



El Camino Real Complete Streets Needs

Modal Priority



Existing Roadway Characteristics



Bus Network



with Reimagine SamTrans

Previously Proposed Projects

2012 Pedestrian Master Plan

2022 TOD Pedestrian Access Plan



Various streetscape and crosswalk improvements

2020 Bicycle Master Plan



Intersection improvements at Notre Dame Ave/9th Ave, Barneson Ave/15th Ave, and 25th Ave

San Mateo General Plan

General Plan calls for BRT on El Camino Real

SamTrans ECR Bus Speed & Reliability Study

BRT on El Camino Real between 2nd Ave and 36th Ave (NB) / 42nd Ave (SB)

Corridor Summary

This corridor provides a key north-south connection for the city. The corridor-wide priorities center around enhancing transit, walking conditions, multimodal safety, and green infrastructure. Coordination with Caltrans and adjacent jurisdictions are required to further plan and implement improvements.

Recommendations

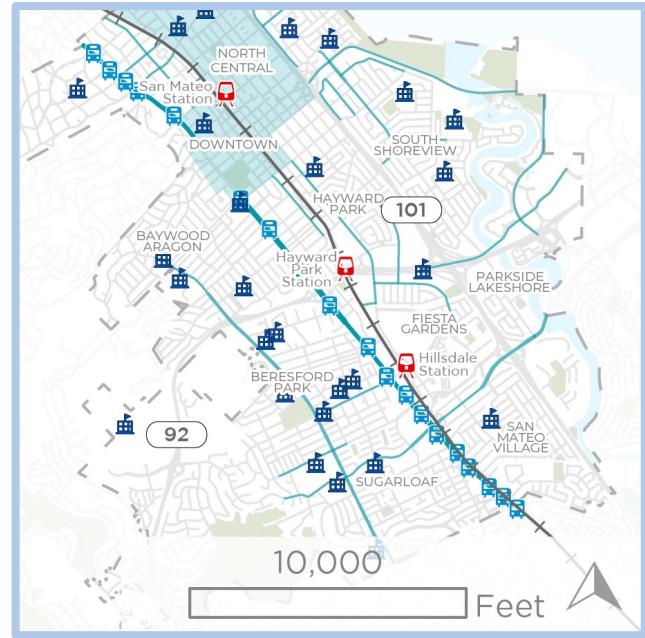
City Limit to 9th Ave

- Install pedestrian-scaled lighting.
- Multimodal safety improvements (See next page).
- Pedestrian intersection safety (See next page).
- Bike intersection safety (See next page).
- Initiate bus reliability project (See next page).
- East-West bikeway connectors (See next page).
- Curb extensions (See next page).

9th Ave to City Limit

- Install pedestrian-scaled lighting.
- Multimodal safety improvements (See next page).
- Pedestrian intersection safety (See next page).
- Bike intersection safety (See next page).
- Close east-side sidewalk gap between 36th and 39th Avenues.
- Initiate bus reliability project (See next page).
- East-West bikeway connectors (See next page).
- Close sidewalk gap (see next page).

Peninsula Ave to City Limit



El Camino Real Improvements

SAFETY AND TRANSIT IMPROVEMENTS ON A BROAD VARIABLE STREET TYPE

Peninsula Ave to 9th Ave

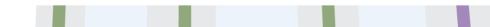
Multimodal Safety Improvements

Repurpose one travel lane in each direction to improve safety by reducing vehicle speeds and providing space for improved bus reliability and/or enhanced biking facilities. Reduce the size of and skew at intersections as well as modify signal timing and phasing to separate conflicting movements particularly those involving vulnerable road users, such as in San Mateo Park neighborhoods and complex intersections, such as Poplar Avenue, 25th Avenue, De Sabla Rd, and Bovet Rd.



Bus Reliability Project

Install bus only lanes on El Camino Real by repurposing one travel lane in each direction. Install bus bulbs with amenities and lighting at each bus stop. Work with SamTrans to determine if bus rapid transit is feasible.



Near-Term Far Side Bus Stops

In the near-term, move near-side bus stops to far side and install quick build bus bulbs.

Pedestrian Intersection Safety

Provide consistently marked crosswalks across each signalized intersection approach. Install pedestrian countdown signals, LPI, and evaluate protected turns at each signalized intersection. Shorten cycle lengths. Signalize uncontrolled crosswalks. Lower walk speed to 2.8 feet/second near schools and senior centers.



Bicycle Intersection Safety

Install bicycle safety and connectivity improvements at all bike network intersections, such as major bike boulevard crossings. Install TODPAP improvements between Tilton and 5th Ave and bicycle intersection improvements at 5th, 25th, and 41st Ave per Caltrans District 4 Bike Plan.



Curb Extensions

Install curb extensions where not present today to maintain sightlines between drivers and people walking/biking.



East-West Bikeway Connectors

Install two-way separated bikeway connector behind new bus bulb on the west side of El Camino Real between Notre Dame and 9th Avenues. Requires narrowing travel lanes and securing easement with adjacent property owner.

Let's Be Clear on the Trade-Offs:

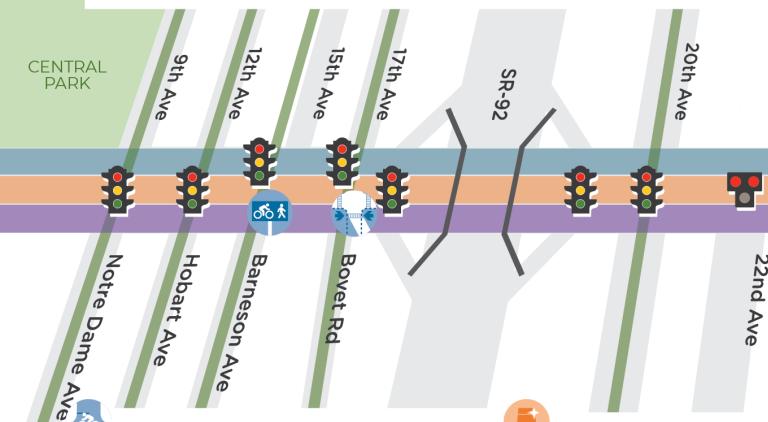
- Enhancing safety for all modes and bus reliability require repurposing one travel lane in each direction.
- The east-west separated bikeway connectors at offset intersections may require parking removal to install the separated bikeway connector.
- Curb extensions typically require removing a parking space.

El Camino Real Improvements

SAFETY AND TRANSIT IMPROVEMENTS ON A BROAD VARIABLE STREET TYPE

Multimodal Safety Improvements

Repurpose one travel lane in each direction to improve safety by reducing vehicle speeds and providing space for improved bus reliability and/or enhanced biking facilities. Reduce the size of and skew at intersections as well as modify signal timing and phasing to separate conflicting movements particularly those involving vulnerable road users, such as in San Mateo Park neighborhoods and complex intersections, such as Poplar Avenue, 25th Avenue, De Sabla Rd, and Bovet Rd.



Bicycle Intersection Safety

Install bicycle safety and connectivity improvements at all bike network intersections, such as major bike boulevard crossings. Install TODPAP improvements between Tilton and 5th Ave and bicycle intersection improvements at 5th, 25th, and 41st Ave per Caltrans District 4 Bike Plan.



