



Transit-Oriented Development Pedestrian Access Plan

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Agenda



- Summary and Findings
 - Community Engagement
 - Existing Conditions Review
- Project Prioritization Metrics

Requesting feedback on the prioritization metrics

Background

- Goal: Increase safety and comfort for pedestrians within the City's transit-oriented development areas and near high-quality transit to encourage walking to transit
- Grant Funded - Transportation Development Act (TDA) Article 3







Community Engagement

Community Engagement Plan

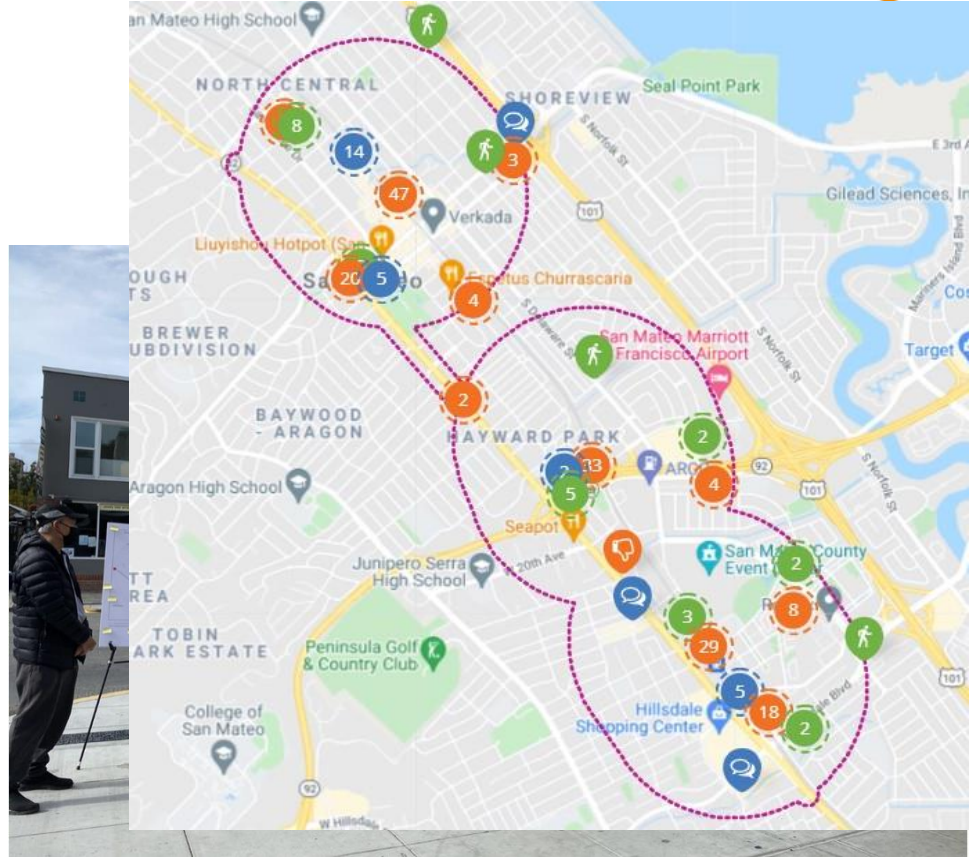


- Presented August 11, 2021 meeting
- Who to outreach with and how to reach them
- Outreach Goals
 - Inform
 - Engage
 - Listen and Build Trust



