



TRAFFIC ACTION PLAN

San Mateo Heights Neighborhood

CITY OF SAN MATEO

Draft March 2017

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Introduction

The San Mateo Heights 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.

San Mateo Heights 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, El Camino Real to the west, Tilton Avenue to the south, and the mainline railroad tracks on the east. Within the neighborhood are a mix of single-family and multi-family homes, apartments, and commercial businesses along San Mateo Drive. 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 San Mateo Heights Traffic Forum Steering Committee (TFSC), comprised of volunteer residents from the neighborhood, to meet on July 16, 2016 where they received an information packet containing various neighborhood studies and statistics. The steering committee was asked to use the prioritization table as well as the information provided by the City to rank their top ten concerns. Each of these concerns can be categorized into these key issues:

- Congestion
- Unique Neighborhood Concerns

The following are overall strategies that will be used to address the key issues in the San Mateo Heights 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 San Mateo Heights 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 San Mateo Heights 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 – San Mateo Heights 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 San Mateo Heights, there were 2 Police-related concerns and 45 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 San Mateo Heights TFSC on July 16, 2016 and were provided information packets, which included their neighborhood's meeting notes, online resident feedback, collision data, relevant traffic studies, and prioritization tables created by the City. They were asked to use this data to create a top ten list of traffic concerns in their neighborhood.

The San Mateo Heights TFSC was comprised of one resident who participated in the development of the top ten list.

Traffic Forum Steering Committee Member
Steve Carlson

On November 21, 2016, the San Mateo Heights 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.

