

Appendix C. Planning and Policy Review

This Citywide Pedestrian Master Plan's recommendations will be built on and consistent with local and regional goals and policies for increasing the number of people who walk in San Mateo. These goals include specific recommendations for streets, sidewalks and multi-use paths and also include policies to make San Mateo more sustainable by reducing the City's carbon footprint.

The following is a review of planning and policy documents relevant to this Citywide Pedestrian Master Plan. The review is organized by City, County, Regional, State and Federal documents and policies. This review is strategic, focusing on those sections and specific policies from each document that are most relevant here.

C.1. City Documents

The City guides its land use and transportation development through a spectrum of plans with varying scopes. The General Plan guides future development citywide and sets a foundation for master and specific plans to follow. Master Plans, such as this Citywide Pedestrian Master Plan are focused on a particular planning initiative that influences a large area of the City. Specific Plans provide guidelines for the distribution and location of land use. Capital Improvement Plans identify capital projects for the City to construct within the next five years.

C.1.1. General Plan (2010)

The purpose of the General Plan is to guide future development through 2030. Pursuant to California law, the General Plan must address seven elements.¹ The most applicable element to pedestrian facilities is the Circulation Element, which plans the movement of goods and people in the city. The General Plan is supportive of creating and maintaining a walkable environment and the Circulation Element calls for a Citywide Pedestrian Master Plan to outline strategies for improving walking conditions in San Mateo, while raising the profile of walking as a mode of transportation. The City has a goal of increasing its mode share for pedestrian and bicycle travel to 30 percent by 2020 for trips of one-mile or less. Bicycle and pedestrian travel currently represents about three percent of all travel. The following goals and policies are extracted from the Circulation (C), Conservation/Open Space (C/OS), Land Use (LU), and Urban Design (UD) Elements.

- Circulation Goal 2: Maintain a street and highway system which accommodates future growth while maintaining acceptable levels of service.
 - Policy C2.4: Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.

¹ California requires General Plans to address the following “elements”: Land Use, Open Space, Conservation, Housing, Circulation, Noise, and Safety.

- Policy C2.8: Traffic Signal Installation. A development project may be required to fund signalization of off-site unsignalized intersections if warranted as a result of project generated traffic. In addition, existing conditions may warrant signalization of unsignalized intersections. A warrant analysis to determine the need for signalization shall include consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, accident history, and proximity of sensitive land uses, such as schools.
- Policy C2.12: Transportation Demand Management (TDM) Downtown. Establish and implement a TDM program, a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility for development within one-half mile of the Downtown transit center.
- Circulation Goal 3: Support the provision of public transit services adequate to provide a viable alternative to automobile travel for all citizens and to provide a convenient means of transportation to the "transit dependent" population.
 - Policy C3.3: Hayward Park Station. Improve pedestrian and vehicular access to the station. Redefine the surrounding area with mixed-use and transit-oriented development.
 - Policy C3.4: Hillsdale Station. In conjunction with Caltrain, relocate the Hillsdale Station northward to a new location in the vicinity of between 28th Avenue and 31st Avenue, allow parking lot expansion, improve vehicular circulation and pedestrian access, and facilitate direct on-site bus/train transfer. Establish a circulation system for Hillsdale Station that will safely meet the needs of the station as a major transit hub and heart of a transit village, and will efficiently accommodate the many modes of transit it will serve. Also, incorporate the concepts of transit-oriented development into the designs of the areas surrounding the station – i.e. mixed-use development, pedestrian friendly design, a variety of housing within walking distance, etc.
 - Policy C3.7: San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan). Improve east-west access via new grade-separated rail crossings at 28th and 31st Avenues.
- Circulation Goal 4: Develop and maintain a comprehensive bicycle and pedestrian circulation network which provide safe recreation opportunities and an alternative to automobile travel.
 - Policy C4.4: Pedestrian Circulation. Develop a pedestrian master plan and prioritized capital improvement program that creates and maintains a walkable environment in San Mateo and supports the City's Sustainable Transportation Actions.
 - Policy C4.5: Pedestrian Enhancements with New Development. Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.

