



TRAFFIC ACTION PLAN

Parrott Park Neighborhood

CITY OF SAN MATEO

Draft January 2017

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Introduction

The Parrott Park 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.

Parrott Park was the third 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 5th Avenue, El Camino Real to the east, Norte Dame Avenue to the south; and Maple Street on the west. Within the neighborhood are mainly single family homes and also the San Mateo Public Library. 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 Parrott Park 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
- Parking

The following are overall strategies that will be used to address the key issues in the Parrott Park Neighborhood and are further discussed in the *City Staff Evaluation Process* located at 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
- Parking
 - Volunteer Traffic Safety Corps to report observed parking issues
 - If parking issues are the result of non-resident vehicles parking on residential streets, City to contact neighborhood regarding support for a Residential Parking Permit Program (RPPP)
 - If parking issues are the result of resident vehicles parking for longer than 72 hours, neighbors to call the Police Department's Abandoned Vehicle Hotline for police enforcement

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 Parrott Park 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. These improvements will be implemented on an on-going basis. The Parrott Park 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 10 traffic issues by the Steering Committee, *Neighborhood Recommendations and Implementation* which describes the specific recommendations by location and summarizes potential opportunities for funding.

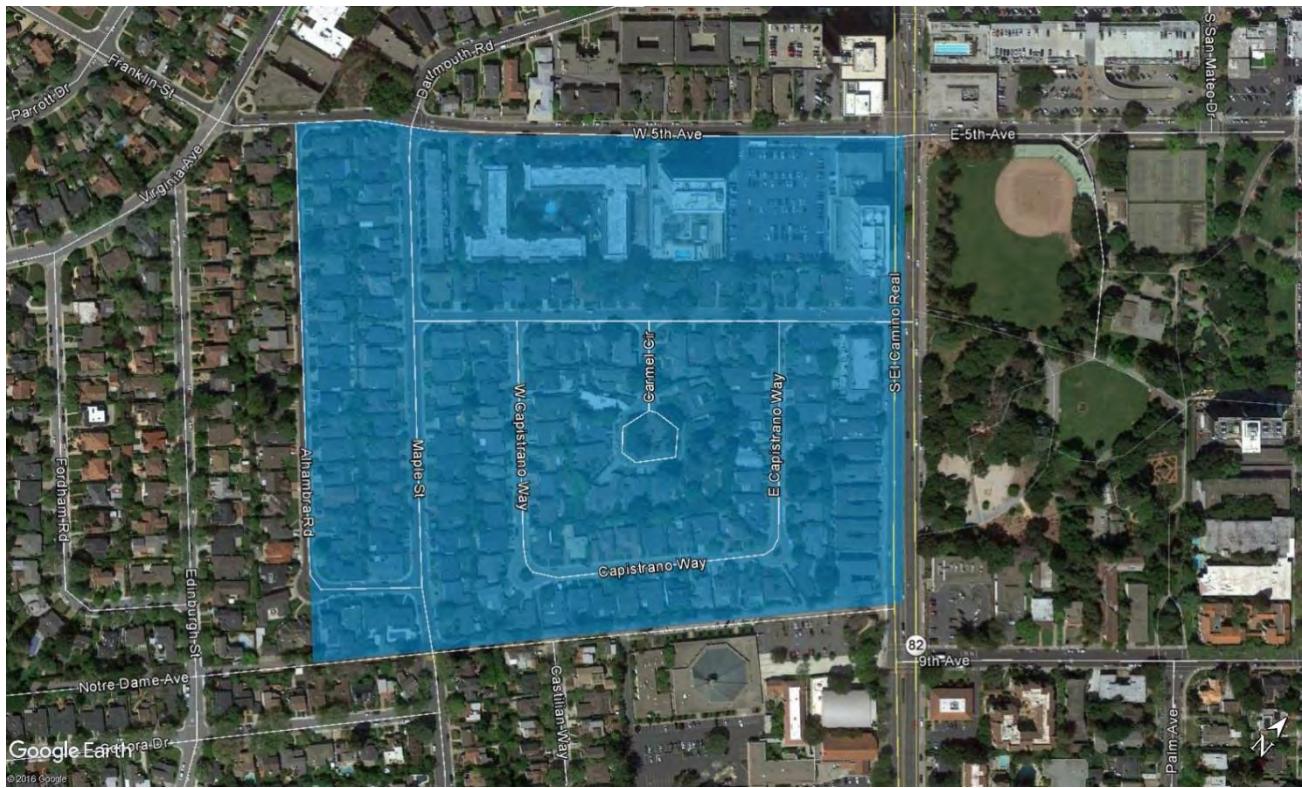


Figure 1 – Parrott Park Neighborhood Planning Boundary

The Traffic Forum Process

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, sign installation, or speed enforcement. For Parrott Park, there were 6 Police-related concerns and 13 Public Works concerns.

