San Mateo TOD PAP - Improvement Project List - Downtown Area

Project #	Project Name	Roadway Name	From	To	Miles (if corridor)	Existing Traffic Control (if intersection)	Improvements List/Project Description	Source	Other Notes
DT-1	El Camino Real - Downtown	El Camino Real	E 5th Ave	Crystal Springs Road	0.25		**In coordination with Caltrans (long term)** Complete Streets corridor analysis needed. Corridor treatments: - consider shorter cycle lengths and overall review of signal phasing and timings to improve pedestrian conditions - consider road diet - sidewalk width to match City's standard widths outlined in 2012 Pedestrian Master Plan	- Sustainable streets plan 2015 - General Plan includes three circulation alternatives (figures 18-20)	- collisions at all intersections - sidewalk (narrow & blocked) & crossing issues from community feedback
DT-1	El Camino Real - Downtown	El Camino Real	at 5th Ave			Signal	**In coordination with Caltrans** <u>short term:</u> - high-visibility Xwalks - Ensure there is a 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI in all directions; prioritize turns onto ECR from side streets - add curb extensions along 5th to shadow on-street parking at the northeast & northwest corners to shorten the pedestrian crossing ("paint & plastic" for short term; concrete for medium term) - advance stop bars - place pedestrian signal on auto recall for crossing 5th Ave <u>medium term:</u> - directional ADA curb ramps (all corners) - add median noses/pedestrian refuge islands on ECR; median should be 6 feet wide at minimum, so it would require widening to the edge of the travel lane (existing yellow line) - protect left turns from 5th Ave - add pedestrian countdowns - upgrade push-buttons to latest ADA standards	field review	
DT-1	El Camino Real - Downtown	El Camino Real	at 4th			Signal	**In coordination with Caltrans** <u>short term:</u> - high-visibility Xwalks - Ensure there is a 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI in all directions; prioritize turns onto ECR from side streets - add curb extensions along 4th to shadow on-street parking on northeast and southeast corners ("paint & plastic" for short term; concrete for medium term) - advance stop bars - place pedestrian signal on auto recall for crossing 4th Ave <u>medium term:</u> - directional ADA curb ramps (all corners) - add median noses/pedestrian refuge islands on ECR; median should be 6feet wide at minimum, so it would require working with Caltrans to agree on approach, widen the median to the edge of the travel lane (existing yellow line) or narrow travel lanes - protect left turns from 4th Ave, if feasible, which would require adding a left-turn pocket for the eastbound approach. If not feasible, include split phase - add pedestrian countdowns - upgrade push-buttons to latest ADA standards	field review	- San Mateo Pedestrian Plan 2012 called for curb extensions for southern crosswalk across ECR, but that's not feasible without removing travel lanes

DT-1	El Camino Real - Downtown	El Camino Real	at 3rd Ave			Signal	**In coordination with Caltrans** short term: - Ensure there is a 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI in all directions; prioritize turns onto ECR from side streets -add curb extensions along 3rd to shadow on-street parking on northeast and southeast corners and to close the extra receiving lane space at the NW corner ("paint & plastic" for short term; concrete for medium term) - advance stop bars - place pedestrian signal on auto recall for crossing 3rd Ave medium term: - directional ADA curb ramps (all corners) - add median noses/pedestrian refuge islands on ECR; median should be 6feet wide at minimum, so it would require working with Caltrans to agree on approach, widen the median to the edge of the travel lane (existing yellow line) or narrow travel lanes - protect left turns from 3rd Ave - add pedestrian countdowns - upgrade push-buttons to latest ADA standards	field review	- San Mateo Pedestrian Plan 2012 identifies a curb extension at SW corner, but that requires removal of RT pocket on 3rd which is unclear to us if that's feasible/recommended - curb extension on SE corner not recommended because it would conflict with Class IV bikeway recommended by Bike Master Plan on 3rd, east of ECR
DT-1	El Camino Real - Downtown	El Camino Real	at 2nd Ave			Signal	**In coordination with Caltrans** short term: - advance stop bars - curb extension into 2nd Ave for Southeast corner ("paint & plastic" for short term; concrete for medium term) - LPIs + 3.5 ft/sec walking ped clearance; particularly important for the southern crosswalk (to minimize conflicts with left-turning vehicles) - extinguishable NRTOR during LPI - extinguishable LT yield to ped sign (for WB) or consider flashing yellow arrow for WB lefts - place pedestrian signal on auto recall for crossing 2nd Ave Medium term: - curb extensions (that also benefit bus stops) along west side of ECR (SamTrans study proposes relocating southbound bus stop to far side) and northeast corner (bus bulb on ECR and shadow parking on 2nd Ave) **- coordination with SamTrans** - directional ADA curb ramps (all corners) - add median nose on south side of ECR to create a ped refuge island; median should be 6feet wide at minimum, so it would require working with Caltrans to agree on approach, widen the median to the edge of the travel lane (existing yellow line) or narrow travel lanes - add pedestrian countdowns - upgrade push-buttons to latest ADA standards	San Mateo Pedestrian Plan 2012 & SamTrans ECR Bus Speed & Reliability Study Field review	
DT-1	El Camino Real - Downtown	El Camino Real	at Crystal Springs Rd			Signal	**In coordination with Caltrans** short term: - curb extension on southwest and northwest corner to align the crosswalk across Crystal Springs. With the curb extensions, the west crosswalk across Crystal Springs can be shifted towards the center of the intersection to create more visibility for pedestrians ("paint & plastic" for short term; concrete for medium term) - Move stop bar forward on north leg to improve sight lines for southbound vehicles turning right from ECR onto Crystal Springs (sight line currently obstructed by the fountain) - advance stop bar - extinguishable NRTOR during LPI - Ensure there is a 3.5 ft/sec walking ped clearance - place Crystal Springs pedestrian crossing on automatic recall medium term: - directional ADA curb ramps (SW and SE) - add pedestrian countdowns	field review	