- Policy C4.6: Wheelchair Access and Pedestrian Accessibility. Continue to assess and improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed in accordance with the established Citywide Wheelchair Program.
- Policy C4.7: Pedestrian Safety. Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
- Policy C4.8: Pedestrian and Bicycle Mobility Needs. Balance pedestrian mobility and bicycle accessibility and safety with vehicular congestion when considering intersection improvements to address level of service degradation.
- Policy C4.9: Pedestrian and Bicycle Connections. Implement an area-wide pedestrian and bicycle circulation plan which will result in convenient and direct connections throughout San Mateo. Implementing connections in the Rail Corridor Transit-Oriented Development Plan (Corridor Plan) area and into adjacent neighborhoods and districts is a priority.
- Policy C4.11: Citywide Bikeways and Pedestrian Master Plan. Develop a Citywide Bikeways and Pedestrian Master Plan to outline strategies for improving bicycling and walking conditions in San Mateo, while raising the profile of bicycling and walking as modes of transportation.
- Policy C4.12: Hillsdale Bicycle and Pedestrian Over Crossing. Construct a bicycle and pedestrian over crossing in the vicinity of Hillsdale Boulevard over US 101.
- Circulation Goal 6: Implement the transportation objectives of the Sustainable Initiatives Plan (SIP) adopted by the City Council and developed by the Sustainable Advisory Committee.
 - Policy C6.1: Modal Share. Increase mode share for pedestrian and bicycle travel, for trips of one mile or less, from 3% in 2005 to 30% by 2020 by introducing paid parking in other commercial areas outside of the downtown, improving pedestrian walkways and amenities within commercial areas and residential neighborhoods and by providing adequate, secure, covered parking for bicycles in city garages and for new multifamily and commercial development. Additional potential supportive actions to increase mode share are detailed in the SIP, Appendix K of the General Plan.
 - Policy C6.3: Travel to Schools. Reduce private automobile school trips by 50 percent before 2020 by working with private and public schools to increase the number of students walking or bicycling to school, implementing "walking pools" to schools, increasing carpooling for students, and making flexible local transit available for student travel.
- Policy C/OS9.3: Crystal Springs Road Access. Pursue safe pedestrian/bicycle access to San Francisco Water District lands via Crystal Springs Road through coordination with the Town of Hillsborough and with State and County assistance.
- Policy C/OS 9.4: Interjurisdictional Coordination. Support the coordination of adjacent jurisdictions in the development of bicycle and pedestrian trails, the connection of trails in San Francisco watershed lands, the development of the Bay Trail and Ridge Trail systems, and potential connections into the City of Belmont in the development of a trail system with Sugarloaf Mountain.

- Policy C/OS 11.1: Active and Healthy Lifestyles. Active living, physical development and a healthy body and mind are among the most critical elements of a fulfilled life. We provide the tools necessary to begin, sustain and expand active and healthy lifestyles and to incorporate health and wellness practices into everyday life.
- Policy C/OS 11.6: Aging Adults. Facilitate an aging-friendly community that meets the interests of older adults in the areas of housing, mobility and transportation, active and healthy living, lifelong learning, civic engagement and community connections, lifestyle planning, and information and resource support through direct city services, cooperative and collaborative partnerships, and encouraging services by other community service providers.
- Policy C/OS 14.3: Active Use Facilities. Provide sufficient active use facilities to support current needs and future trends including at least three new multi-use athletic turf areas; an evaluation of existing turf fields for possible conversion to synthetic turf; a tennis complex that optimizes revenue generation; and a system of pedestrian and bike trails that will provide interconnectivity between parks.
- Policy C/OS 16.6: Cooperative Service Delivery. Utilize opportunities for cooperative acquisition, development, operation, and programming with private organizations or other public agencies that will provide more effective or efficient service delivery.
- Policy LU4.3: Location of Critical Facilities. Encourage active, healthy lifestyles, by promoting pedestrian and bicycle connectivity between civic facilities. Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities and utilities in areas subject to slope failure, flooding and other hazards as identified in the Safety Element, where feasible.
- Policy UD 1.7: Minor Corridors. Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street and Mariner's Island Boulevard. Policy UD 2.6: Orient Buildings Toward the Street. Encourage commercial development to be located at the street in retail areas to encourage pedestrian activity and the use of on-street parking. Locate required parking towards the side and rear of parcels.
- Policy UD 2.9: Pedestrian Oriented Design. On retail commercial projects, designate pedestrian activity as a priority through the design and provision of adequate sidewalk widths, locating windows along ground floor street facades, trees and awnings, and human scale construction materials and features.
- Policy UD 2.11: Vendors. Encourage outdoor food and plant vendors in the Downtown.

