



# TRAFFIC ACTION PLAN

Bay Meadows Neighborhood (Phase II)

CITY OF SAN MATEO

Draft August 2019

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# Introduction

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The Bay Meadows 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.

Bay Meadows was the thirteenth 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 west by the railroad tracks, Franklin Parkway to the south, Saratoga Drive to the east, and E 28<sup>th</sup> Avenue to the north. Bay Meadows was envisioned as a compact, walkable, transit-oriented community, where many independent elements are brought together to promote transit utilization. Currently, the neighborhood contains a mix of multi-family homes, apartments, office, and retail. Several prominent features in the neighborhood are the Hillsdale Caltrain Station, The Nueva School, and Bay Meadows Park. The study area is shown in Figure 1.

The planning process commenced in October 2017 when the City provided the Bay Meadows Neighborhood Alliance (BMNA) information about the Traffic Action Plan process, which they used to create a preliminary list of traffic related concerns. The City worked with the BMNA to establish a Bay Meadows Traffic Forum Steering Committee (TFSC), which is comprised of volunteer residents from the neighborhood. The City held a meeting with the Bay Meadows TFSC on February 20, 2018 to discuss their concerns and answer questions about their priority list. The steering committee was then asked to use information provided by the City to narrow the list down to their top ten concerns. Each of these concerns can be categorized into these key issues:

- Speeding
- Roadway Conduct
- Unique Neighborhood Concerns

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

- Speeding
  - Verification of speeding issue with speed surveys
- Roadway Conduct
  - Volunteer Traffic Safety Corps to report observed violations
  - Strategic police enforcement when recommended
- Unique Neighborhood Concerns
  - Verification of unique neighborhood concern.
  - Each unique concern identified by the neighborhood will be addressed on an individual basis.

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 Bay Meadows Neighborhood Traffic Action Plan (TAP). The draft TAP will then be posted online for review prior to the Sustainability & Infrastructure Commission meeting. The Sustainability & Infrastructure Commission will review and provide comments on the TAP. City staff will incorporate the Sustainability & Infrastructure Commission's comments to finalize the document and post it on the City's Traffic Forum website.

The City has already begun studying some of the recommendations based on feedback received from the neighborhood. These recommendations will be implemented on an on-going basis. The Bay Meadows 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 – Bay Meadows Neighborhood (Phase II) Planning Boundary

## The Traffic Forum Process

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The planning effort began with a survey that was created by the Bay Meadows Neighborhood Association (BMNA) to generate an initial list of traffic concerns in the neighborhood. The City met with the BMNA on October 23, 2017 to discuss the neighborhood's concerns and provide feedback on the feasibility of specific requests. At this meeting, the City asked volunteers from the neighborhood to serve on a Traffic Forum Steering Committee (TFSC) to work with City staff to identify their top ten traffic concerns.

The Police and Public Works Departments met with the Bay Meadows TFSC on February 20, 2018 to finalize a top ten list of traffic concerns in their neighborhood.

The Bay Meadows TFSC was comprised of seven residents who participated in the development of the top ten list.

<b>Traffic Forum Steering Committee Members</b>
<b>Kelly Moran</b>
<b>Alexandre Parandian</b>
<b>Naomi Hsu</b>
<b>Arnout Ter Schure</b>
<b>John Schardin</b>
<b>Jeroen van Eesteren</b>
<b>Kristen van Eesteren</b>

Using the list of top ten traffic concerns, City staff created the Traffic Action Plan (TAP). The draft TAP will be posted online prior to the Sustainability & Infrastructure Commission meeting. The Sustainability & Infrastructure 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.

