



101/92 Mobility Hub and Smart Corridor Concept Plan

- **Introductions**
- **Project Overview**
- **Existing Conditions**
- **Community Engagement**
- **Conceptual Alternatives Input**
- **Next steps**

Project Team

- **San Mateo County Transportation Authority**
- **City of San Mateo**
- **SamTrans**



AGENDA

Project Goals

- Expand transportation options
- Increase access to safe, high-quality transit
- Reduce emissions and enhance public health
- Improve roadway safety for all users

Project Overview



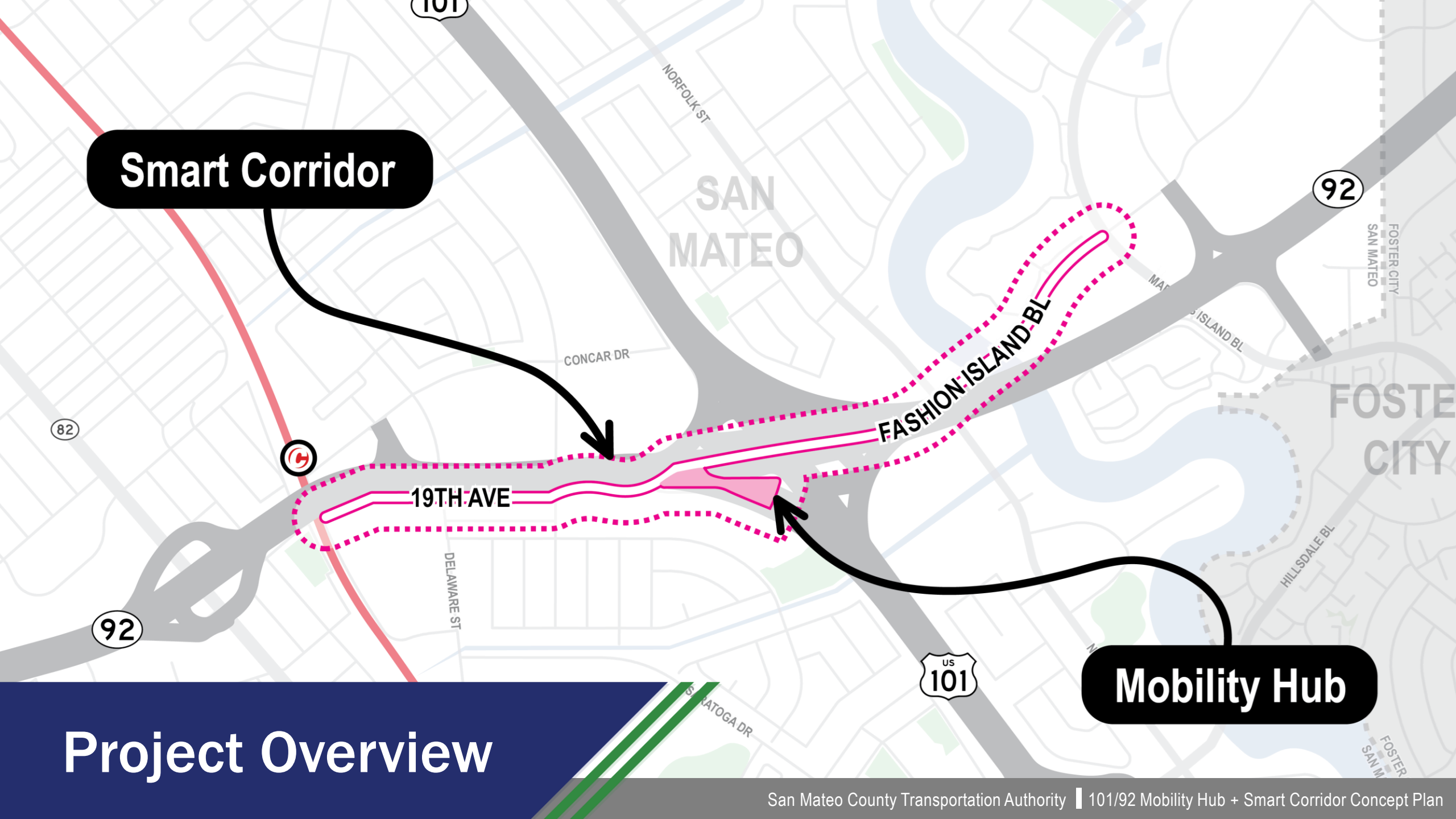
