



# TRAFFIC ACTION PLAN

Hayward Park Neighborhood

CITY OF SAN MATEO

Draft January 2017

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# Introduction

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The Hayward 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.

Hayward Park was the fourth 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 9<sup>th</sup> Avenue, the mainline railroad tracks to the east, Highway 92 to the south; and El Camino Real on the west. Within the neighborhood are mainly single family homes with commercial businesses along El Camino Real and the south ends of Palm Avenue and South Boulevard. In addition, the Downtown District and Central Park are just to the north of the neighborhood. The study area is shown in Figure 1.

The planning process commenced on January 14, 2016 with the Traffic Forum meeting. The City developed a prioritization table based on comments received at the Traffic Forum. The City invited the Hayward Park Traffic Forum Steering Committee (TFSC), comprised of volunteer residents from the neighborhood, to meet on May 16, 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
- Roadway Conduct

The following are overall strategies that will be used to address the key issues in the Hayward Park 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.

- 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 Hayward 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 Hayward 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.

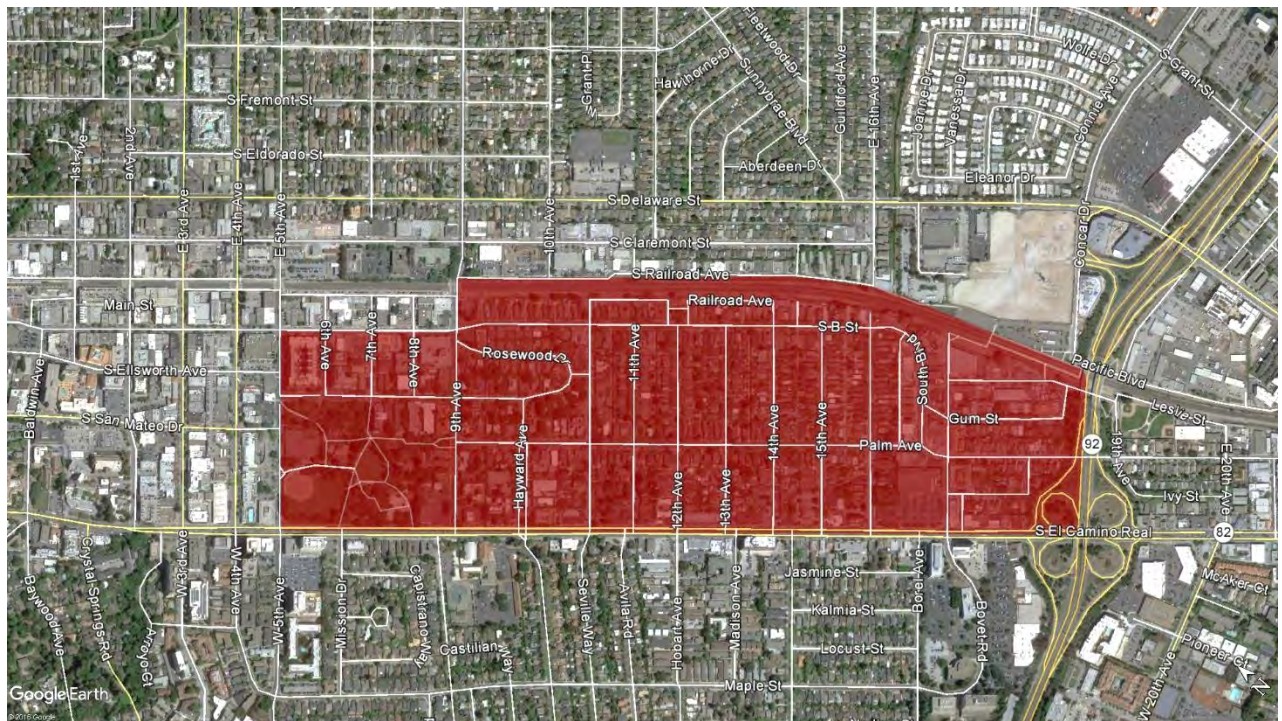


Figure 1 – Hayward Park Neighborhood Planning Boundary

## 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, sign installation, or speed enforcement. For Hayward Park, there were 6 Police-related concerns and 19 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 Hayward Park TFSC on May 16, 2016 and were provided information packets which included their neighborhood's meeting notes, online resident 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 Hayward Park TFSC was comprised of one main resident who participated in the development of the top ten list.

<b>Traffic Forum Steering Committee Members</b>
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Lauren Layne
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On June 30, 2016, the Hayward 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.

Table 1 - Resident Requests In-Progress

Site/Location	Interest/ Reasons	Actions	Status
<b>Palm Avenue intersections between 9<sup>th</sup> and 17<sup>th</sup> Avenues</b>	Sight line concerns due to high numbers of parked cars along Palm Avenue.	PW staff reviewed sight distance concerns at identified intersections and recommended new or additional red curb installation	New or additional red curb installed on Palm Avenue at Hayward/Aragon Avenues, and 10 <sup>th</sup> , 11 <sup>th</sup> , 12 <sup>th</sup> , 13 <sup>th</sup> , 14 <sup>th</sup> , 15 <sup>th</sup> , 16 <sup>th</sup> , and 18 <sup>th</sup> Avenues.



