions for Congested Corridors Program funding
- Positions projects to be more competitive for funding, including SMCTA programs



# 101 Corridor Connect Working Groups

## North County

### Local Jurisdiction Staff

Brisbane, South San Francisco, San Bruno, Millbrae, San Mateo County

### Transit Agency Partners

Caltrain, BART, SamTrans, San Francisco Bay Ferry

### Stakeholders

Commute.org, Caltrans, C/CAG, MTC, SFO

## Mid County

### Local Jurisdiction Staff

Burlingame, San Mateo, Foster City, Redwood City, Belmont, San Carlos, San Mateo County

### Transit Agency Partners

Caltrain, SamTrans

### Stakeholders

Commute.org, Caltrans, C/CAG, MTC

## South County

### Local Jurisdiction Staff

San Mateo County, Menlo Park, Redwood City, East Palo Alto, Atherton

### Transit Agency Partners

Caltrain, SamTrans

### Stakeholders

Commute.org, Caltrans, C/CAG, MTC



# 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.

# 1 North County

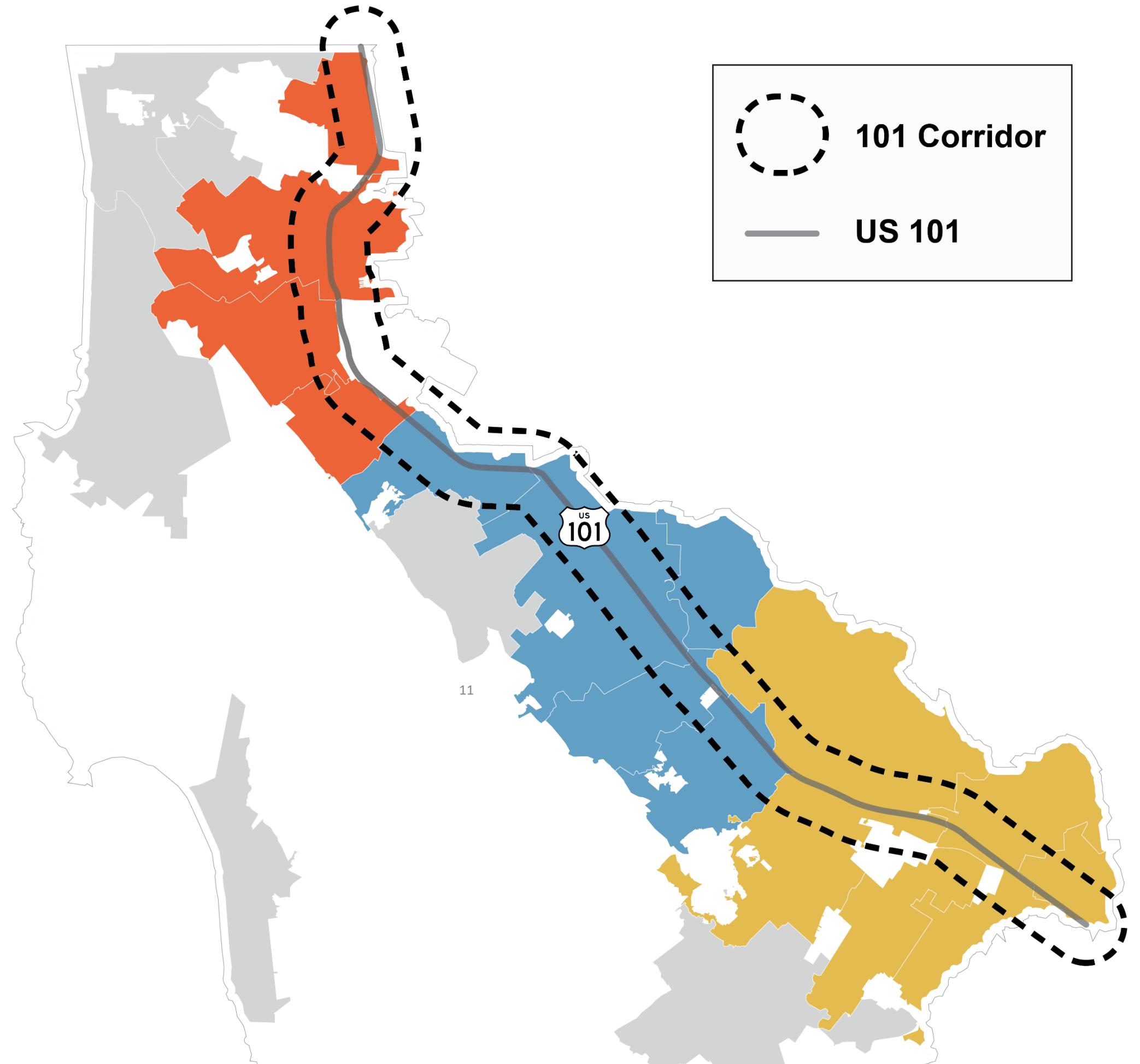
Brisbane, Millbrae, San Bruno,  
South San Francisco

