



SAN MATEO CITYWIDE COMPLETE STREETS PLAN

Meeting



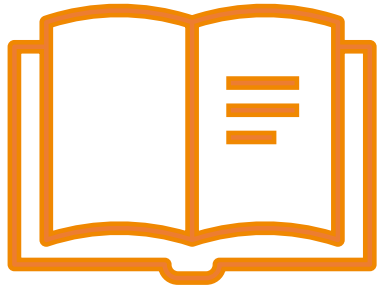
FEHR  PEERS

OUTLINE

1. Introduction
2. Outreach Summary
3. Policies and Design Standards Manual
4. Recommendations
5. Next Steps: Priority Corridors
6. Commission Feedback
 - High-Needs Corridors
 - Draft Policies



What Is A Complete Streets Plan?



**Comprehensive
Playbook**



**Implementable
Plan for Safe,
Reliable, and
Accessible Travel
Options**



**Collaborative
Process**



What Will the Complete Streets Plan Include?



San Mateo Complete Streets Plan



Auto, Goods Movement,
Transit, Biking, and Walking



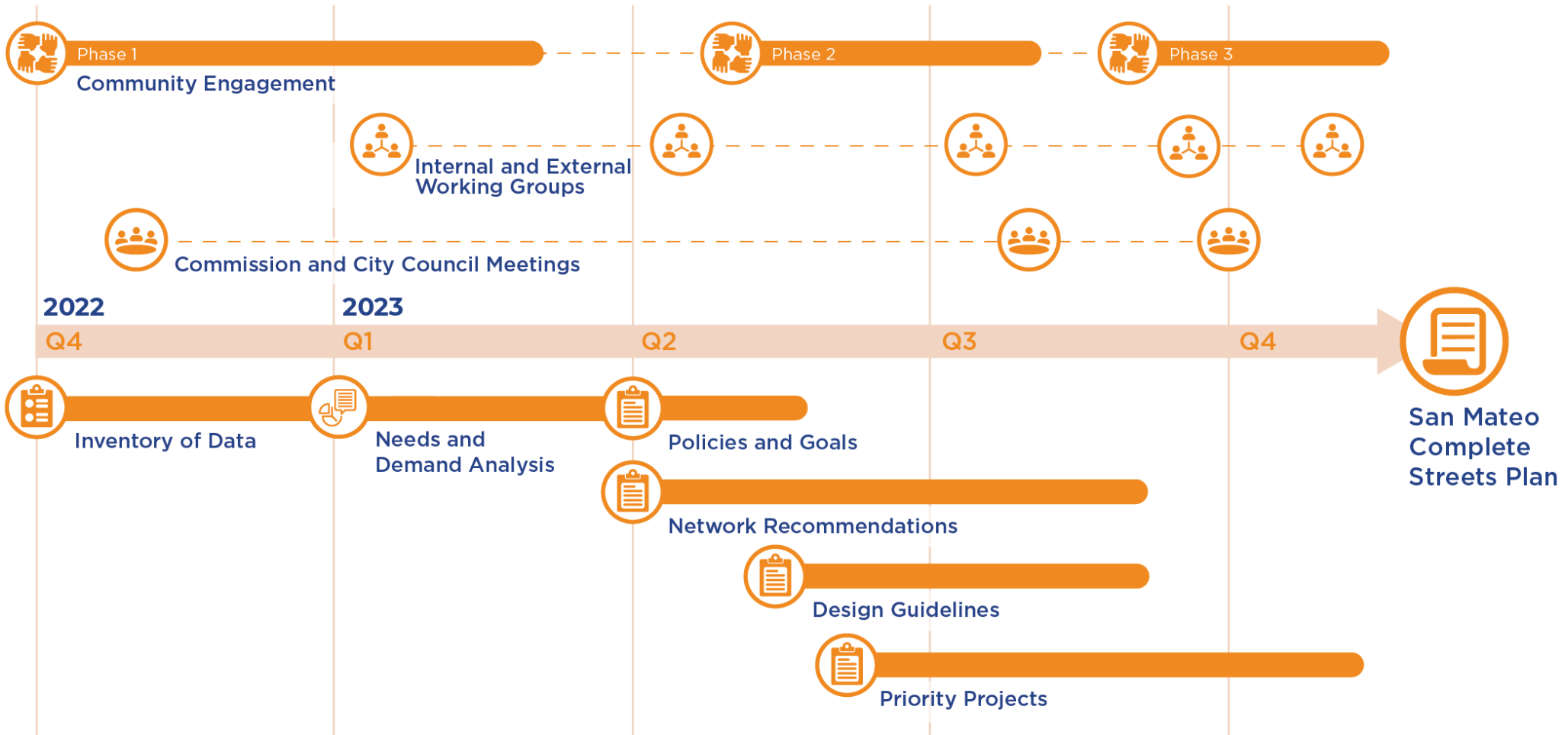
Green Infrastructure



Sewer
Utilities



PROCESS AND TIMELINE





OUTREACH SUMMARY



Engagement Approach



**Stakeholder
Interviews**



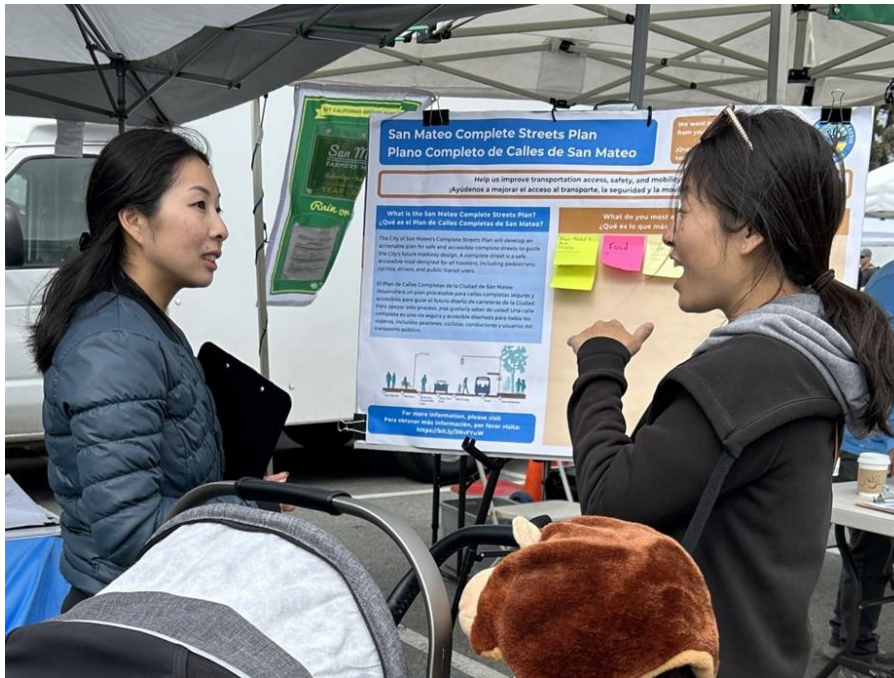