DT-1	El Camino Real - Downtown	El Camino Real	at Baldwin Ave- Baywood Ave			Signal	**In coordination with Caltrans** short term: - prohibit left turns from ECR all day because this is a school crossing and there will be kids crossing outside of peak hours. We want to be sure we are protecting some of the most vulnerable populations. Additionally, when restrictions are only for certain periods of time, compliance decreases. - curb extensions to shadow parking on the SW corner into ECR and SE corner into Baldwin ("paint & plastic" for short term; concrete for medium term) - consider removing RT pocket on Baywood - advance stop bars at all approaches - LPIs + 3.5 ft/sec walking ped clearance on side streets - place pedestrian signal on auto recall for crossing Baldwin Ave & Baywood Ave - location of ped countdown sign on SW corner is blocked by street signs - reposition for visibility medium term: - curb extensions on west crosswalk -- recommend curb extension at NW corner (would need to be designed such that SB right turns into De Sabla Rd are still feasible), consider building out the median at De Sabla Road to serve as a pedestrian refuge for the west crosswalk and more clearly make vehicles exiting De Sabla Rd T into Baldwin Ave (This would need to be confirmed during design but would help shorten crosswalk and slow vehicles down) - Consider a "keep clear" stencil on Baywood for De Sabla exiting traffic - add pedestrian countdowns - protect left turns from Baldwin Ave and Baywood Ave - upgrade push-buttons to latest ADA standards	San Mateo Pedestrian Plan 2012 Field review	
DT-1	El Camino Real - Downtown	El Camino Real	at Tilton Ave			Signal	**In coordination with Caltrans** short term: - prohibit lefts from El Camino Real, consider all-day prohibition for consistency with Baldwin/Baywood intersection and since when restrictions are only for certain periods of time, compliance decreases. - high-visibility Xwalks across ECR - Ensure there is a 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI in all directions; prioritize turns onto ECR from side streets - advance stop bars - place pedestrian signal on auto recall for crossing Tilton Ave medium term: - curb extensions on Tilton Ave and west side of ECR (bus bulbout) **- coordination with SamTrans** - directional ADA curb ramps (all corners) - add pedestrian countdowns - upgrade push-buttons to latest ADA standards	field review - bus bulbout on ECR is consistent with recommendations from SamTrans ECR Bus Speed & Reliability Study (which also includes moving the bus stop to far side)	

DT-2-1	Downtown Gateway	2nd Ave	at San Mateo Dr			Signal	-ideally narrow San Mateo Dr south of 2nd Ave and shift it as far to the east as we can to slow speeds and then create a diagonal crosswalk from the SE corner to the NE corner to improve sight lines - with the extra space, could convert to diagonal parking on the west side of San Mateo Dr south of 2nd Ave - consider split phase or protected lefts for 2nd Ave (which would require a turn pocket on 2nd), or all pedestrian phase to separate left turn vehicles from pedestrians crossing San Mateo Dr. - curb extensions all corners (if not feasible, daylight the intersection) - NW corner radius should be tightened - advance stop bars - prohibit parking in intersection (currently allowed on south side). 24 minute meters will be replaced nearby - directional ADA curb ramps (all corners), would be feasible with the curb extension recommendation - high-visibility Xwalks (all) - extinguishable NRTOR during LPI - place pedestrian signal on auto recall	San Mateo Pedestrian Plan 2012 Field review	Community comments on social pinpoint: "Crossing 2nd Ave northbound, is a bit of a nightmare at this giant intersection. This particular crosswalk is really far from the others, and since there's street parking, it's difficult for cars making a right turn onto 2nd to see pedestrians." "This intersection is very wide. It was designed with left turn pockets. These turn pockets could be removed, and bulb-outs added, to reduce the crossing distance/time required."
DT-2-1	Downtown Gateway	2nd Ave	S Delaware St			Signal	- add curb extensions to shadow on-street parking - consider adding turn pockets for protected left turns on 2nd in lieu of curb extensions if left-turn vehicle volumes (and pedestrian crossings) merit it - directional ADA curb ramps (all corners) - Ensure there is a 3.5 ft/sec walking ped clearance with LPI - extinguishable NRTOR during LPI - advance stop bars - add pedestrian countdowns		
DT-2-2	Downtown Gateway	1st Ave	at S Ellsworth Ave			Signal	- reduce/remove vehicle/ped conflicts: * near term improvement: change signal to split phase for EB/WB to protect EB left turns conflicts and add a painted curb extension on the SE corner; enhance crosswalk across the driveway (high-visibility or raised) * long term improvement: shift south leg crosswalk to north of the driveway or to the north leg of the intersection (to avoid left-turn conflicts and be on the side of the Caltrain station); consider a scramble or ped only phase - curb extension to shadow on-street parking on NE corner - prohibit parking at intersection and add curb extension on west side to shadow on-street parking (between two driveways), spaces will be replaced nearby - directional ADA curb ramps (all corners) - high-visibility Xwalks - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI - advance stop bars - place pedestrian signal on auto recall	field review	
DT-2-2	Downtown Gateway	1st Ave	S Ellsworth Ave	Caltrain tracks	0.1		- Per Pedestrian Plan, ensure sidewalk is minimum 11 feet wide with a 5-foot through zone; consider widening to the recommended 15-foot wide sidewalk with a 7-foot through zone. Prioritize north sidewalk as it provides the most direct access to the station	San Mateo Pedestrian Plan 2012 Field review	