# 2 Mid County

Belmont, Burlingame, Foster  
City, San Carlos, San Mateo,  
Redwood Shores

# 3 South County

Atherton, East Palo Alto,  
Menlo Park, Redwood City



# 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

# Community & Stakeholder Engagement Pop-Ups

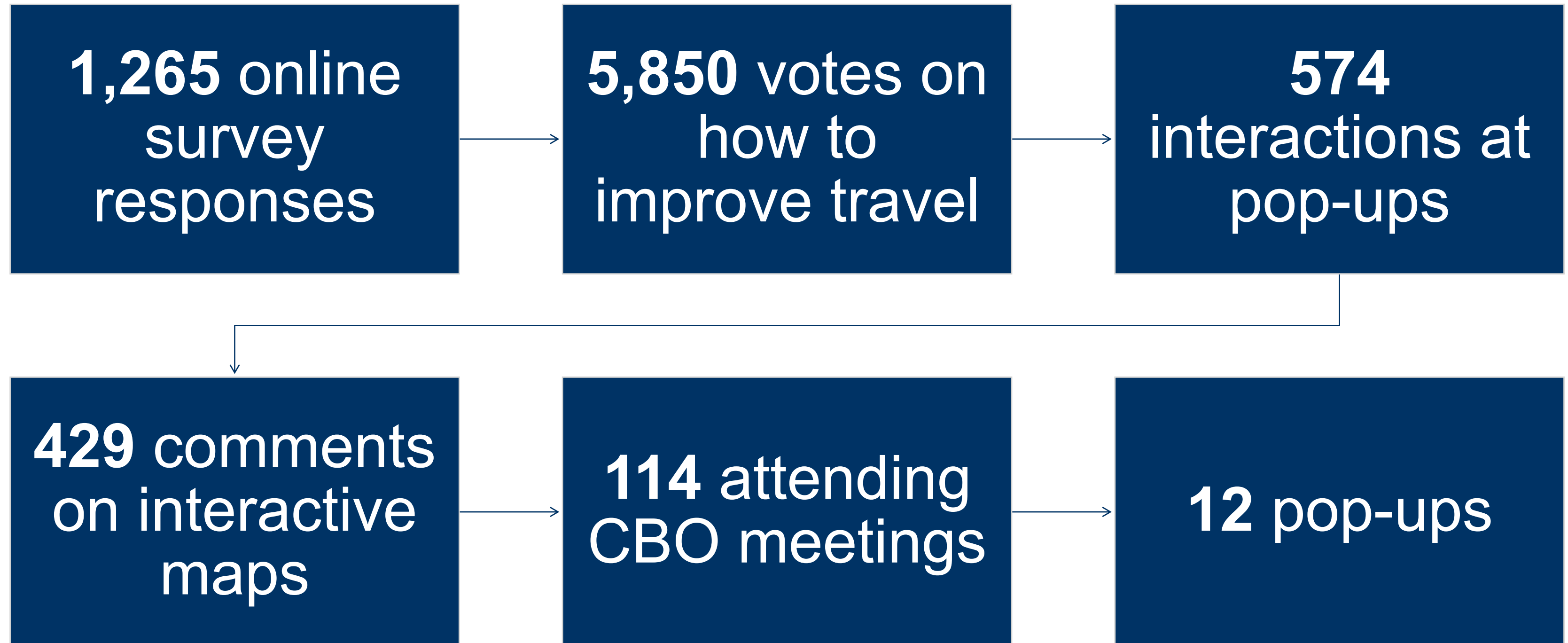


