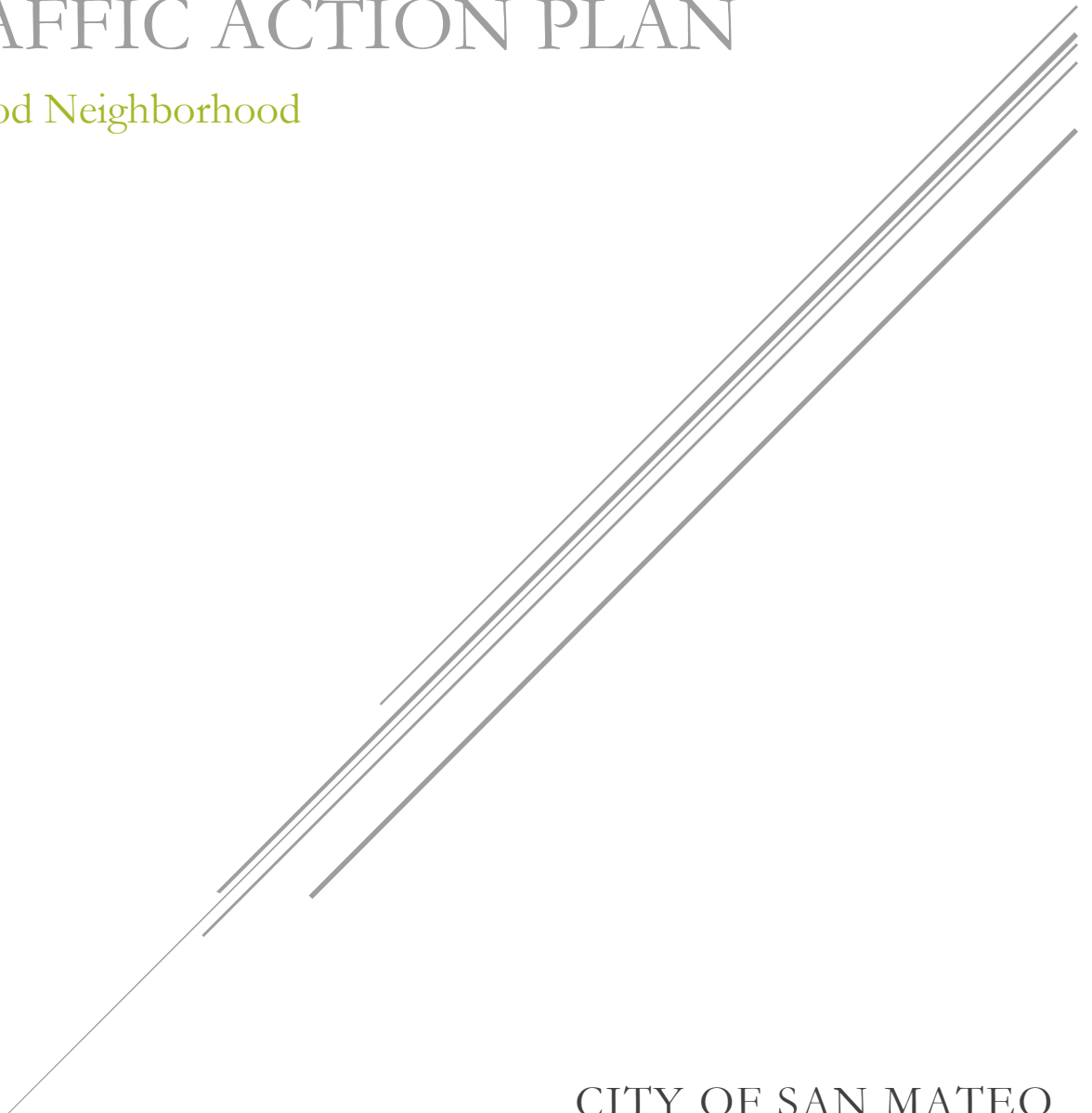




# TRAFFIC ACTION PLAN

Baywood Neighborhood



CITY OF SAN MATEO

Draft December 2016

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# Introduction

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The Baywood Neighborhood Traffic Action Plan is a cooperative effort between City staff and residents to develop a list of projects to improve safety, mobility and livability of the neighborhood. The process to develop the plan was designed to give residents an opportunity to actively work with the City to identify key transportation issues, evaluate potential solutions and develop a list of prioritized recommendations which could be used to guide both short and long term improvements to the neighborhood.

Recognizing the impact traffic can have on the livability of neighborhoods, San Mateo Public Works initiated a planning effort to work with each of the City's 28 neighborhoods to develop plans that would address neighborhood transportation issues specific to each community. The recommendations in these plans will be used to guide future pedestrian, bicycle and traffic improvements and help identify potential mitigation measures for larger projects being planned in San Mateo.

Baywood was the first neighborhood selected to work with the City to develop a Neighborhood Traffic Action Plan based on their prompt response to City staff. The neighborhood is roughly bounded on the north by Crystal Springs Road, El Camino Real to the east, Barneson Avenue to the south; and City limits with Hillsborough on the west. Within the neighborhood are Baywood Elementary School and the San Mateo Public Library. Aragon High School and St. Matthew Parish and Private School are adjacent to the neighborhood and have impacts on circulation within its boundaries. In addition, the Downtown District and Central Park are just to the east of the neighborhood. The study area is shown in Figure 1.

The planning process commenced on February 25, 2016 with the Traffic Forum meeting. The City developed a prioritization table based on comments received at the Traffic Forum. The City invited the Baywood Traffic Forum Steering Committee (TFSC), comprised of volunteer residents from the neighborhood, to meet on May 17, 2016 where they received an information packet containing various neighborhood studies and statistics. The steering committee was asked to use the prioritization table as well as the information provided by the City to rank their top ten concerns. Each of these concerns can be categorized into these key issues:

- Speeding
- School Issues
- Roadway Conduct

The following are overall strategies that will be used to address the key issues in the Baywood Neighborhood and are further discussed in the *City Staff Evaluation Process* located at [www.cityofsanmateo.org/traffic](http://www.cityofsanmateo.org/traffic):

- Speeding
  - Verification of speeding issue through the use of speed surveys
  - Portable radar board to inform drivers of their speeds
  - Strategic police enforcement where the violation threshold *is* met
  - Targeted enforcement where the violation threshold *is not* met
  - Installation of appropriate traffic calming measures per the Neighborhood Traffic Management Program (NTMP) guidelines if education and enforcement are not effective.