Partnerships



**Spanish
Translation**



**Multiple
Formats**



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



Summary of Phase 1 Engagement



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



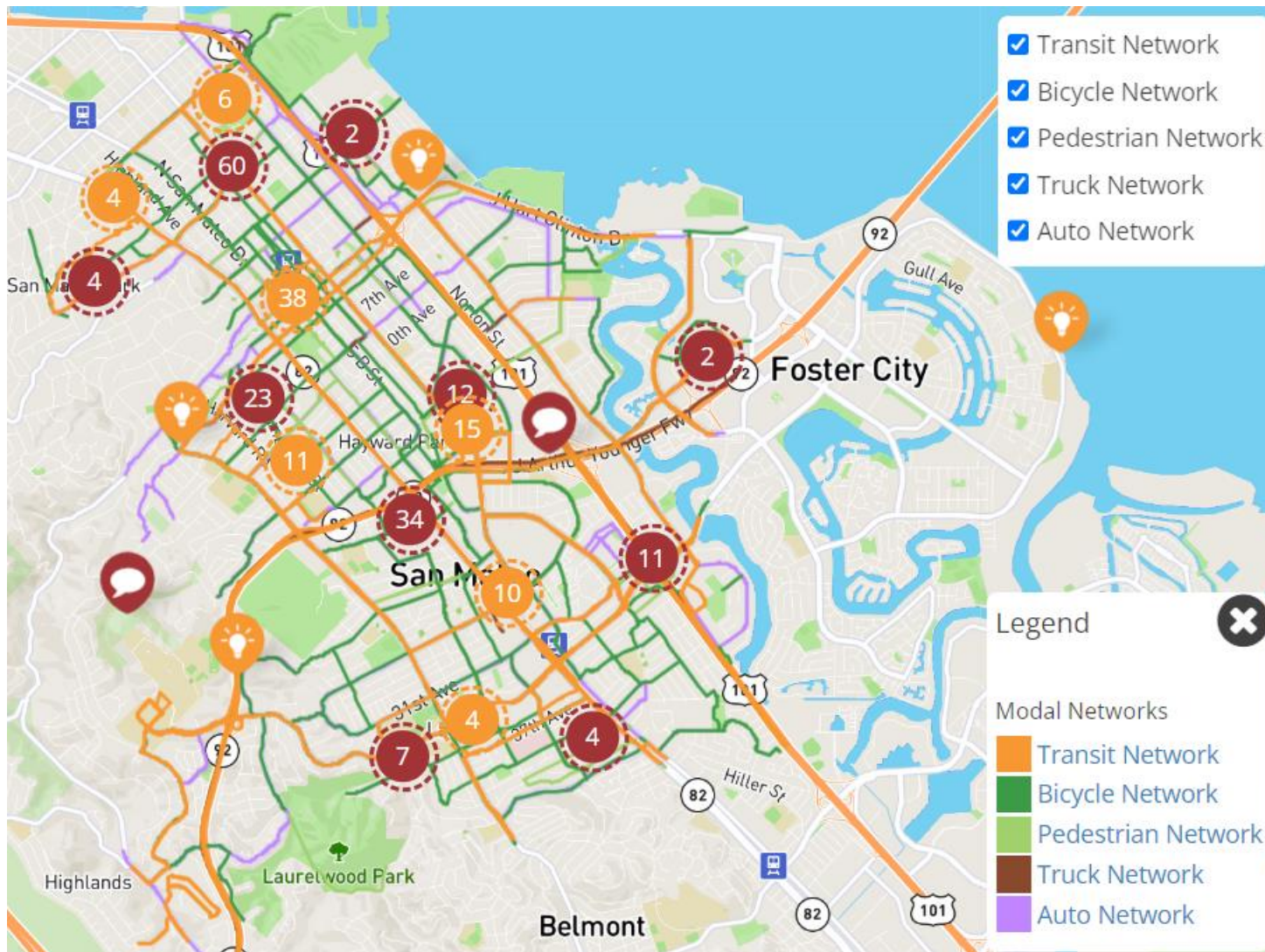
College of San Mateo Farmers Market (~ 80 participants)

July 8, 2023



Online Engagement

Social Pinpoint Closed for Comments on September 6, 2023.