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



# Neighborhood Traffic Issues

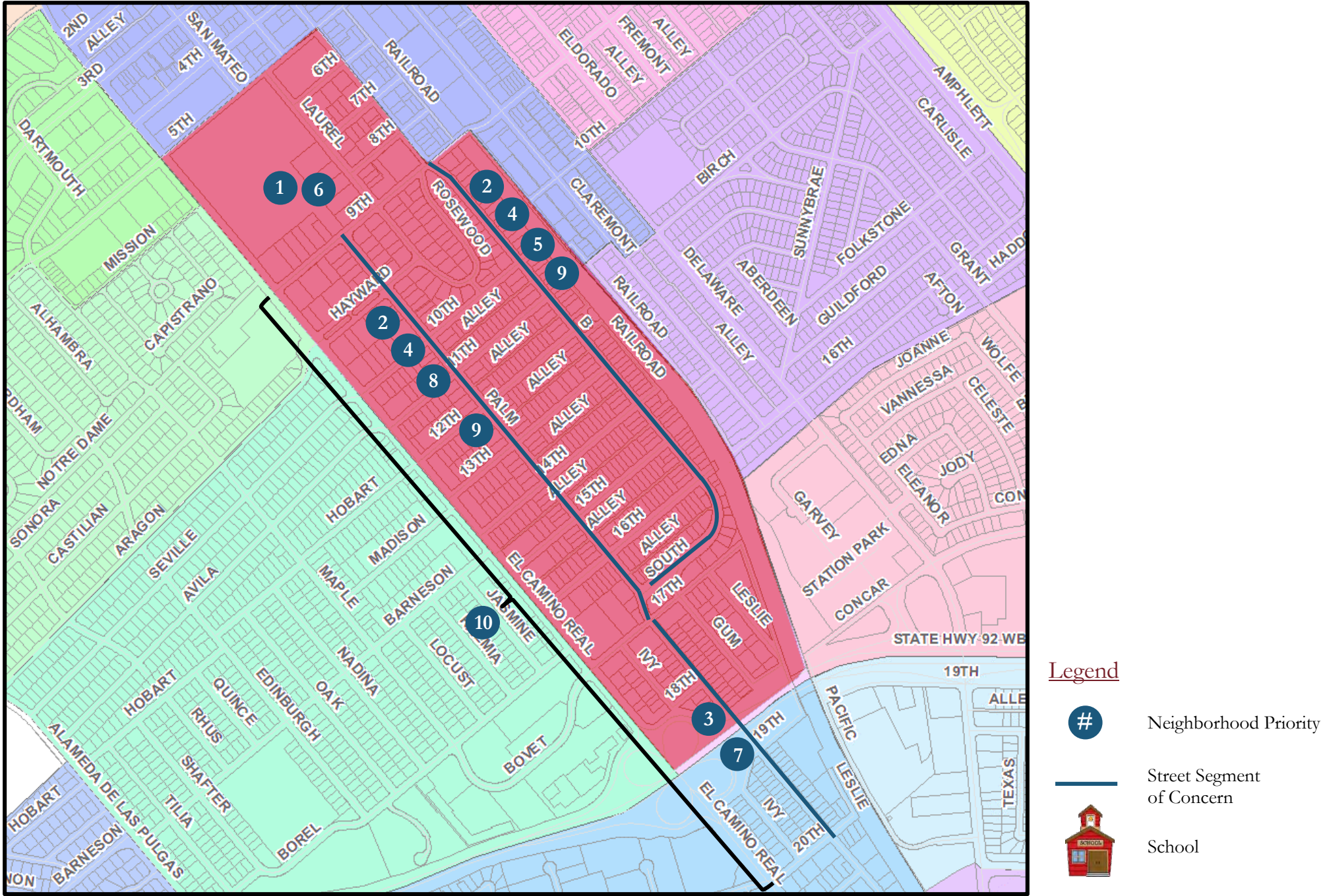
The Hayward Park Traffic Forum Steering Committee identified their top ten traffic concerns based on information provided to them at the City meeting on May 16, 2016.

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 – Hayward Park Top Ten Traffic Concerns**

Neighborhood Priority	Location	Interests and Reasons
1	Hayward Park area	Unique Neighborhood Concerns (Requesting additional street lighting on side streets to improve safety and remove blight)
2	All intersections on Palm Avenue and S. B Street	Roadway Conduct (Install crosswalks with flashing lights at all intersections of Palm and B in order to address safety concerns for pedestrians)
3	Palm Avenue (17 <sup>th</sup> to 20 <sup>th</sup> Avenue)	Speeding (Requesting to reduce speed limit from 30 mph to 25 mph and rezone the area to residential)
4	Palm Avenue and S. B Street at the intersections with 10 <sup>th</sup> , 14 <sup>th</sup> , 16 <sup>th</sup> or 10 <sup>th</sup> , 13 <sup>th</sup> , 15 <sup>th</sup> 17 <sup>th</sup>	Speeding (Install stop signs and crosswalks at every other intersection along Palm and B to address speeding and failure of drivers to yield to pedestrians)
5	S. B Street	Parking (Remove parking at all intersections along B including alleys to improve sight distance)
6	Hayward Park area	Speeding
7	Palm Avenue (17 <sup>th</sup> to 20 <sup>th</sup> Avenue)	Speeding and Roadway Conduct (Paint bike lanes on Palm between 17 <sup>th</sup> and 20 <sup>th</sup> to improve safety and reduce speeding)
8	Palm Avenue	Speeding and Roadway Conduct (Paint a center median on Palm to slow speeders and discourage passing)
9	All intersection on Palm Avenue and S. B Street	Speeding and Roadway Conduct (Install bulb-outs on all intersection along Palm and B in order to reduce speeding and prevent bad driver behavior, like making “donuts” in intersection)
10	Local streets south of 9 <sup>th</sup> and north of 20 <sup>th</sup> Avenues	Speeding (Paint median lines on local streets between 9 <sup>th</sup> and 20 <sup>th</sup> in order to reduce speeding. Paint the speed limit on roadways to advise drivers of speed limit)

Figure 3 – Hayward Park Traffic Forum Steering Committee Top Ten Traffic Concerns





# Neighborhood Recommendations and Implementation

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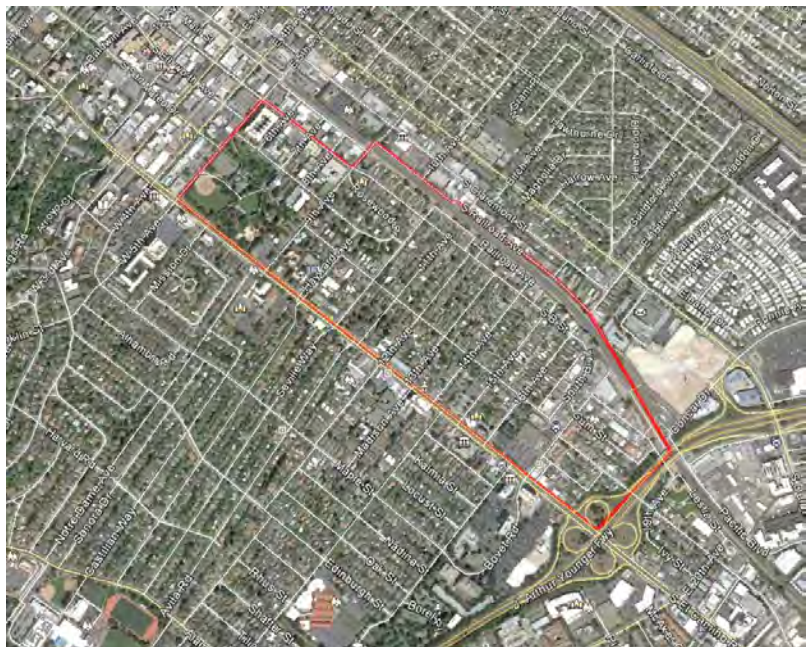
The City will utilize the process outlined in the “City Staff Evaluation Process” located at [www.sanmateo.org/traffic](http://www.sanmateo.org/traffic) to evaluate the neighborhood’s top ten concerns. The following section lists the top ten concerns followed by City recommendations for each item. Table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

## 1 – Hayward Park Area

Issue: Requesting additional street lighting on side streets to improve safety and remove blight.