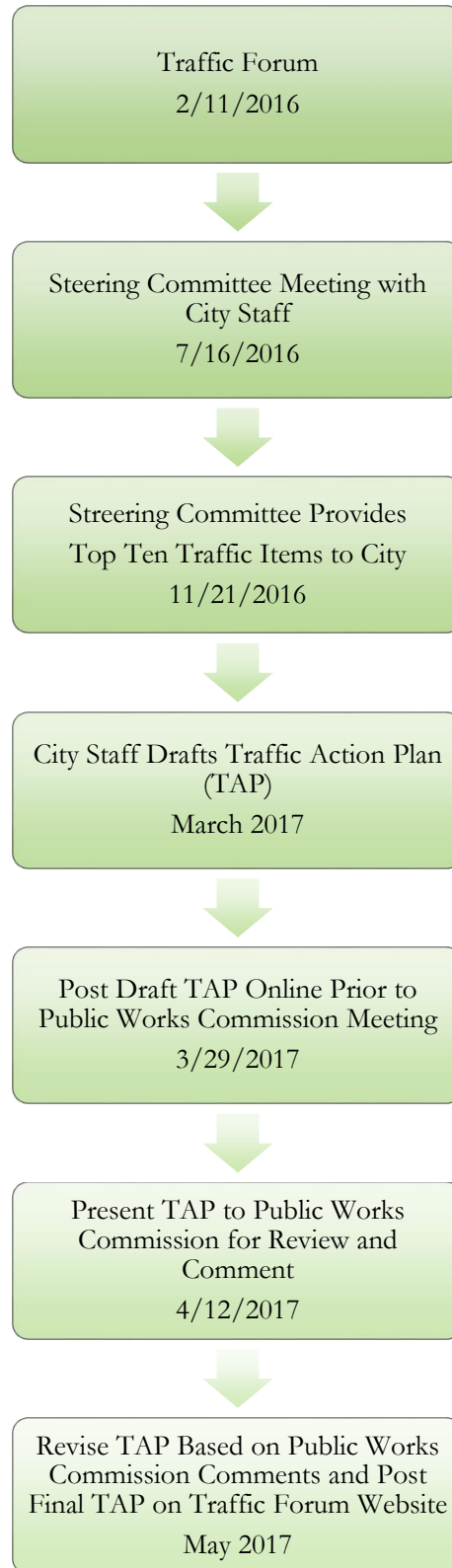


Figure 2 - Traffic Action Plan Development Flowchart

Neighborhood Traffic Issues

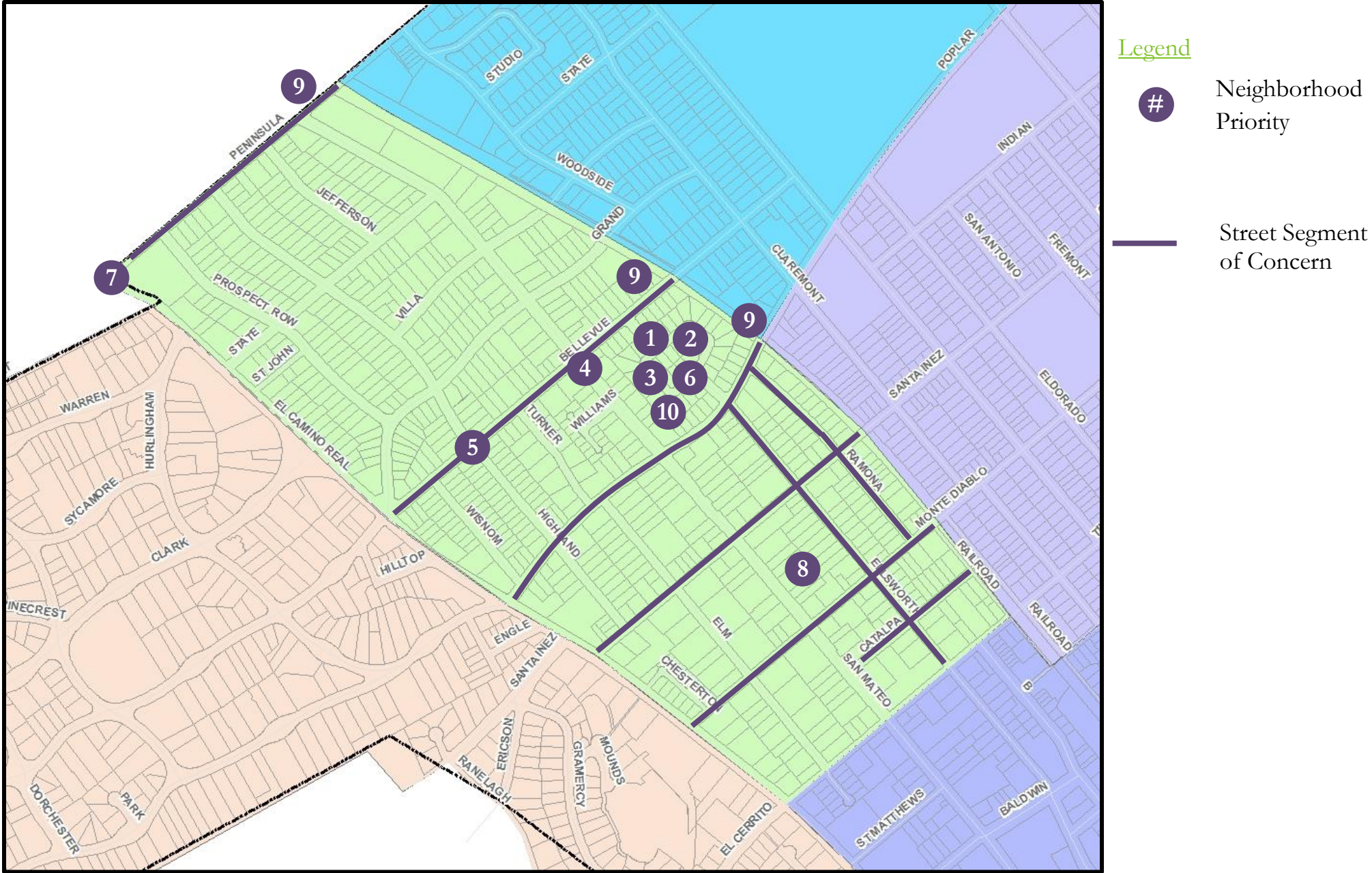
The San Mateo Heights Traffic Forum Steering Committee identified their top ten traffic concerns based on information provided to them at the City meeting on November 21, 2016.

