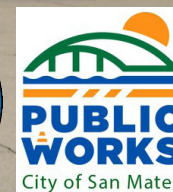


SAN MATEO

**COMPLETE
STREETS PLAN**

NORTH CENTRAL

DRAFT



FEHR & PEERS



Photo: Winter Consulting, 2023



Community Needs and Goals: A Local Vision

METHODOLOGY

Over the course of the initial phase of community engagement, the City and the project team met with dozens of community leaders and stakeholders. The community engagement plan included structured meetings like focus groups and one-on-one interviews, as well as informal engagement activities like tabling at community events.

The objectives of community engagement for the Complete Streets North Central Plan were to understand North Central community leaders' and stakeholders' lived experience of the neighborhood as it relates to mobility and transportation, how individuals travel within and through the neighborhood, and to identify community needs to improve overall safety, comfort, and function of neighborhood streets. Through the initial phase of community engagement, over 500 unique comments were collected. The purpose of this document is to: (1) document the existing needs through the community's eyes; and (2) summarize data typically needed by funding agencies to justify funding for the key projects coming out of later phases of the plan.

Theme: Design and Infrastructure, Community Accountability, Public Transit and Transportation, Parking, Traffic Flow and Traffic Congestion, and Context. The overarching narrative of each key theme is to improve the overall public safety, security, comfort, confidence, and pride individuals have traveling through and within the community by foot, bike, car, or other mode.

The Key Themes organize and facilitate a more holistic understanding of the needs and priority concerns of the North Central community based on their lived experiences. Each section includes a summary of the Key Theme and selections of direct community feedback. Additionally, each Key Theme is visually summarized using a variety of data sources – both qualitative (e.g. lived experiences of community members) and quantitative (e.g. collision data, traffic volume, and speed) to support and lift up the community-identified needs.

In subsequent phases of community engagement, the Key Themes will guide community leaders and stakeholders in identifying the appropriate physical and programmatic interventions they would like to see implemented in North Central to address its unique needs and concerns.

KEY THEMES

Each comment collected during the first phase of community engagement were reviewed by the project team and categorized into a Key

It Takes a Village. A Lived Experience Group (LEG) member welcomes neighbors and community stakeholders into their home to discuss North Central's transportation-related challenges and potential solutions.

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Design and Infrastructure

Design and Infrastructure includes comments on the overall design and programming of streets and above-ground infrastructure in North Central, including their deficiencies. This encompasses feedback on physical street and roadway improvements and interventions, street lighting, street signage, and other non-physical traffic calming measures.

Community members frequently cited having witnessed near-collisions or collisions they believe were a result of the existing design and constraints of the streets (e.g. narrow lanes, larger vehicles, on-street parking). To address these issues, community members have suggested additional traffic calming features be implemented like controlled pedestrian crossings, safer bike routes and lanes, and adequate pedestrian and auto-scale lighting. The design of roadway environments can mitigate human mistakes, encourage safer behaviors, and facilitate safe travel by the most vulnerable users.

To support these claims, data was collected from the University of California's Transportation Injury Mapping System (TIMS) for bicycle and pedestrian collisions between 2018-2022. Over this period, a total of 67 collisions involving pedestrians or cyclists were reported in North Central, 43 involving pedestrians and 24 involving cyclists (see Figure 1).

Along the North Humboldt Street corridor, 10 collisions occurred between Peninsula and Third Avenues. Within a one block radius of the intersection of North Humboldt Street and E Poplar Avenue, a critical intersection that borders San Mateo High School and College Park Elementary/Turnbull Children's Center, 12 total collisions involving pedestrian or cyclists occurred.¹

Along the North Delaware Street corridor, a total of 7 collisions occurred between Peninsula and Third Avenues, including a collision involving a pedestrian that resulted in severe injury near the intersection of North Delaware Street and East Poplar Avenue.²

In 2023, the City initiated the preparation of a Local Roadway Safety Plan (LRSP) to establish a framework and process for identifying, analyzing, and prioritizing roadway safety improvements throughout the City including North Central, which has been partially funded through a grant from the California Department of Transportation (Caltrans).

The LRSP aims to identify and analyze traffic safety performance, crash patterns and recommended strategic and proven solutions to improve safety performance at priority locations throughout the City. The plan will include focus areas and identify high-priority locations based on crash history, stakeholder collaboration and community feedback.

Findings from both the Complete Streets North Central community engagement process and the LRSP will help inform community members and City stakeholders of North Central's needs and priorities.

“There should be a four-way stop at the intersection of Tilton Avenue and North Claremont Street. It's a safety concern for bicyclists and pedestrians - drivers don't stop and some drive fast.”

Community Member
Food Distribution Pop Up
11/07/23

¹ UC Regents; Transportation Injury Mapping System

² *ibid.*



Figure 1: Collisions

Source: UC Regents, Transportation Injury Mapping System

“The intersection of Poplar and Humboldt is a zoo. Many drivers are coming on and off the freeway. We need to prioritize this intersection for kids -- there are so many children going to schools nearby.”

