Appendix G. Recommendations Summary

This appendix includes a summary of all the engineering, policy and code revisions, study recommendations, and programmatic recommendation in this Plan. They are presented in this appendix as a quick reference.

G.1.Greenway Pedestrian Corridor Network

Figure G-1 presents a recommended Greenway Pedestrian Corridor Network (Greenway Network): a connected network of streets intended to improve pedestrian connections to neighborhood destinations, transit and recreational opportunities and to serve high volumes of existing or expected pedestrian activity. The Greenway Network is intended to provide a distinguished pedestrian friendly network.

The network is based, in part, on the PedINDEX model presented in the Needs Analysis Chapter and includes corridors that have the following characteristics:

- Neighborhood shopping districts
- Transit
- Schools
- Parks and community centers
- Higher density residential development
- Libraries
- Community centers
- Senior centers or senior living facilities

Recommendations

The Greenway Network is a starting point for a pedestrian priority corridor network designed to focus improvements where people are most likely to walk most often. The network should provide high quality pedestrian connections to residential areas, transit, recreation, and retail. The City should consider additional street trees, plantings, wide sidewalks, and public art on many of these corridors.

The City should prioritize pedestrian travel on this network and consider implementation of pedestrian improvements with roadway and planning projects along these corridors.

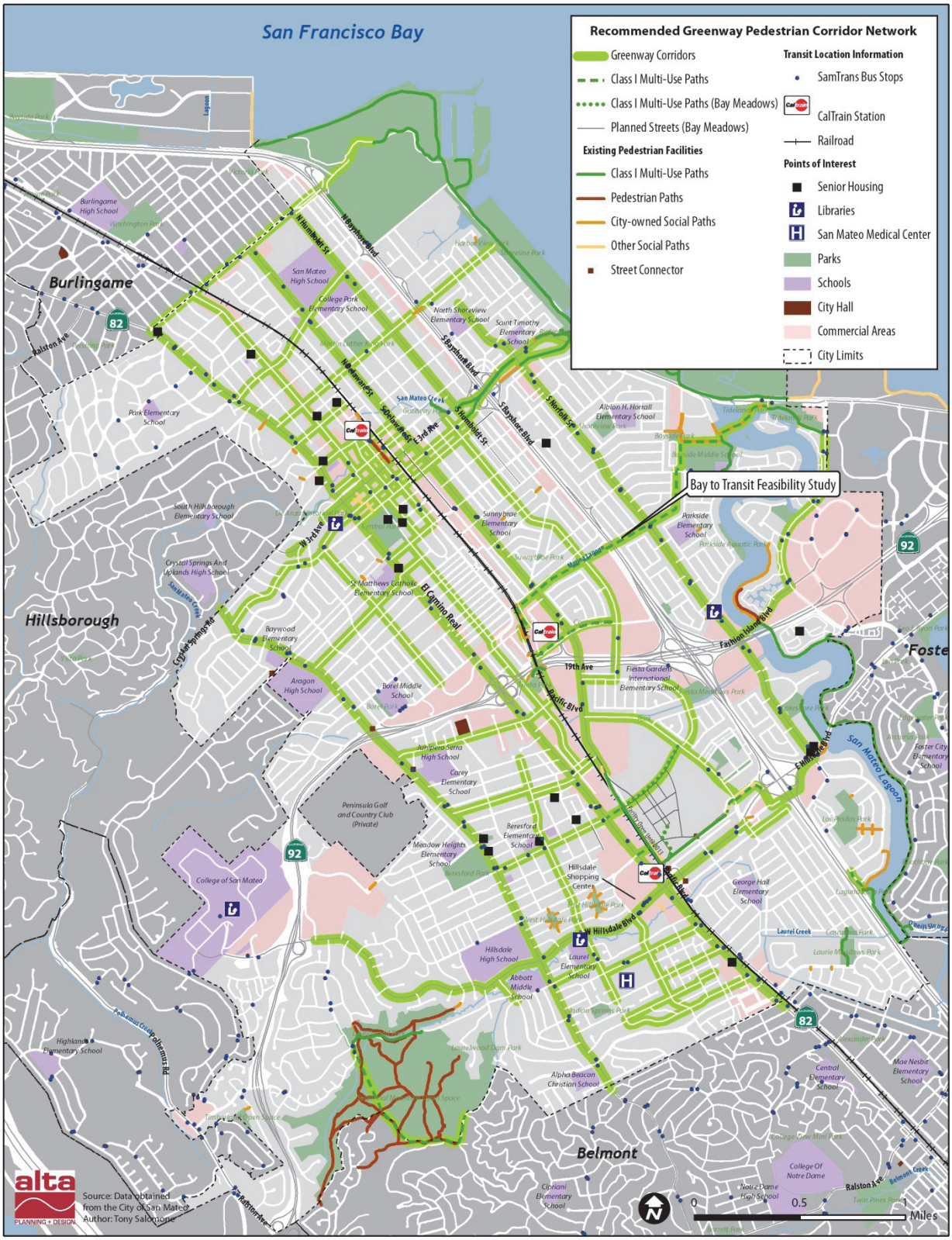


Figure G-1: Greenway Pedestrian Corridor Network

G.2.Major Infrastructure Improvements

G.2.1. Sidewalk Standards

Standardizing streetscape design by land use can ensure that future development of public rights-of-way in San Mateo's residential, commercial, and mixed use areas meet the City's vision for vibrant, healthy pedestrian environments. With its recommended sidewalk standards, the City seeks to create places that are sensitive to the land use context, distinctive, attractive, and rich in amenities. The Pedestrian Design Guidelines (see **Appendix A**) present sidewalk types for residential, commercial, and mixed use land uses. The sidewalk zones and widths vary by land use, transportation needs, and community needs and desires.

G.2.2. Green Streets

This Plan recommends the City of San Mateo implement green street design where feasible on projects identified in this Plan. The San Mateo Countywide Water Pollution Prevention Program published the San Mateo County Sustainable Green Streets and Parking Lot Design Guidebook (2009) and can serve as a valuable reference for the City.

G.2.3. Sidewalk Installation

This Plan recommends the City prioritize sidewalk installation citywide. As a first priority, the City should install sidewalks identified in **Table G-1.** The recommended streets are through streets that would benefit from separating pedestrians from vehicle traffic. While it is recommended sidewalks be installed on both sides of the identified segments, available space and parking concerns suggest installation of sidewalks may be feasible on only one side of the roadway. In addition, the City should install sidewalks with all new development projects and as requested by the community.

Table G-1: Recommended Locations for Sidewalk Installation

Street	Start	End	Description/Need
El Camino Real (northbound)	39th Ave	37th Ave	Bus stop
Hacienda St	Louise Ln	31st Ave	High traffic volume, Community identified need
Pacific Ave	19th Ave	New Development	Transit access
41st Ave	Hacienda St	Colegrove St	Through street
40th Ave	Hacienda St	Beresford St	Through street

G.2.4. Paths

The San Mateo Bicycle Master plan includes a number of recommended Class I Bicycle Paths. These facilities will also serve and enhance the pedestrian environment and are incorporated in to this Plan. Also recommended is improvement to an existing paved path to the Hayward Park Caltrain Station from 17th Avenue. Though a walk area exists, it is not easily accessible to those who use assistive devices. Additionally, it does not have pedestrian friendly supportive features including pedestrian scale lighting. **Table G-2** lists recommended paths.

Table G-2: Recommended Locations for Pedestrian Paths

Facility Type	Location	From	To	Length (Miles)
Class I	28th Ave Extension	El Camino Real	New Delaware St	0.09
Class I	31st Ave Extension	El Camino Real	Caltrain	0.22
Class I	Bay to Transit Path Feasibility Study	17th Ave	Anchor Rd	1.82
Class I	Concar Dr	Pacific Blvd	S Grant St	0.43
Class I	Franklin Path	Pacific Boulevard	Hillsdale Boulevard	0.17
Class I	Laguna Vista Path	Los Prados	Laguna Vista	0.10
Class I	Laurel Woods/ Sugarloaf Park Path	Laurelwood Dr	Laurel Creek Rd	0.88
Pedestrian Path	Hayward Park Caltrain Station	17th Ave	Caltrain Station	0.21
Crossing	Hillsdale Overcrossing	S. Norfolk Street	Hillsdale Boulevard	0.33
			Total Path Miles	**4.25**

G.2.5. Rolled Curb to Vertical Curb

This Plan recommends the City consider the conversion of rolled curbs to vertical curbs during roadway reconstruction projects. This conversion shall only occur following an engineering analysis to determine if there is ample roadway width.

G.2.6. Pedestrian Scale Lighting

This Plan recommends the City install pedestrian scale lighting along the corridors presented in **Figure G-2**. A detailed table of recommended corridors is presented in **Appendix F**.

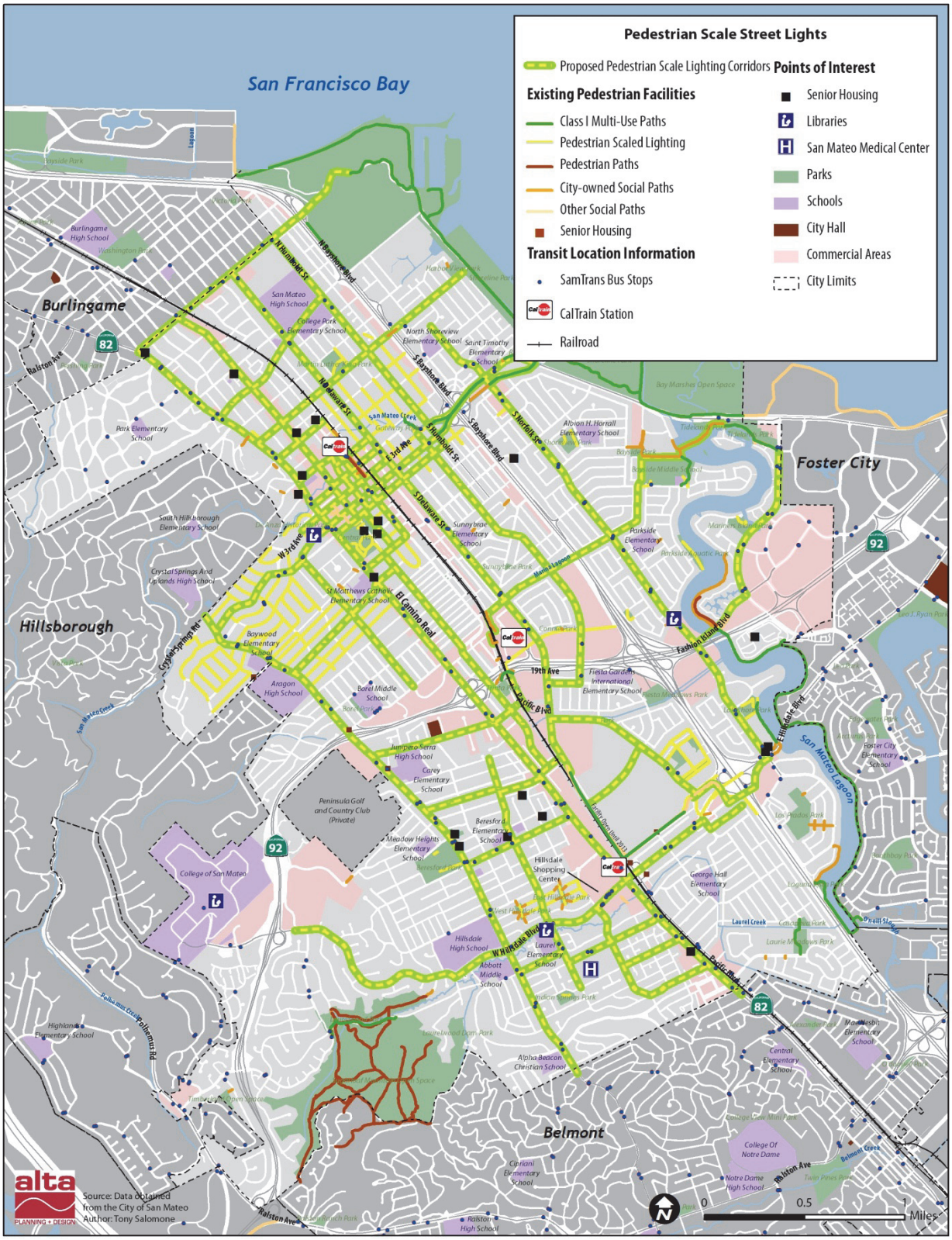


Figure G-2: Recommended Locations for Pedestrian Scale Street Lights

G.2.7. Flexible Zone Parklet Pilot Program

Parklets are the temporary repurposing and transformation of on- street parking spaces to extend the sidewalk and create more room for pedestrian amenities or outdoor seating for adjacent restaurants and cafes. The spaces are often in the public right-of-way between the curb and travel lanes in commercial and retail areas. They occupy on-street parking spaces and excess roadway area. The parklets are intended to increase public space, enhance the pedestrian environment, and improve corridor aesthetics.

Parklets have been implemented successfully in New York City and San Francisco (**Figure G-3**).

Figure G-3: Parklet in San Francisco

Image source: http://sfpavementtoparks.sfplanning.org/noe_valley_parklets.html

Recommended Parklet Locations

Parklets should be implemented only in areas that have limited public space, narrow sidewalks, or no parks. The areas should have existing conditions that will attract people to the space, such as retail and high pedestrian activity. Parklets can be sponsored and implemented by community benefit districts, storefront business owners, non-profit institutions, and community organizations.

In addition to areas that lack public space and have the potential for open space demand, the following characteristics are recommended for parklet locations:

- Streets with speed limits under 25 mph
- Streets with parking lanes
- Site is not in front of fire hydrant or would restrict access to utility covers and valves
- Site should be a minimum of two parking spaces or equivalent

Parklet Design Requirements

The parklet design should be an aesthetic improvement to the streetscape and be made of durable high quality materials. Other design requirements include:

- Maximum of six-foot width where there is parallel parking (angled parking areas should be considered on a case by case basis) (see **Figure G-4**)
- Deck should be flush with the curb, half-inch gap maximum
- Wheel stops should be placed four-feet from either end of the parklet and one-foot from the curb
- Reflective hit-posts should be placed on the street side corners
- Provide access to gutter area for cleaning

- Provide access underneath the parklet for drainage
- Outside or street side edge should be visually permeable, railing may be required
- Public seating should be strongly encouraged.

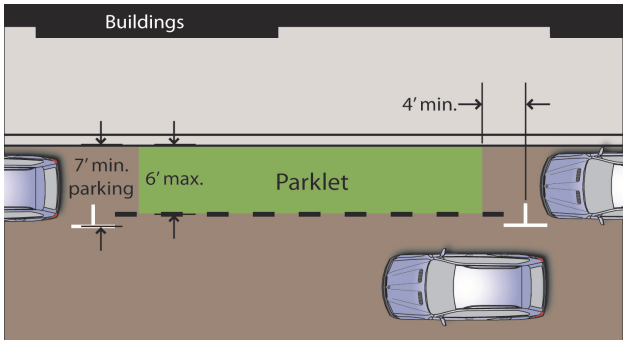


Figure G-4: Example Parklet Plan

Parklet Implementation Steps

San Francisco and Oakland permit parklets through an encroachment permit application process. Applicants must submit the permit application, site plans and programming, construction schedule and documented community support. Additionally, the applicant must pay for the permit, removal of any parking meters, site inspection, and annual permit renewal fees.

Applications must also provide insurance, maintenance, and oversight over movable items. Permit holders in San Francisco must provide:

- Evidence of at least $1 million in liability insurance (the same requirements as sidewalk café tables and chairs), naming the City as an additional insured.
- Maintenance agreement noting they will keep all plants in good health and the parklet free of debris and grime. The permit holder must also rinse out the area underneath at least once a week.
- Oversight of movable items. Movable items must be either locked down or taken inside at night.

The City of San Mateo should develop a permit process for parklets and modify its encroachment permit process to outline the steps needed to receive a permit.

Pilot Parklet Locations

The following locations presented in **Table G-3** are recommended for pilot parklet locations. Other locations in Downtown may be considered on a case by case basis.

Table G-3: Recommended Locations for Pilot Parklets

Location	Description and Need
3rd Avenue between B Street and Ellsworth Avenue	Narrow sidewalks; Limited public space; High pedestrian activity.
25th Avenue between Flores Street and Hacienda Street	Narrow sidewalks; Limited public space.; Improve corridor aesthetics.
B Street between Baldwin and 4th Street	Angled parking spaces; Limited public space.; High pedestrian activity.; Retail outlets that would benefit from additional space for customers.

