



TRAFFIC ACTION PLAN

Glendale Village Neighborhood

CITY OF SAN MATEO

Draft February 2017

Table of Contents

Introduction	1
The Traffic Forum Process	3
Neighborhood Traffic Issues	5
Neighborhood Recommendations and Implementation	7

Introduction

The Glendale Village 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.

Glendale Village was the eighth 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 Mclellan Ave and East Hillsdale Boulevard, Highway 101 to the east, East 41st Place and East 40th Avenue to the south; and El Camino Real on the west. Within the neighborhood are mainly single family homes with commercial/retail uses on East Hillsdale Court. George Hall Elementary School is located within the neighborhood and have impacts on circulation within its boundaries. In addition, Hillsdale Boulevard provides access to Highway 101 and the Hillsdale Shopping Center. The study area is shown in Figure 1.

The planning process commenced on April 28, 2016 with the Traffic Forum meeting. The City developed a prioritization table based on comments received at the Traffic Forum. The City invited the Glendale Village Traffic Forum Steering Committee (TFSC), comprised of volunteer residents from the neighborhood, to meet on May 26, 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:

- Congestion/Cut-Through Traffic
- Roadway Conduct

The following are overall strategies that will be used to address the key issues in the Glendale Village Neighborhood:

- Cut-Through Traffic/Congestion
 - Cut-through traffic study to be completed on local/residential street to determine the total percentage of cut-through volume
 - NTMP guidelines will determine if these thresholds are met and if mitigation is needed
- 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 Glendale Village 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 Glendale Village 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, *Neighborhood Recommendations and Implementation* which describes the specific recommendations by location and summarizes potential opportunities for funding.



Figure 1 – Glendale Village 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 Glendale Village, there were three Police-related concerns and 21 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 Glendale Village TFSC on May 26, 2016 and were provided information packets which included their neighborhood's meeting notes, Peak Democracy 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 Glendale Village TFSC was comprised of eight residents who participated in the development of the top ten list.

Traffic Forum Steering Committee Members			
Steven Lesley	Dennis Murphy	Chris Young	Sandra Dellas
Amanda Johnson	Matt Leonard	Kathy Kerwyn	Jennifer Sandmeyer

On August 1, 2016, the Glendale Village 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.