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 Parrott Park TFSC on May 17, 2016 and were provided information packets which included their neighborhood's meeting notes, internet online feedback, collision data, 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 Parrott Park TFSC was comprised of one resident who participated in the development of the top ten list.

Traffic Forum Steering Committee Member
Brian Haverty

On May 26, 2016, the Parrott Park 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.

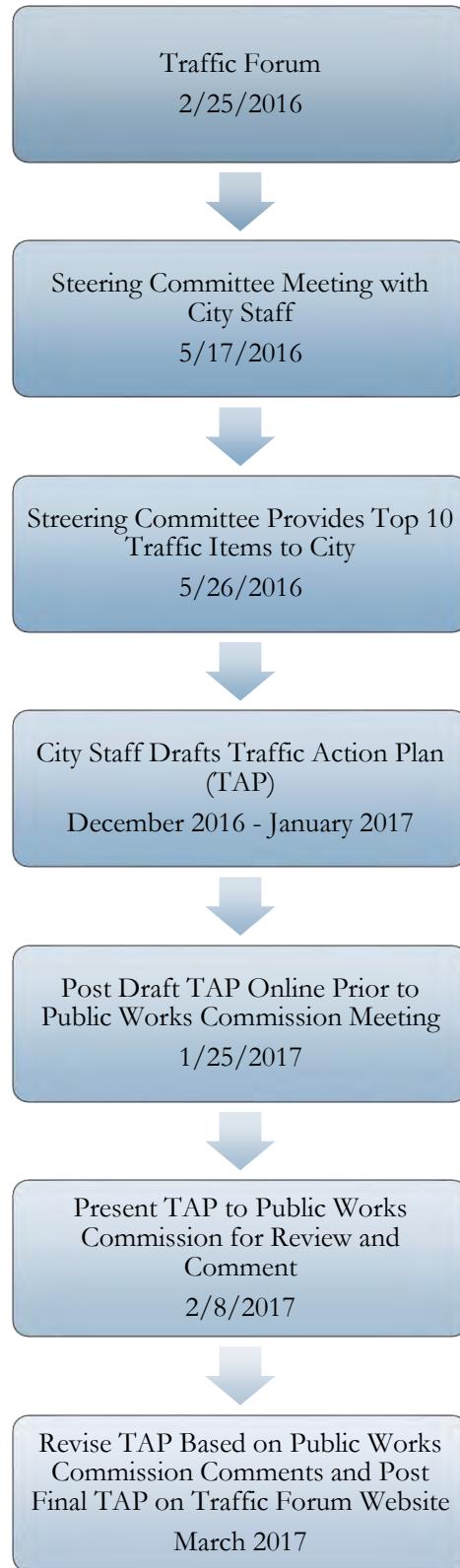


Figure 2 - Traffic Action Plan Development Flowchart

Neighborhood Traffic Issues

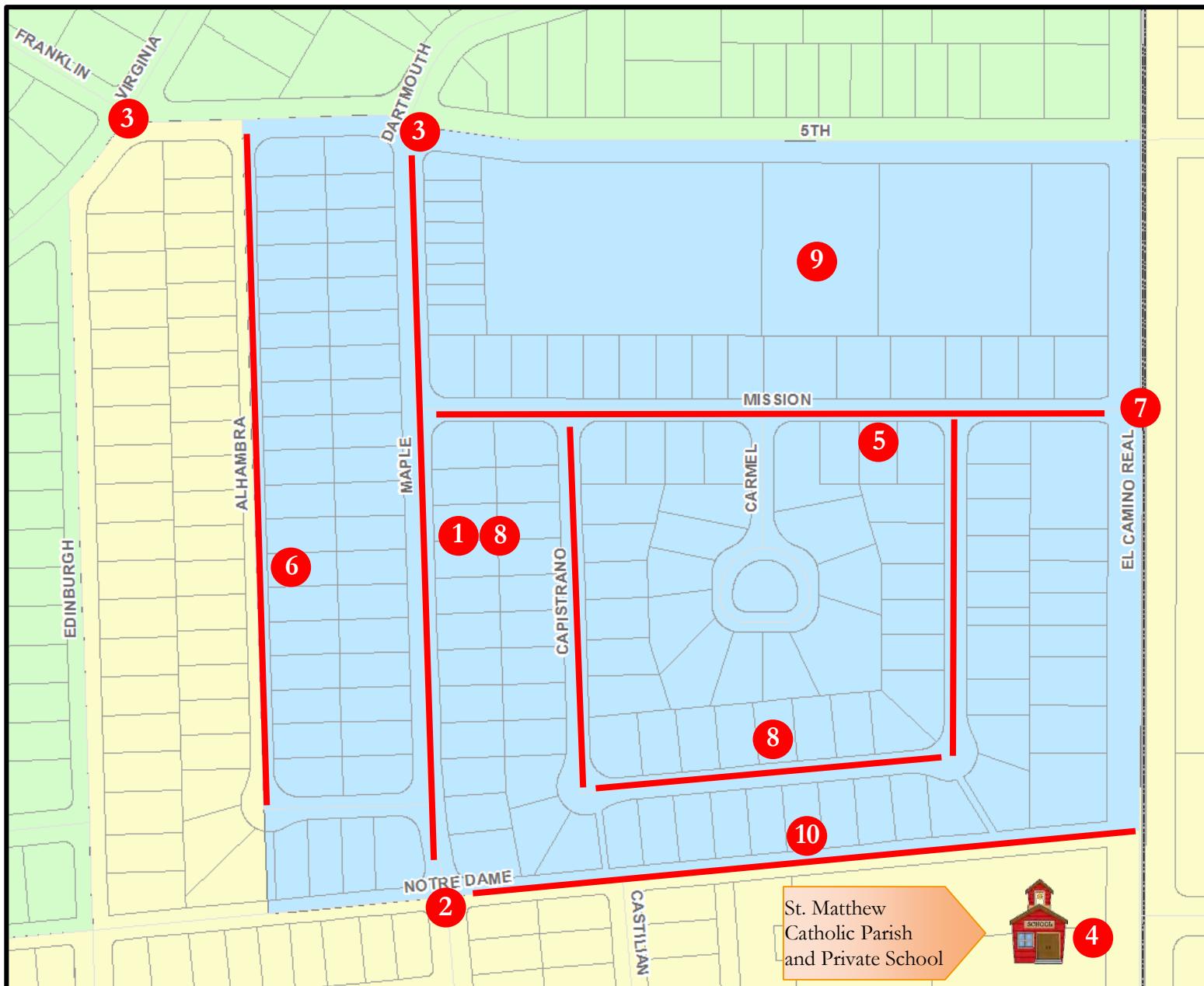
The Parrott Park Traffic Forum Steering Committee identified their top ten traffic concerns based on information provided to them at the City meeting on May 17, 2016.

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

Table 1 – Parrott Park Top Ten Traffic Concerns

Neighborhood Priority	Location	Interests and Reasons
1	Maple Street (W. 5th Avenue to Notre Dame Avenue)	Speeding
2	Maple Street/ Notre Dame Avenue	Roadway Conduct (Failure to stop at existing stop signs)
3	Franklin Street/Virginia Avenue/W. 5th Avenue, W. 5th Avenue/Maple Street	Roadway Conduct (Failure to stop at existing stop signs)
4	St. Matthew Catholic Parish and School	School Issues (Congestion on Maple to school @ 9th/El Camino in morning and afternoon. Parish does not allow cars to go through the parking lot and forces cars onto Maple St. As a result, increased volume of traffic and speeding on Maple, Alhambra and Mission Rd.)
5	Mission Drive	Speeding
6	Alhambra Road	Speeding
7	El Camino Real/ Mission Drive	Roadway Conduct (Request "No U-turns" on northbound El Camino @ Mission due to safety concerns)
8	Maple Street and Capistrano Way	Roadway Conduct (Parking on rolled curbs pushes pedestrians into street)
9	Parrott Park Neighborhood	Parking (Neighborhood is experiencing overflow parking in Parrott Park due to inadequate parking downtown, workers not wanting to pay for parking in downtown high rises and retail stores and St. Matt's parents looking for easy ingress and egress instead of going through traditional parking traffic at St. Matt's.)
10	Notre Dame Avenue (Maple Street to El Camino Real)	Roadway Conduct (Cars driving The Wrong Way Down Notre Dame Alley {one way} from Maple to El Camino)

Figure 3 - Parrott Park Traffic Forum Steering Committee - Top Ten Traffic Concerns