G.2.8. Americans with Disabilities Act Transition Plan

The City of San Mateo has an inventory of curb ramps and installs curb ramps as part of larger roadway improvement projects. The City has initiated the process to develop an ADA Transition Plan and this Citywide Pedestrian Master Plan supports the development.

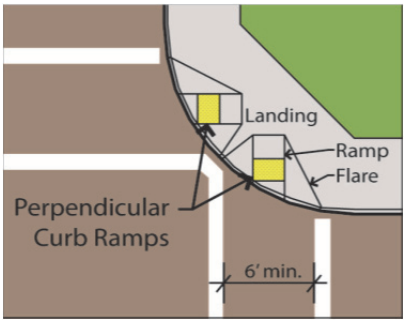


Figure G-5: Perpendicular Curb Ramp

G.2.1. Pedestrian Safety Assessment

In 2011, the City conducted a pedestrian safety assessment in conjunction with Pedestrian Master Plan. The assessment includes a guide suggesting additional ways to improve pedestrian safety.

This Plan recommends the City support the guidelines and spot improvements in this assessment.

G.3. Intersection and Crossing Improvements

Truncated domes are pads on the ramp of curb return that have raised bumps to warn pedestrians with visiual impairments that they are entering the roadway. California state requirements call for 70% contrast between dome panels and adjacent concrete

G.3.1. All Intersections

Curb Ramps

This Plan recommends the City adopt perpendicular curb ramps (**Figure G-5**) as its preferred standard and install curb ramps citywide. As a first priority, perpendicular curb ramps should be installed on community identified locations and City collector and arterial streets. Priority should be given to locations near senior facilities. Although the City is not required to install truncated domes on existing curb ramps constructed prior to 2002, this Plan recommends the City install these devices on all the Greenway Corridors described in Section G.1.

Curb Extensions

This Plan recommends the City institute a policy to install curb extensions at uncontrolled marked crosswalks citywide. It is also recommended the City prioritize installation of curb extensions at the locations presented in **Table G-4**. The locations were selected based on a number of factors, including pedestrian related collision history, vehicle volume, and pedestrian demand.

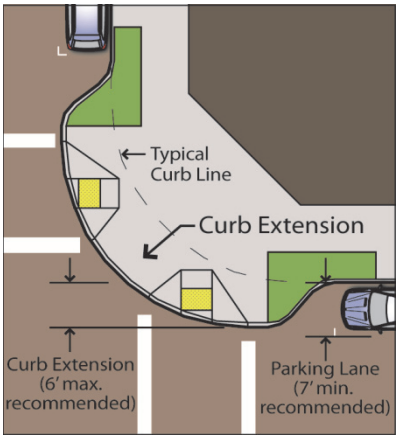


Figure G-6: Curb Extensions

Table G-4: Recommended Locations for Curb Extensions

Intersection	Corner	Number of Curb Extensions
W Hillsdale Blvd & Edison St	All	3
W 39th Ave & Edison St	All	4
39th Ave & El Camino Real	Northwest	1
37th Ave & El Camino Real	Southwest	1
2nd Ave & El Camino Real	Northeast Southeast	2
3rd & El Camino Real	All	4
El Camino Real & Baywood Ave/Baldwin Ave	Northwest Southwest Southeast	3
N Ellsworth Ave & Tilton Ave	All	4
El Camino Real & El Cerrito/Tilton Ave	All	4
B Street & Tilton Ave	Southeast	1
B Street & Baldwin Ave/Caltrain Entrance	All	4
B St & 3rd Ave	Southeast Southwest	2
El Camino Real & 4th Ave	Northeast Southeast	2
San Mateo Dr & 2nd Ave	All	4
N Delaware St & Monte Diablo Ave	All	4
N Delaware St & 1st Ave	All	4
N Delaware St & 3rd Ave	Southeast	1
N Fremont St & 2nd Ave (north)	Northeast Southeast	2
N Fremont St & 2nd Ave (south)	All	4
N Fremont St & 3rd Ave	Northwest	1
Monte Diablo Ave & N Fremont St	North leg	1

High Visibility Crosswalks

This Plan recommends the City adopt a single high visibility crosswalk design. This Plan recommends the continental crosswalk (**Figure G-7** and **Figure G-8**) as the standard. This Plan also recommends the city prioritize installation of high visibility crosswalks at the location types listed in **Table G-5**. **Figure G-9** maps the locations and a detailed table is presented in **Appendix F**.

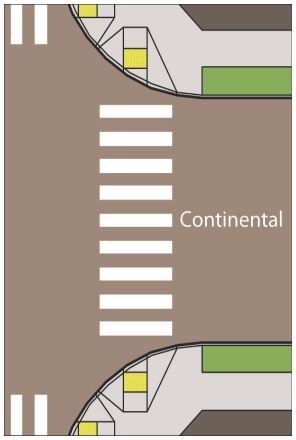


Figure G-7: High Visibility Continental Crosswalk

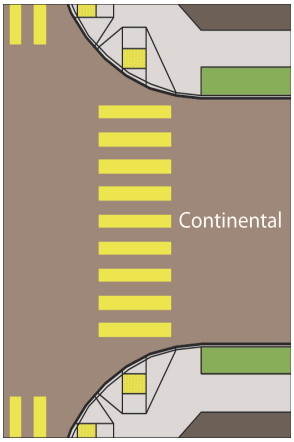


Figure G-8: High Visibility School Area Continental Crosswalk

Table G-5: Recommended High Visibility Crosswalk Locations

Location	Rationale
Senior living facilities and senior centers)	Seniors do not walk as quickly as others and high visibility crosswalks near senior living facilities and senior centers will improve senior visibility.
Retail corridors	Retail corridors are places where there is existing and anticipated high pedestrian activity. As presented in the Existing Conditions and Needs Analysis chapters, the majority of pedestrian related collisions occurred Downtown and along El Camino Real, Alameda de las Pulgas, Delaware Street, East Poplar Avenue, and West Hillsdale Boulevard. The recommended locations for high visibility crosswalks are based on the collision data.
Uncontrolled crossings	Studies show that marked crosswalks at uncontrolled locations have a higher frequency of pedestrian collisions on roadways with more than two travel lanes.[1] This Plan recommends all marked crosswalks at uncontrolled locations have high visibility striping.
Adjacent to school buildings and grounds	California law requires a marked crosswalk in a roadway contiguous to a school building or school grounds be yellow. This Plan recommends these crosswalks be high visibility to improve student visibility.
High pedestrian related collision areas	High numbers of pedestrian collisions in comparison to locations citywide can indicate the need for improved visibility of pedestrians among motorists.

[1] Zegeer, C., Stewart, J., and Huang, H. Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations. Report No.FHWA-RD-01-142, Federal Highway Administration, McLean, VA, May 2001.

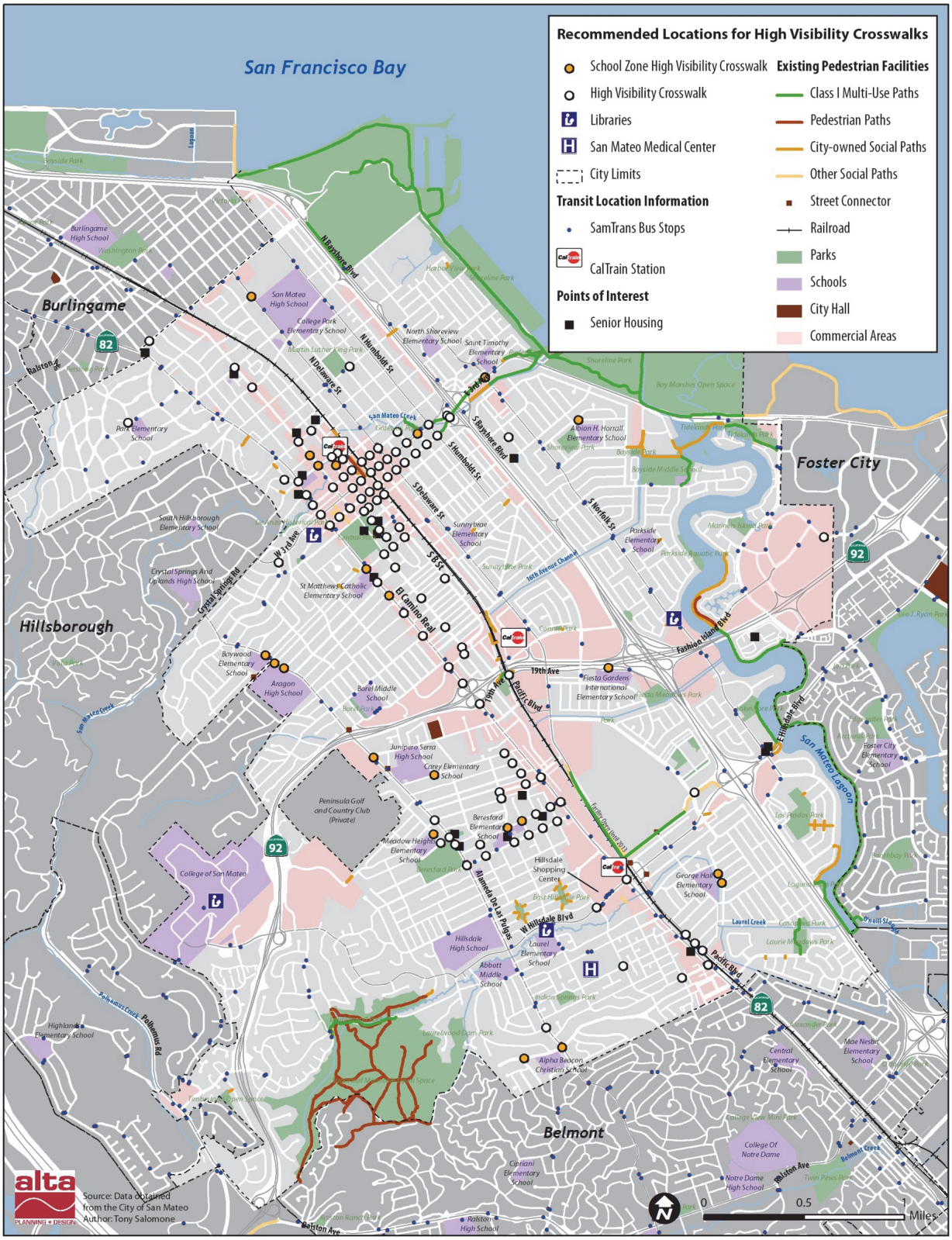


Figure G-9: Recommended Locations for High Visibility Crosswalks

Pedestrian Refuge Island Design Standards

Pedestrian refuge islands (**Figure G-10**) are raised islands in the middle of the roadway that create a protected space where people may safely pause or wait while crossing a street.

Pedestrian refuge islands should be considered:

- Along streets with high pedestrian activity
- Where crossing distances are long (60 feet or greater)
- Near and within retail areas, civic and institutional uses, schools, senior housing, and senior centers
- At unsignalized intersections serving a large number of pedestrian trips

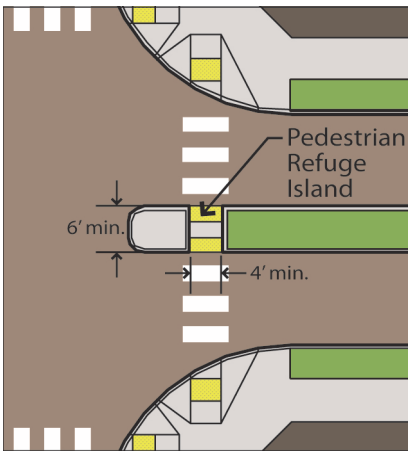


Figure G-10: Refuge Island

Minimum Dimensions

A pedestrian refuge island shall be a minimum of four feet wide and six feet long. It may be appropriate to construct a wider median, commensurate with high traffic speeds and volumes, in addition to accommodating public transit and anticipated future needs.

This Plan recommends the City adopt a refuge island standard design. The design should meet the Caltrans standard minimums.

G.3.2. Controlled Intersections

Audible Signals

Audible signals emit sounds to guide visually impaired pedestrians by indicating when to cross. Different audible signals are usually used to also indicate crossing direction.

This Plan recommends the City consider audible signals near senior centers and living facilities and near homes of those who are visually impaired.

Advance Stop Bars

Advance stop bars increase pedestrian visibility by stopping motor vehicles in advance of marked crosswalks at stop controlled or signalized intersections. **Figure G-11** illustrates an advance stop bar.

This Plan recommends the City install advance stop bars at all stop controlled or signalized intersections in Downtown and along retail corridors including 25th, 37th, and 41st Avenues. The City should prioritize installation of advance stop bars at intersections with high pedestrian activity and those with a history of pedestrian related collisions. The recommended priority locations are presented in **Table G-6.**

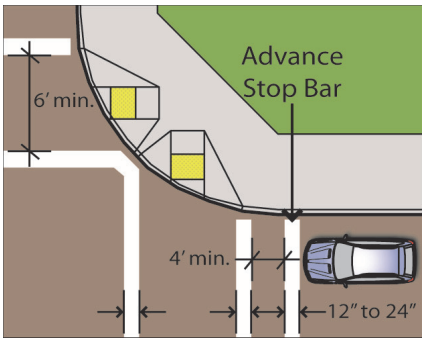


Figure G-11: Advance Stop Bar

Table G-6: Recommended Locations for Advance Stop Bars

Intersection	Travel Direction	Number of Bars
W Hillsdale Blvd & Edison St	All	4
W 39th Ave & Edison St	All	4
W 39th Ave & Colegrove St	All	4
37th Ave & El Camino Real	Northbound Westbound	2
2nd Ave & El Camino Real	All	3
El Camino Real & Baywood Ave/Baldwin Ave	Northbound Southbound Westbound	3
El Camino Real & El Cerrito/Tilton Ave	Northbound Southbound	2
El Camino Real & 39th Ave	Northbound Southbound	2
B Street & Tilton Ave	Northbound	1
B Street & Baldwin Ave/Caltrain Entrance	All	4
San Mateo Dr & 2nd Ave	All	4
N Delaware St & Monte Diablo Ave	All	4
N Delaware St & 1st Ave	All	4
N Delaware St & 3rd Ave	All	4
N Fremont St & E 3rd Ave	All	4
Monte Diablo Ave & N Fremont St	All	3

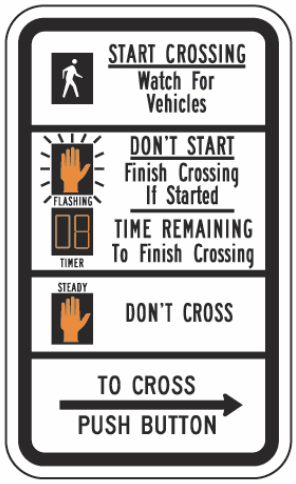


Figure G-12: Pedestrian R10-3e Sign

Regulatory Signage at Signalized Intersections

The use of regulatory pedestrian signs, such as MUTCD sign R10-3e, can help educate or remind pedestrians how to properly interpret the symbols on pedestrian countdown signal heads.

This Plan recommends installation of MUTCD sign R10-3e or other comparable sign immediately above or incorporated in pedestrian pushbutton units. See **Figure G-12** for an illustration of this sign.

G.3.3. Citywide Signal Timing

Traffic signal timing is the amount of time each phase of a signal is allotted for vehicles, bicycles, and pedestrians to cross. The City of San Mateo currently employs a standard walking speed of four feet per second. The 2012 *California Manual on Uniform Traffic Control Devices* (CA MUTCD) and the *National MUTCD* permit a signal crossing time of 3.5 feet per second, which would increase the time for the walking phase.

This Plan recommends the City of San Mateo adopt a standard signal timing of 3.5 feet per second except at certain locations described below.

Signal Timing Near Senior Living Facilities and Schools

Seniors and young children do not walk as quickly as others. It is anticipated that by 2017, over 35 percent of San Mateo's population will be age 50 or over. The City's *Aging Well, San Mateo* (2009) report found the likelihood of being able to drive decreases with age. Maintaining mobility for seniors will be an important goal in the coming years.

This Plan recommends the City adjust signal timing within an eighth of a mile (660 feet) of all senior centers, senior living facilities and schools to 2.8 feet per second. **Table G-9** presents the intersections recommended for this timing adjustment.

Signal Timing on El Camino Real

El Camino Real is a major north-south corridor and bisects the City of San Mateo. The corridor bounds downtown San Mateo, and is adjacent to transit and many local retail districts. El Camino Real is a community identified barrier and collision data shows it is the corridor with the most pedestrian related collisions in the City. Caltrans has jurisdiction over El Camino Real and any improvements to this roadway must be approved by Caltrans.