- School issues
  - City staff, including Public Works and Police Departments, will meet with schools to discuss and develop strategies regarding traffic circulation issues.
- Roadway conduct
  - Verify condition of existing traffic markings and traffic control devices and propose new markings and devices as needed
  - Volunteer Traffic Safety Corps to report observed violations
  - Use of variable message boards for driver education
  - Strategic police enforcement when recommended

The Traffic Forum Task Force, consisting of staff from the offices of the City Manager, Police, Fire, Public Works, and Planning, used the TFSC's top ten list to develop and prioritize recommendations to create the Baywood Neighborhood Traffic Action Plan (TAP). The draft TAP will then be posted online for review prior to the Public Works Commission meeting. The Public Works Commission will review and provide comments on the TAP. City staff will incorporate the Public Works Commission's comments to finalize the document and post it on the City's Traffic Forum website.

The City has already completed some improvements in the neighborhood based on feedback received from the Traffic Forum, as shown in Table 1 in the next section. These improvements will be implemented on an on-going basis. The Baywood Neighborhood Traffic Action Plan is considered an active working plan, and the City recognizes that new issues and concerns will arise in the future. As a result, it is recommended that the plan be revisited periodically to update and revise recommendations as needed.

The following chapters of the plan include *The Traffic Forum Process* which describes the process and timeline for developing the plan, *Neighborhood Traffic Issues* which identifies the top ten traffic issues by the Steering Committee, and *Neighborhood Recommendations and Implementation* which describes the specific recommendations by location and summarizes potential opportunities for funding.



Figure 1 - Baywood Neighborhood Planning Boundary

## The Traffic Forum Process

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The planning effort began with a series of ten Citywide traffic forums conducted January through May 2016. The purpose of the forums was to receive neighborhood feedback on transportation issues. City staff gathered traffic concerns from each neighborhood and compiled the information into meeting notes. From the meeting notes, prioritization tables were developed for individual neighborhoods. Each issue was given a unique identification number and entered into the table, which would enable staff to track each response and future follow-up actions. Solutions that required no additional community coordination were implemented, such as trimming vegetation and sign installation. For Baywood, there were 15 Police-related concerns and 12 Public Works concerns. Of the 27 traffic concerns, five are currently being addressed by City staff and are shown on Table 1.

The City asked for volunteers from each neighborhood to serve on a Traffic Forum Steering Committee (TFSC) to work with City staff to identify their top ten traffic issues. The Police and Public Works Departments met with the Baywood TFSC on May 17, 2016 and were provided information packets which included their neighborhood's meeting notes, online resident feedback, collision data from the past three years, relevant traffic studies, and prioritization tables created by the City. They were asked to use this data to create a top ten list of traffic concerns in their neighborhood.

The Baywood TFSC was comprised of four residents who participated in the development of the top ten list.

Traffic Forum Steering Committee Members			
Anna Kuhre	Jay Kuhre	Amy Clausing	Linda McDonald

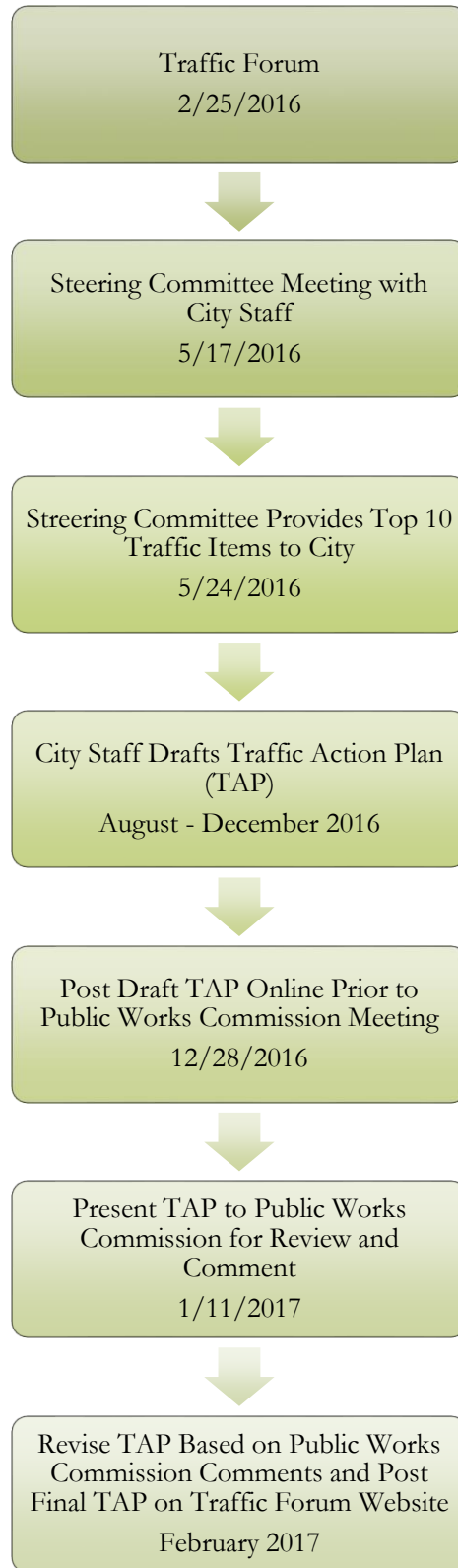
On May 24, 2016, the Baywood TFSC submitted their top ten traffic concerns to the City for review. Using this list, City staff created the Traffic Action Plan (TAP). The draft TAP will be posted online prior to the Public Works Commission meeting. The Public Works Commission will review and provide comments on the TAP. City staff will revise the TAP to include the Public Works Commission's comments and finalize the document. The final TAP will then be posted online.

The flowchart in Figure 2 depicts the development of the traffic action plan and proposed schedule.