Project Overview

Schedule

Smart Corridor

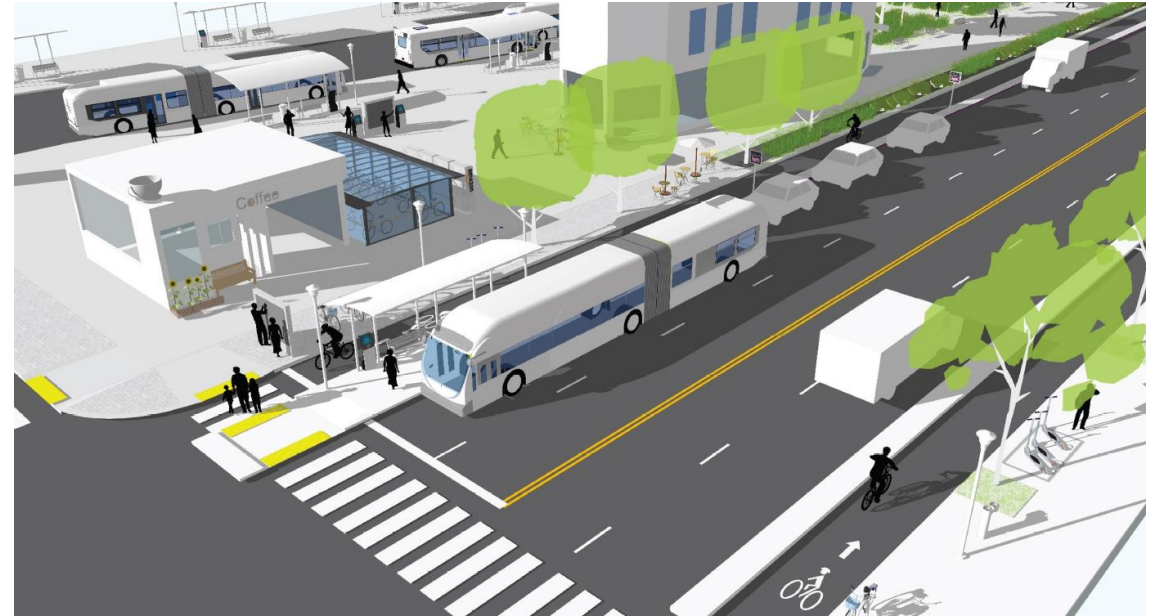
Mobility Hub

Project Overview



What is a Mobility Hub?

- Seamless connections between travel options
- Can include transit, bicycle parking, bike or scooter share, and more
- Enhanced communication technology and signage



Project Overview

What is a Smart Corridor?

- Streets that use technology-enhanced features to improve the travel experience for all users
- Often include walking and biking infrastructure physically separated from traffic.