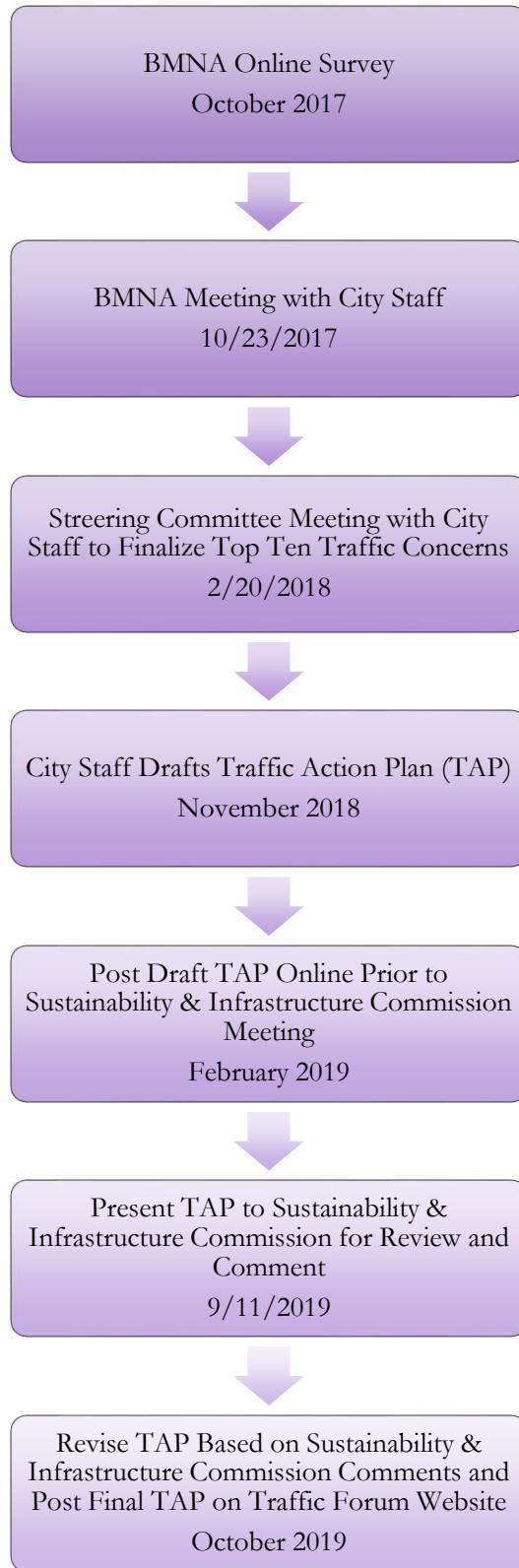


Figure 2 - Traffic Action Plan Development Flowchart

# Neighborhood Traffic Issues

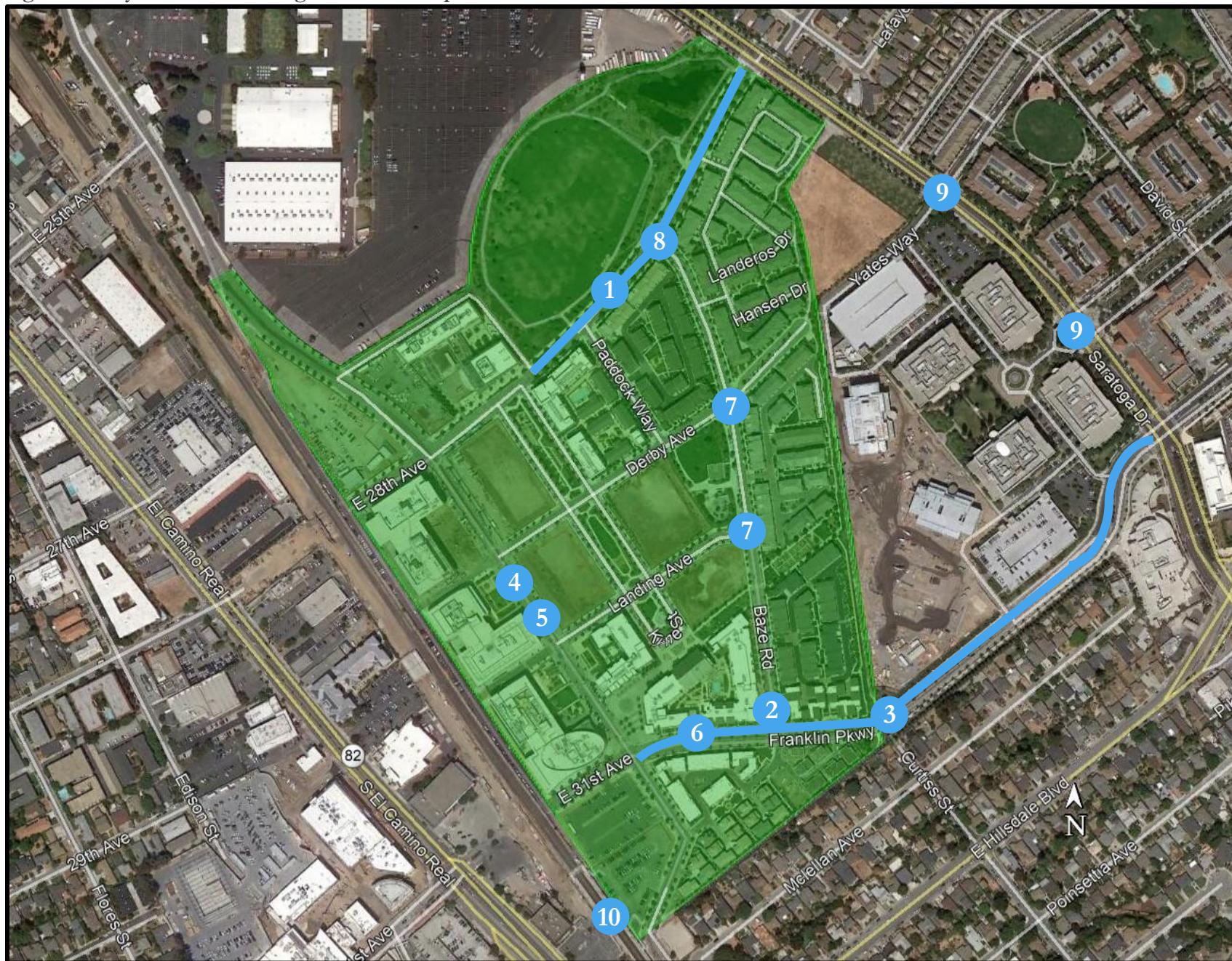
The Bay Meadows Traffic Forum Steering Committee identified their top ten traffic concerns based on information provided to them at the City meeting on February 20, 2017.

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 – Bay Meadows Top Ten Traffic Concerns

Neighborhood Priority	Location	Interests and Reasons
1	Bay Meadows Park/E 28th Ave	Unique Neighborhood Concern (On-street parking is generally occupied in front of Bay Meadows Park during soccer season. During passenger drop-off, vehicles double park and make U-turns on E 28 <sup>th</sup> Avenue. These conditions create a safety concern for pedestrians crossing E 28 <sup>th</sup> Avenue)
2	Baze Road/Franklin Parkway	Unique Neighborhood Concern (Pedestrian safety concerns and difficulty making left turn from Baze Road on to Franklin Parkway)
3	Franklin Parkway	Unique Neighborhood Concern (Request crosswalk to address pedestrian safety concern)
4	Bay Meadows Neighborhood	Unique Neighborhood Concern (Pedestrian and bicycle safety concerns for those who are trying to access locations west of the railroad tracks)
5	Bay Meadows Neighborhood	Unique Neighborhood Concern (Prevent commuter shuttle buses from utilizing neighborhood streets and establishing bus stops at unsafe locations.)
6	Franklin Parkway	Speeding (Reduce speed limit)
7	Paddock Park/Baze Road	Roadway Conduct (Failure to stop at existing stop signs at Derby Ave and Landing Ave)
8	Baze Road/E 28th Avenue	Unique Neighborhood Concern (Pedestrian safety concerns and difficulty making left turns from Baze Rd on to E 28th Ave)
9	Saratoga Drive	Unique Neighborhood Concern (Review traffic signal timing on Saratoga Avenue at Yates Way and Park Place to provide adequate time for pedestrian crossing and bicycle left turns)
10	Hillsdale Caltrain Station	Unique Neighborhood Concern (Examine alternatives to planned closure of Hillsdale Caltrain Station)

