



TRAFFIC ACTION PLAN

North Shoreview Neighborhood

CITY OF SAN MATEO

Draft February 2017

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Introduction

The North Shoreview 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 Shoreview was the tenth 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 East Poplar Avenue, San Francisco Bay shoreline to the east, East 3rd Avenue and J. Hart Clinton Drive to the south; and Highway 101 on the west. Within the neighborhood are mainly single family homes and apartments/condominiums along North Bayshore Boulevard. There are also commercial establishments along this road. North Shoreview Elementary School, Saint Timothy's Church and Saint Timothy's school is located within the neighborhood. Coyote Point Golf Course and a large PGE substation are just north of the neighborhood. The study area is shown in Figure 1.

In October 2016, the City received \$45,000 on behalf of the North Shoreview neighborhood from the Burlingame Point developer due to neighborhood concerns of cut-through traffic that could enter into the neighborhood from construction of the Burlingame Point office project. Of that sum, \$20,000 is to be used to conduct a cut-through traffic study throughout the neighborhood, and the remaining \$25,000 would be used to implement traffic control and calming features as recommended by the study. The City will use the funds in conjunction with funding from Measure S to identify and implement measures to address cut-through traffic through the neighborhood.

The planning process commenced on March 24, 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 Shoreview 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:

- Speeding
- Cut-Through Traffic
- Roadway Conduct
- Unique Neighborhood Concerns

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

- 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
- 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
- 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 Shoreview 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 Shoreview 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 Shoreview 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 Shoreview, there were 10 Police-related concerns and 32 Public Works concerns. Of the 32 traffic concerns, four are currently being addressed by City staff and are shown on Table 1.

The City asked for volunteers from each neighborhood to serve on a Traffic Forum Steering Committee (TFSC) to work with City staff to identify their top ten traffic issues. The Police and Public Works Departments met with the North Shoreview TFSC on May 11, 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 North Shoreview TFSC was comprised of eleven residents who participated in the development of the top ten list.

Traffic Forum Steering Committee Members			
Michael T. Love	Gordon Steele	Kristi Frederick	Jeff Philliber
Cynthia Newton	David Gagne	Jeff Lange	Lynn Victory
Linda Caswell	Michael Thompson	Kathryn Suski	

On September 21, 2016, the North Shoreview 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.

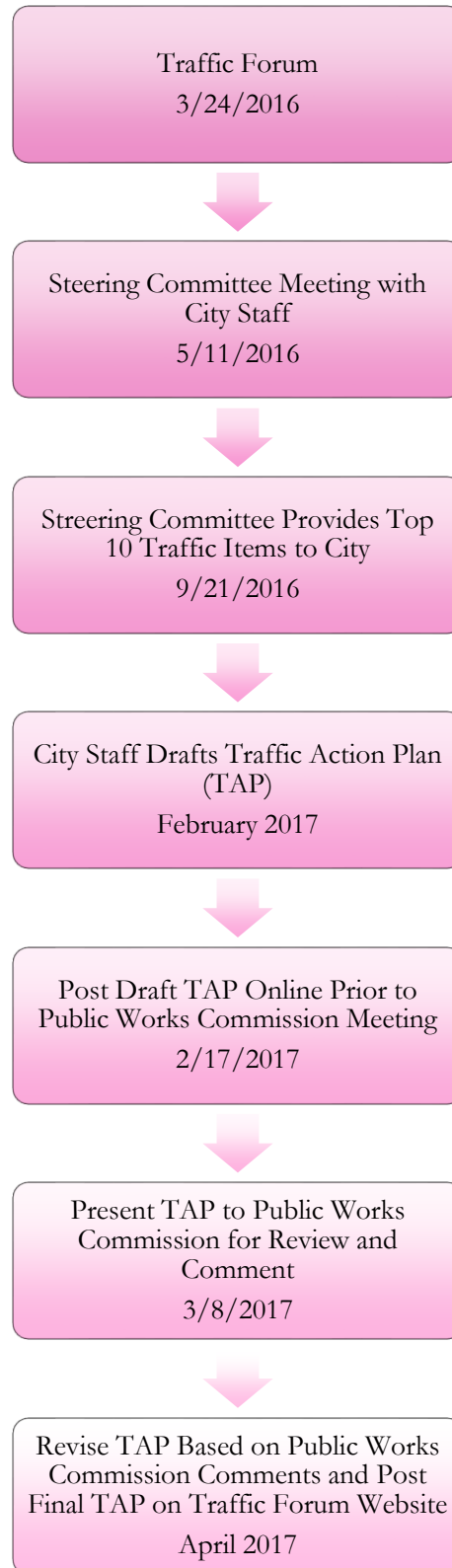


Figure 2 - Traffic Action Plan Development Flowchart

Neighborhood Traffic Issues

The North Shoreview Traffic Forum Steering Committee identified their top ten traffic concerns based on information provided to them at the City meeting on September 21, 2016.

