SAN MATEO CITYWIDE COMPLETE STREETS PLAN

Phase 3 Engagement Workshop

PUBLIC WORKS
City of San Mateo

FEHR PEERS winter

Welcome and Introductions

Agenda

1. Welcome and Introductions
2. Group Guidelines
3. What is the San Mateo Complete Streets Plan?
4. Engagement Phase 1 & 2 Highlights
5. Priority Corridors
6. Next Steps
7. Open House

Group Guidelines

Share the space

One speaker at a time

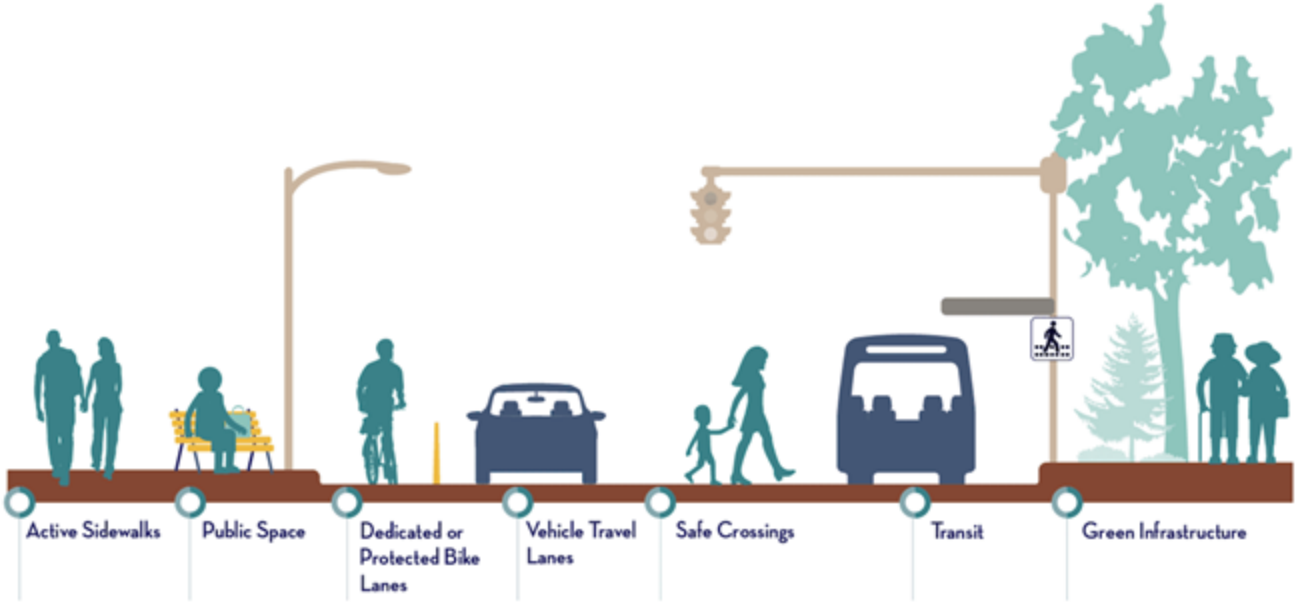
Be mindful of time

Respect one another

San Mateo Complete Streets Plan

The San Mateo Complete Streets Plan is a plan that focuses on pedestrian, auto, transit, biking, walking, goods movement, and landscaping improvements, most of which are already defined in the City's many adopted plans.

The Complete Streets Plan focuses on developing a **safe, reliable, accessible, and equitable** transportation system.



Plan Outcomes

1. **Goals and policies** for the planning, engineering, operations, and maintenance of complete streets in San Mateo
2. **Clear multimodal networks maps** with information about citywide priorities.
3. **Street design guidance** to detail San Mateo's preferred complete streets design methods
4. Citywide, multimodal **prioritization** of projects
5. **Robust engagement process** with a summary report of community feedback
6. Development of **10 priority projects** to advance for funding
7. **Next steps** for implementation, funding, and project advancement.

What engagement have we completed to date?

ENGAGEMENT APPROACH

Pictures above were captured during the June 2023 Bike Tour and San Mateo Foster City School District Focus Group

Timeline: April 2023 – December 2023

People Engaged

- **Over 350+** San Mateo residents engaged in person (in Spanish and English).
- **Over 100+** comments received via Online Interactive Map on website.
- **Spanish interpretation** provided at most activities.
- Representation and input received from all Council Districts in San Mateo.

Partnerships

- Move San Mateo
- MidPen Housing
- San Mateo-Foster City Elementary School District
- San Mateo Unified High School District
- Neighborhood Associations
- September Nights on B-Street, College of San Mateo Farmers' Markets, July 4 Celebration

ENGAGEMENT ACTIVITIES

- **1-1 Community Leader Interviews (9)**
- **Pop Up Tabling Workshops**
  - July 4 Celebration – Central Park
  - College of San Mateo Farmers' Market
  - September Nights on B Street
- **Active Transportation Tours**
  - Walk/Transit Tour
  - Bike Tour
- **Focus Groups/Pop In Workshops**
  - SMFCSD Focus Groups (Spanish)
  - MidPen Renter Focus Group
  - Baywood Elementary PTA Pop In Workshop
  - Sunnybrae Elementary Parent Focus Group
  - Hillsdale High School Bike Club Focus Group
  - Shoreview-Parkside Neighborhood Association Meeting
- **Social Pinpoint Online Interactive Map**
  - Open during Phase 1 on City of San Mateo website for 3 months in multiple languages

Pictures above were captured during the walk/transit tour and Shoreview-Parkside community meeting.

Phase 1 Engagement
April - July 2023

Stakeholder Interviews (9 Meetings)

April 2023

Two Focus Groups: SMFCSD & MidPen (45 participants)

June 6, 2023 & July 18, 2023

San Mateo Walk/Transit Tour (6 participants)

June 15, 2023

San Mateo Bike Tour (15 participants)

June 24, 2023

San Mateo 4th of July (~ 100 participants)

July 4, 2023

College of San Mateo Farmers Market (~ 80 participants)

July 8, 2023

Phase 2 Engagement
September - November 2023

September Nights on B Street (22 participants)

September 14, 2023

Baywood Elementary PTA Meeting (20 participants)

October 26, 2023

Sunnybrae Elementary Parent Focus Group (15 participants)

October 27, 2023

Hillsdale High School Student Focus Group (~ 14 participants)

November 14, 2023

Shoreview-Parkside Meeting (~ 30 participants)

November 28, 2023

OVERARCHING HIGHLIGHTS

- **Safety:** Improving safety for pedestrians and bicyclists was the highest priority discussed throughout all engagement activities.

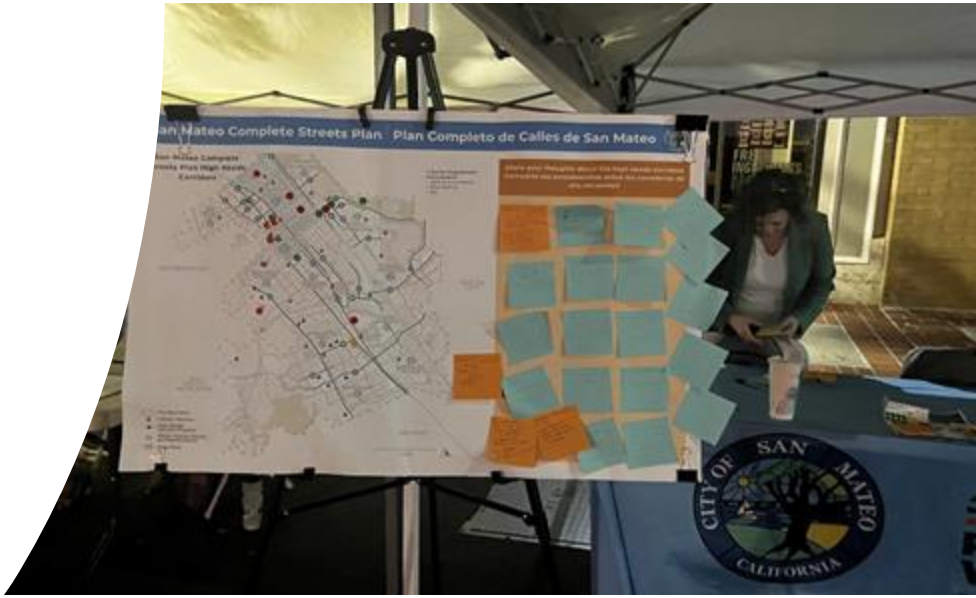
- **Connectivity:** Need for more connectivity throughout San Mateo streets especially to public transit and recreational bike trails.

- **Traffic congestion:** Frustration around auto traffic; Need for mode shift engagement and education.

Picture to the top right was gathered from June 2023 SMFCSD Focus Group and picture to the bottom right was gathered from the June 2023 Bike Tour

OVERARCHING HIGHLIGHTS

- **Automobile speeding** continues to be a major concern among residents, indicating a need for more traffic calming measures.
- **Limited visibility** at intersections creates dangerous crossing conditions for bicyclists and pedestrians for both wide and narrow roads.
- Need for public agencies and school districts to **better communicate** about ensuring construction, sweeps, etc. don't coincide with school hours.

