

Transportation and Traffic

This chapter addresses the potential effects of construction and operation of the proposed Project on transportation and traffic. The chapter describes the existing roadways, bicycle, pedestrian, and transit facilities in the Project study area; discusses applicable state and local regulations; identifies potential impacts that could occur from construction and operation; and proposes mitigation measures, as applicable.

16.1 Existing Setting

The proposed Project is located at the Event Center located between Saratoga Drive, 28th Avenue, and S. Delaware Street in the City of San Mateo. The Event Center is a venue consisting of 195,000 square feet of buildings and 48 acres of parking and outside activity space. It is bordered by multi-family and single-family residences to the north and northeast, the San Mateo Bay Meadows Community Park and Nueva High School to the southeast, and industrial developments and a railroad track to the west. The temporary holding structure would be located at the east corner of the site adjacent to the Bay Meadows Community Park and Saratoga Drive. Construction traffic would access the temporary holding structure site via SR 92 to S. Delaware Street to Saratoga Drive, or via Hillsdale Boulevard to Saratoga Drive. Truck traffic exiting the site would use Saratoga Drive to Hillsdale Boulevard to access US 101. A description of the highways and local roads is provided below.

16.1.1 Regional and Local Roadways

US 101 is an eight-lane, north-south freeway near the Project. US 101 extends northward through San Francisco and southward through San José. Access to the site will be provided via the full interchange at Hillsdale Boulevard. US 101 carries 238,000 average annual daily trips (AADT) between SR 92 and Hillsdale Boulevard (California Department of Transportation [Caltrans], 2016). US 101 is a City-designated truck route.

SR 92 is a four- to six-lane, east-west highway that provides access to the Project site via S. Delaware Street. SR 92 extends from Half Moon Bay in west San Mateo County to Hayward in Alameda County. SR 92 carries 108,000 AADT between S. Delaware Street and US 101 (Caltrans, 2016), and is a City-designated truck route.

SR 82 (S. El Camino Real) is an east-west state highway that begins at I-880 in San José to the south to I-280 in San Francisco to the north. SR 82 follows the San Francisco Peninsula and parallels the Caltrain Line along much of the route. Locally, SR 82 is referred to as El Camino Real. Within San Mateo, SR 82 is a four- to six-lane arterial and carries between 35,500 to 41,000 AADT between Hillsdale Avenue and SR 92 (Caltrans, 2016). SR 82 is a City-designated truck route.

Caltrans and the City of San Mateo recently modified the interchange between SR 82 and SR 92 to reduce traffic congestion, bottlenecks, weaving, and queuing spillback at the on and off ramps. Existing ramps were widened and reconfigured from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements were also included (City of San Mateo, 2018).

25th Avenue is an east-west street between S. Delaware to the east and Alameda de las Pulgas to the west. 25th Avenue is a two-lane residential street between Alameda de las Pulgas and Hacienda Street. East of Hacienda Street, 25th Avenue is two to four lanes, with angled parking, and provides access to a two-block-long commercial district. 25th Avenue terminates at S. Delaware Street at the entrance to the Event Center. No vehicle access to the Event Center entrance is provided at this location; however, foot

traffic is permitted. 25th Avenue, between SR 82 (El Camino Real) and S. Delaware Street, is a City-designated truck route.

19th Avenue is located north of the Project site and east of the railroad tracks, is a one-way eastbound street. Between S. Delaware Street and the SR 92 on-ramp, 19th Avenue is a City-designated truck route.

Saratoga Drive is a northwest-southeast divided arterial located between Santa Clara Way to the south and S. Delaware Street on the northwest. The Event Center borders the south side of Saratoga Drive between S. Delaware Street and 28th Street. Access to the temporary holding structure area will be provided from the existing driveway on Saratoga Drive.

S. Delaware Street is a north-south divided arterial. Between SR 92 and 28th Avenue, S. Delaware Street has two lanes in each direction. S. Delaware Street is a City-designated truck route between S. Gary Way and E. 25th Avenue. SR 92 eastbound on- and off-ramps are provided at S. Delaware Street near 19th Avenue. Westbound on- and off-ramps are located at Concar Drive, approximately 350 feet west of S. Delaware Street. On-street parking is provided intermittently.

Hillside Boulevard is an east-west arterial. A full-access interchange is provided at Hillside Boulevard and US 101. Hillside Boulevard is a designated truck route between SR 82 (El Camino Real) and S. Norfolk Street. A Class III signed bike route is located on Hillside Boulevard between S. Norfolk Street and Edison Street (see below). West of Edison, a Class II bike lane is provided. The Hillside Caltrain Station, the most heavily used station in the City, provides transit access to several major destinations, including the Hillside Shopping Mall, Bay Meadows Phase II Specific Plan transit-oriented development, and the Event Center. Hillside Station is located on the west side of the railroad tracks, on El Camino Real, north of Hillside Boulevard (City of San Mateo, 2010).

