



**AGENDA
REGULAR MEETING
CITY COUNCIL OF THE TOWN OF COLMA
Wednesday, July 12, 2023
CLOSED SESSION – 6:00PM
REGULA SESSION – 7:00 PM**

The City Council, staff and members of the public may participate in the meeting in person at Town Hall or virtually via Zoom Video Conference.

To attend the meeting in person:

Town Hall, Council Chamber, 1198 El Camino Real, Colma CA 94014

To participate in the meeting via Zoom Video Conference:

Join Zoom Meeting: <https://us02web.zoom.us/j/81289976261>

Passcode: 074407

Meeting ID: 812 8997 6261

Dial by your location

+1 669 900 6833 US (San Jose)

+1 346 248 7799 US (Houston)

+1 253 215 8782 US (Tacoma)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Germantown)

Meeting ID: 812 8997 6261

Passcode: 074407

To provide Public Comment in person:

Members of the public wishing to speak are requested to complete a yellow speaker card and submit it to the City Clerk. Comments should be kept to three minutes or less.

To provide Public Comment via Zoom Video Conference:

Live verbal public comments may be made by requesting to speak using the "raise hand" feature in Zoom or, if calling in by phone, by pressing *9 on the telephone keypad prior to the consent calendar being heard, or prior to the close of the public comment period for agenda items or non-agenda items. In response, the Town will unmute the speaker and allow them to speak up to three minutes.

To provide Public Comment in writing:

Members of the public may provide written comments by email to the City Clerk at ccorley@colma.ca.gov before the meeting. Emailed comments should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda. The length of the emailed comment should be commensurate with the three minutes customarily allowed for verbal comments, which is approximately 250-300 words.

CLOSED SESSION – 6:00PM

1. In Closed Session Pursuant to Government Code Section 54957 – Public Employee Appointment

Title: City Manager

2. In Closed Session Pursuant to Government Code Section 54957.6 – Conference with Labor Negotiators

Agency Negotiator: Mayor Joanne F. del Rosario

Unrepresented Employees: City Manager

PLEDGE OF ALLEGIANCE AND ROLL CALL – 7:00PM

REPORT FROM CLOSED SESSION

ADOPTION OF AGENDA

PRESENTATION

- Introduction of New Recreation Employees
- Proclamation in recognition of Parks and Recreation Month

PUBLIC COMMENTS

Comments on the Consent Calendar and Non-Agenda Items will be heard at this time.
Comments on Agenda Items will be heard when the item is called.

CONSENT CALENDAR

3. Motion to Accept the Minutes from the June 28, 2023 Special Meeting.
4. Motion to Accept the Minutes from the June 28, 2023 Regular Meeting.
5. Motion to Approve Report of Checks Paid for June 2023.
6. Motion to Accept Informational Report on Recreation Department Programs, Activities, Events, and Trips for the Second Quarter of 2023.

STUDY SESSION

7. BICYCLE AND PEDESTRIAN MASTER PLAN

This item is for discussion only; no action will be taken at this meeting.

REPORTS

Mayor/City Council

City Manager

ADJOURNMENT

The City Council Meeting Agenda Packet and supporting documents are available for review on the Town's website www.colma.ca.gov or at Colma Town Hall, 1198 El Camino Real, Colma, CA. Persons interested in obtaining an agenda via e-mail should call 650-997-8300 or email a request to citymanager@colma.ca.gov.

Reasonable Accommodation

Upon request, this publication will be made available in appropriate alternative formats to persons with disabilities, as required by the Americans with Disabilities Act of 1990. Any person with a disability, who requires a modification or accommodation to view the agenda, should direct such a request to Pak Lin, ADA Coordinator, at 650-997-8300 or pak.lin@colma.ca.gov. Please allow two business days for your request to be processed.

1. **In Closed Session Pursuant to Government Code Section 54957 – Public Employee Appointment**

Title: City Manager



2. **In Closed Session Pursuant to Government Code Section 54957.6
– Conference with Labor Negotiators.**

Agency Negotiator: Mayor Joanne F. del Rosario

Unrepresented Employees: City Manager



**MINUTES
SPECIAL MEETING**

City Council of the Town of Colma
Colma Community Center
1520 Hillside Boulevard
Colma, CA 94014

**Wednesday, June 28, 2023
11:00 A.M.**

CALL TO ORDER

Mayor del Rosario called the meeting to order at 11:03 a.m.

Council Present – Mayor Joanne F. del Rosario, Vice Mayor John Irish Goodwin, and Council Member Carrie Slaughter were present. Council Members Ken Gonzalez and Helen Fisicaro were absent.

Staff Present – City Manager Brian Dossey, Chief of Police John Munsey, Director of Public Works Brad Donohue, Police Commander Sherwin Lum, Recreation Services Manager Angelika Abellana, City Clerk Caitlin Corley and Administrative Technician Abigail Dometita were in attendance.

WELCOME AND INTRODUCTION OF SPECIAL GUESTS

Mayor del Rosario welcomed special guests:

- Marilyn Hollinger, San Mateo County LGBTQ Commissioner
- Tanya Beat, Director of the LGBTQ Commission
- Felicia Leong, CEO of the Colma Daly City Chamber of Commerce
- Rebecca Husted, President of the Colma Daly City Chamber of Commerce
- Monica DeVincenzi, Colma Daly City Chamber of Commerce Board of Directors
- Mike Guingona, San Mateo County Community College District Board of Directors

PROCLAMATION IN HONOR OF PRIDE MONTH

Mayor del Rosario stated, “Pride is a time to reflect on the hardships the Lesbian, Gay, Bisexual, Transgender, and Queer community has endured and to celebrate the triumphs of trailblazing individuals who have bravely fought — and continue to fight — for full equality. Pride is both a communal celebration of visibility and a personal celebration of self-worth and dignity. This Pride Month, we recognize the valuable contributions of LGBTQ+ individuals in our community and everywhere, and we reaffirm our commitment to standing in solidarity with LGBTQ+ Americans in their ongoing struggle against discrimination and injustice.

Mayor del Rosario then read a proclamation in recognition of Pride Month. San Mateo County LGBTQ Commissioner Marilyn Hollinger accepted the proclamation and make remarks.

RAISING OF THE PRIDE FLAG

Colma Police Officers raised the LGBTQ Progress Pride Flag.

REMARKS BY MEMBERS OF THE PUBLIC

Mayor del Rosario asked if any members of the public wished to speak; there were no requests to speak.

ADJOURNMENT

Mayor del Rosario adjourned the meeting at 11:13 a.m. and invited everyone to stay for coffee and treats.

Respectfully submitted,

Caitlin Corley
City Clerk

**MINUTES
REGULAR MEETING**

City Council of the Town of Colma
Town Hall Council Chamber
1198 El Camino Real, Colma CA
Also Accessible via Zoom.us
Wednesday, June 28, 2023
7:00 PM

PLEDGE OF ALLEGIANCE AND ROLL CALL

Mayor del Rosario called the meeting to order at 7:00 p.m.

Council Present – Mayor Joanne F. del Rosario, Vice Mayor John Irish Goodwin, Council Members Ken Gonzalez, Carrie Slaughter and Helen Fisicaro were all present.

Staff Present – City Manager Brian Dossey, City Attorney Christopher Diaz, Police Chief John Munsey, Administrative Services Director Pak Lin, City Planner Farhad Mortazavi, Director of Public Works and Planning Brad Donohue, City Clerk Caitlin Corley, Administrative Technician III Abigail Dometita and Assistant Planner Claire Smith were in attendance.

The Mayor announced, “Regarding Public Comment: Members of the public who are here in person are requested to complete a yellow speaker card and submit it to the City Clerk. Those of you on Zoom may make public comments by using the “raise hand” feature in Zoom or, if calling in by phone, by pressing *9 on the telephone keypad. The City Clerk will unmute your microphone and allow you to speak. Comments should be kept to three minutes or less.”

ADOPTION OF THE AGENDA

Mayor del Rosario asked if there were any changes to the agenda. None were requested. The Mayor asked for a motion to adopt the agenda.

Action: Vice Mayor Goodwin moved to adopt the agenda; the motion was seconded Council Member Gonzalez by and carried by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Joanne F. del Rosario, Mayor	✓				
John Irish Goodwin	✓				
Ken Gonzalez	✓				
Carrie Slaughter	✓				
Helen Fisicaro	✓				
	5	0			

PRESENTATION

- **Proclamation in Recognition of LGBTQ Pride Month**

The Mayor stated, “Earlier today we hosted a Pride Flag Raising Ceremony at the Community Center. It was wonderful to see so many people attend to celebrate and

honor Pride Month. I was honored to present a proclamation in honor of Pride Month to San Mateo County LGBTQ Commissioner Marilyn Hollinger. We then raised the Progress Pride Flag, which puts a strong emphasis on inclusion.”

She then read a section of the proclamation.

- Tim Schulze, Associate Chief Operating Officer of AHMC Seton Medical Center, gave a presentation on the recent changes at Seton.

PUBLIC COMMENTS

Mayor del Rosario opened the public comment period at 7:17 p.m. and seeing no one request to speak, the Mayor closed the public comment period.

CONSENT CALENDAR

1. Motion to Accept the Minutes from the June 14, 2023 Special Meeting.
2. Motion to Accept the Minutes from the June 14, 2023 Regular Meeting.
3. Motion to Adopt a Resolution Awarding and Authorizing the City Manager to Execute a Construction Contract for the 2023 Facility Parking Lot Upgrades and Repairs Project (CIP #953), Including the Colma Police Facility, Colma Community Center, and Creekside Villas Parking Lots, to American Asphalt Repair & Resurfacing Company, Inc. in the Amount of \$143,243.50 Pursuant to CEQA Guideline 15301.
4. Motion to Adopt a Resolution Adopting the FY 2023-24 Appropriation Limit, Pursuant to CEQA Guideline 15378.
5. Motion to Adopt a Resolution Approving the Town’s Updated Sewer System Management Plan (SSMP) Pursuant To CEQA Guideline 15301.
6. Motion to Adopt a Resolution Amending the Fiscal Year 2022-23 Budget by Transferring \$468,172 From General Fund (11) to Capital Fund (31); Removing the Transfers Budget of \$80,000 from Measure A, \$60,000 from Measure W, and \$80,000 from Gas Tax/RMRA to Street Capital Fund; and Transfer \$66,000 from Street Capital (32) to General Fund (11), All Pursuant to CEQA Guideline 15378.

Action: Vice Mayor Goodwin moved to approve the consent calendar items #1 through 6; the motion was seconded by Council Member Gonzalez and carried by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Joanne F. del Rosario, Mayor	✓				
John Irish Goodwin	✓				
Ken Gonzalez	✓				
Carrie Slaughter	✓				
Helen Fisicaro	✓				
	5	0			

PUBLIC HEARING

7. ENGINEER’S REPORT OF SANITARY SEWER SERVICE CHARGES FOR FY 2023-24

Director of Public Works and Planning Brad Donohue presented the staff report. The Mayor opened the public hearing at 7:28 p.m. and seeing no one request to speak, she closed the public hearing. The City Clerk indicated that no protests had been submitted. Council discussion followed.

Action: Council Member Fiscaro moved to Adopt a Resolution Overruling Protests to and Adopting Engineer’s Report on Sewer Service Charges for Fiscal Year 2023-24, Directing the City Engineer to File a Copy of the Engineer’s Report with the San Mateo County Tax Collector, and Authorizing the County Tax Collector to Place the Charges on the Property Tax Roll Pursuant to CEQA Guideline 15301 and 15378; the motion was seconded by Council Member Slaughter and carried by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Joanne F. del Rosario, Mayor	✓				
John Irish Goodwin	✓				
Ken Gonzalez	✓				
Carrie Slaughter	✓				
Helen Fiscaro	✓				
	5	0			

NEW BUSINESS

8. 1651 HILLSIDE BOULEVARD – CONDITIONAL USE PERMIT AND DESIGN REVIEW

City Planner Farhad Mortazavi introduced Assistant Planner Claire Smith to present the staff report. The Mayor opened the public comment period at 7:45 p.m. and seeing no one request to speak, she closed the public comment period. Council discussion followed. Council requested that the City Attorney add a condition indicating that the applicant must work in cooperation with the Town to reduce any nuisance type conditions at the property.

Action: Vice Mayor Goodwin moved to Adopt a Resolution Approving a Conditional Use Permit and Design Review for the Addition of a Flower Shop and Minor Expansion at 1651 Hillside Boulevard and Finding Project Exempt From Environmental Review Pursuant to CEQA Guideline 15301, with the requested changes; the motion was seconded by Council Member Slaughter and carried by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Joanne F. del Rosario, Mayor	✓				
John Irish Goodwin	✓				
Ken Gonzalez	✓				
Carrie Slaughter	✓				
Helen Fiscaro	✓				
	5	0			

COUNCIL CALENDARING

The next Regular Meeting will be on Wednesday, July 12, 2023 at 7:00pm at Town Hall.

REPORTS

City Manager Brian Dossey gave an update on the following topics:

- There was a Mayor Chamber Business Walk on Friday, June 23, 2023 at 280 Metro Center.
- The Recreation Department put out doorhangers with the Town's new Fireworks fines. The information will also be pushed out on social media.
- The Annual Community Fair will take place on Saturday, July 8, 2023.

ADJOURNMENT AND CLOSE IN MEMORY

Mayor del Rosario adjourned the meeting at 8:03 p.m. in memory of Lavina DeNatale, longtime community member.

Respectfully submitted,

Caitlin Corley
City Clerk

apCkHist
07/06/2023 8:08AM

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
56676	06/02/2023	01340 NAVIA BENEFIT SOLUTION			06022023 B	06/02/2023	1,650.49	1,650.49
56677	06/02/2023	01375 NATIONWIDE RETIREMEN			06022023 B 06022023 M	06/02/2023 06/02/2023	4,810.05 2,100.00	6,910.05
56678	06/02/2023	02944 ASSOCIATION OF CALIFOF			06022023 B	06/02/2023	45.00	45.00
56679	06/02/2023	02945 PORAC LEGAL DEFENSE F			06022023 B	06/02/2023	168.00	168.00
56680	06/06/2023	03267 ACC BUSINESS			231317193	05/27/2023	679.66	679.66
56681	06/06/2023	00013 ANDY'S WHEELS & TIRES			66203,66218	05/31/2023	141.48	141.48
56682	06/06/2023	00623 ARAMARK			5180192228 5180195919 5180199375 5180203751 5180207612 5180192220 5180192219 5180195912 5180192197 5180199363 5180195910 5180195893 5180203749 5180199340 5180207604 5180207610 5180203743	05/01/2023 05/08/2023 05/15/2023 05/22/2023 05/29/2023 05/01/2023 05/01/2023 05/08/2023 05/01/2023 05/15/2023 05/08/2023 05/08/2023 05/22/2023 05/15/2023 05/29/2023 05/29/2023 05/22/2023	111.73 111.73 111.73 111.73 111.73 15.90 15.90 15.90 15.90 15.90 15.90 15.90 15.90 15.90 15.90 15.90 15.90 15.90	749.45
56683	06/06/2023	00002 AT&T			05/18/2023	05/18/2023	82.10	82.10
56684	06/06/2023	01565 BAY CONTRACT MAINTEN/			29507	05/30/2023	2,040.00	2,040.00
56685	06/06/2023	00051 CALIFORNIA WATER SERV			1727052702-05/12/23 0944444444-03/31/23 0944444444-05/01/23	05/12/2023 03/31/2023 05/01/2023	222.15 55.34 55.34	

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
					3422893362-03/31/23	03/31/2023	55.34	
					3422893362-05/01/23	05/01/2023	55.34	443.51
56686	06/06/2023	02583 CRIME SCENE CLEANERS,			84517	03/25/2022	78.00	78.00
56687	06/06/2023	02793 DITO'S MOTORS			28063	05/31/2023	35.39	35.39
56688	06/06/2023	02499 GE CAPITAL INFORMATION			5067429471	06/01/2023	1,551.99	1,551.99
56689	06/06/2023	02499 GE CAPITAL INFORMATION			107237341	05/19/2023	513.17	513.17
56690	06/06/2023	02499 GE CAPITAL INFORMATION			107237345	05/19/2023	274.76	274.76
56691	06/06/2023	00464 HINDERLITER, DE LLAMAS			SIN028424	05/30/2023	2,585.82	2,585.82
56692	06/06/2023	03273 HOME DEPOT PRO, THE			744826140	05/10/2023	153.39	
					744671512	05/10/2023	128.25	281.64
56693	06/06/2023	00181 IEDA			24173	06/01/2023	1,628.05	1,628.05
56694	06/06/2023	00254 METRO MOBILE COMMUNI			230613	06/01/2023	602.00	602.00
56695	06/06/2023	02993 VANESSA MOSQUEDA VEL			0511-06/01/23	06/02/2023	400.00	400.00
56696	06/06/2023	03579 BRIAN NAGATA			05/21-05/24/23 REIMB	05/31/2023	224.95	
					05/24-05/25/23 REIMB	05/31/2023	119.78	344.73
56697	06/06/2023	02153 BEGONA NAVARRO			2002545.003	05/26/2023	64.00	64.00
56698	06/06/2023	01340 NAVIA BENEFIT SOLUTION			10705679	05/30/2023	200.70	200.70
56699	06/06/2023	00307 PACIFIC GAS & ELECTRIC			1918250367-2 18May23	05/18/2023	5,294.57	
					0512181543-4 10May23	05/10/2023	2,133.69	
					0678090639-9 19May23	05/19/2023	78.15	
					9593452526-2 19May23	05/19/2023	29.98	7,536.39
56700	06/06/2023	02216 RAMOS OIL CO. INC.			CL015148	05/10/2023	1,741.16	
					CL013197	04/30/2023	1,715.89	
					CL-011639	04/20/2023	1,568.89	
					CL017923	05/20/2023	1,495.62	
					CL009935	04/10/2023	1,412.81	7,934.37
56701	06/06/2023	03479 ROBERT HALF INTERNATIC			62073059	05/31/2023	3,046.46	3,046.46

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
56702	06/06/2023	03392 ROMEO PACKING COMPAN			161148	05/22/2023	1,039.06	1,039.06
56703	06/06/2023	03602 LIANG SIMIN			Citation # 16001082	05/25/2023	38.00	38.00
56704	06/06/2023	00609 SMC MANAGER'S OFFICE			ASC22-23-Colma	05/24/2023	3,267.00	3,267.00
56705	06/06/2023	02307 STANDARD PLUMBING SUI			TXXB18	05/16/2023	141.31	141.31
56706	06/06/2023	02938 KIM TRASK			May 7-9 EE REIMB	05/15/2023	241.22	241.22
56707	06/06/2023	02468 ULINE, INC.			164191782	05/30/2023	1,256.51	1,256.51
56708	06/13/2023	00003 A. S. F. ELECTRIC			2377	05/18/2023	517.95	517.95
56709	06/13/2023	03546 JUDIT ABARCA			2002549.003	05/30/2023	50.00	50.00
56710	06/13/2023	03604 VANESSA ALCARAZ			2002551.003	06/02/2023	200.00	200.00
56711	06/13/2023	00623 ARAMARK			5180210985	06/05/2023	111.73	
					5180210971`	06/05/2023	15.90	
					5180199361	05/15/2023	15.90	
					5180203748	05/22/2023	15.90	
					5180210969	06/05/2023	15.90	175.33
56712	06/13/2023	00020 ASSOCIATED SERVICES IN			123060025	06/01/2023	40.00	
					123060024	06/01/2023	9.00	49.00
56713	06/13/2023	00057 CINTAS CORPORATION #2			4157980798	06/08/2023	202.19	202.19
56714	06/13/2023	00093 CITY OF SOUTH SAN FRAN			519335	04/25/2023	5,230.50	5,230.50
56715	06/13/2023	03411 CLEAN WORLD GREASE TI			03659	05/31/2023	120.00	120.00
56716	06/13/2023	01037 COMCAST CABLE			5/25-6/24 Internet	05/20/2023	246.72	
					5/25-6/24 427 F St	05/20/2023	246.72	
					5/27-6/26 XFINITY	05/17/2023	10.94	504.38
56717	06/13/2023	02144 DOMINIC A. DE LUCCA DBA			May 2023 Class	06/06/2023	400.00	400.00
56718	06/13/2023	01367 DUO DANCE ACADEMY			May 2023 Roll	06/08/2023	70.00	70.00
56719	06/13/2023	03274 EIDE BAILLY LLP			EI01525946	06/05/2023	22,500.00	22,500.00

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
56720	06/13/2023	03034 FLEX ADVANTAGE			158570	05/31/2023	210.00	210.00
56721	06/13/2023	03450 FLOCK GROUP, INC			INV-16508	06/05/2023	6,500.00	6,500.00
56722	06/13/2023	02499 GE CAPITAL INFORMATION			107245340	05/23/2023	274.76	274.76
56723	06/13/2023	02605 SAUL GUERRERO			May 24-25 EE REIMB	06/01/2023	127.08	127.08
56724	06/13/2023	03273 HOME DEPOT PRO, THE			745546150	05/16/2023	527.85	527.85
56725	06/13/2023	02126 ICLEI-LOCAL GOVERNMEN			3234	06/05/2023	1,200.00	1,200.00
56726	06/13/2023	00236 LAURETTA PRINTING COM			33182	05/31/2023	347.60	347.60
56727	06/13/2023	03607 MARK THOMAS & COMPAN			47443	05/31/2023	17,115.63	17,115.63
56728	06/13/2023	02878 DANIEL MENDOZA			2002555.003	06/05/2023	275.00	275.00
56729	06/13/2023	00280 ODP BUSINESS SOLUTION			314711431002	06/01/2023	205.52	
					314711431001	05/23/2023	163.64	
					314646675001	05/23/2023	109.86	
					314667306001	05/23/2023	106.40	
					314053126001	05/25/2023	54.25	
					314052258001	05/25/2023	14.63	
					314667305001	05/23/2023	4.53	658.83
56730	06/13/2023	03400 OTIS ELEVATOR COMPANY			SJ17166001	05/24/2023	1,050.00	1,050.00
56731	06/13/2023	00307 PACIFIC GAS & ELECTRIC			0092128195-2 24May23	05/24/2023	2,186.15	2,186.15
56732	06/13/2023	03230 MICAELA PADILLA			2002548.003	05/30/2023	80.00	80.00
56733	06/13/2023	03311 GABRIELA PLANCARTE			2002554.003	06/05/2023	50.00	50.00
56734	06/13/2023	03551 QUENCH USA, INC			INV05904317	06/07/2023	238.30	238.30
56735	06/13/2023	02216 RAMOS OIL CO. INC.			CL019561	05/31/2023	1,861.63	1,861.63
56736	06/13/2023	03479 ROBERT HALF INTERNATIK			61832419	04/11/2023	3,076.10	
					62119159	06/08/2023	2,433.90	5,510.00
56737	06/13/2023	03603 ARLENIS RODRIGUEZ			2002546.003	05/30/2023	500.00	500.00

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
56738	06/13/2023	02527 BENJAMIN SALVANTE			2002547.003	05/30/2023	300.00	300.00
56739	06/13/2023	01562 SAN MATEO COUNTY TRAI			SA-29642	05/01/2023	1,330.00	1,330.00
56740	06/13/2023	00349 SEGALE & CERINI INC.			17591	05/31/2023	19,881.00	
					17587	05/31/2023	2,274.00	
					17592	05/31/2023	1,640.25	
					17596	05/31/2023	755.00	
					17589	05/31/2023	594.00	
					17590	05/31/2023	505.00	
					17588	05/31/2023	337.50	25,986.75
56741	06/13/2023	00343 CITY OF FOSTER CITY SMC			06/23/23 Meeting	06/07/2023	60.00	60.00
56742	06/13/2023	00364 SMC FORENSIC LAB			PS-INV104269	05/31/2023	705.00	705.00
56743	06/13/2023	03606 SOLAR LIGHTING INT'L, INC			102653	06/08/2023	1,288.00	1,288.00
56744	06/13/2023	00411 TURBO DATA SYSTEMS			40338	05/31/2023	1,794.80	1,794.80
56745	06/13/2023	03015 U.S. BANK CORPORATE PM			05/22/2023	05/22/2023	14,148.49	14,148.49
56746	06/13/2023	02468 ULINE, INC.			164308917	06/01/2023	1,392.70	1,392.70
56747	06/13/2023	03605 MELISSA VEGA			2002552.003	06/02/2023	890.00	890.00
56748	06/13/2023	03052 BANDWAGON INDUSTRIES			22223	02/22/2023	6,250.00	6,250.00
56749	06/13/2023	02942 CITY OF BERKELEY			07/18/23 Adventure	04/28/2023	180.00	180.00
56750	06/13/2023	02336 CONSERVATION EARTH			28098	06/09/2023	495.00	495.00
56751	06/16/2023	00047 C.L.E.A.			06162023 B	06/16/2023	216.00	216.00
56752	06/16/2023	01375 NATIONWIDE RETIREMEN			06162023 B	06/16/2023	4,810.05	4,810.05
56753	06/16/2023	01340 NAVIA BENEFIT SOLUTION			06162023 B	06/16/2023	1,650.49	1,650.49
56754	06/16/2023	02224 STANDARD INSURANCE C			06162023 B	06/16/2023	511.00	511.00
56755	06/20/2023	03214 PRINCE ADAO			2002561.003	06/12/2023	300.00	300.00
56756	06/20/2023	00004 AT&T			000020085941	06/13/2023	1,579.73	

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
					000020027266	06/01/2023	35.23	1,614.96
56757	06/20/2023	03334 LLC AT&T MOBILITY NATIO			287296200335X0610202	06/02/2023	2,558.17	2,558.17
56758	06/20/2023	01565 BAY CONTRACT MAINTEN/			30088	06/10/2023	2,740.50	
					30089	06/10/2023	2,661.35	
					30092	06/10/2023	2,661.35	
					30087	06/10/2023	1,552.45	
					30091	06/10/2023	633.64	
					30086	06/10/2023	221.30	
					30090	06/10/2023	193.34	10,663.93
56759	06/20/2023	01183 BEST BEST & KRIEGER LLF			967476	06/12/2023	20,597.08	
					967468	06/12/2023	2,475.90	23,072.98
56760	06/20/2023	01183 BEST BEST & KRIEGER LLF			967475	06/12/2023	700.20	700.20
56761	06/20/2023	02532 CALIFORNIA ASSOCIATION			300004651	06/08/2023	500.00	500.00
56762	06/20/2023	03610 CALIFORNIA BUILDING OFI			16422	06/11/2023	585.00	585.00
56763	06/20/2023	00051 CALIFORNIA WATER SERV			05/26/2023	05/26/2023	8,795.84	8,795.84
56764	06/20/2023	00057 CINTAS CORPORATION #2			4155187066	05/11/2023	202.19	
					4156592353	05/25/2023	202.19	404.38
56765	06/20/2023	00093 CITY OF SOUTH SAN FRAN			519377	05/25/2023	3,561.26	3,561.26
56766	06/20/2023	03539 CLARK PEST CONTROL			33421449	06/09/2023	135.00	
					33421453	06/14/2023	135.00	
					33421452	06/14/2023	135.00	
					33421454	06/14/2023	115.00	520.00
56767	06/20/2023	01037 COMCAST CABLE			06/01-6/30 XFINITY	05/26/2023	15,641.96	
					6/02-7/01	05/27/2023	251.72	15,893.68
56768	06/20/2023	02827 CORODATA SHREDDING, II			DN 1417194	05/31/2023	115.69	115.69
56769	06/20/2023	02827 CORODATA SHREDDING, II			RS3504952	05/31/2023	94.88	94.88
56770	06/20/2023	00071 CSG CONSULTANTS, INC.			2023.04.28	05/12/2023	154,962.80	154,962.80

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
56771	06/20/2023	00649 DAVEY TREE EXPERT COM			917632995	05/26/2023	4,875.00	4,875.00
56772	06/20/2023	00112 DEPARTMENT OF JUSTICE			659203	06/05/2023	586.00	
					660817	06/05/2023	81.00	667.00
56773	06/20/2023	02793 DITO'S MOTORS			28091	06/05/2023	78.18	78.18
56774	06/20/2023	03449 ABIGAIL DOMETITA			02/16-06/03/23 REIMB	06/12/2023	135.18	135.18
56775	06/20/2023	03506 GRACE EICHENSEHR			2002562.003	06/12/2023	275.00	275.00
56776	06/20/2023	02935 EMCOR SERVICES-MESA E			940014766	05/31/2023	2,316.94	2,316.94
56777	06/20/2023	03450 FLOCK GROUP, INC			INV-16984	06/15/2023	5,000.00	5,000.00
56778	06/20/2023	02605 SAUL GUERRERO			May21-24EEReimb	06/05/2023	226.05	226.05
56779	06/20/2023	00174 HOME DEPOT CREDIT SEF			05/30/23 CLOSING	05/30/2003	312.91	312.91
56780	06/20/2023	03273 HOME DEPOT PRO, THE			748210838	06/02/2023	1,007.64	1,007.64
56781	06/20/2023	01653 KAISER PERMANENTE MEI			2023.06.09	06/19/2023	20.00	20.00
56782	06/20/2023	02788 MARGARET-ROSE S. LUNA			53	06/07/2023	280.00	280.00
56783	06/20/2023	02976 MARIA LUISA MERCADO			2002560.003	06/12/2023	80.00	80.00
56784	06/20/2023	03061 NICK BARBIERI TRUCKING			CL-17191	05/31/2023	229.22	229.22
56785	06/20/2023	00280 ODP BUSINESS SOLUTION			314620031001	06/06/2023	59.19	59.19
56786	06/20/2023	00307 PACIFIC GAS & ELECTRIC			3007220528-6 Jun08	06/08/2023	3,545.89	
					9248309814-8 24May23	05/24/2023	415.80	
					0567147369-1 31May23	05/31/2023	187.72	
					0576889222-5 08Jun23	06/08/2023	174.33	
					0035222590-8 08Jun23	06/08/2023	25.87	4,349.61
56787	06/20/2023	03609 PAYMENTUS CORPORATIC			INV-15-135157	05/24/2023	630.00	630.00
56788	06/20/2023	03173 PLAN JPA			PLAN-2023-0219	06/12/2023	865.33	865.33
56789	06/20/2023	02216 RAMOS OIL CO. INC.			CL023571	06/10/2023	1,776.37	1,776.37

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
56790	06/20/2023	03479 ROBERT HALF INTERNATIK			62135857	06/13/2023	2,788.06	2,788.06
56791	06/20/2023	00500 SMC CONTROLLERS OFFIK			May 2023	06/05/2023	3,029.70	3,029.70
56792	06/20/2023	01138 SMC ELECTIONS			2223031	06/09/2023	2,130.97	2,130.97
56793	06/20/2023	00534 SMC INFORMATION SERVI			1YCL12305	05/31/2023	82.25	82.25
56794	06/20/2023	01224 SMC SHERIFF			PS-INV104202	06/30/2022	565.00	565.00
56795	06/20/2023	00830 STAPLES BUSINESS CRED			1648958569	05/08/2023	507.07	507.07
56796	06/20/2023	00412 TELECOMMUNICATIONS E			48278	06/10/2023	1,652.50	1,652.50
56797	06/20/2023	01687 UNITED SITE SERVICES OI			INV-01759613	06/08/2023	168.16	168.16
56798	06/20/2023	02799 WAVE (ASTOUND)			103745301-0010191	06/01/2023	438.26	438.26
56799	06/20/2023	02787 AECO SYSTEMS, INC.			23245	06/01/2023	480.00	480.00
56800	06/20/2023	03130 BAY AREA AIR QUALITY			T155434	06/08/2023	541.00	541.00
56801	06/20/2023	00050 CA POLICE CHIEFS ASSN			1348	05/01/2023	462.00	462.00
56802	06/20/2023	03355 CALIFORNIA CITIES GAMIN			2324B	06/09/2023	30,000.00	30,000.00
56803	06/20/2023	00507 COLMA FIRE PROTECTION			06/13/2023	06/13/2023	225.00	225.00
56804	06/20/2023	03601 HEALTH AND HUMAN RESC			E0295777	06/13/2023	64.80	64.80
56805	06/20/2023	00500 SMC CONTROLLERS OFFIK			FY 2023-2024 LAFCO	06/07/2023	2,064.00	2,064.00
56806	06/20/2023	00345 SMC SHERIFF'S OFFICE			Aug3-4POST	06/20/2023	450.00	450.00
56807	06/20/2023	00388 SONITROL			339431	06/20/2023	1,143.11	1,143.11
56808	06/27/2023	02332 DEBORAH AUGUSTINE			2002566.003	06/19/2023	50.00	50.00
56809	06/27/2023	03222 OSCAR OMAR BANEGAS			2002568.003	06/19/2023	275.00	275.00
56810	06/27/2023	00051 CALIFORNIA WATER SERV			1727052702-06/14/23	06/14/2023	292.55	292.55
56811	06/27/2023	00773 DIANNE CHIAPPARI			2002565.003	06/19/2023	50.00	50.00
56812	06/27/2023	03539 CLARK PEST CONTROL			33421455	06/16/2023	145.00	145.00

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
56813	06/27/2023	01037 COMCAST CABLE			6/11-7/10 601 F St 06/17-07/16/2023	06/07/2023 06/13/2023	118.72 51.34	170.06
56814	06/27/2023	03611 OCCUPATIONAL HEALTH C			79551874	06/14/2023	129.00	129.00
56815	06/27/2023	03474 CORDICO PSYCHOLOGICA			6746 6747 6748	01/31/2023 02/28/2023 03/31/2023	350.00 350.00 175.00	875.00
56816	06/27/2023	03470 LUCIA DELGADO GOMEZ			2002567.003	06/19/2023	300.00	300.00
56817	06/27/2023	03396 DINORA NAVARRO			06.20.23 Reimb	06/20/2023	144.00	144.00
56818	06/27/2023	03061 NICK BARBIERI TRUCKING			CL18406	06/15/2023	556.75	556.75
56819	06/27/2023	00280 ODP BUSINESS SOLUTION			318519412001 318468120001	06/12/2023 06/27/2023	176.99 63.27	240.26
56820	06/27/2023	00307 PACIFIC GAS & ELECTRIC			1918250367-2 15JUN23 0512181543-4 08Jun23	06/15/2023 06/08/2023	8,936.88 2,128.98	11,065.86
56821	06/27/2023	03409 PRINTWORKS APPAREL			1737 1738	06/23/2023 06/23/2023	1,803.74 1,210.78	3,014.52
56822	06/27/2023	02216 RAMOS OIL CO. INC.			CL025267 CL019847	06/20/2023 05/31/2023	1,582.95 89.54	1,672.49
56823	06/27/2023	02637 Z.A.P. MANUFACTURING IN			7796	06/19/2023	514.38	514.38
56824	06/27/2023	03360 CARAHSOFT TECHNOLOG			39523445INV	06/19/2023	3,260.25	3,260.25
56825	06/27/2023	00117 DELTA DENTAL OF CALIFOI			BE005565452	07/01/2023	13,324.05	13,324.05
56826	06/27/2023	02499 GE CAPITAL INFORMATION			107332130	06/09/2023	76.15	76.15
56827	06/27/2023	02224 STANDARD INSURANCE C			Jul2023Coverage	06/14/2023	223.91	223.91
56828	06/27/2023	00432 VISION SERVICE PLAN			818188441 818188449	06/19/2023 06/19/2023	1,080.66 25.73	1,106.39
56829	06/30/2023	01340 NAVIA BENEFIT SOLUTION			06302023 B	06/30/2023	1,650.49	1,650.49
94881	06/02/2023	00130 EMPLOYMENT DEVELOPM			06022023 M	06/02/2023	150.00	150.00

Check History Listing
Town of Colma

Bank code: first

Check #	Date	Vendor	Status	Clear/Void Date	Invoice	Inv. Date	Amount Paid	Check Total
94882	06/02/2023	00521 UNITED STATES TREASUR			06022023 M	06/02/2023	1,262.15	1,262.15
94883	06/02/2023	00631 P.E.R.S.			06022023 M	06/02/2023	781.29	781.29
94884	06/02/2023	01360 MISSIONSQUARE RETIREM			06022023 M	06/02/2023	493.26	493.26
94885	06/02/2023	00282 CALIFORNIA PUBLIC EMPL			06022023 M	06/02/2023	4,797.14	4,797.14
94886	06/02/2023	00130 EMPLOYMENT DEVELOPM			06022023 B	06/02/2023	13,665.70	13,665.70
94887	06/02/2023	00521 UNITED STATES TREASUR			06022023 B	06/02/2023	63,837.09	63,837.09
94888	06/02/2023	00282 CALIFORNIA PUBLIC EMPL			06022023 B	06/02/2023	71,708.39	71,708.39
94889	06/02/2023	00631 P.E.R.S.			06022023 B	06/02/2023	47,781.17	47,781.17
94890	06/02/2023	01360 MISSIONSQUARE RETIREM			06022023 B	06/02/2023	6,865.79	6,865.79
94891	06/02/2023	00068 COLMA PEACE OFFICER'S			06022023 B	06/02/2023	652.14	652.14
94893	06/16/2023	00130 EMPLOYMENT DEVELOPM			06162023 B	06/16/2023	13,868.54	13,868.54
94894	06/16/2023	00521 UNITED STATES TREASUR			06162023 B	06/16/2023	64,801.71	64,801.71
94895	06/16/2023	00631 P.E.R.S.			06162023 B	06/16/2023	47,804.77	47,804.77
94896	06/16/2023	01360 MISSIONSQUARE RETIREM			06162023 B	06/16/2023	6,866.17	6,866.17
94897	06/16/2023	00068 COLMA PEACE OFFICER'S			06162023 B	06/16/2023	652.14	652.14
94902	06/30/2023	00130 EMPLOYMENT DEVELOPM			06302023 B	06/30/2023	15,042.05	15,042.05
94903	06/30/2023	00521 UNITED STATES TREASUR			06302023 B	06/30/2023	68,830.52	68,830.52
94904	06/30/2023	00631 P.E.R.S.			06302023 B	06/30/2023	50,551.64	50,551.64
94905	06/30/2023	01360 MISSIONSQUARE RETIREM			06302023 B	06/30/2023	1,413.03	1,413.03
94906	06/30/2023	00068 COLMA PEACE OFFICER'S			06302023 B	06/30/2023	652.14	652.14
120047	06/06/2023	00282 CALIFORNIA PUBLIC EMPL			100000017174679	05/15/2023	6,958.00	6,958.00
first Total:							999,600.98	

Check History Listing
Town of Colma

Bank code: first

<u>Check #</u>	<u>Date</u>	<u>Vendor</u>	<u>Status</u>	<u>Clear/Void Date</u>	<u>Invoice</u>	<u>Inv. Date</u>	<u>Amount Paid</u>	<u>Check Total</u>
176 checks in this report							Total Checks:	999,600.98





STAFF REPORT

TO: Mayor and Members of the City Council
 FROM: Angelika Abellana, Recreation Manager
 VIA: Brian Dossey, City Manager
 MEETING DATE: July 12, 2023
 SUBJECT: Recreation Services Department Quarterly Review, April - June 2023

RECOMMENDATION

Staff recommends that the City Council adopt:

MOTION TO ACCEPT INFORMATIONAL REPORT ON RECREATION DEPARTMENT PROGRAMS, ACTIVITIES, EVENTS, AND TRIPS FOR THE SECOND QUARTER OF 2023.

EXECUTIVE SUMMARY

In the second quarter of 2023, a total of 1,228 participants attended 50 programs. This represents an increase of 126 participants from the second quarter of 2022. Staff attributes the increase to additional community events such as Family Field Day and the increase in participation for in-person Summer Day Camp.

Staff estimates that 31 percent of the population had a current Colma I.D. during the second quarter of 2023.

There was a total of 33 rentals, which is an increase of 4 rental from the second quarter of 2022.

BACKGROUND

Participation

The Recreation Services Department offered programs, activities, events, and trips for all age groups during the past quarter. Below is a summary of participation levels by demographic:

- A total of 138 adults and seniors participated in enrichment programs. This represents an increase of 28 participants from the second quarter of 2022. Staff attributes the increase in participation to due to the modifications of in person adult and senior programs and to the increased interest in fitness programs such as Zumba Gold, Evening Zumba and Zumba toning.

- A total of 129 adults and seniors participated in trips and events. This represents an increase of 15 participants from the second quarter of 2022. Staff attributes the increase in participation due to the new interest in adult and senior trips – Wine Tasting and Conservatory of Flowers and new programs like the Succulent Workshop.
- A total of 491 youth and teens participated in Enrichment Programs. This represents an increase of 103 participants from the second quarter of 2022. Staff attributes the increase due to the increase in Summer Camp and the Summer Food Program.
- A total of 205 youths and teens participated in events and trips. This represents an increase of 73 participants from the second quarter of 2022. Staff attributes the increase due to the return of the in-person Eggstravaganza event for the community.
- A total of 265 youth, adults and seniors participated in Community Programs. This represents an increase of 11 participants from the second quarter of 2022. Staff attributes the increase due to additional participation in community events such as Family Field Day and E-Waste Day.

The attachment contains a detailed breakdown of participation by program.

Rental Activity

The Colma Community Center was rented for 31 different events:

- In House Reservations (3 meetings, 3 events)
- Resident Rental (18 social)
- Non-Resident Rental (2 social, 1 funeral)
- Colma Non-Profit (2 fundraisers)
- Non Resident Nonprofit (2 fundraisers)
- Non Resident Non Profit, kitchen only (21 reservations)

The Sterling Park Recreation Center was rented for 13 different events:

- Sterling Park Resident Rental Reservations (13 social events, 4 included picnic rentals)

ATTACHMENTS

- A. 2023 Recreation Services Department Quarterly Review – Participation Detail

**Recreation Services Department Quarterly Review
April - June 2023
Participation Detail**

Adult/Senior Enrichment Programs

Program	Registered	Sessions	New or Existing Program
Boot Camp Fitness	6	1	Existing
Breakfast and Bingo	26	3	Existing
Chair Yoga	7	1	Existing
Colma Ladies Social	24	3	Existing
First Aid and CPR	15	1	Existing
Friday Films	13	2	Existing
Let's Get Crafty	Cancelled	3	Existing
Zumba - Tuesday	15	1	<i>NEW</i>
Zumba Gold	12	3	Existing
Zumba Toning – Saturday	20	1	Existing

Adult & Senior Trips & Events

Program	Registered	Sessions	New or Existing Program
Alcatraz Trip	Cancelled	1	Existing
Bocce and Wine Tasting at Francisco Coppola	22	1	<i>NEW</i>
Conservatory of Flowers	10		<i>NEW</i>
Ice Cream Social- Older American's Month	6		<i>NEW</i>
Senior Luncheon	82	3	Existing
Succulent workshops - Wreaths	9	1	<i>NEW</i>

Youth & Teen Enrichment Programs

Program	Registered	Sessions	New or Existing Program
Duo Dance - Combo/Anytime/Saturday - Session 3	0	1	<i>NEW</i>
Duo Dance - Intro to Jazz Session 1	0	1	<i>NEW</i>
Duo Dance - Intro to Lyrical Session 1	1		<i>NEW</i>
Duo Dance - Pop Tots/Tween Session 1	0	1	<i>NEW</i>
Kids' Club Afterschool Program	4	4	Existing
Kumon Math Tutoring	21	3	Existing
Kumon Reading Tutoring	14	3	Existing
Leaders in Training - Summer	7	1	Existing
Open Teen Center	0	1	Existing
Parents Night Out	10	3	Existing
Spring Day Camp	9	1	Existing
Summer Day Camp	113	3	Existing
Summer Food Program	300	1	Existing
Tae Kwon Do	12	2	Existing

Youth and Teen Events & Trips

Program	Registered	Sessions	New or Existing Program
Childrens Fairyland Day Camp Trip	30	1	<i>NEW</i>
Dessert and Arts & Crafts	13	1	Existing
Eggstravaganza	127	1	Existing
Friday Night Lights	Cancelled	1	Existing
K-1 Speed – Teen Trip	Cancelled	1	Existing
San Jose Earthquakes – Teen Trip	Cancelled	1	<i>NEW</i>
Santa Cruz – Teen Trip	0	1	Existing
Santa Cruz Day Camp Trip	27	1	Existing
Sensory Friendly Eggstravaganza	Cancelled	1	<i>NEW</i>
Tiny Tot Arts and Crafts	8	1	<i>NEW</i>

Community Programs

Program	Registered	Sessions	New or Existing Program
2 nd Harvest Food Pantry Delivery Program	0	1	Existing
Arbor and Earth Day Celebration	15	1	<i>NEW</i>
Clean Up Day – Pop Up	25	1	<i>NEW</i>
E-Waste and Shredding Day	42	1	Existing
Junk in the Trunk	Cancelled	1	Existing
San Francisco Giants Tickets – Family Trip	29	1	Existing
San Jose Earthquakes	6	1	<i>NEW</i>
Streets Alive – Family Field Day	93	1	<i>NEW</i>
Town of Colma Blood Drive	32	1	Existing
Town Wide Garage Sale	23	1	Existing



STAFF REPORT

TO: Mayor and Members of the City Council
 FROM: Farhad Mortazavi, City Planner
 Edith Robles, Associate Planner
 VIA: Brian Dossey, City Manager
 MEETING DATE: July 12, 2023
 SUBJECT: Bicycle and Pedestrian Plan Master Plan

RECOMMENDATION

Staff seeks comments, questions, and recommendations from the Council regarding the development of the Town of Colma's first Bicycle and Pedestrian Master Plan. This is a study session; no action will be taken at this meeting.

EXECUTIVE SUMMARY

The purpose of this study session is to provide the Council with an update of the Bicycle and Pedestrian Master Plan planning project application.

FISCAL IMPACT

The total project cost is not to exceed \$100,000 and is being funded with (90%) Transportation Development Act Article 3 and (10%) local funds. The funds for this project are as follows.

Table 1: TOTAL PROJECT FUNDING

Local Funds	Transportation Development Act Article 3
\$10,000	\$90,000

BACKGROUND

On November 15, 2022, The Town of Colma (Town) responded to the City/County Association of Governments of San Mateo's Transportation Development Act (TDA): Article 3 Pedestrian and Bicycle Program Call for Projects through a project planning application. The application included a funding request of \$90,000 for the development of its first Bicycle and Pedestrian Master Plan.

Upon approval, the Town's staff and consultant kicked off the project in Winter 2022. The initial phases of the project included data collection and followed with public outreach and awareness.

The data collection began with the review of background documents pertaining to bicycle and pedestrian plans in and around Colma. Staff reviewed regional and local planning documents such as Colma General Plan, California Transportation Plan 2040, and Active South San Francisco. Collectively these plans will provide the foundation for the Final Plan.

Following the data collection phase, the team began outreaching to the public. The public outreach commenced with a web-based survey made available via mentimeter.com and a quick response (QR) code which launched March 1, 2023, and was made available through April 26, 2023. The survey was shared through social media, Livewire, email blast to stakeholders and business owners and flyers that were distributed to local stakeholders and at the subsequent public meetings.

The public outreach meetings included a Coffee with the Community at the local Starbucks, a Pop-Up event at the Colma BART Station, and staff's participation at the Veteran's Village pancake breakfast. The in-person events gave residents and Colma neighbors the opportunity to have one-on-one discussions with City staff and provide recommendations based on their personal experience walking and biking through Colma. As the public outreach phase is being completed, the project team is preparing the draft documents for public review.

The project will be completed in Summer 2023. The timeline for the project is as follows.

Table 2: Bicycle and Pedestrian Master Plan Project Timeline

Phase	Timeline	Purpose
Data Collection	Winter 2022	The project team researched existing documents to gather data, previous work conducted and provide the foundation to the Final Plan
Public Outreach	Winter -Spring 2023	The project team provided residents and neighboring Colma residents the opportunity to have one-on-one conversations with City Staff and also anonymous input through a web based survey.
Document Preparation	Spring 2023	The data, comments, and recommendations collected to date will be analyzed and compiled to create a Draft report for the Towns review.
Final Plan	Summer 2023	The Draft Plan will be circulated for a 30-day public review period, with the final Plan for Council's consideration and approval.

