



101 Corridor Connect Program Update

North Fair Oaks Community Council
April 23, 2026



Overview

- 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

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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

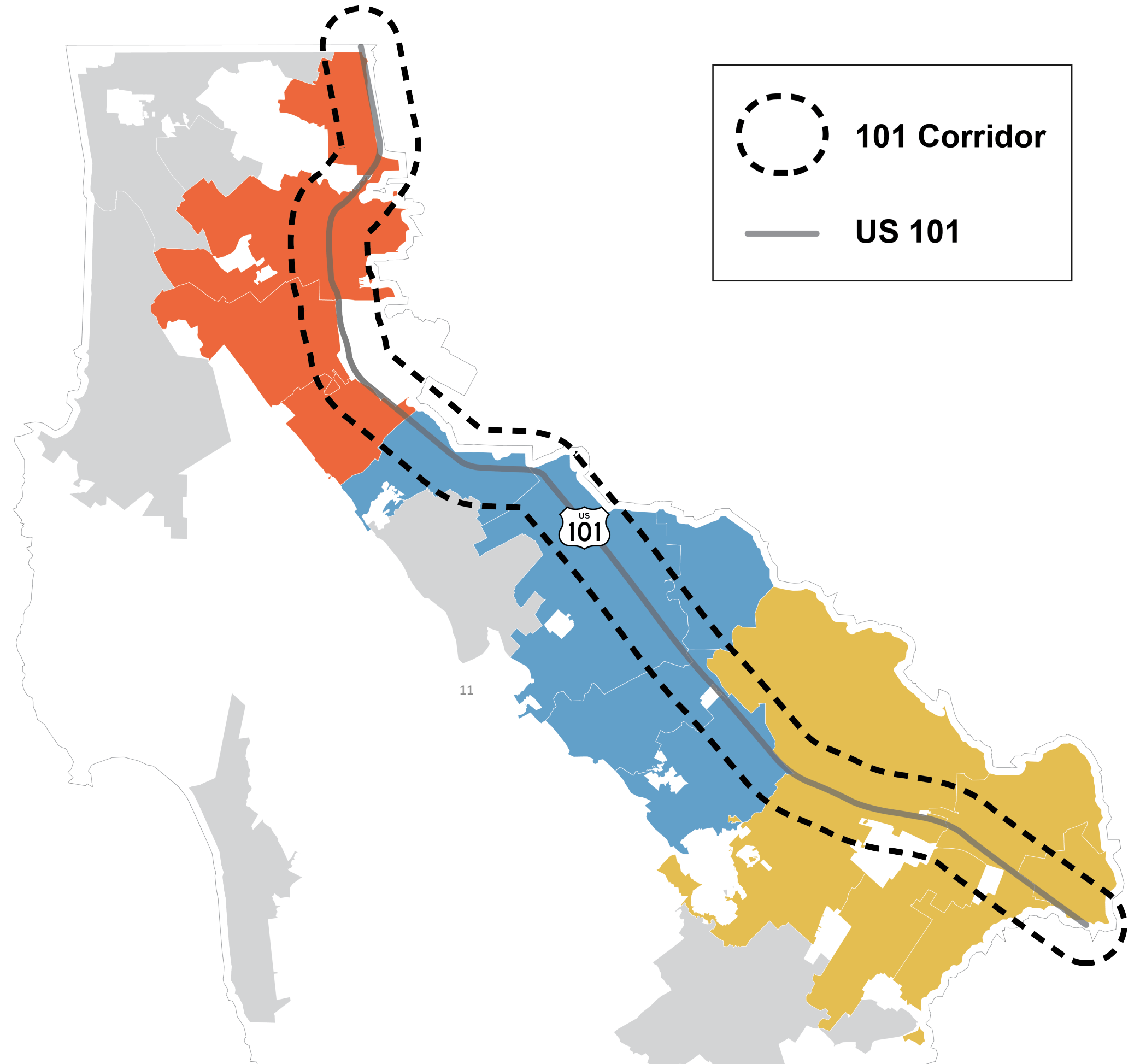
Brisbane, Millbrae, San Bruno,
South San Francisco