Community Member
HANCSM Pop-In 11/09/23

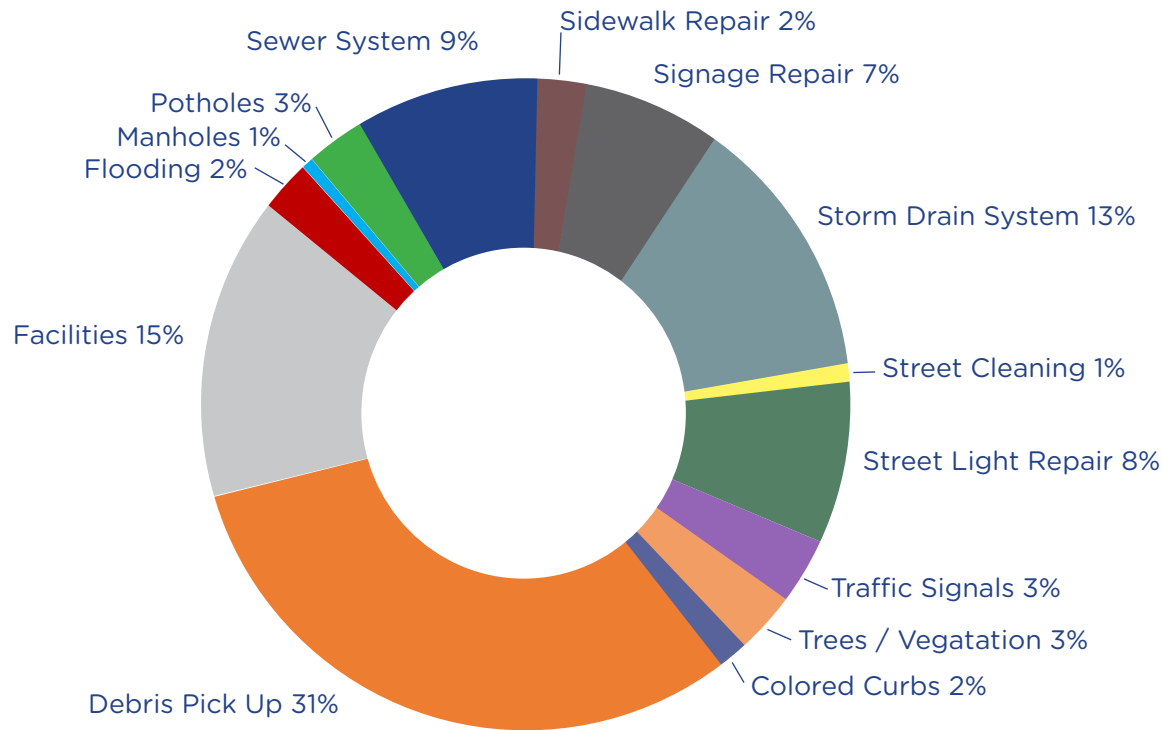


FIGURE 2: SAN MATEO PUBLIC WORKS WORK ORDERS (2023)

Source: City of San Mateo

Community Accountability

The umbrella of Community Accountability includes the desire to encourage and enforce safe, and responsible behavior by residents, workers, and visitors of North Central, and create conditions that prioritize their ability to reach their destination comfortably and unharmed. This includes the overall aesthetics and quality of North Central's public realm.

While there is an overall sense of pride and ownership of the neighborhood, community members acknowledge that the cleanliness and deferred maintenance of its streetscape need to be addressed. This includes community members' comments on the need for road resurfacing, fixing potholes, sidewalk repairs, and landscape maintenance. Frequent comments received involved the need to clean and discourage illegal dumping and littering.

In 2023, 318 maintenance-related requests were entered into San Mateo Public Works' workorder database for North Central. Roughly a third of all requests (32%) were for debris pickup or cleaning, which validates what was heard during engagement. Additionally, 24% of requests were related to sewer, storm, and flooding-related issues, including backups and overflows which illegal dumping and littering may be contributing to. Roughly 22% of requests were directly related to street maintenance or hazards, including pothole, streetlight, and traffic signal repairs (see Figure 2).

Additionally, community members made several suggestions for individuals' roles and responsibilities in improving the neighborhood's public safety, security, and comfort, including increased driver accountability and education. It was suggested that individual responsibility is needed to supplement City enforcement of traffic laws and municipal codes in a joint, collaborative effort to achieve the goals for improving conditions in North Central.

Community members frequently observed what they perceive to be vehicles being driven at high speeds. To substantiate and better understand concerns of congestion, average vehicle speed estimates were derived from StreetLight Data for June 2022-May 2023. Figures 3-5 visualize the average speeds during Weekday PM Peak, Saturday MIDDAY Peak, and Sunday MIDDAY Peak periods.

The posted speed limit throughout North Central is 25 MPH. During Weekday PM Peak Hour, average speed estimates were at or below the posted speed limit (see Figure 3), which is likely a result of the higher volume of traffic observed during commute time periods. However, during this period, speeds exceeding 25 MPH were observed along Amphlett Boulevard, likely attributed to its proximity to access points to and from US Highway 101.

During Saturday and Sunday MIDDAY Peak Hours, average speed estimates were at or below the posted speed limit on local streets (see Figures 4 and 5). However, during this same period average speeds exceeding 25 MPH were observed on major arterials that border and go through North Central, including Peninsula, East Poplar, and East Third avenues, and North Humboldt and Delaware streets.



FIGURE 3: WEEKDAY PM PEAK HOUR SPEEDS (3 PM - 4 PM)

Source: StreetLight Data



**FIGURE 4: SATURDAY MIDDAY
PEAK HOUR SPEEDS
(NOON - 1 PM)**

Source: StreetLight Data



**FIGURE 5: SUNDAY MIDDAY
PEAK HOUR SPEEDS
(NOON - 1 PM)**

Source: StreetLight Data



FIGURE 6: TRANSIT ACCESS

Source: SamTrans

Public Transit and Transportation

Community members cited the need for improved access to public transit and transportation options, and improved safety, function, and comfortable transit facilities. This includes considerations for individuals with disabilities and seniors, ensuring that all transportation services and facilities are safe for all users, including those with mobility, vision, hearing, or cognitive impairments. It also refers to the overall inclusiveness of transportation systems, including affordability, the availability and frequency of service, and comfortable and convenient access.

“There are no shelters at bus stops. During winter people do not want to wait and use public transit.”

Community Member
LEG Interview 07/31/23

TABLE 1: COMMUTE MODE SHARE

Commute Mode, Workers 16+	North Central Neighborhood		San Mateo (City)	
	Residents	Percentage	Residents	Percentage
Drove alone	6,327	60%	37,982	67%
Carpooled	1,154	11%	5,406	10%
Public transportation	1,467	14%	6,581	12%
Walked	511	5%	1,360	2%
Bicycle	221	2%	793	1%
Total	10,627	100%	56,657	100%

Source: US Census Bureau; American Community Survey, 2019 American Community Survey 5-Year Estimates.