### Discussion & Analysis:

The neighborhood is roughly bounded on the north by 9<sup>th</sup> Avenue, the mainline railroad tracks to the east, Highway 92 to the south; and El Camino Real on the west. Palm Avenue, 9<sup>th</sup> Avenue, and B Street are classified as collector roadways and El Camino Real is classified as an arterial roadway according to the San Mateo General Plan Street Classification. Highway 92 is classified as a freeway. The remainder of the roads are classified as local roadways. The speed limit within the neighborhood is 25 mph except for the following location: Palm Avenue south of 17<sup>th</sup> Avenue has a posted speed limit of 30 mph, and El Camino Real has a posted speed limit of 35 mph. Within the neighborhood are mainly single family homes with commercial businesses along El Camino Real and the south ends of Palm Avenue and South Boulevard. In addition, the Downtown District and Central Park are just to the north of the neighborhood.



The neighborhood is roughly bounded on the north by 9<sup>th</sup> Avenue, the mainline railroad tracks to the east, Highway 92 to the south; and El Camino Real on the west. Palm Avenue, 9<sup>th</sup> Avenue, and B Street are classified as collector roadways and El Camino Real is classified as an arterial roadway according to the San Mateo General Plan Street Classification. Highway 92 is classified as a freeway. The remainder of the roads are classified as local roadways. The speed limit within the neighborhood is 25 mph except for the following location: Palm Avenue south of 17<sup>th</sup> Avenue has a posted speed limit of 30 mph, and El Camino Real has a posted speed limit of 35 mph. Within the neighborhood are mainly single family homes with commercial businesses along El Camino Real and the south ends of Palm Avenue and South Boulevard. In addition, the Downtown District and Central Park are just to the north of the neighborhood.

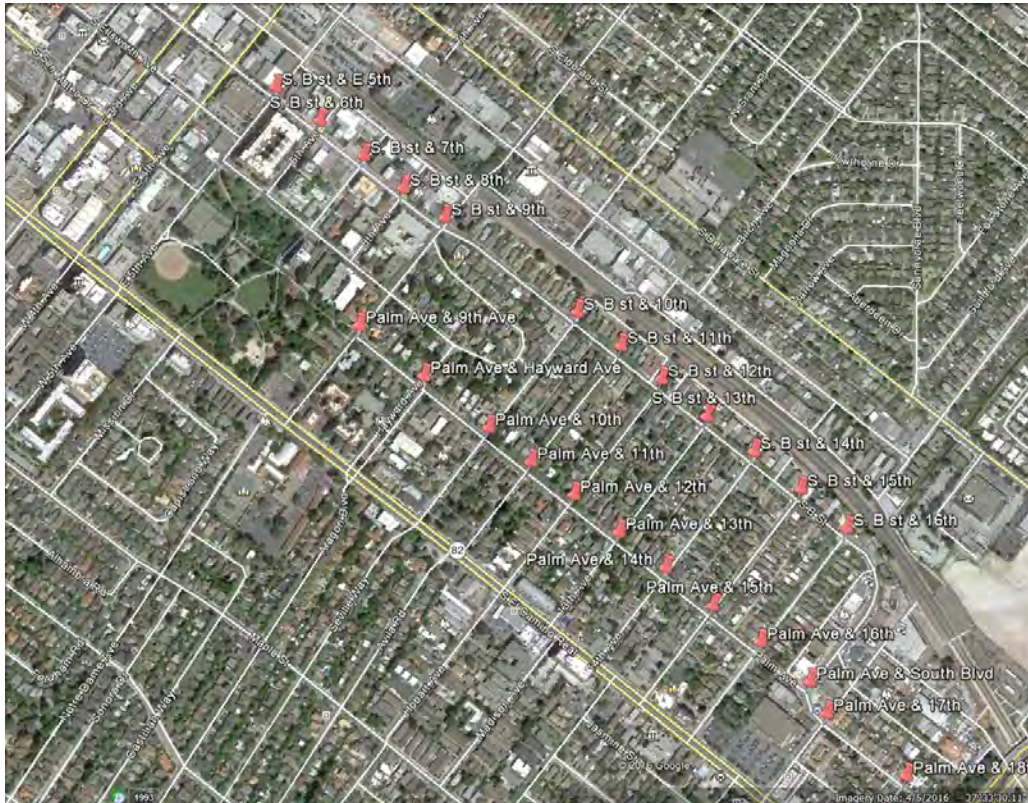
Ideally, street lights should be placed every 200’-300’ in order to provide sufficient lighting for the roadway. San Mateo recently completed a project that replaced the existing high pressure sodium (HPS) lamps with LED. The LED luminaires are energy-efficient, cost less, and provide better lighting. In the Hayward Park area, lights are typically placed at intersections and mid-block.

Recommendations:

- Pedestrian scale street lights are recommended on Palm Avenue between 9<sup>th</sup> Avenue and E. 25<sup>th</sup> Avenue (per Citywide Pedestrian Master Plan). Project funding will be requested through the Capital Improvement Program.
- Future lighting recommendations will be proposed upon completion of the first segment. Proposals will be based on Citywide Pedestrian Plan.

## 2 – Palm Avenue and S. B Street

Issue: Roadway Conduct (Install crosswalks with flashing lights at all intersections of Palm and S. B in order to address safety concerns for pedestrians)



### Discussion & Analysis:

Palm Avenue between 9<sup>th</sup> Avenue and South Boulevard is a two-way roadway with a striped yellow centerline and bike lanes in both directions. The segment length is approximately 3,000 feet. There is parking and sidewalks on both sides of the street. The roadway is classified as a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 25 mph. There are ten intersections within this segment spaced approximately 300 feet apart. The 9<sup>th</sup> Avenue intersection is a “Tee” intersection controlled by all-way stop signs and marked crosswalks across Palm Avenue and the west leg of 9<sup>th</sup> Avenue. All minor approaches are controlled by stop signs. The intersection with 12<sup>th</sup> Avenue is controlled by all-way stop signs. There are marked crosswalks at the south Palm Avenue approach at Hayward Avenue, the south Palm Avenue approach at 12<sup>th</sup> Avenue, the south Palm Avenue approach at 15<sup>th</sup> Avenue, and the south Palm Avenue approach at South Boulevard. The roadway is fronted mainly by single family homes with some multi-family buildings at the south end.