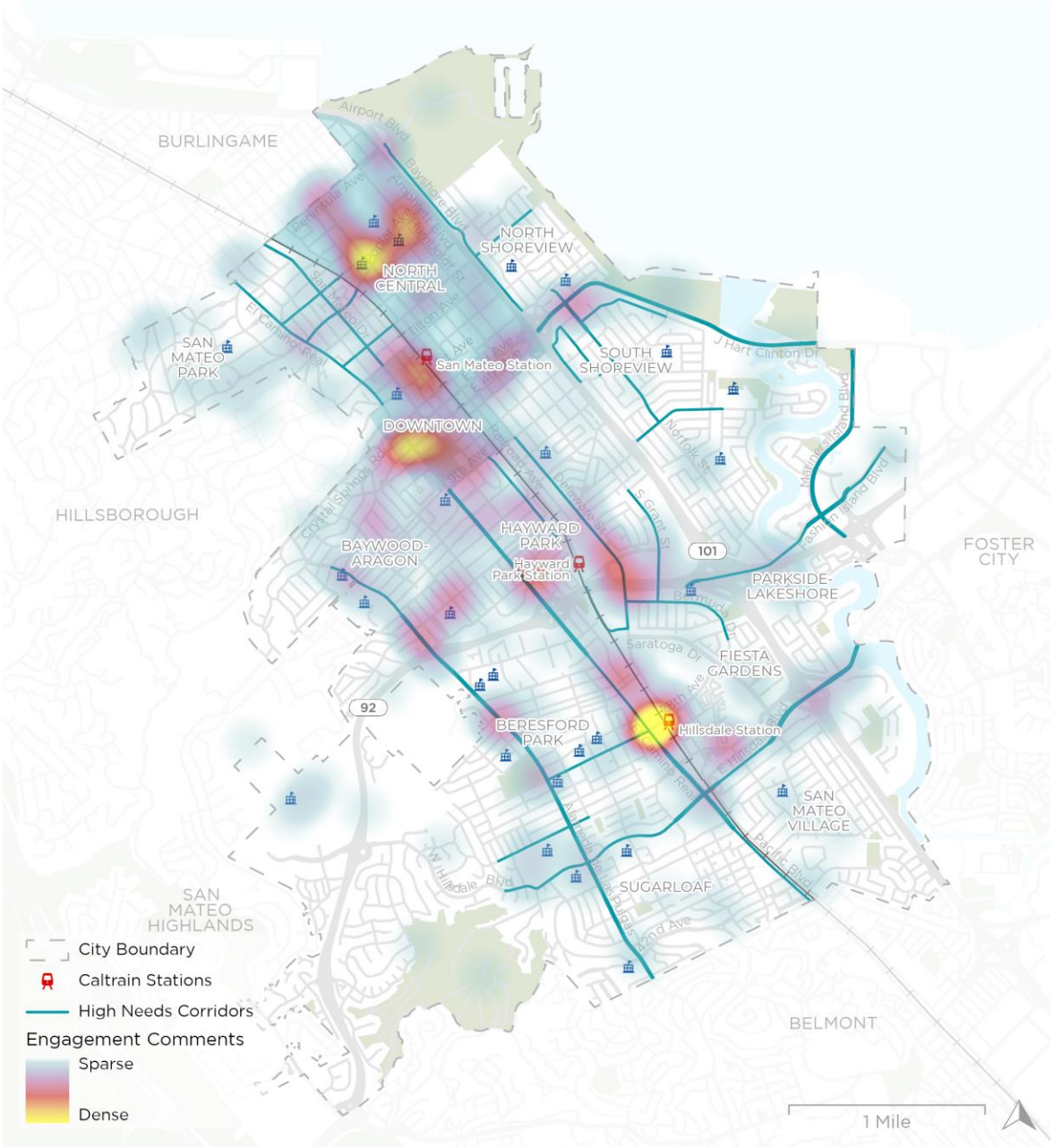


Pictures to the right were gathered from a focus group with Hillsdale HS students and a pop up workshop from September Nights at B Street.

Identifying Priority Corridors

COMMUNITY INPUT SUMMARY

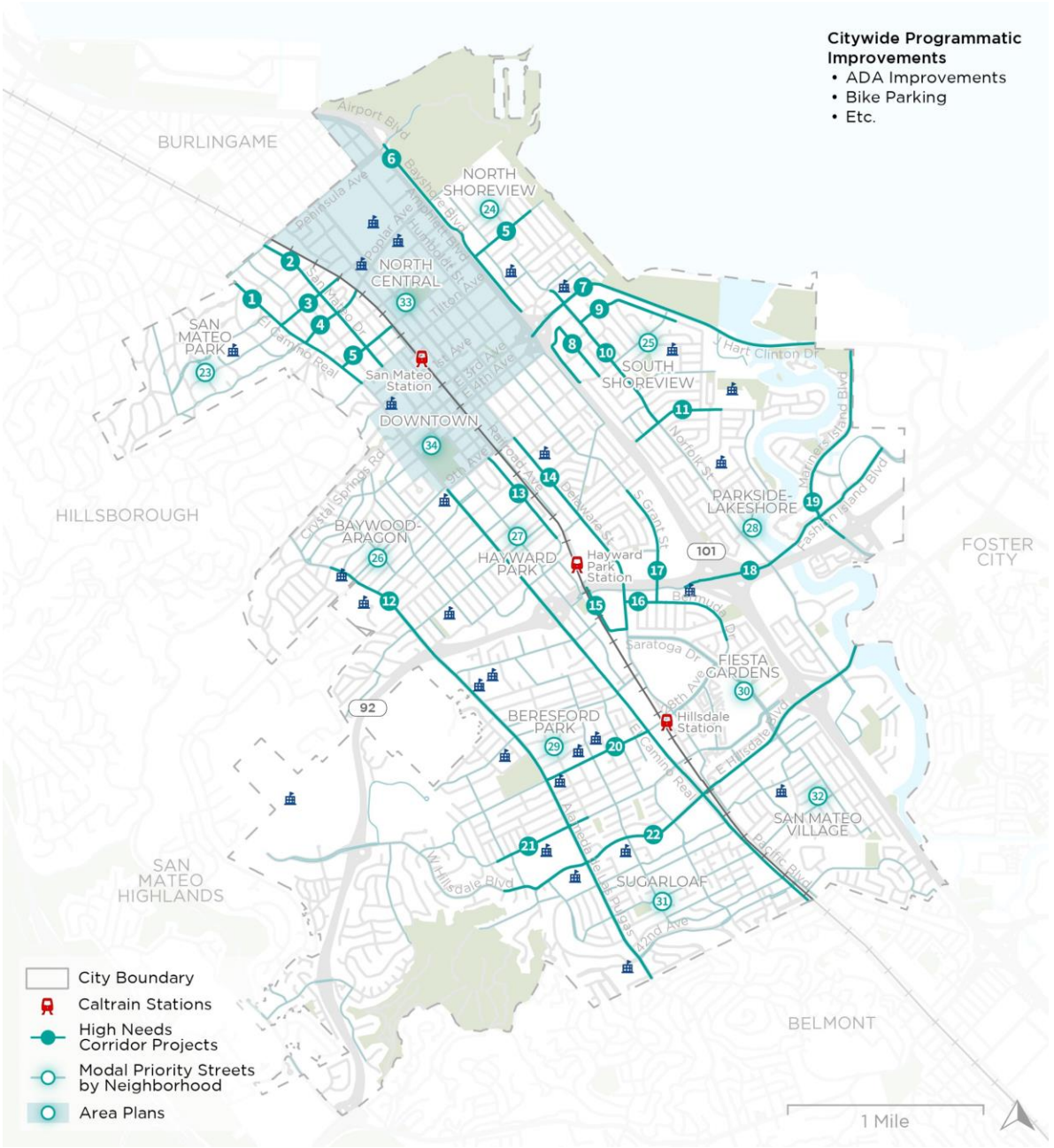
Community members shared feedback across the City.



HIGH NEED CORRIDORS

Streets with the highest needs in terms of safety and prioritization of travel modes were identified.

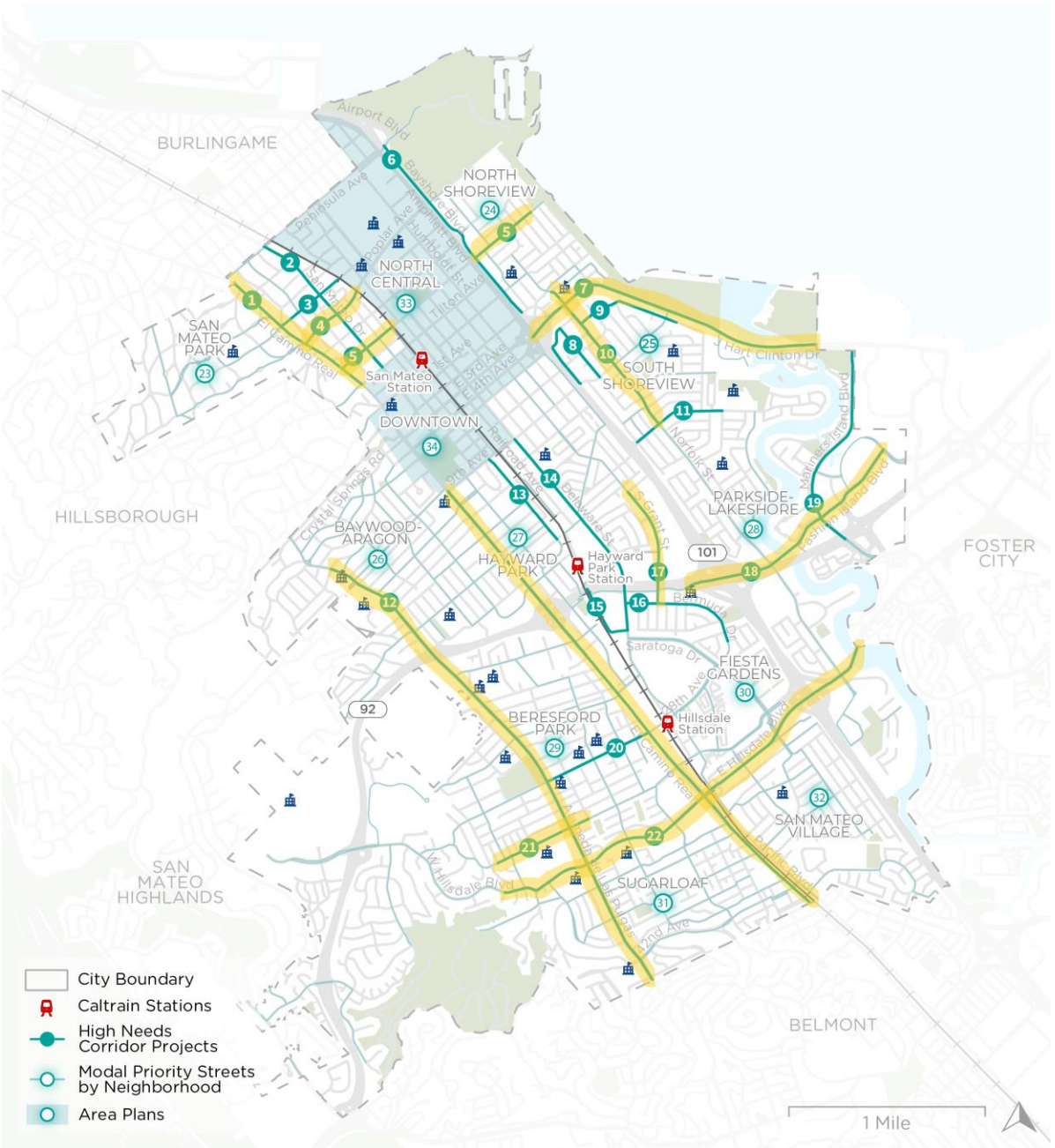
Streets in North Central and Downtown are addressed in City-led area plans.



MAP OF PRIORITY CORRIDORS

- El Camino Real
- Alameda de Las Pulgas
- Hillsdale Blvd
- 3rd Ave/J Hart Clinton Dr
- Norfolk St
- Poplar Ave
- 31st Ave
- Grant St
- Monte Diablo Ave

For each street with modal priorities competing for space, 1-2 modal priorities to design around was identify.



WHAT DOES IT MEAN TO BE A MODAL PRIORITY?

Pedestrian

- Prioritize increased safety and connectivity
- Access to schools, parks, trails, points of interest

Bicycle

- Prioritize increased safety and connectivity within the bike network
- Access to schools, parks, trails, points of interest
- Road diets and/or parking removal may be needed to fit the bikeway and make it safe

Transit

- Prioritize bus-reliability enhancing infrastructure
- Road diets and/or parking removal may be needed to fit bus only lanes where recommended
- Includes pedestrian and bicycle priorities for accessing transit stops

Auto

- Speed management needed for safety
- Sensitivity to decreasing throughput but not at the expense of multimodal safety
- Commitment to not increasing roadway capacity

LET'S BE CLEAR ON THE TRADE-OFFS

These safety projects are not without trade-offs.