ANALYSIS

Please find attached the TDA Grant Application and the draft Town of Colma Bike and Pedestrian Master Plan.

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Class 1 – Existing Facilities.

CONCLUSION

Staff recommends that the City Council listen to the presentation by Staff, ask questions and provide feedback to staff regarding development of the Bicycle and Pedestrian Master Plan.

ATTACHMENTS

- A. TDA Grant Application
- B. Draft Town of Colma Bike and Pedestrian Master Plan



**Transportation Development Act Article 3 Pedestrian
and Bicycle Program
Call for Projects, Fiscal Year 2022/23
Planning Project Application**

Project: Colma Bicycle and Pedestrian Master Plan

Table of Contents

Letter of Transmittal	3
Grant Application	4
Appendix A: Project Location Maps	13
Appendix B: Existing Condition Photos	20
Appendix C: Letters of Support	23
Appendix D: Public Outreach conducted for El Camino Real Bicycle and Pedestrian Plan	30
Appendix E: Systemic Safety Analysis Report (SSAR) Project Summary	43
Appendix F: Quick-build Project Opportunities in Colma	49



TOWN OF COLMA

1198 El Camino Real • Colma, California • 94014-3212

Tel 650.997.8300 • Fax 650.997.8308

November 15, 2021

To: Kaki Cheung, Program Director
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Ms. Kaki Cheung,

The Town of Colma is pleased to submit this Planning Project Application for the Transportation Development ACT Article 3 Pedestrian and Bicycle Program Call for Projects for Fiscal Year 2022/23. The Town would like to plan for a safer, more connected, more effective active transportation system in Colma. To this end, we are requesting \$90,000 for a Colma Bicycle and Pedestrian Master Plan.

Colma is a small town with a large impact on San Mateo County's transportation system, due to its major thoroughfares, auto dealership row, proximity to high-quality transit, and commercial centers. Improving the bicycle and pedestrian system in Colma will create more connectivity across the County. Colma has made progress on improving our bicycle and pedestrian infrastructure, with the Mission Road complete streets improvement project and the Hillside Boulevard improvement project. Now we want to take the next step and create a master plan that considers both our progress to date and our remaining needs.

With this grant, we will create a vision for active transportation investments in Colma over the next decade. We will assess existing conditions, identify needs and priorities, develop a vision of a safe, connected, efficient active transportation network in Colma, and determine implementation actions. This grant funding would allow us to maximize the positive impact of our infrastructure investments for Colma residents, shoppers, and workers who walk and ride bikes.

Thank you for reviewing and considering our application. I am available by phone or email to answer any questions.

Sincerely,

Brad Donohue
Public Works Director, Town of Colma
brad.donohue@colma.ca.gov
(650) 757-8895

Diana Colvin, Mayor
Helen Fiscaro, Vice Mayor

Raquel P. Gonzalez, Council Member • Joanne F. del Rosario, Council Member • John Irish Goodwin, Council Member
Brian Dossey, City Manager



**TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN
AND BICYCLE PROGRAM CALL FOR PROJECTS
FOR FISCAL YEAR 2022/23
PLANNING PROJECT APPLICATION**

I. Project Name and Funding Request

a. Applicant Agency:	Town of Colma
b. Funds Requested:	\$90,000
c. Project Title:	Colma Bicycle and Pedestrian Master Plan
d. Brief Project Summary:	This project is a Bicycle and Pedestrian Master Plan to envision a safer, more connected active transportation system in the Town of Colma. This project will build on the El Camino Real Bike and Pedestrian Plan, the Serramonte Collins Master Plan, the Hillside Boulevard complete streets improvement project, the Mission Road improvement project, and Systemic Safety Analysis Report (SSAR) performed by the Town of Colma.
e. Are you partnering with another agency?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

If YES, please provide Partnering Agency information and describe the roles of both the lead agency and partners:

f. Partnering Agency Name:	
----------------------------	--

g. Project Type:	<input checked="" type="checkbox"/> Comprehensive Pedestrian/Bicycle Plan <input type="checkbox"/> Comprehensive Pedestrian Plan Only <input type="checkbox"/> Comprehensive Bicycle Plan Only
------------------	--

II. Project Screening

a. Is the project sponsor the County of San Mateo, a City within San Mateo County or a Joint Powers Agency operating in San Mateo County? Answer must be “Yes” to continue.



Yes No

e. Does the project adhere to [MTC qualifications](#)? Yes No

III. Project Description

a. Describe the project elements.

Colma's commercial centers and the auto dealerships lining Serramonte Boulevard represent significant regional trip generators due to the employees and shoppers that they draw. These trip-generating land uses are disconnected from nearby high-quality transit lines, including two BART stations and the SamTrans ECR bus route (See Appendix A enclosed). In addition, Colma has made progress on adding bicycle and pedestrian infrastructure on Hillside Boulevard and Mission Road, but the mobility element in the draft general plan identifies gaps that prevent Colma's active transportation system from functioning as a cohesive network.

The Colma Bicycle and Pedestrian Plan (Plan) will provide guidelines and directives for a comprehensive bicycle and pedestrian safety program. The Plan will include an existing conditions report (See photos in Appendix B enclosed); an analysis of Colma's active transportation needs and priorities; a proposed bike and pedestrian network that builds on and connects existing plans and projects; and a prioritized list of implementation actions, policies, and potential funding sources.

The Plan will address active transportation connectivity issues with four key project components.

1. The existing conditions report will compile existing data on local, regional, and state plans, as well as prior outreach efforts and existing datasets, programs, and initiatives.
2. The Needs and Priorities section will identify specific improvements needed.
3. The Proposed Network will envision a town-wide network of multi-modal transportation infrastructure that will address the needs of people who live or work in Colma.
4. The Implementation section will identify tasks and budget for making progress toward the active transportation network outlined in the Plan.

b. Check one: New Plan

Update to existing plan

Date of previous plan:

IV. No Section IV for Planning Application

V. Community Support

a. Bicycle and Pedestrian Advisory Committee (BPAC): Applicant agency has a designated BPAC that is a standing committee and has approved the proposed project.

(Note: a BPAC is required prior to award of TDA3 funds)

Yes No



If the agency does not have a BPAC, please describe the equivalent committee that has reviewed and approved the proposed project:

Because Colma has only 1,483 residents, the City Council acts as the Town's bicycle and pedestrian advisory committee. The Council has reviewed and approved several relevant projects such as the Hillside Boulevard Complete Streets improvement project, the Mission Road improvement project, the El Camino Real Bicycle and Pedestrian Plan, Serramonte and Collins Master Plan and Systemic Safety Analysis Report (SSAR) study. See Letters of Support in Appendix (C) enclosed.

Project has been approved by other organized group(s) with demonstrated knowledge of walking and bicycling needs (*see instructions*):

Yes No

Names of other group(s): *Type of support: (letters, resolution, minutes,*

If you are partnering with another agency, please confirm you have attached a letter of support from the partnering agency.

Yes, it is attached. N/A

c. Describe the public outreach that has been conducted for the project and include relevant attachments:

The Town of Colma conducted several community workshops in support of the El Camino Real Bike and Pedestrian Master Plan and other relevant projects. This engagement process, conducted in partnership with Caltrans, the Silicon Valley Bike Coalition, SamTrans, and stakeholders including residents and business owners, consisted of online and in-person surveys to first identify priorities and then evaluate the popularity of different project design alternatives. More information about El Camino Real Bike and Pedestrian workshop is available in Appendix (D) enclosed.

VI. Meets Program Objectives:

a. Describe the need for the project and how the project addresses an identified problem. Specifically, describe how the project achieves or demonstrates the following:

- Vision/Mission Statement
- Budget and Tasks
- Schedule
- Outreach methods

-
- Data collection/evaluation
 - Specific Improvements
 - Programs/initiatives
 - Multi-modal/complete streets concepts
 - Equity
 - Consistency with local, regional, state and or federal policies and plans

The Colma Master Bike and Pedestrian Master Plan is a key step toward realizing a connected, safe, effective active transportation system in the Town of Colma.

The Vision for the Colma Bicycle and Pedestrian Plan is to help make the Town of Colma a place where bicycling and walking are safe, comfortable, and convenient forms of transportation and recreation for people of all ages and abilities.

The Plan will identify severely needed improvements for bicycle and pedestrian facilities. Adding and increasing bike and pedestrian activity will meet the State's GHG reduction goals and improve mobility through the corridor and connect people to commercial areas, businesses, homes, schools, and transit hubs.

The Plan will also promote social equity by its extensive outreach program to various communities which will provide relieve to those with special needs and those with low-income that depend on viable transportation option.

The Objective of the Plan is to improve bike and pedestrian safety and connectivity for residents of nearby homes, business patrons and transit users, install accessible sidewalks to close existing pedestrian route gaps, replace existing ramps and driveways with ADA-compliant improvements, add bicycle lanes and the associated safety signage and pavement markings and install high visibility crosswalks at intersections and mid-block crossings, if required or needed.

The planning processes will be integrated with Complete Streets for Multimodal transportation networks, emphasizing safe and accessible bicycle and pedestrian travel. The benefits of Complete Streets program include Safety; Health; Greenhouse Gas Emission Reduction; supports Economic Development and Cost Savings.

The Town will review background documents, including local, regional, state and national documents, pertaining to bicycle and pedestrian plans. Such documents include, but are not limited to, the California Transportation Plan (2040), California State Bicycle and Pedestrian Plan, Caltrans District 4 Bicycle Plan, San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011), Colma General Plan – Circulation Element (2014), the Grand Boulevard Initiative Quick-build projects (see Appendix F), and the Town's Complete Streets Policies. In addition, the Town will Review and analyze the recent traffic data collected for bicycles and pedestrians, inventory and evaluate existing bicycle and pedestrian facilities, nearby homes, and significant public, business and transit facilities.



The public outreach efforts that are programmed into the Plan will gather input from all segments of the community, including disadvantaged communities and organization that represent those with special needs, in addition to active stakeholders, local business owners, and the transit districts, through a number of interactive community workshops and council meetings which will lead the planning process.

All meetings will be publicly announced to ensure maximum attendance, through flyers, website, social media, and promotional materials that staff may use to advertise the project and the opportunities for public engagement.

The Colma Bicycle and Pedestrian Master Plan will take place during the FY 2022/2023 and complete before June 30, 2025.

VII. Funding and Local Match:

Enter total project cost, totaling funds from all sources here: \$ 100,000

TDA Funds requested:	\$ 90,000
Local Funds provided:	\$ 10,000
Local match percentage:	10 %

To calculate % Local Match Percentage, please use the following equation:

$$\frac{\text{Local Matching Funds}^*}{\text{Total Project Cost}} = \text{Local Match \%}$$

**Local Cash Match only. Planning Projects are required to provide at least a 10% match to qualify for TDA Article 3 grant funding.*

b. Can this project be partially funded? Yes No

c. Have you received funding from the TDA Article 3 Grant Program in the past 10 years?
 Yes No

d. Do you currently have an active TDA Article 3 Grant from a previous funding cycle?
 Yes No

If yes, when do you expect to complete the project? Do you anticipate conflicts with staff capacity to administer the TDA Article 3 FY 2022/23 project in time?

VIII. Is there any additional information you would like to include?

The Town of Colma commissioned in 2017 a Systemic Safety Analysis Report (SSAR) study, Town wide, a large portion of that safety report addresses failing and non-compliant pedestrian/bicycle features. It also includes systemic treatments, capital projects, and non-engineering strategies that will help to reduce crashes and improve multimodal safety throughout the Town. More information about SSAR study is available in Appendix (E) enclosed in this application. The full SSAR report is available on Town of Colma’s website at <https://www.colma.ca.gov/current-capital-projects>. Colma Bicycle and Pedestrian Master Plan will review the data analysis and final product of SSAR and incorporate the recommended safety countermeasures in providing safe paths of travel for those up choose to use walking or biking for their choice of travel.

IX. Single Point of Project Contact Information

Name: _____ Brad Donohue _____
Title: _____ Public Works Director _____
Agency: _____ Town of Colma _____
Telephone: _____ 650-757-8895 _____
Email: _____ brad.donohue@colma.ca.gov _____

X. Confirmation

Data Collection Confirmation

____ Town of Colma ____ (Name of jurisdiction), agrees to submit data collected upon project completion, including but not limited to, bike and pedestrian counts, collision data, speed data, and photos.”

X  _____

Title: _____ Public Works Director _____

Date: _____ November 15, 2021 _____



MTC Guideline Confirmation

_____Town of Colma_____ (Name of jurisdiction), confirms that the proposed project meets and adheres to MTC TDA Article 3 guidelines. (seen here: [MTC qualifications](#))

X_____  _____

Title: _____Public Works Director_____

Date: _____November 15, 2021_____

Project Application Checklist

Attachments	Application Question	Content Description
<input checked="" type="checkbox"/> Project Location Maps	VI (a)	Provide a vicinity and a site map indicating project location*.
<input checked="" type="checkbox"/> Policy Consistency Documentation	VI (h)	Documentation of the Plans and Policies with which the project is consistent.
<input checked="" type="checkbox"/> Local Cash Match	VII(a)	Documentation or resolutions which detail responsibilities and contributions towards the project.
<input checked="" type="checkbox"/> Letters of Support	V (b)	Letters indicating stakeholder support.

* The maps provided should show the project's relationship to local transit services including Caltrain, BART, SamTrans, or other local operators.

APPENDICES

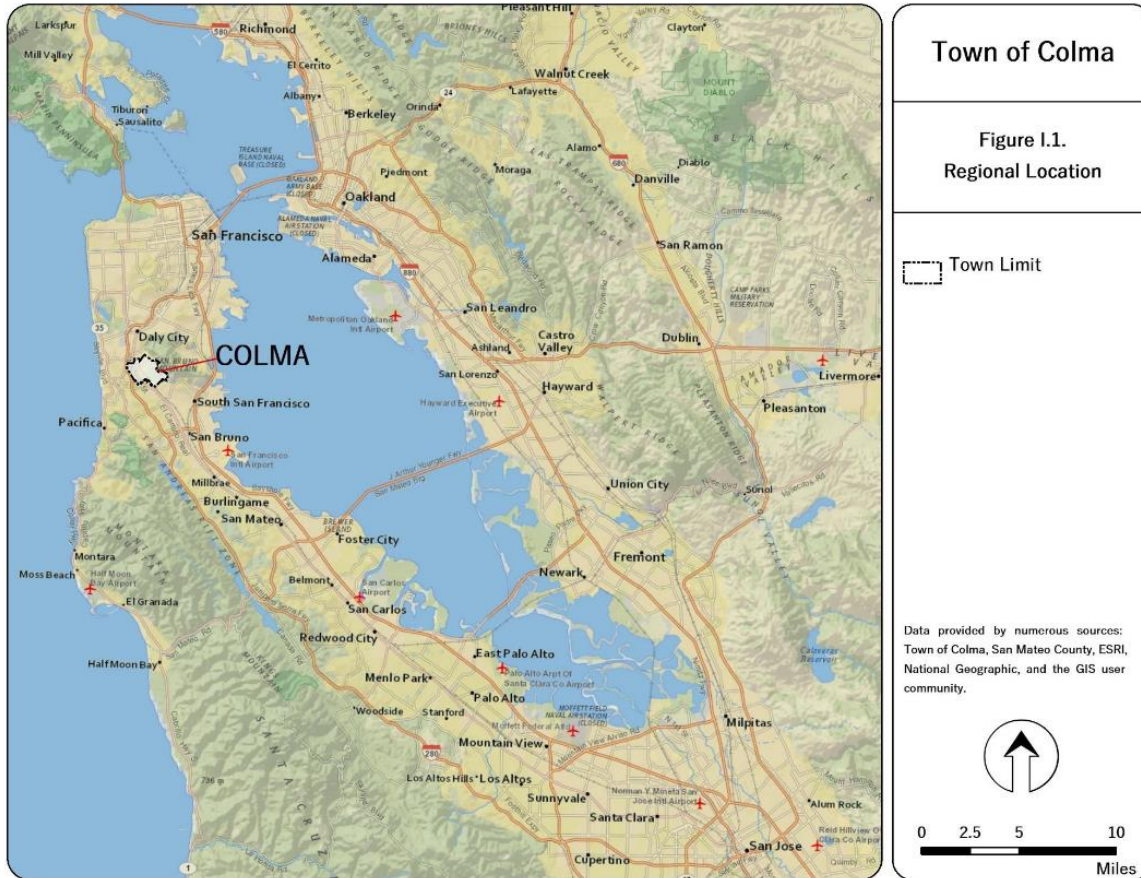
APPENDIX A

Project Location Maps

Appendix A: Project Location Maps

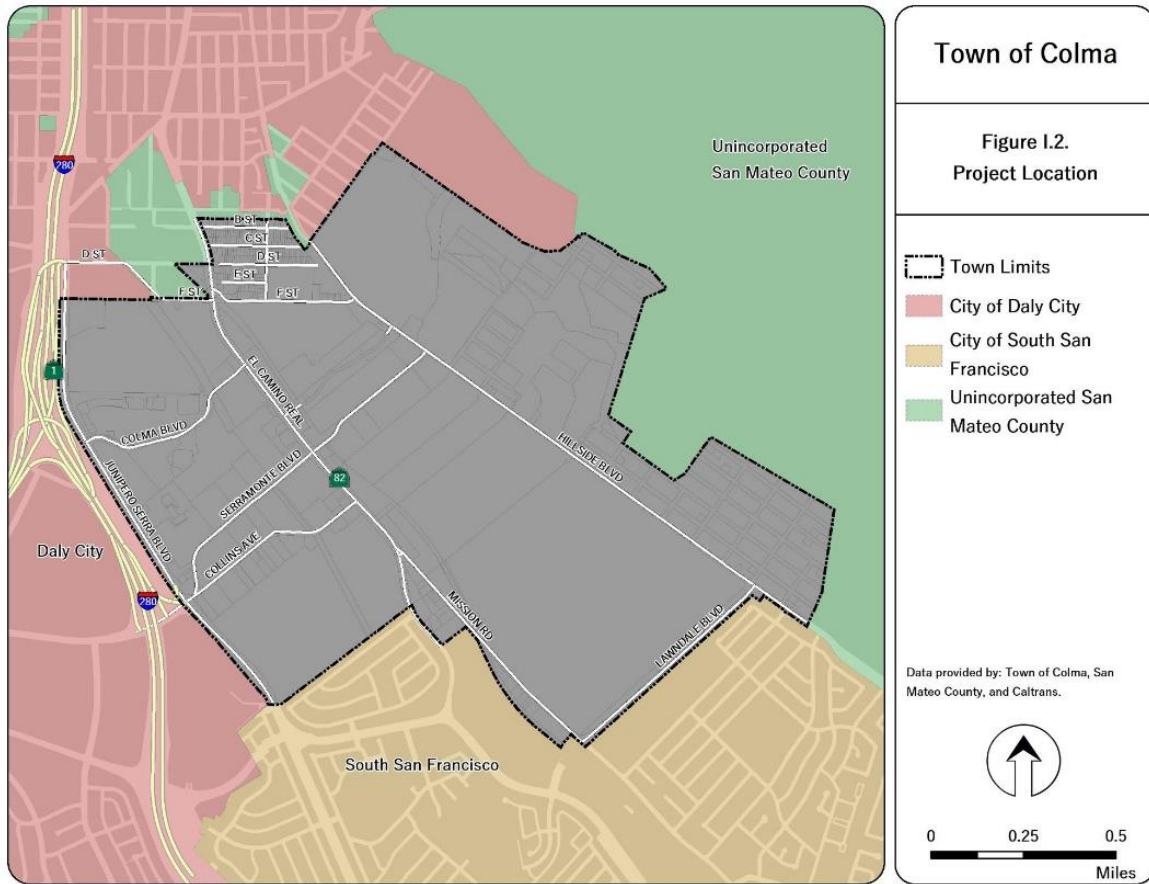
The Colma Bicycle and Pedestrian Master Plan will cover the land area of the Town of Colma. It will focus on public rights of way, and will only consider private pathways and roads if doing so confers a significant benefit.

Figure A-1: Town of Colma location within region



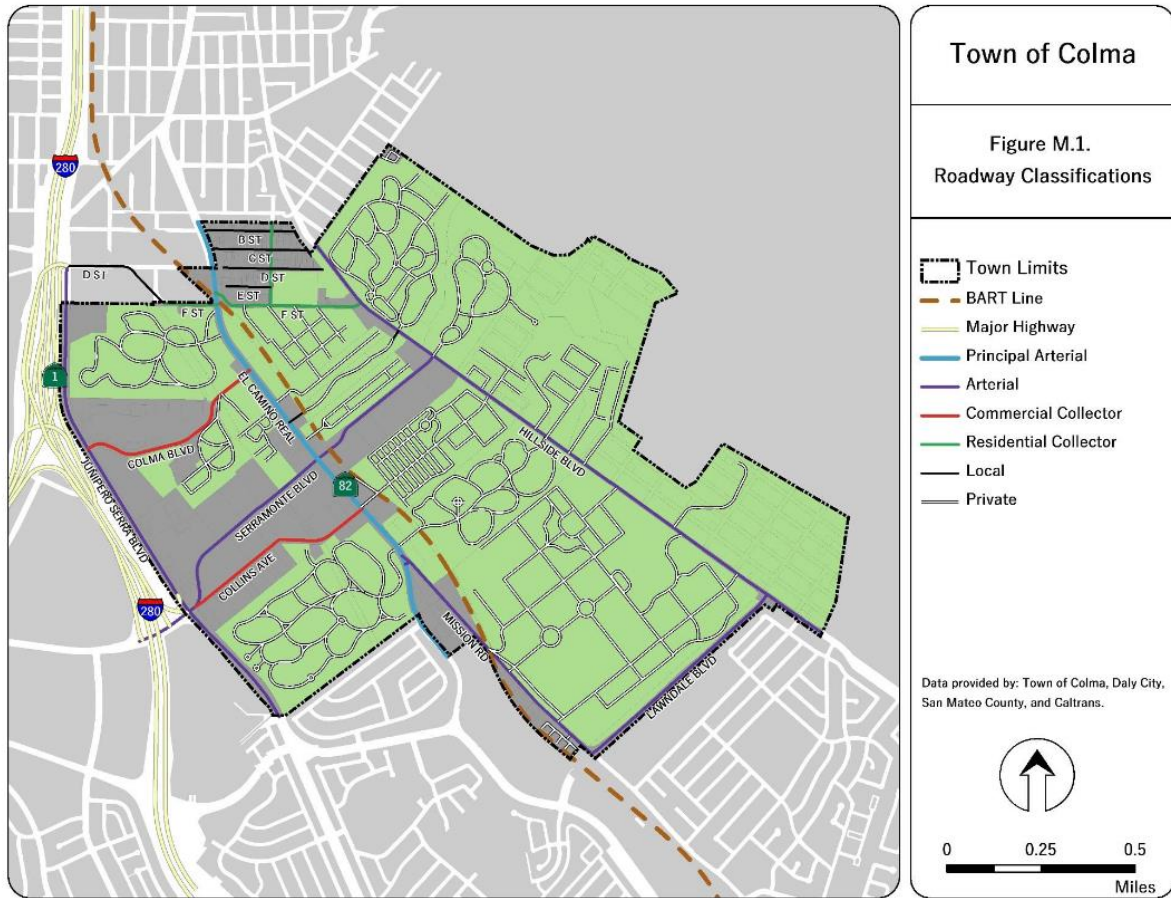
Source: Introduction section of the Draft 2040 Colma General Plan

Figure A-2: Town of Colma map



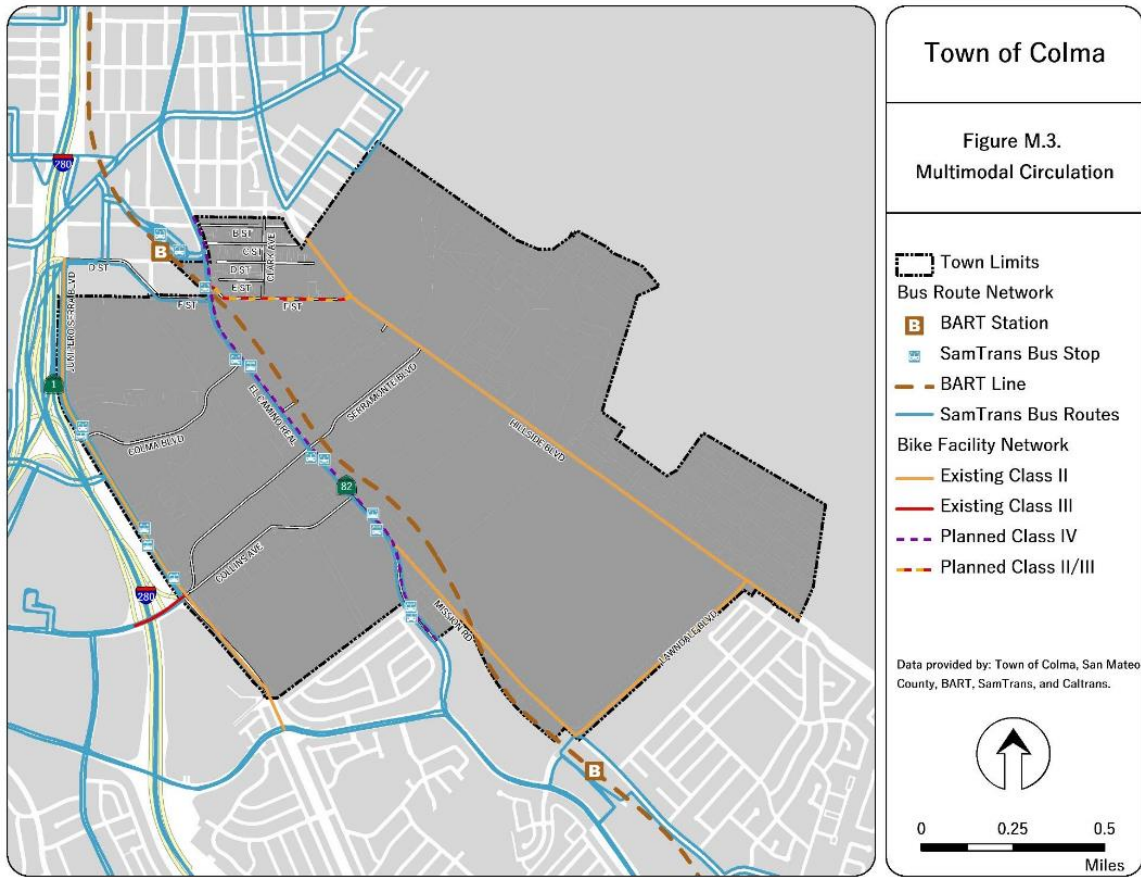
Source: Introduction section of the Draft 2040 Colma General Plan

Figure A-3: Roadways in Colma



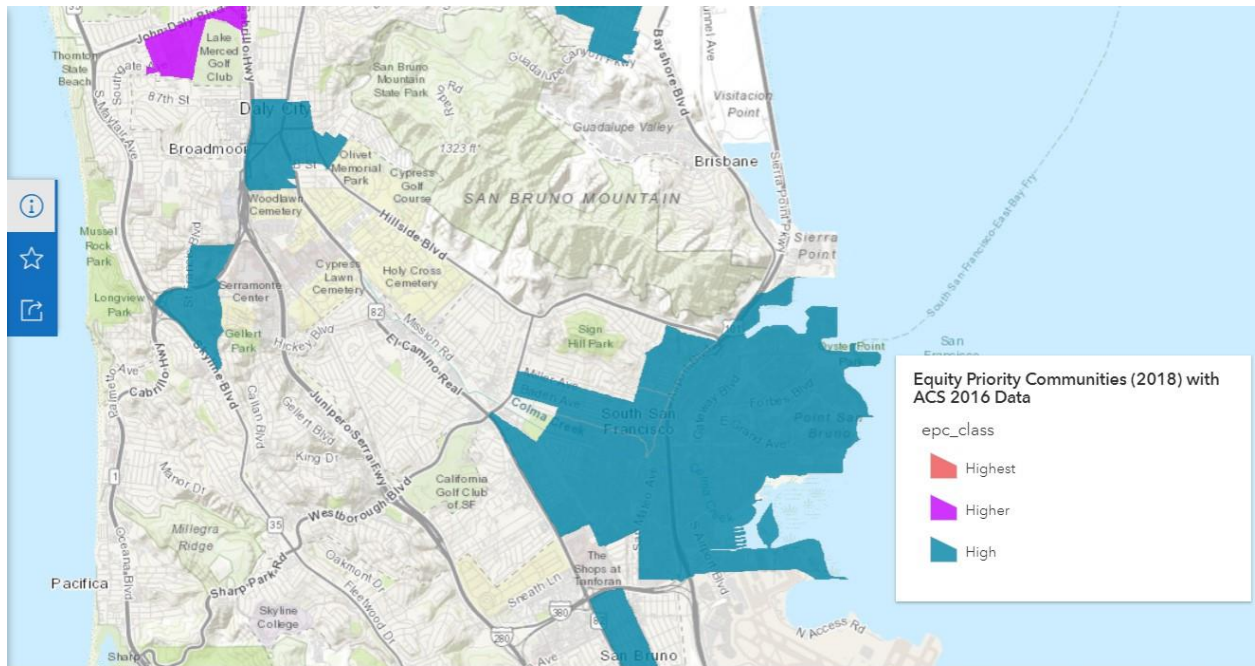
Source: Mobility Element of the Draft 2040 Colma General Plan

Figure A-5: Multimodal Circulation



Source: Mobility Element of the Draft 2040 Colma General Plan

Figure A-6: MTC Priority Equity Communities, 2018

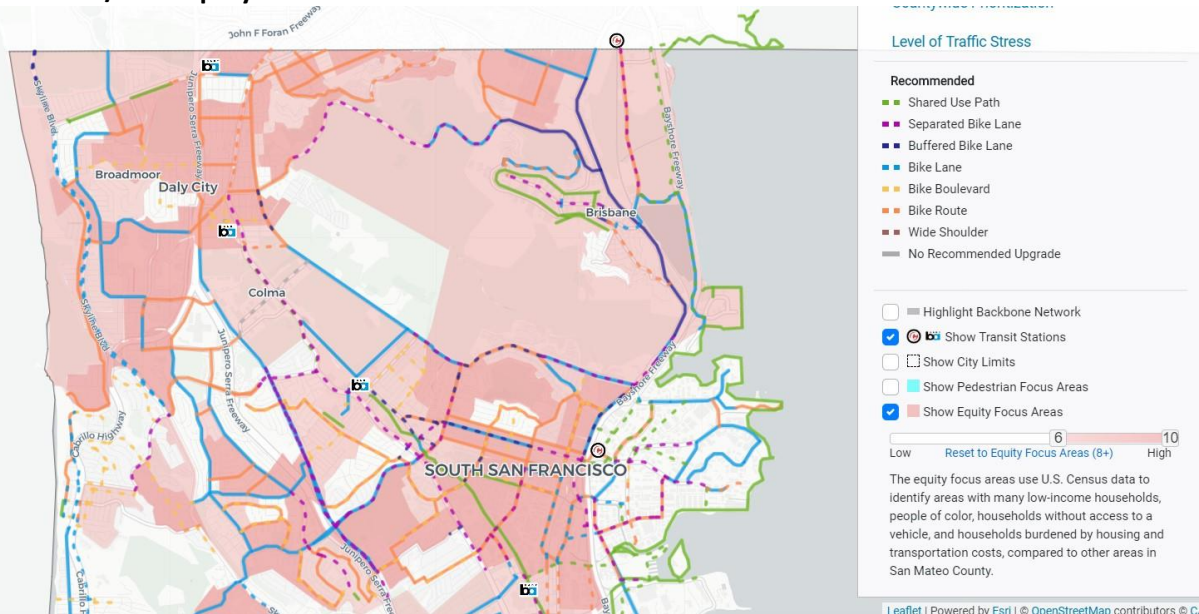


County of San Mateo, California, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA | Metropolitan Transportation Commission, 2018

Notes: Colma is bordered by two priority equity communities in Daly City and South San Francisco. Two of Colma’s major thoroughfares connect these two priority equity communities, El Camino Real and Hillside Boulevard.

Source: Metropolitan Transportation Commission

Figure A-7: C/CAG Equity Focus Areas



Notes: Colma has a score of 6 on C/CAG’s scoring system for equity focus areas.

Source: City/County Association of Governments of San Mateo County Countywide Bicycle and Pedestrian Plan, <https://tooledesign.github.io/F0066-San-Mateo-CCAG/>

APPENDIX B

Existing Condition Photos

**El Camino Real
Existing Conditions Photos**



Missing bike path northbound, eastside by Colma BART Station



Missing sidewalk and bike path northbound, on westside of ECR, next to the open cement channel



Non-Compliance curb ramp by El Camino Real/F Street Intersection used by people of disabilities



A bicyclist using the sidewalk in opposite direction due to the lack of bike path on the other side of ECR



A bicyclist using the sidewalk due to the lack of bike path on the other side of ECR/Non-ADA compliance curb ramp crosswalk



Missing sidewalk and Bike lane northbound, westside of ECR, in front of Woodlawn/Creek Orthodox Memorial Park

Existing Conditions Photos:

Hillside Boulevard from Serramonte Boulevard to Sand Hill Road



APPENDIX C

Letters of Support



TOWN OF COLMA

1198 El Camino Real • Colma, California • 94014-3212
Tel 650.997.8300 • Fax 650.997.8308

November 15, 2021

To: Kaki Cheung, Program Director
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Ms. Kaki Cheung,

Colma residents, workers, and shoppers stand to benefit from a Bicycle and Pedestrian Master Plan. As City Manager, I support this project to plan for a safe, connected, efficient active transportation system in Colma.

If the Town of Colma is awarded this TDA3 grant, I commit to working with City Council to allocate \$10,000 of local funding toward this project in the Fiscal Year 2022-2023 budget. Because we are requesting \$90,000 of funding, this \$10,000 local match represents 10% of the total project cost. I understand that for planning projects funded through this grant program, the local match must amount to 10% of the project cost. With this letter, it is my intent to comply with the local match requirement for the Colma Bicycle and Pedestrian Master Plan project.

I again reiterate my support for this project planning for a safe, connected, efficient, and active transportation network in Colma.

Sincerely,

Brian Dossey
City Manager, Town of Colma
1198 El Camino Real
Colma, CA 94014



TOWN OF COLMA

1198 El Camino Real • Colma, California • 94014-3212
Tel 650.997.8300 • Fax 650.997.8308

November 15, 2021

To: Kaki Cheung, Program Director
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Ms. Kaki Cheung,

As Mayor of the Town of Colma, I am proud to support the Colma Bicycle and Pedestrian Master Plan project. Colma residents, shoppers, and workers who walk and bicycle deserve a safe, connected, and effective transportation system. The Colma Bicycle and Pedestrian Master Plan is a great first step toward making that active transportation system a reality.

The Veteran's Village affordable housing development on Mission Road is home to 65 formerly homeless veterans, many of whom do not drive or own a car. These Colma residents, as well as other Colma residents who travel by walking and riding their bikes, will benefit greatly from a strategic vision for how we will invest in our active transportation over the next decade to maximize safety, connectivity, and efficiency.

Colma's retail centers draw large numbers of regional shoppers, and our several major thoroughfares connect us to South San Francisco, Daly City, and the unincorporated County. By creating better connections within Colma and to our neighboring jurisdictions, our local investments in active transportation infrastructure have the potential to create network benefits to our neighbors as well as to our residents.

I again reiterate my support for the Colma Bicycle and Pedestrian Master Plan, and for a safe, connected, efficient, and active transportation network in Colma.

Sincerely,

Diana Colvin
Mayor, Town of Colma
1198 El Camino Real
Colma, CA 94014

Diana Colvin, Mayor
Helen Fisicaro, Vice Mayor
Raquel P. Gonzalez, Council Member • Joanne F. del Rosario, Council Member • John Irish Goodwin, Council Member
Brian Dossey, City Manager

November 15, 2021

Attn: Sean Charpentier
Executive Director
City / County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063



bikesiliconvalley.org
155 S 11th St
San Jose, CA 95112
408-287-7259

Dear Mr. Charpentier,

On behalf of Silicon Valley Bicycle Coalition (SVBC), a nonprofit creating a healthy community, environment, and economy through bicycling, we are writing express our strong support for the Town of Colma's Transportation Development Act, Article 3 Grant Application for the Colma Bicycle and Pedestrian Master Plan.

We understand that the Colma Bicycle and Pedestrian Master Plan would create a vision for a safe, connected, effective active transportation network in the Town of Colma. Colma contains several major employment centers and two major thoroughfares, each with significant gaps in bicycle and pedestrian infrastructure. A Master Plan for Bicycle and Pedestrian Infrastructure in Colma would benefit the greater San Mateo County active transportation system.

Silicon Valley Bicycle Coalition partnered with the Town of Colma on its outreach for the El Camino Real Bicycle and Pedestrian plan in Fall of 2019 and Spring of 2020. This plan brought together all of the key stakeholders along El Camino Real—including Caltrans, the Cemeteries, and Colma residents and workers—to come up with a vision for improving bicycle and pedestrian safety on El Camino Real. The Colma Bicycle and Pedestrian Master Plan will build on that critical project to leverage the planned changes on El Camino Real into a town-wide network of safe, connected, effective active transportation infrastructure.

Silicon Valley Bicycle Coalition extends our enthusiastic support for Colma's TDA3 grant application and for the Colma Bicycle and Pedestrian Master Plan.

Sincerely,

A handwritten signature in black ink that reads "Shiloh Ballard".

Shiloh Ballard
President & Executive Director

BOARD OF DIRECTORS

Amie Ashton
Gary Brustin
Melissa Cerezo
Jamie Chen
Katie DeLeuw
Poncho Guevara
Andrew Hsu
James Lucas
Josh Mello
Jim Parker
Margarita Parra
Alyssa Plicka
Christina Salvatier

Shiloh Ballard

President and
Executive Director



November 10, 2021

Brad Donohue
Director of Public Works
Town of Colma
1198 El Camino Real
Colma, CA 94014

RE: Letter of Support for the Colma Bicycle and Pedestrian Master Plan

Dear Mr. Donohue,

Mercy Housing California strongly supports the Town of Colma's request for a grant to take a city-wide lens on bicycle and pedestrian planning in the Town of Colma. Mercy Housing California is a California-based nonprofit whose mission is to create and strengthen healthy communities through the provision of quality, affordable, service-enriched housing. Mercy Housing has over 10,000 units in over 150 affordable rental properties in California, serving over 23,000 residents in the San Francisco Bay Area. Mercy recently completed 66 units of housing for military veterans experiencing homelessness, many of whom are disabled, in the Town of Colma, located on Mission Road near the intersection of El Camino Real. Colma Veterans Village includes 66 secure, indoor, bicycle parking spaces for all residents living in the building.

We strongly support this project's focus on safety, accessibility, and sustainability for pedestrians and bicyclists, and hope that this planning effort will develop a vision for a safer, more efficient, more connected active transportation system in Colma.

Sincerely

Michael Kaplan

Michael Kaplan
Project Developer





Cypress Lawn
Celebrating Life!

Ms. Laurel Matthews
Associate Planner, CSG Consultants
Town of Colma
1198 El Camino Real
Colma, CA 94014

November 10, 2021

RE: Letter of Support for Colma Bicycle and Pedestrian Master Plan

Dear Ms. Matthews;

Cypress Lawn Cemetery Association supports the Town of Colma's application to the California Department of Transportation (Caltrans) for the funding of their master bicycle and pedestrian plan, to identify needs and priorities, and to create a list of actions for how to make the Town's active transportation system safer, more effective, and more connected.

We support this project and the focus on safety, mobility, and sustainability for pedestrians and bicyclists. Improvements would greatly benefit the community.

Sincerely,

Armando Mora
Director of Cemetery Operations
Cemetery Manager
Cypress Lawn Cemetery Association
1370 El Camino Real
Colma, CA 94014
650.280.6641 Mobile
650.550.8873 Direct
Amora@cypresslawn.com



COLMA POLICE DEPARTMENT

1199 El Camino Real
Colma, California 94014-3211
Office (650) 997-8321
Fax (650) 997-8330




M E M O R A N D U M

To: Brian Dossey, City Manager
From: John Munsey, Chief of Police
Date: November 9, 2021
Subject: Support for Pedestrian and Bicycle Master Plan

City Manager Dossey,

This memo serves as the Colma Police Departments support for the Town of Colma's Pedestrian and Bicycle Master Plan. One of Colma Police Department's primary obligations to the residents and visitors of the Town is traffic safety. The Police Department prides itself on its ability to provide the utmost safety to all pedestrians and bicyclist who enter our Town. To accomplish this the Police Department actively patrols the Town 24 hours a day, utilizes traffic data to target specific areas for enforcement, utilizes social media to inform the public of specific traffic related issues such as weather conditions, heavy traffic, or specific events.

Even with the Police Departments efforts, specific safety concerns continue. Without proper safety infrastructure in place to facilitate a safe means of movement by pedestrians and bicyclist throughout the Town; leading to and from commercial areas, public transportation, and residences the Police Department is limited in its ability to ensure safety to the public. For this reason, I would like to officially give support the Town of Colma's Pedestrian and Bicycle Master Plan.



John W. Munsey
Chief of Police

APPENDIX D

Public Outreach *Conducted for* El Camino Real Bicycle and Pedestrian Improvement Plan

COLMA EL CAMINO REAL BICYCLE AND PEDESTRIAN IMPROVEMENT PLAN



prepared by

FEHR PEERS

February 2021



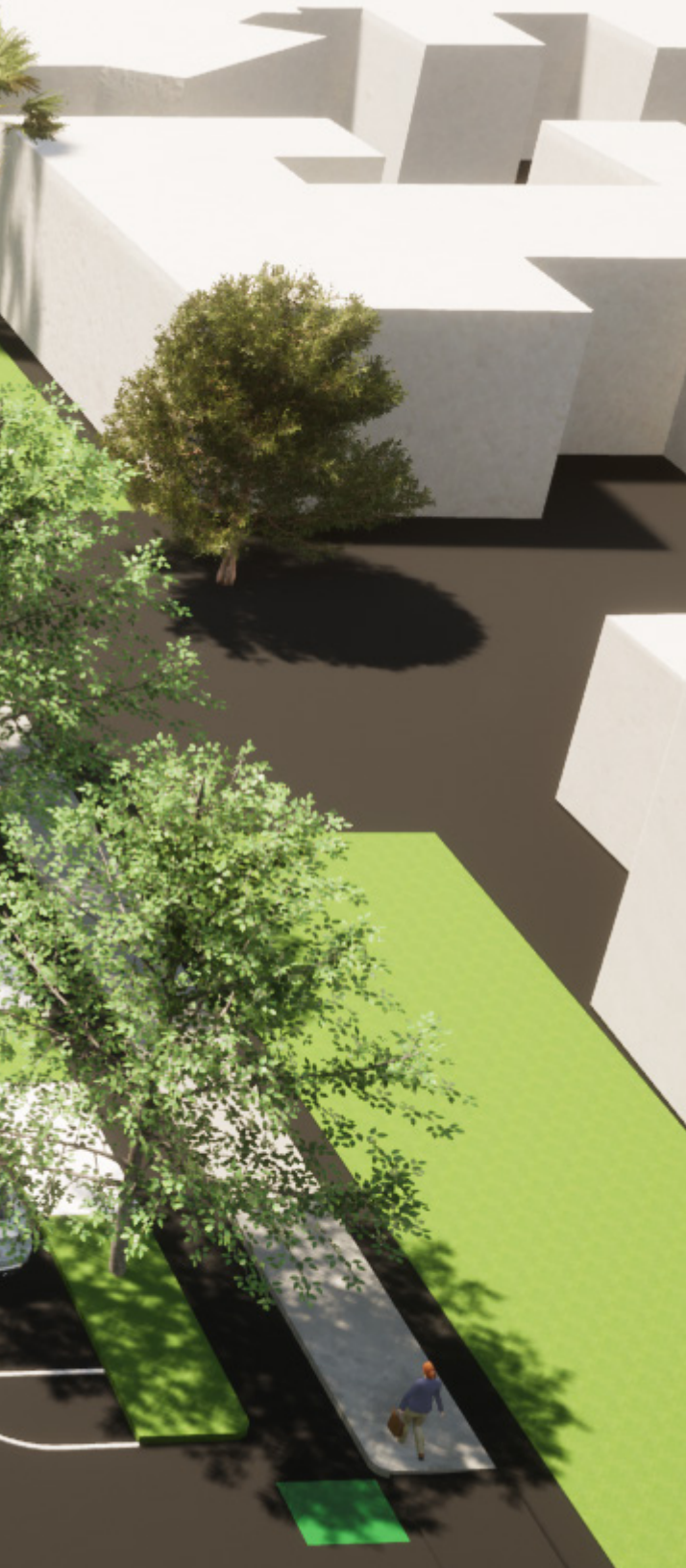


TABLE OF CONTENTS

ACKNOWLEDGEMENTS	iv
EXECUTIVE SUMMARY	1
INTRODUCTION.....	3
PLANNING CONTEXT	7
COMMUNITY ENGAGEMENT	27
LOCAL VISION.....	37
IMPLEMENTATION.....	57



03

COMMUNITY ENGAGEMENT



Parking Level 1

No Food/Drink

All Trains

No Smoking

F Street

Taxi/Bus

Information

Census/Bicycle and Pedestrian Improvement Plan

How do you, the community, suggest it? Mission Road to Arlington Drive

TRADE OFF:

CONCERN B.1:

TRADE OFF:

CONCERN B.2:

TRADE OFF:

CONCERN B.3:

TRADE OFF:

DO YOU PREFER ALTERNATIVE B.1 - BIKE LANE AND SIDEWALK?

PLACE STICKER HERE TO VOTE

WHY DO YOU PREFER THIS ALTERNATIVE?

PLACE STICKY NOTE HERE FOR COMMENTS

DO YOU PREFER ALTERNATIVE B.1 - SHARED USE PATH?

PLACE STICKER HERE TO VOTE

WHY DO YOU PREFER THIS ALTERNATIVE?

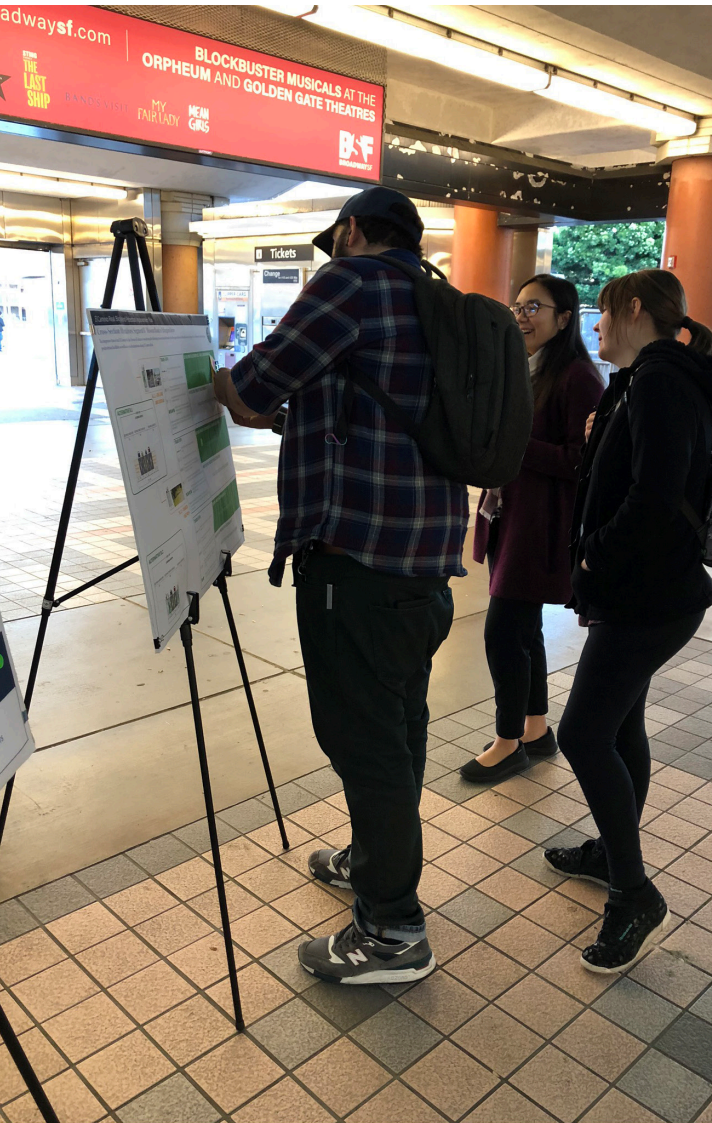
PLACE STICKY NOTE HERE FOR COMMENTS

DO YOU PREFER ALTERNATIVE B.2?

