



TRAFFIC ACTION PLAN

North Central Neighborhood



CITY OF SAN MATEO

Draft February 2017

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Introduction

The North Central 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.

North Central was the eleventh neighborhood selected to work with the City to develop a Neighborhood Traffic Action Plan based on their response to City staff. The neighborhood is roughly bounded on the north by Peninsula Avenue and North Humboldt Street, Highway 101 to the east, East Poplar Avenue to the south; and the mainline railroad tracks on the west. Within the neighborhood are a mix of single family homes, apartments, and condominiums the largest being Woodlake Association which is a 990-unit complex. San Mateo High School is located within the neighborhood. There is a Safeway grocery store and some commercial uses along Peninsula Avenue. The study area is shown in Figure 1.

The planning process commenced on February 11, 2016 with the Traffic Forum meeting. The City developed a prioritization table based on comments received at the Traffic Forum. The City invited the North Central Traffic Forum Steering Committee (TFSC), comprised of volunteer residents from the neighborhood, to meet on May 11, 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
- Unique Neighborhood Concerns

The following are overall strategies that will be used to address the key issues in the North Central 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
- Unique Neighborhood Concerns
 - Verification of unique neighborhood concern
 - Periodic police enforcement
 - Installation of appropriate traffic control devices if education and enforcement are not effective

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 North Central 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 North Central 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 – North Central 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 North Central, there were 18 Police-related concerns and 72 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 North Central TFSC on May 11, 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 North Central TFSC was comprised of two residents who participated in the development of the top ten list.

Traffic Forum Steering Committee Members	
Ben Toy	Diana C. Pettit

On October 20, 2016, the North Central 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.