Figure 3 – Bay Meadows Steering Committee Top Ten Traffic Concerns



Legend



Neighborhood Priority



Street Segment of Concern

# Neighborhood Recommendations and Implementation

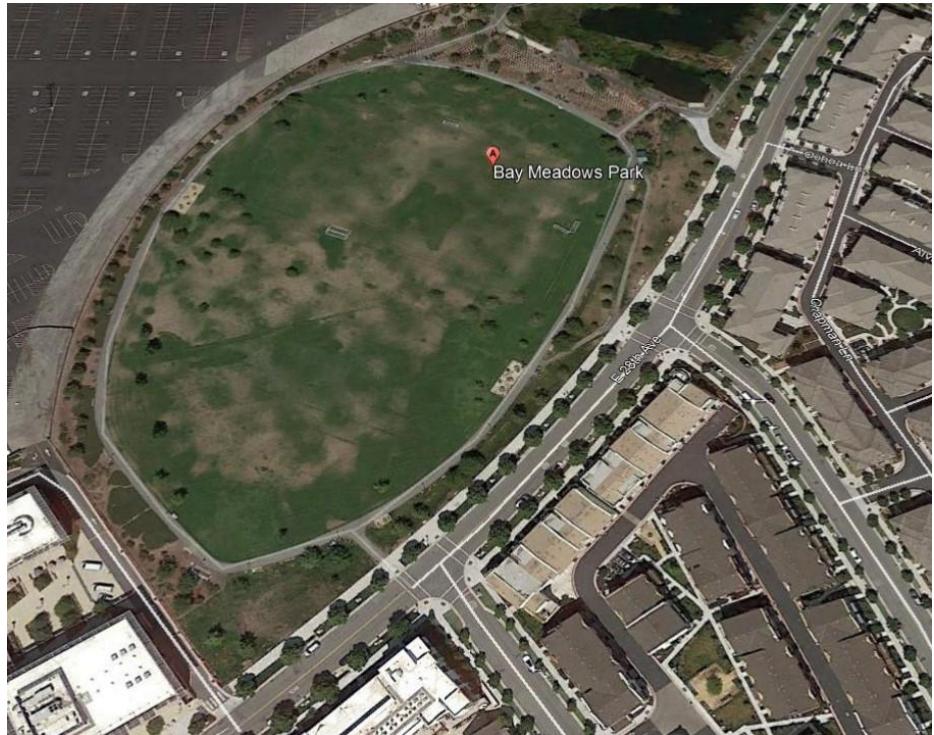
The following section presents the recommendations, listed by location. A detailed discussion is presented first followed by the recommendation in Table 3, as well as presented on a map for illustration.

## 1 – Bay Meadows Park/E 28th Avenue

Issue: Unique Neighborhood Concern (On-street parking is generally occupied in front of Bay Meadows Park during soccer season. When parking is scarce, vehicles double park and make U-turns on E 28<sup>th</sup> Avenue during passenger drop-off. These conditions create a safety concern for pedestrians crossing E 28<sup>th</sup> Avenue)

Discussion and Analysis:

East 28<sup>th</sup> Avenue is a two-lane roadway and is classified as a collector roadway. On-street parking exists on both sides of the roadway and is restricted to two hours between 8 A.M. and 6 P.M. (excluding Sundays and Holidays). East 28<sup>th</sup> Avenue has a posted speed limit of 25 mph. Bay Meadows Park does not have any on-site parking and visitors who arrive by car must utilize on-street parking.



Recommendations:

- Parks & Recreation Department staff is working with the San Mateo County Events Center on an agreement that would allow park visitors to park in the Event Center parking lot during high field use periods.
- Public Works Staff will identify locations for potential loading zones to provide space in front of Bay Meadows Park for passenger drop-off during high field use periods.
- Additional crosswalk improvements at the E 28<sup>th</sup> and Baze Road intersection discussed further in Priority No. 8.

## 2 – Baze Road/Franklin Parkway

Issue: Unique Neighborhood Concern (Pedestrian safety concerns and difficulty making left turn from Baze Road on to Franklin Parkway)

Discussion and Analysis:

Baze Road at Franklin Parkway is a two-lane roadway and is classified as a local roadway. Parking and sidewalk exists on both sides of the roadway. This portion of Baze Road has a posted speed limit of 25 mph.



Franklin Parkway at Baze Road is a four-lane roadway with a landscaped median and is classified as an arterial roadway. Sidewalk exists on both sides of the roadway and there is no on-street parking. This portion of Franklin Parkway has a posted speed limit of 35 mph.

Baze Road and Mena Drive (private roadway) form a four-way intersection with Franklin Parkway. The intersection of these roadways is controlled by stop signs in the north and south directions along Mena Drive and Baze Road, while

Franklin Parkway is uncontrolled. All legs of the intersection have marked crosswalks.