Curbside Management

Today appropriate space for passenger and commercial loading is not always designated. Some general spaces may become loading zones to reduce double-parking in the street.

Lane Repurposing

To make the street safer for everyone and to provide space for these improvements, a travel lane in each direction will be repurpose.

Bus Only Lanes

Bus only lanes require either repurposing a travel lane or removing parking. Repurposing a travel lane is preferred especially in commercial corridors.

Bus Stop Length

Today, many bus stops don't have red curb and some are shorter than the length of the bus. While parking in a bus stops is prohibited, adjusting this will increase the amount of visible parking restrictions on the street.

Curb Extensions

Curb extensions could reduce parking by an additional space. Mid block crossing require 40' (2 spaces) clear on each approach.

Crosswalks

CA State Law AB413 restricts parking within 20' of approach side of marked & unmarked crosswalks. However, these red curbs may not be marked today, and adjusting this will increase the amount of visible parking restrictions on the street.

Separated Bike Lanes

Lane repurposing or parking removal are typically required to provide the safety improvement. Where parking is retained next to the bikeway, 10-20' (1 space) is also needed at driveways on either side.

Separated Bike Lanes at Conflict Points

40' (2 spaces) is typically needed at each intersection approach to provide clear sight lines between drivers and pedestrians.

Priority Corridors

El Camino Real

Peninsula Ave to City Limit

Complete Streets Needs

Modal Priority

Existing Roadway Characteristics

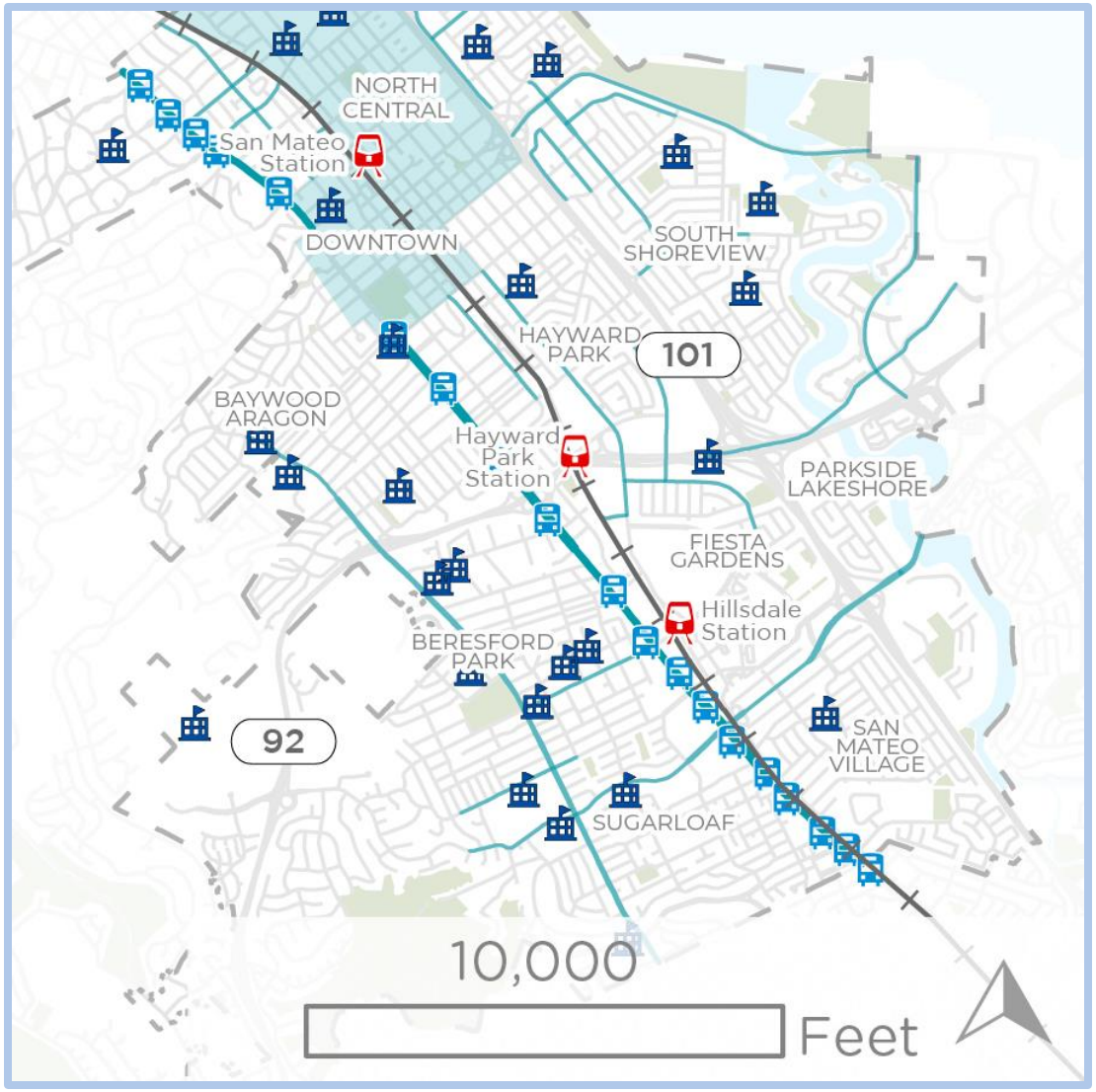
6+ LANES

SPEED LIMIT 35

Bus Network

ECR High Freq. 397 Low Freq.

with Reimagine SamTrans



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

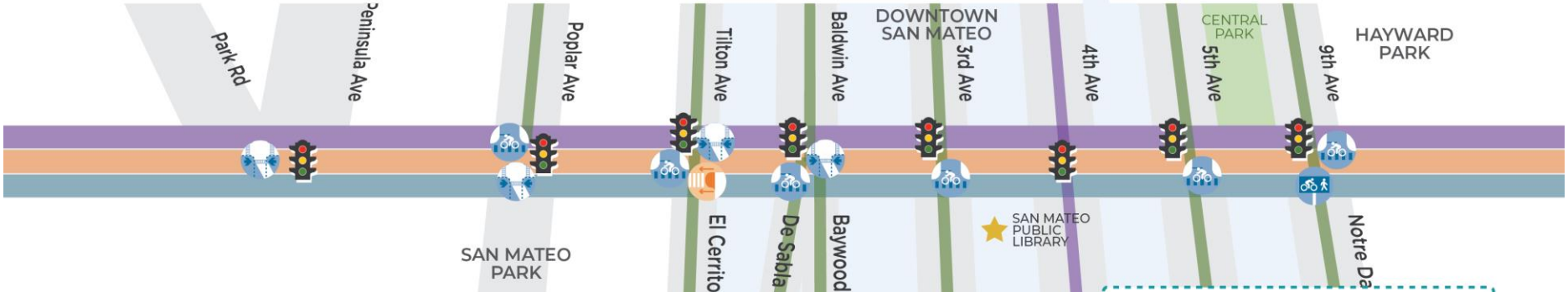
Install bus only lanes on El Camino Real by repurposing one travel lane in each direction. Install bus bulbs with amenities and lighting at each bus stop. Work with SamTrans to determine if bus rapid transit is feasible.

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 requirse 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.

Overpass

Bicycle Network

Bus Network
Routes 62, 68, 295, 292, 397, 398, ECR

Signalized Intersection

El Camino Real Improvements

SAFETY AND TRANSIT IMPROVEMENTS ON A BROAD VARIABLE STREET TYPE

9th Ave to South City Limit

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

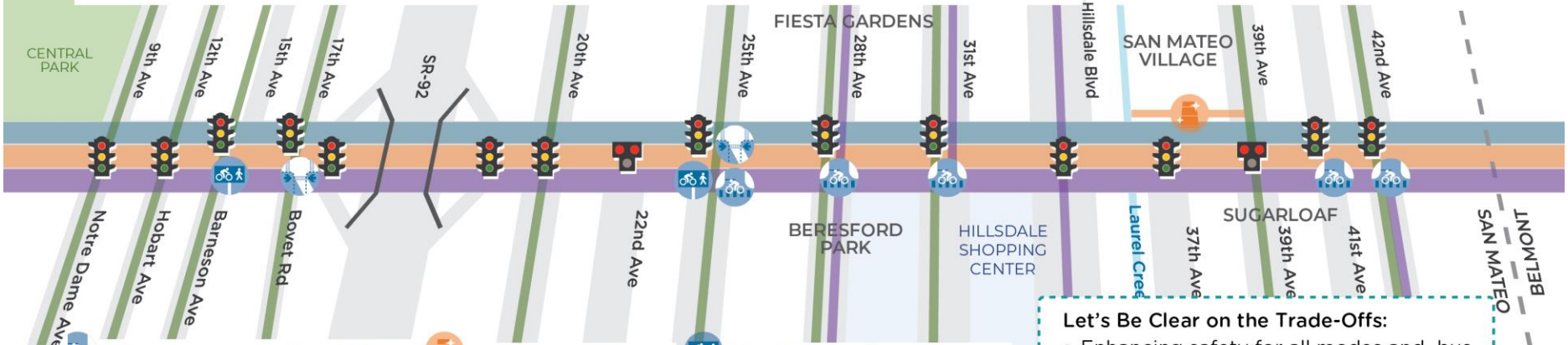
Install bus only lanes on El Camino Real by repurposing one travel lane in each direction. Install bus bulbs with amenities and lighting at each bus stop. Work with SamTrans to determine if bus rapid transit is feasible.

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.

Close Sidewalk Gap

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

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.

Let's Be Clear on the Trade-Offs:

- Enhancing safety for all modes and bus reliability requirse 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.

