



SAN MATEO

SAN MATEO CITYWIDE COMPLETE STREETS PLAN

Existing Conditions
DRAFT 4/14/23



FEHR & PEERS

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Demographics



THE CSP BRINGS ALL THE PLANS TOGETHER



Pedestrian
Master Plan
(2012)



Bicycle Master
Plan (2020)



Reimagine
SamTrans
(2022)



General Plan
(2010, 2023)



Truck Route
Study (2008)



Sustainable
Streets Plan
(2015)



General Plan
2040 (2023)

ADA Plan

Caltrans D4
Bike Plan
(2017)

Rail Corridor
TOD Plan
(2005)

Green Infra-
structure Plan
(2019)

PDA/PCA
Strategies

C/CAG Countywide Bike/Ped
Plan (2021)

Climate Action
Plan (2020)

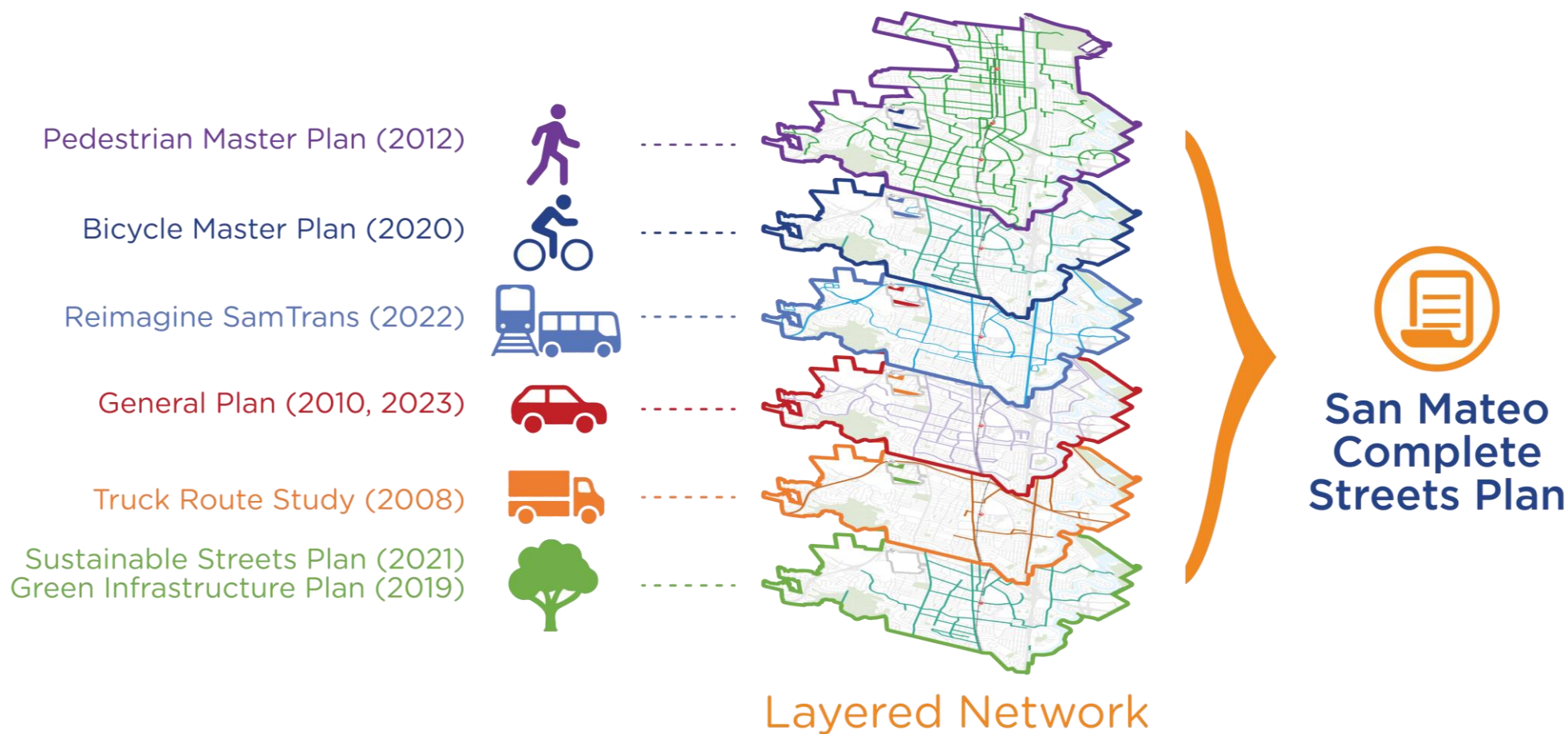
North Central
CBTP (2010)

TOD
Pedestrian
Access Plan
(2022)

C/CAG of San Mateo
County Youth-Based HIN
Report (2022)



THE PLANS ARE THE FOUNDATION OF THE CSP LAYERED NETWORK






WALKING IN SAN MATEO



WHAT ARE THE PRIMARY PLANS ADDRESSING PEDESTRIANS?

Pedestrian Master Plan
(2012)

TOD Pedestrian Access
Plan (2022)

General
Plan 2040
(2023)

C/CAG Countywide
Bike/Ped Plan (2021)

PDA/PCA
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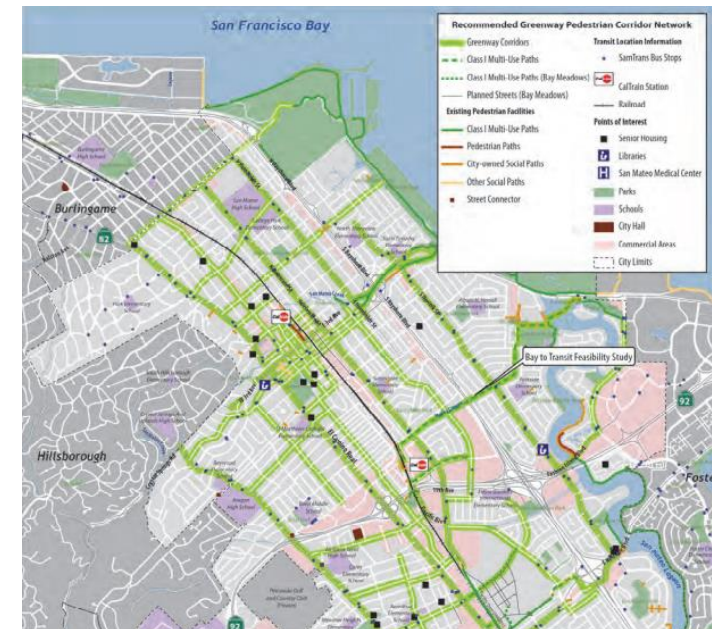