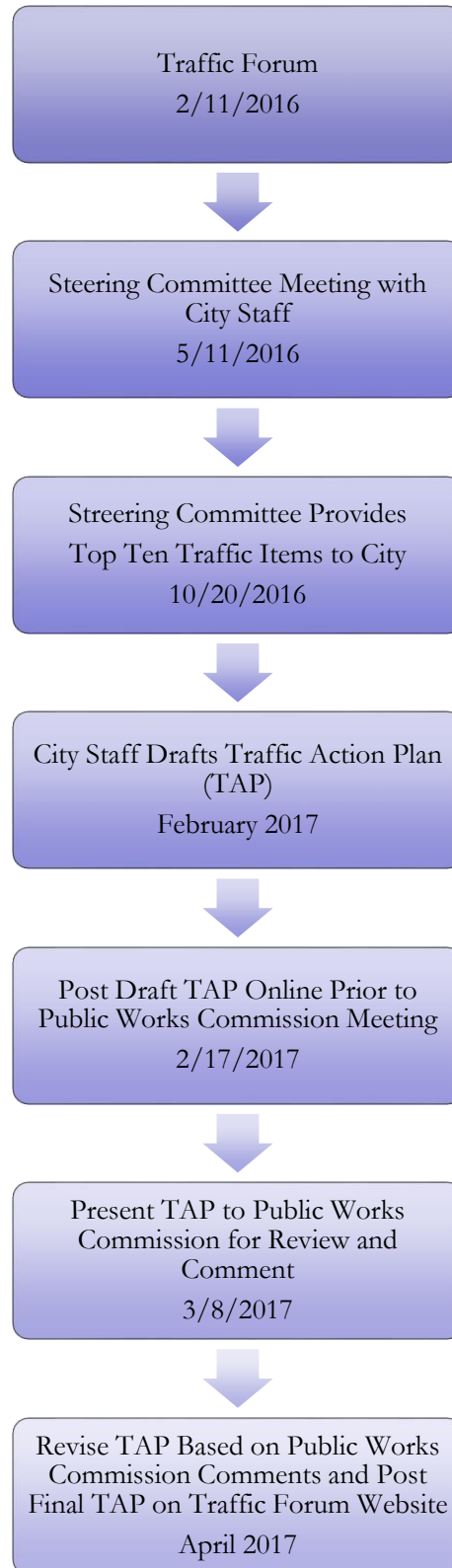


Figure 2 - Traffic Action Plan Development Flowchart

Neighborhood Traffic Issues

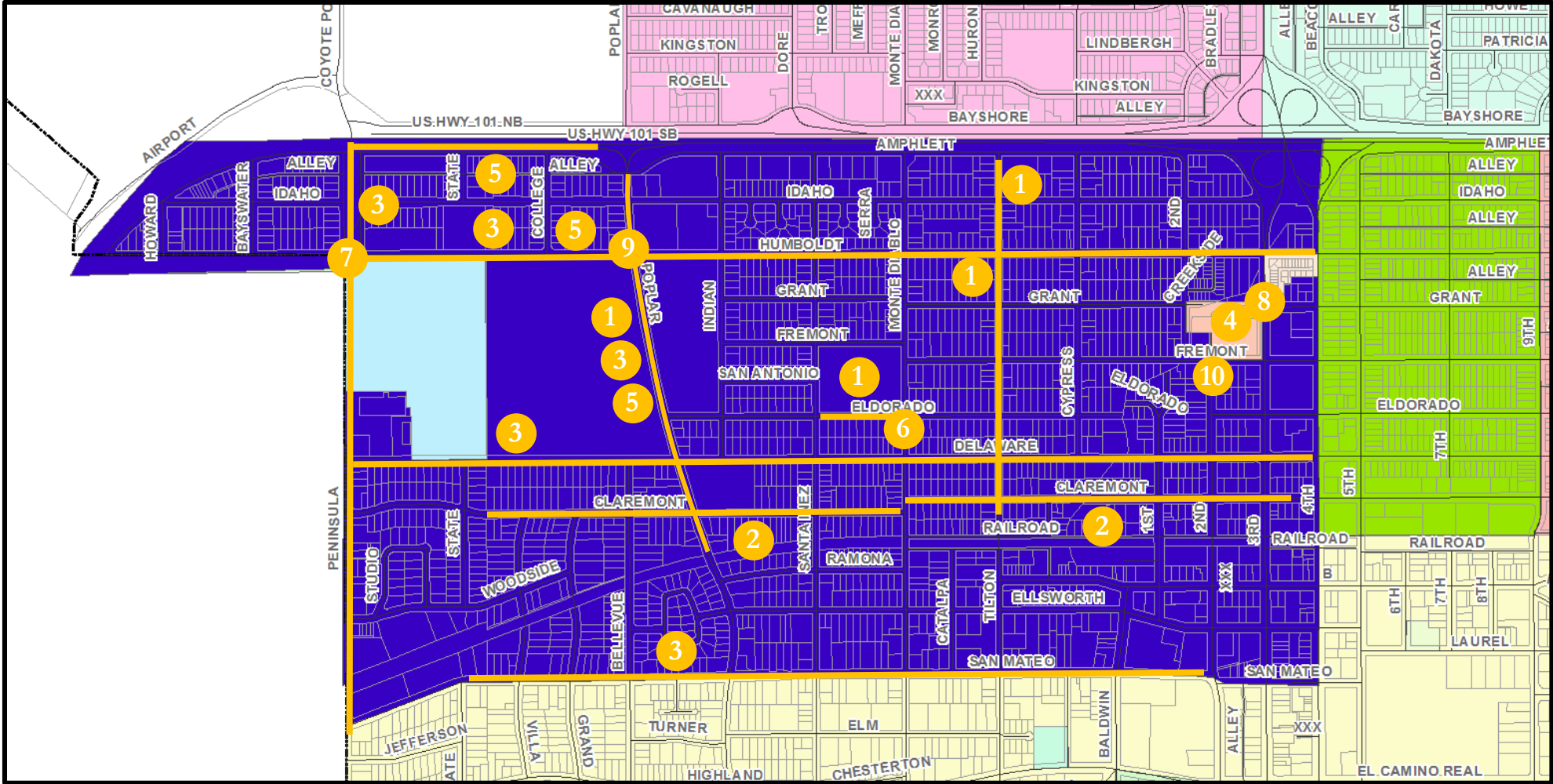
The North Central Traffic Forum Steering Committee identified their top ten traffic concerns based on information provided to them at the City meeting on October 20, 2016.

