



PRIORITY PROJECT RECOMMENDATIONS

This next section details the priority project recommendations. Each priority area is presented on a cutsheet that includes a summary of existing issues, a summary of project recommendations, location-specific project recommendations, the top key priority metrics for each location, and related upcoming projects to coordinate with.

The **summary of existing issues** for each priority area includes a description of the current conditions based on the needs assessment presented in Chapter 3. The **summary of project recommendations** describes the key takeaways and overarching themes of the project recommendations.

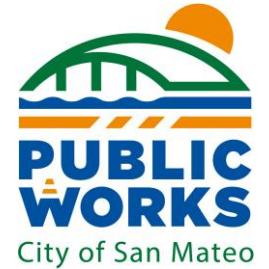
The **location-specific project recommendations** are shown as icons depicting the type of improvement, along with a short description of how the improvement may be best applied to achieve the goals of the plan. Refer to the **Countermeasure Toolbox** on pages 56-61 for a description of each icon. More details on the location-specific project recommendations can be found in Appendix E.

The **key priority metrics** on each cutsheet highlight the top metrics that identified these specific project locations as priority locations.

Project Coordination / Overlap flags other projects or plans with similar goals to ensure coordination and consistency when implementing projects.

There are numerous competing visions for the future of El Camino Real as a Caltrans facility, major SamTrans corridor, and an important consideration in the Sustainable Streets Plan. Thus, this plan only touches on a few intersection-specific and corridor-level suggestions. Any future redesign of El Camino Real will require coordination with Caltrans and should ensure consistency across local and regional plans.





PRIORITY PROJECT RECOMMENDATIONS - DOWNTOWN

DOWNTOWN - EL CAMINO REAL

ISSUES

Primary challenges along El Camino Real include uncomfortable crossings with a high number of pedestrian collisions and narrow, obstructed sidewalks.

Pedestrian improvements along El Camino Real are supported by a history of completed and ongoing planning efforts, including the 2015 Sustainable Streets Plan, the 2012 San Mateo Pedestrian Master Plan, the 2030 and 2040 General Plan, and the SamTrans Bus Speed and Reliability Study.

SUMMARY

A corridor study is recommended in coordination with Caltrans to address the need for more substantial **long-term improvements** such as wider sidewalks, a holistic review of pedestrian-friendly cycle lengths, and the potential for a road diet to address high vehicle speeds and volumes on the corridor.

In the near term, recommended intersection improvements focus on minor modifications to signal timing – such as adequate pedestrian clearances and automatic pedestrian recall for side-street crossings – and minimizing vehicle conflicts with pedestrians at signalized intersections via turn restrictions, protected phasing, leading pedestrian intervals, or pedestrian yield signage.

To address long crossing distances, curb extensions are also recommended where on-street parking can be “shadowed” as well as median-island pedestrian refuges where feasible. Wayfinding along El Camino Real to the Caltrain stations is also recommended.

All improvements on El Camino Real will require coordination with Caltrans. The projects in this study area are all consistent with Caltrans’ guidance for implementing complete streets principles on the state highway system and AB 2264 (2022) that requires leading pedestrian intervals on state highway facilities.

PROJECT COORDINATION / OVERLAP

SamTrans El Camino Real Bus Speed & Reliability Study

63 – Priorities & Recommendations

Key priority metrics

Access Street

High Community Concern

Pedestrian Collisions

Vulnerable Pedestrians

Development project

Vulnerable Community

RECOMMENDATIONS DOWNTOWN - EL CAMINO REAL



DOWNTOWN GATEWAY

ISSUES

The Downtown Gateway location provides direct pedestrian access to the southern end and west side of the San Mateo Caltrain station via 1st Avenue and Transit Center Way. Narrow sidewalks, at-grade Caltrain crossing, and driveway crossings reduce pedestrian comfort and increase exposure to vehicles. Two key intersections along 2nd Avenue, at San Mateo Drive and Delaware Street, also create challenges with vehicle exposure and long crossing distances.

SUMMARY

As a gateway to the Caltrain Station, Transit Center Way presents opportunities for placemaking and/or public art, which could be implemented as part of the recommended raised intersection and an eastbound lane closure.

To provide a comfortable and accessible pedestrian route to the Caltrain Station, sidewalk widening is recommended along 1st Avenue and Transit Center Way. Intersection improvements are recommended along the route as well as on 2nd Avenue to improve accessibility and visibility, which include directional ADA curb ramps, advanced stop bars, and high visibility crosswalks. Curb extensions, where feasible, would help pedestrian visibility near driveways and reduce crossing distances.

To minimize vehicle/pedestrian conflicts at crossings in the focus area, pedestrian-friendly signal timing is recommended at all signals and RRFBs are recommended at uncontrolled crossings where vehicle speeds and volumes warrant it.

Geometric and parking modifications at 2nd Avenue and San Mateo Drive would reduce the footprint of the intersection and form an offset intersection to organize and separate vehicle and pedestrian movements.