This Plan recommends the City work with Caltrans to expedite signal timing modification to 3.5 feet per second at the intersections along El Camino Real identified in **Table G-9.**

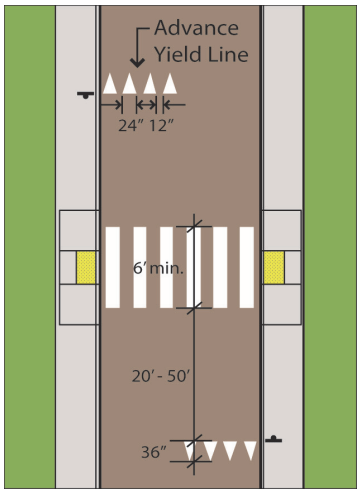


Figure G-13: Advance Yield Line

Figure G-14: Pedestrian Hybrid Beacon (HAWK)

G.3.4. Uncontrolled Intersections

Advance Yield Lines

Advance yield lines indicate the point where vehicles should yield at uncontrolled locations. **Figure G-13** illustrates the yield line.

This Plan recommends installation of advance yield lines at all midblock uncontrolled marked crossings.

Figure G-15: Rectangular Rapid Flashing Beacon (RRFB)

Crossing Beacons

Studies show pedestrian crossing beacons improve driver yield rates and reduce the number of pedestrian related collisions at marked crosswalks at uncontrolled locations.[2] There are two types of crossing beacons recommended for use in the City of San Mateo: the pedestrian hybrid beacon and the rectangular rapid flash beacon.

[2] FHWA. *Safety Effectiveness of the HAWK Pedestrian Crossing Treatment*. July 2010.

Pedestrian hybrid beacons, also known as a HAWK (High intensity Activated crossWalK) Signal includes three signal sections, two red circular indications above one yellow circular indication (**Figure G-14**). The signal is dark until activated. When activated, the signal flashes yellow to inform drivers to stop. The signal then becomes solid yellow followed by a duel solid red. It then displays alternating red flashing as the pedestrian signal head reads DON'T WALK. Pedestrian hybrid beacons have been approved by the Federal Highway Administration (FHWA) and incorporated into the 2012 CA MUTCD.

Rectangular rapid flashing beacons (RRFB) are also pedestrian actuated devices; however they are mounted adjacent to the roadway (**Figure G-15**). The beacon lights are rectangular LED lights installed below a pedestrian crosswalk sign that flash in an alternating pattern when activated. The beacon is dark when not activated. Caltrans has received approval from the Federal Highway Administration (FHWA) for use of RRFBs on a blanket basis at uncontrolled pedestrian and school crosswalk locations in California, including State highways and all local jurisdictions' roadways.[3]

Recommendations

This Plan recommends installation of crossing beacons at all uncontrolled arterial crossing locations. The intersections listed in **Table G-7** should be prioritized for implementation as an interim improvement. Section 5.5.5 recommends signal warrant studies for both intersections.

Table G-7: Recommend Locations for Pedestrian Beacons

Location	Improvement	Description and Need
El Camino Real at 22nd Avenue	Pedestrian Hybrid Beacon	Uncontrolled marked crosswalk on major arterial. Nearest controlled crossings at 20th and 25th Avenues.
El Camino Real at 39th Avenue	Pedestrian Hybrid Beacon	Uncontrolled marked crosswalk on major arterial. Nearest controlled crossings at 37th and 41st Avenues. SamTrans bus stop. Access to San Mateo Medical Center

G.3.5. Midblock Crossing Improvements

Midblock crossing improvements can help increase the visibility of pedestrians to motorists and improve the pedestrian experience. Where there are no marked midblock crossings, these improvements can provide better pedestrian visibility. The City has a number of existing marked crosswalks at uncontrolled midblock locations as well as a need for new midblock crossings.

Recommendations

A number of the existing midblock crosswalks are not located in the pedestrian desired path of travel which may result in pedestrian activity outside the marked crosswalks. Others were identified by the community as having poor visibility. **Table G-8** presents the recommend midblock crossing improvements.

[3] Approval number IA-11-83-RRBF-California Statewide.

Table G-8: Recommended Locations for Uncontrolled Midblock Crossing Improvements

Location	Improvement	Description and Need
1st Avenue between B St and Claremont St	High Visibility Crosswalk Advance Yield Line	Important connection to Caltrain.
B Street between 2nd and 3rd Ave	High Visibility Crosswalk Advance Yield Line Curb Extensions In-Pavement Flashers	No existing crossing; however important connection between theater and retail.
W. Hillsdale Blvd between Hacienda St and Edison St	In-Pavement Flashers In-Pavement Pedestrian Yield Sign Advance Yield Line	Uncontrolled crossing on an arterial street. Community identified challenge area.
25th Avenue between Hacienda St and Flores St	High Visibility Crosswalk Curb extensions In-Pavement Flashers In-Pavement Pedestrian Yield Sign Advance Yield Line	Curb extensions, in-pavement flashers, and signage will improve visibility.
37th Ave between El Camino Real and Colegrove St	Relocate crossing 150 feet to west Curb extensions In-Pavement Flashers In-Pavement Pedestrian Yield Sign Advance Yield Line	Existing crosswalk is 120 feet from another along El Camino Real. Existing potential for crowding from cars queued at El Camino Real traffic signal.

G.4.Zoning Code Revisions

The following lists revisions to the San Mateo Zoning Code. Deletions are shown with a strike-through and additions are underlined. These revisions are intended to improve pedestrian mobility, safety and environment.

Revision to 27.38 CBD Districts - Central Business District

27.38.090 OPEN SPACE REQUIREMENTS. Open space shall be provided in an amount equal to one percent of the nonresidential floor area of the project, not including parking, provided that there shall be no requirement for open space where the resulting open space would be less than ~~500~~ 200 square feet.

This required open space shall be usable open space located at ground level directly accessible to a public sidewalk with a minimum width along the sidewalk of twenty-five feet (25'). Fifty percent (50%) of the required open space shall be unshaded between noon and 2:00 p.m. at the Spring and Fall equinox except where the open space is already shaded by an existing building and no other opportunities exist on the site. This open space area shall include provisions for public use facilities, such as seating for the public in the public areas. (Ord. 2001-28 § 1, 2001; Ord. 1986-14 § 1 (part), 1986).

Revision to 27.64 Off-street Parking and Loading

27.64.023 PARKING -- PROHIBITED ON LAWNS, FLOWERS, SIDEWALK. It shall be unlawful to park a motor vehicle, trailer, unmounted camper or boat (1) upon any lawn or landscaped area, including an area of flowers or shrubs, (2) upon an area of decorative rocks, stones, chips, bark, or the like, unless such area of decorative rocks, stones, chips or bark was in place and used for parking of a motor vehicle, trailer, unmounted camper or boat prior to July 19, 1993, or (3) upon the sidewalk, thereby impeding the pedestrian right of way. Nothing herein shall be construed to prohibit parking on a driveway. For this section, a D~~d~~riveway shall mean ~~that~~ the area from the ~~street~~ property line to the garage or carport ~~which traverses the curb but (or rolled curb) and which is identical to width to the curb cut (or rolled curb) or such area that is approved as a driverway pursuant to this Code~~. This provision shall apply to parcels being used for single family or duplex residences. (Ord. 1993-11 § 1, 1993).

Revision to 27.84 Fences, Trees and Hedges

27.84.040 FENCE OR HEDGE -- BRANCH EXTENSION. No person shall permit branches or trees or shrubs to extend ~~within eight (8) feet from the ground~~ over any portion of the public sidewalk unless providing a minimum eight (8) foot vertical clearance. No person shall permit branches or trees or shrubs to extend ~~or within twelve (12) feet from the ground~~ over any portion of a ~~residential~~public street ~~abutting the property on which the tree is growing, or within~~unless providing a minimum fourteen (14) ~~feet~~foot clearance ~~on streets designated as truck routes, except that portion within three (3) feet from the curb line of any of the foregoing~~. No person shall permit branches or shrubs to horizontally extend over the sidewalk rendering the sidewalk width is less than 4 feet. (Ord. 1992-16 § 19 (part), 1992).

Revision to 27.87 Outdoor Restaurant Seating and Merchandise Display

Sections:

27.87.010 Purpose.

27.87.020 Requirements.

27.87.030 Development standards and conditions of use.

27.87.040 Off-street parking and loading.

27.87.010 PURPOSE. The purpose of this chapter is to regulate the use of public sidewalks for restaurant seating and the use of private property for outdoor display of merchandise accessory to existing businesses. This chapter is not intended to regulate outdoor restaurant seating on private property or the use of public right-of-way for street fairs or other events otherwise regulated under Section 17.08.120 of the Municipal Code. (Ord. 1994-24 § 1 (part), 1994).

27.87.020 REQUIREMENTS.

(a) Restaurant seating on public sidewalks. Restaurant seating located on public sidewalks (in the public right-of-way) are allowed in ~~Neighborhood Commercial (C1) and Central Business (CBD)~~ all Zoning Districts for legally permitted restaurants, subject to meeting the development standards and conditions listed below and approval of an encroachment permit from the Department of Public Works. Nothing is intended to prevent the placement of conditions on the encroachment permit as deemed appropriate.

(b) Outdoor merchandise display. Outdoor display of merchandise accessory to an existing business which occupies a building is permitted on private property in Neighborhood Commercial (C1) and Central Business (CBD) Districts. Such display is not permitted in the public right-of-way. (Ord. 1994-24 § 1 (part), 1994).

Revision to 27.87.030 DEVELOPMENT STANDARDS AND CONDITIONS OF USE.

(a) Restaurant seating. Restaurant seating located on public sidewalks must meet the following standards and conditions of use:

(1) Clearance. The physical extent of the seating encroachment must be located so as to permanently maintain a minimum sidewalk ~~clearance~~ pedestrian through zone of ~~5~~ 4 feet, free and clear between: A) the outer boundary of the seating area and any physical obstruction, such as light standards, parking meters, news racks, trees, curb or other barrier, and B) the entryways or display window of adjacent businesses, unless authorized by the adjacent business.

(2) Physical delineation of seating area. The physical extent of the seating encroachment may be clearly delineated by physical means, which, if either required or voluntarily placed, shall be approved as part of the encroachment permit and designed to be decorative, durable, removable and minimize tripping hazards.

(3) Other limitations. Tables, seating and any approved physical barriers to delineate the seating area are the only items permitted to be located ~~within the public right of way~~ on the sidewalk. These items shall be removed from the public sidewalk at the close of business each day. Other items, such as busing stations, are not permitted on public sidewalks.

(4) Liability insurance. Applicants for restaurant seating ~~within the public right of way~~ on the public sidewalk shall provide liability insurance providing endorsements showing the City of San Mateo as additional insured on the policy, in an amount determined by the City Attorney's Office. Encroachment permits issued under authority of this Chapter shall be valid only during the term of liability insurance coverage.

(5) Site maintenance. Sidewalk seating areas shall be maintained free of litter, refuse and debris. The area shall be scrubbed and mopped to remove any food or drink stains on a daily basis. Such cleaning shall be performed in accordance with the City's Storm Water Management and Discharge Control Program, which prohibits any

discharge other than storm water into the storm water drainage system. The applicant shall post maintenance security in a form and amount determined upon issuance of the encroachment permit. Failure to maintain the site shall be cause for termination of the encroachment permit.

(6) Encroachment fee. The applicant shall pay an annual fee in the amount set forth in the Comprehensive Fee Schedule.

(b) Merchandise display. Merchandise display on private property must meet the following standards:

(1) Private property. Outdoor merchandise display shall be maintained completely on private property in the immediate vicinity of the store entryway, such as in recessed entryways or along storefronts.

(2) Accessibility. Merchandise display areas shall maintain accessibility requirements for the disabled. (Ord. 1994-24 § 1 (part), 1994).

Revision to 27.87.040 OFF-STREET PARKING AND LOADING.

Off-street parking and loading shall not be ~~is not~~ required for: 1) outdoor restaurant seating in the public right-of-way, and 2) ~~and~~ outdoor merchandise display on private property. (Ord. 1994-24 § 1 (part), 1994).

G.5.Projects and Studies

While the major infrastructure, intersection and crossing improvements will improve pedestrian mobility and comfort in San Mateo, additional projects and studies are needed to fully address needed pedestrian improvements. The following projects further accommodate pedestrians, and in the case of infrastructure improvements, need additional study.

G.5.1. Downtown Streetscape Master Plan

This Plan recommends the City of San Mateo develop a Downtown Streetscape Master Plan that includes focus on enhancing the pedestrian environment.

G.5.2. San Mateo Medical Center Neighborhood Pedestrian Access and Circulation Study

Pedestrian access and circulation studies examine pedestrian mobility challenges and opportunities to and within a designated area. The San Mateo Medical Center neighborhood is a diverse neighborhood with a number of pedestrian attractors and generators. The San Mateo County Medical Center and hospital is the City's second largest employer, which results in a high number of pedestrian related trips. The adjacent Hillsdale Garden Apartments, a high density residential complex, and the nearby Hillsdale Shopping Center add to the neighborhood's pedestrian destination points. A SamTrans transit hub at the Hillsdale Shopping Center also generates a high number of pedestrian trips from the hub to the Medical Center for patients, visitors and employees. Pedestrian concerns in this neighborhood relate to high traffic volumes, narrow streets, and rolled curbs. Cars often park rolled on to the sidewalk, blocking pedestrian access.

Recommendation

This plan recommends the City conduct a pedestrian access and circulation study to improve pedestrian conditions to and through the area.

G.5.3. Utility Boxes in the Public ROW Best Practices

Utility boxes house telecommunications equipment for television, phones, internet, and traffic signal controls and are often in the public right-of-way on the sidewalk. While these services are valued by the San Mateo community, the utility boxes typically reduce the pedestrian travel through zone and can detract from the streetscape aesthetic.

Recommendation

This plan recommends the City conduct a best practices review of how to integrate utility boxes in the public right-of-way.

G.5.4. Suggested Routes to School Maps

Suggested routes to school maps provide school officials, parents, and students with a tool to help plan the walking and bicycling routes to and from school. There are over 11,000 K-12 students enrolled in San Mateo schools and these types of maps will encourage more families and students to walk and bike to school rather than drive. Communities throughout the San Francisco Bay Area including Los Altos, Milpitas and San Rafael have used these maps as part of comprehensive Safe Routes to School programs to increase the number of students walking and biking to school.

Recommendation

As shown in **Figure G-16**, this Plan recommends the City develop suggested routes to school maps that include identification of suggested routes, crossing locations, traffic controls, crossing guard locations, and the presence of sidewalks, paths and bikeways along routes to each school.

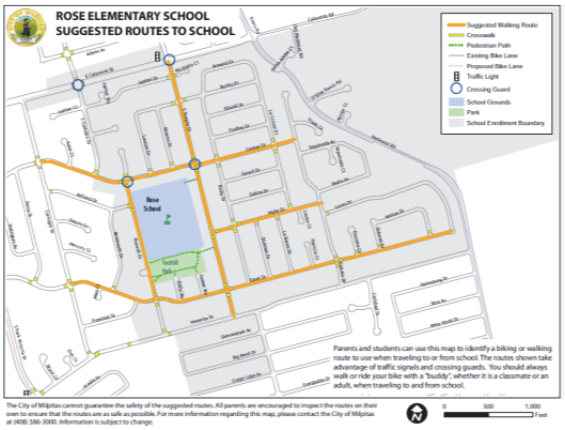


Figure G-16: Example Suggested Routes to School Map (Milpitas, CA)

G.5.5. Development and Work Zone Regulations

The Plan recommends that the City provide a handout for development projects and road construction activities to ensure pedestrian accessibility guidelines are met.

G.5.6. Traffic Calming Considerations

Traffic coalmining is a key aspect of the City's Neighborhood Traffic Management Plan (NTMP). The goal of that Plan is to make San Mateo neighborhood streets more livable by reducing speed and traffic volumes. Installation of traffic calming devices identified in the NTMP require a traffic study to determine if the following criteria are met:

- Average speed is seven (7) miles over the posted speed limit
- 1,000 or more cars travel on the road per day

This Plan recommends, in addition to the above mentioned criteria, that the City should also consider pedestrian safety and pedestrian related traffic collision data when evaluating appropriateness for traffic calming devices.

G.5.7. Requirements for Large Scale Development Projects

While the City of San Mateo has had a number of large scale development projects, it has no citywide pedestrian design standards for these project types.