Project Overview



Existing Conditions

Caltrans Park & Ride Lot



Existing Conditions

Fashion Island Blvd & 19th Ave

Mobility Hub Foundation

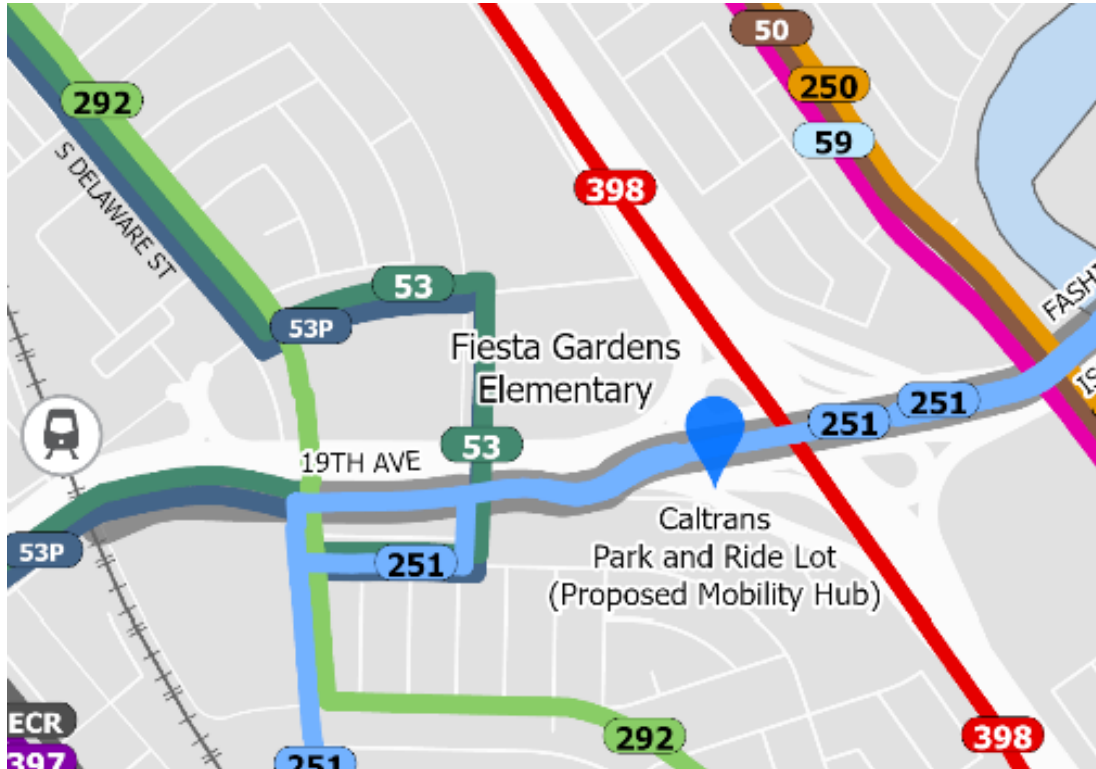
- **SamTrans Express Bus Feasibility Study & Reimagine SamTrans**
- **US 101 Managed Lanes & US 101/SR 92 Interchange Projects**
- **Caltrans Mobility Hubs**
- **MTC Regional Mobility Hubs & Priority Development Areas**
