City of San Mateo

Pedestrian Master Plan

Initial Study /

Mitigated Negative Declaration

February 2012

Circulation Period:
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1. Introduction

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the City of San Mateo Pedestrian Master Plan prepared by the City of San Mateo. Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study is tiered from the City of San Mateo Vision 2030 General Plan Environmental Impact Report (General Plan EIR) (State Clearinghouse Number 20099032099).

Under CEQA, tiering refers to the use of analysis contained in previously certified, broad-level Environmental Impact Reports (EIRs) (often programmatic EIRs) to support or complement project-specific EIRs or IS/NDs.[1] CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference. Impacts only need to be analyzed in more detail in the Initial Study if they were not examined in the prior EIR or if findings were not adopted for significant, unavoidable impacts.

This IS/MND considers the broad environmental effects of the Pedestrian Master Plan as is consistent with program-level environmental review under CEQA. Future projects or activities in the Pedestrian Master Plan Area will be evaluated for consistency with the IS/MND to determine if they would have effects not examined in this document. If individual projects or activities in the Pedestrian Master Plan Area would have no effects beyond those examined in this IS/MND, no further CEQA compliance would be required.

The Pedestrian Master Plan Area corresponds with the city limit of the City of San Mateo, an area which is largely urbanized. The General Plan EIR does not identify any mineral resources in the Pedestrian Master Plan Area and therefore this IS/MND does not analyze potential impacts to this resource.

1.1. Report Organization

This Initial Study is organized into the following chapters:

Chapter 1: Introduction. This chapter provides an introduction and overview of the Initial Study document.

Chapter 2: Initial Study Checklist. This chapter summarizes pertinent project details, including lead agency contact information, project location, and General Plan and Zoning designations.

Chapter 3: Project Description. This chapter describes the location and setting of the proposed Pedestrian Master Plan, along with the principal components of the Pedestrian Master Plan. The chapter also describes the policy setting and implementation process for the Pedestrian Master Plan.

Chapter 4: Environmental Checklist and Findings. Making use of the CEQA Appendix G Environmental Checklist, this chapter identifies and discusses anticipated impacts from the proposed Pedestrian Master Plan, providing substantiation of the findings made. The chapter concludes with the determination, based on the analysis contained in this Initial Study, that a Mitigated Negative Declaration is appropriate for the proposed Pedestrian Master Plan.

[1] California Association of Environmental Professionals, 2010, CEQA Statute and Guidelines.

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2. Initial Study Checklist

1. **Project Title:**

   Pedestrian Master Plan

2. **Lead Agency Name and Address:**

   City of San Mateo Planning Division

   330 W. 20th Avenue

   San Mateo, CA 94403

3. **Contact Person and Phone Number:**

   Ken Chin, Project Manager (650) 522-7313

4. **Project Location:**

   The Pedestrian Master Plan Area corresponds with the City of San Mateo city limit in San Mateo County, California.

5. **Project Sponsor's Name and Address:**

   City of San Mateo

   Public Works Department

   330 W. 20th Avenue

   San Mateo, CA 94403

6. **General Plan Land Use Designation:**

   Variable – See Project Description below.

7. **Zoning:**

   Variable – See Project Description below.

8. **Description of Project:**

   The City of San Mateo has developed this Citywide Pedestrian Master Plan to improve the pedestrian environment and to establish itself as a more walkable, livable, and healthy city. The Pedestrian Master Plan provides a broad vision, strategies, and actions for improving the pedestrian environment in San Mateo. Recommendations include infrastructure and programmatic projects. The Plan's recommendations are built on and consistent with City goals and policies for increasing the number of people who walk in San Mateo.

9. **Surrounding Land Uses and Setting:**

   The project boundary is contiguous with the City of San Mateo city limit. The City of San Mateo is located 15 miles south of the City and County of San Francisco and is situated on the shores of San Francisco Bay in San Mateo County. The City of San Mateo is well connected to adjacent cities in San

Mateo County (Belmont, Burlingame, Foster City, and Hillsborough) and major cities of the Bay Area (San Francisco/Oakland and "Silicon Valley") by State Routes 92 and 82 (El Camino Real) and Interstate Highways 101 and 280.

10. **Other Public Agencies Whose Approval is Required:**

While the Plan does not require any approvals by other public agencies, it proposes improvements within Caltrans right-of-way that would require Caltrans approval and issuances of encroachment permits to complete the improvements.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture & Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☒ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation/Traffic
- ☐ Utilities/Service Systems
- ☐ Mandatory Findings of Significance

Determination:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that

earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kenneth Chin, Project Manager — Date 2/9/12

Larry Patterson, Director of Public Works — Date 2/9/12

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3. Project Description

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the City of San Mateo Pedestrian Master Plan (Pedestrian Master Plan) in accordance with the California Environmental Quality Act (CEQA). The Pedestrian Master Plan will guide the future development of pedestrian facilities and programs in the City. The recommendations in the Plan will help the City reach goals adopted in the General Plan as well as the Sustainable Initiatives Plan by creating an environment and programs that support walking for transportation and recreation, encourage fewer trips by car and support active lifestyles.

3.1. Background

The City of San Mateo and its residents have developed a vision of a more sustainable San Mateo. This vision involves increased pedestrian trips, specifically to increase mode share for pedestrian and bicycle travel to 30% for trips of one mile or less by 2020. This Pedestrian Master Plan provides a blueprint for making walking an integral part of daily life in San Mateo and supports the goals of the San Mateo General Plan, the Sustainable Initiatives Plan and other plans and policies adopted by the City. The plan also supports regional and statewide goals to reduce greenhouse gas emissions including AB 32: Global Warming and SB 375 Sustainable Communities.

The Pedestrian Master Plan was developed with extensive input from the community and seeks to meet its needs and desires for a pleasant, enjoyable, and safe pedestrian spaces. The diligent efforts of the City of San Mateo staff, the Public Works Commission, and residents interested in improving the pedestrian environment in the City have contributed to this document.

3.2. Project Location and Setting

The City of San Mateo is located 15 miles south of the City and County of San Francisco and is situated on the shores of San Francisco Bay in San Mateo County. The City of San Mateo is well connected to adjacent cities in San Mateo County (Belmont, Burlingame, Foster City, and Hillsborough) and major cities of the Bay Area (San Francisco/Oakland and "Silicon Valley") by State Routes 92 and 82 (El Camino Real) and Interstate Highways 101 and 280.

3.2.1. Plan Area Boundaries and Context

The Pedestrian Master Plan Area corresponds to the San Mateo City limits. The City is set between two dominant physical features: San Francisco Bay and the ridge of hills along the western border. In between these features and the Highway 101 and 280 transportation corridors lie the distinct residential neighborhoods and commercial centers that make up the City. Much of the historic native vegetation in the area has been converted to urban and suburban uses, including parks and some open space within Sugarloaf Mountain. Nonetheless, riparian and wetland habitats persist within the City. The City of San Mateo encompasses a land area of approximately 13.5 square miles.

3.2.2. Existing Uses in the Plan Area

The City is comprised of residential neighborhoods and commercial centers concentrated in the Downtown, Hillsdale Shopping Center, Bridgepointe Shopping Center, and along El Camino Real. **Figure 3-1** presents San Mateo's land use map. Single family residential homes account for approximately 34 percent of the City's land area while 14 percent is occupied by multi-family buildings. Parks and open space account for approximately 7 percent of the City. Commercial designations account for approximately 5 percent of the City. This land use pattern makes San Mateo a place where people can both live and work and establishes the City as an important subregional office and retail center on the San Francisco Peninsula.

3.2.3. Transportation Setting and Pedestrian Facilities

Transportation Setting

The City of San Mateo is accessible by highways and both regional and local transit. State Highway 92 (east-west) connects the City with other Peninsula cities and the East Bay. US Highway 101 runs north-south and connects San Mateo with San Francisco and San José. El Camino Real (State Route 82) also runs north-south through the center of the city.

Approximately 8.4 percent of San Mateo residents use public transit.[2] Two agencies operate most public transportation services within the City: Caltrain and SamTrans. AC Transit operates one route in San Mateo. On average, 2,614 people board Caltrain each weekday in San Mateo.[3] SamTrans operates bus routes throughout the City. Walking is the primary mode in getting to and from SamTrans: 70 percent of passengers walk to their bus stop and 62 percent walk from their stop to their final destination.[4]

Pedestrian Facilities

The City's pedestrian facilities include sidewalks, paths, crosswalks, curb ramps, traffic signals, and signage, and the maintenance needed to keep these facilities in good working order. Sidewalks create a space for pedestrian activity separated from motor vehicle traffic. Sidewalks often accommodate a number of activities and can be divided into one or several zones, based on the activities that occur along the sidewalk. Paths separate pedestrians from motor vehicle traffic; however, pedestrians may have to share the path with bicyclists and other non-motorized users. Crosswalks serve as a legal extension of the sidewalk across a roadway, and curb ramps provide a transition between the raised sidewalk and the crosswalk for persons using mobility assistance devices. Traffic controls regulate vehicular and pedestrian crossing movements. Signage directs pedestrians to key destinations and helps manage user groups along multi-use pathways. These elements should form a safe, connected network to encourage people to walk. The following sections present a summary description of existing pedestrian facilities in San Mateo.

[2] American Community Survey, United States Census, 2006-2008.

[3] Ridership Counts, Caltrain, 2009.

[4] 2009 SamTrans Rider Survey: Systemwide On-Board Bus Survey Summary Report

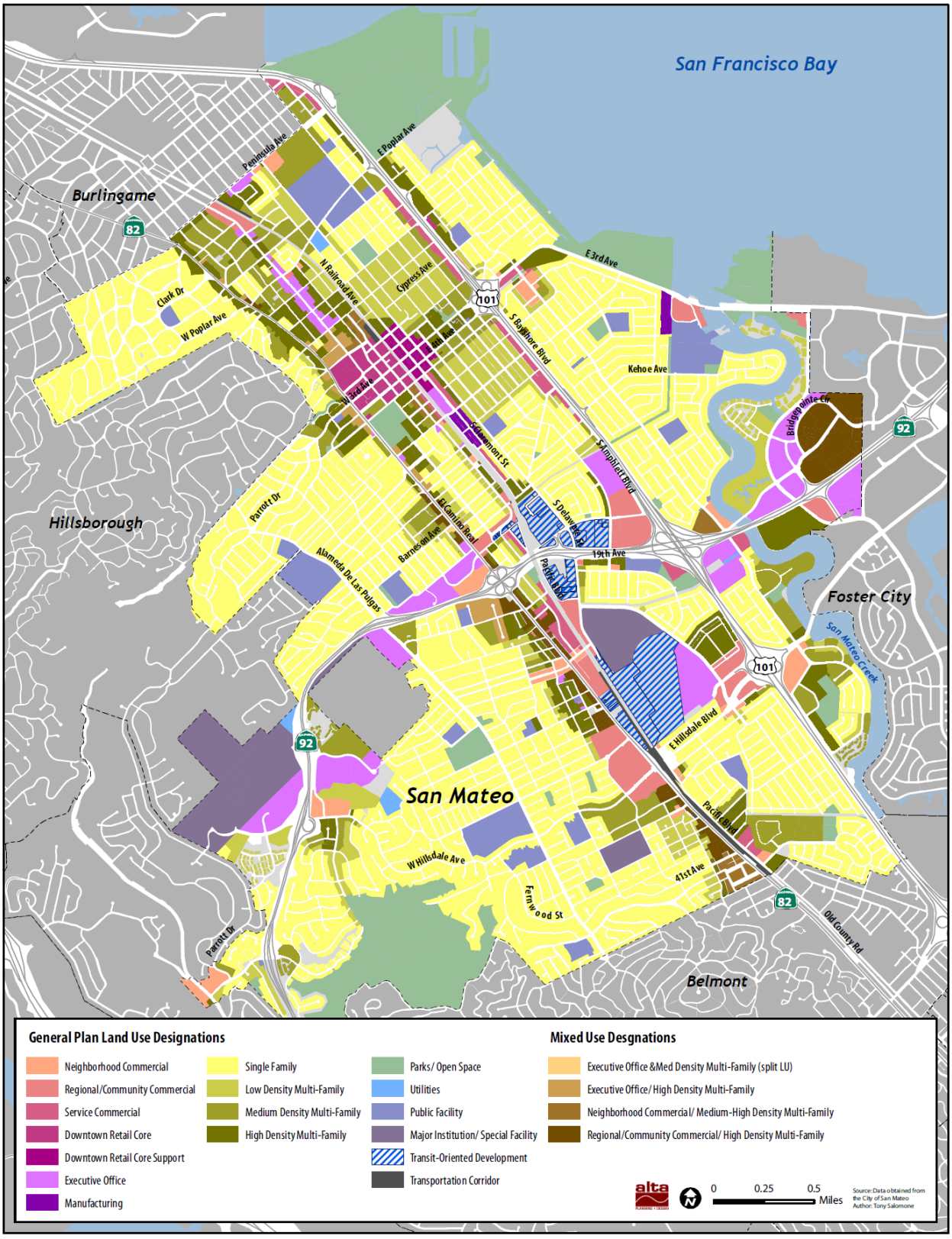

Figure 3-1: San Mateo Land Use Map

Sidewalks

San Mateo has an extensive network of sidewalks. There are approximately 360 miles of sidewalks along collector, neighborhood, and local streets within the City. The width and condition of sidewalks vary throughout the City. Most sidewalk through zones in San Mateo are between 4 and 5 feet wide; however, widths range from 1 foot to 19.5 feet. The American with Disabilities Act requires a minimum 4 foot wide sidewalk. Sidewalks in the downtown area are generally 7.5 feet in width. **Figure 3-2** presents many elements of the existing pedestrian network.

Sidewalks in the City include either vertical or rolled curbs. Rolled curbs are mountable, allowing vehicles to encroach onto the sidewalk, which can be advantageous for emergency vehicle maneuverability. However, rolled curbs also make it easy for cars to park atop the curb face, potentially obstructing pedestrian movement along an adjoining sidewalk. Rolled curbs exist primarily within single-family neighborhoods as shown in purple on **Figure 3-3**.

In an effort to develop a reasonable and cost effective sidewalk repair program, the Public Works Department launched a citywide sidewalk condition assessment project, which was completed in December 2006. This project was designed to inspect a 10 percent representative sample of the City's 360 miles of sidewalk existing at the time of the project. Based on the assessment, it is estimated that approximately 640,000 square feet of sidewalk (0.64 percent of all sidewalks) and 79,000 linear feet of curb and gutter are in need of repair citywide. Typical problems that warrant repair include cracks, uplift, and separation or some combination of these. The estimated repair needs translate to citywide costs of approximately $5.2 million for sidewalk repair and $4.7 million for curb and gutter repair.[5] In 2009, The City Council approved a 15-year Sidewalk Repair Program to help manage the ongoing need for inspections and repairs. The Sidewalk Repair Program directs City staff to inspect and identify potential tripping hazards along sidewalks including areas with a three-quarters (3/4) inch or greater vertical separation.

Curb Extensions

Curb extensions (also referred to as bulb-outs or neckdowns) extend the sidewalk or curb line out into the parking lane, reducing the effective street width. Curb extensions should not extend into travel lanes or bicycle lanes. Downtown San Mateo includes a number of curb extensions at street intersections and at mid-block locations.

[5] Reflects 2007 dollars

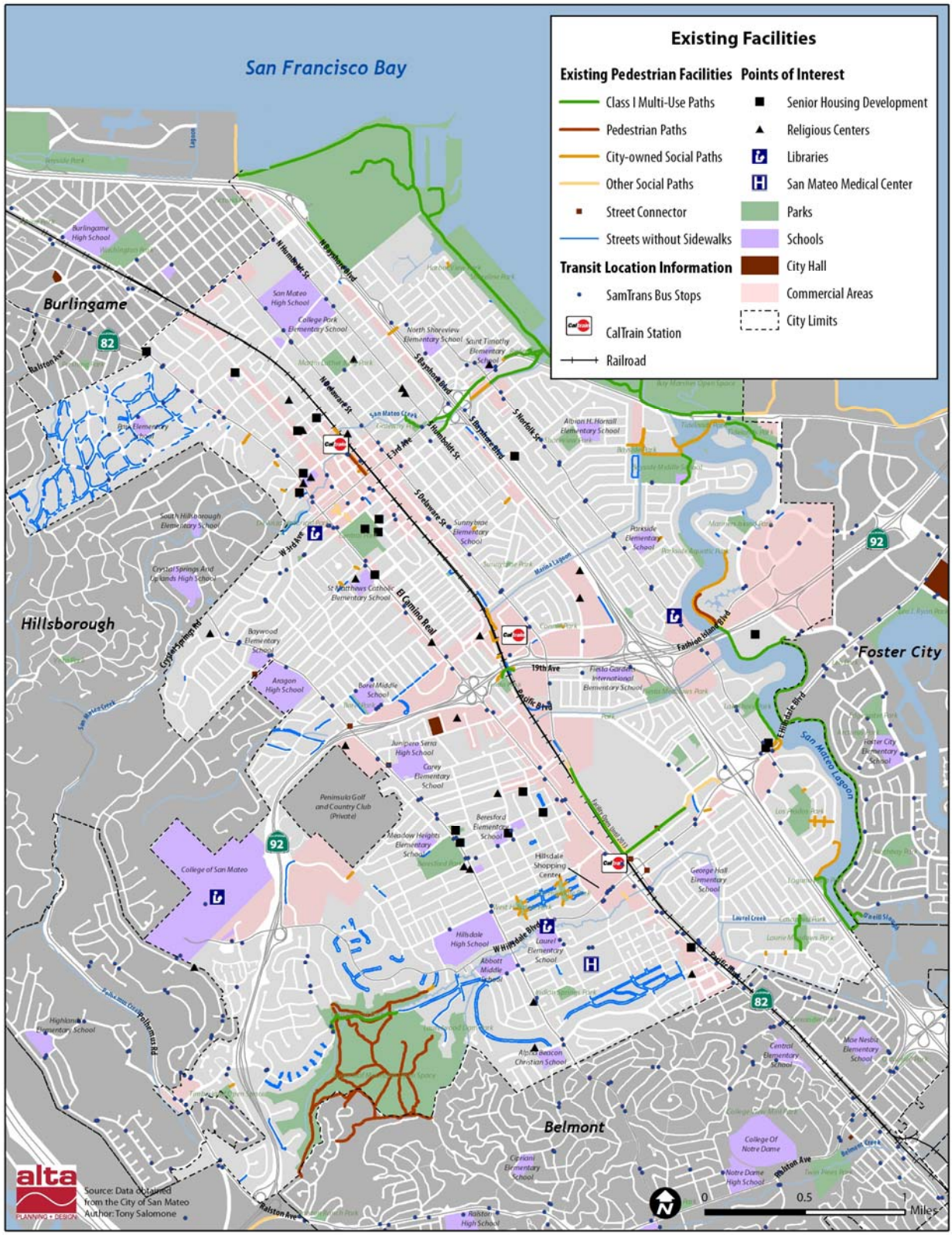

Figure 3-2: Existing Pedestrian Facilities

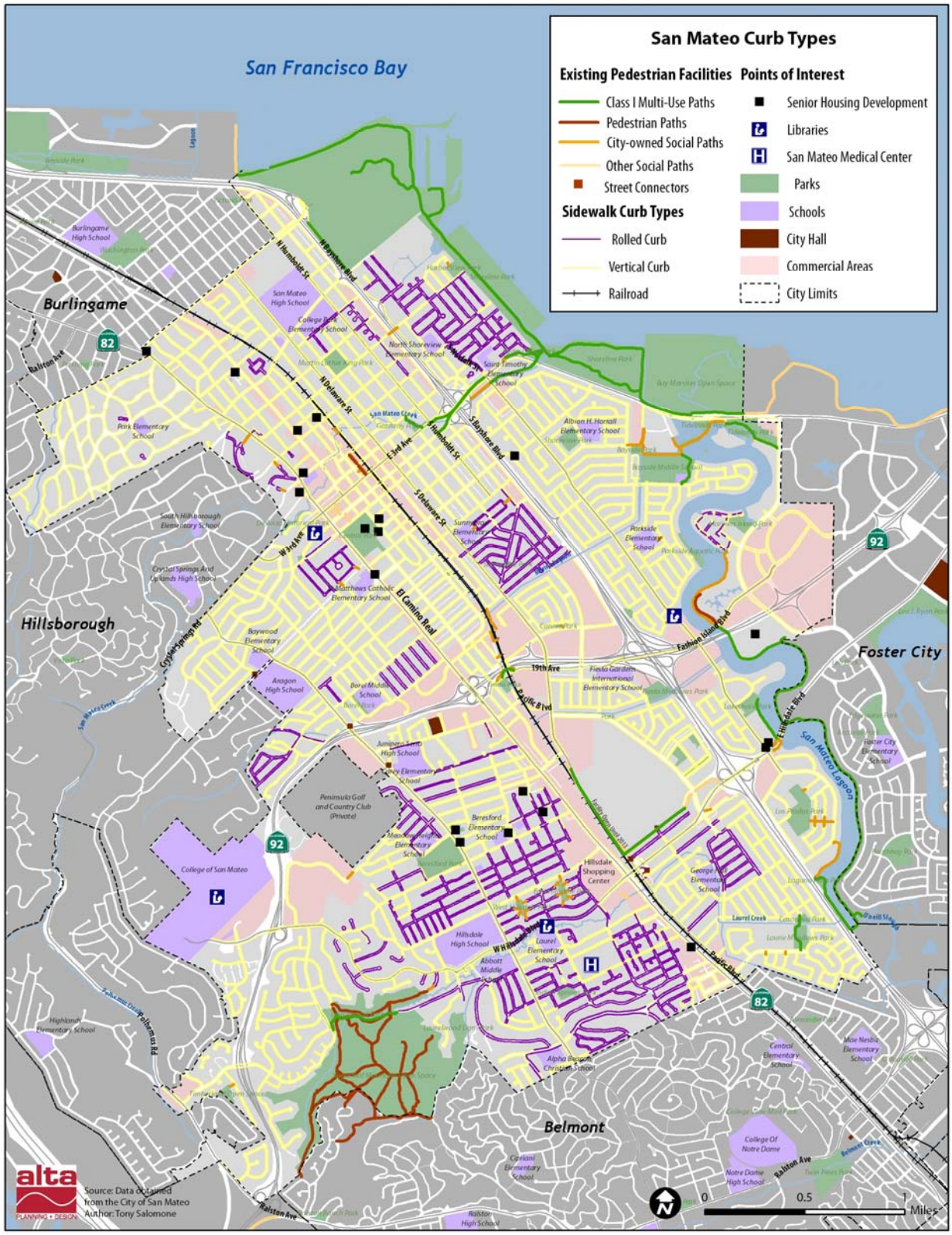

Figure 3-3: Existing Curb Types (Vertical and Rolled)

Crosswalks

Crosswalks are a legal extension of the sidewalk and provide guidance for pedestrians who are crossing roadways by defining and delineating their path-of-travel. Crosswalks are not required to be marked. However, crosswalk markings alert motorists of a pedestrian crossing point. Marked crosswalks exist throughout the City, typically at intersections along arterial and collector streets.

At some marked crosswalks, the City has installed additional treatments, such as distinct paving materials and/or in-pavement flashers. Distinct paving material, such as pavers or colored concrete, further differentiates the crossing zone from the remainder of the street. In-pavement flashers are a series of amber or white lights embedded in the pavement parallel to a marked crosswalk. The lights are activated either passively by pedestrians passing through or waiting in a detection area, or actively, by push-buttons. The lights alert motorists that a pedestrian is or is planning to cross the street at the crosswalk. Eight marked crosswalks in the City include in-pavement flashers. These crosswalks are located at mid-block locations and do not include other traffic controls, such as a traffic signal or stop sign.

State law requires marked pedestrian crosswalks located in a roadway contiguous to a school building or school grounds to be yellow. Additionally, a marked pedestrian crosswalk located within 600 feet (and in some circumstances up to 2,800 feet) from a school building or school grounds may be yellow.[6] The City has prepared an inventory of marked crosswalks which identifies the crosswalk location, type, color, ownership, and whether or not it is in a school district. In San Mateo, the majority of crosswalks (approximately 73 percent) located within 600 feet of a school are yellow.

Refuge Islands

Refuge islands (also known as crossing islands, center or median islands, and pedestrian islands) are raised islands placed in the center of the street at intersections or midblock to help protect crossing pedestrians from motor vehicles. Refuge islands allow pedestrians to negotiate one direction of traffic at a time, and they enable them to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street. Refuge islands have been demonstrated to significantly decrease the percentage of pedestrian involved crashes. The factors contributing to pedestrian safety include reduced conflicts, reduced vehicle speeds approaching the island (the approach can be designed to force a greater slowing of cars, depending on how dramatic the curvature is), greater attention called to the existence of a pedestrian crossing, opportunities for additional signs in the middle of the road, and reduced time in the roadway (referred to as "exposure time") for pedestrians. San Mateo has a number of refuge islands; however, there is currently no City design standard.

Curb Ramps

Curb ramps ease the transition between a sidewalk and street by creating a "bridge" between the curb height and ground level. Curb ramps provide street and sidewalk access to pedestrians using wheelchairs and strollers. The current standards require curb ramps wherever an accessible route crosses a curb.[7] Curb ramps are required to include detectable warnings or raised truncated domes to provide directional and hazard

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[6] CA MUTCD Part 7C, 2012

[7] Per ADAAG (Americans with Disabilities Act Accessibility Guidelines), an accessible route is a continuous unobstructed path connecting all accessible elements and spaces of a building or facility, including parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts.

warning information to pedestrians who are visually impaired. The City installs new curb ramps whenever roadways are resurfaced or reconstructed and upon request (as funding allows). The City recently inventoried the location, condition, and ADA-accessibility of curb ramps within the City limits. As of January 2011, this data is complete. The available data shows that intersections with sidewalks typically have between one and three curb ramps, however data does not show whether the ramps are diagonal or perpendicular. All recently upgraded curb ramps have raised truncated domes.