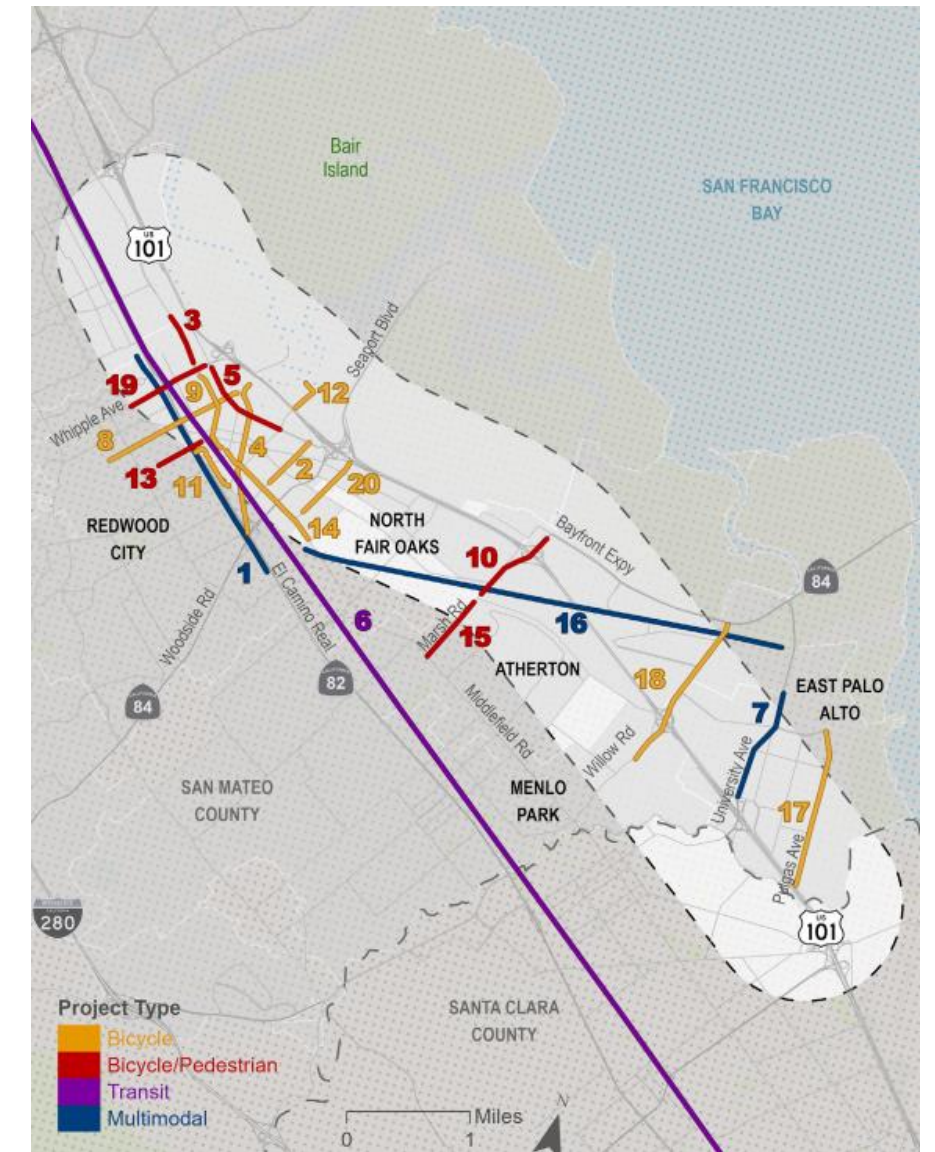
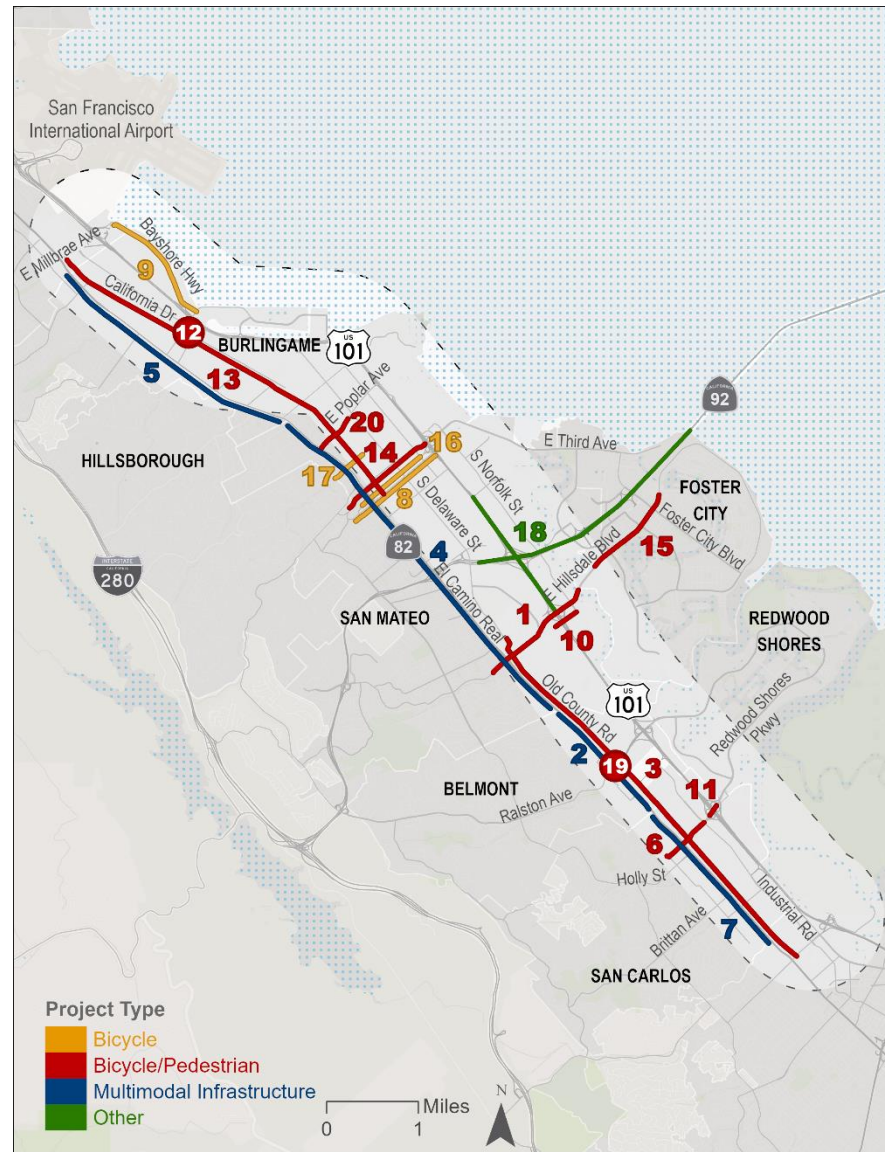
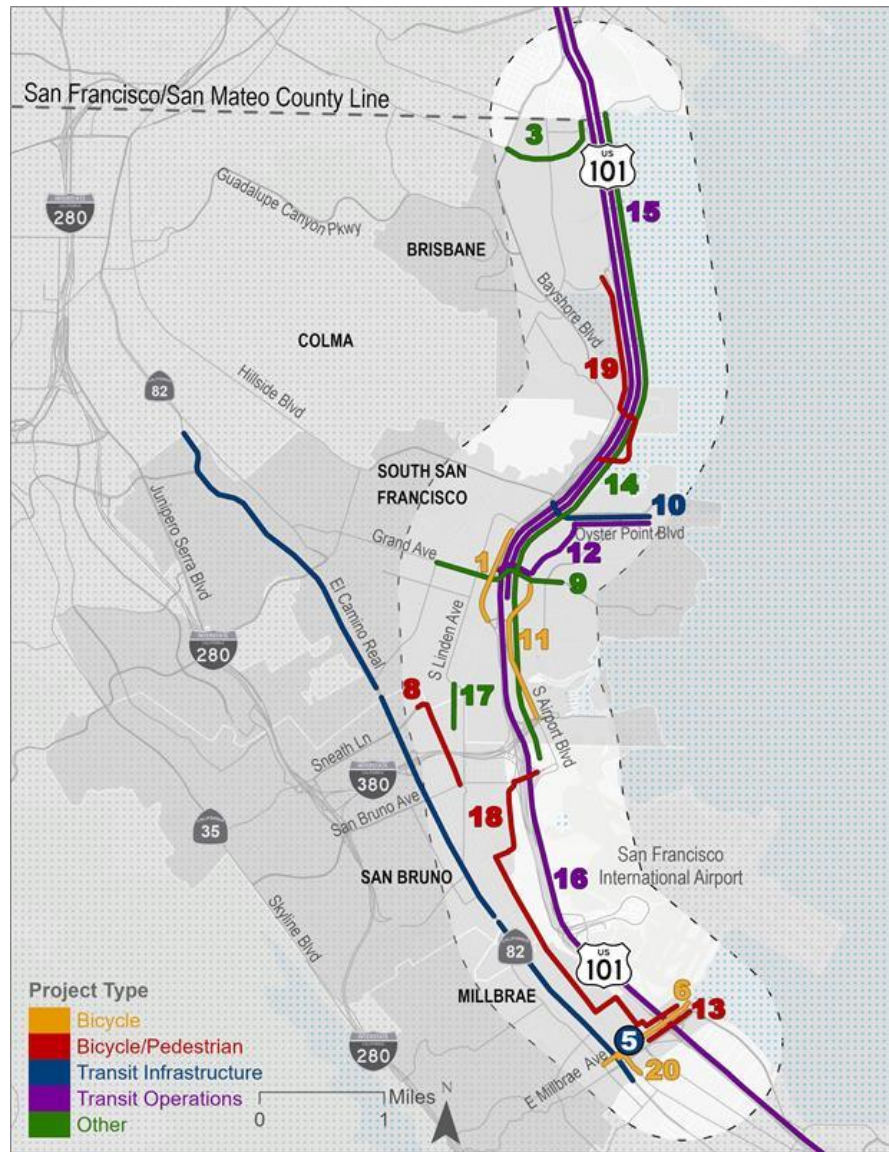