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 – North Central Ten Traffic Concerns

Neighborhood Priority	Location	Interests and Reasons
1	Eldorado at King Center, Tilton and Poplar Streets	Unique Neighborhood Concern (TFSC recommends: adding crosswalks or traffic calming measures)
2	Claremont	Unique Neighborhood Concern (TFSC recommends: Bike route [Not Delaware])
3	North Central Arterials	Congestion (TFSC requests: Reevaluate signal timing, coordination of major arterials)
4	Gateway Commons	Unique Neighborhood Concern (TFSC recommends: Reevaluate traffic mitigations near Gateway Commons)
5	Amphlett, Poplar, Humboldt	Unique Neighborhood Concern and School Issues (Safety during peak rush hour and dismissal of school)
6	Eldorado at Monte Diablo	Congestion (TFSC recommends: Existing 2-way stop be converted to a traffic signal)
7	Peninsula at Humboldt	Unique Neighborhood Concern (Westbound leg on Peninsula has left, through, right-turn lane configuration. Vehicles from frontage.)
8	E. 3 rd at S. Grant	Unique Neighborhood Concern (TFSC recommends: Add crosswalk across 3 rd Avenue at entrance to Gateway Park)
9	Poplar at Humboldt	Congestion (Bus congestion leaving AM, returning PM)
10	2 nd /S. Fremont	Congestion (Overdevelopment of downtown – traffic congestion)

Figure 3 – North Central Steering Committee Top Ten Traffic Concerns



Legend



Neighborhood
Priority



Street Segment of
Concern

Neighborhood Recommendations and Implementation

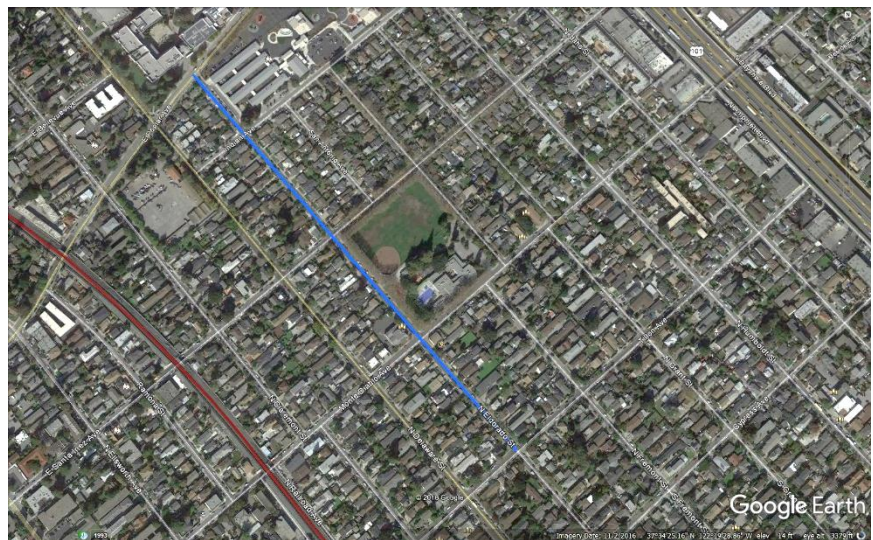
The following section presents the recommendations, listed by location. A detailed discussion is presented first followed by the recommendation in Table 3, as well as presented on a map for illustration.

1 – Eldorado at King Center, Tilton and Poplar Streets

Issue: Unique Neighborhood Concern (TFSC recommends: adding crosswalks or traffic calming measures)

Discussion and Analysis:

North Eldorado Street between Monte Diablo Avenue and East Santa Inez Avenue is a two lane local roadway with a speed limit of 25 mph. There are sidewalks and parking is allowed on both sides of the roadway. At the intersection with Monte Diablo Avenue, North Eldorado Street is controlled by stop signs and Monte Diablo Avenue is uncontrolled. At the intersection with East Santa Inez Avenue, North Eldorado Street is controlled by stop signs and East Santa Inez Avenue is uncontrolled. The Martin Luther King Center and Park front the east side of the roadway and single family homes with driveways front the west side.



The City is currently completing construction of the North Central Pedestrian Infrastructure Improvements project, which will construct bulb-outs at two intersections near King Center on N. Delaware at Monte Diablo and N. Humboldt and Monte Diablo. Additionally, a Safe Routes to School project will install a rectangular rapid flashing beacon at Eldorado and Poplar for school-aged pedestrians crossing Poplar.

Recommendations:

- Staff will review existing crosswalk locations, and add high-visibility crosswalks where necessary.