PROJECT COORDINATION / OVERLAP

B Street Pedestrian Mall

303 Baldwin Development Project

Key priority metrics

Access Street

High Community Concern

Pedestrian Collisions

Vulnerable Pedestrians

Development Project

Vulnerable Community

RECOMMENDATIONS DOWNTOWN GATEWAY



Consider **reducing westbound travel lanes** to **widen sidewalks**. Alternatively, consider closing the eastbound lane on Transit Center Way to create an enhanced entrance to the station. Add **wayfinding signage** improvements to reduce driver confusion. Opportunity for **placemaking/public art**.



Provide **curb extensions** and **directional ADA curb ramps**.



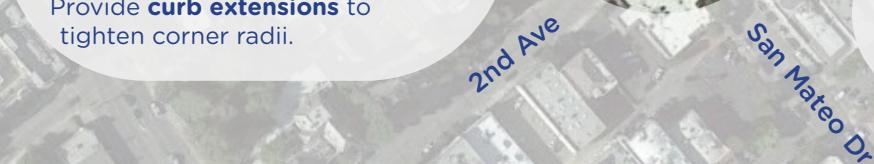
Consider a **pedestrian scramble** to reduce conflicts with turning vehicles. Provide **curb extensions**.



Reconfigure the intersection by **narrowing travel lanes** on San Mateo Drive, shifting lanes towards the east, and converting to **diagonal parking** on the west side of the street.

Remove conflicts from 2nd Avenue by implementing **split phasing**, **protected lefts**, or an **all pedestrian phase**.

Provide **curb extensions** to tighten corner radii.



Consider a **raised intersection**. Opportunity for **placemaking/public art**.



1st Ave

Delaware St

Transit Center Way

San Mateo Caltrain

Claremont St

S. Railroad Ave

2nd Ave

B St

Ellsworth Ave

Baldwin Ave

3rd Ave

4th Ave

2nd Ave

Claremont St

S. Railroad Ave

1st Ave

Delaware St

Transit Center Way

San Mateo Caltrain

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DOWNTOWN - NORTH STATION ACCESS

ISSUES

The North Station location provides direct pedestrian access to the northern end of the San Mateo Caltrain station via North Railroad Avenue west of the train tracks. To access the entrance, pedestrians must either walk through the Mi Rancho Supermarket parking lot or walk down the back alley of North Railroad Avenue, neither of which provide access to the northbound platform. Pedestrians coming from the north must cross Tilton Avenue, which presents visibility issues due to roadway grade changes, parked cars, and poor lighting, or walk to 1st Avenue and cross the tracks in order to access the northbound platform.

There is no direct access to the Caltrain station from the northeast side, where the only neighborhoods in San Mateo identified as Equity Priority Communities in MTC's Plan Bay Area 2050 are located.

SUMMARY

These projects focus on improving pedestrian access to the Caltrain station from the north, most critically with a new station entrance from Railroad Avenue/Cypress Avenue that connects both platforms and allows travel to the existing southbound ramp from Mi Rancho Supermarket's parking lot and North Railroad Avenue west of the tracks. This will require improving the lighting and wayfinding on both sides of the tracks, and providing more space for pedestrians by widening sidewalks, restricting parking, implementing shared street concepts, and/or converting Cypress Avenue from two-way to one-way vehicle travel.

Enhancements are recommended at crossings of Tilton Avenue to improve pedestrian comfort for those traveling to and from the north. These include standard visibility improvements such as high visibility markings, advanced stop bars where applicable, improved lighting, and curb extensions where feasible.

Enhanced pedestrian crossings are recommended on Tilton Avenue crossings at Claremont to provide consistent crossing opportunities between Delaware and the Caltrain corridor. Options include an all-way stop, if warranted, a raised crossing or traffic circle.

Key priority metrics

Access Street

High Community Concern

Pedestrian Collisions

Vulnerable Pedestrians

Development Project

Vulnerable Community

RECOMMENDATIONS NORTH STATION ACCESS



Consider implementing an **all-way stop control** for traffic calming along Tilton Avenue if warranted. Otherwise, consider a **raised crosswalk** or **traffic circle**. Provide **pedestrian-scale lighting** and **curb extensions** on all corners.



Provide **pedestrian-scale lighting**.



Make intersections **all-way stop-controlled**, and add **crosswalks** across Tilton Avenue. Provide **pedestrian-scale lighting** under the overpass. Provide **pedestrian wayfinding** signs to Caltrain station.



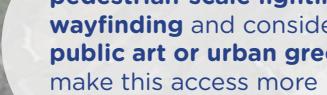
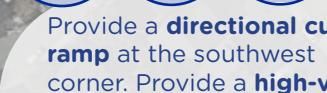
Provide a **directional curb ramp** at the southwest corner. Provide a **high-visibility crosswalk** on the southern leg and a **curb extension** on the southwest corner into B Street.



