

APPENDIX C: CIRCULATION AND PARKING

CHAPTER ASSESSMENT

STATUS OF POLICIES: CIRCULATION AND PARKING CHAPTER

The following is summary of the status of implementation of the North Fair Oaks Community Plan (NFOCP). Information about the status of each policy is included. Priority policies are indicated by a diamond symbol (◆) and summarized on pages 20-25 of the North Fair Oaks Community Plan Review.

GOALS, POLICIES, AND STATUS	DESCRIPTION OF CURRENT STATUS
GOAL 3.1: Improve overall neighborhood connectivity throughout North Fair Oaks.	
<p>Policy 1A: Strengthen and improve pedestrian and bicycle safety and access across the railroad tracks at the four existing at-grade Southern Pacific Railroad crossings (Pacific Avenue, 2nd Avenue, 5th Avenue and Marsh Road).</p> <p>STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>SamTrans owns the right-of-way along the railroad tracks of the Dumbarton Railroad (Southern Pacific Railroad)se. There have been no major improvements at the four existing at-grade crossings on Pacific Avenue, 2nd Avenue, 5th Avenue, and Marsh Road since the adoption of the North Fair Oaks Community Plan.</p> <p>Several potential improvement projects have been considered and studied over the last several decades along the Dumbarton Rail Corridor that traverses North Fair Oaks, including multiple transit modes, bus routes, reopening the corridor for passenger rail service, autonomous transit, two potential rail stops in North Fair Oaks at Marsh Road and Middlefield Road as well as consideration of a continuous shared use path for pedestrians and bicycles along the corridor.</p> <p><u>North Fair Oaks Bicycle and Pedestrian Railroad Crossing Community Connections Study (2024)</u></p> <p>The North Fair Oaks Bicycle and Pedestrian Railroad Crossing Community Connections Study assessed multi-modal access (potential bicycle and pedestrian improvements) across the Caltrain corridor at various locations, including one connection between the Caltrain and the Dumbarton railroad corridor at the Dumbarton Pacific Ave crossing. As of summer 2024, the pedestrian and bicycle railroad crossing is not recommended because of the cost and complexity of the project, however, the County will seek funding for other bicycle and pedestrian improvements recommended by the study and prioritized by the community.</p>

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	<p><u>Dumbarton Rail Corridor Study (2018)</u> In 2018, SamTrans kicked off a process with Cross Bay Transit Partners, LLC to evaluate the technical and financial feasibility of a transit project along the Dumbarton rail bridge, connecting the Caltrain corridor at Redwood City to the East Bay. The project identified stations at Middlefield Road and Marsh Road in North Fair Oaks. In Spring 2020, the project was put on hold due to the global pandemic. While the project was not ultimately included in the MTC funding plan, it was given serious consideration and received significant community support in North Fair Oaks. Some of the concerns expressed included fears related to upzoning, potential gentrification, financial challenges and coordination with and support of neighboring communities. Project partners compiled and documented pre-environmental work including financial, technical, and environmental feasibility and significant community engagement.</p> <p>As of summer 2024, SamTrans is evaluating alternative options for the corridor, including bus rapid transit as well as bike and pedestrian access. The preliminary analyses will determine the feasibility of bus rapid transit and bike and pedestrian access on the right-of-way between downtown Redwood City and East Palo Alto, which would provide connectivity in North Fair Oaks while preserving the corridor for future transit.</p>
<p>Policy 1B: Identify optimal multi-modal railroad crossings across both railroad corridors that would ensure critical north-south connections within the community, and identify needed improvements, potentially in conjunction with potential Dumbarton Rail and High-Speed Rail project improvements, to support pedestrian and bicycle safety. Potential new crossings include 8th Avenue/Fair Oaks Avenue (pedestrian and bicycle-only crossing), Pacific Avenue/Westmoreland Avenue and Berkshire Avenue. Explore, as options for any new rail crossings, pedestrian- and bicycle-only crossings, and at-grade, underground, and overpass crossings. Prior to creating new rail crossings, pursue full feasibility analysis and impact studies, and ensure that assessment of potential crossings includes full participation of local residents in areas that could be impacted by creation of new crossings.</p> <p>STATUS: COMPLETED</p>	<p>The North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study (completed February 2024) assessed the potential for a pedestrian and bicycle railroad crossings, including at the Pacific/Westmoreland Avenue and Berkshire Avenue area as well as other locations along the Caltrain corridor. The study also explored potential bicycle and pedestrian improvements on local streets in North Fair Oaks, including a north-south connection from Caltrain to the Dumbarton Rail which will provide connections to local destinations such as the Fair Oaks Health Center near Middlefield Road and Northside Avenue. The Study included feasibility analysis and impact studies as well as significant community engagement conducted in both English and Spanish. As of the end of 2023, the County hosted 20 pop-up events, an open house, presentations at in-person and virtual meetings, canvassed North Fair Oaks neighborhoods, and collected over 950 online and paper community surveys.</p>
<p>Policy 1C: Implement the intersection capacity improvements identified in the Community Plan traffic analysis (see Appendix C) to provide acceptable traffic operations in conjunction with</p>	<p>The NFO Community Plan describes planned intersection improvements as well as proposed intersection improvements based on a traffic analysis completed as a part of development of the Plan. While the County has completed many intersection</p>