Pathways

The City currently includes 11.67 miles of multi-use pathways. Most pathways are located along the San Francisco Bay, the Lagoon, or within parks and are oriented in a north-south direction. **Figure 3-2** shows the location and extent of multi-use pathways within the City. **Table 3-1** presents the existing pathway lengths and their start and end locations within the City. The City does not own or manage all of the pathways listed in **Table 3-1**; however, City of San Mateo residents do use these facilities.

Table 3-1: Pathways

Name	Start	End	Length (mi)
Existing Class I Multi-Use Pathways			
Sugarloaf Mountain Path	Laurelwood Dr	De Anza Blvd	0.45
Marina Lagoon Path	Highway 92	Shoal Drive	0.51
Coyote Pt	Coyote Point Dr	Shoreview Path	0.45
Shoreview Path	Airport Blvd	City Limit	3.57
Bayside Park Path	Kehoe Ave	Anchor Rd	0.50
N Bayshore Blvd	Coyote Point Dr	E Poplar Ave	0.32
Shoreline Parks Paths	J Hart Clinton Dr	Norfolk Dr	0.26
Fathom Dr	Anchor Rd	Mariners Island Blvd	0.31
E 3rd Ave	Hwy 101	S Norfolk St	0.24
Shoreline Park Paths	Ryder St	Shoreview Path	0.14
Vista Del Mar	Shoal Dr	Windward Wy	0.99
Bayshore Freeway	Kimberly Way	Port Royal Ave	0.44
Laurie Meadows Park	Laurie Meadows Dr	Casanova Dr	0.20
Marina	Lakeshore Recreation Center and Park	E Hillsdale Blvd	0.23
Shoreline Bayfront Path	Lagoon	Marina Lagoon	0.48
16th Caltrain	Railroad Ave	Hayward Park Caltrain Station	0.11
Sawyer Camp Trail	Crystal Springs Reservoir (South)	Crystal Springs Reservoir (North)	0.66
Lagoon	O'Neill Slough	Vista Del Mar	1.93
Bay Meadows	Saratoga Dr	Franklin Dr	0.39
		Existing Pathway Total	**12.18**

Signing

Three types of signage that enhance the pedestrian environment are regulatory, warning, and wayfinding signs.

Regulatory signs inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.

Warning signs alert road users to conditions that might call for a reduction of speed or an action in the interest of safety and efficient traffic operations. Pedestrian facilities, such as crossings and walkways in school areas, are often accompanied by a combination of regulatory and warning signs. Multi-use paths require regulatory signs to help manage different user groups. The City has installed CA MUTCD standard signs regulation and warning signs throughout the city.

Wayfinding signage can help pedestrians locate transit, recreational, commercial and/or other key destinations by posting the distance to the destination and the direction to travel. Examples include Redwood City's wayfinding signage in Downtown. San Mateo does not currently have a pedestrian wayfinding signage program.

Traffic Signals

Pedestrian movement at major intersections is controlled by a variety of signal technologies, including pedestrian signal heads. Pedestrian signal heads[8] are typically installed at signalized intersections with high pedestrian crossing volumes and at school crossings. In San Mateo, the pedestrian crossing phase of any signal include pedestrian signal indications.

Intersections in San Mateo include two to several traffic signals, depending on the roadway geometries. All signalized intersections in the City of San Mateo have pedestrian countdown signal heads. Typically, pedestrians trigger the pedestrian phase of signal by pressing a pedestrian push button. Most traffic signals (approximately 90 percent) include one or two pedestrian push buttons.

Traffic signals in San Mateo employ standard signal timing of four feet per second;[9] however, the City does adjust signal timing for slower walking rates, such as for young children, disabled, or elderly pedestrians based on need.

Pedestrian Guard Arms

At-grade railroad tracks, such as Caltrain tracks, can be hazardous for pedestrians to cross. Improvements that alert pedestrians to the presence of an oncoming train include pedestrian guard arms. A pedestrian guard arm is an arm attached to a pole that blocks the sidewalk when a train is crossing, similar to arms that cross travel lanes to stop vehicles approaching at-grade crossings. All Caltrain track crossings in San Mateo include pedestrian guard arms.

Lighting

Lighting of the public right-of-way includes street or roadway lighting and pedestrian lighting. Street or roadway lighting, such as street lights, is primarily designed for the safety and comfort of motorists. Street lighting typically illuminates intersections and designated crosswalks; however, the illumination of adjacent sidewalks and walkways is often a separate consideration. Pedestrian lighting is a design factor that improves visibility at night and contributes to the "feel" of a place. Pedestrian lighting typically includes shorter lights directly above pedestrian walkways, accent lighting that illuminates features on or near a building façade, in-pavement lights, catenary or hanging lights, and interior lighting that spills outward from buildings.

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[8] A signal head is an assembly of one or more signal faces together with the associated signal housings. A pedestrian signal head is a signal head, which contains the symbols WALKING PERSON (symbolizing WALK) and UPRAISED HAND (symbolizing DONT WALK), that is installed to direct pedestrian traffic at a traffic control signal.

[9] Signal timing refers to the amount of time allocated for the display of a signal indication (CA MUTCD 2010).

Combined, street and pedestrian lighting increase visibility of pedestrians for motor vehicles at night, promote perceived personal security for pedestrians, illuminate potential hazards, and can help create a vibrant and inviting streetscape.

The City has inventoried the over 6,500 street lights in the City, including location, pole type, voltage, and wattage. Public Works staff evaluate infrastructure, including lighting, on a monthly and as needed basis.

3.2.4. Existing Housing and Population

Population growth has been moderate since the 1970's and is expected to continue to grow at a steady rate. The Association of Bay Area Governments estimates the City will grow from 102,200 (2010) to 114, 100 (2020) and to 119,800 (2030). San Mateo is actively pursuing infill development opportunities near transit and freeway access that will accommodate much of this forecast population growth. As described above, residential homes account for approximately 48 percent of the City's land area.

3.2.5. Natural Environment

Much of the historic native vegetation in the area has been converted to urban and suburban uses, including parks and some open space within Sugarloaf Mountain. San Mateo has a variety of park facilities including playgrounds, ball fields, courts, and picnic areas that serve as recreational destinations for the community. These outdoor amenities attract individuals, families, local residents and tourists. San Mateo's larger park destinations are described below.

Several riparian and wetland habitats exist within the City, such as those along San Mateo and Laurel Creeks. To improve the quality of creek runoff, San Mateo joined the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP). Other notable creeks are the scenic Edgewood Creek, which parallels Edgewood Road as it crosses private property, Madera Creek that runs from the Western Hills to the 19th Avenue Channel, and the relatively natural Beresford Creek, which flows from the canyons south of Campus Drive to the 19th Avenue Channel.

3.3. Plan Objectives

This Pedestrian Master Plan provides a broad vision, strategies and actions for the improvement of the pedestrian environment in San Mateo. The purpose of the Plan is to increase walking by residents of all ages and abilities.

The City of San Mateo envisions a continuous pedestrian network that supports active living, provides for safe and healthy transportation, and enables people of all ages and abilities to access jobs, recreation, school, shopping and transit by foot as a part of daily life. The City of San Mateo will provide and promote pedestrian friendly environments including streets, sidewalks, and multi-use paths that are attractive, convenient, and safe for pedestrian activity.

3.4. Plan Contents

The San Mateo Pedestrian Master Plan contains the following chapters:

Chapter 1 – Introduction: Sets the context for the Plan including purpose and structure.

Chapter 2 –Vision, Goals, Objectives and Policies: Summarizes the vision, goals, objectives and policies guiding the implementation of the Plan.

Chapter 3 – Existing Conditions: Provides a description of the existing pedestrian conditions in the City of San Mateo. The chapter includes a map of existing pedestrian facilities and descriptions of existing programs that support and/or encourage pedestrian activity.

Chapter 4 – Needs Analysis: this chapter reviews the relationship between pedestrian activity, commute patterns, demographics, land use and collisions. This chapter also includes a review of community input.

Chapter 5 – Pedestrian Network Improvements: Includes recommended greenway pedestrian corridor network, major infrastructure, and intersection and crossing improvements; zoning code revisions; projects and studies; and project sheets.

Chapter 6–Programmatic Improvements: Describes proposed pedestrian encouragement, education, enforcement and evaluation programs.

Chapter 7 –Implementation: Provides a phased implementation strategy, priority programmatic recommendations, cost estimates, project list, and high priority projects.

Chapter 8 –Funding: Provides potential funding sources for implementing the Plan's projects and programs.

3.5. Project Characteristics

The Plan presents proposed pedestrian and pedestrian support facilities. The proposed improvements are intended to make walking more comfortable and accessible for people of all ages and abilities. The following improvement types are proposed:

- **Greenway Pedestrian Corridor Network** identifies a corridor network intended to provide a distinguished pedestrian friendly network.
- **Major Infrastructure Improvements** identify locations for sidewalk installation, paths, curb reconstruction, pedestrian scale lighting, and flexible zone parklets.
- **Intersection and Crossing Improvements** identify specific locations for focused improvements including curb ramps, curb extensions, crosswalks, and other pedestrian related improvements.
- **Zoning Code Revisions** identify changes to the zoning code intended to improve the pedestrian environment.
- **Projects and Studies** identify potential improvements for consideration and further analysis.
- **Project Sheets** presents focused improvements at specific locations.
- **Encouragement Programs**, including Safe Routes to School, Safe Routes to Transit, and Encouraging Seniors programs; Walkable Community Events, and designation of a Pedestrian Coordinator.

- **Education Programs** that teach safety rules and laws as well as increase awareness regarding walking opportunities and existing facilities.
- **Enforcement Programs** that enforce legal and respectful use of the transportation network.
- **Evaluation Programs** that help the City measure how well it is meeting the goals of the Pedestrian Master Plan, the General Plan and the Sustainable Initiatives Plan and evaluation is a key component of any engineering or programmatic investment.

The principal components of the Plan are described below. A table of all physical projects is presented in **Appendix A**.

Anticipated changes to the GP include: 1) revisions to General Plan policies C 4.1, 4.4, and 4.11 to call for implementation of the City's Bicycle and Pedestrian Master Plans and 2) revision of General Plan policy C 4.8 to recommend the City consider the Complete Streets concept when evaluating intersection improvements.

3.5.1. Greenway Pedestrian Corridor Network

Figure 3-4 shows the recommended Greenway Pedestrian Corridor Network (Greenway Network): a connected network of streets intended to improve pedestrian connections to neighborhood destinations, transit and recreational opportunities and serve high volumes of existing or expected pedestrian activity. The Greenway Network is a starting point for a pedestrian priority corridor network designed to focus improvements where people are most likely to walk most often. The network would provide high quality pedestrian connections to residential areas, transit, recreation, and retail. The Pedestrian Master Plan recommends the City consider additional street trees, plantings, wide sidewalks, and public art on many of these corridors.

3.5.2. Major Infrastructure Improvements

Major infrastructure improvements recommended in the Pedestrian Master Plan include:

Sidewalk Standards: The Pedestrian Master Plan presents sidewalk types for residential, commercial, and mixed use land uses. The sidewalk zones and widths vary by land use, transportation needs, and community needs and desires.

Green Streets: While conventional street design results in stormwater runoff entering San Francisco Bay through a series of pipes and culverts, Green Street design uses bioswales and rain gardens to capture and filter stormwater. The elements of green street design can be incorporated into pedestrian facilities and traffic calming treatments, increasing safety and providing a more pleasant walking environment.

Sidewalk Installation: The Plan recommends the City prioritize sidewalk installation citywide. As a first priority, the City should install sidewalks identified in **Table 3-2**. While it is recommended sidewalks be installed on both sides of the identified segments, available space and parking concerns suggest installation of sidewalks may be feasible on only one side of the roadway. In addition, the City should install sidewalks with all new development projects and as requested by the community.

Table 3-2: Recommended Locations for Sidewalk Installation

Street	Start	End	Description/Need
El Camino Real (northbound)	39th Ave	37th Ave	Bus stop
Hacienda St	Louise Ln	31st Ave	High traffic volume, Community identified need
Pacific Ave	19th Ave	New Development	Transit access
41st Ave	Hacienda St	Colegrove St	Through street
40th Ave	Hacienda St	Beresford St	Through street

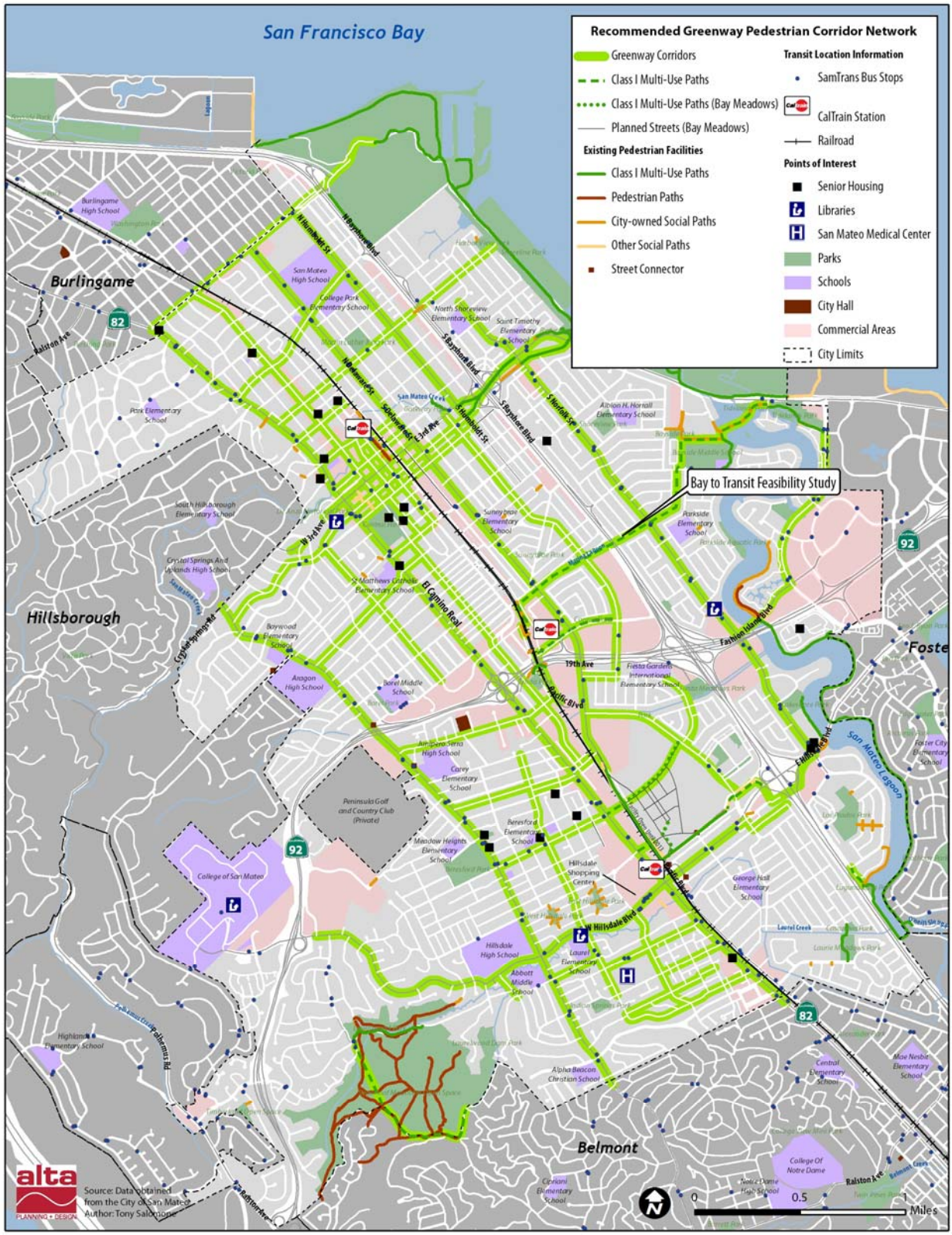

Figure 3-4: Greenway Pedestrian Corridor Network

Paths: The San Mateo Pedestrian Master plan includes a number of recommended Class I Paths. These facilities will also serve and enhance the pedestrian environment and are incorporated in to the Plan. Also recommended is improvement to an existing paved path to the Hayward Park Caltrain Station from 17th Avenue. Though a walk area exists, it is not easily accessible to those who use assistive devices. Additionally, it does not have pedestrian friendly supportive features including pedestrian scale lighting. **Table 3-3** lists recommended paths.

Table 3-3: Recommended Locations for Pedestrian Paths

Facility Type	Location	From	To	Length (Miles)
Class I	28th Ave Extension	El Camino Real	New Delaware St	0.09
Class I	31st Ave Extension	El Camino Real	Caltrain	0.22
Class I	Bay to Transit Path Feasibility Study	17th Ave	Anchor Rd	1.82
Class I	Concar Dr	Pacific Blvd	S Grant St	0.43
Class I	Franklin Path	Pacific Boulevard	Hillsdale Boulevard	0.17
Class I	Laguna Vista Path	Los Prados	Laguna Vista	0.10
Class I	Laurel Woods/ Sugarloaf Park Path	Laurelwood Dr	Laurel Creek Rd	0.88
Pedestrian Path	Hayward Park Caltrain Station	17th Ave	Caltrain Station	0.21
Crossing	Hillsdale Overcrossing	S. Norfolk Street	Hillsdale Boulevard	0.33
			Total Path Miles	**4.25**

Rolled Curb to Vertical Curb: The Plan recommends the City consider the conversion of rolled curbs to vertical curbs during roadway reconstruction projects. This conversion shall only occur following an engineering analysis to determine if there is ample roadway width.

Pedestrian Scale Lighting: The Plan recommends the City install pedestrian scale lighting along the corridors presented in **Figure 3-5**. A detailed table of recommended corridors is presented in Appendix A.

Flexible Zone Parklet Pilot Program: Parklets are the temporary repurposing and transformation of on-street parking spaces to extend the sidewalk and create more room for pedestrian amenities or outdoor seating for adjacent restaurants and cafes. The spaces are often in the public right-of-way between the curb and travel lanes in commercial and retail areas. They occupy on-street parking spaces and excess roadway area. The Plan recommends implementation of parklets only in areas that have limited public space, narrow sidewalks, or no parks. The Plan presents design requirements for parklets and recommended pilot parklet locations (see **Table 3-4**).

Table 3-4: Recommended Locations for Pilot Parklets

Location	Description and Need
3rd Avenue between B Street and Ellsworth Avenue	Narrow sidewalks. Limited public space. High pedestrian activity.
25th Avenue between Flores Street and Hacienda Street	Narrow sidewalks. Limited public space. Improve corridor aesthetics.
B Street between Baldwin and 4th Street	Angled parking spaces. Limited public space. High pedestrian activity. Retail outlets that would benefit from additional space for customers.

Americans with Disabilities Act Transition Plan: The City of San Mateo has an inventory of curb ramps and installs curb ramps as part of larger roadway improvement projects. The City has initiated the process to develop an ADA Transition Plan and the Citywide Pedestrian Master Plan supports the development.

3.5.3. Intersection and Crossing Improvements

The Pedestrian Master Plan recommends intersection and crossing improvements for all intersections, controlled intersections, uncontrolled intersections, and midblock crossings. The Plan also recommends traffic signal modifications.

Recommended intersection and crossing improvements for all intersections include:

Curb Ramps: Plan recommends the City adopt perpendicular curb ramps as its preferred standard and install curb ramps citywide.

Curb Extensions: The Plan recommends the City institute a policy to install curb extensions at uncontrolled marked crosswalks citywide. A detailed table of recommended curb extension locations is presented in Appendix A.

High Visibility Crosswalks. The Plan recommends the City adopt a single high visibility crosswalk design, the continental crosswalk, as the standard. The Plan also recommends the city prioritize installation of high visibility crosswalks at senior living facilities and senior centers (within 1/8th mile), retail corridors, uncontrolled crossings, adjacent to school buildings and grounds, and high pedestrian related collision areas. A detailed table of recommended high visibility crosswalks is presented in Appendix A. Recommended high visibility crosswalk locations are shown in **Figure 3-6**.

Pedestrian Refuge Island Design Standards. The Plan recommends the City consider pedestrian refuge islands along streets with high pedestrian activity, where crossing distances are long (60 feet or greater), near and within retail areas, civic and institutional uses, schools, senior housing, and senior centers, and at unsignalized intersections serving a large number of pedestrian trips.

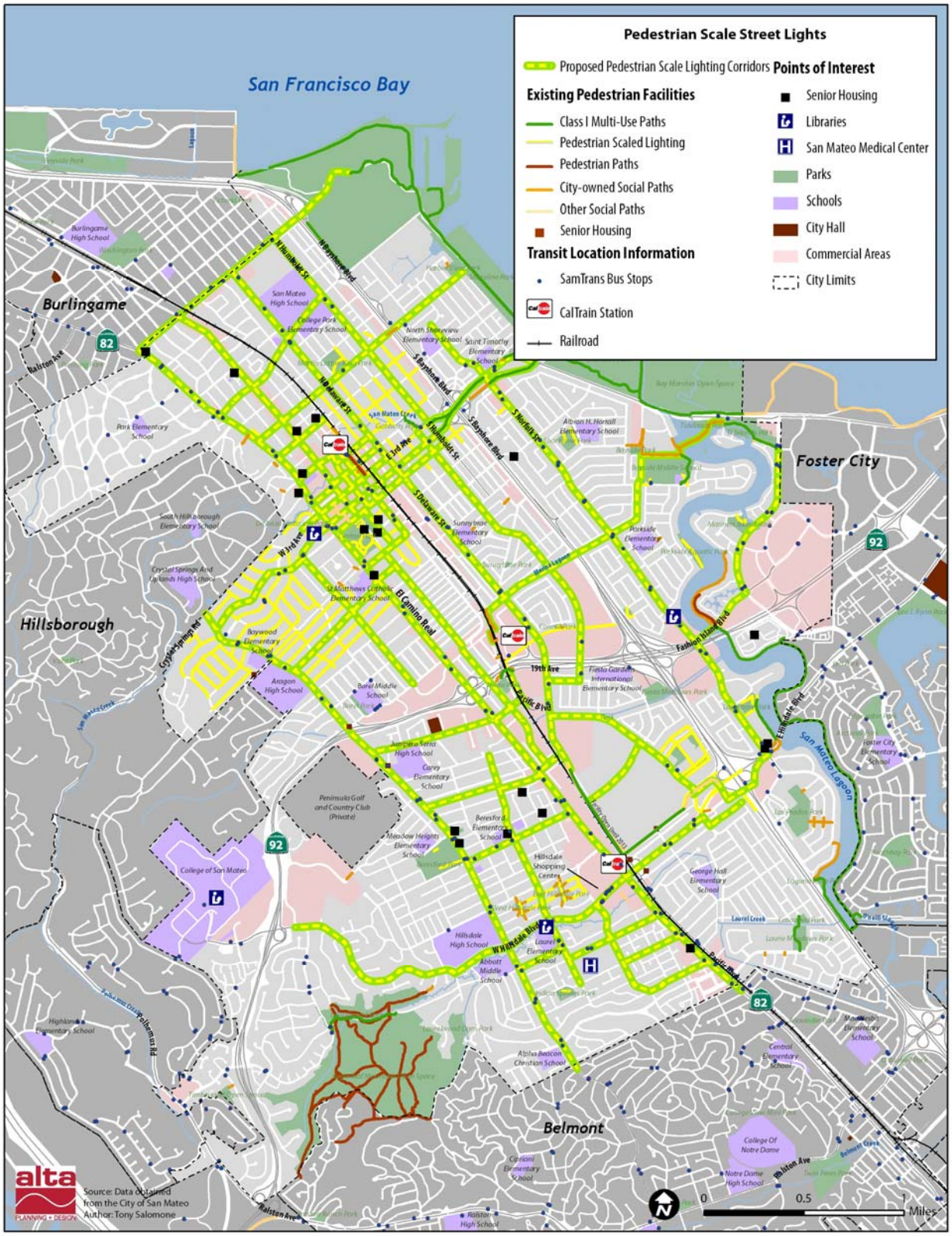

Figure 3-5: Recommended Locations for Pedestrian Scale Street Lights

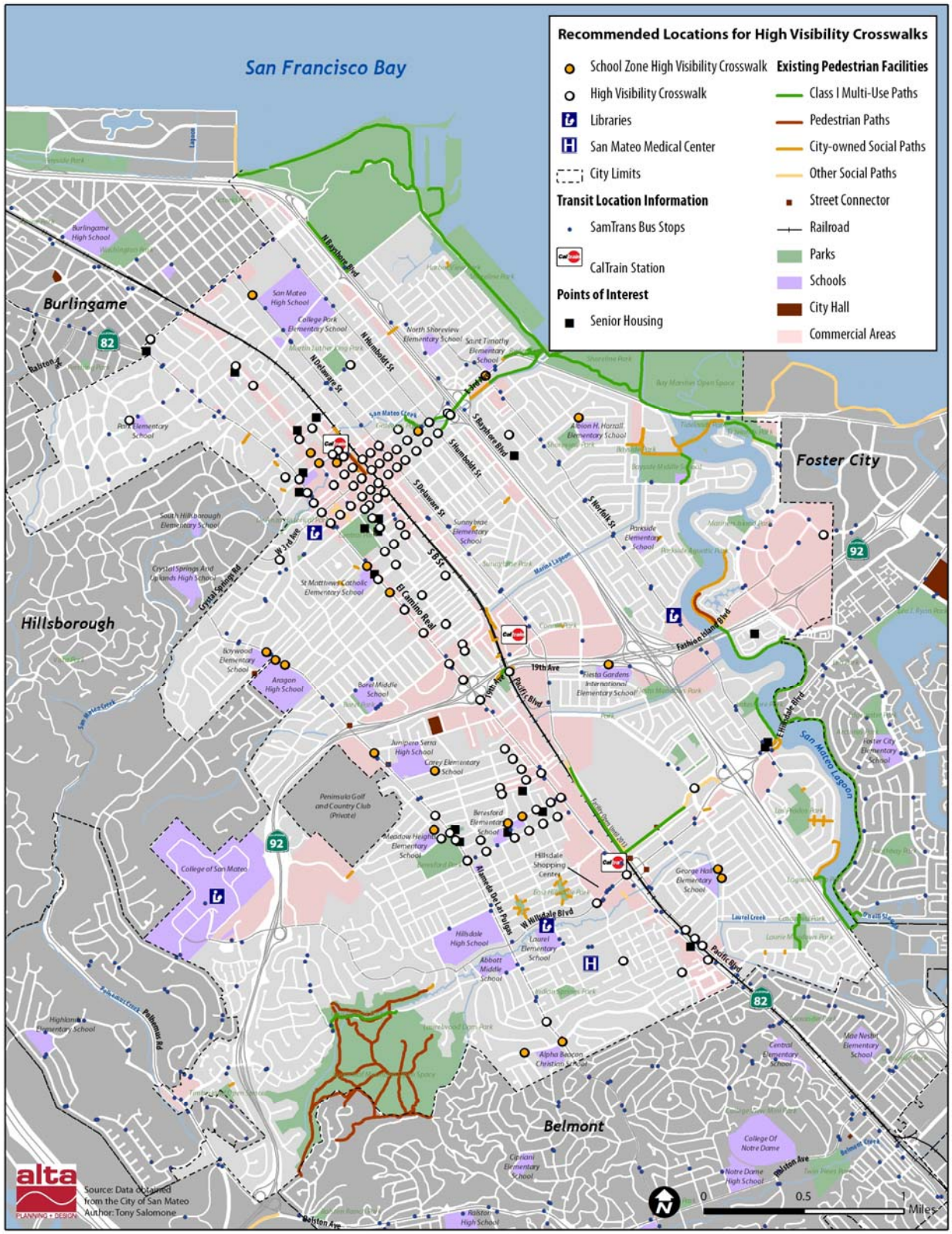

Table 3-5: Recommended Locations for High Visibility Crosswalks

Pedestrian Master Plan recommendations for intersection and crossing improvements recommended at controlled intersections include:

Audible Signals: Audible signals emit sounds to guide visually impaired pedestrians by indicating when to cross. The Plan recommends the City consider audible signals near senior centers and living facilities and near homes of those who are visually impaired. Should new federal requirements be adopted that require audible pedestrian signals, they shall be required for all new and modified traffic signals.