For public transit, the North Central neighborhood is served by SamTrans Bus Routes 53, 59, 292, and 250. SamTrans provides bus service throughout San Mateo County and into portions of San Francisco and Palo Alto. Routes 292 and 53 are the only routes serving the core of North Central and the routes travel primarily along North Delaware Street, with stops serving major activity centers including Woodlake Shopping Center, San Mateo High School, College Park Elementary, Martin Luther King Jr. Park and Community Center, and Downtown. North Central is also served by Caltrain, a commuter rail line serving the San Francisco Peninsula and Santa Clara Valley, with one San Mateo station located on the border of North Central and Downtown (see Figure 6).



“There is a need for more parking on N Idaho Street. Bike lanes are nice, but there is limited parking in the neighborhood for an area that needs more parking for multiple families living in one household. People are just parking their cars in their front yards which disrupts the neighborhood character. Parking has been a problem for many years.”

Community Member
Focus Group 11/09/23

In terms of commute mode, North Central workers carpool, take public transportation, walk, and bike to work at higher rates than workers in the city, but driving alone is the main commute mode in both geographies (see Table 1).³

Parking

A consistent theme in community feedback was that the availability of parking is a constant challenge for residents and visitors of North Central. The community implied several factors contribute to this challenge, including multi-family and generational housing and resulting increased parking demand, as well as limited alternative transportation options.

Another factor that has impacted parking availability on Humboldt Street is the North Central Bike Lanes project, which resulted in the removal of approximately 270 on-street parking spaces. After its implementation in Summer 2022, community members began finding it increasingly difficult for themselves and visitors to find parking.

Prior to implementation of the bike lanes project, the City began exploring options to mitigate the anticipated loss in parking by establishing a residential parking permit program (RPPP), which has been implemented in several neighborhoods across the City. An RPPP survey was sent to 3,000 North Central households and had a response rate of ~5%. Though the survey had a relatively low response rate, the survey produced useful metrics to evaluate the need and parameters for a North Central RPPP.

Of the survey responses, most households indicated owning 1-2 vehicles and approximately 1/3 of responses indicated it was difficult to find on-street parking

³ US Census Bureau; American Community Survey, 2019 American Community Survey 5-Year Estimates.

near where they live. About 30% of survey responses indicated parking at least one car on the street. Further, while 81% of survey responses indicated having access to a parking garage, only 57% reported parking in their garage.

As part of the survey, the City collected parking inventory and occupancy data. Parking inventory and occupancy data were collected over a two-week period in November 2022 on two Thursdays and two Saturdays. There are approximately 5,882 on-street parking spaces in North Central (see Figure 7). There are no public off-street parking lots or structures within the parking study area. On-street parking is generally available on at least one side of the street throughout North Central. On all days observed during the hours of 8AM and 5PM, parking occupancy ranged from 50-60%. After 5PM on all days, parking occupancy steadily increases through the evening to a maximum observed occupancy of approximately 75% (see Figure 9). To be considered for a RPPP in the City of San Mateo, streets must have a parking utilization greater than 60%. As part of its evaluation, the City looks at parking occupancy at the street level in addition to several other factors.

To better understand the people who make up North Central and their parking habits, demographic information for the neighborhood was pulled from ACS 2019 5-year estimates on data.census.gov and analyzed in Excel. The North Central neighborhood was defined as Census Tracts 6059, 6060, and 6062, which roughly aligns with the neighborhood boundaries. A small portion of the neighborhood lies in Census Tract 6063 (bounded by Tilton Avenue, North B Street, South Railroad Avenue, and First Avenue, and the area bounded by South Delaware Street, Fifth Avenue, Ninth Avenue, and US Highway 101). For this analysis, Census Tract 6063 was excluded. Multigenerational