S. B St. between 9<sup>th</sup> Avenue and 16<sup>th</sup> Avenue is a two-way roadway approximately 2,800 feet in length with a striped yellow centerline. There is parking and sidewalks on both sides of the street. The roadway is classified as a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 25 mph. There are eight intersections along this segment. The intersection with

9<sup>th</sup> Avenue is signalized with marked crosswalks across all approaches. The next intersection is approximately 900 feet south at 10<sup>th</sup> Avenue. The subsequent intersections are spaced at approximately 300 foot intervals. All minor approaches are controlled by stop signs. The intersection with 13<sup>th</sup> Avenue is controlled by all-way stop signs. There are marked crosswalks at the S. B Street approach at 12<sup>th</sup> Avenue, the north B Street approach at 15<sup>th</sup> Avenue, and the S. B Street approach at 16<sup>th</sup> Avenue. The roadway is fronted mainly single family homes with multi-family buildings and commercial uses intermixed.

#### Recommendations:

- PW recommends installation of rectangular rapid flashing beacons (RRFBs) at Palm Avenue/15<sup>th</sup> Avenue and S. B Street/Hanrahan Court at existing high-visibility crosswalks.
- PW will conduct additional pedestrian counts on Palm Avenue and S. B Street to determine if additional RRFBs are required at high pedestrian volume intersections.



### 3 – Palm Avenue (17<sup>th</sup> to 20<sup>th</sup> Avenue)

Issue: Speeding (Requesting to reduce speed limit from 30 mph to 25 mph and rezone the area to residential)

#### Discussion & Analysis:

Palm Avenue between 17<sup>th</sup> Avenue and 20<sup>th</sup> Avenue is a two-way roadway approximately 2,000 feet in length with a striped yellow centerline. There is parking and sidewalks on both sides of the street. “Sharrow” markings are placed in both directions between 17<sup>th</sup> Avenue and 19<sup>th</sup> Avenue. The roadway is a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 30 mph. Palm Avenue at 17<sup>th</sup> Avenue is controlled by all-way stop signs and all approaches have marked crosswalks. Palm Avenue at 18<sup>th</sup> Avenue is a “Tee” intersection



with a stop control on 18<sup>th</sup> Avenue. Palm Avenue at 19<sup>th</sup> Avenue is controlled by all-way stop signs and only the south Palm Avenue approach has a marked crosswalk. Palm Avenue at 20<sup>th</sup> Avenue is controlled by all-way stop signs with no marked crosswalks. The segment is fronted mainly with single family homes with several apartment complexes at the north end. The segment provides access between areas north and south of Highway 92.

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

Date	Street - Segment	Posted Speed Limit (mph)	85 <sup>th</sup> Percentile Speed Limit (mph)
September 2015	Palm Avenue – 17 <sup>th</sup> Avenue to 20 <sup>th</sup> Avenue	30	32
November 2016	Palm Avenue – 17 <sup>th</sup> Avenue to 20 <sup>th</sup> Avenue	30	32.6

This segment of Palm has a posted speed limit of 30 mph based on a speed radar survey that was conducted in September 2015. This radar survey will be in effect for 7 years from the date conducted. Additional information about how speed limits are set can be found on the “City Staff Evaluation Process” webpage located at [www.sanmateo.org/traffic](http://www.sanmateo.org/traffic). An additional speed survey was conducted in November 2016, where the 85<sup>th</sup> percentile was determined to be 32.6 mph.

Recommendations:

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

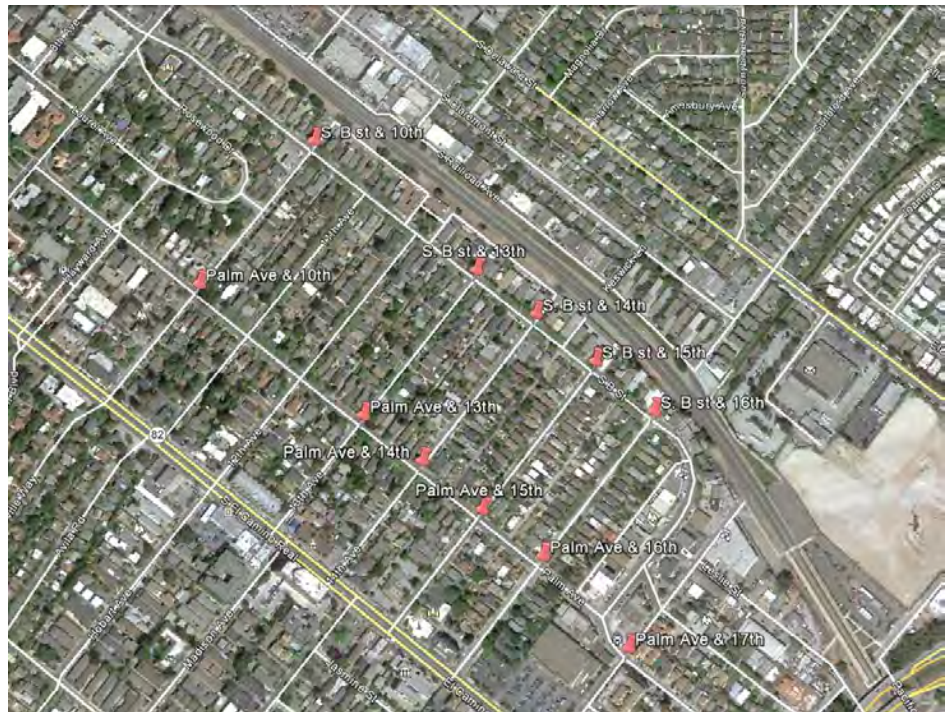


#### 4 – Palm Avenue and S. B Street at the intersections with 10<sup>th</sup>, 14<sup>th</sup>, 16<sup>th</sup> or 10<sup>th</sup>, 13<sup>th</sup>, 15<sup>th</sup>, 17<sup>th</sup>

Issue: Speeding (Install stop signs and crosswalks at every other intersection along Palm and S. B to address speeding and failure of drivers to yield to pedestrians)

##### Discussion & Analysis:

Palm Avenue between 9<sup>th</sup> Avenue and South Boulevard is a two-way roadway with a striped yellow centerline and bike lanes in both directions. The segment length is approximately 3,000 feet. There is parking and sidewalks on both sides of the street. The roadway is classified as a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 25 mph. There are ten intersections within



this segment spaced approximately 300 feet apart. The 9<sup>th</sup> Avenue intersection is a “Tee” intersection controlled by all-way stop signs and marked crosswalks across Palm Avenue and the west leg of 9<sup>th</sup> Avenue. All minor approaches are controlled by stop signs. The intersection with 12<sup>th</sup> Avenue is controlled by all-way stop signs. There are marked crosswalks at the south Palm Avenue approach at Hayward Avenue, the south Palm Avenue approach at 12<sup>th</sup> Avenue, the south Palm Avenue approach at 15<sup>th</sup> Avenue, and the south Palm Avenue approach at South Boulevard. The roadway is fronted mainly by single family homes with some multi-family buildings at the south end.