Advance Stop Bars: Advance stop bars increase pedestrian visibility by stopping motor vehicles in advance of marked crosswalks at stop controlled or signalized intersections. The Plan recommends the City install advance stop bars at all stop controlled or signalized intersections in Downtown and along retail corridors including 25th, 37th, and 41st Avenues. The City should prioritize installation of advance stop bars at intersections with high pedestrian activity and those with a history of pedestrian related collisions.

Regulatory Signage at Signalized Intersections: The Plan recommends installation of MUTCD sign R10-3e or other comparable sign immediately above or incorporated in pedestrian pushbutton units.

Citywide Signal Timing: Traffic signal timing is the amount of time each phase of a signal is allotted for vehicles, bicycles, and pedestrians to cross. The Plan recommends the City of San Mateo conduct a study to assess the effects of adopting a standard signal timing of 3.5 feet per second except at certain locations described below.

Signal Timing Near Senior Living Facilities and Schools: The Plan recommends the City adjust signal timing within an eighth of a mile (660 feet) of all senior centers, senior living facilities and schools to 2.8 feet per second.

Signal Timing on El Camino Real: The Plan recommends the City work with Caltrans to expedite signal timing modification to 3.5 feet per second at 10 intersections along El Camino Real that are not within an eighth of a mile of a school or senior facility. Further, the City should work with Caltrans to adjust signal timing at El Camino Real and 31st Avenue to consider level of service for all users.

Pedestrian Master Plan recommendations for intersection and crossing improvements recommended at uncontrolled intersections include:

Advance Yield Lines: Advance yield lines indicate the point where vehicles should yield at uncontrolled locations. The Plan recommends installation of advance yield lines at all midblock uncontrolled marked crossings.

Crossing Beacons: There are two types of crossing beacons recommended for use in the City of San Mateo: the pedestrian hybrid beacon and the rectangular rapid flash beacon. The Plan recommends installation of crossing beacons at all uncontrolled arterial crossing locations. The Plan recommends prioritizing the El Camino Real/22nd Avenue and El Camino Real/ 39th Avenue intersections for implementation as an interim improvement. The Plan recommends signal warrant studies for both intersections.

A number of the existing midblock crosswalks are not located in the pedestrian desired path of travel which may result in pedestrian activity outside the marked crosswalks. Others were identified by the community as having poor visibility. The Pedestrian Master Plan recommendations for crossing improvements at midblock crossings are presented in Appendix A.

3.5.4. Zoning Code Revisions

The recommend Zoning Code revisions are intended to improve pedestrian mobility, safety, and the pedestrian environment. The revisions would increase the open space requirements in the Central Business District; prohibit vehicular parking on sidewalks; prohibit fences, trees, and hedges from obstructing the sidewalk; and facilitate outdoor seating and merchandize display on sidewalks.

3.5.5. Projects and Studies

The Pedestrian Master Plan identifies the following projects and studies to further accommodate pedestrians:

Downtown Streetscape Master Plan. The Plan recommends the City of San Mateo develop a Downtown Streetscape Master Plan that includes focus on enhancing the pedestrian environment.

Suggested Routes to School Maps. The Pedestrian Master Plan recommends the City develop suggested routes to school maps that include identification of suggested routes, crossing locations, traffic controls, crossing guard locations, and the presence of sidewalks, paths and bikeways along routes to each school.

Development and Work Zone Regulations. The Plan recommends that the City provide a handout for development projects and road construction activities to ensure pedestrian accessibility guidelines are met.

Traffic Calming Considerations. The Plan recommends the City also consider pedestrian safety and pedestrian related traffic collision data when evaluating appropriateness for traffic calming devices.

Requirements for Large Scale Development Projects. The Plan recommends the City develop and adopt a pedestrian design toolkit for improvements of the public right-of-way associated with large-scale development projects.

Bay to Transit Trail Feasibility Study. The Bay to Transit Trail project envisions development of a paved two-mile pedestrian and bicycle pathway along the existing city-owned creek drainage channel from the Hayward Park Caltrain Station to the regional San Francisco Bay Trail. The Plan recommends that the City conduct a feasibility study in order to study potential issues, including: right of way, site engineering, safety, security, delivery of emergency vehicles, maintenance/ operations, and community interests/needs.

Lead Pedestrian Interval. A lead pedestrian interval is a tool where traffic signals are programmed to give pedestrians a walk indication before vehicles and receive the green light to proceed. Crossing with this "head start" allows pedestrians to be more visible to motorists approaching the intersection. LPI signal timing typically allows pedestrians to start 2-4 seconds before vehicles. The Pedestrian Master Plan recommends the City study the feasibility of installing LPI's at Downtown intersections from Tilton Avenue to 5th Avenue and from El Camino Real to Delaware Street; as well as at Delaware and 25th and 37th Avenues. A LPI along El Camino Real will require coordination with Caltrans.

Downtown Pedestrian Recall Study. The Pedestrian Master Plan recommends the City conduct a study to include a pedestrian recall phase at all signalized intersections in Downtown. MUTCD sign R10-2a should be installed at all signalized intersections with a pedestrian recall phase, replacing MUTCD sign R10-4.

B Street Closure Study. The Plan recommends a study of alternatives for a car-free B Street, either on a temporary basis – for instance, after certain hours, on holidays, weekend and/or during special events – or permanently.

3rd Avenue & Norfolk Street Intersection Improvement Study. The Pedestrian Master Plan recommends a study to improve access to the path entrance. Possible improvements may include signage and striping. The improvement study may review similar intersection configurations with median paths including in Brooklyn, New York.

El Camino Real at 22nd and 39th Avenues Traffic Signal Warrant Studies. The Pedestrian Master Plan recommends the City coordinate with Caltrans and conduct a traffic signal study to determine the impact of a traffic signal installation at El Camino Real and 22nd Avenue and at El Camino Real and 39th Avenue.

Should the 22nd and/or 39th Avenue crossing locations not meet signal warrant requirements, other recommendations may be considered. Potential crossing improvements at the 39th Avenue/El Camino Real intersection include relocating the crosswalk to the north side of the intersection, installation of a pedestrian hybrid beacon, and installation of a pedestrian refuge island.

Peninsula Avenue and Bayshore Boulevard Intersection Improvement Study. The Pedestrian Master Plan recommends the City initiate a study to improve access and pedestrian circulation at the intersection.

Highway 92 Crossing Study. The Pedestrian Master Plan recommends the City conduct a feasibility study to determine the opportunities and challenges of a crossing near Edinburgh Street.

Railroad Crossing Study. The Pedestrian Master Plan recommends the City consider additional pedestrian crossings between 9th and 42nd Avenues. Crossings may be considered with the current configuration and with any future development proposals.

El Camino Real Sidewalk Width Study. The Pedestrian Master Plan recommends the City consider a study to widen sidewalk width on El Camino Real within City limits. This study will require coordination with Caltrans.

3.5.6. Project Sheets

Project Improvement Sheets

The Plan includes eleven specific project improvement sheets for stand-alone intersection, crosswalk, or corridor projects throughout San Mateo. These projects, described below, would involve unique improvements or have more specific detail than in the previous categories.

3rd Avenue and Norfolk Street Intersection Improvement. Recommended improvements include: a pedestrian phase that allows pedestrians to cross the east leg of intersection during vehicular left turn phases, high visibility crosswalks, advance stop bars, pedestrian countdown signals (all approaches), and wayfinding signs.

3rd Avenue and Parrott Drive Intersection Improvement. Recommended improvements include: reconfiguration of the intersection at Eaton Road (reduced curb radii west corner; curb extensions east leg; transverse crosswalk east approach; diagonal curb ramps and advance stop bars all approaches), green space at Parrott Drive (mini park replaces slip lane on southwest approach; high visibility crosswalk south approach; curb extensions and planting areas southeast approach; advance stop bars all approaches), and bike lanes on the south side of 3rd Avenue through the project area.

El Camino Real and Highway 92 Intersection Improvement. Recommended improvements include: high visibility crosswalks across all Hwy 92 on- and off-ramps at El Camino Real, pedestrian signs, and pedestrian scale lighting.

Hayward Park Caltrain Station Path at 17th Avenue Improvement. Recommended improvements include: pedestrian path accessing the Hayward Park Caltrain Station, chain link fence replaced with removable bollards, curb ramps on 17th Avenue, pedestrian-scale lighting, and wayfinding signs direct pedestrians to Caltrain station.

Alameda de las Pulgas and 20th Avenue (Junipero Serra High School and Carey School) Improvement. Recommended improvements include: reconfiguration of curb radii (west approaches), high visibility crosswalks (all approaches), leading pedestrian intervals (if warranted and feasible), pedestrian signal timing assumes a walking speed of 2.8 feet per second, median separated from crosswalk.

El Camino Real and 22nd Avenue Intersection Improvement. Recommended improvements include: rapid rectangular flashing beacons (both approaches), curb extensions with ADA compliant curb ramps, and pedestrian crossing signs.

Bridgepointe Crosswalk. A new high-visibility crosswalk across Bridgepointe Circle - Chess Drive will provide a marked pedestrian crossing between two distant crossings along preferred pedestrian path of travel.

Saratoga Crosswalk. Recommended improvements include: high visibility crosswalk (south leg) and split signal phase study.

Alameda de las Pulgas Road Diet (Barneson to Crystal Springs). Recommended improvements include: road diet reduces road to two travel lanes and a two-way left turn lane, wider sidewalk or bike lanes along corridor, and wider sidewalks at Baywood Elementary. The traffic analysis for this project is included in **Appendix B**.

El Camino Real Road Diet (2nd to 9th Avenues). Recommended improvements include: a road diet that reduces the road from six lanes to five four lanes with a two-way left turn lane, a leading pedestrian interval study, improved signal timing, pedestrian-scale lighting, wider sidewalks or bike lanes, high visibility crosswalks, and curb extensions.

Norfolk Street Midblock Crossing Improvement (southwest of Susan Court). Recommended improvements include: a road diet that reduces the a portion of the road from four lanes to two, bike lanes, a pedestrian refuge island, rectangular rapid flashing beacons, pedestrian crossing signs, and advance yield lines.

Walking Audit Recommendations

The Pedestrian Master Plan includes recommendation from walking audits, which were conducted at the following three areas:

- Hillsdale Station Area: Edison Street, W 39th Avenue, El Camino Real, and Hillsdale Boulevard
- Downtown: El Camino Real, Tilton Avenue, B Street, and W 4th Avenue
- North Central: Monte Diablo Avenue, Delaware Street, E 3rd Avenue, and Fremont Street.

Recommendations vary by intersection. Typical recommended improvements include directional curb ramps, curb extensions, high visibility crosswalks, pedestrian refuge islands, and pavement markings. Speed studies

and traffic signal analyses are recommended at certain locations, such as at the 39th Avenue/Colegrove Street intersection and the El Camino Real/Baywood Avenue/Baldwin Avenue intersection.

3.5.7. Encouragement Programs

Currently, San Mateo residents benefit from encouragement programs administered or funded by numerous organizations, including the Peninsula Traffic Congestion Relief Alliance (Alliance), City/County Association of Governments (C/CAG), San Mateo County Transportation Authority (SMCTA), Metropolitan Transportation Commission, the Bay Area Air Quality Management District, the California Office of Traffic and Safety, the County of San Mateo, and the City of San Mateo. The Plan recommends the following additional programs: local transportation demand managements, Safe Routes to School, Safe Routes to Transit, International Walk to School Day, Streets Alive San Mateo County, B Street Study, walkable community events, Walk Friendly Community designation, Encouraging Seniors, Pedestrian Advisory Committee, Volunteer Score, Pedestrian Coordinator, and positive publicity and media.

3.5.8. Education Programs

Education programs teach safety rules and laws as well as increasing awareness regarding walking opportunities and existing facilities. The Plan recommends the following education programs: a traffic safety campaign, pedestrian safety workshops, a pedestrian resource website, diversion class, development of work zone regulations, and a City walking map.

3.5.9. Enforcement Programs

Enforcement programs enforce legal and respectful use of the transportation network. The Plan recommends the following enforcement programs: traffic enforcement, targeted police enforcement, use of speed feedback signs, and parking enforcement.

3.5.10. Evaluation Programs

Evaluation programs help the City measure how well it is meeting the goals of the Pedestrian Master Plan, the General Plan and the Sustainable Initiatives Plan and evaluation is a key component of any engineering or programmatic investment. The Pedestrian Master Plan recommends pedestrian safety assessments and an annual pedestrian counts and survey program.

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4. Environmental Checklist and Findings

4.1. Discussion of Environmental Evaluation

Items identified in each section of the environmental checklist below are discussed following that section. Required mitigation measures are identified (if applicable) where necessary to reduce a projected impact to a level that is determined to be less than significant.

4.2. Sources

The General Plan Environmental Impact Report (State Clearinghouse number 20099032099) is herein incorporated by reference in accordance with Section 15150 of the CEQA Guidelines. Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study is tiered from the City of San Mateo General Plan Environmental Impact Report (General Plan EIR) (State Clearinghouse Number 20099032099). Copies of this document and all other documents referenced herein are available for review at the City of San Mateo Planning Division, 330 W. 20th Avenue, San Mateo, CA, or are available online. This includes the following documents:

1. City of San Mateo General Plan
2. General Plan Environmental Impact Report
3. City of San Mateo Municipal Code
4. Laurelwood Park and Sugarloaf Mountain Open Space Management Plan Project Mitigated Negative Declaration

4.3. Environmental Checklist

AESTHETICS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	❒	❒	❒	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway?	❒	❒	❒	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	❒	❒	■	❒
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	❒	❒	■	❒

Existing Conditions

The City of San Mateo is set between two dominant physical features, San Francisco Bay to the east and the ridge of hills along the City's western border. The significant natural resource areas in San Mateo are the Bay Shoreline, Marina Lagoon, Sugarloaf Mountain, San Mateo, Beresford, and Laurel creeks, and certain undeveloped private lands which provide open space and wildlife habitat.

The City has balanced commercial and residential growth, with a distinguished downtown and distinct, walkable neighborhoods. The City's residential stock is approximately half single-family dwellings and half multi-family. Many new developments contain mixed-use buildings or combine residential and non-residential uses in close proximity to each other. San Mateo is a mostly built-out city.

Discussion

a) Would the project have a substantial adverse effect on a scenic vista?

Scenic resources in the City include the San Francisco Bay Shoreline, Sugarloaf Mountain, creeks and channels, Marina Lagoon, and the western hills. Areas anticipated for development under the Pedestrian Master Plan would be located within or along paved streets, along Marin Lagoon and Boral Creek, and within Sugarload Mountain Open Space. General Plan policies (e.g., General Plan policies UD 1.4, C/OS 2.1, and C/OS 3.1) and City standards contained in the Municipal Code will help to minimize the effects of new development on scenic vistas and scenic resources. Regarding heritage trees and street trees, the City of San Mateo has specific General Plan policies (C/OS 6.1 through 6.8) and code standards for tree retention and replacement that are intended to preserve heritage trees, direct the planting of replacement trees when necessary, and en-

hance the City's image as a Tree City. As a result, the Pedestrian Master Plan would no adverse impact on a scenic vista. **(*No Impact*)**

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?

The City of San Mateo does not contain any officially designated State of California scenic highways. The County of San Mateo General Plan states that Alameda de las Pulgas, Crystal Springs Road, Polhemus Road, and State Route 92 are County-designated scenic roads. These notable roadways, and J. Hart Clinton Drive within and adjacent to the City, offer views of creeks, hillsides, the Bay, and San Francisco and East Bay skylines, among other sights. Visual liabilities include inconsistent vegetation and grading. The Pedestrian Master Plan improvements are generally located either on-street or within developed areas and, as such, no significant impacts to trees, rock outcroppings or historic buildings are anticipated. Potential impacts associated with the Sugar Loaf Mountain path were addressed in the Laurelwood Park and Sugarloaf Mountain Open Space Management Plan Project MND. Therefore, the Pedestrian Master Plan would have no impact on scenic resources within a scenic highway. **(*No Impact*)**

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The Master Plan would involve the development of sidewalks, pedestrian paths, pedestrian-scale lighting, signage, and other improvements. The majority of these projects would take place within previously developed areas along existing roadways. These projects would be placed at grade and below the elevation of surrounding structures. Any structures, such as signage, fencing, and walls, would be reviewed to ensure that such features are compatible with the surrounding environment. The proposed pedestrian paths would generally follow the contours of the landscape and would not involve substantial grading. Where earthwork is necessary for structural support (e.g., on sideslopes), the pedestrian path design would be reviewed by the appropriate public works department to ensure that such earthwork is compatible with surrounding topography and landforms and meets applicable General Plan policies and the requirements of the City's Site Development Code. Accordingly, the projects identified in the Pedestrian Master Plan would not detract from the character of existing communities. **(*Less than Significant*)**

d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

An incremental increase in the amount of nighttime light and glare would result from buildout of the Pedestrian Master Plan. However, this increase would be within the context of an urbanized area. The incremental amount of new nighttime light that could be expected to occur along Greenway Corridors would not be a substantial change from existing conditions and would not have a substantial effect on any particular area. Therefore, the Pedestrian Master Plan would have a less than significant impact. **(*Less than Significant*)**

AGRICULTURE AND FORESTRY

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❒	❒	❒	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❒	❒	❒	■
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	❒	❒	❒	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	❒	❒	❒	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	❒	❒	❒	■

Existing Conditions

The City is largely built out, with only a few individual parcels left undeveloped that are not otherwise classified as open space or environmentally preserved lands. The existing land use pattern is generally a mix of low, medium, and high-density residential neighborhoods and office and commercial centers, combined with parks and open spaces.

Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The California Division of Land Resource Protection's 2008 San Mateo County Important Farmland Map identifies the City as Urban and Built-Up Land and Other Land. The Pedestrian Master Plan would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. ***(No Impact)***

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Properties within San Mateo with agricultural zoning designations include the San Mateo County Fairgrounds and a property adjacent to Highway 92, San Mateo Community College and the Hillsborough City limit. The City does not contain any lands under Williamson Act contract[10]. The Master Plan would involve the development of sidewalks, pedestrian paths, roadway crossing improvements, signage, and other improvements within roadway rights-of-way, along drainageways, or within public parks. The Pedestrian Master Plan would not conflict with existing zoning for agricultural use or Williamson Act contract. ***(No impact)***

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The City does not include lands designated as forest land or timberland. The Pedestrian Master Plan would have no impact on forest land or timberland resources. ***(No Impact)***

d) Result in the loss of forest land or conversion of forest land to non-forest use?

The City does not include lands designated as forest land. The Pedestrian Master Plan would not result in the loss of forest land or the conversion of forest land. ***(No Impact)***

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The Master Plan would involve the development of sidewalks, pedestrian paths, roadway crossing improvements, signage, and other improvements within roadway rights-of-way, along drainageways, or within public parks. The Pedestrian Master Plan would not result in conversion of farmland or forest land. ***(No Impact)***

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[10] State of California Resources Agency, Department of Conservation, Division of Land Resource Protection. San Mateo County Williamson Act 2006: Land Enrolled in Williamson Act and Farmland Security Zone Contracts as of 01-01-2006. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/San%20Mateo/san_mateo_2006.pdf. Accessed on January 16, 2012.

AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	❒	❒	❒	■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❒	❒	■	❒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	❒	❒	■	❒
d) Expose sensitive receptors to substantial pollutant concentrations?	❒	❒	■	❒
e) Create objectionable odors affecting a substantial number of people?	❒	❒	❒	■

Existing Conditions

Regional meteorological and topographical factors give San Mateo a relatively high atmospheric potential for pollution compared to other parts of the San Francisco Bay Air Basin and provide a high potential for transport of pollutants to the east and south.

The California Air Resources Board (CARB) sets and enforces emission standards for motor vehicles, fuels, and consumer products, sets health-based air quality standards, and oversees and assists local air quality districts throughout the State. The Bay Area Air Quality Management District (BAAQMD) is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay, including San Mateo County. BAAQMD has adopted the 2010 Bay Area Clean Air Plan, which establishes emissions control measures to be adopted or implemented in the 2009 to 2012 timeframe and updates the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act. The District's Board of Directors has also adopted a Particulate Matter Implementation Schedule, which consists of particulate matter control measures for reducing public exposure to particulate matter.

BAAQMD monitors air quality at several locations in the San Francisco Bay Air Basin including Redwood City, which is the closest multi-pollutant monitoring site to the Pedestrian Master Plan Area. Historically, the most problematic criteria pollutants in the San Mateo area include ozone, particulate matter, and carbon monoxide.[11] Combustion of fuels and motor vehicle emissions are a major source of each of these three criteria

[11] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.5-2.

pollutants. Ambient air quality monitoring data from the Redwood City station show no daily exceedance of federal or State standards for any of the pollutants tracked in 2008;[12] however, the City of San Mateo is within the San Francisco Bay Area Air Ozone non-attainment area as delineated by the U.S. Environmental Protection Agency (EPA).

Toxic air contaminants (TACs) are another class of pollutants generated from sources such as petroleum refining and chrome plating operations, operation of gas stations and dry cleaning equipment, and diesel engine particulate matter. Mobile sources, such as trucks, buses, automobiles, trains, ships, and farm equipment, are by far the largest source of diesel emissions. Studies show that diesel particulate matter concentrations are much higher near heavily traveled highways and intersections.[13] The human health risks associated with TACs include cancer, birth defects, neurological damage, and death; however, no safe levels of exposure to TACs have been established.

Discussion

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

By improving pedestrian facilities in the City, the Pedestrian Master Plan intends to provide opportunities for forms of transportation other than the automobile. These alternative transportation projects could reduce motor vehicle traffic and associated air emissions, and could be considered to have a beneficial air quality impact. As such, the Pedestrian Master Plan supports the objectives of both the 2005 Ozone Strategy and the 2010 Bay Area Clean Air Plan. **(*No Impact*)**

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

With respect to long-term (operational) emissions, the proposed Plan would involve the construction of pedestrian facilities that would provide opportunities for non-motorized transportation. These projects would have the potential to reduce motor vehicle emissions, and would be considered to have a beneficial air quality impact. As such, implementation of the Pedestrian Master Plan would not violate or compound an existing violation of air quality standards.

Construction activities associated with buildout of the Pedestrian Master Plan could potentially generate exhaust emissions and fugitive dust that would affect local air quality; however, air quality effects from construction activities would be temporary and implementation of Mitigation Measures MM 1a through MM 1c from the Vision 2030 General Plan Draft EIR would ensure compliance with BAAQMD dust, lead paint, asbestos, and construction emissions standards. As described in Chapter 3, buildout of the Pedestrian Master Plan would be consistent with the Vision 2030 General Plan. Therefore, overall, air quality impacts from buildout of the Pedestrian Master Plan would be less than significant. **(*Less than Significant*)**

[12] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.5-4.
[13] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.5-5.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Pedestrian Master Plan Area is within the EPA-designated San Francisco Bay Area Air Ozone non-attainment area, although recent ambient air quality monitoring data from the Redwood City station do not indicate exceedence of federal or state ozone standards[14]. The Pedestrian Master Plan proposes construction of pedestrian facilities that would provide opportunities for non-motorized transportation. Therefore the Pedestrian Master Plan would not result in a cumulatively considerable net increase of ozone. **(*Less than Significant*)**

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

The Master Plan would involve the development of sidewalks, pedestrian paths, roadway crossing improvements, signage, and other improvements within roadway rights-of-way, along drainageways, or within public parks. The Pedestrian Master Plan proposes greenway corridors along several City of San Mateo-designated truck routes, including El Camino Real; 3rd, 4th, 9th, and 37th Avenues; Hillsdale Boulevard, Humboldt Street, Norfolk Street, and Delaware Street. Diesel trucks are a source of diesel particulate matter, a TAC which poses human health risks. As such, buildout of the Pedestrian Master Plan could potentially locate sensitive receptors including children, seniors, and people with impaired lung functions near existing sources of TACs. However, pedestrian facilities under the Pedestrian Master Plan would be consistent with the Vision 2030 General Plan. Additionally, it is anticipated that State-wide controls and programs designed to reduce diesel particulate emissions from on-road vehicles will dramatically reduce these emissions in the future. Therefore, the Pedestrian Master Plan would result in a less-than-significant impact on sensitive receptors exposed to concentrations of TACs. **(*Less than Significant*)**

e) Would the project create objectionable odors affecting a substantial number of people?