C.1.2. Sustainable Initiatives Plan (2010)

The City's Sustainable Initiatives Committee developed the Sustainable Initiatives Plan (SIP), adopted by City Council in 2010, to identify strategies to reduce CO₂ emissions within the city. The SIP includes recommendations and a list of potential actions and/or additional information in nine topic areas, including public outreach (PO) and transportation (T).

- Recommendation PO 1: Create a multi-phased information campaign to educate residents and businesses on this Plan and to spark behavioral changes in individual energy and water consumption, transportation mode choices, and recycling.

- Potential Supportive Action 1. Highlight the relationships between health, finances and choices relating to transportation modes or other environmental issues.
- Recommendation T 1: Increase mode share for pedestrian and bicycle travel to 30% for trips of one mile or less by 2020. Bicycle and pedestrian travel currently represents about 3% of all travel.
 - Potential Supportive Action 1. Improve pedestrian walkways and amenities within commercial areas and within residential neighborhoods and the connections between them.
 - Potential Supportive Action 2. Reduce crossing distances where pedestrians must cross arterial streets through the construction of bulb-outs or other methods.
 - Potential Supportive Action 7. Work with private and public schools to increase the number of students walking or bicycling to school.
- Recommendation T 3: Reduce single purpose school trips made by private automobile by 50% by 2020.
 - Potential Supportive Action 1. Implement “walking pools” to schools.

The SIP also recommends “immediate actions” upon its approval by City Council, including the establishment of baseline information for pedestrian and bicycle travel within San Mateo using a transportation survey developed and implemented by the Alliance.

C.1.3. Green Building Ordinance (2010)

On January 1, 2010 the City of San Mateo Green Building Ordinance went into effect, requiring new construction and remodel projects to meet the Leadership in Energy and Environmental Design (LEED) Building it Green standards, as identified in the Ordinance. LEED defines levels of compliance by awarding credits. Public transportation access is one source of credits in new construction and existing buildings. To obtain this credit, the project proponent must locate the project within 1/2-mile walking distance (measured from a main building entrance) of either 1) an existing or planned and funded commuter rail, light rail or subway station or 2) one or more stops for two or more public, campus, or private bus lines usable by building occupants. Additional points are available for development density and community connectivity that provides for pedestrian access.

C.1.4. Draft Crosswalk Policy and Treatment Toolbox (2008)

The Draft Crosswalk Policy and Treatment Toolbox presents a crosswalk policy with respect to crosswalks in general, and specifically crosswalks at signalized and uncontrolled intersections. Development of pedestrian safety guidelines will guide the City in making decisions about where basic crosswalks (two stripes) can be marked; where crosswalks with special treatments, such as high visibility crosswalks, flashing beacons and other special features, should be employed; and where crosswalks will not be marked due to safety concerns resulting from volume, speed or sight distance issues. The Crosswalk Policy and Treatment Toolbox is intended to serve as a reference guide for staff, citizens, and developers. It should help the City accomplish two key goals: 1) ensure consistency in City staff's approach to marking crosswalks and 2) make the City's guidelines clear to residents.

C.1.5. Capital Improvement Plan (2008)

The City's Capital Improvement Plan (CIP) identifies capital projects to be constructed by 2013. The following line items from the CIP relate to pedestrian improvements:

- Citywide Bicycle and Pedestrian Path Improvements, \$424,462
- Citywide Sidewalk Repair Program, \$6,110,000
- Congestion Mitigation and Air Quality (CMAQ) Pedestrian Improvement Project, \$449,970

C.1.6. North Central San Mateo Community-Based Transportation Plan (Draft December 2010)

The North Central San Mateo Community-Based Transportation Plan (CBTP) examines the transportation needs of the North Central neighborhood in the City of San Mateo. This project is part of the Metropolitan Transportation Commission's (MTC) Community-Based Transportation Planning Program, a collaborative planning process to identify transportation needs in low-income communities in the Bay Area. Within the North Central neighborhood, the rates for carpooling, transit, and walk/bike are higher than those for the City or County. The CBTP analyzes existing roadway conditions, transit service, bicycle and pedestrian facilities, and commute patterns; identifies transportation needs; utilizes evaluation criteria to rank the transportation needs; and presents an action plan to implement the transportation strategies. The transportation strategies are organized into the three transportation need areas: access to places outside the Project Area, access to transit services and community facilities within the Project Area, and information and cost. The implementation matrix describes the implementation timeframe, funding sources, lead agencies and partner agencies identified for each of the CBTP strategies.