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



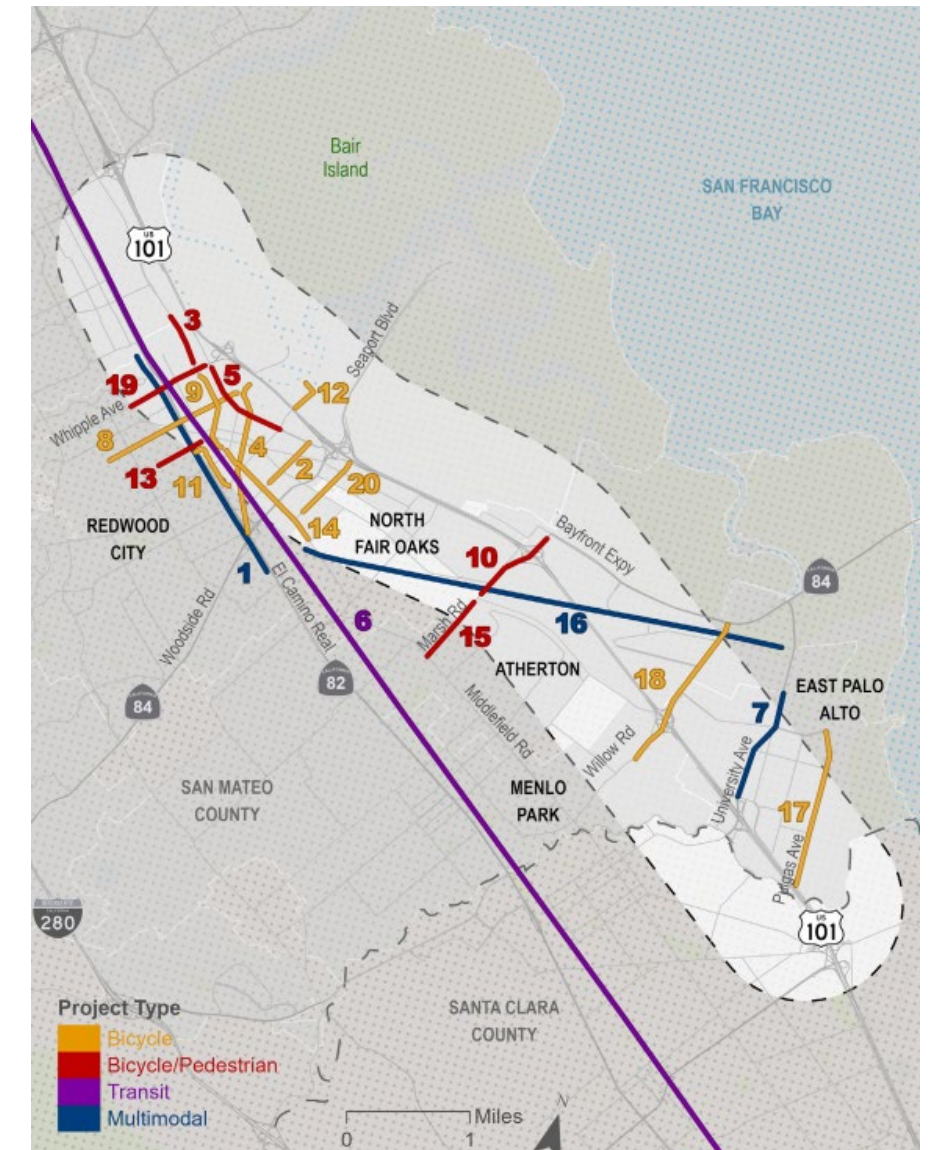