Restrict parking. Provide **pedestrian-scale lighting** and **wayfinding** and consider adding **public art** or **urban greening** to make this access more comfortable for pedestrians.



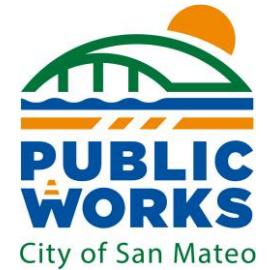
Provide a **new entrance** to the Caltrain station from Cypress Avenue/South Railroad Avenue. **Widen sidewalks** to meet ADA standards or consider converting South Railroad Avenue to a shared street/alley with **traffic calming** to limit vehicular travel and ensure a clear path for pedestrians. Provide a **high-visibility crosswalk** on the southern leg of the intersection, with **ADA curb ramp** to connect to the station platform.





Hayward Park Station





PRIORITY PROJECT RECOMMENDATIONS - HAYWARD PARK

HAYWARD PARK - EL CAMINO REAL

ISSUES

El Camino Real and SR-92 create barriers for people walking to transit due to the limited pedestrian crossing locations and sidewalks that are narrower than City standards, and thus provide limited buffer between high-speed vehicles and pedestrians. 17th Avenue-Bovet Road and 20th Avenue are the closest locations to cross El Camino Real for people walking to the Hayward Park Caltrain Station. Both locations have large corner radii and long crossing distances, which allows turning vehicles to do so at high speeds and creates uncomfortable conditions for people walking to Caltrain or to bus stops on El Camino Real.

SUMMARY

Enhancing the safety and comfort for people crossing El Camino Real at 17th Avenue-Bovet Road and 20th Avenue would improve accessibility from destinations such as Borel Square Shopping Center, San Mateo City Hall, and nearby neighborhoods to bus stops and Caltrain. **Near-term improvements** include traffic signal improvements, curb extensions, and realigning the crosswalks to slow vehicle turning speeds and reduce pedestrian exposure to conflicting vehicles. Curb extensions and crosswalk adjustments could be completed using quick-build materials to further expedite these improvements. Unique features include bus stop enhancements and wider sidewalks at El Camino Real and 17th and 20th Avenues in coordination with SamTrans per the SamTrans El Camino Real Bus Speed & Reliability Study. Wayfinding along El Camino Real to the Caltrain stations is also recommended.

A corridor study is recommended in coordination with Caltrans to address the need for more substantial **long-term improvements** such as wider sidewalks, a holistic review of pedestrian-friendly cycle lengths, and the potential for a road diet to address high vehicle speeds and volumes on the corridor.

All improvements on El Camino Real will require coordination with Caltrans. The projects in this study area are all consistent with Caltrans' guidance for implementing complete streets principles on the state highway system.

PROJECT COORDINATION / OVERLAP

SamTrans El Camino Real Bus Speed & Reliability Study

Key priority metrics

Access Street

High Community Concern

Pedestrian Collisions

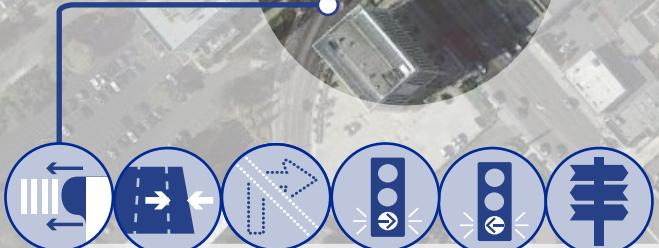
Vulnerable Pedestrians

Development Project

Vulnerable Community

RECOMMENDATIONS HAYWARD PARK - EL CAMINO

17th Ave
Palm Ave
Gum Ave
Ivy St



Provide **curb extensions** at the southwest corner on Bovet Road to tighten the corner radius and slow turning vehicles. Consider **narrowing existing travel lanes** on Bovet Road to shorten pedestrian crossings. Consider **protecting eastbound right-turn** movements and implementing **no right turn on red** to remove the pedestrian-vehicle conflict. Provide **protected left turns** from Bovet Road and 17th Avenue. Provide **wayfinding** to Caltrain station.

Provide **curb extensions** on El Camino Real to shorten pedestrian crossings and provide space for a bus stop. Coordinate with Caltrans to consider a **No Right Turn on Red** from Northbound El Camino Real to 17th Avenue.



Bovet Rd

SR-92
El Camino Real

19th Ave

20th Ave



Long Term Improvements on El Camino Real
Consider **shorter cycle lengths** and **road diet**.
Widen sidewalks to minimum standards.



Straighten crosswalks to address the skewed intersection/pedestrian crossings by providing **curb extensions** on the east side of El Camino Real and **narrowing travel lane widths**. **Widen sidewalks** to minimum widths.



HAYWARD PARK WEST

ISSUES

The streets approaching Caltrain from the west have narrow sidewalks, lack safe and accessible crossing infrastructure, and lack wayfinding or lighting that can create a transit-oriented environment. The Caltrain tracks create a barrier to east-west travel surrounding the Hayward Park Caltrain Station, with limited places to cross that require circuitous pathways for people walking.