Close Sidewalk Gap

Close sidewalk gap on east side between 36th and 39th Avenues, and move 37th Avenue bus stop to far side.



Bus Reliability Project

Install bus only lanes on El Camino Real by repurposing one travel lane in each direction. Install bus bulbs with amenities and lighting at each bus stop. Work with SamTrans to determine if bus rapid transit is feasible.

Near-Term Far Side Bus Stops

In the near-term, move near-side bus stops to far side and install quick build bus bulbs.



East-West Bikeway Connectors

At Barneson/15th Avenues, widen sidewalk to wide two-way path through parking removal and travel lane narrowing on NB El Camino Real. At 25th Avenue, road diet 25th Avenue and install bike lanes.

9th Ave to South City Limit

Pedestrian Intersection Safety

Provide consistently marked crosswalks across each signalized intersection approach. Install pedestrian countdown signals, LPI, and evaluate protected turns at each signalized intersection. Shorten cycle lengths. Signalize uncontrolled crosswalks. Lower walk speed to 2.8 feet/second near schools and senior centers.

Let's Be Clear on the Trade-Offs:

- Enhancing safety for all modes and bus reliability require repurposing one travel lane in each direction.
- The east-west separated bikeway connectors at offset intersections may require parking removal to install the separated bikeway connector.
- Closing the sidewalk gap will require removing on-street parking or right-of-way on the east side.
- Curb extensions typically require removing a parking space.



Monte Diablo Ave

Complete Streets Needs

Modal Priority



Existing Roadway Characteristics

2 LANES

SPEED LIMIT 25

GRADE-SEPARATED



Bike Boulevard

Previously Proposed Projects

2012 Pedestrian Master Plan



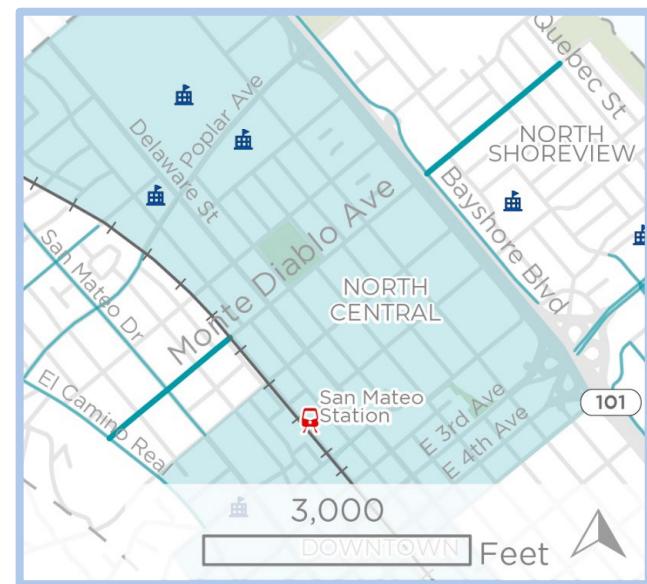
Various streetscape improvements

2020 Bicycle Master Plan



Install bike blvd from San Mateo Dr to US-101, bike blvd from US-101 to Bay Trail

El Camino Real to Caltrain tracks, Bayshore Blvd to Quebec St



Corridor Summary

This street is a key connection with a freeway overcrossing providing access between the North Shoreview and North Central neighborhoods.

Improvements should focus on calming traffic, encouraging walking and biking, and supporting access and parking for residents.

Recommendations

- Install bicycle boulevard using toolbox of treatments from the Design Standards Manual.
- Install curb extensions where not present today to improve sightlines at intersections and narrow intersections.
- Install traffic calming treatments such as speed humps and diverters to ensure slow speeds consistently under 25 miles per hour.
- Install pedestrian-scale lighting along the corridor per the Pedestrian Master Plan.

- Mark high-visibility crosswalks consistently, and upgrade ramps to meet ADA standards.
- Install wayfinding signage or treatments to help people riding bikes access the freeway overcrossing and access to Bay Trail.

Monte Diablo Ave Improvements

BIKING AND WAYFINDING IMPROVEMENTS ON A COMPACT NEIGHBORHOOD STREET TYPE

El Camino Real to Caltrain tracks,
Bayshore Blvd to Quebec St

Bicycle Boulevard

Construct bicycle boulevard with speed humps and curb extensions.

Speed Humps

Lower auto speeds consistent with bike boulevard guidelines. Install speed humps on each block or every 300 feet.

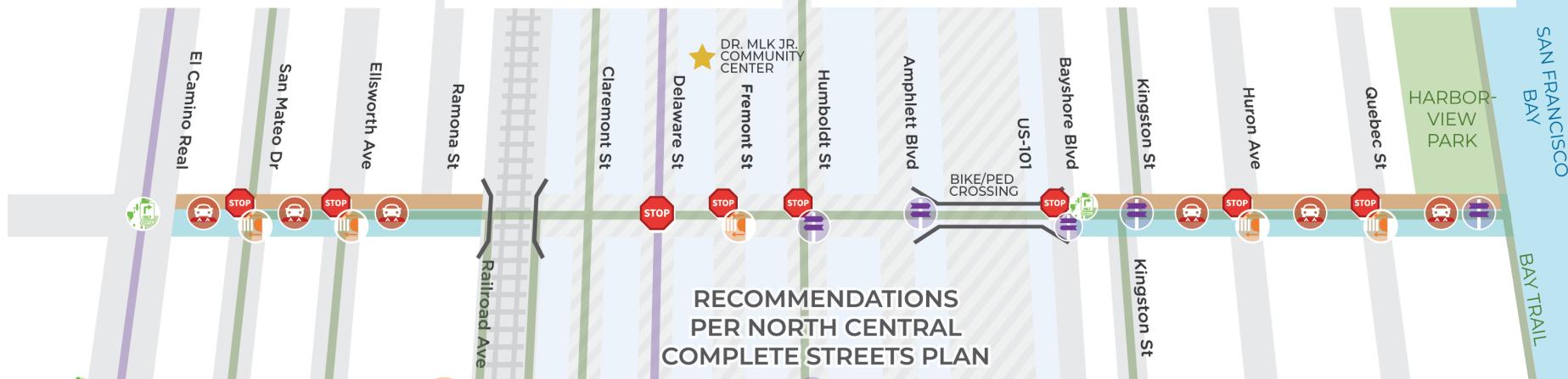


Pedestrian-Scale Lighting

Install pedestrian-scale lighting along the corridor per the Pedestrian Master Plan.

Crossing Improvements

Throughout the corridor, mark high visibility crosswalks and advance stop bars consistently and upgrade ramps to meet ADA standards.



Neighborhood Gateway

Install traffic calming, such as diverters to limit traffic turning on Monte Diablo and neck down at intersection to slow speeds.



Curb Extensions

Install curb extensions where not present today to maintain sightlines between drivers and people walking/biking.



Wayfinding

Install wayfinding to direct bicyclists and pedestrians across US-101 and to the Bay Trail.



Let's Be Clear on the Trade-Offs:

- Diverters would restrict access either into, out of, or in both directions for autos.
- Curb extensions typically require removing a parking space.