The pedestrian facilities and programs proposed in the Pedestrian Master Plan would not create objectionable odors. Consequently, the Pedestrian Master Plan would not result in objectionable odors affecting a substantial number of people and there would be no impact. ***(No Impact)***

[14] BAAQMD Annual Bay Area Air Quality Summary for 2009. http://www.baaqmd.gov/~/media/Files/Communications%20and%20Outreach/Annual%20Bay%20Area%20Air%20Quality%20Summaries/pollsum09.ashx

BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, of special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❒	❒	■	❒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❒	❒	■	❒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption or other means?	❒	❒	■	❒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❒	❒	■	❒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❒	❒	■	❒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	❒	❒	■	❒

Existing Conditions

The Pedestrian Master Plan Area consists largely of residential and commercial development with some parks/open spaces, primarily along the east side of the Pedestrian Master Plan Area. Dominant natural features within the Pedestrian Master Plan Area include San Mateo Creek, which flows from Crystal Springs Reservoir to the San Francisco Bay, Coyote Point County Park, the 225-acre Sugarloaf open space area, Marina Lagoon, and the 3-mile length of shoreline along the San Francisco Bay. The Pedestrian Master Plan Area contains various waterways and creeks including the Marina Lagoon (formally Seal Slough), San Mateo Creek,

Polhemus Creek, Laurel Creek, Madera Creek, and others. The surrounding vicinity is composed of a similar mix of residential, commercial, and open space areas.

Dominant biological communities within the Pedestrian Master Plan Area include annual grassland, blue oak woodland, chamise-redshank chaparral, coastal oak woodland, coastal scrub, eucalyptus, lacustrine, riverine, saline emergent wetland, urban, valley foothill riparian, and valley oak woodland.

The San Mateo Vision 2030 General Plan states that there are no USFWS-defined critical habitat is located within the General Plan Planning Area[15]; however, there is designated critical habitat for the California red-legged frog (Rana aurora draytonii) west of the General Plan Planning Area near I-280. The City of San Mateo General Plan identified fifty-two special-status plant species with the potential to occur within the General Plan Planning Area. The CNDDB identified the occurrence of 21 sensitive plants within the General Plan Planning Area or within 1 mile of the General Plan Planning Area boundary. The General Plan Planning Area does not contain designated critical habitat for any listed plant species[16].

Discussion

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species?

The majority of the pedestrian projects proposed in the Pedestrian Master Plan would involve improvements to existing roadways and would not affect biological resources. Some of the proposed multi-use path projects would involve new path construction near areas with potential for sensitive biological resources. With proper design, off-street paths are expected to be compatible with existing habitats and would not result in significant impacts to sensitive plant or animal species. Implementation of mitigation measures MM 4.9.1a, MM 4.9.1b from the Vision 2030 General Plan Draft EIR regarding special-status species would ensure that any covered species would not be adversely impacted. General Plan Conservation and Open Space (C/OS) Policy 5.2 (as revised per General Plan EIR MM 4.9.1b) requires site evaluations for and mitigation of potential adverse impacts to candidate, sensitive and special-status species, as follows:

> *C/OS 5.2: Site Evaluations. Require independent professional evaluation of sites during the environmental review process for any public or private development located within known or potential habitat of species designated by state and federal agencies as rare, threatened, or endangered, as shown in Appendix G, and as amended if new species are so designated.*
>
> *The site evaluation required shall determine the presence/absence of these special-status plant and animal species on the site. The surveys associated with the evaluation shall be conducted for proper identification of the species. The evaluation will consider the potential for significant impacts on special-status plant and animal species and will identify feasible mitigation measures to mitigate such impacts to the satisfaction of the City and appropriate governmental agencies (e.g., U.S. Fish and Wildlife Service and California Department of Fish*

[15] The Vision 2030 General Plan Planning Area includes the incorporated City, the Planning Area, and the City's Sphere of Influence (SOI). The General Plan Planning Area encompasses 15.7 square miles (3.2 square miles of which are bay waters), including the City of San Mateo (13.5 square miles) and the unincorporated lands (2.2 square miles).
[16] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.9-12 and -13.

and Game). Require adequate mitigation measures for ensuring the protection of sensitive resources and achieving "no net loss" of sensitive habitat acreage, values and functions. In lieu of the site evaluation, presence of special status plant and animal species may be assumed and mitigation requiring "no net loss" of sensitive habitat acreage may be applied (Vision 2030 General Plan Conservation and Open Space Element, 2010).

Prior to path construction in undeveloped areas, detailed biological surveys would be undertaken to ensure that final path alignment avoids sensitive habitat areas to the maximum extent feasible and that measures are taken to mitigate any adverse construction or operation related impacts to candidate, sensitive and special-status species. Additionally, trail construction within the Sugarloaf Mountain Open Space would be required to adhere to the mitigation measures identified in the Laurelwood Park and Sugarloaf Mountain Open Space Management Plan Project Mitigated Negative Declaration (2006). **(*Less than Significant*)**

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community type?

Some of the proposed multi-use path projects would involve new path construction near areas with potential for riparian habitat or other sensitive natural community type. Policies C/OS 2.1 and C/OS 2.4 from the Vision 2030 General Plan establish controls on creekside development which seek to preserve and enhance riparian vegetation and habitat. Additionally, implementation of Mitigation Measures MM 4.9.2a, MM 4.9.2b, and MM 4.9.2c from the Vision 2030 General Plan EIR would ensure impacts to sensitive resources associated with public access are less than significant. Trail construction within the Sugarloaf Mountain Open Space would be required to adhere to the mitigation measures identified in the Laurelwood Park and Sugarloaf Mountain Open Space Management Plan Project Mitigated Negative Declaration (2006). Consequently, the Pedestrian Master Plan would not result in an adverse impact on riparian habitat or sensitive natural communities. **(*Less than Significant*)**

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, through direct removal, filling, hydrological interruption or other means?

The City contains several wetland types, including tidal marsh (saline emergent wetlands), lacustrine, riverine, and estuarine (San Francisco Bay)[17]. The majority of the projects proposed in the Pedestrian Master Plan would involve improvements to existing roadways and would not affect protected wetlands. Implementation of Mitigation Measures MM 4.9.2a, MM 4.9.2b, and MM 4.9.2c from the Vision 2030 General Plan Draft EIR would ensure impacts to sensitive resources, including wetlands, are less than significant. **(*Less than Significant*)**

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Development of the majority of proposed pedestrian projects would occur along existing roadways, well away from waterways. Pedestrian improvements proposed near local rivers or streams, such as the Bay to Transit Class I Path, would occur outside of the channel, and would not interfere with the movement of fish or other aquatic species. Additionally, Policies C/OS 2.1 and C/OS 2.4 from the Vision 2030 General Plan establish

[17] City of San Mateo, 2009, *General Plan Draft EIR*, page 4.9-10 and -11.

controls on creekside development preserve and enhance riparian vegetation and habitat. Consequently, the Pedestrian Master Plan would not interfere with fish or wildlife movement or adversely affect wildlife corridors. **(*Less than Significant*)**

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Pedestrian Master Plan would comply with all applicable ordinances of the City related to tree preservation and vegetation removal. Therefore, the Pedestrian Master Plan would result in a less than significant impact. **(*Less than Significant*)**

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The Pedestrian Master Plan would comply with the Vision 2030 General Plan and applicable City ordinances. Development consistent with the Vision 2030 General Plan would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. Implementation of mitigation measures MM 4.9.1a, MM 4.9.1b, MM 4.9.2a, MM 4.9.2b, and MM 4.9.2c from the Vision 2030 General Plan Draft EIR regarding biological resources, particularly those related to riparian corridors, wetlands, special-status species, sensitive natural communities, and wildlife movement corridors, would ensure that any covered species under the recovery plan would not be adversely impacted. As a result, this impact would be less than significant. **(*Less than Significant*)**

CULTURAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	❒	❒	■	❒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	❒	❒	■	❒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❒	❒	■	❒
d) Disturb any human remains, including those interred outside of formal cemeteries?	❒	❒	■	❒

Existing Conditions

Previous investigations have indicated the presence of Native Americans during prehistoric times in the area between San Francisco Bay and the foothills, primarily along water bodies such as San Mateo Creek. By 1770, an estimated 1,400 Ramaytush of the Costanoan people lived in or around the Pedestrian Master Plan Area; however, there are no known or recorded prehistoric sites in or adjacent to the Pedestrian Master Plan Area.

Railroad development and construction of the Crystal Springs dam were the principal engines of development in present day San Mateo. Construction of a railroad linking San Francisco and San Jose began in 1861, and completion of the Crystal Spring dam in 1889 provided a source of quality drinking water to people in the area, facilitating further development.

The State Historical Resources Commission has developed the California Register of Historical Resources, a program for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The Register is the authoritative guide to the State's significant historical and archeological resources. A building, a site, an object, or even a district can be considered an historical resource. The Register encourages public and private protection of historical resources. The City of San Mateo Historic Preservation Ordinance also seeks to preserve and protect cultural resources within its jurisdiction.[18]

The City has been mapped for archaeological sensitivity and is divided into three sensitivity zones. The majority of the City is in a "low sensitivity" zone wherein archaeological resources are not generally expected but may occur. The City has two identified historic districts, the Downtown Historic District and the Glazenwood Historic District. The Downtown area is of particular importance and interest with respect to historic structures. These historic structures, as identified in the 1989 survey, contribute to Downtown's identity and add to the overall character of the City. The areas along Third Avenue and B Street contain the largest concentration of historical structures within the Downtown and form the Downtown Historic District. There are no known paleontological resources in the City of San Mateo[19].

Discussion

a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Implementation of the Pedestrian Master Plan would result in new sidewalks, pedestrian paths, roadway crossing improvements, signage, and other improvements within roadway rights-of-way, along drainageways, or within public parks. Implementation of Vision 2030 General Plan policies C/OS 7.1, and C/OS 8.1, through C/OS 8.5, applicable zoning code requirements, and standard conditions of project approval would mitigate any potentially significant impacts to historical resources to a less than significant level. (***Less than Significant***)

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The City has been mapped for archaeological sensitivity and is divided into three sensitivity zones. The high sensitivity zone includes recorded archaeological sites and the immediate area which are favorable sites. The 1983 survey concluded that while soil removal and construction have eliminated most above ground shell mounds, good potential still exists for the presence of undisturbed subsurface archaeological deposits at surveyed sites. Implementation of the Pedestrian Master Plan would largely involve sidewalk construction, pedestrian paths, roadway crossing improvements, signage, and other improvements in previously developed

[18] City of San Mateo, Municipal Code, Title 27.66 Historic Preservation, http://www.cityofsanmateo.org/index.aspx?NID=808, accessed on November 1, 2010.
[19] City of San Mateo, 2009, *General Plan Draft EIR*.

areas. Therefore, discovery of unrecorded archaeological resources is unlikely. Implementation of Vision 2030 General Plan policies C/OS 7.1, C/OS 8.1 through C/OS 8.5, applicable zoning code requirements, and standard conditions of project approval would mitigate any potentially significant impacts to archeological resources to a less than significant level. **(*Less than Significant*)**

c) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Vision 2030 General Plan does not identify any paleontological resources or sites in the Pedestrian Master Plan Area. The Pedestrian Master Plan Area is already almost entirely developed and implementation of the Pedestrian Master Plan would largely involve sidewalk construction, pedestrian paths, roadway crossing improvements, signage, and other improvements in previously developed areas. Therefore, discovery of unrecorded paleontological resources is unlikely and impacts from buildout of the Pedestrian Master Plan would be less than significant. **(*Less than Significant*)**

d) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

As described above, the Pedestrian Master Plan Area is already substantially developed and implementation of the Pedestrian Master Plan would largely involve work in previously developed sites. Therefore, discovery of unrecorded human remains is unlikely and impacts from implementation of the Pedestrian Master Plan would be less than significant. The City typically imposes a standard condition of approval that requires construction to be halted in the event of the discovery of archaeological resources, with a qualified archaeologist required to evaluate the uniqueness of the find and to contact local Native American and Historical organizations, and then recommend a further course of action **(*Less than Significant*)**

GEOLOGY AND SOILS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	❒	❒	■	❒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	❒	❒	■	❒
ii) Strong seismic ground shaking?	❒	❒	■	❒
iii) Seismic-related ground failure, including liquefaction?	❒	❒	■	❒
iv) Landslides?	❒	❒	■	❒
b) Result in substantial soil erosion or the loss of topsoil?	❒	❒	■	❒

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	❒	❒	■	❒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	❒	❒	■	❒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	❒	❒	❒	■

Existing Conditions

The City of San Mateo encompasses a variety of upland, hillside, valley, and alluvial fan land forms. The City is situated along the northeasterly flank of the central Santa Cruz Mountains but is separated from the range both geologically and topographically by the San Andreas fault and its associated rift valley. The bedrock types that underlie the City are different from most of those found to the southwest across the San Andreas fault. There are no known active faults or Alquist-Priolo earthquake hazard zones in the City of San Mateo.[20] Older, inactive faults present in San Mateo do not show signs of recent movement; however, the San Andreas Fault lies approximately 3 miles west of the City, and the Hayward Fault is located approximately 14 miles to the northeast of the City.

The City's Site Development Code (Chapter 23.40 of the City of San Mateo Municipal Code) establishes administrative procedures, regulations, required approvals, and performance standards for site grading, construction on slopes, and removal of major vegetation. In general, a planning application and a subsequent site development permit are required for development where grading exceeds 5,000 square feet in area; grading exceeds a volume of 550 cubic yards; removal of major vegetation (trees over 6 inches in diameter) is proposed; and construction is proposed on a slope of 15 percent or greater. The intent of the ordinance is to protect public and private lands from erosion and earth movement, minimize the risk of injury to persons and damage to property, and ensure that each development relates to adjacent lands to minimize physical problems.

Discussion

[20] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.7-8.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?

(i) As described above, there are no known active faults or Alquist-Priolo earthquake hazard zones in the Pedestrian Master Plan Area, and older, inactive faults present in the Pedestrian Master Plan Area do not show signs of recent movement. The closest zoned active fault to the Pedestrian Master Plan Area is the San Andreas fault zone, approximately 3.5 miles to the southwest. Accordingly, fault rupture in the Pedestrian Master Plan Area is not anticipated and the risk of loss, injury, or death due to rupture of a known fault would be minimal. Associated impacts would therefore be less than significant. ***(Less than Significant)***

(ii) The Pedestrian Master Plan proposes to develop pedestrian facilities in zones identified in the Vision 2030 General Plan as susceptible to a range from very low to extremely high shaking amplification during earthquakes. In 2008, the Working Group on California Earthquake Probabilities estimated that there is a 63 percent probability of a magnitude 6.7 or greater earthquake within the San Francisco Bay Region in the next 30 years.[21] The Pedestrian Master Plan would involve the construction of at-grade pedestrian improvements, support facilities, signs and other similar improvements that would be utilized for commuting, recreation, and utilitarian trips. All pedestrian facilities would be constructed in accordance with applicable seismic standards and would not increase the exposure of users to seismic hazards. ***(Less than Significant)***

(iii) Approximately half the City area is in a zone designated in the Vision 2030 General Plan as having either moderate or high risk of liquefaction in the event of an earthquake. All pedestrian facilities would be constructed in accordance with applicable seismic standards and would not increase the exposure of users to seismic-related ground failure. Therefore this impact would be less than significant. ***(Less than Significant)***

(iv) The Pedestrian Master Plan would involve the construction of at-grade pedestrian improvements, support facilities, signs and other similar improvements in areas the Vision 2030 General Plan identifies as having moderate to high slope failure potential. The majority of projects proposed under the Pedestrian Master Plan are improvements to the existing roadway network and would not involve substantial construction. In instances where contemplated improvements require any excavation, grading, or fill, a geotechnical investigation would be required to be conducted prior to final path design and the recommendations of the investigation incorporated into the design, consistent with Chapter 23.40 of the City of San Mateo Municipal Code. Provided that all proposed pedestrian improvements conform to local engineering and seismic standards, the Pedestrian Master Plan would not expose users to any hazards involving landslides. **(*Less than Significant)***

b) Would the project result in substantial soil erosion or the loss of topsoil?

The Pedestrian Master Plan Area is already almost entirely developed and buildout of the Pedestrian Master Plan would primarily involve improvements to the existing roadway network. Therefore substantial soil erosion and loss of topsoil are not anticipated. Further, Policy S.1.3 from the Vision 2030 General Plan requires erosion control measures for all development sites where grading would occur. Consequently, impacts related

[21] Working Group on California Earthquake Probabilities, http://www.scec.org/ucerf/accessed on January 16, 2012.

to soil erosion and loss of topsoil under the Pedestrian Master Plan would be less than significant. **(*Less than Significant*)**

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Most of the City is located either in a zone with moderate or high risk of liquefaction in the event of an earthquake or in an area with high to moderate slope failure potential. The majority of projects proposed under the Pedestrian Master Plan are improvements to the existing roadway network and would not involve substantial construction in undeveloped areas that would pose geologic hazards. Provided that all proposed pedestrian improvements conform to local engineering and seismic standards, the Pedestrian Master Plan would not expose users to any geologic hazards. The impact is considered to be less than significant. **(*Less than Significant*)**

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The majority of projects proposed under the Pedestrian Master Plan are improvements to the existing roadway network and would not involve substantial construction. In instances where contemplated improvements require any excavation, grading, or fill, a geotechnical investigation would be conducted prior to final path design and the recommendations of the investigation incorporated into the design. All pedestrian improvements would conform to local engineering standards. Impacts would be less than significant. **(*Less than Significant*)**

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Pedestrian Master Plan does not propose the use of septic tanks or alternative wastewater disposal systems. **(*No impact*)**

GREENHOUSE GAS EMISSIONS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	❒	❒	❒	■
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	❒	❒	❒	■

Existing Conditions

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture solar heat as it is radiated from the surface of the earth back into the atmosphere, creating a warming effect like that of a greenhouse. The accumulation of GHGs in the earth's atmosphere has been linked to global climate change, often described as changes in the climate of the earth caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere. California State law recognizes the following gases as GHGs: Carbon Dioxide (CO_2), Methane (CH_4), Nitrous Oxide (N_2O), Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride.

The principal sources of GHG emissions in San Mateo are transportation and electric power generation. Taken together these two sources emit approximately 74 percent of GHGs in the State. The Bay Area Air Quality management District (BAAQMD) has established thresholds of significance for operations-related GHG emissions which apply to the Pedestrian Master Plan Area. The litmus test for a significant impact under the BAAQMD thresholds is either compliance with a qualified Climate Action Plan or a qualified General Plan or annual emissions of less than 1,100 metric tons per year.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which Statewide emission of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

AB 32 establishes a timetable for the CARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act. The CARB Board approved in 2008, then re-approved in 2011, the AB 32 Scoping Plan, which presents a strategy for meeting the 2020 greenhouse gas reduction limits outlined in AB 32. In order to meet these goals, California must reduce their greenhouse gases by 30 percent below projected 2020 levels, or about 10 percent from today's levels.

On September 30, 2008, Governor Schwarzenegger signed into law SB 375. SB 375 focuses on housing and transportation planning decisions to reduce fossil fuel consumption and conserve farmlands and habitat. SB 375 provides a path for improved planning by providing incentives to locate housing developments closer to where people work and go to school, allowing them to reduce vehicle miles traveled every year. Finally, SB 375 provides certain exemptions under CEQA law for projects that are proposed consistent with local plans developed under SB 375. MTC and the Association of Bay Area Governments (ABAG) are currently seeking public input on Plan Bay Area, a planning effort that addresses SB 375 requirements and will result in a land use and transportation plan for the nine-county Bay Area. The Plan Bay Area planning effort promotes development of jobs, housing, and services close to public transit.

Discussion

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The City has adopted a Greenhouse Gas Emissions Reduction Program, and is utilizing the corresponding monitoring tool, in conformance with CEQA Guidelines section 15183.5. In addition, the Greenhouse Gas Emission Reduction Program has been designed to meet the requirements of the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines and the corresponding criteria for a Qualified Greenhouse Gas Emissions Reduction Strategy as defined by the BAAQMD. The Program quantifies specific policies in the Sustainable Initiatives Plan and General Plan, and concludes that with the combination of the Sustainable Initiative Plan, General Plan policies, regional, and State policies and programs, the City will reach its 2020 greenhouse gas emission reduction target.

The levels at which the contribution to greenhouse gases are deemed not to be cumulatively considerable are set forth in the Greenhouse Gas Emissions Reduction Program as shown in **Table 4-1**:

Table 4-1: City of San Mateo Greenhouse Gas Emissions Reductions Summary

Emissions Reductions Summary	Year 2020 (Metric Tons CO_2e)	Year 2030 (Metric Tons CO_2e)
Business-as-usual Forecast	721,367	764,267
Emissions Reduction Target	519,384	305,707
Emissions Forecast with SIP, General Plan, regional, and State policies and programs	516,750	411,875
Source: City of San Mateo, 2010, Greenhouse Gas Emissions Reduction Draft Program, page 43.		

Applying the City's General Plan Policies and Greenhouse Gas Emissions Reduction Program, buildout of the Pedestrian Master Plan will not result in the City exceeding the levels set forth above. **(*No impact*)**

b) Would the project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

As described above, the Pedestrian Master Plan would be consistent with the City of San Mateo's Vision 2030 General Plan, its 2007 SIP, and its 2010 Greenhouse Gas Emission Reduction Program. Several General Plan text revisions are recommended. Anticipated changes to the GP include: 1) revisions to General Plan policies C 4.1, 4.4, and 4.11 to call for implementation of the City's Bicycle and Pedestrian Master Plans and 2) revision of General Plan policy C 4.8 to recommend the City consider the Complete Streets concept when evaluating intersection improvements. Further, the Pedestrian Master Plan would facilitate walking and reduce vehicle miles traveled (VMT) and associated vehicle exhaust emissions, thereby aligning with regional goals for the reduction of GHG emissions. **(*No impact*)**

HAZARDS & HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	❒	❒	■	❒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❒	❒	■	❒
c) Emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	❒	❒	■	❒
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	❒	❒	❒	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	❒	❒	❒	■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	❒	❒	❒	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❒	❒	❒	■
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❒	❒	❒	■

Existing Conditions

The City of San Mateo does not have sizeable industrial operations which pose significant risks related to hazardous materials. Hazardous material sites within the Pedestrian Master Plan Area are typically associated with past automobile-related activities, such as service stations and automobile repair shops, and tend to

be located in proximity to U.S. Highway 101, El Camino Real, Amphlett Boulevard, and Palm Avenue. The primary risk the sites pose is leaking gasoline and diesel fuel hydrocarbons and related compounds into the soil and groundwater. None of the sites in the Pedestrian Master Plan Area is on the State of California Hazardous Waste and Substances Site List (Cortese List).

The transport of hazardous materials and waste is limited to non-commute hours and restricted to City-designated truck routes, which include El Camino Real, 25th Avenue, 28th Avenue, and Hillsdale Boulevard. The Union Pacific railroad tracks, which run through the Pedestrian Master Plan Area, may also be used to transport hazardous waste, although freight traffic along these tracks is infrequent.

Structures in the Pedestrian Master Plan Area built or renovated between 1930 and 1981 could potentially contain asbestos-containing building materials (ACBM), which may pose a human health risk if the ACBMs are damaged or deteriorated. Structures built or renovated prior to 1978 could potentially contain lead-based paints (LBP), which may pose a health risk if the paint is in poor condition or during its removal. In 1976, the EPA banned the manufacture of polychlorinated Biphenyls (PCB) Transformers and passed regulations on their use and disposal. It is possible that fluorescent light ballast and transformers in the Pedestrian Master Plan Area could still contain PCBs. Federal, State, and City of San Mateo regulations and policies are in place to regulate the handling and disposal of ACBMs, LBPs, and PCBs and to minimize the human health risks associated with exposure to them.

There are no public or private air strips in San Mateo or within 2 miles of the City. San Francisco International Airport and San Carlos Airport are both located within 5 miles of the City limit; however, the City of San Mateo is not within the safety zones of either airport. There are no designated Wildland Fire Hazard Areas in the City of San Mateo.[22]

Discussion

a) Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

There would be limited use of gasoline, diesel fuel, tar and other similar substances in the construction of the proposed pedestrian improvements and facilities. These substances would be used in small amounts and would have to be handled in accord with OSHA standards. Consequently, there is no substantial risk of exposure to hazardous substances that would result from implementation of the Pedestrian Master Plan. Although paints, solvents, cleansers, gasoline, diesel fuel, tar and other hazardous materials may be used during construction of the projects, the quantities of such products are not expected to be large enough to create a potential health hazard. **(*Less than Significant*)**

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As described above, the Pedestrian Master Plan does not propose new land uses which would require the routine transport, use, or disposal of hazardous substances. Handling of hazardous materials that may be required during redevelopment occurring under the Pedestrian Master Plan would be done in compliance with

[22] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.3-12.

applicable federal, State, and local regulations. Consequently, potential impacts related to upset or accident involving hazardous substances would be reduced to a less-than-significant level. (***Less than Significant***)

c) Would the project emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?