C.1.7. Bay Meadows Specific Plan (2009)

The 1997 Bay Meadow Specific Plan, amended in 2005 and 2009, outlines a vision for the redevelopment of two primary areas: a 75 acre Phase I Redevelopment Area and the 83.3 acre main track area of Bay Meadows, which abuts the northwest corner of the Hillsdale Boulevard and Highway 101 interchange. The Specific Plan describes the distribution, location and extent of land uses, presenting a "transit village" scheme with 900,000 square feet of office space, 734 residential units, 150,000 square feet of retail space, and 2.8 acres of parks and open space. The plan's amendment discusses the project goals, including the goal to reduce reliance on the automobile by enhancing opportunities for transit ridership, walking and biking. The Specific Plan calls for identifiable points of arrival for pedestrians and extension of the Class I path along Franklin Boulevard westward to Pacific Boulevard and is described below.

- Urban Design Guideline 2. Create identifiable points of arrival to the pedestrian-oriented environment of the Specific Plan area. This guideline addresses two locations:
 - The signalized intersection at Franklin Parkway and the southbound off-ramp of U.S. Route 101.
 - The intersection of Saratoga Drive and Hillsdale Boulevard.
- Urban Design Guideline 7. Enhance Pedestrian and Bicycle Connectivity: Extend the class one bicycle and pedestrian route along the southern edge of the Specific Plan across Saratoga Drive along Franklin Parkway to connect with Hillsdale Boulevard.

C.1.8. San Mateo Rail Corridor Transit-Oriented Development Plan (2005)

The intent of the Rail Corridor Transit-Oriented Development (TOD) Plan is to encourage compact, mixed-use development around the Hillsdale and Hayward Park Caltrain Stations and increase station accessibility by all travel modes, including walking. Among the provisions set forth by the Rail Corridor TOD Plan are improved pedestrian access to Caltrain Stations, improved intersection safety for pedestrians, and creation of a transportation demand management (TDM) program that encourages walking. Relevant policies are listed below.

- Objective (C): Improve pedestrian and bicycle environment and connections to transit stations and throughout the Plan Area.
- Objective (F): Manage Traffic and Encourage Alternatives to Driving.
- Policy 4.6 Establish new street intersections that are efficient and safe for pedestrians, bicycles, and automobiles.
- Policy 4.8 Establish consistent, pedestrian friendly streetscape improvements throughout the Plan Area.
- Policy 4.9 Develop an area-wide pedestrian and bicycle circulation network which will result in convenient and direct connections throughout the plan area and into adjacent neighborhoods and districts.
- Policy 4.10 Establish safe and convenient pedestrian and bicycle routes where existing barriers currently prohibit connections.
- Policy 4.12 Provide a balanced street system in the plan area that safely connects Hillsdale and Hayward Park stations to the adjacent and greater community by providing for convenient access by a mix of modes of travel including pedestrians, bicycles, buses, and automobiles both on and off-site.
- Policy 6.7 Encourage the maximum potential of Hillsdale Station as a major transit hub that efficiently accommodates Caltrain, SamTrans buses, shuttles, bicycles, pedestrians, taxis, automobile drop-off and pick-up, and park and ride.
- Policy 6.9 Capitalize on the potential of Hayward Park Station as a local transit hub that efficiently accommodates Caltrain, SamTrans buses, shuttles, bicycles, pedestrians, taxis, automobile drop-off and pick-up, and park and ride.
- Policy 6.32 Create an interconnected street system that is safe and convenient for pedestrians, bicycles, and autos, and is based on San Mateo's traditional block ad grid pattern.