Table 1 - Resident Requests In-Progress

Site/Location	Interest/ Reasons	Actions	Status
<b>Crystal Springs near Harvard intersection</b>	Speeding	<ul style="list-style-type: none"> <li>• Conduct speed survey, collect 24-hr volume counts and review 3-year collision history to determine baseline data.</li> <li>• Place the portable radar board in both directions on street segment having highest 85th percentile speed.</li> <li>• Conduct strategic or targeted enforcement as appropriate.</li> <li>• Retake speed survey, volume counts and review collisions in 1 year. Evaluate progress.</li> </ul>	<ul style="list-style-type: none"> <li>• Week of 3/7/16 - Placed portable radar feedback board on EB Crystal Springs between El Camino and Eaton. The eastbound 85<sup>th</sup> percentile is 32 mph (Posted 25 mph)</li> <li>• August 2016 - Strategic enforcement conducted by PD. Few violations reported.</li> </ul>
<b>Alameda de las Pulgas</b>	Speeding. Existing radar sign is not working.	Engineering will check on operation of existing speed feedback signs on Alameda. New signs will be ordered if needed.	Speed feedback sign was found to be out of order and was removed. Engineering is currently evaluating new speed feedback signs and will replace the sign on Alameda in Spring 2017.
<b>El Camino Real at Baywood Ave/Baldwin Ave/DeSabra Rd</b>	Timing issues and back up	The City applied and was awarded a grant to improve the signal operation along the El Camino corridor through the entire San Mateo city limits. The grant will include the coordination of the traffic signals along the El Camino and signals that are very close to the corridor. As part of the evaluation, volume and turning movements will be evaluated.	The agreement for the 2016/2017 Program for Arterial System Synchronization grant between the City and Metropolitan Transportation Commission was executed on October 30, 2016. The grant will conduct a signal timing analysis for 29 traffic signals along El Camino Real in the city of San Mateo. Final implementation anticipated by June 2017.
<b>Dartmouth Road and W. 4th Ave</b>	Safety issue, no visibility	Engineering will evaluate the intersection for red curb to improve the visibility.	Engineering found that the existing red curb on the north side of W. 4 <sup>th</sup> Avenue on both the west and east side of Dartmouth Road is sufficient to provide adequate visibility.
<b>El Camino Real</b>	Traffic backs up due to left turns off of El Camino where there are no left turn lanes	The City applied and was awarded a grant to improve the signal operation along the El Camino corridor through the entire San Mateo city limits. The grant will include the coordination of the traffic signals along the El Camino and signals that are very close to the corridor. As part of the evaluation, volume and turning movements will be evaluated.	The agreement for the 2016/2017 Program for Arterial System Synchronization grant between the City and Metropolitan Transportation Commission was executed on October 30, 2016. The grant will conduct a signal timing analysis for 29 traffic signals along El Camino Real in the city of San Mateo. Final implementation anticipated by June 2017.





**Figure 2 - Traffic Action Plan Development Flowchart**



# Neighborhood Traffic Issues

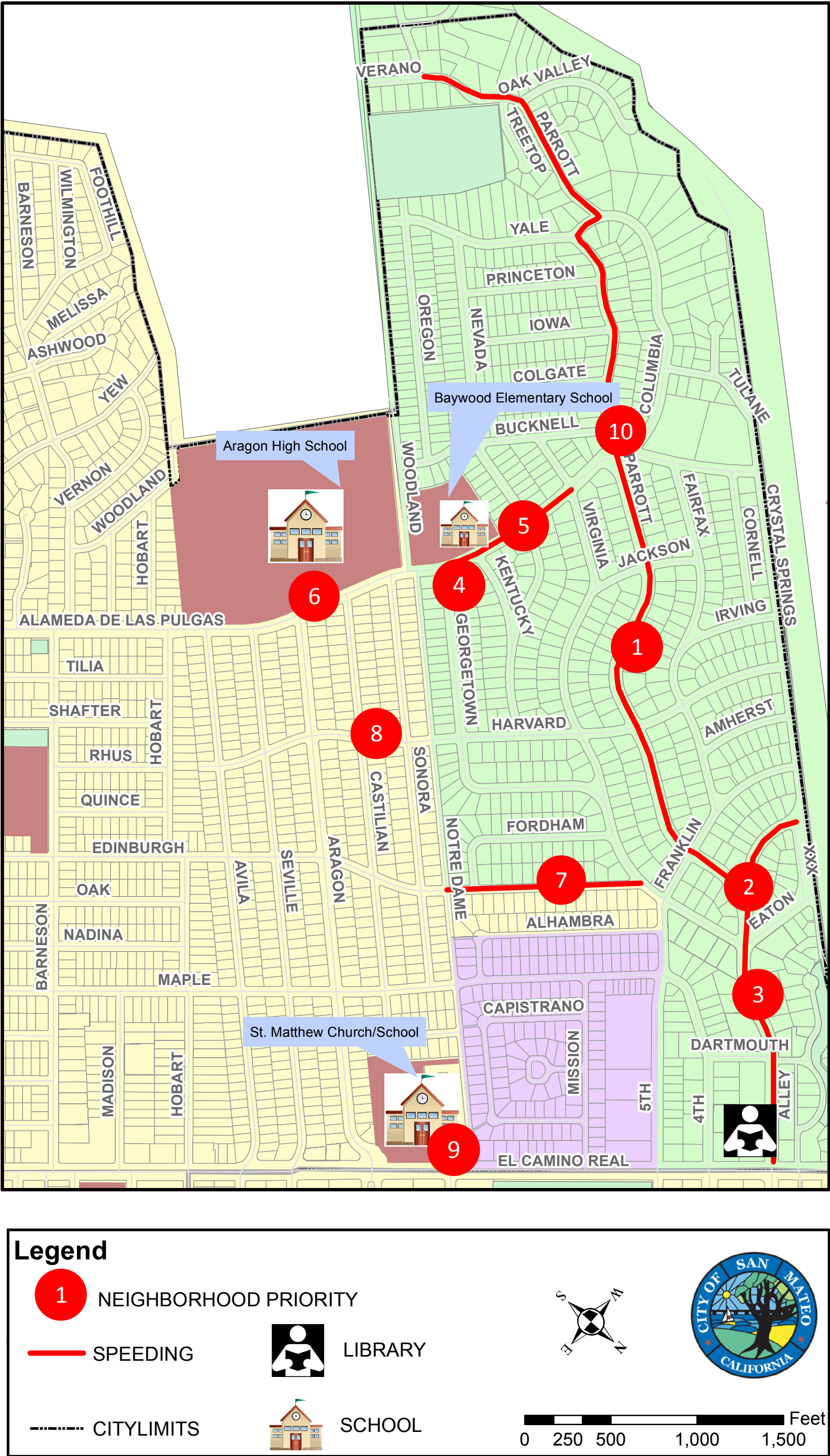
The Baywood Traffic Forum Steering Committee identified their top ten traffic concerns based on information provided to them at the City meeting on May 17, 2016.