PLACE STICKER HERE TO VOTE

WHY DO YOU PREFER THIS ALTERNATIVE?

PLACE STICKY NOTE HERE FOR COMMENTS



The Colma El Camino Real Bicycle and Pedestrian Plan is a collaborative planning effort to produce an actionable, community-based design. The goal is to create a corridor that welcomes and serves the people who live, work, and travel along it. The project team employed a variety of tools, venues and platforms to facilitate education and information-sharing, gather input, and publicize the planning effort throughout the study process.

Community Engagement Phases

Community engagement occurred in three phases, paralleling the development of the study. In Phase 1, large-format maps allowed participants to explore the study area, describe their experiences, and identify issues and possible solutions at a zoomed-in scale. In Phase 2, participants used storyboards to comment on and vote for alternative cross sections. In Phase 3, the community experienced the preferred alternative by navigating through a full-scale design of the corridor and 3D renderings on the project website ColmaElCaminoReal.Org

Phase 1 (August-September 2019): Introduce the project, gather input on relative importance of the project goals, and gather input on current constraints and opportunities along the corridor.

Phase 2 (February-March 2020): Present cross section alternatives, gather input on the design elements, and determine stakeholders' preferred alternative.

Phase 3 (October 2020): Present preferred alternative design concept, demonstrate key design features at full-scale, and collect feedback on the preferred alternative design.

Engagement Tools

The community engagement process was designed to achieve a community-driven vision for El Camino Real. For each phase, the project team engaged with the community through a series of resident-focused and business-focused activities, as well as through organized meetings with a Technical Advisory Committee (TAC), Caltrans and City Council. The project team combined traditional community meetings (e.g., Town Hall meetings and open houses) and non-traditional events (e.g., pop-ups at Colma BART station) to encourage broad participation from residents, employees, business owners, visitors, and others. Online tools (e.g. project website, email, Livewire, social media) were another important feature of the engagement strategy, and these proved especially effective under the shelter-in-place requirements of the COVID-19 pandemic.

The Effect of COVID-19 on Community Engagement

Unexpectedly, in March 2020, the spread of COVID-19 led to a shelter-in-place order that impacted the last two phases of community engagement. The project team adapted and found creative ways to continue engaging the community, despite the physical distancing requirements. The team focused on online engagement through the project website, changed to emailed outreach instead of flyers and pop-up events, and hosted online meetings to answer questions from the community. The project team built a stronger online presence with more interactive tools, including videos and 3D images, so that people could experience the space virtually.

How We Reached the Community and Stakeholders

- Community engagement events
 - Four community meetings
 - Two pop-up events
 - Online engagement
 - Three TAC meetings
 - One Caltrans meeting and continuous coordination
 - Three City Council meetings
-

During Outreach we...

received over **300** comments and reached an estimated **650** people based on views of the online engagement and people talked to in person.



660

Community Engagement Events

COMMUNITY MEETINGS

The project team hosted four community meetings, including two public meetings, one open house, and one virtual open house during the COVID-19 pandemic. The public meetings started with a presentation from the project team, followed by a discussion with the community to gather their thoughts and perspectives, and ended with an opportunity for the community to vote on preferred options and provide additional written comments. Open houses followed a looser structure, allowing community members to review project information at their own speed, while the project team served as a resource to answer questions. Similar to at the public meetings, community members could provide written feedback and vote on their preferred approach through the project website (ColmaElCaminoReal.Org).

September 12, 2019: Town Hall Public Meeting (midday)

September 12, 2019: Town Hall Open House (evening)

March 5, 2020: Town Hall Public Meeting

October 6, 2020: Virtual Open House



The Town of Colma received a grant from the Caltrans Sustainable Communities Program to improve safety and mobility for people who walk and bike along El Camino Real, and to increase access to public transportation.

Improvements to the corridor will enhance safety, encourage the use of sustainable transportation, and provide better connectivity to BART stations and bus stops to improve overall quality of life.

The El Camino Real corridor we are studying extends within the Town of Colma, approximately between the Colma BART station and Arlington Drive.



We want to hear about your experience traveling in the Town of Colma.

- What's it like to walk and bike along El Camino Real?
- What improvements would you like to see?
- Are there barriers that prevent you from walking or biking on El Camino?

Visit our website to learn more and provide your input through an interactive map and survey:

ColmaElCamino.org

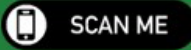



FIGURE 3-1
Example Outreach Flyer

Map Your Feedback

Tell us about your experience traveling in the Town of Colma.

- What's it like to walk and bike along El Camino Real?
- What improvements would you like to see?
- Are there barriers that prevent you from walking or biking on El Camino?



FIGURE 3-2
Example Outreach Board

POP-UP EVENTS

The project team set up “pop-up” booths at the Colma BART station to raise awareness about the Plan and get additional feedback from people who may not attend traditional meetings or open houses. “Pop-up” events allowed the outreach team to meet community members at a place and time that was convenient and comfortable for them.

The fact that the conversations happened adjacent to the study corridor helped facilitate conversation and prompt ideas. At the “pop-up” events, participants identified issues and opportunity areas on maps, identified the types of improvements they wanted to see installed throughout the corridor, and shared their reactions to the draft design alternatives. Approximately 220 people were reached through the pop-up events.

ONLINE ENGAGEMENT

The project website enabled communication between the community and the project team throughout the Plan development process. The website provided general information about the project, presented the latest information about the Plan, and included an open comment form to provide feedback and contact the team at any time. For each phase of community engagement, community members could go the website and access an online survey that mimicked the materials used for the in-person community meetings and pop-up events, bringing the in-person experience online. The online tools were particularly instrumental during Phase 3, when shelter-in-place restrictions precluded in-person engagement.

Overall, over **450** people visited the website and over **130** comments were collected through the website.

September 12, 2019: Colma BART Pop-up
 March 5, 2020: Colma BART Pop-up

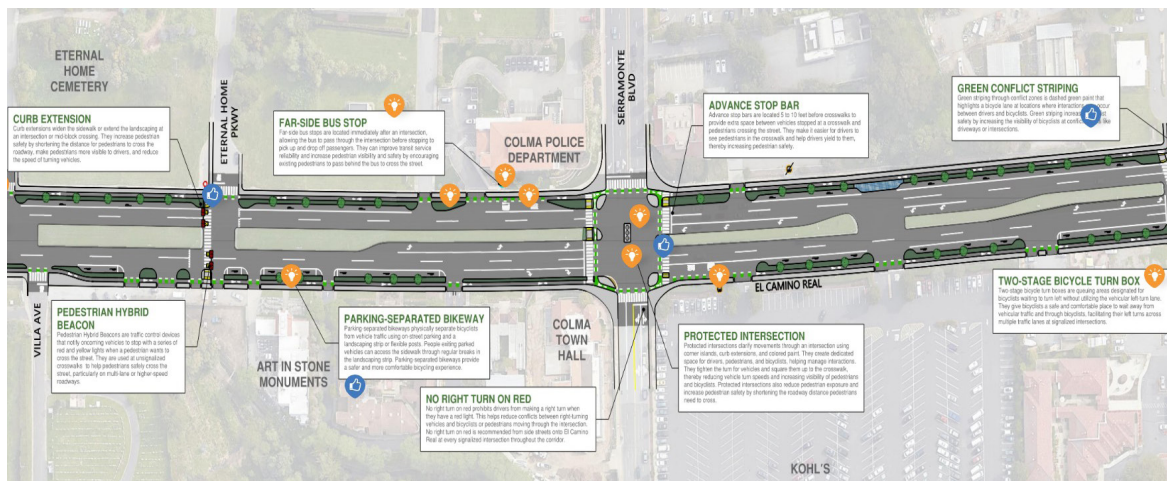


FIGURE 3-3
 Example Online Input

TAC Meetings

A Technical Advisory Committee (TAC) helped guide the planning process and provided feedback on key deliverables throughout the study.

The following agencies were represented on the TAC:

- BART
- Caltrans
- City of South San Francisco
- Colma Business Community
- Colma Police Department
- Daly City
- SamTrans
- San Mateo County
- Silicon Valley Bike Coalition
- Town Council Members
- Town of Colma

The TAC convened three times throughout the study, aligned with the three phases of community engagement.

TAC Meeting 1: September 20, 2019

TAC Meeting 2: February 20, 2020

TAC Meeting 3: October 6, 2020



Caltrans Coordination

As a state-owned facility, improvements on El Camino Real will require final approval from Caltrans. Caltrans was a critical partner throughout the Plan development process, attending every TAC meeting and providing input on the cross-section alternatives and final concept design. Caltrans hosted a design review meeting on August 11, 2020 with key reviewers from the agency to discuss the consistency of the corridor concept design with agency goals and general design guidelines, as well as necessary next steps prior to implementation.

City Council

City Council members played an important role in the Plan development process, serving as decision-makers representing the interests of the Colma community. The project team presented to the City Council three times throughout the project to update Council members on the Plan progress and community input, as well as to hear Council members' comments, concerns, and preferences so they could be incorporated.

City Council Meeting 1: October 23, 2019

City Council Meeting 2: April 22, 2020

City Council Meeting 3: January 27, 2021

Parking Level 1

No Food / Drink

All Trains

No Smoking

What Improvements Do You Want (Check All That Apply)?

Check the box for improvements you'd like to see at this station.

- BIKE LANES
- SIDEWALKS
- IMPROVED ACCESSIBILITY (E.G. CURB RAMP)
- IMPROVED PEDESTRIAN BIKE CROSSINGS
- LIGHTING
- SMALL PUBLIC SPACES SUCH AS POCKET PARKS OR PLAZAS
- LANDSCAPING AND STREET TREES
- TRAFFIC CALMING TO REDUCE SPEEDING
- ON-STREET PARKING
- MORE RELIABLE PUBLIC TRANSIT
- OTHER, PLEASE SPECIFY

Study Area

challenging for who on 41 day 18 domain legal done more influence policies

South San Francisco



APPENDIX E

Systemic Safety Analysis Report (SSAR) *Project Summary*

COLMA TRANSPORTATION SAFETY ANALYSIS ACTION PLAN

The Town of Colma commissioned a Systemic Safety Analysis Report (SSAR) study funded by a Caltrans SSAR Program to enhance road safety for all modes of transportation (vehicles, bicycles and pedestrians). The project involves a systemic safety analysis study for several major arterials and collectors within the Town's roadway network. These corridors include El Camino Real (State Route 82), Junipero Serra Boulevard, Hillside Boulevard, Serramonte Boulevard, Mission Road, Collins Avenue, Colma Boulevard, Lawndale Boulevard and F Street, as shown in Figure (1) below.

The SSAR study identifies and prioritizes safety improvement projects that are eligible for Highway Safety Improvement Program (HSIP) funds and other safety funding programs for implementation. The final work product of the SSAR is Colma Transportation Safety Action Plan. This plan will identify traffic, pedestrian and bicycle safety issues and concerns, include systemic treatments, capital projects, and non-engineering strategies that will help to reduce crashes and improve multimodal safety throughout the Town. The project was completed in January 2019.



Figure 1

Town of Colma
CIP 993 Systemic Safety Analysis Report Project
Study Corridors

The Study involved the assessment of the existing road conditions, traffic count, evaluation of crash data for the most recent six years (2011-2016) available from the California Statewide Integrated Traffic Records System (SWITRS) database, Berkeley Transportation Injury Mapping System (TIMS) database and Town's Records Management System. The Study also completed data analysis and identified the dominant crash patterns and trends; risk factors associated with those patterns and trends; and priority locations.

Based on the crash data analysis, by severity and road user type involved, pedestrians were involved in 4% of reported crashes, and bicyclists were involved in 3% of reported crashed as per Table 1 below. Severity is classified as fatal, injury and property damage only (PDO).

Table 1: Road Users Involved and Crash Severity, Town of Colma, 2011 - 2016

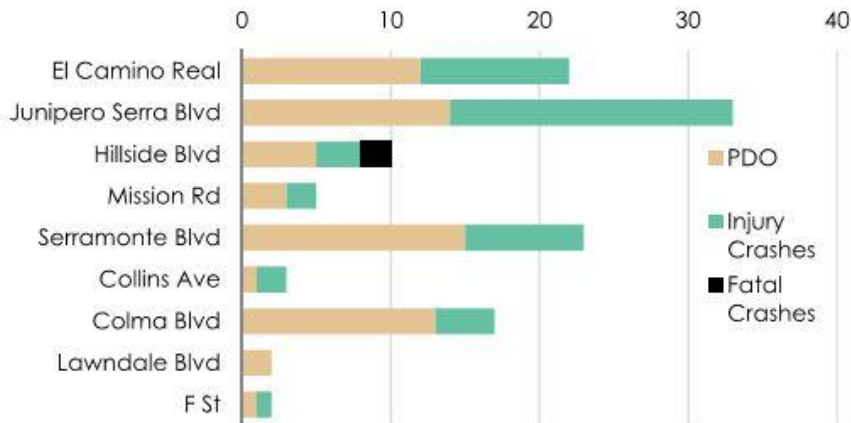
Road Users Involved in Crashes	Fatal Crash	Injury Crash	Property Damage Only	Total
Bicycle – Vehicle	0 (0%)	4 (3%)	0 (0%)	4 (3%)
Pedestrian – Vehicle	1 (1%)	4 (3%)	0 (0%)	5 (4%)
Vehicle-Vehicle or Vehicle-Other	1 (1%)	42 (35%)	69 (57%)	112 (93%)
Total Crashes	2 (2%)	50 (41%)	69 (57%)	121 (100%)

Source: Town of Colma, SWITRS, Kittelson 2018

The severity of the reported crashes were also identified by corridor. Figure 2 below presents corridor findings by Crash Severity. The highest crash frequencies were reported on the following three corridors among the nine corridors of the study area:

- Junipero Serra Boulevard – 33 reported crashes (27% of total);
- Serramonte Boulevard – 23 reported crashes (19% of total); and
- El Camino Real – 22 reports crashed (18% of total).

Figure 2 Crash Severity by Corridor, Town of Colma, 2011 - 2016



Source: Town of Colma, SWITRS, Kittelson 2018.

The crash data were also analyzed by primary contributing factors, and summarized in Table 2 below.

Table 3: Contributing Factors Rates by Study Corridor

Study Corridor	Reported Primary Collision Factor as Percent of Reported Crashes			
	Driving or Bicycling under the Influence of Alcohol or Drugs	Automobile Right of Way ¹	Unsafe Speed	Improper Turning
Junipero Serra Boulevard (33 crashes)	3%	18%	9%	39%
Serramonte Boulevard (23 crashes)	4%	22%	30%	9%
El Camino Real (22 crashes)	14%	18%	14%	18%
Colma Boulevard (17 crashes)	0%	0%	29%	18%
Hillside Boulevard (10 crashes)	40%	0%	20%	0%
Townwide Trends (121 crashes)	8%	12%	19%	22%

¹Automobile Right of Way refers to a crash resulting from one motorist's failure to yield to another motorist who had the right of way.

Note: Corridors with ten or more crashes are included in this comparison. Similarly, the most frequently cited contributing factors townwide are presented. Shaded cells represent considerable deviation from the townwide rate.

Source: Town of Colma, SWITRS, Kittelson 2018

Based on the crash data analysis findings and top-priority locations, the study identified potential roadway segments and intersections that are candidates for improvements. The following roadway segments and intersections have been identified among top-priority locations:

Segments

- Hillside Boulevard, Serramonte Boulevard to Sand Hill Road;
- El Camino Real, northern town limits to Colma Boulevard;
- Colma Boulevard, Junipero Serra Boulevard to El Camino Real;
- Serramonte Boulevard, Junipero Serra Boulevard to Hillside Boulevard;
- Collins Avenue, Serramonte Boulevard to the Serramonte Ford Body Shop; and
- Junipero Serra Boulevard, northern town limits to Colma Boulevard.

Intersections

- Junipero Serra Boulevard & Serra Center Entrance (North);
- El Camino Real & Collins Avenue;
- El Camino Real & Mission Road;
- El Camino Real & F Street;
- Junipero Serra Boulevard & Serra Center (South); and
- Serramonte Boulevard & Junipero Serra Boulevard.

The Study recommends implementation of various countermeasures to improve roadway safety performance. The systemic treatments for El Camino Real propose to install sidewalks where sidewalk facilities are not present, install bicycle lanes on both sides of ECR, enhance pedestrian crossings at several uncontrolled, marked crosswalks that access multilane high-speed State Route 82, in addition to some other systemic treatments to improve safety for pedestrians, bicyclists and motorists.

Both Figures 3 & 4 below show the proposed systemic treatments at unsignalized intersections and segments on El Camino Real and other roadway networks in Colma.

CIP993 Colma Systemic Safety Analysis Report



Figure 3 Town of Colma
CIP 993 Systemic Safety Analysis Report Project
Systemic Treatments at Unsignalized Intersections and Segments

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
Data Source: Town of Colma, San Mateo County

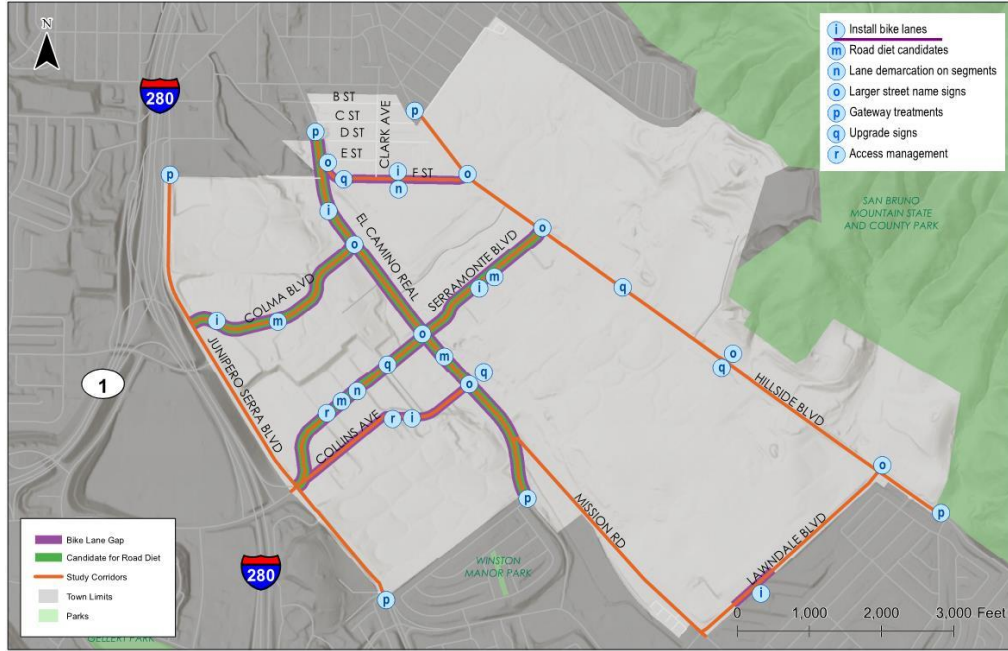


Figure 4 Town of Colma CIP 993 Systemic Safety Analysis Report Project Systemic Treatments at Unsignalized Intersections and Segments



Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
Data Source: Town of Colma, San Mateo County

APPENDIX F

“Quick-build” Projects in Colma identified by the San Mateo County Grand Boulevard Initiative



APPENDIX E

QUICK-BUILD OPTIONS

EXCERPT FROM

LESSONS LEARNED & BEST PRACTICES FOR

Grand Boulevard Initiative's Creating Safe and Healthy Corridor Communities Project

Implementation

Quick-Build Options

The implementation of improvements along El Camino Real may look different for different cities. In some cases, portions of the project may be implemented over time, as funds and resources are available. Strategies for phased implementation may include coordinating with future resurfacing projects, development projects, or using cost-effective materials to get the project off the ground sooner. Defined as “quick-build” improvements, the latter are increasingly sophisticated and aesthetically-pleasing treatments that provide flexibility in implementation. Using quick-build treatments can also serve to install a pilot program, a strategy that allows the community to experience the functionality of the project and modify the design before upgrading to more fixed materials such as concrete curb. Four quick-build tools are provided below that can be used in the near-term to put improvements on the ground quickly and cost-effectively.

Painted Bulb Outs

In many locations, bulb outs are recommended to reduce crossing distances for pedestrians. Many cities have used painted bulb outs with raised elements such as delineator or landscape planters to define bulb outs without changing drainage patterns and without the added cost of concrete.



Tactical Bus Boarding Islands

Bus stops can also have similar temporary treatments. These can be thought of in the same vein as parklet spaces and can be used to enhance public space and engage local architects and artists. There are also prefabricated bus boarding islands on the market that cities can use to improve bus stops in the near-term. Oakland, Los Angeles, and New York City have experimented with prefabricated bus boarding islands.



Above Top: The City of Fremont has used a combination of painted bulb outs with self-watering landscape planters to achieve this effect. Above: Prefabricated boarding islands or parklet-style boarding islands can be used to extend the sidewalk and allow buses to stop in line to improve transit reliability. Photo credit: www.zicla.com

“Paint and Plastic” Separated Bikeways

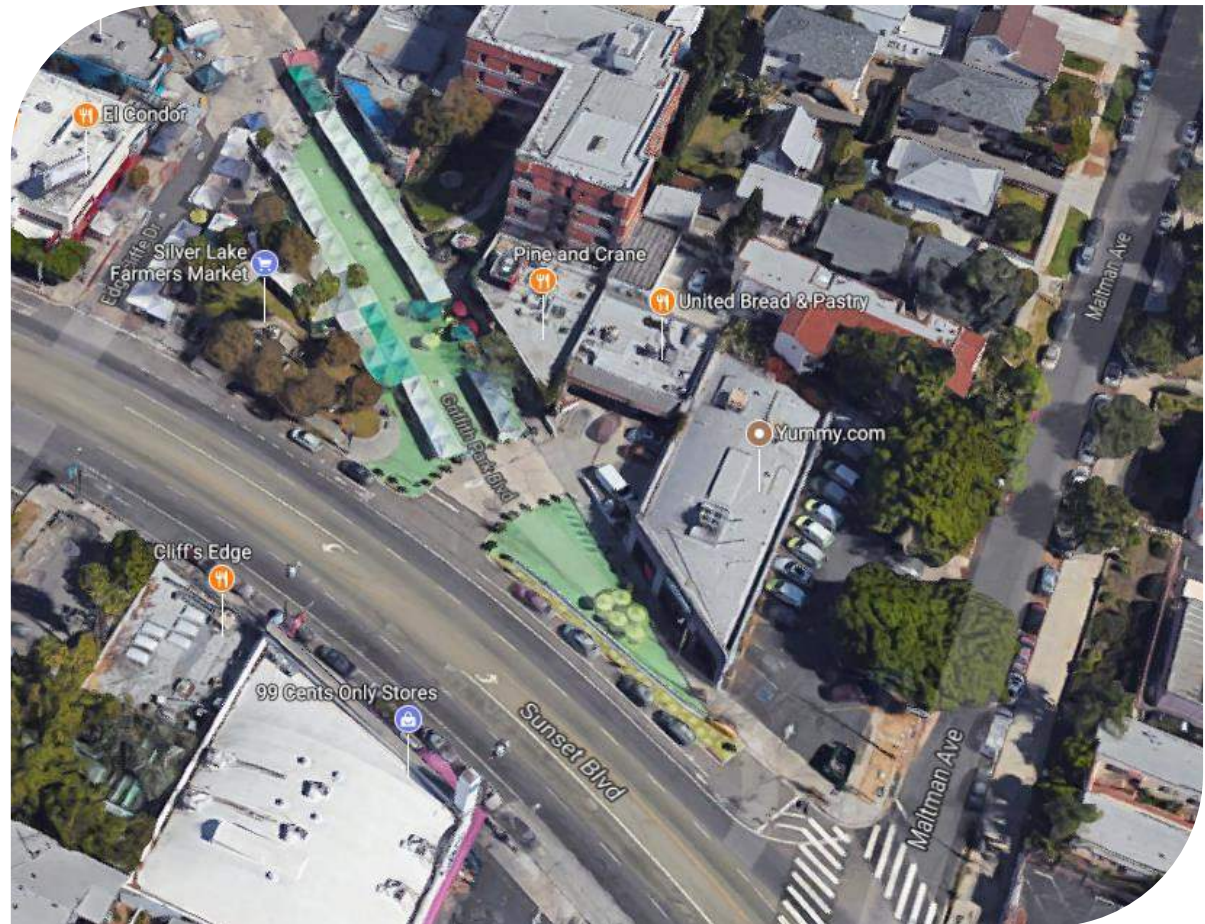
Many cities in the Bay Area, including San José, have had success with quick implementation of separated bikeways using painted buffer spaces and delineators or similar raised elements commonly made of plastic. The aesthetics of delineators have improved recently, and there are newer products on the market the City of San José could consider such as shorter, sturdier posts, and armadillos, which are recycled plastic dividers with a lower profile than posts.



Left: “Paint and plastic” separated bikeways can include various products to provide separation between the bicycle lane and traffic, including planters and small plastic lumps (sometimes known as “zebras” or “armadillos”).

Pavement to Parks Intersection Reconfigurations

Many cities have successful programs that improve safety by repurposing excess roadway space at skewed intersections with public spaces. These are often successful where foot traffic supports the creation of public space, such as in business districts. They can provide a distinctive look and feel congruent with the local neighborhood character, and are an opportunity to engage with local community-based organizations and artist groups. Maintenance of these spaces is an important consideration and could be an opportunity for a public-private partnership.



Above: An example of repurposing to remove a skewed intersection (and a redundant link in the roadway network) on Sunset Boulevard in Los Angeles. The resulting space now supports the Silver Lake Farmers Market and increases foot traffic in front of small businesses.



Town of Colma

Bicycle and Pedestrian Master Plan



July 2023 Draft



DRAFT

Prepared for:

TOWN OF COLMA
1198 El Camino Real
Colma, California 94014
Contact: Farhad Mortazavi

Master Plan

Town of Colma Bicycle and Pedestrian Master Plan

Prepared by:



CSG CONSULTANTS
3707 W. Garden Grove Boulevard,
Suite 100
Orange, California 92868
Contact: Leila Carver

JULY 2023

Table of Contents

SECTION	PAGE NO.
Acronyms, Abbreviations, and Definitions	v
1 Introduction, Vision, and Goals.....	1
1.1 Goals.....	1
1.2 Benefits of Walking and Bicycling.....	2
1.3 Desired Plan Outcomes.....	3
2 Context and Existing Conditions.....	5
2.1 Community and Demographic Context	5
2.2 Existing Reports.....	13
2.2.1 Previously Adopted Policies, Programs, and Implementation Measures	25
2.3 Transportation Existing Conditions.....	25
2.3.1 Pedestrian Facilities, Bicycle Facilities, Public Transit Facilities, and Park and Ride Lots.....	25
2.4 Travel Behavior – Trip Volumes and Roadway Safety.....	30
2.4.1 Pedestrian Travel Behavior	35
2.4.2 Bicycle Travel Behavior.....	35
2.4.3 Pedestrian and Bicycle Safety	36
2.4.4 Safe Routes to School	43
3 public engagement.....	51
3.1 Outreach Strategy and Events Timeline.....	51
3.2 Outreach Events Summary	52
4 Proposed systems and improvements.....	69
4.1 Proposed Bikeways, Sidewalks, and Crossings	69
4.2 Education Campaign and Materials	73
5 Funding Sources.....	74
6 References.....	81

TABLES

1 Town of Colma Commuting Trends	13
2 Potential Future Bicycle and Pedestrian Commuter based on Existing Conditions	13
3 Bicycle and Pedestrian Accidents.....	36
4 Summary of requested bicycle and pedestrian improvements.....	58
5 List of Town of Colma Planned Bicycle and Pedestrian Improvements	69
6 San Mateo County Measures related to ½ cent sales tax.....	75

EXHIBITS

1 California ATP..... 1

2 Town of Colma Demographics by Race..... 5

3 Town of Colma Demographics by Age 6

4 Commuting Demographics 6

6 Caltrans District 4 Bike Plan, 2018..... 20

7 Town of Colma Fix it Station. 26

8(a) Recommended Countermeasures Table 44

8(b) Recommended Countermeasures table, continued 45

9 Project Development Timeline..... 51

10 Bicycle and Pedestrian Master Plan Survey 52

11 Bookmark..... 53

12 Survey Questions..... 53

13 Bicycle and Pedestrian Discouraging Factors 54

14 Reasons for Bicycling and Walking 55

15 Amenities to encourage Bicycling and Walking..... 56

16 Bike Facility Preference..... 57

17 Coffee with the Community Ad 61

18 Starbucks Event..... 61

19 Colma BART Station Pop Up 61

20 Social Media Post..... 67

21 Coordination 68

22 FHWA Cinema graphics..... 73

23 One Bay Area Grant 3 (OBAG 3) Program 74

24 CA ATP 76

25 Local Streets and Roads..... 77

26 Vehicle Trip Reduction Grant Program..... 78

FIGURES

1 Town of Colma San Francisco Peninsula 7

2 Town of Colma Land Uses and Major Destinations..... 9

3 Town of Colma Environmental Factors11

4 Issues and Potential Improvements on El Camino Real.....15

5 Proposed Serramonte, Collins, Junipero Serra Boulevard Intersection17

6 Town of Colma Roadway Network23

7 Town of Colma Pedestrian Network27

8 Bicycle Network Map31

9 Town of Colma Public Transit Network Map33

10 Pedestrian Trips Volume Daily Map.....37

11 Bicycle Trips Volume Daily Map.....39

12 Pedestrian and Bicycle Accidents, 2021-2022 Map.....41

13 Town of Colma Safety Analysis Infographics47

14 Town of Colma Speeding Analysis.....49

15 Requested Bicycle and Pedestrian Improvements Map.....59

16 Town of Colma Bicycle and Pedestrian Improvements.....63

17 Pop Up Word Art.....65

18 Town of Colma Planned Bicycle and Pedestrian Improvements Map.....71

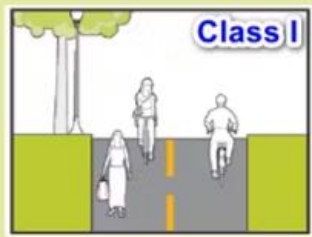
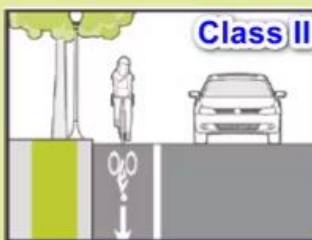
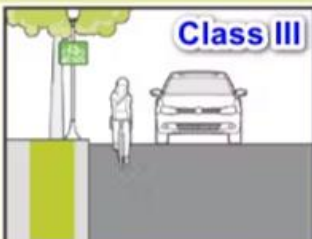
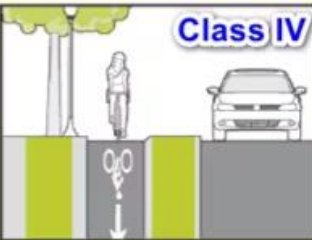
APPENDIX

- A Design Guidelines and Resources
- B Survey Results
- C Goals, Policies and Implementation Measures
- D Stakeholder List

INTENTIONALLY LEFT BLANK

ACRONYMS, ABBREVIATIONS, AND DEFINITIONS

Acronym/Abbreviation	Definition
2021 Bipartisan Infrastructure Law (BIL)	The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding.
Active Transportation	A means of getting around that is powered by human energy, primarily walking and bicycling, also known as non-motorized transportation.
Active Transportation Program (ATP)	Program that focuses on increasing active modes of transportation, by combining both Federal and State funds.
Bay Area Rapid Transit (BART)	The rapid transit system serving the San Francisco Bay Area.
Bicycle and Pedestrian Advisory Committee (BPAC)	Provides advice and recommendations to the C/CAG Board of Directors on matters relating to bicycle and pedestrian improvement projects. The BPAC advises the C/CAG Board on priority projects for funding through the Transportation Development Act Article 3 grant program and the One Bay Area Grant program.
Bicycle Boulevard	Streets with low traffic volumes and speeds, designated and designed to give bicyclist travel priority (variation of Class III bikeway)
California Department of Transportation (Caltrans)	The State of California government agency responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as that portion of the Interstate Highway System within the state's boundaries. Caltrans manages more than 50,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans 2020-2024 Strategic Plan can be found at this link: https://dot.ca.gov/-/media/dot-media/programs/risk-strategic-management/documents/sp-2020-16p-web-a11y.pdf .
California Transportation Commission (CTC),	An independent government transportation commission responsible for programming and allocating funds for the construction of highways, passenger rail, transit and active transportation improvements throughout California.
Capital Improvements Project (CIP)	Any major improvement to City facilities and infrastructure. Examples include the construction of transportation, stormwater, water, wastewater projects, along with buildings like fire stations, libraries and recreation centers.
Carpool	An arrangement between people to make a regular journey in a single vehicle, typically with each person taking turns to drive the others.
City/County Association of Governments (C/CAG) of San Mateo County	A governmental body, made up of 21 members with one from each city (20) and the County of San Mateo, that deals with issues that affect the quality of life in general; transportation, air quality, stormwater runoff, hazardous waste, solid waste and recycling, land use near airports, and abandoned vehicle abatement.
Class I Multi-use Path	Bike paths or shared-use paths with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized.

Acronym/Abbreviation	Definition
	 <p data-bbox="634 506 797 527">Multi-Use Path</p>
Class II Bike Lane	<p data-bbox="544 562 1455 684">Bike lanes established along streets and defined by pavement striping, and signage to delineate a portion of a roadway for bicycle travel. Buffered bike lanes provide greater separation from an adjacent traffic lane and/or between the bike lane and on-street parking.</p>  <p data-bbox="643 940 779 961">Bicycle Lane</p>
Class III Bike Route	<p data-bbox="544 982 1455 1066">Bike routes that designate a preferred route for bicyclists on streets shared with motor traffic not served by a dedicated bikeway provide continuity to the bikeway network.</p>  <p data-bbox="634 1329 789 1350">Bicycle Route</p>
Class IV Separated Bike Lane/ Cycle Track	<p data-bbox="544 1381 1414 1503">Separated bikeway, referred to as a cycle track or protected bike lane, for the exclusive use of bicycles. Physically separated from motor traffic with vertical features such as grade separation, flexible posts, inflexible posts, or on-street parking.</p>  <p data-bbox="578 1759 837 1780">Separated Bicycle Lane</p>
Clean Mobility Vouchers	<p data-bbox="544 1801 1451 1898">Vouchers to develop and launch zero-emission mobility projects, such as bike sharing and ride-on-demand services, that fill a community's transportation gaps and provide access to key destinations.</p>

Acronym/Abbreviation	Definition
Complete Streets	Approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
Congestion Mitigation and Air Quality Improvement (CMAQ)	Provides federal funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards
Developer Impact Fee (DIF)	Locally imposed fees on specific development projects to defray the cost of new or additional public facilities that are needed to serve those developments
Disadvantaged Communities (DAC)	Areas throughout California which most suffer from a combination of economic, health, and environmental burdens.
El Camino Real (ECR)	A 600-mile commemorative route connecting the 21 Spanish missions in California (formerly the region Alta California in the Spanish Empire), along with a number of submissions, four presidios, and three pueblos
Grand Boulevard Initiative (GBI)	A collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at the northern Daly City limit (where it is named Mission Street) and ending near the Diridon Caltrain Station in central San Jose (where it is named The Alameda), the initiative brings together for the first time all of the agencies having responsibility for the condition, use and performance of the street.
Greenhouse Gas (GHG) Emissions	A greenhouse gas is any gas that has the ability to retain heat in the atmosphere. The primary greenhouse gases include carbon dioxide, methane, and nitrous oxide. While these gases occur naturally, human activities have significantly increased their concentrations in the atmosphere, creating long-lasting climate change. The term "greenhouse gas emissions" refers to the quantity of greenhouse gases released into the atmosphere as a result of specific activities such as the combustion of fossil fuels to produce electricity.
Greenway	Linear open spaces that are designed for multiple uses, including non-motorized transportation, recreational activities, and ecological benefits.
Highway Safety Improvement Program (HSIP)	A core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.
Levels of Service (LOS)	A qualitative measure used to relate the quality of motor vehicle traffic service. It is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, congestion, etc.
Local Grant Program	A competitive statewide program was created to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces.
Local Streets and Roads Program (LSRP)	State funds made available for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.
Measure A	Local tax measure that imposed a half-cent sales tax for funding transportation facilities, services, and programs.
Measure M	Local tax measure that imposed an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County.
Metropolitan Transportation Commission (MTC)	Government agency responsible for regional transportation planning and financing in the San Francisco Bay Area.
Micromobility	Shared-use fleets of small, fully, or partially human-powered vehicles such as bikes, e-bikes and e-scooters. These vehicles are generally rented through a

Acronym/Abbreviation	Definition
	mobile app or kiosk, are picked up and dropped off in the public right-of-way and are meant for short point-to-point trips.
Mid-Block Crossing	Facilitate crossings to places that people want to walk to but that are not well served by a typical intersection crossing due to large block size
Multi-Modal Impact Fee or VMT Mitigation Fee – DIF	Locally imposed Fee that provides flexibility to expand capital facilities for bicycle, pedestrian, and transit modes in addition to funding automobile capacity along with the classified roadway network.
Multi-Use Path	A shared path designed for use by pedestrians, cyclists, and other non-motorized users.
Multimodal Transportation	The movement of people and goods using several modes of transportation, including but not limited to, walking, biking, transit, rail, cars, and trucks.
Office of Traffic Safety (OTS)	Government organization that provides an effective means of eliminating fatalities, injuries, and economic losses resulting from crashes
One Bay Area Grant 3 (OBAG 3) Program	The policy and programming framework for investing federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other fund programs throughout the San Francisco Bay Area.
Pedestrian Facility	Infrastructure specifically designed for pedestrian use, such as sidewalks, crosswalks, pedestrian bridges, and tunnels.
Public Participation Plan (PPP)	Establishes a model for effective public involvement and contains written procedures for including the public in a community's planning process.
Push-button activated mid-block Rectangular Rapid Flashing Beacon (RRFB)	Two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. They flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.
Right-of-Way	The legal right of a pedestrian or vehicle to proceed first in a particular situation or on a particular roadway.
Road Diet	To reduce the number of travel lanes and/or effective width of the road is reduced in order to achieve systemic improvements.
Safe Routes to School (SRTS)	An approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school.
Safe Streets and Roads for All (SS4A)	Funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
SamTrans	Public transport agency in and around San Mateo, California, in the San Francisco Bay Area. It provides bus service throughout San Mateo County and into portions of San Francisco and Palo Alto
Silicon Valley Bike Coalition (SVBC)	A 501(c)3 nonprofit that works to support healthier and more just communities in San Mateo and Santa Clara counties by making biking safe and accessible through education, advocacy and fun.
Single Occupancy Vehicles (SOV)	A vehicle that is being operated by only one occupant.
Stakeholders	A person, group of persons or organizations with an interest or concern in something.
State Controller's Office (SCO)	Prepares and releases warrants (another word for checks or payments) and electronic fund transfers from the State Treasury.
Surface Transportation Block Grant Program (STBG)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid

Acronym/Abbreviation	Definition
	highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Sustainable Transportation Planning Grants	Funding created to support the California Department of Transportation’s (Caltrans) Mission: Provide a safe and reliable transportation network that serves all people and respects the environment.
Transit-Oriented Development	Compact, mixed-use development centered around public transit stations, designed to encourage walking, cycling, and transit use.
Transportation Demand Management (TDM)	A set of strategies aimed at maximizing traveler choices and encouraging multimodal transportation to reduce single occupancy vehicles on the road.
Transportation Development Act (TDA)	State law that provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund.
Vehicle Miles Traveled (VMT)	Vehicle Miles Traveled measures the amount and distance people drive by personal vehicle to a destination.
Wayfinding	Signage, maps, and other information systems designed to help pedestrians and cyclists navigate a city or a specific route.
World Health Organization (WHO)	The United Nations agency working to promote health, keep the world safe and serve the vulnerable.

INTENTIONALLY LEFT BLANK

1 INTRODUCTION, VISION, AND GOALS

1.1 Goals

Encouraging bicycling and walking in the Town of Colma (“Town”) promotes healthy lifestyles, reduces traffic congestion, improves air quality, and provides greater connectivity to major destinations and transit facilities and better opportunities to socialize in public spaces.

The Town Bicycle and Pedestrian Master Plan 2023 (“the Plan”) is primarily a coordinating and resource document. The Plan focuses on developing a safe network of bikeways and walkways, identifying roadway improvements, and documenting programs and policies that will support the Town’s goal of becoming a more bicycle- and pedestrian-friendly community. The development of this Plan will ensure consistency with the California Active Transportation Program (ATP) and aid the Town’s efforts to pursue outside funding for bicycle and pedestrian projects. The purpose of the Plan is to encourage an increased use of active modes of transportation, such as biking and walking by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking.
- Improve safety and mobility of non-motorized users.
- Advance the active transportation efforts of the Town and regional agencies to achieve greenhouse gas (GHG) reduction.
- To promote bicycling and walking as healthy and sustainable modes of transportation.
- Ensure that disadvantaged communities (DAC) fully share in the benefits of the program.
- To connect bicycling and walking facilities throughout the Town.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The Plan was developed in collaboration with the community and includes input from a variety of stakeholders, including residents, businesses, and regional transportation agencies. At a local level, the Plan complements and supports existing plans and policies. At a regional level, this plan incorporates state and regional policies that help meet the overarching goal of increasing walking and bicycling throughout California by preserving the active transportation system and reducing the number of accidents and fatalities amongst bicyclist and pedestrians.

The Plan is a living document that will be updated as needed to reflect changes in the community and the needs of bicyclists and pedestrians. The Town is committed to implementing the Plan and making the Town a more bicycle- and pedestrian-friendly community. For continued updates on the Plan progress towards implementation of this plan, visit: <https://www.colma.ca.gov/bike-and-pedestrian-master-plan/>.

All recommended improvement projects and implementation measures may need additional technical analysis, environmental study, and targeted outreach before implementation.

Exhibit 1. California ATP



1.2 Benefits of Walking and Bicycling

Bicycling and walking (and any form of active transportation) provides multiple benefits to the individual and their community as summarized here. According to the World Resources Institute (2021),¹ “high rates of active mobility lead to greater connectivity, reduced traffic and parking congestion, more reliable travel times and increased public transit ridership.”

ENVIRONMENTAL BENEFITS

Traditional, car-centric transportation planning has increased GHG emissions and impacted air quality, road injuries and fatalities, and traffic congestion. Active transportation, such as walking and bicycling, is the lowest-carbon mode of transportation. It is also one of the most powerful changes communities can make to achieve their sustainability, economic, and social goals. Prioritizing pedestrians and cyclists over motor vehicles and ensuring the safety of all road users is best achieved by investing in active mobility infrastructure and initiatives. However, walking and cycling remain grossly underfunded, while car-centered planning and design continue to dominate. Active travel can help reduce Vehicle Miles Traveled (VMT) and GHG emissions to achieve global targets. Per the 2030 Town of Colma Climate Action Plan Update, the Town’s transportation emissions accounted for approximately 74% of total GHG emissions in Colma as of 2017. Travel on local roads accounted for 55% of transportation emissions. Shifting to walking and cycling can reduce GHG emissions and is the most efficient way to decarbonize transportation (World Resources Institute 2021).

COMMUNITY AND PUBLIC HEALTH BENEFITS

Increased sense of community: Biking and walking can help to increase social interaction and a sense of community. This can be beneficial for both physical and mental health. Traveling by foot or bike can improve equity, social cohesion, perceptions of security and livability. Many low-income populations also live with little transportation access or unsafe and inconvenient routes to their destinations. Constructing safe active travel networks can improve access to opportunities and services for these disadvantaged groups. People’s physical, mental, social and economic health benefits from the ability to walk or bike in safe environments (World Resources Institute 2021).

- Traveling by foot or bike can improve equity, social cohesion, perceptions of security, and livability.
 - Equity: By making transportation more accessible and affordable, people from all walks of life can participate in their communities and reach their destinations safely and easily.
 - Social cohesion: When people can get around their communities on foot or bike, they have more opportunities to interact with their neighbors and build stronger relationships.
 - Perceptions of security: When people feel safe walking or biking in their communities, they are more likely to get out and about, which can lead to a more vibrant and livable community.
- Many low-income populations also live with little transportation access or unsafe and inconvenient routes to their destinations.
 - Transportation access: Many low-income people do not have access to a car or reliable public transportation, which can make it difficult to get to work, school, or other essential services.
 - Unsafe and inconvenient routes: Even when low-income people do have access to transportation, they may have to travel long distances or take unsafe routes to get to their destinations.

¹ Ohlund, Hannah, Siba El-Samra, Claudia Adriaola-Steil, Giovanni Zayas, and Felipe Targa. “Invest in Walking and Cycling for Sustainable, Safe Cities. Here’s How.” World Resources Institute, December 3, 2021. <https://www.wri.org/insights/invest-walking-cycling-sustainable-safe-cities>.

- Constructing safe active travel networks can improve access to opportunities and services for these disadvantaged groups.
 - Active transportation networks: Safe active travel networks include sidewalks, bike paths, and other infrastructure that make it easy and safe for people to walk or bike.
 - Opportunities and services: By improving access to opportunities and services, safe active transportation networks can help to break the cycle of poverty and improve the quality of life for low-income people.
- Physical, mental, social, and economic health benefits from the ability to walk or bike in safe environments.
 - Physical health: Walking and biking are great forms of exercise that can help people stay healthy and reduce their risk of chronic diseases.
 - Mental health: Walking and biking can also improve mental health by reducing stress and anxiety and promoting feelings of well-being.
 - Social health: Walking and biking can help people connect with their community and build relationships with their neighbors.
 - Economic health: Walking and biking can save people money on transportation costs and improve their productivity at work.

Improved economic development: Safe active travel networks can help to improve economic development by making it easier for people to get around and attracting businesses to the area. According to the World Resources Institute (2021), cities and towns have observed boosts to their economy upon improving pedestrian and bicycling infrastructure, “...such as increased sales, commercial rent and job creation.” A study conducted by Political Economy Research Institute (2010), “estimated that 11 to 14 jobs are created per \$one million invested in cycling and walking projects compared to the seven jobs created when investing in highways.”

Public Health Benefits: Safe walking and bicycling infrastructure have positive impacts on public health. For example, the World Health Organization (WHO) found that increasing sustainable mobility could reduce pre-mature deaths with improvements to air quality and increased physical activity and saving of health care costs.

According to the United States (US) Department of Transportation (DOT), one-fourth (1/4) of adults reported that they do not engage in any physical activity outside of their job, which can be a contributing factor to the two thirds (2/3) of adults who are overweight in the US. Studies show that exercise by walking and biking can help increase blood flow, release endorphins to reduce stress, and can reduce the risk of heart and circulatory disease by as much as 30%. Biking and walking are great forms of exercise that can lead to a reduction in obesity, heart disease, stroke, and other chronic diseases. Biking and walking can also have a positive impact on mental health by reducing stress, anxiety, and depression. They can also improve mood, self-esteem, and overall well-being.