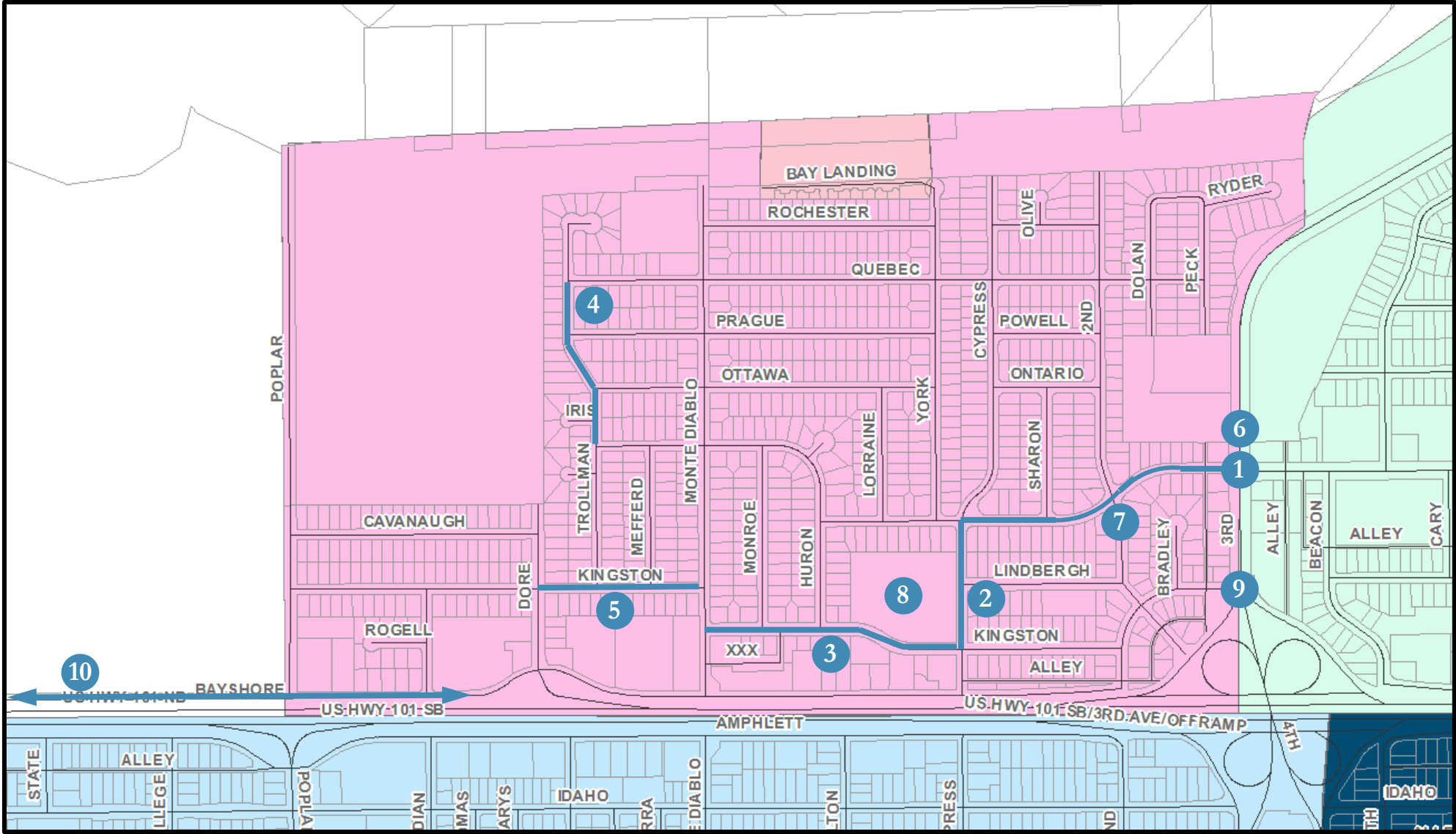
The following section presents the issues, listed by location, first in a table format, as well as presented on a map for illustration.

Table 1 – North Shoreview Top Ten Traffic Concerns

Neighborhood Priority	Location	Interests and Reasons
1	S. Norfolk at E. 3 rd Avenue	Cut-through Traffic (Left-turn from southbound Norfolk to 3 rd Avenue east is a key conduit for North Shoreview's cut-through traffic. TFSC recommends: Restrict southbound left-turns from Norfolk onto eastbound 3 rd Avenue during PM peak commute hours.)
2	Cypress Avenue between N. Kingston Street and N. Norfolk Street	Roadway Conduct (Narrow road adjacent to school supports two lanes of traffic, including cut-through traffic, and parking on both sides, as well as heavy pedestrian traffic by North Shoreview Montessori school students. TFSC recommends: Converting Cypress Avenue to a one-way roadway and maintaining parking along both sides with school drop-off zones.)
3	N. Kingston near North Shoreview Montessori School	Speeding (Speeding and aggressive driving on N. Kingston, Norfolk, and Cypress near school when school children are present. TFSC recommends: Install flashing signage on N. Kingston near Huron to broadcast the speed of southbound traffic heading towards school. Additional traffic calming measures, as warranted, on affected areas on N. Kingston, Norfolk, and Cypress.)
4	Trollman near Ottawa and Prague	Speeding and Roadway Conduct (Speeding and aggressive driving along long uninterrupted stretch of Trollman between Kingston and Quebec. Especially problematic near blind curve on Trollman between Huron and Prague. TFSC recommends: Traffic calming along Trollman between Kingston and Quebec. Add stop sign near blind curve, specifically on the west side of curve.)
5	N. Kingston north of Monte Diablo	Speeding and Roadway Conduct (Speeding and aggressive behavior along long, largely uninterrupted stretch of N. Kingston between E. Poplar and Monte Diablo. TFSC recommends: Traffic calming on N. Kingston between E. poplar and Monte Diablo. Possible stop sign on N. Kingston at Rogell. Also consider traffic calming measures at Monte Diablo.)
6	W. 3 rd Avenue at S. Norfolk Street	Unique Neighborhood Concern (North Shoreview-bound drivers cannot negotiate saturated 3 rd Avenue lanes to the left-turn lane. Drivers are forced to proceed straight through the intersection and make a U-turn at 3 rd and Church. TFSC recommends: Convert rightmost lane on westbound 3 rd Avenue at Norfolk to a right-turn only lane.)
7	Norfolk Corridor	Unique Neighborhood Concern (Cars parking on rolled curbs are blocking pedestrian sidewalk access. TFSC recommends: Traffic