San Mateo Complete Streets Plan

Overpass

Bicycle Network

Bus Network
Routes 62, 68, 295, 292, 397, 398, ECR

Signalized Intersection

Pedestrian Hybrid Beacon

Monte Diablo Ave

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

Complete Streets Needs

Modal Priority

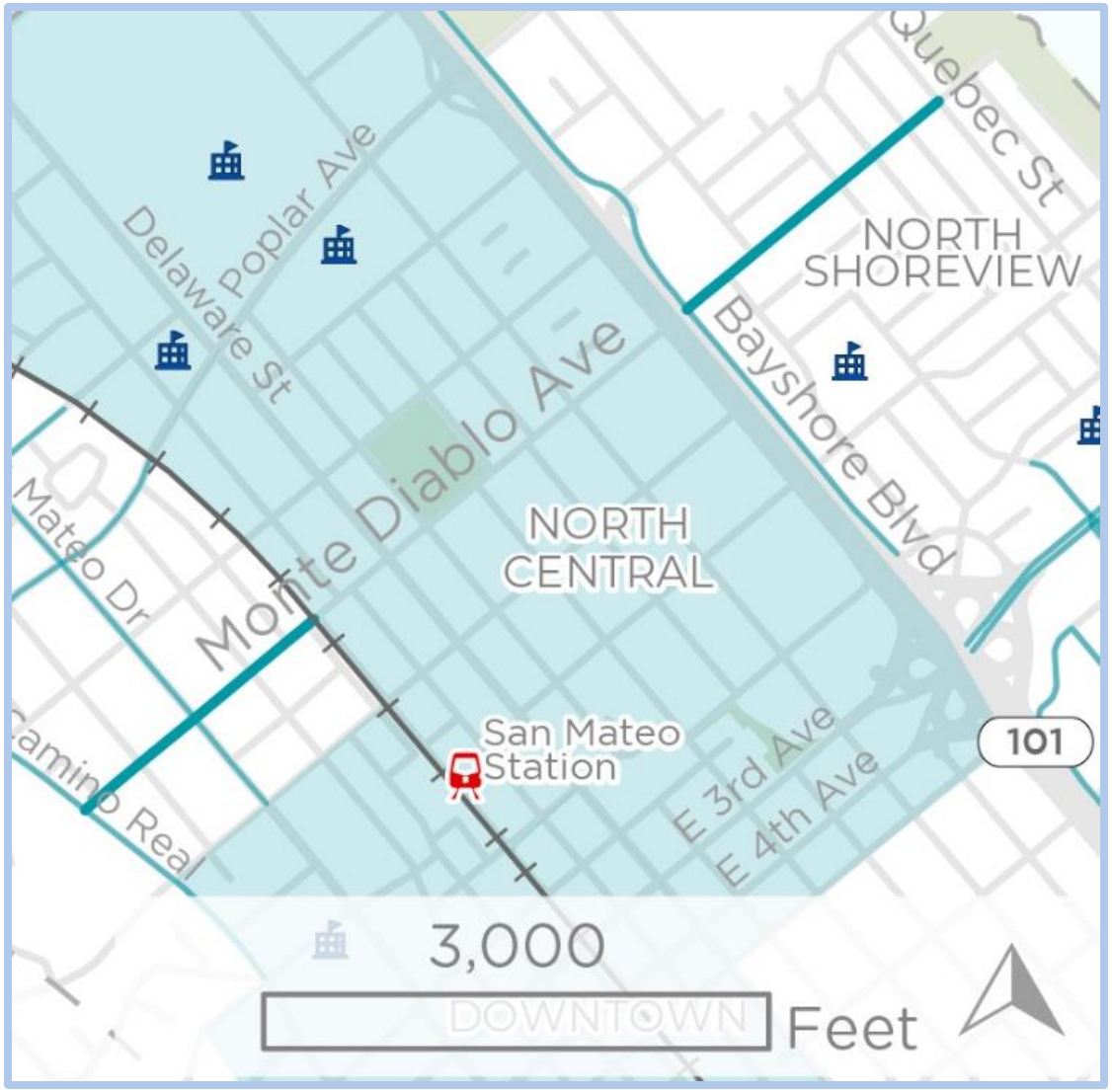
Existing Roadway Characteristics

2 LANES

SPEED LIMIT 25

GRADE-SEPARATED

Bike Boulevard



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

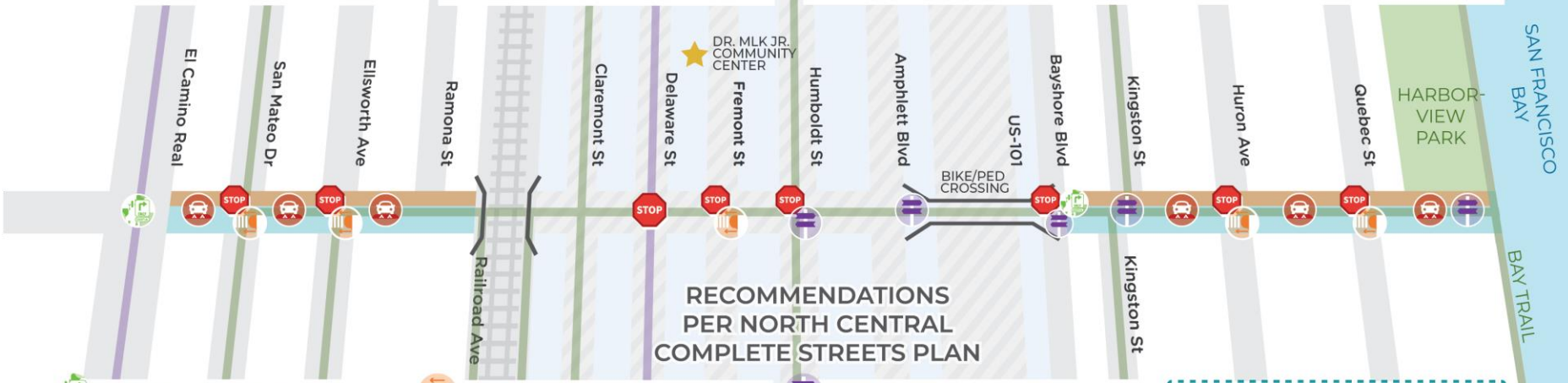
Lower auto speeds consistent with bike boulevard guidelines. Install speed humps on each block or ever 300 feet.

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.

San Mateo Complete Streets Plan

Over- or Underpass | Railroad Tracks | Bicycle Network | Bus Network Routes 53, 292, ECR | STOP All-Way Stop

3rd Ave/J Hart Clinton Dr

US 101 to City Limit

Complete Streets Needs

Modal Priority

Existing Roadway Characteristics

4 LANES

SPEED LIMIT 45

Bus Network

FCX Med. Freq.

with Reimagine SamTrans

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

Bus Stop

Trail and Bicycle Network

Bus Network Route FCX

Proposed Signalized Intersection

Existing Signalized Intersection

Norfolk St

2nd Ave to Kehoe Ave

Complete Streets Needs

Modal Priority

Existing Roadway Characteristics

4 LANES

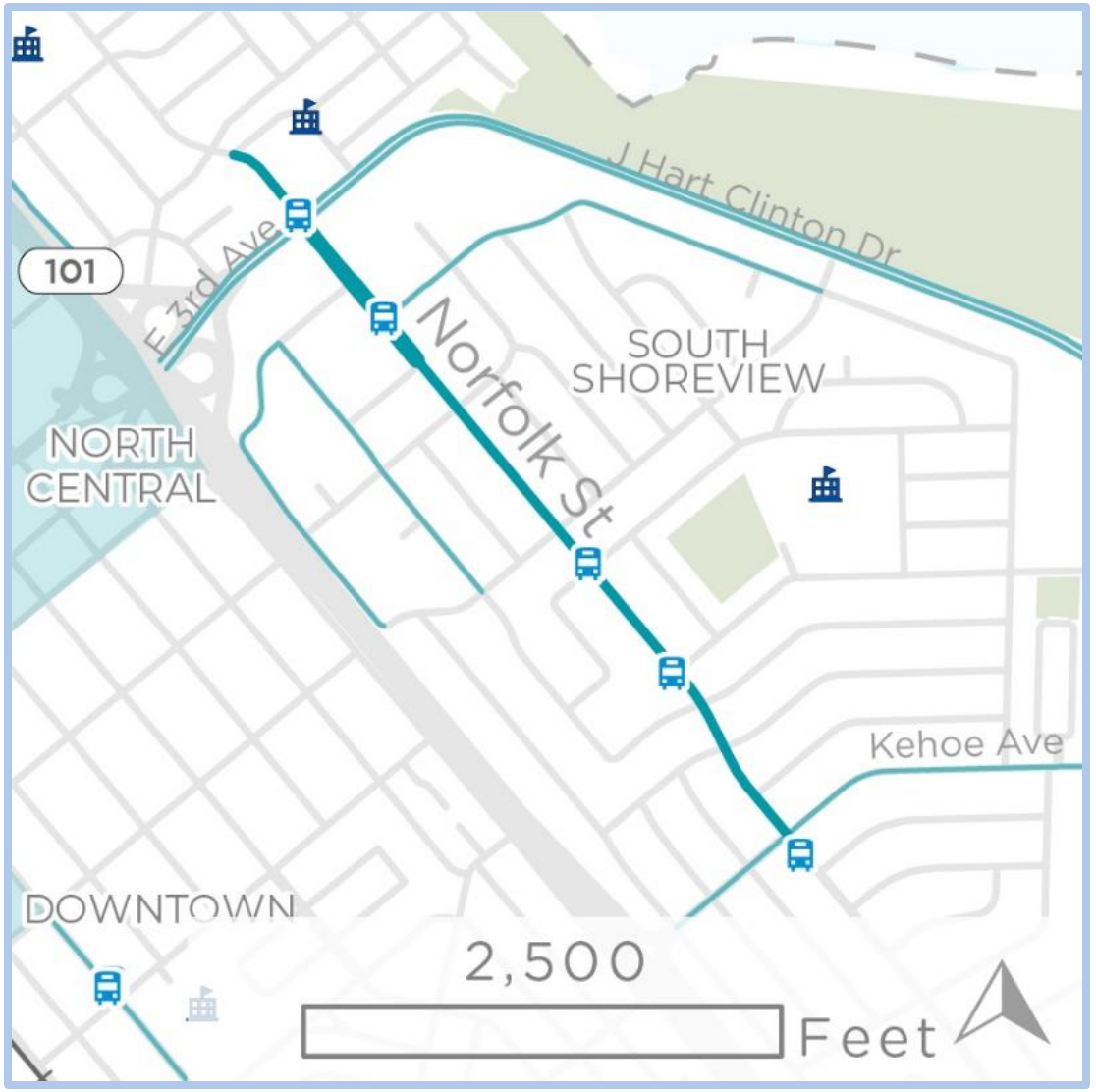
SPEED LIMIT 25

Bike Lane

Bus Network

250 High Freq.

with Reimagine SamTrans



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.

Adjust signal timing to 2.8 ft/sec per Pedestrian Master Plan.

Shoreview Ave Intersection

Set back crosswalks and enhance with median refuges. Install directional ADA ramps.

Multimodal Safety Enhancements

Implement road diet between J Hart Clinton Dr and Dakota Ave for multi-modal safety benefit.

Let's Be Clear on the Trade-Offs:

- Enhancing safety for all modes requires repurposing one travel lane in each direction in the Shoreview commercial area.
- 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.
- The long-term bicycle enhancement project would require removing parking from one-side of the street plus a parking space to be removed at each intersection corner and on within 10' of driveways for safety.