The Pedestrian Master Plan does not propose land uses which would emit hazardous substances, although the construction of the recommended pedestrian improvements and facilities could involve the handling of gasoline, diesel fuel, tar and other similar substances as described above. Handling of any hazardous materials encountered during construction would be done in compliance with federal, State, and municipal regulations and policies which would reduce impacts to less-than-significant levels. (***Less than Significant***)

d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

None of the areas proposed for improvements under the Master Plan are known to be designated hazardous materials sites. In the event that hazardous materials are discovered during construction, construction would cease until such materials have been remediated in accordance with state and local requirements. Such standards have been designed to eliminate or minimize to an acceptable level the potential health impacts associated with human exposure to hazardous materials. As described above, there are no Cortese List sites in the Pedestrian Master Plan Area, and therefore no associated risks to the public or the environment. (***No impact***)

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

As described above, the Pedestrian Master Plan Area is not located within the safety zone of either San Francisco International Airport or San Carlos Airport. The Pedestrian Master Plan would involve the development of pedestrian facilities for use in commuting, recreation, and utilitarian trips. Such transient use of these facilities would not result in any safety impacts related to a public or private airport. (***No impact***)

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

As described above, the Pedestrian Master Plan Area is not located within 2 miles of an airstrip. (***No impact***)

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Pedestrian Master Plan would provide alternative forms of evacuation in the event of an emergency. Consequently, buildout of the Pedestrian Master Plan would not interfere with the City's emergency response plan and would enhance the City's emergency evacuation plan. (***No impact***)

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

As described above, there are no designated Wildland Fire Hazards Area in or adjacent to the Pedestrian Master Plan Area. Additionally, the development of the pedestrian facilities proposed in the Pedestrian Master

Plan would not increase the fire hazard in the area. Therefore, the Pedestrian Master Plan would not pose a significant risk of loss, injury, or death involving wildland fires. **(*No impact*)**

HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	❒	❒	■	❒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	❒	❒	■	❒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❒	❒	■	❒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	❒	❒	■	❒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	❒	❒	■	❒
f) Otherwise substantially degrade water quality?	❒	■	❒	❒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❒	❒	❒	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❒	❒	■	❒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	❒	❒	■	❒
j) Inundation by seiche, tsunami, or mudflow?	❒	❒	■	❒

Existing Conditions

The City of San Mateo is located along the edge of the San Francisco Bay in San Mateo County and consists of approximately 15.7 square miles, which includes land area and portions of the San Francisco Bay and its associated tidelands and marshlands (3.2 square miles of bay water). The City of San Mateo has several forms of surface water sources including creeks, lagoons, tidal marsh, and bay waters. The City of San Mateo comprises four major drainage basins – the San Mateo Creek complex, the North San Mateo complex, the Marina Lagoon complex, and the 3rd and Detroit watershed, each composed of numerous stream channels, culverts, and storm drainage piping systems. The Marina Lagoon complex is further divided into four minor drainage basins; therefore, there are a total of seven major/minor drainages basins (both artificial and natural) within the City of San Mateo. Water quality in the Pedestrian Master Plan Area is regulated by a National Pollutant Discharge Elimination System (NPDES) permit issued for the San Francisco Bay Area Region.

Portions of the City are located within the Federal Emergency Management Agency (FEMA) 100-year floodplain. The first Flood Insurance Study was conducted by FEMA for the City of San Mateo in 1975; the study determined that all floods of any consequence occurred in the lowland areas of the City. In 1996, the City's second Flood Insurance Study was conducted in which areas north of State Route (SR) 92 were determined inadequately protected by the levee system. In 2004, the Map Modernization Program initiated another review of the Flood Insurance Maps, and in 2008 a preliminary map was produced that determined the areas of the City that are still in danger of flooding. This new map became final in the spring of 2010.

The City of San Mateo confronts substantial flood risks from the San Francisco Bay. The potential for flooding is due to the combined effects of high tides, very heavy storm flows, and sea level rise due to global warming. A series of outboard levees, located within San Mateo and Foster City, protect the City from San Francisco Bay tidal flooding. Without adequate levee protection, areas between the railroad tracks and the Bay would be directly exposed to saltwater inundation.

San Mateo's levees are structurally stable, with the exception of approximately 1,000 feet of levee adjacent to Foster City which will be reconstructed in the near future. The probability of levee failure is very low. However, failure could result from a major earthquake or severe storm conditions. Should a failure occur at high tide, property could be inundated up to an elevation of 4.7 feet (San Mateo datum/7.06 ft. NGVD) or to a maximum water depth of about 6 feet in the lowest areas of the Shoreview neighborhood.

There are a total of six dams that affect the City of San Mateo in regard to potential flooding. These dams are Crystal Springs, San Andreas, Laurel Creek and East Laurel Creek, and Tobin Creek in Hillsborough. Lower Crystal Springs Dam is the largest of the dams that affects San Mateo. This dam maintains the majority of the water in the Crystal Springs reservoir, which retains a water supply for San Francisco and most cities within San Mateo County, including the City of San Mateo. San Andreas Dam is located on San Andreas Creek in Burlingame and is also used to impound water for San Francisco and much of San Mateo County. Laurel Creek Dam is located at the end of Laurelwood Drive and reduces the peak stormwater runoff. East Laurel Creek Dam is located at the end of East Laurel Creek Drive and is also used to control peak storm runoff. Two other small dams are located in Belmont (East Laurel Creek) and in Hillsborough (Tobin Creek).

In the case of a major seismic event, dam failure could occur at any one of the six dams. The California Division of Safety of Dams (DSOD) reviews and inspects the dams for potential failure due to a major seismic event. According to the most recent reports for each of the dams under the jurisdiction of the DSOD (Lower Crystal

Springs, San Andreas, Laurel Creek), the DSOD indicates that the dams are structurally safe and will perform without failure. The Lower Crystal Springs Dam specifically has been evaluated for the potential of an earthquake with a maximum magnitude of 8.3 on the Richter scale and determined that the potential for dam failure would be low.

As the City's shoreline is along San Francisco Bay, threats from tsunamis are relatively low.[23] The northwestern portion of the Pedestrian Master Plan Area is vulnerable to sea level rise as mapped by the San Francisco Bay Conservation and Development Commission.[24] There are no large landlocked bodies of water in the vicinity of the Pedestrian Master Plan Area and no risk of damage from seiche.

Discussion

a) Would the project violate any water quality standards or waste discharge requirements?

The Pedestrian Master Plan's proposed projects would likely have a beneficial impact on surface water quality by reducing the number of automobiles traveling within the City. Such a reduction in automobile use would reduce the deposition of rubber and fluids on roadways by automobiles that is ultimately washed into the waterways. **(*Less than Significant*)**

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Buildout of the Pedestrian Master Plan would involve the development of pedestrian improvements and would have no effect on the amount of ground water or a significant lowering of the local groundwater table. This impact would be less than significant. **(*Less than Significant*)**

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

The majority of Pedestrian Master Plan projects consist primarily of roadway crossing improvements and sidewalks along existing roadways. The Pedestrian Master Plan does not propose the alteration of any watercourse or specific modifications to drainage patterns; however, the Pedestrian Master Plan does proposed construction of several off-street path segments. Individual pedestrian projects would be subject to the Vision 2030 General Plan policies (e.g., S 1.4, C/OS 2.6, and C/OS 3.2) and municipal regulations such as the City's Grading Ordinance with respect to runoff management, water quality, erosion control, and low impact design. Accordingly, impacts would be less than significant. **(*Less than Significant*)**

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[23] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.8-6 and -7.

[24] San Francisco Bay Conservation and Development Commission, San Francisco Bay Scenarios for Sea Level Rise Index Map, http://www.bcdc.ca.gov/planning/climate_change/maps/16_55/cbay_west.pdf.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

While the majority of the projects proposed in the Pedestrian Master Plan would involve improvements to existing roadways and would not alter existing drainage patterns, the proposed off-street paths may alter existing drainage patterns. All development occurring under the Pedestrian Master Plan would be subject to the Vision 2030 General Plan policies (e.g., S 2.1, S 2.2, and S 2.5) and municipal regulations with respect to runoff management and low impact design. **(*Less than Significant*)**

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

While some of the proposed projects involve new paved surfaces (e.g., sidewalks and pedestrian paths), these surfaces constitute a very small amount of additional impervious surface and would not substantially alter absorption rates, runoff, or drainage. Capacity issues with the existing storm drainage system have been identified; however, buildout of the Pedestrian Master Plan is not anticipated to exacerbate these issues because it largely involves development within existing developed areas. Construction activities would be subject to NPDES permit requirements and also to local regulations such as the City's Site Development Code and other provisions for runoff and erosion control. Development under the Pedestrian Master Plan would occur largely on previously disturbed sites and would be subject to the Vision 2030 General Plan policies and municipal regulations with respect to runoff management and low impact design. The Pedestrian Master Plan's proposed projects would likely have a beneficial impact on surface water quality by reducing the number of automobiles traveling within the City. This impact would be less than significant. **(*Less than Significant*)**

f) Would the project otherwise substantially degrade water quality?

The Pedestrian Master Plan's proposed projects would likely have a beneficial impact on surface water quality by reducing the number of automobiles traveling within the City. Therefore, operational impacts would be less than significant.

Construction of certain Pedestrian Master Plan projects would consist of grading and vegetation removal activities that may increase soil erosion rates on the areas proposed for development. Grading operations may impact the surface runoff by increasing the amount of silt and debris carried by runoff. Additionally, refueling and parking of construction equipment and other vehicles on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the City's storm drains. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery close to area waterways could cause water quality degradation.

Measures included in subsequent grading plans for projects for those Pedestrian Master Plan projects requiring grading would be required to comply with the City's Grading Ordinance and drainage requirements and Stormwater Pollution Prevention Program (STOPPP), as well as employ best management practices (BMPs) for the prevention of erosion and the control of loose soil and sediment, to ensure that proposed construction does not result in the movement of unwanted material into waters within or outside the project site. Implementation of Mitigation Measure HYD-1 would ensure that the appropriate Regional Water Quality Control Board (RWQCB) permits are secured. **(*Less than Significant with Mitigation Incorporated*)**

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The Pedestrian Master Plan does not propose housing and there would be no associated impact. **(*No impact*)**

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

While the majority of projects proposed under the Master Plan would be improvements along existing roadways and would not impede or redirect flood flows, buildout of the Pedestrian Master Plan would place new path segments within the 100-year flood zone. All development occurring under the Pedestrian Master Plan would be subject to the Vision 2030 General Plan policies (e.g., S 2.1 and S 2.3) and municipal regulations with respect to development along creeks and within floodplains. **(*Less than Significant*)**

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

While the majority of projects proposed under the Master Plan would be improvements along existing roadways and would not impede or redirect flood flows, buildout of the Pedestrian Master Plan would place new path segments within the areas susceptible to flooding. Portions of the Pedestrian Master Plan Area are at risk of inundation in the event of dam failure; however, recent DOSD inspections verified that the dams are structurally safe and that the potential for dam failure would be low in the event of a major earthquake. Additionally, dam failure is generally considered a low-probability event. **(*Less than Significant*)**

j) Inundation by seiche, tsunami, or mudflow?

Given the location of the Pedestrian Master Plan Area away from San Francisco Bay and large landlocked bodies of water, the potential for inundation by seiche or tsunami is minimal. As described above, the majority of projects identified in the Pedestrian Master Plan would occur within existing street rights-of-way and creekside development is regulated so as to minimize the risk of damage or loss. Therefore, potential impacts from inundation by seiche, tsunami, or mudflow would be less than significant. **(*Less than Significant*)**

Mitigation Measure

HYD-1 Pedestrian Master Plan projects will comply with the NPDES General Construction Activity Storm Water Permit administered by the Regional Water Quality Control Board. Prior to construction grading for pedestrian facilities, the contractor will file a "Notice of Intent" (NOI) and prepare a Storm Water Pollution Prevention Plan (SWPPP) which addresses measures that would be included in the project to minimize and control construction and post-construction runoff. The following measure will be applied as a condition of approval for all future planning approvals, as appropriate given the proposed construction activities associated with each project, and would be included in the SWPPP:

- Effective, site-specific Best Management Practices for erosion and sediment control during the construction and post-construction periods.
- Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff.
- Schedule excavation and grading work for dry weather.
- Remove existing vegetation only when absolutely necessary.

- Provide temporary cover of disturbed surfaces to help control erosion during construction.
- Protect downslope drainage courses and storm drains with fiber rolls, silt fences, berms or filters during wet weather periods during construction.
- Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.
- Clean up leaks, drips and spills immediately to prevent contamination of soil and groundwater or leaving a residue on paved surfaces.

When the construction phase is complete, a Notice of Termination (NOT) will be filed with the Regional Water Quality Control Board. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction storm water management plan is in place as described in the SWPPP for the site.

- The projects would include features to minimize nonpoint source pollutants from entering adjacent drainages. Such features will include placement of effective, sediment control features, such as fiber rolls, adjacent to disturbed areas during construction.
- As part of the mitigation for post-construction runoff impacts addressed in the SWPPP, the project will implement regular maintenance activities (i.e., maintain runoff distribution trenches, vegetative swales, litter control) at the site to prevent soil, grease, and litter from accumulating on the project site and contaminating surface runoff.

LAND USE Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Physically divide an established community?	❒	❒	❒	■
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❒	❒	❒	■
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	❒	❒	❒	■

Existing Conditions

Existing land uses in the Pedestrian Master Plan Area are primarily commercial and residential. Land uses permitted under the Vision 2030 General Plan are as described on Figure LU-3 of the Vision 2030 General Plan. The City of San Mateo Zoning Ordinance implements the General Plan through zoning districts and overlay zones. Residential design guidelines and Measure P building height limits have been incorporated into the Vision 2030 General Plan, as has the Below Market Rate (BMR) inclusionary housing program.

Discussion

a) Would the project physically divide an established community?

The Pedestrian Master Plan proposes new pedestrian facilities primarily within street rights-of-way. Additional pedestrian facilities are proposed along drainageways and within public parks. Development under the Pedestrian Master Plan would generally improve connections within the City and surrounding neighborhoods for pedestrians. The Pedestrian Master Plan would not divide an established community. **(*No impact*)**

b) Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The Pedestrian Master Plan proposes pedestrian facilities consistent with the Vision 2030 General Plan and the Zoning Ordinance. The Pedestrian Master Plan implements General Plan Policies C4.4 through C4.7. General Plan Policy C4.4 calls for development of a Pedestrian Master Plan with a prioritized capital improvement program that creates and maintains a walkable environment and supports the City's Sustainable Transportation Actions. Policy C4.5 identifies parameters for pedestrian enhancements required of development projects. Policies 4.6 calls for improved wheelchair access throughout the City and Policy 4.7 establishes pedestrian safety as a priority in the design of intersection and other roadway improvements. As a result, there would be no conflict with adopted plans and no associated impact. **(*No impact*)**

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

As described above, the Pedestrian Master Plan proposes development which is consistent with adopted local Plans and regulations. Additionally, the Pedestrian Master Plan proposes development that supports regional planning efforts to improve air quality and reduce GHG emissions (see Section III, Air Quality, and Section VII, Greenhouse Gas Emissions, above). As a result, there would be no conflict with adopted plans and no associated impact. **(*No impact*)**

NOISE Would the project result in:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	❒	❒	■	❒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	❒	❒	❒	■
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒

NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	❒	❒	❒	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❒	❒	❒	■

Existing Conditions

Noise exposure in the City of San Mateo is dominated by traffic on highways and major arterial roads and trains on the Southern Pacific (SPRR)/Caltrain rail line. Aircraft activity associated with San Francisco International Airport does not significantly affect noise levels in San Mateo, although some neighborhoods in the northeastern portion of the City are impacted by the airport approach path. Localized noise sources include the San Mateo County Fairgrounds, when events are being held. Generally, noise created by manufacturing uses does not have a major impact on the community, although occasional complaints are received from neighbors immediately adjacent to the manufacturing sites.

Discussion

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The Pedestrian Master Plan proposes pedestrian facilities improvements, and therefore, buildout of the Pedestrian Master Plan would not be expected to substantially increase noise in San Mateo. Construction of projects proposed under the Master Plan could result in short-term noise impacts from construction activity. Construction activities associated with buildout of the Pedestrian Master Plan could generate typical hourly noise levels between L_{dn} 80 and 89 dB at a distance of 50 feet, which could potentially result in noise levels higher than allowed at noise sensitive locations such as residences under municipal code. These potential noise impacts would be temporary and limited to the period of construction. Additionally, the City Noise Regulations require a permit for construction activities and restrict construction activities to certain hours so as to reduce associated impacts to the maximum extent practicable. Therefore, continued implementation of Vision 2030 General Plan policy and local regulations would reduce construction noise impacts to a less-than-significant level. **(*Less than Significant*)**

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The proposed pedestrian projects would not result in substantial increases in groundborne noise or vibration. **(*No Impact*)**

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No substantial long-term increase in existing ambient noise environment is expected to result from the Master Plan, because noise levels generated from pedestrian activity would typically be lower than those generated by automobile use in the area. The noise from day-to-day activities for the proposed projects would typically be limited to people talking and would not be expected to be noticeable to surrounding residents assuming that the facilities are adequately sited, designed, and buffered. **(*Less than Significant*)**

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As stated above, construction of projects proposed under the Master Plan could result in short-term noise impacts at adjacent properties from construction activity. The City's existing noise control ordinance: a) prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact. The implementation of standard noise control measures[25] would ensure that construction noise impacts are reduced to a less-than-significant level. **(*Less than Significant*)**

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

There are no public or private air strips in San Mateo or within two miles of the City. Therefore, there would be no impact involving excessive airport noise from buildout of the Pedestrian Master Plan. ***(No impact)***

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

There are no public or private air strips in San Mateo or within two miles of the City. Therefore, there would be no impact involving excessive airport noise from buildout of the Pedestrian Master Plan. ***(No impact)***

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[25] City Code Section 7.30.060(e) states that: Construction, alteration, repair or land development activities which are authorized by a valid city permit shall be allowed on weekdays between the hours of seven a.m. and seven p.m., on Saturdays between the hours of eight a.m. and five p.m., and on Sundays and holidays between the hours of noon and four p.m., or at such other hours as may be authorized or restricted by the permit, if they meet at least one of the following noise limitations: (1) No individual piece of equipment shall produce a noise level exceeding ninety dB at a distance of twenty-five feet. If the device is housed within a structure or trailer on the property, the measurement shall be made outside the structure at a distance as close to twenty-five feet from the equipment as possible. (2) The noise level at any point outside of the property plane of the project shall not exceed ninety dB. (3) The operation of leaf blowers shall additionally comply with Chapter 10.80 "Operation of Leaf Blowers". (Ord. 2004-16 § 1, 2004).

POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	❒	❒	■	❒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■

Existing Conditions

The existing population in the City of San Mateo according to the California Department of Finance in 2010 was 97,966. The City's growth rate between 1990 and 2000 was 8.2 percent, slightly lower than the growth rate between 1980 and 1990, which was 10.2 percent. Population growth has remained slow, mainly due to the lack of remaining vacant land available for development. Projections for the City's population growth from the Association of Bay Area Governments (ABAG) indicate continued slow growth through 2030. The City's population is projected to increase by 23,108 persons between 2000 and 2030, for a total increase of approximately 23.8 percent.

The number of households in the City of San Mateo according to the State Department of Finance in 2010 was 38,256. According to ABAG projections, the City will increase by 9,696 households by 2030. This represents a 25 percent increase between 2000 and 2030. In comparison, the population of San Mateo is projected to increase by 23,108 persons (23.8 percent) over the same 30-year span, which indicates a decrease in the average household size.

Discussion

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The Pedestrian Master Plan would implement the General Plan. The Master Plan would involve the development of sidewalks, pedestrian paths, roadway crossing improvements, signage, and other improvements within roadway rights-of-way, along drainageways, or within public parks. The introduction of additional pedestrian facilities would provide transportation alternatives to residents and employees living and working in the County, but would not directly or indirectly induce population growth. **(*Less than Significant*)**

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No existing housing would be displaced by implementation of the Pedestrian Master Plan. (***No impact***)

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Buildout of the Pedestrian Master Plan would not result in displacement of people and no replacement housing would be required. (***No impact***)

PUBLIC SERVICES	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	❒	❒	■	❒
Police protection?	❒	❒	■	❒
Schools?	❒	❒	❒	■
Parks?	❒	❒	❒	■
Other public facilities?	❒	❒	■	❒

Existing Conditions

The San Mateo Fire Department (SMFD) provides fire protection services for the City of San Mateo, operating six fire stations. SMFD responds to 90 percent of calls for fire protection services within 6 minutes and 18 seconds and has received a strong performance rating by the Insurance Services Office (ISO).

The San Mateo Police Department (SMPD) serves the entire City of San Mateo. The Police Department is located 200 Franklin Parkway. SMPD has a total of 155 employees, including 114 sworn officers, and an annual budget of $28.3 million. The current size of the City's police force is not expected to be adequate to serve anticipated needs through 2025; however, the Vision 2030 General Plan includes programs designed to involve the police force in all aspects of development so as to reduce crime in the community and offset the need for

additional personnel, resources, and facilities.[26] These programs are the Effective Police Services Implementation Program and the Defensible Design Program.

The City of San Mateo is served by three public school districts: the San Mateo-Foster City School District serves grades K–8; the San Mateo Union High School District serves grades 9–12; and the County Community College District serves high school graduates and anyone over 18.

Discussion

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools?

Fire Protection

Properly designed pedestrian facilities typically do not pose substantial public safety concerns in terms of fire protection. SMFD would review individual projects under the Pedestrian Master Plan in the preliminary design/feasibility phase in order to ensure that all necessary safety recommendations have been included in the plans (e.g., emergency access). Buildout of the Pedestrian Master Plan would be consistent with the Vision 2030 General Plan. Additionally, continued implementation of Vision 2030 General Plan policies and development impact fees would ensure a less-than-significant impact to fire protection services in the City of San Mateo. **(*Less than Significant*)**

Police Protection

Properly designed pedestrian facilities typically do not pose substantial public safety concerns in terms of police protection. SMPD would review individual projects under the Pedestrian Master Plan in the preliminary design/feasibility phase in order to ensure that all necessary safety recommendations have been included in the plans (e.g., emergency access, sight lines, lighting). Implementation of policies and programs from the Vision 2030 General Plan, including the Effective Police Services Implementation Program and the Defensible Design Program, would allow the SMPD to maintain response times. As buildout of the Pedestrian Master Plan would be consistent with the Vision 2030 General Plan in terms of land uses and new development, buildout of the Pedestrian Master Plan would have a less-than-significant impact on police protection. **(*Less than Significant*)**

Schools

The Pedestrian Master Plan would not increase demand for school facilities and is intended to improve access to such facilities by providing viable pedestrian connections. **(*No impact*)**

Parks

The Pedestrian Master Plan would not increase demand for park facilities and is intended to improve access to such facilities by providing viable pedestrian connections. **(*No impact*)**

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[26] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.11-10.

Other Public Facilities

Though the Pedestrian Master Plan contemplates installing additional facilities (e.g. sidewalks, pedestrian paths, signs, lighting, etc.), these improvements represent an incrementally small addition to the existing transportation systems in the City of San Mateo. The majority of improvements would occur along roadways currently maintained by the City. Sidewalk repair is coordinated through the City's Sidewalk Repair Program. Crosswalks would be striped on an as-needed basis according to City procedures. The high cost of maintaining Class I facilities may be shared among various agencies or departments.

Due to the low intensity, impact, and cost nature of the projects, it would not result in a significant effect on the maintenance costs. **(*Less than Significant*)**

RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❒	❒	■	❒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	❒	❒	■	❒

Existing Conditions

The City of San Mateo Parks and Recreation Department oversees and manages the various recreational programs, parks, and public open space areas within the City. The County of San Mateo owns and manages the Coyote Point Recreation Area located along San Francisco Bay in the northeast portion of the City.

The City of San Mateo operates a variety of park facilities including playgrounds, ball fields, turf areas, courts, picnic areas, and gardens along with five community centers, a senior center, two swim centers, the Marina Lagoon, and Poplar Creek Golf Course. Diverse programs are offered year-round at these facilities for preschoolers, youths, teens, adults, and seniors.

The Vision 2030 General Plan establishes a goal of providing 6 acres of parkland per 1,000 residents, which is higher than the National Recreation and Park Association standard of 2.5 acres per 1,000 residents. Currently, the existing ratio of parks to residents in the City of San Mateo is approximately 4.9 acres per 1,000 residents. Accounting for population growth foreseen in the Vision 2030 General Plan, this ratio would fall to 3.93 acres per 1,000 residents by 2025. The San Mateo Municipal Code establishes park in-lieu fees that apply to projects that are subject to the Subdivision Map Act, and park impact fees for all other residential projects, with the exception of single-family homes or secondary units. The fee is calculated in the same manner in

each case, but the timing of the payment differs. The City also allows for a credit against required fees for specified private park and recreation facilities in development projects.

Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The projects proposed in the Pedestrian Master Plan would not substantially increase the demand for neighborhood or regional parks or other recreational facilities, or affect existing recreational opportunities. Many of the proposed pedestrian projects have the potential to improve access to recreational facilities, thereby enhancing the experience for users of these facilities. As such, buildout of the Pedestrian Master Plan is not anticipated to result in substantial deterioration of these facilities and related impacts would be less than significant. **(*Less than Significant*)**

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Pedestrian Master Plan would not result in substantial adverse physical effects or a significant need for new or physically altered parks and recreational facilities. Impacts would be less than significant. **(*Less than Significant*)**

TRANSPORTATION/TRAFFIC Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	❒	❒	■	❒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	❒	❒	❒	■
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❒	❒	❒	■

TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	❒	❒	■	❒
e) Result in inadequate emergency access?	❒	❒	■	❒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	❒	❒	❒	■

Existing Conditions

Roadway System

San Mateo has a hierarchy of streets which serve different functions. These include freeways, arterials, collectors, local streets and alleyways. Freeways route traffic through the community and are characterized by large traffic volumes and high-speed travel. There are two freeways in San Mateo: US 101 (Bayshore Freeway) and State Route (SR) 92 (J. Arthur Younger Freeway). State Route 280 also provides regional access to the community and is located just west of the City's Sphere of Influence.