		calming, establishment and enforcement of parking policies, education, and consideration of other measures, such as peak-hour parking restrictions, installation of square curbs, etc.)
8	N. Shoreview Montessori School	Unique Neighborhood Concern (Stop signs at crosswalks along cut-through corridors are often not respected by aggressive drivers, particularly those unfamiliar with the neighborhood. TFSC recommends: Repaint crosswalk heavily used by North Shoreview Montessori and St. Timothy's students with "zebra" striping or other bold, noticeable treatment. Consider additional red-curbing near these crosswalks as needed.
9	Lindbergh at 3 rd Avenue	Unique Neighborhood Concern (Southbound Lindbergh widens into two lanes at it terminates onto 3 rd Avenue and US-101. TFSC recommends: Delineate two lanes of traffic exiting Lindbergh.)
10	Bayshore Boulevard	Cut-Through Traffic (Much cut-through traffic enters North Shoreview neighborhood from Airport Boulevard via Peninsula Avenue. The problem is expected to get worse when the Burlingame Point project becomes operational. TFSC recommends: Explore options for discouraging cut-through traffic from entering N. Bayshore Boulevard from Peninsula Avenue and especially Airport Boulevard. Also, explore options to encourage Airport Boulevard cut-through traffic to use Peninsula Avenue to access southbound US-101.

Figure 3 - North Shoreview Steering Committee Top Ten Traffic Concerns



Legend



Neighborhood
Priority



Street Segment of
Concern

Neighborhood Recommendations and Implementation

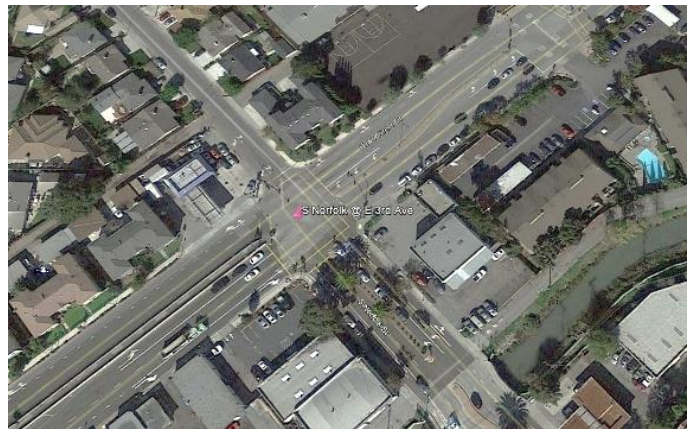
The following section presents the recommendations, listed by location. A detailed discussion is presented first followed by the recommendation in Table 3, as well as presented on a map for illustration.

1 – S. Norfolk at E. 3rd Avenue

Issue: Cut-through Traffic (Left-turn from southbound Norfolk to 3rd Avenue east is a key conduit for North Shoreview’s cut-through traffic. TFSC recommends: Restrict southbound left-turns from Norfolk onto eastbound 3rd Avenue during PM peak commute hours.)

Discussion and Analysis:

The intersection of South Norfolk Street and East 3rd Avenue is controlled by a traffic signal. East 3rd Avenue and South Norfolk Street south of the intersection are classified as arterial roadways. South Norfolk Street north of the intersection is classified as a collector roadway. South Norfolk Street is posted 25 mph. East 3rd Avenue west of the intersection has a posted 30 mph speed limit. East 3rd Avenue east of the intersection turns into J. Hart Clinton Drive and has a posted speed limit of 45 mph. Sidewalks and marked crosswalks access each corner. The



north leg has a separate south bound right turn lane and a separate through/left turn lane. There is one north bound through receiving lane. The east leg has a west bound separate left turn lane and two separate west bound through lanes and a separate west bound through/right turn lane. There are two east bound receiving lanes. The south leg has two separate north bound left turn lanes and a separate north bound through/right turn lane. “Sharrow” bicycle markings are installed in the north bound direction. There are two south bound receiving lanes with a striped bicycle lane. The west leg has a separate east bound left turn lane, two separate east bound through lanes, and a separate east bound right turn lane. There are two west bound receiving lanes and a separate west bound right turn lane. A separated bicycle/pedestrian path is located at the median of this leg, which crosses US-101.

Recommendations:

- Public Works will conduct a comprehensive origin-destination study of the cut-through traffic through the North Shoreview neighborhood. Once cut-through traffic routes are determined, staff will work with the North Shoreview Neighborhood Association and the Traffic Forum Steering Committee to determine methods to address the issue.
- Staff recognizes that the suggestion made by the Traffic Forum Steering Committee may have a potential to curtail some cut-through traffic. However, due to safety concerns regarding lack of compliance, and the desire to avoid pushing vehicles into other areas, the afternoon turn restriction at S. Norfolk and 3rd Avenue is not currently recommended.

2 – Cypress Avenue between N. Kingston Street and N. Norfolk Street

Issue: Roadway Conduct (Narrow road adjacent to school supports two lanes of traffic, including cut-through traffic, and parking on both sides, as well as heavy pedestrian traffic by North Shoreview Montessori school students. TFSC recommends: Converting Cypress Avenue to a one-way roadway and maintaining parking along both sides with school drop-off zones.)