The City should establish citywide requirements for the improvement of the public right-of-way associated with large-scale development projects by developing and adopting a pedestrian design toolkit. The requirements will ensure that the public right-of-way is safe, accessible, convenient and attractive to pedestrian use and travel. The pedestrian design toolkit would govern the design, location, and dimensions of all pedestrian and streetscape items in the public right-of-way, including but not limited to sidewalks, crosswalks, curb ramps, refuge islands, street trees, lighting, and site furnishings. Together, these elements

can create a streetscape that is vibrant, colorful, and visually interesting; a comfortable and usable space for people; and with ecological benefits.

The toolkit should be consistent with and build upon the sidewalk development standards contained in this Citywide Pedestrian Master Plan. The design and placement of pedestrian elements would also be required to meet applicable Caltrans, MUTCD, and ADA standards.

The City should identify the types of development projects subject to the implementation of the toolkit by establishing applicable minimum thresholds through consultation with the public. Project proponents that meet these thresholds should be required to submit a streetscape plan to the Planning Division. The Planning Division, Public Works and Parks and Recreation would ensure compliance with these thresholds and how these elements relate to proposed new construction and site work on the developed properties.

As a model, the City of San Francisco requires development projects to include streetscape and pedestrian improvements on all publicly accessible rights-of-way directly fronting the property. In San Francisco, the required improvements vary by district and improvement type.

Recommendation

This Plan recommends the City develop and adopt a pedestrian design toolkit for improvements of the public right-of-way associated with large-scale development projects.

G.5.8. Bay to Transit Trail Feasibility Study

The Bay to Transit Trail project envisions development of a paved two-mile pedestrian and bicycle pathway along the existing city-owned creek drainage channel from the Hayward Park Caltrain Station to the regional San Francisco Bay Trail (see **Figure G-17**). The project addresses a variety of issues regarding pedestrian and bicycle network connectivity and increasing access to transit, schools and recreational opportunities near the San Francisco Bay. The project would serve a historically underserved area and would include a multi-lingual outreach effort to collect public input regarding the design of the path.

Recommendation

This Plan recommends that the City conduct a feasibility study in order to study potential issues, including:

- Right of way
- Site engineering
- Safety
- Security
- Delivery of emergency vehicles
- Maintenance/ operations
- Community interests/needs
- Privacy

The feasibility study can address these issues, and other unknown variables associated with the development of trail.

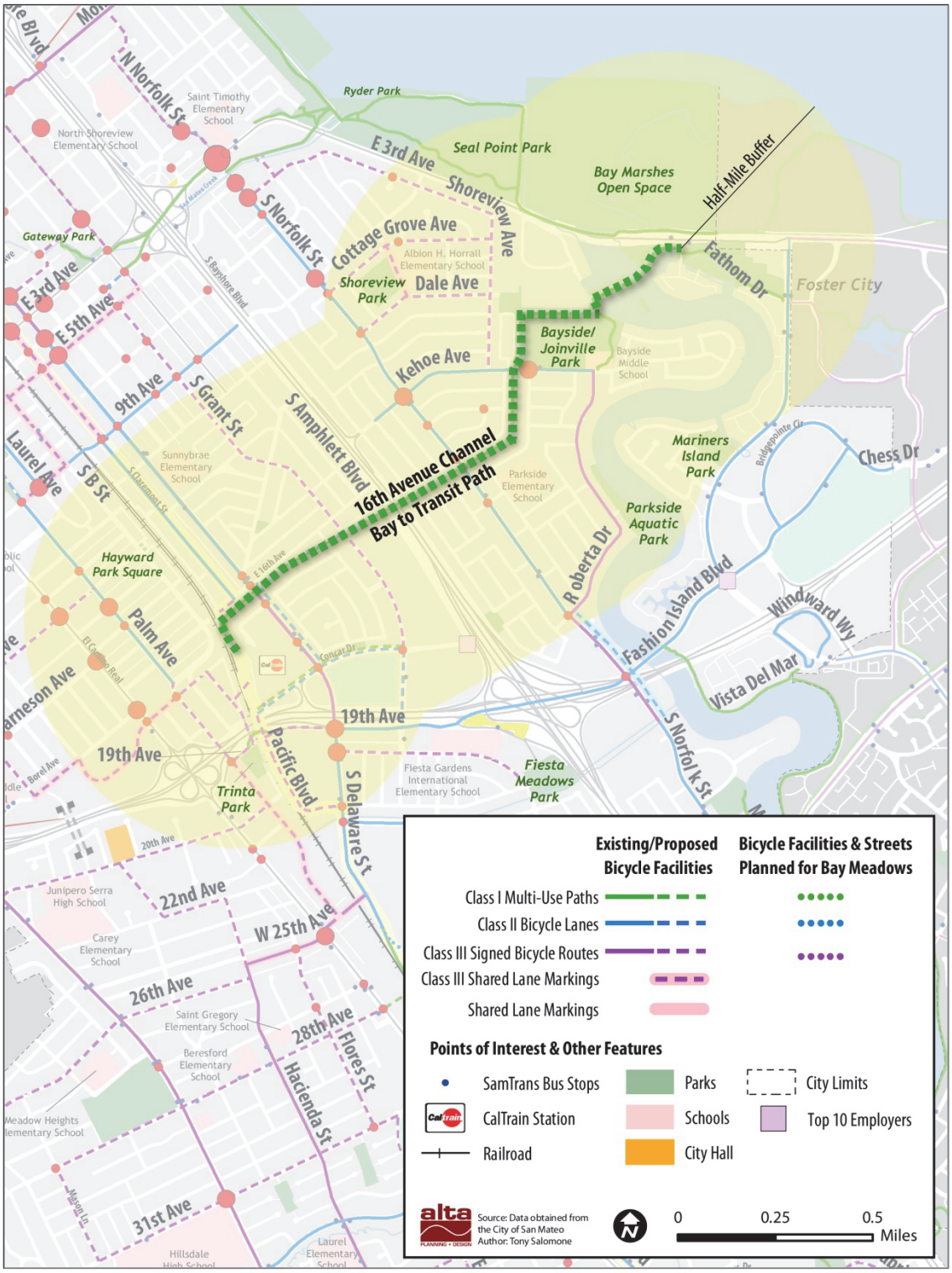


Figure G-17: Bay to Transit Feasbility Study Area

G.5.9. Lead Pedestrian Interval

Many of the pedestrian related collisions reviewed as part of this plan occurred when the pedestrian was in a marked crosswalk in downtown and on El Camino Real adjacent to Downtown and at 25th and 37th Avenues. This indicates a need for improved pedestrian visibility. One method to improve pedestrian visibility is to implement a lead pedestrian interval (LPI). A lead pedestrian interval is a tool where traffic signals are programmed to give pedestrians a walk indication before vehicles and receive the green light to proceed. Crossing with this "head start" allows pedestrians to be more visible to motorists approaching the intersection. LPI signal timing typically allows pedestrians to start 2-4 seconds before vehicles.

Recommendation

This Plan recommends the City study the feasibility of installing LPI's at Downtown intersections from Tilton Avenue to 5th Avenue and from El Camino Real to Delaware Street; as well as at Delaware and 25th and 37th Avenues. A LPI along El Camino Real will require coordination with Caltrans.

G.5.10. Downtown Pedestrian Recall Study

Most, but not all traffic signals in Downtown currently have a pedestrian recall phase, meaning pedestrians are automatically given a walk phase with each cycle of the light and do not need to push a button to request a walk phase. Given the high volume of pedestrian activity observed in Downtown San Mateo during preparation of this Plan, all signals within Downtown should include a pedestrian recall phase.

Recommendation

This Plan recommends the City conduct a study to include a pedestrian recall phase at all signalized intersections in Downtown. MUTCD sign R10-2a should be installed at all signalized intersections with a pedestrian recall phase, replacing MUTCD sign R10-4 (**Figure G-18**).

G.5.11. B Street Closure Study

The Plan recommends a study of alternatives for a car-free B Street, either on a temporary basis – for instance, after certain hours, on holidays, weekend and/or during special events – or permanently 3rd Avenue &

G.5.12. Norfolk Street Intersection Improvement Study

The 3rd Avenue Median Path entrance at Norfolk Street had a high number of pedestrian related collisions in the past eight years (2001-2009). The path entrance is in the center of the roadway and requires bicyclists and pedestrians to awkwardly enter or leave the path using a number of turning movements.

Recommendation

The recommended improvement for this intersection is to initiate a study to improve access to the path entrance. Possible improvements may include signage and striping. The improvement study may review similar intersection configurations with median paths, including in Brooklyn, New York.

Figure G-18: MUTCD sign R10-4

G.5.13. El Camino Real at 22nd and 39th Avenues Traffic Signal Warrant Studies

El Camino Real has uncontrolled marked crosswalks at 22nd and 39th Avenues. The 22nd Avenue crossing connects pedestrians to commercial businesses on both the east and west sides of El Camino Real. The nearest controlled crossings are at 20th and 25th Avenues. The 39th Avenue crossing connects pedestrians to SamTrans bus stops as well as to the San Mateo Medical Center. The nearest controlled crossings are at 37th and 41st Avenues.

Recommendation

This Plan recommends the City coordinate with Caltrans and conduct a traffic signal study to determine the impact of a traffic signal installation at El Camino Real and 22nd Avenue and at El Camino Real and 39th Avenue.

Should the 22nd and/or 39th Avenue crossing locations not meet signal warrant requirements, other recommendations may be considered. Potential crossing improvements at the 39th Avenue/El Camino Real intersection are detailed in **Appendix D** and include relocating the crosswalk to the north side of the intersection, installation of a pedestrian hybrid beacon, and installation of a pedestrian refuge island.

G.5.14. Peninsula Avenue and Bayshore Boulevard Intersection Improvement Study

The Peninsula Avenue/Bayshore Boulevard intersection has limited sidewalks and one marked crosswalk. Pedestrians cannot directly cross Bayshore Boulevard from the south side of Peninsula Avenue, which is the desired path of travel for both eastbound and southbound pedestrians.

Recommendation

This Plan recommends a study to improve access and pedestrian circulation at the intersection. Possible improvements include a marked crosswalk on south leg of the intersection and installation of a sidewalk on the unpaved southeast corner. Opportunities to incorporate stormwater treatment and drought-tolerant landscaping could also be explored.

G.5.15. Highway 92 Crossing Study

Highway 92 is a barrier to pedestrian travel between El Camino Real and Alameda de las Pulgas and prevents pedestrian north-south access across the City west of El Camino Real.

Recommendation

This Plan recommends the City conduct a feasibility study to determine the opportunities and challenges of a crossing near Edinburgh Street.

G.5.16. Railroad Crossing Study

The rail tracks that run through the City are a community identified barrier. Pedestrian crossings are limited between 9th Avenue and Highway 92 and between Highway 92 and 42nd Avenue. The lack of crossings limits east-west activity and access to retail and employment.

Recommendation

The City should consider additional pedestrian crossings between 9th and 42nd Avenues. Crossings may be considered with the current configuration and with any future development proposals.

G.5.17. El Camino Real Sidewalk Width Study

El Camino Real is an important pedestrian corridor with potential for significant walking activity; however, it is also a community identified challenge area. One challenge is the existing narrow sidewalks.

Recommendation

The City should consider a study to widen sidewalk width on El Camino Real within City limits. This study will require coordination with Caltrans.

G.6.Infrastructure Improvements

Table G-9 contains the accumulated recommendations for all infrastructural pedestrian improvements throughout the City of San Mateo. The previous chapters of Appendix H provide an ample toolkit for implementation of all projects listed. Some projects call for an intense capital investment, while others are very simple interventions. Nonetheless, each recommended site for infrastructural improvement represents a step towards making San Mateo a safer, more enjoyable place to walk. This guide will provide a working list of potentially impactful project for years to come.

Table G-9: Infrastructure Improvements

Location	Type	Limits	Quantity	Unit	Cost Estimate
1st Ave					
1st Ave	Pedestrian Scale Lighting	B St to Delaware St	0.17	Miles	$369,900
1st Ave	Pedestrian Scale Lighting	Ellsworth Ave to B St	0.05	Miles	$99,700
1st Ave at Delaware St					
1st Ave at Delaware St	Curb Extension with Stop Bar		4		$100,800
1st Ave at Ellsworth Ave					
1st Ave at Ellsworth Ave	Signal Timing		3		$3,000
1st Ave Between B St at Claremont St					
1st Ave Between B St at Claremont St	Midblock Crossing		1		$2,400
2nd Ave					
2nd Ave	Pedestrian Scale Lighting	El Camino Real to Delaware St	0.43	Miles	$942,700
2nd Ave at El Camino Real					
2nd Ave at El Camino Real	Signal Timing		4		$4,000
2nd Ave at Ellsworth Ave					
2nd Ave at Ellsworth Ave	Signal Timing		4		$4,000
2nd Ave at San Mateo Dr					
2nd Ave at San Mateo Dr	Signal Timing		4		$4,000
3rd Ave					
3rd Ave	Bike Lane	Crystal Springs Rd to Parrott Dr	0.10	Miles	$64,300
3rd Ave	Parklet	B St to Ellsworth Ave	0.06	Miles	$300
3rd Ave	Pedestrian Scale Lighting	Humboldt St to J Hart Clinton Dr	0.93	Miles	$2,025,800
3rd Ave	Pedestrian Scale Lighting	Dartmouth Rd to El Camino Real	0.13	Miles	$272,600
3rd Ave	Sidewalk Installation	Crystal Springs Rd to Parrott Dr	0.00	Miles	$0
3rd Ave at B St					
3rd Ave at B St	Curb Extension		2		$50,000
3rd Ave at Delaware St					
3rd Ave at Delaware St	Curb Extension with Stop Bar		1		$25,200
3rd Ave at Fremont St					
3rd Ave at Fremont St	Curb Extension with Stop Bar		4		$100,800
3rd Ave at Hwy 101 Southbound Off-					

Location	Type	Limits	Quantity	Unit	Cost Estimate
ramp					
3rd Ave at Hwy 101 Southbound Off-ramp	High-Visibility Crosswalk		2		$2,400
3rd Ave at Hwy 101 Southbound Off-ramp	High-Visibility Crosswalk		2		$2,400
3rd Ave at Norfolk St					
3rd Ave at Norfolk St	School Zone Crosswalk		4		$4,800
3rd Ave at S. Norfolk St					
3rd Ave at S. Norfolk St	Advance stop bars		4		$600
3rd Ave at S. Norfolk St	Pedestrian Countdown Signals		10		$0,000
3rd Ave at S. Norfolk St	Signage		1		$300
3rd Ave at S. Norfolk St	Signal Timing		2		$20,000
3rd Ave at S. Norfolk St	High-Visibility Crosswalk		4		$4,800
3rd Ave at Parrott Dr					
3rd Ave at Parrott Dr	Advance stop bars		1		$200
3rd Ave at Parrott Dr	Advance yield lines		2		$600
3rd Ave at Parrott Dr	High-Visibility Crosswalk		2		$2,400
3rd Ave at Parrott Dr	Neighborhood Mini Park		1		$155,000
3rd Ave at Parrott Dr	Signage		5		$1,500
3rd Ave at Parrott Dr	Stripe Standard Crosswalk		1		$1,000
3rd Ave at Parrott Dr	Curb Extension		1		$25,000
3rd Ave at Parrott Dr	Bike Lane		1		$400
3rd Ave at Parrott Dr	Landscape strip		1		$10,000
3rd Ave at Virginia Ave					
3rd Ave at Virginia Ave	Curb Extension		3		$75,000
3rd Ave at Virginia Ave	Directional curb ramp		6		$24,000
3rd Ave at Virginia Ave	Stripe Standard Crosswalk		1		$1,000
4th Ave					
4th Ave	Pedestrian Scale Lighting	El Camino Real to Hwy 101	0.86	Miles	$1,874,300
4th Ave	Pedestrian Scale Lighting	Dartmouth Rd to El Camino Real	0.13	Miles	$272,900
44 4th Ave					
44 4th Ave	High-Visibility Crosswalk		1		$1,200
4th Ave at Caltrain Tracks					
4th Ave at Caltrain Tracks	In-pavement flashers		1		$75,000
4th Ave at El Camino Real					
4th Ave at El Camino Real	Curb Extension		4		$100,000
4th Ave at Grant St					
4th Ave at Grant St	High-Visibility Crosswalk		3		$3,600
4th Ave at San Mateo Dr					
4th Ave at San Mateo Dr	Signal Timing		4		$4,000
5th Ave					
5th Ave	Pedestrian Scale Lighting	El Camino Real to Delaware St	0.43	Miles	$938,800
5th Ave	Pedestrian Scale Lighting	Delaware St to Humboldt St	0.27	Miles	$582,300