1.3 Desired Plan Outcomes

The Town of Colma Bicycle and Pedestrian Master Plan 2023 is the first of its kind for the Town. Over the past 10 years, several plans and policy documents have been developed in specific areas of the Town. However, none of these plans have brought together all the recommendations, policies, and ideas for safe active transportation networks in the Town.

This Plan is a compilation of existing (adopted) documents from the Town and regional partners, and feedback gathered through public outreach. By bringing together all these resources, the Town is better positioned to leverage federal, state, and local funds to provide a connected, safe, and effective active transportation system.

Section 2.2 of the Plan provides a summary of the documents used to formulate this Plan. Section 6 of the Plan includes a link to easily access the full documents and resources referenced in the summary.

INTENTIONALLY LEFT BLANK

2 CONTEXT AND EXISTING CONDITIONS

The Town is the smallest city in San Mateo County, in size and population, being only 1.98 square miles with 1,492 residents. The Town is bordered by Daly City to the north and west, the City of South San Francisco (South City) to the south, and San Bruno Mountains to the east, (Figure 1, Town of Colma San Francisco Peninsula).

Residential land uses make up approximately 2% of the land use in the Town, with single-family residential uses located in the in the Sterling Park neighborhood and along Hillside Boulevard, and residential medium density uses along Mission Road.

The Town’s primary land use is cemeteries (76%) holding 1.5 million people buried in its 17 cemeteries. In addition to providing cemetery and ancillary uses for the San Mateo County region, the Town provides key commercial corridors (I.e., El Camino Real, Serramonte Boulevard, Junipero Serra Boulevard) to major destinations including commercial shopping and auto-dealerships). Together these commercial uses make up 14% of the land use. These key corridors employ over 4,000 local and neighboring residents (2040 General Plan, 2020 Census). Figure 2, Town of Colma Land Uses and Major Destinations

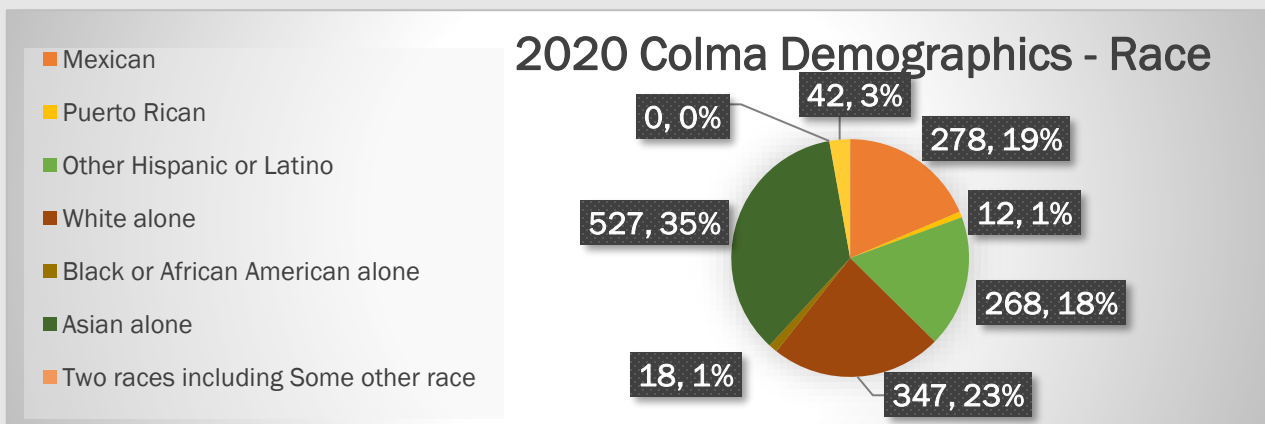
The Town is also part of one of the longest corridors in the state, El Camino Real (ECR) or California State Route (SR) 82, which goes directly through the heart of the Town. This corridor sees an upward of 25,000 vehicles per day making it uninviting to pedestrians and bicycles due to its high volume of traffic and car-centric design.

In addition to land use factors, the Town has unique environmental factors including proximity to a high fire hazard severity zone, special flood zone areas, and diverse topographic elevation changes that are shown on the Environmental Factors Map (Figure 3).

2.1 Community and Demographic Context

Although the Town is home to over 1.5 million souls, the population in 2020 was just below 1,500, with a majority of the population being Asian (35%) and White (23%) (2020 ACS Data). A breakdown of the demographics, as reported by the 2020 American Census Survey (ACS) is presented below in Exhibit 2. The age demographics in Colma includes a substantial portion of its residents to be middle aged (421) and seniors (273).

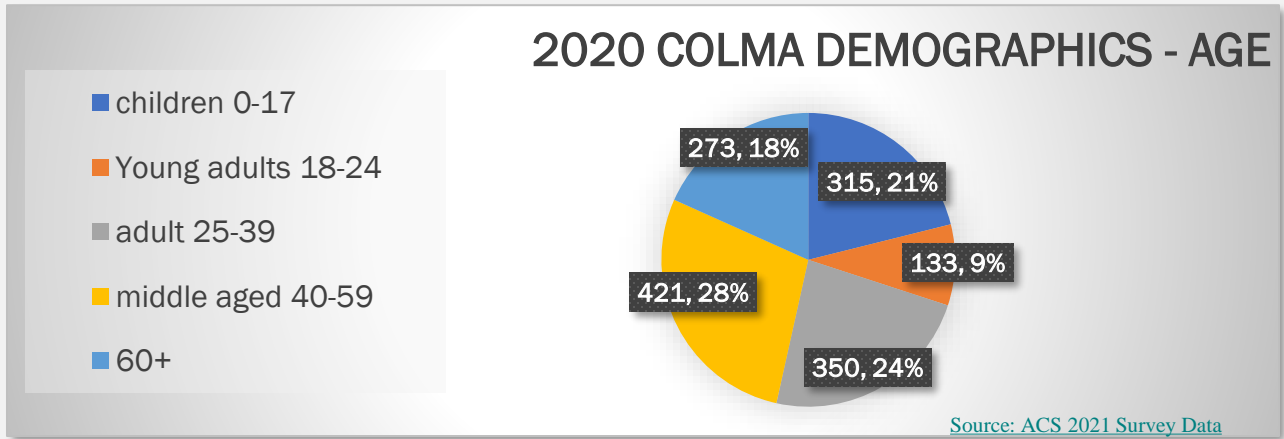
Exhibit 2. Town of Colma Demographics by Race



Source: ACS 2020 Data set

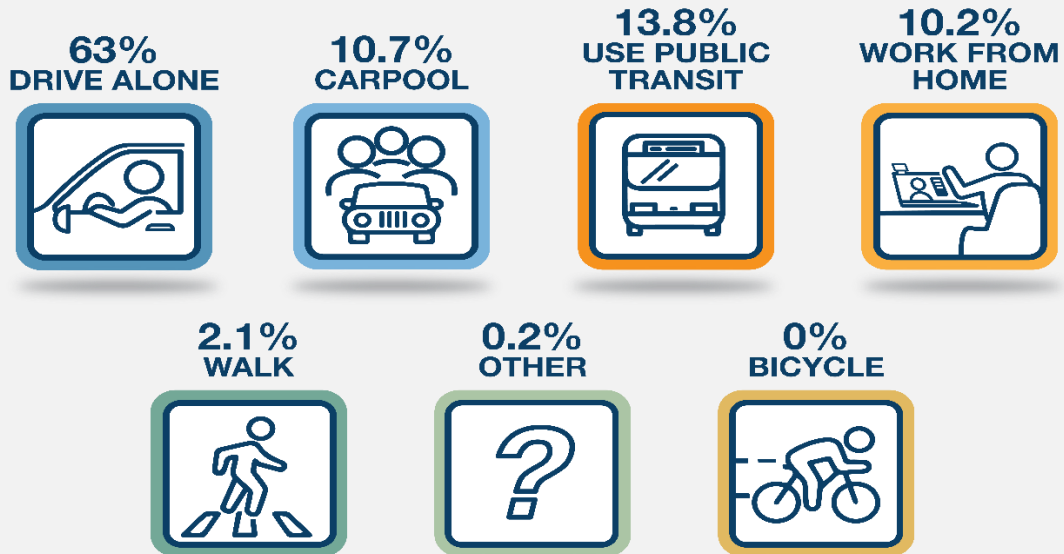
Of its 1,492 residents in 2020, 854 (over the age of 16) reported to have been employed (at least part time). Their average commute time was 28.5 minutes, consistent with the States average of 27.6 minutes. However, despite commuting for less than 30 minutes on average, most residents choose to drive alone. Exhibits 3 and 4 below, show a breakdown of the commuting habits for Colma Residents (ACS 2020 Data).

Exhibit 3. Town of Colma Demographics by Age



Source: ACS 2020 Data set

Exhibit 4. Commuting Demographics



Source:

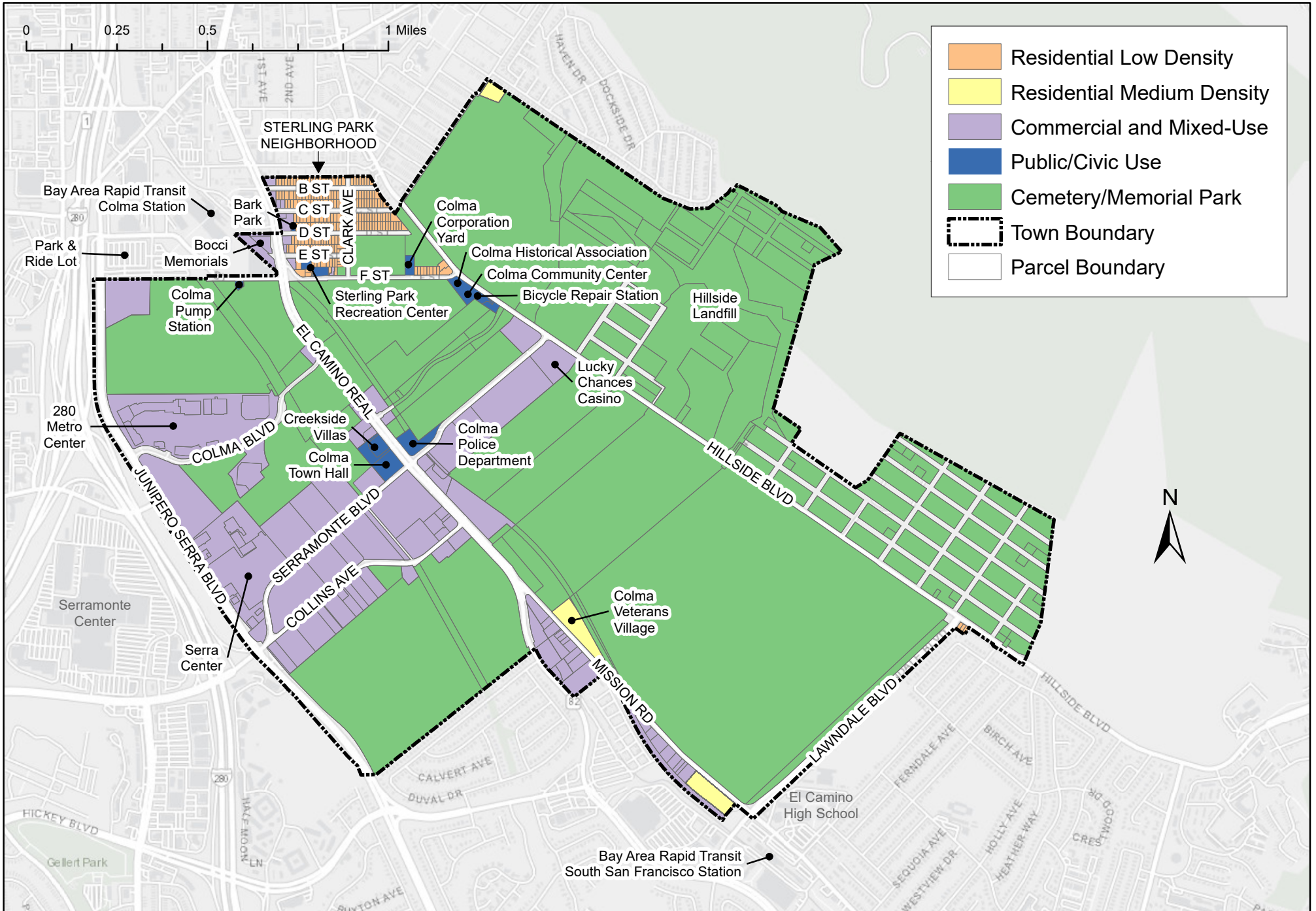
Town of Colma San Francisco Peninsula



Data Sources: Town of Colma; County of San Mateo; Bay Area Rapid Transit.

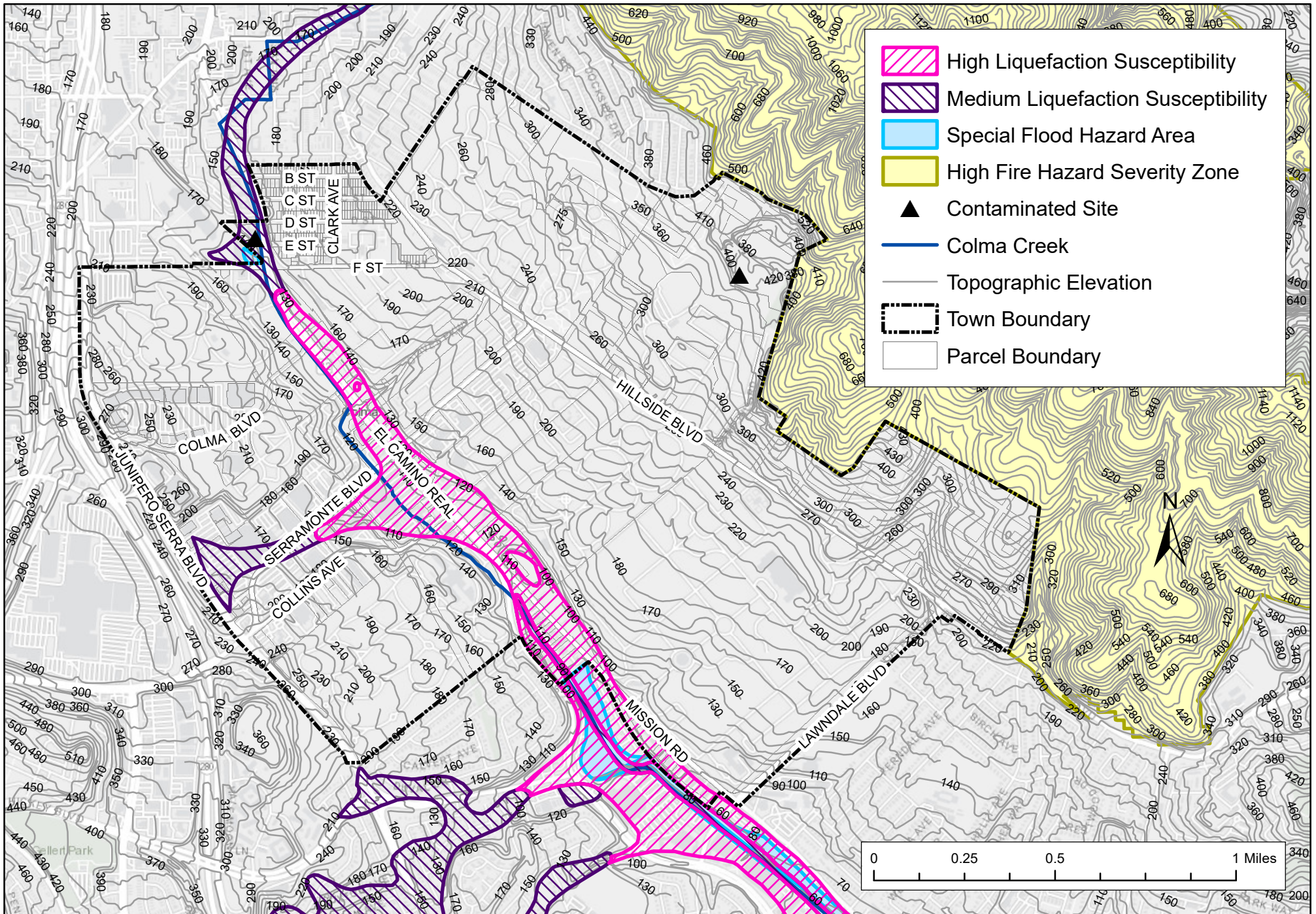
INTENTIONALLY LEFT BLANK

Town of Colma Land Uses and Major Destinations



INTENTIONALLY LEFT BLANK

Town of Colma Environmental Factors



INTENTIONALLY LEFT BLANK

The following tables provide a summary of commuting trends and data based on the American Community Survey (ACS) 2021, Census data.

Table 1 Town of Colma Commuting Trends		
Current Commuting Stats	Bike Value	Walk Value
Current Population	1,353	
Number of Commute Trips per Day (all modes)	575	
Number of Bicycle/Walk- to-Work Commute Trips	0	21
Bicycle/Walk-to-Work Mode Share per Day	0.00%	3.60%
Number of College Students	41	
Estimated College Bicycle/Walk Commute Trips per Day	N/A	N/A
School Children (K-12)	132	

Source: American Community Survey (ACS) 2021, Census data

Table 2 Potential Future Bicycle and Pedestrian Commuter based on Existing Conditions	
Potential Future Bicycle/Walk Commuters	Value
Number of Commute Trips per Day less than 10 minutes	51
Existing Bicycle/Walk-to-Work	21
Number of Potential Bicycle/Walk Commute Trips per day	30
Estimated Number of New Future Bicycle/Walk Commute	5

Source: American Community Survey (ACS) 2021, Census data

2.2 Existing Reports

The information from the following plans and reports was incorporated into this Master Plan to build upon and complement existing planning documents. Together, these plans will better position the Town when leveraging federal, state, and local monies to achieve its goal of providing a connected, safe, effective active transportation system in the Town of Colma. A link to access a full copy of these reports can be found as part of Section 6 References of this document.

COLMA EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENT PLAN

Colma El Camino Real Bicycle & Pedestrian Improvement Plan focused exclusively on ECR or California State Route 82 (SR-82), which goes directly through the heart of the Town, connecting Daly City to South San Francisco. Although SR-82 carries over 25,000 vehicles a day, this corridor has become more of a local arterial as opposed to the destination corridor the Grand Boulevard Initiative (GBI) is working towards achieving. The plan also mentions that the land use profile along the corridor, vehicular focus, and streetscape design have made ECR unwelcoming to pedestrians and bicyclists.

Taking into consideration the Town’s unique demographic characteristics that house 1,500 residents but employ 4,131 local and neighboring residents, the plan proposes a series of recommendations to improve the travel experience which includes a road diet. The proposed recommendations consist of removing a travel lane in both directions between F Street to the north and ECR’s intersection with Mission Road to the south, Figure 4, Issues and Potential Improvements on El Camino Real.

SERRAMONTE BOULEVARD AND COLLINS AVENUE MASTER PLAN

The Serramonte Boulevard and Collins Avenue Master Plan focuses on the town's primary commercial corridors between Serramonte Boulevard (Blvd.) and Collins Avenue (Ave.), also known as the Town's economic engine. The corridor is located between Juniper Serra Boulevard and El Camino Real, as shown in Figure 3 Serramonte Boulevard and Collins Avenue Corridor.

Serramonte Blvd. and Collins Ave. are the key commercial corridors for the Town. They house one of the premier auto rows in the Bay Area, commercial centers on the western end, and the Town's City Hall at the eastern end. However, despite their importance, the roads lack cohesion in urban design due to setbacks, landscaping, and public realm treatment. This makes the corridor uninviting to pedestrians and bicyclists.

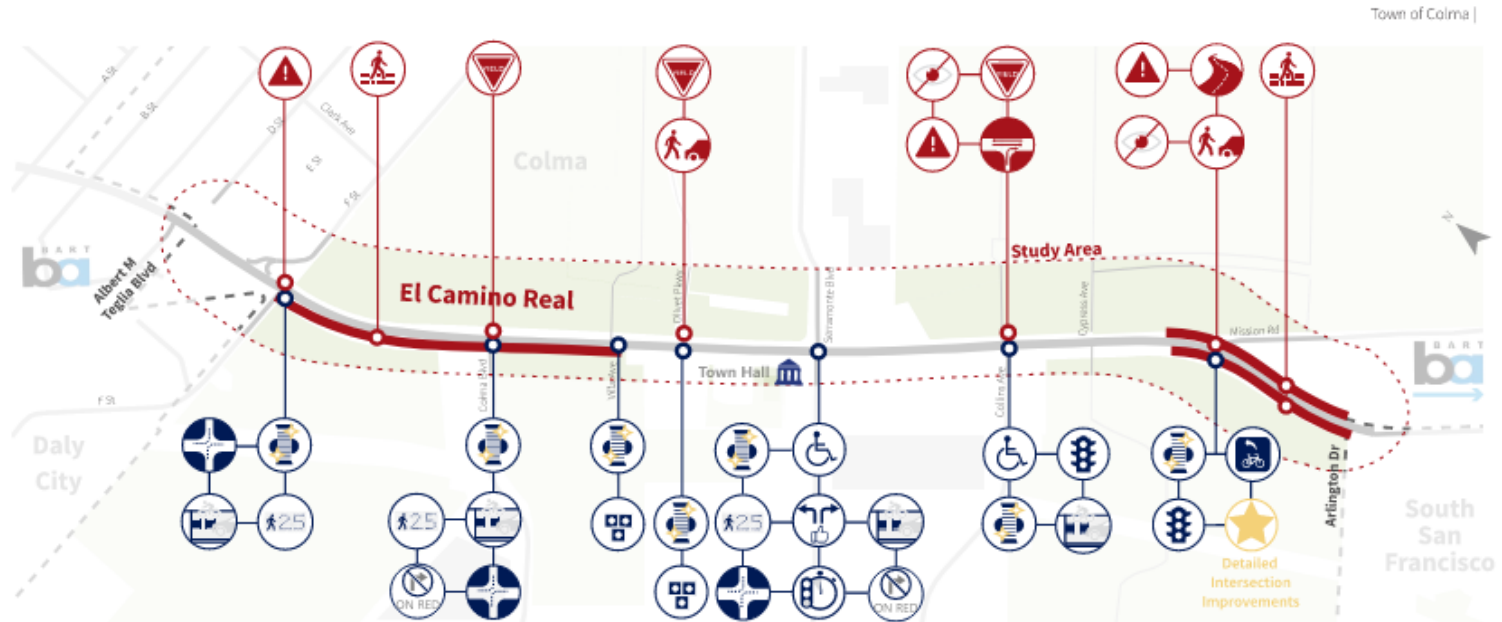
The plan further details dangerous pedestrian crossings due to lack of visual cues to slow down traffic, lack of crosswalks at intersections, the absence of marked bicycle lanes on shared traffic lanes and lack of bicycle and pedestrian facilities. Although there are shared roads, there are no designated bicycle lanes or right of way. As a result, bicycle traffic in the Town is extremely low.

Furthermore, both Serramonte Boulevard and Collins Avenue were found to have excess vehicular roadway capacity. As such, the plan details a series of recommendations throughout the corridor which include:

- **A road diet:** This would reduce the number of travel lanes on Serramonte Blvd. from four (4) to three (3), and on Collins Avenue from two (2) to one (1). The additional space would be used to widen sidewalks, add bicycle lanes, and install pedestrian amenities.
- **Push-button activated mid-block Rectangular Rapid Flashing Beacon (RRFB):** These beacons would be installed at mid-block crosswalks to alert drivers to pedestrians crossing the street.
- **Crossing pedestrian refuge islands and pedestrian crossing beacons:** These islands and flashing beacons would be installed at intersections to provide a safe crossing area for pedestrians.
- **Installation of more lighting and traffic signals:** This would improve visibility and make it easier for pedestrians and cyclists to cross the street.
- **Restriping along the corridor:** This would improve the visibility of crosswalks and other pedestrian amenities.

Town of Colma

Issues and Potential Improvements on El Camino Real



Corridor Issues

- No Bicycle Facility
- Speeding

Intersection Issues

- High-risk Intersection
- Failure to Yield to Pedestrians
- Wide Travel Lanes
- Poor Visibility
- Missing Sidewalk
- Conflict with Major Street
- Unsafe Crossing

Corridor Improvements

- Provide Bicycle Facilities
- Provide Trees
- Install Speed Feedback Signs
- Provide Sidewalks Where Missing & Increase Number of Pedestrian Crossings
- Implement Road Diet
- Provide Pedestrian-Scale Lighting
- Provide Public Space Around Bus Stops

Intersection Improvements

- Add Pavement Marking Delineation
- Green Pavement Markings for Bike-Vehicle Conflicts
- Install Pedestrian Hybrid Beacon
- Reduce Numbers of Left-Turn Lanes
- Prohibit Right Turn On Red
- Provide Protection for Bicycle Turning Movement
- Install Traffic Signal
- Implement Leading Pedestrian Interval
- Add/Enhance Crosswalk
- Update Signal Timing
- Review ADA Compliance

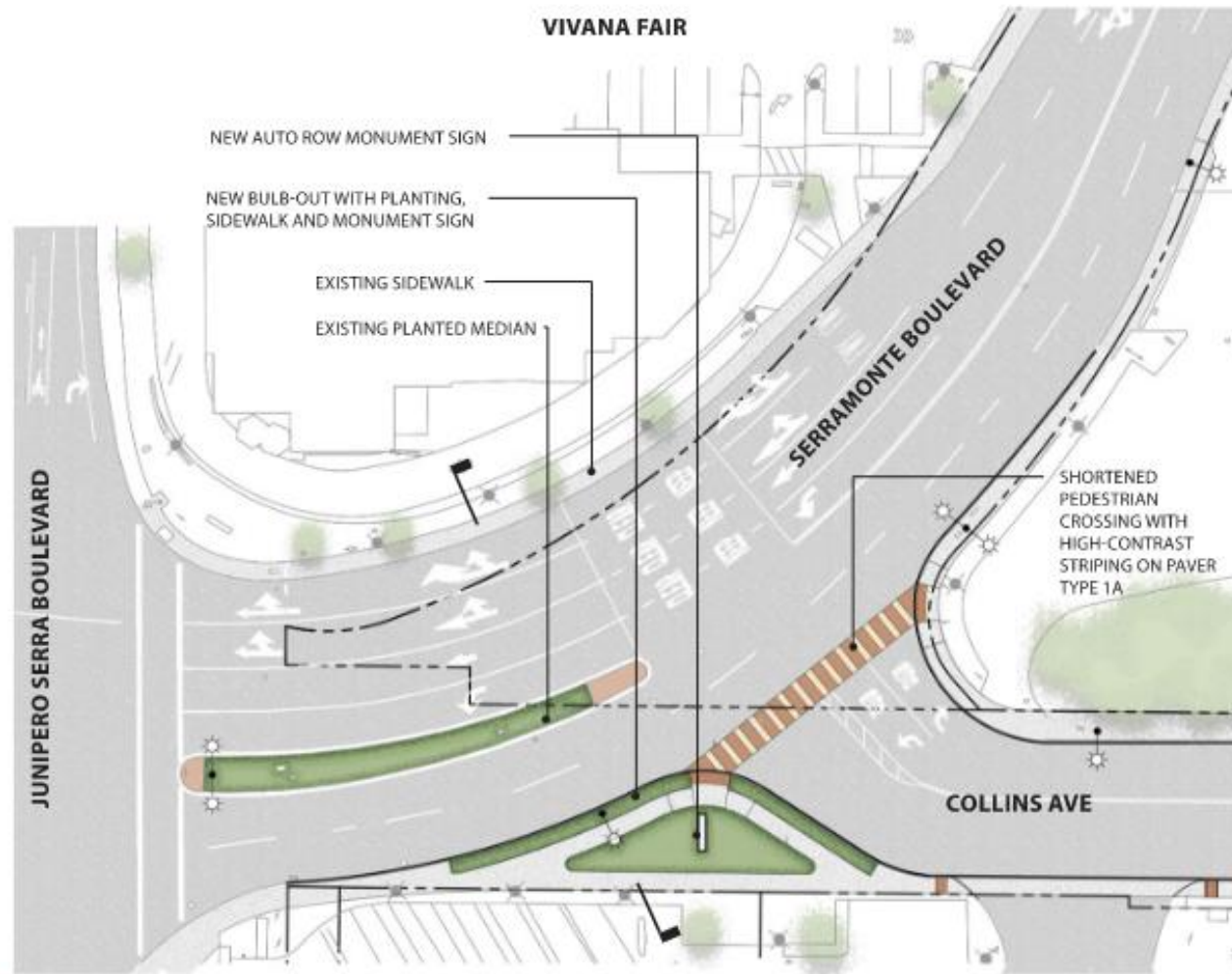
FIGURE 4-2

Data Source: Colma El Camino Real Bicycle and Pedestrian Improvement Plan

INTENTIONALLY LEFT BLANK

Town of Colma

Proposed Serramonte, Collins, Junipero Serra Boulevard Intersection



Data Source: Serramonte Boulevard and Collins Avenue Master Plan

INTENTIONALLY LEFT BLANK

COLMA TRANSPORTATION SAFETY ACTION PLAN FINAL SYSTEMIC SAFETY ANALYSIS REPORT

The Colma Transportation Safety Action Plan Final Systemic Safety Analysis Report (SSAR) analyzed the crash history on roadways to determine the cause and how to take appropriate measures in improving road safety. The Town's SSAR was completed in 2018 and looked at crash data from 2011 through 2016. The data used was gathered from Statewide Integrated Traffic Reporting System (SWITRS), University of California, Berkeley Transportation Injury Mapping System (TIMS), Colma Police Department reported crash data, Local roadway, traffic volume, roadway/intersection characteristics, transit data, and field counts.

The SSAR identifies 121 reported crashes and concluded the following, as it relates to bicyclist and pedestrians:

- Five (5), or 4%, involved pedestrians.
- Four (4), or 3%, involved bicyclists.
- Roadside crashes (71%), vehicle/pedestrian crashes (67%), and head-on crashes (50%) resulted in the highest proportion of injuries.
- The most frequently cited primary collision factors include improper turning (22%) and unsafe speed (19%).
- Two (2) of five (5) reported pedestrian crashes were coded as occurring in the road (including the shoulder), indicating the pedestrian was likely walking along the road or shoulder rather than trying to cross.
- Of the thirty-eight (38) crashes reported to have occurred in the dark, 2% occurred where no streetlights were present.

The SSAR identifies a series of projects to improve road safety in each of the corridors within the Town such as El Camino Real, Juniper Serra, Hillside, Mission Road, Serramonte, Collins Ave, Colma, Lawndale, and F Street. Many of the projects require capital improvements but are broken down by corridor and could be completed in phases based on priority. The report also identifies strategies to implement road safety through policies, education, and enforcement. The report further prioritizes the proposed projects and analyses the projects' benefit-cost ration.

CALIFORNIA TRANSPORTATION PLAN 2040

The California Transportation Plan 2040 (CTP 2040) serves as the long-range policy plan for the California's transportation system with the goal of enhancing Californian's quality of life through more equitable and sustainable transportation options. The plan describes major trends that will impact transportation over the next twenty-five (25) years and identifies goals, policies, strategies, performance measures, and recommendations to create a safe, sustainable, universally accessible, and globally competitive transportation system. CTP 2040 incorporates several state and planning documents such as the Regional Transportation Plan (RTP) throughout California, Environmental Goal and Policy Report, and Smart Mobility Framework.

GRAND BOULEVARD INITIATIVE MULTIMODAL TRANSPORTATION CORRIDOR PLAN

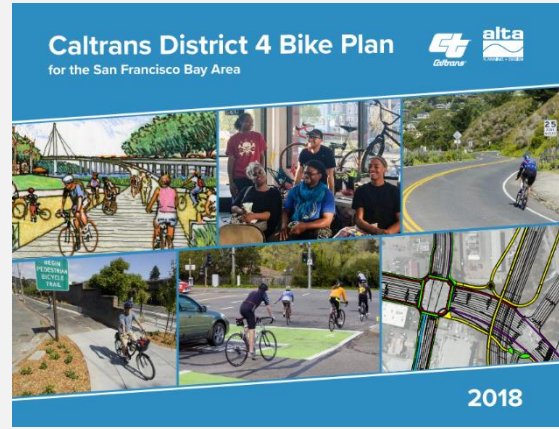
The Grand Boulevard Initiative Multimodal Transportation Corridor Plan was created in 2010 to guide El Camino Real away from an auto oriented streetscape and towards a pedestrian and transit friendly, safe, and efficient multimodal arterial. The plan analyzes the existing node/link street design and the challenges that communities face due to disconnected communities. Based on existing conditions and planned corridor improvements, the plan presents a multimodal access strategy that recommends creating space in the right of way for multiple travel modes, providing facilities for multimodal travel, differentiating mobility policies to reflect corridor development policies, and applying performance measure in project planning and evaluation.

CALTRANS DISTRICT 4 BIKE PLAN FOR THE SAN FRANCISCO BAY AREA

The California Department of Transportation (Caltrans) District 4 Bike Plan looks at the eight (8) counties surrounding the San Francisco Area; Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and Marin, to identify infrastructure improvements that can enhance bicycle safety and mobility of its residents.

The plan acknowledges the lack of dedicated bikeways on several urban conventional State highways such as El Camino Real (State Route 82), making this route uninviting to bicyclists and pedestrians. Consistent with the previous documents, this plan noted that the state highways often pass by several cities making them the City's "backbone" by serving concentrated land use and commercial land. However, the lack of pedestrian pathways and bicycle lanes creates a challenge even when the destinations are within walking/biking distance. The plan proposes a Class IV separated bikeway on El Camino Real/State Route 82.

Exhibit 6. Caltrans District 4 Bike Plan, 2018



Source: Caltrans webpage

TOWN OF COLMA GENERAL PLAN 2040

The Town of Colma General Plan 2040 (GP 2040) serves as the long-range plan which directs the town in its decision making when considering land use, circulation/transportation, housing, conservation, open space, noise, and safety.

The Town is one of San Mateo's smallest cities but has the largest expanses of open space created by cemeteries, giving the Town its name of "City of Souls". The town is approximately two (2) miles south of City of San Francisco and midway between San Francisco Bay and the Pacific Ocean. Of its approximately 1,500 residents, only 1% work in the town despite there being three (3) times the number of jobs in the City (2,900). The Town serves as a regional shopping destination for retail goods, automobiles, cemeteries needs and associated services, and has a card room. The GP 2040, in its entirety, considers the Town's unique attributes to develop a plan that straightens the Town's identity, enhances the residential environment, while preserving the regional center for cemeteries and commerce.

MOBILITY ELEMENT – TOWN OF COLMA GENERAL PLAN 2040 & COMPLETE STREETS POLICIES

As part of GP 2040, the Mobility Element focuses on the transportation system in the Town. The Mobility Element provides the goals, policies, and actions to develop a safe, efficient, and environmentally responsible multimodal transportation system in the town of Colma, ensuring that these facilities reflect the land uses contemplated by the Land Use Element, and ensuring appropriate facilities that enhance mobility for pedestrians, bicycles, automobiles and which encourages the use of public transit. California State law (Government Code Section 65302(b)) mandates that a city or county adopts a general plan with a mobility (circulation) element that consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, and terminals.

The street system within Colma is structured around State Highway 82 (El Camino Real) and Interstate 280, (I-280, Junipero Serra Freeway) which carry traffic into and out of town in a generally north to south direction. The internal street system consists of arterial streets, collector streets and local streets. Usable road width, sight distance, and travel speed generally decrease from major highways to local streets.

“Vision Zero” is the simple notion that any loss of life on city streets is unacceptable. Humans, by nature, make mistakes. Vision Zero includes design practices to keep and make road networks safer for human activity and protect all users of the street and adjacent spaces. Colma has established a Vision Zero goal incorporating three key efforts: (1) project prioritization through Capital Improvement Plan projects, (2) engineering, and (3) enforcement to create safer streets by slowing vehicle traffic and reducing the impacts associated with vehicle travel.

SAN MATEO COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN

The San Mateo Countywide Bicycle and Pedestrian Plan was developed by the City/County Association of Governments (C/CAG) of San Mateo in partnership with the Technical Advisory Group and the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC). This plan was developed with six (6) goals in mind: Establish a connected network of facilities for bicyclists and pedestrians, Promote more people bicycling and walking for transportation and recreation, Improve safety for walking, bicycling, and accessing transit, Advance Complete Streets principles and the accommodation of all roadway users, Develop, prioritize, and fund projects to advance equity, and Promote collaboration and technical support and will serve as a guide for the local jurisdictions to make the roads safer, reduce congestion, and promote residents to walk and bike more throughout the County.

The project recommendations include infrastructure improvements, policies, and programs while focusing on the following four (4) key recommendations.

- **The Bicycle Backbone Network** whose goal is to address gaps between city limits to provide continuous, low-stress bikeways across the county.
- **Pedestrian Focus Area** (areas with high pedestrian activity) projects that focus on transit access and Complete Street corridor improvements.
- **Visionary** projects that focus on long-term planning efforts which includes, Bay to Sea Trail, the Grand Boulevard Initiative, the Dumbarton Rail Corridor Trail, the Coastal Trail, and the Crystal Springs Regional Trail, and
- **Policies and Programs** to facilitate the implementation of bicycle and pedestrian networks. This plan focused on the following four, Local Jurisdiction Training and Grant Support, Micromobility Strategies, High Injury Network and Systemic Safety Approach, First- and Last-Mile Transit Connections.

To achieve the goals, this plan provides a detailed analysis of the existing network, connectivity, transportation options, safety, gaps, and provides recommendations based on those needs.

HILLSIDE BOULEVARD COMPLETE STREETS IMPROVEMENT PROJECT

The Hillside Boulevard Complete Streets Improvement Project proposed a two-phase implementation of complete streets infrastructure, including bike lanes and sidewalks, on Hillside Boulevard. Phase I was completed in 2014 and began at the northern city limit and ended at the driveways of Lucky Chances Casino near the Hillside Blvd./Serramonte Blvd. intersection. Phase II proposes similar improvements from Lucky Chances Casino to the Hillside Blvd./Lawndale Blvd. intersection near the southern city limit. The project aims to increase safety while enhancing mobility and connectivity for all modes of transportation. The Town applied for grant funding at the end of 2022 with the goal of construction completion by the end of 2027.

MISSION ROAD IMPROVEMENT PROJECT

The Mission Roads Improvement project included pedestrian, bicycle, and roadway improvements on Mission Road. This was completed in 2021.

ACTIVE SOUTH SAN FRANCISCO BICYCLE AND PEDESTRIAN PLAN MASTER PLAN

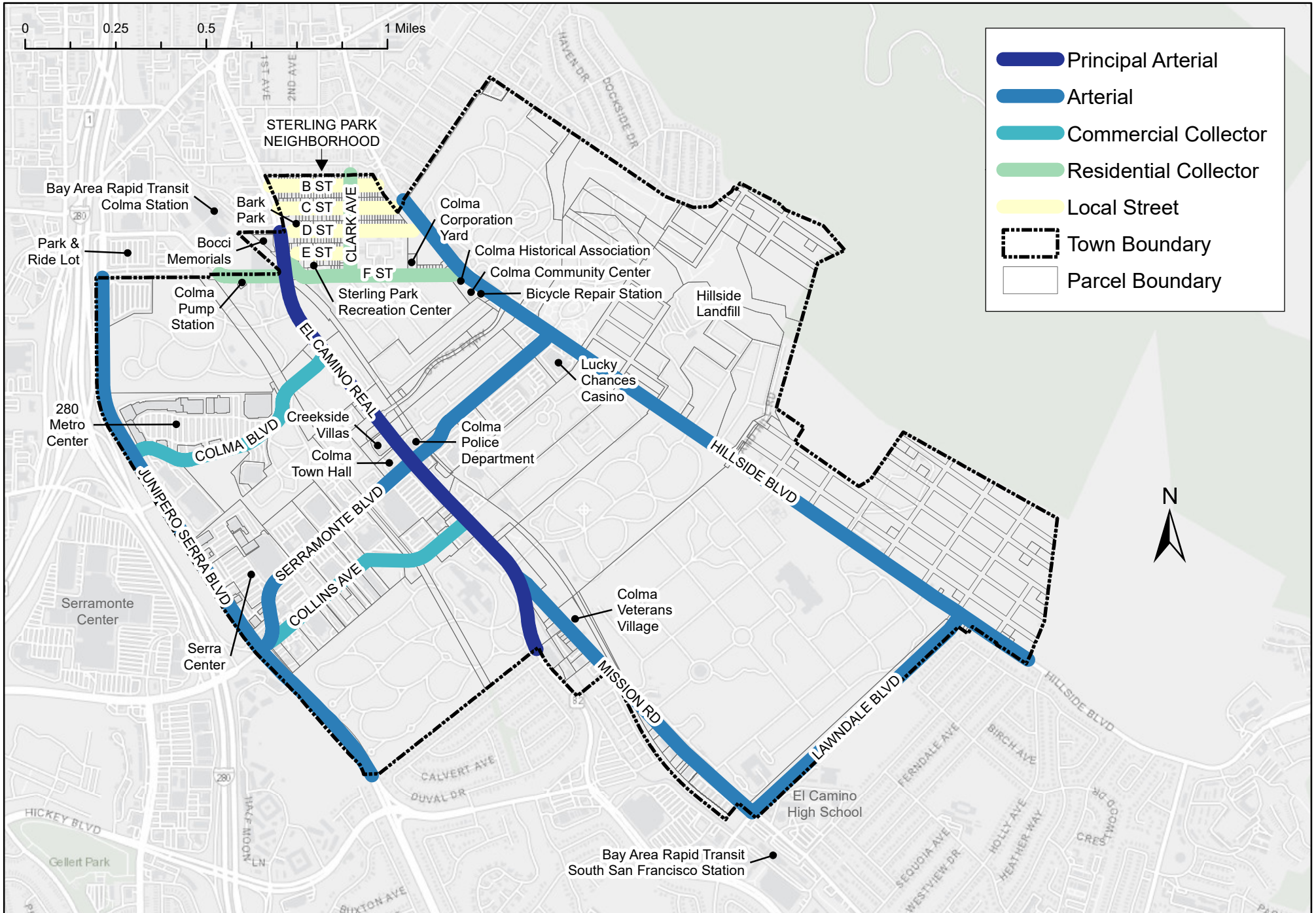
The Active South San Francisco (South City) Bicycle and Pedestrian Plan was complete in June 2022. The plan is an update to the City's previous plan and integrates several modes of transportation such as walking, biking, mobility assistance devices, human powered devices (e-scooters, e-bikes, skateboards, etc.). South City lies south of the Town bordering it on Lawndale, El Camino, and Arlington Dr. South City provides Colma residents access to the South San Francisco BART station on the corner of Lawndale and Mission Blvd.

The South City Plan proposes a series of recommendations for bikeways, some of which connect into the Town, those recommendations are as follows:

- **Class III** buffered Bicycle Lane on Mission Rd. and McLellan Dr. which would connect to Mission Road and Lawndale Blvd.
- **Class IV** Separated Bikeway on Junipero Serra Blvd.
- **Class III** buffered Bicycle Lane on Hillside Blvd. connecting to the South end of Hillside Blvd in Colma.

The plan also proposes several pedestrian improvements focus areas, program, policies, and infrastructure improvements in areas surrounding the Town.

Town of Colma Roadway Network



INTENTIONALLY LEFT BLANK

2.2.1 Previously Adopted Policies, Programs, and Implementation Measures

A list of previously adopted goals, policies and implementation measures are provided into a summary table in Appendix C of this document. related to Complete Streets, Transportation Demand Management (TDM) strategies, Development Impact Fees (DIF) related to reduction of Vehicle Miles Traveled (VMT) and encouraging and implementing program and projects to encourage walking and biking in and around the Town.

2.3 Transportation Existing Conditions

This section includes a summary of existing conditions and background related to active transportation in the Town including existing and proposed pedestrian and bicycle facilities in section 2.3.1. and existing street volumes for pedestrian and bicycle trips.

2.3.1 Pedestrian Facilities, Bicycle Facilities, Public Transit Facilities, and Park and Ride Lots

Pedestrian Facilities. The Town has a number of pedestrian facilities and amenities, including:

Sidewalks: Most of the streets in Colma have sidewalks, although there are some gaps. The sidewalks are generally in good condition, but they can be narrow in some areas.

Crosswalks: There are pedestrian crosswalks at most intersections in Colma. The crosswalks are marked with signs and painted lines, and they are generally well-lit.

The town is actively working to improve its pedestrian facilities and infrastructure including projects to improve pedestrian safety and access such as widening sidewalks, adding more crosswalks, and creating a network of pedestrian trails.

The town is also working to make its streets more pedestrian-friendly by reducing speed limits and implementing traffic calming measures and installing pedestrian safety measures. These measures are also intended to make the town more accessible for everyone.

Bike Facilities. In 2017, the Town of Colma installed a Bicycle repair “fix it” station along Hillside Blvd. in front of the Colma Community Center, 1520 Hillside Blvd., Colma.

The bicycle “fix it” station was donated by Kaiser Permanente as part of the Town’s sustainability program and is owned and maintained by the Town. Staff visited the location and noticed temporary repairs on the station, Exhibit 7.

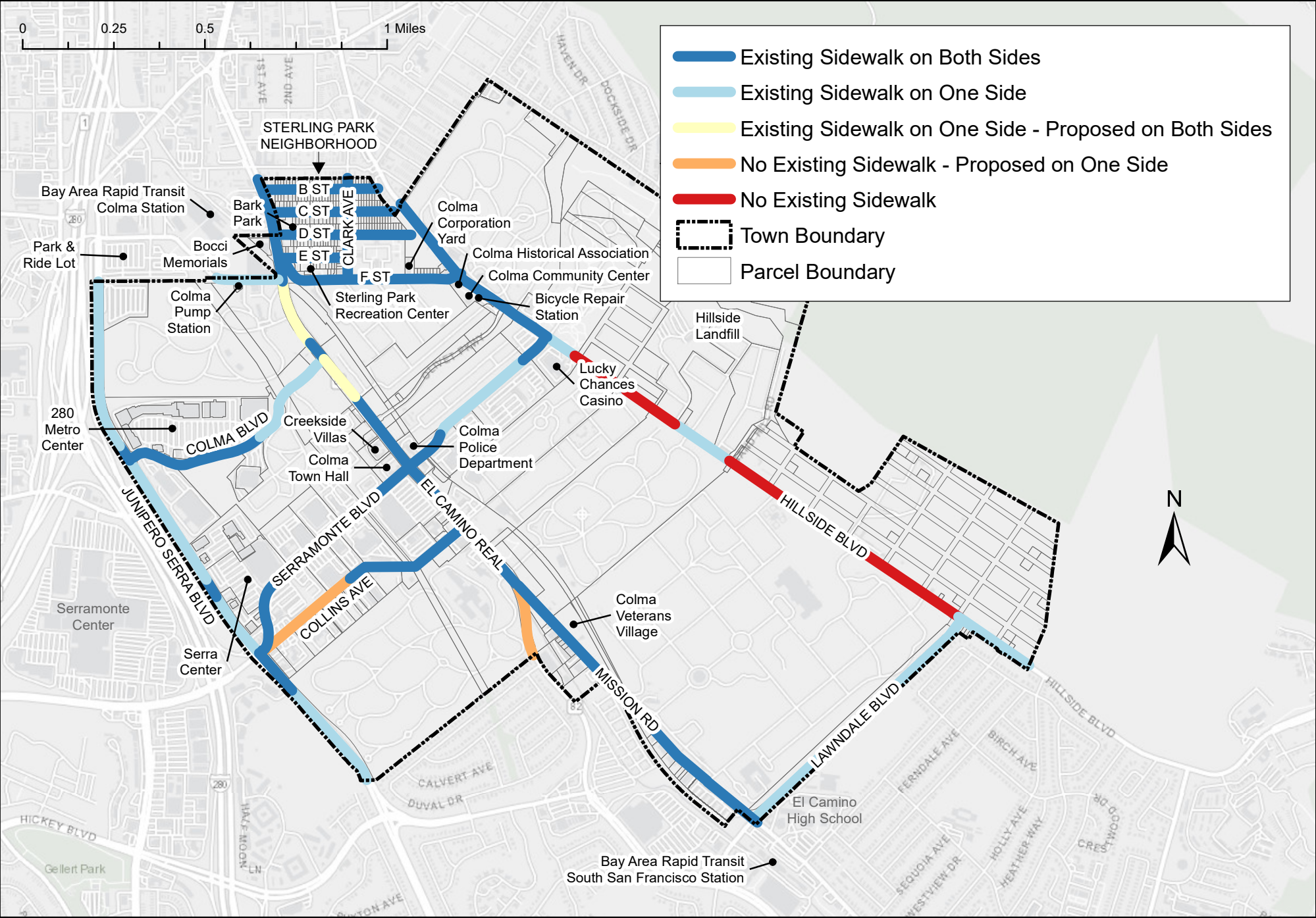
Bike lockers are provided at both BART stations located at the north and south end of the Town. The lockers are a part of the BikeLink Network. More information on the BikeLink Networks can be accessed at, <https://bikelink.org/maps>.