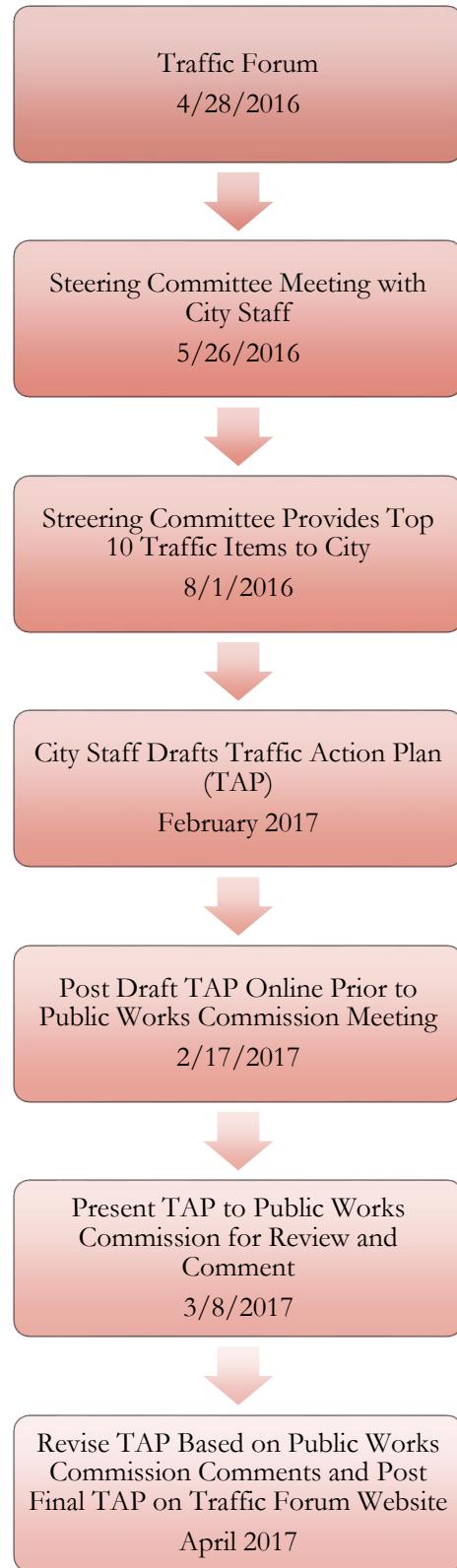


Figure 2 - Traffic Action Plan Development Flowchart

Neighborhood Traffic Issues

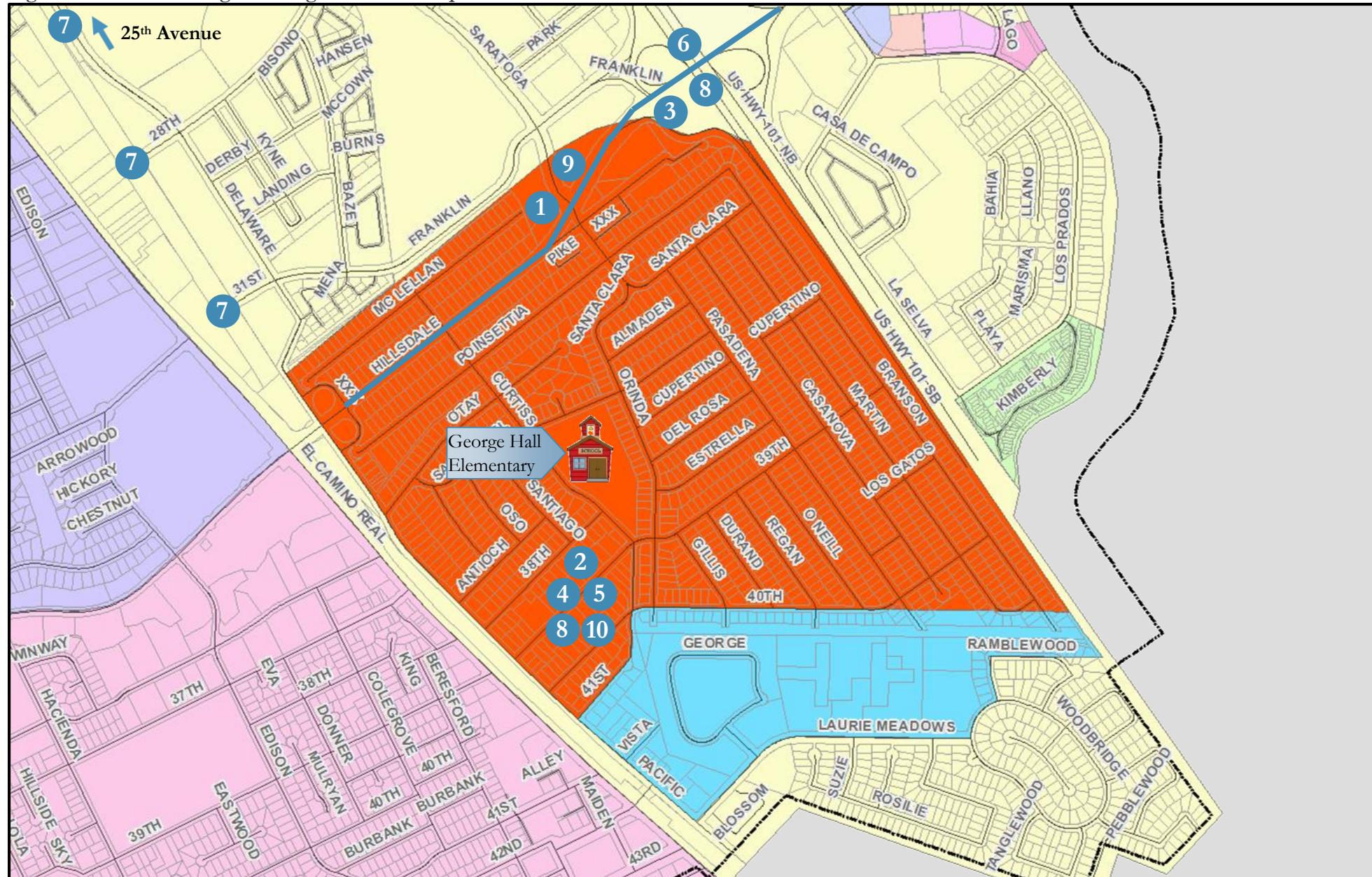
The Glendale Village Traffic Forum Steering Committee identified their top ten traffic concerns based on information provided to them at the City meeting on May 26, 2016.