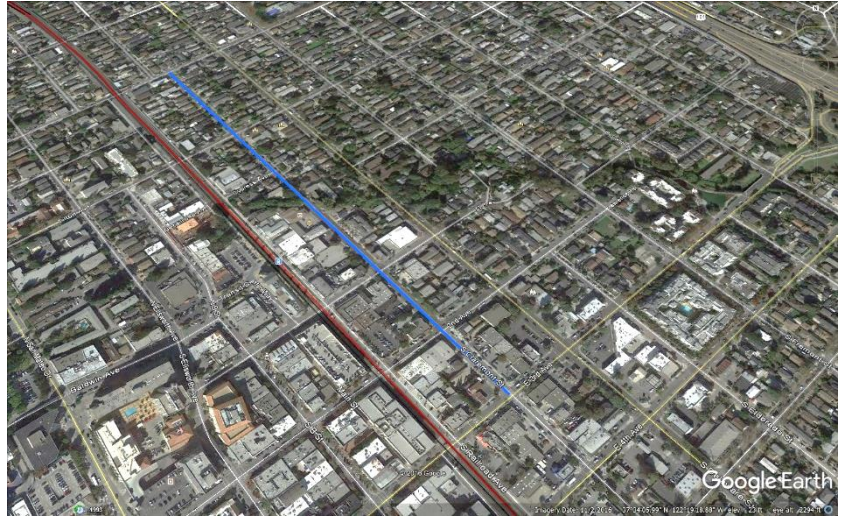
2 – Claremont

Issue: Unique Neighborhood Concern (TFSC recommends: Bike route [Not Delaware])

Discussion and Analysis:

North and South Delaware Street is designated as a main north-south route in the City's adopted Bicycle Master Plan. North and South Claremont Street also provides a north-south roadway though not as long or direct as Delaware Street.

The roadway width on Claremont varies between 40' wide near Peninsula and 32' wide near Cypress, before widening again to about 45' south of Cypress and through the downtown. Due to the narrow roadway width on some part of Claremont, dedicated bicycle lanes cannot be installed without first removing parking on one or both sides of the roadway.



Recommendations:

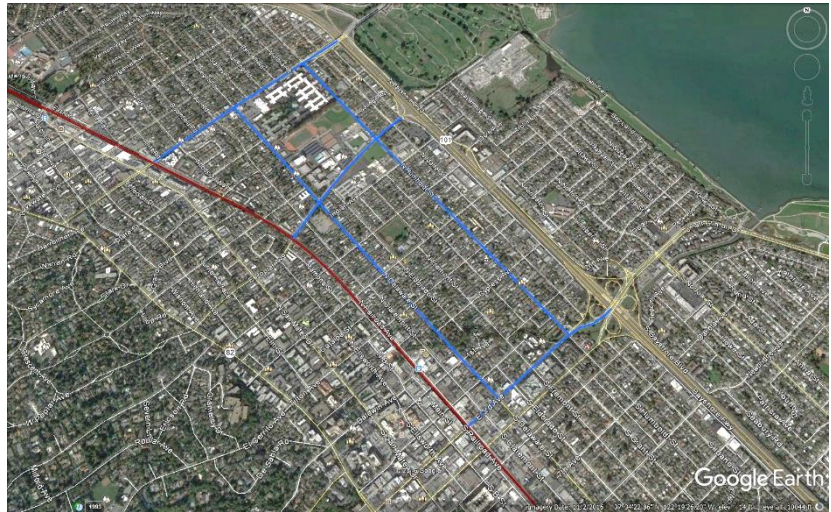
- Class II bike lanes, which are dedicated bicycle lanes, are not currently recommended along Claremont due to the need to remove parking if installed.
- Staff will reevaluate the possibility of installing Class II bike lanes onto Claremont when the Bicycle Master Plan is revised in 2017.

3 – North Central Arterials

Issue: Congestion (TFSC requests: Reevaluate signal timing, coordination of major arterials)

Discussion and Analysis:

The neighborhood is roughly bounded on the north by Peninsula Avenue and North Humboldt Street, Highway 101 to the east, East Poplar Avenue to the south; and the mainline railroad tracks on the west. Within the neighborhood are a mix of single family homes, apartments, and condominiums the largest being Woodlake Association which is a 990-unit complex. San Mateo High School is located within the neighborhood. There is a Safeway grocery store and some commercial uses along Peninsula Avenue.



Recommendations:

- Public Works staff is in the process of evaluating existing yellow, red, and pedestrian timing at all signals throughout the City. These timing changes will be implemented in Summer 2017.
- Public Works staff will conduct a study of the existing coordination timing along signalized corridors in the North Central neighborhood, and recommend new timing where needed.

