

Executive Summary

The City of San Mateo recognizes the value of walking and has developed this Citywide Pedestrian Master Plan to improve the pedestrian environment and to establish itself as a more walkable, livable, and healthy city.

This Executive Summary highlights the Plan's goals and priority projects intended to help the City of San Mateo realize those goals.

Walking is fundamental: it is not just how we move around but also is a primary form of exercise and social activity. Whether taking transit, walking the dog, or heading to the front door after parking the car (to one's work, the grocery store, post office, etc.), nearly everyone is a pedestrian for some portion of their day.

This Plan provides a broad vision, strategies, and actions for improving the pedestrian environment in San Mateo. The six goals of this plan are listed on the left side of this page. This Plan's recommendations are built on and consistent City goals and policies for increasing the number of people who walk in San Mateo.

This Citywide Pedestrian Master Plan is a blueprint for the City to improve the pedestrian environment, secure funds dedicated to pedestrian safety and livable communities, and increase the number of walking trips.

Priority Programmatic Projects

The priority projects identified in this plan include programs as well as infrastructure improvements. These programmatic improvements are broad and cannot be evaluated using the same strategy or criteria as engineering projects. Based on their importance in supporting the pedestrian network infrastructure improvements, the following studies and programs are included in the priority, near-term project list:

- A. Bay to Transit Path Feasibility Study
- B. Downtown Lead Pedestrian Interval Study
- C. 3rd Ave and Norfolk Street Intersection Improvement Study
- D. Safe Routes to School Program
- E. Suggested Routes to School Maps
- F. Encouraging Seniors Program
- G. Flexible Zone Parklet Pilot Program
- H. Parking Enforcement
- I. Annual Pedestrian Counts and Surveys



Goal 1: Mobility

Increase and improve pedestrian access to employment centers, transit, community destinations and recreation across the City of San Mateo for all ages and abilities.

Goal 2: Safety

Improve pedestrian safety through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements such as signage and lighting, and landscaping; as well as best practice programs to enhance and improve the overall pedestrian safety.

Goal 3: Infrastructure and Support Facilities

Maintain and improve the quality, operation and integrity of the pedestrian network infrastructure that allows for convenient and direct connections throughout San Mateo.

Goal 4: Programs

Increase awareness of the value of pedestrian travel for commute and non-commute trips through encouragement, education, enforcement and evaluation programs that support walking.

Goal 5: Equity

Improve pedestrian accessibility for all residents through equity in public engagement, service delivery and capital investments.

Goal 6: Implementation

Implement the Pedestrian Plan over the next 20 years.

Priority Infrastructure Projects

The priority infrastructure improvements were developed to improve pedestrian mobility and increase safety in an equitable manner. This Plan has over 100 priority projects that are intended for near-term implementation within 1-5 years.

These projects are the highest scoring projects. The project evaluation criteria was developed to measure how strongly a project meets this Plan’s goals including access to schools, senior facilities, transit, and community centers.

A number of the priority projects are pedestrian scaled lighting along long corridors and are estimated to cost \$56.9 million. These projects may be part of corridor improvements and may be considered for longer-term implementation. The cost estimate sum excluding these pedestrian scale lighting projects is approximately \$1,406,300.

Figure ES-1: Priority Projects

Improvement Type	No. of Improvements	Cost Estimate
Advance stop bars	2	\$1,000
Crosswalk: High-Visibility	34	\$142,800
Crosswalk: School Zone	2	\$9,600
Curb Extension	4	\$250,000
Curb Extension with Stop Bar	4	\$226,800
Directional curb ramp	1	\$4,000
In-pavement flashers	2	\$150,000
Leading pedestrian interval	4	\$14,000
Midblock Crossing	2	\$4,800
Midblock Crossing with In-Pavement Flashers	1	\$154,800
Pedestrian Countdown Signals	1	\$8,000
Pedestrian Refuge	3	\$270,000
Pedestrian Scale Lighting	23	\$55,459,600
Planting Strip	1	\$6,000
Sidewalk Installation	2	\$77,300
Signage	1	\$300
Signal Timing	15	\$72,000
Striping	3	\$14,900
	Total	\$56,865,900
	Total without Pedestrian Scale Lighting	\$1,406,300