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 – San Mateo Heights Ten Traffic Concerns

Neighborhood Priority	Location	Interests and Reasons
1	San Mateo Heights Neighborhood	Unique Neighborhood Concern (Need to repave streets due to deterioration)
2	San Mateo Heights Neighborhood	Unique Neighborhood Concern (Need to install ADA compliant ramps for ADA access)
3	San Mateo Heights Neighborhood	Speeding (Need a neighborhood study of speed humps/tables to address area speeding)
4	N. San Mateo Drive/ E. Bellevue Avenue	Congestion (San Mateo Drive at E. Bellevue needs a traffic signal due to high traffic volumes)
5	E. Bellevue Avenue/ Highland Avenue	Unique Neighborhood Concern (All-way stop, bulb-out, and high-visibility crosswalk requested)
6	San Mateo Heights Neighborhood	Unique Neighborhood Concern (Illumination study requested to assess current illumination levels. Request to bring nighttime illumination levels to new parking lot light levels)
7	Peninsula Avenue at El Camino Real	Unique Neighborhood Concern (ADA access ramp requested at southwest corner, as well as extended pedestrian crossing time)
8	N. Ellsworth Avenue, Ramona Avenue, E. Santa Inez Avenue, Monte Diablo, Catalpa Avenue	Unique Neighborhood Concern (Install standard curb heights. Existing curb heights are between 0-4")
9	Bellevue, Poplar, and Peninsula	Unique Neighborhood Concern (Install pedestrian countdown heads)
10	San Mateo Heights Neighborhood	Unique Neighborhood Concern (Parking survey requested in neighborhood due to limited parking availability)

Figure 3 – San Mateo Heights Steering Committee Top Ten Traffic Concerns



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 – San Mateo Heights Neighborhood

Issue: Unique Neighborhood Concern (Need to repave streets due to deterioration)

Discussion and Analysis:

The San Mateo Heights neighborhood is roughly bounded on the north by Peninsula Avenue, El Camino Real to the west, Tilton Avenue to the south, and the mainline railroad tracks on the east. Within the neighborhood are a mix of single-family and multi-family homes, apartments, and commercial businesses along San Mateo Drive.



The City utilizes a pavement management system, which prioritizes street segments for paving based on their current condition. In the San Mateo Heights area, the following locations are scheduled for resurfacing in the next two years:

Street	From	To	Estimated Date
San Mateo Drive	Peninsula Avenue	State Street	Fall 2018
Village Terrace	Highland Avenue	Claremont Street	Summer 2017
Grand Boulevard	El Camino Real	Railroad Tracks	Summer 2018
Bellevue Avenue	San Mateo Drive	Railroad Tracks	Summer 2017
Monte Diablo	El Camino Real	San Mateo Drive	Summer 2017

Recommendations:

- Public Works staff will continue to utilize the pavement management system to prioritize paving locations throughout the City. Five locations in San Mateo Heights are scheduled for repaving through 2018.

2 – San Mateo Heights Neighborhood

Issue: Unique Neighborhood Concern (Need to install ADA compliant ramps for ADA access)

Discussion and Analysis:



The San Mateo Heights neighborhood is roughly bounded on the north by Peninsula Avenue, El Camino Real to the west, Tilton Avenue to the south, and the mainline railroad tracks on the east. Within the neighborhood are a mix of single-family and multi-family homes, apartments, and commercial businesses along San Mateo Drive.

Public Works staff is in the process of completing their ADA (Americans with Disabilities Act) Transition Plan. This document will identify and prioritize

locations throughout the City where new ADA ramps and accesses are in need. The identified locations will be prioritized for construction through the Public Works Capital Improvements Program.

Recommendations:

- Public Works staff will prioritize ADA ramps for construction or replacement through its ADA Transition Plan.

3 – San Mateo Heights Neighborhood

Issue: Speeding (Need a neighborhood study of speed humps/tables to address area speeding)

Discussion and Analysis:

The San Mateo Heights neighborhood is roughly bounded on the north by Peninsula Avenue, El Camino Real to the west, Tilton Avenue to the south, and the mainline railroad tracks on the east. Within the neighborhood are a mix of single-family and multi-family homes, apartments, and commercial businesses along San Mateo Drive.



Recommendations:

- Public Works staff will work with the Traffic Forum Steering Committee to determine the streets of highest concern.