Arterials link residential and commercial districts and serve shorter through traffic needs. Due to the heavier traffic on arterials, adjacent land uses are intended to be a mix of commercial and multi-family residential, such as along El Camino Real and San Mateo Drive. In San Mateo, however, many arterials are located in single-family neighborhoods. Examples include portions of Hillsdale Boulevard, Norfolk Street, and Alameda de las Pulgas.

Collector streets link neighborhoods to arterials and are not intended for through traffic but are nonetheless intended to move traffic in an efficient manner. Collectors should not form a continuous system, so that they are not used as convenient substitutes to arterials. In San Mateo, as drivers avoid congested thoroughfares, traffic diversion onto collectors has increasingly impacted neighborhoods close to such major arterials as El Camino Real and Hillsdale Boulevard.

Local streets are designed to serve only adjacent land uses and are intended to protect residents from through traffic impacts. New multi-family residential and commercial development should not have primary access on local streets, except where there is no feasible alternative.

Vision 2030 General Plan Revised Draft EIR Traffic Forecast

The baseline (2005) and future (2030) levels of service (LOS) were evaluated for the Vision 2030 General Plan Draft EIR at 60 signalized intersections based on the 2000 Highway Capacity Manual operations method. The level of service analysis was conducted for both the morning (AM) and evening (PM) peak periods. This is

consistent with the revised City of San Mateo General Plan Circulation Element, which sets forth level of service standards that apply to both the AM and PM peak hours.

The General Plan Draft EIR found that majority of the signalized intersections will continue to operate at acceptable levels of service (mid D LOS with an average delay of less than 45 seconds). However, in 2030, with anticipated levels of development, three intersections will exceed the established level of service standard if development reaches the level anticipated by 2030. Physical improvements will be required at the following intersections to maintain acceptable levels of service with the addition of future development. With the implementation of the proposed General Plan Update, including mitigations, none of the following intersections would fail to meet the City's LOS standard of mid D or better.

- Delaware Street and 19th Avenue
- Grant Street and 19th Avenue
- El Camino Real at Crystal Springs

Vision 2030 General Plan Revised Draft EIR mitigation measures MM 4.4.1.a through MM 4.4.1c would result in level of service mid LOS D or better and all impacts being less than significant.

Regulatory Framework

Several organizations oversee the roadways system in San Mateo, including the California Department of Transportation (Caltrans) the California Transportation Commission (CTC), the Metropolitan Transportation Commission (MTC), the City/County Association of Governments (C/CAG), and the City of San Mateo. As one of the communities located within San Mateo County, the City of San Mateo is impacted by County policies regarding traffic and circulation. The County recently completed a General Plan update, which includes revisions to countywide transportation policies.

The majority of federal, state, and local financing available for transportation projects is allocated at the regional level by the MTC, the transportation planning, coordinating, and financing agency for the nine-county Bay Area. The current regional transportation plan, known as Transportation 2035, was adopted by MTC on April 22, 2009. Transportation 2035 specifies a detailed set of investments and strategies throughout the region from 2009 through 2035 to maintain, manage, and improve the surface transportation system.

C/CAG of San Mateo County has been designated as the Congestion Management Agency (CMP) to address San Mateo's unique transportation issues. C/CAG is responsible for programming funding for all transportation programs in San Mateo County. The C/CAG Board includes representatives from each city and town in San Mateo County. C/CAG deals with issues that affect the quality of life in general: transportation, air quality, stormwater runoff, hazardous waste, solid waste and recycling, land use near airports, and abandoned vehicle abatement.

Discussion

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

The Pedestrian Master Plan includes various physical changes to the street system to improve convenience and safety for pedestrians. These changes fall into the following general categories:

- **Greenway Pedestrian Corridor Network** identifies a corridor network intended to provide a distinguished pedestrian friendly network.
- **Major Infrastructure Improvements** identify locations for sidewalk installation, paths, curb reconstruction, pedestrian scale lighting, and flexible zone parklets.
- **Intersection and Crossing Improvements** identify specific locations for focused improvements including curb ramps, curb extensions, crosswalks, and other pedestrian related improvements.
- **Zoning Code Revisions** identify changes to the zoning code intended to improve the pedestrian environment.
- **Projects and Studies** identify potential improvements for consideration and further analysis.

Greenway Pedestrian Corridor Network

The recommended Greenway Pedestrian Corridor Network (Greenway Network) is a connected network of streets intended to improve pedestrian connections to neighborhood destinations, transit and recreational opportunities, and serve high volumes of existing or expected pedestrian activity. The City would prioritize pedestrian travel on this network and consider implementation of pedestrian improvements (e.g., street trees, plantings, wide sidewalks, and public art) with roadway and planning projects along these corridors. The Greenway Network designation would not change the capacity of any street for automobiles or trucks. Therefore, there would be no impact to traffic operations. **(*Less than Significant*)**

Major Infrastructure Improvements

Major infrastructure improvements include sidewalk standards, green streets, sidewalk installation, paths, curb replacement practice, pedestrian-scale lighting, a flexible zone parklet program, and an American with Disabilities Transition Plan.

The major infrastructure improvements would not change the capacity of any street for automobiles or trucks. The recommended sidewalk installation projects are along streets that would benefit from separating pedestrians from vehicle traffic. While it is recommended sidewalks be installed on both sides of the identified segments, available space and parking concerns suggest installation of sidewalks may be feasible on only one side of the roadway. The elements of green street design would be incorporated into pedestrian facilities and traffic calming treatments, increasing safety and providing a more pleasant walking environment. The flexible parklet zone program would repurpose approximately six on-street parking spaces in Downtown San Mateo. Downtown San Mateo has over 7,000 parking spaces. Therefore, the loss of approximately six parking spaces would have a negligible impact on downtown parking availability and operation. ***(Less than Significant)***

Intersection and Crossing Improvements

Intersection and crossing improvements include curb ramps, curb extensions, high visibility crosswalks, pedestrian refuge island design standards, audible signals at roadway crossings (to guide visually impaired pedestrians), advance stop bars, advance yield lines, regulatory signage, in-pavement flashers, traffic signal timing modification, and crossing beacons.

The intersection and crossing improvements proposed in the Pedestrian Master Plan would improve walking conditions by improving pedestrian safety and convenience at intersections and crossings. With the possible exception of traffic signal timing modifications, the recommended improvements would not affect vehicular circulation. Traffic signal timing is the amount of time each phase of a signal is allotted for vehicles, bicycles, and pedestrians to cross. The City of San Mateo currently employs a standard walking speed of four feet per second. The 2012 California Manual on Uniform Traffic Control Devices (CA MUTCD) and the National MUTCD recommend a standard signal crossing time of 3.5 feet per second, which would increase the time for the walking phase. The Pedestrian Master Plan recommends the City of San Mateo study the potential affects of adopting a standard signal timing of 3.5 feet per second, except at certain locations. Within an eighth of a mile (660 feet) of all senior centers, senior living facilities, and schools the Pedestrian Master Plan recommends adjusting the signal timing to 2.8 feet per second. Along El Camino Real, the Pedestrian Master Plan recommends the City work with Caltrans to expedite signal timing modification to 2.8 or 3.5 feet per second at approximately 10 intersections.

General Plan Circulation (C) Policies 2.1 and 2.5 establish the minimum acceptable LOS and require traffic studies for development projects that may result in a LOS below the City's acceptable minimum, as follows:

> *General Plan Policy C 2.1: Acceptable Levels of Service. Maintain a Level of Service no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable Level of Service for all intersections within the City.*
>
> *General Plan Polity C 2.5: Traffic Studies. Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumula-*

tive intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.

The recommended study would be consistent with the applicable General Plan policies. ***(Less than Significant)***

Zoning Code Revisions

The recommend Zoning Code revisions are intended to improve pedestrian mobility, safety, and the pedestrian environment. The revisions would increase the open space requirements in the Central Business District; prohibit vehicular parking on sidewalks; prohibit fences, trees, and hedges from obstructing the sidewalk; and facilitate outdoor seating and merchandize display on sidewalks. The Zoning Code revisions would not change the capacity of any street for automobiles or trucks. Therefore, there would be no impact to traffic operations. ***(Less than Significant)***

Projects and Studies

The Pedestrian Master Plan identifies the following projects and studies to further accommodate pedestrians: Bay to Transit Trail Feasibility Study, Downtown Streetscape Master Plan, Suggested Routes to School Maps, Lead Pedestrian Interval, Downtown Pedestrian Recall Study, 3rd Avenue & Norfolk Street Intersection Improvement Study, El Camino Real at 22nd and 39th Avenues Traffic Signal Warrant Studies, Highway 92 Crossing Study, Railroad Crossing Study, and El Camino Real Sidewalk Width Study. ***(No Impact)***

Bay to Transit Trail Feasibility Study. The Bay to Transit Trail project envisions development of a paved two-mile pedestrian and bicycle pathway along the existing city-owned creek drainage channel from the Hayward Park Caltrain Station to the regional San Francisco Bay Trail. The Plan recommends that the City conduct a feasibility study in order to study potential issues, including: right of way, site engineering, safety, security, delivery of emergency vehicles, maintenance/ operations, and community interests/needs. ***(No Impact)***

Downtown Streetscape Master Plan. The Plan recommends the City prepare streetscape plans that incorporate pedestrian improvements in these areas. The strongest candidate for this more detailed level of planning and design would be the downtown area. Such plans would be subject to future environmental analysis. ***(No Impact)***

Suggested Routes to School Maps. The Pedestrian Master Plan recommends the City develop suggested routes to school maps that include identification of suggested routes, crossing locations, traffic controls, crossing guard locations, and the presence of sidewalks, paths and bikeways along routes to each school. ***(No Impact)***

Lead Pedestrian Interval. A lead pedestrian interval is a tool where traffic signals are programmed to give pedestrians a walk indication before vehicles and receive the green light to proceed. Crossing with this "head start" allows pedestrians to be more visible to motorists approaching the intersection. LPI signal timing typically allows pedestrians to start 2-4 seconds before vehicles. The Pedestrian Master Plan recommends the City study the feasibility of installing LPI's at Downtown intersections from Tilton Avenue to 5th Avenue and from El Camino Real to Delaware Street; as well as at Delaware and 25th and 37th Avenues. A LPI along El Camino Real will require coordination with Caltrans. ***(No Impact)***

Downtown Pedestrian Recall Study. The Pedestrian Master Plan recommends the City conduct a study to include a pedestrian recall phase at all signalized intersections in Downtown. MUTCD sign R10-2a should be installed at all signalized intersections with a pedestrian recall phase, replacing MUTCD sign R10-4. ***(No Impact)***

3rd Avenue & Norfolk Street Intersection Improvement Study. The Pedestrian Master Plan recommends a study to improve access to the path entrance. Possible improvements may include signage and striping. The improvement study may review similar intersection configurations with median paths including in Brooklyn, New York. ***(No Impact)***

El Camino Real at 22nd and 39th Avenues Traffic Signal Warrant Studies. The Pedestrian Master Plan recommends the City coordinate with Caltrans and conduct a traffic signal study to determine the impact of a traffic signal installation at El Camino Real and 22nd Avenue and at El Camino Real and 39th Avenue. ***(No Impact)***

Should the 22nd and/or 39th Avenue crossing locations not meet signal warrant requirements, other recommendations may be considered. Potential crossing improvements at the 39th Avenue/El Camino Real intersection include relocating the crosswalk to the north side of the intersection, installation of a pedestrian hybrid beacon, and installation of a pedestrian refuge island. ***(No Impact)***

Peninsula Avenue and Bayshore Boulevard Intersection Improvement Study. The Pedestrian Master Plan recommends the City initiate a study to improve access and pedestrian circulation at the intersection. Possible improvements include installation of a marked crosswalk and a segment of sidewalk. ***(No Impact)***

Highway 92 Crossing Study. The Pedestrian Master Plan recommends the City conduct a feasibility study to determine the opportunities and challenges of a crossing near Edinburgh Street. ***(No Impact)***

Requirements for Large Scale Development Projects. The City should establish citywide requirements for the improvement of the public right-of-way associated with large-scale development projects. The requirements will ensure that the public right-of-way is safe, accessible, convenient and attractive to pedestrian use and travel. The requirements may also promote pedestrian activity and trips consistent with the San Mateo General Plan and Sustainable Initiatives Plan. ***(No Impact)***

The City should develop and adopt a pedestrian design toolkit, which would govern the design, location, and dimensions of all pedestrian and streetscape items in the public right-of-way, including but not limited to sidewalks, crosswalks, curb ramps, refuge islands, street trees, lighting, and site furnishings. ***(No Impact)***

Railroad Crossing Study. The Pedestrian Master Plan recommends the City consider additional pedestrian crossings between 9th and 42nd Avenues. Crossings may be considered with the current configuration and with any future development proposals. ***(No Impact)***

El Camino Real Sidewalk Width Study. The Pedestrian Master Plan recommends the City consider a study to widen sidewalk width on El Camino Real within City limits. This study will require coordination with Caltrans. ***(No Impact)***

Alameda De Las Pulgas Road Diet from Crystal Springs Road to Barneson Avenue. The road diet would reduce the number of lanes from two in each direction to one in each direction with a center turn lane. The reduction in travel lanes would make room for either bike lanes or increased sidewalk width. The transition from four lanes to two lanes would occur between Barneson Avenue and Hobart Avenue. Hexagon Transportation Consultants, Inc. reviewed the traffic volume on Alameda de las Pulgas to determine whether a two-lane road would have sufficient capacity (analysis provided in **Appendix B**).

Hexagon's analysis is based on traffic counts from 2006 on Alameda de las Pulgas at Crystal Springs Road, at Nevada Avenue, and at Barneson Avenue that were provided by the City. By examining counts over the last

ten years at several locations in San Mateo, Hexagon finds that counts from 2006 are still representative of existing traffic volume in 2012. The counts show a daily volume of about 6,000 vehicles per day near Crystal Springs Road, 7,000 vehicles per day near Nevada Avenue, and 15,000 vehicles at Barneson Avenue. The reason for the higher volume at Barneson Avenue is that intersection is near both Aragon High School and the Alameda del las Pulgas/SR 92 freeway interchange.

The capacity of a two lane road is between 12,000 and 15,000 vehicles per day. The section of Alameda de las Pulgas that is proposed for a road diet carries between 6,000 and 7,000 vehicles per day. This is well within the capacity of a two-lane road. Therefore, the road diet reduction from four lanes to three lanes (one lane in each direction plus a center turn lane) still would provide sufficient capacity for the traffic volume. At Barneson Avenue, the volume on Alameda de las Pulgas is beyond the typical capacity of a two-lane road, so that section should remain at four lanes. The transition from four lanes to three lanes could occur between Barneson Avenue and Hobart Avenue.

A more accurate way of assessing the traffic impact of the road diet, rather than analyzing daily traffic volume, is to analyze intersection operations along Alameda de las Pulgas. Signalized intersections occur at Parrott Drive, Nevada Avenue, Kentucky Avenue, and Aragon Boulevard. Intersection turning movement counts are available at the Alameda de las Pulgas/Nevada intersection, which is typical of the four signalized intersections. Hexagon calculated the intersection levels of service during the morning, mid-day, and afternoon peak hours with the current four lane street and then assuming the three-lane road diet. **Tables 4-2** through **4-4** show that the average delay would increase by only one second with the road diet, and the levels of service would be A for each peak hour.

Table 4-2: Alameda De Las Pulgas/Nevada Avenue Intersection Operations – AM Peak Hour

Alameda De Las Pulgas Cross Section	Average Control Delay (sec/veh)					LOS
	NB	SB	EB	WB	Overall	
4 lane	7.3	7.2	12.3	20.7	7.9	A
3 lane	8.4	8.4	12.4	20.7	8.9	A

Table 4-3: Alameda De Las Pulgas/Nevada Avenue Intersection Operations – Noon Peak Hour

Alameda De Las Pulgas Cross Section	Average Control Delay (sec/veh)					LOS
	NB	SB	EB	WB	Overall	
4 lane	6.6	6.4	10.2	18.7	7.1	A
3 lane	7.7	7.4	10.3	18.7	8.0	A

Table 4-4: Alameda De Las Pulgas/Nevada Avenue Intersection Operations – PM Peak Hour

Alameda De Las Pulgas Cross Section	Average Control Delay (sec/veh)					
	NB	SB	EB	WB	Overall	LOS
4 lane	7.2	6.9	12.8	23.0	7.6	A
3 lane	8.7	8.1	12.9	23.2	8.9	A

In conclusion, Hexagon's analysis shows that traffic operations would remain at acceptable levels with the road diet on Alameda de las Pulgas from Crystal Springs Road to Hobart Avenue, then transitioning back to four lanes at Barneson Avenue.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

By improving pedestrian facilities in the City, the Pedestrian Master Plan intends to provide opportunities for forms of transportation other than the automobile. These alternative transportation projects could reduce motor vehicle traffic and relieve congestion on San Mateo's streets. These facilities would also reduce the need for parking. ***(No impact)***

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

There are no public or private air strips in San Mateo or within two miles of the City. The nearest major airport to the City of San Mateo is San Francisco International Airport located between San Bruno and Millbrae, which is approximately 4.5 miles north of the city limits. San Carlos Airport is located approximately 2.5 miles south of the city limits. **(*No impact*)**

d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

The Pedestrian Master Plan proposes pedestrian facilities that are compatible with the existing and planned street network. Pedestrian facility design in California is governed by many design documents, the most important of which include the Access Board Draft Final Accessibility Guidelines for Outdoor Developed Areas, the Caltrans Highway Design Manual (HDM), the California Manual of Uniform Traffic Control Devices (MUTCD), and the California State Parks Accessibility Guidelines. Infrastructure improvements would enhance safety through appropriate separation of pedestrians from motorized traffic. Through compliance with these design documents, potential adverse impacts associated with design features would be reduced to a less than significant level. **(*Less than Significant*)**

e) Result in inadequate emergency access?

The proposed Pedestrian Master Plan may result in new pedestrian path corridors that are not fully accessible by emergency vehicles. Under standard City development review procedures, the local law enforcement agency and fire services agency are included in the design process to ensure that there are provisions for emergency access. **(*Less than Significant*)**

f) Would the project conflict with adopted policies, plans or programs supporting alternative transportation?

Implementation of the proposed Master Plan would provide for a number of pedestrian facilities and programs intended to promote alternative transportation for commuting, recreation, and utilitarian trips. **(*No impact*)**

UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❒	❒	❒	■
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❒	❒	■	❒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❒	❒	■	❒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❒	❒	❒	■
g) Comply with federal, state, and local statutes and regulations related to solid waste?	❒	❒	■	❒

Existing Conditions

Two water purveyors currently serve the Pedestrian Master Plan Area: the California Water Service Company (Cal Water) and the Estero Municipal Improvement District (EMID).

Cal Water's Mid-Peninsula District provides water service to the Pedestrian Master Plan Area, sourcing its supply from SFPUC. SFPUC obtains its water supplies from the Tuolumne River and local reservoirs as well as from groundwater. SFPUC is also actively planning for additional supply sources to supplement its existing sources during dry years in order to meet the reliability goal of 80 percent. The Mid-Peninsula District receives supply from SFPUC through eight metered connections with four SFPUC transmission lines and distributes it to 19 storage tanks throughout its network.

EMID is a special district that provides water to a four square mile service area consisting of the City of Foster City and the Mariner's Island area of the City of San Mateo. EMID serves about 8,400 individual connections

or about 37,500 people. Customers include primarily residential uses as well as offices and commercial businesses and a small number of industrial facilities. There are no agricultural customers within EMID. EMID purchases all of its water from SFPUC.

The City's underground collection system comprises 260 miles of sanitary sewer lines connected to the City-owned wastewater treatment plant at Detroit Drive. This facility has an average daily flow of 12.1 million gallons per day (gpd) and a permitted capacity of 15.7 gpd. The underground collection system also includes 75 miles of storm drains, which typically flow into the nearest watercourse. Wastewater discharge and stormwater pollution levels in the Pedestrian Master Plan Area are regulated by a NPDES permit issued for the San Francisco Bay Area Region. Additionally, stormwater quality is regulated by State and City of San Mateo pollution prevention controls.

Allied Waste Refuse Service is under contract to collect, transport, and dispose of solid waste in the City of San Mateo. Solid waste from the Pedestrian Master Plan Area is sorted at the San Carlos Transfer Station and then transported for disposal at the Los Trancos Canyon landfill, which has an operational life permitted through 2018. When the permit expires, Los Trancos Canyon landfill will be expanded further or nearby Apanolio Canyon will be opened for fill.

Discussion

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The Pedestrian Master Plan would involve the development of sidewalks, pedestrian paths, signage, roadway crossing improvements, and other improvements. The Pedestrian Master Plan would not generate wastewater. (***No Impact***)

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed Master Plan would not result in a substantial increase in water consumption or wastewater generation. No new or expanded water or wastewater treatment facilities would be necessary. (***Less than Significant***)

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed projects would be designed to be integrated into the existing stormwater system. The additional runoff from new impervious surfaces is expected to be minimal given the small surface area of new paved paths and sidewalks. Therefore, impacts from the Pedestrian Master Plan would be less than significant. (***Less than Significant***)

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The Pedestrian Master Plan would result in minimal additional water demand and no additional water treatment or distribution facilities would be required. Proposed projects would utilize contemporary water-

conservation technology in any landscaping improvements associated with the Pedestrian Master Plan. **(*Less than Significant*)**

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The Pedestrian Master Plan would involve the development of sidewalks, pedestrian paths, signage, roadway crossing improvements, and other improvements. The Pedestrian Master Plan would not result in a substantial increase in wastewater generation. **(*Less than Significant*)**

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The Pedestrian Master Plan would not result in the generation of solid waste that would overburden the capacity of the existing or planned solid waste disposal and landfill services. **(*No Impact*)**

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

California's Integrated Waste Management Act of 1989 (AB 939) requires that cities and counties divert 50 percent of all solid waste from landfills as of January 1, 2000 through source reduction, recycling, and composting. Adoption of a Construction and Demolition ordinance together with the activities of the City's full-time Recycling Coordinator have significantly reduced the volume of solid waste produced in San Mateo and in 2006 the City achieved a waste diversion rate of 55 percent.[27] The City has developed and is implementing a SIP which contains policies, programs, and actions to further promote recycling. Development under the Pedestrian Master Plan would be required to comply with the Construction and Debris Ordinance. Additionally, continued implementation of the SIP is expected to result in further improvements in the City's waste diversion rate. Therefore, the Pedestrian Master Plan would result in a less than significant impact on compliance with solid waste regulations. **(*Less than Significant*)**

[27] CalRecycle, Jurisdictional Profile for the City of San Mateo, accessed on September 8, 2010, http://www.calrecycle.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=453&JUR=San+Mateo

MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	❒	■	❒	❒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	❒	❒	■	❒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❒	❒	■	❒

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The San Mateo Vision 2030 General Plan states that there are no USFWS-defined critical habitat is located within the General Plan Planning Area. The City of San Mateo General Plan identified fifty-two special-status plant species with the potential to occur within the General Plan Planning Area. The CNDDB identified the occurrence of 21 sensitive plants within the General Plan Planning Area or within 1 mile of the General Plan Planning Area boundary. The General Plan Planning Area does not contain designated critical habitat for any listed plant species[28]. Implementation of mitigation measures MM 4.9.1a, MM 4.9.1b from the Vision 2030 General Plan Draft EIR and mitigation contained in the Laurelwood Park and Sugarloaf Mountain Open Space Management Plan Project MND regarding special-status species would ensure that any covered species would not be adversely impacted. Prior to path construction in undeveloped areas, detailed biological surveys would

[28] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.9-12 and -13.

be undertaken to ensure that final path alignment avoids sensitive habitat areas to the maximum extent feasible, and that project design enhances the existing habitat and provides public access.

Implementation of the Pedestrian Master Plan would largely involve roadways crossing improvements, sidewalks, and pedestrian paths in previously developed areas. Therefore, discovery of unrecorded archaeological resources is unlikely. The Vision 2030 General Plan does not identify any paleontological resources or sites in the Pedestrian Master Plan Area. Implementation of Vision 2030 General Plan policies C/OS 7.1, C/OS 8.1 through C/OS 8.5, applicable zoning code requirements, and standard conditions of project approval would mitigate any potentially significant impacts to archeological resources to a less than significant level.