Location	Type	Limits	Quantity	Unit	Cost Estimate
5th Ave at B St					
5th Ave at B St	Signal Timing		4		$4,000
5th Ave at El Camino Real					
5th Ave at El Camino Real	Signal Timing		4		$4,000
5th Ave at San Mateo Dr					
5th Ave at San Mateo Dr	Signal Timing		4		$4,000
6th Ave at Laurel Ave					
6th Ave at Laurel Ave	High-Visibility Crosswalk		2		$2,400
7th Ave at Laurel Ave					
7th Ave at Laurel Ave	High-Visibility Crosswalk		1		$1,200
9th Ave					
9th Ave	Pedestrian Scale Lighting	El Camino Real to B St	0.26	Miles	$567,500
9th Ave at El Camino Real					
9th Ave at El Camino Real	High-Visibility Crosswalk		3		$3,600
9th Ave at El Camino Real	Signal Timing		4		$4,000
9th Ave at Laurel Ave					
9th Ave at Laurel Ave	High-Visibility Crosswalk		3		$3,600
9th Ave at Palm Ave					
9th Ave at Palm Ave	High-Visibility Crosswalk		2		$2,400
19th Ave at Fashion Island Blvd					
19th Ave at Fashion Island Blvd	School Zone Crosswalk		2		$2,400
19th Ave at Fashion Island Blvd	Signal Timing		4		$4,000
19th Ave at Ginnever St					
19th Ave at Ginnever St	Signal Timing		4		$4,000
20th Ave					
20th Ave	Pedestrian Scale Lighting	Alameda de las Pulgas to Palm Ave	0.74	Miles	$1,601,800
20th Ave	Pedestrian Scale Lighting	Palm Ave to Leslie St	0.04	Miles	$89,300
22nd Ave at Flores St					
22nd Ave at Flores St	High-Visibility Crosswalk		2		$2,400
23rd Ave at Flores St					
23rd Ave at Flores St	High-Visibility Crosswalk		2		$2,400
24th Ave at Flores St					
24th Ave at Flores St	High-Visibility Crosswalk		2		$2,400
25th Ave					
25th Ave	Parklet	Flores St to Hacienda St	0.13	Miles	$800
25th Ave	Pedestrian Scale Lighting	El Camino Real to Delaware St	0.15	Miles	$323,600
25th Ave	Pedestrian Scale Lighting	Hacienda St to El Camino Real	0.22	Miles	$478,300
25th Ave	Pedestrian Scale Lighting	Alameda de las Pulgas to Hacienda St	0.38	Miles	$830,300
140 25th Ave					
140 25th Ave	In-Pavement Pedestrian Yield Sign		2		$600
140 25th Ave	Midblock Crossing		1		$2,400

Location	Type	Limits	Quantity	Unit	Cost Estimate
27th Ave at Edison St					
27th Ave at Edison St	High-Visibility Crosswalk		2		$2,400
28th Ave					
28th Ave	Pedestrian Scale Lighting	Alameda de las Pulgas to El Camino Real	0.58	Miles	$1,255,100
28th Ave at Edison St					
28th Ave at Edison St	High-Visibility Crosswalk		2		$2,400
28th Ave at Isabelle Ave					
28th Ave at Isabelle Ave	High-Visibility Crosswalk		2		$2,400
28th Ave Extension					
28th Ave Extension	Class I Path	EL Camino Real to New Delaware St	0.10	Miles	$67,400
28th Ave Extension Path					
28th Ave Extension Path	Pedestrian Scale Lighting	Saratoga Dr to Bay Meadows Alt	0.39	Miles	$853,800
31st Ave Extension					
31st Ave Extension	Class I Path	EL Camino Real to Caltrain	0.08	Miles	$52,100
36th Ave					
36th Ave	Pedestrian Scale Lighting	Alameda de las Pulgas to Hacienda St	0.24	Miles	$528,600
37th Ave					
37th Ave	Pedestrian Scale Lighting	Hacienda St to El Camino Real	0.50	Miles	$1,098,700
37th Ave at Hillsdale Gardens					
37th Ave at Hillsdale Gardens	Crossing Beacon		2		$30,000
37th Ave Between El Camino Real and Colegrove St					
37th Ave Between El Camino Real and Colegrove St	Midblock Crossing		1		$2,400
39th Ave					
39th Ave	Pedestrian Scale Lighting	Edison St to El Camino Real	0.32	Miles	$687,000
40th Ave					
40th Ave	Sidewalk Installation	Hacienda St to Beresford St	0.47	Miles	$256,100
41st Ave					
41st Ave	Pedestrian Scale Lighting	Edison St to El Camino Real	0.32	Miles	$707,300
41st Ave	Sidewalk Installation	Hacienda St to Colegrove St	0.43	Miles	$231,000
41st Ave at Beresford St					
41st Ave at Beresford St	High-Visibility Crosswalk		1		$1,200
41st Ave at El Camino Real					
41st Ave at El Camino Real	Signal Timing		4		$4,000
Alameda De Las Pulgas					
Alameda De Las Pulgas	Pedestrian Scale Lighting	Crystal Springs Rd to S of La Casa Ave	3.03	Miles	$6,592,100

Location	Type	Limits	Quantity	Unit	Cost Estimate
Alameda De Las Pulgas Road Diet					
Alameda De Las Pulgas	Restriping	Crystal Springs Rd to Barneson Ave			$14,700
Alameda de las Pulgas	Sidewalk Installation	Crystal Springs Rd to Barneson Ave	0.00		$51,000
Alameda De Las Pulgas at 20th Ave					
Alameda de las Pulgas at 20th Ave	Advance stop bars		2		$400
Alameda de las Pulgas at 20th Ave	Tighten curb radii		2		$50,000
Alameda de las Pulgas at 20th Ave	Directional curb ramp		8		$32,000
Alameda de las Pulgas at 20th Ave	School Zone Crosswalk		4		$4,800
Alameda de las Pulgas at 20th Ave	Pedestrian refuge		1		$15,000
Alameda De Las Pulgas at 20th Ave	Signal Timing		4		$4,000
Alameda De Las Pulgas at 26th Ave					
Alameda De Las Pulgas at 26th Ave	High-Visibility Crosswalk		4		$4,800
Alameda De Las Pulgas at 28th Ave					
Alameda De Las Pulgas at 28th Ave	High-Visibility Crosswalk		4		$4,800
Alameda De Las Pulgas at 42nd Ave					
Alameda De Las Pulgas at 42nd Ave	School Zone Crosswalk		4		$4,800
Alameda de las Pulgas at Fernwood St					
Alameda de las Pulgas at Fernwood St	High-Visibility Crosswalk		1		$1,200
Alameda De Las Pulgas at Parkside Wy					
Alameda De Las Pulgas at Parkside Wy	High-Visibility Crosswalk		1		$1,200
Alameda De Las Pulgas at Portola Wy					
Alameda De Las Pulgas at Portola Wy	High-Visibility Crosswalk		1		$1,200
Alley					
Alley	Pedestrian Scale Lighting	Norfolk St to J Hart Clinton Dr	0.41	Miles	$886,300
Aragon Blvd					
Aragon Blvd	Pedestrian Scale Lighting	Alameda de las Pulgas to El Camino Real	0.62	Miles	$1,355,900
Aragon Blvd at Alameda De Las Pulgas					
Aragon Blvd at Alameda De Las Pulgas	Signal Timing		3		$3,000
Aragon Blvd at El Camino Real					
Aragon Blvd at El Camino Real	High-Visibility Crosswalk		2		$2,400
B St					
B St	Parklet	Baldwin Ave to 4th Ave	0.25	Miles	$1,500
B St	Pedestrian Scale Lighting	Baldwin Ave to 9th Ave	0.54	Miles	$1,165,600
B St at 12th Ave					
B St at 12th Ave	High-Visibility Crosswalk		2		$2,400
B St at 1st Ave					

Location	Type	Limits	Quantity	Unit	Cost Estimate
B St at 1st Ave	High-Visibility Crosswalk		4		$4,800
B St at 2nd Ave					
B St at 2nd Ave	High-Visibility Crosswalk		4		$4,800
B St at 3rd Ave					
B St at 3rd Ave	Curb Extension		2		$50,000
B St at 3rd Ave	High-Visibility Crosswalk		4		$4,800
B St at 3rd Ave	Leading pedestrian interval		2		$2,000
B St at 3rd Ave	Midblock Crossing with In-Pavement Flashers		2		$154,800
B St at 4th Ave					
B St at 4th Ave	High-Visibility Crosswalk		4		$4,800
B St at 4th Ave	Leading pedestrian interval		4		$4,000
B St at 5th Ave					
B St at 5th Ave	High-Visibility Crosswalk		4		$4,800
B St at 8th Ave					
B St at 8th Ave	High-Visibility Crosswalk		2		$2,400
B St at Baldwin Ave					
B St at Baldwin Ave	High-Visibility Crosswalk		3		$3,600
B St at Central Garage					
B St at Central Garage	In-pavement flashers		1		$75,000
B St at Train Station Drway					
B St at Train Station Drway	Stripe Standard Crosswalk		1		$1,000
B St Between 2nd and 3rd Ave					
B St Between 2nd and 3rd Ave	Midblock Crossing		1		$2,400
Baldwin Ave					
Baldwin Ave	Pedestrian Scale Lighting	El Camino Real to San Mateo Dr	0.24	Miles	$528,200
Baldwin Ave at B St					
Baldwin Ave at B St	Curb Extension with Stop Bar		4		$100,800
Baldwin Ave at B St	Directional curb ramp		4		$16,000
Baldwin Ave at Ellsworth Ave					
Baldwin Ave at Ellsworth Ave	Signal Timing		4		$4,000
Baldwin Ave at San Mateo Dr					
Baldwin Ave at San Mateo Dr	Signal Timing		4		$4,000
Bay To Transit Feasibility Study					
Bay To Transit Feasibility Study	Class I Path	17th Ave to Anchor Rd	1.82	Miles	$1,168,300
Bay To Transit Path					
Bay To Transit Path	Pedestrian Scale Lighting	17th Ave to Anchor Rd	2.40	Miles	$5,217,300
Baywood Ave/De Sabla Rd/Baldwin Ave at El Camino Real					
Baywood Ave/De Sabla Rd/Baldwin Ave at El Camino Real	Signal Timing		4		$4,000
Bermuda Dr					
Bermuda Dr	Pedestrian Scale Lighting	Grant St to Delaware St	0.16	Miles	$354,200

Location	Type	Limits	Quantity	Unit	Cost Estimate
Bettina Ave at 42nd Ave					
Bettina Ave at 42nd Ave	School Zone Crosswalk		1		$1,200
Boral Creek Path					
Boral Creek Path	Pedestrian Path	Saratoga Dr to Fiesta Gardens Elementary School	0.38	Miles	$241,500
Castilian Wy at Alameda De Las Pulgas					
Castilian Wy at Alameda De Las Pulgas	School Zone Crosswalk		1		$1,200
Chess Dr at Bridgepointe Shopping Center					
Chess Dr at Bridgepointe Shopping Center	High-Visibility Crosswalk		2		$2,400
Chess Dr at Bridgepointe Shopping Center	Advance Yield Lines		2		$600
Chess Dr at Bridgepointe Shopping Center	Crossing Beacon		4		$60,000
Chess Dr at Bridgepointe Shopping Center	Path through Median		1		$25,000
Chess Dr at Bridgepointe Shopping Center	Warning Signage		2		$600
Chess Dr at Bridgepointe Shopping Center	Curb ramps		2		$8,000
Claremont St at 2nd Ave					
Claremont St at 2nd Ave	High-Visibility Crosswalk		4		$4,800
Claremont St at 3rd Ave					
Claremont St at 3rd Ave	High-Visibility Crosswalk		4		$4,800
Claremont St at 4th Ave					
Claremont St at 4th Ave	High-Visibility Crosswalk		4		$4,800
Colegrove St at 39th Ave					
Colegrove St at 39th Ave	Curb Extension with Stop Bar		4		$100,800
Colegrove St at 39th Ave	Stripe Standard Crosswalk		4		$4,000
Colegrove St at 39th Ave	Stripe Standard Crosswalk		4		$4,000
Concar Dr					
Concar Dr	Class I Path	S Delaware St to Pacific Blvd	0.20	Miles	$129,800
Concar Dr	Class I Path	S Grant St to S Delaware St	0.23	Miles	$144,800
Crescent Ave at Pinecrest Terrace					
Crescent Ave at Pinecrest Terrace	High-Visibility Crosswalk		1		$1,200
Crystal Springs Rd at El Camino Real					
Crystal Springs Rd at El Camino Real	Signal Timing		3		$3,000
Cupertino Wy at Orinda Dr					
Cupertino Wy at Orinda Dr	School Zone Crosswalk		1		$1,200
Dartmouth Rd					
Dartmouth Rd	Pedestrian Scale Lighting	4th Ave to 5th Ave	0.11	Miles	$240,400
De Sabla Rd at Baytree Wy					

Location	Type	Limits	Quantity	Unit	Cost Estimate
De Sabla Rd at Baytree Wy	High-Visibility Crosswalk		1		$1,200
Delaware St					
Delaware St	Pedestrian Scale Lighting	Peninsula Ave to 25th Ave	2.99	Miles	$6,503,700
Delaware St	Pedestrian Scale Lighting	25th Ave to Bay Meadows Alt	0.10	Miles	$207,000
Delaware St at 2nd Ave					
Delaware St at 2nd Ave	High-Visibility Crosswalk		4		$4,800
Delaware St at 3rd Ave					
Delaware St at 3rd Ave	High-Visibility Crosswalk		4		$4,800
Delaware St at 3rd Ave	Leading pedestrian interval		4		$4,000
Delaware St at 3rd Ave	Pedestrian refuge		4		$120,000
Delaware St at 4th Ave					
Delaware St at 4th Ave	High-Visibility Crosswalk		4		$4,800
Delaware St at State St					
Delaware St at State St	School Zone Crosswalk		3		$3,600
Edison St					
Edison St	Pedestrian Scale Lighting	Hillsdale Blvd to 41st Ave	0.54	Miles	$1,178,100
Edison St at 39th Ave					
Edison St at 39th Ave	"Stop Ahead" Signage and Striping		1		$1,100
Edison St at 39th Ave	Curb Extension with Stop Bar		4		$100,800
Edison St at 39th Ave	High-Visibility Crosswalk		4		$4,800
Edison St at Hillsdale Blvd					
Edison St at Hillsdale Blvd	High-Visibility Crosswalk		4		$4,800
El Camino Real					
El Camino Real	Pedestrian Scale Lighting	Peninsula Ave to North Rd	4.42	Miles	$9,632,000
El Camino Real	Sidewalk Reconstruction	at 2nd Ave	0.01	Miles	$7,600
El Camino Real (Northbound)					
El Camino Real (Northbound)	Sidewalk Installation	37th Ave to 39th Ave	0.15	Miles	$83,400
El Camino Real at 12th Ave					
El Camino Real at 12th Ave	Signal Timing		4		$4,000
El Camino Real at 17th Ave					
El Camino Real at 17th Ave	High-Visibility Crosswalk		3		$3,600
El Camino Real at 17th Ave	Signal Timing		4		$4,000
El Camino Real at 20th Ave					
El Camino Real at 20th Ave	Signal Timing		4		$4,000
El Camino Real at 22nd Ave					
El Camino Real at 22nd Ave	Crossing Beacon		2		$30,000
El Camino Real at 22nd Ave	Curb Extension		2		$50,000
El Camino Real at 22nd Ave	Directional curb ramp		2		$8,000
El Camino Real at 22nd Ave	Advance Yield Lines		2		$600
El Camino Real at 22nd Ave	Pedestrian signage		2		$600
El Camino Real at 25th Ave					
El Camino Real at 25th Ave	High-Visibility Crosswalk		3		$3,600