3rd Ave/J Hart Clinton Dr

Complete Streets Needs

Modal Priority



Existing Roadway Characteristics



Bus Network



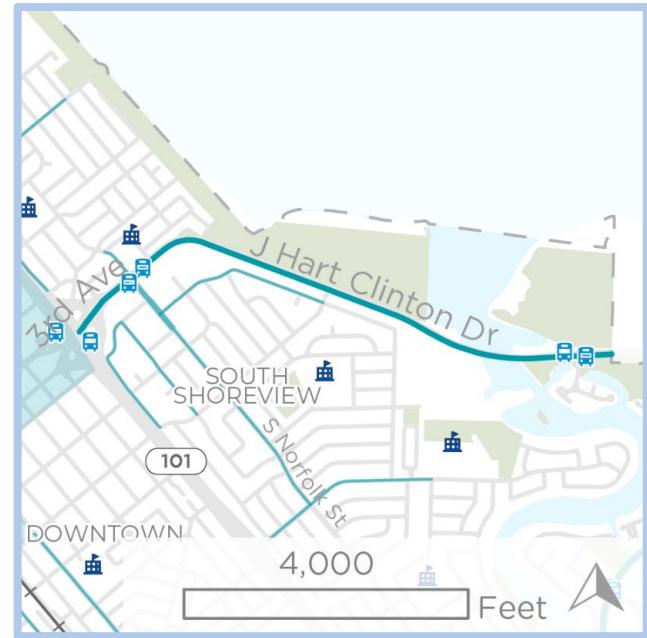
Previously Proposed Projects

2012 Pedestrian Master Plan



Various streetscape and crosswalk improvements

US 101 to City Limit



Corridor Summary

This high-speed arterial lies adjacent to the Bay Trail, presenting opportunities to improve multimodal access to recreational space.

Improvements should focus on safe speed management and enhancing pedestrian access to Ryder Park, Seal Point Park, Anchor Rd, and improving accessibility and comfort while waiting at bus stops.

Recommendations

- Mark all crossings with high visibility crosswalk striping and advanced stop bars.
- Extend median refuge and straighten crosswalks at Norfolk St and Church Rd.
- Adjust signal timings at Norfolk Street and St. Timothy's Church to 2.8 ft/sec.
- Install new traffic signal and trail crossing at Newbridge Ave.
- Mark trail crossings with triple-four striping with bicycle lane legends in gap. Incorporate the east trail crossing into the signal, and set back the SB stop bar 40' to the north.
- Install pedestrian scale lighting between US-101 and Ryder Park, including along the San Mateo Creek Trail.
- Add new bus stop amenities including but not limited to lighting, seating, and waste cans.

3rd Ave/J Hart Clinton Dr Improvements

PEDESTRIAN, SAFE SPEED, AND TRANSIT IMPROVEMENTS ON A BROAD NEIGHBORHOOD STREET TYPE

US 101 to City Limit



Pedestrian Safety Improvements

Mark all crosswalks with high visibility striping and advanced stop bars. Straighten crosswalks by extending the median refuge at Norfolk St and Church Rd. Reduce crossing speeds to 2.8 ft/sec at Norfolk and St. Timothy School.



Pedestrian-Scale Lighting

Install pedestrian-scale lighting between US-101 and Ryder Park, including along the San Mateo Creek Trail.



Trail Crossing Enhancement

Mark trail crossings with triple-four striping with bicycle lane legends in gap. Incorporate the east trail crossing into the signal, and set back the SB stop bar 40' to the north.



IMAGE CREDIT: FEHR & PEERS



Bus Stop Amenities

Add new bus stop amenities including but not limited to lighting, seating, and waste cans.



IMAGE CREDIT: GRTC TRANSIT



3rd Avenue/Norfolk Street Path Connection Project

City-led project will connect the 3rd Avenue center-running path with the San Mateo Creek Path.

Truck-Friendly Traffic Calming

Narrow travel lanes to 11', refresh edge lines, and install speed feedback signs. Establish corner radii precedent at major intersections with trucks.

Shoreview to Seal Point Park Connection

Install new traffic signal and trail crossing at Newbridge Avenue to connect Shoreview with the Bay and Seal Point Park. Build path on east side of J. Hart Clinton Dr.



PRECEDENT IMAGE





Norfolk St

Complete Streets Needs

Modal Priority



Existing Roadway Characteristics



Bike Lane

Bus Network

with
Reimagine
SamTrans

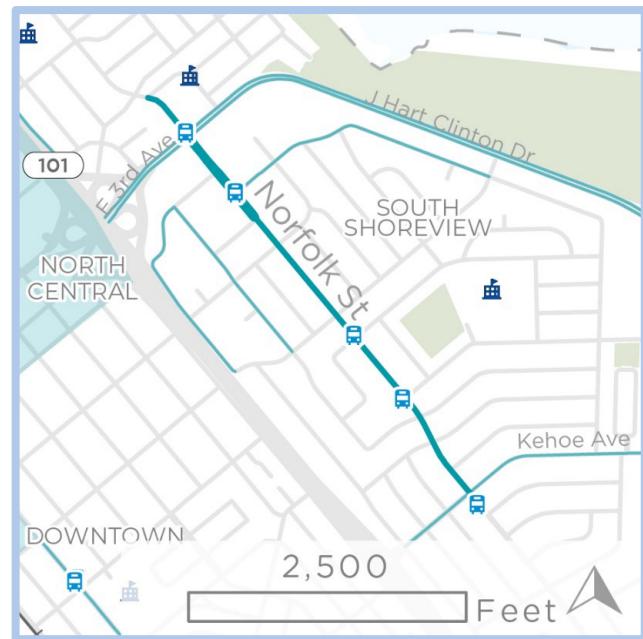
Previously Proposed Projects 2012 Pedestrian Master Plan

Streetscape
improvements

2020 Bicycle Master Plan

Install bike blvd from Cypress to
Dolan, BL from Dolan to 3rd, sep.
BL from 3rd to San Mateo Creek
Path

2nd Ave to Kehoe Ave



Corridor Summary

This street lies within an Equity Priority Community (EPC) and provides access to the nearby local supermarket, schools, and parks.

Improvements should focus on enhancing pedestrian safety to better serve school and retail traffic.

Recommendations

- Install bus bulbs/boarding islands
- In near-term, widen bikes, lane mark both edges, and stripe green conflict zones.
- In long-term, upgrade to separate bike lanes.
- Upgrade crosswalks to high-visibility striping, install advanced stop bar and upgrade ADA curb ramps
- Enhance all uncontrolled crosswalks with RRFBs and advanced yield markings
- Install green infrastructure such as bioswales at curb extensions
- Install pedestrian-scale lighting

Norfolk St Improvements

BIKING AND WALKING IMPROVEMENTS ON AN INTERMEDIATE NEIGHBORHOOD STREET TYPE

2nd Ave to Kehoe Ave

Near Term Bike Lane Enhancements

Update existing bike lanes with left and right edge lines and green conflict markings at intersections and bus stops. City-led project from Dale to Dakota Avenues will install these improvements. City-led project will connect San Mateo Creek Trail and 3rd Avenue path.