Discussion and Analysis:

Cypress Avenue between N. Norfolk Street and Kingston Street is classified as a local roadway with a 25 mph speed limit. Sidewalks and parking is allowed on both sides of the roadway. North Shoreview Elementary School fronts the north side of the roadway. The intersections with North Norfolk Street, Lindbergh Street, and Cypress Avenue are all controlled by all-way stop signs. The south side of the roadway is fronted by single family homes with driveways.



Recommendations:

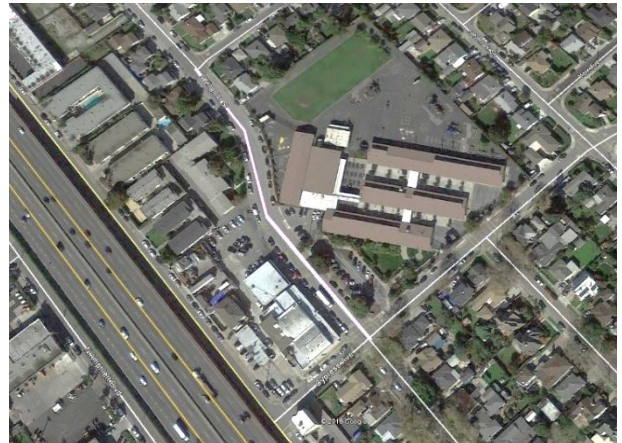
- As discussed in Item 1, Public Works will conduct an origin-destination study of the cut-through traffic through the North Shoreview neighborhood. Once cut-through traffic routes are determined, staff will work with the North Shoreview neighborhood to determine methods to address the issue.
- While the suggestion made by the Traffic Forum Steering Committee is not directly related to cut-through traffic, a one-way street conversion will divert motorists to other adjacent roadways. Staff recommends that any diversionary recommendations be made as part of comprehensive plan to address cut-through traffic in the entire neighborhood rather than push the issue to another location.

3 – N. Kingston near North Shoreview Montessori School

Issue: Speeding (Speeding and aggressive driving on N. Kingston, Norfolk, and Cypress near school when school children are present. TFSC recommends: Install flashing signage on N. Kingston near Huron to broadcast the speed of southbound traffic heading towards school. Additional traffic calming measures, as warranted, on affected areas on N. Kingston, Norfolk, and Cypress.)

Discussion and Analysis:

North Kingston Street between Huron Avenue and Cypress Avenue is a striped two lane roadway with sidewalks and parking on both sides of the roadway. The roadway is classified as a collector with a posted speed limit of 25 mph. North Shoreview Elementary School is fronts the east side of the roadway and commercial fronts the west side. The intersection of North Kingston Street and Cypress Avenue is controlled by all-way stop signs.



This segment is typically congested during peak hours, which minimizes speeding. A speed survey was conducted on N. Kingston between Huron and Cypress. The 85th percentile speed was found to be 23.9 mph.

Recommendations:

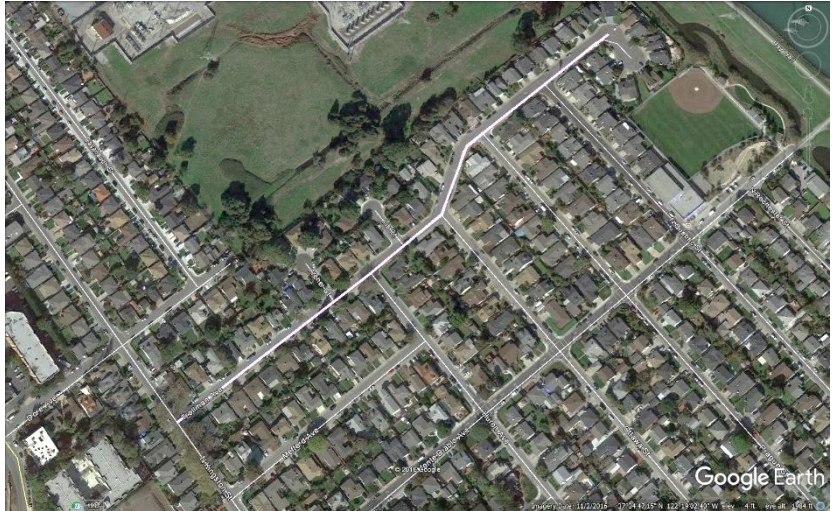
- Place portable radar board in both directions.
- Install a striped double-yellow centerline on N. Kingston Street between Monte Diablo and Cypress
- Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.

4 – Trollman near Ottawa and Prague

Issue: Speeding and Roadway Conduct (Speeding and aggressive driving along long uninterrupted stretch of Trollman between Kingston and Quebec. Especially problematic near blind curve on Trollman between Huron and Prague. TFSC recommends: Traffic calming along Trollman between Kingston and Quebec. Add stop sign near blind curve, specifically on the west side of curve.)

Discussion and Analysis:

Trollman Avenue between Prague Street and Ottawa Street is a two lane roadway classified as a local road. There are sidewalks and parking is allowed on both sides of the roadway. The speed limit is 25 mph. The intersections with Prague Street and Ottawa Street are uncontrolled. Single family homes with driveways front the roadway. The roadway dog-legs to the right in the north bound direction.