SUMMARY

The streets abutting the Hayward Park Caltrain Station should be upgraded to serve as a gateway to this major transit hub in addition to facilitating east-west travel for people walking between neighboring destinations. **Near-term improvements** include new ADA ramps, enhanced crosswalks, curb extensions, wider sidewalks, lighting, wayfinding, and place making. Curb extensions and crosswalks could be completed using quick-build materials to further expedite these improvements.

Improvements on Caltrain's right-of-way include a new Class 1 pathway and entrance to the southern end of the Caltrain station. This would shorten crossing distances across the tracks and provide a more direct path to people walking to the station from south of SR-92 to the northbound trains.

Long-term, as redevelopment occurs on the west side of Hayward Park, all sidewalks should be upgraded to meet City of San Mateo standards.

Key priority metrics

Access Street

High Community Concern

Pedestrian Collisions

Vulnerable Pedestrians

Development Project

Vulnerable Community

PROJECT COORDINATION / OVERLAP

Bicycle Master Plan 2020

RECOMMENDATIONS HAYWARD PARK WEST



Provide **high-visibility crosswalks** and **directional ADA curb ramps** across Leslie Street and west side of 17th Avenue. Provide **curb extensions** on north and south sides of 17th Avenue to enhance the new crosswalk and discourage parking/stopping in the intersection.



Consider **reconfiguring the segment and intersections** of Gum Street with 17th and South to improve pedestrian safety at 17th and South.



Provide a **raised midblock crosswalk** at the station entrance on Leslie Street. Include **curb extensions** and **directional ADA curb ramps**. Improve **wayfinding** between the station entrance and major nearby destinations. Provide **pedestrian scale lighting** along Leslie Street and under the State Route 92 overpass. **Widen sidewalks** to minimum standards and consolidate driveways north of the station entrance as development on the east side of Leslie Street occurs.



Provide a **high visibility crosswalk**. Provide **curb extensions** to square up the intersection. Continue **pedestrian-scale lighting** from Leslie along 19th Avenue to Palm Avenue. Consider **widening sidewalks** to minimum standards and implementing **bicycle boulevard improvements** along Leslie Street and 19th Avenue.



Improve **wayfinding** between the station and major nearby destinations. Provide **pedestrian-scale lighting** along 17th Avenue. **Widen sidewalks** to minimum standards. **Formalize the existing bicycle/pedestrian path** from 17th Avenue to the station platform. Consider implementing **bicycle boulevard improvements** along 17th Avenue.



Provide a **crosswalk** and **directional ADA curb ramps** on Gum Street.



Consider a **sidewalk** along the east side of Leslie Street. Create a **new pedestrian station entrance** to the station platform at the southern end of the station to reduce walking distances between the east and west sides of Hayward Park.



Provide **curb ramps** at overpass ramp entrances. Provide **pedestrian-scale lighting** leading to and on the overpass. Improve **wayfinding** to/from Caltrain Station.



HAYWARD PARK – SUNNYBRAE

ISSUES

This focus area provides direct access to the Hayward Park Caltrain Station via 16th Avenue and a pathway that runs along the east side of the Caltrain corridor, ending at the platform in a parking lot to the south. The parking lot does not currently provide a dedicated, accessible pedestrian route to the platform.

SUMMARY

To provide an accessible, clear path of travel from 16th Avenue to the station, the existing path should be formalized through the parking lot with ADA ramps and clear wayfinding at the station and at 16th Avenue. Pedestrian-scaled lighting and wider sidewalks along 16th Avenue and Delaware Street would provide a more comfortable connection to the pathway from the northeast.

Pedestrian crossing safety and route directness could be improved along 16th Avenue by providing high-visibility crosswalks on all legs at intersections, improving visibility with parking removal and/or curb extensions, advanced stop bars, and improved lighting. The multi-lane stop-controlled intersection at 16th Avenue / Delaware intersection should be evaluated for a signal or a roundabout to simplify and organize vehicle movements.

Vehicle speeds at skewed intersections along Sunnybrae Boulevard, including the intersection with Delaware Street, should be addressed as part of the existing Bike Boulevard project along this corridor. Intersections should be squared off to provide tighter turns, shorter crossing distances, and more predictable maneuvers at these locations.

PROJECT COORDINATION / OVERLAP

Hayward Park Station

Key priority metrics

Access Street

High Community Concern

Pedestrian Collisions

Vulnerable Pedestrians

Development project

Vulnerable Community

RECOMMENDATIONS SUNNYBRAE



Provide **pedestrian-scale lighting** on the west side of Delaware Street.

As a part of the existing bicycle boulevard project on Sunnybrae, **address the geometry of the intersection** with Guildford Avenue. Upgrade existing crosswalk to **high-visibility**. Provide **advance stop bars**.