- **Caltrain Comprehensive Access Program & Electrification**

Smart Corridor Foundation

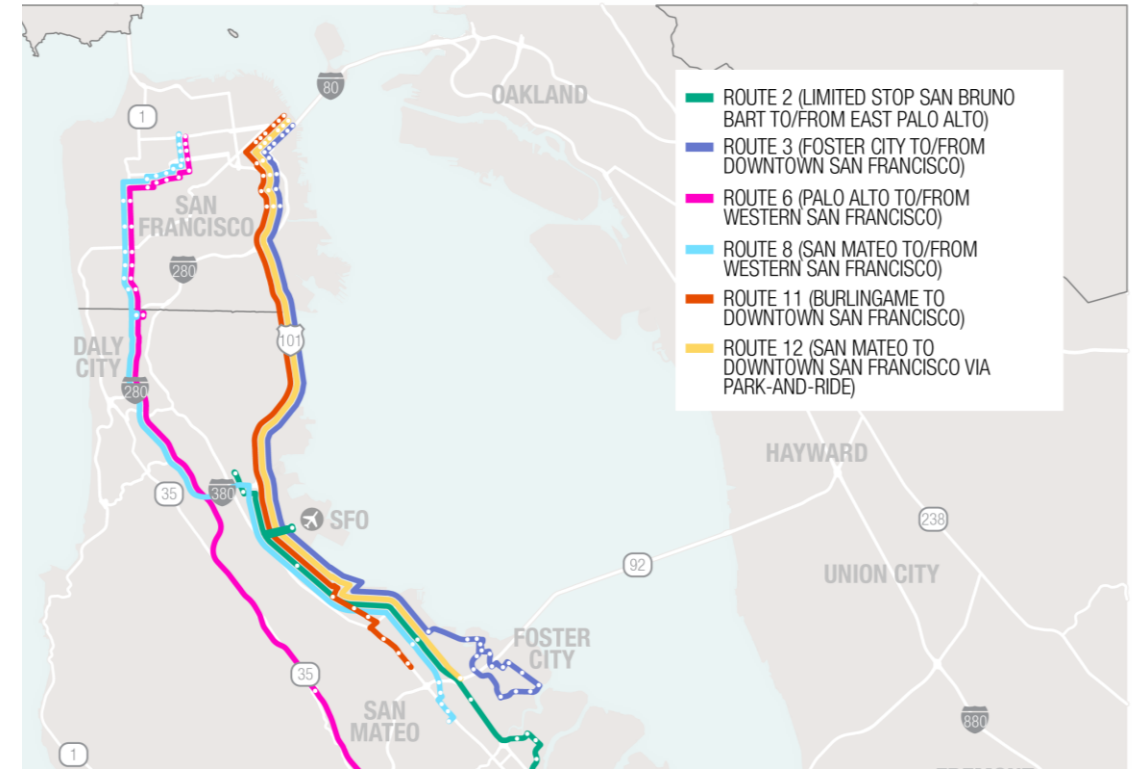
- **City of San Mateo Bicycle Plan**
- **City of San Mateo Delaware St Project**
- **C/CAG Comprehensive Bicycle & Pedestrian Plan & Safety Plans**
- **MTC Regional Active Transportation Network & Bay Trail Access Corridor**
- **Caltrans District 4 Bicycle & Pedestrian Plans**