**We have
gotten
significant
input online.**

537
Unique Visitors

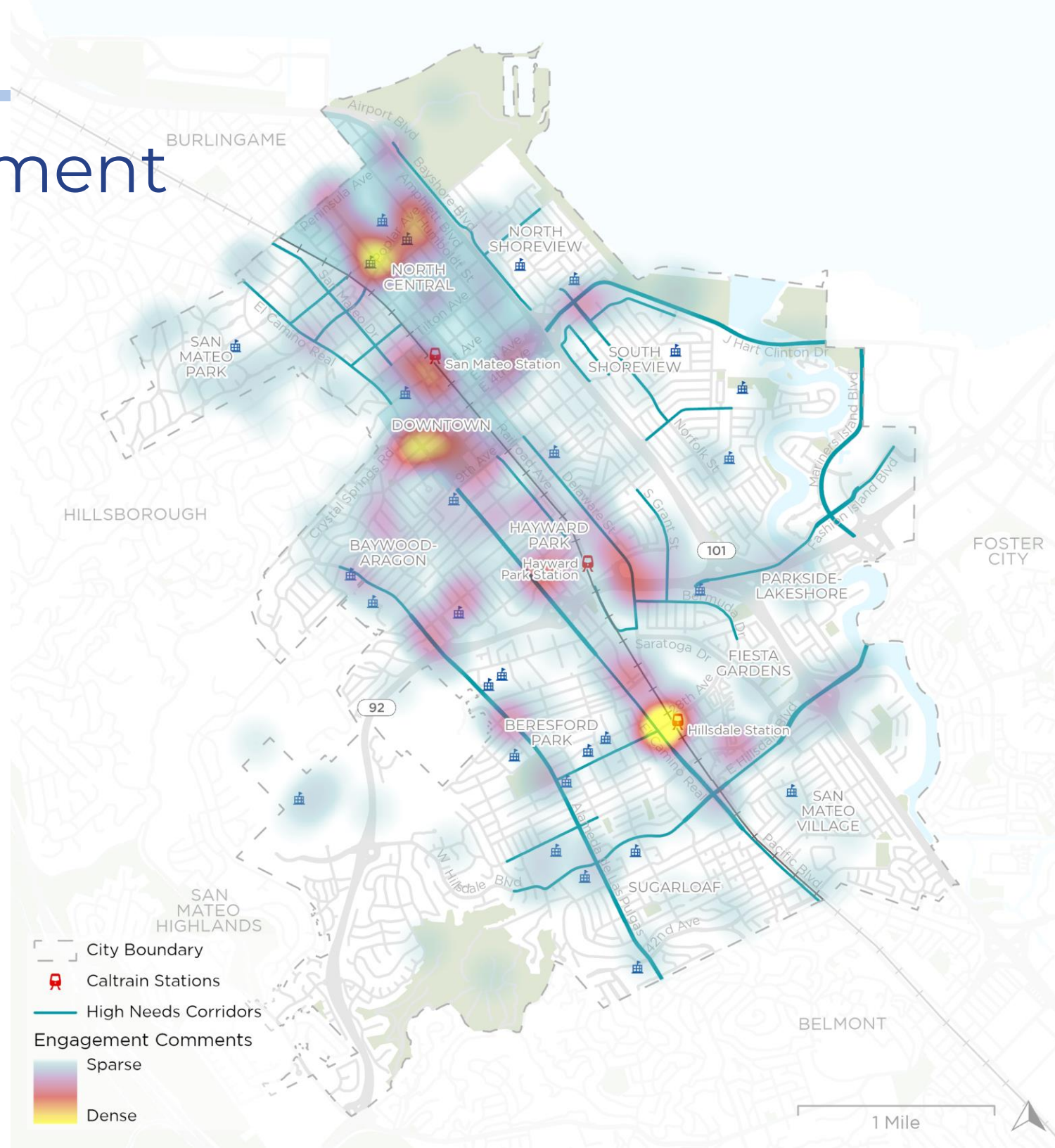
107
People
Commented

323
Comments



All Engagement Comments

- Comments are most dense near the Hillsdale Caltrain Station and relate to station access
- Downtown and North Central neighborhoods have the second highest concentration of comments





Engagement Summary



Safety



Connectivity



Congestion



Accessibility



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



DRAFT COMPLETE STREETS POLICIES



Complete Streets Plan Policy Development



Clear, Vision-
Driven Direction



State and
Regional
Alignment



Guidance for
Implementation



Complete Streets Plan Policy Development



General Plan 2040 Update (2023)

- Circulation
- Urban Forest
- Environmental Justice



Modal Plan Policy Review



Best Practice Review



**San Mateo
Complete
Streets Policies**



Draft Complete Streets Plan Policies

Setting the Foundation

The Complete Streets Plan Policy Principles will follow established **federal, state, regional, and local policies** are utilized as the basis for design decisions.

These policies include the forthcoming City of San Mateo 2040 General Plan, City of San Mateo 2020 Climate Action Plan, MTC's Vision Zero Resolution, and MTC's Complete Streets Policy (MTC Resolution No. 4493).

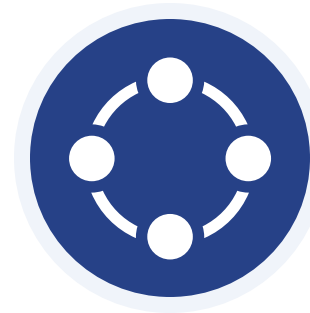




Prioritize Safety for All Modes



Get to **zero fatal and severe injury collisions** by 2030



Adopt a **Safe System** Approach

POLICY IMPLEMENTATION ACTIONS



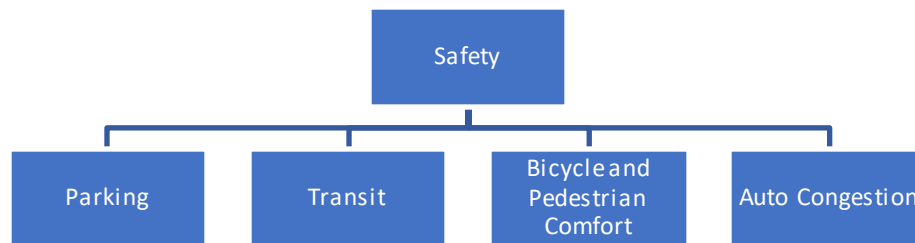
- Update the Neighborhood Traffic Calming Policy
- Set local speed limits based on CA MUTCD Revision 7