Widen sidewalks to minimum standards by narrowing travel lanes or using more of City ROW. Provide **pedestrian-scale lighting** along 16th Avenue between Delaware Street and South Railroad Avenue.

Evaluate the need for a signal or consider a single lane **roundabout** at this intersection. Provide **high-visibility crosswalks** at all legs. Provide **curb extensions** on 16th Avenue. Consider **narrowing travel lanes** at the intersection on the west leg of 16th Avenue to shorten the crosswalk.

Work with adjacent land owners to **formalize the bicycle/pedestrian path** from 16th Avenue to the Station entrance through the parking lot and provide an **ADA curb ramp** to access the path from the street. Improve **wayfinding** between the station entrance and major nearby destinations. Provide an ADA path of travel through the Caltrain parking lot to the station platforms.

Provide **high visibility crosswalks** and **curb ramps** on all legs, including a new crosswalk on the east leg to minimize how often pedestrians have to cross the street. Provide **daylighting** to improve visibility. Consider **curb extensions** through the entire intersection to discourage parking/stopping. Provide **intersection roadway lighting** for north and west crosswalks.



Hayward Park
Caltrain



HAYWARD PARK EAST

ISSUES

Concar Drive and Pacific Boulevard provide direct access to the Hayward Park Caltrain Station. There is no ADA-accessible connection between the west and east side of the tracks via Gum Street and Concar Drive, making it difficult for wheelchairs, strollers, and/or those with bicycles to navigate. Access from the street does not align with the track crossing, creating a circuitous path of travel for Caltrain riders trying to access one side of the tracks from the other.

SUMMARY

A wider sidewalk or a Class I pathway connection on Pacific Boulevard, with intersection improvements at 19th Avenue and Pacific Boulevard, would help improve access to the Caltrain station from the southeast.

This plan recommends protected corner treatments at the intersection of Concar Drive at Delaware Street, which will help to organize bicycle movements and provide accessible crossings that are shorter in length. Additional pedestrian-friendly signal timing should be considered here, such as leading pedestrian intervals, automatic recall, and restricted right turns on red. These improvements should be coordinated with the Concar Passage Development Project.

In the long term, a feasibility assessment should be conducted to reduce the size of the intersections along the Concar Drive corridor and reduce the number of lanes on Concar Drive (east of Station Park Circle) and the off-ramp at Station Park Circle. This would allow the off-ramp to be squared off into Concar Drive, simplifying the intersection and reducing vehicle exposure for pedestrians. Crossings should then be provided on all legs to improve access between the southern developments and the Caltrain station.

PROJECT COORDINATION / OVERLAP

Hayward Park Station Development Project

Concar Passage Development Project

Key priority metrics

Access Street

High Community Concern

Pedestrian Collisions

Vulnerable Pedestrians

Development project

Vulnerable Community

RECOMMENDATIONS HAYWARD PARK EAST

Ensure Hayward Park station development project addresses existing **ADA** and pedestrian circulation issues.



Hayward Park Caltrain

Leslie St

Concar Dr

SR-92

19th Ave

Pacific Blvd

Delaware St



Widen **the sidewalk** on one side of the street to meet minimum widths.



Implement Concar Passage plans for **protected intersection islands** on northeast and southeast corners to accommodate buffered bike lane turning movements, with **ADA curb ramps**.



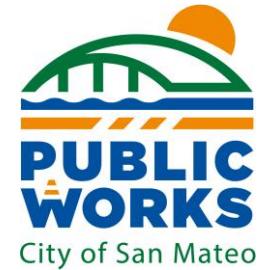
Consider the following long-term improvements. Assess feasibility of **reducing the number of lanes** at this intersection, including the off-ramp, in order to **"T"** the off ramp into Concar Drive and help reduce pedestrians' exposure to vehicles by reducing the size of the intersection and the adjacent intersection at Delaware Street. **Crossings** should then be provided on all legs to improve access between the southern developments and the Caltrain station.



Provide **curb extensions**, **high-visibility crosswalks**, 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.



LOOK BOTH WAYS



*PRIORITY PROJECT
RECOMMENDATIONS
- HILLSDALE*

HILLSDALE – 25TH AVENUE

ISSUES

The 25th Avenue corridor provides ancillary access to the Hillsdale Caltrain Station via Delaware Street and through the station parking lot east of the tracks. 25th Avenue also provides direct access to the San Mateo County Event Center. Community concerns along 25th Avenue include the lack of sidewalk on Delaware Street, poor bicycle and pedestrian access near the event center, and lack of comfortable crossings on the corridor near the commercial attractions.

SUMMARY

Pedestrian access to the event center and Caltrain station could be significantly improved with a continuous sidewalk along the west side of Delaware Street, connecting to the southwest corner of the 25th Avenue / Delaware Street intersection. A protected intersection at this location, in coordination with the South Delaware ATP project, would help to protect and organize bicycle movements in addition to providing pedestrian safety benefits by reducing crossing distances. In lieu of a protected intersection, other options to improve pedestrian safety include separate pedestrian phasing with curb extensions and pedestrian-friendly signal improvements such as automatic recall, advanced limit lines, and right turn on red restrictions.