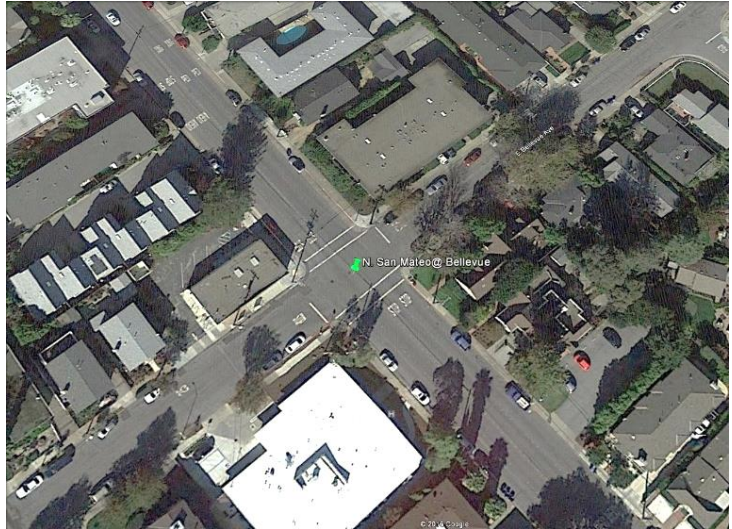
4 – N. San Mateo Drive/E. Bellevue Avenue

Issue: Congestion (San Mateo Drive at E. Bellevue needs a traffic signal due to high traffic volumes)

Discussion and Analysis:

N. San Mateo Drive at E. Bellevue is a four-lane roadway and is classified as an arterial in the Circulation Element of the General Plan. Parking and sidewalk exists on both sides of the roadway. This portion of N. San Mateo Drive has a posted speed limit of 30 mph.

E. Bellevue at N. San Mateo Drive is a two-lane street and is classified as a local roadway in the General Plan. Parking and sidewalk exists on both sides of the roadway. E. Bellevue has a prima facie speed limit of 25 mph.



Recommendations:

- Public Works is planning to install a traffic signal at N. San Mateo Drive at E. Bellevue Avenue in conjunction with the North San Mateo Drive Sustainable Streets project.

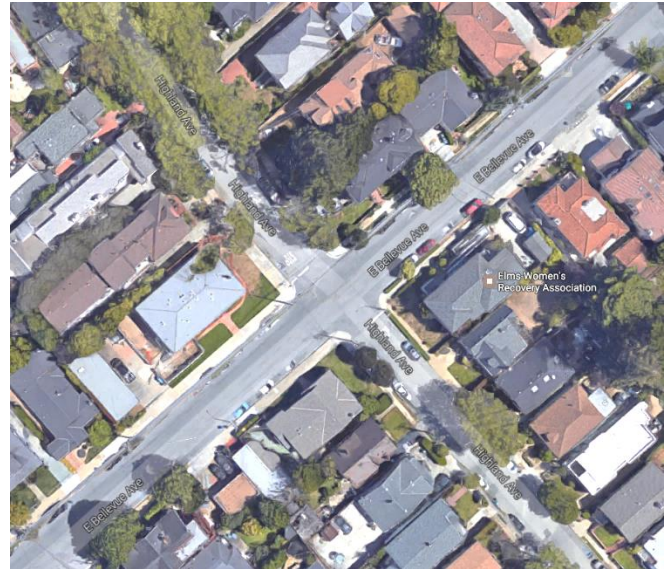
5 – E. Bellevue Avenue/Highland Avenue

Issue: Unique Neighborhood Concern (All-way stop, bulb-out, and high-visibility crosswalk requested)

Discussion and Analysis:

E. Bellevue Avenue at N. San Mateo Drive is a two-lane street and is classified as a local roadway in the General Plan. Parking and sidewalk exists on both sides of the roadway. E. Bellevue has a prima facie speed limit of 25 mph. The portion of E. Bellevue is largely fronted by single-family residential with a small amount of multi-family homes.

Highland Avenue at E. Bellevue Avenue is a two-lane roadway and is classified as a local roadway in the General Plan. Parking and sidewalk exists on both sides of the roadway. Highland has a prima facie speed limit of 25 mph. This section of Highland is primarily fronted by single-family homes.