DT-2-2	Downtown Gateway	1st Ave	at S B St			Signal	- with the B St pedestrian mall this becomes a T intersection; implement a pedestrian scramble to reduce conflicts from turning vehicles - curb extensions at north corners (into both 1st Ave & B Street) - directional ADA curb ramps (all corners) - high-visibility Xwalks - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI - advance stop bars - add pedestrian countdowns **- coordination required with Donut Delight Building (57 S. B Street) development project and City's B Street Pedestrian Mall project**	field review	
DT-2-2	Downtown Gateway	1st Ave	at Transit Center Way			Uncontrolled	- add high-visibility crosswalks on west and north legs; consider RRFB for new uncontrolled crosswalk on west leg as additional safety measure for an uncontrolled crosswalk (**may require CPUC approval**) - directional ADA curb ramps on SW, NW and NE corners (3) (would require tree removal on south side) - curb extension on south side between Main St & parking garage driveway and on NW corner (will also help increase safety of new uncontrolled crosswalk on west leg)	field review	
DT-2-2	Downtown Gateway	1st Ave	S Ellsworth Ave	Caltrain tracks	0.1		- ensure sidewalk is minimum 11 feet wide with a 5-foot through zone; consider widening to the recommended 15-foot wide sidewalk with a 7-foot through zone	San Mateo Pedestrian Plan 2012	2020 Bike Master Plan calls for a bike lane
DT-2-2	Downtown Gateway	Transit Center Way (N-S)	1st Ave	Transit Center Way (E-W)	150 ft		- widen sidewalk on west side to ensure ADA path of travel and width matching standards outlined in 2012 Ped Master Plan (11-ft wide minimum (15-ft recommended) with a 5-ft through zone (7-ft recommended) as it is in the downtown retail core)	San Mateo Pedestrian Plan 2012	
DT-2-2	Downtown Gateway	Transit Center Way (E-W)	N B St	Transit Center Way (N-S)	150 ft		- consider reducing travel lanes from two to one westbound and widen sidewalks with that space (this will also help make the Transit Way/Transit Way intersection smaller and more pedestrian-friendly). Alternatively, consider closing eastbound lane on Transit Center Way to create a nicer entrance to the station - add wayfinding signage improvements at Transit Center/B Street to reduce driver confusion and orient pedestrians to main Caltrain station entrance - if eastbound lane remains on Transit Center Way, consider adding additional signage here and at Transit Center Way/Transit Center Way to deter vehicles from turning onto Transit Center Way (N-S)	field review	
DT-2-2	Downtown Gateway	Transit Center Way (E-W)	at Transit Center Way			AWSC	- advance stop bars - high-visibility crosswalks all legs - directional ADA curb ramps (all corners) - consider a raised intersection, perhaps with a decorative element	field review	
DT-2-2	Downtown Gateway	Transit Center Way (E-W)	at N B St			SSSC	- no additional improvements, all suggestions are being implemented with **303 Baldwin development project** (project under construction)	field review	
DT-2-2	Downtown Gateway	Ellsworth Ave	at Baldwin Ave			Signal	- curb extensions on northwest, southwest, and southeast corners; daylighting if curb extensions are not feasible - directional ADA curb ramps on southwest, southeast, northwest corners - high-visibility crosswalks on west and south legs - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI - advance stop bars - add pedestrian countdowns - place pedestrian signal on auto recall	field review	Coordinate with parklets on Baldwin that may become permanent/long-term
DT-2-3	Downtown Gateway	1st Ave	at S Claremont St			AWSC	- extend curb extensions into Claremont on west side and add at NE & SE corners - high-visibility crosswalks (all legs) - advance stop bars - directional ADA curb ramps (all corners)		