Outreach Summary

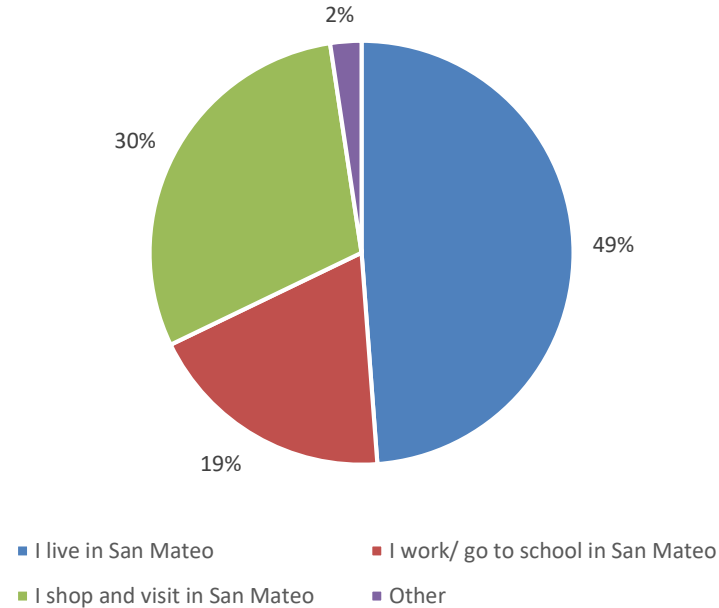
- September 20 to October 31, 2021
- Pop-Up Events at 6 locations
- 3 Virtual Focus Groups
- Online survey and interactive mapping activity
- Sidewalk decals
- Social Media Posts
- Reached out to neighborhood and homeowner associations and community groups with flyer and project webpage



Survey Participation



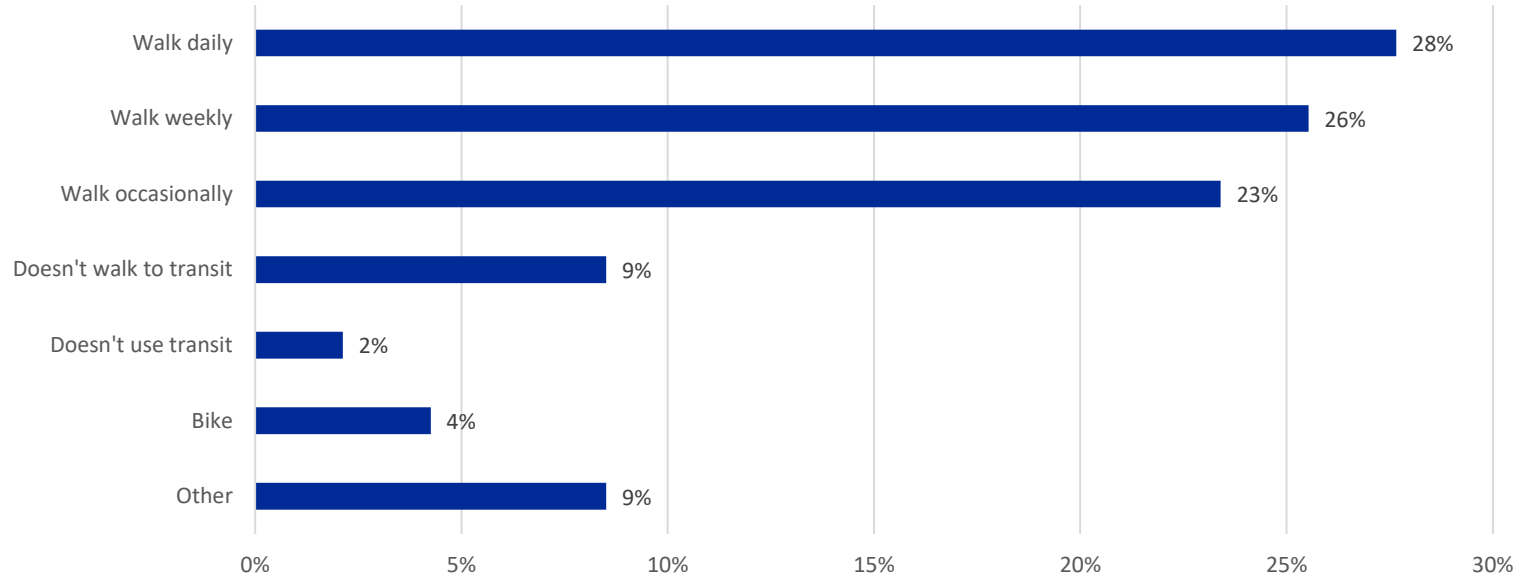
What is your relationship with San Mateo?



Survey Feedback



How often do you walk to transit in San Mateo?



Survey Feedback



What would have the greatest positive impact on your walking experience?