SAN MATEO PEDESTRIAN PLAN (2012)

Topic Area	Key Elements	CSP Ideas
Goals	Mobility, safety, infrastructure, programs, equity, implementation	None - Consistent with CSP goals
Policies	Mode shift, reduce injuries, maintenance, SRTS	Check best practices for updates
Network and Projects	Greenway Network, Safe Routes to School	Identify gaps in sidewalk coverage
	Studies/programs	Check best practices for updates
Priorities	Scoring system	Consider in project prioritization
Design Guidance	Pedestrian Design Guidelines	Identify gaps insidewalk coverage
		Check best practices for updates



Adopted April 16, 2012



Greenway Pedestrian Corridor Network

San Mateo Pedestrian Master Plan (2012)



PEDESTRIAN NETWORK

The city's Greenway Pedestrian Corridor Network aims to provide high-quality pedestrian connections and improve the experience walking to neighborhood destinations, transit, and other places of interest.

Greenway Pedestrian Corridor Network

San Mateo Pedestrian Master Plan (2012)

Source: City of San Mateo Pedestrian Master Plan, Greenway Pedestrian Corridor Network, 2012.

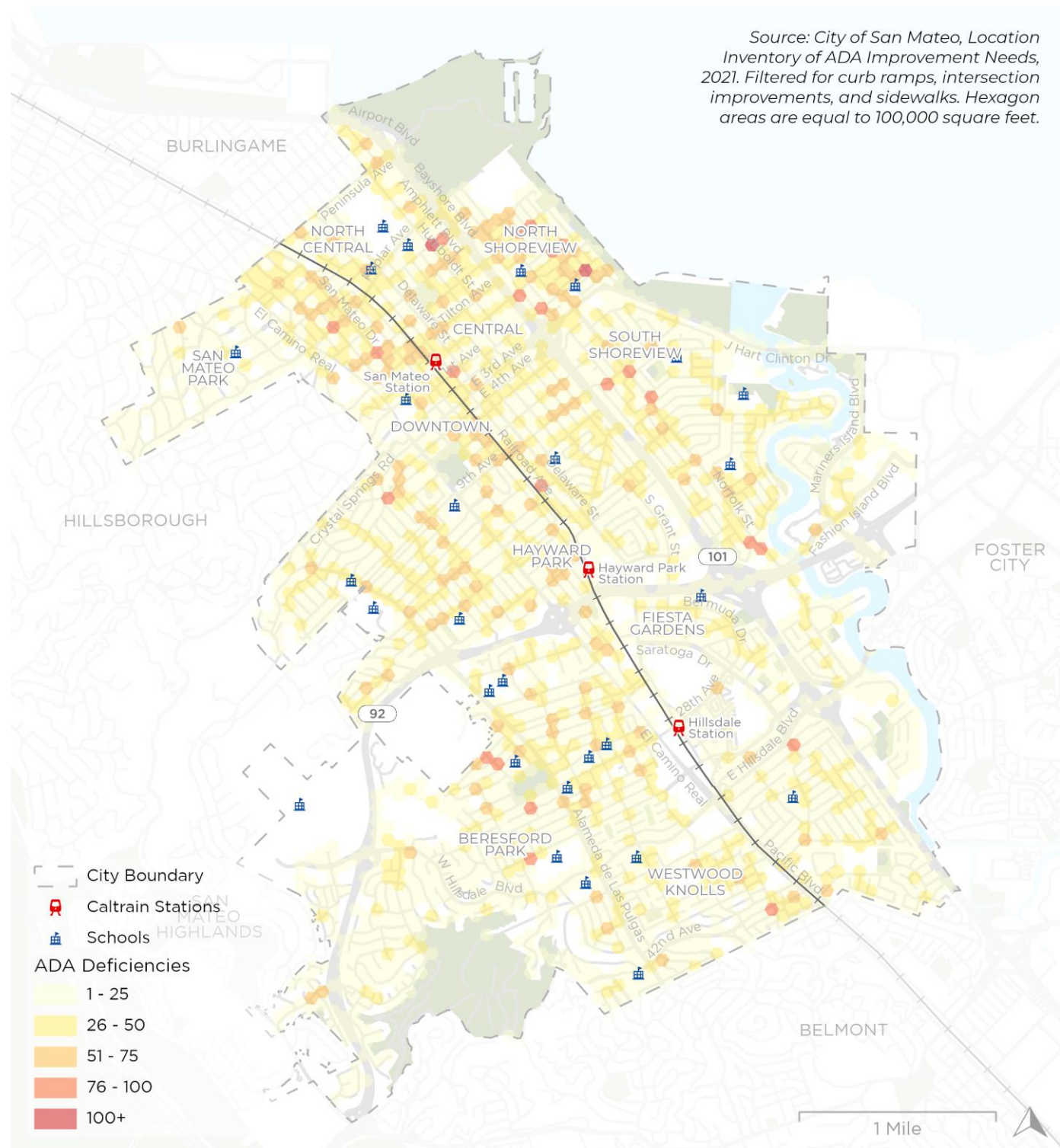




ADA NEEDS

Further ADA improvements are needed citywide. These include additional curb ramps, sidewalks, and intersection improvements.

Location Inventory of ADA Improvement Needs
City of San Mateo (2021)





PEDESTRIAN EXPERIENCE...

A well-built and extensive walkable network



Expansive Sidewalk Infrastructure

- 360 miles of sidewalks within the City
- Planter/furniture zone or landscape strips are common



Few Missing Sidewalks

- Almost all missing sidewalks are in residential areas



Multi-use and Pedestrian Paths

- Sugarloaf Mountain
- Coyote Point Recreation Area
- The Bay Trail



PEDESTRIAN EXPERIENCE...

A few challenges and physical barriers



Safety Concerns

- Insufficient lighting
- Missing crosswalks and curb ramps

Limited Crossings

- Most of the Caltrain tracks are at grade and are infrequent

Sparse Crossing Opportunities

- Approximately .86 miles on average between pedestrian crossings



BIKING IN SAN MATEO



WHAT ARE THE PRIMARY PLANS COVERING BICYCLISTS?

