Transportation 6

This chapter describes the transportation system in and around the Hillsdale Station Area, with a focus on the Transit Center at the relocated Hillsdale Caltrain Station. The transportation system described in this Plan assumes that the Hillsdale Station will be relocated to between 28th and 31st Avenues, and that 25th, 28th, and 31st Avenues will be grade-separated crossings connecting Delaware Street to El Camino Real under the train tracks.

Both High Speed Rail and Caltrain electrification are potential future uses of the Caltrain corridor through the Station Area, which are currently uncertain. In either case, this Plan assumes the City's preferred configuration for the train tracks in this location, an elevated viaduct, and identifies the advantages for transit center design that result.

A. Transit Center Circulation and Access

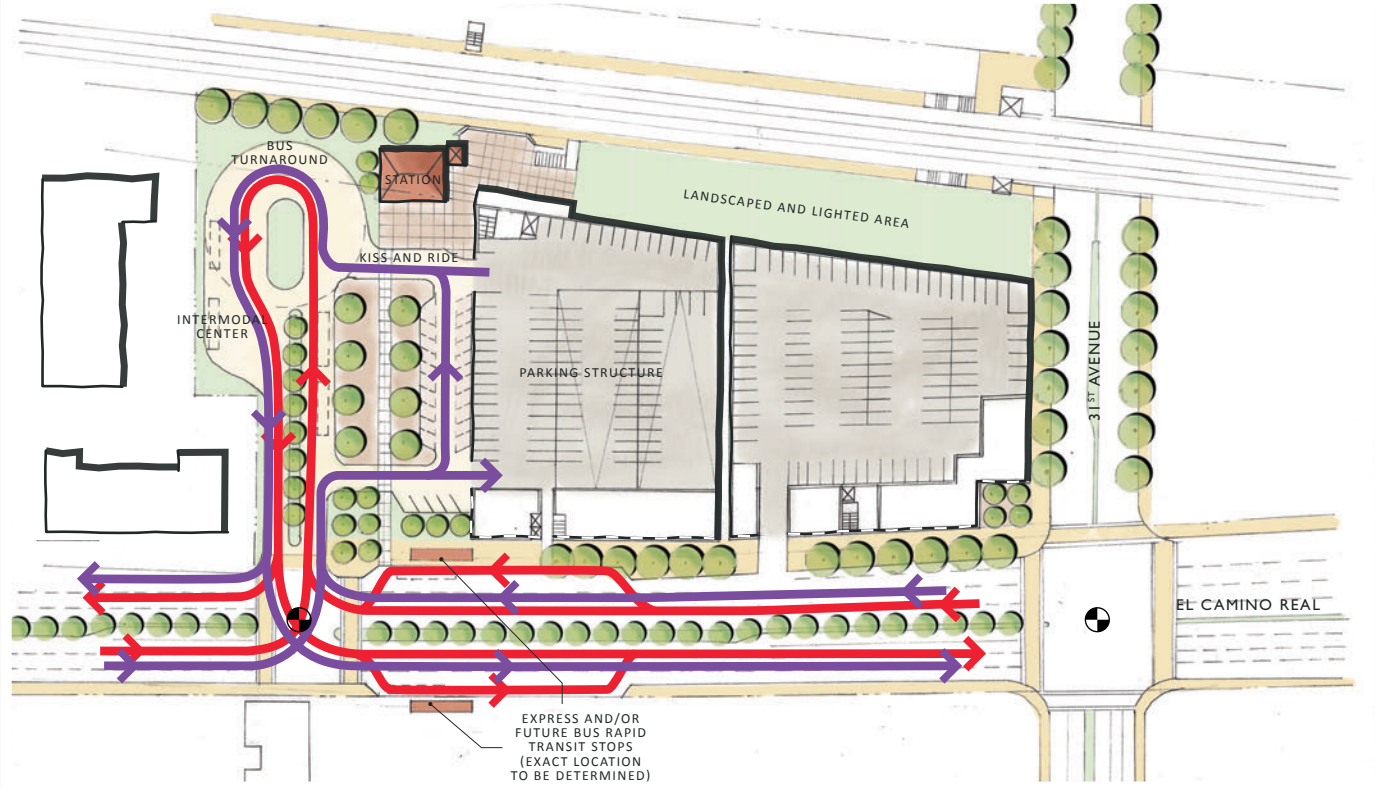
The Hillsdale Station Area Plan incorporates the planned relocation of the Hillsdale Caltrain Station and identifies a Transit Center Program. An alternate 31st Avenue Alternative Program is included in Appendix B to account for the possibility that the property closest to 31st Avenue may be easier to acquire, necessitating the use of that location for the Transit Center. The Transit Center Program is subject to the General Principles for the Transit Center included in Chapter 5 of this Plan. This section describes the Transit Center's multimodal circulation and access, the location of, and access to, station parking, and connections to the surrounding land uses. This section also describes off-site improvements that will enhance access to the transit station by all users.

1. Transit Center Circulation

The following sections further describe transportation in and around the Transit Center.

Vehicular access to the Transit Center, whether by bus, shuttle, taxi, or private automobile, is provided from El Camino Real, as shown in Figure 6-1. Although the center abuts the extension of 31st Avenue below the train tracks, the grade of the street between the train tracks and El Camino Real precludes access from 31st Avenue. The station

Figure 6-1: Transit Center Program, Vehicular and Transit Circulation



program provides a new signalized intersection on El Camino Real between 28th and 31st Avenues, subject to traffic impact analysis reports identifying traffic impacts. A signalized intersection is required to:

- Provide a direct, signal-protected pedestrian crossing to the Transit Center from the west side of El Camino Real, and
- Provide protected vehicular movement against El Camino Real's high traffic volumes, particularly for buses entering the station's intermodal center.

The new signalized Transit Center access, combined with the proposed signalized intersection at the extension of 31st Avenue, frames the center with protected pedestrian crossings. In addition, a single driveway at the new signalized intersection provides access to the Transit Center. This driveway is shared by all vehicles entering and exiting the Transit Center. The driveway directly connects to the Transit Center and the passenger loading area. Vehicles accessing the parking structure pass through the Transit Center.