Exhibit 7. Town of Colma Fix it Station.



Source: Town of Colma Pictures taken April 2023

Town of Colma Pedestrian Network



Data Source: Town of Colma General Plan.

INTENTIONALLY LEFT BLANK

Bike Lanes. As noted in the Town’s General Plan 2040, there are currently Class II bicycle facilities throughout the Town, Figure 8 (Bicycle Network Map).

The following roadways are designated as Class II Bike Lanes in the Town of Colma:

- Hillside Boulevard provides connectivity from the north end of the town, down to the South end of Town and has Class II lanes on both sides of the road from Hoffman Street to Holly Avenue. These improvements are part of the Hillside Boulevard Complete Streets Improvement Project. Phase 1 was completed in 2014 and began at the northern city limit and ended at the driveways of Lucky Chances Casino near the Hillside Blvd/Serramonte Blvd. intersection. Phase II proposes similar improvements from Lucky Chances Casino to the Hillside Blvd/Lawndale Blvd. Intersection near the southern city limit.
- Lawndale Boulevard from Hillside Blvd. to Mission Street where the South San Francisco Bay Area Transit (BA RT) station is located. Lanes are provided in both directions and are in moderate condition.
- Mission Boulevard starts at the south end of Town on Lawndale Blvd., where it intersects with El Camino Real. The lanes are provided in both directions and are in good condition. Stripes are visible throughout Mission Blvd.
- Junipero Serra Boulevard starting on the D street (right before the Town’s City limits) to Arlington Dr. (the edge of town). Bike lanes are provided in both directions and are in moderate condition.

The town does not have any roadways classified as a Class III Bicycle Routes, but there is a Class III route in Daly City on Serramonte Blvd., which merges/transitions with the Town’s Class II bike Lane on Junipero Serra Blvd. at Serramonte Blvd. at City limits. Per the General Plan 2040 Mobility Element, the town plans to improve El Camino Real as a Class IV Separate Bikeway, and F St. as Class II or Class III bicycle facility. The existing and proposed bicycle network is shown on the following map.

Public Transit. The City of Colma is currently served by SamTrans and BART. Service is as follows.

Bay Area Rapid Transit (BART) is accessible on the North and South side of the Town. The Colma BART Station is located at 365 D Street just to the north (in Unincorporated San Mateo County), and the South San Francisco BART station is located at 1333 Mission Road, South San Francisco, and provides connectivity throughout San Mateo County and beyond. The station(s) shares service with SamTrans and provides parking, bike racks and lockers, and is easily accessible for pedestrians and nearby residents in Colma. Colma BART station serves both the “Yellow” (Antioch-SFO + Millbrae) and “Red” (Richmond-Millbrae + SFO) lines. Headway (service frequency) for the “Yellow” line averages 15 minutes for stops between 5:00 AM and 8:00 PM, and 30 minutes for stops between 8:00 PM-1:30 AM. The “Red” line sees similar headway, with 15 minutes between stops at 5:50 AM-8:30 PM. More information on BART and how to ride BART can be viewed at, <https://www.bart.gov/>.

San Mateo County Transit (SamTrans) provides 14 stops throughout the Town of Colma and shares a transit hub with the Colma BART station. More information on transit connections and how to ride SamTrans can be viewed at, <https://www.samtrans.com/>.

SamTrans has three (3) bus stops in the Town of Colma located on El Camino Real (cross streets Colma Blvd, Serramonte Blvd and Old Mission Rd). These stops have varying headway depending on the time of day and day of the week. Between midnight and 5:00 AM on weekdays, headway (frequency of service) is approximately 1 hour. This time decreases to 15 minutes between stops during the hours of 5:00 AM to 7:00 AM, with 10-minute stop frequencies between 7:00 and 7:30 AM. 15-minute headway resumes from 7:30 AM to 6:45 PM, where afterwards frequency increases to 20-30 minutes per stop. Weekend frequencies range from 20 minutes during peak hours to 30 minutes in the later evening.

SamTrans buses can accommodate cyclists, with bike racks equipped on the exterior and storage for a select number of bicycles inside of the bus depending on passenger load/demand. SamTrans buses also offer free on-board Wi-Fi and accommodate well-behaved service animals under supervision on all lines.

A Park and ride Lot is available via SamTrans, located adjacent to the Colma BART Station at D St. and Hill St. The lot offers over 8,000 parking spaces for a \$3 daily parking fee per vehicle. More information on the Park and Ride Lot can be found at, <https://www.samtrans.com/rider-information/colma-park-and-ride-lot>.

Figure 9, Town of Colma Public Transit Network Map, shows the location of transit stops including BART and SamTrans transit service, and the Transit Priority Areas (TPA) located within half (½) Mile of Major Transit Stop in and around the Town.

2.4 Travel Behavior – Trip Volumes and Roadway Safety

This section describes the travel behavior of pedestrians and bicycles in the Town based on existing conditions. Specifically, it provides the estimated average volumes of pedestrian trips and bicycle trips that occur daily on the Town’s roadway system; and it discusses how the spatial variations and distributions of estimated trips relate to the existing land uses and major destinations in and around Colma. This section includes trip volume maps which use size-gradient symbols, where the widths of line symbols represent the quantity of trips on specific street segments. These flowline symbols are also labeled with the corresponding estimated trip values. The maps provide visualizations of the relative differences between trip volumes on various roadways, and they facilitate comparative analysis.

Pedestrian travel behavior is described in section 2.4.1. Bicycle travel behavior is covered in section 2.4.2. Recent data on the number and location of reported automobile accidents involving either a pedestrian or a bicyclist in the Town of Colma, as provided by the Colma Police Department, is included in section 2.4.3.

Methodology. The average daily trip (ADT) volume numbers contained in this report are projections based on analysis of real, “raw” data and according to specific parameters including, but not limited to, those described below. These data projections are prepared for the purpose of obtaining a “big picture” view of pedestrian and bicycle traffic in the Town of Colma. The data projections are not intended to provide the basis for evaluating specific roadway conditions or improvements. Prior to implementing new improvements or designs, field verification is recommended.

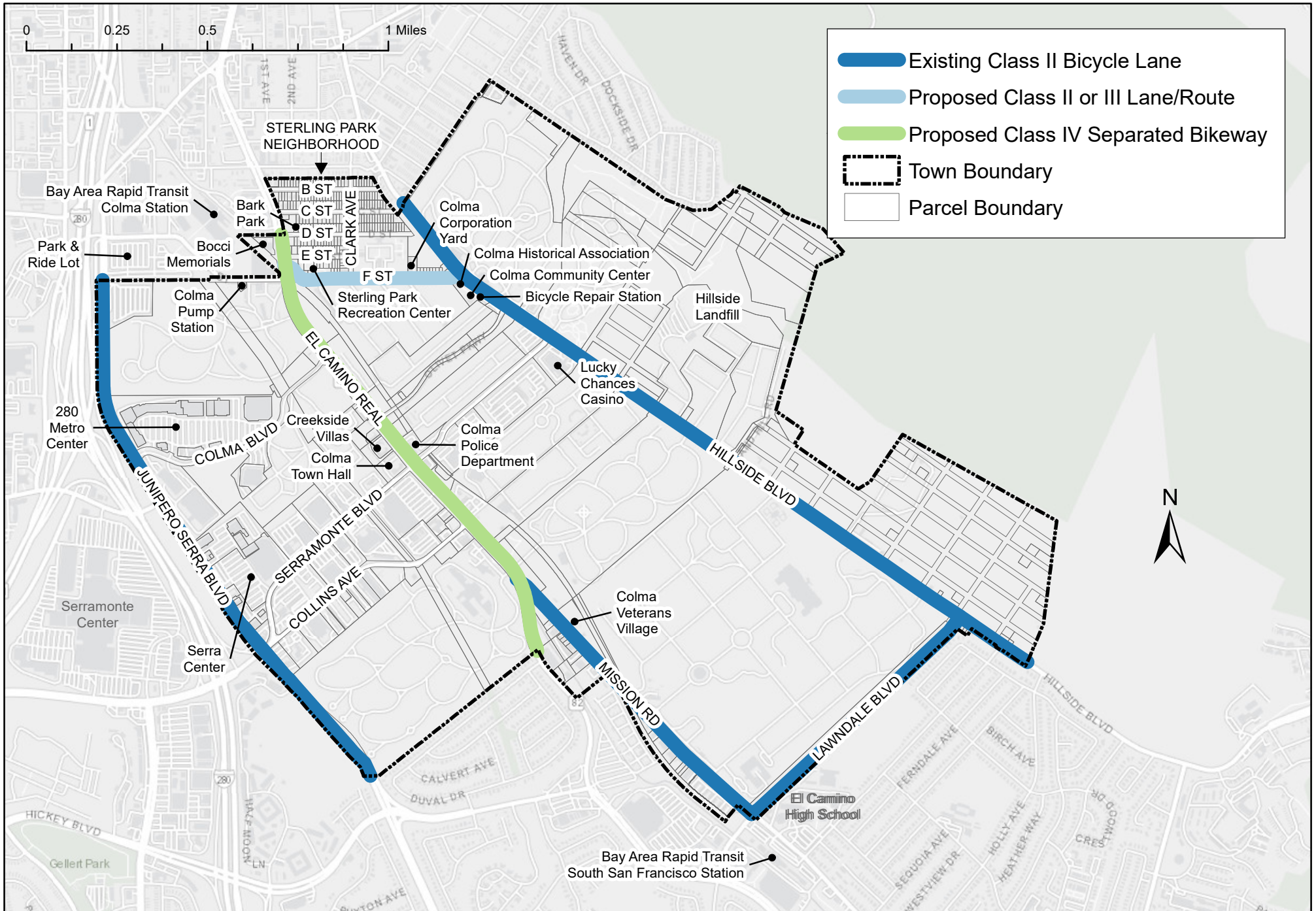
The estimated ADT volumes were obtained from StreetLight Insight, a “big data” web platform that harnesses connected device data and Internet data to measure vehicle, transit, bicycle, and pedestrian traffic. StreetLight Data, Inc.² (StreetLight) runs a proprietary data processing engine to algorithmically transform data inputs into contextualized, aggregated, and normalized travel patterns. The resulting metrics are validated against external sources, including permanent and temporary sensors, household surveys, and the Census.

For this study, the ADT volumes were generated based on the data gathered during specific time periods as recommended by StreetLight. The recommended time periods represent typical months that are not impacted by seasonal events and are the most recent typical year. For pedestrian trip data, the time parameters included September to November of 2019 and April to June of 2020, inclusive. For bicycle trip data, the time parameters included March-May and September-November of 2019, inclusive. The data includes weekdays and weekend days, which do not vary significantly in traffic volumes.

The spatial parameters for generating the trip data include all the major roadways in the Town. The analysis excluded local residential roads with very low traffic volumes and private roads. The StreetLight application generated the results of the trip data analysis based on numerous selected predefined street segments, which were further normalized and averaged to represent larger street segments for the purposes of this report and its map figures.

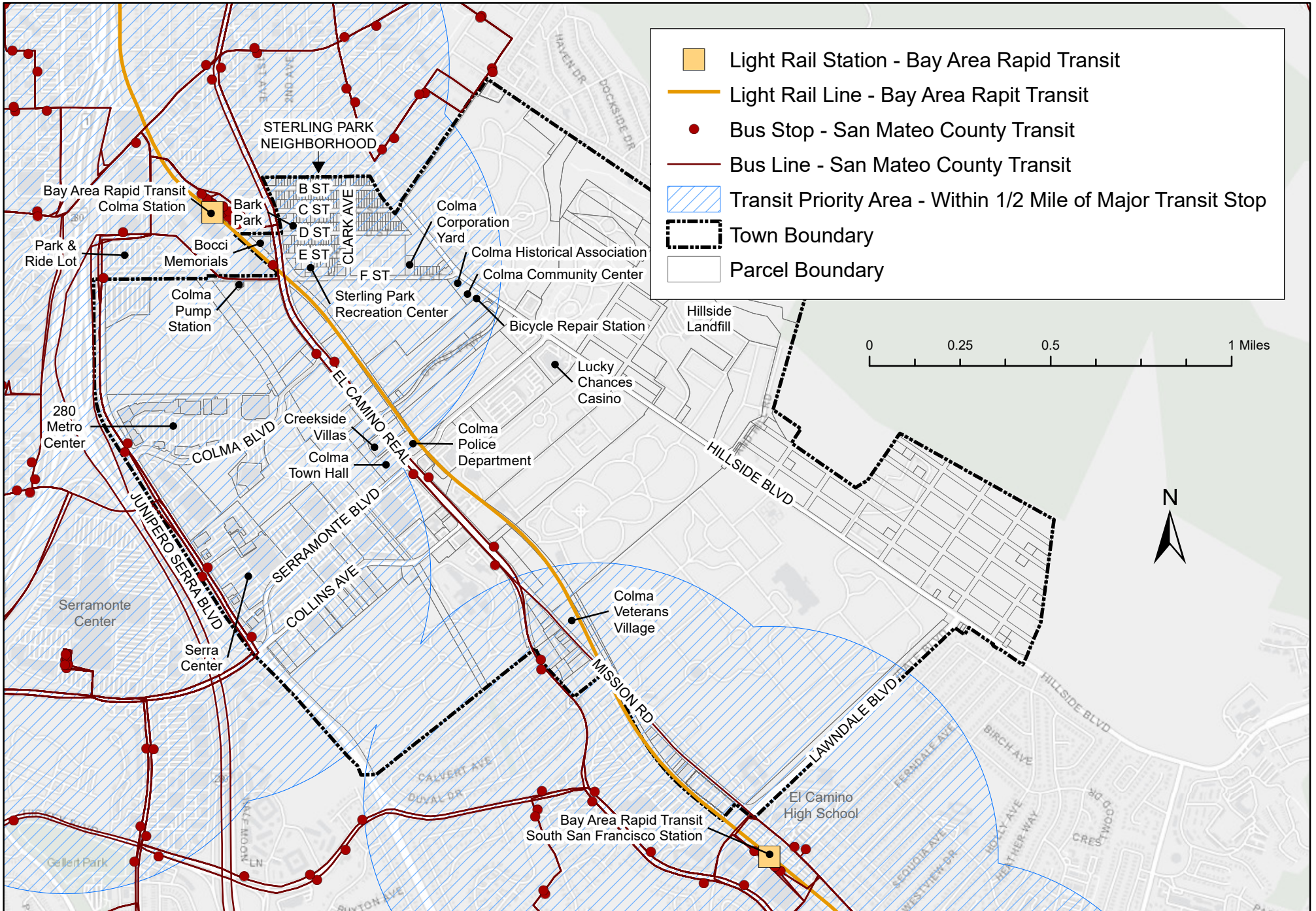
² StreetLight Data. <https://www.streetlightdata.com/>

Town of Colma Bicycle Network



INTENTIONALLY LEFT BLANK

Town of Colma Public Transit Network



INTENTIONALLY LEFT BLANK

2.4.1 Pedestrian Travel Behavior

The estimated ADT volumes of pedestrian trips on major public rights-of-way in the Town of Colma are provided on the map in Figure 10 (Pedestrian Trips Volume Daily Map). It is assumed that most pedestrian trips occurring in Colma involve an origin and/or a destination within the Town. This is because routes that entirely cross Colma involve travelling multiple miles; and few routes offer efficient cut-throughs for pedestrians travelling between locations that lie outside of the Town.

As shown in the Pedestrian Trips Volume Daily Map, the highest volume of pedestrian activity occurs on the west side of the Town. These higher pedestrian volumes correspond to the streets connecting the major retail commercial centers: 280 Metro Center and Serra Center, located east of Junipero Serra Boulevard in the Town, and Serramonte Center, located west of Junipero Serra Boulevard in Daly City. Around the intersection of Junipero Serra and Colma boulevards, daily pedestrian volumes reach approximately 3,000; and around the intersection of Junipero Serra and Serramonte boulevards, the volumes range from approximately 1,000 to 2,000. On Serramonte Boulevard, which is a major commercial corridor that extends through the center of town, the pedestrian ADT volumes range from over 1,000 west of El Camino Real, to nearly 700 daily trips east of El Camino Real. These patterns of higher pedestrian volumes indicate a positive correlation to major retail commercial uses in and around the Town.

Colma Boulevard and the northern segment of El Camino Real provide a pedestrian connection between the highest-volume major commercial areas on the west side of Colma (see above) and major destinations in the vicinity of northern Colma, including the Sterling Park residential neighborhood of Colma, residential areas of Daly City, and the nearby BART Colma Station. The average daily pedestrian trip volumes on these connecting segments exceed 500.

At the south end of the Town, high pedestrian activity occurs in the vicinity of the residential townhomes located along Mission Road, and El Camino High School and the BART South San Francisco Station, both of which are located south of the Town. In this localized area around the intersection of Mission Road and Lawndale Boulevard, the pedestrian ADT volume exceeds 1,100. The southernmost segment of Hillside Boulevard, which connects to South San Francisco neighborhoods, also has localized high pedestrian activity with an ADT count that exceeds 600.

In the rest of the Town, daily pedestrian trip volumes on the major roadways are generally between approximately 200 and 500. The exceptions are Collins Avenue and Hillside Avenue, between Serramonte Boulevard and Lawndale Boulevard, where no numerically significant pedestrian activity was reported. These extremely low-traffic streets contain long segments with no existing sidewalks on either side.

2.4.2 Bicycle Travel Behavior

The estimated average daily volumes of bicycle trips on major public rights-of-way in the Town of Colma are shown on the map in Figure 11 (Bicycle Trips Volume Daily Map). Unlike pedestrian travel behavior which is assumed to be Colma-based, it is presumed that most bicycle trips do not necessarily include an origin or destination within the Town. It is likely that most bicycle trips pass through Colma between origins and destinations that lie outside of the Town.

The map shows that the highest volumes of bicycle activity occur on the major north-south thoroughfare of Junipero Serra Boulevard. The base level of through-traffic on Junipero Serra Boulevard is approximately 500 bicycle trips per day, which is higher than the volumes on any other roadway in Colma. In addition, the traffic volumes on Junipero Serra Boulevard increase significantly to approximately 700 to 900 trips on segments that access the commercial retail centers of 280 Metro Center and Serra Center. These retail centers appear to be the only major destinations for bicyclists within Colma.

Bicycle traffic volumes on El Camino Real, a secondary north-south thoroughfare that runs through the center of Colma, range from approximately 300 to 400 trips per day. At the “Y” split of El Camino Real/Mission Road in southern Colma, the traffic volume divides, and substantial numbers of bicyclists use each segment. On Hillside

Boulevard, the third north-south thoroughfare in Colma, the bicycle traffic volumes are significantly less than on Junipero Serra Boulevard and El Camino Real. The traffic volumes on Hillside Boulevard are fewer than 100 bicycle trips per day, except at the north end of Colma where the traffic volume exceeds 100.

Colma Boulevard and Serramonte Boulevard are the most utilized east-west connections between the major north-south thoroughfares of Junipero Serra Boulevard and El Camino Real. These corridors carry bicycle traffic on the order of approximately 200-300 trips per day. On Serramonte Boulevard, between El Camino Real and Hillside Boulevard, bicycle volumes drop to over 100. On Collins Avenue, another east-west connector between Junipero Serra Boulevard and El Camino Real, traffic volumes are less than 100 bicycle trips per day. At the north and south ends of Colma, respectively, the east-west roadways of “F” Street and Lawndale Boulevard reported no numerically significant bicycle traffic.

2.4.3 Pedestrian and Bicycle Safety

The Colma Police Department provided data on the number and location of reported automobile accidents involving either a pedestrian or a bicyclist in the Town since the beginning of 2021 (see Exhibit No. #). In total, six (6) accidents involving either a pedestrian or a bicyclist were recorded in 2021 and 2022, combined. No accidents were reported in 2023 as of this report's preparation date.

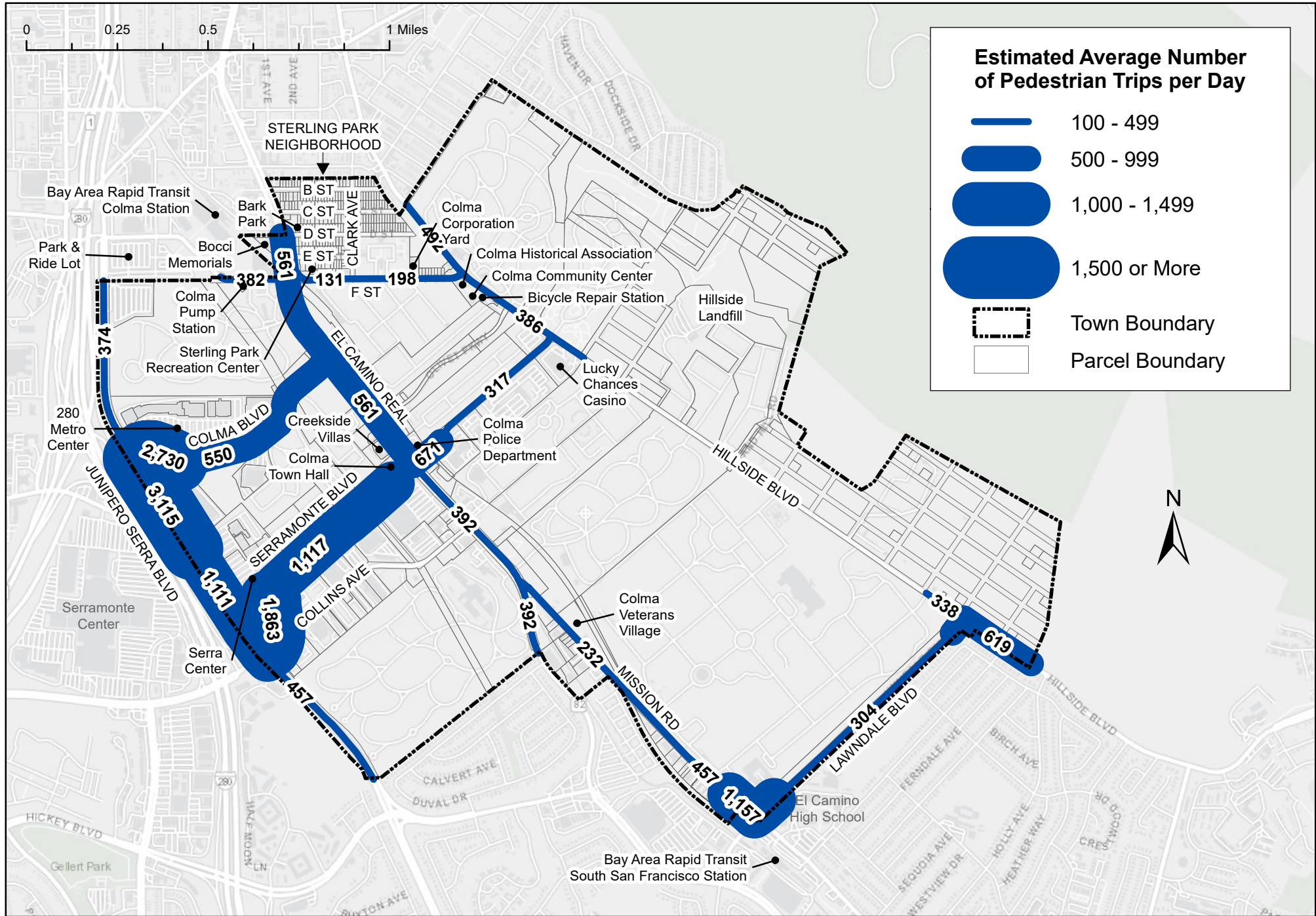
**Table 3
Bicycle and Pedestrian Accidents**

Map Key Number	Accident Date	Accident Location	Accident Description
1	01/09/21	4915 Junipero Serra Boulevard (Serra Center)	Vehicle did not make a complete stop and hit pedestrian as they began crossing the intersection in parking lot.
2	04/01/21	Junipero Serra Boulevard/Colma Boulevard	A vehicle traveling at a high rate of speed hit a bicyclist who was crossing the street.
3	07/06/21	5045 Junipero Serra Boulevard (Serra Center).	Vehicle backed out of parking stall and hit pedestrian.
4	11/28/21	4915 Junipero Serra Boulevard (Serra Center)	A vehicle making a right turn onto Junipero Serra Blvd. hit a bicyclist who did not have a bicycle headlight.
5	12/17/21	4925 Junipero Serra Boulevard (Serra Center)	Vehicle hit a pedestrian due to vision obstruction.
6	05/15/22	El Camino Real/Mission Road	Vehicle hit bicyclist who made an unsafe lane change.

Source: Colma Police Department

Figure 12 (Pedestrian and Bicycle Accidents, 2021-2022 Map) shows the location of each automobile accident involving either a pedestrian or a bicyclist in the Town since the beginning of 2021. As indicated on the map, most of these accidents occurred in the vicinity of Junipero Serra Boulevard between Colma and Serramonte boulevards, which is the area of greatest traffic volume for both pedestrian and bicycle traffic in the Town. It's important to note that all three (3) accidents involving pedestrians did not occur on a Colma public roadway, but within the Serra Center commercial property just west of Junipero Serra Boulevard. Of the three (3) reported accidents involving bicycles, two occurred on Junipero Serra Boulevard at intersections with other streets or driveways. One accident involving a bicycle occurred at the El Camino Real/Mission Road “Y” split.

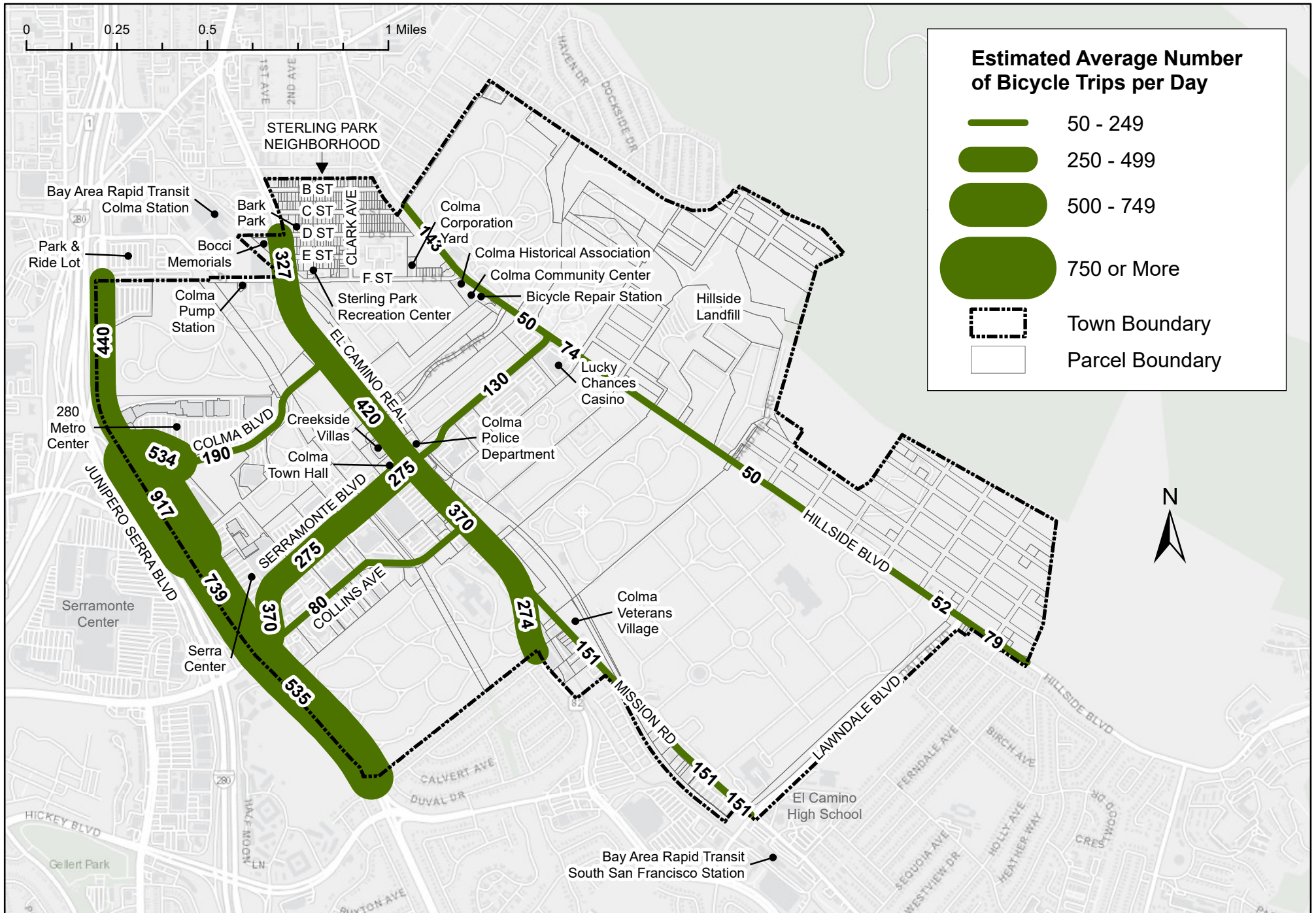
Town of Colma Pedestrian Trip Volumes



Data Source: StreetLight Data, Inc.

INTENTIONALLY LEFT BLANK

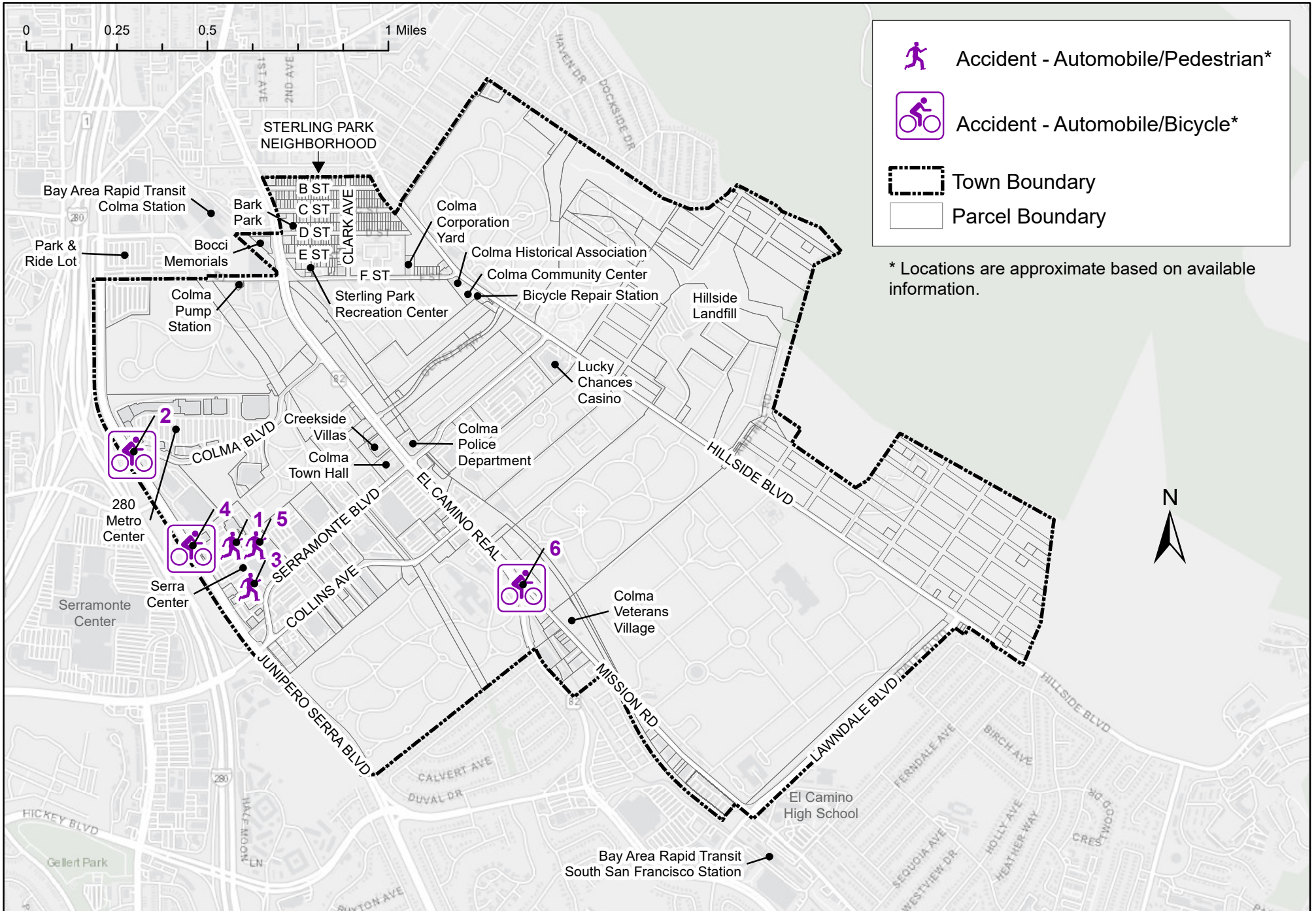
Town of Colma Bicycle Trip Volumes



INTENTIONALLY LEFT BLANK

Town of Colma

Pedestrian and Bicycle Accidents, 2021-2022



INTENTIONALLY LEFT BLANK

2.4.4 Safe Routes to School

Walking and biking to school are great ways for students to get exercise, learn about their community, and reduce their environmental impact. The San Mateo County Office of Education's Safe Routes to School (SRTS) program is working to make it easier and safer for students to walk and bike to school by partnering with local governments, schools, and community groups. "By continuing to invest in education, encouragement, and infrastructure that supports safe walking and biking, there will be a change in transportation among school children in San Mateo County."

The San Mateo County Office of Education (SMCOE) recently conducted a youth-based high injury network (HIN) Report as part of the SRTS program. The report analyzed collision data from 2014 through 2020 to identify roadways near schools with the highest frequencies of pedestrian and bicycle collisions. This information can help local jurisdictions prioritize safety improvements and make walking and biking to school safer for students.

According to the HIN Report, there were seven (7) pedestrian-involved accidents and one (1) bicycle-involved accident in the Town from 2014 through 2020. Figure 13³ (Town of Colma Safety Analysis Infographics - SRTS HIN Report) provides a safety analysis summary for the Town of Colma.

Collision data provided in the HIN Report is from the Transportation Injury Mapping System (TIMS), which has all injury and higher severity collisions reported to the California Highway Patrol (CHP) by local and government agencies from the Statewide Integrated Traffic Records System (SWITRS).

A speed analysis for priority corridors was also incorporated into the HIN Report to identify roadway segments or areas with reported vehicle speeding near schools. Figure 14 (Town of Colma Speeding Analysis - SRTS HIN Report) shows the reported speeding near schools in and around the Town, including roadway segments on Lawndale Boulevard near El Camino Real High School, and Hillside Boulevard, Junipero Serra Boulevard and El Camino Real at the northern end of the Town.

The HIN Report also provides a robust summary of key countermeasures, as shown on Exhibit 8a and 8b___ (Recommended Countermeasures table), "...selected to focus on speed management, pedestrian safety improvements, intersection improvements, and programmatic strategies that have proven safety benefits."⁴

³ Source: San Mateo County Office of Education SRTS HIN Report

⁴ Day-Kapell, Hannah, Kristen Haukom, David Wasserman, and Grace Young (Alta Planning + Design). Rep. *San Mateo County Safe Routes to School High Injury Network Report*, n.d.

Exhibit 8(a). Recommended Countermeasures Table

Countermeasures	Description	Cost Efficiency ¹	Effectiveness ²	Co-Benefits ³
Actuated Beacons (RRFBs/PHBs)	Rectangular Rapid Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (PHBs) are actuated traffic control devices designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections (Zegeer et al., 2013). Both countermeasures have demonstrated the ability to increase pedestrian yield rates dramatically and reduce pedestrian and total collisions (Albee and Bobitz, 2021). PHBs are more suited to high-volume roads with an annual average daily traffic in excess of 9,000 and with speed limits exceeding 35 miles per hour. RRFBs are more appropriate on multilane roads with speed limits less than 40 miles per hour (Albee and Bobitz, 2021).	★ ★ ★	★ ★ ★	★
Speed Humps and Tables	Speed humps are raised portions of street surface with height tapering near the drain gutter to allow unimpeded bicycle travel, while speed tables are typically long and flat raised surfaces used to provide enhanced pedestrian crossings. These vertical speed control measures have predictable impacts on speeds but are often a traffic calming measure of last result. Design considerations include impacts to emergency access and to drainage that require evaluation (Zegeer et al., 2013).	★ ★	★ ★	★
Markings and Crosswalk Enhancements	Marked crosswalks indicate preferred locations for pedestrians to cross and can help designate right-of-way for motorists to yield to pedestrians. Enhancements to crosswalks including advanced yield lines (stop bars, shark teeth, etc.), high-visibility continental crosswalk designs, and signage have demonstrated safety benefits at relatively low cost (Zegeer et al., 2013).	★ ★ ★ ★	★ ★	★

Source: Source: SMCOE SRTS HIN Report

Exhibit 8(b). Recommended Countermeasures table, continued

Countermeasures	Description	Cost Efficiency ¹	Effectiveness ²	Co-Benefits ³
Actuated Beacons (RRFBs/PHBs)	Rectangular Rapid Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (PHBs) are actuated traffic control devices designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections (Zegeer et al., 2013). Both countermeasures have demonstrated the ability to increase pedestrian yield rates dramatically and reduce pedestrian and total collisions (Albee and Bobitz, 2021). PHBs are more suited to high-volume roads with an annual average daily traffic in excess of 9,000 and with speed limits exceeding 35 miles per hour. RRFBs are more appropriate on multilane roads with speed limits less than 40 miles per hour (Albee and Bobitz, 2021).	★ ★ ★	★ ★ ★	★
Speed Humps and Tables	Speed humps are raised portions of street surface with height tapering near the drain gutter to allow unimpeded bicycle travel, while speed tables are typically long and flat raised surfaces used to provide enhanced pedestrian crossings. These vertical speed control measures have predictable impacts on speeds but are often a traffic calming measure of last result. Design considerations include impacts to emergency access and to drainage that require evaluation (Zegeer et al., 2013).	★ ★	★ ★	★
Markings and Crosswalk Enhancements	Marked crosswalks indicate preferred locations for pedestrians to cross and can help designate right-of-way for motorists to yield to pedestrians. Enhancements to crosswalks including advanced yield lines (stop bars, shark teeth, etc.), high-visibility continental crosswalk designs, and signage have demonstrated safety benefits at relatively low cost (Zegeer et al., 2013).	★ ★ ★ ★	★ ★	★

Source: SMCOE SRTS HIN Report

INTENTIONALLY LEFT BLANK

COLMA SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82	22	1	3	0	5
Junipero Serra Blvd	18	3	1	1	2
Southgate Ave	11	3	3	0	3
Villa St	2	1	0	0	1
Hillside Blvd	2	1	0	0	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns. Prepared 6/10/2022 1:17 PM



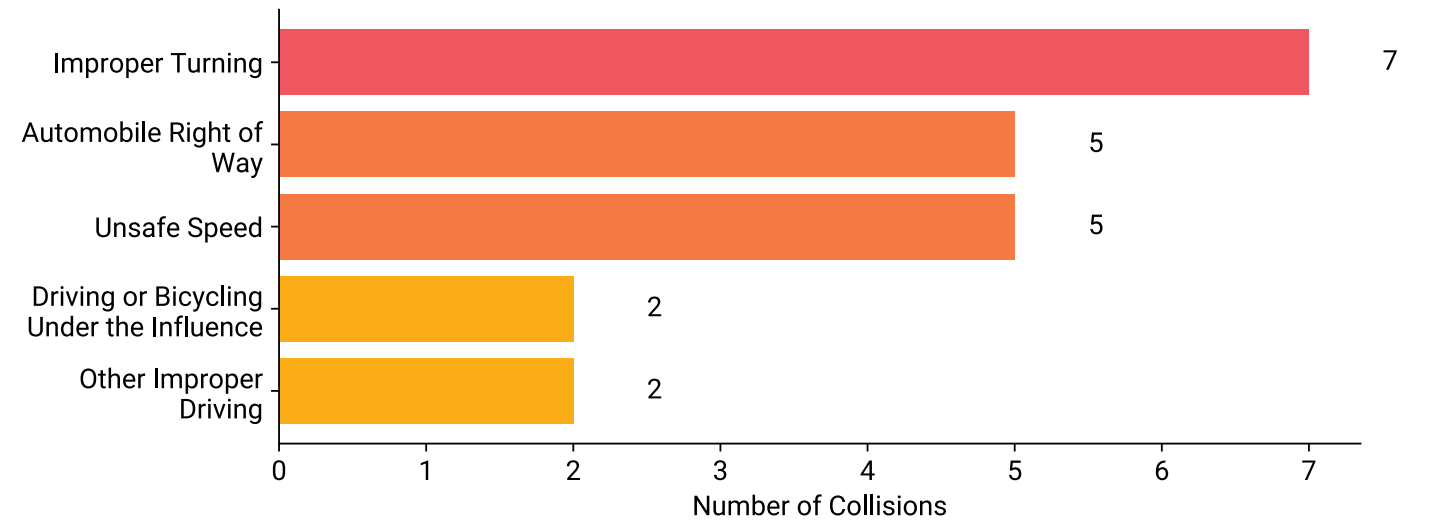
COLLISION STATISTICS FOR COLMA, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

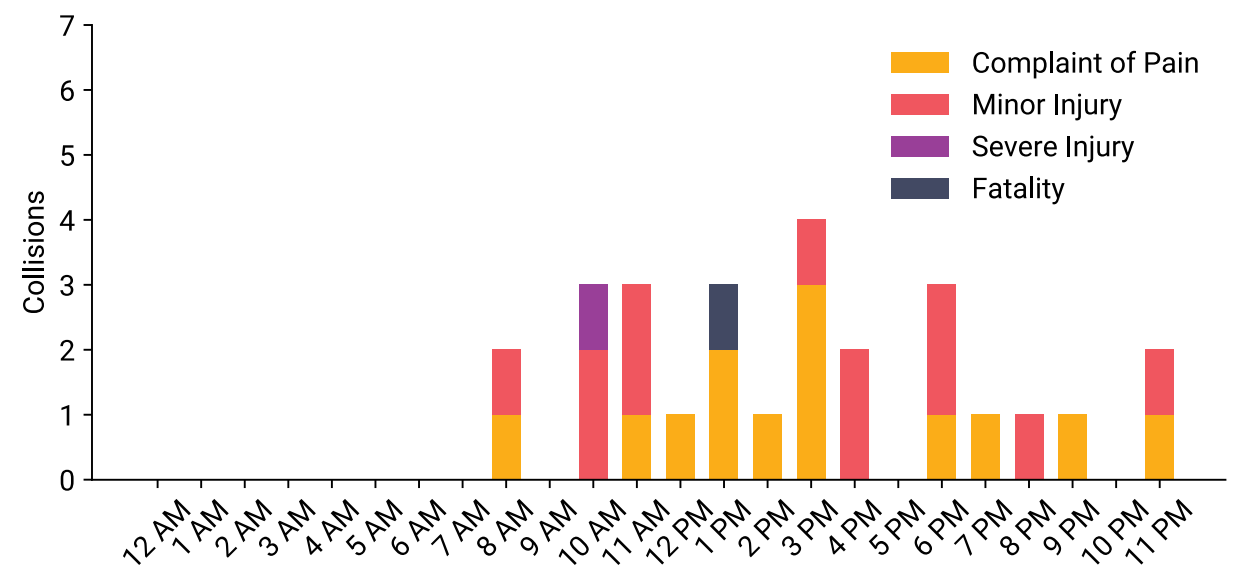
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	28	2	7	5	6	0	1	1
Alcohol Involved	3	0	0	1	1	0	0	0
Speeding Involved	5	1	2	0	0	0	0	0
Mid-Block Collision	15	1	3	4	3	0	1	1

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

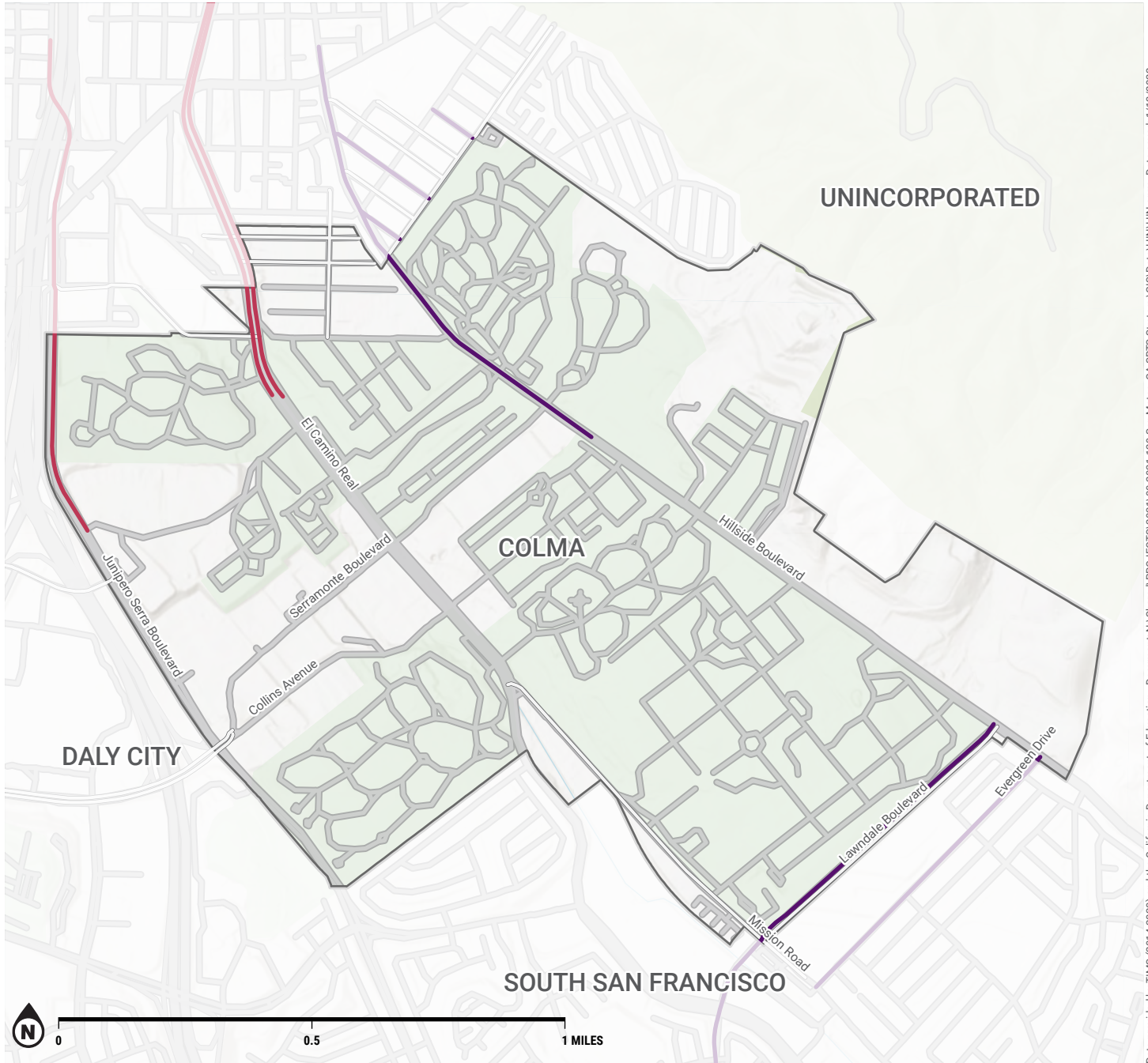


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

INTENTIONALLY LEFT BLANK

COLMA SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TIMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

- School
- Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

INTENTIONALLY LEFT BLANK

3 PUBLIC ENGAGEMENT

When planning and programming funds, it is important to involve the public in a way that is open, transparent, and accessible. This means providing clear and concise information, giving people the opportunity to provide feedback, and considering their input when making decisions. By involving the public, planners and decision-makers can ensure that the plans and programs are effective and meet the needs of the community.