Recommendations:

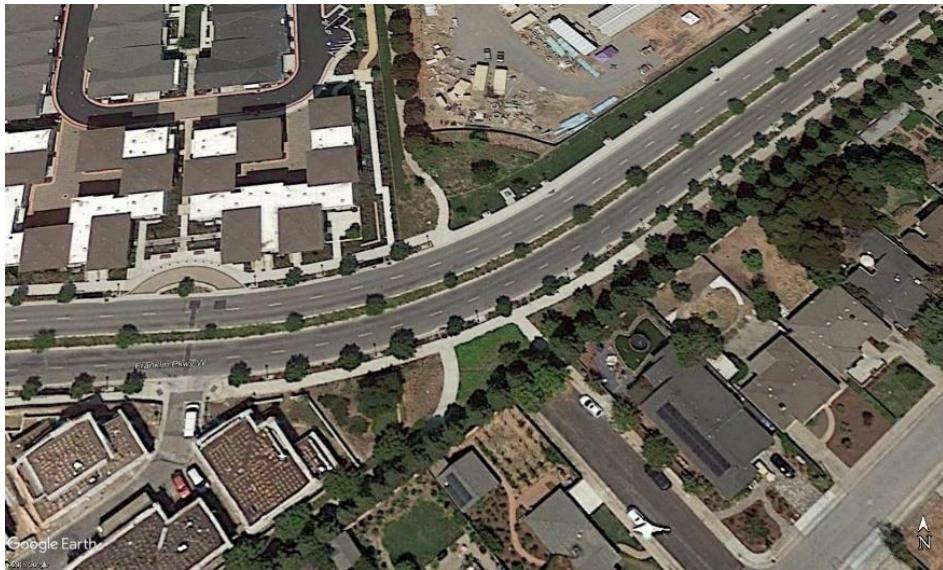
- Public Works staff will conduct pedestrian counts and analyze stopping sight distance at this intersection and the midblock segment of Franklin Parkway identified in Priority No. 3 to evaluate which location should be designated as a pedestrian crossing. Crosswalk improvements will be focused at only one of these locations due to their proximity to each other.
- Public Works staff will review existing pedestrian crossing warning signage and pavement markings to ensure they meet current standards.
- Public Works staff will analyze stopping sight distance to determine if removing trees from the center median would address visibility concerns. The center median will also be evaluated to determine if a pedestrian refuge island can be constructed.
- Potential recommendations may include the installation of rectangular rapid flashing beacons (RRFBs) or high-intensity activated crosswalk beacons (HAWK beacons) at the uncontrolled marked crosswalks.

### 3 – Franklin Parkway

Issue: Unique Neighborhood Concern (Request crosswalk to address pedestrian safety concern)

Discussion and Analysis:

Franklin Parkway at this location is a four-lane roadway with a landscaped median and is classified as an arterial roadway. Sidewalk exists on both sides of the roadway but there is no parking. This portion of Franklin Parkway has a posted speed limit of 35 mph.



Four separate paths all converge at a mid-block location on Franklin Parkway where there are no curb ramps or marked crosswalks. On the north side of Franklin Parkway, two paths connect with Franklin Templeton Investments and many of the residential developments on east side of the neighborhood, eventually terminating on Yates Way and Saratoga Dr. respectively. The other two paths are on the south side of Franklin Parkway. One of them connects Bay Meadows to Curtiss Street in the Glendale Village Neighborhood and the other leads to S Delaware St./Pacific Blvd. near the Hillsdale Caltrain Station.

Recommendations:

- Public Works staff will conduct pedestrian counts and analyze stopping sight distance at this location and the intersection identified in Priority No. 2 to evaluate which location should be designated as a pedestrian crossing. Crosswalk improvements will be focused at only one of these locations due to their proximity to each other.
- Potential recommendations may include the installation of a new marked crosswalk and curb ramps with rectangular rapid flashing beacons (RRFBs) or high-intensity activated crosswalk beacons (HAWK beacons).

## 4 – Bay Meadows Neighborhood

Issue: Unique Neighborhood Concern (Pedestrian and bicycle safety concerns for east-west connections across Caltrain tracks)

Discussion and Analysis:

The Bay Meadows Neighborhood is roughly bounded on the north by E 28th Avenue, Saratoga Drive to the west, Franklin Parkway to the south, and the Caltrain tracks on the west.

The Caltrain tracks that run along the west side of Bay Meadows creates a barrier to bicycle and pedestrian access. The existing grade crossings at Hillsdale Boulevard and E 25<sup>th</sup> Avenue are classified as arterial roadways in the General Plan and only have Class III signed bicycle routes. A Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing. There are no dedicated bicycle lanes on either of the existing grade crossings.



Recommendations:

- Public Works and Caltrain are currently constructing the 25<sup>th</sup> Avenue Grade Separation Project that will also include new grade separated crossings at 28<sup>th</sup> and 31<sup>st</sup> Avenues. 28<sup>th</sup> Avenue will become the primary east-west bicycle and pedestrian connection, linking El Camino Real to the Bay Meadows Neighborhood. Pedestrians will be accommodated with a sidewalk on the south side of 28<sup>th</sup> Avenue and pedestrians and bicyclists will be provided a multi-use path on the north side of the street. This segment will connect with the planned 28<sup>th</sup> Avenue Bike Boulevard that will provide the primary east-west bicycle connection west of El Camino Real. The 28<sup>th</sup> Avenue Bike Boulevard project is currently in the design phase.
- The City of San Mateo is in the process of updating the Bicycle Master Plan that will identify potential improvements for the bicycle routes created by the new connections. The proposed bicycle network identifies Flores Street as a future bicycle boulevard that can be used as a north-south connection between 28<sup>th</sup> Avenue and 25<sup>th</sup> Avenue.

## 5 – Bay Meadows Neighborhood

Issue: Unique Neighborhood Concern (Prevent commuter shuttle buses from utilizing neighborhood streets and establishing bus stops at unsafe locations.)

## Discussion and Analysis:

The Bay Meadows Neighborhood is roughly bounded on the north by E 28th Avenue, Saratoga Drive to the west, Franklin Parkway to the south, and the Caltrain tracks on the west.