16.1.2 Bicycle Facilities

The City has installed approximately 40 miles of bikeways, including 12 miles of Class I multiuse paths (separated path), 13 miles of Class II bike lanes (on-street striped bike lane), and 15 miles of Class III bike routes (signed bike route only, no striping).

Near the proposed Project, a Class II bike lane is located on both sides of S. Delaware Street, from 19th Avenue to just south of 25th Avenue. South of 25th Avenue, the bike lane becomes a Class I bike path through the Bay Park Meadows area. South of Bay Meadows Community Park, there is a signed Class III bike route to south of Hillside Boulevard. A Class II bike lane is also provided on Saratoga Drive between Hillside Boulevard and S. Delaware Street. Class III bike routes are provided on Hillside Boulevard between Edison Street and S. Norfolk Street and on 25th Avenue between S. Delaware Street and Hacienda Street (Alta Planning + Design, 2011).

16.1.3 Pedestrian Facilities

Pedestrian facilities near the proposed Project consist of continuous sidewalks on all major arterials, nearby Class I bike paths, and crosswalks at signalized intersections.

16.1.4 Transit Service

San Mateo County Transit District (SamTrans) and the Peninsula Corridor Joint Powers Board (Caltrain) provide transit service throughout San Mateo County and into adjoining San Francisco and Santa Clara counties. The Redi-Wheels program operated by SamTrans and private taxi companies provides paratransit services (City of San Mateo, 2010). The Alameda-Contra Costa Transit District (AC Transit) serves 13 cities and adjacent unincorporated areas in Alameda and Contra Costa counties.

16.1.4.1 Bus Service

Several SamTrans routes operate in San Mateo, with major transfer points at the downtown San Mateo Caltrain Station in the northern portion of the City and SR 82 (El Camino Real) and Hillsdale Boulevard near the proposed Project. Express lines operate daily to San Francisco during the morning and return in the evening. Most of the local routes are in midtown, extending in a north–south direction on arterials such as El Camino Real, Alameda de las Pulgas, S. Delaware Street, and S. Norfolk Street. Service is also provided on Hillsdale Boulevard, SR 92, Parrott Drive, and Polhemus Road to the outlying east–west regions (City of San Mateo, 2010).

SamTrans Route 292 provides bus service on Saratoga Drive and S. Delaware Street, near the proposed Project. SamTrans Routes 57, 250, 251, 256, 292, and 398 and AC Transit Line M also run on Hillsdale Boulevard near the Project site (SamTrans, 2018).

16.1.4.2 Shuttle Service

Free commuter shuttles are available at the Hillsdale Caltrain Station and within the Bridgepointe business area. The shuttles operate between transit stations and major employment areas during commuting hours. The Norfolk Area Shuttle serves the areas in the vicinity of SR 92 between Delaware Street and S. Norfolk Street. The Campus Drive Area Shuttle operates between the Hillsdale Station and the Campus Drive office development. The Mariners Island Area Shuttle operates from the Hillsdale Station, serving businesses on Saratoga Drive before continuing to Foster City, near SR 92. The Mariners Island Area Shuttle stops along Mariners Island Boulevard, adjacent to the Bridgepointe Shopping Center in San Mateo. The North Foster City Shuttle also serves the Bridgepointe Shopping Center area. The shuttle takes riders to Millbrae Station for Bay Area Rapid Transit (BART) and Caltrain connections (City of San Mateo, 2010).

16.1.4.3 Commuter Rail

Caltrain provides regional commuter rail throughout the Bay Area. There are three Caltrain stations in San Mateo: Downtown, Hayward Park, and Hillsdale. The Downtown Station is located at 2 North B Street, north of First Avenue. The Hayward Park Station is located near SR 92 and Concar Drive, on the east side of the railroad tracks. The Hillsdale Station, the most heavily used station in the City, provides transit access to several major destinations, including the Hillsdale Shopping Mall, Bay Meadows Phase II Specific Plan transit-oriented development, and the San Mateo County Events Center. Hillsdale Station is located on the west side of the railroad tracks, on SR 82 (El Camino Real), north of Hillsdale Boulevard (City of San Mateo, 2010).

16.2 Regulatory Framework

Transportation-related regulations and policies applicable to the proposed Project include the Caltrans policy on level of service (LOS) (Caltrans, 2002), the City/County Association of Governments (C/CAG) of San Mateo County Congestion Management Program (CMP), and the Circulation Element of the General Plan (City of San Mateo, 2010). The regulations are described in the following sections.

16.2.1 State Regulations

16.2.1.1 California Department of Transportation

Caltrans is responsible for planning, designing, constructing, operating, and maintaining all state-owned roadways. Federal standards for interstate highways are implemented in California by Caltrans. Near the Project site, Caltrans operates and maintains US 101, SR 92, and SR 82, which provide regional access to San Mateo and the neighboring cities.

According to the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2002), “Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on state highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing LOS should be maintained.” In addition, a proposed Project may have a significant transportation or circulation effect if it will result in a safety hazard to pedestrians or motorists.