The following section presents the issues, listed by location, first in a table format, as well as presented on a map for illustration.

**Table 2 - Baywood Top Ten Traffic Concerns**

Neighborhood Priority	Site/Location	Interests and Reasons
1	Parrott	Speeding
2	W. 3rd/Parrot Crosswalk	Jaywalking, major concern
3	3rd Ave	Speeding
4	Alameda/Georgetown	Parking issues with cars parking in red zone during child drop-off/pick-up, no police enforcement, blocking fire hydrant, safety concerns
5	Alameda (Virginia and Nevada, Georgetown)	Speeding, school safety
6	Aragon HS	Speeding during school dismissal at Aragon, safety enforcement, increased traffic due to Waze & other apps
7	Edinburgh (Virginia to Notre Dame)	Speeding
8	Baywood Neighborhood	Vehicles not yielding at stop signs, running lights throughout Baywood, safety for pedestrians, limited sidewalks in area
9	St. Matthew's Catholic Parish and School	Illegal parking, double parking, traffic backup
10	Blind corner/turn & pedestrian walk-way at Northbound Alameda at Parrot	The hedge on the property limits visibility for cars turning right onto Parrot Drive from Alameda. Pedestrians trying to cross at the crosswalk are in danger as motorists and pedestrians often can't see each other in enough time. This corner also experiences the common problems of speeding and erratic driving behaviors. Also, residents at the top of the street experience trouble backing out of their driveways.

Figure 3 - Baywood Traffic Forum Steering Committee Top 10 Traffic Concerns

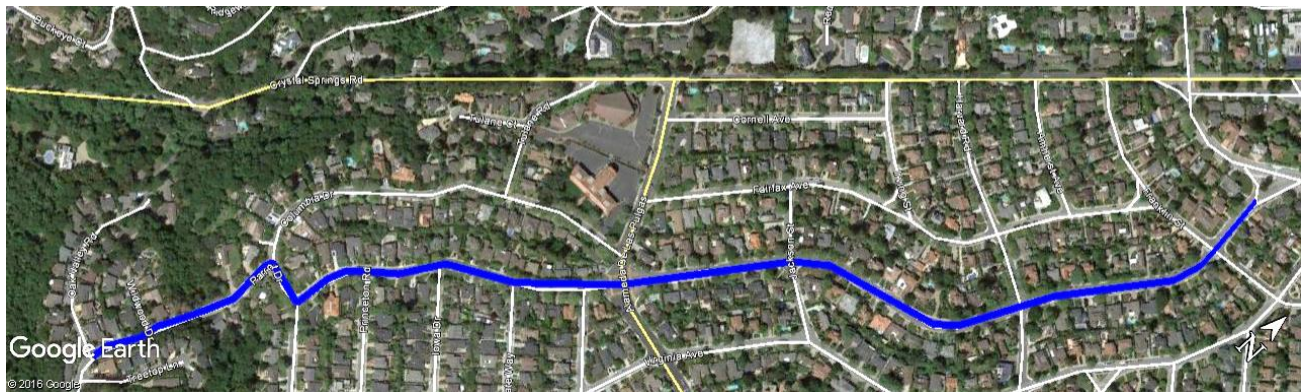


# Neighborhood Recommendations and Implementation

The City will utilize the process outlined in the “City Staff Evaluation Process” located at [www.sanmateo.org/traffic](http://www.sanmateo.org/traffic) to evaluate the neighborhood’s top ten concerns. The following section lists the top ten concerns followed by City recommendations for each item. Table 3 shows a summary of the concerns and recommendations, as well as cost estimates for the recommended neighborhood improvements.

## 1 – Parrott Drive

Issue: Speeding



Discussion and Analysis:

Parrott Drive between the Hillsborough city limits and W. 3rd Avenue is classified as a collector roadway according to the San Mateo General Plan Street Classification. Parrott Drive is striped for one lane in each direction and is divided by a dashed yellow line. There are sidewalks on both sides for the length of the segment. Surrounding land use is residential. Pedestrian traffic is moderate due to nearby schools and the main library. The roadway has many driveways. There is a signalized intersection located at Alameda de las Pulgas. Parking is allowed on both sides of the street. Parrott carries roughly 2,500 vehicles per day along this segment.

Historically, speeding complaints have been received from the neighborhood and addressed with increased police enforcement. The following table summarizes current speed survey data, as well as the most recent historical surveys.

Date	Segment	Posted Speed Limit (MPH)	85 <sup>th</sup> Percentile Speed Limit (MPH)
October 2016	Wildwood Drive to Columbia Drive	25	34.4
June 2016	Princeton Road to Iowa Drive	25	31.2
June 2016	Iowa Drive to Colgate Way	25	31.8
May 2016	Colgate Way to Bucknell Drive	25	29.3
October 2016	Jackson Street to Harvard Road	30	32.2

October 2016	Harvard Road to Franklin Street	30	34.4
September 2013	Franklin Street to W. 3 <sup>rd</sup> Avenue	25	29.8

Seven speed surveys were completed along Parrott Drive between September 2013 and October 2016. Parrott Drive between Wildwood Drive and Columbia Drive has the highest 85<sup>th</sup> percentile speed at 9.4 MPH above the posted 25 MPH.

Recommendations:

- Place the portable radar board in both directions.
- Conduct strategic enforcement based on the violation threshold.
- Because Parrott Drive is classified as a collector street in the Circulation Element of the General Plan, it does not qualify for *Step 2* devices as defined by the current NTMP. The City is in the process of reviewing and updating the NTMP to potentially allow *Step 2* devices on residential collector streets.
- Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.



## 2 – W. 3rd Avenue/ Parrott Drive Intersection

Issue: Roadway Conduct (Jaywalking)

Discussion and Analysis:

Parrott Drive and W. 3rd Avenue are classified as collector roadway according to the San Mateo General Plan Street Classification. Parrott Drive is stop controlled with free flow traffic on W. 3rd Avenue. There is a marked crosswalk on the south side of eastbound W. 3rd Avenue to the pork chop island. There is also a marked crosswalk from the pork chop island northbound. The posted speed limit is 25 MPH. Surrounding land use is residential. Pedestrian traffic is moderate due to nearby schools and the main library. Parking is allowed on both sides of the street. Parrott carries roughly 2,500 vehicles per day along this segment. W. 3rd Avenue carries approximately 4,300 vehicles per day.