Currently, there are no bus stops within the Bay Meadows Neighborhood boundary. The nearest SamTrans bus stops are located on Saratoga Drive, E Hillsdale Boulevard, and El Camino Real.



### Recommendations:

- The Police Department has coordinated with the private shuttle bus companies to relocate the buses to the San Mateo County Event Center parking lot.
  - Public Works staff will coordinate with SamTrans to advocate for new public routes on Saratoga Avenue, Franklin Parkway, and S Delaware Street.

## 6 – Franklin Parkway

Issue: Speeding (Reduce speed limit)

Discussion and Analysis:

Franklin Parkway from Saratoga Drive to S Delaware Street is a four-lane roadway with a landscaped median and is classified as an arterial roadway. This portion of Franklin Parkway has a posted speed limit of 35 mph. Franklin Parkway is the primary east-west connection in the southern portion of the neighborhood and



provides direct access between Bay Meadows and Highway 101. Sidewalk exists on both sides of the roadway and there is no on-street parking. Franklin Parkway connects with 31<sup>st</sup> Avenue at S Delaware Street. A future grade separation of the railroad will allow 31<sup>st</sup> Avenue to connect with El Camino Real.

The City of San Mateo establishes speed limits for City streets by criteria established by the State of California Department of Transportation and published in the California Vehicle Code. Speed limits are set through speed surveys that are conducted for streets where the *prima facie* speed limit would not be applicable such as collector or arterial streets.

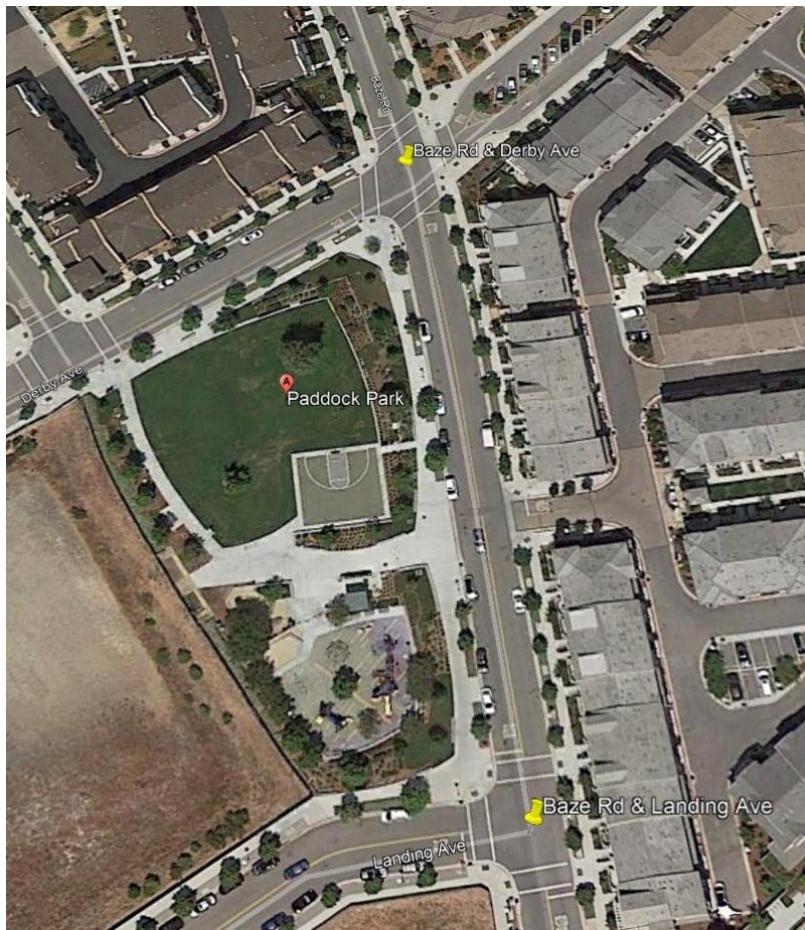
Recommendations:

- A speed survey will be completed after the completion of the new grade separated crossing at 31<sup>st</sup> Avenue to determine if the speed limit can be lowered.

## 7 – Paddock Park/Baze Road

Issue: Roadway Conduct (Failure to stop at existing stop signs at Derby Avenue and Landing Avenue)

Discussion:



Baze Road, Derby Avenue and Landing Avenue are all two-lane, local roadways. All three segments are adjacent to Paddock Park and have sidewalks and parking on both sides of the street. The posted speed limit on all three segments is 25 mph.

At the southern edge of Paddock Park, Landing Avenue forms a “Tee” intersection with Baze Road which is controlled by all-way stop signs. At the northern edge of Paddock Park, Derby Avenue and a private driveway form a four-way intersection with Baze Road which is controlled by all-way stop signs. Marked crosswalks exist on all legs of each intersection.

Recommendations:

- The Police Department will work with their Volunteer Traffic Safety Corps to determine when targeted police enforcement is required.