Overpass | Bicycle Network | Bus Network Routes 50, 59, 250 | STOP All-Way Stop | Signalized Intersection

Alameda de las Pulgas

Nevada Ave to City Limit

Complete Streets Needs

Modal Priority

Existing Roadway Characteristics

4 LANES

SPEED LIMIT 30

Bike Boulevard

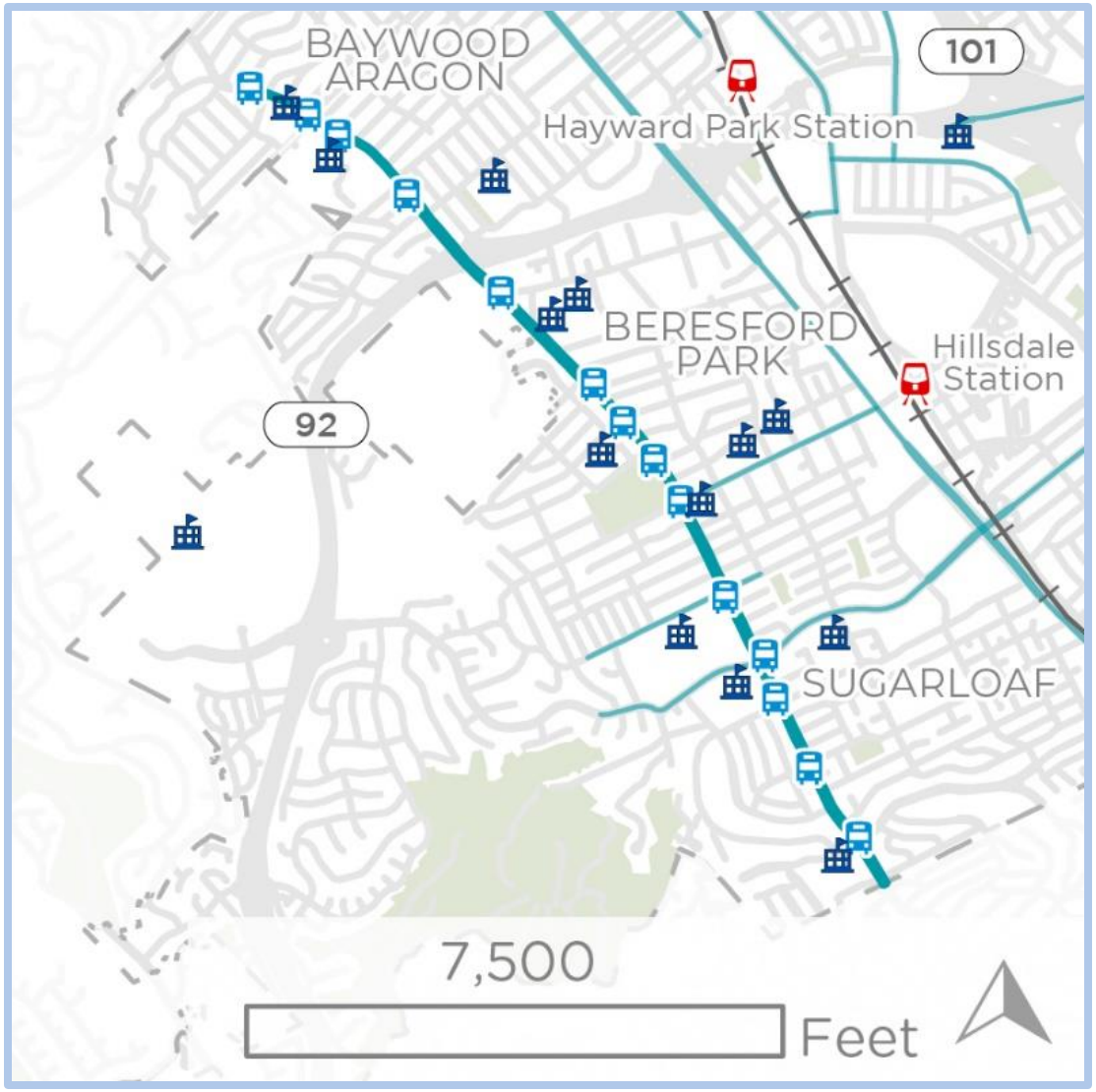
Bus Network

249 Med. Freq.

295 Low Freq.

S56 School Route

with Reimagine SamTrans



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

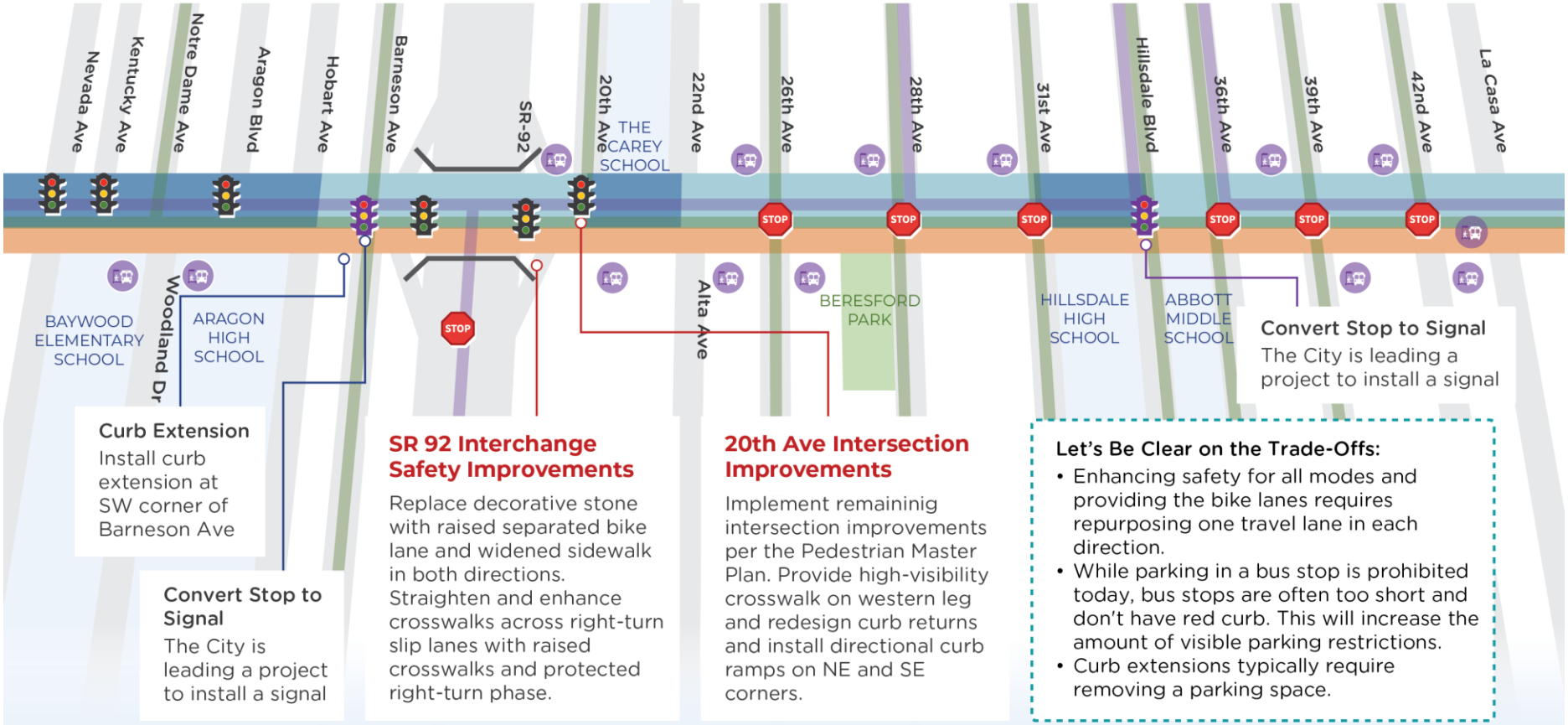
Along school frontages, transition to separated bikeway.

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 remaininig 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.

Convert Stop to Signal

The City is leading a project to install a signal

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.

San Mateo Complete Streets Plan

Overpass

Bicycle Network

Bus Network
Routes 51, 53, 56, 59, 250, 294, 295

STOP All-Way Stop

Signalized Intersection

Grant St

Haddon Dr to Bermuda Dr

Complete Streets Needs

Modal Priority

Existing Roadway Characteristics

5 LANES
From Concar Dr to Bermuda Dr

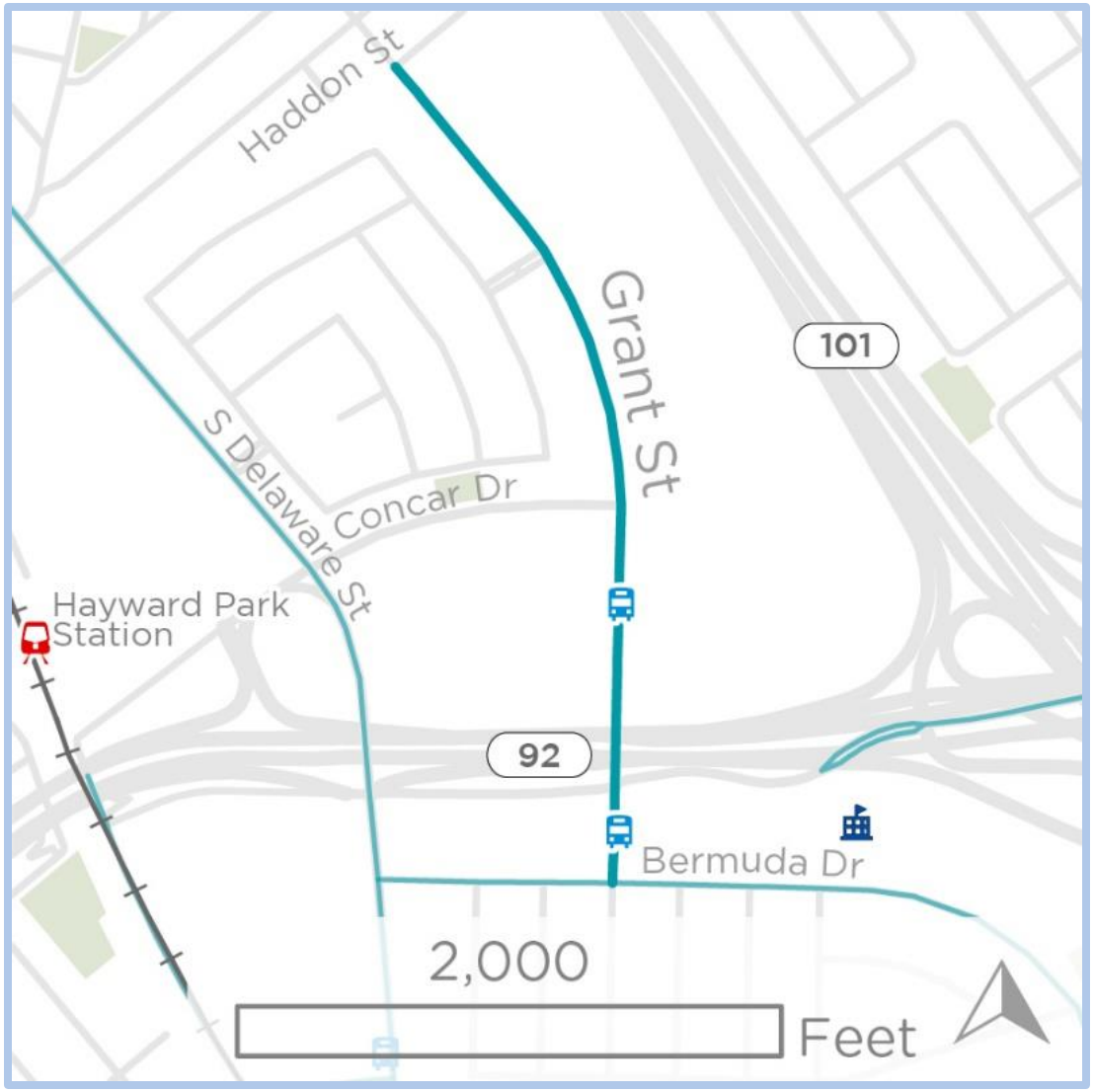
SPEED LIMIT 35

Bike Lane
From Concar Dr to Bermuda Dr

Bus Network

S53 School Route

S53P School Route



Grant St Improvements

Haddon Dr to Bermuda Dr

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

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.