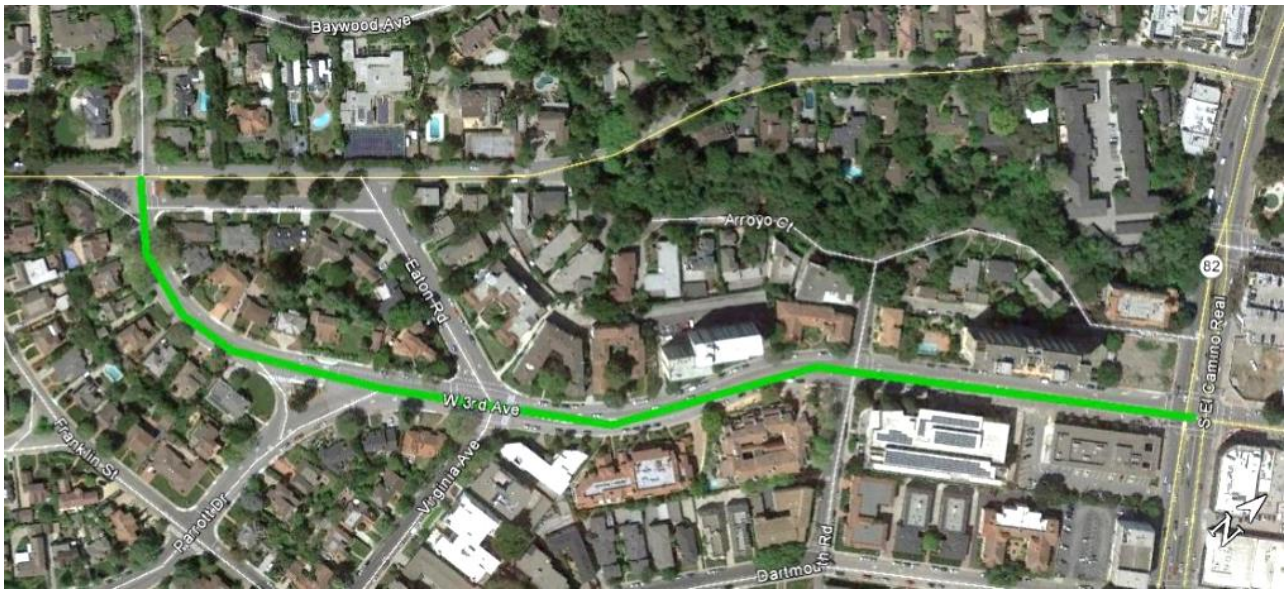
The pork chop island was retrofitted in 2015 with a crosswalk, signage, and advanced markings. A bulb-out was installed to slow the drivers at this location. The crosswalk indicates the preferred crossing location. However, pedestrians may continue on the south side of W. 3rd Avenue regardless of the crosswalk being marked. Due to the configuration of the intersection, it may not be feasible to install an additional marked crosswalk.

Recommendations:

- The City's Pedestrian Master Plan recommends realignment of Parrott Drive at W. 3<sup>rd</sup> Avenue to remove the western Parrott Drive segment. While this solution will address pedestrian issues at this location, this is a significant project that will require major construction. A preliminary cost estimate for this work is around \$350,000 including design, construction, and project administration, but not including any landscaping or long-term maintenance costs. Funding for this improvement will need to be identified through grant funding or the City's budget process and will have to compete with other projects.

### 3 – W. 3rd Avenue

Issue: Speeding



#### Discussion and Analysis:

W. 3rd Avenue between the Crystal Springs Road and El Camino Real is classified as a collector roadway according to the San Mateo General Plan Street Classification. W. 3rd Avenue is striped for one lane in each direction and is divided by a double yellow line. There are sidewalks on both sides for the length of the segment. The posted speed limit is 25 MPH. Surrounding land use is residential. Pedestrian traffic is moderate due to nearby schools and the main library. The roadway has many driveways. There is a signalized intersection located at El Camino Real. Parking is allowed on both sides of the street. W. 3rd Avenue carries roughly 4,300 vehicles per day along this segment. Recently, a significant amount of nearby development and growth has occurred in the area.

Historically, speeding complaints have been received from the neighborhood and addressed with increased police enforcement. The following table summarizes current speed survey data, as well as the most recent historical surveys.

Date	Segment	Posted Speed Limit (MPH)	85 <sup>th</sup> Percentile Speed Limit (MPH)
August 2014	Parrott Drive to Virginia Avenue	25	32.2
August 2014	Virginia Avenue to Dartmouth Road	25	23.9
<b>SUMMER 2014</b>	<b>Crosswalk and bulb-out installed at W. 3<sup>rd</sup> Avenue and Parrott Drive</b>		
<b>SPRING 2015</b>	<b>All-way stop installed on W. 3<sup>rd</sup> Avenue and Virginia Avenue</b>		
October 2016	Crystal Springs Road to Parrott Drive	25	25.2
October 2016	Virginia Avenue to Dartmouth Road	25	31.5

Prior to the crosswalk and bulb-out installation at W. 3<sup>rd</sup> Avenue and Parrott Drive, and the all-way stop installation at W. 3<sup>rd</sup> Avenue and Virginia Avenue, the 85<sup>th</sup> percentile speed along W. 3<sup>rd</sup> Avenue was highest between Parrott Drive and Virginia Avenue. However, the speeds have reduced significantly along this segment, likely as a result of the improvements. Currently, the speeds are highest between Virginia Avenue and Dartmouth Road. All speeds along W. 3<sup>rd</sup> Avenue are below the 7 MPH threshold defined by the NTMP.

Recommendations:

- Place the portable radar board in both directions
- Conduct targeted police enforcement on W. 3<sup>rd</sup> Avenue between Virginia Avenue and Dartmouth Road from 5 – 10 am and from 12 – 1pm.
- Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.



## 4 – Alameda de las Pulgas/Georgetown Avenue Intersection

Issue: School Issues & Roadway Conduct (Parking issues with cars parking in red zone during child drop-off/pick-up, no police enforcement, blocking fire hydrant.)

### Discussion and Analysis:

Alameda de las Pulgas is classified as an arterial roadway according to the San Mateo General Plan Street Classification. Georgetown Avenue is classified as a local roadway. Georgetown is stop controlled with free flow traffic on Alameda. The posted speed limit is 25 MPH. Surrounding land use is residential with Baywood Elementary School immediately adjacent to the intersection. Pedestrian traffic is high due to nearby schools. Parking is allowed on both sides of the street. Georgetown carries roughly 330 vehicles per day along this segment. Alameda carries approximately 7,000 vehicles per day.