Location	Type	Limits	Quantity	Unit	Cost Estimate
El Camino Real at 25th Ave	Signal Timing		4		$4,000
El Camino Real at 27th Ave					
El Camino Real at 27th Ave	High-Visibility Crosswalk		2		$2,400
El Camino Real at 27th Ave	Signal Timing		4		$4,000
El Camino Real at 28th Ave					
El Camino Real at 28th Ave	Signal Timing		4		$4,000
El Camino Real at 2nd Ave					
El Camino Real at 2nd Ave	Advance stop bars		1		$200
El Camino Real at 2nd Ave	Curb Extension with Stop Bar		2		$50,400
El Camino Real at 2nd Ave	Directional curb ramp		1		$4,000
El Camino Real at 2nd Ave	High-Visibility Crosswalk		3		$3,600
El Camino Real at 2nd Ave	Pedestrian refuge		1		$30,000
El Camino Real at 2nd Ave	Strip edge line along ECR to delineate parking		1		$100
El Camino Real at 2nd Ave	Stripe left turn tracking		1		$100
El Camino Real at 31st Ave					
El Camino Real at 31st Ave	Signal Timing		4		$4,000
El Camino Real at 37th Ave					
El Camino Real at 37th Ave	Advance stop bars		2		$400
El Camino Real at 37th Ave	Curb Extension		1		$25,000
El Camino Real at 37th Ave	Curb Extension with Stop Bar		4		$100,800
El Camino Real at 37th Ave	Signal Timing		4		$4,000
El Camino Real at 37th Ave	Stripe Standard Crosswalk		1		$1,000
El Camino Real at 39th Ave					
El Camino Real at 39th Ave	Advance stop bars		1		$200
El Camino Real at 39th Ave	Crossing Beacon		2		$30,000
El Camino Real at 39th Ave	High-Visibility Crosswalk		1		$1,200
El Camino Real at 39th Ave	Left Turn Pocket		1		$15,000
El Camino Real at 39th Ave	Median		1		$30,000
El Camino Real at 39th Ave	Stripe Standard Crosswalk		1		$1,000
El Camino Real at 3rd Ave					
El Camino Real at 3rd Ave	Curb Extension		4		$100,000
El Camino Real at 3rd Ave	Signal Timing		4		$4,000
El Camino Real at 41st Ave					
El Camino Real at 41st Ave	High-Visibility Crosswalk		2		$2,400
El Camino Real at 42nd Ave					
El Camino Real at 42nd Ave	Signal Timing		4		$4,000
El Camino Real at 4th Ave					
El Camino Real at 4th Ave	Curb Extension		2		$50,000
El Camino Real at 4th Ave	High-Visibility Crosswalk		4		$4,800
El Camino Real at 4th Ave	Leading pedestrian interval		4		$4,000
El Camino Real at 4th Ave	Pedestrian refuge		4		$120,000
El Camino Real at 4th Ave	Signal Timing		4		$4,000
El Camino Real at Baldwin Ave					
El Camino Real at Baldwin Ave	Curb Extension with Stop		2		$50,400

Location	Type	Limits	Quantity	Unit	Cost Estimate
	Bar				
El Camino Real at Baldwin Ave	High-Visibility Crosswalk		4		$4,800
El Camino Real at Baldwin Ave/Baywood Ave					
El Camino Real at Baldwin Ave/Baywood Ave	Signal Timing		1		$1,000
El Camino Real at Barneson Ave					
El Camino Real at Barneson Ave	High-Visibility Crosswalk		3		$3,600
El Camino Real at Barneson Ave	Signal Timing		3		$3,000
El Camino Real at Bellevue Ave					
El Camino Real at Bellevue Ave	Signal Timing		4		$4,000
El Camino Real at Bovet Rd					
El Camino Real at Bovet Rd	High-Visibility Crosswalk		1		$1,200
El Camino Real at Crystal Springs Rd					
El Camino Real at Crystal Springs Rd	High-Visibility Crosswalk		2		$2,400
El Camino Real at Hillsdale Blvd					
El Camino Real at Hillsdale Blvd	High-Visibility Crosswalk		6		$7,200
El Camino Real at Hobart Ave					
El Camino Real at Hobart Ave	High-Visibility Crosswalk		4		$4,800
El Camino Real at Peninsula					
El Camino Real at Peninsula	Signal Timing		4		$4,000
El Camino Real at Poplar Ave					
El Camino Real at Poplar Ave	Signal Timing		4		$4,000
El Camino Real at Seville Wy					
El Camino Real at Seville Wy	High-Visibility Crosswalk		1		$1,200
El Camino Real at Tilton Ave					
El Camino Real at Tilton Ave	Curb Extension with Stop Bar		4		$100,800
El Camino Real at Tilton Ave	Signal Timing		4		$4,000
El Camino Real at Hwy 92 Off-ramps					
El Camino Real at Hwy 92 Off-ramp	High-Visibility Crosswalk		8		$9,600
El Camino Real Hwy 92 Off-ramp	Signage		4		$1,200
El Camino Real Hwy 92 Off-ramp	Pedestrian Scale Lighting		32		$288,000
El Dorado St at 3rd Ave					
El Dorado St at 3rd Ave	High-Visibility Crosswalk		2		$2,400
El Dorado St at 4th Ave					
El Dorado St at 4th Ave	High-Visibility Crosswalk		2		$2,400
Ellsworth Ave					
Ellsworth Ave	Pedestrian Scale Lighting	Baldwin Ave to 5th Ave	0.31	Miles	$684,600
Ellsworth Ave at 1st Ave					
Ellsworth Ave at 1st Ave	High-Visibility Crosswalk		3		$3,600
Ellsworth Ave at 2nd Ave					
Ellsworth Ave at 2nd Ave	High-Visibility Crosswalk		4		$4,800
Ellsworth Ave at 3rd Ave					
Ellsworth Ave at 3rd Ave	High-Visibility Crosswalk		4		$4,800

Location	Type	Limits	Quantity	Unit	Cost Estimate
Ellsworth Ave at 4th Ave					
Ellsworth Ave at 4th Ave	High-Visibility Crosswalk		4		$4,800
Ellsworth Ave at 5th Ave					
Ellsworth Ave at 5th Ave	High-Visibility Crosswalk		2		$2,400
Ellsworth Ave at Baldwin Ave					
Ellsworth Ave at Baldwin Ave	High-Visibility Crosswalk		4		$4,800
Ensenada Wy at Falda Ave					
Ensenada Wy at Falda Ave	High-Visibility Crosswalk		1		$1,200
Ensenada Wy at Parkside Wy					
Ensenada Wy at Parkside Wy	High-Visibility Crosswalk		1		$1,200
Fairfax Ave					
Fairfax Ave	Pedestrian Scale Lighting	Alameda de las Pulgas, continuing on Franklin to D	0.60	Miles	$1,299,700
Fashion Island Blvd					
Fashion Island Blvd	Pedestrian Scale Lighting	Norfolk St to Mariners Island Blvd	0.36	Miles	$778,500
Fashion Island Blvd at Hwy 101					
Fashion Island Blvd at Hwy 101	Signal Timing		4		$4,000
Fernwood St					
Fernwood St	Sidewalk Installation	Hillsdale Blvd to Kingridge Dr	0.14	Miles	$74,400
Flores St at 25th Ave					
Flores St at 25th Ave	High-Visibility Crosswalk		4		$4,800
Flores St at 27th Ave					
Flores St at 27th Ave	High-Visibility Crosswalk		4		$4,800
Flores St at 28th Ave					
Flores St at 28th Ave	High-Visibility Crosswalk		2		$2,400
Franklin Dr at Saratoga Dr					
Franklin Dr at Saratoga Dr	High-Visibility Crosswalk		1		$1,200
Franklin Dr at Saratoga Dr	Signal phase study		1		$15,000
Franklin Path					
Franklin Path	Class I Path	Pacific Boulevard to Hillsdale Boulevard	0.17	Miles	$106,100
Fremont St at 2nd Ave					
Fremont St at 2nd Ave	Curb Extension		4		$100,000
Fremont St at 2nd Ave	Curb Extension		4		$100,000
Fremont St at 2nd Ave	Directional curb ramp		2		$8,000
Fremont St at 3rd Ave					
Fremont St at 3rd Ave	Curb Extension		4		$100,000
Fremont St at 3rd Ave	High-Visibility Crosswalk		3		$3,600
Fremont St at 3rd Ave	Median		2		$60,000
Fremont St at 3rd Ave	Stripe Standard Crosswalk		1		$1,000
Fremont St at 3rd Ave	Stripe Standard Crosswalk		2		$2,000
Fremont St at 4th Ave					
Fremont St at 4th Ave	High-Visibility Crosswalk		3		$3,600
Fremont St at Lawrence Rd					

Location	Type	Limits	Quantity	Unit	Cost Estimate
Fremont St at Lawrence Rd	High-Visibility Crosswalk		1		$1,200
Fremont St at Monte Diablo Ave					
Fremont St at Monte Diablo Ave	Curb Extension with Stop Bar		1		$25,200
Fremont St at Monte Diablo Ave	High-Visibility Crosswalk		1		$1,200
Fremont St at Monte Diablo Ave	High-Visibility Crosswalk		0.01	Miles	$0
Garfield St at 27th Ave					
Garfield St at 27th Ave	High-Visibility Crosswalk		4		$4,800
Garfield St at 28th Ave					
Garfield St at 28th Ave	High-Visibility Crosswalk		3		$3,600
Georgetown Ave at Alameda De Las Pulgas					
Georgetown Ave at Alameda De Las Pulgas	School Zone Crosswalk		1		$1,200
Grant St					
Grant St	Pedestrian Scale Lighting	3rd Ave to Bermuda Dr	1.58	Miles	$3,437,400
Grant St at 3rd Ave					
Grant St at 3rd Ave	High-Visibility Crosswalk		4		$4,800
Hacienda St					
Hacienda St	Pedestrian Scale Lighting	36th Ave to 37th Ave	0.09	Miles	$187,100
Hacienda St	Pedestrian Scale Lighting	39th Ave to 22nd Ave	1.24	Miles	$2,702,200
Hacienda St	Sidewalk Installation	31st Ave to Louise Ln	0.13	Miles	$72,200
Hacienda St at 25th Ave					
Hacienda St at 25th Ave	High-Visibility Crosswalk		3		$3,600
Hacienda St at 26th Ave					
Hacienda St at 26th Ave	High-Visibility Crosswalk		1		$1,200
Hacienda St at 27th Ave					
Hacienda St at 27th Ave	High-Visibility Crosswalk		4		$4,800
Hacienda St at 28th Ave					
Hacienda St at 28th Ave	High-Visibility Crosswalk		4		$4,800
Hacienda St at Briar Ln					
Hacienda St at Briar Ln	Curb Extension with Stop Bar		1		$25,200
Hayward Ave					
Hayward Ave	Pedestrian Scale Lighting	El Camino Real to Palm Ave	0.12	Miles	$252,300
Hayward Park Caltrain Path					
Hayward Park Caltrain Path	Pedestrian Path	Concar Dr to Caltrain crossing	0.05	Miles	$64,200
Hayward Park Caltrain Path	Pedestrian Scale Lighting	Concar Dr to Caltrain crossing	7		$63,000
Hayward Park Caltrain Path	Curb ramps		2		$8,000
Hayward Park Caltrain Path	Landscaping				$320,000
Hayward Park Caltrain Path	Wayfinding				$300
Hillsdale Blvd					
Hillsdale Blvd	Pedestrian Scale Lighting	Alameda de las Pulgas to Hillsdale	1.14	Miles	$2,487,100

Location	Type	Limits	Quantity	Unit	Cost Estimate
		Blvd			
Hillsdale Blvd	Pedestrian Scale Lighting	Split to Saratoga Dr	0.06	Miles	$120,600
Hillsdale Blvd	Pedestrian Scale Lighting	Alameda del las Pulgas to Campus Dr	1.27	Miles	$2,776,700
Hillsdale Blvd at Clearview Wy					
Hillsdale Blvd at Clearview Wy	Signal Timing		4		$4,000
Hillsdale Blvd at Hwy 101 Off Ramp					
Hillsdale Blvd at Hwy 101 Off Ramp	Signal Timing		7		$7,000
Hillsdale Blvd at Norfolk St					
Hillsdale Blvd at Norfolk St	Signal Timing		4		$4,000
Humboldt St					
Humboldt St	Pedestrian Scale Lighting	Peninsula Ave to 5th Ave	1.32	Miles	$2,870,800
Humboldt St at 3rd Ave					
Humboldt St at 3rd Ave	High-Visibility Crosswalk		3		$3,600
Humboldt St at 4th Ave					
Humboldt St at 4th Ave	High-Visibility Crosswalk		4		$4,800
Hwy 92 Eastbound Pm-Ramp at Alameda De Las Pulgas					
Hwy 92 Eastbound Pm-Ramp at Alameda De Las Pulgas	Signal Timing		3		$3,000
Isabelle Ave at 27th Ave					
Isabelle Ave at 27th Ave	High-Visibility Crosswalk		4		$4,800
J Hart Clinton Dr/ 3rd Ave at Norfolk St					
J Hart Clinton Dr/ 3rd Ave at Norfolk St	Signal Timing		4		$4,000
J. Hart Clinton Dr at Norfolk St					
J. Hart Clinton Dr at Norfolk St	High-Visibility Crosswalk		4		$4,800
Kentucky Ave at Alameda De Las Pulgas					
Kentucky Ave at Alameda De Las Pulgas	Signal Timing		3		$3,000
Laguna Vista Path					
Laguna Vista Path	Class I Path	Los Prados to Laguna Vista	0.10	Miles	$66,400
Laurel Ave					
Laurel Ave	Pedestrian Scale Lighting	5th Ave to 9th Ave	0.23	Miles	$495,900
Laurel Ave at 5th Ave					
Laurel Ave at 5th Ave	High-Visibility Crosswalk		2		$2,400
Laurel Ave at 8th Ave					
Laurel Ave at 8th Ave	High-Visibility Crosswalk		1		$1,200
Maple St					
Maple St	Pedestrian Scale Lighting	5th Ave to Borel Ave	0.83	Miles	$1,811,800
Mariners Island Blvd					
Mariners Island Blvd	Pedestrian Scale Lighting	Reef Dr to Fashion Island Blvd	0.79	Miles	$1,730,700
Monte Diablo Ave					
Monte Diablo Ave	Pedestrian Scale Lighting	El Camino Real to Bay	1.30	Miles	$2,827,800

Location	Type	Limits	Quantity	Unit	Cost Estimate
		Landing			
Monte Diablo Ave at Delaware St					
Monte Diablo Ave at Delaware St	Curb Extension with Stop Bar		4		$100,800
Nash Dr at Cottage Grove Ave					
Nash Dr at Cottage Grove Ave	School Zone Crosswalk		1		$1,200
Nevada Ave at Alameda De Las Pulgas					
Nevada Ave at Alameda De Las Pulgas	Signal Timing		4		$4,000
Norfolk St					
Norfolk St	Pedestrian Scale Lighting	J Hart Clinton/3rd Ave to Hillsdale Blvd	2.37	Miles	$5,152,100
Norfolk St	Pedestrian Scale Lighting	Huron Ave to 3rd Ave/J Hart Clinton Dr	0.38	Miles	$836,900
Orinda Dr at Del Rosa Wy					
Orinda Dr at Del Rosa Wy	School Zone Crosswalk		2		$2,400
Pacific Boulevard at 19th Avenue					
Pacific Boulevard at 19th Avenue	High-Visibility Crosswalk		2		$2,400
Pacific Blvd at 39th Ave					
Pacific Blvd at 39th Ave	High-Visibility Crosswalk		1		$1,200
Pacific Blvd at 40th Ave					
Pacific Blvd at 40th Ave	High-Visibility Crosswalk		1		$1,200
Pacific Blvd at 41st Ave					
Pacific Blvd at 41st Ave	High-Visibility Crosswalk		1		$1,200
Pacific Boulevard					
Pacific Boulevard	Pedestrian Scale Lighting	19th Ave to New Development	0.18	Miles	$402,400
Pacific Boulevard	Sidewalk Installation	19th Ave to Caltrain	0.18	Miles	$18,400
Palm Ave					
Palm Ave	Pedestrian Scale Lighting	9th Ave to 25th Ave	1.35	Miles	$2,947,000
Palm Ave at 12th Ave					
Palm Ave at 12th Ave	High-Visibility Crosswalk		1		$1,200
Palm Ave at 15th Ave					
Palm Ave at 15th Ave	High-Visibility Crosswalk		1		$1,200
Palm Ave at 17th Ave					
Palm Ave at 17th Ave	High-Visibility Crosswalk		4		$4,800
Palm Ave at Hayward Ave					
Palm Ave at Hayward Ave	High-Visibility Crosswalk		1		$1,200
Palm Ave at South Blvd					
Palm Ave at South Blvd	High-Visibility Crosswalk		2		$2,400
Parrott Dr					
Parrott Dr	Planting	3rd Ave Intersection	300.00	s.f.	$6,000
Patricia Ave at James Ct					
Patricia Ave at James Ct	High-Visibility Crosswalk		1		$1,200
Peninsula Ave					