Bus Stop Enhancements

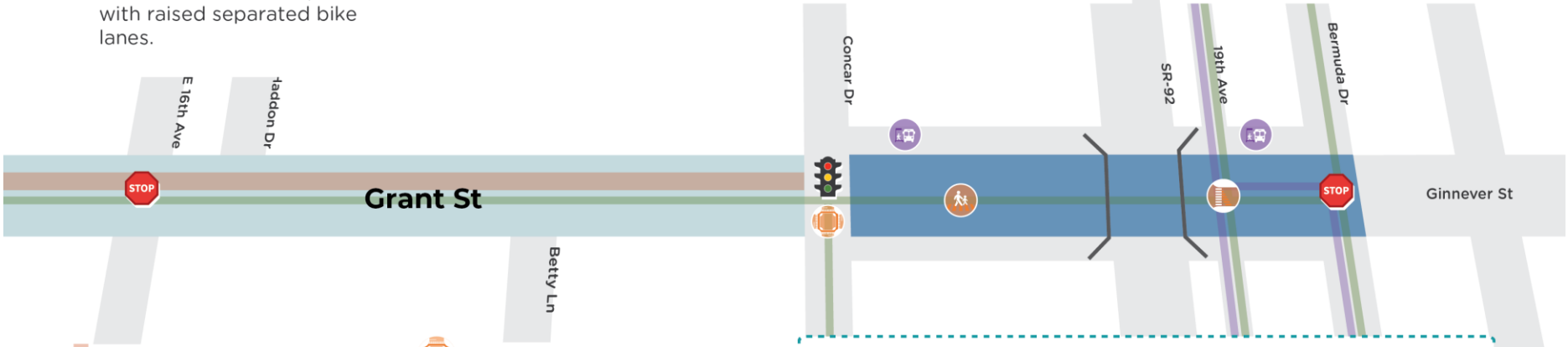
Move all bus stops to far side. Install bus boarding islands, including shelter and lighting with bikeway located behind the bus stop.

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.



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 daylighting.

Protected Intersection

Intersection design will include a diverter to limit through traffic on north of Concar Drive.

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.

Overpass | Bicycle Network | Bus Network Routes 53, 53P | STOP All-Way Stop | Signalized Intersection

31st Ave

Del Ray St to Isabelle Ave

Complete Streets Needs

Modal Priority

Existing Roadway Characteristics

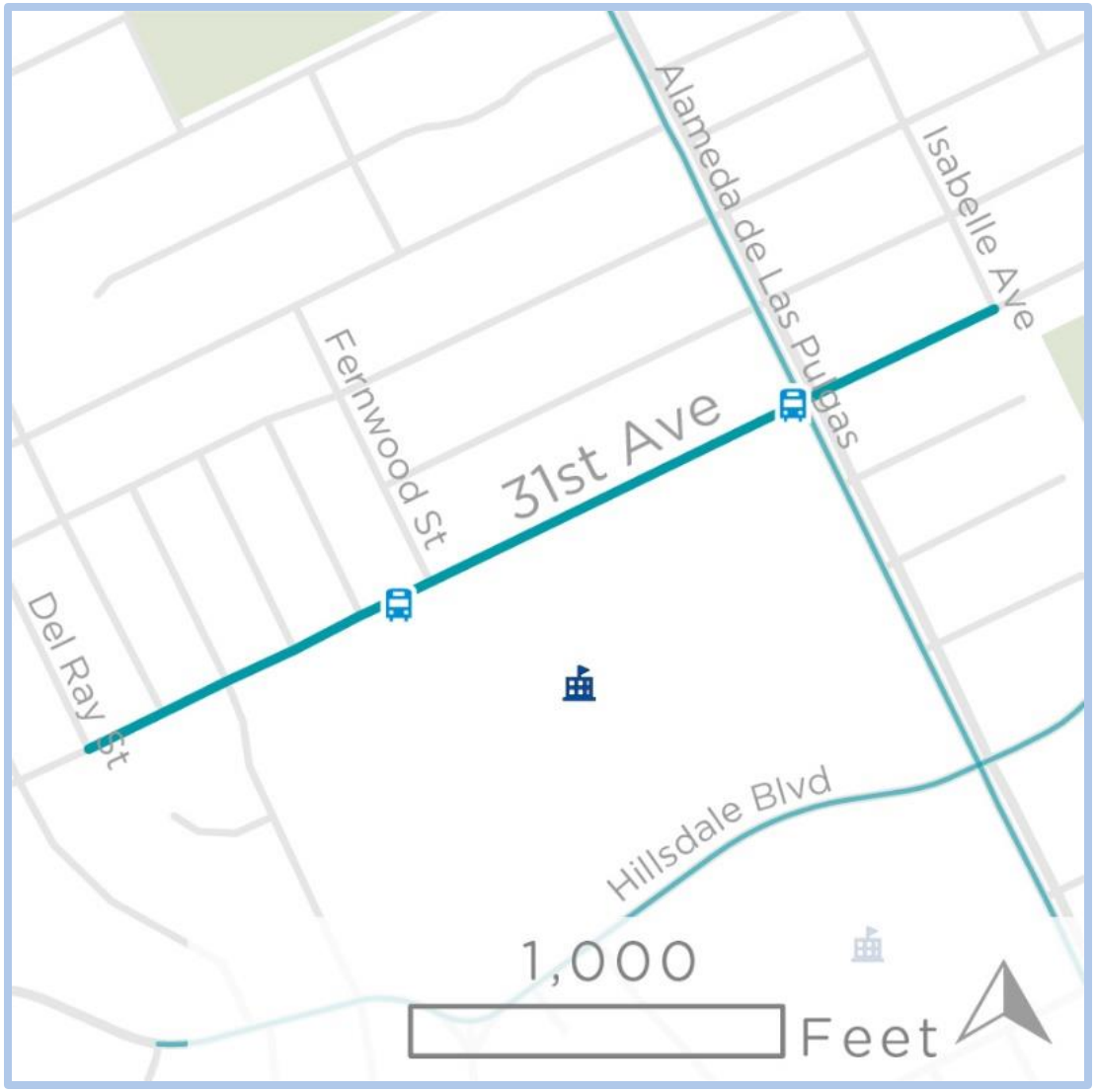
2 LANES

SPEED LIMIT 25

Bus Network

S51 School Route

S57 School Route



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.

Protected Intersection

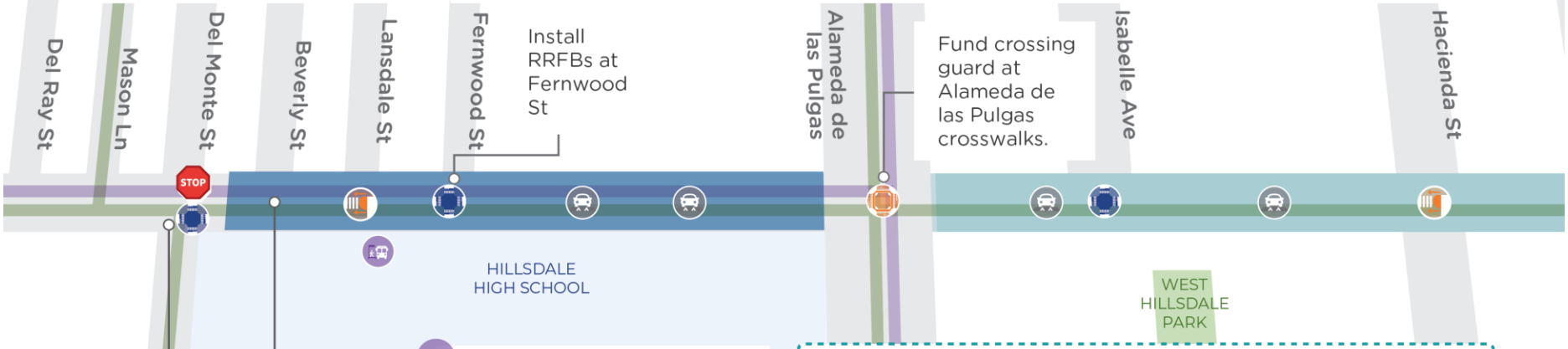
Protected intersections support bicyclist turn movements while reducing turning vehicle speeds and improving sightlines between turning drivers and bicyclists. Assess if signal warrants are met to control pedestrian-bicycle-vehicle conflicts.

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.



Accommodate SamTrans buses traveling between Del Monte and 31st.

New High-Visibility Crosswalk with Advanced Yield Markings

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.

Let's Be Clear on the Trade-Offs:

- The separated bikeway requires 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.