Access to commercial destinations along 25th Avenue would be improved with crossing enhancements at Palm Avenue and Flores Street, such as directional curb ramps, curb extensions to shadow parking, pedestrian-scaled lighting, and consideration of an RRFB at Palm Avenue.

Corridor-level improvements would also help provide traffic calming along the corridor, reduce crossing distances, and improve pedestrian comfort. Examples include widened sidewalks, landscaping, and/or a road diet.

PROJECT COORDINATION / OVERLAP

South Delaware ATP Project

Bicycle Master Plan 2020

Key priority metrics

Access Street

High Community Concern

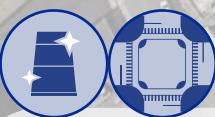
Pedestrian Collisions

Vulnerable Pedestrians

Development Project

Vulnerable Community

RECOMMENDATIONS 25TH AVENUE



Build a sidewalk on the westside of Delaware Street. Consider a **protected intersection** to protect and organize movements between Class IV on Delaware Street and Class II on 25th Avenue and provide pedestrian safety benefits.



Consider a **road diet** on East 25th Avenue.



Palm Ave



El Camino Real

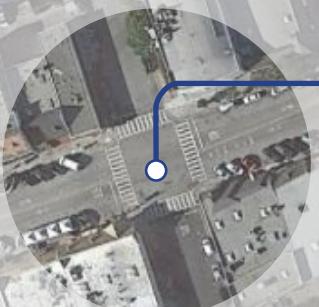
25th Ave

Flores St

Delaware St



Consider **prohibiting southbound left-turns** and adding a **high-visibility crosswalk** across 25th Ave upon review of intersection volumes. Provide **curb extensions** through the intersection to discourage parking/stopping. Provide **pedestrian-scale lighting**.



Provide **curb extensions**, **directional ADA curb ramps** and **pedestrian-scale lighting**. **Widen sidewalks** to minimum standards and provide **landscaping** by converting parking to **parallel parking**. Consider **traffic calming** on 25th Avenue in coordination with the proposed bicycle route and **Class IV bikeway**.



HILLSDALE – 28TH AVENUE

ISSUES

The entrance to the Hillsdale Caltrain Station is located midblock along 28th Avenue, between Delaware Street and El Camino Real. With no midblock crossing at the entrance, pedestrians must cross in advance at the intersections on either end of the block; ADA access to the station is provided only on the north side of 28th. Without a separated on-street bike facility, bicycles conflict with pedestrians on the multi-use pathway.

SUMMARY

A road diet along 28th Avenue could help to provide separate space for pedestrians and bicyclists along the corridor and provide a buffer from vehicles, especially where activity is expected to be high near the entrance to the Hillsdale Caltrain Station. As the main entrance to the Caltrain Station, the feasibility of a midblock high-visibility crosswalk should be considered at the Caltrain underpass, with pedestrian-scaled lighting and other enhancements, similar to the Hillsdale Shopping Center crossing on 31st Avenue.

Visibility enhancements at the intersection of 28th Avenue and Flores Street, where pedestrian collisions have occurred, would help to improve pedestrian safety. These include pedestrian-scaled lighting and curb extensions.

Improvements should be considered for better pedestrian access across El Camino Real, as a key connection to the station and the new multi-use trail, including a separate bike crossing, pedestrian refuge islands, curb extensions, and protected phasing for vehicle turns. A suite of pedestrian-friendly signal enhancements should also be considered, including leading pedestrian intervals, high-visibility crosswalks, directional curb ramps, automatic pedestrian recall, and right turn on red restrictions.

PROJECT COORDINATION / OVERLAP

Hillsdale Caltrain Station Bicycle Access Gap Closure Project

Key priority metrics

Access Street

High Community Concern

Pedestrian Collisions

Vulnerable Pedestrians

Development Project

Vulnerable Community

RECOMMENDATIONS 28TH AVENUE



Add a new **crosswalk** on the northern leg on El Camino Real to continue the Class I shared bicycle and pedestrian path. Include a median to provide a **pedestrian refuge** on El Camino Real.

Consider **protecting the westbound right turn and the left turns** to remove pedestrian conflicts. Provide **curb extensions** on the west side of El Camino Real and into 28th Avenue to shorten crossing distances and provide space for a bus stop. Provide **wayfinding** to Caltrain station.

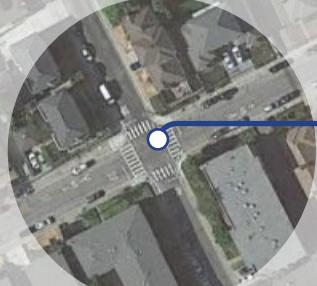
Consider the feasibility of a **road diet** on 28th Avenue.