The intersection of these two roadways is controlled by stop signs in the north-south directions along Highland, while E. Bellevue is uncontrolled.

Recommendations:

- Public Works staff will conduct a stop sign warrant to install an all-way stop at this intersection.
- Staff will also collect pedestrian counts at the intersection to determine if an uncontrolled, marked crosswalk and bulb-outs should be installed.

6 – San Mateo Heights Neighborhood

Issue: Unique Neighborhood Concern (Illumination study requested to assess current illumination levels. Request to bring nighttime illumination levels to new parking lot light levels)

Discussion and Analysis:



The San Mateo Heights neighborhood is roughly bounded on the north by Peninsula Avenue, El Camino Real to the west, Tilton Avenue to the south, and the mainline railroad tracks on the east. Within the neighborhood are a mix of single-family and multi-family homes, apartments, and commercial businesses along San Mateo Drive.

Recommendations:

- Pedestrian scale streetlights are recommended on Monte Diablo between El Camino Real and Rochester Street and on Peninsula Avenue from El Camino Real to the Bay Trail per Citywide Pedestrian Master Plan. Project funding will be requested through the Capital Improvement Program.
- Future lighting recommendations will be proposed upon completion of the first two segments. Proposals will be based on Citywide Pedestrian Plan.

7 – Peninsula Avenue at El Camino Real

Issue: Unique Neighborhood Concern (ADA access ramp requested at southwest corner, as well as extended pedestrian crossing time)

Discussion:

The intersection of Peninsula Avenue and El Camino Real is controlled by a traffic signal. Park Road also meets with Peninsula Avenue at this intersection, and is controlled by the traffic signal. El Camino Real (SR-82) is a four-lane roadway with a speed limit of 35 mph. Peninsula Avenue is classified as an arterial in the General Plan, and represents the northerly border of the neighborhood as well as the City. Pedestrian movements are allowed across all roadways in the intersection.

Recommendations:

- Staff will work with the Traffic Forum Steering Committee to ADA access ramp request at this location.
- 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. The project will also include updates to existing red, yellow, and pedestrian clearance times at intersections along El Camino Real, and will include the Peninsula Avenue crossing.



8 – N. Ellsworth Avenue, Ramona Avenue, E. Santa Inez Avenue, Monte Diablo, Catalpa Avenue

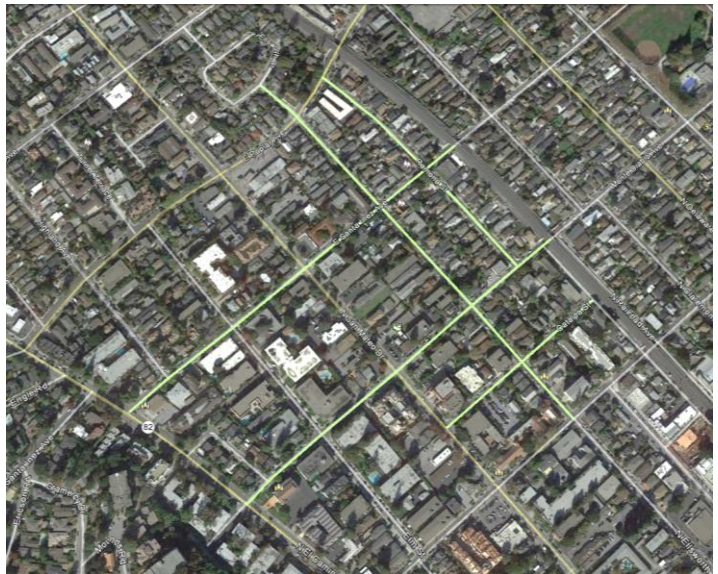
Issue: Unique Neighborhood Concern (Install standard curb heights. Existing curb heights are between 0-4’')

Discussion and Analysis:

N. Ellsworth Avenue, Ramona Avenue, E. Santa Inez Avenue, and Catalpa Avenue are all classified as local streets in the General Plan. All have existing parking and sidewalks on both sides of the roadway. All are primary fronted by single- and multi-family residences.

Monte Diablo is a two-lane roadway and is classified as a collector street in the General Plan. Parking and sidewalks exist on both sides of the roadway. Monte Diablo has a posted speed limit of 25 mph.