FIGURE 7: PARKING INVENTORY

Source: City of San Mateo, IDAX

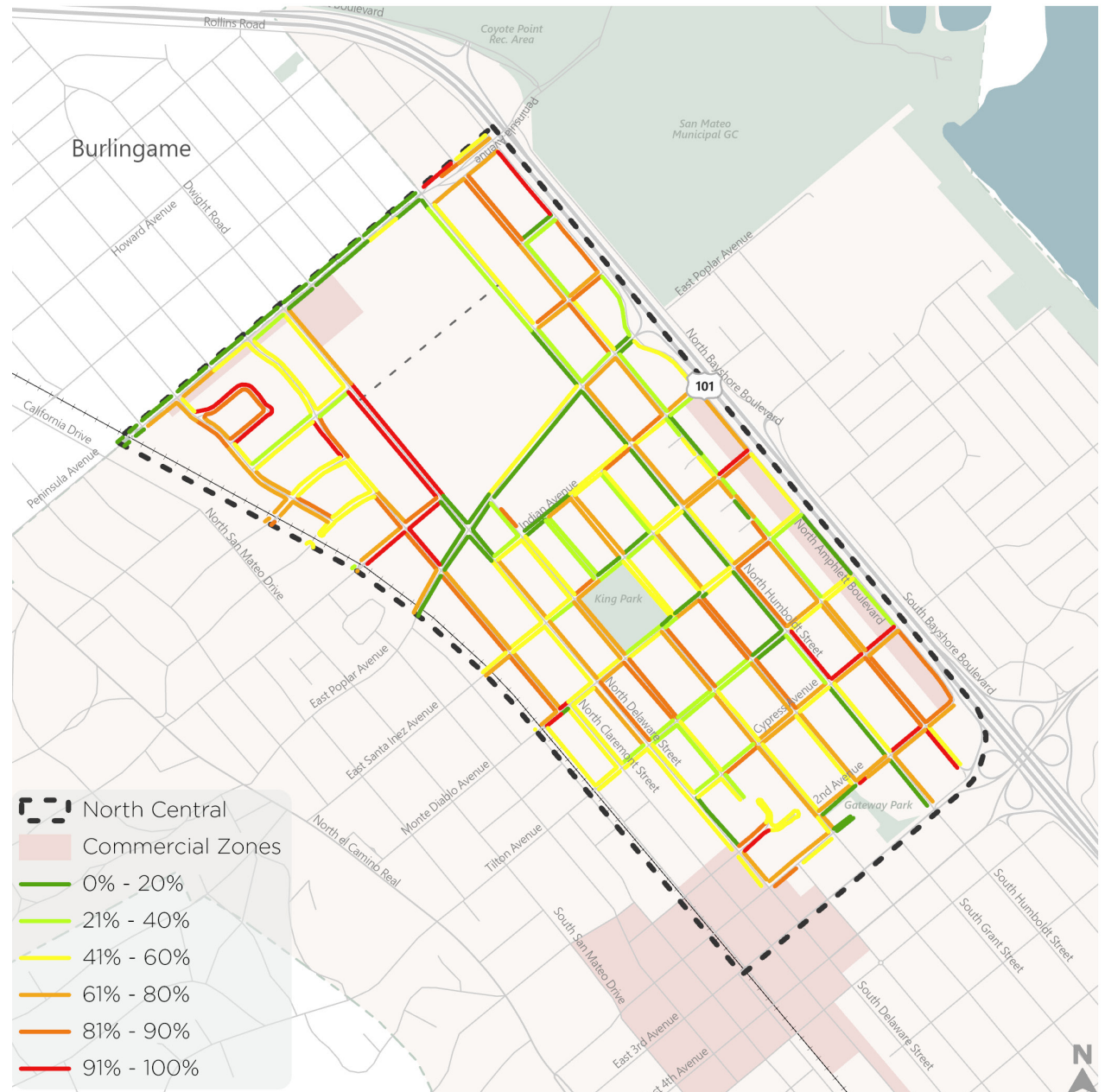


FIGURE 8: PARKING OCCUPANCY, WEEKDAY 3PM

Source: City of San Mateo, IDAX

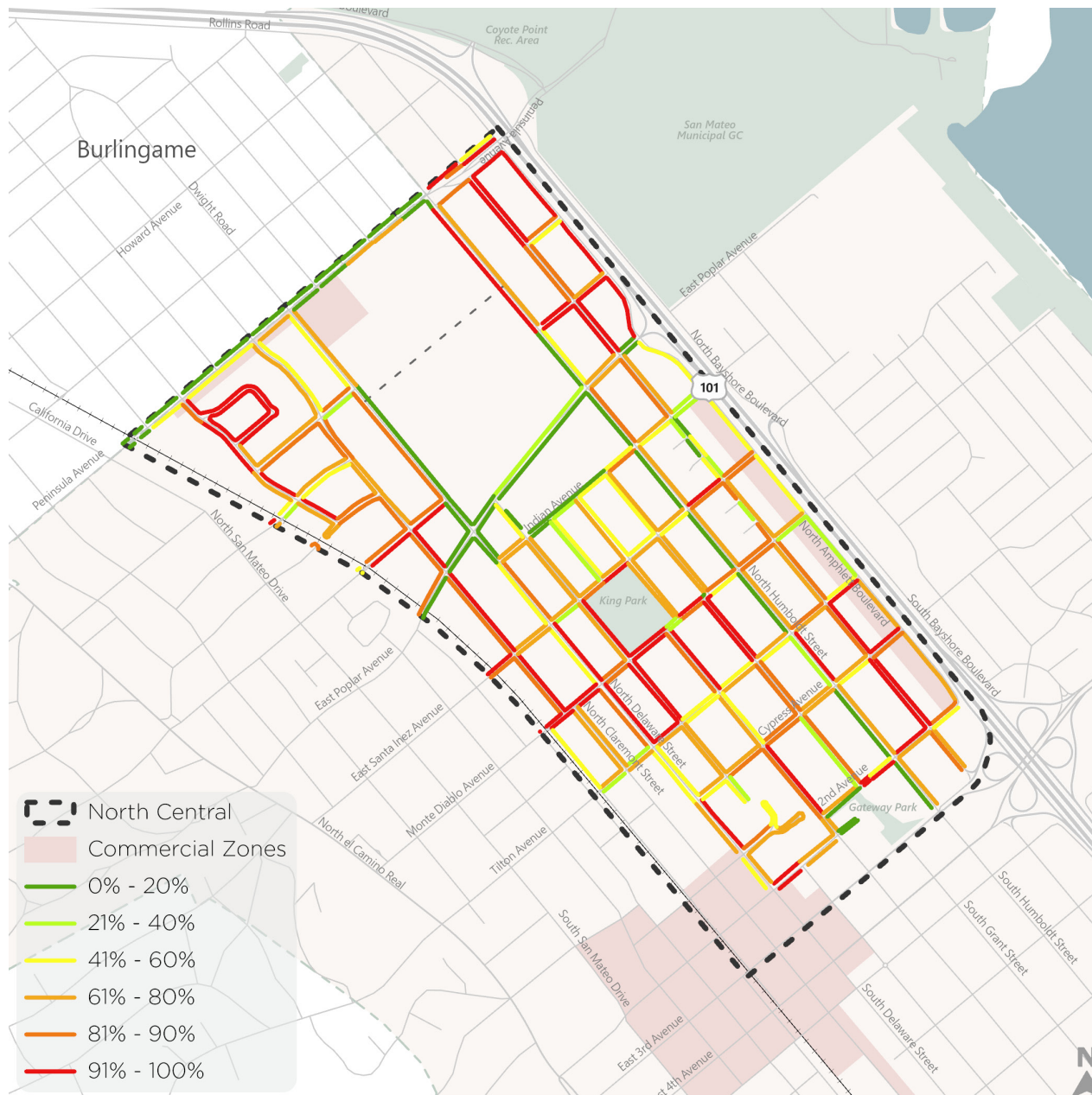


FIGURE 9: PARKING OCCUPANCY, WEEKDAY 7PM

Source: City of San Mateo, IDAX



“Overcrowding is a big issue. Multiple families are required to live together to make ends meet because rent is very expensive.”