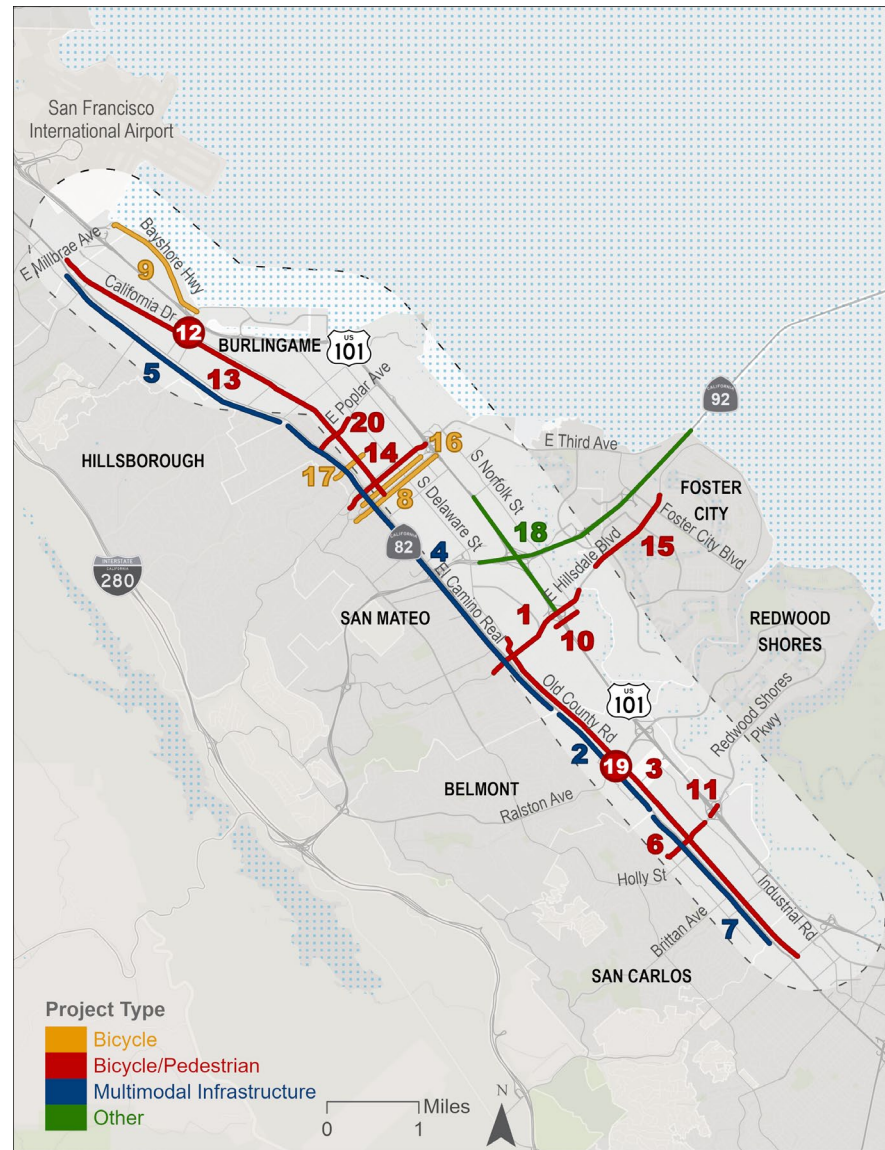
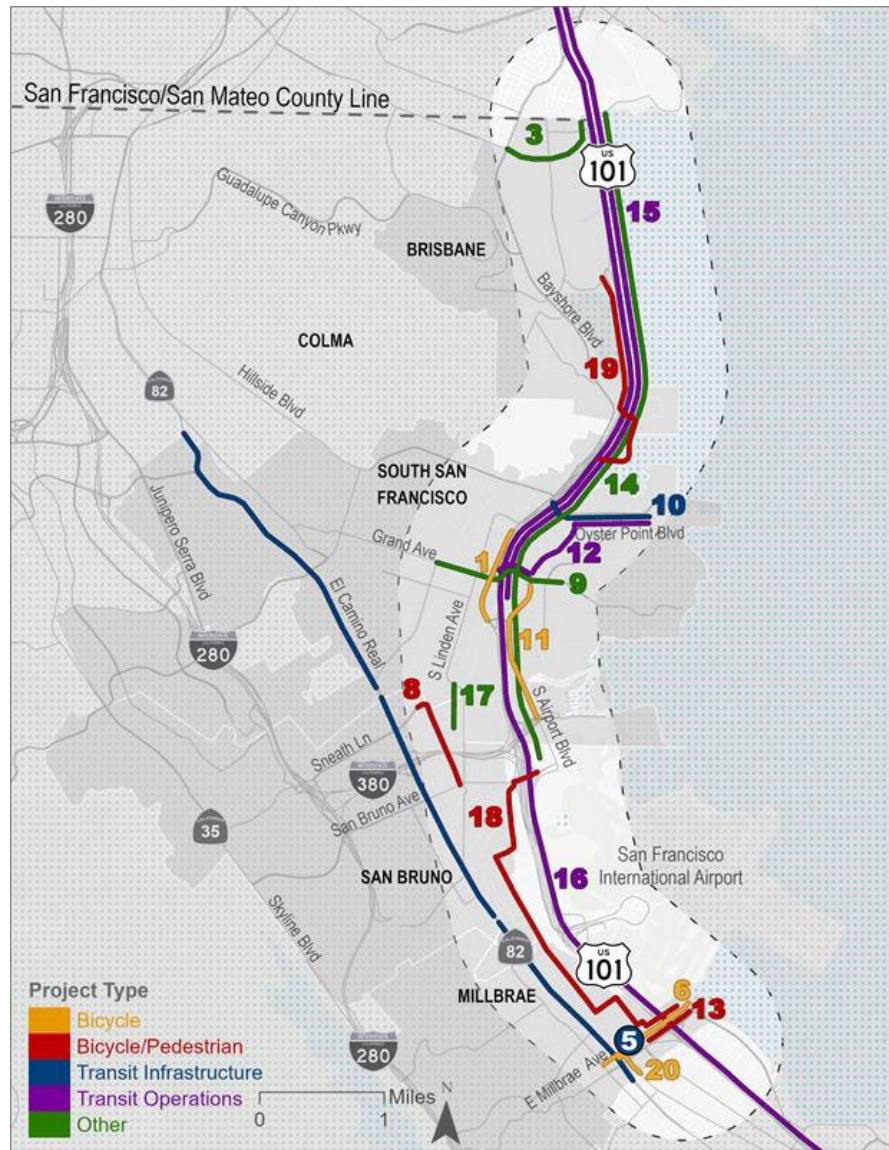