- ★ Improved Lighting
- ★ Improved Crosswalks (e.g., bulb-outs)
- ★ More Frequent Crossings
 - Accessible Pedestrian Facilities
- Wider Sidewalks
- Trees and Landscaping
- Enhanced Pedestrian Crossings
- Slowing Vehicles Down (e.g., speed bumps)

Summary of Feedback



Top Areas of Concern (in descending order)

1. 28th Ave. and El Camino Real Intersection
2. Hillsdale Caltrain Station at 28th Ave., Derby, & Curiosity Way (access & crossing tracks)
3. Franklin Pkwy and Baze Road-Mena Dr.
4. Hayward Park Caltrain Station (access & crossing tracks)
5. 17th Ave. and El Camino Real
6. Intersections along 2nd Ave. between San Mateo Dr. and N. Railroad Ave.
7. El Camino Real between Tilton Ave. and E. 5th Ave.
8. El Camino Real and 20th Ave.
9. Monte Diablo Ave. between N. Eldorado St. and Fremont St.
10. Tilton Ave. between N. B St. and S. Fremont St.



Existing Conditions Review

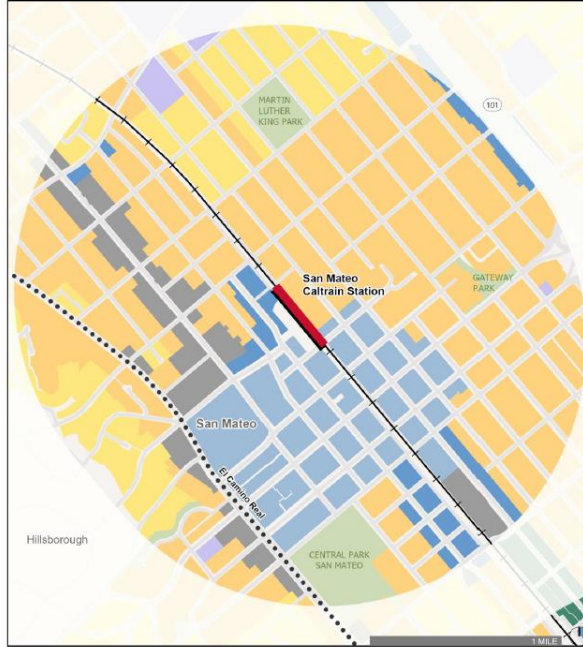
Existing Conditions Review



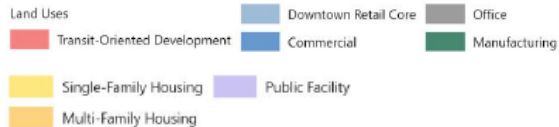
Category	Data Reviewed
Land Use and Demographics	Land Uses
	Landmarks (Schools, Senior Centers, Libraries, etc.)
	CalEnviroScreen
Existing Transportation Facilities	Roadway Typology
	Locations of Signalized Intersections
	Level of Traffic Stress
	Pedestrian Collisions
	Locations of Missing Sidewalks
Planned Improvements	Development Projects (Upcoming and Under Review)
	Planned Pedestrian Improvements (City of San Mateo Pedestrian Master Plan, 2012)