The program requires reconfiguration of El Camino Real to accommodate a southbound left-turn lane at the new signalized intersection accessing the transit station.

a. Bus and Shuttle Vehicle Access and Circulation

Several types of vehicles access the center: conventional 40- to 45-foot coaches, 65-foot articulated buses, and 30- to 35-foot shuttles. These vehicles are accommodated through a combination of on-street and off-street facilities. On-street facilities provide additional vehicle capacity as well as stops for express service that remains on El Camino Real to reduce the delay associated with using the off-street intermodal center. The off-street Transit Center provides multiple bus bays and space for buses to layover or "dwell." The Transit Center Program provides an off-street intermodal center and internal turnaround for buses. In addition, it provides northbound (near side) and southbound (far side) bus stops on El Camino Real for express service and/or potential future Bus Rapid Transit. The on-street stops are designed to accommodate larger articulated vehicles. The location of these stops will need to respect existing circulation patterns, and technical studies will be needed to determine their exact location and configuration.

b. Automobile Access and Circulation

Private automobiles access the Transit Center by driveways shared with transit vehicles. Vehicle access to the Transit Center only occurs on El Camino Real. Passenger kiss-and-ride drop-off/pick-up take place curbside within the intermodal center adjacent to the pedestrian plaza. Vehicles access the parking structure or surface parking via internal circulation lanes.

The internal circulation also provides emergency vehicle access to the Transit Center and fire ladder vehicle access to the Caltrain platform.

c. Bicycle Access and Circulation

Bicycle access to the Transit Center is provided via the bicycle routes identified in the existing and planned bicycle facilities shown in Figure 6-2. Bicyclists not taking their bicycles onto the train will access secure bicycle parking provided within the Transit Center.

El Camino Real provides very limited bicycle facilities because parallel routes are provided. Therefore, most bicyclists will access the Transit Center from the east side of the train tracks through the Bay Meadows II development at Landing Avenue, likely passing under the train tracks elevated on an aerial viaduct. This includes access from

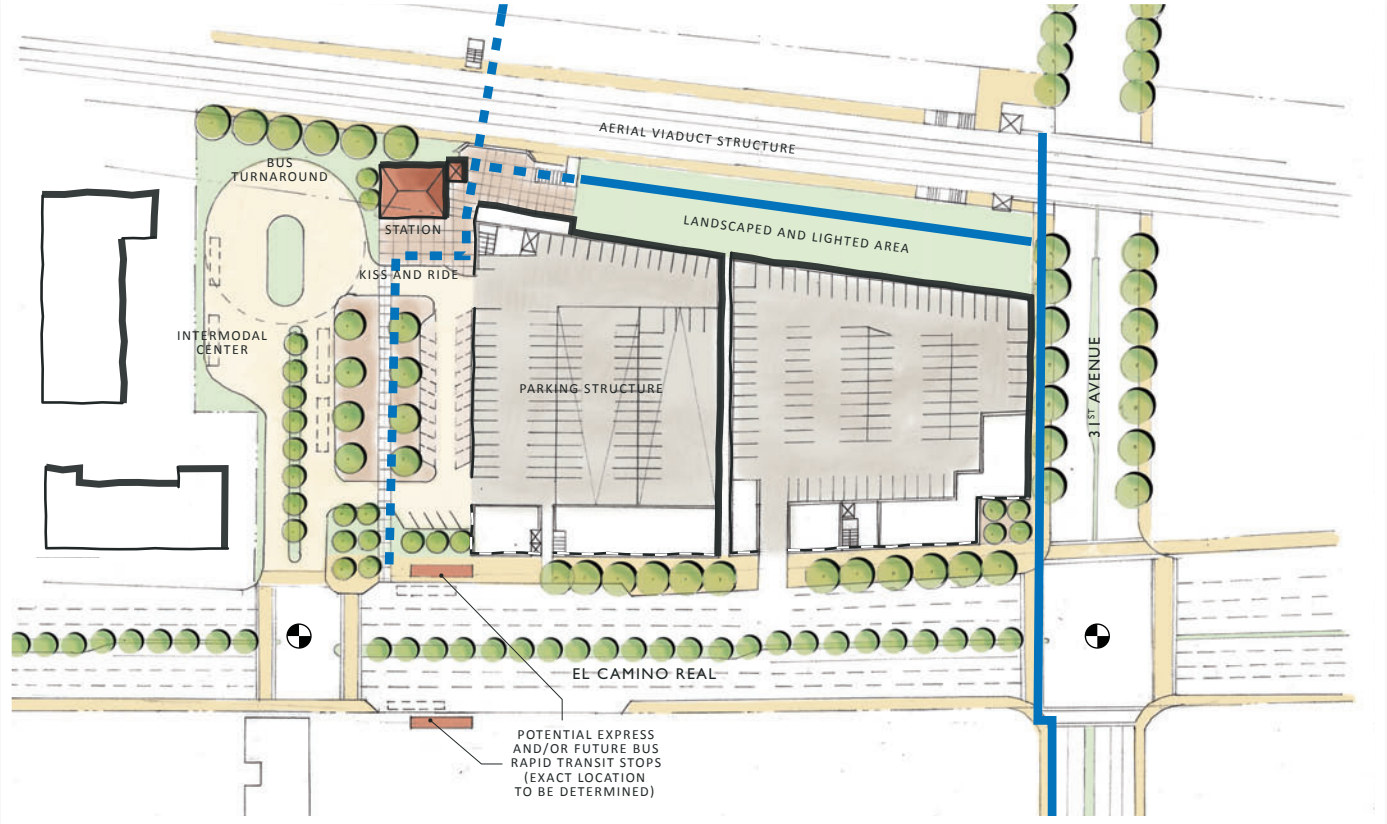
Three Types of Bicycle Facilities:

Class I bike paths: exclusive use by both bicycles and pedestrians; separated from roadways.

Class II bike lanes: one-way lanes on either side of the roadway separated from the motor vehicle lane by a painted white stripe.