Community Member
LEG 10/05/23

TABLE 2: VEHICLE OWNERSHIP

Vehicle Access, Workers 16+ in Households	North Central Neighborhood		San Mateo (City)	
	Residents	Percentage	Residents	Percentage
No vehicle available	396	4%	1,133	2%
1 vehicle available	3,517	33%	12,861	23%
2 vehicles available	3,966	38%	24,079	43%
3+ vehicles available	2,710	26%	18,527	33%
Total	10,586	100%	56,657	100%

Source: US Census Bureau; American Community Survey, 2019 American Community Survey 5-Year Estimates.

TABLE 3: HOUSEHOLD SIZE

Household Size	North Central Neighborhood		San Mateo (city)	
	Households	Percentage	Households	Percentage
1-person household	2,310	34%	10,985	27%
2-person household	2,021	29%	12,335	30%
3-person household	1,001	15%	6,330	17%
4-or-more-person household	1,538	22%	8,899	26%
Total households	6,870	100%	38,549	100%

Source: US Census Bureau; American Community Survey, 2019 American Community Survey 5-Year Estimates.

TABLE 4: HOUSEHOLD OVERCROWDING

Household Overcrowding	North Central Neighborhood		San Mateo (city)	
	Households	Percentage	Households	Percentage
1 or less occupants per room	5,811	85%	35,828	98%
1 to 1.5 occupants per room	535	8%	1,641	2%
Over 1.5 occupants per room	524	8%	1,080	0%
Total households	6,870	100%	38,549	100%

Source: US Census Bureau; American Community Survey, 2019 American Community Survey 5-Year Estimates (Census Tracts 6059, 6060, and 6062)

TABLE 5: MULTIGENERATIONAL HOUSEHOLDS

Multigenerational Households, San Mateo County	Households	Percentage
Multigenerational households	14,627	6%
All other households	242,882	94%
Total households	257,509	100%

Source: US Census Bureau; American Community Survey, 2010 American Community Survey 1-Year Estimates (San Mateo County). Note: Multigenerational household data is not available on the census tract level data or in the 2019 5-year estimates.

household data was not available at the neighborhood level or from 2019 5-year estimates, so ACS 2010 1-year estimates from San Mateo County were used instead.

Vehicle Ownership. Despite the high cost of vehicle ownership and lower median income, most North Central residents have access to a vehicle for their commute (see Table 2). Almost two-thirds of North Central workers have access to two or more vehicles. North Central has nearly double the percentage (4%) of workers without access to a car compared to the City of San Mateo (2%). North Central also has fewer workers who have access to multiple vehicles (64%) compared to the City of San Mateo (76%).

Household Size. Over one-third of North Central households are one-person households. In comparison, only 27% of households citywide are one-person households (see Table 3).

Household Overcrowding. About 16% of North Central households house more than one occupant per room. North Central households are significantly more overcrowded than in San Mateo, where only 2% of households have over one occupant per room (See Table 4).

Multigenerational Households. Approximately 6% of households in San Mateo County are multigenerational. Financial relief is a common reason for living in a multi-generational household, especially for low-income families. However, low-income multigenerational households are more likely to experience overcrowding than two-generation households (see Table 5).⁴

⁴ Pew Research (<https://www.pewresearch.org/social-trends/2022/03/24/the-experiences-of-adults-in-multigenerational-households/>)



“The small and narrow streets in North Central—like Grant, Monte Diablo, and Tilton—contribute to traffic congestion and accidents.”