C.1.9. Hillsdale Station Area Plan (2011)

The Hillsdale Station Area Plan provides the regulatory framework for compact and sustainable development in the area surrounding the Hillsdale Caltrain Station (Station Area). The roughly 150-acre Station Area is generally the area within walking distance of the preferred location of the future relocated Caltrain Hillsdale Station, excluding the Bay Meadows Phase II project area which has already been planned and is currently under construction. The following six principles guide the Station Area Plan:

1. Promote Transit-Oriented Development
2. Enhance Connections and Station Access
3. Encourage Pedestrian-Oriented Development on El Camino Real
4. Ensure Quality Development

5. Improve the Identity of the Station Area
6. Provide a Range of Housing Choices

Chapter 6, Transportation, discusses the proposed circulation improvements in the Station Area, including pedestrian improvements. The Station Area Plan focuses on clear pedestrian routes from the Transit Center to surrounding residential and commercial development and recommends improvements designed to enhance off-site access and overcome barriers created by arterial streets, the train tracks, and lack of street connectivity.

C.1.10. El Camino Real Master Plan (2001)

The El Camino Real (ECR) Master Plan is a vision for the future of El Camino Real between Hwy 92 and the Belmont City boundary. The main features recommended by the ECR Master Plan include a landscaped median and "themed intersections," which provide pedestrian enhancements at intersections with the highest pedestrian volumes. Phase I includes installation of landscaped medians and pedestrian related improvements at the five themed intersections (20th, 25th, 31st, 37th and 42nd Avenues). The pedestrian improvements include a four to six foot wide pedestrian refuge median on at least one side of the intersection, distinctive El Camino Real signage and trees. Additional pedestrian amenities such as wider sidewalks, benches and redesigned transit shelters are described in the El Camino Real Master Plan Design Guidelines and are intended to be implemented with future redevelopment of the corner parcels.

C.1.11. Laurelwood Park and Sugarloaf Mountain Open Space Management Plan and Mitigated Negative Declaration (2006)

The Laurelwood Park and Sugarloaf Management Plan provides management policies for the 37-acre Laurelwood Park and the adjoining 188-acre Sugarloaf Mountain Open Space, located south of Hillsdale Boulevard between Arthur Younger Freeway (State Route 92) and Alameda De Las Pulgas in San Mateo. The Management Plan includes the site plans that identify site improvements and management zones, estimated implementation costs, and costs for operations and maintenance activities over a fifteen year period.

The parks include a hierarchy of trails from single-tracks to trails that double as maintenance/fire access roads. During the planning process, the public and City staff members identified opportunities for making regional trail connections for both pedestrians and bicyclists. Connecting new trails at Sugarloaf Mountain with other neighborhoods, City parks, and open spaces is a goal of the Parks and Recreation Department's Green Scheme Strategic Initiative. Two trails within the project site will be designated as multiuse trails. The Management Plan also includes park and trail accessibility design guidelines applicable to trails, trailheads, overlooks, signage, and other amenities and utilities.

C.1.12. Shoreline Parks Master Plan and Mitigated Negative Declaration (2000)

The Shoreline Parks Master Plan describes existing pedestrian improvements within the Shoreline Parks and provides an overview of the resource enhancement, public use, facility development, and management programs for the Shoreline Parks. The Parks comprise approximately 177.3 acres adjacent to the San Francisco Bay and a portion of San Mateo Creek. Except for Harborview Park and Ryder Park, trail-related activities account for the majority of recreational opportunities within the Shoreline Parks. Additional pedestrian amenities, such as benches, trash cans and drinking fountains, are available at Harborview Park, Ryder Park, and Seal Point Park/Bay Trail. Planned improvements include restrooms, new trails, trail/roadway crossing

improvements, bicycle parking, public telephones, interpretive signage, and lighting. Improvements to bicycle and pedestrian access connections are discussed generally on pages 2-4 and 2-5 and throughout the Specific Park Area and Facilities section. Trail and vehicular gateway locations are identified in Figure 5, including gateways along J. Hart Clinton Drive and the Bay Trail.

Most trail use involves individuals who either walk or bike to the Shoreline Parks from San Mateo and enter the Shoreline Parks from Coyote Park Recreation Area, or who park elsewhere along the Bay Trail and walk or ride to the Shoreline Parks. The Master Plan includes the following goal related to pedestrian access:

- Goal #7: Access. Development of the Shoreline Parks should be carried out such that through a comprehensive bicycle and pedestrian circulation network, residents are encouraged to use alternatives to automobile travel as a means of accessing the shoreline.