Class III bike routes: on roadway facilities with sufficient width for shared motor vehicle and bicycle usage, and usually only designated by signs indicating the route.

Figure 6-2: Transit Center Program, Bicycle Access



neighboring residential areas south of Hillsdale Boulevard. Another major route will be from the west side of El Camino Real using Class III routes on local streets. Bay Meadows Phase II provides several east-west connections, including a Class I bicycle facility on 28th Avenue connecting the train tracks to Saratoga Avenue, a Class III facility on Derby Avenue connecting the interior blocks to the railway, and an existing Class I facility on Franklin Parkway.

Bicyclists on the east side of the train tracks may access the Transit Center using the 31st Avenue facilities, or by traveling under the tracks, elevated as a viaduct, to the Transit Center on the west side. Bicyclists on the west side can access the Transit Center via 28th Avenue, traveling under the train tracks elevated on an aerial viaduct. They may be able to enter from 31st Avenue if a bicycle connection is created through the Hillsdale Shopping Center in conjunction with redevelopment of the shopping center.

d. Pedestrian Access and Connectivity to Adjacent Development

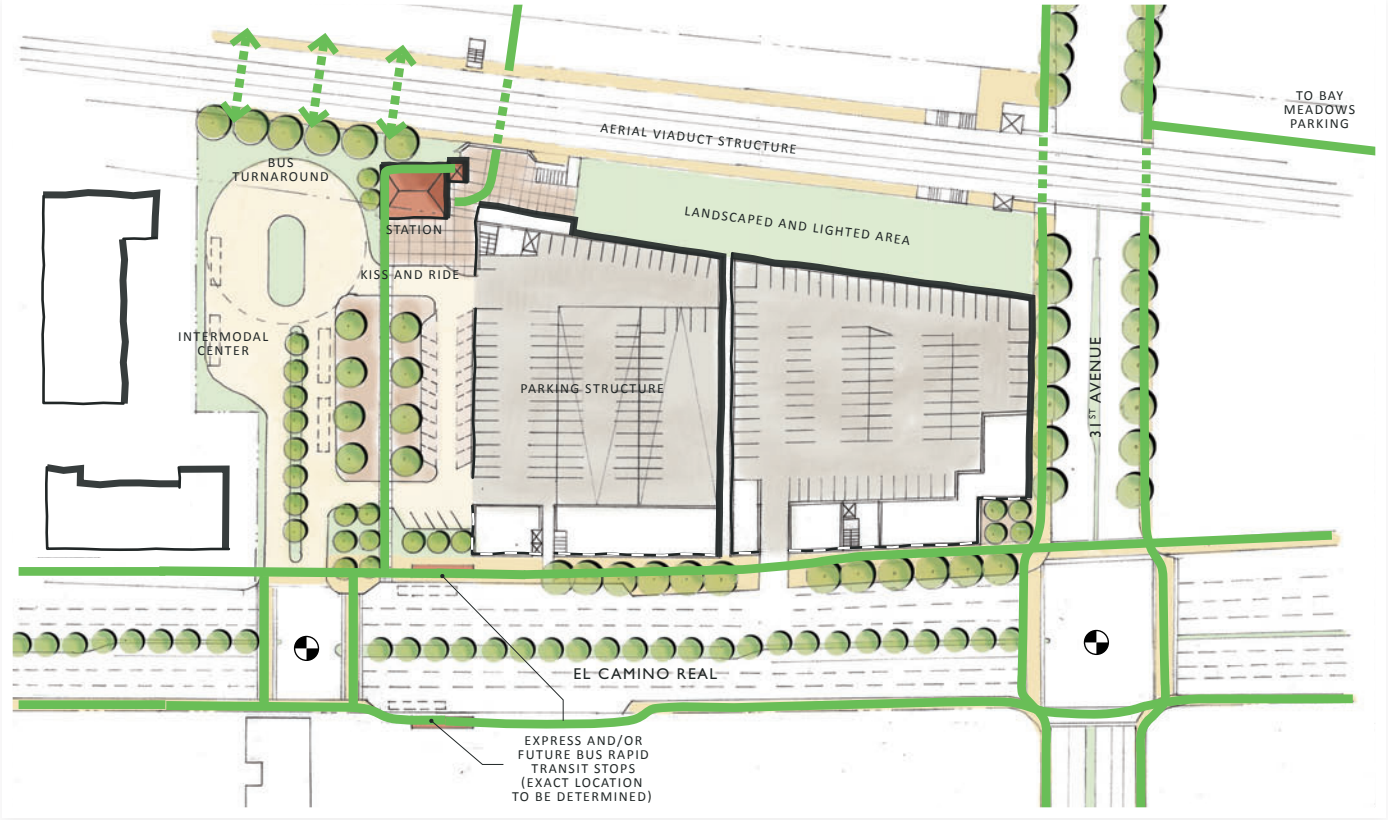
Regardless of the mode of access to the Transit Center all users ultimately become pedestrians. On-site pedestrian access at the Transit Center includes an emphasis on pedestrian-orientation through the provision of direct connections between key features of the center, comfortable and attractive public plazas for waiting, and transportation related services such as ticket sales and information and amenities. All areas of the Transit Center are accessible to persons with disabilities.

This Plan also focuses on clear pedestrian routes from the Transit Center to surrounding residential and commercial development. The following improvements are designed to enhance off-site access and overcome the existing barriers created by arterial streets, the train tracks, and lack of street connectivity. They additionally take advantage of the track configuration as an aerial viaduct, allowing free circulation between the east and west sides of the tracks.