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<p>new developments contemplated as part of the Plan. However, avoid improvements that provide additional vehicular capacity while degrading pedestrian, bicycle or transit access and mobility.</p> <p>STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>improvements since the Plan was adopted, it is not currently known whether the improvements completed align with the proposed improvements. The County should assess the intersection improvements in the Plan and evaluate any remaining intersection improvements that are needed.</p>
<p>Policy 1D: Re-evaluate auto-oriented Level of Service (LOS) policies for certain roadways and intersections within North Fair Oaks, such as the Middlefield Road commercial corridor, to ensure a balance of mobility for all modes of travel. Develop a new LOS policy that includes an emphasis on pedestrian, bicycle and transit access and circulation and maintenance of emergency vehicle response times, and does not rely on auto congestion as the only indicator of a significant traffic impact.</p> <p>STATUS: INITIATED AND PARTIALLY COMPLETE</p>	<p><u>San Mateo County Traffic Impact Assessment (TIA) Guidelines</u> The San Mateo County TIA Guidelines were released in 2013, and include various requirements, including a level of service (LOS) analysis. LOS primarily measures impacts of traffic congestion on drivers. However, over time, TIAs have evolved to focus more on pedestrian, bicycle and transit access as well. In 2022, the County began to develop new TIA Guidelines to incorporate multimodal analysis and update its vehicle miles traveled (VMT) guidance. The guidelines are still in-progress as of summer 2024.</p> <p><u>California Environmental Quality Act (CEQA) and Senate Bill 743</u> With the passage of SB 743 (2020) and with updated guidance from the State of California Governor's Office of Planning and Research, local jurisdictions are required to use vehicle miles traveled (VMT) to measure CEQA transportation-related impacts. Effective July 1, 2020, the County of San Mateo transitioned to using VMT instead of Level of Service (LOS) as the metric for determining transportation-related impacts under CEQA. Before the passage of SB 743, CEQA transportation-related impacts were evaluated based on LOS and projects determined to have significant impacts were required to mitigate these impacts with improvements that address vehicular delay and traffic congestion, such as road widenings, addition of right/left-turn lanes, signal improvements, or similar auto-oriented measures. Using VMT as a metric for assessing transportation impacts encourages the development of projects that promote walking, bicycling, and the use of public transit. Local agencies may still use LOS to determine local impacts and the County of San Mateo still requires projects to determine local impacts based on LOS. As of summer 2024, the County requires certain projects to conduct both LOS and VMT analyses prior to project approval.</p> <p><u>C/CAG Transportation Demand Management (TDM) Policy</u> Since January 2022, new development projects that generate at least 100 average daily trips must adhere to C/CAG's Transportation Demand Management (TDM) Policy. This policy is known as the "Land Use Impact Analysis Program Policy," which is part of the San Mateo County Congestion Management Program (CMP) and is aimed to preserve acceptable traffic performance on the countywide CMP network. The TDM Policy requires projects to implement a set of strategies aimed at reducing congestion, lowering reliance</p>

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	<p>on single-occupancy vehicles, and encouraging all modes of travel. The TDM Policy applies to all member jurisdictions of C/CAG, unless expressly exempted by C/CAG. The County requires all discretionary projects that generate 100 or more projects to comply with the policy.</p>
<p>GOAL 3.2: Improve existing pedestrian facilities (sidewalks, sidewalk furniture, trees, paths, and other facilities), and provide new facilities throughout North Fair Oaks (see Figure 3.3: Future Bicycle and Pedestrian System).</p>	
<p>(◆) Policy 2A: Improve and enhance pedestrian facilities along key streets that connect to destinations throughout North Fair Oaks to prioritize “complete streets” design standards that give equal space to pedestrians, bicyclists, public transit, and cars. The design standards and guidelines in Chapter 7: Design Standards and Guidelines support this objective.</p> <p>STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>San Mateo County Board of Supervisors adopted a Complete Streets Policy for the county which prioritizes the incorporation of bicycle and pedestrian improvements as part of other public works projects. To maximize economies of scale, consideration is given to coordinate the timing of bicycle and pedestrian infrastructure improvements with planned road and utility improvement projects, when feasible. The following are the types of initiatives that help support this policy:</p> <ul style="list-style-type: none"> ▪ Bicycle, pedestrian and other striping improvements such as high visibility crosswalks, sharrows and bike lanes, are evaluated and could be included as part of road maintenance projects including road pavement preservation program and road reconstruction projects. ▪ State and federal regulations require public agencies to provide accessible (ADA) curb ramps. County Active Transportation staff coordinate with Public Works staff on the County’s annual road preservation program to recommend improvements that are consistent with the Unincorporated San Mateo County Active Transportation Plan. ▪ North Fair Oaks Sewer Infrastructure Plan: The County is in the process of preparing a sewer infrastructure plan as part of the Fair Oaks Sewer Maintenance District (District) Master Plan Update to meet current and future sewer capacity needs, which includes the community of North Fair Oaks. The Plan Update is projected to be complete in 2024. Opportunities to install bicycle and pedestrian enhancements on affected roads within the study area can be considered. These improvements cannot be funded through Sewer District funds and will need to be funded through other sources. ▪ Incorporation of bicycle and pedestrian improvements as part of new development: The County’s Planning and Building Department issues permits for development within the unincorporated County. Various regulations dictate the type and level of improvements required for new development. Large developments are typically required to implement improvements such as high visibility crosswalks, accessible (ADA) curb ramps, sidewalk improvements and street trees.