Existing Conditions

Existing Transit Routes



Future Transit Services



Transit Access

- Minimal existing east/west bus operations to Caltrain
- Potential for express buses to San Francisco and realignment options with Route ECR and other local lines

Existing Conditions



Community Engagement

What's been done to date?

- **Project website**
- **Online map and survey (English, Spanish, & Simplified Chinese)**
- **3 pop-up events**
 - Peninsula YMCA
 - Fiesta Gardens Homeowners Association
 - San Mateo/Foster City Levee Pedway
- **2 stakeholder meetings**
 - One with businesses and one with community organizations
- **Silicon Valley Bike Coalition Infrastructure Tour & Ride**
- **In-person Conceptual Design Workshop & Companion Online Survey**

Community Engagement

Current Travel Patterns

- Drive Alone (77%)
- Ride a bicycle (50%)
- Carpool (19%)

For people who indicated they walk, bike, or roll along Fashion Island Blvd and 19th Ave, 57% of respondents stated they DO NOT feel comfortable along the corridor.

Current Mobility Concerns

- Lack of comfort (73%)
- Perceived Speeding (66%)
- Perceived Safety (66%)
- Lack of Separation from traffic (64%)

Smart Corridor Preferences

- Bus shelters with real-time arrivals
- Pedestrian-scaled smart streetlights
- Micromobility parking areas
- Traffic calming
- Wayfinding
- Green stormwater infrastructure

Mobility Hub Preferences

- Bus and shuttle stops with real-time arrivals
- Pick-up/drop-off areas
- Long-term bike parking
- Electric vehicle parking
- Street furniture with protection from wind/heat/rain

Community Engagement

Survey Results

Support

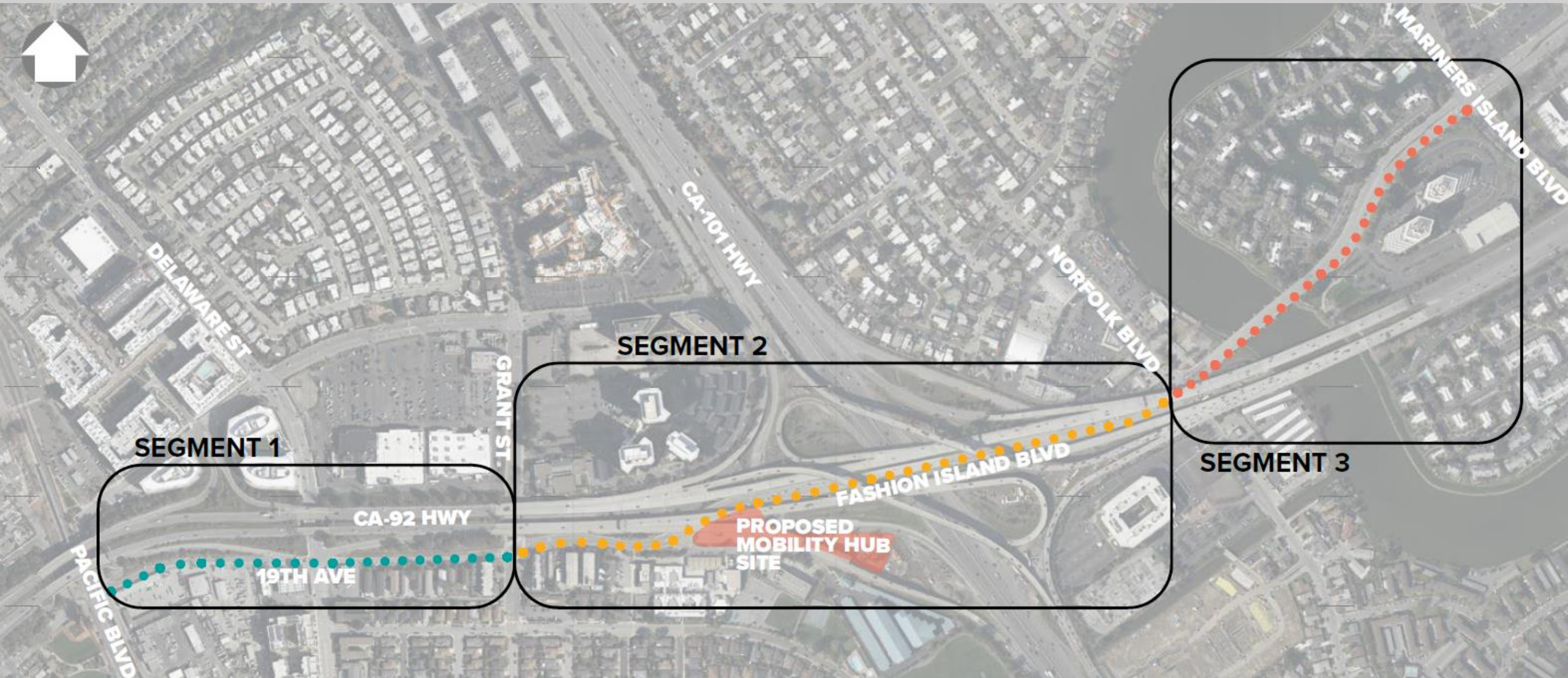
- **Bike lanes with protection from traffic and need to fix intersections**
- **Better access to Caltrain Hayward Park Station**
- **Improvements to make it easier to walk along the corridor**
- **Connections from Mobility Hub to nearby destinations**