Location	Type	Limits	Quantity	Unit	Cost Estimate
Peninsula Ave	Pedestrian Scale Lighting	El Camino Real to Humboldt St	0.88	Miles	$1,925,400
Peninsula Ave	Pedestrian Scale Lighting	Humboldt St east	0.53	Miles	$1,160,800
Peninsula Ave at Prospect Row					
Peninsula Ave at Prospect Row	High-Visibility Crosswalk		3		$3,600
Poinsettia Ave					
Poinsettia Ave	Pedestrian Scale Lighting	Saratoga Dr to Branson Dr	0.20	Miles	$433,800
Poplar Ave					
Poplar Ave	Pedestrian Scale Lighting	El Camino Real to Humboldt St	0.80	Miles	$1,739,800
Poplar Ave at Delaware St					
Poplar Ave at Delaware St	Signal Timing		4		$4,000
Poplar Ave at Humboldt St					
Poplar Ave at Humboldt St	Signal Timing		4		$4,000
Poplar Ave at San Mateo Dr					
Poplar Ave at San Mateo Dr	Signal Timing		4		$4,000
Railroad Ave					
Railroad Ave	Pedestrian Scale Lighting	3rd Ave to 4th Ave	0.12	Miles	$262,000
Railroad Ave at 2nd Ave					
Railroad Ave at 2nd Ave	High-Visibility Crosswalk		5		$6,000
Railroad Ave at 3rd Ave					
Railroad Ave at 3rd Ave	High-Visibility Crosswalk		3		$3,600
Railroad Ave at 4th Ave					
Railroad Ave at 4th Ave	High-Visibility Crosswalk		2		$2,400
Railroad Ave at 5th Ave					
Railroad Ave at 5th Ave	High-Visibility Crosswalk		2		$2,400
Rosewood Dr at 9th Ave					
Rosewood Dr at 9th Ave	High-Visibility Crosswalk		1		$1,200
S. Norfolk St at Parkside Plaza					
S. Norfolk St at Parkside Plaza	Crossing Beacon		4		$60,000
S. Norfolk St at Parkside Plaza	Lamp		2		$18,000
S. Norfolk St at Parkside Plaza	Pedestrian refuge		1		$30,000
. Norfolk St at Parkside Plaza	Advance yield lines		2		$600
. Norfolk St at Parkside Plaza	Signage		2		$600
. Norfolk St at Parkside Plaza	Bike lane				$1,00
San Mateo Dr					
San Mateo Dr	Pedestrian Scale Lighting	Poplar Ave to 5th Ave	1.35	Miles	$2,933,600
San Mateo Dr at 2nd Ave					
San Mateo Dr at 2nd Ave	Curb Extension with Stop Bar		4		$100,800
San Mateo Dr at 2nd Ave	High-Visibility Crosswalk		4		$4,800
San Mateo Dr at 2nd Ave	Planting		300	s.f.	$6,000
San Mateo Dr at 2nd Ave	Railing		80		$8,000
San Mateo Dr at 4th Ave					
San Mateo Dr at 4th Ave	High-Visibility Crosswalk		4		$4,800
San Mateo Dr at Baldwin Ave					

Location	Type	Limits	Quantity	Unit	Cost Estimate
San Mateo Dr at Baldwin Ave	School Zone Crosswalk		4		$4,800
San Mateo Dr at Bellevue Ave					
San Mateo Dr at Bellevue Ave	High-Visibility Crosswalk		2		$2,400
San Mateo Dr at Poplar Ave					
San Mateo Dr at Poplar Ave	High-Visibility Crosswalk		4		$4,800
Saratoga Dr					
Saratoga Dr	Pedestrian Scale Lighting	Hillsdale Blvd to Poinsettia Ave	0.06	Miles	$127,900
Saratoga Dr	Pedestrian Scale Lighting	Franklin Dr to Delaware St	0.85	Miles	$1,845,000
Sonora Dr at Alameda De Las Pulgas					
Sonora Dr at Alameda De Las Pulgas	School Zone Crosswalk		1		$1,200
St Matthews Ave at San Mateo Dr					
St Matthews Ave at San Mateo Dr	High-Visibility Crosswalk		2		$2,400
Stratford Wy at 22nd Ave					
Stratford Wy at 22nd Ave	School Zone Crosswalk		2		$2,400
Sugarloaf Mountain Path					
Sugarloaf Mountain Path	Class I Path	Laurelwood Dr to Laurel Creek Rd	0.88	Miles	$567,900
Tilton Ave					
Tilton Ave	Pedestrian Scale Lighting	El Camino Real to Rail	0.30	Miles	$648,300
Tilton Ave at B St					
Tilton Ave at B St	Curb Extension with Stop Bar		1		$25,200
Tilton Ave at B St	Lamp		2		$6,200
Tilton Ave at Ellsworth Ave					
Tilton Ave at Ellsworth Ave	Advance stop bars		4		$800
Tilton Ave at Ellsworth Ave	Curb Extension		4		$100,000
Tilton Ave at Ellsworth Ave	High-Visibility Crosswalk		4		$4,800
Tilton Ave at San Mateo Dr					
Tilton Ave at San Mateo Dr	High-Visibility Crosswalk		4		$4,800
Tilton Ave at San Mateo Dr	Signal Timing		4		$4,000
W Hillsdale Blvd at Edison St					
W Hillsdale Blvd at Edison St	Curb Extension with Stop Bar		4		$100,800
W Hillsdale Blvd Between Hacienda St and Edison St					
W Hillsdale Blvd Between Hacienda St and Edison St	Midblock Crossing		1		$2,400
W. Hillsdale Boulevard at Hillside Garden Apartments					
W. Hillsdale Boulevard at Hillside Garden Apartments	Crossing Beacon		2		$30,000

G.7.Encouragement

Everyone from young children to elderly residents can be encouraged to increase their rates of walking or to try walking instead of an alternative travel mode. Currently, San Mateo residents benefit from encouragement programs administered or funded by numerous organizations, including the Peninsula Traffic Congestion Relief Alliance (Alliance), City/County Association of Governments (C/CAG), San Mateo County Transportation Authority (SMCTA), Metropolitan Transportation Commission, the Bay Area Air Quality Management District, the California Office of Traffic and Safety, the County of San Mateo, and the City of San Mateo. The new and expanded encouragement programs should build on the successes of these programs and promote the role of walking in contributing positively to community life in San Mateo. The following additional programs are each designed to increase rates of walking in the City, increase safety for residents traveling by foot, and raise awareness of the benefits of walking.

Physical inactivity costs California $13.3 billion per year in medical care, workers' compensation and lost productivity. Employers shoulder most of the burden. If California's residents improved their physical activity and lose weight by 5 percent over the next 5 years, it will save more than $1.3 billion per year.

David Chenworth for the Cancer Section and Nutrition Section of the California Department of Health Services. 2005. "The Economic Costs of Physical Activity, Obesity and Overweight in California Adults During the Year 2000: A Technical Analysis." p. 27-29.

Walk Score is a relatively new online tool that measures the "walkability" of an area. Walkscore approximates the frequency of amenities that are within walking distance within an examined region.

As **Table G-10** shows, San Mateo's walkscore is very high compared to other Bay Area cities. This is indicative a very high concentration of amenities and destinations that are highly accessible to pedestrians.

Table G-10: Bay Area Walk Scores

City	Walk Score
Oakland	68
San Mateo	**67**
Burlingame	67
Mountain View	66
Palo Alto	63
Redwood City	62
Belmont	59
San Bruno	58
San Jose	55
San Carlos	52
Foster City	52

G.7.1. Local Transportation Demand Management

The Peninsula Traffic Congestion Relief Alliance (Alliance) is the transportation demand management agency for San Mateo County. The Alliance is funded by the City/County Association of Governments, San Mateo County Transportation Authority, Metropolitan Transportation Commission and the Bay Area Air Quality Management District. The Alliance administers a range of programs that work to reduce the number of single-occupancy drivers and commuters, including a step-by-step guide to commute planning and as well as a pedestrian safety program (www.commute.org).

Recommendation

The City of San Mateo should support the Alliance's pedestrian related programs.

G.7.2. Safe Routes to School Program

A Safe Routes to School (SRTS) program can be an effective way to increase the number of students walking to and from local schools. SRTS programs generally try to increase rate of walking by funding infrastructure projects that remove the barriers that currently prevent students from doing so and adding encouragement and education programs to support these efforts. SRTS programs are usually run by a coalition of city government, school and school district officials, teachers, parents, students, and neighbors.

There are two separate Safe Routes to School grant programs administered by Caltrans: the State-legislated program referred to as SR2S and the federal program referred to as SRTS. The SRTS program includes grant funding for education and encouragement programs for kindergarten through eighth grade.

Recommendation

The City does not currently have a SRTS program and this Plan recommends the City work with the San Mateo – Foster City School District to institute a Safe Routes to School program.

G.7.3. Safe Routes to Transit Program

Walking and transit are complementary modes that together can provide transportation for a significant number of commuters, students, shoppers, and other travelers. The purpose of a Safe Routes to Transit (SR2T) program would be to evaluate existing pedestrian conditions near Caltrain stations and bus and shuttle stops and to recommend ways to improve the safety and convenience of walking to transit.

The program is funded by Regional Measure 2, and is administered by TransForm and the East Bay Bicycle Coalition. Four million will be available for the nine-county Bay Area region for programming in Cycle IV (2011) to facilitate walking and bicycling to regional transit.

Recommendation

The City does not currently have a SR2T program. This Plan recommends the City work with Caltrain, SamTrans and San Mateo County to institute a SR2T program.

G.7.4. International Walk to School Day

International Walk to School Day was created to increase awareness of the need for communities to be walkable but has since evolved into a large-scale international event encouraging safe walking to school. The day is held annually and is next planned for October 5th, 2011(www.walktoschool.org). In 2010, Beresford Elementary School participated in International Walk to School Day and created four walking bus routes to

celebrate. In addition, Baywood Elementary School held an extravaganza with a D.J. and snacks for its student walkers on this day.

Recommendation

This Plan recommends the City work with the San Mateo – Foster City School District to expand International Walk to School Day events.

G.7.5. Streets Alive San Mateo County

Streets Alive is a county-wide program to encourage people to be active on streets in their own communities. The goal of the program is to transform San Mateo County to make everyday active transportation easy for everyone. Streets Alive is made possible through the cooperative effort of each participating city's staff and volunteers including the City of San Mateo.

Streets Alive San Mateo County is an annual event promoting healthy outdoor activity

Recommendation

This Plan recommends the City of San Mateo continue to participate in the Streets Alive San Mateo County program.

G.7.6. Walkable Community Events

With its transit access and compact street network, Downtown San Mateo is an opportune site to host community walking events. One local example of a community walking event is the San Mateo Wine Walk, which the Downtown San Mateo Association, a non-profit organization representing more than 800 businesses in Downtown San Mateo, hosted from 1984 to 2009.

Recommendation

This Plan recommends the City work with the Downtown San Mateo Association to reinstate the San Mateo Wine Walk or a similarly walkable event in Downtown.

G.7.7. Walk Friendly Community Designation

Walk Friendly Communities (WFC) is a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program recognizes communities that have shown a commitment to improving walkability and pedestrian safety, mobility, access and comfort through comprehensive programs, plans and policies. Communities can apply to the program to receive recognition in the form of a Bronze, Silver, Gold, or Platinum designation. There is no cost to apply for a WFC designation although it is estimated to take approximately 20–60 hours of time to complete an application. Further information is available at www.walkfriendly.org. Questions about the program can be directed to info@walkfriendly.org. The WFC program is maintained by the University of North Carolina Highway Safety Research Center's Pedestrian and Bicycling Information Center, with support from a number of national partners.

Recommendation

This Plan recommends the City pursue a Walk Friendly Community designation.

G.7.8. Encouraging Seniors Program

It is anticipated that by 2017, over 35 percent of San Mateo's population will be age 50 or over. Seniors have a clear need for safe pedestrian environments that are designed with consideration of their rates of movement, sight, and reaction time. Opportunities exist to create programs for seniors that encourage them to start or increase their walking. An example of a successful program is *Sound Steps* operated by the Seattle Parks and Recreation Department. They created a volunteer-supported walking program for adults age 50 and up: www.seattle.gov/parks/seniors/SoundSteps.htm. It is a free, year-round community-based walking program designed to get older adults active and provides connections to other walkers, tools to measure progress, a number of weekly walks from various locations, monthly hikes, and training for longer walking events.

Another example is City of Sacramento Parks and Recreation Department 50+ Wellness Program (www.cityofsacramento.org/parksandrecreation/ohs/50+.htm) that encourages walking for health. It includes the Neighborhood Walk program which organizes walking groups in locations where the participants live, removing the need for transportation to and from the activity and strengthening community. The concept of walking in a group also encourages older residents who might otherwise not walk either because of safety concerns or lack of motivation.

Another way to address the needs of seniors is to start a Safe Routes for Seniors program. Seniors often experience limitations in mobility as they age, and are often left out of recreation programs. A Senior Strolls program will help seniors maintain physical fitness, improve health, and enjoy opportunities for social interaction. Senior Strolls can be organized as a walking and bicycling program that may include any of the following components:

- Group walks and/or bicycle rides
- Walk/bike maps at senior centers
- Senior participation in Safe Routes to Schools (e.g. crossing guard or Walking School Bus volunteer)
- Targeted infrastructure investments aimed at solving senior mobility problems
- Policy and traffic operations changes to assist seniors (such as LPI (leading pedestrian interval) and increasing walk cycle time)

Sample Programs:

- City of Seattle Sound Steps Program: http://www.seattle.gov/parks/seniors/soundsteps.htm
- City of Sacramento Parks and Recreation Department 50+ Wellness Program: www.cityofsacramento.org/parksandrecreation/ohs/50+.htm
- New York City DOT Safe Streets for Seniors Program: www.nyc.gov/html/dot/html/sidewalks/safeseniors.shtml

Recommendation

This Plan recommends the City develop an Encouraging Seniors Program.

G.7.9. Pedestrian Advisory Committee

The City does not currently have a Pedestrian Advisory Committee. Such committees are typically composed of community members that advise the local government on pedestrian issues on an ongoing basis.

Recommendation

The City should consider forming a Pedestrian Advisory Committee as need arises. The committee would be made up of local residents representing a range of pedestrian interests and experiences and could meet monthly at a public facility.

The charges of the PAC may include some or all of the following:

- Review and provide citizen input on capital project planning and design as it affects walking (e.g., corridor plans, street improvement projects, signing or signal projects, and parking facilities)
- Review and comment on changes to zoning, development code, comprehensive plans, and other long-term planning and policy documents
- Participate in the development, implementation, and evaluation of Citywide Pedestrian Master Plan and pedestrian facility standards
- Provide a formal liaison between local government, staff, and the public
- Develop and monitor goals and benchmarks related to walking
- Promote walking, including safety and education
- Because PAC members are volunteers, it is essential to have strong staffing supporting the committee in order for it to be successful.

The committee should be created through an enacting City Council resolution that calls it into being and defines the committee's charge, responsibilities, member composition, how members are chosen/appointed, what the decision making structure is, and how often the committee meets.

G.7.10. Volunteer Source

Volunteers play a key role in the successful operation and maintenance of pedestrian facilities and can get involved in several ways. Formalized maintenance agreements, such as adopt-a-trail programs, between the City and local businesses or organizations can improve the conditions of local facilities. Work parties may be formed to help clear the right-of-way where needed. Local schools or community groups, such as a scout group, may choose to adopt a facility project. Advantages of utilizing volunteers include increased community pride and personal connections to the City's pedestrian networks. The City's Volunteer Source program connects residents with opportunities to improve San Mateo.

City of San Mateo Volunteer Source Program

Recommendation

The City should continue its Volunteer Source Program and consider using it to organize volunteers for light sidewalk and trail maintenance, such as garbage collection, pruning; conducting annual pedestrian counts; and identifying larger improvement opportunities.

G.7.11. Pedestrian Coordinator

A pedestrian coordinator works with local elected officials, public officials, business leaders, media, law enforcement, health officials, transit providers and the general public to build partnerships providing leadership and vision so these groups may embrace and implement facilities and programs that increase the number of residents safely bicycling and walking. The pedestrian coordinator can provide clarity of vision and a clear plan for how to proceed in the community. They can also assist with the encouragement aspects of the pedestrian program. Many new programs may require community outreach or coordination with existing agencies or businesses and may benefit from having a full- or part-time staff person dedicated to implementing the community vision.

Recommendation

This Plan recommends the City designate a Pedestrian Coordinator position.

G.7.12. Positive Publicity and Media

Local media have a high level of interest in stories related to public welfare, community successes and pedestrian safety. There are many opportunities for local agencies to gain publicity for pedestrian-related programs and safety issues. Developing and maintaining relationships with local media outlets can assist with publicizing pedestrian encouragement and safety programs. The media can be alerted to pedestrian-related efforts through press releases and invitations to staged publicity-related events. Positive stories such as ribbon cuttings or community walking events can encourage residents to participate as well as increase awareness and support for on-going efforts. Such local outlets as the San Mateo Patch can actively report on what is happening in the community (http://sanmateo.patch.com/).