Pedestrian Safety and Accessibility

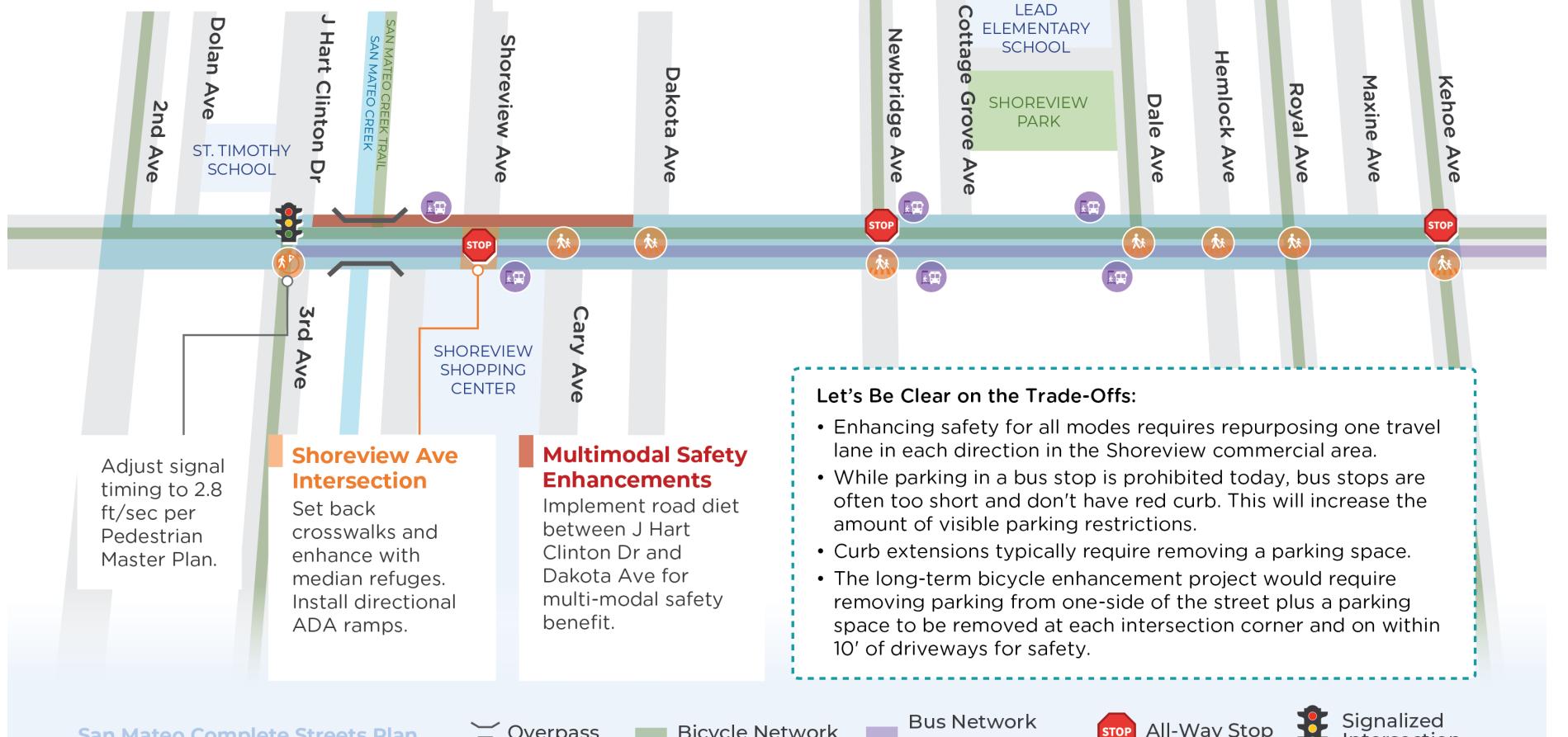
Upgrade all crosswalks to high-visibility continental striping, and upgrade ADA curb ramps. Add advanced stop bars. Install curb extensions, which will remove an additional parking space. Enhance uncontrolled crosswalks with RRFBs.

Long-Term Bicycle Enhancements

Install two-way separated bikeway on east side to provide appropriate level of separation between bikes and cars. Requires parking removal on at least one side of the street.

Bus Stop Enhancements

Install shared bus boarding islands with long-term project, including shelter and lighting.





Alameda de las Pulgas

Complete Streets Needs

Modal Priority



Existing Roadway Characteristics



Bus Network

249 Med. Freq.

295 Low Freq.

S56 School Route

with
Reimagine
SamTrans

Previously Proposed Projects

2012 Pedestrian Master Plan



Install road diet from Crystal Springs Rd to Barneson Ave

2020 Bicycle Master Plan



Install bike lane from Crystal Springs Rd to 26th, buffered BL from 26th to City Limit

Nevada Ave to City Limit



Corridor Summary

This arterial street is a residential corridor with schools, senior facilities, and Beresford Park.

Project recommendations focus on reducing speeds and providing safe access for walking, biking, and taking the bus to school.

Recommendations

- Implement a road diet and increase width of sidewalk from Crystal Springs Rd to Barneson Ave per the Pedestrian Master Plan.
- Restripe all crosswalk with high-visibility continental crosswalk striping and advanced limit lines, and upgrade ADA curb ramps.
- Install pedestrian-scale lighting along the corridor.
- Enhance uncontrolled crosswalks with median refuges.
- Implement road diet and install bike lane north of 26th Ave and buffered bike lanes south of 26th Ave
- Install bus bulbs/boarding islands, with bikeway running behind the bus stop

Alameda de las Pulgas Improvements

BIKING AND WALKING IMPROVEMENTS ON A BROAD NEIGHBORHOOD STREET TYPE

Nevada Ave to City Limit

Multimodal Safety and Bike Access Project

Convert second travel lane to bike lanes (with buffer below 26th Avenue) to reduce vehicle speeds, improve overall safety for all modes, and enhance bike access.

Bike Safety and Access at Schools

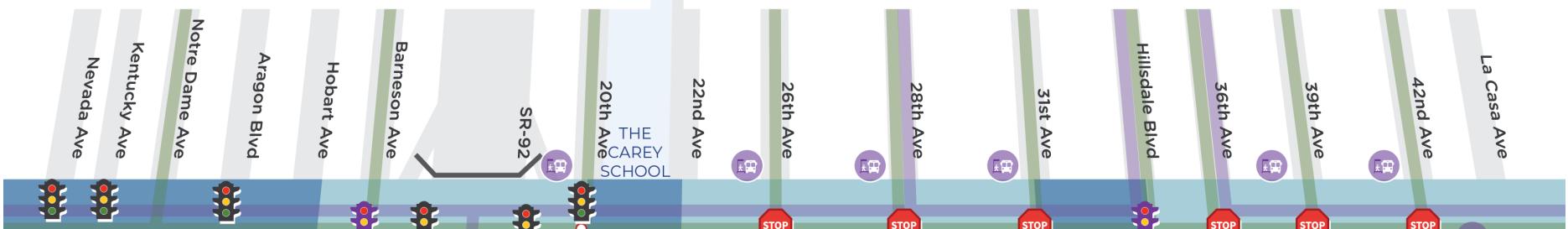
Along school frontages, transition to separated bikeway.