## 8 – Baze Road/E 28th Avenue

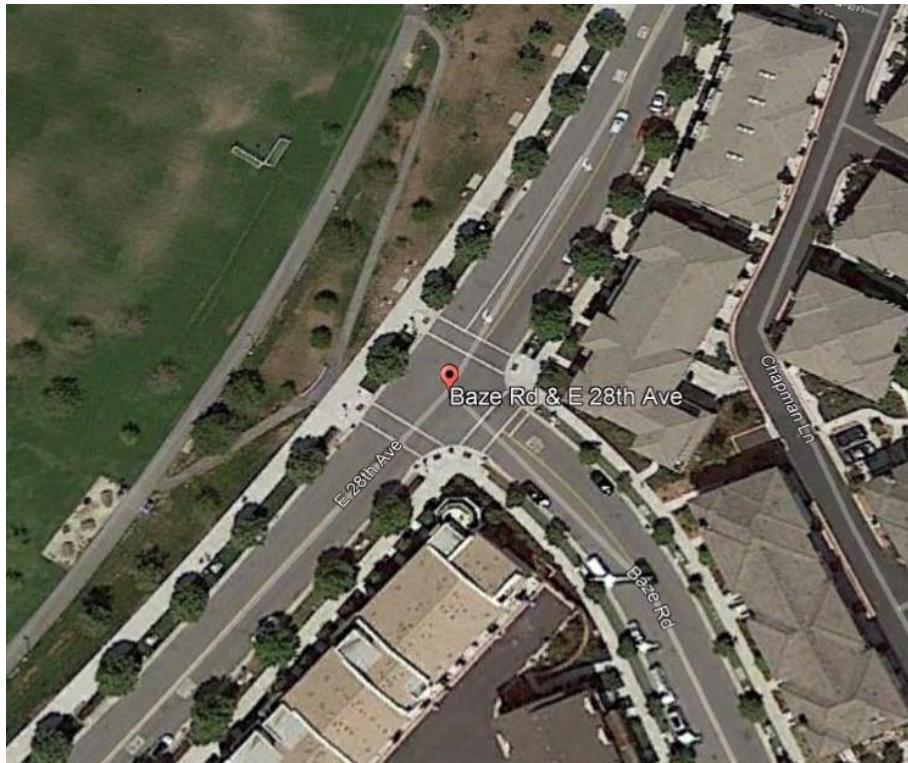
Issue: Unique Neighborhood Concern (Pedestrian safety concerns and difficulty making left turns from Baze Road on to E 28th Avenue)

Discussion and Analysis:

Baze Road at E 28<sup>th</sup> Avenue is a two-lane roadway and is classified as a local roadway. Parking and sidewalk exists on both sides of the roadway. This portion of Baze Road has a posted speed limit of 25 mph.

E 28<sup>th</sup> Avenue at Baze Road is a two-lane roadway and is classified as a collector roadway. Parking and Sidewalk exists on both sides of the roadway. This portion of E 28<sup>th</sup> Avenue has a posted speed limit of 25 mph.

Baze Road forms a “Tee” intersection with E 28<sup>th</sup> Avenue. The intersection of these two roadways is controlled by a stop sign in the north direction along Baze Road, while E 28<sup>th</sup> Avenue is uncontrolled. All legs of the intersection have marked crosswalks. This intersection is adjacent to one of the entrances of Bay Meadows Park.



Recommendations:

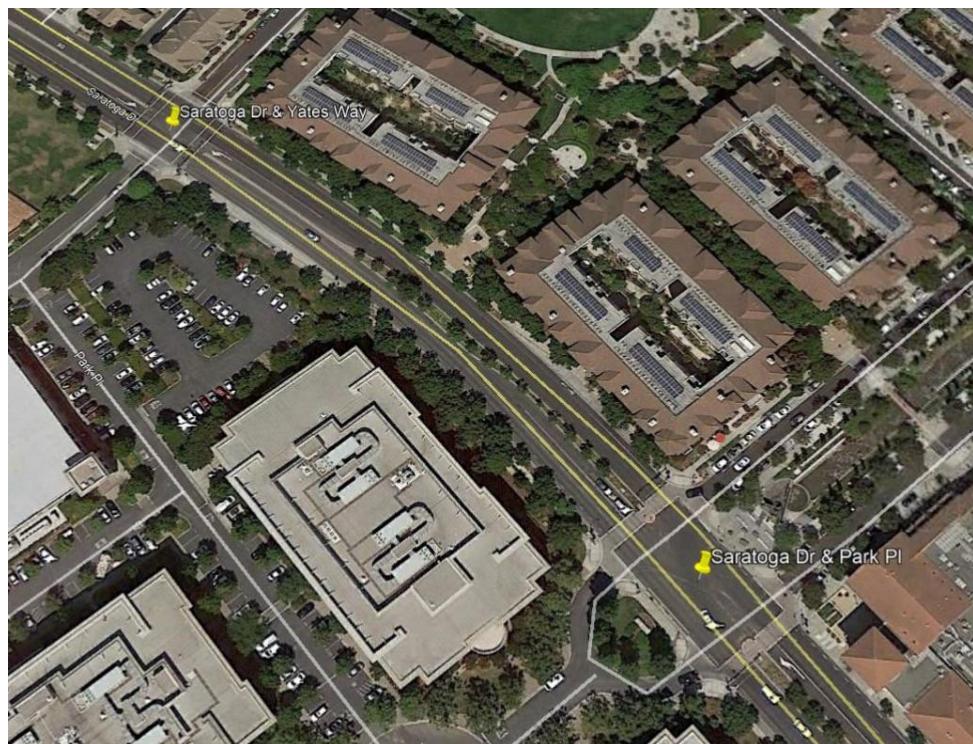
- Public Works staff recommends installation of rectangular rapid flashing beacons (RRFBs) at the uncontrolled marked crosswalks at the intersection of E 28<sup>th</sup> Avenue and Baze Road.
- Public Works staff will review existing pedestrian crossing warning signage and pavement markings to ensure they meet current standards.
- Public Works staff will conduct a stop sign warrant evaluation after the Hillsdale Caltrain Station relocation is complete and the 28<sup>th</sup> Avenue undercrossing is open.

## 9 – Saratoga Drive

Issue: Unique Neighborhood Concern (Review traffic signal timing on Saratoga Avenue at Yates Way and Park Place to provide adequate time for pedestrian crossing and bicycle left turns)

Discussion and Analysis:

Saratoga Drive is a four-lane street and is classified as an arterial roadway in the General Plan. Saratoga Drive has Class II bicycle Lanes and sidewalk on both sides of the roadway. Saratoga Drive has a speed limit of 35 mph and there is no on-street parking.