- New pedestrian crossings of El Camino Real on the north and east sides of the existing 28th Avenue intersection and the north side of the existing 27th Avenue intersection.
- A new signalized intersection including pedestrian crosswalks accessing the Transit Center between 28th and 31st Avenues.
- Pedestrian crossings to Bay Meadows II under the elevated train tracks via Derby and Landing Avenues to Delaware Street.
- Direct bridge connections between the proposed Caltrain Station parking structure south of 31st Avenue and the Caltrain platforms.
- Pedestrian crossing enhancements for new and existing crossings, including median pedestrian refuge where intersection width is sufficient for a minimum 6-foot island, ADA-conforming corner ramps and signal equipment, and pedestrian countdown timers.
- Improved buffer between pedestrians and moving traffic through wider sidewalks, uniform street tree plantings, and on-street parking on some segments.
- Pedestrian-scaled lighting and urban design features.
- Design guidelines for pedestrian-friendly building placement, orientation, massing, and ground floor uses.

Figure 6-3 illustrates the pedestrian routes accessing the Transit Center.

Figure 6-3: Transit Center Program, Pedestrian Routes



Signalized Intersection
Pedestrian Circulation
Pedestrian Circulation (covered)

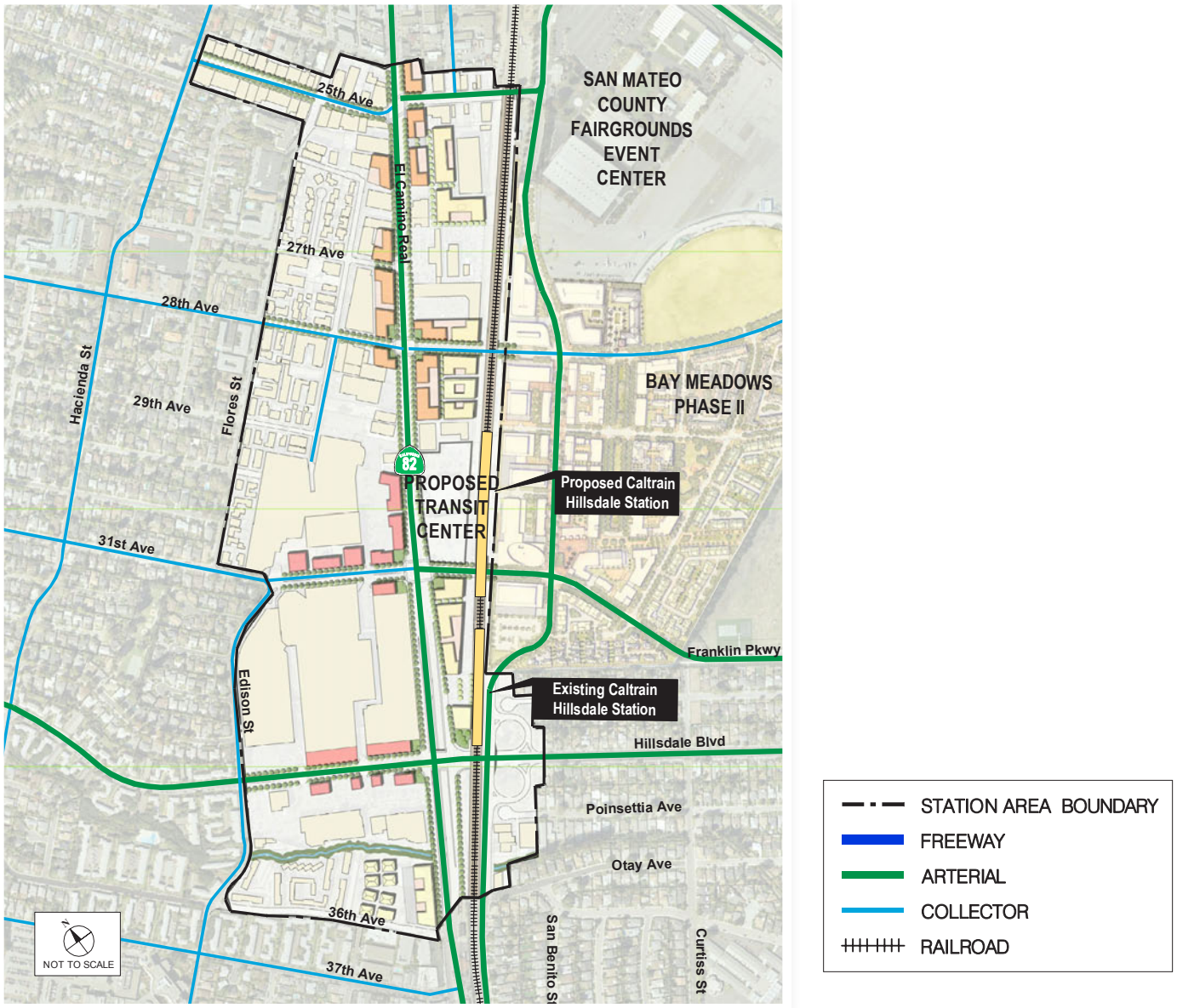
B. Transportation Network

The following sections describe the transportation system serving the entire Hillsdale Station Area, identifying the facilities and circulation patterns of different modes of transportation accessing or passing through the area.

1. Vehicular Circulation and Street Connectivity

Automobiles, buses, shuttles, emergency, and delivery vehicles traveling within the Station Area use streets classified under the City of San Mateo's "functional classification" system of arterial, collector, and local streets. As planned development occurs, new streets will be added to the existing street network in the Station Area, as shown in Figure 6-4, increasing connectivity. The Bay Meadows II development will include the new primary streets shown in Figure 6-4: 31st Avenue as an arterial extension of Franklin Parkway connecting Saratoga Drive to El Camino Real; Delaware Street as an arterial extending to Pacific Boulevard; and 28th Avenue as a new collector street connecting Saratoga Drive to El Camino Real.

Figure 6-4: Future Roadway Network



The extension of 31st Avenue will be an alternative route parallel to Hillsdale Boulevard providing an alternate and more direct route to Highway 101 from the Station Area. This new extension is a particularly important link because it reduces the volume of traffic on Hillsdale Boulevard, distributing the traffic to multiple streets. Spreading traffic over multiple streets subsequently reduces the volume of traffic at intersections, lessening conflicts between vehicles and pedestrians using the intersection.