Community & Stakeholder Engagement Meetings with CBOs



Multimodal Strategies Engagement Statistics





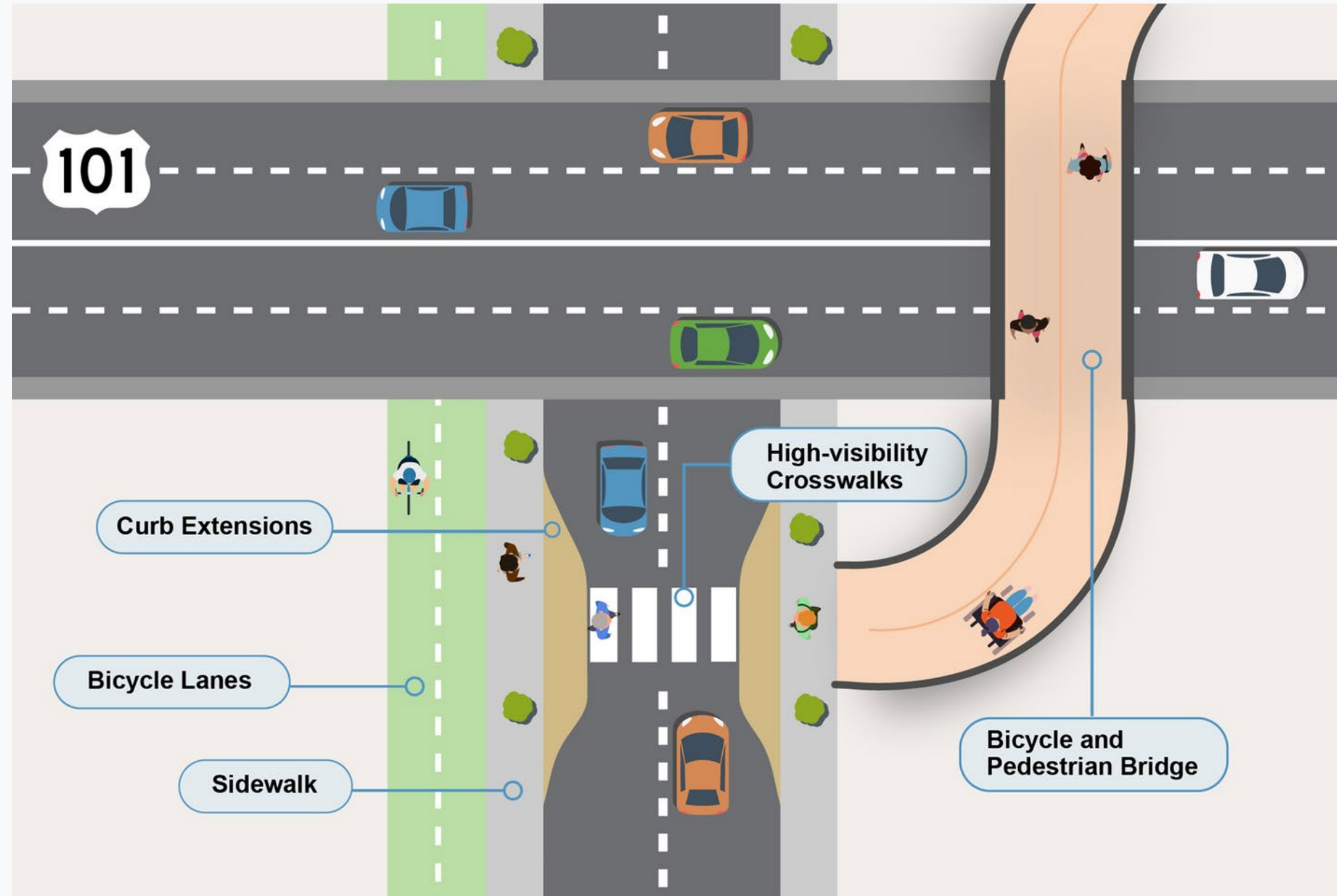
Priority Projects