16.2.2 Local Regulations

16.2.2.1 City/County Association of Governments of San Mateo County

C/CAG of San Mateo County is the designated Congestion Management Agency working on issues that affect the quality of life in San Mateo County and the 20 cities and towns under its membership. This includes transportation, air quality, stormwater runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling. C/CAG is responsible for programming funding for all transportation programs in San Mateo County. As the Congestion Management Agency for San Mateo County, C/CAG is required to prepare and adopt a CMP on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP) (C/CAG, 2018).

16.2.2.2 General Plan – Circulation

The General Plan (City of San Mateo, 2010) provides the framework for all zoning and land use decisions within the City. State law requires that the General Plan include a comprehensive, long-term plan for a city’s physical development. City policy requires that the General Plan be periodically reviewed and updated. The 2010 update extends of the General Plan to the year 2030 (City of San Mateo, 2010).

The Circulation Element of the General Plan describes existing and proposed roadways and other transportation such as public transit, bikeways, pedestrian routes, and parking facilities. It analyzes traffic conditions and needed improvements so that existing and projected circulation needs may be adequately met (City of San Mateo, 2012).

The Circulation Element identifies City goals to make it convenient for residents to travel to work and school, obtain services, shop, and recreate without always using single-occupant vehicle trips. The Circulation Element focuses on improving public transit, bikeways, pedestrian routes, roadways, and parking facilities. The Circulation Element includes goals and policies to reduce single-occupant vehicle trips and embraces a “complete streets” approach by considering all modes of transportation by addressing pedestrian and bicycle master planning, bike parking facilities, and transit improvements. Other important components of the Circulation Element address the Transportation Fee Ordinance, high-speed rail, transit-oriented development, transportation demand measures, and the establishment of a Transportation Management Association to reduce vehicle trips, encourage transit use, and promote bicycle and pedestrian accessibility and funding. The Rail Corridor Plan focuses high-density development along public transit routes. Goal 2 of the Circulation Element and its associated policies are relevant to the proposed Project:

GOAL 2: Maintain a street and highway system which accommodates future growth while maintaining acceptable LOS.

Policy C 2.1: Acceptable Levels of Service. Maintain a LOS no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable LOS for all intersections within the City.

Policy C 2.7: Exceeding the Acceptable Level of Service. In addition to paying the transportation impact fee, a development project may be required to fund offsite circulation improvements which are needed as a result of project-generated traffic, if:

- The LOS at the intersection drops below mid-level LOS D (average delay of more than 45 seconds) when the project traffic is added, and
- An intersection that operates below its LOS standard under the base year conditions experiences an increase in delay of four or more seconds, and
- The needed improvement of the intersection(s) is not funded in the applicable 5-year City Capital Improvement Program from the date of application approval

16.3 Project-Related Construction Activities

It is expected that Project construction would begin in 2020. The holding structure and diversion pipelines would be constructed simultaneously over an approximate 25-month period. It is assumed that all work would be conducted Monday through Friday, between 7 a.m. and 7 p.m., and no construction activities would occur during the evening or weekends without prior approval by the City.

Construction traffic would access the holding structure site via Saratoga Drive from S. Delaware Street. Truck traffic exiting the site would use Saratoga Drive to Hillsdale Boulevard to access US 101 (see **Figure 16-1**). Construction workers would park in a temporary construction easement area at the Event Center.

16.3.1 Project Construction Trips

Traffic-generating construction activities would consist of the daily arrival and departure of construction workers and trucks hauling equipment and materials to and from the work site. The Project construction trips are summarized in **Table 16-1**. Construction of the temporary holding structure and the pipeline could occur simultaneously, resulting in a combined peak of 271 daily vehicle trips.

Table 16-1. Estimated Daily Construction Trips (One-Way Trips)
Underground Flow Equalization System Project, Environmental Impact Report

Daily Trips	Temporary Holding Structure	Pipeline	Combined Trips
Truck Trips	100	30	130
PCE (1.5)	150	45	195
Workforce Trips*	60	16	76
Total Trips	210	61	271

PCE = Passenger Car Equivalents

*Assumes two trips per worker (one incoming and one outgoing) and 30 daily workers for temporary holding structure construction and eight daily workers for pipeline construction.

For construction of the temporary holding structure, an average of 20 to 30 workers would be required onsite daily and two to three major pieces of equipment (crane, excavators, pile installation equipment, or concrete pumpers). During peak construction, including site excavation, backfill, and concrete pours, it is assumed that there would be a maximum of 30 onsite construction workers per day, resulting in 30 daily round trips (60 one-way trips) to staging areas. Carpooling will be encouraged; however, this maximum

number has been used as a conservative analysis. Up to 100 truck trips per day would also be generated for the delivery of concrete and/or removing excavated material. For purposes of this analysis, the truck trips were converted to passenger car equivalent (PCE) trips at a ratio of 1.5 passenger cars for each truck, consistent with the Highway Capacity Manual (HCM) 2010 guidelines.