Bicycle Network

Bus Network
Routes 51, 294

Existing Speed Humps

STOP All-Way Stop

Hillsdale Blvd

Monterey St to Edison St

Complete Streets Needs

Modal Priority

Existing Roadway Characteristics

2 LANES

SPEED LIMIT 25

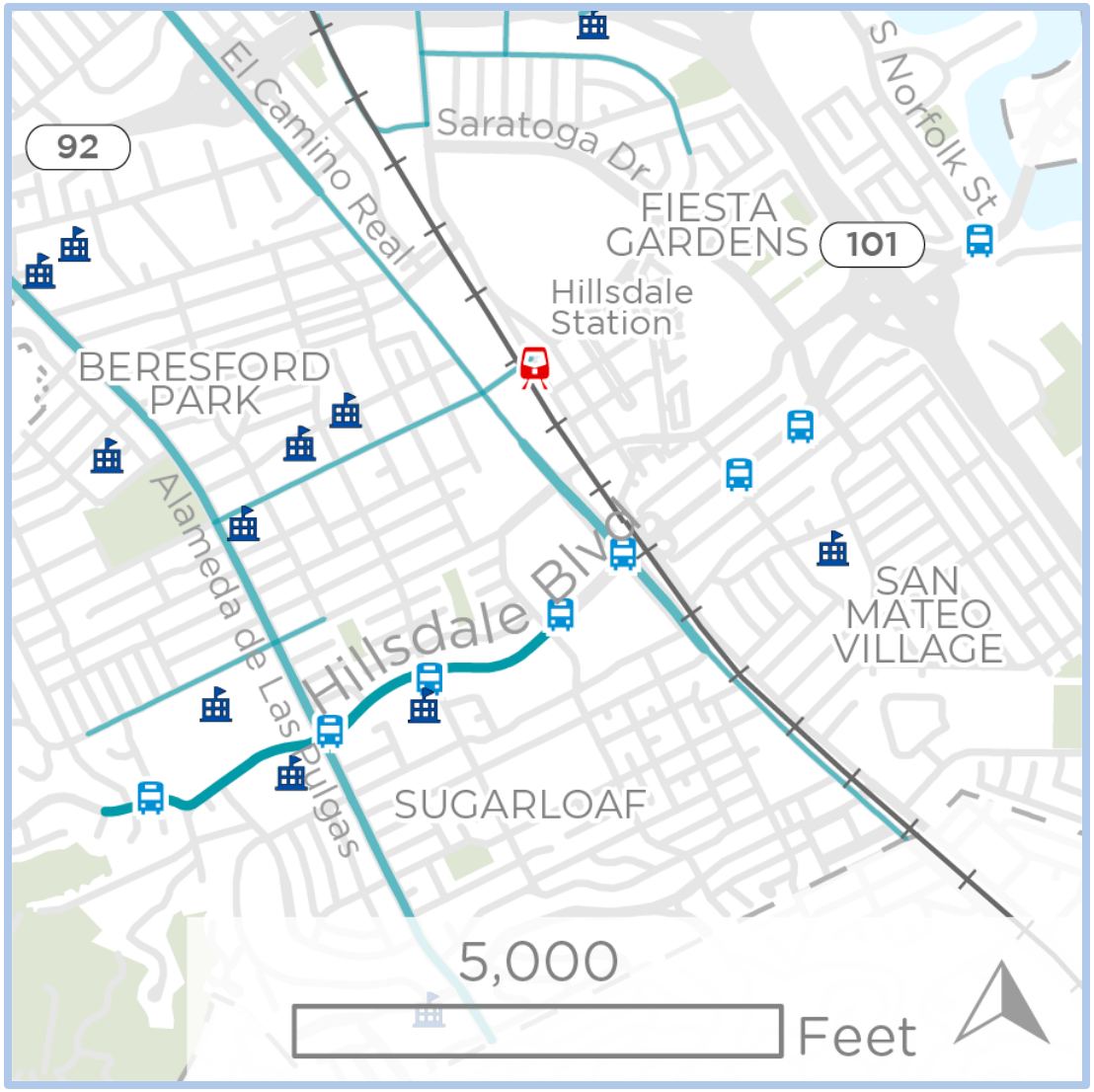
Bike Lane

Bus Network

250 High Freq.

294 Low Freq.

with Reimagine SamTrans



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.

Multimodal Intersection Safety

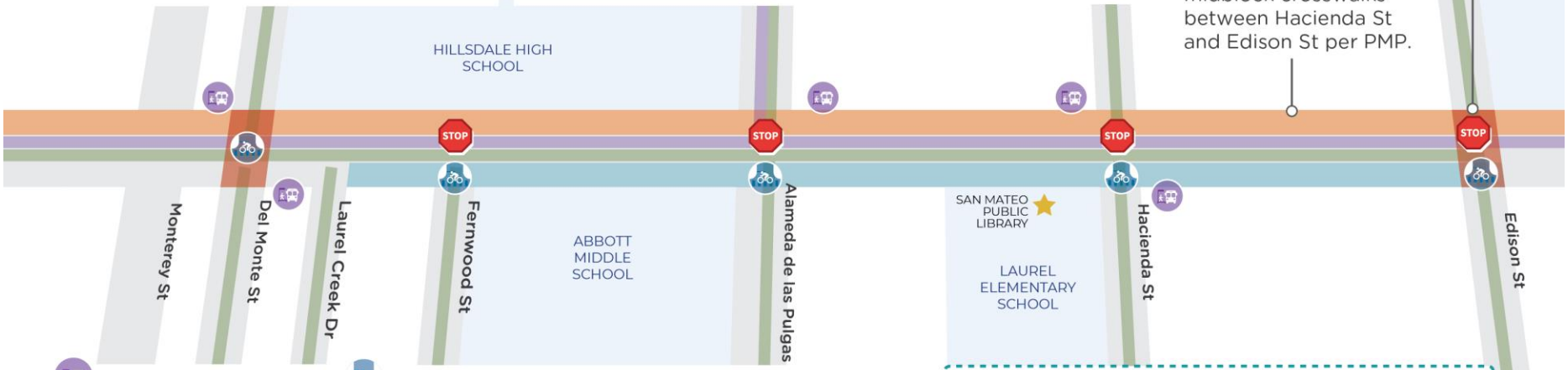
Remove channelized turn lanes to create a typical T-intersection. Evaluate multilane intersection approaches to shorten crossing distances and improve pedestrian and auto safety.

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.



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.

Bike Intersection Improvements

Install a protected intersection at Alameda de las Pulgas and a single lane roundabout at Edison Street.

ROUNDABOUT IMAGE CREDIT: CITY OF PALO ALT

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.

Bicycle Network

Bus Network
Routes 51, 250, 294

STOP All-Way Stop

Signalized Intersection

Hillsdale Blvd

Edison St to City Limit

Complete Streets Needs

Modal Priority

Existing Roadway Characteristics

6+ LANES

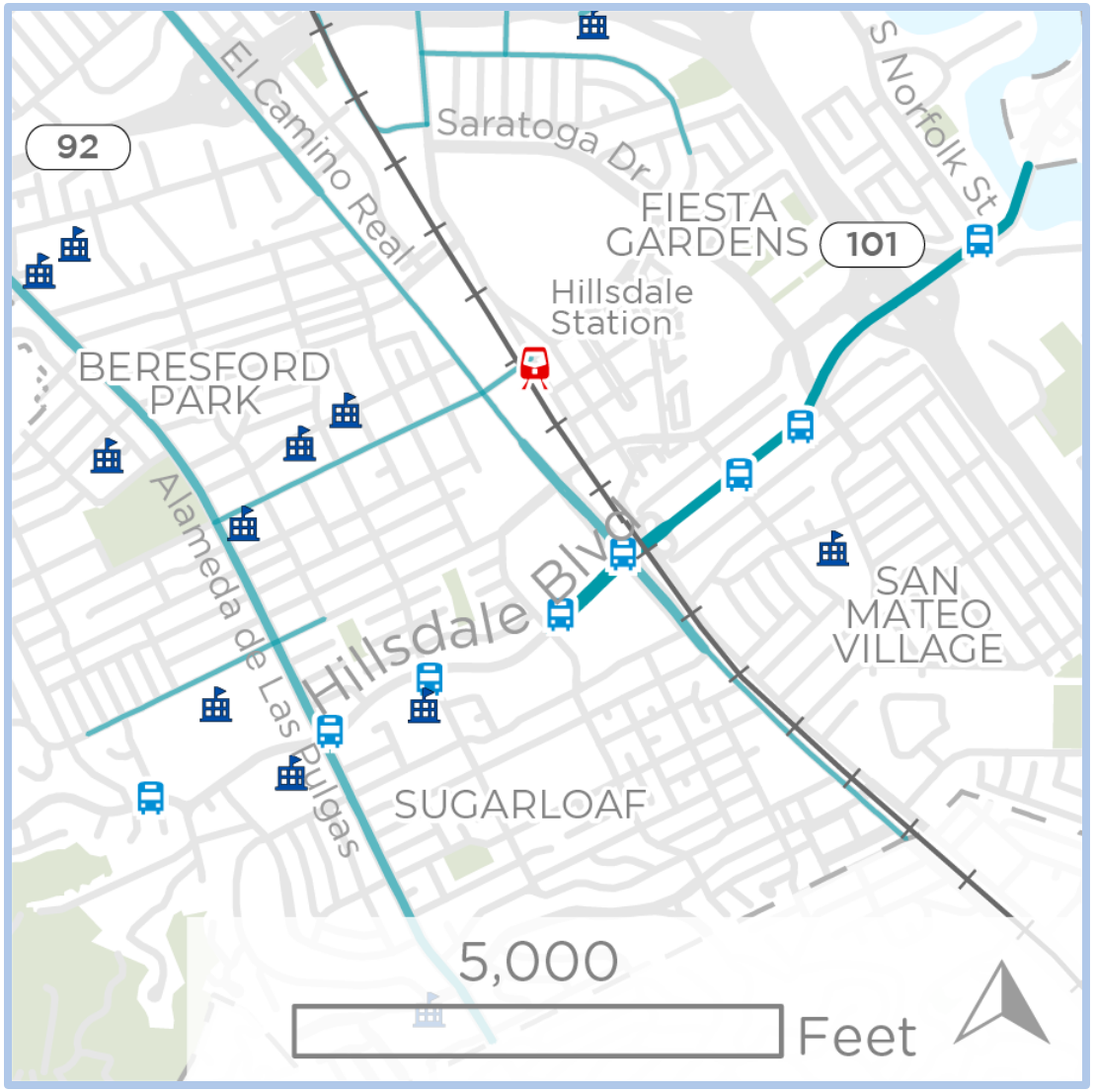
SPEED LIMIT 35

GRADE-SEPARATED

Bus Network

- 250 High Freq.
- 292 Med. Freq.
- 251 Low Freq.
- 294 Low Freq.
- S50 School Route
- S51 School Route
- S57 School Route

with Reimagine SamTrans



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

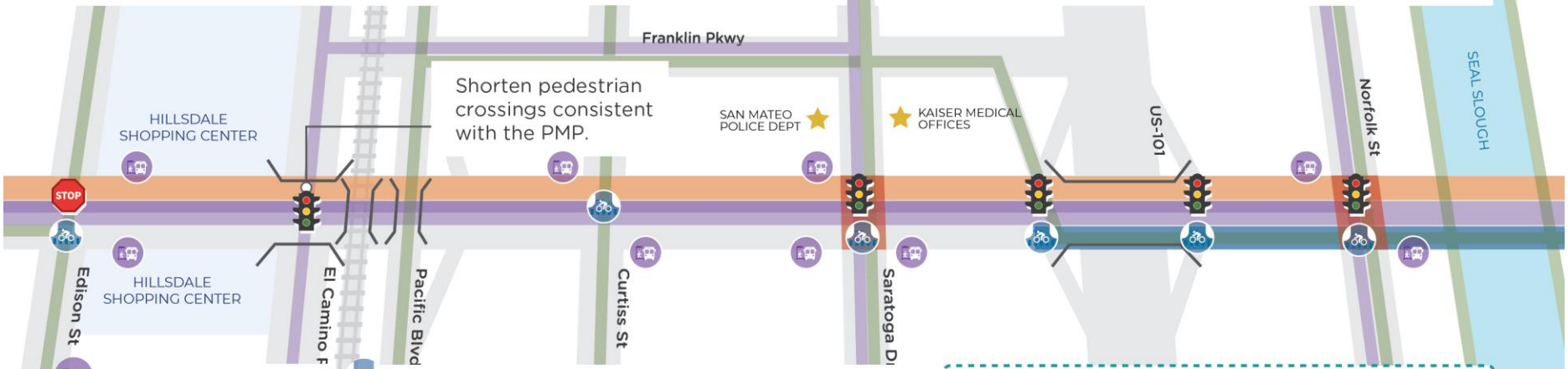
Remove channelized turn lanes to create a typical T-intersection. Evaluate multilane intersection approaches to shorten crossing distances and improve pedestrian and auto safety.

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.



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.

Bike Intersection Improvements

Install bicycle signal phasing at Franklin Parkway and Nortfolk Street. Install protected intersection at Norfolk Street.

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.
- Separated bikeways require 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.