Neighborhood Recommendations and Implementation

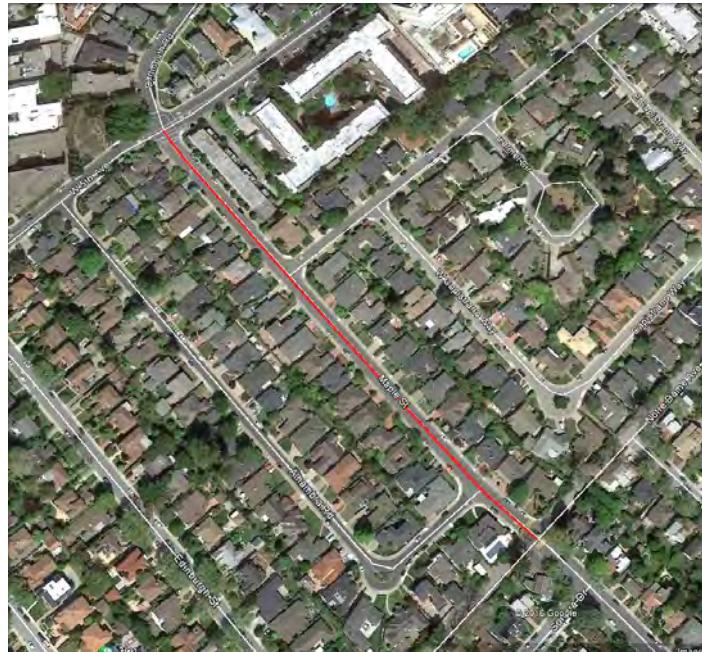
The City will utilize the process outlined in the “City Staff Evaluation Process” located at www.sanmateo.org/traffic to evaluate the neighborhood’s top ten concerns. The following section lists the top ten concerns followed by City recommendations for each item. Table 2 shows a summary of the concerns and recommendations, as well as cost estimates for the recommended neighborhood improvements.

1 – Maple Street (W. 5th Avenue to Notre Dame Avenue)

Issue: Speeding

Discussion and Analysis:

Maple Street between West 5th Avenue and Notre Dame Avenue is classified as a collector roadway according to the San Mateo General Plan Street Classification. Maple Street is a two-way roadway and is divided by a dashed yellow centerline. There are sidewalks on both sides for the length of the segment. Surrounding land use is residential single family homes with apartments along West 5th Avenue. Pedestrian traffic is moderate due to its proximity to downtown businesses, a private school, and the main library. The roadway has many driveways. There is all-way stop controlled intersections located at West 5th Avenue and Notre Dame Avenue. Parking is allowed on both sides of the street. The posted speed limit is 25 mph.



Historically, speeding complaints have been received from the neighborhood and addressed with increased police enforcement. A speed survey was completed in November 2016. The 85th percentile speed was 32.5 mph.

Recommendations:

- Place the portable radar board in both directions.
- Conduct strategic enforcement based on the violation threshold.
- Because Maple Street 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 – Maple Street/Notre Dame Avenue

Issue: Roadway Conduct (Failure to stop at existing stop signs)

Discussion and Analysis:

Maple Street is classified as collector roadway and Notre Dame Avenue is a local roadway according to the San Mateo General Plan Street Classification. The intersection is controlled with all-way stop signs. The eastbound leg is one-way in the westbound direction. There are marked school crosswalks across Maple Street on the north and south side of the intersection. The posted speed limit is 25 mph. Surrounding land use is residential. Pedestrian traffic is moderate due to nearby schools, downtown businesses and the main library. Maple Street has sidewalks on both sides of the street. Notre Dame Avenue does not have sidewalks.

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 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 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.



Recommendations:

- PD will use their Volunteer Traffic Safety Corps to determine when targeted police enforcement is required.
- PW will install enhanced-visibility STOP signs for the northbound and southbound directions.
- Tree trimming in the area may be required to enhance STOP sign visibility.

3 – Franklin Street/Virginia Avenue/W. 5th Avenue and W. 5th Avenue/Maple Street

Issue: Roadway Conduct (Failure to stop at existing stop signs)



Discussion and Analysis:

Franklin Street, West 5th Avenue, and Maple Street are classified as a collector roadways and Virginia Avenue is classified as a local roadway according to the San Mateo General Plan Street Classification. Both intersections are controlled by all-way stop signs. The West 5th Avenue/Maple Street intersection has marked crosswalks across all approaches. The posted speed limit is 25 mph. Surrounding land use is residential with a mix of single family homes and apartments. Pedestrian traffic is moderate due to nearby schools, downtown businesses and the main library. The intersections are approximately 400 feet apart.