Diversion sewer pipeline and effluent force main construction would likely require a crew of about eight workers and up to approximately 30 truck trips per day.

16.3.2 Proposed Roadway and Intersection Closures during Construction

Table 16-2 presents the anticipated roadway and intersections closures required during construction. Durations of closures will range from one month to six months.

Table 16-2. Anticipated Roadway and Intersection Closures
Underground Flow Equalization System Project, Environmental Impact Report

Roadways	Extent		Closure Type
	From	To	
S. Delaware Street	Saratoga Drive	25th Avenue	Half Closure (west side)
S. Delaware Street	Nueva School Driveway	25th Avenue	Half Closure (west side)
Saratoga Drive	S. Delaware Street	Fairground Driveway	Half Closure (south side)
Intersections			
S. Delaware Street/Saratoga Drive			Half Intersection Closure (Delaware)
S. Delaware Street/Saratoga Drive			Half Intersection Closure (Saratoga)
Saratoga Drive/Fairground Driveway			Half Intersection Closure (Saratoga)
S. Delaware Street/28th Avenue			Center Intersection Closure
S. Delaware Street/25th Avenue			Half Intersection Closure (Delaware)

16.4 Assessment Methods and Thresholds of Significance

AADT volumes were obtained from Caltrans (2016) for US 101, SR 92, and SR 82 (see Section 16.1.1) and the potential daily increase in traffic on these highways was evaluated for Project conditions. Daily roadway volumes were not available for local roadways in the City. However, Hillsdale Boulevard, Saratoga Drive, and S. Delaware Street are identified as arterials, which are defined in the City of San Mateo Circulation Element as roadways with between 10,000 and 50,000 daily vehicles. A.M. and P.M. peak hour intersection LOS information was obtained from the City of San Mateo Circulation Element (City of San Mateo, 2010).

16.4.1 Intersection Level of Service

LOS is a qualitative description of traffic operating conditions that range from LOS A (free-flow conditions with little or no delay) to LOS F (forced-flow conditions with extreme delays). The City of San Mateo Circulation Element (City of San Mateo, 2010) includes baseline (2005) and future (2030) LOS analysis for 60 signalized intersections throughout the City. The intersection LOS is evaluated based on vehicle seconds of delay. The City of San Mateo General Plan Circulation Element Policy 2.1 establishes mid-LOS D, average delay less than 45 seconds, as the acceptable LOS at signalized intersections (City of San Mateo, 2010). General descriptions of LOS and the corresponding control delays are provided in **Table 16-3**.

Table 16-3. LOS Criteria for Signalized Intersection Operations*Underground Flow Equalization System Project, Environmental Impact Report*

LOS	Control Delay (seconds per vehicle)	Traffic Flow Characteristics
A	≤ 10.0	Very low delay occurring with exceptionally favorable progression or short cycle lengths. Most vehicles arrive during the green indication and travel through the intersection without stopping.
B	> 10.0 and ≤ 20.0	Operations with low delay occurring with highly favorable progression or short cycle lengths.
C	> 20.0 and ≤ 35.0	Operations with average delays with favorable progression or moderate cycle lengths. Individual cycle failures begin to appear.
D	> 35.0 and ≤ 55.0	Operations with longer delays due to a combination of ineffective progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	Operations with high delay values indicating unfavorable progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent.
F	> 80.0	Operation with unacceptable delays to most drivers occurring due to very high V/C ratios, very poor progression, and long cycle lengths. Most cycles fail to clear the queue.

Source: City of San Mateo, 2010

Notes:

> = greater than

 \leq = less than or equal to

V/C = volume to capacity

Table 16-4 summarizes the intersection LOS for the A.M. and P.M. peak hours for the baseline and future conditions for the intersections within the vicinity of the Project site. This is the most current data available for the Project area. As shown in **Table 16-4**, in 2005, all the surrounding intersections operated at an acceptable LOS and are forecast to continue to operate at an acceptable LOS through 2030.

Table 16-4. Peak Hour Intersection Level of Service*Underground Flow Equalization System Project, Environmental Impact Report*

Intersection	Year 2005 Conditions				Year 2030 Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
S. Delaware St./ Concar Dr.	29.5	C	35.6	D	27.6	C	42.3	D
Concar Dr./Grant St.	19.9	B	22.0	C	16.9	B	20.7	C
SR 92 WB Ramps/Concar Dr.	10.5	B	10.8	B	18.9	B	16.4	B
S. Delaware St./ 19th Ave.	23.5	C	27.3	C	29.1	C	50.3	D
S. Delaware St/Saratoga Dr.	15.7	B	19.4	B	18.4	B	20.1	C
S. Delaware St./25th Ave.	10.5	B	10.4	B	9.8	A	11.1	B
El Camino Real/25th Ave.	23.1	C	24.8	C	21.8	C	22.2	C
El Camino Real/28th Ave.	8.1	A	9.0	A	23.0	C	23.3	C

Table 16-4. Peak Hour Intersection Level of Service*Underground Flow Equalization System Project, Environmental Impact Report*

Intersection	Year 2005 Conditions				Year 2030 Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
El Camino Real/Hillsdale Ramps	37.3	D	40.1	D	41.5	D	38.5	D
Saratoga Dr./Franklin Pkwy.	10.4	B	4.6	A	19.0	B	12.8	B
Saratoga Dr./Hillsdale Blvd.	31.7	C	33.1	C	33.0	C	33.9	C
NB 101/Hillsdale Blvd.	21.2	C	23.7	C	25.9	C	25.9	C
SB 101/Hillsdale Blvd.	4.1	A	15.4	B	6.1	A	17.0	B

Source: City of San Mateo, 2010.