- Proactively and reactively implement Design Manual crosswalk policy systematically
- Implement data-driven bike facility selection per the *NACTO AAA Bicycle Facility Selection Guide*



Rebalance Complete Streets Priorities



Consistent with Design Manual **street types**, assess use of street space by modal priority.

Complete Streets priorities are **not necessarily mutually exclusive**.

POLICY IMPLEMENTATION ACTIONS



- Utilize and implement the comprehensive toolbox of data-driven strategies included in the Design Manual
- Implement the ADA Transition Plan
- Design for fire and emergency vehicle access



- Launch a Complete Streets public education campaign
- Develop a simple one-page fact sheet for each project to clearly and transparently define and assess performance measures



Policy Principles



Fund and Implement Complete Streets

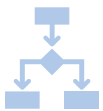


Require **collaborative and coordinated Capital Spending Plan requests** by department

POLICY IMPLEMENTATION ACTIONS



- Establish clear guidance that describes when Council and Commission input is necessary
- Use equity and safety as prioritization factors in all plans and projects



- Require private development to complete a Developer Checklist that documents and requires Complete Streets infrastructure improvements to mitigate project impacts



- Reorient paving program to include a Repaving Checklist that prioritizes active transportation, safety, and Equity Priority Communities



Engaging Our Communities



Ensure an **inclusive, consistent, and accessible** outreach and engagement standard that promotes **transparency and accountability**

POLICY IMPLEMENTATION ACTIONS



- Design accessible engagement
- Implement project-level engagement strategies that clearly communicate how and why public input will be used



- Post all projects on the website in a clear and consistent format, in coordination with City Communications



DESIGN GUIDE



What is a Design Standards Manual and Why Do We Need One?



Interpretation of
Policy for Design



Clear, Consistent, and
Enforceable Standards



Process for Navigating
Decisions



Complete Streets Design Standards Manual Development



**Review Existing
Policies and Best
Practices**



**Identify Enforceable
Policies and Best
Practices**



**Complete
Streets Policies**



**Complete Streets
Design
Standards**



Complete Streets Plan Design Standards Manual

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Complete Streets Plan Design Standards Manual

Example Design Manual Layout



Chapter 7 | Pedestrian Facilities

Sidewalks

Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the adjacent businesses, homes, and other uses, activating streets socially and economically. Safe, accessible, and well-maintained sidewalks are a fundamental and necessary investment for cities, and have been found to enhance general public health and maximize social capital. Just as roadway expansions and improvements have historically enhanced travel for motorists, superior sidewalk design can encourage walking by making it more enjoyable and safe.

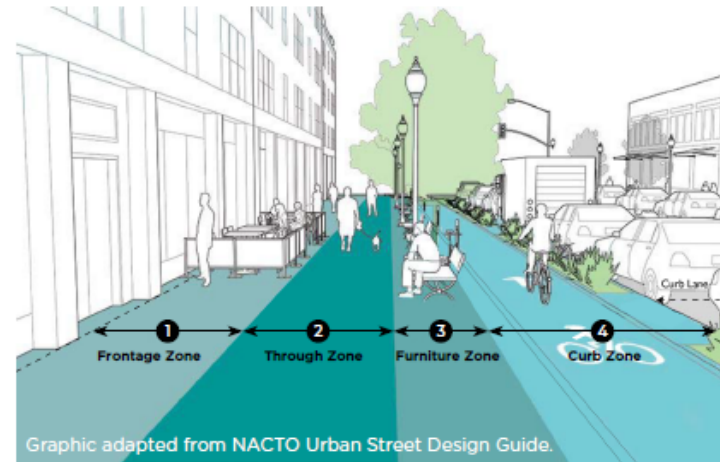
This document specifically identifies and discusses the following four sidewalk zones which are also shown on Figure 7.1.