Street resurfacing is a method of maintenance used by Public Works to maintain adequate roadway conditions. When the roadway does not have an existing gutter pan, those resurfacing treatments often extend to the face of curb, which in turn, reduces the curb height. Current roadway construction practices include a standard curb and gutter to help avoid this issue, as the treatment only extends to the edge of the gutter pan. Due to the high costs associated with reconstructing curb and gutter per current standards, this type of reconstruction is only done at very select locations where water flows in the gutter deem it necessary to have the standard height.



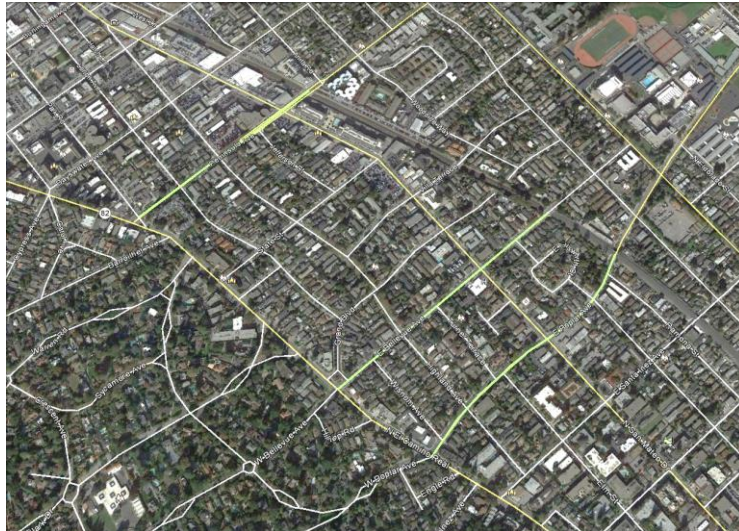
Recommendations:

- Public Works will replace the existing curb with curb and gutter where studies find it necessary and in conjunction with street rehabilitation projects.

9 – Bellevue, Poplar, and Peninsula

Issue: Unique Neighborhood Concern (Install pedestrian countdown heads)

Discussion and Analysis:



E. Bellevue Avenue is a two-lane street and is classified as a local roadway in the General Plan. Parking and sidewalk exists on both sides of the roadway. E. Bellevue has a prima facie speed limit of 25 mph. The only signalized intersection along Bellevue in the San Mateo Heights neighborhood is at El Camino Real.

Poplar Avenue is a two-lane street and is classified as an arterial in the General Plan. Parking and sidewalks exist on both sides of the street throughout most of Poplar, and the roadway has a posted speed limit of 25 mph. Poplar Avenue is signalized at

El Camino Real and San Mateo Drive in the San Mateo Heights neighborhood.

Peninsula Avenue is classified as an arterial in the General Plan, and represents the northerly border of the neighborhood as well as the City. It is a two-lane roadway with a posted speed limit of 30 mph between El Camino Real and San Mateo Drive, and 35 mph between San Mateo Drive and the US-101 ramps. Peninsula Avenue is signalized at El Camino Real and San Mateo Drive in this neighborhood.

Recommendations:

- Public Works staff will review pedestrian heads at signalized intersections along Bellevue, Poplar, and Peninsula and install countdown heads where not currently installed.

10 – San Mateo Heights Neighborhood

Issue: Unique Neighborhood Concern (Parking survey requested in neighborhood due to limited parking availability)

Discussion and Analysis:

The San Mateo Heights neighborhood is roughly bounded on the north by Peninsula Avenue, El Camino Real to the west, Tilton Avenue to the south, and the mainline railroad tracks on the east. Within the neighborhood are a mix of single-family and multi-family homes, apartments, and commercial businesses along San Mateo Drive.



Recommendations:

- San Mateo Heights residents may apply for residential permit parking in their neighborhood. Per the Residential Permit Parking Program (RPPP) seen here: <http://www.cityofsanmateo.org/DocumentCenter/Home/View/1175>, the applicant must identify a parking impact generator to be considered for permit parking.