27th Ave

Flores St

28th Ave



Provide **directional ADA curb ramps** on all corners. Provide **pedestrian-scale lighting** on the north side of the intersection and **curb extensions** on 28th Avenue.



Evaluate the feasibility of a **midblock crosswalk** to facilitate access across 28th Avenue between the station entrances. Provide **pedestrian-scale lighting** and consider other safety features similar to the crossing under the Hillsdale Mall on 31st Avenue.

E 28th Ave

Hillsdale Caltrain



HILSDALE – 31ST AVENUE / BAY MEADOWS

ISSUES

31st Avenue provides direct access to the Hillsdale Caltrain station via an accessible path along the underpass. This route also provides a critical connection between the Hillsdale Shopping Center and the Caltrain station, where pedestrians must cross El Camino Real. While 31st Avenue and 28th Avenue provide pedestrian access to the south and north ends of the station, there is no direct access provided from El Camino Real to the west side of the station. Community feedback indicated safety concerns at the intersection of Franklin Parkway and Baze Road. Per Figure 6-3 of the 2011 Hillsdale Station Area Plan, pedestrian access under the Hillsdale station near future 29th or 30th Avenues connections would be a part of the redevelopment of the parcels between the station and El Camino Real.

SUMMARY

Pedestrian access to the station along 31st Avenue would be improved by upgrading the signals at Delaware St and El Camino Real with pedestrian-friendly signal timing, curb extensions or tighter radii to shorten crossing distances, and median refuge islands where feasible. Wayfinding should also be considered to direct pedestrians to the station entrance along the new elevated walkway. Landscaping or a public art element could also help make this feel like a welcoming, attractive grand entrance to the station.

Community feedback indicated that there is a strong desire for direct access to the station along El Camino Real between 28th and 31st Avenues and along the east side, near Derby Avenue, to provide shorter paths of travel for all pedestrians. Direct access from the east side has been addressed with the removal of the temporary fences.

To improve safety and comfort at the intersection of Franklin Parkway and Baze Road, determine if a signal or all-way stop would be warranted to provide more protection for pedestrians. If unwarranted, additional enhancements should be considered for existing uncontrolled crosswalks based on traffic speeds and volumes. A road diet would shorten crossing distances and help to lower speeds and volumes on Franklin Parkway, thus requiring fewer crosswalk enhancements. Curb extensions should be considered to shadow parking on Baze Road.

PROJECT COORDINATION / OVERLAP

Hillsdale Caltrain Station Bicycle Access Gap Closure Project; Bay Meadows Traffic Action Plan; Development consistent with the Hillsdale Station Area Plan