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

Park Place is comprised of two separate one-way roadways that are separated by Bay Meadows Linear Park. Park Place has a Class II bicycle lane in each direction and sidewalk exists on both sides of each roadway. The roadways are classified as

local roadways in the General Plan and have a speed limit of 25 mph.

The intersections of Saratoga Drive & Yates Way and Saratoga Drive & Park Place are both signalized. Marked crosswalks exist on all legs of both intersections.

Recommendations:

- Public Works has received funding for Fiscal Year 2019-20 to update traffic signal detection equipment, which will allow for optimized bicycle timing at Yates Way, Park Place, and other traffic signals around the City. Staff will also review the existing timing at these locations to ensure adequate amount crossing time is provided for the pedestrian crossings.

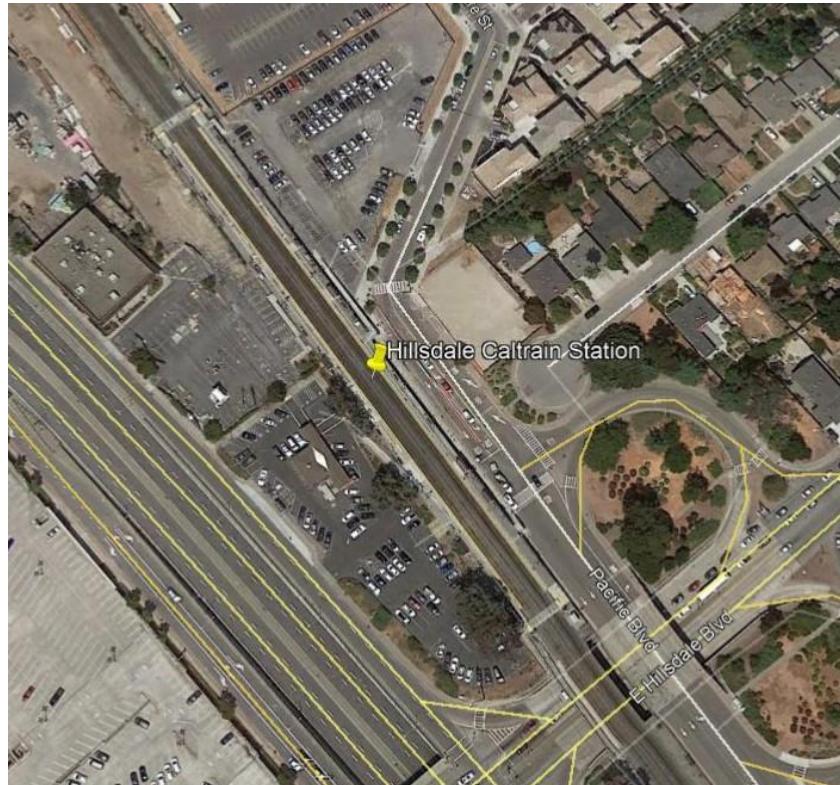
## 10 – Hillsdale Caltrain Station

Issue: Unique Neighborhood Concern (Examine alternatives to planned closure of Hillsdale Caltrain Station)

Discussion and Analysis:

The existing Hillsdale Caltrain Station is located in the southwest corner of the Bay Meadows Neighborhood near the intersection of Hillsdale Boulevard and El Camino Real.

Starting in December 2019, the Hillsdale Caltrain Station will be closed for up to six months to allow for the building of a new elevated Hillsdale Station located at E 28<sup>th</sup> Avenue.



Recommendations:

- Public Works staff coordinated with Caltrain to advocate for additional service at the Hayward Park Caltrain. An operational analysis was completed and Caltrain determined that Belmont Station is the best location for additional service while Hillsdale Station is closed.
- Mitigations during the Hillsdale Station closure include:
  - Samtrans bus service on El Camino Real (every 15 mins all day during the week)
  - Coordination with all public and private shuttles (every 15 mins all day during the week)
  - Additional shuttle service (secured by Caltrain) between Belmont and Hillsdale Station during morning and evening.