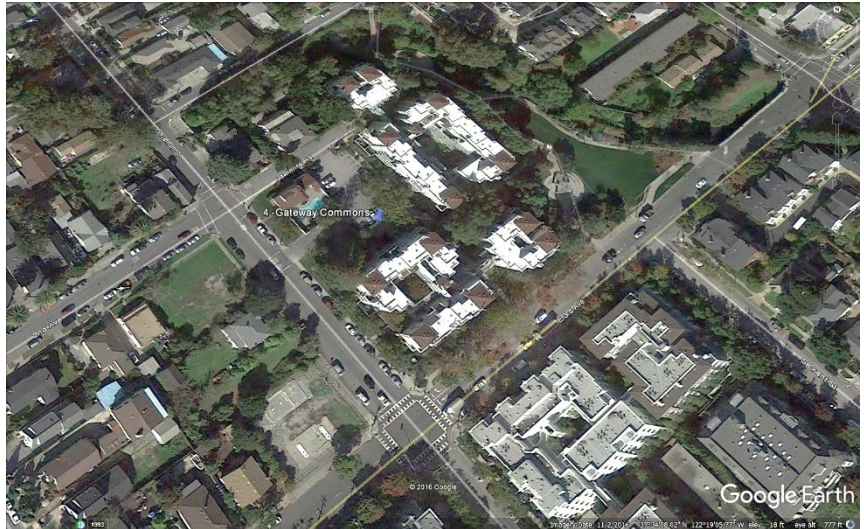
4 – Gateway Commons

Issue: Unique Neighborhood Concern (TFSC recommends: Reevaluate traffic mitigations near Gateway Commons)

Gateway Commons is a large residential complex bordered by 2nd Avenue to the north, South Fremont Street to the west, 3rd Avenue to the south, and Gateway Park to the East. Vehicle access to the complex is on South Fremont Street via Lawrence Road

Recommendations:

- City staff will work with the Traffic Forum Steering Committee to clarify and define the traffic mitigations they are requesting.

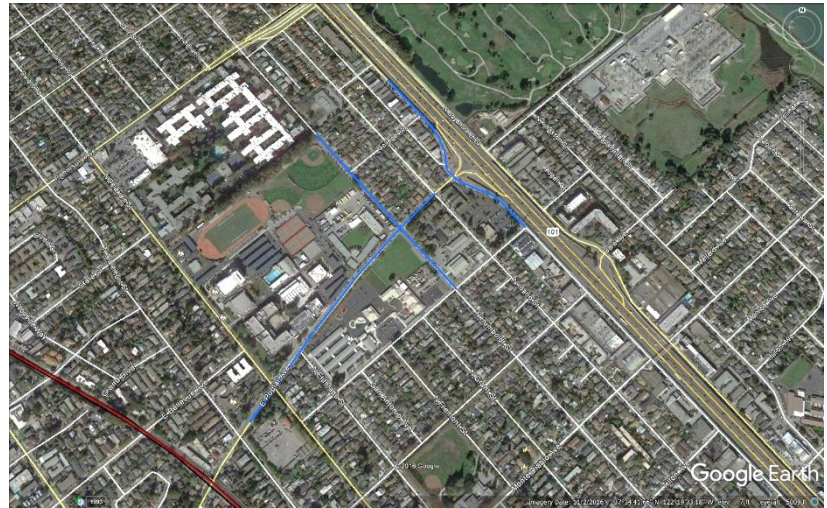


5 – Amphlett, Poplar, Humboldt

Issue: Unique Neighborhood Concern and School Issues (Safety during peak rush hour and dismissal of school)

Discussion and Analysis:

North Amphlett Boulevard is a striped two lane collector roadway with a 30 mph speed limit. The roadway fronts but is separated from Highway 101. Sidewalks and parking is on the west side (non-Highway) of the roadway. East Poplar Avenue is a striped two lane arterial roadway with a 25 mph speed limit. Sidewalks and parking is allowed on both sides of the roadway. North Humboldt Street is a striped two lane arterial roadway with a 25 mph speed limit. Sidewalks and parking is allowed on both sides of the roadway.