Challenges

- **Feels stressful riding bikes or walking near/underneath freeway**
- **Crime, unhoused**
- **Too much traffic around the area**
- **Nearby school informally uses park and ride as a pick-up/drop-off area**
- **Preservation of parking**

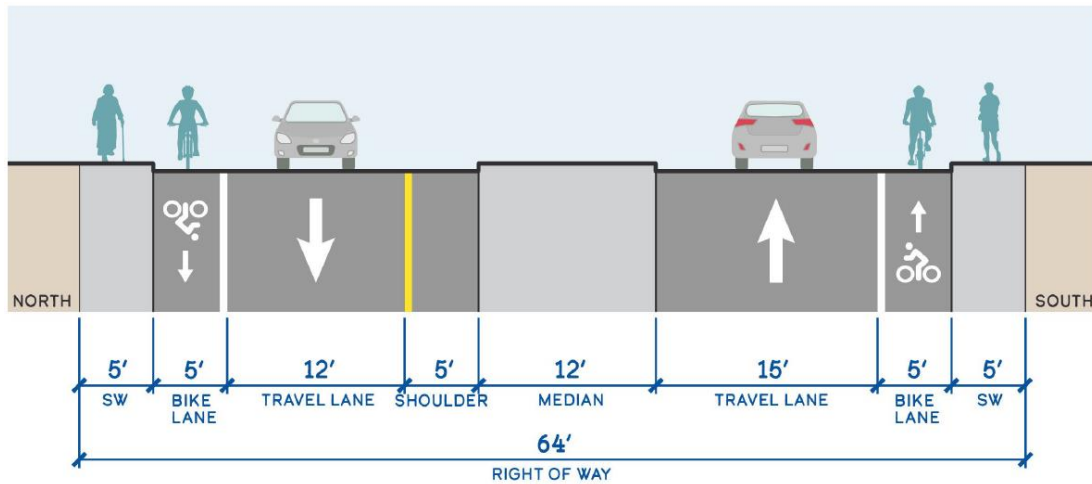
Community Engagement

Key Takeaways from Phase 1

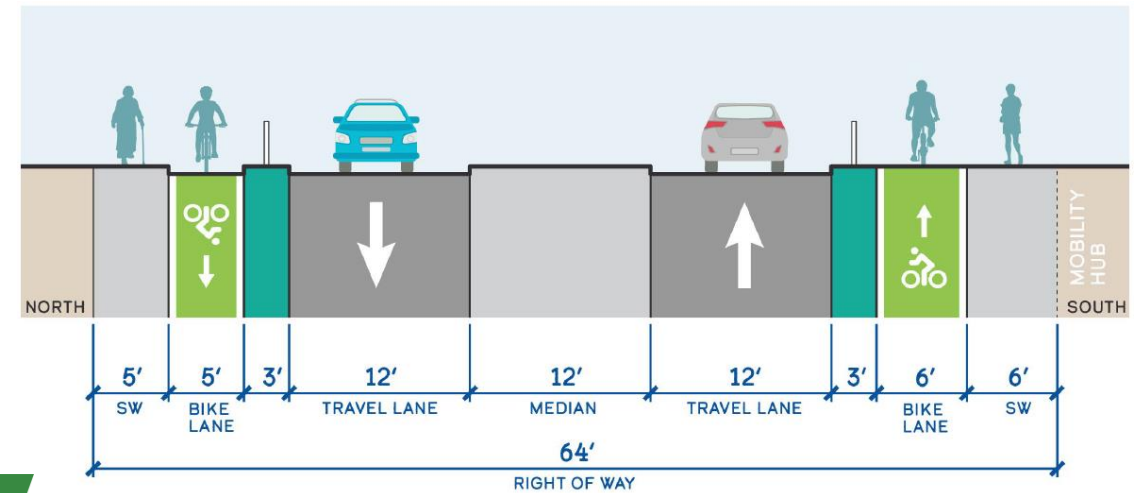
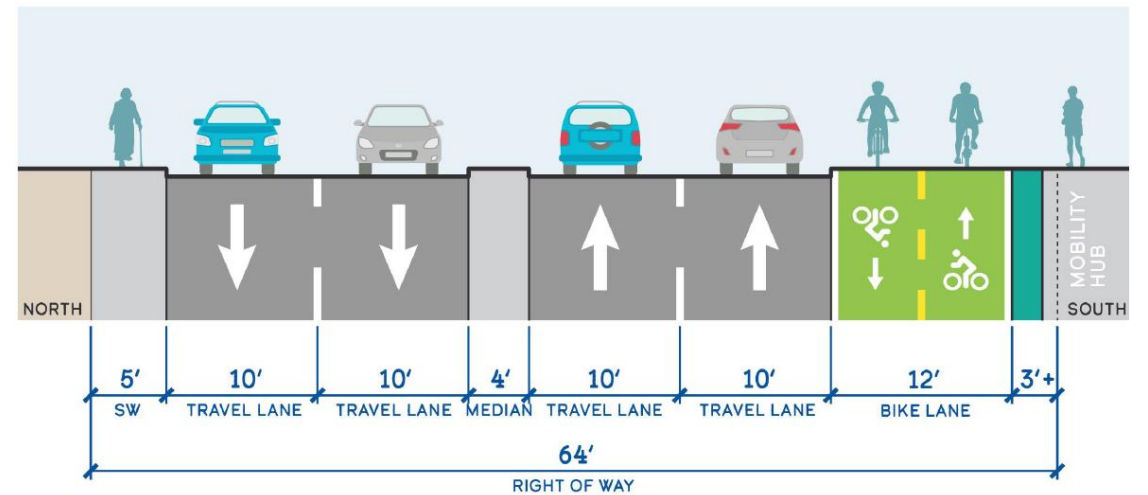