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 – Glendale Village Top Ten Traffic Concerns

Neighborhood Priority	Location	Interests and Reasons
1	E. Hillsdale Boulevard/ Saratoga Drive	Congestion (Traffic gridlock)
2	Glendale Village Area	Congestion (Getting out of Glendale Village during morning and evening rush hour)
3	E. Hillsdale Boulevard	Congestion (Better timed traffic lights on E. Hillsdale Boulevard)
4	Glendale Village Area	Congestion (Require New Developments to Increase Street Infrastructure. New Developments have not & are not adding any new lanes. Traffic problems started with Bay Meadows development & will continue with expanding Bay Meadows & Kmart.)
5	Citywide	Congestion (Work with state agencies to alleviate traffic)
6	E. Hillsdale Boulevard	Congestion (Add lanes to E. Hillsdale Boulevard between Saratoga and Norfolk Street)
7	25 th , 28 th , and 31 st Avenues	Congestion (Grade separations at Caltrain at 25 th , 28 th , and 31 st Avenues)
8	Glendale Village Area	Cut-Through Traffic (Hillsdale traffic going through Glendale Village neighborhood)
9	E. Hillsdale Boulevard/ Saratoga Drive	Roadway Conduct (Relocate pedestrian walkway on Saratoga Drive crossing E. Hillsdale Blvd. to the west side of the street, which will increase the safety of pedestrians from right-turning cars onto eastbound Hillsdale Boulevard.)
10	Glendale Village Area	Cut-Through Traffic (Signage to keep non-neighborhood traffic out of Glendale Village)

Figure 3 - Glendale Village Steering Committee Top Ten Traffic Concerns



Legend

Neighborhood Priority

Street Segment of Concern



School

Neighborhood Recommendations and Implementation

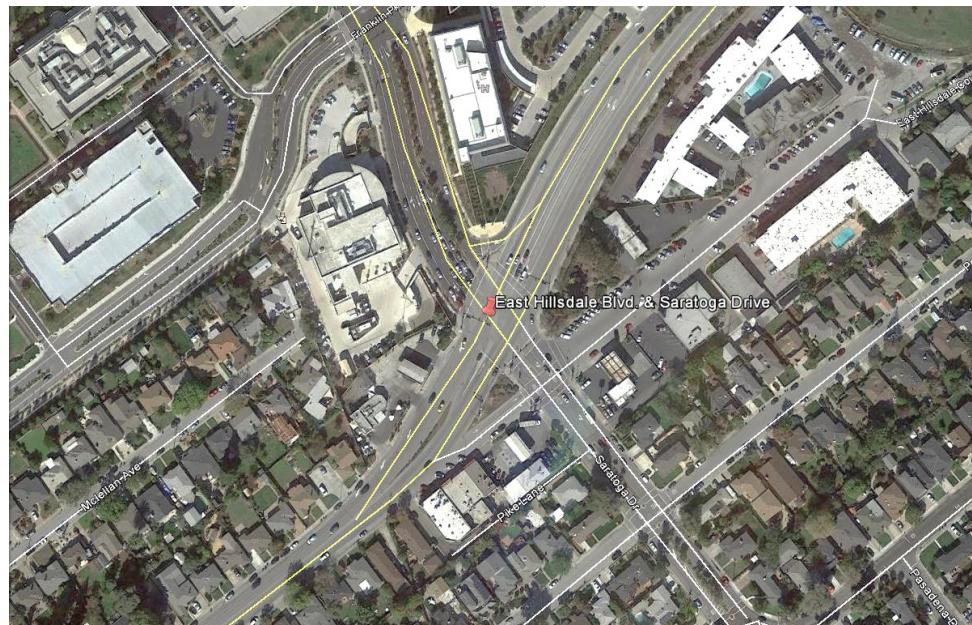
The following section presents the recommendations, listed by location. A detailed discussion is presented first followed by the recommendation in Table 3, as well as presented on a map for illustration.