Bus Stops

Move all bus stops to far side. Install bus boarding islands, including shelter and lighting with bikeway located behind the bus stop.

Pedestrian Safety and Connectivity

Enhance uncontrolled crosswalks with median refuges and RRFBs. Mark additional uncontrolled crosswalks at high demand locations. Mark all crosswalks at controlled intersections. Install LPI, pedestrian countdowns at all signals. Adjust signal timing to 2.8 feet/second at all signals within 1/8 mile of schools and senior centers.



Curb Extension

Install curb extension at SW corner of Barneson Ave

Convert Stop to Signal

The City is leading a project to install a signal

SR 92 Interchange Safety Improvements

Replace decorative stone with raised separated bike lane and widened sidewalk in both directions. Straighten and enhance crosswalks across right-turn slip lanes with raised crosswalks and protected right-turn phase.

20th Ave Intersection Improvements

Implement remaining intersection improvements per the Pedestrian Master Plan. Provide high-visibility crosswalk on western leg and redesign curb returns and install directional curb ramps on NE and SE corners.

Let's Be Clear on the Trade-Offs:

- Enhancing safety for all modes and providing the bike lanes requires repurposing one travel lane in each direction.
- While parking in a bus stop is prohibited today, bus stops are often too short and don't have red curb. This will increase the amount of visible parking restrictions.
- Curb extensions typically require removing a parking space.



Grant St

Complete Streets Needs

Modal Priority



Existing Roadway Characteristics

5
LANES

From Concar Dr
to Bermuda Dr

SPEED
LIMIT
35



Bike Lane
From Concar Dr
to Bermuda Dr

Bus Network

S53 School
Route

S53P School
Route

Previously Proposed Projects

2012 Pedestrian Master Plan



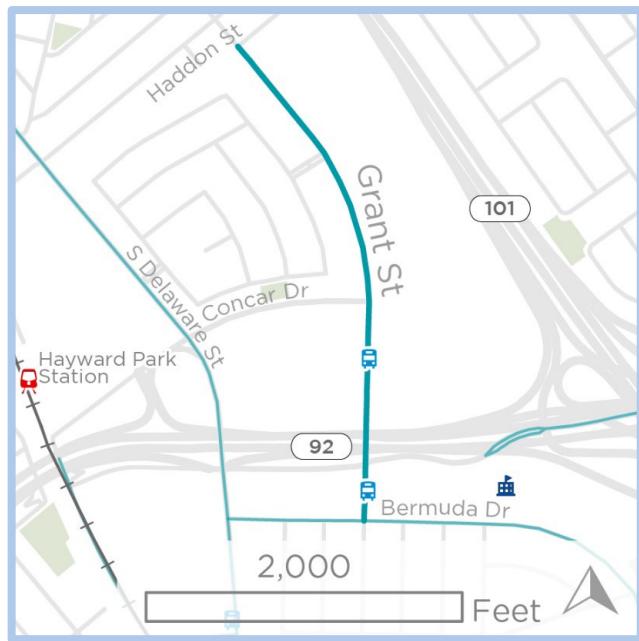
Streetscape
Improvements

2020 Bicycle Master Plan



Install bike boulevard from
9th Av to Concar Dr,
separated bike lane from
Concar to Bermuda Dr

Haddon Dr to Bermuda Dr



Corridor Summary

This street is an Equity Priority Community (EPC) that provides access to Fiesta Gardens School and transit service through the 53 and 53P.

Improvements focus on calming speeds, providing bicycle facilities, and improving transit operations, and improving greening along the corridor.

Recommendations

Haddon Dr to Concar Dr

- Plant trees along the corridor with a consistent spacing.
- Install speed humps and bicycle wayfinding.
- Mark crossings with high-visibility crosswalk striping, stripe advanced limit lines, and install curb extensions at intersections.
- Harden centerlines at intersection approaches to calm turning speeds.
- Add protected intersection at Concar Dr.

Concar Dr to Bermuda Dr

- Implement a road diet and construct separated bike lane in Bicycle Master Plan.
- Straighten north leg crossing at 19th Ave intersection.
- Add truncated domes at 19th Ave median refuge island.
- Study potential mid-block crosswalk between bus stop and shopping center.
- Install pedestrian scale lighting along corridor.

Grant St Improvements

BIKING AND WALKING IMPROVEMENTS ON A COMPACT/BROAD COMMERCIAL NEIGHBORHOOD STREET TYPE

Haddon Dr to Bermuda Dr

Bicycle Boulevard

Construct bicycle boulevard with some combination of speed cushions and curb extensions. Install bike safety enhancements at intersections.

Raised Separated Bikeway

Remove one vehicle lane in each direction and replace with raised separated bike lanes.



Speed Humps

Install speed humps on each block or every 300 feet.

Curb Extensions

Curb extensions at existing intersections and marked crosswalks to calm traffic and ensure day lighting.



Bus Stop Enhancements

Move all bus stops to far side. Install bus boarding islands, including shelter and lighting with bikeway located behind the bus stop.



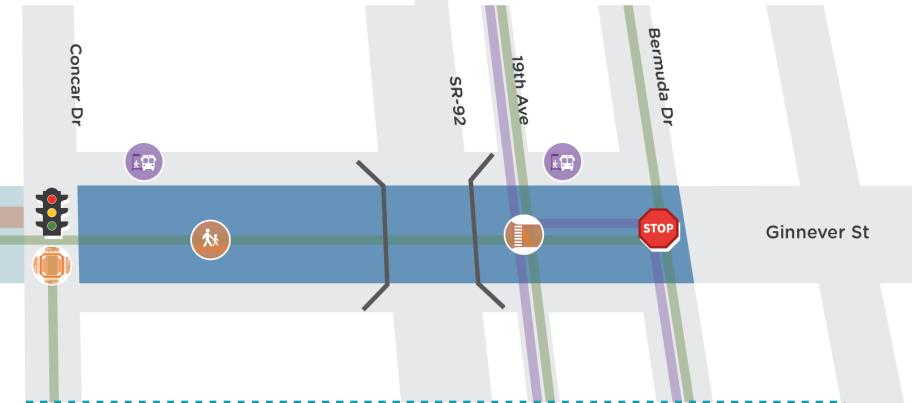
New Crosswalk

Install new mid-block crosswalk with median refuge, RRFB and high-visibility striping between Concar Drive and 19th Avenue to provide access between business park and shopping center.



Intersection Reconfiguration

Project design will improve bike connectivity and pedestrian safety. To be aligned and coordinated with City project at 19th Ave/Fashion Island intersection.



Let's Be Clear on the Trade-Offs:

- Enhancing safety for all modes and providing the separated bikeway requires repurposing one travel lane in each direction.
- Separated bikeways typically require a parking space to be removed at each intersection corner and within 10' of driveways for safety.
- Curb extensions typically require removing a parking space.
- While parking in a bus stop is prohibited today, bus stops are often too short and don't have red curb. This will increase the amount of visible parking restrictions.