Key priority metrics

Access Street

High Community Concern

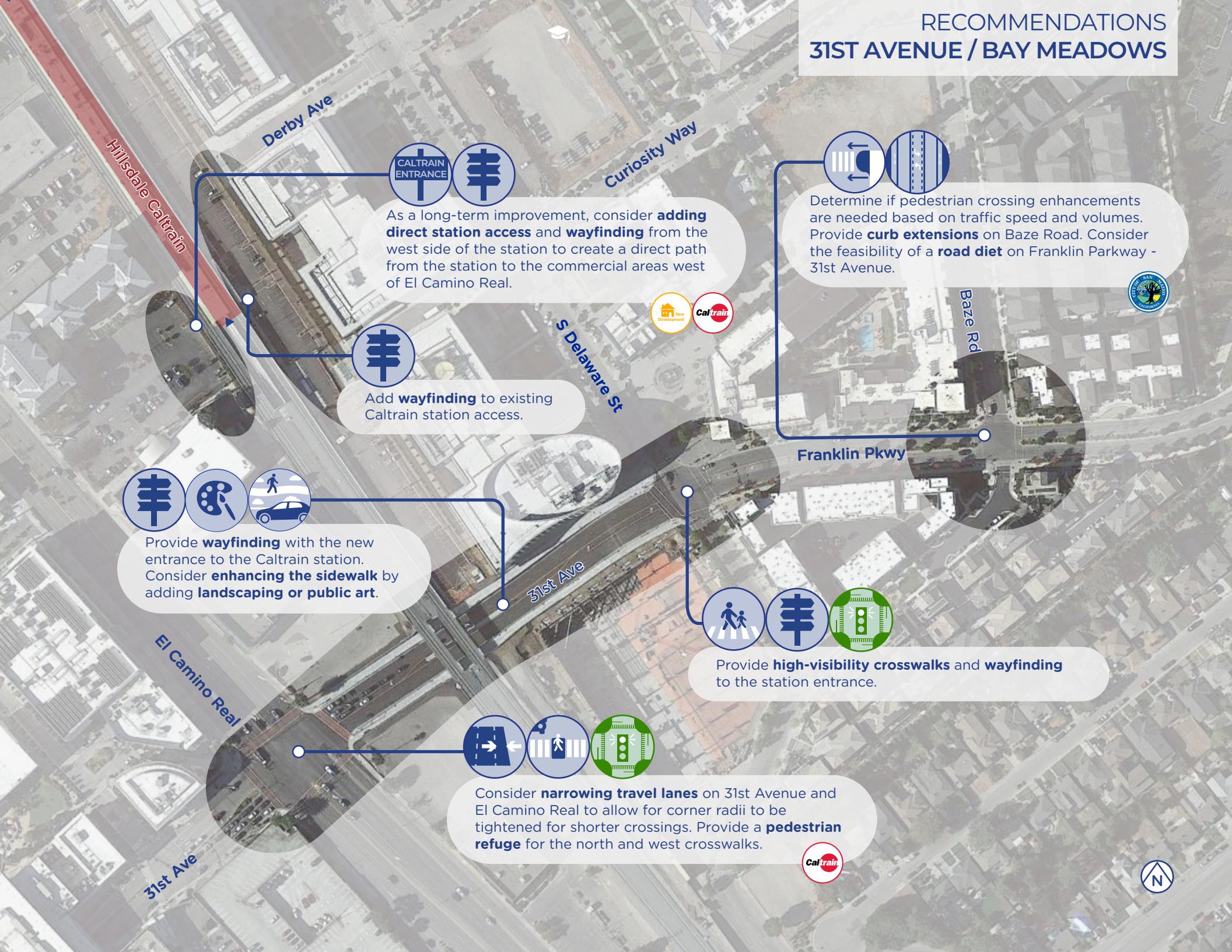
Pedestrian Collisions

Vulnerable Pedestrians

Development project

Vulnerable Community

RECOMMENDATIONS 31ST AVENUE / BAY MEADOWS



HILSDALE BOULEVARD

ISSUES

Pedestrian collisions along this stretch support the need for improved safety for crossings along Hillsdale Boulevard. These two intersections provide access to Hillsdale Shopping Center, El Camino Real bus routes, and the Hillsdale Caltrain station. According to public feedback, high vehicle activity at the intersection of Hillsdale Boulevard and El Camino Real make navigating the intersection as a pedestrian difficult and uncomfortable. Wait times and vehicle exposure is high for pedestrians at this intersection.

SUMMARY

A traffic control assessment should be conducted for the Hillsdale Boulevard / Edison Street intersection to determine whether modifications are feasible to simplify the multi-lane stop-controlled intersection. Options for improvements include removing turn lanes or installing a signal or roundabout. Curb extensions would help to realign crosswalks, providing a more direct path for pedestrians. Standard upgrades should also be considered, such as high visibility crossings, pedestrian-scale lighting, ADA curb ramps, and advanced stop bars.

At El Camino Real and Hillsdale Boulevard, slip lane closures or realignments should be assessed to reduce the size of the intersection and pedestrian exposure to vehicles. Raised crosswalks would help with vehicle speeds and pedestrian visibility if slip lanes remain in place. A Class I multi-use path should be considered if slip lanes are removed, to provide a low-stress connection between the Caltrain station and Hillsdale Shopping Center. Adding a crosswalk on the east leg would provide a more direct route of travel for pedestrians along El Camino Real.

In addition to standard pedestrian-friendly improvements at the intersection, such as high visibility crosswalks, ADA curb ramps, and automatic pedestrian recall, a road diet on Hillsdale Boulevard would help to reduce vehicle exposure, reduce speeds, and provide additional space for landscaping or bicycle facilities.

Key priority metrics

Access Street

High Community Concern

Pedestrian Collisions

Vulnerable Pedestrians

Development project

Vulnerable Community

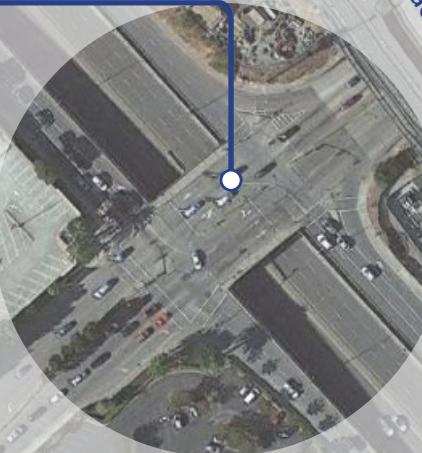
RECOMMENDATIONS HILLSDALE BOULEVARD



Consider the feasibility of **removing right turn slip lanes/pockets** northbound and westbound.

Provide **high-visibility crosswalk** and **curb extensions** on north, east, and west legs to allow for more continuous pedestrian connectivity. Consider the feasibility of a **road diet** on Hillsdale Boulevard.

Provide **wayfinding** to Caltrain station and provide **pedestrian-scale lighting**.



Edison St

Hillsdale Blvd

El Camino Real

36th Ave



Provide **curb extensions** on the west side corners to **better align the crosswalk** across Edison Street. Consider **removing the westbound left-turn pocket** onto Edison Street or consider a **signal or roundabout** to simplify the many conflicting movements. Provide **pedestrian-scale lighting**.