Community Member
LEG Interview, 07/31/23

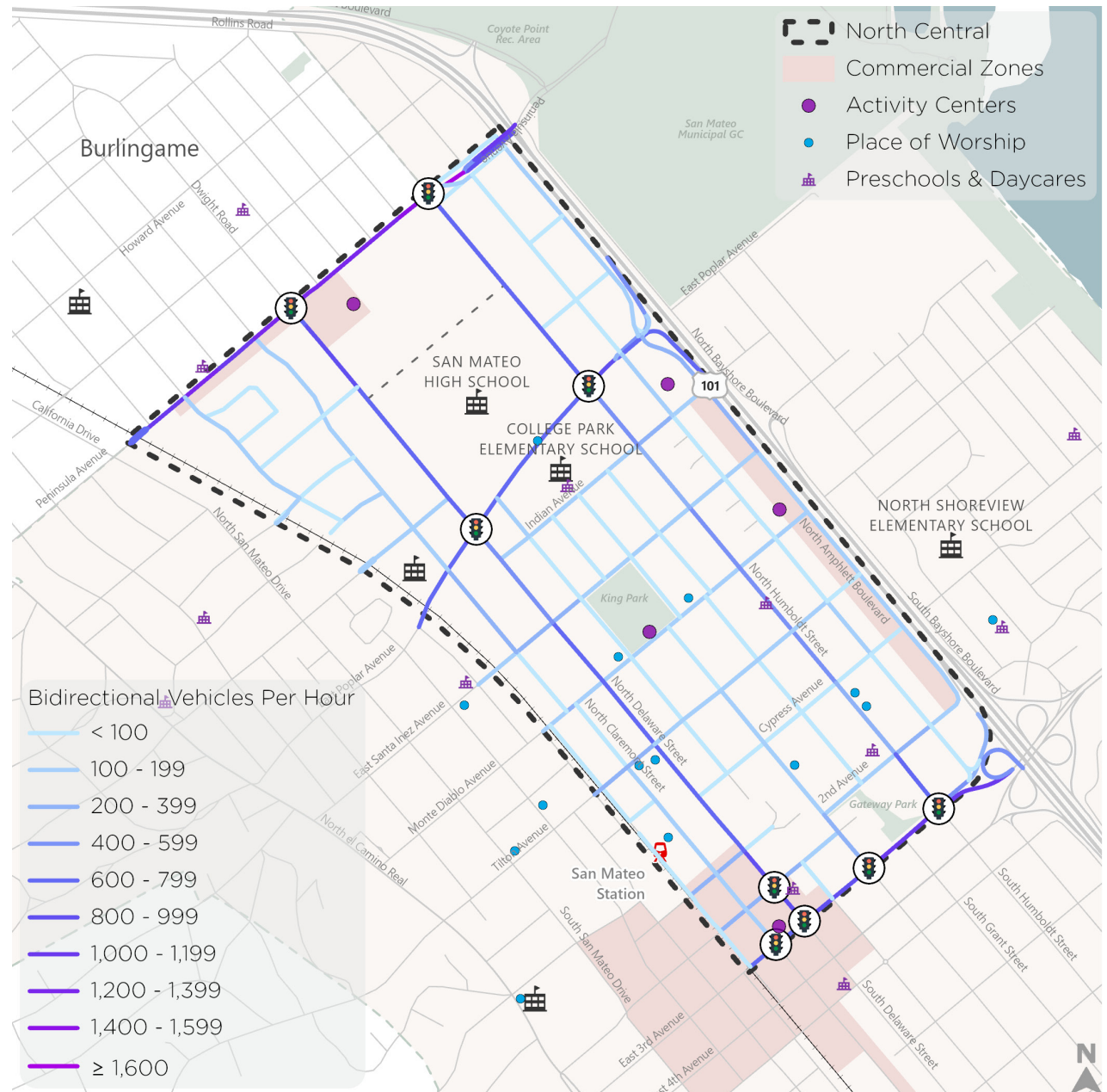


FIGURE 10: WEEKDAY PM PEAK HOUR TRAFFIC (3 PM - 4 PM)

Source: StreetLight Data

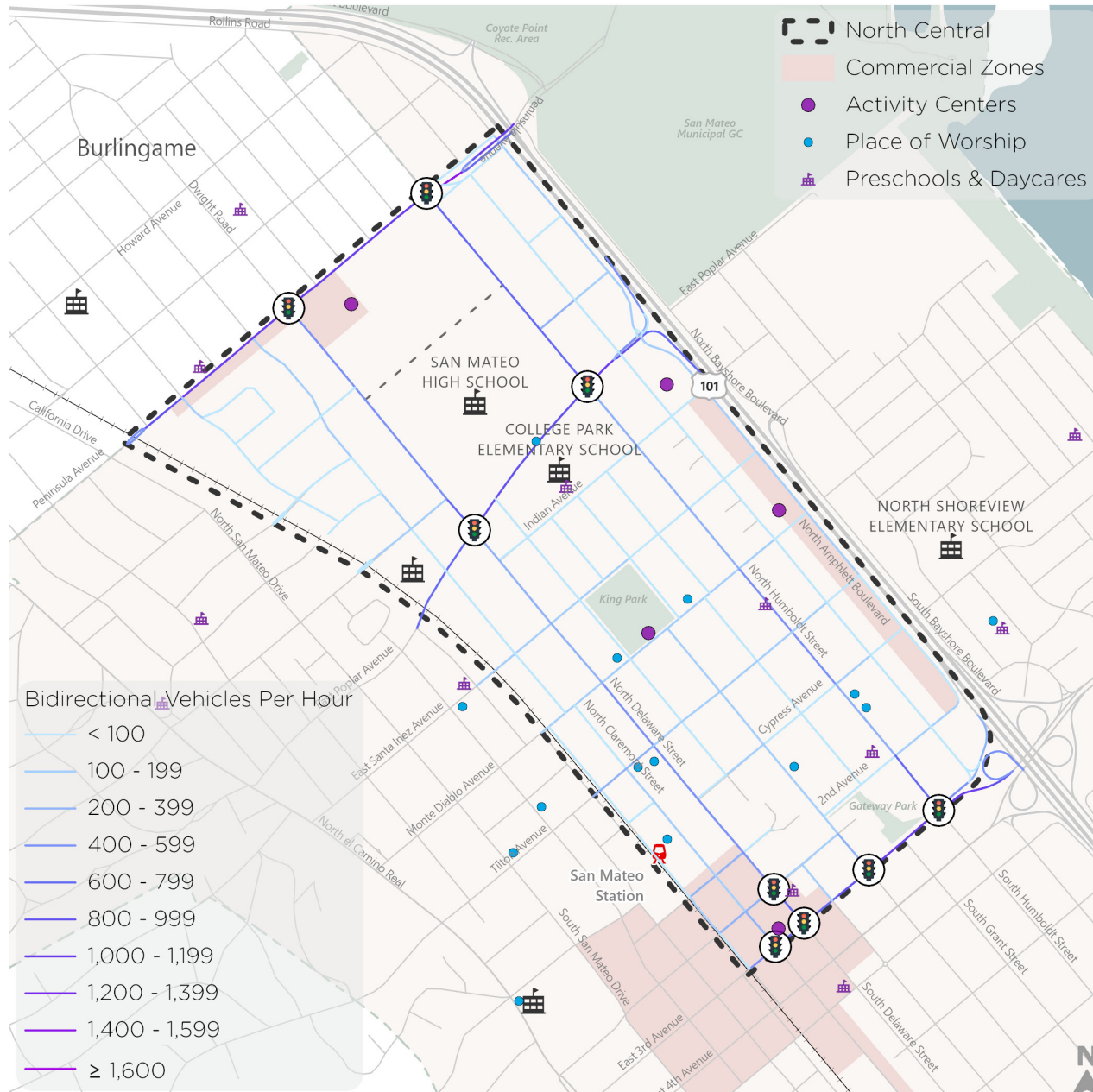


FIGURE 11: SATURDAY MIDDAY PEAK HOUR TRAFFIC (NOON - 1 PM)

Source: StreetLight Data

Traffic Flow and Traffic Congestion

Given North Central's neighborhood activity centers, proximity to US Highway 101 and El Camino Real (SR-82), the San Mateo Caltrain Station, and Downtown San Mateo, the community experiences congestion travelling within and through the neighborhood. Traffic congestion refers to the volume of vehicular traffic on roads at a point in time, which the community indicates has resulted in slower speeds, longer trip durations, and increased frequency of vehicular queueing. Traffic flow refers more broadly to the overall movement of vehicles and trucks, including speed and volume, and driver behavior.