Table 2 - Top Ten List with Funding Sources

Neighborhood Priority	Location	Key Issues (Interests and Reasons)	Improvements	Potential Funding Source	Estimated Cost
1	San Mateo Heights Neighborhood	Unique Neighborhood Concern (Need to repave streets due to deterioration)	➤ Public Works staff will continue to utilize the pavement management system to prioritize paving locations throughout the City. Five locations in San Mateo Heights are scheduled for repaving through 2018.	-	-
2	San Mateo Heights Neighborhood	Unique Neighborhood Concern (Need to install ADA compliant ramps for ADA access)	➤ Public Works staff will prioritize ADA ramps for construction or replacement through its ADA Transition Plan.	-	-
3	San Mateo Heights Neighborhood	Speeding (Need a neighborhood study of speed humps/tables to address area speeding)	➤ Public Works staff will work with the Traffic Forum Steering Committee to determine the streets of highest concern.	Measure S (TBD)	\$1,000 study; \$500 staff
4	N. San Mateo Drive/E. Bellevue Avenue	Congestion (San Mateo Drive at E. Bellevue needs a traffic signal due to high traffic volumes)	➤ Public Works is planning to install a traffic signal at N. San Mateo Drive at E. Bellevue Avenue in conjunction with the North San Mateo Drive Sustainable Streets project.	-	-
5	E. Bellevue Avenue/ Highland Avenue	Unique Neighborhood Concern (All-way stop, bulb-out, and high-visibility crosswalk requested)	➤ Public Works staff will conduct a stop sign warrant to install an all-way stop at this intersection. ➤ Staff will also collect pedestrian counts at the intersection to determine if an uncontrolled, marked crosswalk and bulb-outs should be installed.	Measure S (TBD)	\$1,000 study; \$1,000 staff
6	San Mateo Heights Neighborhood	Unique Neighborhood Concern (Illumination study requested to assess current illumination levels. Request to bring nighttime illumination levels to new parking lot light levels)	➤ Pedestrian scale streetlights are recommended on Monte Diablo between El Camino Real and Rochester Street and on Peninsula Avenue from El Camino Real to the Bay Trail per Citywide Pedestrian Master Plan. Project funding will be requested through the Capital Improvement Program. ➤ Future lighting recommendations will be proposed upon completion of the first two segments. Proposals will be based on Citywide Pedestrian Plan.	Funding request made through the Capital Improvement Program	Funding request made through the Capital Improvement Program
7	Peninsula Avenue at El Camino Real	Unique Neighborhood Concern (ADA access ramp requested at southwest corner, as well as extended pedestrian crossing time)	➤ Staff will work with the Traffic Forum Steering Committee to ADA access ramp request at this location. ➤ 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. The project will also include updates to existing red, yellow, and pedestrian clearance times at intersections along El Camino Real, and will include the Peninsula Avenue crossing.	Measure S (TBD)	\$1,000 capital; \$500 staff (one-time)
8	N. Ellsworth Avenue, Ramona Avenue, E. Santa Inez Avenue, Monte Diablo, Catalpa Avenue	Unique Neighborhood Concern (Install standard curb heights. Existing curb heights are between 0-4")	➤ Public Works will replace the existing curb with curb and gutter where studies find it necessary and in conjunction with street rehabilitation projects.	-	\$0
9	Bellevue, Poplar, and Peninsula	Unique Neighborhood Concern (Install pedestrian countdown heads)	➤ Public Works staff will review pedestrian heads at signalized intersections along Bellevue, Poplar, and Peninsula and install countdown heads where not currently installed.	Measure S (TBD)	\$2,000 capital; \$1,000 staff
10	San Mateo Heights Neighborhood	Unique Neighborhood Concern (Parking survey requested in neighborhood due to limited parking availability)	➤ San Mateo Heights residents may apply for residential permit parking in their neighborhood. Per the Residential Permit Parking Program (RPPP) seen here: http://www.cityofsanmateo.org/DocumentCenter/Home/View/1175 , the applicant must identify a parking impact generator to be considered for permit parking.	-	-

Funding Summary:

- \$5,000 - Staff and Study Costs: Includes one-time cost for analysis and evaluation
- \$3,000 - Capital Costs: Includes construction costs such as signing and striping installations