Recommendations:

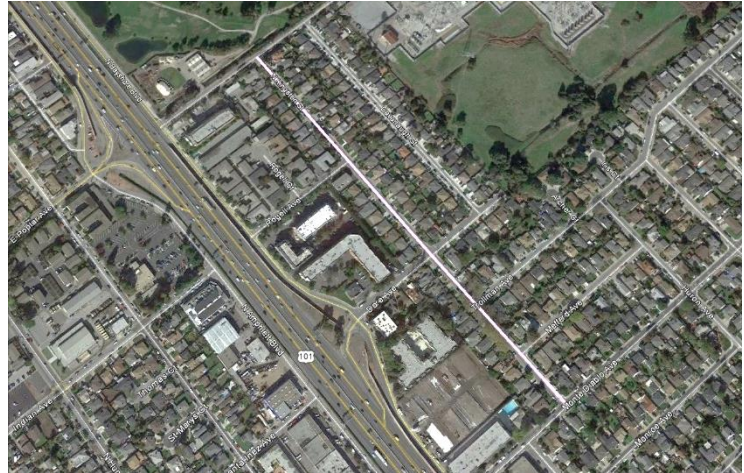
- Staff will conduct a speed study along Trollman near Ottawa and Prague to determine if *Step 2* measures per the Neighborhood Traffic Management program can be implemented.
- Staff will conduct stop warrants at both intersections to determine if all-way stops can be installed.

5 – N. Kingston north of Monte Diablo

Issue: Speeding and Roadway Conduct (Speeding and aggressive behavior along long, largely uninterrupted stretch of N. Kingston between E. Poplar and Monte Diablo. TFSC recommends: Traffic calming on N. Kingston between E. poplar and Monte Diablo. Possible stop sign on N. Kingston at Rogell. Also consider traffic calming measures at Monte Diablo.)

Discussion and Analysis:

North Kingston Street between East Poplar Avenue to Monte Diablo Avenue is a two lane roadway with sidewalks and parking on both sides of the road. The speed limit is 25 mph and the road is classified as local. Single family homes with driveways front both sides of the road. North Kingston Street forms a "Tee" intersection with East Poplar Avenue. There is a stop sign on North Kingston Street but no controls on East Poplar Avenue. Rogell Avenue forms a "Tee" intersection with North Kingston Street. Rogell Avenue is controlled by a stop sign and North Kingston Street is uncontrolled. The intersection of North Kingston Street with Dore Avenue is controlled by all-way stop signs. Dore Avenue leads to a northbound Highway 101 off-ramp. Tollman Avenue and Mefferd Avenue form "Tee" intersections with North Kingston Street. Both Tollman Avenue and Mefferd Avenue have stop controls while North Kingston Street is uncontrolled. North Kingston Street forms a "Tee" intersection with Monte Diablo Avenue. North Kingston Street is stop controlled and Monte Diablo Avenue is uncontrolled



A speed survey was conducted on N. Kingston between Dore and Monte Diablo. The 85th percentile speed was found to be 27.4 mph.

Recommendations:

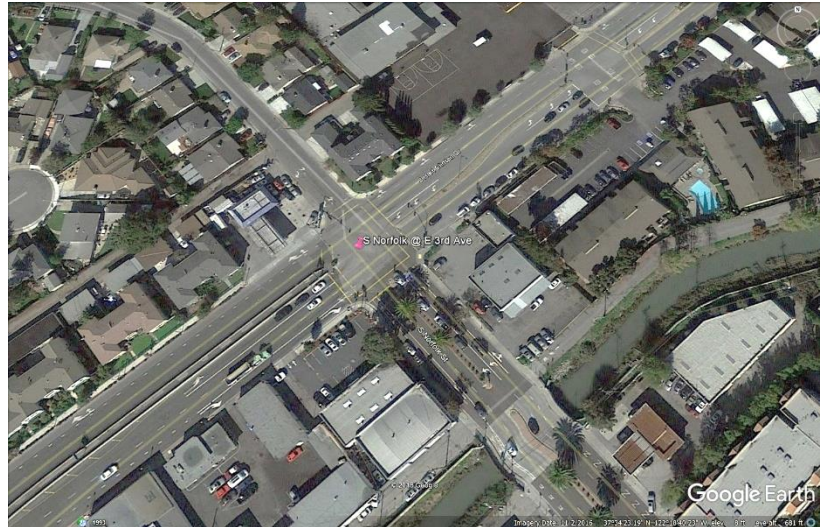
- Place portable radar board in both directions.
- Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress.
- Staff will conduct stop warrants at both intersections to determine if all-way stops can be installed.

6 – W. 3rd Avenue at S. Norfolk Street

Issue: Unique Neighborhood Concern (North Shoreview-bound drivers cannot negotiate saturated 3rd Avenue lanes to the left-turn lane. Drivers are forced to proceed straight through the intersection and make a U-turn at 3rd and Church. TFSC recommends: Convert rightmost lane on westbound 3rd Avenue at Norfolk to a right-turn only lane.)

Discussion and Analysis:

The intersection of South Norfolk Street and East 3rd Avenue is controlled by a traffic signal. East 3rd Avenue and South Norfolk Street south of the intersection are classified as arterial roadways. South Norfolk Street north of the intersection is classified as a collector roadway. South Norfolk Street is posted 25 mph. East 3rd Avenue west of the intersection has a posted 30 mph speed limit. East 3rd Avenue east of the intersection has a posted speed limit of 35 mph. Sidewalks and marked crosswalks access each corner. The southbound approach



leg has a dedicated southbound right-turn lane and a separate through/left turn lane. There is one northbound through receiving lane. The westbound approach leg has a dedicated left-turn lane, two separate westbound through lanes, and a separate westbound through/right turn lane. There are two eastbound receiving lanes. The northbound approach leg has two dedicated northbound left-turn lanes and a separate northbound through/right turn lane. “Sharrow” bicycle markings are installed in the northbound direction. There are two southbound receiving lanes with a striped bicycle lane. The eastbound approach leg has a dedicated eastbound left-turn lane, two separate eastbound through lanes, and a dedicated eastbound right-turn lane. There are two westbound receiving lanes and a separate westbound right-turn lane. A separated bicycle/pedestrian path is located at the median of this leg.