Conceptual Alternatives

Existing Conditions



Options A & B



Conceptual Alternatives

Segments Two & Three

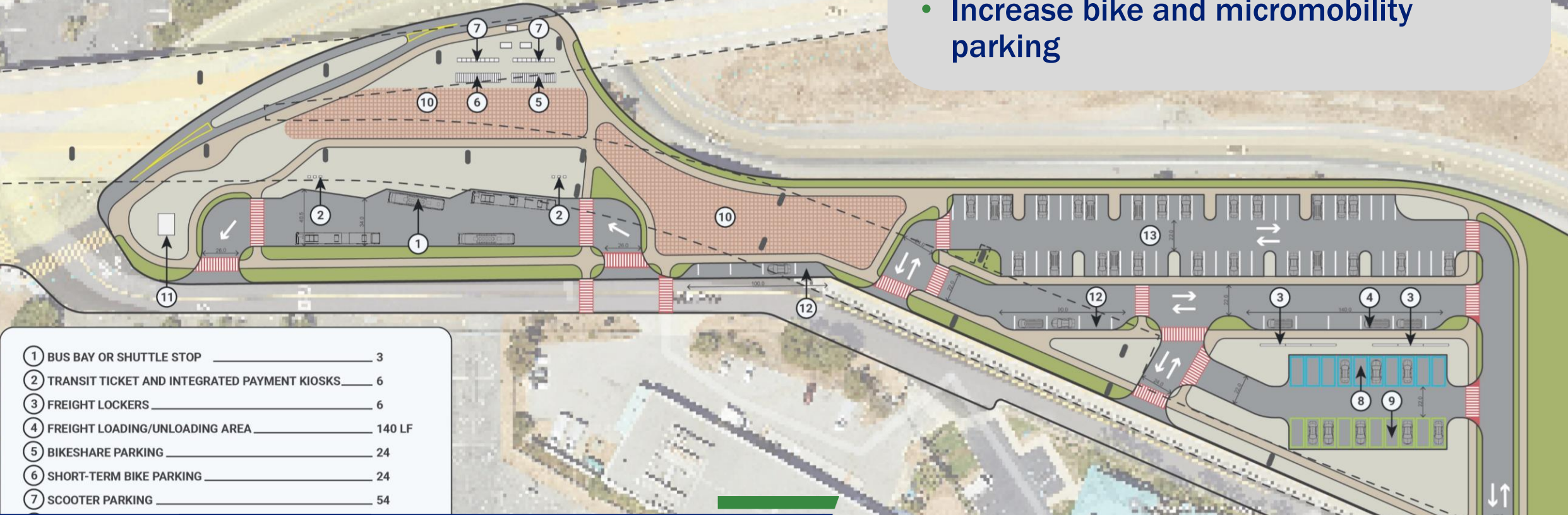
- Light transit service potential with primarily express bus services only
- Community spaces and retail areas
- Maintain half the site for parking

① 3 BUS BAY OR SHUTTLE STOP	4
② TRANSIT TICKET AND INTEGRATED PAYMENT KIOSKS	8
③ FLEXIBLE SPACE FOR COMPLIMENTARY RETAIL	6,680 SF
④ COMMUNITY SPACE	14,610SF
⑤ BIKESHARE PARKING	24
⑥ SHORT-TERM BIKE PARKING	16
⑦ SCOOTER PARKING	30
⑧ CAR SHARE PARKING	4

Conceptual Alternatives

Amenities Concept

- Medium transit service potential with express buses, rerouted local connections, and shuttles
- Maintain half the site for parking
- Increase bike and micromobility parking



① BUS BAY OR SHUTTLE STOP	3
② TRANSIT TICKET AND INTEGRATED PAYMENT KIOSKS	6
③ FREIGHT LOCKERS	6
④ FREIGHT LOADING/UNLOADING AREA	140 LF
⑤ BIKESHARE PARKING	24
⑥ SHORT-TERM BIKE PARKING	24
⑦ SCOOTER PARKING	54

Conceptual Alternatives

Multimodal Concept

- High transit service potential with express buses, rerouted local connections, ECR transfers, and shuttles
- Transit operator layovers, breakroom, and restrooms
- Maintain 1/3 of the site for parking

① 3 BUS BAY OR SHUTTLE STOP	6
② TRANSIT TICKET AND INTEGRATED PAYMENT KIOSKS	12
③ FREIGHT LOCKERS	3
④ FREIGHT LOADING/UNLOADING AREA	100 LF
⑤ BIKESHARE PARKING	16
⑥ SHORT-TERM BIKE PARKING	16
⑦ SCOOTER PARKING	24

Conceptual Alternatives

Transit Concept

Mobility Hub Voting Results

Votes by concept

- **Option 1: Amenities - 6**
- **Option 2: Multimodal - 11**
- **Option 3: Transit - 4**

Smart Corridor Voting Results

Votes by segment

- **Segment One**
 - **Option A: Lower Cost Two-way Design - 7**
 - **Option B: Higher Cost Two-way Design - 17**
- **Segment Two**
 - **Option A: Two-way Separated Bikeway - 18**
 - **Option B: One-way Separated Bikeways - 6**
- **Segment Three**
 - **Option A: Two-way Separated Bikeway - 17**
 - **Option B: One-way Separated Bikeways - 6**

Conceptual Alternatives

SamTrans CAC Input!

- **Help us get a to a preferred mobility hub design:**
 - Which option do you most prefer?
 - What elements of a future mobility hub should be prioritized?
 - Are we missing anything we might not have considered?

Next Steps

- **Select preferred alternatives based on workshop, online survey, Caltrans review, and agency input.**
- **Create cost estimate, phasing, and funding strategy**
- **Develop the Draft Plan**

Next Steps