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

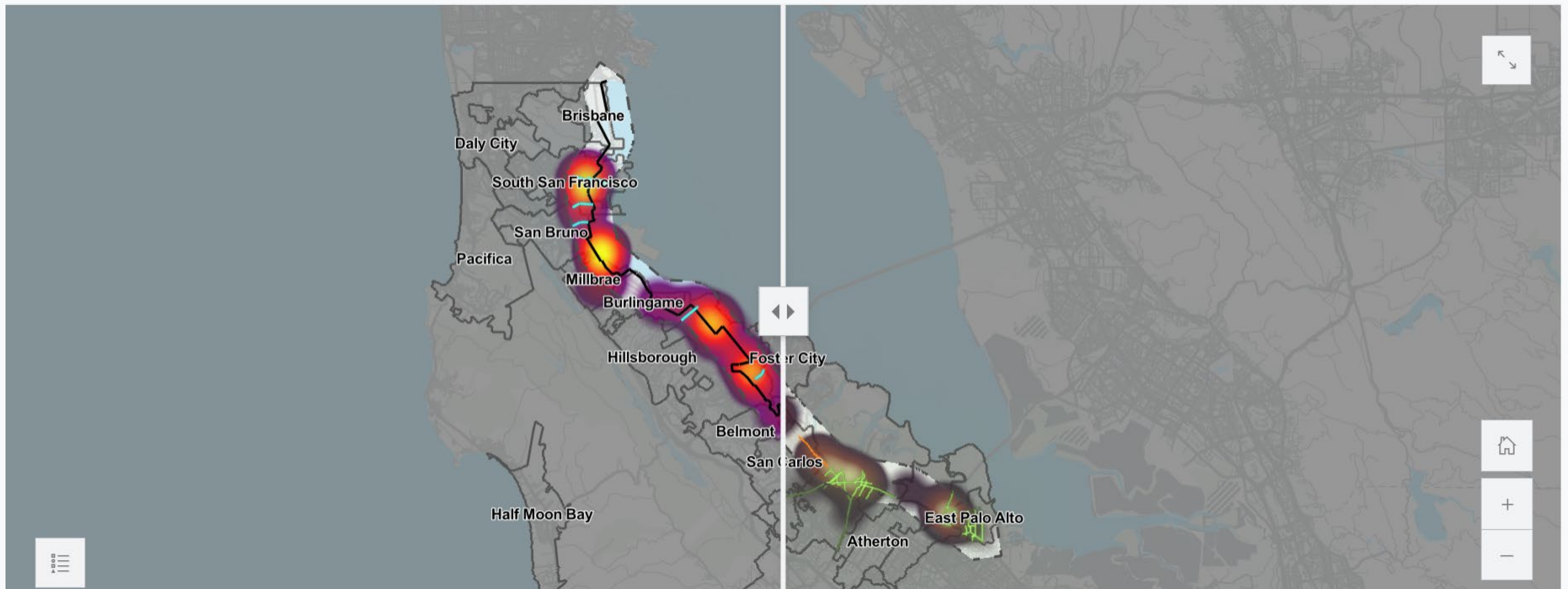
270+

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.