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 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 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.

Recommendations:

- PD will use their Volunteer Traffic Safety Corps to determine when targeted police enforcement is required.
- PW will install STOP AHEAD signs for the southbound and eastbound directions.

4 – St. Matthew Catholic Parish and School

Issue: School Issues (Congestion on Maple to school @ 9th/El Camino in morning and afternoon. Parish does not allow cars to go through the parking lot and forces cars onto Maple St. As a result, increased volume of traffic and speeding on Maple, Alhambra and Mission Rd.)

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 9th 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.

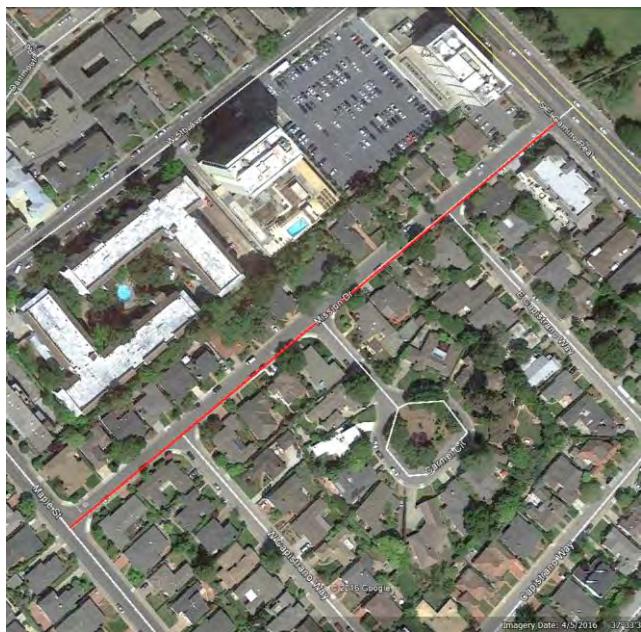
Recommendations:

- 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.

5 – Mission Drive

Issue: Speeding

Discussion and Analysis:



Mission Road is classified as a local roadway according to the San Mateo General Plan Street Classification. Mission Road is an unstriped two-way roadway. There are sidewalks on both sides of the roadway. The posted speed limit is 25 mph. Surrounding land use is residential with single family homes. Pedestrian traffic is moderate due to a nearby private school, downtown businesses, and the main library. Parking is allowed on both sides of the street. This roadway provides a connection between El Camino Real and Maple Street which is a collector roadway.

Historically, speeding complaints have been received from the neighborhood and addressed with increased police enforcement. A speed survey was completed in November 2016. The 85th percentile speed was 27.9 mph.

Recommendations:

- Place the portable radar board in both directions
- Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.

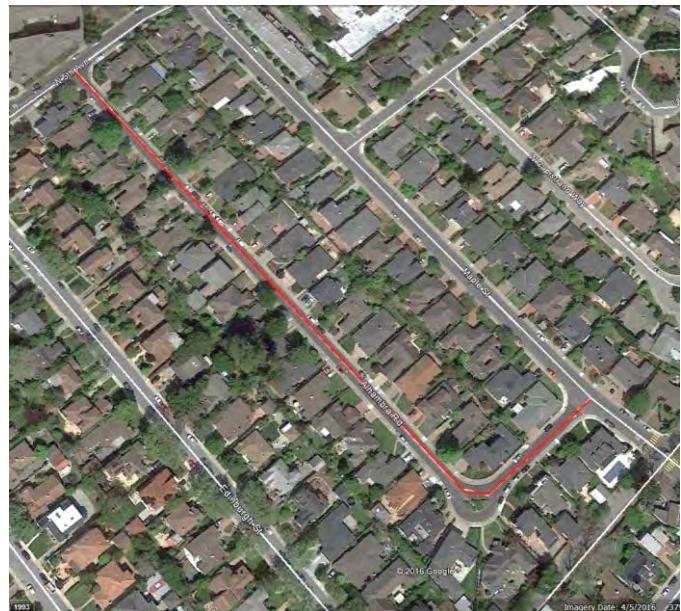
6 – Alhambra Road

Issue: Speeding

Discussion and Analysis:

Alhambra Road is classified as a local roadway according to the San Mateo General Plan Street Classification. Alhambra Road is an unstriped two-way road. There are sidewalks and parking is allowed on both sides. The posted speed limit is 25 mph. Surrounding land use is residential with single family homes. The roadway has a sharp left turn at its east end. There is a median island at the turn. The roadway connects two collector roads, West 5th Avenue and Maple Street.