1 – E. Hillsdale Boulevard/Saratoga Drive

Issue: Congestion (Traffic gridlock)

Discussion and Analysis:

East Hillsdale Boulevard is an east-west arterial which provides access to Highway 101. Saratoga Drive is a north-south arterial north of East Hillsdale Boulevard and a collector roadway south of East Hillsdale Boulevard. The posted speed limit is 35 MPH for East Hillsdale Boulevard and 30 MPH for Saratoga Boulevard. The intersection of East Hillsdale Boulevard and Saratoga Drive is controlled by a traffic signal. The eastbound approach has three eastbound through lanes and a separate left turn lane. There are three receiving lanes which merge into two through lanes. The northbound approach has a combination left turn/through lane and two separate right turn lanes. There are two receiving lanes. The westbound approach has two separate left turn lanes, three through lanes, and a separate right turn lane. There are three receiving lanes. The southbound approach has two separate left turn lanes, a separate through lane, a combination through/right turn lane, and a separate right turn lane. There is one receiving lane for the opposing through movement and one receiving lane for the westbound right turn movement. The surrounding area is residential, commercial and business. Pedestrian crossing is not allowed across the eastbound approach. There is red light camera enforcement on the southbound approach.



Recommendations:

- Public Works is currently conducting a traffic study along Hillsdale Boulevard between Curtiss Street and S. Norfolk Street. The study will recommend short-term and long-term improvements to the Hillsdale Corridor to address congestion concerns. Public Works anticipated implementing the short-term recommendations, which will include traffic signal timing changes, in Fiscal Year 2017/2018.

2 – Glendale Village Area

Issue: Congestion (Getting out of Glendale Village during morning and evening rush hour)

Discussion and Analysis:

The neighborhood is roughly bounded on the north by Mclellan Ave and East Hillsdale Boulevard, Highway 101 to the east, East 41st Place and East 40th Avenue to the south; and El Camino Real on the west. Within the neighborhood are mainly single family homes with commercial/retail uses on East Hillsdale Court. George Hall Elementary School is located within the neighborhood and have impacts on circulation within its boundaries. In addition, Hillsdale Boulevard provides access to Highway 101 and the Hillsdale Shopping Center. Neighborhood access is provided through intersections with East Hillsdale Boulevard and Pacific Avenue.



Recommendations:

- Public Works is currently conducting a traffic study along Hillsdale Boulevard between Curtiss Street and S. Norfolk Street. The study will recommend short-term and long-term improvements to the Hillsdale Corridor to address congestion concerns. Public Works anticipated implementing the short-term recommendations, which will include traffic signal timing changes, in Fiscal Year 2017/2018.
- 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. El Camino Real/42nd Avenue and 42nd Avenue/Pacific Boulevard were included in this project.

3 – E. Hillsdale Boulevard

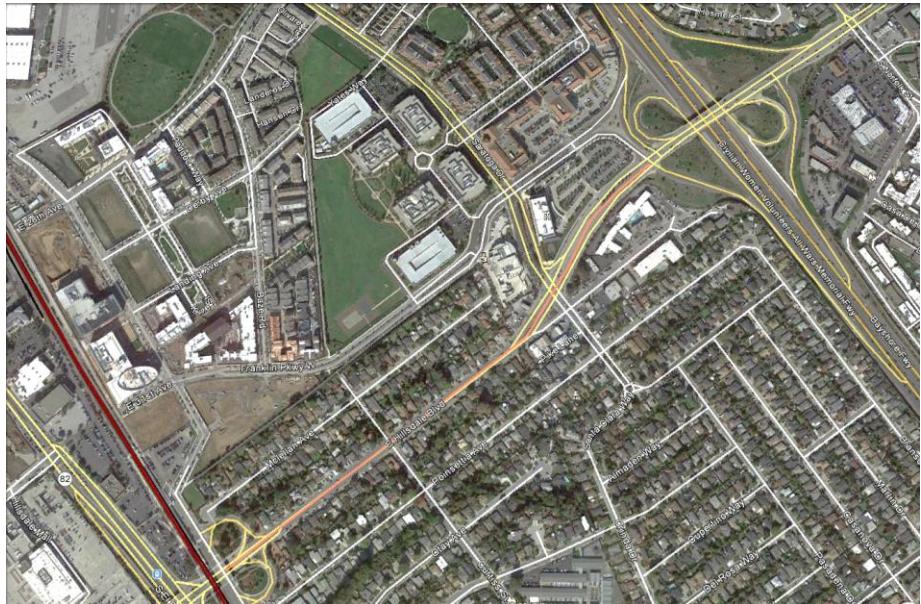
Issue: Congestion (Better timed traffic lights on E. Hillsdale Boulevard)

Discussion and Analysis:

East Hillsdale Boulevard is a four lane arterial roadway which provides access to Highway 101. The posted speed limit is 35 MPH. There are sidewalks and parking is allowed on both sides of the roadway. There are traffic signals at the intersections with Saratoga Avenue, Curtiss Street, and El Camino Real.