The City recently worked with the San Mateo-Foster City School District to install improvements surrounding the Baywood Elementary site. The improvements included high visibility crosswalk markings and signage, as well as on-site drop-off/pick-up area.

Previously, the City worked with the school district to stagger start times in order to address traffic circulation issues caused by the cumulative traffic of both schools. Currently, the Baywood Elementary School's 1<sup>st</sup> through 5<sup>th</sup> grades start 20 minutes later than the adjacent high school.

### Recommendations:

- City staff to conduct site visits to observe issues cited.
- City to meet with Baywood Elementary School to discuss traffic circulation during drop-off and pick-up times.
- Police Department partner with Baywood Elementary School to establish a crossing guard program.
- Verify condition of existing red zones and repaint as needed.

## 5 – Alameda de las Pulgas (Virginia Avenue to Nevada Avenue, Georgetown Avenue)

Issue: Speeding & School Issues



### Discussion and Analysis:

Alameda de las Pulgas between the Virginia Avenue and Georgetown Avenue is classified as an arterial roadway according to the San Mateo General Plan Street Classification. Alameda is striped for two lanes in each direction and is divided by a double yellow line. There are sidewalks on both sides for the length of the segment. The posted speed limit is 25 MPH. Surrounding land use is residential with Baywood Elementary School on the segment. Pedestrian traffic is high due to nearby schools. Parking is allowed on both sides of the street. Alameda carries approximately 7,000. There are marked crosswalks across Alameda located at Nevada Avenue and the south side of Kentucky Avenue.

A Safe Routes to School project for Baywood Elementary will help address speeding concerns on this segment of Alameda. The improvements will also address pedestrian crossing and improve safety.

### Recommendations:

- Safe Routes to School project scheduled to install pedestrian ramp improvements and bulb-outs on Alameda. Construction to begin in Spring 2017.
- No further action required at this time.

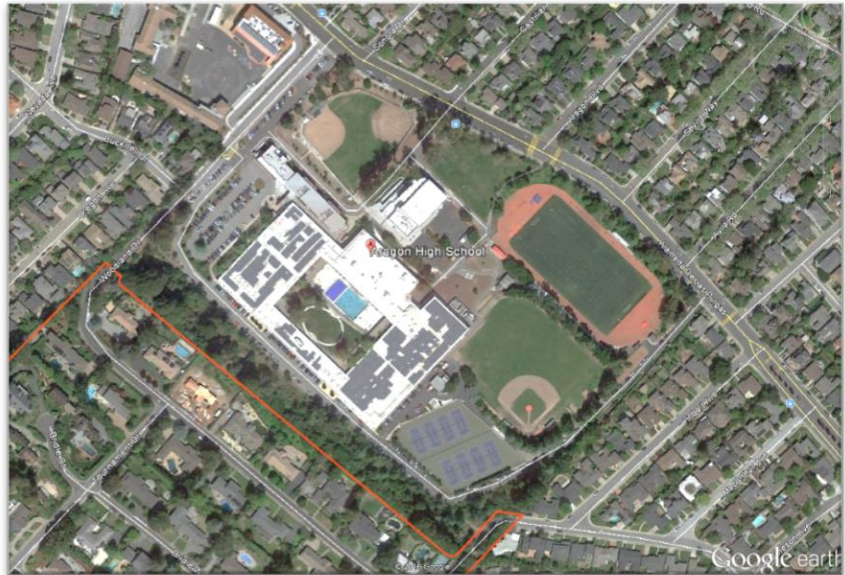


## 6 – Aragon High School

Issue: Speeding & School Issues (During school dismissal, safety enforcement, increased traffic due to Waze and other traffic applications)

### Discussion and Analysis:

Aragon High School is located at 900 Alameda de las Pulgas. The entrance to the parking is on Alameda between Avila Road and Hobart Avenue. Vehicles exit the parking at Woodland Drive. Alameda is classified as an arterial roadway according to the San Mateo General Plan Street Classification. Alameda is striped for two lanes in each direction and is divided by a double yellow line. There are sidewalks on both sides along the frontage of the school. The posted speed limit is 25 MPH. Surrounding land use is



residential with Baywood Elementary School located just north of the high school. Pedestrian traffic is high due to schools. Parking is allowed on both sides of the street. Alameda carries approximately 7,000. There is a traffic signal with marked crosswalks across Alameda located at Aragon Boulevard.

There is a Safe Routes to School project for Baywood Elementary to help address speeding concerns on Alameda just north of the high school. The improvements will also address pedestrian crossing and improve safety.

Previously, the City worked with the school district to stagger start times in order to address traffic circulation issues caused by the cumulative traffic of both schools. Currently, the elementary school 1<sup>st</sup> through 5<sup>th</sup> grades start 20 minutes later than the high school.

### Recommendations:

- City staff to conduct site visits to observe issues cited.
- Coordinate with school resource officer, principal, and San Mateo PD to address safety issues.
- Contact adjacent school to discuss issues and develop cooperative plan to resolve issues.

## 7 – Edinburgh Street (Virginia Avenue to Notre Dame Avenue)

Issue: Speeding

Discussion and Analysis:

Edinburgh Street between Virginia Avenue and Notre Dame Avenue is classified as a local roadway according to the San Mateo General Plan Street Classification. Edinburgh is one lane in each direction with no centerline striping. There are sidewalks on both sides for the length of the segment. The posted speed limit is 25 MPH. Surrounding land use is residential. Pedestrian traffic is moderate due to nearby schools and St. Matthew Church/School. The roadway has many driveways. Parking is allowed on both sides of the street.



Historically, speeding complaints have been received from the neighborhood and addressed with increased police enforcement. A speed survey was completed in October 2016. The 85<sup>th</sup> percentile speed was 29.2 MPH.

Recommendations:

- Place the portable radar board in both directions on Edinburgh Street between Virginia Avenue and Notre Dame Avenue
- Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.

## 8 – Baywood Neighborhood

Issue: Roadway Conduct (Vehicles not yielding at stop signs, running lights throughout Baywood, safety for pedestrians, limited sidewalks in area.)