Bicycle Master Plan (2022)

Caltrans D4 Bike Plan
(2017)

General
Plan 2040
(2023)

C/CAG Countywide
Bike/Ped Plan (2021)

PDA/PCA
Strategies

C/CAG of San Mateo
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North
Central
CBTP (2010)



Proposed Bikeway Network

Source: City of San Mateo
Bicycle Master Plan, 2020.





BICYCLIST EXPERIENCE...

A varying range of bicycle paths and scenarios



Current Bikeway Facilities

- 62.4 total miles of existing bike facilities
- Primarily bike lanes and bike routes



Locations

- Most shared-use paths, like the Bay Trail, are located east of Highway 101



Areas with High Connectivity

- San Mateo Park neighborhood
 - Local, low-stress bikeways with few high-stress barriers
- Mariners Point
 - Well-connected to the trail network



BICYCLIST EXPERIENCE...

Areas that are uncomfortable or stressful to bike in



Limited Street Space

- Narrow roads often hold narrow bicycle facilities
- Biking is often perceived as dangerous on the streets, and therefore common on sidewalks



Spot Improvement Needs

- Generally poor and sparse bikeway markings



Difficult Barriers

- Highway barriers (US 101, SR 92, El Camino Real), Caltrain tracks, and Seal Slough are major barriers



TRANSIT IN SAN MATEO



WHAT ARE THE PRIMARY PLANS COVERING TRANSIT?

Reimagine SamTrans
Transit Network
(2022)

San Mateo TOD Pedestrian
Plan (2022)

General Plan 2040 (2023)

Rail Corridor TOD Plan
(2005)



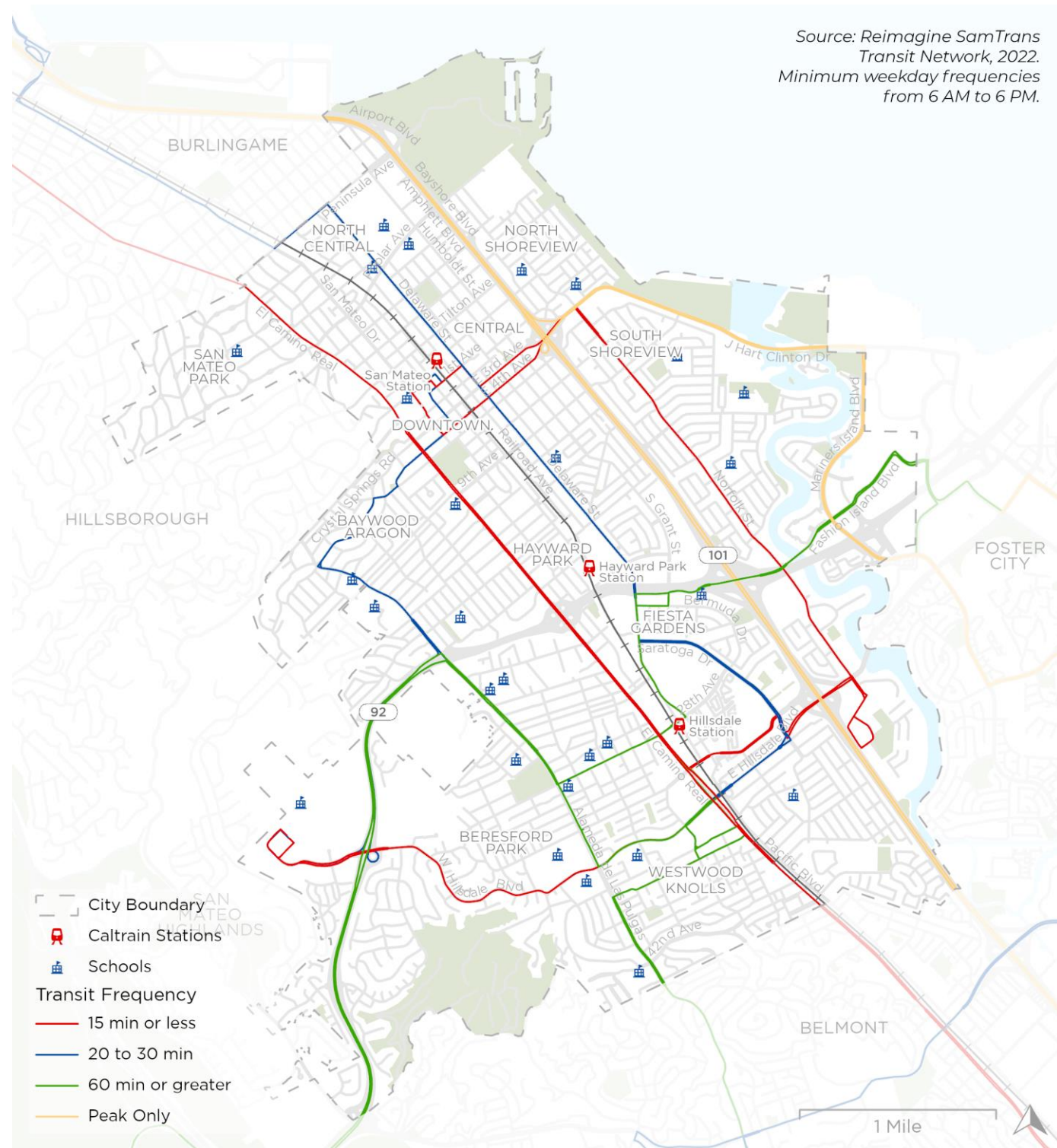
TRANSIT NETWORK

The recently updated SamTrans transit network, along with the existing Caltrain route, provide local and regional public transportation options.

Phase 1 of implementing the new network occurred in August 2022. Future phases to come as soon as possible.

Minimum weekday frequencies from 6 AM to 6 PM

Reimagine SamTrans Transit Network (2022)





THE TRANSIT EXPERIENCE...

Boasts a variety of transit options



Caltrain Stations

- New Hillsdale Station
- Hayward Park Station
- Downtown San Mateo Station



SamTrans

- Route ECR has consistent 15-minute headways
- Redi-Wheels paratransit is provided by the San Mateo County Transit District



Commute.org

- Shuttles provide free, first-last mile service to transit stations, workplaces, hospitals, schools, and residential areas across the county



THE TRANSIT EXPERIENCE...