Increased street connectivity not only provides alternative routes and additional capacity for vehicular traffic, it also:

- Improves the response time of emergency service providers;
- Provides opportunities for expanded public transportation service;
- Creates more direct paths of travel for pedestrians and bicyclists; and
- Establishes the basis for a pedestrian-scaled block pattern that encourages walking.

In addition to new streets, the Station Area will benefit from the planned grade-separation of the train tracks at 25th, 28th, and 31st Avenues as shown in Figure 6-4. Grade-separations improve safety and reduce delay for all modes of transportation, and eliminate one of the most significant barriers to pedestrian and bicycle travel in the Station Area.

2. Transit and Shuttle Circulation

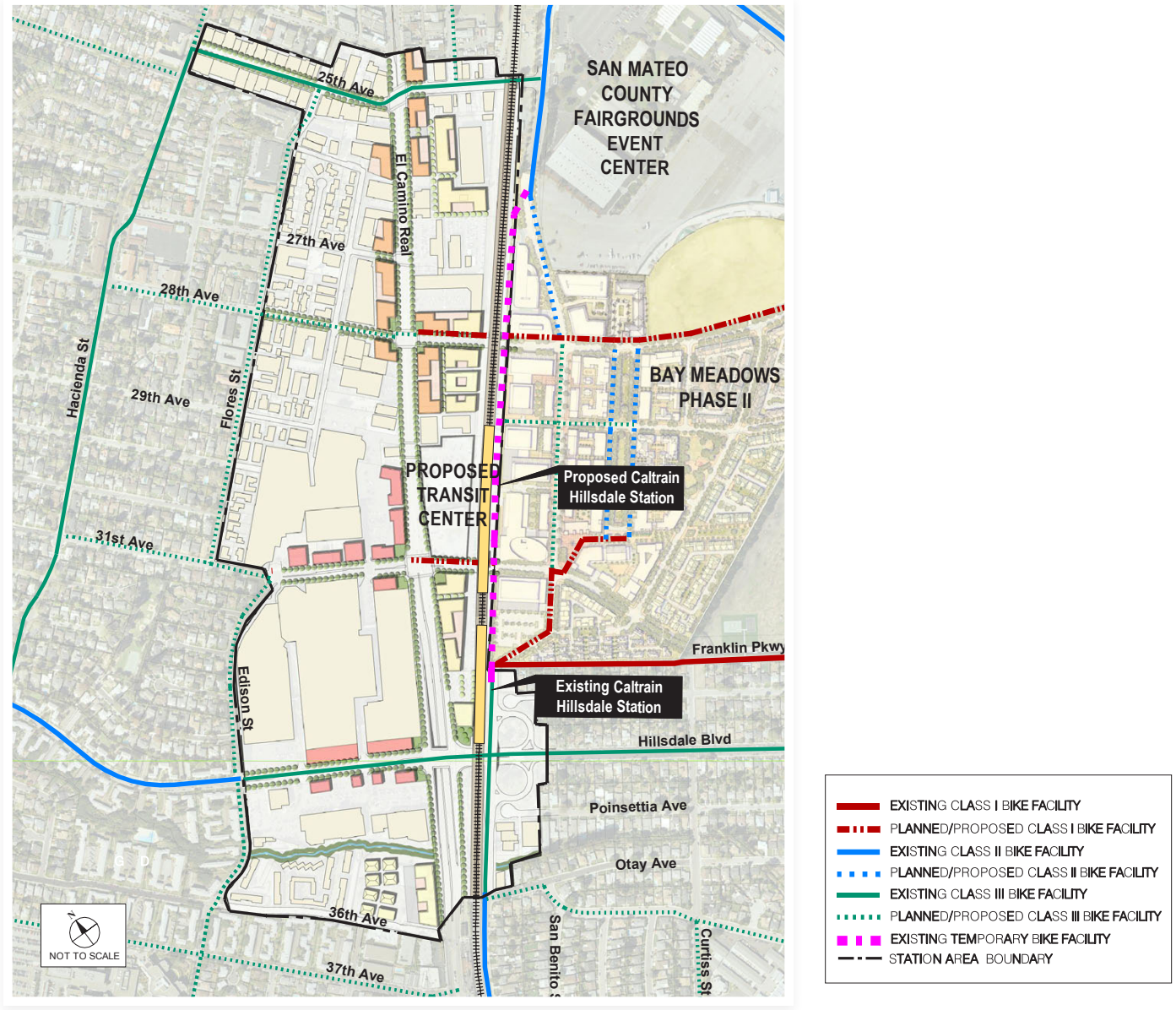
Public transportation and privately-operated shuttles serving the Station Area will continue to use the primary arterial streets of El Camino Real, Hillsdale Boulevard, and Saratoga Drive, as well as various collector streets. The new 28th Avenue, 31st Avenue, and Delaware Street connections will provide opportunities to improve transit efficiency by relocating existing routes or adding new routes that can serve the relocated Hillsdale Caltrain Station. In addition, dedicated space for buses and shuttles at the Transit Center will improve transitions from the train to these other forms of transportation.

San Mateo County's public transportation provider, SamTrans, does not currently have plans to restructure bus routes in the Station Area but has expressed support for the opportunity and flexibility for future routes provided by additional streets surrounding the train station.

3. Bicycle and Pedestrian Circulation

With completion of Bay Meadows II and implementation of the recommendations of this Plan, the area will benefit from a greatly expanded and connected system of bicycle facilities. Figure 6-5 illustrates the entire system of bicycle facilities serving the Station Area and beyond.

Figure 6-5: Future Bicycle Network



Or Bicycle Facilities as provided for in the Bicycle Master Plan and/or in accordance to Policy TRA-5.3

The Station Area bicycle system intentionally avoids facilities on El Camino Real due to its high volume of traffic, speeds, and lack of right-of-way to accommodate bicycle lanes. Rather, less-traveled and slower-speed parallel streets provide bicycle facilities for north-south travel. East-west routes are provided on existing and new streets connecting the north-south routes on both sides of the train tracks forming a grid of bike routes. The section below describes these routes.