DT-2-3	Downtown Gateway	1st Ave	at S Railroad Ave			SSSC	- advance stop bar on S Railroad Ave - high-visibility crosswalks - directional ADA curb ramps (all corners) - consider adding an RRFB to crosswalk across 1st Ave (east leg) to enhance the safety of the uncontrolled crosswalk based on vehicle & pedestrian volumes and vehicle speeds **-- RRFB installation may require CPUC approval**	San Mateo Pedestrian Plan 2012 Field review	
DT-2-3	Downtown Gateway	1st Ave	Claremont St	Caltrain tracks			- check and ensure clear width for ADA path of travel provided on north sidewalk - ensure sidewalk is minimum 11 feet wide with a 5-foot through zone; consider widening to the recommended 15-foot wide sidewalk with a 7-foot through zone (would likely require parking removal) -- may be a longer term improvement to be implement with new developments	San Mateo Pedestrian Plan 2012 Field review	
DT-2-3	Downtown Gateway	1st Ave	at Caltrain tracks			train signal	- high-visibility crosswalk across tracks - ensure path across tracks is ADA accessible	San Mateo Pedestrian Plan 2012 Field review	
DT-3-1	North Station Access	N Railroad Ave (west of tracks)	Tilton Ave	Caltrain station access point (Mi Rancho supermarket)	400 feet		- consider converting street into a shared street/alley with traffic calming so that pedestrian path of travel is ensured on the street; if this is implemented, consider signs to inform users on how to best use the street given this would be a new treatment in the city - provide pedestrian scale lighting - add aesthetic improvements to make it more pedestrian friendly. (Urban greening, public art, etc.)	field review	
DT-3-1	North Station Access	Railroad	N B St	N Railroad Ave	180 ft		- restrict parking along this block - add pedestrian scale lighting - provide wayfinding signage to direct people through Railroad Ave (to use public ROW) instead of the Mi Rancho parking lot - consider adding public art or urban greening considered to make this access more comfortable for pedestrians	field review	
DT-3-1	North Station Access	Tilton Ave	at N Railroad Ave (west & east of tracks)			AWSC	- add stop control the westbound approach west of the tracks/underpass and eastbound approach east of the tracks - add high-visibility crosswalks across Tilton on west leg west of the tracks and on east leg, east of the tracks - advance stop bar (eastbound, west of tracks) - add curb extensions into Tilton for new proposed crosswalks - ensure adequate lighting in the underpass - Provide pedestrian wayfinding signs to Caltrain station	field review	
DT-3-2	North Station Access	Cypress Ave	Claremont St	S Railroad Ave	250 ft		If Cypress Ave is decided to be the best pedestrian path of travel to the new Caltrain station access: - Suggest converting Cypress to a one-way westbound to provide space for vehicles not to park on the sidewalks, therefore providing more space for pedestrians on the existing sidewalks - Provide pedestrian scale lighting to enhance sense of safety - provide wayfinding direction to Caltrain station access - Alternatively, suggest removing parking to widen sidewalks and provide ADA path of travel on both sides of the street - 2012 Ped Master plan requires a 7-ft minimum sidewalk with a 5-ft minimum through zone (based on adjacent land use)	San Mateo Pedestrian Plan 2012 Field review	

DT-3-2	North Station Access	S Railroad Ave	at Cypress Ave			Uncontrolled	- provide a new Caltrain station access from Cypress Ave/S Railroad Ave - add an ADA ramp on Caltrain track side to connect to the station platform If Cypress Ave is decided to be the best pedestrian path of travel to the new Caltrain station access: - upgrade sidewalk on S Railroad Ave to provide an ADA path of travel from Cypress to the station access point. If sidewalk widening not feasible, consider converting street into a shared street/alley with traffic calming so that pedestrian path of travel is ensured on the street (including diverters every 1-2 blocks so only bikes and pedestrians can go through) - add a crosswalk at the intersection on the south leg If S Railroad Ave is decided to be the best pedestrian path of travel to the new Caltrain station access: - upgrade sidewalk on S Railroad Ave to provide an ADA path of travel from Tilton Ave to the station access point. If sidewalk widening not feasible, consider converting street into a shared street/alley with traffic calming so that pedestrian path of travel is ensured on the street (including diverters every 1-2 blocks so only bikes and pedestrians can go through) - after new Caltrain station access has been established, connect it to the southbound platform as well, allowing travel to the existing southbound ramp from Mi Rancho Supermarket's parking lot and North Railroad Avenue west of the tracks. Ensure the connection/crossing across the tracks has all the appropriate safety features (e.g., pedestrian gates). **-- coordination with Caltrain required**	field review	
DT-3-3	North Central Equity Access	Tilton Ave	at N B St			SSSC	- directional curb ramp at SW corner - high-visibility crosswalk on south leg - curb extension on southwest corner to shadow parking on B Street	field review	Ped Plan improvements already implemented
DT-3-3	North Central Equity Access	Tilton Ave	at Delaware St			AWSC	- high-visibility Xwalk markings - **curb extensions (nice to have but not as necessary at a less heavily utilized intersection, but could help reduce vehicle speeds on Tilton); if not, add daylighting (all approaches, near side)** - advance stop bars - directional ADA curb ramps - additional lighting -If Cypress can't be improved consider extending the shared street recommendation on Railroad to Tilton to provide this pedestrian access		
DT-3-3	North Central Equity Access	Tilton Ave	at Claremont St			SSSC	- consider AWSC for traffic calming along Tilton; if it doesn't meet an AWSC warrant, add one crosswalk across Tilton Ave and enhance. Consider raising the crosswalk for traffic calming or add a traffic circle. - lighting - curb extensions on all corners - high-visibility Xwalk markings across Claremont (and Tilton based on first bullet point) - advance stop bars - directional ADA curb ramps		community social pinpoint map comment "Crossing Tilton on Claremont is a death trap. There is no stop sign or crosswalk there, and seeing around parked cars is close to impossible with Tilton's grade change under the train bridge. The lighting is poor at night, too. This is a highly trafficked sidewalk, but it's still very dangerous. The sidewalk is also very narrow and there's always a ton of trash."