In addition to ensuring that projects meet community needs, public engagement can also help build public support for planned projects. When the public understands the rationale behind a project and how it will benefit the community, they are more likely to support it. This can be especially important for controversial projects, such as new bike lanes, road diets, and street scape.

Finally, public engagement can help to educate the public about active transportation planning and the tradeoffs and constraints that planners face. This can help to build public understanding of the challenges of transportation planning and the need for creative solutions.

The project team developed the Public Participation Plan (PPP) for the development of this plan. The PPP served as a guide for engaging the public through the development of the Final Master Plan. The outreach efforts in this plan were intended to engage and gather input from all segments of the community, including disadvantaged communities and organizations that represent those with special needs, in addition to active stakeholders, local business owners, and the transit districts, with a combination of virtual content, in person meetings, a web-based survey, and promotional materials.

3.1 Outreach Strategy and Events Timeline

The outreach for this plan commenced with the distribution of a web-based survey in early spring 2023. The survey was made available through a quick response code (QR Code) and web link.

The project team worked with local law enforcement to put on a Coffee with a Cop: Bike and Pedestrian Safety. This event took place at the local Starbucks and provided residents with the opportunity to voice their concerns when it came to bicycle and pedestrian safety in the Town. Following this event, the project team worked with community members on several other outreach opportunities. The outreach activities are described in the following section.

The following section provides a summary of all of the outreach conducted, the stakeholders involved, and feedback received.

Exhibit 9. Project Development Timeline



Source:

3.2 Outreach Events Summary

WEB-BASED SURVEY

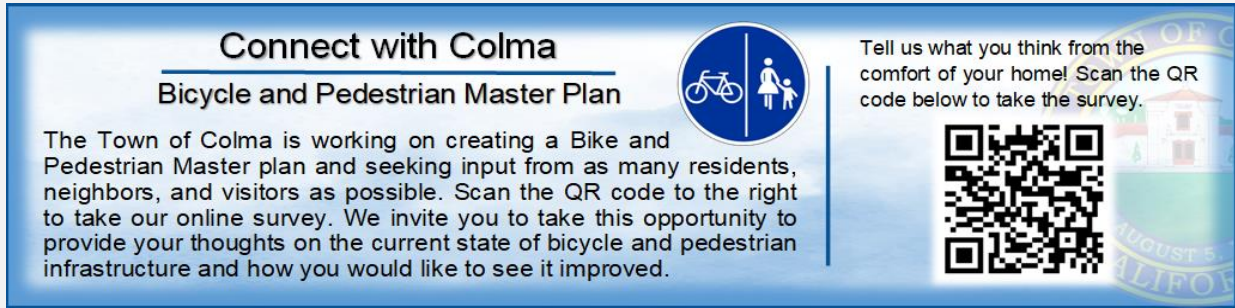
The public engagement process began with a review of the engagement strategies of previous plans to determine best practices in the community. The project team then built a comprehensive stakeholders list (Appendix D) including public agencies, business owners, and activist groups. To begin outreach to identified stakeholders, a web-based survey was developed. The survey, which was available in English and Spanish, went live March 1, 2023, via mentimeter.com. A quick response (QR) code was also created and shared with stakeholders. The survey was distributed via email, social media blast, the Town’s monthly newsletter (Livewire) in March and April, and bookmark flyers. The bookmark flyer, shown in Exhibit 11, includes a summary of the survey’s purpose, the survey link, and QR code. They were shared with local businesses and posted inside their local community bulletins, such as the Veterans Village, Starbucks, Philz Coffee, Colma BART station, and the Town Community Center.

Exhibit 10. Bicycle and Pedestrian Master Plan Survey



Source:

Exhibit 11. Bookmark



Source:

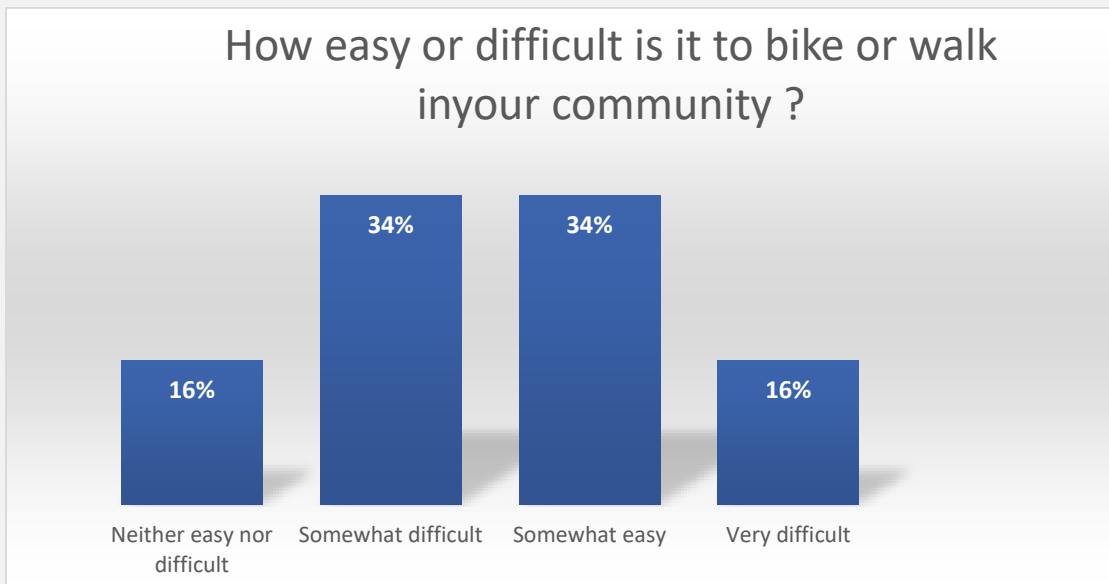
The survey was made available until April 26, 2023. It consisted of multiple choice and open-ended questions. Below is a summary of the results. Appendix B provides the full survey results.

COMMUTING

When asked about commuting habits, 69% of respondents said they drive alone, 19% ride their bicycle, 6% ride transit while the other 6% walk. However, 42% of the total respondents agreed that they would like to travel by bicycle more often.

When asked about the difficulty of walking and biking, the results were split evenly between difficult and easy as

Exhibit 12. Survey Questions

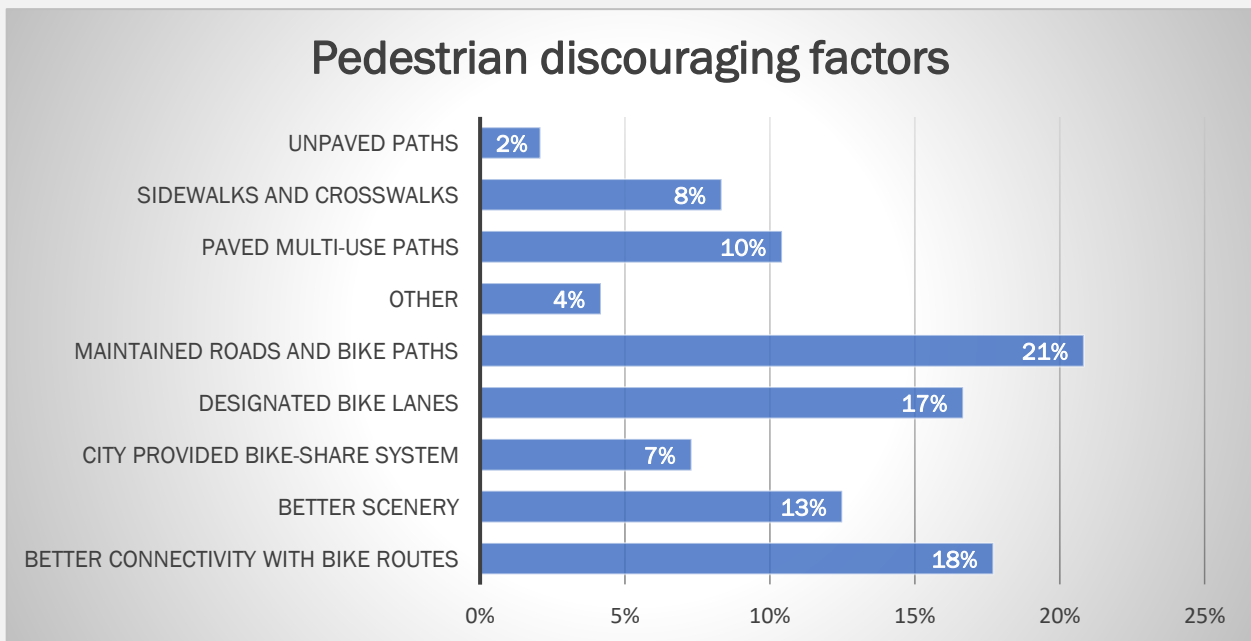
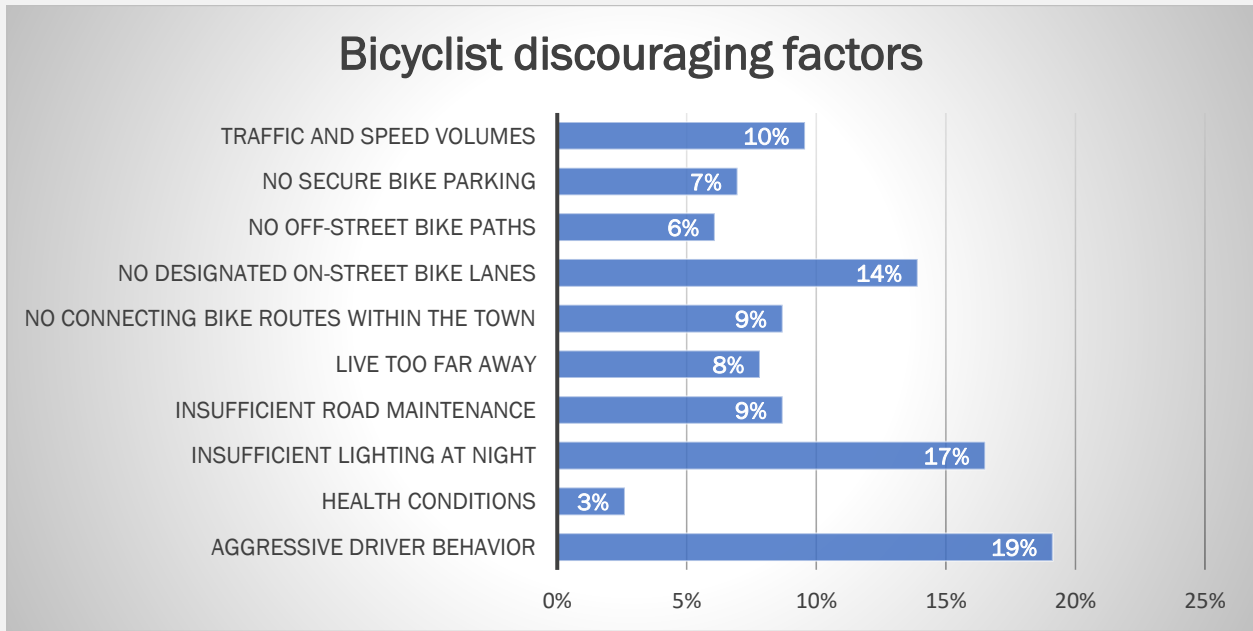


Source: Mentimeter Survey

shown on Exhibit 12 below.

While it seems that walking and biking is not difficult in the Town, there are a few **discouraging factors** that may contribute to the low pedestrian and bicyclist rates. These factors include **hazardous conditions, such as insufficient lighting and debris; aggressive driver behavior; no designated bike lanes; and travel time/distance to get to the destination.**

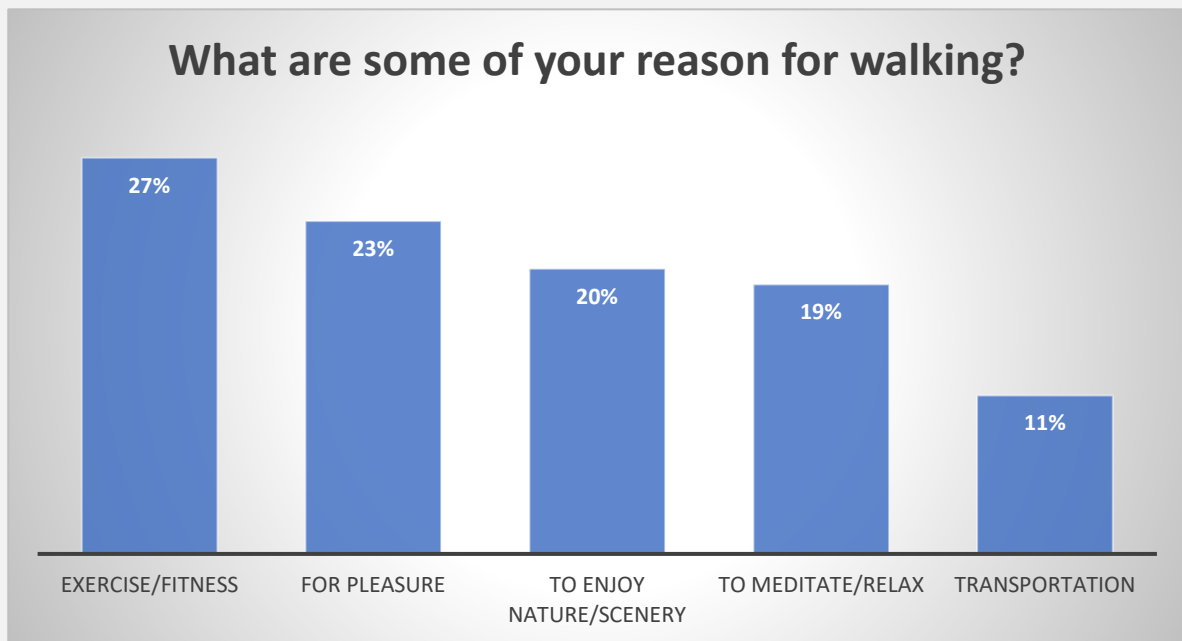
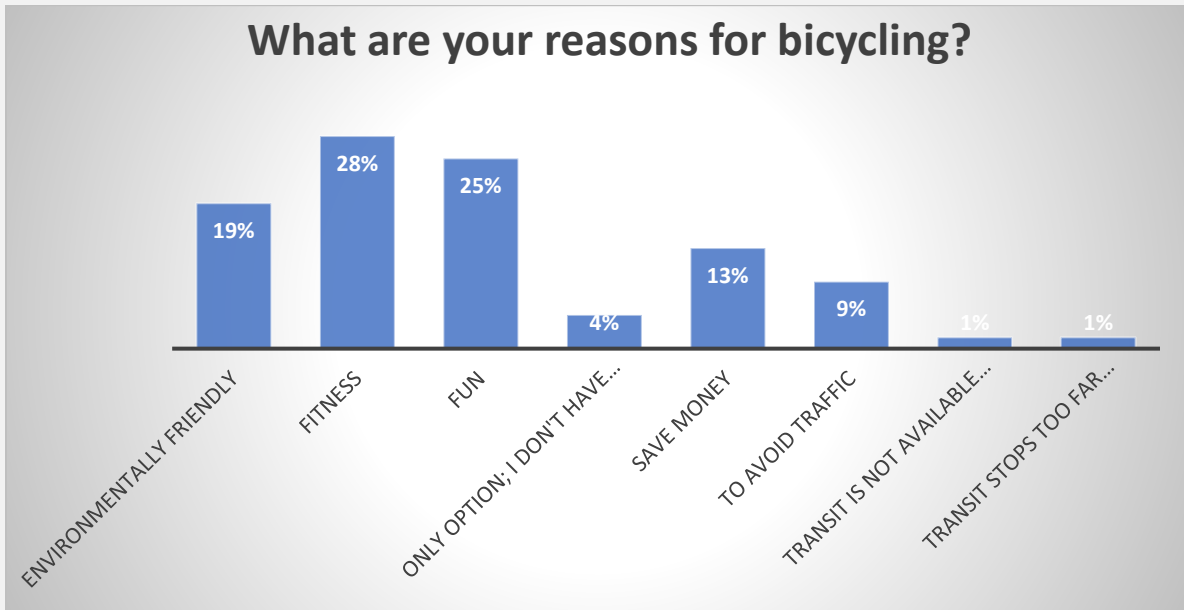
Exhibit 13. Bicycle and Pedestrian Discouraging Factors



Source: Mentimeter Survey

According to the survey results, people who bike and walk do so for various reasons. **28% of bikers and 27% of pedestrians said they bike and walk for fitness. 25% of bikers and 23% of pedestrians said they bike and walk for fun. And 19% of bikers and 20% of pedestrians said they bike and walk because it is environmentally friendly, and they enjoy the scenery.**

Exhibit 14. Reasons for Bicycling and Walking



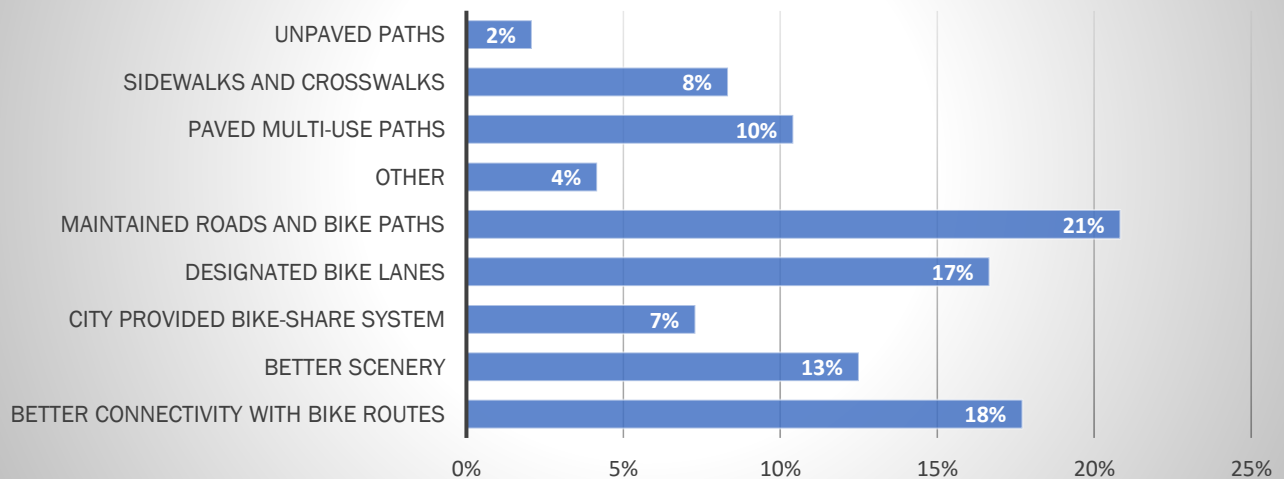
Source: Mentimeter survey

The following exhibit provides a summary of recommendations to increase bicycle and pedestrian activity in the Town.

Exhibit 15. Amenities to encourage Bicycling and Walking



What amenities would encourage you to bike or walk more?



Source: Mentimeter survey

Participants were also asked what the top three (3) important things that the city can do to improve the bicycle and pedestrian network, and specific facilities or amenities needed to encourage more bicycle and pedestrian transportation.

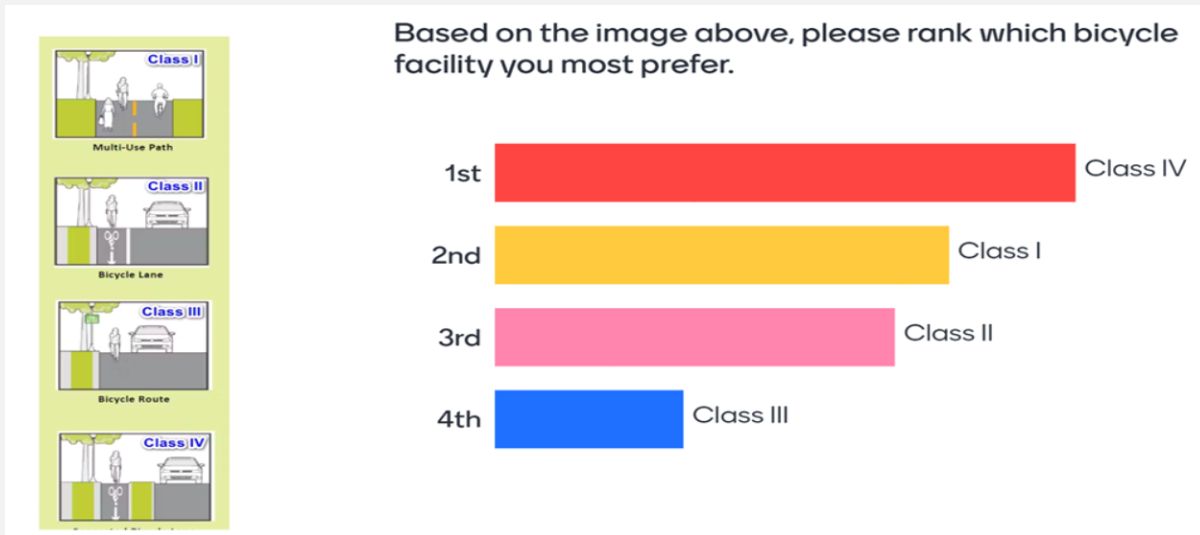
The responses encompassed a diverse range of suggestions, including the **addition of lanes, improved amenities, enhanced connectivity, and aesthetic improvements**. A majority of the feedback centered around amenities, safety and the provisions of bike lanes. See Figure 16, Pop Up Word Art for a graphic representation of survey responses.

Participants emphasized the need for various encouraging factors, such as installation of:

- Bike racks/stations;
- well-placed signage; and
- the inclusion of street furniture.

It was noted in Section 2 that the Town has a sizable population of vulnerable individuals, including children and youth (ages 0 - 19) and the elderly (over 50 years of age). Ensuring they have safe and convenient resting points along their routes could potentially motivate them to walk or cycle more frequently. To this end, implementing **amenities like benches, planters, water bottle fill-up stations, bike repair stations, and dedicated bike parking lots or racks throughout the corridors would be beneficial**. Additionally, incorporating destination maps and wayfinding signage specifically designed for bicyclists and pedestrians would enable safer navigation, eliminating the need to consult mobile devices for directions. This would mitigate the risk of distracted cycling, similar to the hazards posed by distracted driving. Furthermore, respondents highlighted the importance of protected lanes, including demands for the creation of new lanes and improvements to existing ones, to foster safer and more convenient cycling and walking routes. Safety emerged as another prominent topic, with participants expressing a need for safety-focused amenities and road enhancements. Suggestions included **improved lighting, secure bicycle parking and lanes, protective barriers, and additional signage**. The accompanying images below provide visual representations of the comments and response received by members of the public, reinforcing the significance of these safety-related requests.

Exhibit 16. Bike Facility Preference



Source: Mentimeter survey

In addition to recommendations on potential facilities and amenities for bicycle and pedestrian improvements, the survey also included a question regarding recommendations on what and where they recommended bike and pedestrian improvements in the Town. The following Figure 15 (Requested Bicycle and Pedestrian Improvements Map) and Table 4 provide a summary of recommendations for bicycle and pedestrian improvements within and around the Town.

See Figure 15⁵ for a map of requested improvement locations.

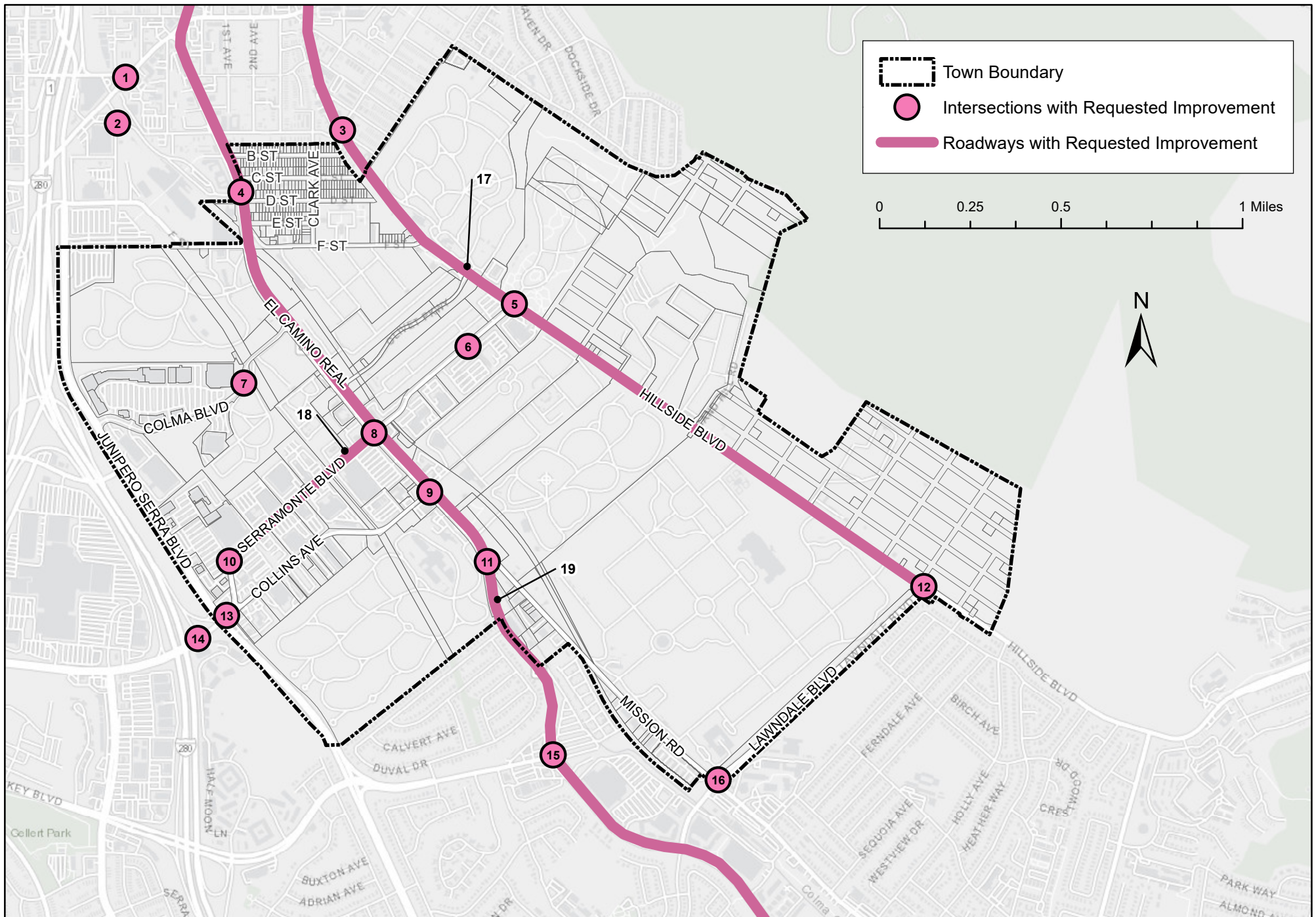
Table 4
Summary of requested bicycle and pedestrian improvements

ID	Location of recommendation	Improvement Request/Recommendation
1	San Pedro Road & Washington Street intersection (Daly City)	Needs bicycle/pedestrian facilities, connections, or improvements
2	Hill Street & Albert Teglia Boulevard intersection (Daly City)	BART connection
3	Hillside Boulevard & A Street intersection (Daly City)	Needs bicycle/pedestrian facilities, connections, or improvements
4	El Camino Real, near Bart Station	BART connection at B Street, D Street
5	Hillside Boulevard & Serramonte Boulevard intersection	Needs bicycle/pedestrian facilities, connections, or improvements
6	Serramonte Boulevard @ CarMax access driveway intersection	Needs bicycle/pedestrian facilities, connections, or improvements
7	Colma Blvd @ Greenlawn Memorial Park access driveway	Needs bicycle/pedestrian facilities, connections, or improvements
8	El Camino Real & Serramonte Boulevard intersection	Improve crosswalk visibility
9	El Camino Real & Collins Avenue intersection	Needs bicycle/pedestrian facilities, connections, or improvements
10	Serramonte Boulevard @ Serra Center access driveway	Improve crosswalk visibility People do not stop at intersection
11	El Camino & Mission Road intersection	Needs bicycle/pedestrian facilities, connections, or improvements
12	Hillside Boulevard & Lawndale Boulevard intersection	Needs bicycle/pedestrian facilities, connections, or improvements; Crosswalk and connection with SSF (South San Francisco) improvement project/coordination with SSF needed.
13	Junipero Serra Boulevard & Serramonte Boulevard intersection	Needs bicycle/pedestrian facilities, connections, or improvements
14	280 and Serramonte	Needs bicycle/pedestrian facilities, connections, or improvements
15	El Camino Real & Hickey Boulevard intersection (South San Francisco)	"Too much going on"; Needs bicycle/pedestrian facilities, connections, or improvements
16	Mission Road & McClellan Drive/ Lawndale Boulevard intersection	Needs bicycle/pedestrian facilities, connections, or improvements
17	Hillside Boulevard corridor	Area between Lawndale and Market needs to improve bike safety
18	El Camino Real corridor	Needs bicycle/pedestrian facilities, connections, or improvements BART is not accessible near Cypress Lawn on El Camino
19	Serramonte Boulevard corridor	Midblock crosswalk with lighting

Source: Mentimeter survey

⁵ **Source:** Town of Colma 2023 Bicycle and Pedestrian Master Plan survey conducted on Mentimeter.com

Town of Colma Requested Bicycle and Pedestrian Improvements



INTENTIONALLY LEFT BLANK

COFFEE WITH A COP AND PLANNER

Exhibit 17. Coffee with the Community Ad



Source: Town of Colma

The project team coordinated with local law enforcement and Starbucks to organize an engaging "Coffee with the Community: Bike and Pedestrian Safety." event. The event took place on Tuesday, March 8, 2023, from 9:00 a.m. - 10:30 a.m. at the Starbucks located at 900 Serramonte Blvd. Starbucks donated free coffee for all participants. The primary objective of this event was to provide residents with a valuable platform for addressing their concerns regarding bicycle and pedestrian safety, facilitated by the presence of esteemed members from the Colma Police Department and Planning staff. Staff had an extensive conversation with a Colma resident who was an avid bicyclist and provided recommendations for improvements throughout the Town. All comments received were considered when drafting the project recommendations, policies, and goals.

In an effort to gather input from a wider range of participants, bookmark flyers were also distributed in the drive through and over the counter. This allowed individuals who were unable to stay for the event to still contribute and provide input. Recognizing the importance of inclusivity, the initiative aimed to capture the perspectives of as many community members as possible. It is worth highlighting that many individuals who participated in the event took the initiative to share their insights through the survey. This dual engagement approach provided them with multiple avenues to express their opinions and ideas. The feedback will be carefully considered and thoughtfully incorporated into the final Master Plan. This inclusive approach ensures the outcome reflects a comprehensive and representative strategy, considering the valuable contributions of the community members.

Exhibit 18. Starbucks Event



Source: CSG

Exhibit 19. Colma BART Station Pop Up



Source: CSG

To better engage with transit riders who prioritize active transportation, staff set up a pop-up event at the Colma BART station located on the North end of the Town, 365 D St, Colma Ca. to gather input from commuters and BART and SamTrans transit riders, a strategic location to understand ensures connectivity and accessibility for bicyclists and pedestrians in and around Colma. By setting up the pop-up event at this bustling transit station, the staff seized the opportunity to gather input from the diverse community of transit riders and observe.

SILICON VALLEY BIKE COALITION COORDINATION

The Silicon Valley Bike Coalition (SVBC) is a bike activist organization that advocates for safe and accessible bicycling in San Mateo and Santa Clara Counties to build healthier and more just communities. In the past, the SVBC has provided public comment and letters of support for bicycle improvement plans in

the Town. In April 2023, staff met with a representative of the coalition to introduce the Plan and discuss best practices for public outreach and how the goals of the plan aligned with the vision of the SVBC. The representative from the SVBC provided the following recommendation for the Plan:

Recommendation to improve Hillside Blvd. as a Class II "b" facility to provide a physical buffer between vehicle lane and bike lane (i.e., raised median, not just bollards/channelization), which could be improved as a Class IV bike facility in the future once additional funding is available.

In addition to the meeting in April, Staff have interacted with the SVBC and their outreach events on multiple occasions. In August of 2022, Staff attended the annual Silicon Valley Bike Summit which provided a great opportunity to connect and collaborate with active transportation leaders and local government officials. The event included numerous panels and presentations covering active transportation topics ranging from E-bikes to more meaningful and effective community engagement. In April 2023, Staff attended one of SVBC's Smart Cycling courses offered as a free resource to the public. The program began with fundamentals including equipment terminology and adjustments, followed by the rules of the road and handling basics. After providing a strong foundation, the course delved into traffic tips for all types of road and intersection conditions. Overall, the course provided Staff with valuable bike safety information and the opportunity to gain a greater understanding of some of the challenges bicyclists face on the road.

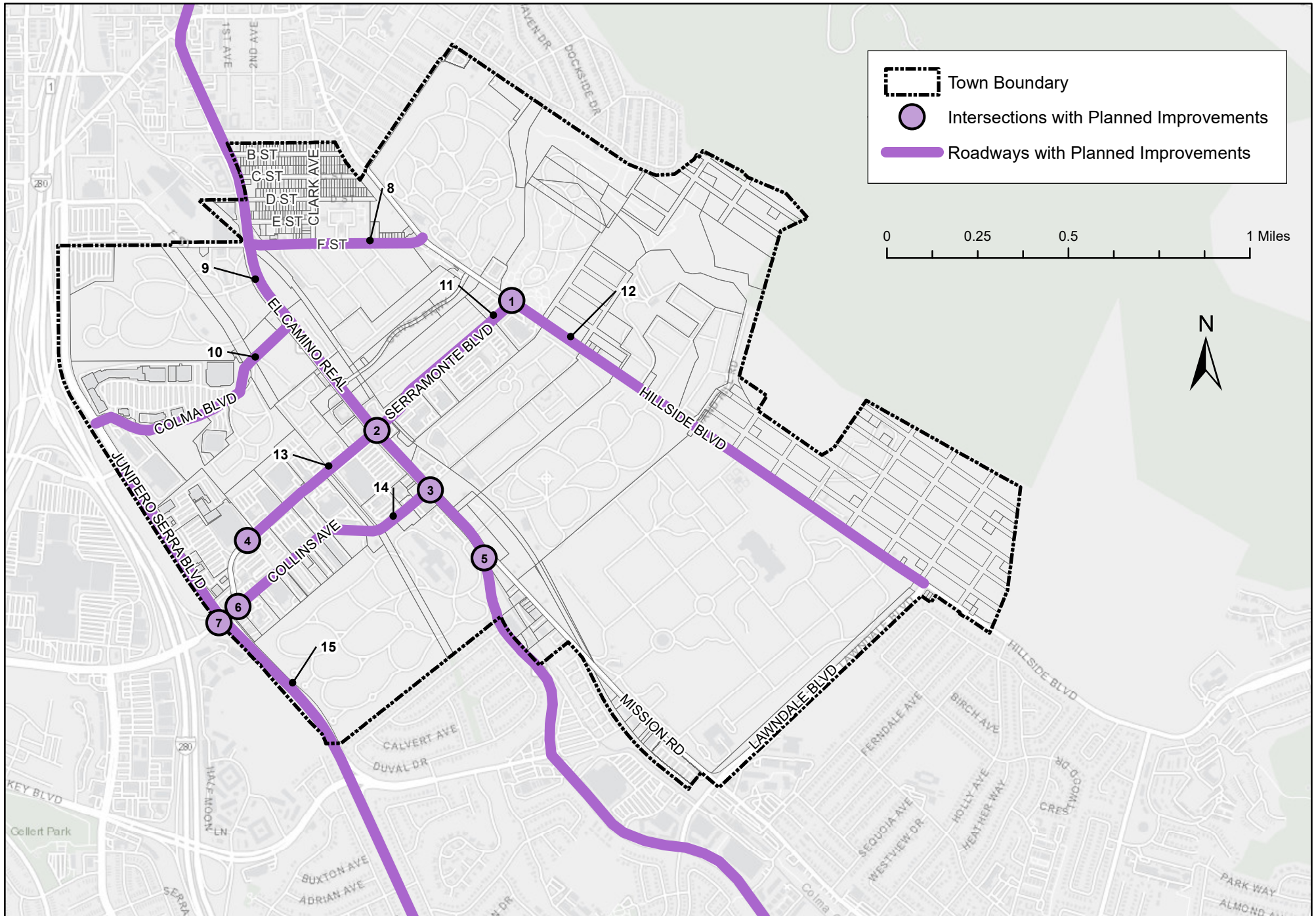
LIVEWIRE

The Town of Colma consistently maintains an effective means of communication through its monthly newsletter, LiveWire. This newsletter serves as a comprehensive source of up-to-date news, events, job opportunities, and ongoing projects within the Town and its surrounding areas. In the March edition of LiveWire, a dedicated section was included to announce the Starbucks event, providing a brief description of the Plan and informing readers about how they could participate by taking the Mentimeter Survey. The newsletter is distributed by the Town to individuals who have voluntarily subscribed to the mailing list, ensuring that the information reaches an engaged audience.

In the subsequent April edition of LiveWire, the bookmark flyer was included to encourage residents to actively participate in the survey and share their valuable feedback on bicycle and pedestrian safety. By providing a physical reminder of the survey and its importance, the Town aimed to generate increased response rates and ensure that the perspectives of the community were well-represented. Appendix A includes copies of the March and April LiveWire editions for reference, allowing interested parties to review the content in greater detail. This communication approach through LiveWire ensures that residents are kept informed and actively involved in the ongoing initiatives and decision-making processes of the Town.

INTENTIONALLY LEFT BLANK

Town of Colma Planned Bicycle and Pedestrian Improvements



INTENTIONALLY LEFT BLANK

SOCIAL MEDIA BLAST

The Town's outreach efforts were effectively announced and promoted through its active presence on popular social media platforms such as Facebook, Twitter, and Instagram. These platforms served as valuable channels to reach a wide audience and engage with the community on a digital platform. By leveraging the Town's official social media accounts, important updates about the events, including the Starbucks event and other related initiatives, were disseminated to followers and residents. Furthermore, the Colma Police Department played an integral role in amplifying the outreach efforts by sharing the events on their own social media channels. This collaboration ensured a broader reach and increased visibility among the community members who follow the police department's accounts.

Through these collective efforts, the Town effectively used social media to inform, engage, and encourage participation from residents and interested individuals. By leveraging these popular platforms, the Town and the Colma Police Department ensured that important announcements and initiatives regarding bicycle and pedestrian safety reached a wide audience and garnered meaningful community involvement.

Exhibit 20. Social Media Post



Source: Town of Colma

INTERGOVERNMENTAL COORDINATION

Staff's proactive and comprehensive outreach efforts have yielded valuable opportunities for intergovernmental coordination. During the Coffee with the Community event, staff engaged in a meaningful discussion with Staff from other agencies. The focus of this discussion centered around future coordination with adjacent cities including South San Francisco on upcoming and ongoing Capital Improvement Projects. This exchange provided a platform for sharing insights, ideas, and potential collaborations that would benefit both communities.

Furthermore, while distributing surveys at the Colma BART Station, staff had the opportunity to connect with the BART Sustainability Coordinator. This interaction allowed for a discussion on future coordination efforts related to micromobility (see Appendix A includes a list of Design Guidelines and Resources) include a guideline for regulating Shared Micromobility) and improving connectivity and accessibility to BART stations. This contact led to the connection with the BART Bike Task Force staff liaison and committee members, establishing a valuable link to a specialized group dedicated to promoting bicycling initiatives within the BART system.

These intergovernmental connections and collaborations provide opportunities for shared knowledge, coordinated efforts, and enhanced transportation planning and infrastructure development. By leveraging these opportunities for coordination, City staff are better equipped to address the needs and aspirations of the community while fostering valuable partnerships with neighboring jurisdictions and regional transportation agencies.

Exhibit 21. Coordination



Source:

4 PROPOSED SYSTEMS AND IMPROVEMENTS

The Town, San Mateo County, and Caltrans have adopted multiple documents and policies for future implementation of bicycle and pedestrian improvements and infrastructure. This section summarizes projects that can be implemented by the Town, in addition to the bicycle and pedestrian networks identified in the Town’s 2040 General Plan.

4.1 Proposed Bikeways, Sidewalks, and Crossings

Figure 17⁶ (Town of Colma Planned Bicycle and Pedestrian Improvements Map) and associated table (Table 5) provides a summary of the Town’s bicycle and pedestrian improvements that are provided in various documents that have been adopted by the Town, regional agencies (i.e., San Mateo County C/CAG), and the State (i.e., Caltrans). A comprehensive list of documents and sources are provided in Section ___ References and available for public review.

Table 5
List of Town of Colma Planned Bicycle and Pedestrian Improvements

ID	Type	Location	Improvement
1	Intersection	Serramonte and Hillside	<ul style="list-style-type: none"> Update bike lane tracking through intersection.
2	Intersection	El Camino and Serramonte	<ul style="list-style-type: none"> Update the signal infrastructure and timing in conjunction with the proposed change in phasing. Construct pedestrian refuge median on El Camino Real with a raised “nose” with pedestrian push buttons. Convert the eastbound and westbound Serramonte Boulevard approaches to protected left-turn phasing from split phase. Reconfigure the east and westbound approaches. Expand the sidewalk at Serramonte Boulevard/El Camino Real and add high-visibility crosswalk striping.
3	Intersection	El Camino and Collins	<ul style="list-style-type: none"> Install a traffic signal. Construct pedestrian refuge median on El Camino Real with a raised “nose” to provide an area for pedestrians to wait.
4	Intersection	Serramonte and Serra Center	<ul style="list-style-type: none"> Install a traffic signal with protected-permitted left-turn phasing on eastbound Serramonte Boulevard.
5	Intersection	El Camino Real and Mission	<ul style="list-style-type: none"> Add bicycle and pedestrian facilities, provide pedestrian-scale lighting. Traffic Control needed. Recommendation to evaluate the existing intersection to consider changes in the traffic control. The evaluation should consider geometric modifications and applications including stop, yield (roundabout), or signalized control.
6	Intersection	Serramonte Boulevard and Collins Avenue	<ul style="list-style-type: none"> Remove slip right-turn lane to construct raised pedestrian plaza or gateway feature. Add marked crosswalk and accessible curb ramps. Realign the Serramonte Boulevard/Collins Avenue intersection to improve sight distance.

⁶ Source: CSG

			<ul style="list-style-type: none"> ▪ Add a pedestrian marked crosswalk and minimize pedestrian crossing distance across Collins Avenue.
7	Intersection	Junipero Serra Boulevard, Collins Avenue, and Serramonte Boulevard intersection	<ul style="list-style-type: none"> ▪ Construct pedestrian refuge median on Serramonte Boulevard with a raised “nose” to provide an area for pedestrian refuge on Junipero Serra Boulevard. ▪ Add bicycle markings through the intersection along Junipero Serra Boulevard. ▪ Simplify intersection to improve safety. ▪ Signal coordination with Serramonte Boulevard/Collins Avenue intersection
8	Corridor	F Street	<ul style="list-style-type: none"> ▪ Create Class II/III bike lanes/routes
9	Corridor	El Camino Real	<ul style="list-style-type: none"> ▪ Add sidewalks on South bound side of roadway between F St and Colma Blvd and Mission Road to southern Town limit. ▪ Add North and South Bound Class IV separated bike lanes/tracks. ▪ Create safe crossing opportunities, trees, and separate bike lanes through the entire corridor. ▪ Implement road diet.
10	Corridor	Colma Blvd	<ul style="list-style-type: none"> ▪ All way Stop Control consistency on Colma Boulevard.
11	Corridor	Serramonte East	<ul style="list-style-type: none"> ▪ Expanded sidewalk at Serramonte Boulevard/El Camino Real ▪ Add high-visibility crosswalk striping with lighting.
12	Corridor	Hillside Boulevard	<ul style="list-style-type: none"> ▪ Reconfigure roadway cross-section to install sidewalk and striped bike lane. ▪ Consider on-street parking and pedestrian and bike access to businesses and cemeteries.
13	Corridor	Serramonte West	<ul style="list-style-type: none"> ▪ Implement a road diet that would convert the existing four lane roadway to one lane in each direction with a center two-way left turn lane. ▪ Add a push-button activated mid-block Rectangular Rapid Flashing beacon (RRFB) crossing with a pedestrian refuge island and pedestrian crossing beacon between the Chevrolet dealership and the new Cadillac Dealership. ▪ Add a push-button activated midblock RRFB crossing with a pedestrian refuge island and pedestrian crossing beacon at the location of the Water District easement. ▪ Expand the sidewalk at Serramonte Boulevard/El Camino Real and add high-visibility crosswalk striping.
14	Corridor	Collins (Serramonte Side)	<ul style="list-style-type: none"> ▪ Reduce travel lane width to promote safety, decrease speeds, and increase parking capacity. ▪ Construct bulb-outs at existing utilities to maintain adequate sidewalk width. ▪ Implement new green infrastructure areas. <ul style="list-style-type: none"> • Add a push-button activated midblock RRFB crossing with a pedestrian refuge island and pedestrian crossing beacon at the location of the Ford auto service and storage lot. ▪ Create sidewalks on eastbound side of roadway from Serramonte Blvd to halfway to Junipero Serra Blvd
15	Corridor	Junipero Serra	<ul style="list-style-type: none"> ▪ Add Class IV separated bike lanes from Southgate Ave to Westborough (Daly City)

Federal USDOT Funding Sources

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																													
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
Activity or Project Type	OST Programs						Federal Transit					NHTSA		Federal Highway Administration															
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PROTECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTP	TTP	TTPSE
Road Safety Assessment for pedestrians and bicyclists			\$	\$	TA		~\$				~\$						\$	\$			\$	\$			\$		\$	\$	\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws				\$							~\$	\$	\$				\$				\$SRTS	\$SRTS		\$	\$			\$	
Safety education positions				\$							~\$	\$									\$SRTS	\$SRTS		\$					\$
Safety enforcement (including police patrols)				\$							\$	\$					\$				\$SRTS	\$SRTS		\$					\$
Safety program technical assessment (for peds/bicyclists)			\$	~\$	TA						~\$	\$					\$				\$SRTS	\$SRTS		\$	\$		\$	\$	\$
Separated bicycle lanes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$
Shared use paths / transportation trails	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Sidewalks (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Signing for pedestrian or bicycle routes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$			\$	\$	\$	\$		\$		\$	\$	\$	\$
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$		\$		~\$	~\$	\$			~\$				\$		\$	\$	\$		\$	\$	\$	\$			\$	\$	\$
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$	~\$		~\$	~\$	\$	\$							\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Traffic calming	\$	\$	\$	\$		~\$	~\$	\$						\$		\$			\$	\$	\$	\$		\$			\$	\$	\$
Trail bridges	\$	\$	\$	~\$		~\$	\$							\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Trail construction and maintenance equipment				~\$		~\$	~\$							\$							\$	\$	\$				~\$	~\$	~\$
Trail/highway crossings and intersections	\$	\$	\$	\$		~\$	~\$							\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~\$					~\$	~\$							~\$							\$	\$	\$			\$	\$	\$	
Training				\$	TA						~\$	\$			\$	\$					\$	\$	\$	\$	\$			\$	
Training for law enforcement on ped/bicyclist safety laws				~\$								\$	\$		~\$	\$					\$SRTS	\$SRTS		\$				\$	
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$	\$		\$	\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Vulnerable Road User Safety Assessment			\$	\$	TA												\$				\$	\$		\$	\$			\$	\$

Abbreviations

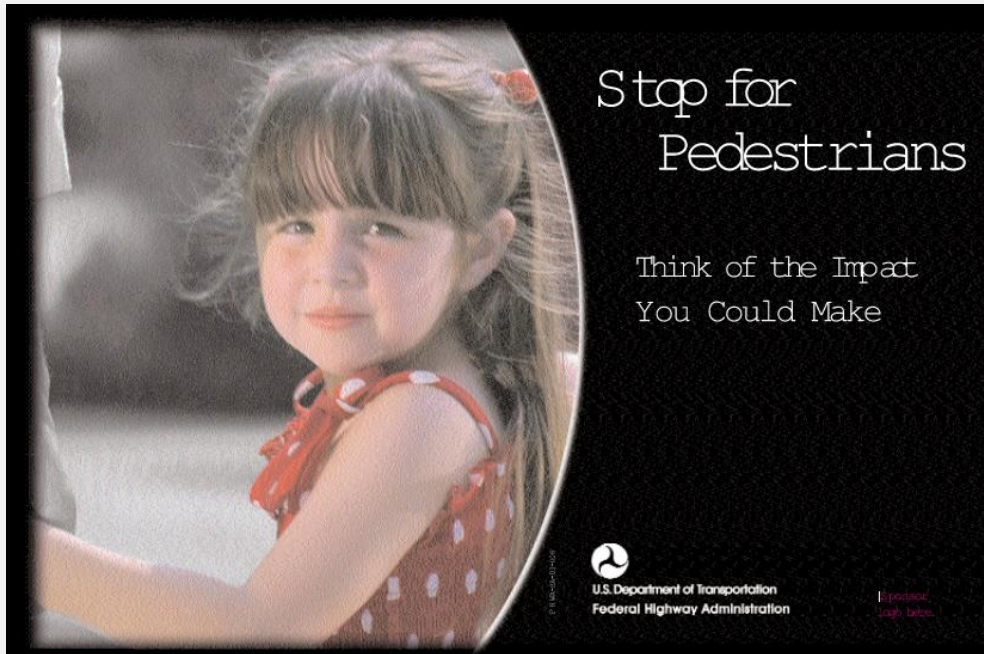
ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
RAISE: Rebuilding American Infrastructure with Sustainability and Equity
INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
RCP: Reconnecting Communities Pilot Program
SS4A: Safe Streets and Roads for All
Thrive: Thriving Communities Initiative (TA: Technical Assistance)
RRIF: Railroad Rehabilitation and Improvement Financing (loans)
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
TOD: Transit-Oriented Development
AoPP: Areas of Persistent Poverty Program
NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program
NHTSA 405: National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)
BFP: Bridge Formula Program; **BIP**: Bridge Investment Program; **BRR**: Bridge Replacement and Rehabilitation Program
CRP: Carbon Reduction Program

CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
RHCP: Railway-Highway Crossings (Section 130) Program
NHPP: National Highway Performance Program
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
STBG: Surface Transportation Block Grant Program
TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program (and related activities)
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
NSBP: National Scenic Byways Program
FLTP: Federal Lands and Tribal Transportation Programs: [Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Tribal Transportation Program](#), [Federal Lands Planning Program](#) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) program.
TTP: Tribal Transportation Program
TTPSE: Tribal Transportation Program Safety Fund

4.2 Education Campaign and Materials

Bicycle and pedestrian safety begin with awareness and education. As noted in the SSAR bicycle and pedestrian safety in the Town is a priority in order to reach the Vision Zero goal. The following are resources for bicycle and pedestrian safety campaigns and educational materials made available by regional transportation planning partners.