C.1.13. Aging Well, San Mateo Final Report (2009)

The Aging Well, San Mateo Report is the first stage of a two-part effort to collect information on the needs of San Mateo's residents over 50 years of age and engage the local government and broader community to identify and plan initiatives that will serve this population. Indicative of a need for pedestrian services and facilities for older residents, most of San Mateo's residents over 50 want to stay in the City throughout their retirement; a substantial majority indicates that they are very likely (48 percent) and somewhat likely (30 percent) to remain. Residents who own their homes rate the city higher as a place to retire than those who are renters (72 percent versus 56 percent). Residents who are over age 65 feel more positively about San Mateo as a place to retire (78 percent) than those under age 65 (61 percent). This first stage report identifies potential services and programs within the purview of local government for older residents. The Report addresses a range of topics, including mobility and transportation and active and healthy living.

In regards to transportation characteristics, surveys conducted for the Report found that most of San Mateo's older residents travel by automobile. Ninety-four percent of survey respondents said they travel by "motorized vehicle by myself" at least one day a week, while 80 percent say that they walk at least one day a week, and 22 percent use some form of public transportation each week. More than half (52 percent) of survey respondents said they never use public transportation, while a third (33 percent) said just once or twice. The Report does not explore whether most people chose to drive because that is their preference or because the public transit options available to them are unsatisfactory. Though public transportation options exist, the Report found that most residents have little experience in using it, and it is questionable whether current routes are serve their needs. According to one interviewee, the city has relatively good public transit options running north-south, but the options that run east-west are more limited. The Report concludes that people who live at a distance from shopping areas or from the main public transportation corridors may find themselves isolated when they stop driving, despite existing para-transit services. Volunteer-based transportation programs are identified as a potential means to supplement these services.

C.2. County Documents

Similar to the City, San Mateo County is governed by a set of plans, including a General Plan, Transportation Plan, and Bike Routes Plan. These plans, while pertinent to only the County's jurisdiction, should be considered in order to better coordinate this Citywide Pedestrian Master Plan with County plan recommendations.

C.2.1. San Mateo County General Plan (1986)

The San Mateo County General Plan describes pedestrian activity within the County and establishes the County's objectives concerning pedestrian travel. The General Plan notes that, in 1986, 8.2 percent of all trips were made by walking and that the elderly and young tend to walk to their destinations more frequently than other age groups. Goals and objectives contained in the Plan encourage a balanced transportation system, support interjurisdictional coordination around transportation planning, and promote implementation of pedestrian paths and bridges, as follows:

- Goal/Objective 12.3 Provide for a balanced and integrated transportation system in the County which allows for travel by various modes and easy transfer between modes.
- Goal/Objective 12.7 Coordinate transportation planning with adjacent jurisdictions.
- Goal/Objective 12.39 Pedestrian Paths. Encourage the provision of safe and adequate pedestrian paths in new development connecting to activity centers, schools, transit stops, and shopping centers.
- Goal/Objective 12.40 Pedestrian Bridges. Encourage Caltrans to provide pedestrian bridges and connections in areas where State highways have divided communities.
- Goal/Objective 12.46 Cooperation with Cities. Work with the cities of San Mateo County and with adjacent cities and counties on transportation issues of countywide concern, including east-west arterial roads, implementation of the Bikeways Plan, development of truck routes through adjoining jurisdictions, pavement maintenance of bike routes.

C.2.2. San Mateo County Trails Master Plan (2001)

The County's Trails Plan includes an inventory of existing trails, proposed trail routes, County trails policies, design guidelines, and use and management guidelines. The County is currently updating this plan.

C.2.3. San Mateo County Trails Master Plan (Draft 2010)

The County is in the process of updating their Trails Master Plan (2001) and drafts were not available at the time of this writing (December 2010). Among several goals, the Trails Plan Update seeks to review opportunities for linkages to other City, Special District, State, and other facilities and ensure that current ADA standards are met on designated accessible trails. As part of the Trials Master Plan effort, the County has identified potential Bay to Ocean multi-use trails, which include shared-use paths, on-street bicycle facilities and sidewalks.

C.2.4. Countywide Transportation Plan (2001)

The goal of City/County Association of Government's (C/CAG/s) Countywide Transportation Plan (CTP) is to reduce traffic congestion in all jurisdictions of San Mateo County by increasing transit and non-motorized facility capacity, performance and demand, and increasing the performance of existing roadways. Toward that goal, the CTP presents policies that promote a transportation system with all modes working in synergy. The CTP's key policies related to pedestrian travel include: 1) encouraging cities to promote land use patters amenable to walking, and 2) encouraging cities to identify and improve locations hazardous to pedestrians. The CTP is currently being updated.