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<p>Policy 2B: Modify road standards as presented in Chapter 7: Design Standards and Guidelines, particularly along destination streets such as Middlefield Road and major corridors including El Camino Real and 5th Avenue, to achieve a safe and inviting pedestrian environment. Improvements should include the use of elements such as wider sidewalks, mid-block crosswalks, street trees, planting strips, and curb extensions for urban commercial corridors or residential street improvements.</p> <p>STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<ul style="list-style-type: none"> ▪ The C/CAG Transportation Demand Management Policy requires new development that generates over 100 average daily trips (ADT) to implement alternative transportation infrastructure and programs, which can include bicycle and pedestrian facilities. ▪ The Middlefield Road Improvement Project (substantially completed as of summer 2024) consists of roadway, pedestrian and bicycle improvements that prioritize “complete streets” design standards. The improvements include the reconfiguration of Middlefield Road between Pacific Avenue and 5th Avenue from a four-lane roadway to a three-lane roadway (one travel lane in each direction with a center left turn lane) with parallel parking, bike lanes, and expanding sidewalks to 12-feet. The wider sidewalks will accommodate street amenities (benches, trees and landscaping, streetlights, trash receptacles, street art, and public spaces), low-impact development features for stormwater management, and traffic calming features such as road bulb outs for helping pedestrian’s cross roadway by slowing traffic down at the corners. <p>San Mateo County has adopted new standards for roadways, sidewalks, street trees, and planters since the NFO Plan was adopted</p> <ul style="list-style-type: none"> ▪ Updated County zoning regulations require new developments located in new mixed-use districts to install 8-10 feet sidewalks as well as street trees. ▪ The Middlefield Road Improvement Project significantly transformed Middlefield Road into a more bicycle and pedestrian friendly environment with pedestrian, bicycle, transit, and road improvements. The improvements included adding Class II bicycle lanes, wider sidewalks, conversion of existing on-street angled parking to parallel parking, curb extensions at intersections, improved bus stops, landscaping, and other streetscape amenities. ▪ Caltrans State Route 82 Bike Safety Project – Caltrans is planning to provide bicycle and pedestrian safety improvements on El Camino Real from Selby Lane (adjacent to North Fair Oaks) to Brewster Avenue in Redwood City. The proposal includes Class II bike lanes or Class IV separated bike lanes, accessible curb ramps and high visibility crosswalks at intersections. The target completion date for improvements is 2028. ▪ Town of Atherton El Camino Real Complete Streets Gap Closure Project – The Town of Atherton, in conjunction with the San Mateo County Transportation Authority, will be conducting a feasibility analysis and conceptual design of bicycle and pedestrian improvements along El Camino Real from the border with Redwood City and North Fair Oaks to Valparaiso Avenue in Menlo Park. This project will connect with the Caltrans State Route 82 Bike Safety Project.