S. B Street between 9<sup>th</sup> Avenue and 16<sup>th</sup> Avenue is a two-way roadway approximately 2,800 feet in length with a striped yellow centerline. There is parking and sidewalks on both sides of the street. The roadway is classified as a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 25 mph. There are eight intersections along this segment. The intersection with 9<sup>th</sup> Avenue is signalized with marked crosswalks across all approaches. The next intersection is approximately 900 feet south at 10<sup>th</sup> Avenue. The subsequent intersections are spaced at approximately 300 foot intervals. All minor approaches are controlled by stop signs. The intersection with 13<sup>th</sup> Avenue is controlled by all-way stop signs. There are marked crosswalks at the south B Street approach at 12<sup>th</sup> Avenue, the north B Street approach at 15<sup>th</sup> Avenue, and the south B Street approach at 16<sup>th</sup>

Avenue. The roadway is fronted mainly single family homes with multi-family buildings and commercial uses intermixed.

Per City Council-approved *Stop Sign Policy and Procedures* document (approved February 2009) and Section 2B.04 *Right-of-Way at Intersections* in the California Manual on Uniform Traffic Control Devices found here: <http://www.dot.ca.gov/trafficops/camutcd/docs/CAMUTCD2014-Chap2B.pdf#page=3>, “YIELD or STOP signs should not be used for speed control.”

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	Street - Segment	Posted Speed Limit (mph)	85 <sup>th</sup> Percentile Speed Limit (mph)
August 2015	Palm Avenue – Hayward to 10 <sup>th</sup> Ave	25	32.9
August 2012	Palm Avenue – 12 <sup>th</sup> Ave to 13 <sup>th</sup> Ave	25	29.5
August 2012	Palm Avenue – 13 <sup>th</sup> Ave to 14 <sup>th</sup> Ave	25	33.8
August 2016	Palm Avenue – 14 <sup>th</sup> Ave to 15 <sup>th</sup> Ave	25	33.2
August 2016	Palm Avenue – 15 <sup>th</sup> Ave to 16 <sup>th</sup> Ave	25	31.9
September 2015	Palm Avenue – 17 <sup>th</sup> Ave to 20 <sup>th</sup> Ave	30	32
September 2015	S. B Street – 9 <sup>th</sup> Ave to 16 <sup>th</sup> Ave	25	32
November 2016	Palm Avenue – 17 <sup>th</sup> Ave to 20 <sup>th</sup> Ave	30	32.6

The table below summarizes stop sign studies that have been conducted.

Year Completed	Intersection	Stop Sign Warranted?	Notes
2016	Palm Avenue/15 <sup>th</sup> Avenue	No	Red curb installed at intersection to improve visibility
2012	Palm Avenue/13 <sup>th</sup> Avenue	No	Red curb installed at intersection to improve visibility
2007/2009	S. B Street/10 <sup>th</sup> Avenue	No/No	Red curb installed at intersection to improve visibility/No additional improvements

Recommendations:

- Place the portable radar board in both directions on Palm Avenue and S. B Street
- Conduct strategic enforcement based on the violation threshold.
- Because Palm Avenue and S. B Street are classified as collector streets in the Circulation Element of the General Plan, they do 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.

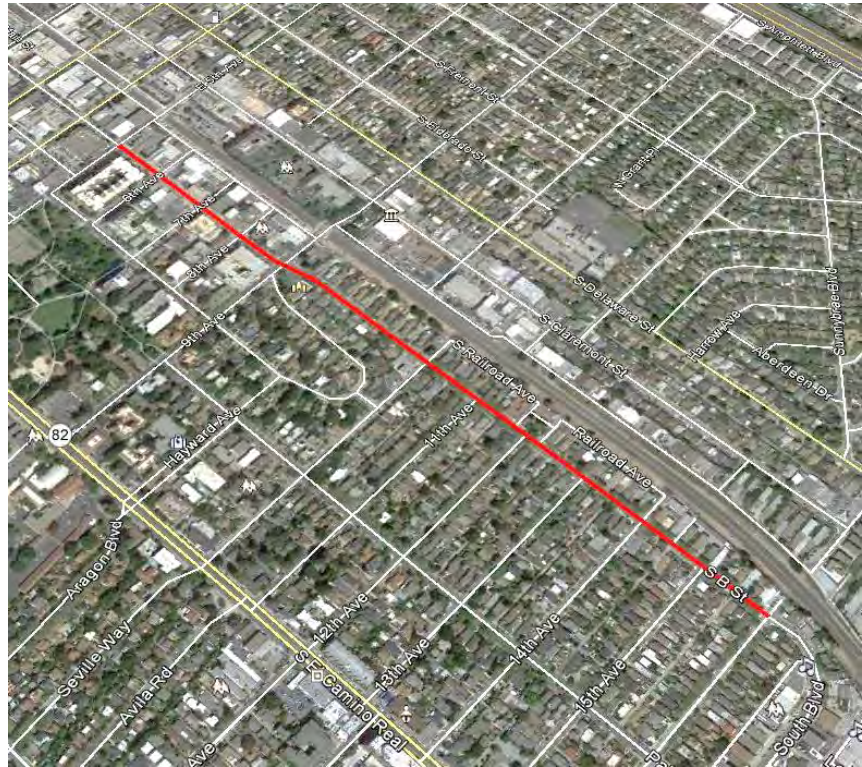


## 5 – S. B Street

Issue: Parking (Remove parking at all intersections along B Street including alleys to improve sight distance)

### Discussion & Analysis:

B St. between 9<sup>th</sup> Avenue and 16<sup>th</sup> Avenue is a two-way roadway approximately 2,800 feet in length with a striped yellow centerline. There is parking and sidewalks on both sides of the street. The roadway is classified as a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 25 mph. There are eight intersections along this segment. The intersection with 9<sup>th</sup> Avenue is signalized with marked crosswalks across all approaches. The next intersection is approximately 900 feet south at 10<sup>th</sup> Avenue. The subsequent intersections are spaced at approximately 300



foot intervals. All minor approaches are controlled by stop signs. The intersection with 13<sup>th</sup> Avenue is controlled by all-way stop signs. There are marked crosswalks at the south B Street approach at 12<sup>th</sup> Avenue, the north B Street approach at 15<sup>th</sup> Avenue, and the south B Street approach at 16<sup>th</sup> Avenue. The roadway is fronted mainly single family homes with multi-family buildings and commercial uses intermixed.