The neighborhood is a mix of single family homes, apartments, and condominiums the largest being Woodlake Association which is a 990-unit complex. San Mateo High School is located within the neighborhood. There is a Safeway grocery store and some commercial uses along Peninsula Avenue

Recommendations:

- The City is currently completing construction of the North Central Pedestrian Infrastructure Improvements project, which will construct bulb-outs at two intersections near King Center on N. Delaware at Monte Diablo and N. Humboldt and Monte Diablo, and near the schools at N. Humboldt and Cypress. Additionally, a Safe Routes to School project will install a rectangular rapid flashing beacon at Eldorado and Poplar for school-aged pedestrians crossing Poplar.
- City staff will work with both San Mateo High School and College Park Elementary School to implement drop-off and pick-up circulation plans.

6 – Eldorado at Monte Diablo

Issue: Congestion (TFSC recommends: Existing 2-way stop be converted to a traffic signal)

Discussion and Analysis:

The intersection of Monte Diablo Avenue and North Eldorado Street has stop sign controls on North Eldorado Street and no controls on Monte Diablo Avenue. Monte Diablo Avenue is a collector roadway with a 25 mph speed limit. North Eldorado Street is local roadway with a 25 mph speed limit. Sidewalks access all corners of the intersection.



Recommendations:

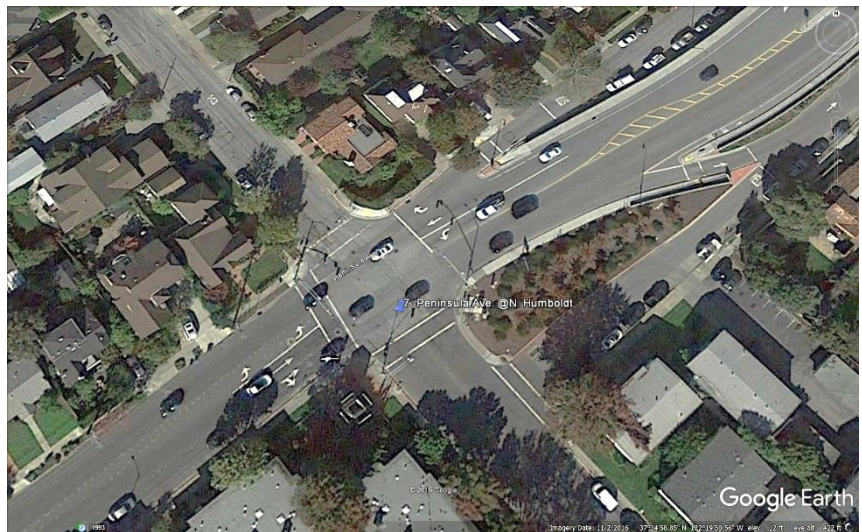
- Public Works staff will conduct a traffic signal warrant study at the intersection of Eldorado and Monte Diablo. Staff will also conduct an all-way stop warrant if the traffic signal is not warranted.

7 – Peninsula at Humboldt

Issue: Unique Neighborhood Concern (Westbound leg on Peninsula has left, through, right-turn lane configuration. Vehicles from frontage.)

Discussion:

The intersection of Peninsula Avenue and North Humboldt Street is controlled by a traffic signal. Peninsula Avenue and North Humboldt Street are arterial roadways with 25 mph speed limits. The west bound leg provides access from north bound Highway 101 via the Peninsula Avenue interchange. The west bound leg has a separate left turn lane, a through lane, and a right turn lane. There is no striping delineating the through and right turn lanes. The west bound leg also has a unique configuration in



that a parallel access road leads to the right turn lane. Continuing through the intersection is one westbound receiving lane. Therefore, if any modifications are desired to the existing westbound approach lanes to allow additional through lanes, the receiving lanes will need to be modified as well.

Recommendations:

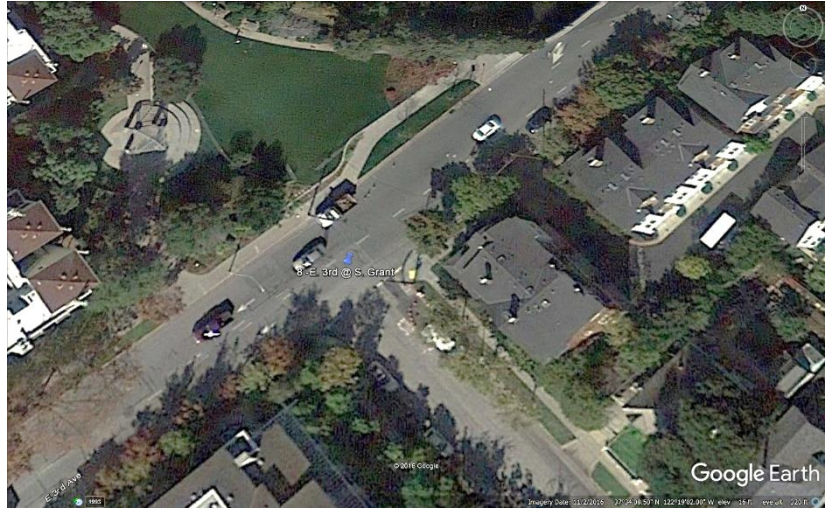
- Staff will work with the Traffic Forum Steering Committee to clarify the request at this location.