Has limited comfortability and accessibility



Service Limitations

- Bus stops are sparse and commonly lack amenities
 - Lack of lighting and narrow sidewalks raise safety concerns
- Caltrain service is infrequent

Accessibility

- Lacking reliable service to key destinations, especially hospitals
- Lack of bike racks makes transfers between modes difficult

Caltrain Crossings

- Only 7 out of 18 rail crossings are grade separated
- Only four ped/bike crossings are located south of 9th Ave



DRIVING IN SAN MATEO



WHAT ARE THE PRIMARY PLANS COVERING AUTOMOBILES?

2030 General Plan (2010)

2040 General Plan (2023)



AUTO NETWORK

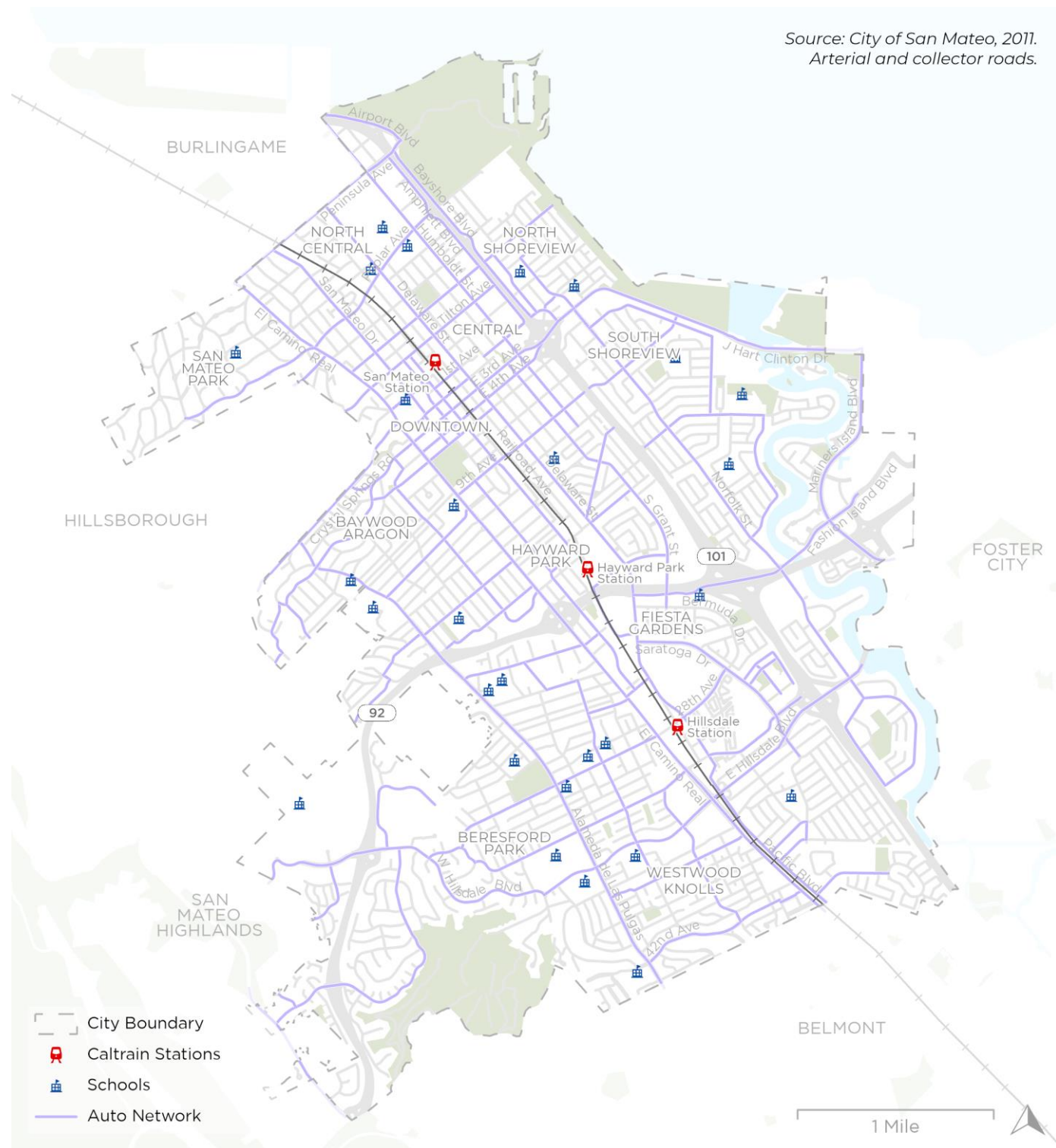
The automobile network in San Mateo is oriented to US 101, SR 92, and El Camino Real (SR 82), which provide connections throughout the city and beyond. These can also serve as barriers to auto connectivity citywide.

Arterial and Collector Roads

City of San Mateo (2011)

Arterial roads are high-capacity roads that connect important activity centers.

Collector roads are low-to-moderate capacity roads that connect local streets and arterial roads.