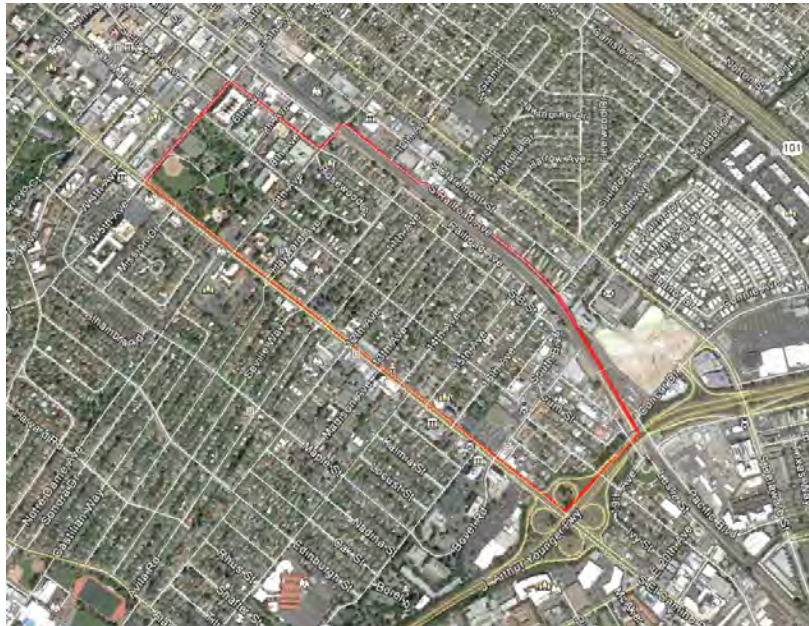
### Recommendations:

- PW will review existing red curb and install new or additional red curb at uncontrolled intersections and alleys where needed

## 6 – Hayward Park area

Issue: Speeding

Discussion & Analysis:



The neighborhood is roughly bounded on the north by 9<sup>th</sup> Avenue, the mainline railroad tracks to the east, Highway 92 to the south; and El Camino Real on the west. Palm Avenue, 9<sup>th</sup> Avenue, and B Street are classified as collector roadways and El Camino Real is classified as an arterial roadway according to the San Mateo General Plan Street Classification. Highway 92 is classified as a freeway. The remainder of the roads are classified as local roadways. The speed limit within the neighborhood is 25 mph except for the following location: Palm

Avenue south of 17<sup>th</sup> Avenue has a posted speed limit of 30 mph, and El Camino Real has a posted speed limit of 35 mph. Within the neighborhood are mainly single family homes with commercial businesses along El Camino Real and the south ends of Palm Avenue and South Boulevard. In addition, the Downtown District and Central Park are just to the north of the neighborhood.

Patrolling the entire neighborhood for speeding violations would not be an effective use of Police time, but the City understands that these violations can have a dramatic effect on safety and quality of life. Therefore, it is recommended that the Hayward Park TFSC work with City departments including Public Works and the Police Department to identify the priority roadway segments 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 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:

- Staff to receive list from TFSC on top speed 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.



## 7 – Palm Avenue (17th to 20th Avenue)

Issue: Speeding and Roadway Conduct (Paint bike lanes on Palm between 17th and 20th to improve safety and reduce speeding)

### Discussion & Analysis:

Palm Avenue between 17<sup>th</sup> Avenue and 20<sup>th</sup> Avenue is a two-way roadway approximately 2,000 feet in length with a striped yellow centerline. There is parking and sidewalks on both sides of the street. “Sharrow” markings are placed in both directions between 17<sup>th</sup> Avenue and 19<sup>th</sup> Avenue. The roadway is a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 30 mph. Palm Avenue at 17<sup>th</sup> Avenue is controlled by all-way stop



signs and all approaches have marked crosswalks. Palm Avenue at 18<sup>th</sup> Avenue is a “Tee” intersection with a stop control on 18<sup>th</sup> Avenue. Palm Avenue at 19<sup>th</sup> Avenue is controlled by all-way stop signs and only the south Palm Avenue approach has a marked crosswalk. Palm Avenue at 20<sup>th</sup> Avenue is controlled by all-way stop signs with no marked crosswalks. The segment is fronted mainly with single family homes with several apartment complexes at the north end. The segment provides access between areas north and south of Highway 92.

According to San Mateo’s *Bicycling Master Plan*, adopted in October 2011, it was recommended to install Class III bike facilities on Palm Avenue from South Boulevard to 19<sup>th</sup> Avenue. Class III plus shared lane markings (also known as “sharrows”) were recommended for Palm Avenue from 19<sup>th</sup> Avenue to E. 25<sup>th</sup> Avenue. All improvements have been installed as a result of this recommendation. A Class III bike lane provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing. Sharrows are added to Class III routes in order to emphasize to drivers that the roadway is shared with bicyclists. Based on the street widths on these segments of Palm Avenue, a Class III bike lane was recommended in order to retain on-street parking for the residents.

### Recommendations:

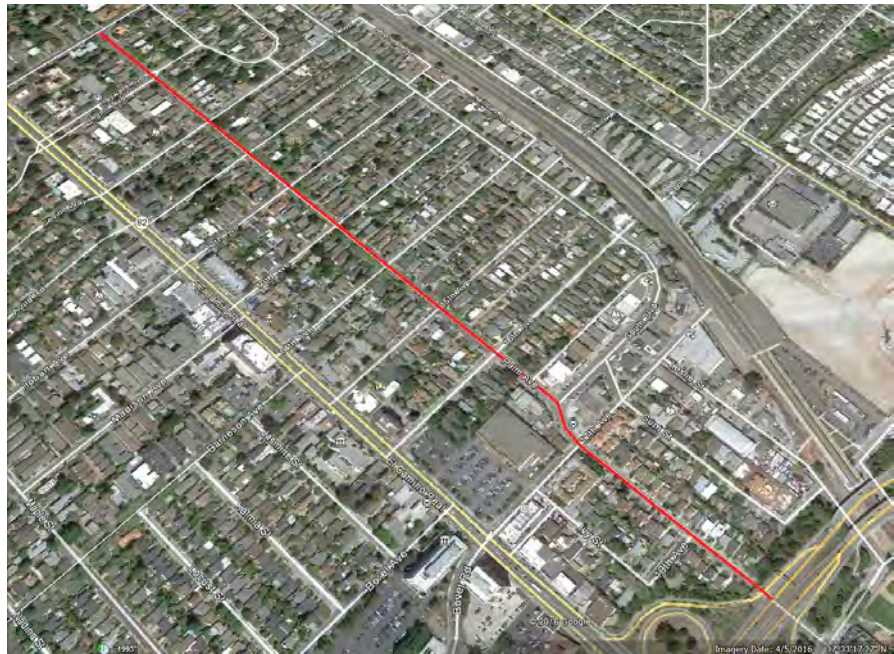
- Reevaluate Palm Avenue for Class II bike lanes when the *Bicycle Master Plan* is updated in 2017. Class II bike lanes would require removal of on-street parking on one, but potentially both, sides of the roadway. This will need to be supported by the adjacent residents in order to implement.