Recommendations:

- Public Works is currently conducting a traffic study along Hillsdale Boulevard between Curtiss Street and S. Norfolk Street. The study will recommend short-term and long-term improvements to the Hillsdale Corridor to address congestion concerns. Public Works anticipated implementing the short-term recommendations, which will include traffic signal timing changes, in Fiscal Year 2017/2018.



4 – Glendale Village Area

Issue: Congestion (Require New Developments to Increase Street Infrastructure. New Developments have not & are not adding any new lanes. Traffic problems started with Bay Meadows development & will continue with expanding Bay Meadows & Kmart.)

Discussion and Analysis:

When a new development is proposed, a traffic impact analysis is conducted to determine the number of new vehicle trips produced by the development. The developer is then required to pay traffic impact fees, which can be used to construct improvements to the nearby roadway network, and to construct traffic mitigations identified in their environmental documentation. New roadways and new roadway infrastructure are installed based on expected volumes from both new developments, adjacent, and local land uses. Where new roadways are installed, connections to the existing roadway network are also based on expected volume and desired network flow operations.

Recommendations:

- The City will continue to require developers to conduct traffic impact analysis, pay traffic impact fees, and construct traffic mitigations where required.

5 – Citywide

Issue: Congestion (Work with state agencies to alleviate traffic)

Discussion and Analysis:

The City is currently working with regional and state agencies including Metropolitan Transportation Commission, City and County Association of Governments, San Mateo County Transportation Authority, and Caltrans. A few examples include:

- State Routes 92/82 (El Camino Real) Interchange Improvements: This project will replace the existing full cloverleaf interchange with a Partial Cloverleaf interchange, which will eliminate the existing SR-92 off-ramp loops and instead install two new signalized intersections. The proposed improvements would eliminate weaving (ingress and egress) movements between SR-92 and SR-82, and alleviates off-ramp backups. Construction is scheduled to start in Spring 2017 and will be completed by Summer 2018.
- 25th Avenue Grade Separation: This project will construct a grade separation at 25th Avenue, and roadway connections between Delaware and El Camino Real at 28th Avenue and 31st Avenue. The 28th and 31st Avenue roadway connections are anticipated to relieve traffic on E. Hillsdale Boulevard. Construction is scheduled to start in Summer 2017 and will be completed by 2019.

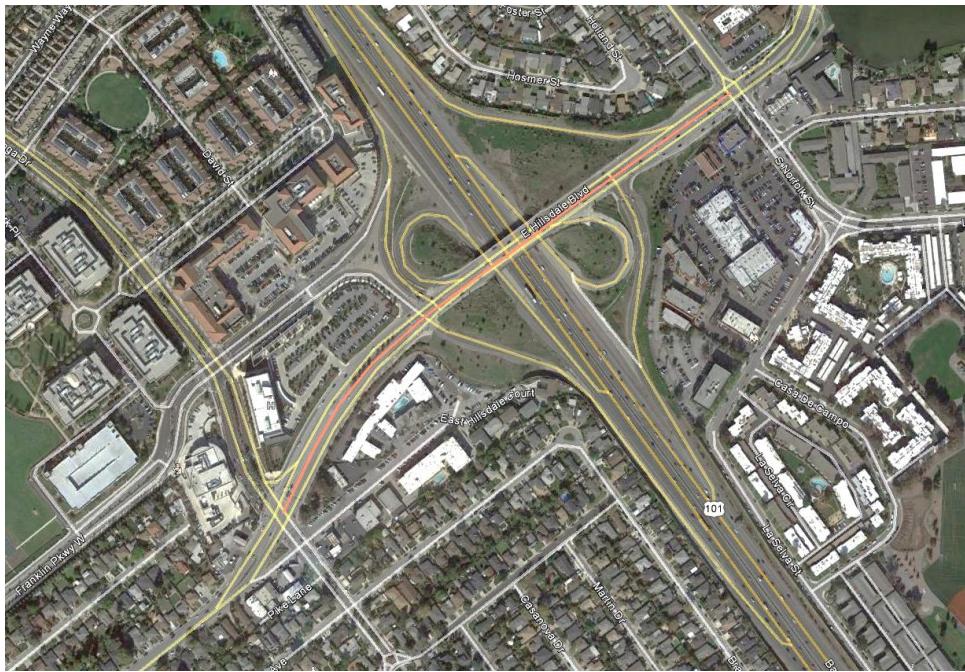
Recommendations:

- The City will continue to work with regional and state agencies to alleviate traffic in San Mateo.