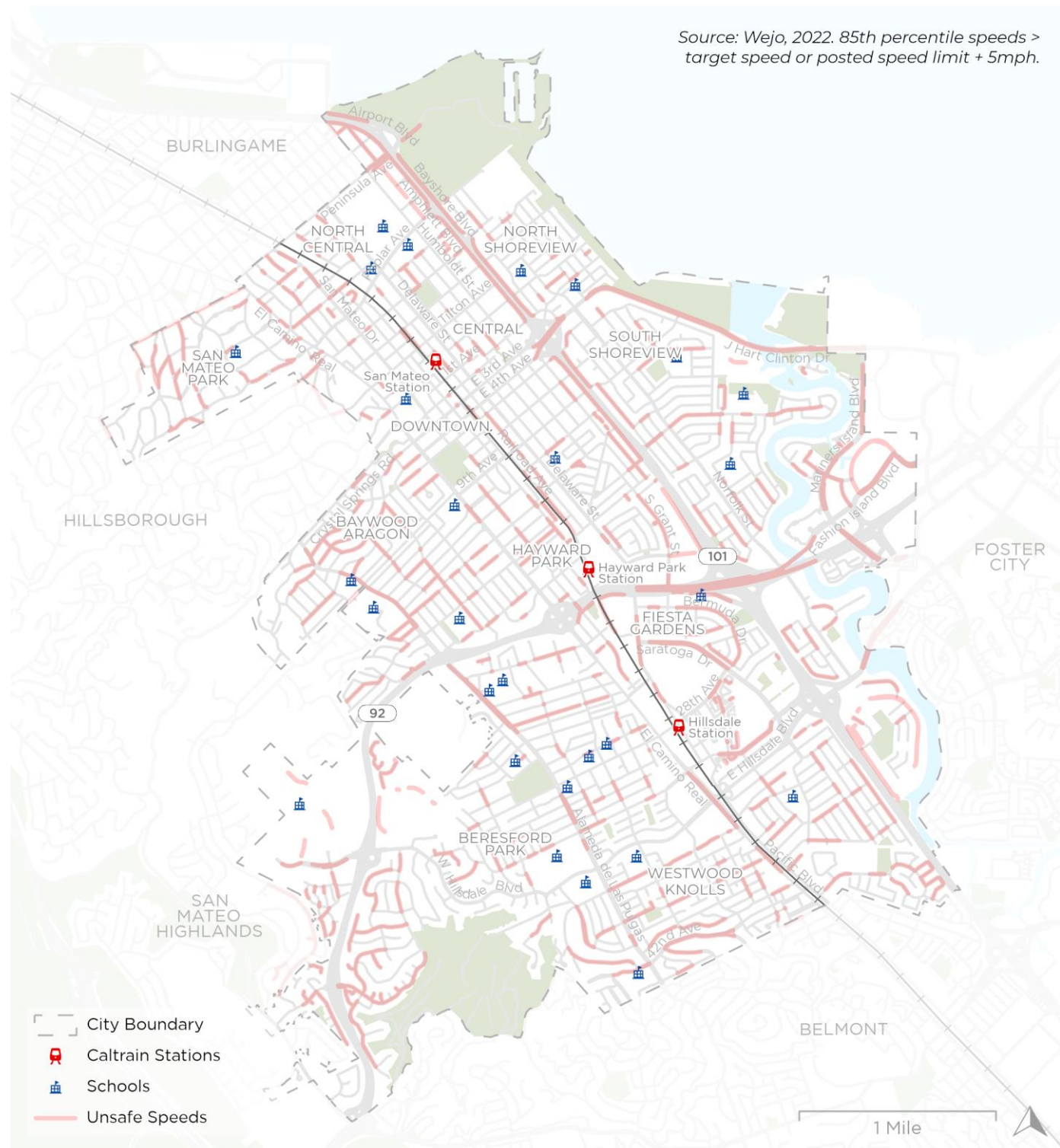




UNSAFE SPEEDS

Some streets see unsafe vehicle speeds substantially higher than the speed limit. These include parts of Alameda de las Pulgas, Bayshore Blvd, and Amphlett Blvd.

Unsafe Speeds
Wejo, 2022





THE AUTO EXPERIENCE...

Is heavily influenced by San Mateo's location and historical development prioritizing auto mobility and parking



Heavy Traffic Conditions due to City Location

- Between San Francisco and Silicon Valley, two major commercial regions
- Direct access to East Bay and the coast
- Many pass through, creating traffic for the city



Arterial Roads

- Patterns of development have created driveways along most high-speed and high-traffic arterials
 - Conflicts regarding safety



Cut-through Traffic

- Neighborhoods close to major arterials have been increasingly affected by cut-through traffic
 - Produces heavy congestion



THE AUTO NETWORK...

Creates major barriers for other modes of transportation



Barriers

- US 101 (E/W)
- SR 92 (N/S)
- El Camino Real (E/W)
- Major arterials



Low Connectivity

- E/W travel without an automobile is difficult



TRUCKS IN SAN MATEO



WHAT ARE THE PRIMARY PLANS COVERING TRUCKS?

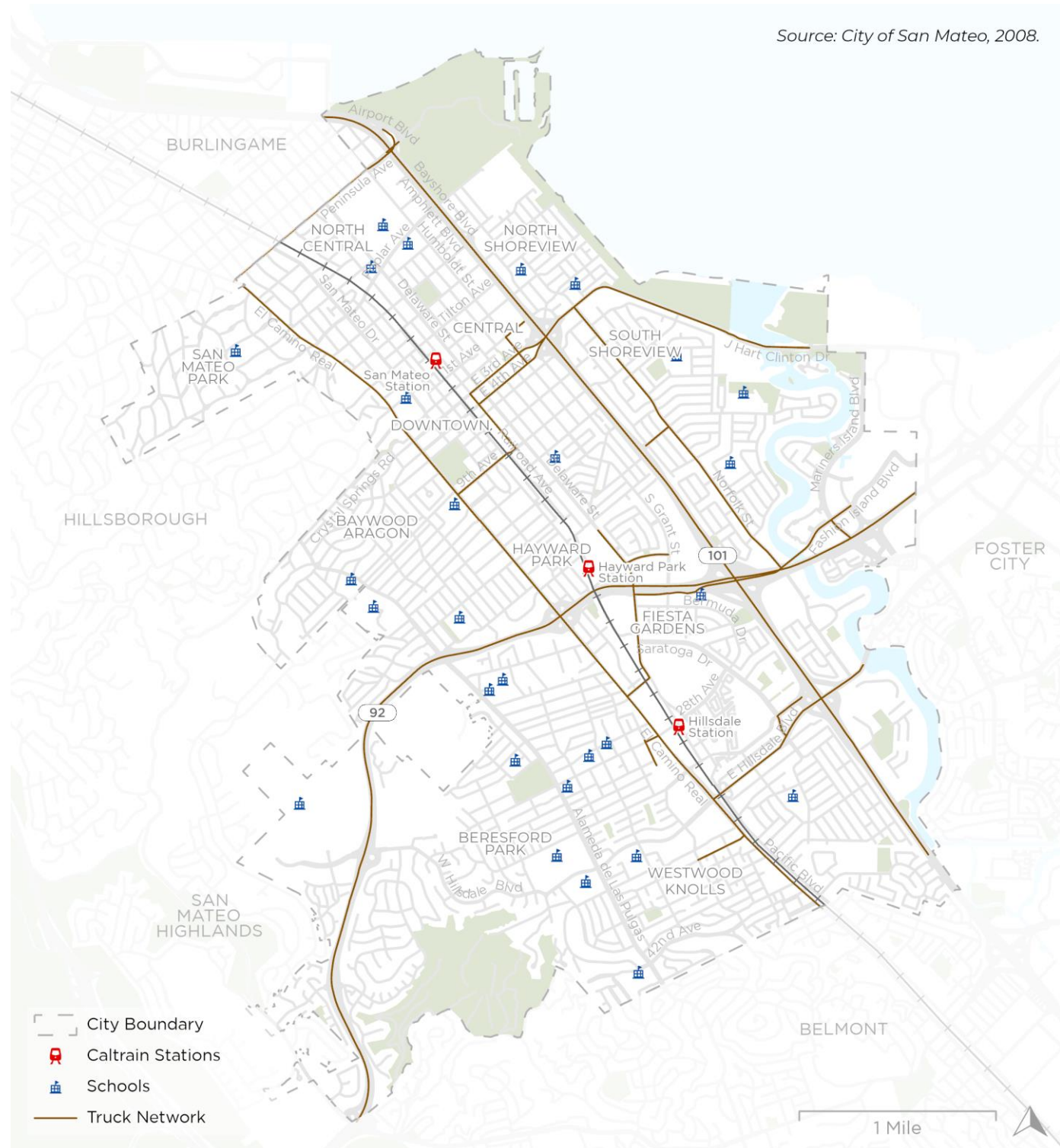
Truck Route Study (2008)