Impacts on transportation and traffic may occur if the proposed Project would result in the following:

- Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, or conflict with or be inconsistent with CEQA Guidelines section 15064.3 subdivision (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.
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities.

16.5 Environmental Impacts

Impact 16-1: Would construction of the proposed Project conflict with a program plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities, or conflict with or be inconsistent with CEQA Guidelines section 15064.3 (b)?

Construction of the Project would result in a temporary short-term increase in local traffic as a result of construction-related workforce traffic, and equipment and material deliveries. Construction would occur within and/or across several roadways (see **Table 16-2**), which would temporarily disrupt existing transportation and circulation in the vicinity. Project construction for the entire Project is expected to last up to 25 months. Construction of the diversion pipelines is expected to last approximately 13 months, with the location of construction activities progressing along the pipeline footprint. The typical construction duration for new portions of the pipeline would be approximately one week for a 500-foot segment. Construction activities specific to the temporary holding structure and associated facilities are expected to last approximately 18 months.

Traffic-generating construction activities would consist of the daily arrival and departure of construction workers to the site; trucks hauling equipment and materials to the work site; and hauling excavated materials from the site. Potential increases in vehicle trip generation would vary based on the construction activity, equipment needs, and other factors. The majority of the Project's construction-

related trips (vehicle and truck trips) would occur on US 101, SR 92, SR 82, S. Delaware Street, Hillsdale Boulevard, and Saratoga Drive. Except for Saratoga Drive, all these roads are City-designated truck routes. Construction vehicles would enter and exit the holding basin site via a newly constructed access drive on Saratoga Drive to reduce impacts to traffic entering and exiting the Event Center. Once construction is complete, the access drive would be the primary entrance point for periodic City maintenance vehicles.

For the purposes of this analysis, it is conservatively assumed that there would be a maximum of 271 daily trips to/from the site. The site is located less than 1 mile from the highways; thus, travel on local roads would be minimal. The daily Project trips equate to an increase of 0.1 percent on US 101, 0.3 percent on SR 92, and 0.8 percent on SR 82. Hillsdale Boulevard, Saratoga Drive, and S. Delaware Street are designated arterials, which are defined as roadways with between 10,000 and 50,000 daily vehicles. The estimated additional trips to these roadways represent an increase of less than 3 percent. Additionally, based on the City of San Mateo Circulation Element, the surrounding intersections currently operate at an acceptable LOS and are forecast to continue to operate at an acceptable LOS through 2030 (City of San Mateo, 2010). The negligible increase in Project-related traffic would be temporary and would not represent a substantial contribution to the traffic volume on the existing regional and local roadways or result in reduced capacity or congestion. Furthermore, the number of truck and worker trips will be dispersed throughout an entire day, further minimizing impacts.

Short-term full or partial road closures (**Table 16-2**) will be required to allow for certain construction activities and to maintain public safety. As part of Project execution, the City will implement Final PEIR **Mitigation Measure 16-1, Prepare and implement a traffic management plan (TMP)**, and will include traffic controls and other traffic safety measures to maintain proper traffic flow during temporary construction activities. The TMP would be prepared by a licensed transportation engineer and coordinated with and approved by the City of San Mateo.

Transit service and bike facilities are also located along the truck routes and along some of the proposed road closures. Implementation of the TMP will minimize impacts to public transit and non-motorized travel by maintaining access to transit, bicycle, and pedestrian facilities along the Project construction area or by providing an alternative route during full road closures. The TMP would include procedures for notifying and coordinating with all affected agencies, including SamTrans and AC Transit, in advance of construction activities. Applicable county, state, and federal regulation, ordinances, and restrictions will be identified and complied with prior to and during construction.

With implementation of Final PEIR **Mitigation Measure 16-1**, there would be no conflicts with a program plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, nor would the Project be in conflict with CEQA Guidelines section 15064.3 (b), taking into account all modes of transportation, and impacts would be less than significant.

Impact 16-2: Would construction of the proposed Project conflict with an applicable congestion management program, including but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

C/CAG is the designated congestion management agency for San Mateo County and US 101, SR 92, and SR 82 (El Camino Real) are part of the CMP road network. US 101, within the Project vicinity, has a LOS standard of LOS E to F. According to the 2017 CMP, US 101, between SR 92 and Whipple Avenue, is operating below standard during the morning and afternoon peak hours. SR 92 within the Project vicinity (between I-280 and US 101) has a standard of LOS D to E and is also operating below standard during the morning and afternoon peak hours. SR 82 (El Camino Real) has a standard of LOS E and is operating above standard (C/CAG, 2018).