Existing Conditions Review

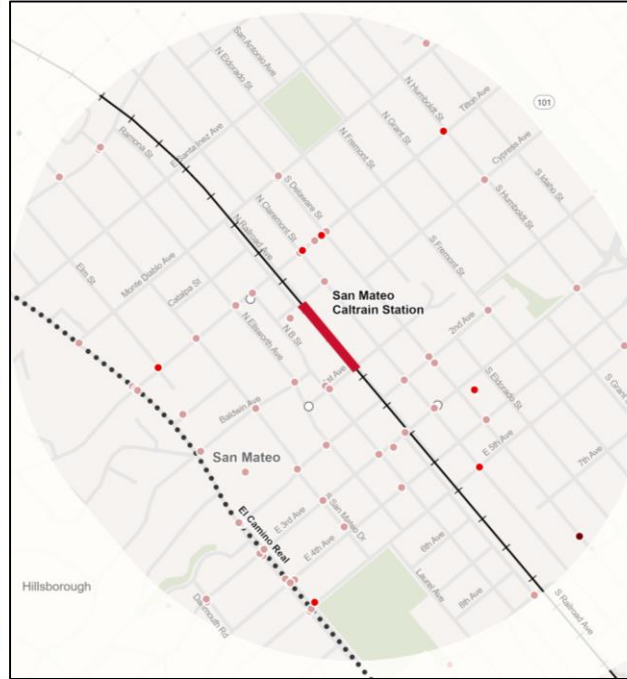
Land Use



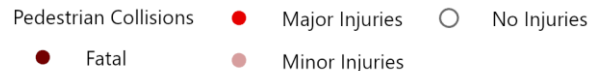
Source: City of San Mateo, 2021



Pedestrian Collisions



Source: City of San Mateo, 2017-May 2021, [City of San Mateo Collision Traffic Data](#)