Recommendations:

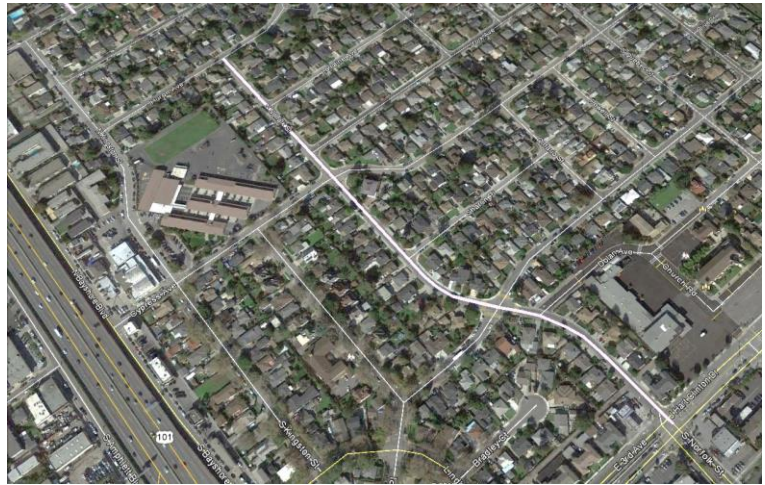
- Staff will collect turning movement counts for the intersection.
- The turning movement counts will be used to conduct an intersection analysis to determine if a dedicated right-turn lane and reduced through lanes in the westbound direction would significantly affect the intersection level of service.

7 – Norfolk Corridor

Issue: Unique Neighborhood Concern (Cars parking on rolled curbs are blocking pedestrian sidewalk access. TFSC recommends: Traffic calming, establishment and enforcement of parking policies, education, and consideration of other measures, such as peak-hour parking restrictions, installation of square curbs, etc.)

Discussion and Analysis:

S. Norfolk Street is a two lane roadway classified as a collector street. There are sidewalks and parking is allowed on both sides of the roadway. The speed limit is 25 mph. Single family homes with driveways front the roadway. The roadway has an existing reverse curve between Sharon Place and south of Dolan Avenue. All-way stops exist along S. Norfolk Street at 2nd Avenue and Cypress Avenue.



S. Norfolk between 2nd Avenue and Cypress Avenue is approximately 30 feet wide from flow line to flow line. With a standard parking width of 8 feet, vehicles parking solely on the roadway would only leave 14 feet width for two-way traffic, which is significantly less than the standard 11 feet or greater per lane in each direction. With the current configuration, vehicles are being parked three to four feet of the vehicle width onto the sidewalk, leaving little to no pedestrian access.

Recommendations:

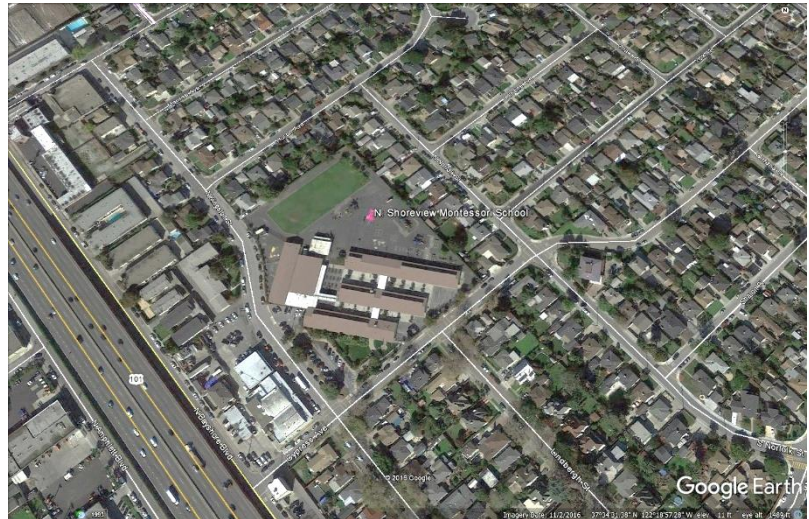
- Staff recommends removal of parking on one side of S. Norfolk Street between 2nd and E. 3rd Avenue to address pedestrian safety concerns. Staff will work with the Traffic Forum Steering Committee to determine which side is most suitable for parking removal.
- Staff recommends shifting and marking the centerline towards the side with removed parking. This will allow sufficient width on the roadway for vehicles to park without blocking the sidewalk.

8 – N. Shoreview Montessori School

Issue: Unique Neighborhood Concern (Stop signs at crosswalks along cut-through corridors are often not respected by aggressive drivers, particularly those unfamiliar with the neighborhood. TFSC recommends: Repaint crosswalk heavily used by North Shoreview Montessori and St. Timothy's students with "zebra" striping or other bold, noticeable treatment. Consider additional red-curbing near these crosswalks as needed.

Discussion and Analysis:

Cypress Avenue between N. Norfolk Street and Kingston Street is classified as a local roadway with a 25 mph speed limit. Sidewalks and parking is allowed on both sides of the roadway. North Shoreview Elementary School fronts the north side of the roadway. The intersections with North Norfolk Street, Lindbergh Street, and Cypress Avenue are all controlled by all-way stop signs. The south side of the roadway is fronted by single family homes with driveways.