Historically, speeding complaints have been received from the neighborhood and addressed with increased police enforcement. A speed survey was completed in November 2016. The 85th percentile speed was 24.5 mph.



Recommendations:

- Place the portable radar board in both directions.
- Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.

7 – El Camino Real/Mission Drive

Issue: Roadway Conduct (Request "No U-turns" on northbound El Camino @ Mission due to safety concerns)

Discussion and Analysis:

El Camino Real is classified as an arterial roadway and Mission Drive is classified as a local roadway according to the San Mateo General Plan Street Classification. Mission Drive is an unstriped two-way roadway. El Camino Real is a six-lane roadway with a striped center median. Mission Drive forms a "Tee" intersection with El Camino Real. The posted speed limit is 25 mph for Mission Drive and 35 mph for El Camino Real. Surrounding land use is commercial, apartments, single family homes, and Central Park. Pedestrian traffic is moderate due to St. Matthew Catholic Parish and Private School, downtown businesses, Central Park, and the main library.



Caltrans owns, operates, and maintains El Camino Real. No traffic collisions have been recorded at this intersection within the last three years.

Recommendations:

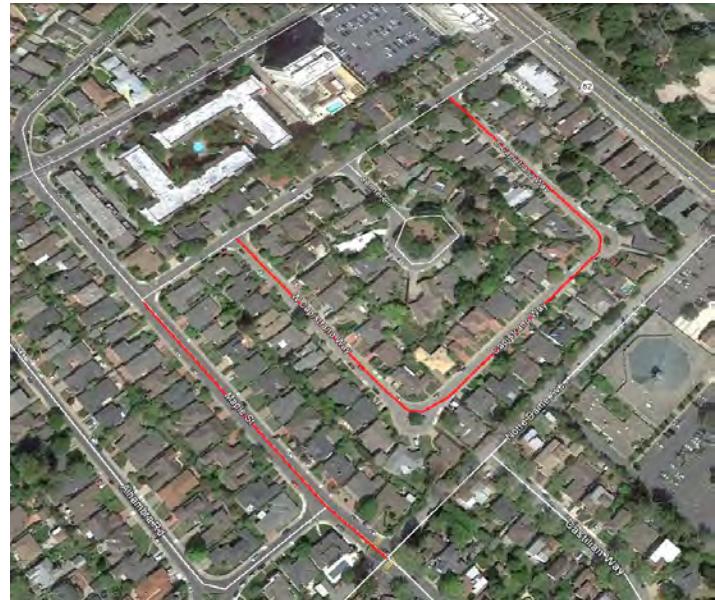
- The City applied for and was awarded a grant to improve the signal operation along the El Camino corridor through the entire San Mateo city limits. The grant will include the coordination of the traffic signals along the El Camino and signals that are very close to the corridor.
- As part of the evaluation, volume and turning movements, include U-Turn restrictions, will be reviewed. If feasible, intersections will be modified to allow for improved traffic flow.

8 – Maple Street and Capistrano Way

Issue: Roadway Conduct (Parking on rolled curbs pushes pedestrians into street)

Discussion and Analysis:

Maple Street between Mission Drive and Notre Dame Avenue is classified as a collector roadway according to the San Mateo General Plan Street Classification. Maple Street is a two-way roadway and is divided by a dashed yellow centerline. The travel way width is 36 feet and the right-of-way width is 48 feet. There are sidewalks with rolled curb on both sides for the length of the segment. Surrounding land use is residential single family homes with apartments along West 5th Avenue. Pedestrian traffic is moderate due to its proximity to downtown businesses, a private school, and the main library. The roadway has many driveways. There is all-way stop-controlled intersections located at West 5th Avenue and Notre Dame Avenue. Parking is allowed on both sides of the street. The posted speed limit is 25 mph.



Capistrano Way is classified as a local roadway according to the San Mateo General Plan Street Classification. Capistrano Way is a two-way unstriped road with a travel way width of 26 feet and right-of-way width of 35 feet. There are sidewalks with rolled curb on both sides of the street. Surrounding land use is residential single family homes. Pedestrian traffic is moderate due to its proximity to downtown businesses, Central Park, and the main library. The roadway has many driveways. Parking is allowed on both sides of the street and the posted speed limit is 25 mph.



Section 22500(f) of the California Vehicle Code prohibits parking on sidewalks/pedestrian pathways. Citations are issued to vehicles parked on pedestrian pathways (dirt, gravel, or concrete area). You may park with your right wheel on top of the rolled curb; however, no portion of the vehicle shall extend into the pedestrian pathway area.