### Discussion and Analysis:

The Baywood Traffic Forum Steering Committee (TFSC) selected overall failure of vehicles to stop at signs in the Baywood neighborhood, as well as limited sidewalks as one of their top 10 traffic concerns.

Patrolling the neighborhood for stop sign violations would not be an effective use of Police time, but the City understands that these violations can have a dramatic effect on the safety for pedestrians. Therefore, it is recommended that the Baywood TFSC work with City including Public Works and the Police Department to identify the priority intersections they believe to be the top offenders. The Police Department's Volunteer Traffic Safety Corps, comprised of citizen volunteers, will conduct the initial assessment to determine peak times at which violations are occurring. This information will be utilized by the Police Department to conduct rotating targeted enforcement at the location. The Volunteer Traffic Safety Corps will conduct a post-enforcement survey to determine if violations have been reduced or if additional targeted enforcement is required.

With regards to sidewalk installation, the Public Works Department establishes an annual Capital Improvement Program (CIP). Staff recommends that the TFSC provide Public Works with locations for new sidewalks to be included in the CIP. (Please note that sidewalk installation is very invasive to the adjacent residents/properties. The City will need to conduct outreach and work with the HOA to determine the level of community support for the improvement and to identify possible cost sharing alternatives.)

### Recommendations:

- Staff to receive list from TFSC on top stop sign violation locations PD to review. PD will use the provided information and their Volunteer Traffic Safety Corps to determine where targeted police enforcement is required.
- Staff to receive list from Steering committee on preferred sidewalk locations to be analyzed for inclusion in the annual capital improvement projects budget.

## 9 – St. Matthew Catholic Parish and Private School

Issue: Roadway Conduct & School Issues (Illegal parking and double parking, back up traffic on city streets.)

### Discussion and Analysis:

St. Matthew Catholic Parish and Private School is located at 1 Notre Dame Avenue. The entrance to the parking lot is on S. El Camino Real between Notre Dame Avenue and Aragon Boulevard. Additional parking is located on Notre Dame Avenue between Castilian Way and S. El Camino Real. S. El Camino is classified as an arterial roadway according to the San Mateo General Plan Street Classification. El Camino is striped for three lanes in each direction and is divided by two double yellow lines. There are sidewalks on both sides along the frontage of the school. The posted speed limit is 35



MPH. Surrounding land use is residential and commercial. Pedestrian traffic is moderate due to school and proximity to the downtown. Parking is allowed on both sides of the street. There is a traffic signal with marked crosswalks across S. El Camino Real located at 9<sup>th</sup> Avenue.

St. Matthew Catholic Parish and Private School completed construction on their new gymnasium in 2015, which included improvements to their on-site circulation and school drop-off/pick-up area, and added on-site parking stalls. Prior to the gymnasium's construction, it was required that St. Matthew's create and implement a new Traffic and Parking Management Plan to help address the potential increased traffic volume and parking demands the gymnasium may create. St. Matthew's implemented and is still using the plan during drop-off and pick-up times, Sunday Morning Mass, and special events. Additionally, the City meets with the neighborhood, and school and church representatives twice a year to discuss issues affecting the neighborhood related to the church.

### Recommendations:

- Review St. Matthew's special use permit and conditions of approval regarding traffic/parking.
- City staff to conduct site visits to observe issues cited.
- The parish/school holds a neighborhood meeting twice a year attended by City staff. City staff attended school meeting in October 2016, and will schedule a meeting directly with the school to discuss measures to address the neighborhood's concerns.



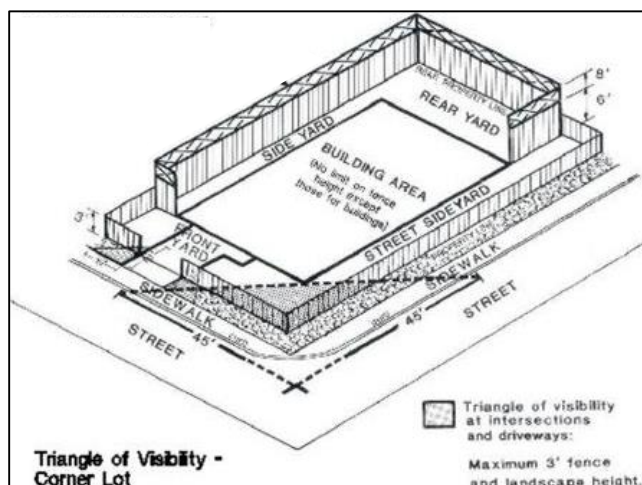
## 10 – Alameda de las Pulgas/Parrott Drive

Issue: Roadway Conduct (The hedge on the property limits visibility for northbound cars turning right onto Parrot Drive from Alameda. Pedestrians trying to cross at the crosswalk are in danger as motorists and pedestrians often can't see each other with enough time. This corner also experiences speeding and erratic driving behaviors. Residents at the top of the street experience trouble backing out of their driveways)

### Discussion and Analysis:

Alameda de las Pulgas is classified as an arterial roadway according to the San Mateo General Plan Street Classification. Parrott Drive is classified as collector roadway. The intersection is controlled with a traffic signal with free flow right turns. The posted speed limit is 25 MPH. Surrounding land use is residential with Baywood Elementary School and Aragon High School immediately south of the intersection. Pedestrian traffic is high due to nearby schools. Parking is allowed on both sides of the street. Alameda carries approximately 7,000.

Fences or shrubs along the street-facing side of corner lots shall be a maximum of three feet (3') in height if immediately adjacent to the back of the sidewalk within the 45' sight triangle. Please refer to figure below: Triangle of Visibility – Corner Lot.