Exhibit: 22. FHWA Cinema graphics



Source: <https://highways.dot.gov/safety/local-rural/national-pedestrian-safety-campaign>, accessed May 2023

The Federal Highway Administration (FHWA) created a Pedestrian Safety Campaign in 2003. The campaign consists of ready-made outreach materials (TV ads, Radio Ads, pamphlets, Media Releases, etc..) that are made available for jurisdictions to download and use. The materials can be downloaded directly from FHWA website and updated to include the city's logo. More information on FHWA's Pedestrian Safety Campaign can be accessed at, <https://highways.dot.gov/safety/local-rural/national-pedestrian-safety-campaign>.

Caltrans has a dedicated bicycle and pedestrian safety webpage which includes information and resources on developing programs that improve the infrastructure for pedestrians and bicyclists throughout California. More information on the Caltrans Bicycle and Pedestrian safety initiative, please visit, <https://dot.ca.gov/programs/>.

San Mateo County Office of Sustainability has developed a biking safety brochure made available on their web page. The brochure provides information on bike safety and resources for cyclists. The brochure can be downloaded at this link: https://www.smcsustainability.org/wpfd_file/san-mateo-county-biking-safety-brochure/.

The Silicon Valley Bike Coalition (SVBC) provides bicycle safety training and classes. The classes are provided as part of Santa Clara County Valley Transit Authority (VTA) and Measure B funding. Classes are free and can be taken either online or in person. More information on the bike safety classes can be found on the SVBC webpage at this link: <https://bikesiliconvalley.org/>.

5 FUNDING SOURCES

The Town of Colma is eligible for several different types of funding opportunities available through the County, State, and Federal funding partners, related to increased pedestrian and bicycle safety and improvements. The following includes local and state funding opportunities and a summary table of federal funding opportunities.

Exhibit 23. One Bay Area Grant 3 (OBAG 3) Program



Source:

The OBAG3 Program was initially adopted in November 2015 and included over \$238 million in federal funds to address climate change and improve air quality in the San Francisco Bay Area over a 5-year span. The program is divided into a Regional Program that is managed by the Metropolitan Transportation Commission (MTC), the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area, and a County & Local Program managed by MTC in partnership with the nine Bay Area County Transportation Agencies (CTAs). The program is in its third funding cycle.

The third round of OBAG3 funds, adopted by MTC in January 2022, includes over \$730 million in federal funds for projects from 2023-2026. The program funds are expected to increase due to regional apportionments from the 2021 Bipartisan Infrastructure Law (BIL) and will be programmed as funds become available. More information will be provided by MTC on their dedicated OBAG3 webpage at this link: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>.

Currently, the program includes \$375 for the Regional Program and focuses on meeting the goals of the Bay Area Plan 2050 which include climate initiatives, complete streets policy, and regional safety/vision zero policy.

The County and Local Program held its regional call projects in May 2022 and project recommendations were brought to the Commission in January 2023. The call for projects included \$375 million, applications can be viewed at MTC's OBAG3 webpage.

MEASURE A

San Mateo County became a Self-Help County when its voters approved Measure A in 1988 by a 67.1% and re-authorized in 2004. Measure A is a half (½) cent sales tax for funding transportation facilities, services and programs. Measure A includes 22.5% for local streets and transportation projects and 3% for bicycle and pedestrian projects. More information on Measure A can be found at this link: <https://www.smcta.com/about-us/funding-overview/measure>.

MEASURE M

Measure M was approved by San Mateo County voters in 2018 and imposed an annual fee of ten dollars (\$10) on motor vehicles registered in the County. The funds, estimated at \$6.7 million annually over a 25-year period, would be used for transportation-related traffic congestion and water pollution mitigation programs.

The measure includes 50% of the funds allocated to cities/County for local streets and roads and 5% for Bicycle and pedestrian projects. More information and future project selections can be found on the C/CAG website at this link: <https://ccag.ca.gov/>.

MEASURE W

Measure M Ordinance was approved by San Mateo County voters in 2018 to provide the county with additional resources to improve transit and relieve traffic congestion raised from a ½ cent sales tax. Half of those funds are administered by the San Mateo County Transportation Authority (TA) while the remaining half are administered by SamTrans. The measure includes 50% of the funds allocated to County public transportation systems and 5% for Bicycle & Pedestrian projects. \

A summary of both County measures related to ½ cent sales tax can be found in table below.

Table 6
San Mateo County Measures related to ½ cent sales tax

Measure A	Measure W
Funding for capital facilities only	Funding not limited to capital facilities and can include city/area-wide pedestrian/bicycle master plans , and promotion of active transportation, including safe routes to school education and encouragement programs.
<p>Goals and Vision:</p> <ul style="list-style-type: none"> ▪ Reduce commute corridor congestion. ▪ Make regional connections, ▪ Enhance safety. ▪ Meet local mobility needs. ▪ Encourage walking and bicycling. 	<p>Core Principles</p> <ul style="list-style-type: none"> ▪ Relieve traffic congestion countywide, ▪ Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes. ▪ Implement environmentally friendly transportation solutions and projects that incorporate green stormwater infrastructure and plans for climate change. ▪ Promote economic vitality, economic development, and the creation of quality jobs, ▪ Maximize opportunities to leverage investment and services from public and private partners, ▪ Enhance safety and public health, ▪ Invest in repair and maintenance of existing and future infrastructure, ▪ Facilitate the reduction of VMT, travel times, and GHG emissions, ▪ Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel, ▪ Incentivize transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone, ▪ Maximize potential traffic reduction potential associated with the creation of housing in high-quality transit corridors...

ACTIVE TRANSPORTATION PROGRAM (ATP)

ATP is a statewide program established by Senate Bill (SB) 99 that focuses on increasing active modes of transportation, by combining both Federal and State funds. The program originally included \$123 million a year but was recently increased by an additional \$100 million annually from Senate Bill (SB) 1's Road Repair and Accountability Act. ATP's goals include increasing the proportion of trips accomplished by walking and biking and is made available through the regional transportation agencies to local jurisdictions.

ATP funding supports infrastructure, non-infrastructure (education and encouragement programs), capital, quick build, and planning projects that further the purpose and goals of ATP and the Climate Action Plan for Transportation Infrastructure (CAPTI).

ATP purpose and Goals are as follows.

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility for nonmotorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (Chapter 728, Statutes of 2008) and SB 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

ATP is its sixth cycle and is administered by the California Transportation Commission (CTC), bi-annual apportionments and guidelines are released through the CTC website. at this link: <https://catc.ca.gov/>.

Exhibit 24. CA ATP



Source: California Transportation Commission

Exhibit 25. Local Streets and Roads

Source: California Transportation Commission

LOCAL STREETS AND ROAD PROGRAM

Local Streets and Roads Program (LSRP) is funded through SB1 and makes approximately \$1.5 billion available for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. The funds are apportioned annually by the State Controller's Office (SCO) but administered by CTC. Cities and Counties must submit their proposed project to CTC for project approval before being awarded their allocated funds.

The annual cycle begins in the fall, FY22-23 Program Cycle commenced August 2022. .

VEHICLE TRIP REDUCTION GRANT PROGRAM

The Vehicle Trip Reduction Grant Program is funded through the Air District's Transportation Fund for Clean Air Regional Fund and is made available within the nine counties in the Bay Area. The funds focused on projects that improve air quality and reduce GHG emissions by reducing vehicle trips and miles traveled. Qualifying projects include bicycle facility projects that promote alternative transportation methods for residents and commuters.

The program is currently closed but more information will be posted on the Bay Area Air Quality Management District website at this link: <https://www.baaqmd.gov/>

SAFE ROUTES TO SCHOOL PROGRAMS

Safe Routes to School (SRTS) promotes walking and bicycling to school by improving infrastructure, safety education, and providing incentives for walking and bicycling. The program is administered by C/CAG who partners with San Mateo Office of Education as lead agency for day-to-day operations. The C/CAG provides the foundation for SRTS through funding from the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Local Measure M funds. In the 2021-2022 school year, 19 grantees from San Mateo County school districts were awarded \$236,000 in non-infrastructure funding from the San Mateo County C/CAG and \$105,000 from the San Mateo County Transportation Authority (TA) for infrastructure and special projects. More information on the next funding cycle can be accessed on C/CAG's Safe Route to Schools webpage at this link: <https://ccag.ca.gov/programs/transportation-programs/safe-routes-to-school/>.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP is a federally funded program with three different components, Strategic Highway Safety Plan (SHSP), Program of Highway Safety Improvement Projects, and Railroad-Highway Grade Crossing Program all of which are administered by the California Department of Transportation (Caltrans) and local partners. The Program of Highway Safety Improvement Projects focuses on addressing the safety concerns on state highway systems and local roadways through engineering projects. Information on the next funding cycle and program guidelines can be found on the Caltrans HSIP webpage at this link: <https://dot.ca.gov/programs/safety-programs/hsip>.

URBAN GREENING PROGRAM

Urban Greening Program was created through SB 859 in 2016, to help meet AB32 goals of reducing GHG levels by 2020 and continues through SB32’s goals of reducing GHG levels by 2030. These funds are made available to a city, county, special district, non-profit, or an agency formed through the Joint Exercise of Powers Act.

Priority is given to projects that support SB 859, and those that provide benefits to disadvantaged communities. Eligible projects include non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools; recreational trails; and tree-canopy/shade trees.

Future calls for projects and project information can be found at this link: <https://resources.ca.gov/grants/urban-greening/>.

BICYCLE & PEDESTRIAN FUNDS TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA 3)

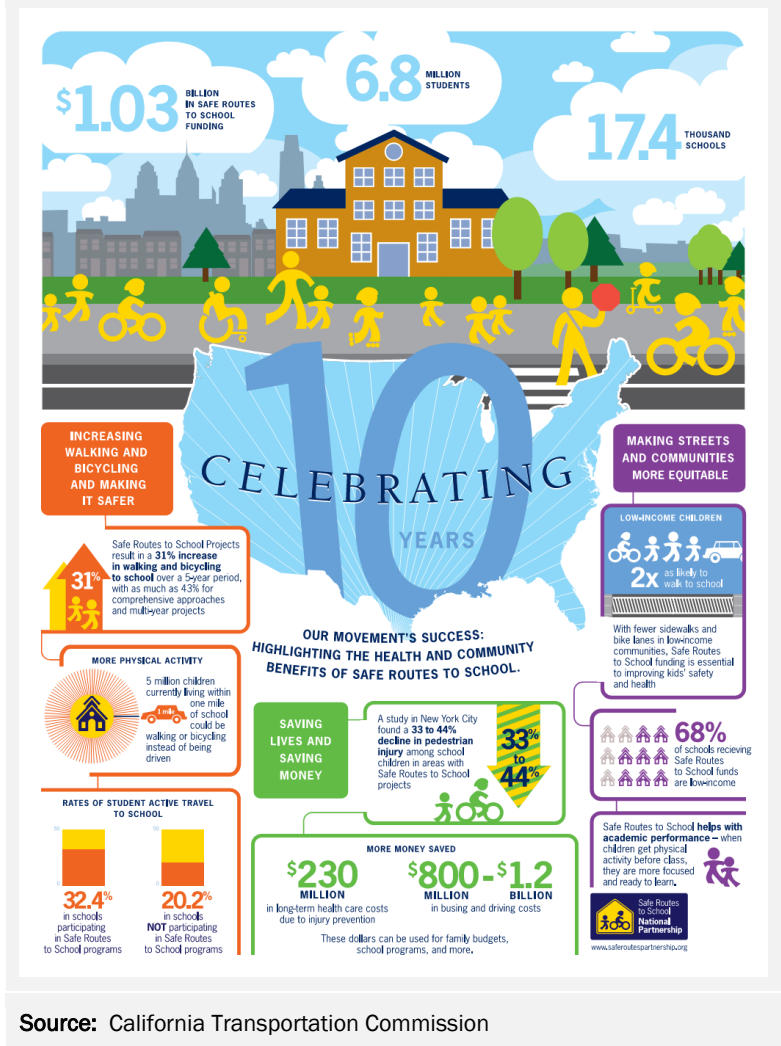
Transportation Development Act Article 3 (TDA 3) funds provide annual funding for bicycle and pedestrian projects through MTC’s annual TDA call for projects. Projects applications are submitted to MTC and reviewed by the City or County Bicycle Advisory Committee before project selection. TDA 3 focuses on projects that encourage and improve bicycling and walking conditions in San Mateo County, reduce commute corridor congestion, make regional connections, enhance safety, and meet local mobility needs.

Policies and procedures can be found on MTC’s website, <https://mtc.ca.gov/funding/regional-funding/tda-sta-bicycle-pedestrian-funds-tda-3>.

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM

The SS4A grant program was established by the Bipartisan Infrastructure Law (BIL), the Infrastructure Investment and Jobs Act (2021), and provides over \$5 billion dollars in grant funding over the next five (5) years. The program is broken down into two components, action plan grants and implementation grants, both with the goal to reach zero deaths and serious injuries on the roadways.

Exhibit 26. Vehicle Trip Reduction Grant Program



SS4A supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation; and micromobility users.

The first round of funding allocated \$800 million to 474 projects. The Notice of Funding Opportunity (NOFO) for the second round of funding (fiscal year 2023) was open through July 10, 2023.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

STBG funds are apportioned through the BIL and apportioned by the Federal highway Administration (FHWA). Funds are available through Caltrans for cities, counties, and other local agencies recognized by Caltrans through a master agreement. STBG provides flexible funds for a wide variety of projects that improve public road, pedestrian and bicycle infrastructure such as trails, sidewalks, bike lanes, crosswalks, pedestrian signals, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity.

More information is available on the FHWA webpage at this link: <https://www.fhwa.dot.gov/specialfunding/stp/>.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM

CMAQ funds are made available for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. Funds can be used to build pedestrian and bicycle facilities that reduce travel by automobile. These funds are administered by Caltrans; however, Caltrans assigns a significant portion of the CMAQ to MTC to be used at their own discretion, subject to federal regulations.

MTC develops policies and requirements associated with the programming of STP and CMAQ funds and delegates the management of the program, at the county level, to CMAs (Congestion Management Agency). CMAs perform project solicitations, selection, and programming in the county. Program details can be found on MTC's webpage at this link: <https://ccag.ca.gov/funding/federal/>

OFFICE OF TRAFFIC SAFETY (OTS) GRANTS

The OTS Highway Safety Program grants are administered by California Office of Traffic Safety OTS, California's lead traffic safety organization. Funds are made available annually, with project announcements in December. The funds are made available to public entities whose projects focus on the National Highway Program Priority Areas with include roadway safety, traffic, and pedestrian & bicycle safety. Full project details can be found on the California Office of Traffic Safety webpage at this link: <https://www.ots.ca.gov/grant-program-manual/?emrc=63f01c34aa8c7>.

LOCAL GRANT PROGRAM

The Local Grant Program is part of the Clean California Beautification Projects administered by Caltrans. The programs provide funds to clean and beautify public spaces and underserved communities through its goals and objectives. The Local Grant Program goals include enhancing public health by improving public spaces for walking and recreation. The Local Grant Program is in its second funding cycle (as of February 2023). Project information can be accessed via the Caltrans Local Grants Program webpage at this link: <https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program>.

SUSTAINABLE TRANSPORTATION PLANNING GRANTS

The Sustainable Transportation Planning Grant Program is derived from SB 1 with approximately \$25 million in funds being made available annually. The program is administered by Caltrans and focuses on providing safe and reliable transportation networks for all. Eligible projects include active transportation initiatives, bike and pedestrian safety plans and or studies, complete streets projects, context-sensitive streetscapes or town center plans, and plans that advance the initiative to reduce SOV trips.

The program is broken down into three separate grants, Sustainable Communities Competitive, Sustainable Formula, and Climate Adaption Planning and funds are made available annually through a call for projects. Annual call for projects and guidelines can be found on the Caltrans web page at this link: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>.

CLEAN MOBILITY VOUCHERS

The Clean Mobility Options Pilot Program (CMO) provides funding for two types of projects: clean mobility projects and community transportation needs assessments for government entities, non-profit organizations and California Native American Tribal Governments. Clean Mobility projects include bike sharing and ride-on-demand services, that fill a community's transportation gaps and provide access to key destinations. To qualify for funding, applicants must include a recent Community Transportation Needs Assessments (Needs Assessment) which identifies and develops community-driven solutions that address their unique transportation needs. The Needs Assessment can be funded with the second set of funding provided by CMO Vouchers.

The program closed Dec 7, 2022, with project announcements scheduled for early 2023. More information on the funding available and future calls for projects can be found via the clean mobility website at this link: <https://cleanmobilityoptions.org/>.

FEDERAL FUNDING OPPORTUNITIES:

Figure 18 Federal USDOT Funding Sources provides a summary table of federal funding opportunities and key terminology for bicycle and pedestrian infrastructure, amenities and policy activity from the United State Department of Transportation (USDOT).

6 REFERENCES

Day-Kapell, Hannah, Kristen Haukom, David Wasserman, and Grace Young. Rep. San Mateo County Safe Routes to School High Injury Network Report, n.d.

Ohlund, Hannah, Siba El-Samra, Claudia Adriazola-Steil, Giovanni Zayas, and Felipe Targa. "Invest in Walking and Cycling for Sustainable, Safe Cities. Here's How." World Resources Institute, December 3, 2021.
<https://www.wri.org/insights/invest-walking-cycling-sustainable-safe-cities>.

StreetLight Data, April 3, 2023. <https://www.streetlightdata.com/>.

Document Name	Link to access the document
Colma El Camino Real Pedestrian & Bicycle Improvement Plan	https://www.colma.ca.gov/documents/ecr-improvement-plan/
Serramonte Boulevard Collins Avenue Master Plan	https://www.colma.ca.gov/documents/serramonte-boulevard-collins-avenue-master-plan/
Town of Colma Land Use and Urban Design Strategy	https://www.colma.ca.gov/documents/land-use-urban-design-strategy/
Town of Colma Transportation Safety Action Plan Final Systemic Safety Analysis Report (SSAR), 2018	https://storage.googleapis.com/proudcity/colmaca/uploads/2017/06/RFP-SSAR-Town-of-Colma.pdf
California Transportation Plan 2040	https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0004899_ctp2040_a11y.pdf
Grand Boulevard Initiative Multimodal Transportation Corridor Plan	https://grandboulevard.net/projects/multi-modal-corridor-plan
Caltrans District 4 Bike Plan for the San Francisco Bay Area	https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-bike-plan
San Mateo County Comprehensive Bicycle and Pedestrian Plan	https://performance.smcgov.org/Livable-Community/San-Mateo-County-Comprehensive-Bicycle-and-Pedestr/r4g3-aghc
The Town of Colma General Plan 2040	https://www.colma.ca.gov/2040-general-plan/
Hillside Boulevard Complete Streets Improvement Project Phase I	https://www.colma.ca.gov/documents/hillside-boulevard-complete-streets-phase-i/
Hillside Boulevard Complete Streets Improvement Project Phase II	https://www.colma.ca.gov/documents/hillside-boulevard-complete-streets-improvement-project-phase-ii/
Mission Road Bicycle and Pedestrian Improvements Project	https://www.colma.ca.gov/documents/mission-road-bicycle-and-pedestrian-improvements-project/
Active South City is the Bicycle and Pedestrian Master Plan	https://activesouthcity.com/

INTENTIONALLY LEFT BLANK

Appendix A

Design Guidelines and Resources

SHARED MICROMOBILITY

- National Association of City Transportation Officials (NACTO)'s Guidelines for Regulating Shared Micromobility outlines best practices for cities and public entities regulating and managing shared micromobility services on their streets. Its recommendations were developed to reflect the wide variety of experiences that North American cities have had in regulating and managing shared micromobility. This document is explicitly meant to help cities establish guidelines for formal management of public-use mobility options that are not managed through traditional procurement processes (the management mechanism for most docked bike share programs in North America). The rapid growth in the number of shared micromobility trips and the introduction of e-scooters has required cities to focus new attention on how best to regulate these new services in order to achieve the best public outcomes. https://nacto.org/wpcontent/uploads/2019/09/NACTO_Shared_Micromobility_Guidelines_Web.pdf.
- Lyft's Annual Multimodal Report can be found at this link: <https://www.lyft.com/impact/multimodal-report>.

BICYCLE

- Caltrans Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks) at this link: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>
- Caltrans Highway Design Manual Chapter 1000 for Bicycle Transportation Design at this link: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp1000-a11y.pdf>
- Pocket Guide to Bike Parking (bike storage) at this link: <http://www.mikeontraffic.com/pocket-guide-bike-parking/>

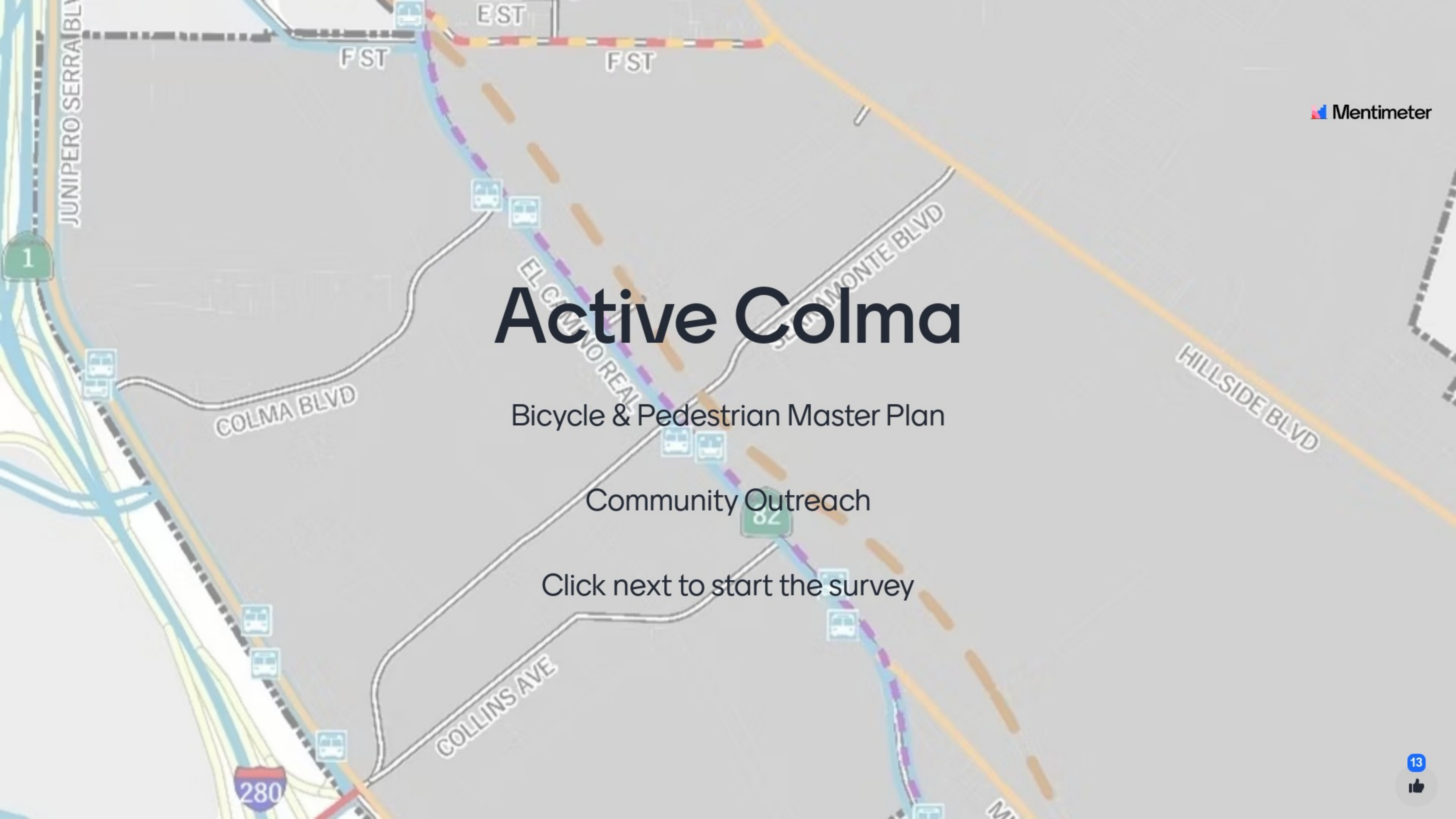
WALKING/PEDESTRIAN

AARP Walk Audit Tool Kit has been created for use by individuals, local leaders, large groups and teams of just two people. In other words, the information in it can be used by anyone who is concerned about the safety and walkability of a street, neighborhood or community. A copy of the tool kit can be found at this link: <https://www.aarp.org/content/dam/aarp/livable-communities/getting-around/2022/AARP%20Walk%20Audit%20Tool%20Kit-singles-1302023.pdf>

INTENTIONALLY LEFT BLANK

Appendix B

Survey Results



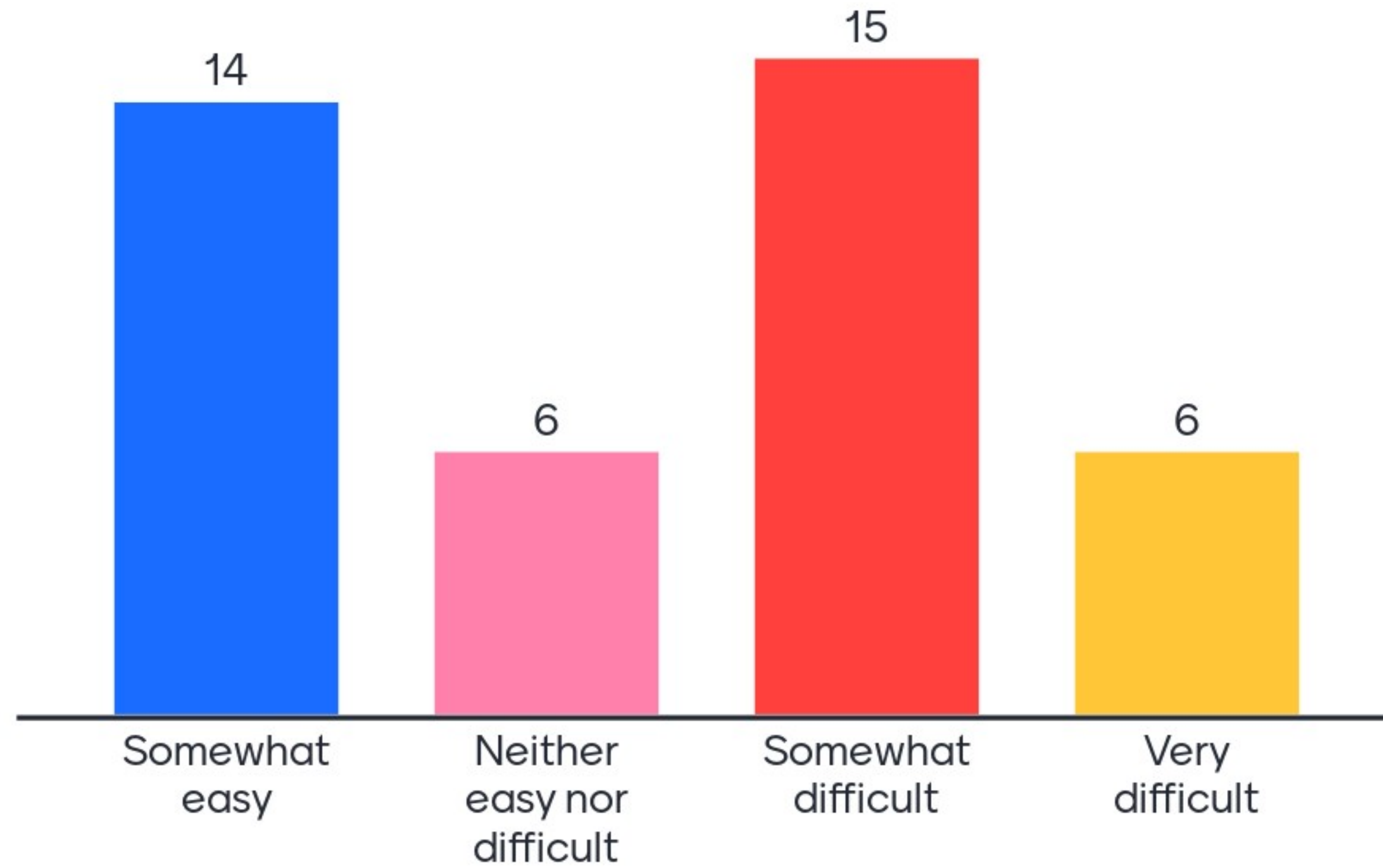
Active Colma

Bicycle & Pedestrian Master Plan

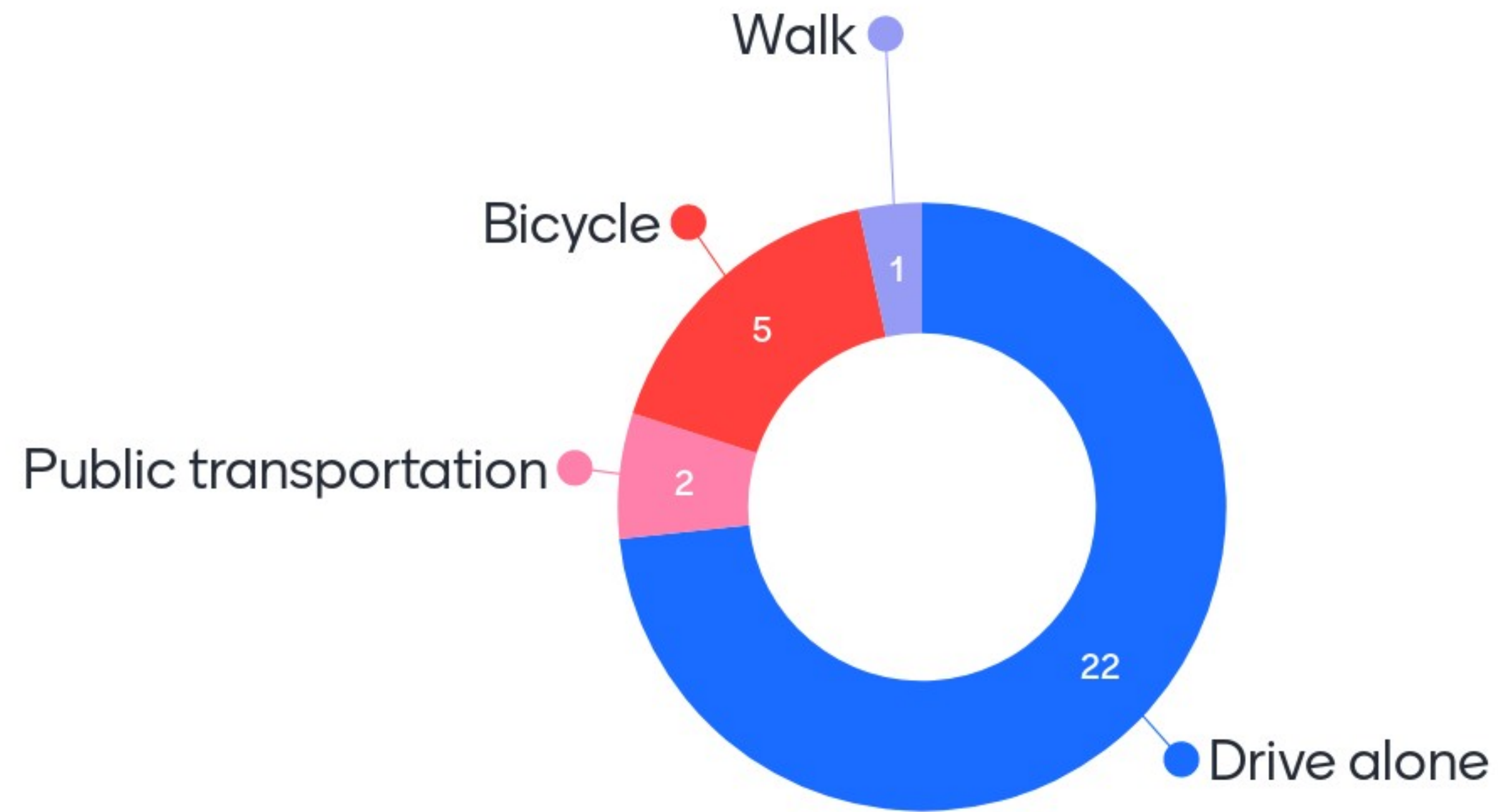
Community Outreach

Click next to start the survey

How easy or difficult is it to bike or walk in your community?



How do you commute to work/school (if you commute at least 3 days per week)?



If you ride a bicycle (for any purpose), what are your reasons? Check all that apply.



0

Don't know how to drive

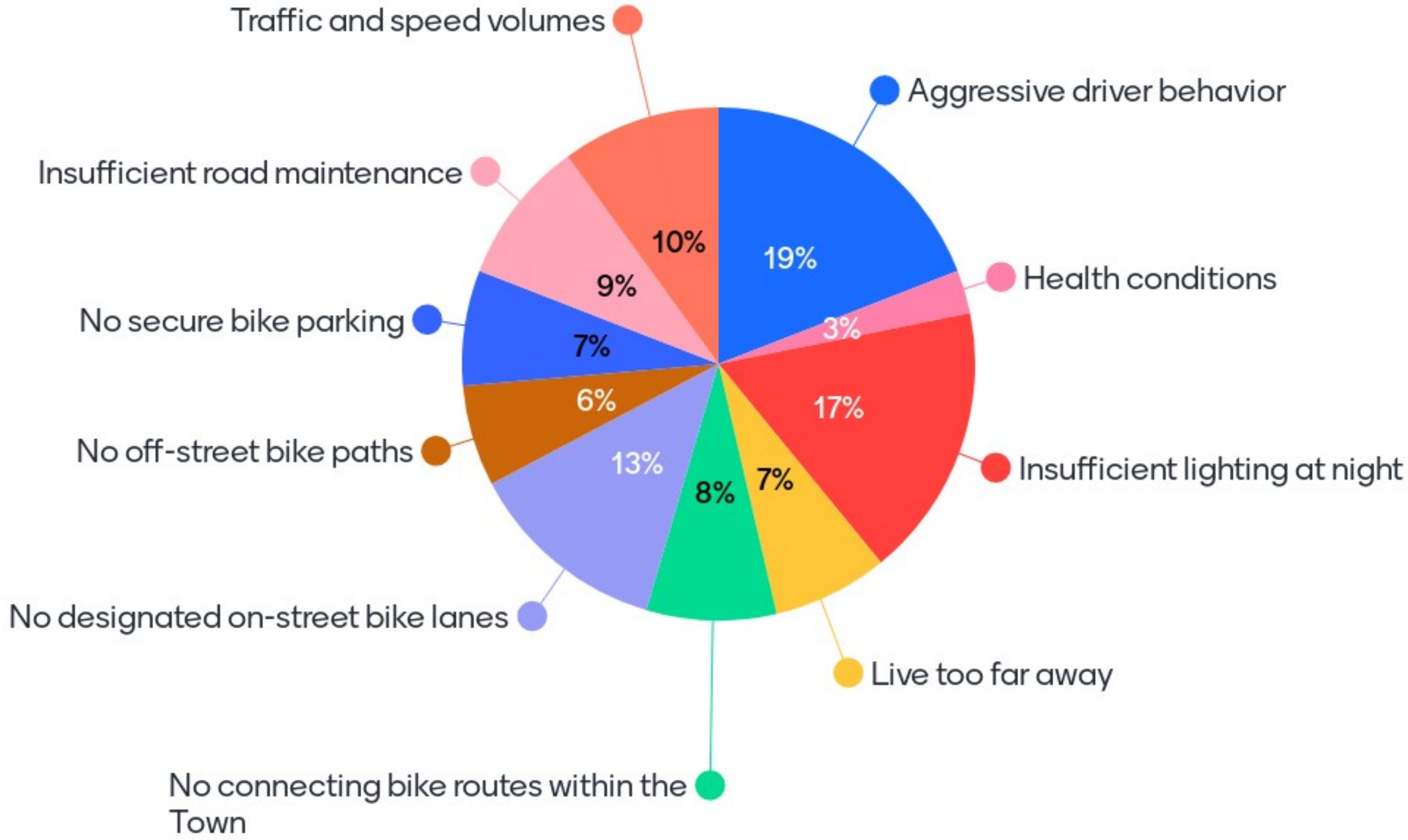


Transit stops too far away

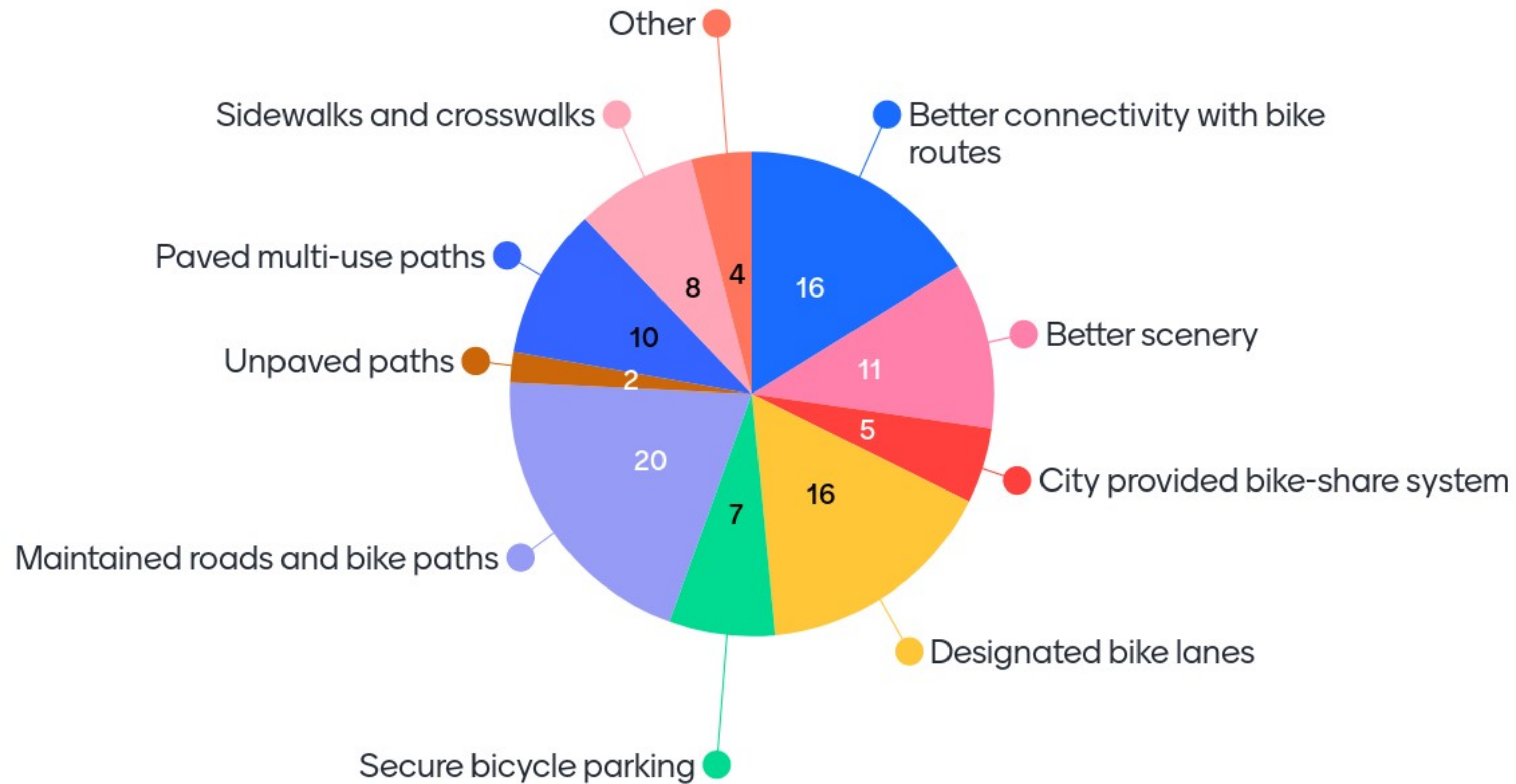


Transit is not available at night

What are some discouraging factors limiting bicycling?



What amenities would encourage you to bike or walk more? Check all that applies.



If "other" was selected in Question #7, please provide your recommendations for amenities to encourage walking or biking.

7 Answers

Problem intersection: Old Mission Road x Mission Road x El Camino Real. Bicyclist on Mission Road southbound must cross ECR to Old Mission Road. Suggest making Serramonte Blvd x Mission Road intersection a scramble crosswalk.

which one is #7 ?