31st Ave

Complete Streets Needs

Modal Priority



Existing Roadway Characteristics



Bus Network

S51 School Route

S57 School Route

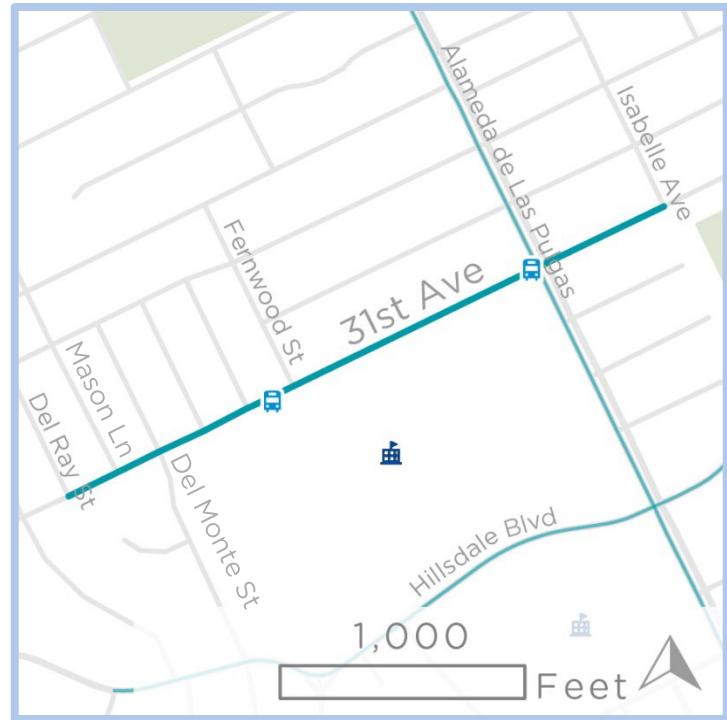
Previously Proposed Projects

2020 Bicycle Master Plan



Install bike blvd from Mason Ln to Delaware St

Del Ray St to Isabelle Ave



Corridor Summary

31st Ave provides access to Hillsdale Shopping Center, Hillsdale High School, and its adjacent residential neighborhoods.

Coordination with San Mateo High School Union School District presents an opportunity to provide dedicated bicycle access on school property, connecting to the City-led bike boulevard project.

Recommendations

- Upgrade crossings with high visibility crosswalk striping and advanced yield markings.
- Install bus shelters and wayfinding signage.
- Implement traffic calming for bicycle boulevard to reduce speeds.
- Install curb extensions to daylight and shorten crossings.
- Stripe white edge-line in both directions.
- Explore opportunity to construct a two-way separated bikeway on school property.

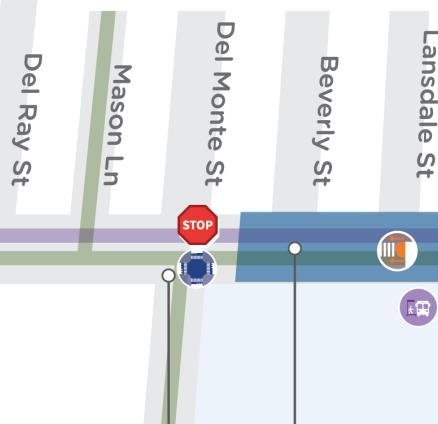
31st Ave Improvements

BIKING AND WALKING IMPROVEMENTS ON A COMPACT NEIGHBORHOOD STREET TYPE

Del Ray St to Hacienda St

Two-Way Separated Bike Lanes along Hillsdale High

Install two-way separated bike lanes on the south side of the street on school property in coordination with school district. A separated bikeway will remove student bicyclists in the street from vehicular traffic. Driveway conflict treatments are critical for design safety.



Raised Intersections or Crosswalk

Install raised intersections to reduce vehicle speeds and improve drivers' awareness of pedestrian crossings. Install wayfinding and safety improvements to transition to bike boulevards on Del Monte Street, 31st Avenue to west, and Mason Lane.



HILLSDALE HIGH SCHOOL

Bus Stop Enhancements

Move all bus stops to far side. Install bus boarding islands, including shelter and lighting with bikeway located behind the bus stop. Coordinate with school district to install improvements along school frontage.

Protected Intersection

Protected intersections support bicyclist turn movements while reducing turning vehicle speeds and improving sightlines between turning drivers and bicyclists. Assess if signal warrants are met to control pedestrian-bicycle-vehicle conflicts.



Bike Boulevard

Construct bicycle boulevard with consistently spaced traffic calming.

Curb Extensions

Install curb extensions on SE and SW corner to square up intersection and reduce crossing distance.



Let's Be Clear on the Trade-Offs:

- The separated bikeway requires removing a portion of the landscape strip along the school frontage and coordination with San Mateo Union High School District.
- Protected intersections typically require a parking space to be removed at each intersection corner and within 10' of driveways for safety.
- Curb extensions typically require removing a parking space.
- While parking in a bus stop is prohibited today, bus stops are often too short and don't have red curb. This will increase the amount of visible parking restrictions.



Hillsdale Blvd

Complete Streets Needs

Modal Priority



Existing Roadway Characteristics

2
LANES SPEED
LIMIT
25



Bus Network

250 High Freq. 294 Low Freq.

with Reimagine
SamTrans

Previously Proposed Projects

2012 Pedestrian Master Plan
2022 TOD Pedestrian Access Plan



Various streetscape
and crosswalk
improvements

2020 Bicycle Master Plan

Install sep. Bike Lane from
Franklin Pk to City Limit;
bike lane from 31st Av to
Hillsdale Pl



Corridor Summary

Hillsdale Blvd is a critical arterial that provides access to multiple community destinations and US 101.

A corridor study will be necessary to identify details of the long-term vision.

Recommendations

- Mark crossings with high-visibility crosswalk striping and install advanced limit lines.
- Remove channelized right turn lanes at Laurel Creek Dr.
- Install median refuge island at Hillsdale Pl.

Monterey St to Edison St



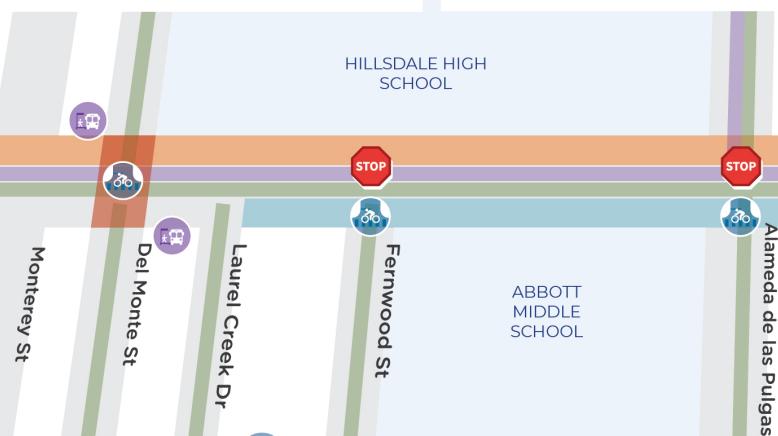
Hillsdale Blvd Improvements

WALKING AND BIKING IMPROVEMENTS ON A COMPACT NEIGHBORHOOD STREET TYPE

Monterey St to Edison St

Pedestrian Intersection Safety

Provide consistently marked crosswalks across each signalized intersection approach. Install pedestrian countdown signals, LPI, and evaluate protected turns at each signalized intersection. Shorten cycle lengths. Enhance uncontrolled crosswalks with median refuges and beacons.