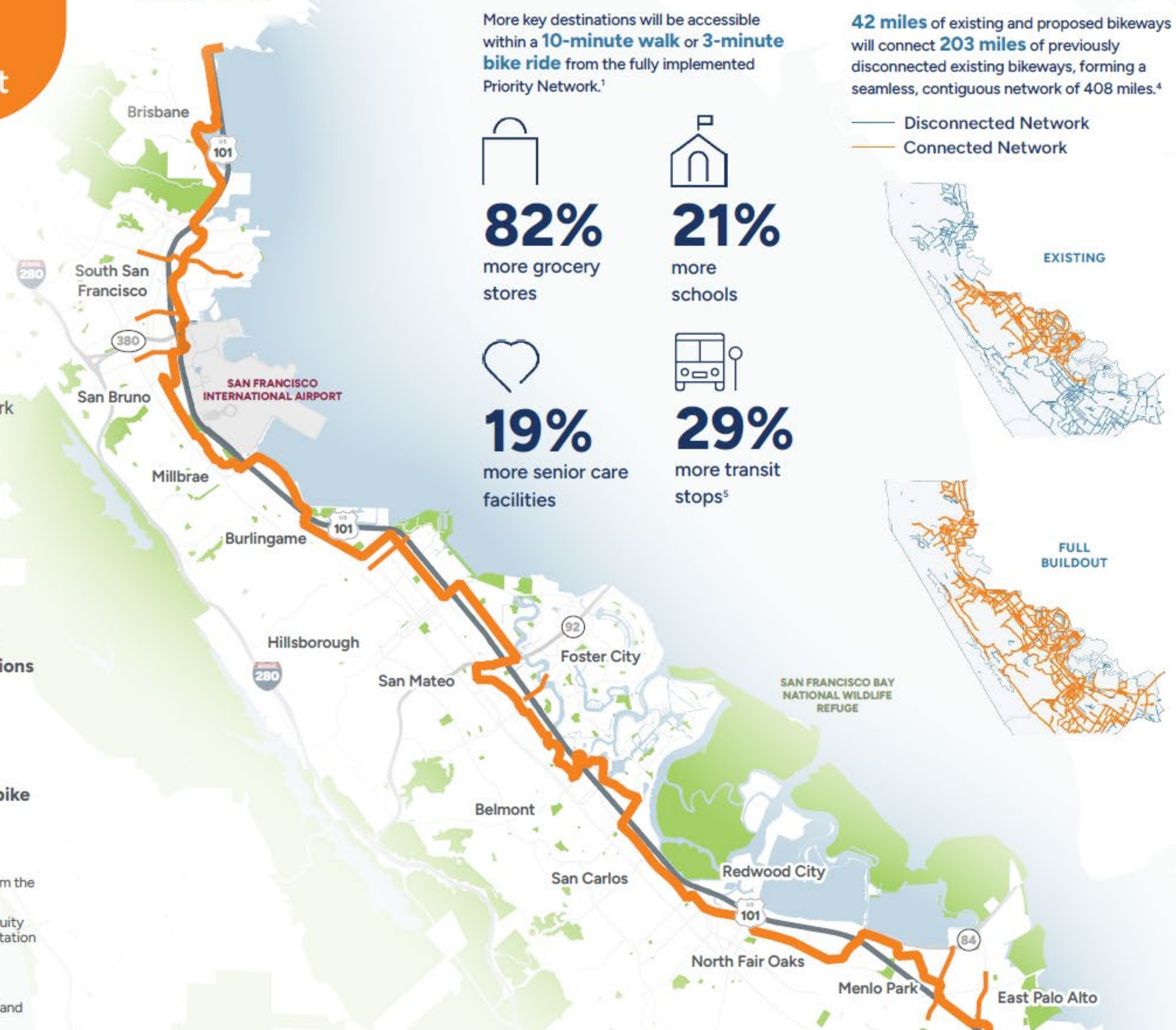
Connectivity
16 US 101 crossings will be improved or constructed for people walking, biking, and rolling.

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 CO₂e.

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 facility³ along the Priority Network.

¹ 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.
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).

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.¹

82%
more grocery stores

21%
more schools

19%
more senior care facilities

29%
more transit stops⁵

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



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101 Corridor Connect Program Next Steps

Priority Multimodal Safety and Congestion Relief Projects North Fair Oaks

- Multimodal Strategy
 - El Camino Real Multimodal Improvements
 - Marsh Road
- Active 101
 - Bay Road



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

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
- 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

SCALE IN FEET

Mini Grant Program

\$4M Available



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 City Council/Board member)

101 Corridor Connect Mini-Grants



Key Action Items

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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