6 – E. Hillsdale Boulevard

Issue: Congestion (Add lanes to E. Hillsdale Boulevard between Saratoga and Norfolk Street)

Discussion and Analysis:



East Hillsdale Boulevard between Saratoga Drive and Norfolk Street is arterial roadway which provides access to Highway 101. The posted speed limit is 35 MPH. Sidewalks are on both sides of the roadway and parking is prohibited. In the westbound direction there are three through lanes which transition to two lanes at Highway 101. In the eastbound direction there are two through lanes which transition to three lanes between Highway 101 to

Saratoga Drive. After Saratoga Drive, the three through lanes transition back to two through lanes. Traffic signals are located at Saratoga Drive, the north and south access ramps, and Norfolk Street.

Recommendations:

- Public Works is currently conducting a traffic study along Hillsdale Boulevard between Curtiss Street and S. Norfolk Street. The study will recommend short-term and long-term improvements to the Hillsdale Corridor to address congestion concerns. Public Works anticipated implementing the short-term recommendations, which will include traffic signal timing changes, in Fiscal Year 2017/2018. Long-term improvements will include the recommendation for additional lanes on E. Hillsdale between the southbound US-101 off-ramp/Franklin Parkway and S. Norfolk Street.

7 – 25th, 28th, and 31st Avenues

Issue: Congestion (Grade separations at Caltrain at 25th, 28th, and 31st Avenues)

Discussion and Analysis:

Railroad grade separations will be constructed at 25th, 28th and 31st Avenues. Currently, there is an at-grade crossing at 25th Avenue and no crossings at 28th and 31st Avenues. The project will provide new connections to El Camino Real at 28th and 31st Avenues. The 25th Avenue grade separation will eliminate the current vehicle/train delays at this location.

Recommendations:

- The City, Caltrain, and San Mateo County Transportation Authority are working collectively to fund the grade separation projects at 25th, 28th, and 31st Avenues. Construction is scheduled to begin in Summer 2017.



8 – Glendale Village Area

Issue: Cut-Through (Hillsdale traffic going through Glendale Village neighborhood)

Discussion and Analysis:

The neighborhood is roughly bounded on the north by Mclellan Ave and East Hillsdale Boulevard, Highway 101 to the east, East 41st Place and East 40th Avenue to the south; and El Camino Real on the west. Within the neighborhood are mainly single family homes with commercial/retail uses on East Hillsdale Court. George Hall Elementary School is located within the neighborhood and have impacts on circulation within its boundaries. In addition, Hillsdale Boulevard provides access to Highway 101 and the Hillsdale Shopping Center. Neighborhood access is provided through intersections with East Hillsdale Boulevard and Pacific Avenue.

Recommendations:

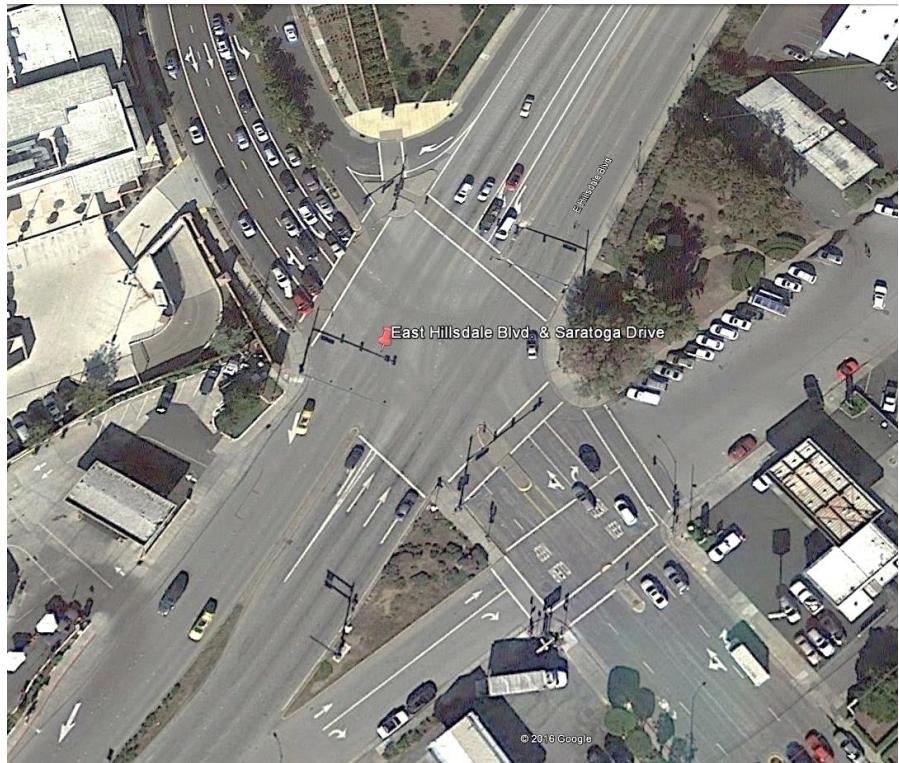
- City staff will conduct an origin-destination study to determine the percentage of cut-through traffic. Per the Neighborhood Traffic Management Program (NTMP), if at least 25 percent of daily traffic is determined to be “cut-through”, the study roadway may qualify for *Step 2* traffic diversion devices.