As described for Impact 16-1, construction of the Project would result in an increase in local traffic. However, the Project-added trips represent a temporary minimal increase in traffic compared to the existing volumes on US 101, SR 92, and SR 82, and no changes to the existing LOS are anticipated. Final PEIR **Mitigation Measure 16-1** would include recommendations for appropriately managing traffic during the construction period, including construction schedule restrictions, such as limiting construction traffic during peak hours. The TMP will also include a Transportation Demand Management Program in compliance with the C/CAG Guidelines for Trip Reduction. Therefore, with implementation of Final PEIR **Mitigation Measure 16-1**, the Project would not conflict with an applicable Congestion Management Program, or other standards or travel demand measures, for designated roads or highways. Impacts would be less than significant.

Impact 16-3: Would implementation of the proposed Project substantially increase hazards due to a geometric design feature (e.g., sharp curve or dangerous intersection) or incompatible uses?

Project construction will not permanently alter any public roadways or intersections, including access to the Project site, nor will it introduce a design feature or incompatible uses to the Project area. Construction access to the Project site would be separated from the existing public access at the Event Center. The Event Center hosts many events throughout the year. However, most events are on the weekends, and given weekend construction is not expected, there would be no overlap with construction traffic. Nonetheless, as part of the TMP, coordination with the Event Center will be required to minimize potential conflicts with public access, particularly during large weekday events. In addition, coordination with Nueva School, located on the corner of 28th Street and S. Delaware Street, will be necessary to minimize potential conflicts with students and faculty entering and exiting the high school. With implementation of Final PEIR **Mitigation Measure 16-1**, impacts would be minimized to less than significant.

Street improvement plans for all work in public ROWs will be prepared by a licensed transportation engineer and approved by the Public Works Department. Because of the Project's anticipated truck traffic, some streets may need to be restored or reconstructed. Road repairs will be coordinated with and approved by the City Engineer.

Impact 16-4: Would implementation of the proposed Project result in inadequate emergency access?

Implementation of the Project has the potential to result in inadequate emergency access due to road and lane closures. However, Final PEIR **Mitigation Measures 9-4 and 16-1** would be implemented to minimize impacts on emergency access, including notifying emergency responders prior to construction and providing access for emergency vehicles to and around construction areas. All applicable local, state, and federal traffic control measures would be implemented for the safety of local traffic and construction traffic. With implementation of Final PEIR **Mitigation Measures 9-4 and 16-1**, impacts on emergency access would be less than significant.

Impact 16-5: Would implementation of the proposed Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities or otherwise decrease the performance or safety of such facilities?

Implementation of the Project has the potential to conflict with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities or otherwise decrease the performance or safety of such facilities due to the anticipated lane and road closures. Sidewalks and bicycle facilities are located along the truck routes. SamTrans and AC Transit also operate near the Project and Project construction could temporarily disrupt transit service.

Implementation of Final PEIR **Mitigation Measure 16-1** would minimize impacts on public transit and non-motorized travel by maintaining access to transit, bicycle, and pedestrian facilities along the Project construction area or by providing an alternative route during full road closures. The TMP would include procedures for notifying and coordinating with all affected agencies, including SamTrans and AC Transit,

in advance of construction activities. With implementation of Final PEIR **Mitigation Measure 16-1**, impacts on policies, plans, or programs supporting alternative transportation would be less than significant.

Impact 16-6. Would operation of the proposed Project result in a significant traffic increase in conflicts with local plans, policies, and ordinances?

The City would conduct routine checking and periodic maintenance of the holding structure and diversion sewers. Once constructed, there would very minimal, if any, increase in the number of existing permanent staff and would not result in a substantial increase to the Project site in the number of trucks currently required for O&M activities. No significant impacts on traffic or circulation would occur, and impacts would be less than significant.

16.6 Mitigation Measures

Implementation of the following mitigation measures from the Final PEIR, would ensure that potential impacts on traffic and transportation would remain at a less-than-significant level.

Mitigation Measure 9-4. Coordinate emergency services during construction is described in Chapter 9.

Mitigation Measure 16.1. Prepare and implement a traffic management plan.

Construction of some of the proposed Project would require temporary lane closures, traffic detours, and the use of oversized equipment. Implementation of the proposed Project shall include a TMP that would minimize impacts on through traffic as a result of construction activities. The TMP would be prepared in accordance with the *California Manual of Uniform Traffic Control Devices* (MUTCD) Caltrans, 2014b) and all applicable requirements of the San Mateo Department of Public Works Conditions of Approval. The TMP shall be approved by the City of San Mateo Department of Public Works prior to construction and implemented at all times during construction of the Project. The City of San Mateo and its contractors shall cooperate with other communities to obtain the necessary approvals.