C.2.5. Countywide Transportation Plan 2035 Bicycle and Pedestrian Goals and Policies (Draft 2010)

C/CAG is currently updating the CTP 2010, and has developed draft vision, goals, objectives, and policies for pedestrian travel. The goals and policies include benchmarks for increasing the market share of walking trips for all purposes, and for commute trips, recommended prioritization criteria, and general policies relating to land use, urban design, safety, barriers, traffic calming, education, encouragement, and integration with public transit.

C.2.6. San Mateo County Comprehensive Bicycle and Pedestrian Plan (Draft 2011)

C/CAG and the San Mateo County Transportation Authority (TA) updated the Comprehensive Bicycle and Pedestrian Plan (CBPP) in 2011. The CBPP reinforces the priorities of the region and cities and will aid C/CAG and the TA in prioritizing expenditure of transportation funding for pedestrian and bicycle projects. The CBPP provides analysis and review of regionally significant pedestrian issues and related priorities. It also provides cities and the County with design guidelines, program toolkits, and other resources to help design and install recommended projects. Pedestrian areas of focus identified in the CBPP include downtown area improvements, El Camino Real Corridor improvements, major barrier crossings, safe routes to school, safe routes to transit, and access to County/regional activity centers, and regional trails.

C.3. Regional Documents

Regional planning and policy documents are far-reaching, presenting policies for all jurisdictions in a region or specific recommendations for jurisdictions running through or adjacent to the City of San Mateo, e.g. Metropolitan Transportation Commission (MTC) and Caltrain. MTC acts as the regional transportation planning, coordinating and financing agency for the region. The Association of Bay Area Governments (ABAG), made up of the nine counties surrounding the Bay, is the comprehensive planning agency for the region.

C.3.1. San Francisco Bay Trail Gap Analysis (2005)

The San Francisco Bay Trail Gap Analysis Study is a continuation of the Bay Trail Plan (1989), which seeks to complete a continuous 500 mile trail around the San Francisco Bay. The City of San Mateo has completed the segments of the Bay Trail within its jurisdiction, in Coyote Point Park.

The following policies are from Bay Trail Plan, of which the Gap Analysis supports.

Trail alignment policies reflect the goals of the Bay Trail program—to develop a continuous trail which highlights the wide variety of recreational and interpretive experiences offered by the diverse bay environment and is situated as close as feasible to the shoreline, within the constraints defined by other policies of the plan.

Trail design policies underscore the importance of creating a trail which is accessible to the widest possible range of trail users and which is designed to respect the natural or built environments through which it passes. Minimum design guidelines for trail development are recommended for application by implementing agencies.

Transportation access policies reflect the need for bicycle and pedestrian access on Bay Area toll bridges, in order to create a continuous trail and to permit cross-bay connections as alternative trail routes.

Implementation policies define a structure for successful implementation of the Bay Trail, including mechanisms for continuing trail advocacy, oversight and management.

C.3.2. Grand Boulevard Multimodal Transportation Corridor Plan (2010)

The Grand Boulevard Multimodal Transportation Corridor Plan seeks to facilitate smart growth development on the El Camino Real Corridor from Daly City to San Jose's Diridon Station. The Plan provides an overview of mobility issues and current policies affecting multimodal access and the design of capital improvement projects along the El Camino Real Corridor. While the Corridor Plan does not identify recommended improvements for specific locations, it does recommend an approach to network mobility planning that includes creating space within the right-of-way for multiple travel modes and providing the facilities needed to promote multimodal travel. The Plan's Street Design Guidelines provide a context sensitive approach for pedestrian related improvements including trees, lighting, paving and similar design treatments.

C.3.3. Grand Boulevard Initiative Multi-Modal Access Strategy Progress Report (2007)

The Grand Boulevard Initiative Multi-Modal Access Strategy is the collaborative effort of 19 Cities, San Mateo and Santa Clara Counties, and local and regional agencies to improve El Camino Real as a street that creates "links between communities that promote walking and transit and improve the quality of life". The Initiative's guiding principles relevant to pedestrian planning and design are as follows:

- Guiding Principle 3. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments.
- Guiding Principle 4. Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles along the corridor.
- Guiding Principle 8. Improve safety and public health.
- Guiding Principle 9. Strengthen bicycle and pedestrian connections within the corridor.