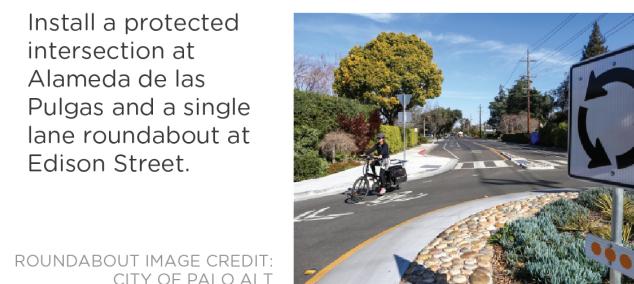


Bus Stop Enhancements

Move bus stops to far side and install bus stop amenities such as shelters, benches, and lighting. Install bus bulbs where speeds are less than 35 MPH.

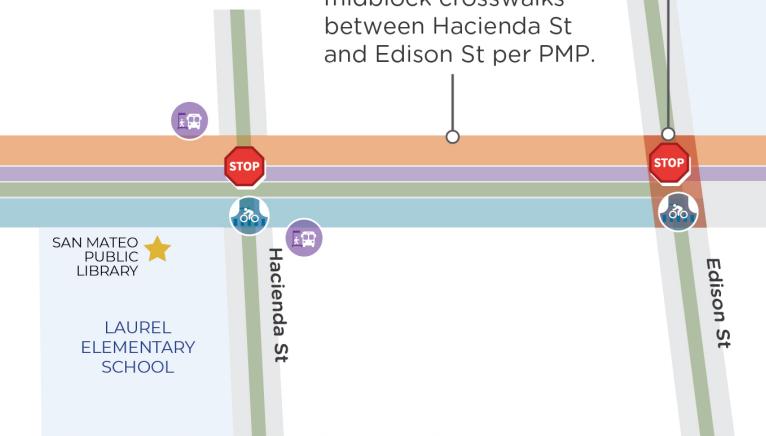
Multimodal Intersection Safety

Remove channelized turn lanes to create a typical T-intersection. Evaluate multilane intersection approaches to shorten crossing distances and improve pedestrian and auto safety.



Near-Term Bike Lane Enhancements

Upgrade existing bicycle lanes to mark left and right edges, making bike lanes minimum 5', and mark green conflict zones.



Add curb extensions, high visibility crosswalks, directional curb ramps, and advanced stop bars, per the Pedestrian Master Plan.

Enhance uncontrolled midblock crosswalks between Hacienda St and Edison St per PMP.

Let's Be Clear on the Trade-Offs:

- Protected intersections typically require a parking space to be removed at each intersection corner and within 10' of driveways for safety.
- Curb extensions typically require removing a parking space.
- While parking in a bus stop is prohibited today, bus stops are often too short and don't have red curb. This will increase the amount of visible parking restrictions.



Hillsdale Blvd

Complete Streets Needs

Modal Priority



Existing Roadway Characteristics



Bus Network



Previously Proposed Projects

2012 Pedestrian Master Plan
2022 TOD Pedestrian Access Plan



Various streetscape and crosswalk improvements

2020 Bicycle Master Plan



Install sep. Bike Lane from Franklin Pk to City Limit; bike lane from 31st Av to Hillsdale Pl

Edison St to City Limit



Corridor Summary

Hillsdale Blvd is a critical arterial that provides access to multiple community destinations and US-101.

A corridor study will be necessary to identify details of the long-term vision.

Recommendations

Edison St to Saratoga Dr

- Remove right turn pocket along west leg of El Camino Real intersection, or convert turn pocket into a pull-out bus stop.
- Implement shared bike/bus-only lanes during peak hours.

Saratoga Dr to City Limit

- Install separated bikeways

Hillsdale Blvd Improvements

WALKING AND BIKING IMPROVEMENTS ON A BROAD COMMERCIAL STREET TYPE

Edison St to City Limit

Pedestrian Intersection Safety

Provide consistently marked crosswalks across each signalized intersection approach. Install pedestrian countdown signals, LPI, and evaluate protected turns at each signalized intersection. Shorten cycle lengths. Enhance uncontrolled crosswalks with median refuges and beacons.

Multimodal Intersection Safety

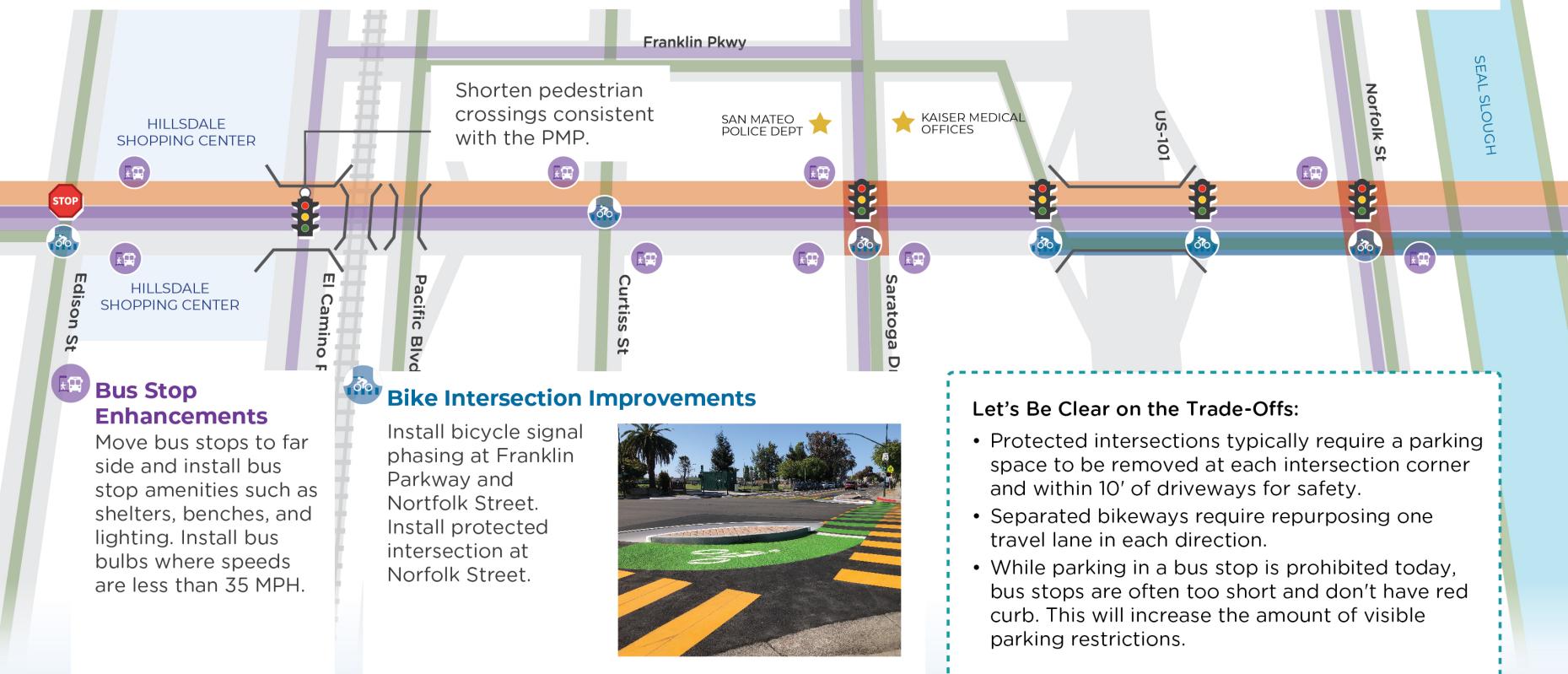
Remove channelized turn lanes to create a typical T-intersection. Evaluate multilane intersection approaches to shorten crossing distances and improve pedestrian and auto safety.