Signage

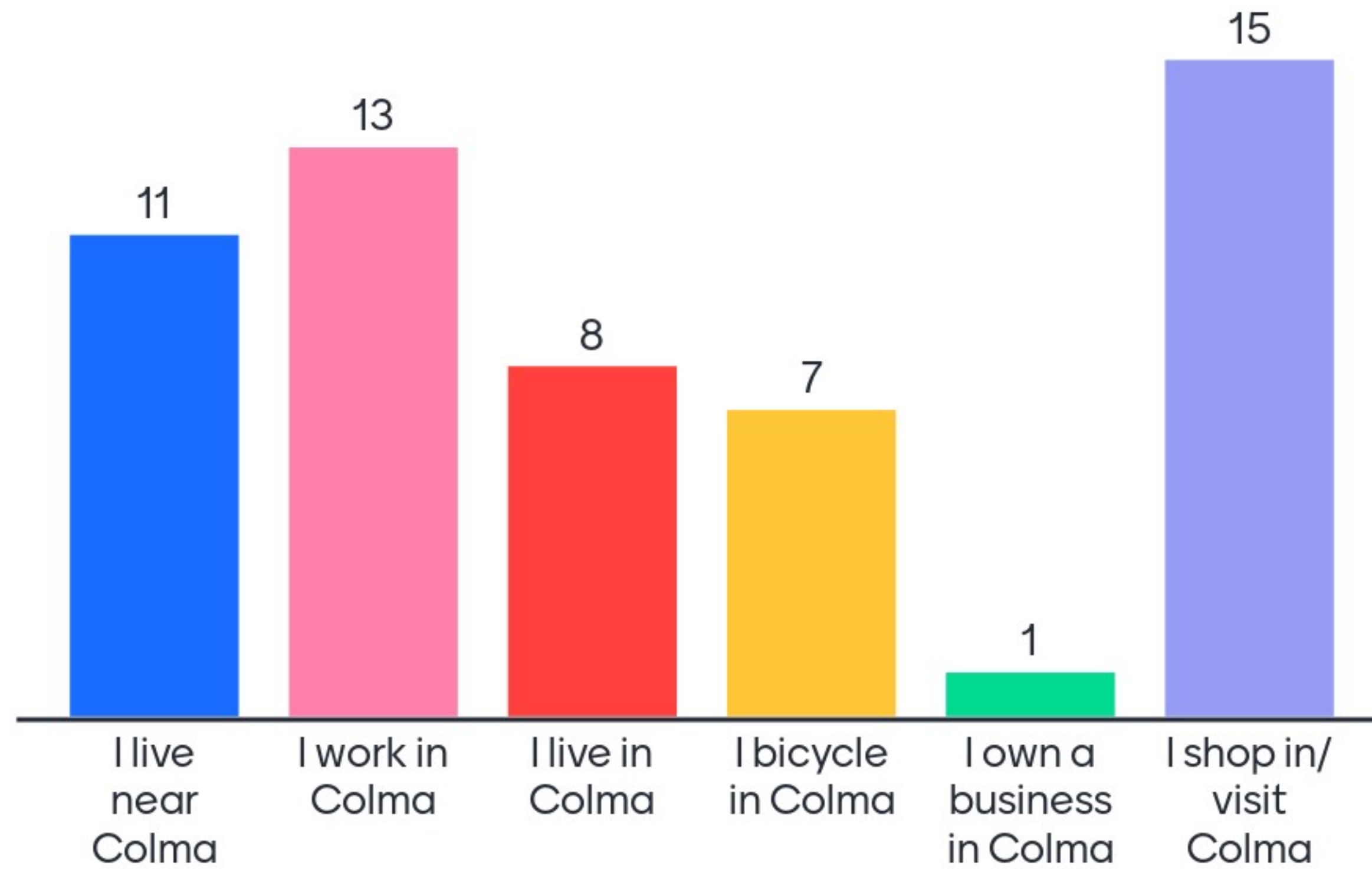
Traffic separation

No need to bike

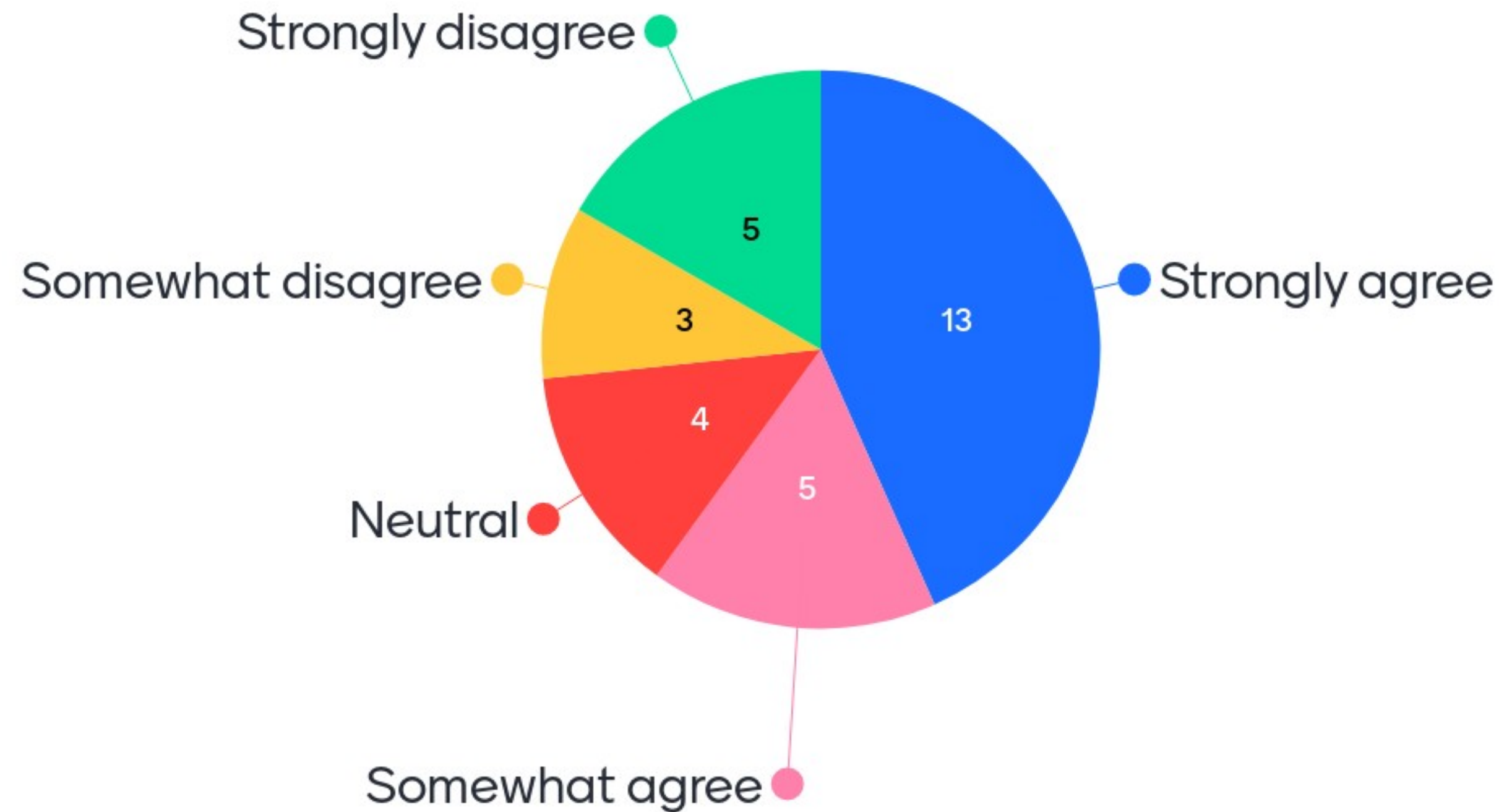
N/a

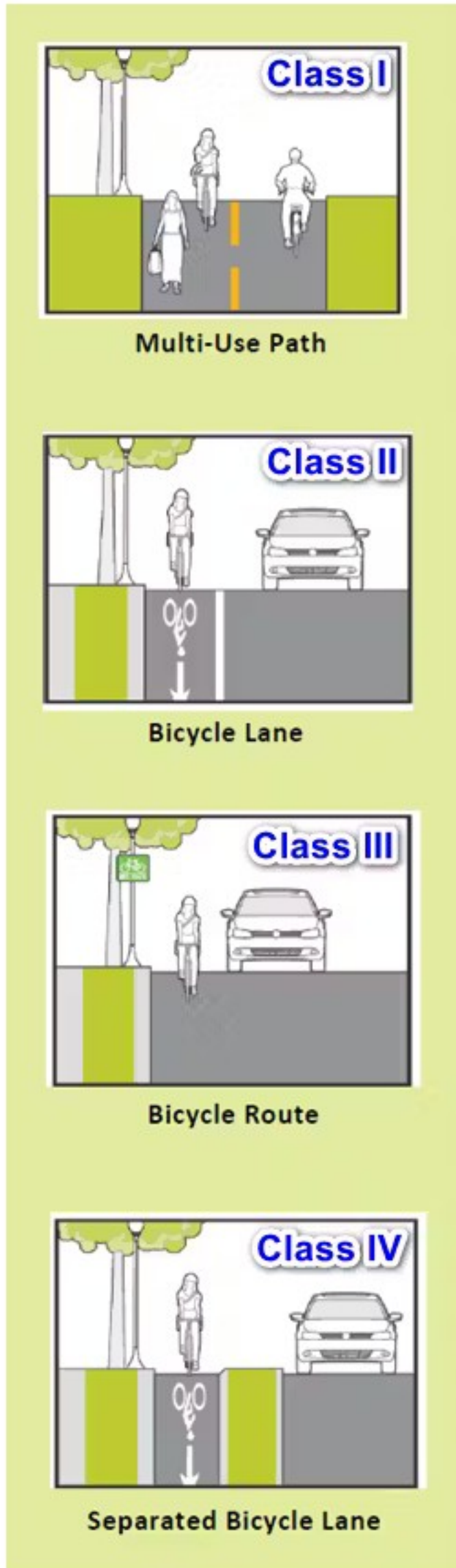
Family friendly options

Please describe your connection to the Town of Colma (check all that applies).

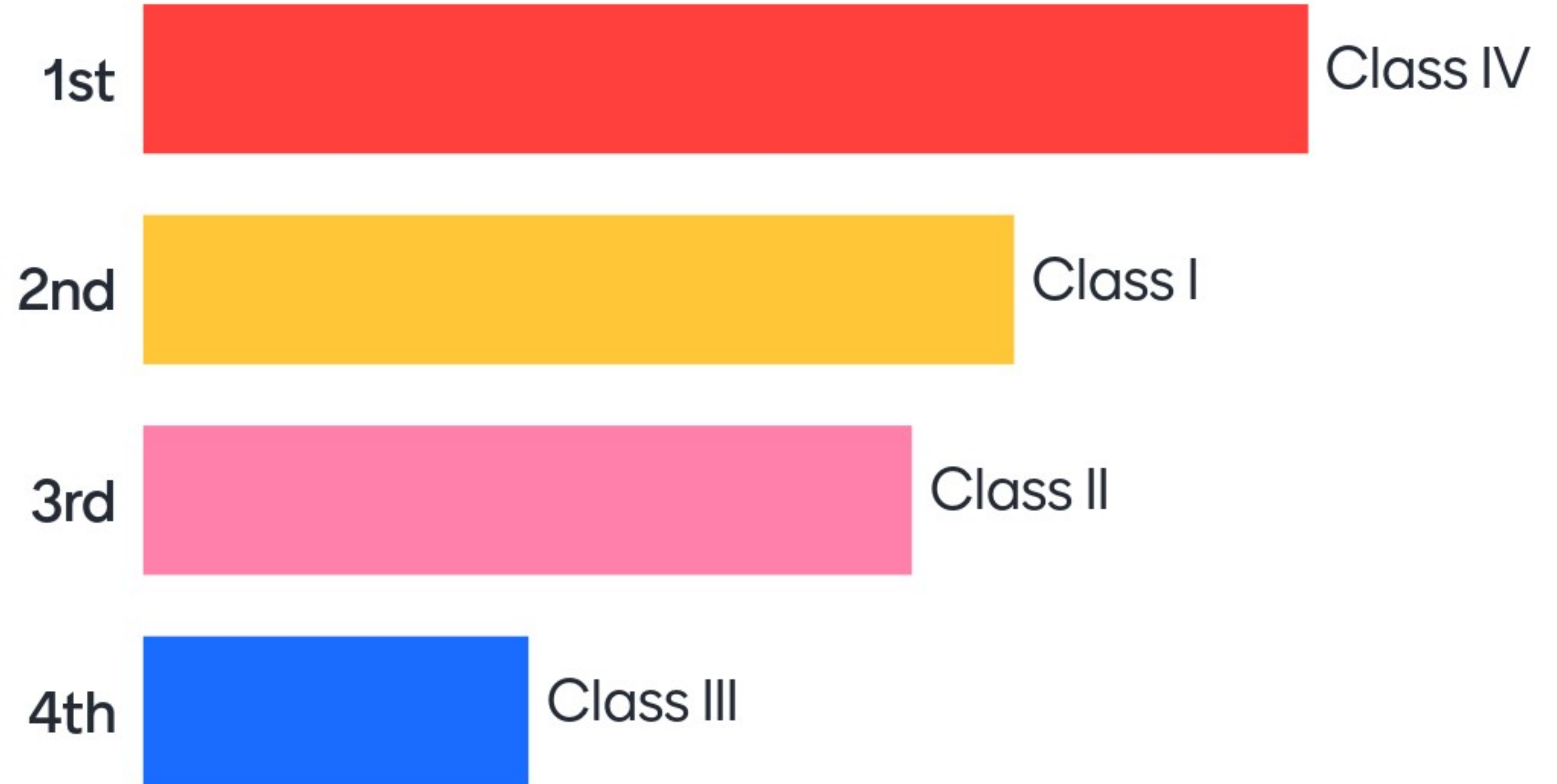


Do you agree/disagree with the following statement: "I would like to travel by bicycle more often for my daily commute, errands, or other activities."

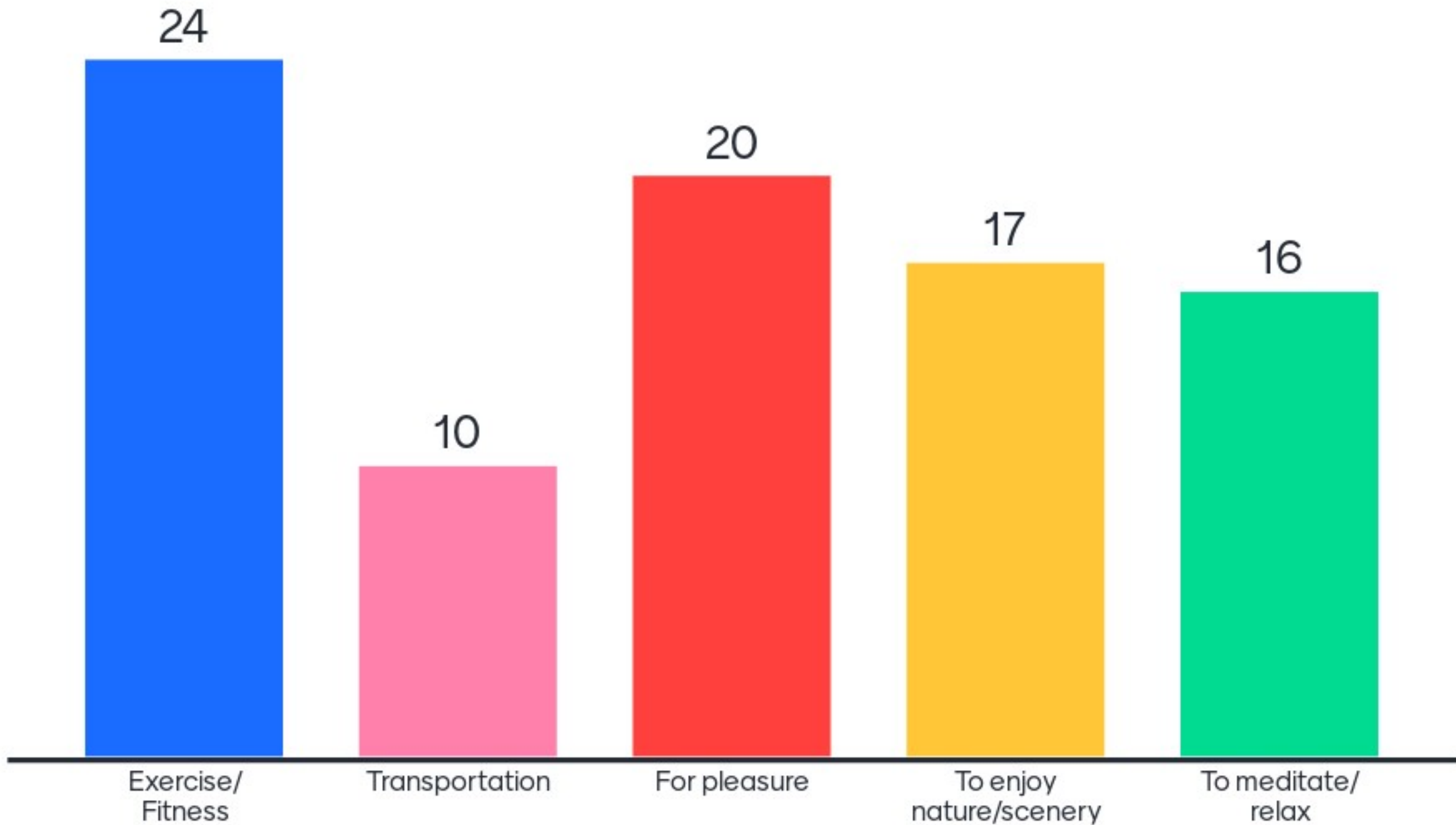




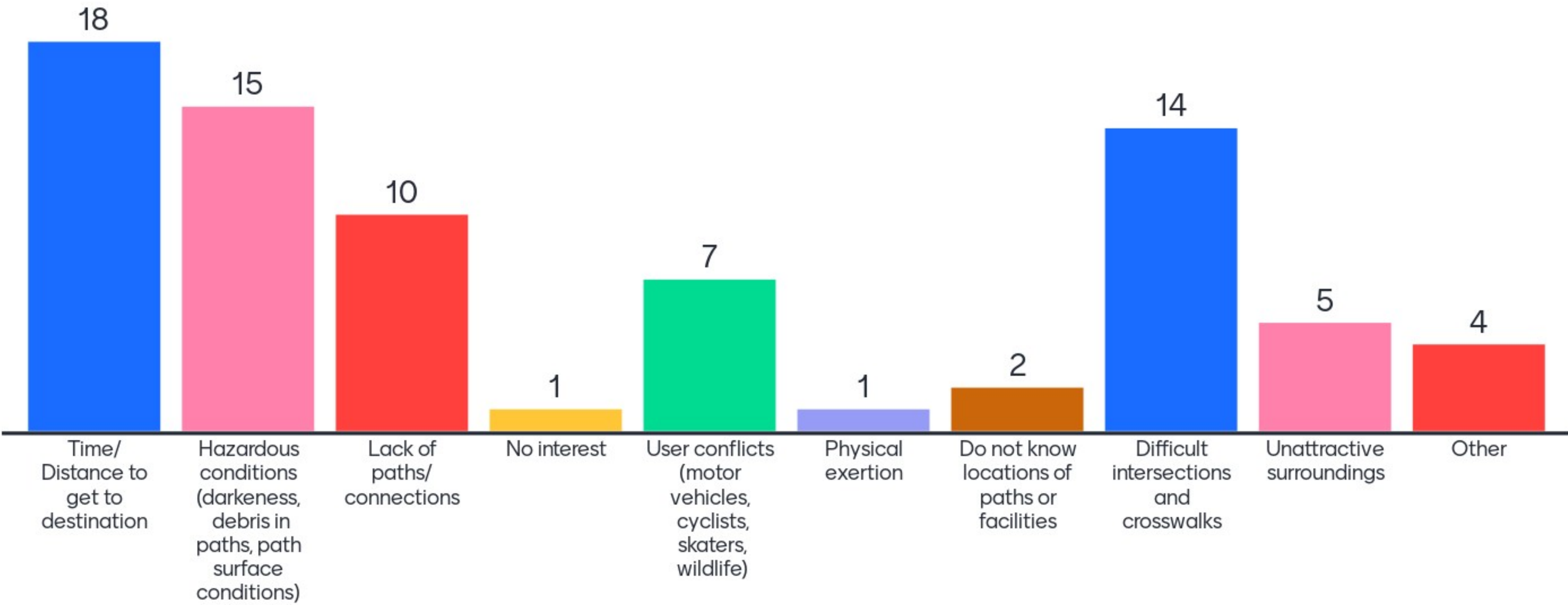
Based on the image above, please rank which bicycle facility you most prefer. Mentimeter



What are your reasons for walking? Check all that apply.



What are your reasons for NOT walking? Choose all that apply.



How can accessibility be improved to increase your preferences for walking or biking?



Are there specific intersections or locations that need bicycle or pedestrian facilities, connections, or improvements?

26 Answers

Mentimeter

Connections to BART: Hill St, D St, Albert Teglia, B St. Also Washington/San Pedro and Collins/El Camino

almost everything near El Camino immediately comes to mind

El Camino Real x Mission Road x Old Mission Road

Junipero Serra at border of Colma and Daly City

El Camino and all the intersections in Colma

Colma blvd at Greenlawn Memorial park

n a

Colma Blvd at Greenlawn Memorial Park

1) On Hillside between Lawndale and Market. Lot of parking spots so cyclists are always right next to cars2) Cypress and el Camino. Mission Rd in Colma is great, but once you get to El Camino it's not usable. Bart is not very accessible

Are there specific intersections or locations that need bicycle or pedestrian facilities, connections, or improvements?

26 Answers



Junipero Serra/Serramonte

El Camino Real and Hickey

No

No

Lawndale/HILLSIDE

Lawndale/Hillside xwalk and connection to SSF improvement

Hickey Blvd, el Camino Blvd - too much going on

Serramonte and Junipero Serra

El Camino Real

Are there specific intersections or locations that need bicycle or pedestrian facilities, connections, or improvements?

26 Answers

Mentimeter

El Camino and Serramonte needs the crosswalks to be more visible. Serramonte and the Serra Center intersection also needs the crosswalk to be more visible

Hillside and Serramonte

ECR and Mission

Hillside and A street

People do not stop completely at Target and Serramonte Blvd. intersection.

280/ Serramonte Daly City

Restore the pavement that is not working in the streets

El Camino Real within Town of Colma; corner of Mission Rd and McLellan Dr.



Appendix C

Goals, Policies and Implementation Measures

Goals Policies and Implementation Measures			
Subject Area	Relevant Policies, Programs, and Initiatives	Source	Implementation Measures
8 80 Citiesⁱ	Goal M-5-4: Accessibility and Universal Design. Prioritize implementation of pedestrian facilities that improve accessibility consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users, such as the disabled and seniors, to travel safely and effectively within and beyond the town.	2040 General Plan	Incorporate into development review checklist for all new entitlement applications.
8 80 Cities	Goal M-5-5: Design of New Development. Require new development to incorporate design that prioritizes safe pedestrian and bicycle travel and accommodates senior citizens, people with mobility challenges, and children.	2040 General Plan	Incorporate into the development review checklist for all new entitlement applications.
8 80 Cities	SENIOR WALKING PROGRAM Senior walking programs can encourage older residents to walk together on safer walking routes, and to build relationships at the same time.	Active South City	*Continued coordination with regional agencies and neighboring cities. *Interagency/department collaboration.
Capital Improvement projects (CIP), Regional coordination	Goal OSC-1-4: Pedestrian Trails, Bikeways Walkways. Expand and improve pedestrian trails, bikeways, and walkways to connect trails and allow access to open space land and regional trail facilities.	2040 General Plan	Seek funding and utilize existing funding sources.
Complete Streets	Goal M-5-2: Design for All Travel Modes. Plan, design, and construct transportation projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, people with mobility challenges, and persons of all ages and abilities.	2040 General Plan	*Seek funding and utilize existing funding sources. *Development review for all new entitlement applications. *Use best practices and adopted design guidelines for complete streets including Caltrans design guidelines and National Association of City Transportation Officials (NACTO) guidelines.
Complete Streets	M-IP3: Implement Grand Boulevard Initiative principles, where appropriate, along El Camino Real within town limits.	2040 General Plan	*Colma El Camino Real Bicycle and Pedestrian Improvement Plan

Subject Area	Relevant Policies, Programs, and Initiatives	Source	Implementation Measures
Complete Streets	M-IP5: Assess the maintenance of sidewalks, pavement and markings, pedestrian crossing signals, and lighting on an on-going basis and prioritize projects based on need and available funding.	2040 General Plan	* Use best practices and adopted design guidelines for complete streets including Caltrans design guidelines and National Association of City Transportation Officials (NACTO) guidelines.
Complete Streets	Mobility Element Implementation Program (M-IP) MI-P2: Review proposed improvement plans to ensure that roadway projects, retrofits, and maintenance projects incorporate Complete Streets elements which support multiple modes of travel.	2040 General Plan	* Interagency/department collaboration; *Use best practices and adopted design guidelines for complete streets including Caltrans design guidelines and National Association of City Transportation Officials (NACTO) guidelines.
Complete streets, 8 80 Cities	UDG-4 Promote safer and more operationally efficient intersections for both pedestrians and vehicles through geometry changes, signalization, and pedestrian features.	Serramonte Boulevard and Collins Avenue Master Plan	Use best practices and adopted design guidelines for complete streets including Caltrans design guidelines and NACTO guidelines.
Complete Streets, Beautification	Expand walkable and bikeable street landscape and green infrastructure: Modify landscape to make walking and biking more desirable. Install bike lanes, bike parking, traffic calming measures, beautification, etc.	2030 Climate Action Plan Update	* Use best practices and adopted design guidelines for complete streets including Caltrans design guidelines and NACTO guidelines. * Seek funding and utilize existing funding sources
Complete Streets, Beautification	Goal M-5-1: Incorporate Complete Streets infrastructure elements into new streets, street retrofits and certain maintenance projects to encourage multiple modes of travel..., as appropriate to the context and determined reasonable and practicable by the Town.	2040 General Plan	*M-IP5: Assess the maintenance of sidewalks, pavement and markings, pedestrian crossing signals, and lighting on an on-going basis and prioritize projects based on need and available funding.
Complete Streets, Beautification	six core goals: 1. Improve multimodal mobility and accessibility for all people 2. Preserve the Multimodal Transportation System 3. Support a vibrant economy 4. Improve public safety and security 5. Foster livable and healthy communities and promote social equity 6. Practice Environmental Stewardship	CA Transp. Plan 2040	* Use best practices and adopted design guidelines for complete streets including Caltrans design guidelines and NACTO guidelines. * Seek funding and utilize existing funding sources

Subject Area	Relevant Policies, Programs, and Initiatives	Source	Implementation Measures
Complete Streets, Beautification	UDG-2: Foster a more unified identity and increase economic vitality and private property investment through strategic public realm and streetscape improvements such as consistent landscaping and tree planting, street lighting, street furnishings, and signage.	Serramonte Boulevard and Collins Avenue Master Plan	* Seek funding and utilize existing funding sources for complete streets and beautification projects.
Complete Streets, Beautification	UDG-3: Support the development of a safer and more aesthetically pleasing pedestrian realm while preserving automobile capacity and access through pedestrian-oriented design features such as mid-block crossings and wider sidewalks.	Serramonte Boulevard and Collins Avenue Master Plan	*Use best practices and adopted design guidelines for complete streets including Caltrans design guidelines and NACTO guidelines.
Developer Impact Fee (DIF)	M-IP4: Consider adopting a transportation impact fee for new development which does not satisfy VMT goals to generate funds for improving all modes of transportation.	2040 General Plan	* DIF for VMT projects and programs.
DIF	Mobility Implementation Program M-IP4: Consider adopting a transportation impact fee for new development which does not satisfy VMT goals to generate funds for improving all modes of transportation.	2040 General Plan	* DIF for VMT projects and programs.
Regional Coordination, safe routes to school	Support Safe Routes to School (SRTS) Program by collaborating with neighboring jurisdictions to enhance pedestrian routes to local schools.	2030 Climate Action Plan Update	* Utilize the San-Mateo-County SRTS High Injury Network (HIN) Report findings to continue to seek funding for Town's Youth-based HIN top corridors.
Regional Coordination	Goal M-5-3: Bicycle Connection Coordination. Coordinate with BART, South San Francisco, Daly City, Caltrans, and San Mateo County to plan and implement bicycle and pedestrian improvements which connect with improvements to BART facilities and regional networks.	2040 General Plan	* Continued coordination with neighboring jurisdictions and regional agencies and entities. * On a quarterly basis meet with: - regional and state partner, - neighboring counties and cities, and - stakeholders The meeting would focus on regional collaboration for projects bordering city lines and how to improve regional connectivity and services.
Regional Coordination	Network connectivity.	2021 San Mateo County C/CAG Comprehensive Bicycle and Pedestrian Plan	*Continued coordination with neighboring jurisdictions and regional agencies and entities. * On a quarterly basis meet with: - regional and state partner, - neighboring counties and cities, and - stakeholders

Subject Area	Relevant Policies, Programs, and Initiatives	Source	Implementation Measures
			The meeting would focus on regional collaboration for projects bordering city lines and how to improve regional connectivity and services.
Regional Coordination	Policy 2.5: Explore feasibility of micromobility programs (e.g., bikeshare) to increase access and convenience of walking, bicycling, and riding transit.	2021 San Mateo County C/CAG Comprehensive Bicycle and Pedestrian Plan	Coordinate with C/CAG and BART to explore micromobility options. (Studies, pilot programs, evaluations, etc.)
TDM Strategy	Create places to park bicycles short and long term, showers and lockers for commuters, and other amenities can eliminate some of the barriers that make bicycling impractical for many people.	Caltrans Bike and Ped Plan Report	Require new development to provide places to park bicycles short and long term, showers and lockers for commuters, and other amenities that can eliminate some of the barriers that make bicycling impractical for many people.
TDM Strategy	Encourage and incentivize bike and car sharing companies to operate in the Town: Develop policies and incentives that attract bike and car sharing companies to establish or expand services.	2030 Climate Action Plan Update	<p>*Continue the TDA program activities that promote active/multimodal transportation and safer pedestrian pathways</p> <p>*As part of the TDM strategies, create a developer impact fee for new developments/major businesses that would be used for continuous TDM strategies that promote multimodal transportation options and improve all modes of transportation.</p> <p>*Require new development and redevelopment projects within Colma or that connect to Colma to construct or pay their fair share towards improvements for all travel modes that provide enhanced connectivity to existing transportation facilities.</p>
TDM Strategy	Goal M-7 Implement Transportation Demand Management (TDM) strategies that reduce vehicle trips and encourage the use of transportation modes that reduce vehicle miles traveled and greenhouse gas emissions.	2040 General Plan	Continue existing TDM program.

Subject Area	Relevant Policies, Programs, and Initiatives	Source	Implementation Measures
<p>TDM Strategy</p>	<p>Policy 2.4: Promote integration of bicycle and walking-related services and activities into broader countywide transportation demand management and commute alternatives programs. This could include encouraging local jurisdictions and major employers to provide locker rooms, showers, and other amenities for changing and storing clothes and equipment to support walking and bicycling.</p> <p>Policy 6.5: Collaborate with San Mateo County Public Health, San Mateo Police Department, and other County departments to implement programs, policies, and projects identified in this plan.</p> <p>Policy 6.8: Encourage collaboration between local jurisdictions to support seamless bicycle and pedestrian travel between jurisdictions within and adjacent to San Mateo County.</p>	<p>2021 San Mateo County C/CAG Comprehensive Bicycle and Pedestrian Plan</p>	<p>*Continue the TDA program activities that promote active/multimodal transportation and safer pedestrian pathways</p> <p>*As part of the TDM strategies, create a developer impact fee (DIF) for new developments/major businesses that would be used for continuous TDM strategies that promote multimodal transportation options and improve all modes of transportation.</p> <p>*Require new development and redevelopment projects within Colma or connect to Colma to construct or pay their fair share towards improvements for all travel modes that provide enhanced connectivity to existing transportation facilities.</p>
<p>TDM Strategy, regional coordination</p>	<p>Goal M-7-3: Vehicle Trip Reduction.</p> <p>Support vehicle trip reduction strategies, including building safer and more inviting transportation networks, supporting connections to high frequency and regional transit, implementing TDM programs, and integrating land use and transportation decisions.</p>	<p>2040 General Plan</p>	<p>*The Town recently adopted the VMT guidelines, continue to implement the recommended mitigation strategies proposed in the plan.</p> <p>* Continue implementing the TDM program</p>

Subject Area	Relevant Policies, Programs, and Initiatives	Source	Implementation Measures
Walkable Neighborhoods	<p>Goal LU-3-6: Walkable Neighborhoods.</p> <p>Promote walkable neighborhoods by supporting alternative modes of transportation, enhancing bike and pedestrian connectivity to local commercial districts and transit centers and maintaining sidewalks, public plazas, parks and greenways, parkways, street tree canopies, and landscaping throughout residential neighborhoods.</p>	2040 General Plan	<p>* Mobility Implementation Program (M-IP)4: Consider adopting a transportation impact fee for new developments.</p> <p>* Seek funding and utilize existing funding sources for complete streets projects</p>
Walkable Neighborhoods, TDM Strategy, Complete Streets,	<p>A Walkable Town Center Destination.</p> <p>There is demand for a retail, dining, and entertainment district within the Town of Colma... A central location that is accessible by local residents, workers, visitors, and travelers is preferred. The district should include pedestrian-oriented streets and/or paths; incorporate a density that sustains pedestrian traffic;</p>	Town of Colma Land Use and Urban Design Strategy	<p>*Mobility Implementation Program (M-IP)4: Consider adopting a transportation impact fee for new developments.</p> <p>* Seek funding and utilize existing funding sources for complete streets projects</p>
Walkable Neighborhoods, TDM Strategy, Complete Streets,	<p>Goal M-2-1: Reduce Vehicle Miles Traveled. Require new development projects to achieve a reduction in VMT per capita or VMT per service population compared to both baseline VMT performance conditions and General Plan 2040 VMT performance conditions. The Town will regularly monitor baseline VMT to provide updated benchmarks for project applicants. Encourage use of VMT reduction strategies and methods to encourage non-automobile travel.</p>	2040 General Plan	<p>* Mobility Implementation Program (M-IP)4: Consider adopting a transportation impact fee for new developments.</p>
Safety	<p>Goal M1-1: Vision Zero.</p> <p>Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.</p>	2040 General Plan	<p>*M-IP1: Regularly monitor collisions to respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.</p> <p>*M-IP2: Review proposed improvement plans to ensure that roadway projects, retrofits, and maintenance projects incorporate Complete Streets elements which support multiple modes of travel.</p>

Subject Area	Relevant Policies, Programs, and Initiatives	Source	Implementation Measures
			<p>*Utilize Colma Systemic Safety Analysis Report (SSAR) and monitor Records System (SWITRS), UC Berkeley's Transportation Injury Mapping System (TIMS), and local Police Department collision data.</p> <p>*Utilizing the Statewide Integrated Traffic</p>
	<p>Goal M-1-2 Capital Improvement Prioritization. Maintain and upgrade existing rights of way and ensure that the needs of non-motorized travelers are considered in planning, programing and design of improvements.</p>	2040 General Plan	<p>*Mobility Implementation Program</p> <p>*M-IP1 Mobility Implementation Program</p> <p>*M-IP2 Mobility Implementation Program M-IP5</p>
TDM Strategy	<p>Goal M-1-3 Fair Share Contributions. Require new development and redevelopment projects both within and outside of Colma to construct or pay their fair share towards improvements for all travel modes to provide enhanced connectivity to existing transportation facilities.</p>	2040 General Plan	<p>*Create a DIF for VMT projects and programs</p>
Regional Coordination	<p>Goal M-3-2 El Camino Real. Ensure that El Camino Real retains its distinct character, while encouraging improvements which support increased multi modal use.</p>	2040 General Plan	<p>*Implement Colma El Camino Real Bicycle and Pedestrian Improvement Plan strategies</p> <p>*M-IP3: Implement Grand Boulevard Initiative principles, where appropriate, along El Camino Real within town limits.</p>
Regional Coordination	<p>Goal M-3-3 Regional Transportation Planning. Actively participate in and support regional transportation planning efforts.</p>	2040 General Plan	<p>* Implement Colma El Camino Real Bicycle and Pedestrian Improvement Plan Strategies</p> <p>*M-IP3: Implement Grand Boulevard Initiative principles, where appropriate, along El Camino Real within town limits.</p>
Safety	<p>M-IP1: Regularly monitor collisions to respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.</p>	2040 General Plan	<p>*Utilize Colma Systemic Safety Analysis Report (SSAR) and monitor Records System (SWITRS), UC Berkeley's Transportation Injury Mapping System (TIMS), and local Police Department collision data.</p>
Complete Streets	<p>M-IP2: Review proposed improvement plans to ensure that roadway projects, retrofits, and maintenance projects incorporate Complete Streets elements which support multiple modes of travel.</p>	2040 General Plan	<p>*Inter-department coordination and review during Capital Improvement Project implementation and Development Review process.</p>

Appendix D

Stakeholder List

List of Stakeholders

Agency or Entity Name	Email
BART	TChan1@bart.gov
BART	mmeaghe@bart.gov
BART	hmaddox@bart.gov
Caltrans District 4	sergio.ruiz@dot.ca.gov
Colma Business Community	staff@dccchamber.org
Colma PD	police@colma.ca.gov
Daly City	cityclerk@dalycity.org
SamTrans	petrikm@samtrans.com
Silicon Valley Bike Coalition	sandhya@bikesiliconvalley.org , anthony@bikesiliconvalley.org
Town of Colma Public Works and Engineering	brad@csgengr.com
Town of Colma Planning	planning@colma.ca.gov
City of Daly City - Housing and Community Development	hcd@dalycity.org
City of Daly City - Planning	mvanlonkhuisen@dalycity.org
City of South San Francisco - Engineering	EngDevelopment@ssf.net
City of South San Francisco - Planning	planning@ssf.net
Department	Web-PW@ssf.net
Grand Boulevard Initiative	buckleyg@samtrans.com
Jefferson Elementary School District	bvidales@jeffersonesd.org
Jefferson Union High School District	msherwin@jeffersonunion.net
Sustainable San Mateo County	advocate@sustainableanmateo.org
County of San Mateo - Planning	plngbldg@smcgov.org
County of San Mateo - Health	envhealth@smcgov.org
Silicon Valley Bike Coalition	anthony@bikesiliconvalley.org
Committee	bac@caltrain.com
BIRD	city@bird.co
Mercy Housing- Colma Veterans Village	Eric.Duncan@mercyhousing.org
C/CAG (StreetLights Data Point of Contact)	ashiramizu@smcgov.org
A&D GLASS DEPOT, INC	office@andglassdepot.com
A1 RHINO LININGS	A1Rhinolinings@gmail.com
ACME MEMORIAL CO. INC	gracekho@acmememorial.com
ALEJANDRO AGUILAR	alejandroaguilar895@yahoo.com
ALL COUNTY CREMATION SERVICES INC	lsigal@cypresslawn.com
ALL STAR GLASS, INC.	asgpatti@allstarglass.net
AMERICAN MONUMENTAL COMPANY	info@AmericanMonumental.com
APEX BARBERSHOP LLC	Apexbatbwrshop2020@gmail.com
ART IN STONE, INC	aismemorials@gmail.com
ASHLEY HOMESTORE	tax@ashleyfurniture.com
AUTO EXOTICS	autoexotics1465@aol.com
BANFIELD PET HOSPITAL #5244	ashika.lata@banfield.com
BATH & BODY WORKS LLC #4413	bl@bbw.com
BAY CONTRACT MAINTENANCE, INC	arivera@baycontract.com
BEST BUY STORES, LP #873	Sheala.Osborne@bestbuy.com
BEVERAGES & MORE, INC # 20	yinl@bevmo.com
BIANCHI MOTOR'S	bianchimotors37@gmail.com

List of Stakeholders

Agency or Entity Name	Email
BLACK BEAR DINER	rishi@randsblackbear.com
BLOOM AND LAWN LANDSCAPE, INC	joel@bloomandlawnlandscaping.com
BOOT BARN, INC.	khill@bootbarn.com
BURGER KING	amy.kim@issvc.com
CADILLAC	general@cadillacsouthsanfrancisco.com
CANDIDCREATIONS	candidcreations.store@gmail.com
CARMAX	debra_lloyd@carmax.com
CARMAX	DEBRA_LLOYD@CARMAX.COM
CARTER'S	taxdepartment@carters.com
CENTRIX BUILDERS, INC.	JASON@CENTRIXBUILDERS.COM
CG MOVING CO. INC	griselda@cgmovingcompany.com
CHINONE OPTOMETRY CORP	chinoneoptometry@gmail.com
CHIPOTLE MEXICAN GRILL #1187	licensing@chipotle.com
CHRISTY VAULT COMPANY, INC	kcarpenter@christyvault.com
CIRCLE COMMUNICATIONS LLC	leila@circlecommunications.com
COLMA ANIMAL HOSPITAL	info@colmapet.com
COLMA CREMATION & FUNERAL SERVICES	info@colmacremation.com
COLMA FLORAL SHOP	colmaflowers@gmail.com
COMMERCE HOLDING COMPANY, INC	greekorthodoxmp@aol.com
CURTIS EDWARD DENNISON LANDSCAPE INC	accounting@cedlandscape.com
CVS/PHARMACY #16111	lisa.gonzalez@cvshealth.com
CYPRESS CREMATION SERVICE INC	lsigal@cypresslawn.com
CYPRESS FUNERAL SERVICE INC	lsigal@cypresslawn.com
CYPRESS GOLF	ronbarels@gmail.com
CYPRESS LAWN CEMETERY ASSOCIATION	lsigal@cypresslawn.com
DASHMART	indirecttax@doordash.com
DAVITA COLMA DIALYSIS	bllic@davita.com
DOLLAR TREE #04429	ca-licensing@dollartree.com
DOLLY EFFECT	info@dollyeffect.com
DONOHUE & CARROLL MONUMENTS	donohueandcarroll@gmail.com
ECOCAR DETAIL INC	INFO@SMSRVS.COM
ENTERPRISE RENT-A-CAR	kameron.d.milam@ehi.com
ETERNAL HOME CEMETERY	dvilla@sinaichapel.org
EXTRA SPACE STORAGE	ckeller@extraspace.com
EYE EXAM #0115	licenses@luxotticaretail.com
F. FERRANDO & CO.	fferrando1537@sbcglobal.net
FEDEX OFFICE & PRINT SERVICES, INC #4098	jeans@businesslicenses.com
FLOWER LAND FLORIST	rvoneshot1@yahoo.com
FOCUS GLOBAL LLC	admin@focusglobal.us
GAMESTOP #690	marloparker@gamestop.com
GARDEN OF ANGELS FLOWER SHOP	gardenofangelsflowershop@gmail.com
GLOSSI NAIL BAR	liz.huongnguyen@gmail.com
GOLDEN HILL MEMORIAL PARK, INC	ghcap302@gmail.com
GOLDEN HILL MONUMENT	goldenhillmonument@gmail.com

List of Stakeholders

Agency or Entity Name	Email
GOLDEN STATE INFINITI	shinojosa@wiseautogroup.com
GOLDEN STATE NISSAN	shinojosa@wiseautogroup.com
GOLFTEC ENTERPRISE, LLC	tburmeister@golftec.com
GOOD FEET SAN FRANCISCO LLC	connorf@goodfeetwest.com
GOODWALLET	jojo@goodwallet.us
GRANITE EXCAVATION & DEMOLITION, INC.	jason@granitesf.com
GREEK ORTHODOX MEMORIAL PARK	greekorthodoxmp@aol.com
GREENLAWN MEMORIAL PARK	greenlawnmp@aol.com
H&R BLOCK	ocoebusinesslicense@hrblock.com
HILLS OF ETERNITY MEMORIAL PARK	ssolomon@jcemsf.org
HOLY CROSS CATHOLIC CEMETERY	jabermudez@holycrosscemeteries.com
HOME OF PEACE CEMETERY	ssolomon@jcemsf.org
HONDA OF SERRAMONTE	ap@allprorecon.com
HONEY BAKED HAM	Licensesupport@hbham.com
HOUSE OF BAGELS	kenny.chiu56@gmail.com
HOY SUN MEMORIAL CEMETERY, INC	hoysuncemetery@yahoo.com
IMAGE AUTO BODY INC	imageautobodyshop@gmail.com
ITALIAN CEMETERY	joanna@italiancemetery.com
JAPANESE BENEVOLENT SOCIETY	
JBL MED TRANSPORT, LLC	jay@jblmedtransport.com
JUAN M. HARO	Haroj777@yahoo.com
KOHL'S #981	business.licenses@kohls.com
KOLLMANN & MASON INC	kollmannandmason@gmail.com
LENSCRAFTERS #0115	licenses@luxotticaretail.com
LESTER'S FLOWER SHOP	lestersflowers@yahoo.com
LEXUS OF SERRAMONTE	ap@allprorecon.com
LOVED ONES MORTUARY TRANSPORT SVC LLC	lomts@yahoo.com
LUCKY CHANCES, INC	rommelm@luckychances.com
MANCINI'S SLEEPWORLD	mhiggins@sleepworld.com
MANILA EATERY	emeldazapanta@yahoo.com
MARGARITA'S LATINO FOODIE	info@margaritaslatinofoodie.com
MARIELA'S GARDENING SERVICE	greenlawnmp@aol.com
MARSHALLS #273	sales_tax@tjx.com
MATTRESS FIRM INC #502010	Twila.Downing@MFRM.com
MAUREEN J. O'CONNOR & ASSOCIATES	colmaspirit@comcast.net
MAYBELLE T. GOMEZ DDS MSD	dr.g@gomezorthodontics.com
MICHAELS STORES INC	michaels@cscglobal.com
MOLLOY RENTALES	molloyfrancis@yahoo.com
MOLLOYS SPRINGS	molloybar@netzero.com
MOMIJI JAPANESE RESTAURANT	momijicolma@gmail.com
NIKOS TRANSPORT	boyetgatchalian62@yahoo.com
OLD NAVY #5520	Business_license@gap.com
OLIVET FLOWER SHOP	olivetflowershop@gmail.com
OLIVET FUNERAL AND CREMATION SERVICES	lsigal@cypresslawn.com

List of Stakeholders

Agency or Entity Name	Email
OLIVET MEMORIAL PARK	lsigal@cypresslawn.com
ONO HAWAIIAN BBQ	permit@onobbq.com
ORANGETHEORY FITNESS DALY CITY	ruchitrane@gmail.com
PACIFIC SALES KITCHEN AND BATH CENTERS, LLC #873	businesslicense@bestbuy.com
PANDA EXPRESS #3341	permits@pandarg.com
PAUL'S FLOWER	gomezdelucchi@gmail.com
PENINSULA REFLECTIONS	anna@crmscommunities.com
PET CLUB	ryan@petclubstores.com
PET'S REST	phil@petsrest.com
PHILZ COFFEE	permits@philzcoffee.com
PINEAPPLE EXPRESS CAR CARE	pineappleexpresscarcare@gmail.com
POKE BOWL	zcyrusz18@yahoo.com
POPEYES LOUISIANA KITCHEN	JCYUMMI@YAHOO.COM
PRECISION BODY SHOP & DETAIL, INC	Anthony@Precisionbsd.com
RODRIGUEZ FRESH FARM	coria1973@yahoo.com
ROSS DRESS FOR LESS #1918	licensing@ros.com
ROUND TABLE PIZZA	saljama7@gmail.com
ROYAL AUTO BODY & REPAIR CENTER, INC	royalabody@sbcglobal.net
SALEM MEMORIAL PARK	ssolomon@jcemsf.org
SAMUEL WONG DDS	samuelwongdds@gmail.com
SAS SHOES	sasshoes2@hotmail.com
SAS SHOES	mikehsu109@gmail.com
SEGALE & CERINI, INC	bill@segalecerini.com
SERRAMONTE FORD	jjennings@vtaig.com
SERRAMONTE KIA	teamvwchris@gmail.com
SERRAMONTE SUBARU	teamvwchris@gmail.com
SERRAMONTE VOLKSWAGEN	teamvwchris@gmail.com
SF DENTAL SUPPLY, LLC	ddcd@sbcglobal.net
SHOE DEPOT, INC.	shoedepot39@yahoo.com
SIMPLY UNIFORMS	simply7801@gmail.com
SIZZLER	SOPHEAP.IM@YADAVGROUP.NET
SOUTHWEST CONCESSIONS INC	mrk_kelly@sbcglobal.net
SOUTHWEST CONCESSIONS KB "KELLY'S DELI"	Karentaoba@yahoo.com
SPECIALTY FURNITURE SHOP	kendenardi@gmail.com
STANDARD PLUMBING SUPPLY COMPANY, INC	miles.romney@standardplumbing.com
STAR SMOG DEPOT	harunongun@hotmail.com
STARBUCKS COFFEE #14424	licenseservices@starbucks.com
STEWART CHEVROLET CHRYSLER DODGE JEEP RAM	agedman1@hotmail.com
SUZETTE M. VILLANUEVA D.M.D	Drsuemouth@yahoo.com
SWEET DREAMS BAKERY	rebecca@sweet-dreams-bakery.com
SWEETHONEY DESSERTS	Theresa2780@gmail.com
TARGET OPTICAL #970	licenses@luxotticaretail.com
TARGET STORE T-0320	business.licensing@target.com
TESLA MOTORS, INC.	jeans@businesslicenses.com

List of Stakeholders

Agency or Entity Name	Email
THE DAVEY TREE EXPERT COMPANY	daveytree@licenseelogix.com
THE HOME DEPOT #639	THD@avalara.com
THE HOME DEPOT #6655	THD@avalara.com
THE MEN'S WEARHOUSE, INC #2167	TMWBusinessLicense@tailoredbrands.com
THE VITAMIN SHOP	emelia.kennedy@vitaminshoppe.com
TORRES FLOWERS	torresflowers@yahoo.com
TRAPEZE ARTS, INC.	trapezearts@gmail.com
TRILLIUM GENERAL CONTRACTOR	rivasi40@yahoo.com
T-SHIRT FEVER	contact@t-shirtfever.com
ULTA, SALON, COSMETICS & FRAGRANCE, INC	storelicensing@ulta.com
V. FONTANA AND CO.	mainoffice@vfontana.com
VICTOR'S MOVING & HAULING	victorhaulings@gmail.com
VINFAST	kimberly.johnson@vinfastauto.com
WEST COAST ALL PRO AUTO RECONDITIONING	ap@allprorecon.com
WESTERN AWNINGS & CANVAS	westernawnings@sbcglobal.net
WOODLAWN MEMORIAL PARK AND FUNERAL HOME	hector.gonzalez@dignitymemorial.com
YIFANG TAIWAN FRUIT TEA, COLMA	YiFang.Colma@gmail.com
Steve Reeves DBA Andy's Wheels and Tires	steve_reeves@ymail.com
Wingstop	shokerjason@aol.com