The TMP shall be prepared by a qualified transportation engineer and include recommendations for appropriately managing traffic during the construction period by implementing measures such as construction schedule restrictions, signage, and flaggers. Such measures would promote traffic movement during construction to avoid substantial LOS degradation (i.e., LOS levels that are less than the City's adopted LOS threshold).

The TMP would include but not be limited to the following measures:

- To the extent possible, minimize closures of travel lanes or disruptions to street segments and intersections during trenching activities within road rights-of-way or while utilities are being connected.
- Prepare temporary traffic control plans for each site location. In accordance with the San Mateo Public Works Department Conditions of Approval, prior to issuance of a permit, the contractor shall submit applicable pedestrian or traffic detour plans, to the satisfaction of the City Engineer, for all lane or sidewalk closures. The detour plan shall comply with Part 6, Temporary Traffic Control, of the MUTCD, and standard construction practices. The temporary traffic control plans will identify the need for flaggers for directing traffic, temporary signage, lighting, traffic control devices, and other measures, if required.
- Identify oversize and overweight load haul routes. Transporters will comply with state and county regulations for transportation of oversized and overweight loads on all state and county roads. Such regulations typically include provisions for time of day, pilot cars, law enforcement escorts, speed limits, flaggers, and warning lights. In accordance with the San Mateo Public Works Department Conditions of Approval, for material delivery vehicles equal to or larger than two-axle, six-tire,

single-unit truck size (as defined by Federal Highway Administration Standards), the contractor will submit a truck hauling route that conforms to City of San Mateo Municipal Code Section 11.28.040 for the approval by the City Engineer. Contractors will be prohibited from using trucks with “compression release engine brakes” on residential streets. The contractor will submit a letter to, and obtain approval from, the Department of Public Works confirming the intention to use the hauling route prior to the issuance of any City permits. All material hauling activities shall comply with applicable City ordinances and conditions of approval.

- Schedule deliveries of heavy equipment and construction materials during periods of minimum traffic flow. In accordance with the San Mateo Public Works Department Conditions of Approval, earth hauling and materials delivery to and from the site, including truck arrivals and departures to and from the site, will be prohibited (to the extent possible) between the weekday hours of 4 p.m. to 5:30 p.m. Signs outlining these restrictions will be posted at conspicuous locations on site.
- Limit construction activities (to the extent feasible) to the weekday between 7 a.m. and 7 p.m. and between 7 a.m. and 5 p.m. for work within City ROWs.
- Post the approved hours of construction activity at the construction site in a place and manner that can be easily viewed by any interested member of the public.
- Determine the need for construction work hours and arrival and departure times outside peak traffic periods.
- Determine the need for construction scheduling outside of legal holidays and special events to avoid affecting large fluxes in traffic volumes. In accordance with the San Mateo Public Works Department Conditions of Approval, within the vicinity of Hillsdale Mall and within the downtown area during the holiday season (November 20 to January 1), there shall be no construction activities within rights-of-way that would create lane closures, eliminate parking, create pedestrian detours, or other activities that may create a major disturbance, as determined by the City Engineer. Prohibition on El Camino Real will be along its entire length within the City limits. For Hillsdale Shopping Center, construction prohibition streets shall include Hillsdale Boulevard between US 101 and SR 92, 31st Avenue between El Camino Real and Hacienda Street, and Edison Street and Hacienda Street in the vicinity of the shopping center. The limits of the downtown area shall be defined as: between El Camino Real on the west and Delaware Street on the east, Tilton Avenue on the north, and 5th Avenue on the south. The prohibition shall also include the 3rd and 4th Avenue corridors between Delaware Street and US 101.
- Identify vehicle safety procedures for entering and exiting site access roads.
- Notify and coordinate with emergency responders regarding potential road closures prior to construction.
- Provide access for emergency vehicles to and around the Project site.
- Maintain access to adjacent properties. In accordance with the San Mateo Public Works Department Conditions of Approval the contractor will notify residential and commercial occupants of properties adjacent to the construction site of the hours of construction activity which may impact the area. The notifications will be provided 3 days prior to the start of the extended construction activity.
- Notify and coordinate with transit operators regarding potential road closures prior to construction.
- Maintain access to transit, bicycle, and pedestrian facilities along Project routes.
- Notify and coordinate with mail service and waste haulers regarding potential road closures prior to construction.

- Provide a construction-parking plan that minimizes the effect of construction worker parking in the neighborhood. Include an estimate of the number of workers that will be present on the site during the various phases of construction, indicate where sufficient off-street parking will be used, and identify all locations for offsite material deliveries. The plan will be approved by the City Engineer prior to issuance of City permits and will be complied with at all times during construction.
- Implement a Transportation Demand Management Program using programs in compliance with the City/County Association of Governments of San Mateo County Guidelines for Trip Reduction. These programs, will be on-going throughout Project construction. The plan may include those actions listed in the Project trip reduction plan, including secure bicycle storage, shower changing facilities, guaranteed ride home program, information on transportation alternatives, carpool matching program, preferential parking for carpools/vanpools, employee transportation coordinator, TMA participation, parking reduction, carsharing, shuttle participation, flexible work hours/telecommuting, and an option to participate in the Caltrain GO Pass Program.