8 – E. 3rd at S. Grant

Issue: Unique Neighborhood Concern (TFSC recommends: Add crosswalk across 3rd Avenue at entrance to Gateway Park)

Discussion and Analysis:

The intersection of South Grant Street with 3rd Avenue is a “Tee” intersection. South Grant Street is a striped two lane collector roadway with a 25 mph speed limit. Sidewalks and parking is allowed on both sides of the roadway. 3rd Avenue is a west bound one-way arterial roadway with two through lanes and a 30 mph speed limit. Sidewalks are on both sides of the roadway and parking is allowed on the south side. South Grant Street has a left turn lane and a receiving lane at this intersection. South Grant Street is controlled by a stop sign while 3rd Avenue does not have any traffic controls. There is a park directly north of the intersection and residential south of the intersection.



Recommendations:

- Due to the volume and speed of 3rd Avenue, an uncontrolled crosswalk crossing 3rd at S. Grant is not recommended. Pedestrians are encouraged to use the existing signalized crosswalks at S. Humboldt/3rd and S. Fremont/3rd.

9 – Poplar at Humboldt

Issue: Congestion (Bus congestion leaving AM, returning PM)

Discussion and Analysis:

The intersection of North Humboldt Street and East Poplar Avenue is controlled by traffic signals. Both North Humboldt Street and East Poplar Avenue are arterial roadways with 25 mph speed limits. Sidewalks access all corners of the intersection. Parking is restricted in the vicinity of the intersection. The north leg has a separate south bound left turn lane and a separate through/right turn lane. There is a single north bound receiving lane. The west leg has a single east bound lane and a single west bound receiving lane. The south leg has single north bound lane and a single south bound receiving lane. The east leg has a single west bound lane and a single east bound receiving lane. San Mateo High School and an associated bus yard is located on the northwest corner. There is a vacant lot on the south west corner. The remaining area is residential.



Recommendations:

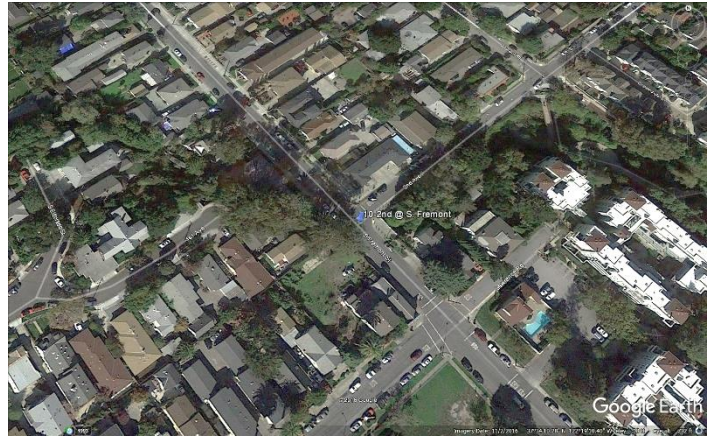
- City staff will work with both San Mateo High School and College Park Elementary School to implement drop-off and pick-up circulation plans, and will discuss modifications to existing busing routes.

10 – 2nd/S. Fremont

Issue: Congestion (Overdevelopment of downtown – traffic congestion)

Discussion and Analysis:

The intersection of 2nd Street, South Fremont Street and Lawrence Road is controlled by all-way stop signs. All the roadways are classified as local with a speed limit of 25 mph. Sidewalks access all corners of the intersection. Parking is allowed on all legs except for the Lawrence Road leg. The surrounding area is mainly residential. There is a small grocery store on the north west corner of the intersection.



Recommendations:

- Public Works staff has requested funding through the Capital Improvement Program for a downtown traffic signal timing project. It is anticipated that retiming the existing traffic signal network in the downtown will reduce congestion in the area.