1. Frontage Zone

Frontage Zone describes the sidewalk space that functions as an extension of the building, whether through entryways and doors or sidewalk cafés, planter pots, or sign boards. Frontage Zones consist of both the building's structure and façade fronting the street, as well as the space immediately adjacent to the building within the public sidewalk.

2. Through Zone

Through Zones are the primary, accessible pathway within the sidewalk cross-section that runs parallel to the street, and ensures pedestrians have a safe and adequate place to walk. In all cases, ADA accessibility minimum clearance requirements are to be met or exceeded.



Graphic adapted from NACTO Urban Street Design Guide.

Figure 7.1: Sidewalks include four zones of activity

3. Furnishing Zone

Furniture Zones accommodate street furniture, utilities, street trees and other landscaping, and facilities for people walking, bicycling, and taking transit. These can include bus shelters, lighting, benches, street signs, kiosks, utility poles, traffic signal controller cabinets, fire hydrants, tree pits, and bicycle parking.

4. Curb Zone

The Curb Zone, the area of the street between the Furniture Zone of the sidewalk, Parking/Loading Lane or roadway. At a minimum, it is a 6 inch curb. But it can also include space for parking meters and space to step out of a vehicle.



RECOMMENDATIONS



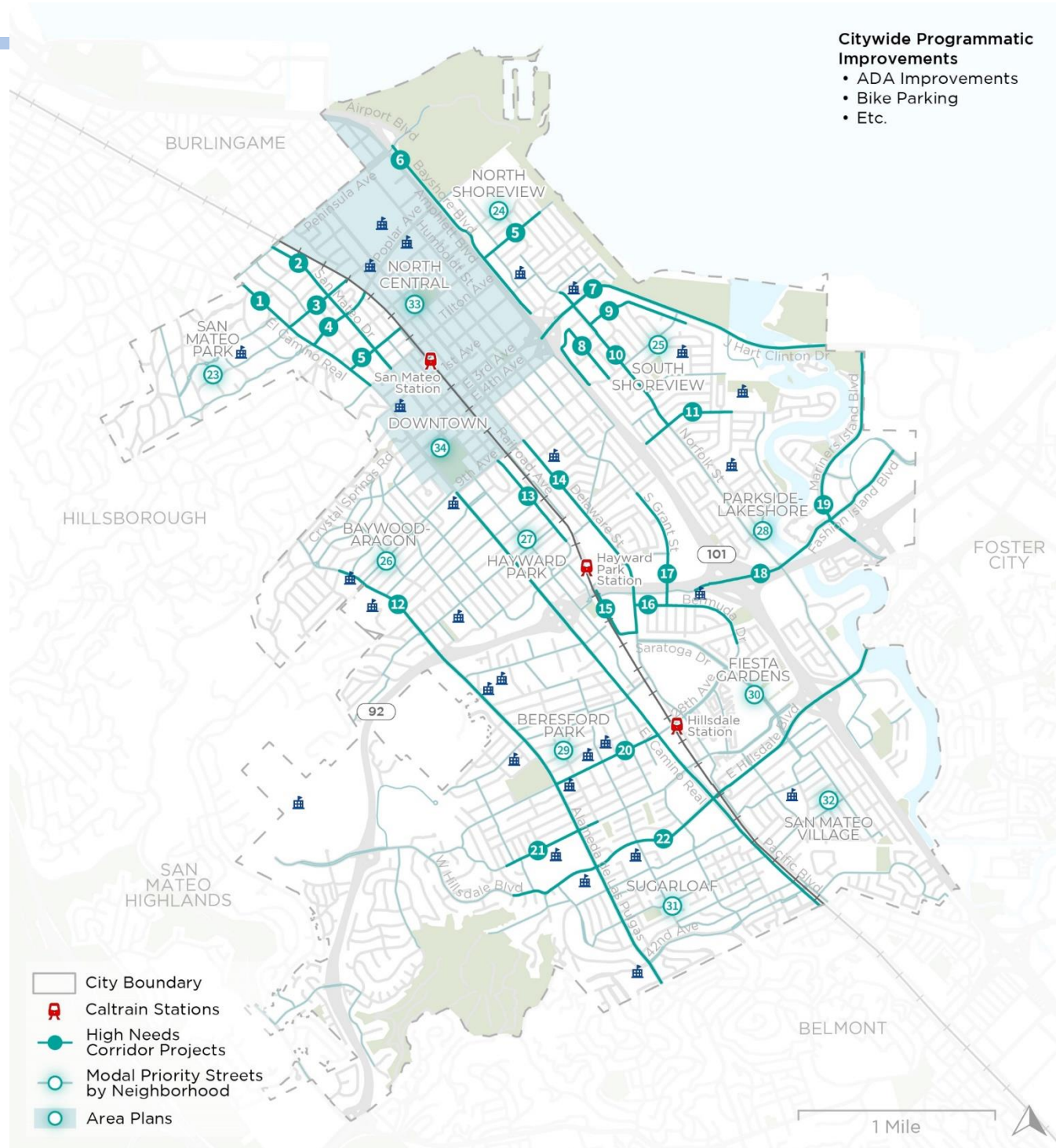
Citywide Needs Assessment





High Need Corridors

Streets in North Central and Downtown removed for further analysis in respective area plans





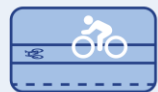
Delaware St

Complete Streets Needs

Modal Priorities



Roadway Characteristics



Bike Lane

292 Med. Freq.

Previously Proposed Projects

2012 Pedestrian Master Plan
2022 TOD Pedestrian Access Plan



Various streetscape and crosswalk improvements

2020 Bicycle Master Plan

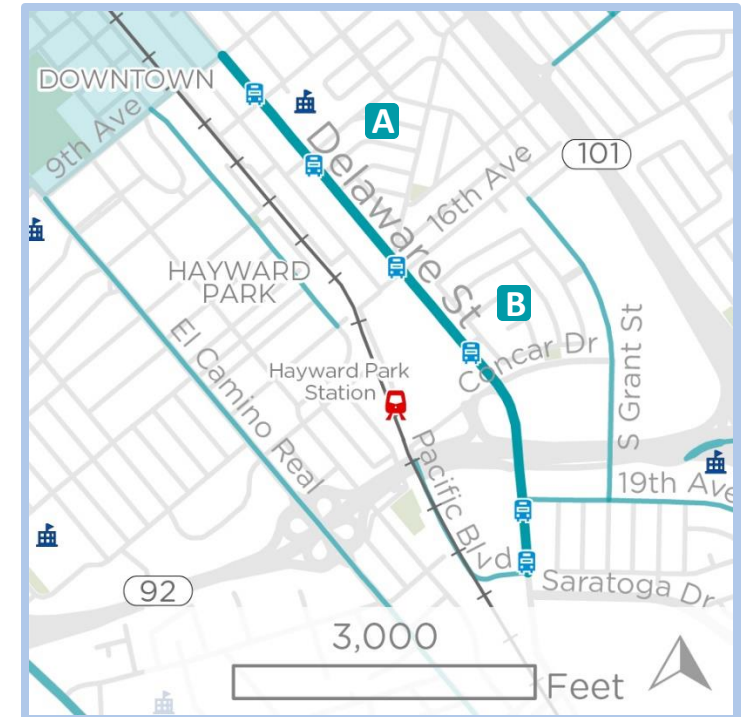


Install buffered BL from 5th Ave to Concar Dr, separated BL from Concar Dr to 28th Ave



Intersection improvement at 19th Ave

9th Ave to Pacific Blvd



Corridor-Wide Recommendations

This corridor is critical for north-south connectivity, especially as it provides a bikeway parallel to El Camino Real.

Install median refuge and RRFBs as systemic treatment to all uncontrolled crosswalks.

Install bus bulbs and route bike lanes behind them.