# Community & Stakeholder Engagement Meetings with CBOs




# Multimodal Strategies Engagement Statistics





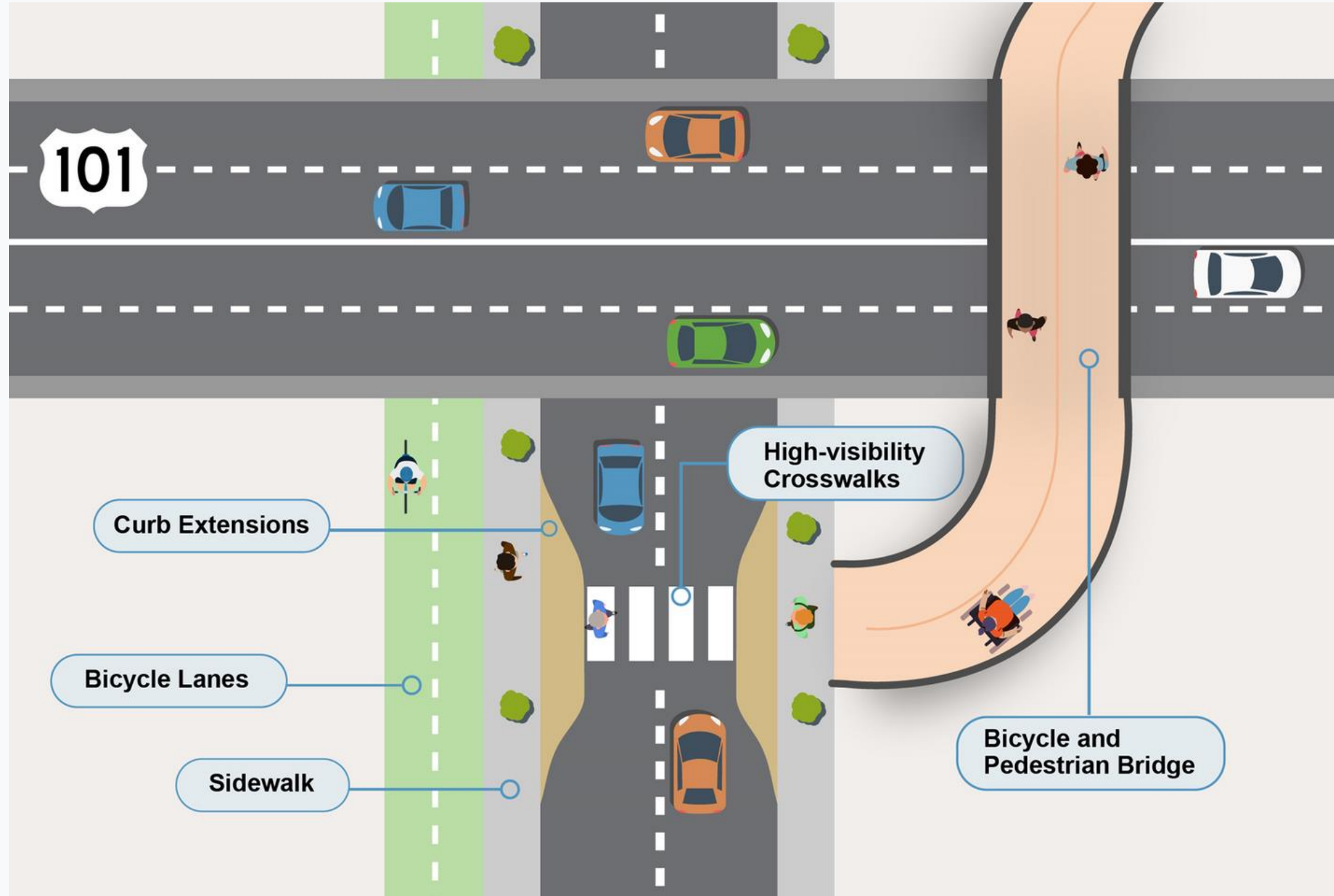
# Priority Projects

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?