Construction of certain Pedestrian Master Plan projects would consist of grading and vegetation removal activities that may increase soil erosion rates on the areas proposed for pedestrian facility improvements. Refueling and parking of construction equipment and other vehicles on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the City's storm drains. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery close to area waterways could cause water quality degradation. Pedestrian Master Plan projects would be required to comply with the City's Grading Ordinance and drainage requirements and Stormwater Pollution Prevention Program (STOPPP), as well as employ best management practices (BMPs) for the prevention of erosion and the control of loose soil and sediment. Implementation of Mitigation Measure HYD-1 would ensure that the appropriate Regional Water Quality Control Board (RWQCB) permits are secured. **(*Less than Significant with Mitigation Incorporated*)**

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The majority of the proposed pedestrian facilities would be located on existing paved streets, which already contain traffic signals and signs, striping and markings, crosswalks, etc. Implementation of new pedestrian facilities would have a beneficial impact on air quality, water quality, and traffic congestion and would not cumulatively adversely impact the environment. **(*Less than Significant*)**

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Buildout of the Pedestrian Master Plan could potentially locate sensitive receptors including children, seniors, and people with impaired lung functions near existing sources of TACs, namely along roadways. However, it is anticipated that State-wide controls and programs designed to reduce diesel particulate emissions from on-road vehicles will dramatically reduce these emissions in the future. Consequently, overall, the project would not cause any substantial adverse effects on human health, either directly or indirectly, and impacts would be less than significant. **(*Less than Significant*)**

Appendix A. Project List

Table A-1: Project List

Location	Type	Limits	Quanti-ty	Unit
1st Ave				
1st Ave	Pedestrian Scale Lighting	B St to Delaware St	0.17	Miles
1st Ave	Pedestrian Scale Lighting	Ellsworth Ave to B St	0.05	Miles
1st Ave at Delaware St				
1st Ave at Delaware St	Curb Extension with Stop Bar	N/A	4	Each
1st Ave at Ellsworth Ave				
1st Ave at Ellsworth Ave	Signal Timing	N/A	3	Each
1st Ave Between B St at Claremont St				
1st Ave Between B St at Claremont St	Midblock Crossing	N/A	1	Each
2nd Ave				
2nd Ave	Pedestrian Scale Lighting	El Camino Real to Delaware St	0.43	Miles
2nd Ave at El Camino Real				
2nd Ave at El Camino Real	Signal Timing	N/A	4	Each
2nd Ave at Ellsworth Ave				
2nd Ave at Ellsworth Ave	Signal Timing	N/A	4	Each
2nd Ave at San Mateo Dr				
2nd Ave at San Mateo Dr	Signal Timing	N/A	4	Each
3rd Ave				
3rd Ave	Bike Lane	Crystal Springs Rd to Parrott Dr	0.10	Miles
3rd Ave	Parklet	B St to Ellsworth Ave	0.06	Miles
3rd Ave	Pedestrian Scale Lighting	Humboldt St to J Hart Clinton Dr	0.93	Miles
3rd Ave	Pedestrian Scale Lighting	Dartmouth Rd to El Camino Real	0.13	Miles
3rd Ave	Sidewalk Installation	Crystal Springs Rd to Parrott Dr	0.00	Miles
3rd Ave at B St				
3rd Ave at B St	Curb Extension	N/A	2	Each
3rd Ave at Delaware St				
3rd Ave at Delaware St	Curb Extension with Stop Bar	N/A	1	Each
3rd Ave at Fremont St				
3rd Ave at Fremont St	Curb Extension with Stop Bar	N/A	4	Each
3rd Ave at Hwy 101 Southbound Off-ramp				
3rd Ave at Hwy 101 Southbound Off-ramp	High-Visibility Crosswalk	N/A	2	Each
3rd Ave at Hwy 101 Southbound Off-ramp	High-Visibility Crosswalk	N/A	2	Each

Location	Type	Limits	Quanti-ty	Unit
3rd Ave at Norfolk St				
3rd Ave at Norfolk St	School Zone Crosswalk	N/A	4	Each
3rd Ave at S. Norfolk St				
3rd Ave at S. Norfolk St	Advance stop bars	N/A	4	Each
3rd Ave at S. Norfolk St	Pedestrian Countdown Signals	N/A	10	Each
3rd Ave at S. Norfolk St	Signage	N/A	1	Each
3rd Ave at S. Norfolk St	Signal Timing	N/A	2	Each
3rd Ave at S. Norfolk St	High-Visibility Crosswalk	N/A	4	Each
3rd Ave at Parrott Dr				
3rd Ave at Parrott Dr	Advance stop bars	N/A	1	Each
3rd Ave at Parrott Dr	Advance yield lines	N/A	2	Each
3rd Ave at Parrott Dr	High-Visibility Crosswalk	N/A	2	Each
3rd Ave at Parrott Dr	Neighborhood Mini Park	N/A	1	Each
3rd Ave at Parrott Dr	Signage	N/A	5	Each
3rd Ave at Parrott Dr	Stripe Standard Crosswalk	N/A	1	Each
3rd Ave at Parrott Dr	Curb Extension	N/A	1	Each
3rd Ave at Parrott Dr	Bike lane striping	N/A	1	Each
3rd Ave at Parrott Dr	Landscape strip	N/A	1	Each
3rd Ave at Virginia Ave				
3rd Ave at Virginia Ave	Curb Extension	N/A	3	Each
3rd Ave at Virginia Ave	Directional curb ramp	N/A	6	Each
3rd Ave at Virginia Ave	Stripe Standard Crosswalk	N/A	1	Each
4th Ave				
4th Ave	Pedestrian Scale Lighting	El Camino Real to Hwy 101	0.86	Miles
4th Ave	Pedestrian Scale Lighting	Dartmouth Rd to El Camino Real	0.13	Miles
44 4th Ave				
44 4th Ave	High-Visibility Crosswalk	N/A	1	Each
4th Ave at Caltrain Tracks				
4th Ave at Caltrain Tracks	In-pavement flashers	N/A	1	Each
4th Ave at El Camino Real				
4th Ave at El Camino Real	Curb Extension	N/A	4	Each
4th Ave at Grant St				
4th Ave at Grant St	High-Visibility Crosswalk	N/A	3	Each
4th Ave at San Mateo Dr				
4th Ave at San Mateo Dr	Signal Timing	N/A	4	Each
5th Ave				
5th Ave	Pedestrian Scale Lighting	El Camino Real to Delaware St	0.43	Miles
5th Ave	Pedestrian Scale Lighting	Delaware St to Humboldt St	0.27	Miles
5th Ave at B St				
5th Ave at B St	Signal Timing	N/A	4	Each
5th Ave at El Camino Real				
5th Ave at El Camino Real	Signal Timing	N/A	4	Each

Location	Type	Limits	Quanti-ty	Unit
5th Ave at San Mateo Dr				
5th Ave at San Mateo Dr	Signal Timing	N/A	4	Each
6th Ave at Laurel Ave				
6th Ave at Laurel Ave	High-Visibility Crosswalk	N/A	2	Each
7th Ave at Laurel Ave				
7th Ave at Laurel Ave	High-Visibility Crosswalk	N/A	1	Each
9th Ave				
9th Ave	Pedestrian Scale Lighting	El Camino Real to B St	0.26	Miles
9th Ave at El Camino Real				
9th Ave at El Camino Real	High-Visibility Crosswalk	N/A	3	Each
9th Ave at El Camino Real	Signal Timing	N/A	4	Each
9th Ave at Laurel Ave				
9th Ave at Laurel Ave	High-Visibility Crosswalk	N/A	3	Each
9th Ave at Palm Ave				
9th Ave at Palm Ave	High-Visibility Crosswalk	N/A	2	Each
19th Ave at Fashion Island Blvd				
19th Ave at Fashion Island Blvd	School Zone Crosswalk	N/A	2	Each
19th Ave at Fashion Island Blvd	Signal Timing	N/A	4	Each
19th Ave at Ginnever St				
19th Ave at Ginnever St	Signal Timing	N/A	4	Each
20th Ave				
20th Ave	Pedestrian Scale Lighting	Alameda de las Pulgas to Palm Ave	0.74	Miles
20th Ave	Pedestrian Scale Lighting	Palm Ave to Leslie St	0.04	Miles
22nd Ave at Flores St				
22nd Ave at Flores St	High-Visibility Crosswalk	N/A	2	Each
23rd Ave at Flores St				
23rd Ave at Flores St	High-Visibility Crosswalk	N/A	2	Each
24th Ave at Flores St				
24th Ave at Flores St	High-Visibility Crosswalk	N/A	2	Each
25th Ave				
25th Ave	Parklet	Flores St to Hacienda St	0.13	Miles
25th Ave	Pedestrian Scale Lighting	El Camino Real to Delaware St	0.15	Miles
25th Ave	Pedestrian Scale Lighting	Hacienda St to El Camino Real	0.22	Miles
25th Ave	Pedestrian Scale Lighting	Alameda de las Pulgas to Hacienda St	0.38	Miles
140 25th Ave				
140 25th Ave	In-Pavement Pedestrian Yield Sign	N/A	2	Each
140 25th Ave	Midblock Crossing	N/A	1	Each
27th Ave at Edison St				
27th Ave at Edison St	High-Visibility Crosswalk	N/A	2	Each
28th Ave				

Location	Type	Limits	Quanti-ty	Unit
28th Ave	Pedestrian Scale Lighting	Alameda de las Pulgas to El Camino Real	0.58	Miles
28th Ave at Edison St				
28th Ave at Edison St	High-Visibility Crosswalk	N/A	2	Each
28th Ave at Isabelle Ave				
28th Ave at Isabelle Ave	High-Visibility Crosswalk	N/A	2	Each
28th Ave Extension				
28th Ave Extension	Class I Path	EL Camino Real to New Delaware St	0.10	Miles
28th Ave Extension Path				
28th Ave Extension Path	Pedestrian Scale Lighting	Saratoga Dr to Bay Meadows Alt	0.39	Miles
31st Ave Extension				
31st Ave Extension	Class I Path	EL Camino Real to Caltrain	0.08	Miles
36th Ave				
36th Ave	Pedestrian Scale Lighting	Alameda de las Pulgas to Hacienda St	0.24	Miles
37th Ave				
37th Ave	Pedestrian Scale Lighting	Hacienda St to El Camino Real	0.50	Miles
37th Ave at Hillsdale Gardens				
37th Ave at Hillsdale Gardens	Crossing Beacon	N/A	2	Each
37th Ave Between El Camino Real and Colegrove St				
37th Ave Between El Camino Real and Colegrove St	Midblock Crossing	N/A	1	Each
39th Ave				
39th Ave	Pedestrian Scale Lighting	Edison St to El Camino Real	0.32	Miles
40th Ave				
40th Ave	Sidewalk Installation	Hacienda St to Beresford St	0.47	Miles
41st Ave				
41st Ave	Pedestrian Scale Lighting	Edison St to El Camino Real	0.32	Miles
41st Ave	Sidewalk Installation	Hacienda St to Colegrove St	0.43	Miles
41st Ave at Beresford St				
41st Ave at Beresford St	High-Visibility Crosswalk	N/A	1	Each
41st Ave at El Camino Real				
41st Ave at El Camino Real	Signal Timing	N/A	4	Each
Alameda De Las Pulgas				
Alameda De Las Pulgas	Pedestrian Scale Lighting	Crystal Springs Rd to S of La Casa Ave	3.03	Miles
Alameda De Las Pulgas Road Diet				
Alameda De Las Pulgas	Restriping	Crystal Springs Rd to Barneson Ave		Each
Alameda de las Pulgas	Sidewalk Installation	Crystal Springs Rd to Barneson Ave	0.00	Each

Location	Type	Limits	Quanti-ty	Unit
Alameda De Las Pulgas at 20th Ave				
Alameda de las Pulgas at 20th Ave	Advance stop bars	N/A	2	Each
Alameda de las Pulgas at 20th Ave	Tighten curb radii	N/A	2	Each
Alameda de las Pulgas at 20th Ave	Directional curb ramp	N/A	8	Each
Alameda de las Pulgas at 20th Ave	School Zone Crosswalk	N/A	4	Each
Alameda de las Pulgas at 20th Ave	Pedestrian refuge	N/A	1	Each
Alameda De Las Pulgas at 20th Ave	Signal Timing	N/A	4	Each
Alameda De Las Pulgas at 26th Ave				
Alameda De Las Pulgas at 26th Ave	High-Visibility Crosswalk	N/A	4	Each
Alameda De Las Pulgas at 28th Ave				
Alameda De Las Pulgas at 28th Ave	High-Visibility Crosswalk	N/A	4	Each
Alameda De Las Pulgas at 42nd Ave				
Alameda De Las Pulgas at 42nd Ave	School Zone Crosswalk	N/A	4	Each
Alameda de las Pulgas at Fernwood St				
Alameda de las Pulgas at Fernwood St	High-Visibility Crosswalk	N/A	1	Each
Alameda De Las Pulgas at Parkside Wy				
Alameda De Las Pulgas at Parkside Wy	High-Visibility Crosswalk	N/A	1	Each
Alameda De Las Pulgas at Portola Wy				
Alameda De Las Pulgas at Portola Wy	High-Visibility Crosswalk	N/A	1	Each
Alley				
Alley	Pedestrian Scale Lighting	Norfolk St to J Hart Clinton Dr	0.41	Miles
Aragon Blvd				
Aragon Blvd	Pedestrian Scale Lighting	Alameda de las Pulgas to El Camino Real	0.62	Miles
Aragon Blvd at Alameda De Las Pulgas				
Aragon Blvd at Alameda De Las Pulgas	Signal Timing	N/A	3	Each
Aragon Blvd at El Camino Real				
Aragon Blvd at El Camino Real	High-Visibility Crosswalk	N/A	2	Each
B St				
B St	Parklet	Baldwin Ave to 4th Ave	0.25	Miles
B St	Pedestrian Scale Lighting	Baldwin Ave to 9th Ave	0.54	Miles

Location	Type	Limits	Quanti-ty	Unit
B St at 12th Ave				
B St at 12th Ave	High-Visibility Crosswalk	N/A	2	Each
B St at 1st Ave				
B St at 1st Ave	High-Visibility Crosswalk	N/A	4	Each
B St at 2nd Ave				
B St at 2nd Ave	High-Visibility Crosswalk	N/A	4	Each
B St at 3rd Ave				
B St at 3rd Ave	Curb Extension	N/A	2	Each
B St at 3rd Ave	High-Visibility Crosswalk	N/A	4	Each
B St at 3rd Ave	Leading pedestrian interval	N/A	2	Each
B St at 3rd Ave	Midblock Crossing with In-Pavement Flashers	N/A	2	Each
B St at 4th Ave				
B St at 4th Ave	High-Visibility Crosswalk	N/A	4	Each
B St at 4th Ave	Leading pedestrian interval	N/A	4	Each
B St at 5th Ave				
B St at 5th Ave	High-Visibility Crosswalk	N/A	4	Each
B St at 8th Ave				
B St at 8th Ave	High-Visibility Crosswalk	N/A	2	Each
B St at Baldwin Ave				
B St at Baldwin Ave	High-Visibility Crosswalk	N/A	3	Each
B St at Central Garage				
B St at Central Garage	In-pavement flashers	N/A	1	Each
B St at Train Station Drway				
B St at Train Station Drway	Stripe Standard Crosswalk	N/A	1	Each
B St Between 2nd and 3rd Ave				
B St Between 2nd and 3rd Ave	Midblock Crossing	N/A	1	Each
Baldwin Ave				
Baldwin Ave	Pedestrian Scale Lighting	El Camino Real to San Mateo Dr	0.24	Miles
Baldwin Ave at B St				
Baldwin Ave at B St	Curb Extension with Stop Bar	N/A	4	Each
Baldwin Ave at B St	Directional curb ramp	N/A	4	Each
Baldwin Ave at Ellsworth Ave				
Baldwin Ave at Ellsworth Ave	Signal Timing	N/A	4	Each
Baldwin Ave at San Mateo Dr				
Baldwin Ave at San Mateo Dr	Signal Timing	N/A	4	Each
Bay To Transit Feasibility Study				
Bay To Transit Feasibility Study	Class I Path	17th Ave to Anchor Rd	1.82	Miles
Bay To Transit Path				
Bay To Transit Path	Pedestrian Scale Lighting	17th Ave to Anchor Rd	2.40	Miles
Baywood Ave/De Sabla Rd/Baldwin Ave at El Camino Real				

Location	Type	Limits	Quanti-ty	Unit
Baywood Ave/De Sabla Rd/Baldwin Ave at El Camino Real	Signal Timing	N/A	4	Each
Bermuda Dr				
Bermuda Dr	Pedestrian Scale Lighting	Grant St to Delaware St	0.16	Miles
Bettina Ave at 42nd Ave				
Bettina Ave at 42nd Ave	School Zone Crosswalk	N/A	1	Each
Boral Creek Path				
Boral Creek Path	Pedestrian Path	Saratoga Dr to Fiesta Gardens Elementary School	0.38	Miles
Castilian Wy at Alameda De Las Pulgas				
Castilian Wy at Alameda De Las Pulgas	School Zone Crosswalk	N/A	1	Each
Chess Dr at Bridgepointe Shopping Center				
Chess Dr at Bridgepointe Shopping Center	High-Visibility Crosswalk	N/A	2	Each
Chess Dr at Bridgepointe Shopping Center	Advance Yield Lines	N/A	2	Each
Chess Dr at Bridgepointe Shopping Center	Crossing Beacon	N/A	4	Each
Chess Dr at Bridgepointe Shopping Center	Path through Median	N/A	1	Each
Chess Dr at Bridgepointe Shopping Center	Warning Signage	N/A	2	Each
Chess Dr at Bridgepointe Shopping Center	Curb ramps	N/A	2	Each
Claremont St at 2nd Ave				
Claremont St at 2nd Ave	High-Visibility Crosswalk	N/A	4	Each
Claremont St at 3rd Ave				
Claremont St at 3rd Ave	High-Visibility Crosswalk	N/A	4	Each
Claremont St at 4th Ave				
Claremont St at 4th Ave	High-Visibility Crosswalk	N/A	4	Each
Colegrove St at 39th Ave				
Colegrove St at 39th Ave	Curb Extension with Stop Bar	N/A	4	Each
Colegrove St at 39th Ave	Stripe Standard Crosswalk	N/A	4	Each
Colegrove St at 39th Ave	Stripe Standard Crosswalk	N/A	4	Each
Concar Dr				
Concar Dr	Class I Path	S Delaware St to Pacific Blvd	0.20	Miles
Concar Dr	Class I Path	S Grant St to S Delaware St	0.23	Miles
Crescent Ave at Pinecrest Terrace				
Crescent Ave at Pinecrest Terrace	High-Visibility Crosswalk	N/A	1	Each
Crystal Springs Rd at El Camino Real				

Location	Type	Limits	Quanti-ty	Unit
Crystal Springs Rd at El Camino Real	Signal Timing	N/A	3	Each
Cupertino Wy at Orinda Dr				
Cupertino Wy at Orinda Dr	School Zone Crosswalk	N/A	1	Each
Dartmouth Rd				
Dartmouth Rd	Pedestrian Scale Lighting	4th Ave to 5th Ave	0.11	Miles
De Sabla Rd at Baytree Wy				
De Sabla Rd at Baytree Wy	High-Visibility Crosswalk	N/A	1	Each
Delaware St				
Delaware St	Pedestrian Scale Lighting	Peninsula Ave to 25th Ave	2.99	Miles
Delaware St	Pedestrian Scale Lighting	25th Ave to Bay Meadows Alt	0.10	Miles
Delaware St at 2nd Ave				
Delaware St at 2nd Ave	High-Visibility Crosswalk	N/A	4	Each
Delaware St at 3rd Ave				
Delaware St at 3rd Ave	High-Visibility Crosswalk	N/A	4	Each
Delaware St at 3rd Ave	Leading pedestrian interval	N/A	4	Each
Delaware St at 3rd Ave	Pedestrian refuge	N/A	4	Each
Delaware St at 4th Ave				
Delaware St at 4th Ave	High-Visibility Crosswalk	N/A	4	Each
Delaware St at State St				
Delaware St at State St	School Zone Crosswalk	N/A	3	Each
Edison St				
Edison St	Pedestrian Scale Lighting	Hillsdale Blvd to 41st Ave	0.54	Miles
Edison St at 39th Ave				
Edison St at 39th Ave	"Stop Ahead" Signage and Striping	N/A	1	Each
Edison St at 39th Ave	Curb Extension with Stop Bar	N/A	4	Each
Edison St at 39th Ave	High-Visibility Crosswalk	N/A	4	Each
Edison St at Hillsdale Blvd				
Edison St at Hillsdale Blvd	High-Visibility Crosswalk	N/A	4	Each
El Camino Real				
El Camino Real	Pedestrian Scale Lighting	Peninsula Ave to North Rd	4.42	Miles
El Camino Real	Sidewalk Reconstruction	at 2nd Ave	0.01	Miles
El Camino Real (Northbound)				
El Camino Real (Northbound)	Sidewalk Installation	37th Ave to 39th Ave	0.15	Miles
El Camino Real at 12th Ave				
El Camino Real at 12th Ave	Signal Timing	N/A	4	Each
El Camino Real at 17th Ave				
El Camino Real at 17th Ave	High-Visibility Crosswalk	N/A	3	Each
El Camino Real at 17th Ave	Signal Timing	N/A	4	Each
El Camino Real at 20th Ave				
El Camino Real at 20th Ave	Signal Timing	N/A	4	Each

Location	Type	Limits	Quanti-ty	Unit
El Camino Real at 22nd Ave				
El Camino Real at 22nd Ave	Crossing Beacon	N/A	2	Each
El Camino Real at 22nd Ave	Curb Extension	N/A	2	Each
El Camino Real at 22nd Ave	Directional curb ramp	N/A	2	Each
El Camino Real at 22nd Ave	Advance Yield Lines	N/A	2	Each
El Camino Real at 22nd Ave	Pedestrian signage	N/A	2	Each
El Camino Real at 25th Ave				
El Camino Real at 25th Ave	High-Visibility Crosswalk	N/A	3	Each
El Camino Real at 25th Ave	Signal Timing	N/A	4	Each
El Camino Real at 27th Ave				
El Camino Real at 27th Ave	High-Visibility Crosswalk	N/A	2	Each
El Camino Real at 27th Ave	Signal Timing	N/A	4	Each
El Camino Real at 28th Ave				
El Camino Real at 28th Ave	Signal Timing	N/A	4	Each
El Camino Real at 2nd Ave				
El Camino Real at 2nd Ave	Advance stop bars	N/A	1	Each
El Camino Real at 2nd Ave	Curb Extension with Stop Bar	N/A	2	Each
El Camino Real at 2nd Ave	Directional curb ramp	N/A	1	Each
El Camino Real at 2nd Ave	High-Visibility Crosswalk	N/A	3	Each
El Camino Real at 2nd Ave	Pedestrian refuge	N/A	1	Each
El Camino Real at 2nd Ave	Strip edge line along ECR to delineate parking	N/A	1	Each
El Camino Real at 2nd Ave	Stripe left turn tracking	N/A	1	Each
El Camino Real at 31st Ave				
El Camino Real at 31st Ave	Signal Timing	N/A	4	Each
El Camino Real at 37th Ave				
El Camino Real at 37th Ave	Advance stop bars	N/A	2	Each
El Camino Real at 37th Ave	Curb Extension	N/A	1	Each
El Camino Real at 37th Ave	Curb Extension with Stop Bar	N/A	4	Each
El Camino Real at 37th Ave	Signal Timing	N/A	4	Each
El Camino Real at 37th Ave	Stripe Standard Crosswalk	N/A	1	Each
El Camino Real at 39th Ave				
El Camino Real at 39th Ave	Advance stop bars	N/A	1	Each
El Camino Real at 39th Ave	Crossing Beacon	N/A	2	Each
El Camino Real at 39th Ave	High-Visibility Crosswalk	N/A	1	Each
El Camino Real at 39th Ave	Left Turn Pocket	N/A	1	Each
El Camino Real at 39th Ave	Median	N/A	1	Each
El Camino Real at 39th Ave	Stripe Standard Crosswalk	N/A	1	Each
El Camino Real at 3rd Ave				
El Camino Real at 3rd Ave	Curb Extension	N/A	4	Each
El Camino Real at 3rd Ave	Signal Timing	N/A	4	Each
El Camino Real at 41st Ave				
El Camino Real at 41st Ave	High-Visibility Crosswalk	N/A	2	Each
El Camino Real at 42nd Ave				

Location	Type	Limits	Quanti-ty	Unit
El Camino Real at 42nd Ave	Signal Timing	N/A	4	Each
El Camino Real at 4th Ave				
El Camino Real at 4th Ave	Curb Extension	N/A	2	Each
El Camino Real at 4th Ave	High-Visibility Crosswalk	N/A	4	Each
El Camino Real at 4th Ave	Leading pedestrian interval	N/A	4	Each
El Camino Real at 4th Ave	Pedestrian refuge	N/A	4	Each
El Camino Real at 4th Ave	Signal Timing	N/A	4	Each
El Camino Real at Baldwin Ave				
El Camino Real at Baldwin Ave	Curb Extension with Stop Bar	N/A	2	Each
El Camino Real at Baldwin Ave	High-Visibility Crosswalk	N/A	4	Each
El Camino Real at Baldwin Ave/Baywood Ave				
El Camino Real at Baldwin Ave/Baywood Ave	Signal Timing	N/A	1	Each
El Camino Real at Barneson Ave				
El Camino Real at Barneson Ave	High-Visibility Crosswalk	N/A	3	Each
El Camino Real at Barneson Ave	Signal Timing	N/A	3	Each
El Camino Real at Bellevue Ave				
El Camino Real at Bellevue Ave	Signal Timing	N/A	4	Each
El Camino Real at Bovet Rd				
El Camino Real at Bovet Rd	High-Visibility Crosswalk	N/A	1	Each
El Camino Real at Crystal Springs Rd				
El Camino Real at Crystal Springs Rd	High-Visibility Crosswalk	N/A	2	Each
El Camino Real at Hillsdale Blvd				
El Camino Real at Hillsdale Blvd	High-Visibility Crosswalk	N/A	6	Each
El Camino Real at Hobart Ave				
El Camino Real at Hobart Ave	High-Visibility Crosswalk	N/A	4	Each
El Camino Real at Peninsula				
El Camino Real at Peninsula	Signal Timing	N/A	4	Each
El Camino Real at Poplar Ave				
El Camino Real at Poplar Ave	Signal Timing	N/A	4	Each
El Camino Real at Seville Wy				
El Camino Real at Seville Wy	High-Visibility Crosswalk	N/A	1	Each
El Camino Real at Tilton Ave				
El Camino Real at Tilton Ave	Curb Extension with Stop Bar	N/A	4	Each
El Camino Real at Tilton Ave	Signal Timing	N/A	4	Each
El Camino Real at Hwy 92 Off-ramps				
El Camino Real at Hwy 92 Off-ramp	High-Visibility Crosswalk	N/A	8	Each
El Camino Real Hwy 92 Off-ramp	Signage	N/A	4	Each
El Camino Real Hwy 92 Off-ramp	Pedestrian Scale Lighting	N/A	32	Each
El Dorado St at 3rd Ave				
El Dorado St at 3rd Ave	High-Visibility Crosswalk	N/A	2	Each