Recommendation

This Plan recommends the City pursue publicity for pedestrian encouragement and safety programs.

G.8. Education

Education programs are important for teaching safety rules and laws as well as increasing awareness regarding walking opportunities and existing facilities. Education programs may need to be designed to reach groups at varying levels of knowledge and there may be many different audiences: pre-school age children, elementary school students, teenage and college students, workers and commuters, families, retirees, the elderly, new immigrants and non-English speakers. Education plays a key role for all these groups in reducing risk and the number of crashes involving pedestrians.

G.8.1. Traffic Safety Campaign

On a citywide scale, the City could start a StreetSmarts media campaign, similar to those in San Jose, Marin County, Davis and other California cities. Developed by the City of San Jose, StreetSmarts uses print media, radio spots and television spots to educate people about safe driving, bicycling, skateboarding and walking behavior. More information about StreetSmarts can be found at www.getstreetsmarts.org.

Local resources for conducting a StreetsSmarts campaign can be maximized by assembling a group of local experts, law enforcement officers, businesspeople, civic leaders and dedicated community volunteers. These allies could assist with a successful safety campaign goals based on the local concerns and issues. It may be necessary to develop creative strategies for successful media placement in order to achieve campaign goals.

The Federal Highway Administration provides a resource on their website detailing the elements required to conduct a successful local safety campaign (http://safety.fhwa.dot.gov/local_rural/pedcampaign/guide.htm#2).

Recommendation

This Plan recommends the City consider implementation of a traffic safety program such as StreetsSmarts.

G.8.2. Pedestrian Safety Workshops

San Mateo's top ten employers employ more than 11,000 people. These employees constitute a large number of potential pedestrians. The Peninsula Traffic Congestion Relief Alliance (Alliance) offers employers free one-hour pedestrian safety workshops at their business. The workshop includes information encouraging walking as a safe, stress-relieving commute mode, as well as instruction about traffic laws for pedestrians and other road users. Additional information including how to request a workshop is available at www.commute.org.

Recommendation

This Plan recommends the City work the Alliance to host pedestrian safety workshops at City Hall and encourage additional workshops in San Mateo.

G.8.3. Pedestrian Resource Website

A valuable local low-cost tool can be the creation of a Pedestrian Resource Center website. The site can include a variety of resources and information about walking for all ages and levels of expertise. Topics can include safety issues, important laws and policies, how to incorporate walking into trips to work or school, places to walk, special events, as well as walking trail maps. Maps are a tremendously useful resource for people who want to give walking a try.

With the increasing popularity of handheld mobile devices such as smart phones, the opportunity to create a multimodal trip planner could make it simpler to provide walking directions. Such tools as Google maps allow local pedestrian trip planning and provide detailed information through *Streetview*

(http://maps.google.com/help/maps/streetview/).

There are a number of free web resources that have been developed to support local agencies in their efforts to increase walking in their communities and may be considered as links on a resource website. These sites provide on-going information about new findings and model programs as well as free webinars on a range of issues:

- Pedestrian and Bicycling Information Center www.walkinginfo.org
- Safe Routes National Partnership www.saferoutespartnership.org
- Federal Highway Pedestrian & Bicycle Safety http://safety.fhwa.dot.gov/ped_bike
- Association of Pedestrian and Bicycling Professionals www.apbp.org
- American Public Health Association www.apha.org

Recommendation

This Plan recommends the City create a Pedestrian Resource Center website.

G.8.4. Diversion Classes

Diversion classes are classes offered to first-time offenders of certain traffic violations, such as running a stoplight. The classes can be aimed at pedestrians, bicyclists, and/or motorists. In lieu of a citation and/or fine, individuals can take a one-time, free or inexpensive class. For example, in Marin County (www.marinbike.org/Campaigns/ShareTheRoad/Index.shtml#StreetSkills), interested citizens can take the class even if they did not receive a ticket.

This program is a good way to educate road users about rights and responsibilities, and can also increase public acceptance of enforcement actions against pedestrians.

Recommendation

This Plan recommends the City consider offering diversion classes for first-time offenders of minor traffic violations.

G.8.5. City Walking Map

City Walking Maps can help to make pedestrians more aware of existing opportunities and facilities for walking within the City of San Mateo.

Recommendation

The Plan recommends the City provide a walking map that includes major destinations, trails, major hills, and approximate walking times between locations. The map could be made available on the City website and offered for sale in local retail stores.

G.9.Enforcement

Enforcement programs enforce legal and respectful use of the transportation network. The pedestrian safety analysis and community identified needs indicate enforcement programs will help educate both motorists and pedestrians about the rules and responsibilities of the road.

The following outlines recommended enforcement programs.

G.9.1. Traffic Enforcement

The City of San Mateo Police Department is responsible for enforcing the California Vehicle Code. This includes ticketing for red light violations, jaywalking, and other activities that potentially impact pedestrian safety. In addition to vehicular patrols, the Police Department deploys up to two bicycle patrol officers in the Downtown area on an as needed basis which increase the officer mobility in dense areas.

Recommendation

This Plan recommends the City continue its traffic enforcement programs.

G.9.2. Targeted Police Enforcement

Targeted enforcement consists of focused efforts of police officers to enforce traffic laws in specific locations with a history of traffic violations. Enforcement campaigns designed to increase yielding behavior can produce a marked and sustained improvements in driver behavior depending on the length of the campaign.

Partnering with the Police Department on targeting drivers that fail to yield to pedestrians can help to raise awareness of the law.

Recommendation

This Plan recommends that the City coordinate with the Police Department to conduct targeted enforcement at locations known for noncompliance with traffic laws and at high conflict or high pedestrian collision areas.

G.9.3. Speed Feedback Signs

Higher speed traffic discourages walking, making pedestrians feel uncomfortable. At higher speeds, motorists are less likely to see and react to a pedestrian, and even less likely to actually stop in time to avoid a crash. Higher speed crashes are also much more lethal to pedestrians. Speed feedback signs display the speed of passing motor vehicles, with the intent that motorists will slow down if they are made aware of their speed.

Recommendation

This Plan recommends the Police Department and Public Works continue to operate mobile speed feedback signs.

G.9.4. Parking Enforcement

It is illegal to block the sidewalk or crosswalks with a motor vehicle. Vehicles parked on sidewalks or crosswalks impede pedestrian travel, particularly those who use wheelchairs and strollers, and force pedestrians to travel in the street to pass. In San Mateo, parking on the sidewalks is a particular issue because of rolled curbs in many areas which enable drivers to easily mount the curb.

Recommendation

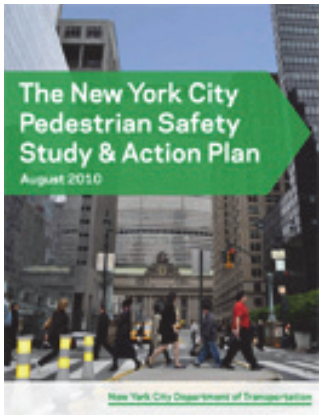
This Plan recommends the City increase its parking enforcement efforts. On a neighborhood level, distributing flyers letting offenders know that this practice is illegal may be enough of an education effort to solve the problem. In addition, residents can be encouraged to call local parking enforcement officials to request ticketing of repeat offenders.

G.10. Evaluation

Evaluation programs help the City measure how well it is meeting the goals of this Plan, the General Plan and the Sustainable Initiatives Plan and evaluation is a key component of any engineering or programmatic investment. It is also a useful way to communicate success with elected officials as well as local residents.

G.10.1. Annual Pedestrian Counts and Survey Program

Evaluation programs measure and evaluate the impact of projects, policies, and programs. Data collected through these efforts can serve as a baseline each year and would be a key part of an annual performance report. Typical evaluation programs range from a simple year over year comparison of US Census Journey to Work data to pedestrian counts and community surveys. Pedestrian counts and community surveys act as methods to evaluate not only the impacts of specific pedestrian improvement projects but can also function as way to measure progress towards City goals such as increased pedestrian travel for trips one mile or less.



The New York City Mayor's Management Report tracks implementation of pedestrian improvements, collision data, and performance statistics

Recommendation

This Plan recommends an annual pedestrian related community survey and an annual pedestrian count program.

The community survey will allow San Mateo to be on the pulse of its pedestrian environment, knowing the top concerns as generated by community input. Before/after pedestrian counts provide invaluable evaluation information about pedestrian activity corresponding with physical improvements to the pedestrian environment. This data can show to what extent, physical improvements impact pedestrian behavior. **Table G-11** and **Figure G-19** present the recommended count locations. Count locations are presented in two tiers. Tier 1 count locations are high priority locations and are near attractor land uses such as schools, commercial areas, and transit. Tier 2 locations are recommended as volunteers are available.

Goals outlined in the Sustainable Initiative Plan include increasing pedestrian and bicycle mode share for trips under one mile and five miles in length, respectively. The pedestrian and bicycle surveys conducted as part of this Plan and the Bicycle Master Plan can serve as benchmarks for measuring pedestrian and bicycle activity. The pedestrian and bicycle survey recommended as part of this Plan would help measure progress toward this goal as additional facility improvements and programs are carried out.

The City may also produce an annual report or 'report card' on walking. Annual reports developed from count and survey efforts can help the City measure its success toward the goals of this Plan as well rate the overall quality or effectiveness of the ongoing efforts to increase walking in the City. In addition to pedestrian counts, the City could include measurements such as crash rates (both on- and off-road), fatality and injury rates, and school walking mode share.

Table G-11: Recommended Annual Pedestrian Count Locations

ID	Location	Rationale
Tier 1		
	17th Avenue at El Camino Real	This location is an important connector to retail, offices and the Hayward Park Caltrain Station.
	25th Avenue at El Camino Real	This corridor is a neighborhood serving retail district, and is a connector to the Event Center and Bay Meadows.
	31st Avenue at El Camino Real	This location is an important connector to regional retail and transit.
	37th Avenue at Edison Street	This location is an important connector to transit and the County Medical Center.
	3rd Avenue at Delaware Street	This location serves as an important gateway to Downtown.
	3rd Avenue at El Camino Real	This location serves as an important gateway to Downtown.
	3rd Avenue at Norfolk Street	This location is a well-traveled crossing over US 101. It connects eastern San Mateo with Downtown and has been identified as a potential area for improvement.
	4th Avenue at El Camino Real	This location serves as an important gateway to Downtown.
	9th Avenue at Palm Avenue	This location serves as an important gateway to Downtown.
	Alameda De Las Pulgas at West Hillsdale Boulevard	This intersection is adjacent to Hillsdale High School, Abbott Middle School and Laurel Elementary.
	Concar Drive at Delaware Street	This location is a connector to Caltrain and planned transit-oriented development.
	Franklin Parkway at Saratoga Drive	This location will serve as an important connection to the planned Hillsdale Overcrossing.
	Hillsdale Boulevard at El Camino Real	This location provides access to both the Hillsdale Shopping Center and to the Hillsdale Caltrain Station.
	Hillsdale Boulevard at Norfolk Street	This location is an important north-south connector and will serve as a connector to the planned Hillsdale Overcrossing.
	Kehoe Avenue at Van Buren Street	This is a connector to Bayside Middle School and the proposed Bay to Transit Trail.
	Monte Diablo Avenue US 101 Bicycle and Pedestrian Bridge	This is an important pedestrian and bicycle connection over US 101.
	Poplar Avenue at San Mateo Drive	This is an important connection between the residential areas to the west and commercial activities to the east.
	Portola Drive at Alameda de las Pulgas	This is a connector to Beresford Park and Recreation Center and the San Mateo Senior Center.
	Saratoga Avenue at Pacific Boulevard	This location will serve the Bay Meadows 2 development project.
	Tilton Avenue at San Mateo Drive	This location serves as an important gateway to Downtown.
Tier 2		
	25th Avenue at Hacienda Street	This corridor is a neighborhood serving retail district, and is a connector to the Event Center and Bay Meadows.
	37th Avenue at El Camino Real	This corridor is a neighborhood serving retail district and is a connector to the County Medical Center.
	37th Avenue at Colegrove Street	This corridor is a neighborhood serving retail district and is a connector to the County Medical Center.
	41st Avenue at El Camino Real and Beresford Street	This corridor is a neighborhood serving retail district.
	4th Avenue at Humboldt Street	This location serves as an important gateway to Downtown.
	Downtown San Mateo Caltrain Station	This location was a part of the Bicycle Master Plan counts (which also counted pedestrian activity).
	Fashion Island Boulevard at Mariners Isl and Boulevard	This location is a key area of high density residential, commercial uses and retail.
	Hayward Park Caltrain Station	This location was a part of the Bicycle Master Plan counts (which also counted pedestrian activity).
	Hillsdale Caltrain Station	This location was a part of the Bicycle Master Plan counts (which also counted pedestrian activity).
	Laurie Meadows Drive at Pacific Boulevard	This location is an important connection from residential to retail.

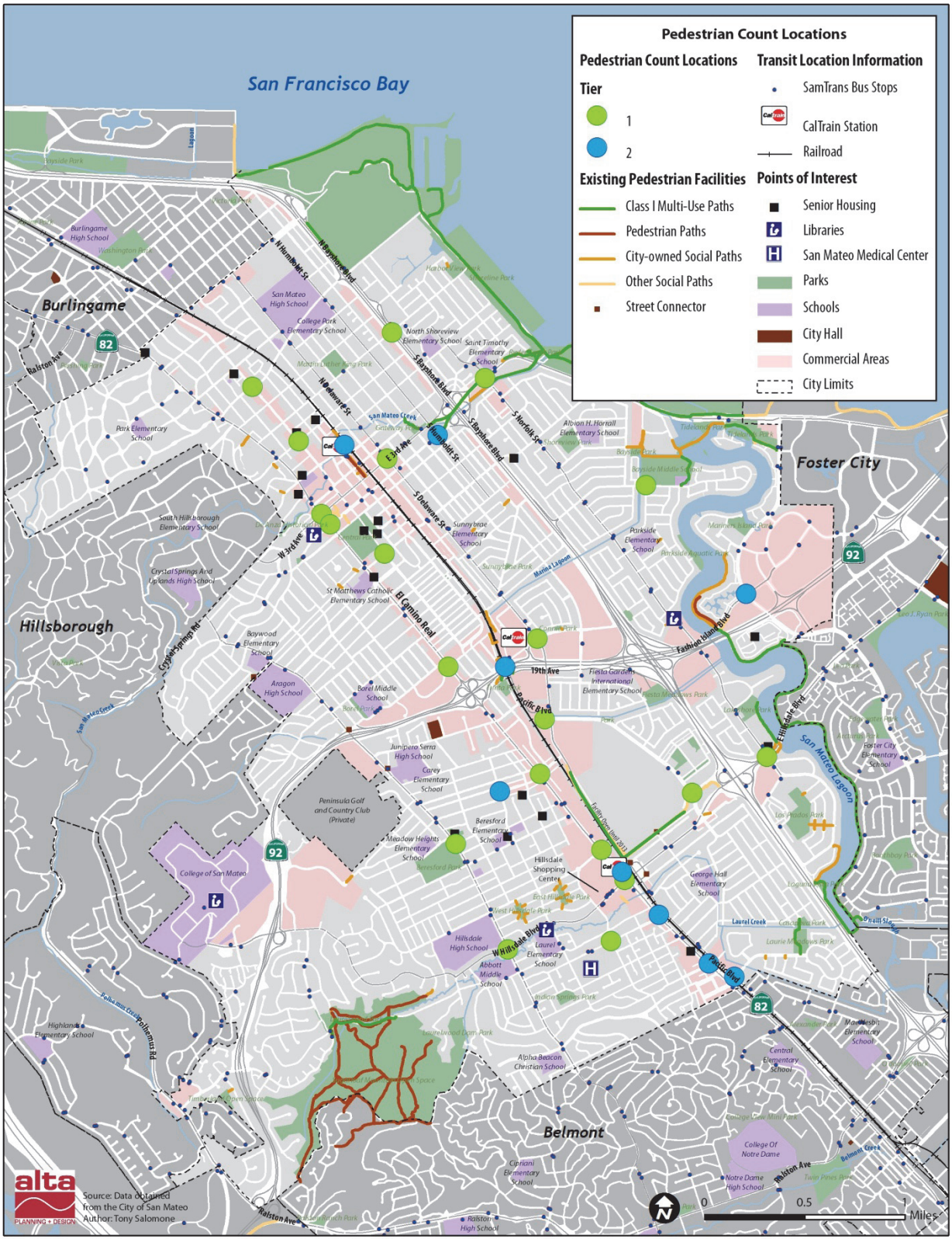


Figure G-19: Recommended Count Locations