Table 2 - Top Ten List with Funding Sources

Neighborhood Priority	Location	Key Issues (Interests and Reasons)	Improvements	Potential Funding Source	Estimated Cost
1	Eldorado at King Center, Tilton and Poplar Streets	Unique Neighborhood Concern (TFSC recommends: adding crosswalks or traffic calming measures)	➤ Staff will review existing crosswalk locations, and add high-visibility crosswalks where necessary.	Measure S (TBD)	\$10,000 capital; \$2,500 staff
2	Claremont	Unique Neighborhood Concern (TFSC recommends: Bike route [Not Delaware])	➤ Class II bike lanes, which are dedicated bicycle lanes, are not currently recommended along Claremont due to the need to remove parking if installed. ➤ Staff will reevaluate the possibility of installing Class II bike lanes onto Claremont when the Bicycle Master Plan is revised in 2017.	Measure S (TBD)	\$500 staff
3	North Central Arterials	Congestion (TFSC requests: Reevaluate signal timing, coordination of major arterials)	➤ Public Works staff is in the process of evaluating existing yellow, red, and pedestrian timing at all signals throughout the City. These timing changes will be implemented in Summer 2017. ➤ Public Works staff will conduct a study of the existing coordination timing along signalized corridors in the North Central neighborhood, and recommend new timing where needed.	Citywide Traffic Signals (466004)	\$20,000 staff and study
4	Gateway Commons	Unique Neighborhood Concern (TFSC recommends: Reevaluate traffic mitigations near Gateway Commons)	➤ City staff will work with the Traffic Forum Steering Committee to clarify and define the traffic mitigations they are requesting.	Measure S (TBD)	\$2,000 capital; \$500 staff
5	Amphlett, Poplar, Humboldt	Unique Neighborhood Concern and School Issues (Safety during peak rush hour and dismissal of school)	➤ The City is currently completing construction of the North Central Pedestrian Infrastructure Improvements project, which will construct bulb-outs at two intersections near King Center on N. Delaware at Monte Diablo and N. Humboldt and Monte Diablo, and near the schools at N. Humboldt and Cypress. Additionally, a Safe Routes to School project will install a rectangular rapid flashing beacon at Eldorado and Poplar for school-aged pedestrians crossing Poplar. ➤ City staff will work with both San Mateo High School and College Park Elementary School to implement drop-off and pick-up circulation plans.	Measure S (TBD)	\$2,500 capital; \$1,000 staff
6	Eldorado at Monte Diablo	Congestion (TFSC recommends: Existing 2-way stop be converted to a traffic signal)	➤ Public Works staff will conduct a traffic signal warrant study at the intersection of Eldorado and Monte Diablo. Staff will also conduct an all-way stop warrant if the traffic signal is not warranted.	Measure S (TBD)	\$2,500 study; \$1,000 staff
7	Peninsula at Humboldt	Unique Neighborhood Concern (Westbound leg on Peninsula has left, through, right-turn lane configuration. Vehicles from frontage.)	➤ Staff will work with the Traffic Forum Steering Committee to clarify the request at this location.	Measure S (TBD)	\$1,000 staff (one-time)
8	E. 3 rd at S. Grant	Unique Neighborhood Concern (TFSC recommends: Add crosswalk across 3 rd Avenue at entrance to Gateway Park)	➤ Due to the volume and speed of 3 rd Avenue, an uncontrolled crosswalk crossing 3 rd at S. Grant is not recommended. Pedestrians are encouraged to use the existing signalized crosswalks at S. Humboldt/3 rd and S. Fremont/3 rd .	-	\$0
9	Poplar at Humboldt	Congestion (Bus congestion leaving AM, returning PM)	➤ City staff will work with both San Mateo High School and College Park Elementary School to implement drop-off and pick-up circulation plans, and will discuss modifications to existing busing routes.	See Item 5	See Item 5
10	2 nd /S. Fremont	Congestion (Overdevelopment of downtown – traffic congestion)	➤ Public Works staff has requested funding through the Capital Improvement Program for a downtown traffic signal timing project. It is anticipated that retiming the existing traffic signal network in the downtown will reduce congestion in the area.	To be funded as CIP project	To be funded as CIP project

Funding Summary:

- \$29,000 - Staff and Study Costs: Includes one-time cost for analysis and evaluation
- \$14,500 - Capital Costs: Includes construction costs such as signing and striping installations