# STUDY AREA



# FALL 2024 COMMUNITY ENGAGEMENT

6

Multilingual  
Pop Up Events



26

Presentations To  
Stakeholders

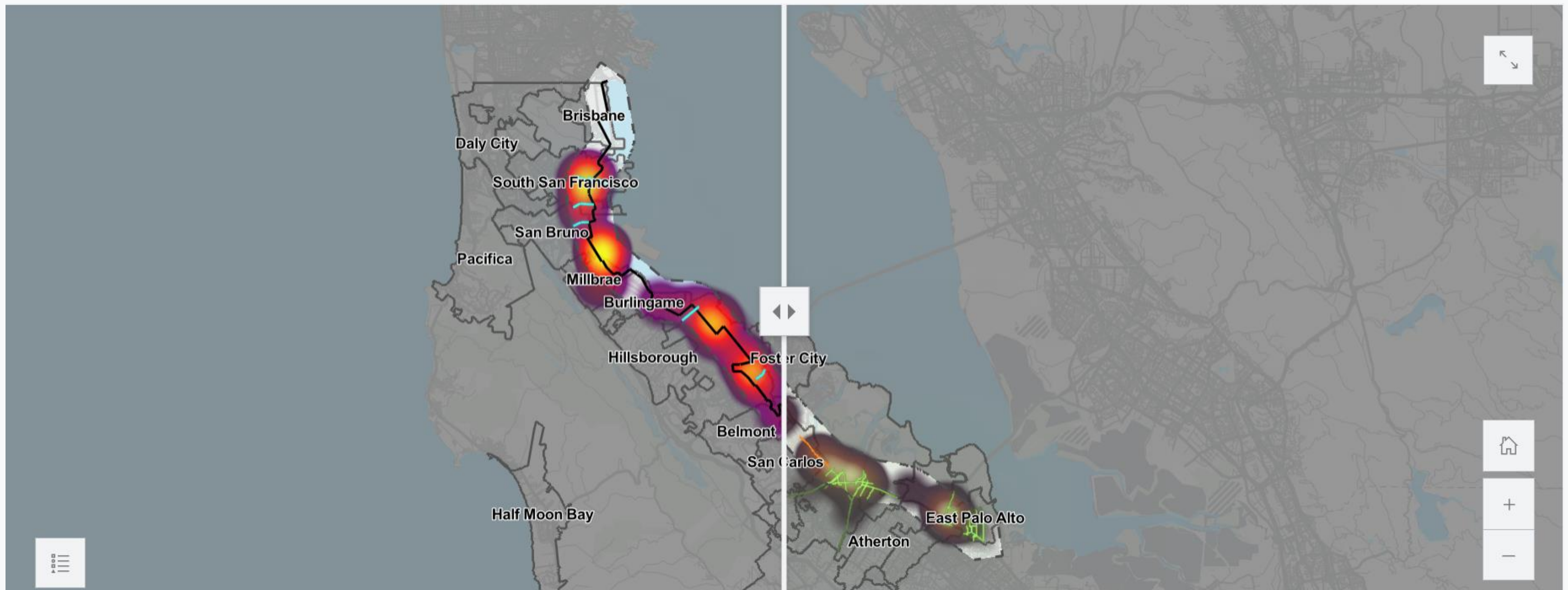


270+

Responses To The  
Online "Fund It"  
Activity

# CREATING THE CORRIDOR

The North-South Corridor Alignment was created by connecting City-identified projects with areas where the community identified concerns.