## 8 – Palm Ave

Issue: Speeding and Roadway Conduct (Paint a center median on Palm to slow speeders and discourage passing)

### Discussion & Analysis:

Palm Avenue between 9th Avenue and South Boulevard is a two-way roadway with a yellow centerline comprised of raised pavement markers and bike facilities in both directions. The segment length is approximately 3,000 feet. There is parking and sidewalks on both sides of the street. The roadway is classified as a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 25 mph. There are ten intersections within this segment spaced



approximately 300 feet apart. The 9th Avenue intersection is a “Tee” intersection controlled by all-way stop signs and marked crosswalks across Palm Avenue and the west leg of 9th Avenue. All minor approaches are controlled by stop signs. The intersection with 12th Avenue is controlled by all-way stop signs. There are marked crosswalks at the south Palm Avenue approach at Hayward Avenue, the south Palm Avenue approach at 12th Avenue, the south Palm Avenue approach at 15th Avenue, and the south Palm Avenue approach at South Boulevard. The roadway is fronted mainly by single family homes with some multi-family buildings at the south end.

Palm Avenue between South Boulevard and E. 25<sup>th</sup> Avenue is a two-way roadway with a yellow centerline comprised of raised pavement markers and bike facilities in both directions. The segment length is approximately 4,000 feet. There is parking and sidewalks on both sides of the street. The roadway is classified as a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 30 mph. There are five intersections within this segment spaced at varying lengths. The 17th Avenue intersection is a four-way intersection controlled by all-way stop signs and marked crosswalks across Palm Avenue and 17th Avenue. The 19th Avenue intersection is a four-way intersection controlled by all-way stop signs and marked crosswalks across Palm Avenue on the north side. The 20th Avenue intersection is a four-way intersection controlled by all-way stop signs and contains no marked crosswalks. All minor approaches are controlled by stop signs. The roadway is fronted by single family homes with commercial buildings at the south end.

Recommendations:

- PW recommends removal of existing raised pavement markers and installation of striped double-yellow centerline on Palm Avenue from 9<sup>th</sup> Avenue to E. 25<sup>th</sup> Avenue.

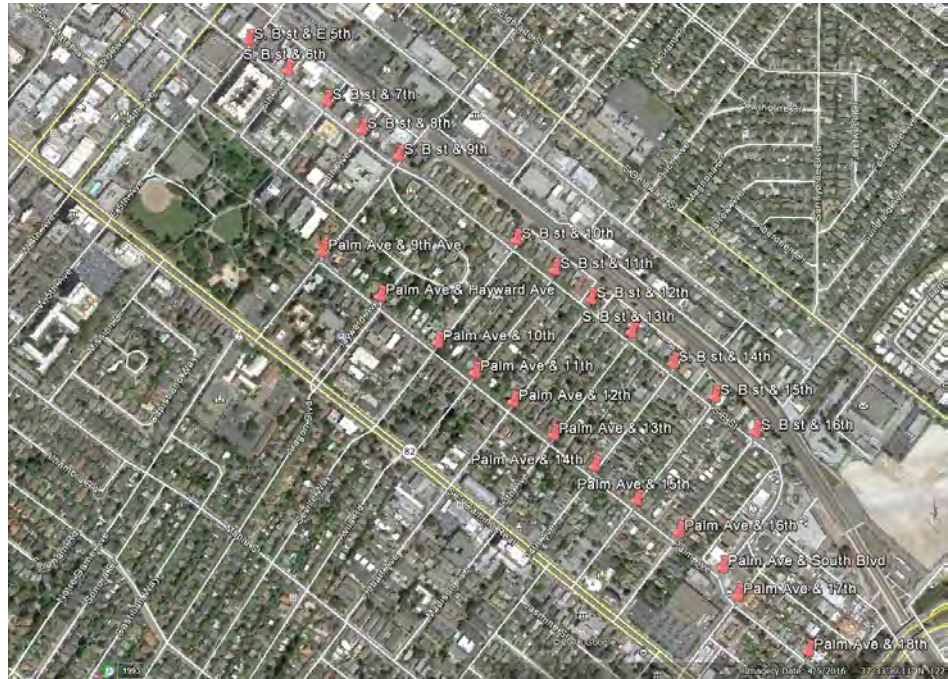


## 9 – All intersections on Palm Avenue and S. B Street

Issue: Speeding and Roadway Conduct (Install bulb-outs on all intersection along Palm and B in order to reduce speeding and prevent bad driver behavior, like making “donuts” in intersection)

### Discussion & Analysis:

Palm Avenue between 9<sup>th</sup> Avenue and South Boulevard is a two-way roadway with a striped yellow centerline and bike lanes in both directions. The segment length is approximately 3,000 feet. There is parking and sidewalks on both sides of the street. The roadway is classified as a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 25 mph. There are ten



intersections within this segment spaced approximately 300 feet apart. The 9<sup>th</sup> Avenue intersection is a “Tee” intersection controlled by all-way stop signs and marked crosswalks across Palm Avenue and the west leg of 9<sup>th</sup> Avenue. All minor approaches are controlled by stop signs. The intersection with 12<sup>th</sup> Avenue is controlled by all-way stop signs. There are marked crosswalks at the south Palm Avenue approach at Hayward Avenue, the south Palm Avenue approach at 12<sup>th</sup> Avenue, the south Palm Avenue approach at 15<sup>th</sup> Avenue, and the south Palm Avenue approach at South Boulevard. The roadway is fronted mainly by single family homes with some multi-family buildings at the south end.

S. B Street between 9<sup>th</sup> Avenue and 16<sup>th</sup> Avenue is a two-way roadway approximately 2,800 feet in length with a striped yellow centerline. There is parking and sidewalks on both sides of the street. The roadway is classified as a collector according to the San Mateo General Plan Street Classification. The posted speed limit is 25 mph. There are eight intersections along this segment. The intersection with 9<sup>th</sup> Avenue is signalized with marked crosswalks across all approaches. The next intersection is approximately 900 feet south at 10<sup>th</sup> Avenue. The subsequent intersections are spaced at approximately 300 foot intervals. All minor approaches are controlled by stop signs. The intersection with 13<sup>th</sup> Avenue is controlled by all-way stop signs. There are marked crosswalks at the south B Street approach at 12<sup>th</sup> Avenue, the north B Street approach at 15<sup>th</sup> Avenue, and the south B Street approach at 16<sup>th</sup> Avenue. The roadway is fronted mainly single family homes with multi-family buildings and commercial uses intermixed.