9 – E. Hillsdale Boulevard/Saratoga Drive

Issue: Roadway Conduct (Relocate pedestrian walkway on Saratoga Drive crossing E. Hillsdale Blvd. to the west side of the street, which will increase the safety of pedestrians from right-turning cars onto eastbound Hillsdale Boulevard.)

Discussion and Analysis:

East Hillsdale Boulevard is an east-west arterial which provides access to Highway 101. Saratoga Drive is a north-south arterial north of East Hillsdale Boulevard and a collector roadway south of East Hillsdale Boulevard. The posted speed limit is 35 MPH for East Hillsdale Boulevard and 30 MPH for Saratoga Boulevard. The intersection of East Hillsdale Boulevard and Saratoga Drive is controlled by a traffic signal. The eastbound approach has three eastbound through lanes and a separate left turn lane. There are three receiving lanes which merge into two through lanes. The northbound approach has a combination left turn/through



lane and two separate right turn lanes. There are two receiving lanes. The westbound approach has two separate left turn lanes, three through lanes, and a separate right turn lane. There are three receiving lanes. The southbound approach has two separate left turn lanes, a separate through lane, a combination through/right turn lane, and a separate right turn lane. There is one receiving lane for the opposing through movement and one receiving lane for the westbound right turn movement. The surrounding area is residential, commercial and business. Pedestrian crossing is not allowed across the eastbound approach. There is red light camera enforcement on the southbound approach.

Recommendations:

- PW staff will collect vehicular, bicyclist, and pedestrian counts E. Hillsdale/Saratoga intersection. Staff will complete microsimulation analysis of the intersection to determine if moving the crosswalk will help address pedestrian safety concerns.
- Existing crosswalk lines will be repainted with upcoming roadway rehabilitation.

10 – Glendale Village Area

Issue: Cut-Through (Signage to keep non-neighborhood traffic out of Glendale Village)

Discussion and Analysis:

The neighborhood is roughly bounded on the north by Mclellan Ave and East Hillsdale Boulevard, Highway 101 to the east, East 41st Place and East 40th Avenue to the south; and El Camino Real on the west. Within the neighborhood are mainly single family homes with commercial/retail uses on East Hillsdale Court. George Hall Elementary School is located within the neighborhood and have impacts on circulation within its boundaries. In addition, Hillsdale Boulevard provides access to Highway 101 and the Hillsdale Shopping Center. Neighborhood access is provided through intersections with East Hillsdale Boulevard and Pacific Avenue.

Recommendations:

- Because the roadways in the Glendale Village area are public streets, the City cannot install signage to keep non-neighborhood traffic out of the neighborhood. However, as discussed in Item No. 8, if the determination is made that vehicles are using Glendale Village streets as a “cut-through”, PW may be able to install traffic diversion devices as defined in the NTMP.