TRUCK NETWORK

Trucks in San Mateo are limited to the highways and the streets accessing them.

Source: City of San Mateo, 2008.



Freight Intensive Land Uses

City of San Mateo (2008)



GREEN INFRASTRUCTURE IN SAN MATEO



SUSTAINABLE STREETS PLAN (2015)

Topic Area	Key Elements	Potential Enhancements
Goals	De-emphasize automobiles, adapt to tech/changes, visualize future streets, pollution and runoff, trees	Incorporate “green infrastructure plan” to analyze city canopy + stormwater elements
Policies	Vision Zero, multimodal mobility, SRTS + education, equity focus	Curb space analysis for multimodal use
Network and Projects	Street typologies + overlays 3 key, short-term projects (San Mateo, Grant, ECR)	Standardize elements of complete and green streets in design
Priorities	3 projects + programmatic elements	Develop ranking of key priorities, tying in with PMP
Design Guidance	Frameworks for street typology and overlays, geometric design, green infrastructure integration	-

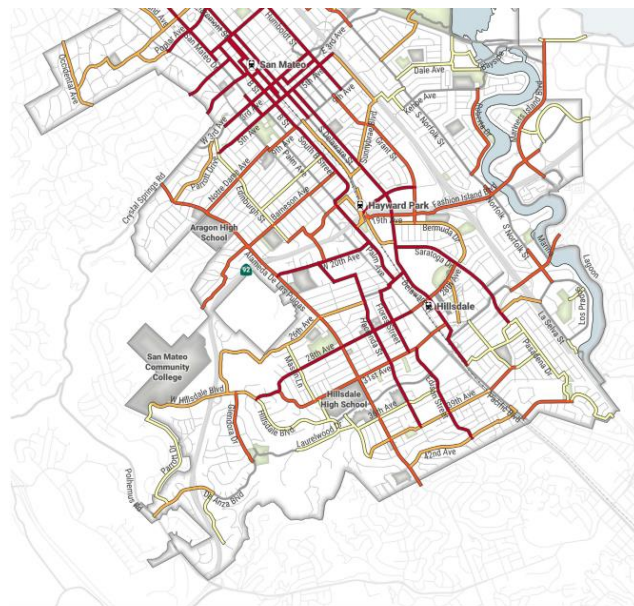


SUSTAINABLE STREETS CITY OF SAN MATEO

Final Plan

February 2015

Project funded by a Caltrans Community-Based Transportation Planning Grant



Prioritized Proposed Bicycle Network

Proposed bikeways

Prioritization Score*

Low (0-16)

Medium-Low (16-19)

Medium-High (19-24)

High (24-35)

Existing Bikeways

Caltrain Stations

Rail Lines

Parks

Schools

Water

*The minimum score possible is 40; however no project received full points in each category and therefore the highest actual score is 35.



MULTIMODAL LOCAL PLANS



HIGH INJURY NETWORK (HIN)

This high injury network maps where fatal and severe pedestrian, bicycle, and automobile injury collisions; youth injury collisions; and active injury collision occurred. Combined with the Local Road Safety Plan draft priority areas, this provides a basis for defining safety needs citywide.

Youth-Based HIN, Draft LRSP Priority Intersections and Segments

C/CAG of San Mateo County, 2022.
C/CAG of San Mateo County, 2023.

Source: C/CAG of San Mateo County, Youth-Based High Injury Network (HIN) Report, 2022.
C/CAG Draft LRSP Priority Intersections and Segments, 2023.