Recommendations:

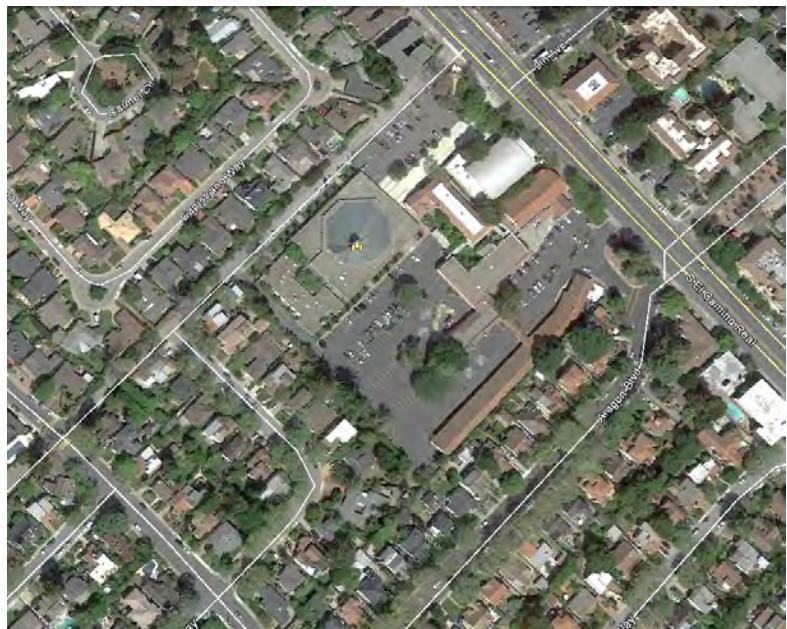
- Volunteer Traffic Safety Corps to report observed parking issues and place informational flyer for parking on rolled curb.
- PD will use the provided information from the Volunteer Traffic Safety Corps to determine where targeted police enforcement is required.

9 – Parrott Park Neighborhood

Issue: Parking (Neighborhood is experiencing overflow parking in Parrott Park due to inadequate parking downtown, workers not wanting to pay for parking in downtown high-rises and retail stores and St. Matthew's parents looking for easy ingress and egress instead of going through traditional parking traffic at St. Matthew Catholic Parish and Private School).

Discussion and Analysis:

The neighborhood is roughly bounded on the north by 5th Avenue, El Camino Real to the east, Norte Dame Avenue to the south; and Maple Street on the west. West 5th Avenue, and Maple Street are classified as collector roadways, El Camino Real is classified as an arterial roadway according to the San Mateo General Plan Street Classification. The remaining roadways within the neighborhood are local roadways. The neighborhood consists mainly of single family homes and also the San Mateo Public Library. 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.



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. The City meets with the neighborhood, and school and church representatives twice a year to discuss issues affecting the neighborhood. During our regularly scheduled meeting, City staff will propose updates to the drop-off/pick-up procedures and targeted enforcement.

Recommendations:

- Volunteer Traffic Safety Corps to report observed parking issues.
- If parking issues are the result of non-resident vehicles parking on residential streets, the neighborhood may pursue implementation of a Residential Parking Permit Program (RPPP).
- If parking issues are the result of resident vehicles parking for longer than 72 hours, neighbors may call the Police Department's Abandoned Vehicle Hotline at (650) 522-7766 for police enforcement.

10 – Notre Dame Avenue (Maple Street to El Camino Real)

Issue: Roadway Conduct (Cars driving wrong way down Notre Dame Avenue [one-way] from Maple to El Camino)

Discussion and Analysis:

Notre Dame Avenue from Maple Street to El Camino Real is classified as a local roadway according to the San Mateo General Plan Street Classification. It is a one-way in the westbound direction. There are no sidewalks on either side. The road is posted for no parking. There is signage which identifies this as a one-way road at all intersections. The speed limit is 25 mph. Surrounding land use is residential with a church and private school on the east portion of the roadway.

Recommendations:

- PD will use their Volunteer Traffic Safety Corps to determine when targeted police enforcement is required.