To substantiate and better understand concerns of congestion, vehicle volume estimates were derived from StreetLight Data for the period between June 2022-May 2023. Figures 10-12 visualize the average volumes during Weekday PM Peak, Saturday Middy Peak, and Sunday Middy Peak periods.

During the Weekday PM Peak, Saturday Middy Peak, and Sunday Middy Peak periods observed, the highest volumes of traffic occurred on the major north-south arterials North Humboldt and North Delaware streets. The major east-west arterials of East Peninsula, East Poplar, and East Third avenues were also observed to have high volumes of traffic. Each of the east-west arterials provide access to and from US Highway 101 and San Mateo neighborhoods beyond North Central, including Downtown.

These data-supported findings are consistent with the comments on peak traffic congestion periods from community leaders. During the afternoon and evening commute periods, community members cited increased pedestrian presence including significant student presence along East Poplar, North Humboldt, and North Delaware Streets, contributing to congestion. Additionally,



“I really dislike it when people park their cars on their lawns; it’s against City code and looks ugly.”

Community Member
Focus Group 11/30/23

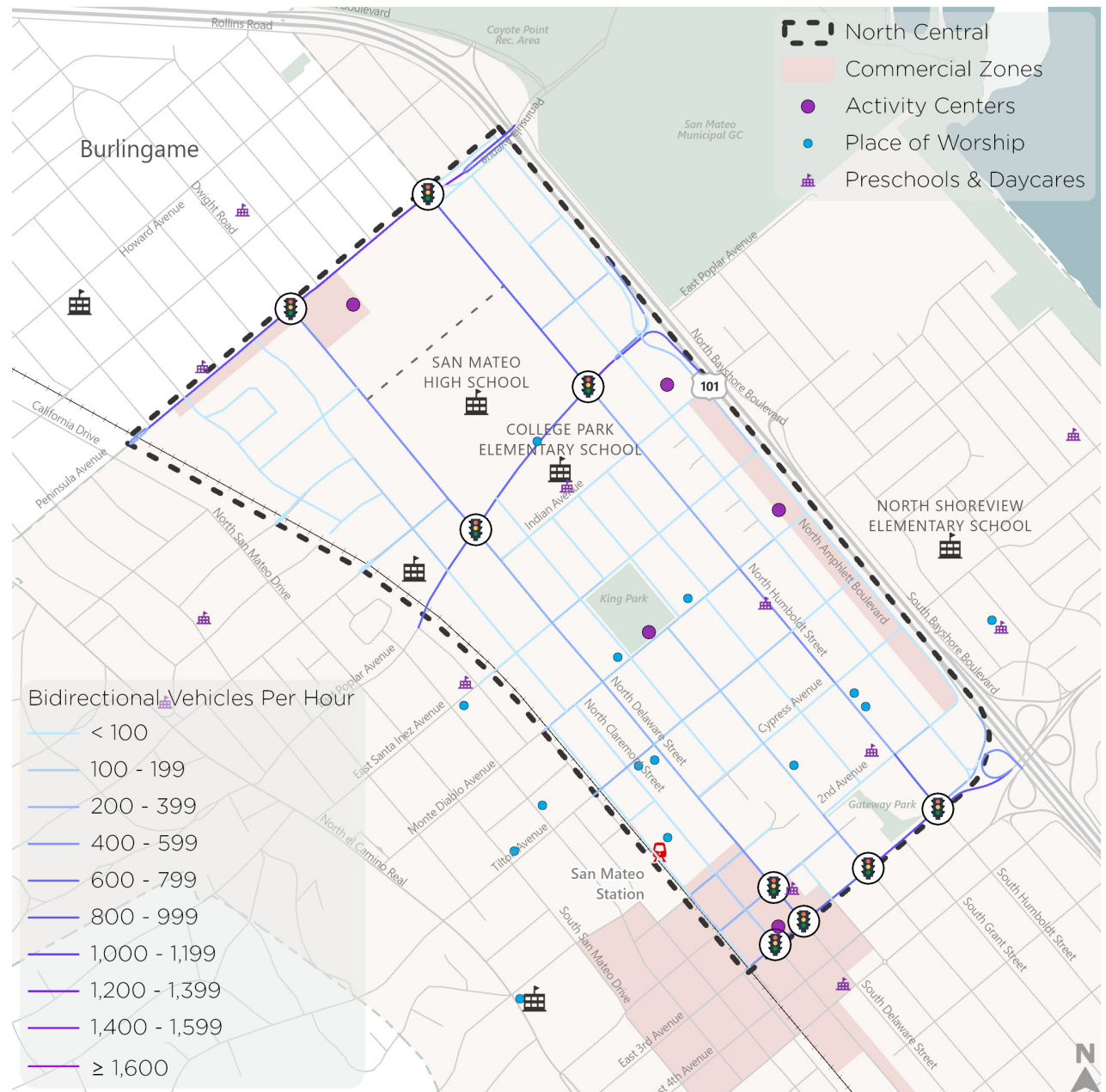


FIGURE 12: SUNDAY MIDDAY PEAK HOUR TRAFFIC (NOON - 1 PM)