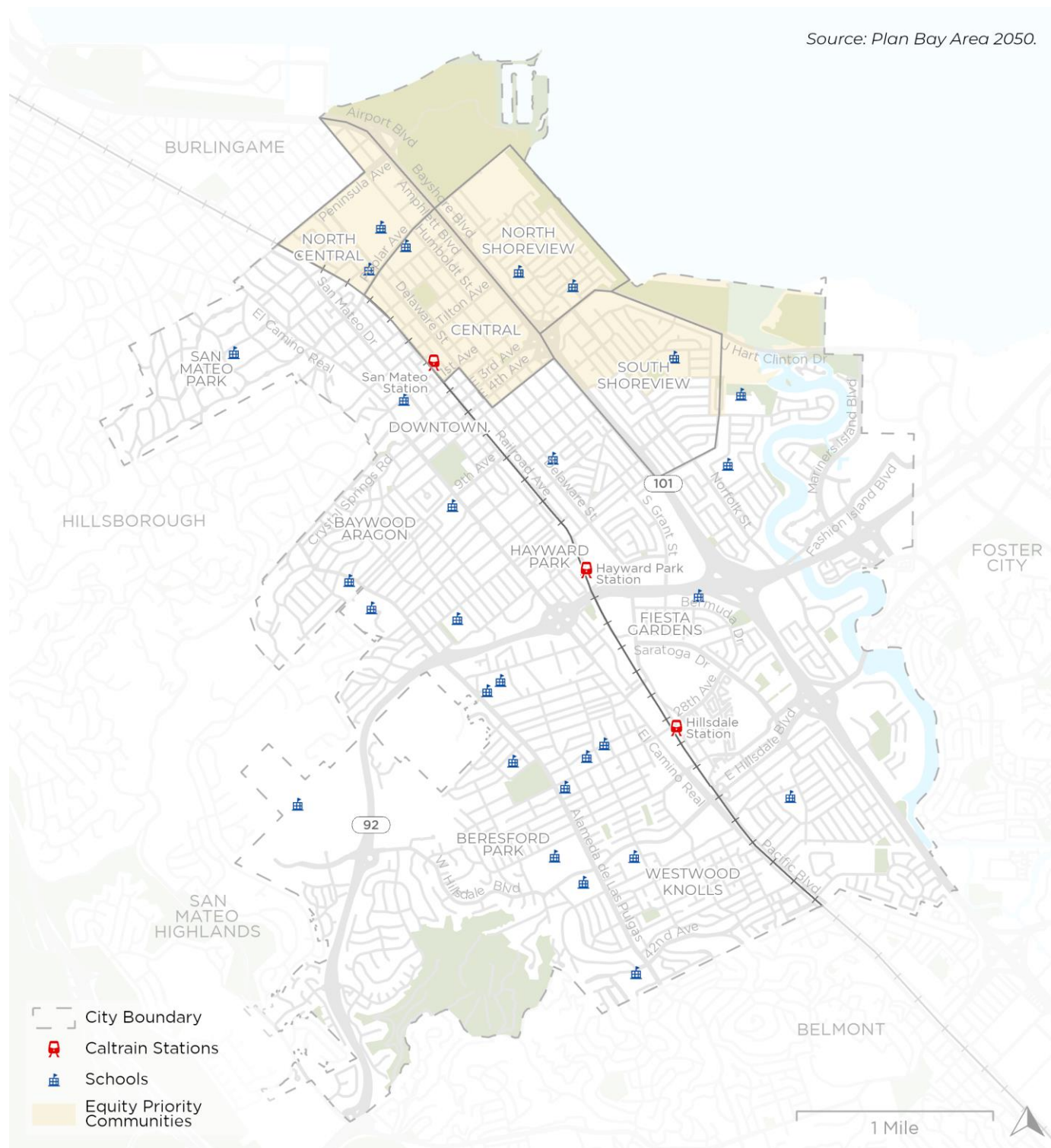
EQUITY PRIORITY AREAS

Equity Priority Communities (EPCs) are historically underserved communities—typically lower income communities of color - designated by the Metropolitan Transportation Commission (MTC). The designation helps inform equitable investment decisions.

4 Designated Equity Priority Communities in the City of San Mateo

MTC, Plan Bay Area 2050 (2021)

Source: Plan Bay Area 2050.





Source: Plan Bay Area 2050.

CENTRAL

The Central neighborhood is mostly made up of local roads and is majority Hispanic or Latino.





IN THE CENTRAL NEIGHBORHOOD...

Previous plans have identified safety issues and additional needs



Poor Transit

- Residents don't feel safe waiting for transit
- Accessing schools outside of SamTrans hours is difficult



Street Safety

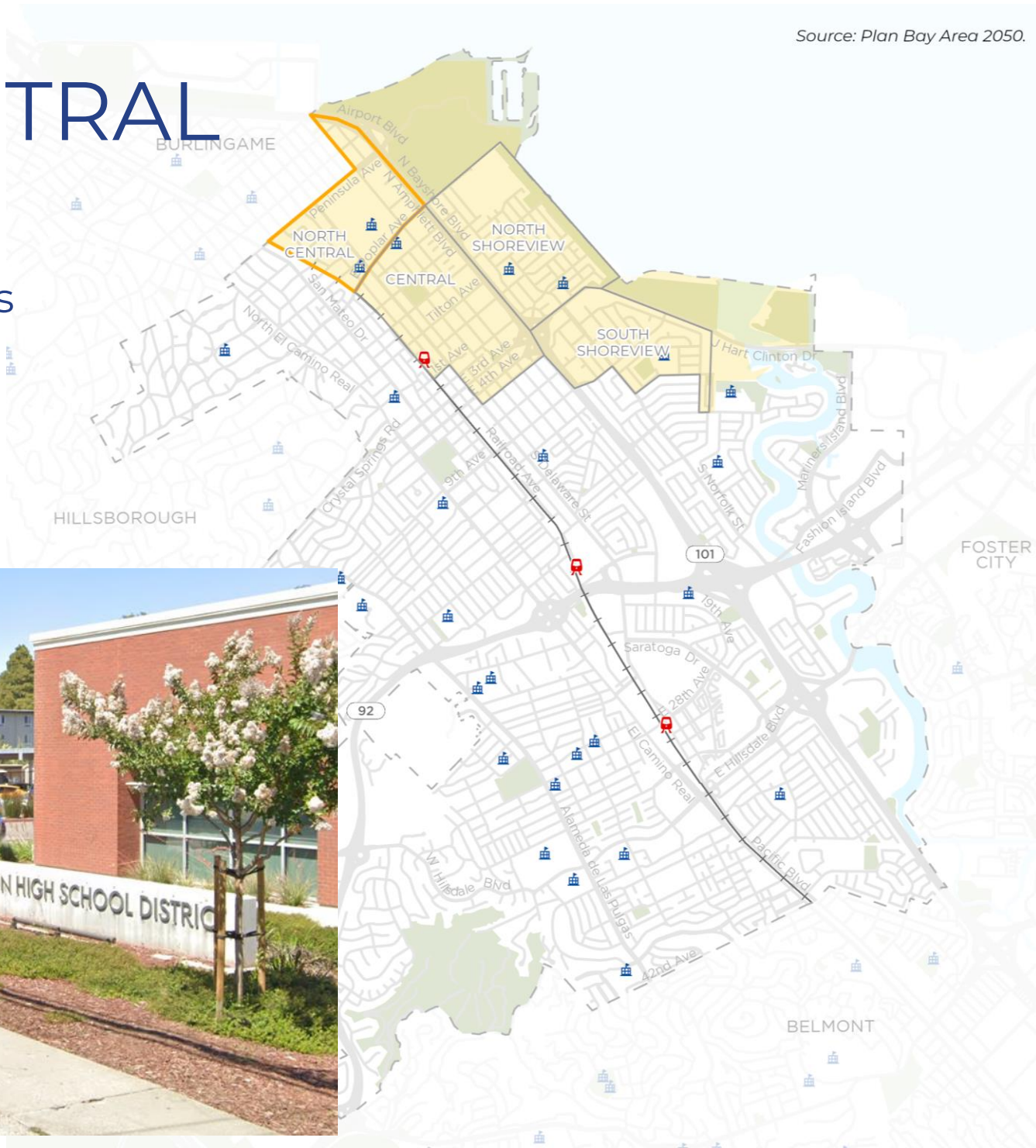
- Fast moving traffic
- Poor lighting
- Cut-through traffic



Source: Plan Bay Area 2050.