Bicycle Network

Bus Network
Routes 50, 51, 57, 250, 294, 398

STOP All-Way Stop

Signalized Intersection

Poplar Ave

El Camino Real to Caltrain tracks

Complete Streets Needs

Modal Priority

Existing Roadway Characteristics

2 LANES

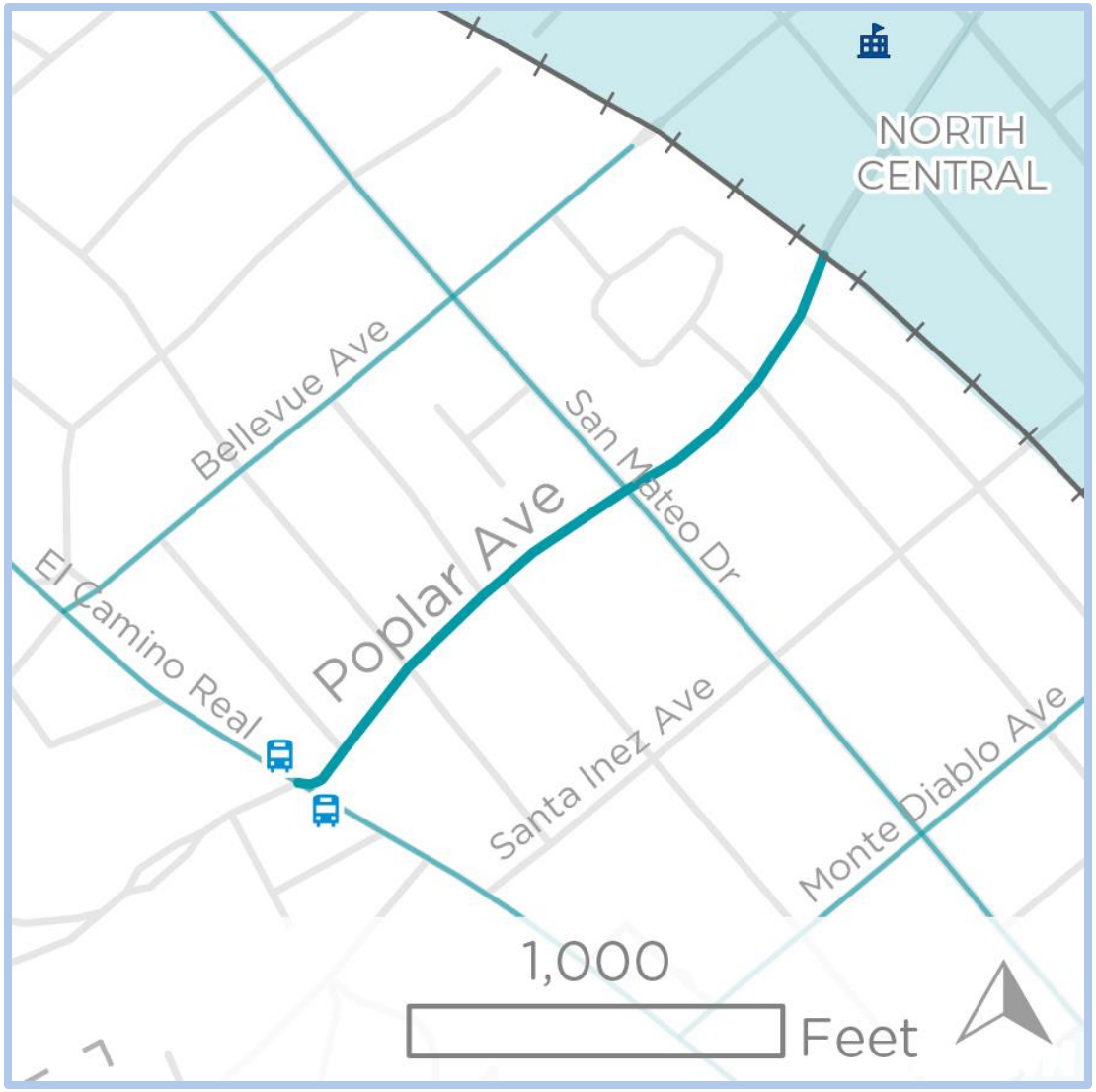
SPEED LIMIT 25

GRADE-SEPARATED

Bike Lane

Bus Network

S53P School Route



Poplar Ave Improvements

SAFETY ENHANCEMENTS ON A MODERATE NEIGHBORHOOD STREET TYPE

El Camino Real to Caltrain tracks

Intersection Safety Improvements

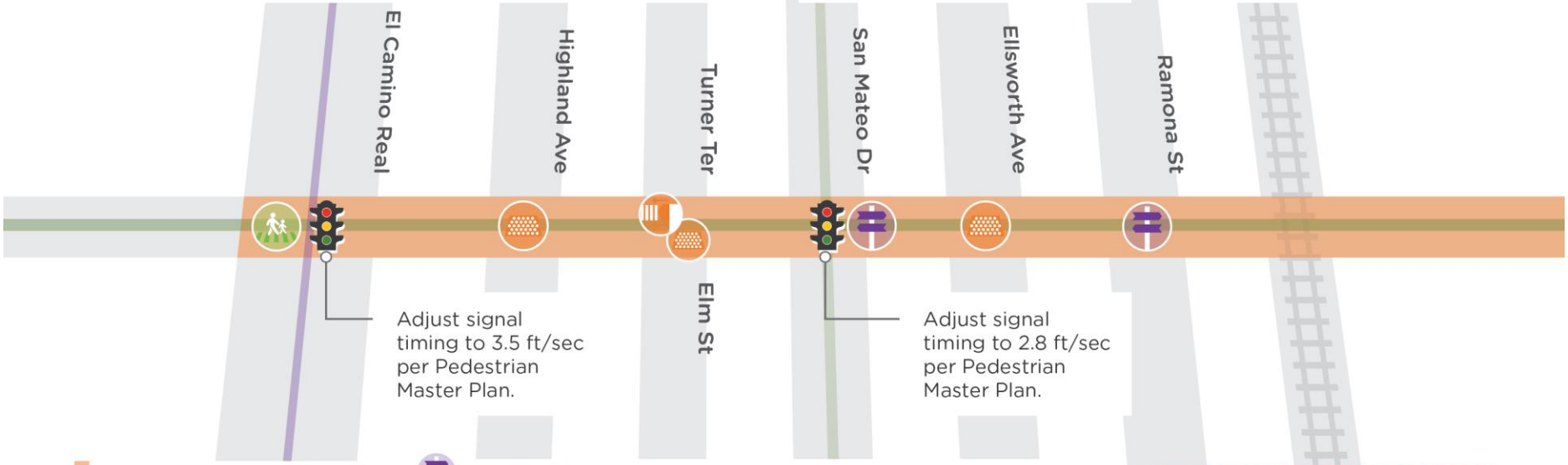
Provide a transition to a bike boulevard to the west and enhance pedestrian safety with lighting, extended crossing time, and high-visibility striping. Install curb extension on NW corner and straighten crosswalk. Add bike lane on WB approach. Install LPIs and stripe high-visibility crosswalks with advanced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

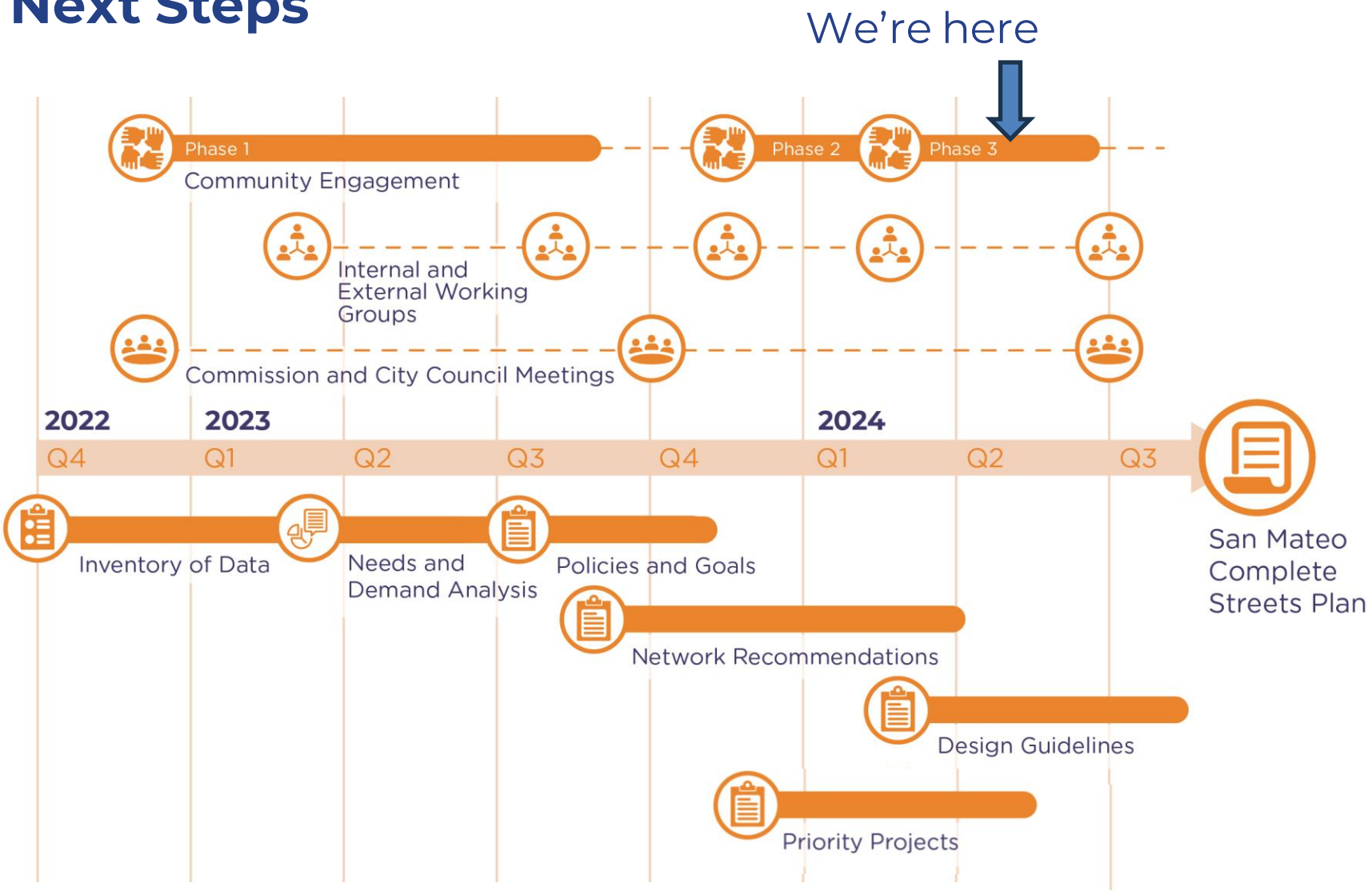
- Curb extensions typically require removing a parking space.

Bicycle Network

Bus Network
Route ECR and 397

Signalized Intersection

Next Steps


We're here
Phase 1
Community Engagement
Phase 2
Phase 3
Internal and External Working Groups
Commission and City Council Meetings
2022
2023
2024
Q4
Q1
Q2
Q3
Q4
Q1
Q2
Q3
Inventory of Data
Needs and Demand Analysis
Policies and Goals
Network Recommendations
Design Guidelines
Priority Projects
San Mateo Complete Streets Plan

Clarifying Questions?

THANK YOU!

Let's discuss your comments at the boards.

Staff Contacts

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