Separated Bikeway Connection over US-101

Install separated bikeway from Franklin Parkway intersection to eastern city limit, consistent with Bicycle Master Plan. Realign US-101 on-ramps to bring under signal control. Start second on-ramp lane after the crosswalk.

Signal Optimization

Optimize signal timings for auto and bus throughput. Include transit signal priority.





Poplar Ave

Complete Streets Needs

Modal Priority



Existing Roadway Characteristics

2 LANES

SPEED LIMIT 25

GRADE-SEPARATED



Bike Lane

Bus Network

S53P School Route

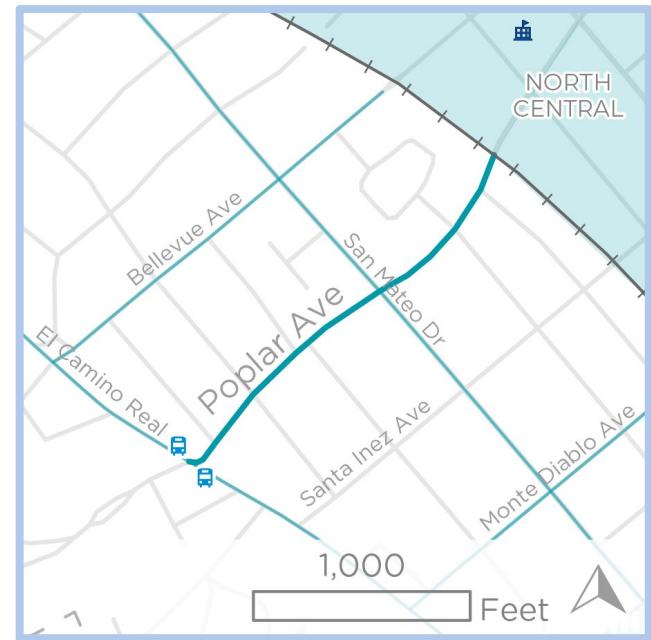
Previously Proposed Projects

2012 Pedestrian Master Plan
2022 TOD Pedestrian Access Plan



Various streetscape and crosswalk improvements

El Camino Real to Caltrain tracks



Corridor Summary

Poplar Ave provides residents access to a wide array of commercial destinations around El Camino Real. The street features a bike lane with green paint and bike boxes. Further improvements to pedestrian safety and lighting would complement the corridor's focus on active transportation.

Recommendations

- Upgrade ramps to meet ADA standards and mark advance yield markings at crosswalks.
- Install curb extensions and high-visibility crosswalks at Turner Terrace.
- Implement speed management treatments consistent with Design Manual.
- Install wayfinding signage or treatments to help direct people to Coyote Point Recreation Area, San Mateo Central Park, Downtown San Mateo, and San Mateo Caltrain Station.
- Install pedestrian scale lighting throughout the segment.

Poplar Ave Improvements

SAFETY ENHANCEMENTS ON A MODERATE NEIGHBORHOOD STREET TYPE

El Camino Real to Caltrain tracks



Intersection Safety Improvements

Provide a transition to a bike boulevard to the west and enhance pedestrian safety with lighting, extended crossing time, and high-visibility striping. Install curb extension on NW corner and straighten crosswalk. Add bike lane on WB approach. Install LPIs and stripe high-visibility crosswalks with advanced stop bars.



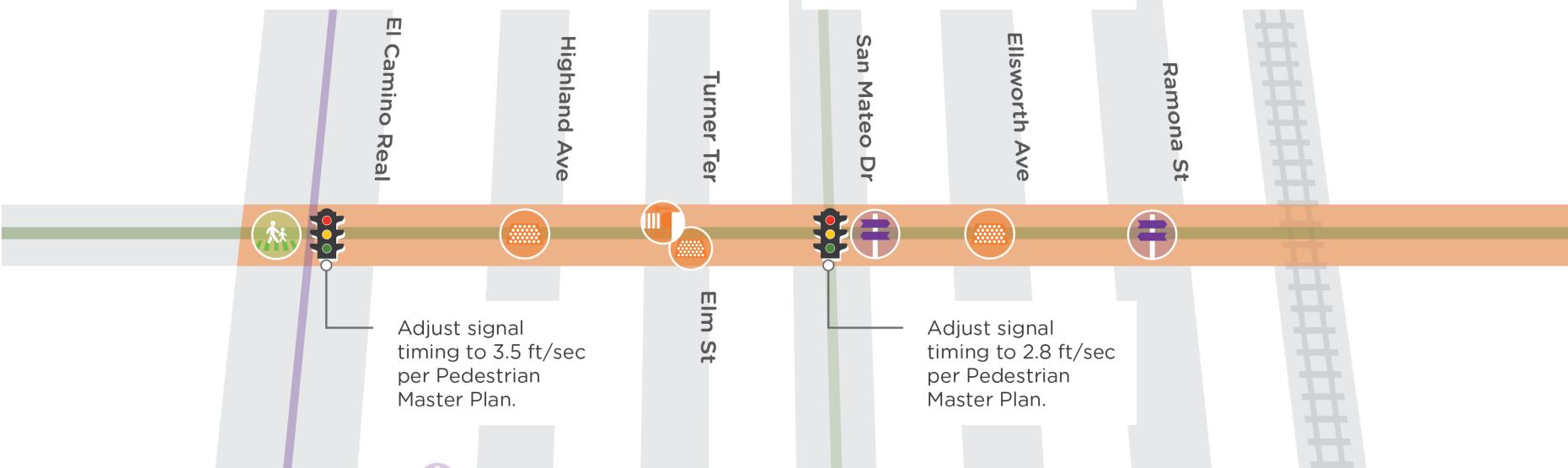
Crosswalk Enhancements

Upgrade ADA curb ramps where missing, and mark advanced yield markings at crosswalks.



Curb Extensions

Install curb extensions where not present today to maintain sightlines between drivers and people walking/biking.

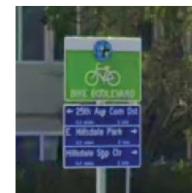


Pedestrian-Scale Lighting

Install pedestrian-scale lighting throughout the corridor.

Wayfinding

Install wayfinding to direct bicyclists and pedestrians to the Coyote Point Recreation Area, San Mateo Central Park, Downtown San Mateo, and San Mateo Caltrain Station.



Let's Be Clear on the Trade-Offs:

- Curb extensions typically require removing a parking space.