NORTH CENTRAL

The North Central neighborhood has a mix of local and arterial roads and has more than double the population density of San Mateo.





IN THE NORTH CENTRAL NEIGHBORHOOD...

Previous plans have identified safety issues and additional needs



Congestion and Street Safety

- Congestion from cut-through traffic
- Bus congestion around San Mateo High School and College Park Elementary
- Fast moving traffic during peak rush hours and school dismissal

A Complete Streets North Central Plan is currently in development.



Source: Plan Bay Area 2050.

NORTH SHOREVIEW

The North Shoreview neighborhood is made up of mostly single-family homes and has great access to the shoreline and recreational facilities.





IN THE NORTH SHOREVIEW NEIGHBORHOOD...

Previous plans have identified safety issues and additional needs



Street Safety

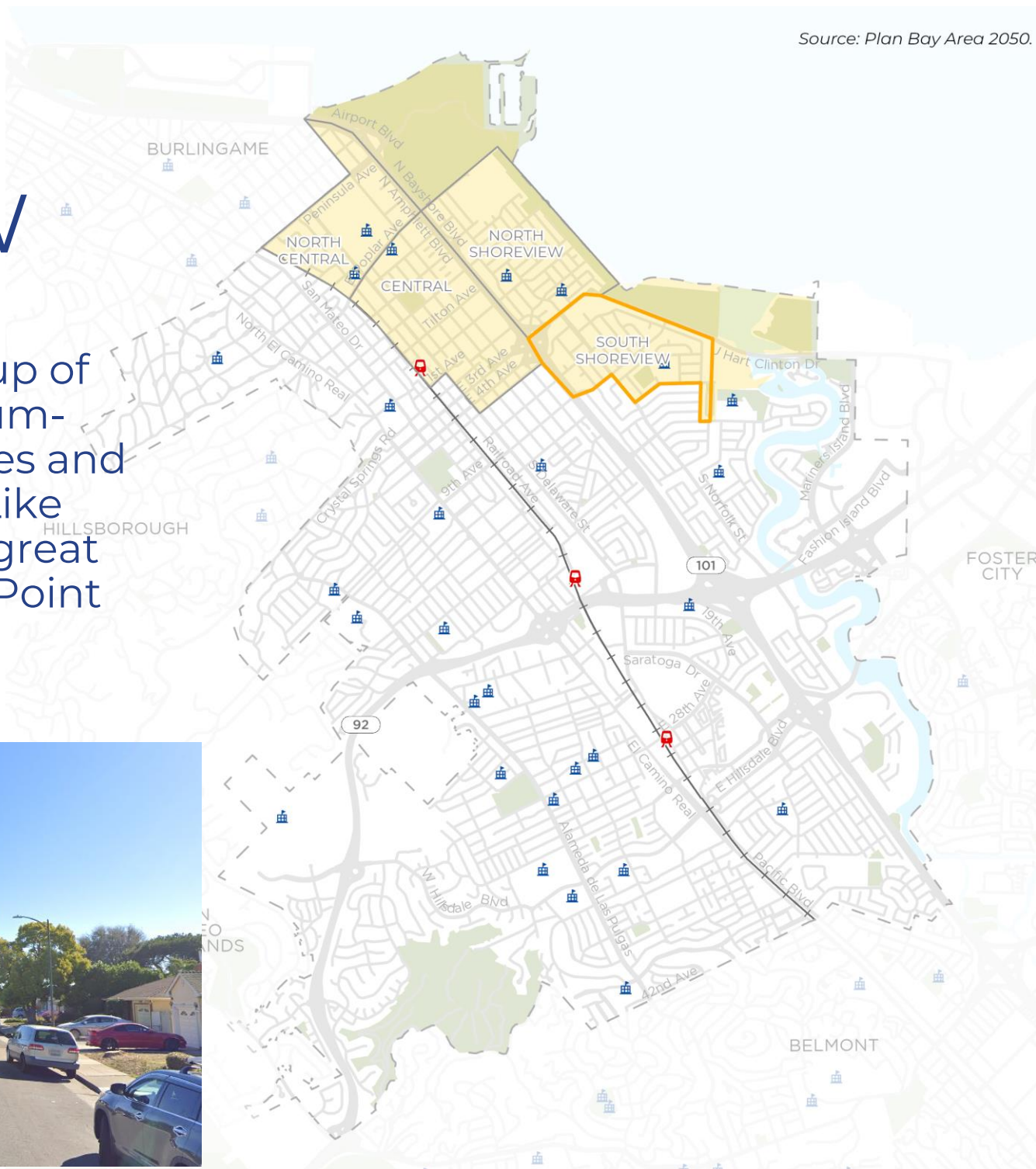
- Speeding, especially near elementary and middle schools
- Parking on rolled curbs/sidewalks
- Cut-through traffic



Source: Plan Bay Area 2050.

SOUTH SHOREVIEW

The South Shoreview neighborhood is made up of primarily small to medium-sized single-family homes and apartment complexes. Like North Shoreview, it has great coastal access and Seal Point Park is to its north.





IN THE SOUTH SHOREVIEW NEIGHBORHOOD...

Very little formal transportation planning has occurred



Observations

- SamTrans Route 250, which runs every 15 minutes during weekday peak hours, serves the neighborhood
- The waterfront Seal Point Park offers a multitude of outdoor trails and activities (e.g. dog park and outdoor classrooms)



DEMOGRAPHICS



IN SAN MATEO...



18.9%
speak
Spanish



16.0%
speak Asian/
Pacific
Islander
languages



Over 20% of some neighborhoods have limited English-speaking proficiency.

Language and fear of government were barriers to participation in past efforts.





SAN MATEO IS YOUNG

Citywide



6.7% of residents are under 5 years old

20.6% of residents are under 18 years old

Countywide



5.2% of residents are under 5 years old

19.9% of residents are under 18 years old





SAN MATEO IS ALSO AGING

Citywide



16.8% of residents are 65 years or older.

San Mateo is a designated Age-Friendly Community by the World Health Organization.



Seniors' priorities for reducing traffic

- Pedestrian improvements
- Safe routes to school
- Enhanced transit options
- Bike facilities