Table 2 - Top Ten List with Funding Sources – Parrott Park

Neighborhood Priority	Location	Key Issues (Interests and Reasons)	Improvements	Potential Funding Source	Estimated Cost
1	Maple Street (W. 5th Avenue to Notre Dame Avenue)	Speeding	<ul style="list-style-type: none"> ➤ Place the portable radar board in both directions. ➤ Conduct strategic enforcement based on the violation threshold. ➤ Because Maple Street 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. ➤ Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress. 	Citywide Traffic Calming (466600); PD operating budget	\$500 staff (one-time); \$2,000/yr on-going
2	Maple Street/Notre Dame Avenue	Roadway Conduct (Failure to stop at existing stop signs)	<ul style="list-style-type: none"> ➤ PD will use their Volunteer Traffic Safety Corps to determine when targeted police enforcement is required. ➤ PW will install enhanced-visibility STOP signs for the northbound and southbound directions. ➤ Tree trimming in the area may be required to enhance STOP sign visibility. 	Citywide Traffic Calming (466600); PD operating budget	\$15,000 capital; \$2,000/yr on-going
3	Franklin Street/Virginia Avenue/W. 5th Avenue, W. 5th Avenue/Maple Street	Roadway Conduct (Failure to stop at existing stop signs)	<ul style="list-style-type: none"> ➤ PD will use their Volunteer Traffic Safety Corps to determine when targeted police enforcement is required. ➤ PW will install STOP AHEAD signs for the southbound and eastbound directions. 	Citywide Traffic Calming (466600); PD operating budget	\$1,000 capital; \$2,000/yr on-going
4	St. Matthew Catholic Parish and Private School	School Issues (Congestion on Maple to school @ 9th/El Camino in morning and afternoon. Parish does not allow cars to go through the parking lot and forces cars onto Maple St. As a result, increased volume of traffic and speeding on Maple, Alhambra and Mission Rd.)	<ul style="list-style-type: none"> ➤ 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. 	Citywide Traffic Calming (466600); PD operating budget	\$2,500 staff (one-time); \$2,000/yr on-going
5	Mission Drive	Speeding	<ul style="list-style-type: none"> ➤ Place the portable radar board in both directions ➤ Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress. 	Citywide Traffic Calming (466600); PD operating budget	\$500 staff (one-time); \$2,000/yr on-going
6	Alhambra Road	Speeding	<ul style="list-style-type: none"> ➤ Place the portable radar board in both directions ➤ Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress. 	Citywide Traffic Calming (466600); PD operating budget	\$500 staff (one-time); \$2,000/yr on-going
7	El Camino Real/Mission Drive	Roadway Conduct (Request "No U-turns" on northbound El Camino @ Mission due to safety concerns)	<ul style="list-style-type: none"> ➤ The City applied for 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, include U-Turn restrictions, will be reviewed. If feasible, intersections will be modified to allow for improved traffic flow. 	-	\$0
8	Maple Street and Capistrano Way	Roadway Conduct (Parking on rolled curbs pushes pedestrians into street)	<ul style="list-style-type: none"> ➤ Volunteer Traffic Safety Corps to report observed parking issues and place informational flyer for parking on rolled curb. ➤ PD will use the provided information from the Volunteer Traffic Safety Corps to determine where targeted police enforcement is required. 	PD operating budget	\$2,000/yr on-going
9	Parrott Park Neighborhood	Parking (Neighborhood is experiencing overflow parking in Parrott Park due to inadequate parking downtown, workers not wanting to pay for parking in downtown high-rises and retail stores and St. Matt's parents looking for easy ingress and egress instead of going through traditional parking traffic at St. Matthews.)	<ul style="list-style-type: none"> ➤ Volunteer Traffic Safety Corps to report observed parking issues. ➤ If parking issues are the result of non-resident vehicles parking on residential streets, City to contact neighborhood regarding support for a Residential Parking Permit Program (RPPP). ➤ If parking issues are the result of resident vehicles parking for longer than 72 hours, neighbors to call the Police Department's Abandoned Vehicle Hotline for police enforcement. 	Citywide Traffic Calming (466600); PD operating budget	\$2,500 staff (one-time); \$2,000/yr on-going
10	Notre Dame Avenue (Maple Street to El Camino Real)	Roadway Conduct (Cars driving The Wrong Way Down Notre Dame Avenue {one-way} from Maple to El Camino)	<ul style="list-style-type: none"> ➤ PD will use their Volunteer Traffic Safety Corps to determine when targeted police enforcement is required. 	Citywide Traffic Calming (466600); PD operating budget	\$2,500 staff (one-time); \$2,000/yr on-going

Funding Summary:

- \$9,000 - Staff and Study Costs: Includes one-time cost for analysis and evaluation
- \$16,000 - Capital Costs: Includes construction costs such as roadway realignment and sign installations
- \$18,000 – Annual Costs: Includes on-going costs for targeted police enforcement