San Mateo TOD PAP - Improvement Project List - Hayward Park

Project #	Project Name	Roadway Name	From	To	Miles (if corridor)	Existing Traffic Control (if intersection)	Final Improvements List	Source
HP-1	El Camino Real - Hayward Park	El Camino Real	at 17th Ave-Bovet Rd			Signal	**In coordination with Caltrans** - prioritize SW corner radius tightening and protected left-turns on Bovet/17th - curb extensions to shadow on-street parking at SE corner, & NE corner into ECR -- northeast corner would be a bus bulb if/when bus stop is moved closer to intersection (per SamTrans study) - **in coordination with SamTrans** - directional ADA curb ramps (all corners) - high-visibility Xwalks - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI - advance stop bars - add pedestrian countdowns - place pedestrian signal on auto recall for crossing Bovet & 17th - upgrade push-buttons to latest ADA standards - consider narrowing lanes on Bovet EB to shorten crossings - consider adding a protected EBR overlap phase with the NBL phase and removing the permissive EBR phase (add 'no EBR' blankout sign during EBT phase) to remove the pedestrian-vehicle conflict - add wayfinding to Caltrain station - coordinate with Caltrans to consider a no right turn on red from NB El Camino Real to 17th Ave	field review - SamTrans ECR Bus Speed & Reliability Study

HP-1	El Camino Real - Hayward Park	El Camino Real	at E 20th Ave			Signal	**In coordination with Caltrans** - address skew (long crosswalks, high speed turns) and straighten crosswalks by narrowing lane widths and providing curb extensions on SE corner and curb extension on NE corner into ECR, which would be a bus bulb if/when bus stop is moved closer to intersection (per SamTrans study) **- in coordination with SamTrans** - restrict truck turns if needed to address skewed geometry (e.g. NBR and SBR) - directional ADA curb ramps (all corners) - high-visibility Xwalks - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI - advance stop bars - add pedestrian countdowns - place pedestrian signal on auto recall for crossing 20th - upgrade push-buttons to latest ADA standards - widen sidewalk on 20th (both north & south sides and east & west of El Camino Real) -- per 2012 Ped Master Plan sidewalk should be 11-ft wide minimum (15-ft recommended) with a 5-ft through zone (7-ft recommended) as it is adjacent to commercial land uses **-- coordination with redevelopment of the northwest parcel** - add median noses/pedestrian refuge islands on ECR; median should be 6feet wide at minimum, so it would require working with Caltrans to agree on approach, widen the median to the edge of the travel lane (existing yellow line) or narrow travel lanes - address cross-slope on long driveway with redevelopment on NW Corner/ Xmas tree lot	field review - SamTrans ECR Bus Speed & Reliability Study - 2012 San Mateo Pedestrian Plan
HP-2-1	Hayward Park West	Leslie St	at 17th Ave			Uncontrolled	**Coordinate the below improvements with adjacent planning application**, if possible: - convert to AWSC if warranted. If not, consider traffic calming treatments on 17th. - add high-visibility crosswalk across Leslie St (south leg) and on west side of 17th Ave, and consider additional enhancements for new crosswalk across 17th Ave - add curb extensions to shadow on-street parking on south corners and along north side for new crosswalk and through intersection to discourage parking/stopping in intersection, daylight if curb extensions not feasible - directional ADA curb ramps for two proposed marked crosswalks	field review
HP-2-1	Hayward Park West	17th Ave	Leslie St	Station	575 ft		- improve wayfinding between station entrance and major nearby destinations - provide pedestrian scale lighting along 17th - widen existing sidewalks to meet requirements and recommendations from 2012 Pedestrian Master Plan; at least ensure continuous ADA path of travel is provided **Related Bike Improvements** - Bike Blvd improvements on 17th and Leslie **Caltrain ROW** - Work with Caltrain to formalize existing bike/ped trail from 17th Ave to the Station	San Mateo Pedestrian Plan 2012 field review