Signs would be provided to control traffic and assist with safety along the proposed Project access routes and at designated road crossings. These signs will adhere to the MUTCD and will include regulatory signs (e.g., stop, speed limits, and yield) and warning signs and construction signs (e.g., temporary lane closures and flaggers). All signs will be maintained throughout Project construction.

Public information will be distributed by using local news television and radio broadcasts, informational flyers and mailers, websites, and other outreach options. Signs would be installed, and public notices would be distributed regarding construction work before disruptions occur; the notifications would identify detours to maintain access. In addition, flagmen or escort vehicles would control and direct traffic flow, and work would be scheduled during periods of minimum traffic flow.

16.7 References

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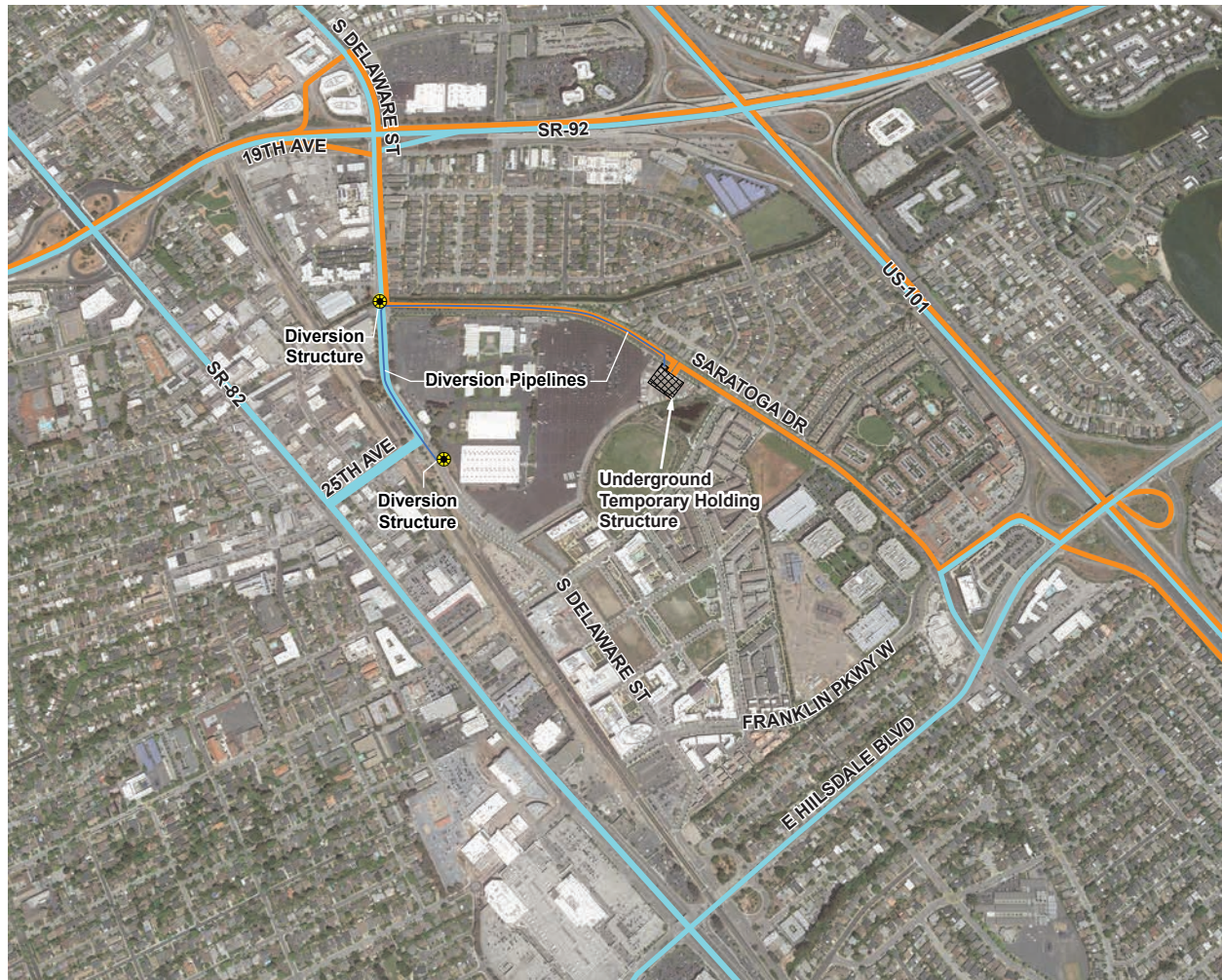
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LEGEND

- Existing Designated City Truck Access Route
- Proposed UFES Construction Access Route



Figure 16-1
Proposed and Existing Access Routes
 Underground Flow Equalization System,
 Environmental Impact Report
City of San Mateo Clean Water Program