Table 2 - Top Ten List with Funding Sources

Neighborhood Priority	Location	Key Issues (Interests and Reasons)	Improvements	Potential Funding Source	Estimated Cost
1	E. Hillsdale Boulevard/ Saratoga Drive	Congestion (Traffic gridlock)	➤ Public Works is currently conducting a traffic study along Hillsdale Boulevard between Curtiss Street and S. Norfolk Street. The study will recommend short-term and long-term improvements to the Hillsdale Corridor to address congestion concerns. Public Works anticipated implementing the short-term recommendations, which will include traffic signal timing changes, in Fiscal Year 2017/2018.	-	-
2	Glendale Village Area	Congestion (Getting out of Glendale Village during morning and evening rush hour)	➤ Public Works is currently conducting a traffic study along Hillsdale Boulevard between Curtiss Street and S. Norfolk Street. The study will recommend short-term and long-term improvements to the Hillsdale Corridor to address congestion concerns. Public Works anticipated implementing the short-term recommendations, which will include traffic signal timing changes, in Fiscal Year 2017/2018. ➤ 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. El Camino Real/42nd Avenue and 42nd Avenue/Pacific Boulevard were included in this project.	Citywide Traffic Signals (466004)	\$2,000 staff (one-time)
3	E. Hillsdale Boulevard	Congestion (Better timed traffic lights on E. Hillsdale Boulevard)	➤ Public Works is currently conducting a traffic study along Hillsdale Boulevard between Curtiss Street and S. Norfolk Street. The study will recommend short-term and long-term improvements to the Hillsdale Corridor to address congestion concerns. Public Works anticipated implementing the short-term recommendations, which will include traffic signal timing changes, in Fiscal Year 2017/2018.	-	-
4	Glendale Village Area	Congestion (Require New Developments to Increase Street Infrastructure. New Developments have not & are not adding any new lanes. Traffic problems started with Bay Meadows development & will continue with expanding Bay Meadows & Kmart.)	➤ The City will continue to require developers to conduct traffic impact analysis, pay traffic impact fees, and construct traffic mitigations where required.	-	-
5	Citywide	Congestion (Work with state agencies to alleviate traffic)	➤ The City will continue to work with regional and state agencies to alleviate traffic in San Mateo.	-	-
6	E. Hillsdale Boulevard	Congestion (Add lanes to E. Hillsdale Boulevard between Saratoga and Norfolk Street)	➤ Public Works is currently conducting a traffic study along Hillsdale Boulevard between Curtiss Street and S. Norfolk Street. The study will recommend short-term and long-term improvements to the Hillsdale Corridor to address congestion concerns. Public Works anticipated implementing the short-term recommendations, which will include traffic signal timing changes, in Fiscal Year 2017/2018. Long-term improvements will include the recommendation for additional lanes on E. Hillsdale between the southbound US-101 off-ramp/Franklin Parkway and S. Norfolk Street.	-	-
7	25 th , 28 th , and 31 st Avenues	Congestion (Grade separations at Caltrain at 25 th , 28 th , and 31 st Avenues)	➤ The City, Caltrain, and San Mateo County Transportation Authority are working collectively to fund the grade separation projects at 25 th , 28 th , and 31 st Avenues. Construction is scheduled to begin in Summer 2017.	-	-
8	Glendale Village Area	Cut-Through (Hillsdale traffic going through Glendale Village neighborhood)	➤ City staff will conduct an origin-destination study to determine the percentage of cut-through traffic. Per the Neighborhood Traffic Management Program (NTMP), if at least 25 percent of daily traffic is determined to be “cut-through”, the study roadway may qualify for Step 2 traffic diversion devices.	Citywide Traffic Calming (466600)	\$5,000 study (one-time)
9	E. Hillsdale Boulevard/ Saratoga Drive	Roadway Conduct (Relocate pedestrian walkway on Saratoga Drive crossing E. Hillsdale Blvd. to the west side of the street, which will increase the safety of pedestrians from right-turning cars onto eastbound Hillsdale Boulevard.)	➤ PW staff will collect vehicular, bicyclist, and pedestrian counts E. Hillsdale/Saratoga intersection. Staff will complete microsimulation analysis of the intersection to determine if moving the crosswalk will help address pedestrian safety concerns. ➤ Existing crosswalk lines will be repainted with upcoming roadway rehabilitation.	Citywide Traffic Signals (466004)	\$5,000 staff (one-time)
10	Glendale Village Area	Cut-Through (Signage to keep non-neighborhood traffic out of Glendale Village)	➤ Because the roadways in the Glendale Village area are public streets, the City cannot install signage to keep non-neighborhood traffic out of the neighborhood. However, as discussed in Item No. 8, if the determination is made that vehicles are using Glendale Village streets as a “cut-through”, PW may be able to install traffic diversion devices as defined in the NTMP.	-	-

Funding Summary:

- \$12,000 - Staff and Study Costs: Includes one-time cost for analysis and evaluation