HP-2-2	Hayward Park West	Leslie St	17th Ave	19th Ave	0.2 mi		**City Actions** '- provide raised midblock crossing at station entrance north of driveway on east side of Leslie; include curb extensions and ADA curb ramps; provide additional enhancements based on volumes and speeds (currently unavailable) - address potential ADA cross-slopes across driveways - improve wayfinding between station entrance and major nearby destinations - provide pedestrian scale lighting along Leslie, including most critically under the SR 92 underpass. Enhance underpass wall with mural or other placemaking devices. - provide a crosswalk and curb ramps to cross Gum St along west side of Leslie St - If redevelopment occurs on east side of Leslie north of Caltrain station entrance, widen existing sidewalk to meet 2012 Pedestrian Master Plan [11' min (15' recommended) with 7' min through zone width (5' recommended; based on adjacent land use of commercial with parallel parking] and consolidate driveways north of the main station entrance. - If sidewalk or Class 1 path is infeasible on Caltrain property on east side of Leslie, widen west sidewalk to meet 2012 Pedestrian Master Plan standards. **Caltrain ROW** - Work with Caltrain to provide sidewalk to meet requirements and recommendations from 2012 Pedestrian Master Plan or Class 1 multi-use path on the east side of Leslie Street south of the current entrance to 19th Ave. - Create a new pedestrian gateway entrance to Caltrain platform at the southern end of the station to reduce walking distances to platform and between east and west sides of Hayward Park.	field review
HP-2-2	Hayward Park West	Leslie St	at 19th Ave			Uncontrolled	- provide high-visibility crosswalk diagonally at the apex of the curve so that it provides good visibility for vehicles approaching in both directions; consider additional crosswalk enhancements upon review of vehicle speeds and volumes - provide curb extensions for crossings to square up the intersection - continue pedestrian-scale lighting from Leslie along 19th Ave to Palm - Consider widening sidewalk on one side of the street on 19th Ave to meet City standards, if feasible with trees/utilities **Related Bike Improvements** - Bike Blvd improvements on Leslie and 19th Ave	field review
HP-2-4	Hayward Park West	Gum St	South Blvd	17th Ave			- Consider reconfiguring the segment and intersections of Gum St with 17th Ave and South Blvd to improve pedestrian safety.	public comment
HP-2-3	Caltrain overpass	Overpass over tracks (at 19th Ave)	Leslie St	Pacific Ave			-ADA curb ramps at overpass ramp entrances - ped scale lighting leading to and on the overpass - improve wayfinding	field review
HP-3	Sunnybrae	S Railroad Ave	E 16th Ave	Station	900 ft		- Work with adjacent land owners to formalize bike/ped trail from 16th Ave to the Station entrance through the parking lot - improve wayfinding between station entrance and major nearby destinations -include an ADA curb ramp to access the path from street - include ADA path of travel through Caltrain parking lot to station platform	field review

HP-3	Sunnybrae	E 16th Ave	S Railroad Ave	Delaware	570 ft		-widen sidewalks within City ROW, if possible to meet requirements and recommendations from 2012 Pedestrian Master Plan -- 7' minimum width with 5' minimum through zone width (based on adjacent residential land use, constrained scenario) -- by narrowing travel lanes or using more of City ROW, not removing parking. - pedestrian scale lighting	San Mateo Pedestrian Plan 2012 field review
HP-3	Sunnybrae	E 16th Ave	at S Claremont			AWSC	- provide high-visibility crosswalk on east leg as well to minimize how often peds cross the street - make existing crosswalks high-visibility - Daylighting at all corners to improve visibility, consider curb extensions to shadow parking (all corners) if feasible - rebuild NE curb extension to allow for E leg crosswalk to land outside of a driveway (lower priority) - advance stop bar on north leg - prohibit parking in intersection; consider a curb extension through the entire intersection on the south side to discourage parking/stopping - add lighting for north and west crosswalks	field review
HP-3	Sunnybrae	E 16th Ave	at Delaware			AWSC	- evaluate the traffic control at this intersection and consider a signal (City is currently evaluating) or roundabout (if roundabout, then it would be only 1 lane approaches) - high-visibility crosswalks all legs - curb extensions to shadow parking into 16th Ave for east leg - consider narrowing travel lanes at the intersection on west leg to shorten crosswalk	field review
HP-3	Sunnybrae	S Delaware St	at Sunnybrae			SSSC	- As a part of existing bike Blvd. project on Sunnybrae, address geometry of cross-streets such as Guildford Ave (T it up) to slow turning speeds coming into Sunnybrae/Delaware. And then T Sunnybrae into Delaware. - make existing crosswalk high-visibility - advance stop bars	field review
HP-3	Sunnybrae	S Delaware St	E 16th Ave	Sunnybra	200 ft		- ped scale lighting on west side of street (to complement the east side of the street)	field review
HP-4-1	Hayward Park East						Ensure Hayward Park redevelopment addresses existing ADA and ped circulation issues. If redevelopment doesn't occur, the specific recommendations are provided below. -- **coordination with Hayward Park redevelopment** (project not approved yet)	
HP-4-1	Hayward Park East	Path across tracks					~~- ADA curb ramp from parking lot to curb connecting to station platform~~ ~~- consider adding ADA parking spaces near this path since this is the only path to connect to the west (southbound) platform from the east side, so someone in a wheelchair does not next to wheel from the south end of the platform, all the way to the north end, just to cross to the west platform~~ ~~- consider designating pedestrian path of travel through parking lot~~ ~~- add wayfinding and consider how paths on the other side of this connect into the ped network~~	field review
HP-4-1	Hayward Park East	Station Park Cir	at Station parking lot				~~- Remove fence and provide access from residential buildings~~	field review