Source: StreetLight Data

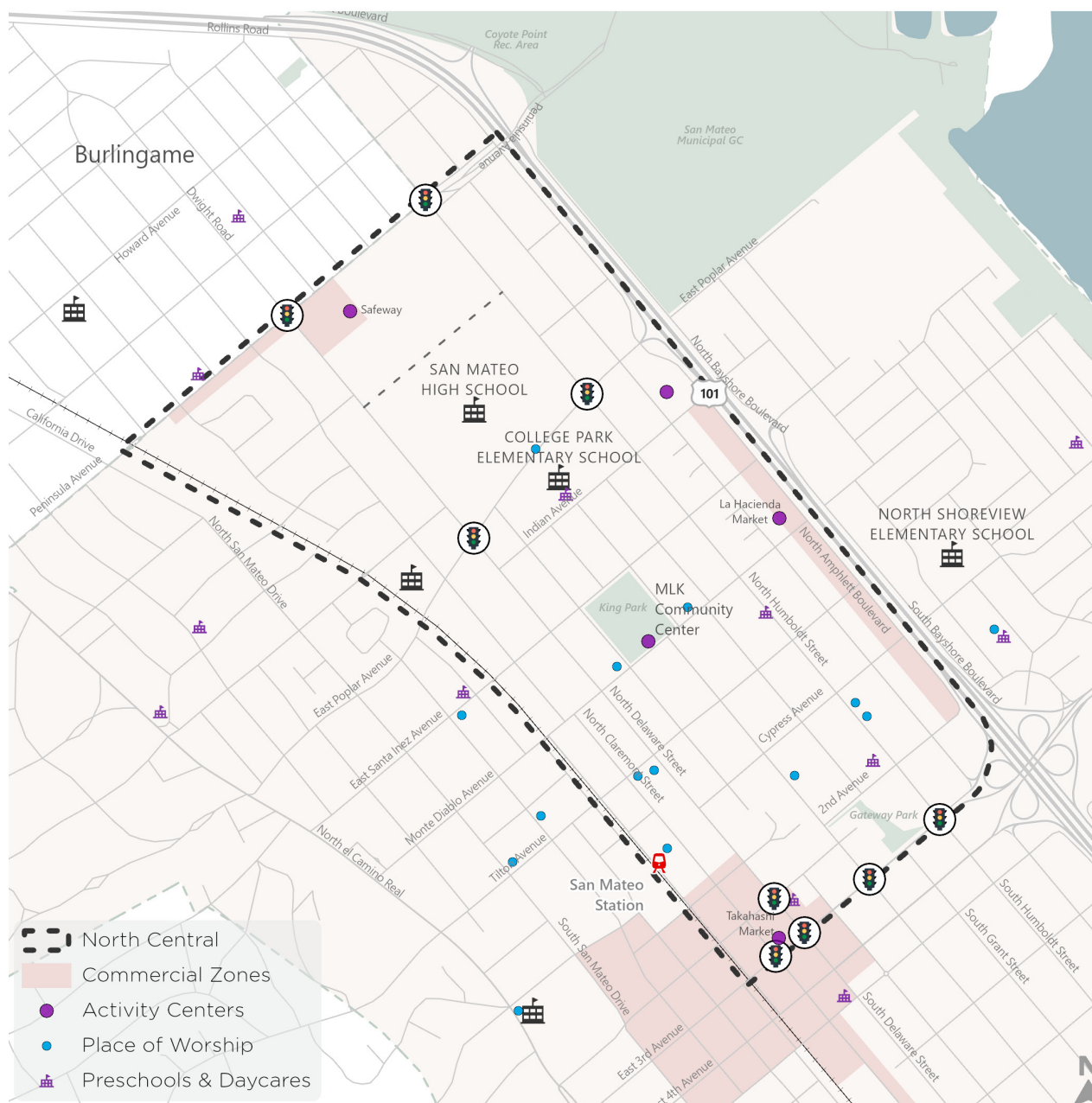


FIGURE 13: COMMUNITY ASSETS

Source: StreetLight Data

the number of religious institutions in North Central likely contributes to increased pedestrian presence during the observed Sunday Midday Peak period.

Context and Neighborhood Pride

The Context Key Theme includes responses and comments that celebrate the North Central neighborhood including its diversity, community assets and activity centers (see Figure 13). There were also comments providing historical context of previous planning efforts and community engagement, recommendations for best practices, and lessons learned. While some comments did not directly address traffic or transportation issues or solutions, they help inform where and how improvements could benefit the most people of North Central.

Several community members identified Martin Luther King Jr Park and Community Center as the social heart of North Central; and the routes taken to the park and community center are critical elements of the neighborhood's pedestrian infrastructure and experience. Community members have a sense of pride in the neighborhood and its assets, but also recognize that existing conditions, lack of ownership, and aesthetics of the neighborhood sometimes diminish the feeling of pride. Overall aesthetics was a frequent comment made by community members and is threaded throughout the Key Themes, particularly Community Accountability and Parking.

Improved aesthetics can be a co-benefit to implementing community-led recommendations, including improved maintenance and debris collection, and increased enforcement of municipal codes.



Photo: Winter Consulting, 2023

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Community-Based. Lived Experience Group (LEG) members meet in North Central's Martin Luther King Jr. Center to kick-off the community-led work on the Complete Streets North Central plan.

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Next Steps

As part of the next phase of community engagement, the City and the project team will seek concurrence on the community needs and goals identified in this document. The City and project team will meet with community leaders and stakeholders through a series of additional LEG meetings and community-centered workshops/charrettes. Based on this Community Needs and Goals document, community members will have an additional guide to aid in determining and defining what transportation improvements are critical to improving mobility and access in the next five years.

In determining and defining transportation improvements, community leaders and stakeholders will need to reconcile and address conflicting outcomes desired by the community. This includes maintaining or increasing the availability of on-street parking while also daylighting intersections to increase pedestrian visibility and facilitate safer crossings, which typically would require the removal of parking. Additionally, community leaders and stakeholders will need to evaluate the trade-offs with the traffic calming interventions or programs they select. This includes recognizing speed tables or raised crosswalks are effective at slowing traffic, but they can result in increased traffic noise or interfere with above-ground stormwater conveyance systems.