Within the Station Area north-south bicyclists are directed to the following routes:

- West of the train tracks, Flores Street, 31st Avenue, and Edison Street provide a route from 25th Avenue to Hillsdale Boulevard on low-volume, low-speed, primarily residential streets. This local route connects to the regional facilities on Alameda de Las Pulgas and Hillsdale Boulevard.
- East of the train tracks, multiple alternative routes are provided within Bay Meadows II. The most direct north-south route, Delaware Street, provides a shared lane configuration with connections to the regional facilities on north Delaware Street, Pacific Boulevard, and Saratoga Drive. Casual or recreational bicyclists may choose a less active route through Bay Meadows I and II residential neighborhoods.

Within the Station Area, the east-west routes that connect the north-south routes on both sides of the train tracks are on 25th, 28th (which connects to Saratoga Drive), and 31st Avenues, a Class I path between Delaware Street and Saratoga Drive on the south edge of Bay Meadows, and Hillsdale Boulevard.

Pedestrian circulation within the Transit Center and accessing the Caltrain platforms is described in Section A. Pedestrian circulation within the remainder of the Station Area is comprised of sidewalks and intersection crosswalks, and multi-use paths in some locations. All of the public streets in the Station Area have sidewalks on both sides. Crosswalks are located at each signalized intersection on El Camino Real and all intersections within Bay Meadows II. Accommodation of persons with disabilities is a mandatory requirement of all streets and intersections under the Americans with Disabilities Act.

A high level of connectivity of the pedestrian system is a fundamental requirement for adequate circulation and access to development and transit stations within transit-oriented districts. Although relatively widely spaced on the west side of the train tracks, the street and sidewalk system provides a complete grid of connections to all neighborhoods and the Transit Center. East of the train tracks the Bay Meadows II development provides a very fine grid of highly pedestrian-oriented streets.

The major barriers to pedestrian travel are the high-volume and high-speed nature and width of El Camino Real, narrow sidewalks, and inhospitable pedestrian environment along El Camino Real, the complicated intersection of Hillsdale Boulevard and El Camino Real, and the train tracks. In this Plan, these barriers are overcome by increasing the number of signalized crosswalks uniformly spaced at each major east-west street intersection. The barrier created by the train tracks is reduced dramatically through the grade separation of 25th, 28th, and 31st Avenues as well as pedestrian and bicycle crossings under the elevated viaduct structure. In the event that another public parking structure is provided on the east side of the tracks, a pedestrian and bicycle bridge will potentially connect at that location as well.

C. Parking Strategy

This section summarizes projected future commuter parking demand of the future Transit Center and surrounding development in the Station Area; the components and impacts of the trip reduction program for new development; and the potential for shared parking between commuters and other uses. This section also establishes parking requirements and strategies for the Station Area. A more detailed analysis of parking can be found in Appendix A.

When developing parking management and policy recommendations for the Station Area Plan, the City consulted both the Metropolitan Transportation Commission (MTC) Parking Toolbox and the City of San Mateo's Rail Corridor Transit-Oriented Development Plan (Rail Corridor TOD Plan) to ensure that the recommendations made for the Station Area Plan are in line with the policies outlined in these documents.

1. Transit Center Vehicle Parking

The amount of new development that will be built in the ½ mile radius/walkshed of the Hillsdale Caltrain Station is projected to result in a large net increase in ridership. The new ridership arises from both residential and commercial development within the Station Area as well as in nearby Bay Meadows Phase II. From 2009 to 2035, there is a projected increase in ridership of 250 percent, from 1,941 to 6,838 weekday riders[1].

The Transit Center Program identifies two parking structures, one within the Transit Center on the west side of the train tracks and one on the east side within the Bay Meadows II development, just south of 31st Avenue. As is further described

[1] *Appendix A: Parking Analysis*

in Appendix A, the program is intended to ensure that adequate parking is provided for Caltrain users to avoid spillover parking beyond the transit center. The parking structures will have reserved parking exclusively for Caltrain patrons and the structure on the west side will have parking available for the mixed-use development on the station site. The structures provide limited shared parking opportunities as is described in Appendix A. Vehicular access to the structures is described above. The parking structures will provide accessible parking spaces at locations most convenient to the platform elevators.

Pedestrian access between the parking structures and the train platform is provided through combinations of at-grade and elevated walkways, accessible ramps, and elevators.

In the Transit Center Program, a 636-space multi-story parking garage will be constructed along El Camino Real midblock between 28th and 31st Avenues during the first phase of construction. In a second phase of transit center development, as warranted by demand, an approximately 500-space parking garage in Bay Meadows II will be constructed, located on Delaware Street just south of 31st Avenue. Users of the Transit Center structure on the west side of the train tracks access the ground level and use an elevator at the center building to access the southbound platform. The northbound platform is accessed via the 30th Avenue extension underpass and use of the elevator on the east side. Users of the east side parking structure use a bridge linking the structure directly to the northbound platform. Access to the southbound platform from the east side structure requires crossing under the train tracks at 31st Avenue or by crossing under the elevated viaduct.

Under the current parking ratio of 0.24 spaces per Hillsdale boarding, parking demand would be 1,418 spaces in 2035, based on the ridership projections described above and assuming that the parking fee is set at $2 per day until 2035. While new parking would be constructed, some existing parking would be lost to redevelopment or be located further than the ¼ mile or 5-minute walk that most patrons are willing to make to parking areas when the station is relocated. Thus the net change in parking supply may not be sufficient to serve all riders who may want to access the station by car.

A commuter parking analysis evaluated how parking pricing would affect the demand for parking. Daily parking rates could be set at $3 per day and simply adjusted for inflation, or a more aggressive rate of up to $10 per day could be charged. With the less aggressive approach, a larger total demand for spaces would be anticipated, with

1,400 spaces demanded by 2035, while with the $10 per day approach, the total would be 1,100 by 2035. However, in both cases, demand for the first parking structure would occur around 2013 and the second around 2023. These figures assume the potential for temporary surface parking. Finally, the most aggressive approach would also call for charging $10 per day, but raising the rate more quickly. In this case, the second parking structure could be delayed as late as 2031 and total demand in 2035 would be only 920 spaces. Future pricing of the daily parking rates will be subject to further analysis and adoption of new parking rates by Caltrain.