HP-4-3	Hayward Park East	Pacific Blvd - Concar Dr	19th Ave	East edge of Caltrain Parking lot	340 ft		~~- provide ADA ramp to platform next to steps~~ ~~- ped scale lighting~~ ~~- widen sidewalk on east side of street~~ ~~- improve wayfinding~~ ~~- continuing existing Class 1 on Concar (north side) from edge of existing development to Station and down Pacific (west side) to 19th Ave (either remove parking or make this a one-way street to get the extra space)~~	field review
HP-4-3	Hayward Park East	Pacific Blvd	Concar Dr	19th Ave	0.2 miles		- widen sidewalk on one side of the street (west side likely better) to meet City standards - provide improvements at 19th/Pacific intersection similar to those identified for Leslie/19th: provide high-visibility crosswalks, curb extensions, and directional ADA curb ramps to connect overpass entrance to Caltrain sidewalk; provide curb extensions on northeast corner to tighten the curb radius and slow down turning vehicles.	field review
HP-4-2	Hayward Park East	Concar Dr	at Station Park Cir-92 on/off-ramps			Signal	**In coordination with Caltrans** 'As a long-term improvement, consider the following in the future to improve ped crossing at Concar / Delaware, if possible to reduce the size of the intersection size and ped crossing distances with additional curb or protected extensions: - if lanes can be reduced to one or two lanes, we could then T up the off-ramp into Concar to help tighten up the intersection and provide pedestrian crossings on all legs and better connect the developments on the south side to the station (per recommendation above). If reducing to 1 lane is feasible, you could also consider a roundabout. The off-ramp lane reduction would also allow the intersection at Delaware/Concar intersection to be smaller	field review
HP-4-2	Hayward Park East	Concar Dr	at Delaware			Signal	Implement Concar Passage plans for protected intersection islands on northeast and southeast corners to accommodate buffered bike lane turning movements, with ADA curb ramps included. **- coordination with Concar Passage development project** (approved project but building permits not yet filed) Additional pedestrian improvements for all intersection legs include: - advance stop bars - high-visibility crosswalks - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI - upgrade push-buttons to latest ADA standards - place pedestrian signal on auto recall	field review

San Mateo TOD PAP - Improvement Project List - Hillsdale

Project #	Project Name	Roadway Name	From	To	Miles (if corridor)	Existing Traffic Control (if intersection)	Final Improvements List	Source
H-1	25th Avenue	W 25th Ave	at Flores St			AWSC	- add curb extensions to shadow on-street parking - directional ADA curb ramps - lighting - widen and landscape sidewalks on Flores with new development **Coordination with Bicycle Master Plan** (which calls for bike lanes on 25th east of Flores and bike route west of Flores) - consider traffic calming on 25th for the bike route/ future bike lane (per Bike Master Plan) - Convert parking to parallel parking to widen sidewalks or to potentially add parking separated Class IV bikeways	field review Bike Master Plan
H-1	25th Avenue	E 25th Ave	at Palm Ave			SSSC	- consider prohibiting southbound-left turns and adding a high-visibility crosswalk across 25th Ave (west side of Palm) with enhancements for uncontrolled crosswalk based on traffic speeds and volumes - consider feasibility of a road diet on E 25th; if not feasible, consider addition of a median in place of the parking to allow for a median island and RRFBs - directional ADA curb ramps - curb extensions to shadow on-street parking on Palm Ave and 25th Ave (full length of T intersection on south side to discourage stopping/parking); if not feasible, daylight all approaches - high-visibility crosswalk markings - advance stop bars - lighting	field review

H-1	25th Avenue	E 25th Ave	at S Delaware St			Signal	**Coordinate with South Delaware ATP project** (*ATP Cycle 5 grant to design and construct a Class IV bike lane, bike boulevard, and pedestrian facilities, including crosswalks, along South Delaware from 19th Ave. to Pacific Boulevard)* - sidewalk needed on southwest corner and south along Delaware - consider a protected intersection to coordinate bike movements between Class IV on Delaware and Class II on 25th and provide all the pedestrian safety benefits that come with that design if a protected intersection is not feasible: - consider feasibility of a road diet on E 25th; if not, consider pedestrian-only phase to separate left-turning vehicles from 25th from pedestrians crossing Delaware and the double SBR-turns from pedestrians crossing 25th - curb extension into Delaware at SW corner - curb extension on east side of Delaware through intersection to discourage vehicles parking/stopping in intersection; must be designed in coordination with/to allow planned Class IV bikeway per Bike Master Plan - directional ADA curb ramps (all corners) - high-visibility Xwalks - add NRTOR - advance stop bars - place pedestrian signal on auto recall - upgrade push-buttons to latest ADA standards	field review Bike Master Plan
H-2	28th Avenue	W 28th Ave	at Flores St			AWSC	- directional ADA curb ramps (all corners; if feasible) - curb extensions to shadow on-street parking on 28th (low priority) - consider additional lighting on north side	field review