C.3.4. Transportation 2035 Plan for the San Francisco Bay Area (April 2009)

The vision for MTC's Transportation 2035 Plan is to support a "prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents". The Plan identifies how approximately \$218 billion in anticipated federal, state, and local transportation funds to be spent in the Bay Area over the next 25 years. Projects identified for San Mateo County include:

- Improvements to Caltrain stations (includes upgrades/relocation of platforms, new platforms, pedestrian tunnels, pedestrian crossings and parking improvements) (Project 21623)
- Improvements to SamTrans bus services (includes enhanced service levels, transit priority measures, signal timing and dedicated bus lanes) (Project 230192)
- Implementation of San Mateo's bicycle and pedestrian program (Project 230430)

C.3.5. Bay Area Pedestrian Districts Study (2006)

The goal of MTC's Pedestrian Districts Study is to explore the use of pedestrian districts, defined as places where walking is prioritized as a mode of travel, as a concept for creating better pedestrian environments in

the Bay Area. The Study presents ten case studies of pedestrian districts, each with a different typology, located throughout the Bay Area. It also provides an approximate cost estimate for each district, both as a whole and by linear square foot.

C.4. State Documents

State planning and policy documents are the most far-reaching, presenting policies and goals for RTPs and MPOs.

C.4.1. State Assembly Bill 32: Global Warming Solutions (2006)

Signed into law in 2006, the Global Warming Solutions Act sets discrete actions for California to reduce greenhouse gas emissions to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. The discrete actions focus on reducing emissions by increasing motor vehicle and ship yard efficiency and other strategies involving refrigerants, landfills, and consumer products. While encouraging walking is a means for California to reach the target emission levels, AB 32 does not identify it as a strategy.

C.4.2. State Assembly Bill 1358: Complete Streets (2008)

AB 1358 requires “that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users”, e.g. pedestrians, bicyclists, transit riders, motorists, children, persons with disabilities and elderly persons. Beginning January 1, 2011, cities and counties must include accommodation of all street users in circulation element revisions.

C.4.3. State Senate Bill 375: Sustainable Communities (2009)

Signed into law in 2008, SB 375 links land use planning with greenhouse gas emissions, first requiring the State Air Resources Board (ARB) to set emission reduction goals for metropolitan planning organizations (MPO) (ABAG is the MPO for the Bay Area) and then requiring ABAG to develop a land use plan to meet that goal. ABAG must make transportation funding decisions consistent with their new plan, namely by developing a Sustainable Communities Strategy (SCS) in the Regional Transportation Plan. The SCS must be consistent with the Regional Housing Needs Assessment (RHNA) allocation. ABAG has already implemented a similar strategy with its Priority Development Areas (PDA), which works with local jurisdictions to concentrate housing around transit stations. The City of San Mateo's compliance with ABAG's SCS and consequently SB 375 includes setting minimum density and development standards when rezoning an area. Aspects relevant to this Citywide Pedestrian Master Plan are listed below.

- ARB creation of regional targets for greenhouse gas emissions reduction tied to land use.
- Regional planning agencies must create a plan, including a SCS, to meet those targets.
- Regional transportation funding decisions must be consistent with this new plan.
- RHNA guiding local housing efforts that are informed by efficient use of the transportation system.

C.4.4. Complete Streets—Integrating the Transportation System (DD 64-R1) (2008)

Caltrans' Deputy Directive DD 64-R1, an update of the original 2001 Deputy Directive, establishes a routine accommodation policy for Caltrans. The policy “recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system” and addresses the needs of bicyclists, pedestrian users regardless of funding. Pedestrian travel is facilitated by creating complete streets beginning early in system planning and continuing through project delivery and maintenance and operations.

C.5. Federal Documents

C.5.1. Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (March 2010)

The US Department of Transportation/Federal Highway Administration's (USDOT/FHWA's) policy statement on integrating walking into transportation infrastructure establishes the agencies' support for the development of “fully integrated active transportation networks”. The policy encourages, but does not require, public agencies and professional associations, among others, to “[commit] themselves to integrating bicycling and walking into the transportation mainstream.”