Table 2 - Top Ten List with Funding Sources

Neighborhood Priority	Location	Key Issues (Interests and Reasons)	Improvements	Potential Funding Source	Estimated Cost
1	Bay Meadows Park/E 28th Ave	Unique Neighborhood Concern (On-street parking is generally occupied in front of Bay Meadows Park during soccer season. During passenger drop-off, vehicles double park and make U-turns on E 28th Avenue. These conditions create a safety concern for pedestrians crossing E 28th Avenue)	<ul style="list-style-type: none"> <li>➤ Parks &amp; Recreation Department staff is working with the San Mateo County Events Center on an agreement that would allow park visitors to park in the Event Center parking lot during high field use periods.</li> <li>➤ Public Works Staff will identify locations for potential loading zones to provide space in front of Bay Meadows Park for passenger drop-off during high field use periods.</li> <li>➤ Additional crosswalk improvements at the E 28<sup>th</sup> and Baze Road intersection discussed further in Priority No. 8.</li> </ul>	Measure S	\$1,000 staff (one-time)
2	Baze Road/Franklin Parkway	Unique Neighborhood Concern (Pedestrian safety concerns and difficulty making left turn from Baze Road on to Franklin Parkway)	<ul style="list-style-type: none"> <li>➤ Public Works staff will conduct pedestrian counts and analyze stopping sight distance at this intersection and the midblock segment of Franklin Parkway identified in Priority No. 3 to evaluate which location should be designated as a pedestrian crossing. Crosswalk improvements will be focused at only one of these locations due to their proximity to each other.</li> <li>➤ Public Works staff will review existing pedestrian crossing warning signage and pavement markings to ensure they meet current standards.</li> <li>➤ Public Works staff will analyze stopping sight distance to determine if removing trees from the center median would address visibility concerns. The center median will also be evaluated to determine if a pedestrian refuge island can be constructed.</li> <li>➤ Potential recommendations may include the installation of rectangular rapid flashing beacons (RRFBs) or high-intensity activated crosswalk beacons (HAWK beacons) at the uncontrolled marked crosswalks.</li> </ul>	Measure S, CIP budget	\$500 study; \$20,000 capital; \$2,500 staff (one-time). Additional capital costs will be analyzed with preferred alternative selection.
3	Franklin Parkway	Unique Neighborhood Concern (Request crosswalk to address pedestrian safety concern)	<ul style="list-style-type: none"> <li>➤ Public Works staff will conduct pedestrian counts and analyze stopping sight distance at this location and the intersection identified in Priority No. 2 to evaluate which location should be designated as a pedestrian crossing. Crosswalk improvements will be focused at only one of these locations due to their proximity to each other.</li> <li>➤ Potential recommendations may include the installation of a new marked crosswalk and curb ramps with rectangular rapid flashing beacons (RRFBs) or high-intensity activated crosswalk beacons (HAWK beacons).</li> </ul>	Measure S, CIP budget	\$500 study; \$1,000 staff (one-time). Additional capital costs will be analyzed with preferred alternative selection.
4	Bay Meadows Neighborhood	Unique Neighborhood Concern (Pedestrian and bicycle safety concerns for those who are trying to access locations west of the railroad tracks)	<ul style="list-style-type: none"> <li>➤ Public Works and Caltrain are currently constructing the 25<sup>th</sup> Avenue Grade Separation Project that will also include new grade separated crossings at 28<sup>th</sup> and 31<sup>st</sup> Avenues. 28<sup>th</sup> Avenue will become the primary east-west bicycle and pedestrian connection, linking El Camino Real to the Bay Meadows Neighborhood. Pedestrians will be accommodated with a sidewalk on the south side of 28<sup>th</sup> Avenue and pedestrians and bicyclists will be provided a multi-use path on the north side of the street. This segment will connect with the planned 28<sup>th</sup> Avenue Bike Boulevard that will provide the primary east-west bicycle connection west of El Camino Real. The 28<sup>th</sup> Avenue Bike Boulevard project is currently in the design phase.</li> <li>➤ The City of San Mateo is in the process of updating the Bicycle Master Plan that will identify potential improvements for the bicycle routes created by the new connections. The proposed bicycle network identifies Flores Street as a future</li> </ul>	-	-

			bicycle boulevard that can be used as a north-south connection between 28 <sup>th</sup> Avenue and 25 <sup>th</sup> Avenue.		
5	Bay Meadows Neighborhood	Unique Neighborhood Concern (Prevent commuter shuttle buses from utilizing neighborhood streets and establishing bus stops at unsafe locations.)	➤ The Police Department has coordinated with the private shuttle bus companies to relocate the buses to the San Mateo County Event Center parking lot. ➤ Public Works staff will coordinate with SamTrans to advocate for new public routes on Saratoga Avenue, Franklin Parkway, and S Delaware Street.	Measure S	\$2,500 Staff (one-time)
6	Franklin Parkway	Speeding (Reduce speed limit)	➤ A speed survey will be completed after the completion of the new grade separated crossing at 31 <sup>st</sup> Avenue to determine if the speed limit can be lowered.	Measure S	\$500 study; \$1,000 staff (one-time)
7	Paddock Park/Baze Road	Roadway Conduct (Failure to stop at existing stop signs at Derby Ave and Landing Ave)	➤ The Police Department will work with their Volunteer Traffic Safety Corps to determine when targeted police enforcement is required.	PD Operating Budget	\$2,000/year (on-going)
8	Baze Road/E 28th Avenue	Unique Neighborhood Concern (Pedestrian safety concerns and difficulty making left turns from Baze Rd on to E 28th Ave)	➤ Public Works staff recommends installation of rectangular rapid flashing beacons (RRFBs) at the uncontrolled marked crosswalks at the intersection of E 28 <sup>th</sup> Avenue and Baze Road. ➤ Public Works staff will review existing pedestrian crossing warning signage and pavement markings to ensure they meet current standards. ➤ Public Works staff will conduct a stop sign warrant evaluation after the Hillsdale Caltrain Station relocation is complete and the 28 <sup>th</sup> Avenue undercrossing is open.	Measure S	\$500 study; \$20,000 capital; \$2,500 staff (one-time)
9	Saratoga Drive	Unique Neighborhood Concern (Review traffic signal timing on Saratoga Avenue at Yates Way and Park Place to provide adequate time for pedestrian crossing and bicycle left turns)	➤ Public Works has received funding for Fiscal Year 2019-20 to update traffic signal detection equipment, which will allow for optimized bicycle timing at Yates Way, Park Place, and other traffic signals around the City. Staff will also review the existing timing at these locations to ensure adequate amount crossing time is provided for the pedestrian crossings.	Measure S	\$1,000 staff; \$50,000 capital (one-time)
10	Hillsdale Caltrain Station	Unique Neighborhood Concern (Examine alternatives to planned closure of Hillsdale Caltrain Station)	➤ Public Works staff coordinated with Caltrain to advocate for additional service at the Hayward Park Caltrain Station. An operational analysis was completed and Caltrain determined that Belmont Station is the best location for additional service while Hillsdale Station is closed. ➤ Mitigations during the Hillsdale Station closure include: <ul style="list-style-type: none"><li>○ Samtrans bus service on El Camino Real (every 15 mins all day during the week)</li><li>○ Coordination with all public and private shuttles (every 15 mins all day during the week)</li><li>○ Additional shuttle service (secured by Caltrain) between Belmont and Hillsdale Station during morning and evening.</li></ul>	-	-

### Funding Summary:

- \$15,500 - Staff and Study Costs: Includes cost for analysis and evaluation
- \$90,000 - Capital Costs: Includes construction costs such as signing and striping installations