H-2	28th Avenue	El Camino Real	at E 28th Ave			Signal	**In coordination with Caltrans & Hillsdale Caltrain Station Bicycle Access Gap Closure Project** - add crosswalk on northern leg (continuation of shared path) and add median nose on ECR to create pedestrian refuge -- median should be 6feet wide at minimum; if not, lanes would need to be narrowed (if wider than 11ft) - consider adding a protected WBR overlap phase with the SBL phase and removing the permissive WBR phase (add 'no WBR' blankout sign during EBT phase) to remove the pedestrian-vehicle conflict - curb extensions at NW and SW corners to shadow parking on 20th and narrow travel lane/widen sidewalk slightly on ECR; curb extension into ECR at SW corner may serve as a bus bulbout if/when SamTrans relocates bus stop there (per SamTrans study) **- in coordination with SamTrans** - directional ADA curb ramps (all corners, except NW already exists) - high-visibility Xwalks - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI and permanent NRTOR from 28th onto ECR - advance stop bars - add pedestrian countdowns - place pedestrian signal on auto recall for crossing Bovet & 17th - upgrade push-buttons to latest ADA standards - protect left turns from 28th (requires adding an eastbound left-turn pocket), if feasible. If not feasible, include split phasing so that left-turning vehicles are separate from conflicting pedestrians. If not feasible, add LED/extinguishable left turn vehicles yield to peds sign. - consider feasibility of a road diet on 28th Ave	field review - SamTrans ECR Bus Speed & Reliability Study
H-2	28th Avenue	28th Ave	ECR	S Delawar	845 ft		- evaluate the feasibility of a midblock high-visibility crosswalk to facilitate access across 28th between station entrances with good lighting and other enhancements needed based on traffic volumes and speeds, similar to the crossing under the Hillsdale mall on 31st Ave - consider feasibility of a road diet on 28th - **in coordination with other City studies**	field review
H-3-1	31st Avenue/Bay Meadows	El Camino Real	at 31st Ave			Signal	**In coordination with Caltrans** - Narrow lane widths on 31st (and ECR) to allow for corners to be expanded/ radius slowed/ crossings shortened (all lanes seem to be 12ft, consider narrowing to 10 or 11ft) - add median nose on north and west crosswalks to create pedestrian refuge; median should be 6feet wide at minimum, so it would require working with Caltrans to agree on approach, widen the median to the edge of the travel lane (existing yellow line) or narrow travel lanes - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI - advance stop bars - add pedestrian countdowns for all crossings - place pedestrian signal on auto recall for crossing 31st Ave - upgrade push-buttons to latest ADA standards	field review

H-3-1	31st Avenue/Bay Meadows	31st Ave	S Delaware St				- high-visibility Xwalks - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI - add pedestrian countdowns - place pedestrian signal on auto recall - upgrade push-buttons to latest ADA standards - add wayfinding	
H-3-1	31st Avenue/Bay Meadows	Franklin Pkwy	at Baze Rd			SSSC	- assess if further pedestrian crossing enhancements needed for uncontrolled crossings across Franklin (e.g., advance yield markings, median pedestrian refuges, or even advance flashing) based on traffic speeds and volumes [**Bay Meadows TAP** included similar recommendations at this location based on which RRFB was installed] - confirm directional curb ramps are ADA compliant - high-visibility Xwalks - curb extensions for northern crosswalk on both sides to shadow parking on Baze Rd - extend median noses, median should be 6feet wide at minimum; if not, lanes would need to be narrowed (if wider than 11ft) - consider feasibility of a road diet on Franklin Pkwy - **coordination with City's Gap Closure Study**	field review
H-3-1	31st Avenue/Bay Meadows	31st Ave	ECR	S Delaware St	725 ft		- provide wayfinding with new access to the station - consider enhancing sidewalk with landscape strip or public art to make this feel like a primary ped entrance route	field review Hillsdale Station Implementation Plan 2012
H-3-2	31st Avenue/Bay Meadows	Caltrain Station (west side)	Curiosity Way	Derby Ave			- Add wayfinding to existing Caltrain station access on the east side of the station (from parking lot between Derby Ave & Curiosity Way). **Caltrain ROW, coordination needed** - as a long-term improvement, consider adding direct station access (and wayfinding) from the west side of the platform (e.g., next to Michael's/as new development occurs in those parcels) to avoid pedestrians having to go all the way to 28th to access the station **-- in coordination with new developments along the west edge of the Caltrain station platform**	field review Hillsdale Station Implementation Plan 2012

H-4	Hillsdale Boulevard	El Camino Real	at Hillsdale Blvd			Signal	**In coordination with Caltrans** - for WB and NB: remove right turn pocket/lane if feasible based on further study; if the right turn pocket is needed, consider keeping the slip lane and building out the pork chop islands (i.e., make them larger to narrow the right-turn lanes to slow vehicles down, shorten crossings, and provide more space for pedestrians), and raise the crosswalk across the channelized turn. - if slip lanes can be removed, consider repurposing the space to a wider sidewalk - add high-visibility crosswalk on east, west, and north leg to allow continuous pedestrian connection N-S along east side of ECR - add median noses on Hillsdale; median should be 6feet wide at minimum; if not, lanes would need to be narrowed (if wider than 11ft) - directional ADA curb ramps (all corners) - high-visibility Xwalks - LPIs + 3.5 ft/sec walking ped clearance - extinguishable NRTOR during LPI - advance stop bars - add pedestrian countdowns - place pedestrian signal on auto recall for crossing Hillsdale Blvd - upgrade push-buttons to latest ADA standards - consider feasibility of a road diet on Hillsdale - provide pedestrian scale lighting	field review - removal of WBR slip lane is consistent with recommendations on SamTrans ECR Bus Speed & Reliability Study
H-4	Hillsdale Boulevard	W Hillsdale Blvd	at Edison St			AWSC	- curb extensions to shadow parking on southwest and northwest corners - adjust curb extension/corner radius at southeast corner to better align crosswalk across Edison St - consider removing westbound left-turn pocket onto Edison if volumes don't merit it and narrow Hillsdale Blvd and better align northern crosswalk; if not, consider a signal or roundabout as there are too many movements/conflicts for AWSC - advance stop bars - high-visibility crosswalks all legs - directional ADA curb ramps - pedestrian scale lighting	San Mateo Pedestrian Plan 2012 field review