Recommendations:

- Install high-visibility crosswalks at existing school crosswalks on Cypress Avenue, as well as school crosswalks on adjacent roadways.
- Staff will also review existing school signage and red curb markings to improve visibility, and install new signage and markings as needed.

9 – Lindbergh at 3rd Avenue

Issue: Unique Neighborhood Concern (Southbound Lindbergh widens into two lanes at it terminates onto 3rd Avenue and US-101. TFSC recommends: Delineate two lanes of traffic exiting Lindbergh.)

Discussion and Analysis:

Lindbergh Street forms a “Tee” intersection with East 3rd Avenue. Southbound Lindbergh Street is controlled by a stop sign and East 3rd Avenue is uncontrolled. Lindbergh Street is striped two lane roadway and is classified as a collector. East 3rd Avenue has two through lanes and a separate lane leading to the on-ramp to north bound Highway 101. South bound Lindbergh Street has one lane which can either access the north bound Highway 101 on-ramp or west bound East 3rd Avenue.



Recommendations:

- City staff installed two southbound lanes on Lindbergh at 3rd in 2016.
- Staff will install “Keep Clear” legends and signage for the westbound US-101 on-ramp vehicles.

10 – Bayshore Boulevard

Issue: Cut-Through Traffic (Much cut-through traffic enters North Shoreview neighborhood from Airport Boulevard via Peninsula Avenue. The problem is expected to get worse when the Burlingame Point project becomes operational. TFSC recommends: Explore options for discouraging cut-through traffic from entering N. Bayshore Boulevard from Peninsula Avenue and especially Airport Boulevard. Also, explore options to encourage Airport Boulevard cut-through traffic to use Peninsula Avenue to access southbound US-101.)

Discussion and Analysis:

North Bayshore Boulevard forms a “Tee” intersection with Peninsula Avenue. North Bayshore Boulevard is classified as a collector roadway and Peninsula Avenue is classified as an arterial roadway. The posted speed limits for both roadways is 35 mph. Peninsula Avenue forms the east and west legs of the intersection and North Bayshore Boulevard forms the south leg. The east leg has two through west bound lanes and a separate west bound left turn lane. There is also a striped westbound bicycle lane. There are two east bound receiving lanes. The west leg has one through east bound lane and one east bound combination through/right turn lane. There are two through west bound receiving lanes. There is a striped bicycle lane. The south leg has separate north bound right and left turn lanes. There is one south bound receiving lane.

Recommendations:

- As discussed in Item 1, Public Works will conduct an origin-destination study of the cut-through traffic through the North Shoreview neighborhood. Once cut-through traffic routes are determined, staff will work with the North Shoreview neighborhood to determine methods to address the issue.