2. Transit Center Bicycle Parking

Caltrain's Bicycle Access and Parking Plan provides policy and facilities recommendations to better serve bicycle commuters at Caltrain stations. The recommendations specific to the Hillsdale Station have been modified to fit the relocation of the station and are included in this chapter as policy statements.

3. Station Area Parking

New office, residential, and commercial development will occur throughout the Station Area. The land uses described in this Plan would require up to 5,961 parking spaces if the City of San Mateo's minimum parking requirements were used. However, this would not account for the approach to parking taken in the places designated TOD under the Rail Corridor Plan, nor would it use state-of-the-art parking requirements as recommended by the MTC Parking Toolbox. Using the city-wide minimum parking requirements might result in an oversupply of parking because development that occurs within the Station Area will likely have lower parking demand given the higher density, mix of uses, and proximity to transit.

Lower parking standards are feasible in transit-intensive neighborhoods such as downtown.

4. Parking Requirements and Standards

As was described in the Land Use chapter of this Plan, the Rail Corridor Plan includes Policies 7.19 and 7.22 governing parking within the TOD zone. In addition to these policies, this Station Area Plan establishes specific parking standards designed for the transit-oriented development anticipated in the Station Area. For TOD-zoned parcels, the parking requirements are advisory only because the Rail Corridor Plan calls for parking standards to be established based on a

project-specific Trip Reduction and Parking Management Plan. Table 6-1 shows the minimum parking requirements.

Such standards are only effective if demand for parking is reduced through transportation demand management to encourage the use of alternative forms of transportation, as well as management of spillover parking into adjacent areas where more parking may be available. These policies are found in the next section: Goals and Policies.

Table 6-1 Station Area Parking Requirements

Land Use	Minimum (per 1000 sq. ft. or unit)
Residential (units)	
Studio	1.0
1-bedroom	1.2
2-bedroom	1.5
3-bedroom	1.8
Office	2.2
Retail	2.5
Restaurant	4

[1] *These parking ratios include visitor parking of 0.2 spaces per unit.*

[2] *For uses not listed in this table, consult the Zoning Code. Reductions to required parking per the Zoning Code will be considered if justified by the project's Trip Reduction and Parking Management Plan.*

D. Transportation Goals and Policies

In addition to the Goals and Policies below, please see Section C of Chapter 5 of this Plan for Transit Center general principles, design guidelines, and streetscape design.

Goal TRA-1: Develop and maintain a safe, functional street system that facilitates movement and connectivity for vehicular, pedestrian, bicycle, and transit modes of travel.

Policy TRA-1.1: Integrate and connect the Station Area street system with the surrounding City streets, including tying into the grid system established in Bay Meadows Phase II.

Policy TRA-1.2: Provide Station Area streets that support multiple modes of travel, while incorporating the functional typology and design consistent with maintaining adjacent uses.

Policy TRA-1.3: Support increased east-west connectivity for all modes of travel within the Station Area through the extension and grade separation of 28th and 31st Avenues, as well as through the grade separation of 25th Avenue.

Goal TRA-2: Develop a multimodal Transit Center that provides convenient access to commuter rail, bus, shuttle, and taxi service.

Policy TRA-2.1: Support the construction of a new multimodal Transit Center on the east side of El Camino Real between 28th and 31st Avenues, with convenient access to buses, shuttles, taxis, and Caltrain commuter rail service.

Policy TRA-2.2: Provide enhanced access for transit services by minimizing travel paths and times for transit vehicles to enter the Station Area.

Policy TRA-2.3: Locate entrances to Transit Center facilities and parking to minimize potential queuing and efficient flow of auto, bicycle, and pedestrian circulation through the Station Area.

Policy TRA-2.4: Enhance pedestrian and bicycle access to and through the Transit Center by providing additional, safe east-west pedestrian crossings on El Camino Real between 28th and 31st Avenues, as well as undercrossings of the train tracks at 28th and 31st Avenues and under a Transit Center viaduct structure. Balance this pedestrian and bicycle access with an efficient flow of auto circulation through the Station Area.

Policy TRA-2.5: Ensure access is provided for persons with disabilities within the Transit Center. Access to the platform may be through elevators, ramps, or a combination, although for operational reasons ramp access is preferred if it is feasible.

Policy TRA-2.6: Support area-wide shuttle programs through coordination between Caltrain, SamTrans, the Peninsula Traffic Congestion Relief Alliance, shuttle providers, and the City of San Mateo to ensure that shuttle service is provided efficiently and seamlessly integrates with other forms of transportation.

Goal TRA-3: Support frequent and convenient train service along the Caltrain corridor.

Policy: TRA-3.1: Work with Caltrain and MTC to ensure that as many resources as possible are focused on maintaining and expanding the number of trains run on the Caltrain corridor each day. This could include Caltrain's planned electrification of its trains.

Policy TRA-3.2: Continue to support the California High Speed Rail Authority's efforts to construct High Speed Rail along the Caltrain corridor, with a preference for a viaduct structure that raises the tracks above grade and enhances circulation from one side of the train tracks to the other.

Goal TRA-4: Encourage the use of transit, cycling, and walking as primary forms of transportation within the Station Area and to destinations throughout the region.

Policy TRA-4.1: New development on properties in the Station Area must develop a Trip Reduction and Parking Management Program, following the recommendations in Appendix A of this Plan, including implementing the required and optional measures for both employers and residential developments. The Hillsdale Shopping Center shall complete such a program, but may make implementation optional for employers that are tenants of the Shopping Center.

Policy TRA-4.2: Expand the Transportation Management Association (TMA) formed under the Rail Corridor Plan to include all properties within the Station Area and require that all new development join the TMA. The Hillsdale Shopping Center's participation in the TMA will consist of optional measures, but it will not be subject to the TMA's trip reduction goals.

Goal TRA-5: Provide a safe, functional and coherent system of pedestrian and bicycle-friendly facilities that support the use of alternative travel modes and directly connect the Station Area to nearby residential, retail, office, and mixed-use developments.