### Recommendations:

- Staff conducted site visit and determined that the hedge is limiting visibility of the crosswalk. Staff will request that the property owner trim the hedge to a height of three feet.
- City to investigate the use of “Yield” signage and roadway markings for free right-turn movements
- City to study possibility of modifying the intersection to remove island and free right-turn movement in the NB and SB directions



Table 3 - Top Ten List with Funding Sources

Neighborhood Priority	Location	Key Issues (Interests and Reasons)	Improvements	Potential Funding Source	Estimated Cost
1	Parrott Drive	Speeding	<ul style="list-style-type: none"> <li>➤ Place the portable radar board in both directions</li> <li>➤ Conduct strategic police enforcement based on the violation threshold</li> <li>➤ Because Parrott Drive is classified as a collector street in the Circulation Element of the General Plan, it does not qualify for <i>Step 2</i> devices as defined by the current NTMP. The City is in the process of reviewing and updating the NTMP to potentially allow <i>Step 2</i> devices on residential collector streets.</li> <li>➤ Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.</li> </ul>	Citywide Traffic Calming (466600); PD operating budget	\$500 staff (one-time); \$2,000/yr on-going
2	W. 3rd Avenue/Parrot Drive Crosswalk	Roadway Conduct (Jaywalking is a major concern)	<ul style="list-style-type: none"> <li>➤ The City's Pedestrian Master Plan recommends realignment of Parrott Drive at W. 3rd Avenue to remove the western Parrott Drive segment. While this solution will address pedestrian issues at this location, this is a significant project that will require major construction. A preliminary cost estimate for this work is around \$350,000 including design, construction, and project administration. Funding for this improvement will need to be identified through grant funding or through the City's budget process and will have to compete with other projects.</li> </ul>	Requires separate CIP budget request	\$350,000 capital
3	W. 3rd Avenue	Speeding	<ul style="list-style-type: none"> <li>➤ Place the portable radar board in both directions</li> <li>➤ Conduct targeted police enforcement on W. 3rd Avenue between Virginia Avenue and Dartmouth Road from 5 – 10 am and from 12 – 1 pm.</li> <li>➤ Conduct speed survey, volume counts, and review collisions in 1 year. Evaluate progress.</li> </ul>	Citywide Traffic Calming (466600); PD operating budget	\$500 staff (one-time); \$2,000/yr on-going
4	Alameda de las Pulgas/Georgetown Avenue	School Issues & Roadway Conduct (Parking issues with cars parking in red zone during child drop-off/pick-up, no police enforcement, blocking fire hydrant, safety concerns)	<ul style="list-style-type: none"> <li>➤ City staff to conduct site visits to observe issues cited.</li> <li>➤ City to meet with Baywood Elementary School to discuss traffic circulation during drop-off and pick-up times.</li> <li>➤ Police Department partner with Baywood Elementary School to establish a crossing guard program.</li> <li>➤ Verify condition of existing red zones and repaint as needed.</li> </ul>	Citywide Traffic Calming (466600); PD operating budget	\$1,000 capital; \$2,500 staff (one-time); \$2,000/yr on-going
5	Alameda de las Pulgas (Virginia Avenue to Nevada Avenue, Georgetown Avenue)	Speeding & School Issues	<ul style="list-style-type: none"> <li>➤ Safe Routes to School project scheduled to install pedestrian ramp improvements and bulb-outs on Alameda. Construction to begin in Spring 2017.</li> <li>➤ No further action required at this time.</li> </ul>	-	\$0
6	Aragon High School	Speeding & School Issues (During school dismissal at Aragon HS, safety enforcement, increased traffic due to Waze & other apps)	<ul style="list-style-type: none"> <li>➤ City staff to conduct site visits to observe issues cited.</li> <li>➤ Coordinate with school resource officer, principal, and San Mateo PD to address safety issues.</li> <li>➤ Contact adjacent school to discuss issues and develop cooperative plan to resolve issues.</li> <li>➤ Place the portable radar board in both directions in front of school</li> <li>➤ Conduct targeted police enforcement based on the violation threshold</li> <li>➤ Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.</li> </ul>	Citywide Traffic Calming (466600); PD operating budget	\$1,000 capital; \$2,500 staff (one-time); \$2,000/yr on-going
7	Edinburgh Street (Virginia Avenue to Notre Dame Avenue)	Speeding	<ul style="list-style-type: none"> <li>➤ Place the portable radar board in both directions on Edinburgh Avenue between Virginia Avenue and Notre Dame Avenue</li> <li>➤ Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.</li> </ul>	Citywide Traffic Calming (466600); PD operating budget	\$500 staff (one-time); \$2,000/yr on-going
8	Baywood Neighborhood	Roadway Conduct (Vehicles not yielding at stop signs, running lights throughout Baywood, safety for pedestrians, limited sidewalks in area)	<ul style="list-style-type: none"> <li>➤ Staff to receive list from TFSC on top stop sign violation locations PD to review. PD will use the provided information and their Volunteer Traffic Safety Corps to determine where targeted police enforcement is required.</li> <li>➤ Staff to receive list from Steering committee on preferred sidewalk locations to be analyzed for inclusion in the annual capital improvement projects budget. Sidewalk improvements will require an additional funding request.</li> </ul>	Citywide Traffic Calming (466600); PD operating budget; Requires separate CIP budget request for SW	\$2,500 staff (one-time); \$2,000/yr on-going; unknown capital costs for SW

9	St. Matthew Parish and Private School	School Issues & Roadway Conduct (Illegal and double parking, traffic back-up)	<ul style="list-style-type: none"> <li>➤ Review St. Matthew's special use permit and conditions of approval regarding traffic/parking.</li> <li>➤ City staff to conduct site visits to observe issues cited.</li> <li>➤ The parish/school holds a neighborhood meeting twice a year attended by City staff. City staff attended school meeting in October 2016, and will schedule a meeting directly with the school to discuss measures to address the neighborhood's concerns.</li> </ul>	Citywide Traffic Calming (466600); PD operating budget	\$2,500 staff (one-time); \$2,000/yr on-going
10	Blind corner/turn & pedestrian walk-way at Northbound Alameda de las Pulgas at Parrot Drive	Roadway Conduct (Visibility for northbound cars turning right onto Parrot Drive from Alameda. Residents at the top of the street experience trouble backing out of their driveways)	<ul style="list-style-type: none"> <li>➤ Staff conducted site visit and determined that the hedge is limiting visibility of the crosswalk. Staff will send a letter to the property owner requesting the hedge be trimmed to a height of three feet.</li> <li>➤ City to investigate the use of "Yield" signage and roadway markings for free right-turn movements</li> <li>➤ City to study possibility of modifying the intersection to remove island and free right-turn movements in the NB and SB directions. Intersection improvements will require an additional funding request.</li> </ul>	Citywide Traffic Calming (466600); PD operating budget; Requires separate CIP budget request for intersection	\$2,500 staff (one-time); \$2,000/yr on-going; unknown capital costs for intersection

### **Funding Summary:**

- \$14,000 - Staff and Study Costs: Includes one-time cost for analysis and evaluation
- \$352,000 - Capital Costs: Includes construction costs such as roadway realignment and sign installations
- \$16,000 – Annual Costs: Includes on-going costs for targeted and strategic police enforcement