Roadway Typology



Source: City of San Mateo, 2021





Project Prioritization Metrics

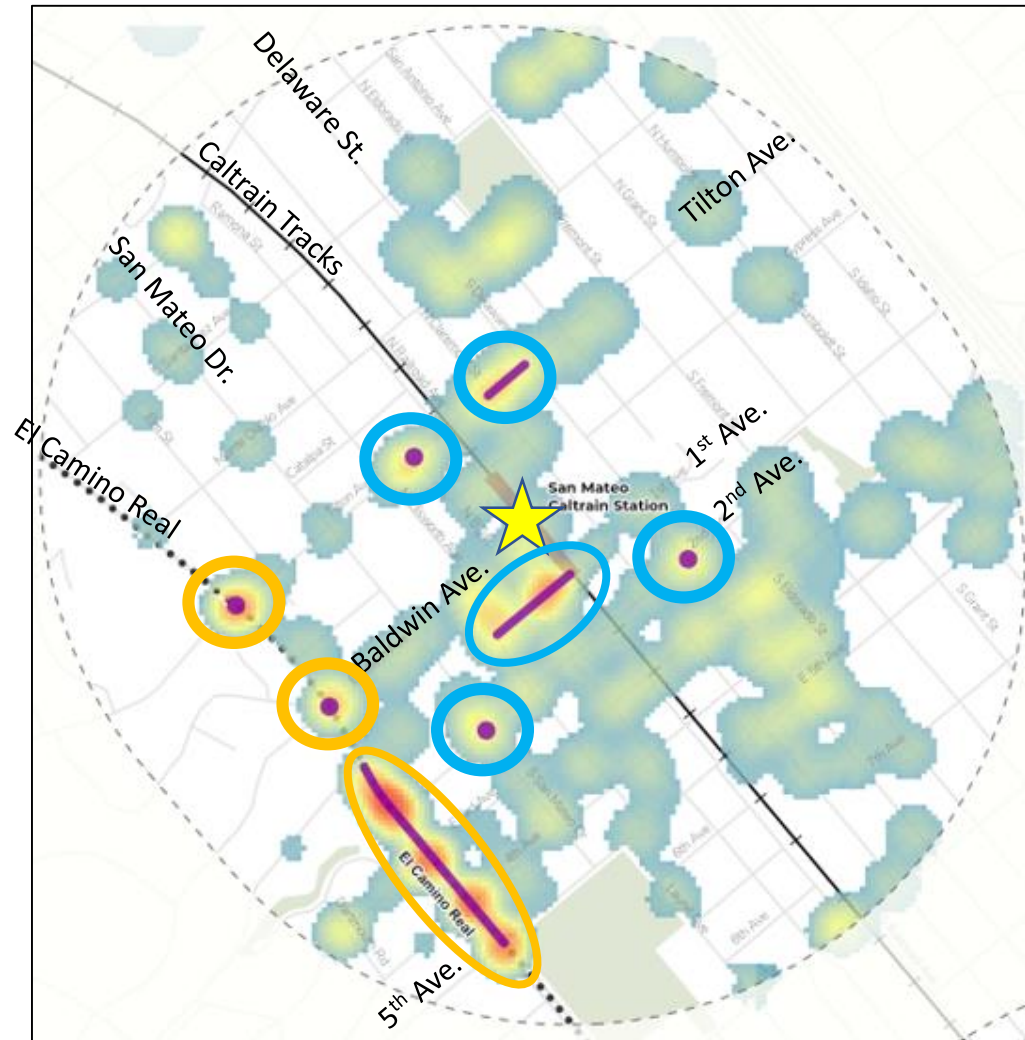
Proposed Prioritization Metrics



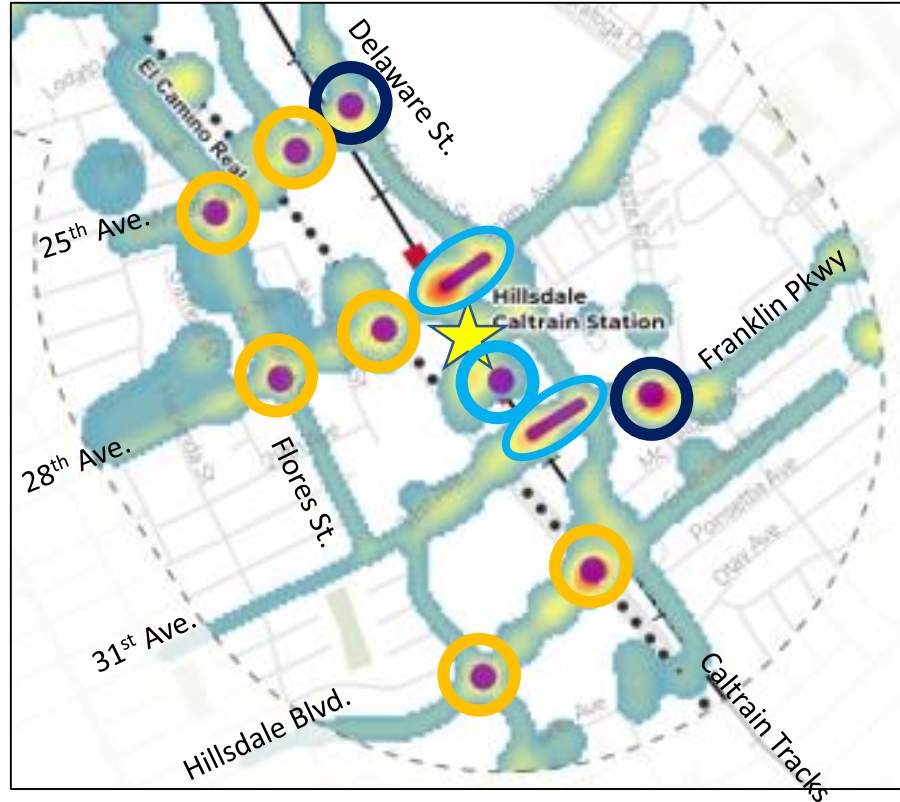
Metric	Description	Prioritization Weight
Streets Providing Access to Stations	Streets identified as main walking connections to the Caltrain stations	High (Station Access Streets) Low (Connector Streets)
Pedestrian Collisions	Reported pedestrian collisions within the study area	Medium
Community Outreach Feedback	Pedestrian issues identified through community outreach	Medium
Vulnerable Communities (CalEnviroScreen)	Uses environmental, health, and socioeconomic information to measure community vulnerability to pollution at the census tract level	Low
Schools	Areas within 1 block of Schools	Low
Senior Housing	Areas within 1 block of Senior Housing	Low
Development Projects	Upcoming development projects that are either under review or under construction within the study area	Low

Draft Priority Locations Downtown

Heat Map of Prioritization Metrics
for Downtown



Draft Priority Locations - Hayward Park and Hillsdale



Heat Maps of Prioritization Metrics for Hillsdale (left) and Hayward Park (right)

Feedback



- Do the proposed metrics accurately reflect the Plan's goals?
- Are there any additional metrics or changes to the proposed metrics or weights that you would suggest?
- Are there any intersections or corridors that you feel should have been on the priority locations map based on the prioritization metrics used?

Next Steps

- Develop site-specific improvements and planning-level cost estimates for priority locations
- Identify potential funding opportunities
- Overlap with other planning projects (SamTrans study, Hillsdale Gap Closure project)

Potential Pedestrian Improvements



Lighting



Median Islands



Crosswalks



Trees and Landscaping



Longer Crossing Times



Accessible Curb Ramps



Wider Sidewalks



Flashing Pedestrian Beacons



Audible Push Buttons

Timeline





Thank You

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