Policy TRA-5.1: Link the pedestrian and bicycle circulation system within the Station Area to the existing and planned city-wide and regional pedestrian and bicycle circulation facilities, including connecting to residential areas west of El Camino Real and south of Hillsdale Boulevard.

Policy TRA-5.2: Create internal connections within the Station Area that maximize safe and appealing pedestrian-oriented circulation through the incorporation of design elements such as pedestrian-oriented lighting, wide landscaped sidewalks, curb extensions at intersections, and on-street parking to buffer pedestrians from vehicles. Where feasible, as parcels are developed, add through-block pedestrian connections within the internal circulation of larger properties to create a finer-grained circulation pattern west of El Camino Real.

Policy TRA-5.3: Promote increased east-west bicycle circulation through the Station Area by supporting the development of new bicycle facilities along 28th Avenue. If feasible, support the development of new bicycle facilities on 31st Avenue, in conjunction with redevelopment of that portion of the Hillsdale Shopping Center. The latter would only be considered feasible if a configuration can be developed that balances auto, bicycle, and pedestrian circulation on 31st Avenue.

Policy TRA-5.4: Support north-south bicycle circulation routes in and around the Station Area that provide alternatives to travel on El Camino Real on streets such as Hacienda, Flores, and Delaware.

Policy TRA-5.5: Promote access for persons with disabilities within the existing and planned transportation facilities throughout the Station Area.

Policy TRA-5.6: Provide for wider sidewalks and improved bicycle facilities in conjunction with any improvements to the Hillsdale Boulevard railway underpass and the El Camino Real overpass.

Policy TRA-5.7: Work with the Bay Meadows Phase II property owners to determine whether a Class I route on 31st Avenue between Delaware Street and the railway can be created.

Goal TRA-6: Balance the parking supply at the Hillsdale Caltrain Station intermodal Transit Center to encourage people to ride transit, while also encouraging alternative modes of accessing the Transit Center.

Policy TRA-6.1: Construct parking structures for the Transit Center using a phased approach, such that they are constructed only when projected demand exists and design the structures such that they increase the potential for shared parking and accommodate car-sharing.

Policy TRA-6.2: Monitor and manage Transit Center parking to ensure that it is not spilling over to adjacent areas, such as the Hillsdale Shopping Center, Bay Meadows Phase II, and residential areas west of El Camino Real.

Policy TRA-6.3: Use temporary surface parking for transit riders if demand exceeds supply before structured parking can be constructed.

Policy TRA-6.4: Implement parking pricing strategies to manage demand for parking at the Transit Center and consider utilizing a portion of parking fees to support alternative forms of access to the Transit Center.

Policy TRA-6.5: Provide bicycle parking in the form of both racks and lockers on both sides of the Transit Center. Ensure monitoring of the lockers and add lockers as demand warrants more lockers. Consider using the revenue from increased daily parking fees to finance new lockers. If a shared bicycle program is available, provide bicycle parking for that program.

Policy TRA-6.6: Provide bicycle access to the train platform through stair channels, ramps, or other equivalent structures. If it is possible to access the platform with ramps, prioritize this type of access because stair channels raise operational concerns for Caltrain.

Goal TRA-7: Establish parking strategies throughout the Station Area that support the use of transit, bicycling, walking, and carpooling, while also providing adequate on- and off-street parking to meet the needs of businesses and residents.

Policy TRA-7.1: Establish parking standards as shown in Table 6-1 of this Plan and continue to implement Rail Corridor Plan Policies 7.19 and 7.22 to reduce parking required

for TOD zoned parcels, thereby lowering the cost of construction of new housing development.

Policy TRA-7.2: Require new residential development to implement the following parking measures:

- Provide both bicycle parking facilities per requirements in City Code.
- Share visitor parking with commercial uses depending on the types of land uses and explore sharing additional parking spaces consistent with Zoning Code and Building Security Code provisions.
- Reserve garage spaces for future carshare vehicles, to be used when carshare programs become viable in the Station Area.
- Provide tandem or parking lift spaces when feasible as part of project and garage design.

Policy TRA-7.3: Require new non-residential development to implement the following parking measures:

- Establish preferential parking spaces for carpools and vanpools.
- Reserve parking spaces for future carshare vehicles.
- Explore employee parking pricing feasibility and implement if deemed feasible.

Policy TRA-7.4: If adjacent projects are being planned within the same time frame they must coordinate their Trip Reduction and Parking Management Plans during the approval process.

Policy TRA-7.5: Explore the possibility of unbundling (separating the cost of parking from housing in the lease or purchase of housing) the second parking space for housing units where more than one parking space per unit is provided.

Policy TRA-7.6: Conduct an evaluation of the City's Building Security Code requirement for parking garages serving residential uses to have electrically operated closures separating resident and visitor parking. Examine best practices of other jurisdictions for alternative means that would allow for less restrictive access while still ensuring resident security.

Policy TRA-7.7: Continue to allow developers to use off-site parking supplies to meet their projected demand in accordance with any applicable Zoning Code provisions and their required Trip Reduction and Parking Management Plan.

Policy TRA-7.8: Continue discussions with the Hillsdale Shopping Center, and other commercial businesses on El Camino Real that may have excess parking capacity, to pursue future opportunities to share parking.

Policy TRA-7.9: As the parking standards in this Plan are implemented, monitor residential areas adjacent to the Station Area to determine if they are experiencing spillover parking impacts. If such impacts exist, consider establishing residential parking management programs.

Policy TRA-7.10: Explore establishing on-street parking meters and parking time limits to manage on-street parking throughout the Station Area, encouraging turnover and expanding availability of parking. If parking meters are used, incorporate state-of-the-art payment technology to improve convenience for drivers and the City of San Mateo.

Policy TRA-7.11: Establish additional approaches to parking management within the 25th Avenue Parking District, including:

- Studying ways to more efficiently share use of existing private parking lots.
- Signage indicating the location of public parking spaces located off of the Avenue.