Location	Type	Limits	Quanti-ty	Unit
El Dorado St at 4th Ave				
El Dorado St at 4th Ave	High-Visibility Crosswalk	N/A	2	Each
Ellsworth Ave				
Ellsworth Ave	Pedestrian Scale Lighting	Baldwin Ave to 5th Ave	0.31	Miles
Ellsworth Ave at 1st Ave				
Ellsworth Ave at 1st Ave	High-Visibility Crosswalk	N/A	3	Each
Ellsworth Ave at 2nd Ave				
Ellsworth Ave at 2nd Ave	High-Visibility Crosswalk	N/A	4	Each
Ellsworth Ave at 3rd Ave				
Ellsworth Ave at 3rd Ave	High-Visibility Crosswalk	N/A	4	Each
Ellsworth Ave at 4th Ave				
Ellsworth Ave at 4th Ave	High-Visibility Crosswalk	N/A	4	Each
Ellsworth Ave at 5th Ave				
Ellsworth Ave at 5th Ave	High-Visibility Crosswalk	N/A	2	Each
Ellsworth Ave at Baldwin Ave				
Ellsworth Ave at Baldwin Ave	High-Visibility Crosswalk	N/A	4	Each
Ensenada Wy at Falda Ave				
Ensenada Wy at Falda Ave	High-Visibility Crosswalk	N/A	1	Each
Ensenada Wy at Parkside Wy				
Ensenada Wy at Parkside Wy	High-Visibility Crosswalk	N/A	1	Each
Fairfax Ave				
Fairfax Ave	Pedestrian Scale Lighting	Alameda de las Pulgas, continuing on Franklin to D	0.60	Miles
Fashion Island Blvd				
Fashion Island Blvd	Pedestrian Scale Lighting	Norfolk St to Mariners Island Blvd	0.36	Miles
Fashion Island Blvd at Hwy 101				
Fashion Island Blvd at Hwy 101	Signal Timing	N/A	4	Each
Fernwood St				
Fernwood St	Sidewalk Installation	Hillsdale Blvd to Kingridge Dr	0.14	Miles
Flores St at 25th Ave				
Flores St at 25th Ave	High-Visibility Crosswalk	N/A	4	Each
Flores St at 27th Ave				
Flores St at 27th Ave	High-Visibility Crosswalk	N/A	4	Each
Flores St at 28th Ave				
Flores St at 28th Ave	High-Visibility Crosswalk	N/A	2	Each
Franklin Dr at Saratoga Dr				
Franklin Dr at Saratoga Dr	High-Visibility Crosswalk	N/A	1	Each
Franklin Dr at Saratoga Dr	Signal phase study	N/A	1	Each
Franklin Path				
Franklin Path	Class I Path	Pacific Boulevard to Hillsdale Boulevard	0.17	Miles
Fremont St at 2nd Ave				
Fremont St at 2nd Ave	Curb Extension	N/A	4	Each
Fremont St at 2nd Ave	Curb Extension	N/A	4	Each

Location	Type	Limits	Quanti-ty	Unit
Fremont St at 2nd Ave	Directional curb ramp	N/A	2	Each
Fremont St at 3rd Ave				
Fremont St at 3rd Ave	Curb Extension	N/A	4	Each
Fremont St at 3rd Ave	High-Visibility Crosswalk	N/A	3	Each
Fremont St at 3rd Ave	Median	N/A	2	Each
Fremont St at 3rd Ave	Stripe Standard Crosswalk	N/A	1	Each
Fremont St at 3rd Ave	Stripe Standard Crosswalk	N/A	2	Each
Fremont St at 4th Ave				
Fremont St at 4th Ave	High-Visibility Crosswalk	N/A	3	Each
Fremont St at Lawrence Rd				
Fremont St at Lawrence Rd	High-Visibility Crosswalk	N/A	1	Each
Fremont St at Monte Diablo Ave				
Fremont St at Monte Diablo Ave	Curb Extension with Stop Bar	N/A	1	Each
Fremont St at Monte Diablo Ave	High-Visibility Crosswalk	N/A	1	Each
Fremont St at Monte Diablo Ave	High-Visibility Crosswalk	N/A	0.01	Miles
Garfield St at 27th Ave				
Garfield St at 27th Ave	High-Visibility Crosswalk	N/A	4	Each
Garfield St at 28th Ave				
Garfield St at 28th Ave	High-Visibility Crosswalk	N/A	3	Each
Georgetown Ave at Alameda De Las Pulgas				
Georgetown Ave at Alameda De Las Pulgas	School Zone Crosswalk	N/A	1	Each
Grant St				
Grant St	Pedestrian Scale Lighting	3rd Ave to Bermuda Dr	1.58	Miles
Grant St at 3rd Ave				
Grant St at 3rd Ave	High-Visibility Crosswalk	N/A	4	Each
Hacienda St				
Hacienda St	Pedestrian Scale Lighting	36th Ave to 37th Ave	0.09	Miles
Hacienda St	Pedestrian Scale Lighting	39th Ave to 22nd Ave	1.24	Miles
Hacienda St	Sidewalk Installation	31st Ave to Louise Ln	0.13	Miles
Hacienda St at 25th Ave				
Hacienda St at 25th Ave	High-Visibility Crosswalk	N/A	3	Each
Hacienda St at 26th Ave				
Hacienda St at 26th Ave	High-Visibility Crosswalk	N/A	1	Each
Hacienda St at 27th Ave				
Hacienda St at 27th Ave	High-Visibility Crosswalk	N/A	4	Each
Hacienda St at 28th Ave				
Hacienda St at 28th Ave	High-Visibility Crosswalk	N/A	4	Each
Hacienda St at Briar Ln				
Hacienda St at Briar Ln	Curb Extension with Stop Bar	N/A	1	Each

Location	Type	Limits	Quanti-ty	Unit
Hayward Ave				
Hayward Ave	Pedestrian Scale Lighting	El Camino Real to Palm Ave	0.12	Miles
Hayward Park Caltrain Path				
Hayward Park Caltrain Path	Pedestrian Path	Concar Dr to Caltrain crossing	0.05	Miles
Hayward Park Caltrain Path	Pedestrian Scale Lighting	Concar Dr to Caltrain crossing	7	Each
Hayward Park Caltrain Path	Curb ramps	N/A	2	Each
Hayward Park Caltrain Path	Landscaping	N/A		Each
Hayward Park Caltrain Path	Wayfinding	N/A		Each
Hillsdale Blvd				
Hillsdale Blvd	Pedestrian Scale Lighting	Alameda de las Pulgas to Hillsdale Blvd	1.14	Miles
Hillsdale Blvd	Pedestrian Scale Lighting	Split to Saratoga Dr	0.06	Miles
Hillsdale Blvd	Pedestrian Scale Lighting	Alameda del las Pulgas to Campus Dr	1.27	Miles
Hillsdale Blvd at Clearview Wy				
Hillsdale Blvd at Clearview Wy	Signal Timing	N/A	4	Each
Hillsdale Blvd at Hwy 101 Off Ramp				
Hillsdale Blvd at Hwy 101 Off Ramp	Signal Timing	N/A	7	Each
Hillsdale Blvd at Norfolk St				
Hillsdale Blvd at Norfolk St	Signal Timing	N/A	4	Each
Humboldt St				
Humboldt St	Pedestrian Scale Lighting	Peninsula Ave to 5th Ave	1.32	Miles
Humboldt St at 3rd Ave				
Humboldt St at 3rd Ave	High-Visibility Crosswalk	N/A	3	Each
Humboldt St at 4th Ave				
Humboldt St at 4th Ave	High-Visibility Crosswalk	N/A	4	Each
Hwy 92 Eastbound Pm-Ramp at Alameda De Las Pulgas				
Hwy 92 Eastbound Pm-Ramp at Alameda De Las Pulgas	Signal Timing	N/A	3	Each
Isabelle Ave at 27th Ave				
Isabelle Ave at 27th Ave	High-Visibility Crosswalk	N/A	4	Each
J Hart Clinton Dr/ 3rd Ave at Norfolk St				
J Hart Clinton Dr/ 3rd Ave at Norfolk St	Signal Timing	N/A	4	Each
J. Hart Clinton Dr at Norfolk St				
J. Hart Clinton Dr at Norfolk St	High-Visibility Crosswalk	N/A	4	Each
Kentucky Ave at Alameda De Las Pulgas				
Kentucky Ave at Alameda De Las Pulgas	Signal Timing	N/A	3	Each
Laguna Vista Path				
Laguna Vista Path	Class I Path	Los Prados to Laguna Vista	0.10	Miles

Location	Type	Limits	Quanti-ty	Unit
Laurel Ave				
Laurel Ave	Pedestrian Scale Lighting	5th Ave to 9th Ave	0.23	Miles
Laurel Ave at 5th Ave				
Laurel Ave at 5th Ave	High-Visibility Crosswalk	N/A	2	Each
Maple St				
Maple St	Pedestrian Scale Lighting	5th Ave to Borel Ave	0.83	Miles
Mariners Island Blvd				
Mariners Island Blvd	Pedestrian Scale Lighting	Reef Dr to Fashion Island Blvd	0.79	Miles
Monte Diablo Ave				
Monte Diablo Ave	Pedestrian Scale Lighting	El Camino Real to Bay Landing	1.30	Miles
Monte Diablo Ave at Delaware St				
Monte Diablo Ave at Delaware St	Curb Extension with Stop Bar	N/A	4	Each
Nash Dr at Cottage Grove Ave				
Nash Dr at Cottage Grove Ave	School Zone Crosswalk	N/A	1	Each
Nevada Ave at Alameda De Las Pulgas				
Nevada Ave at Alameda De Las Pulgas	Signal Timing	N/A	4	Each
Norfolk St				
Norfolk St	Pedestrian Scale Lighting	J Hart Clinton/3rd Ave to Hillsdale Blvd	2.37	Miles
Norfolk St	Pedestrian Scale Lighting	Huron Ave to 3rd Ave/J Hart Clinton Dr	0.38	Miles
Orinda Dr at Del Rosa Wy				
Orinda Dr at Del Rosa Wy	School Zone Crosswalk	N/A	2	Each
Pacific Boulevard at 19th Avenue				
Pacific Boulevard at 19th Avenue	High-Visibility Crosswalk	N/A	2	Each
Pacific Blvd at 39th Ave				
Pacific Blvd at 39th Ave	High-Visibility Crosswalk	N/A	1	Each
Pacific Blvd at 40th Ave				
Pacific Blvd at 40th Ave	High-Visibility Crosswalk	N/A	1	Each
Pacific Blvd at 41st Ave				
Pacific Blvd at 41st Ave	High-Visibility Crosswalk	N/A	1	Each
Pacific Boulevard				
Pacific Boulevard	Pedestrian Scale Lighting	19th Ave to New Development	0.18	Miles
Pacific Boulevard	Sidewalk Installation	19th Ave to Caltrain	0.18	Miles
Palm Ave				
Palm Ave	Pedestrian Scale Lighting	9th Ave to 25th Ave	1.35	Miles
Palm Ave at 12th Ave				
Palm Ave at 12th Ave	High-Visibility Crosswalk	N/A	1	Each
Palm Ave at 15th Ave				
Palm Ave at 15th Ave	High-Visibility Crosswalk	N/A	1	Each
Palm Ave at 17th Ave				
Palm Ave at 17th Ave	High-Visibility Crosswalk	N/A	4	Each

Location	Type	Limits	Quanti-ty	Unit
Palm Ave at Hayward Ave				
Palm Ave at Hayward Ave	High-Visibility Crosswalk	N/A	1	Each
Palm Ave at South Blvd				
Palm Ave at South Blvd	High-Visibility Crosswalk	N/A	2	Each
Parrott Dr				
Parrott Dr	Planting	3rd Ave Intersection	300.00	s.f.
Patricia Ave at James Ct				
Patricia Ave at James Ct	High-Visibility Crosswalk	N/A	1	Each
Peninsula Ave				
Peninsula Ave	Pedestrian Scale Lighting	El Camino Real to Humboldt St	0.88	Miles
Peninsula Ave	Pedestrian Scale Lighting	Humboldt St east	0.53	Miles
Peninsula Ave at Prospect Row				
Peninsula Ave at Prospect Row	High-Visibility Crosswalk	N/A	3	Each
Poinsettia Ave				
Poinsettia Ave	Pedestrian Scale Lighting	Saratoga Dr to Branson Dr	0.20	Miles
Poplar Ave				
Poplar Ave	Pedestrian Scale Lighting	El Camino Real to Humboldt St	0.80	Miles
Poplar Ave at Delaware St				
Poplar Ave at Delaware St	Signal Timing	N/A	4	Each
Poplar Ave at Humboldt St				
Poplar Ave at Humboldt St	Signal Timing	N/A	4	Each
Poplar Ave at San Mateo Dr				
Poplar Ave at San Mateo Dr	Signal Timing	N/A	4	Each
Railroad Ave				
Railroad Ave	Pedestrian Scale Lighting	3rd Ave to 4th Ave	0.12	Miles
Railroad Ave at 2nd Ave				
Railroad Ave at 2nd Ave	High-Visibility Crosswalk	N/A	5	Each
Railroad Ave at 3rd Ave				
Railroad Ave at 3rd Ave	High-Visibility Crosswalk	N/A	3	Each
Railroad Ave at 4th Ave				
Railroad Ave at 4th Ave	High-Visibility Crosswalk	N/A	2	Each
Railroad Ave at 5th Ave				
Railroad Ave at 5th Ave	High-Visibility Crosswalk	N/A	2	Each
Rosewood Dr at 9th Ave				
Rosewood Dr at 9th Ave	High-Visibility Crosswalk	N/A	1	Each
S. Norfolk St at Parkside Plaza				
S. Norfolk St at Parkside Plaza	Crossing Beacon	N/A	4	Each
S. Norfolk St at Parkside Plaza	Lamp	N/A	2	Each
S. Norfolk St at Parkside Plaza	Pedestrian refuge	N/A	1	Each
. Norfolk St at Parkside Plaza	Advance yield lines	N/A	2	Each
. Norfolk St at Parkside Plaza	Signage	N/A	2	Each
. Norfolk St at Parkside Plaza	Bike lane	N/A		Each
San Mateo Dr				

Location	Type	Limits	Quanti-ty	Unit
San Mateo Dr	Pedestrian Scale Lighting	Poplar Ave to 5th Ave	1.35	Miles
San Mateo Dr at 2nd Ave				
San Mateo Dr at 2nd Ave	Curb Extension with Stop Bar	N/A	4	Each
San Mateo Dr at 2nd Ave	High-Visibility Crosswalk	N/A	4	Each
San Mateo Dr at 2nd Ave	Planting	N/A	300	s.f.
San Mateo Dr at 2nd Ave	Railing	N/A	80	Each
San Mateo Dr at 4th Ave				
San Mateo Dr at 4th Ave	High-Visibility Crosswalk	N/A	4	Each
San Mateo Dr at Baldwin Ave				
San Mateo Dr at Baldwin Ave	School Zone Crosswalk	N/A	4	Each
San Mateo Dr at Bellevue Ave				
San Mateo Dr at Bellevue Ave	High-Visibility Crosswalk	N/A	2	Each
San Mateo Dr at Poplar Ave				
San Mateo Dr at Poplar Ave	High-Visibility Crosswalk	N/A	4	Each
Saratoga Dr				
Saratoga Dr	Pedestrian Scale Lighting	Hillsdale Blvd to Poinsettia Ave	0.06	Miles
Saratoga Dr	Pedestrian Scale Lighting	Franklin Dr to Delaware St	0.85	Miles
Sonora Dr at Alameda De Las Pulgas				
Sonora Dr at Alameda De Las Pulgas	School Zone Crosswalk	N/A	1	Each
St Matthews Ave at San Mateo Dr				
St Matthews Ave at San Mateo Dr	High-Visibility Crosswalk	N/A	2	Each
Stratford Wy at 22nd Ave				
Stratford Wy at 22nd Ave	School Zone Crosswalk	N/A	2	Each
Sugarloaf Mountain Path				
Sugarloaf Mountain Path	Class I Path	Laurelwood Dr to Laurel Creek Rd	0.88	Miles
Tilton Ave				
Tilton Ave	Pedestrian Scale Lighting	El Camino Real to Rail	0.30	Miles
Tilton Ave at B St				
Tilton Ave at B St	Curb Extension with Stop Bar	N/A	1	Each
Tilton Ave at B St	Lamp	N/A	2	Each
Tilton Ave at Ellsworth Ave				
Tilton Ave at Ellsworth Ave	Advance stop bars	N/A	4	Each
Tilton Ave at Ellsworth Ave	Curb Extension	N/A	4	Each
Tilton Ave at Ellsworth Ave	High-Visibility Crosswalk	N/A	4	Each
Tilton Ave at San Mateo Dr				
Tilton Ave at San Mateo Dr	High-Visibility Crosswalk	N/A	4	Each
Tilton Ave at San Mateo Dr	Signal Timing	N/A	4	Each
W Hillsdale Blvd at Edison St				
W Hillsdale Blvd at Edison St	Curb Extension with Stop Bar	N/A	4	Each

Location	Type	Limits	Quanti-ty	Unit
W Hillsdale Blvd Between Hacienda St and Edison St				
W Hillsdale Blvd Between Hacienda St and Edison St	Midblock Crossing	N/A	1	Each
W. Hillsdale Boulevard at Hillside Garden Apartments				
W. Hillsdale Boulevard at Hillside Garden Apartments	Crossing Beacon	N/A	2	Each

Appendix B. Alameda de las Pulgas Road Diet Traffic Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

February 6, 2012

Mr. Ken Chin
Public Works Division
City of San Mateo
330 West 20th Avenue
San Mateo, California 94403-1388

Subject: Alameda De Las Pulgas Road Diet

Dear Mr. Chin:

Hexagon has reviewed the potential road diet for Alameda de las Pulgas from Crystal Springs Road to Barneson Avenue. The road diet would reduce the number of lanes from two in each direction to one in each direction with a center turn lane. The reduction in travel lanes would make room for either bike lanes or increased sidewalk width. The transition from four lanes to two lanes would occur between Barneson Avenue and Hobart Avenue. Hexagon reviewed the traffic volume on Alameda de las Pulgas to determine whether a two-lane road would have sufficient capacity.

You provided traffic counts from 2006 on Alameda de las Pulgas at Crystal Springs Road, at Nevada Avenue, and at Barneson Avenue. By examining counts over the last ten years at several locations in San Mateo, we can state that counts from 2006 are still representative of existing traffic volume today. The counts show a daily volume of about 6,000 vehicles per day near Crystal Springs Road, 7,000 vehicles per day near Nevada Avenue, and 15,000 vehicles at Barneson Avenue. The reason for the higher volume at Barneson Avenue is that intersection is near both Aragon High School and the Alameda del las Pulgas/SR 92 freeway interchange.

The capacity of a two lane road is between 12,000 and 15,000 vehicles per day. The section of Alameda de las Pulgas that is proposed for a road diet carries between 6,000 and 7,000 vehicles per day. This is well within the capacity of a two-lane road. Therefore, the road diet reduction from four lanes to three lanes (one lane in each direction plus a center turn lane) still would provide sufficient capacity for the traffic volume. At Barneson Avenue, the volume on Alameda de las Pulgas is beyond the typical capacity of a two-lane road, so that section should remain at four lanes. The transition from four lanes to three lanes could occur between Barneson Avenue and Hobart Avenue.

A more accurate way of assessing the traffic impact of the road diet, rather than analyzing daily traffic volume, is to analyze intersection operations along Alameda de las Pulgas. Signalized intersections occur at Parrott Drive, Nevada Avenue, Kentucky Avenue, and Aragon Boulevard. Intersection turning movement counts are available at the Alameda de las Pulgas/Nevada intersection, which is typical of the four signalized intersections. Hexagon calculated the intersection levels of service during the morning, mid-day, and afternoon peak hours with the current four lane street and then assuming the three-lane road diet. Tables 1, 2, and 3 show that the average delay would increase by only one second with the road diet, and the levels of service would be A for each peak hour.

Table 1
Alameda De Las Pulgas/Nevada Avenue Intersection Operations – AM Peak Hour

Alameda De Las Pulgas Cross Section	Average Control Delay (sec/veh)					LOS
	NB	SB	EB	WB	Overall	
4 lane	7.3	7.2	12.3	20.7	7.9	A
3 lane	8.4	8.4	12.4	20.7	8.9	A

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Table 2
Alameda De Las Pulgas/Nevada Avenue Intersection Operations – Noon Peak Hour

Alameda De Las Pulgas Cross Section	Average Control Delay (sec/veh)					
	NB	SB	EB	WB	Overall	LOS
4 lane	6.6	6.4	10.2	18.7	7.1	A
3 lane	7.7	7.4	10.3	18.7	8.0	A

Table 3
Alameda De Las Pulgas/Nevada Avenue Intersection Operations – PM Peak Hour

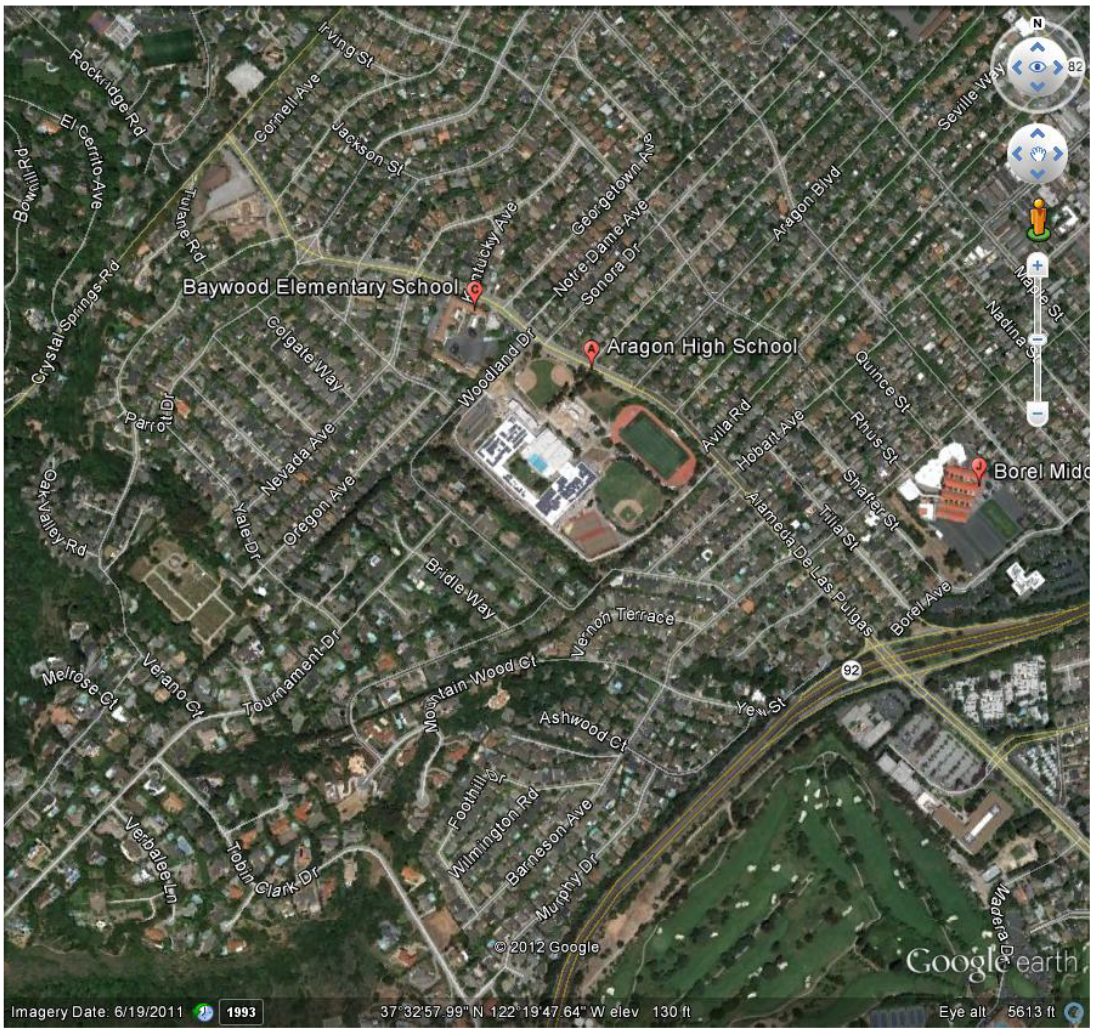
Alameda De Las Pulgas Cross Section	Average Control Delay (sec/veh)					
	NB	SB	EB	WB	Overall	LOS
4 lane	7.2	6.9	12.8	23.0	7.6	A
3 lane	8.7	8.1	12.9	23.2	8.9	A

In conclusion, this analysis shows that traffic operations would remain at acceptable levels with the road diet on Alameda de las Pulgas from Crystal Springs Road to Hobart Avenue, then transitioning back to four lanes at Barneson Avenue.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary Black, President


Baywood Elementary School
Aragon High School
Borel Middle
Rockridge Rd
El Cerrito Ave
Bowhill Rd
Crystal Springs Rd
Cornell Ave
Irving St
Jackson St
Tulane Rd
Colgate Way
Peru Dr
Nevada Ave
Oregon Ave
Yale Dr
Oak Valley Rd
Woodland Dr
Kentucky Ave
Georgetown Ave
Notre Dame Ave
Sonora Dr
Aragon Blvd
Seville Way
Maple St
Nadina St
Quince St
Rhus St
Shafter St
Trilla St
Hobart Ave
Avila Rd
Alameda De Las Pulgas
Borel Ave
Bridle Way
Vernon Terrace
Mountain Wood Ct
Ashwood Ct
Yew St
Tournament Dr
Verano Ct
Melrose Ct
Foothill Dr
Wilmington Rd
Barneson Ave
Murphy Dr
Tobin Clark Dr
Verbalee Ln
Vadera Dr
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37°32'57.99" N 122°19'47.64" W elev 130 ft
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