Recommendations:

- Because Palm Avenue and S. B Street are classified as collector streets in the Circulation Element of the General Plan, they do 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.

## 10 – Local streets south of 9th and north of 20th Avenues

Issue: Speeding (Paint median lines on local streets between 9th and 20th in order to reduce speeding. Paint the speed limit on roadways to advise drivers of speed limit)

Discussion & Analysis:



Within the Hayward Park neighborhood, 9<sup>th</sup> Avenue to 20<sup>th</sup> Avenue is mainly fronted by single family homes. Generally, parking is allowed and there are sidewalks on both sides of the street. Right-of-Way width is 60 feet and the roadway width is 40 feet for these streets except for a few of the following locations: 16<sup>th</sup> Avenue has a 70-foot right-of-way and 46-foot-wide roadway, 17<sup>th</sup> Avenue has a 46-foot right-of-way and a 35-foot-wide roadway, 19<sup>th</sup> Avenue west of Palm Avenue has a 50-foot right-of-way and a 34-foot-wide roadway, and 20<sup>th</sup>

Avenue has a 60-foot right-of-way and a 32-foot-wide roadway.

Recommendations:

- Place the portable radar board in both directions on local streets south of 9<sup>th</sup> and north of 20<sup>th</sup> Avenues.
- Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.

**Table 2 - Top Ten List with Funding Sources – Hayward Park**

Neighborhood Priority	Location	Key Issues (Interests and Reasons)	Improvements	Potential Funding Source	Estimated Cost
1	Hayward Park area	Unique Neighborhood Concerns (Requesting additional street lighting on side streets to improve safety and remove blight)	<ul style="list-style-type: none"> <li>Pedestrian scale street lights are recommended on Palm Avenue between 9<sup>th</sup> Avenue and E. 25<sup>th</sup> Avenue (per Citywide Pedestrian Master Plan). Project funding will be requested through the Capital Improvement Program.</li> <li>Future lighting recommendations will be proposed upon completion of the first segment. Proposals will be based on Citywide Pedestrian Plan.</li> </ul>	Measure S	\$3M capital; \$200,000 staff
2	All intersections on Palm Avenue and S. B Street	Roadway Conduct (Install crosswalks with flashing lights at all intersections of Palm and B in order to address safety concerns for pedestrians)	<ul style="list-style-type: none"> <li>PW recommends installation of rectangular rapid flashing beacons (RRFBs) at Palm Avenue/15<sup>th</sup> Avenue and S. B Street/Hanrahan Court at existing high-visibility crosswalks.</li> <li>PW will conduct additional pedestrian counts on Palm Avenue and S. B Street to determine if additional RRFBs are required at high pedestrian volume intersections.</li> </ul>	Citywide Traffic Calming (466600)	\$35,000 capital; \$2,500 staff (one-time)
3	Palm Avenue (17 <sup>th</sup> to 20 <sup>th</sup> Avenue)	Speeding (Requesting to reduce speed limit from 30 mph to 25 mph and rezone the area to residential)	<ul style="list-style-type: none"> <li>Place the portable radar board in both directions.</li> <li>Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.</li> </ul>	-	\$0
4	Palm Avenue and S. B Street at the intersections with 10 <sup>th</sup> , 14 <sup>th</sup> , 16 <sup>th</sup> or 10 <sup>th</sup> , 13 <sup>th</sup> , 15 <sup>th</sup> 17 <sup>th</sup>	Speeding (Install stop signs and crosswalks at every other intersection along Palm and B to address speeding and failure of drivers to yield to pedestrians)	<ul style="list-style-type: none"> <li>Place the portable radar board in both directions on Palm Avenue and S. B Street</li> <li>Conduct strategic enforcement based on the violation threshold.</li> <li>Because Palm Avenue and S. B Street are classified as collector streets in the Circulation Element of the General Plan, they do 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); See item 6
5	S. B Street	Parking (Remove parking at all intersections along B including alleys to improve sight distance)	<ul style="list-style-type: none"> <li>PW will review existing red curb and install new or additional red curb at uncontrolled intersections and alleys where needed.</li> </ul>	Citywide Traffic Calming (466600)	\$2,500 staff (one-time)
6	Hayward Park area	Speeding	<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> </ul>	PD operating budget	\$10,000/yr on-going
7	Palm Avenue (17 <sup>th</sup> to 20 <sup>th</sup> Avenue)	Speeding and Roadway Conduct (Paint bike lanes on Palm between 17 <sup>th</sup> and 20 <sup>th</sup> to improve safety and reduce speeding)	<ul style="list-style-type: none"> <li>Reevaluate Palm Avenue for Class II bike lanes when the <i>Bicycle Master Plan</i> is updated in 2017. Class II bike lanes would require removal of on-street parking on one, but potentially both, sides of the roadway. This will need to be supported by the adjacent residents in order to implement.</li> </ul>	-	\$0
8	Palm Avenue	Speeding and Roadway Conduct (Paint a center median on Palm to slow speeders and discourage passing)	<ul style="list-style-type: none"> <li>PW recommends removal of existing raised pavement markers and installation of striped double-yellow centerline on Palm Avenue from 9<sup>th</sup> Avenue to E. 25<sup>th</sup> Avenue.</li> </ul>	Citywide Traffic Calming (466600)	\$20,000 capital; \$5,000 staff (one-time)
9	All intersections on Palm Avenue and S. B Street	Speeding and Roadway Conduct (Install bulb-outs on all intersection along Palm and B in order to reduce speeding and prevent bad driver behavior, like making “donuts” in intersection)	<ul style="list-style-type: none"> <li>Because Palm Avenue and S. B Street are classified as collector streets in the Circulation Element of the General Plan, they do 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> </ul>	-	\$0
10	Local streets south of 9 <sup>th</sup> and north of 20 <sup>th</sup> Avenues	Speeding (Paint median lines on local streets between 9 <sup>th</sup> and 20 <sup>th</sup> in order to reduce speeding. Paint the speed limit on roadways to advise drivers of speed limit)	<ul style="list-style-type: none"> <li>Place the portable radar board in both directions on local streets south of 9<sup>th</sup> and north of 20<sup>th</sup> Avenues.</li> <li>Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.</li> </ul>	Citywide Traffic Calming (466600)	\$1,000 staff; \$2,000/yr on-going

### Funding Summary:

- \$211,500 - Staff and Study Costs: Includes one-time cost for analysis and evaluation
- \$3,055,000 - Capital Costs: Includes construction costs such as street light project and sign installations
- \$10,000 – Annual Costs: Includes on-going costs for targeted police enforcement