# 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.

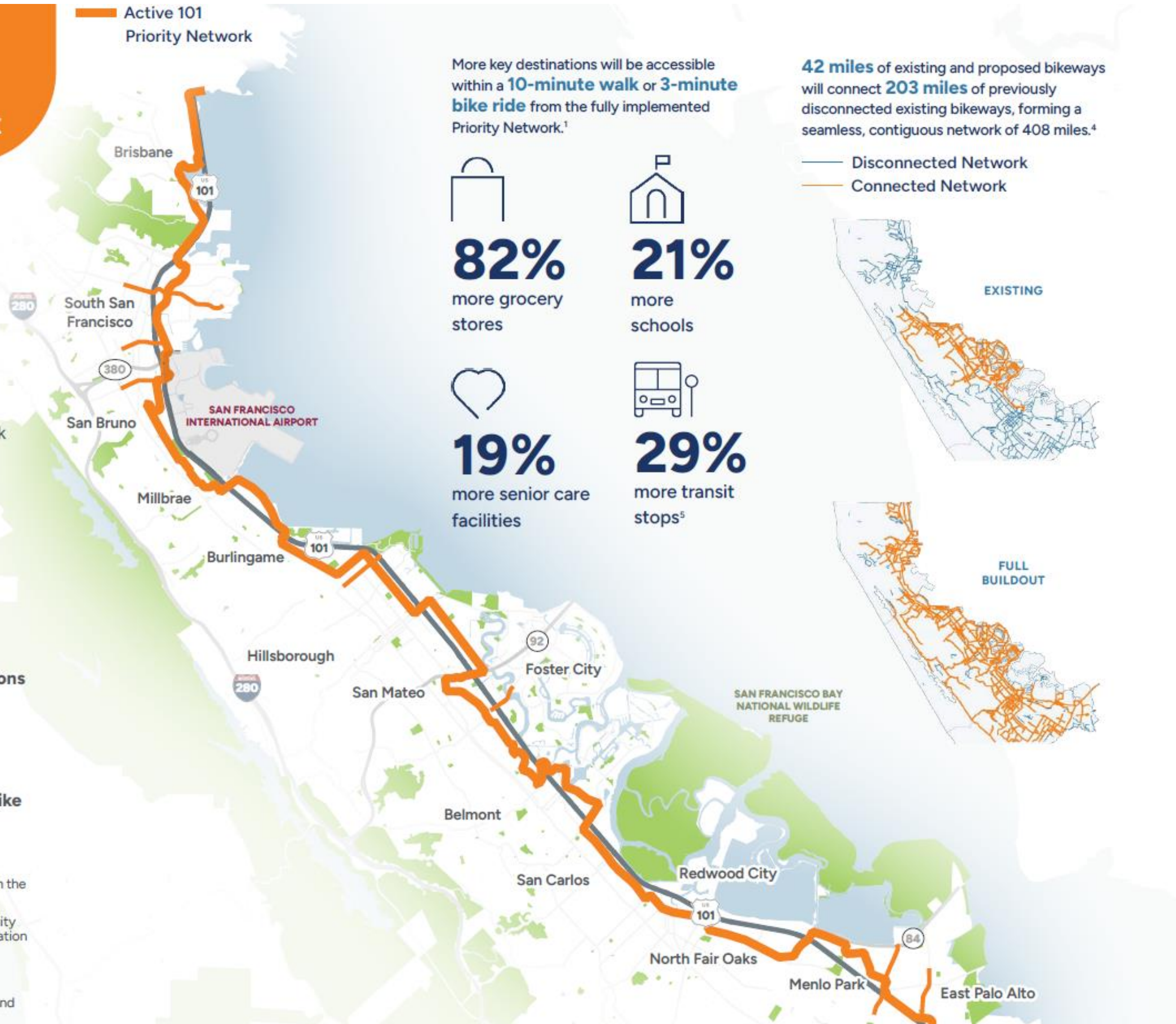
**Connectivity**  
**16** US 101 crossings will be improved or constructed for people walking, biking, and rolling.

**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>



A large, faint, circular logo with the number '101' inside is positioned in the upper right corner of the slide. The logo is a lighter shade of blue than the background.

# 101 Corridor Connect Program Next Steps

# Priority Multimodal Safety and Congestion Relief Projects San Mateo County

- Multimodal Strategy
  - SFO Bay Trail Gap Closure
  - El Camino Real Multimodal Improvements (North Fair Oaks)
  - Marsh Road
- Active 101
  - Bayshore Boulevard (Uninc. Access)
  - San Bruno Avenue (SFO)
  - SFO Bay Trail Gap Closure
  - Industrial Road
  - Bay Road
  - Willow Road