Table 2 - Top Ten List with Funding Sources

Neighborhood Priority	Location	Key Issues (Interests and Reasons)	Improvements	Potential Funding Source	Estimated Cost
1	S. Norfolk at E. 3 rd Avenue	Cut-through Traffic (Left-turn from southbound Norfolk to 3 rd Avenue east is a key conduit for North Shoreview's cut-through traffic. TFSC recommends: Restrict southbound left-turns from Norfolk onto eastbound 3 rd Avenue during PM peak commute hours.)	<ul style="list-style-type: none"> ➤ Public Works will conduct a comprehensive origin-destination study of the cut-through traffic through the North Shoreview neighborhood. Once cut-through traffic routes are determined, staff will work with the North Shoreview Neighborhood Association and the Traffic Forum Steering Committee to determine methods to address the issue. ➤ Staff recognizes that the suggestion made by the Traffic Forum Steering Committee may have a potential to curtail some cut-through traffic. However, due to safety concerns regarding lack of compliance, and the desire to avoid pushing vehicles into other areas, the afternoon turn restriction at S. Norfolk and 3rd Avenue is not currently recommended. 	Measure S (TBD) & Developer Funds	\$10,000 staff (one-time) & \$25,000 study
2	Cypress Avenue between N. Kingston Street and N. Norfolk Street	Roadway Conduct (Narrow road adjacent to school supports two lanes of traffic, including cut-through traffic, and parking on both sides, as well as heavy pedestrian traffic by North Shoreview Montessori school students. TFSC recommends: Converting Cypress Avenue to a one-way roadway and maintaining parking along both sides with school drop-off zones.)	<ul style="list-style-type: none"> ➤ As discussed in Item 1, Public Works will conduct an origin-destination study of the cut-through traffic through the North Shoreview neighborhood. Once cut-through traffic routes are determined, staff will work with the North Shoreview neighborhood to determine methods to address the issue. ➤ While the suggestion made by the Traffic Forum Steering Committee is not directly related to cut-through traffic, a one-way street conversion will divert motorists to other adjacent roadways. Staff recommends that any diversionary recommendations be made as part of comprehensive plan to address cut-through traffic in the entire neighborhood rather than push the issue to another location. 	See No. 1	See No. 1
3	N. Kingston near North Shoreview Montessori School	Speeding (Speeding and aggressive driving on N. Kingston, Norfolk, and Cypress near school when school children are present. TFSC recommends: Install flashing signage on N. Kingston near Huron to broadcast the speed of southbound traffic heading towards school. Additional traffic calming measures, as warranted, on affected areas on N. Kingston, Norfolk, and Cypress.)	<ul style="list-style-type: none"> ➤ Place portable radar board in both directions. ➤ Install a striped double-yellow centerline on N. Kingston Street between Monte Diablo and Cypress ➤ Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress. 	Measure S (TBD)	\$3,000 capital; \$1,000 staff (one-time)
4	Trollman near Ottawa and Prague	Speeding and Roadway Conduct (Speeding and aggressive driving along long uninterrupted stretch of Trollman between Kingston and Quebec. Especially problematic near blind curve on Trollman between Huron and Prague. TFSC recommends: Traffic calming along Trollman between Kingston and Quebec. Add stop sign near blind curve, specifically on the west side of curve.)	<ul style="list-style-type: none"> ➤ Staff will conduct a speed study along Trollman near Ottawa and Prague to determine if <i>Step 2</i> measures per the Neighborhood Traffic Management program can be implemented. ➤ Staff will conduct stop warrants at both intersections to determine if all-way stops can be installed. 	Measure S (TBD)	\$1,000 study; \$1,000 staff (one-time)
5	N. Kingston north of Monte Diablo	Speeding and Roadway Conduct (Speeding and aggressive behavior along long, largely uninterrupted stretch of N. Kingston between E. Poplar and Monte Diablo. TFSC recommends: Traffic calming on N. Kingston between E. poplar and Monte Diablo. Possible stop sign on N. Kingston at Rogell. Also consider traffic calming measures at Monte Diablo.)	<ul style="list-style-type: none"> ➤ Place portable radar board in both directions. ➤ Conduct speed survey, volume counts, and review collisions in one year. Evaluate progress. ➤ Staff will conduct stop warrants at both intersections to determine if all-way stops can be installed. 	Measure S (TBD)	\$500 staff (one-time)
6	W. 3 rd Avenue at S. Norfolk Street	Unique Neighborhood Concern (North Shoreview-bound drivers cannot negotiate saturated 3 rd Avenue lanes to the left-turn lane. Drivers are forced to proceed straight through the intersection and make a U-turn at 3 rd and Church. TFSC recommends: Convert rightmost lane on westbound 3 rd Avenue at Norfolk to a right-turn only lane.)	<ul style="list-style-type: none"> ➤ Staff will collect turning movement counts for the intersection. ➤ The turning movement counts will be used to conduct an intersection analysis to determine if a dedicated right-turn lane and reduced through lanes in the westbound direction would significantly affect the intersection level of service. 	Citywide Traffic Signals (466004)	\$500 study & \$1,000 staff (one-time)
7	Norfolk Corridor	Unique Neighborhood Concern (Cars parking on rolled curbs are blocking pedestrian sidewalk access. TFSC recommends: Traffic calming, establishment and enforcement of parking policies, education, and consideration of other measures, such as peak-hour parking restrictions, installation of square curbs, etc.)	<ul style="list-style-type: none"> ➤ Staff recommends removal of parking on one side of S. Norfolk Street between 2nd and E. 3rd Avenue to address pedestrian safety concerns. Staff will work with the Traffic Forum Steering Committee to determine which side is most suitable for parking removal. ➤ Staff recommends shifting and marking the centerline towards the side with removed parking. This will allow sufficient width on the roadway for vehicles to park without blocking the sidewalk. 	Measure S (TBD)	\$1,000 capital; \$1,000 staff (one-time)

8	N. Shoreview Montessori School	Unique Neighborhood Concern (Stop signs at crosswalks along cut-through corridors are often not respected by aggressive drivers, particularly those unfamiliar with the neighborhood. TFSC recommends: Repaint crosswalk heavily used by North Shoreview Montessori and St. Timothy's students with "zebra" striping or other bold, noticeable treatment. Consider additional red-curbings near these crosswalks as needed.	<ul style="list-style-type: none"> ➤ Install high-visibility crosswalks at existing school crosswalks on Cypress Avenue, as well as school crosswalks on adjacent roadways. ➤ Staff will also review existing school signage and red curb markings to improve visibility, and install new signage and markings as needed. 	Measure S (TBD)	\$7,000 capital; \$1,000 staff (one-time)
9	Lindbergh at 3 rd Avenue	Unique Neighborhood Concern (Southbound Lindbergh widens into two lanes at it terminates onto 3 rd Avenue and US-101. TFSC recommends: Delineate two lanes of traffic exiting Lindbergh.)	<ul style="list-style-type: none"> ➤ City staff installed two southbound lanes on Lindbergh at 3rd in 2016. ➤ City staff installed two southbound lanes on Lindbergh at 3rd in 2016. ➤ Staff will install "Keep Clear" legends and signage for the westbound US-101 on-ramp vehicles. 	Measure S (TBD)	\$500 capital; \$500 staff
10	Bayshore Boulevard	Cut-Through Traffic (Much cut-through traffic enters North Shoreview neighborhood from Airport Boulevard via Peninsula Avenue. The problem is expected to get worse when the Burlingame Point project becomes operational. TFSC recommends: Explore options for discouraging cut-through traffic from entering N. Bayshore Boulevard from Peninsula Avenue and especially Airport Boulevard. Also, explore options to encourage Airport Boulevard cut-through traffic to use Peninsula Avenue to access southbound US-101.	<ul style="list-style-type: none"> ➤ As discussed in Item 1, Public Works will conduct an origin-destination study of the cut-through traffic through the North Shoreview neighborhood. Once cut-through traffic routes are determined, staff will work with the North Shoreview neighborhood to determine methods to address the issue. 	See No. 1	See No. 1

Funding Summary:

- \$42,500 - Staff and Study Costs: Includes one-time cost for analysis and evaluation
- \$11,500 - Capital Costs: Includes construction costs such as sign and striping installations