Segment Recommendations

Segment A North of 16th Ave

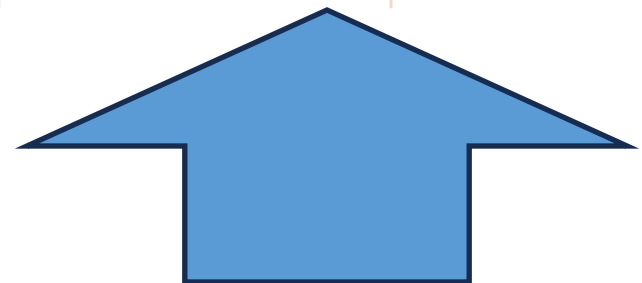
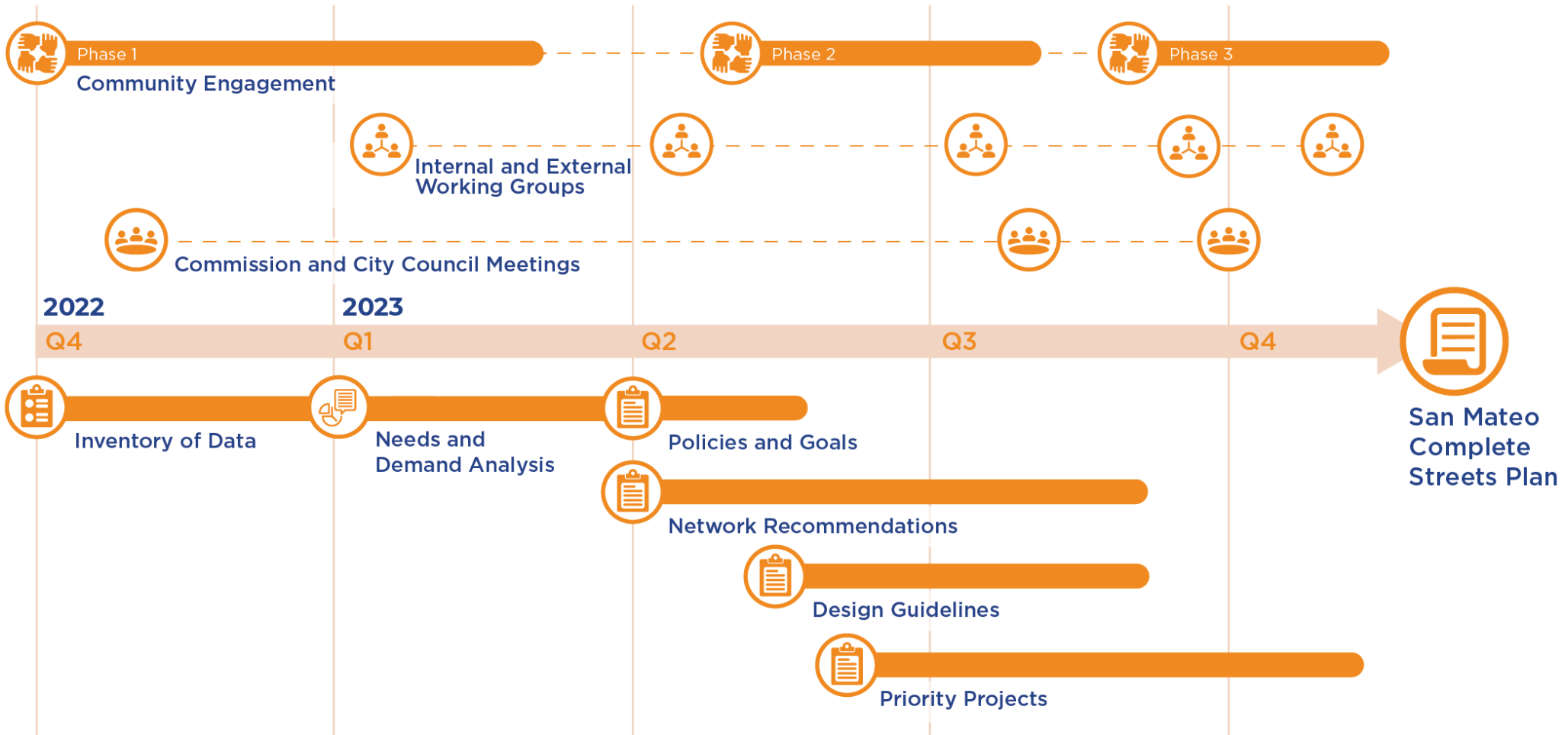
- In the near term, extend bike lanes and pedestrian safety enhancements at gaps.
- In the long term, conduct study with inclusive engagement to remove parking on one side for implementation of a separated bikeway. Update from BMP to provide school access for all ages and abilities.
- Consider raised intersections for traffic calming, especially near schools.

Segment B South of 16th Ave

- Convert two-way left turn lane and/or install road diet to address safety and provide greening, separated bikeways, and pedestrian enhancements.
- Improve multimodal intersection safety at complex intersections (16th Ave, Concar Dr, 19th Ave/SR 92), with attention to intersection congestion needs.



NEXT STEPS





Commission Feedback



Confirmation
of High Needs
Corridors

Draft Policies



Questions?