101
corridor connect

## 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

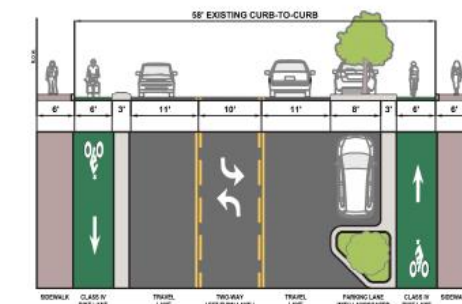
**Project Goals**

- 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**

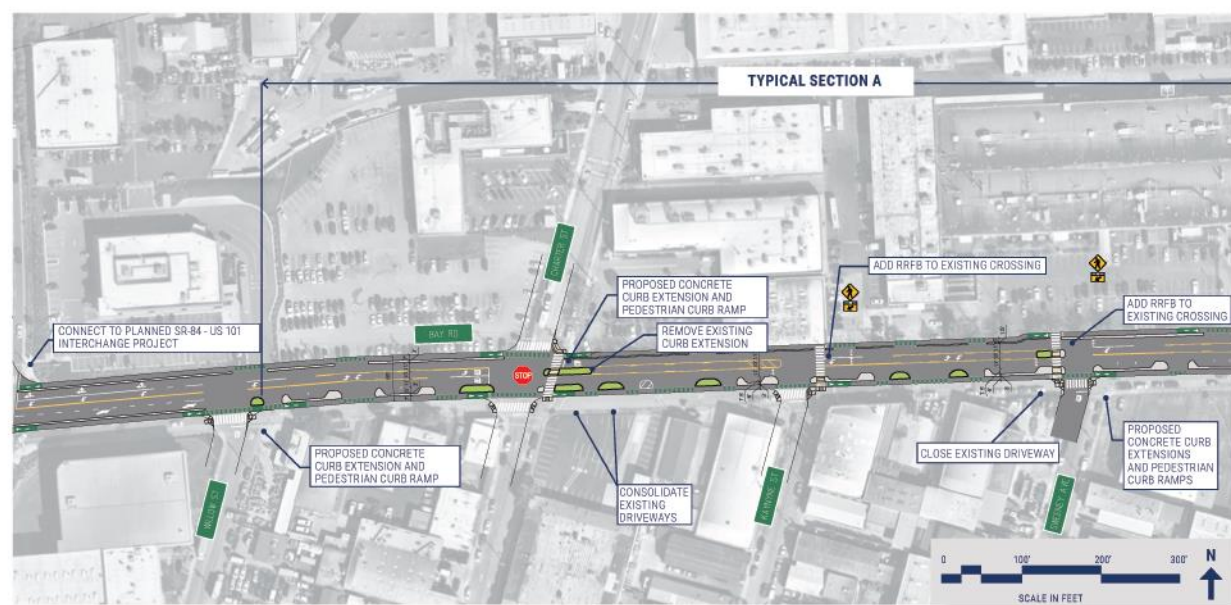


**Legend**

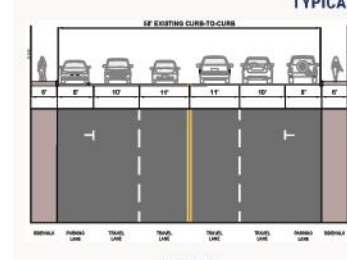
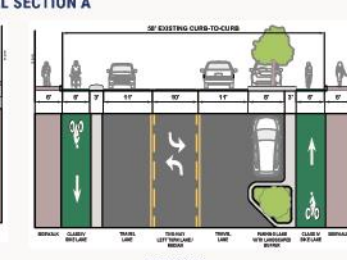
- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- CONCRETE
- MOUNTABLE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

Active 101: US 101 San Mateo County Crossings Improvement Implementation Plan 131

### BAY ROAD CONCEPT | SHEET 1



**TYPICAL SECTION A**

**LEGEND**

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
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- PROPERTY LINES

SCALE IN FEET

# Mini Grant Program

**\$4M Available**

New multi-year effort that will fund and provide technical assistance to jurisdictions

Jumpstart planning of priority capital projects identified in the program

Begin moving projects from lines to reality

# 101 Corridor Connect Mini-Grants



## 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 Supervisor)

# 101 Corridor Connect Mini-Grants



# Expand Corridor Connect Program

## Existing Corridor Efforts

- 101 Corridor Connect (SMCTA)
- Grand Boulevard Initiative (SamTrans/SMCTA)

Create new Highway 1 Coastal Connect program

Identify and prioritize multimodal projects and create mobility network

# 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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Manager, Planning and Fund Management

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