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<p>Policy 2C: In conjunction with street improvements, implement sidewalk improvements to achieve a continuous ADA-accessible sidewalk that is a minimum of five feet wide along all streets. Provide 8-foot sidewalks on pedestrian-oriented commercial corridors such as Middlefield Road and El Camino Real.</p> <p>STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>Sidewalks along major arterials in North Fair Oaks are largely continuous, and most streets within the community feature at least four to -five-foot wide sidewalks on both sides of the roadway. Obstructions, such as utility poles and signs, narrow the effective sidewalk width to less than ADA standards in many locations. San Mateo County sidewalks are owned and maintained by the adjacent property owners. When the County builds and new roadway, property owners are provided with a survey that assesses their interest in funding and building sidewalks. The County does not have an assessment to collect revenues or other funding source to replace and repair sidewalks. In some limited cases, such as with the Middlefield Road Improvement Project, the County allocated funds (in this case, Measure K funds), to reconstruct and widen sidewalks to 12-feet, making them fully ADA-accessible.</p>
<p>Policy 2D: Allow and encourage pedestrian easements within the private realm to provide wider ADA accessible sidewalks for trees, landscaping, street furniture, café space, and other amenities to the pedestrian realm.</p> <p>STATUS: COMPLETE</p>	<p>San Mateo County allows and encourages pedestrian easements in the private realm. New development projects located in new mixed-use districts along major corridors are now required to incorporate an either 8 or 10-foot sidewalk, street trees and bicycle parking depending on the intensification of the use that is proposed.</p>
<p>(◆) Policy 2E: Provide high-visibility 10-foot wide crosswalks at all controlled intersections and ensure that crosswalks have ramps and warning strips that comply with ADA standards.</p> <p>STATUS: COMPLETE</p>	<p>High-visibility, 10-foot-wide crosswalks compliant with ADA standards have been completed or planned at all controlled intersections in North Fair Oaks.</p>
<p>Policy 2F: Evaluate the feasibility of implementing a lane reduction, or “road diet” for Middlefield Road between Douglas Avenue and 8th Avenue. By reducing the number of travel lanes, the roadway width can be reallocated to provide bike lanes, widened sidewalks, crosswalk curb extensions (bulb outs), and other streetscape improvements.</p> <p>STATUS: COMPLETE</p>	<p>Feasibility assessment was completed, and the project was implemented (the Middlefield Road Improvement Project began in May 2021 and as of summer 2024 is considered substantially complete). The project included the reconfiguration of Middlefield Road between Pacific Avenue and 5th Avenue from a four-lane roadway to a three-lane roadway (one travel lane in each direction with a center left turn lane) with parallel parking, bike lanes, and wider sidewalks. The wider 12-foot sidewalks accommodate street amenities (benches, trees and landscaping, streetlights, trash receptacles, street art, and public spaces) and low-impact development features for stormwater management. The project also included the undergrounding of all utilities, removing them from sidewalks and improving pedestrian conditions along the corridor. The project significantly transformed the road into a more bicycle and pedestrian friendly environment with pedestrian, bicycle, transit, and road improvements implementing the NFO Community Plan’s vision for Middlefield Road from 5th Avenue to Douglas Avenue.</p>
<p>Policy 2G: Explore the use of traffic calming elements similar to those that currently exist on Edison Way and other residential streets to help slow vehicles and support a pedestrian- and</p>	<p>Not initiated because of lack of funding for traffic calming elements. The traffic circles and bulb outs on Edison Way were funded by a one-time allocation provided by the County several decades ago. Currently, San Mateo County Road improvement project funds</p>

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<p>bicycle-friendly environment along local neighborhood streets STATUS: NOT INITIATED</p>	<p>(funded through a gas tax) cannot be used for traffic calming elements and are limited to maintaining and improving the roadway itself. To build traffic calming features, parking spaces would need to be removed from neighborhood streets to create additional space. During the community and stakeholder outreach, most residents expressed an interest in keeping existing parking spaces on residential streets. Some traffic calming features were incorporated into the Middlefield Road Improvement Project (substantially completed as of summer 2024), such as road bulb outs for helping pedestrian’s cross roadway by slowing traffic down at the corners.</p>
<p>(◆) Policy 2H: Support the planning efforts and policies of the Grand Boulevard Initiative to transform El Camino Real from an auto oriented commercial corridor into an attractive multi-modal boulevard with design elements that facilitate transit, pedestrian, and bicycle mobility. STATUS: ONGOING</p>	<ul style="list-style-type: none"> ▪ Over the past thirteen years, the Grand Boulevard Initiative (GBI) along State Route 82, or El Camino Real, has worked to transform the corridor into a pedestrian-friendly area. The initiative developed ten Guiding Principles, endorsed by every community along the corridor, and implemented plans to improve land uses, public services, and infrastructure, focusing on high-density development. GBI has shifted its focus to enhancing mobility along the corridor. ▪ Caltrans State Route 82 Bike Safety Project – Caltrans is planning to provide bicycle and pedestrian safety improvements on El Camino Real from Selby Lane (adjacent to North Fair Oaks) to Brewster Avenue in Redwood City. The proposal includes Class II bike lanes or Class IV separated bike lanes, accessible curb ramps and high visibility crosswalks at intersections. The target completion date for improvements is 2028. ▪ Town of Atherton El Camino Real Complete Streets Gap Closure Project – The Town of Atherton, in conjunction with the San Mateo County Transportation Authority, will be conducting a feasibility analysis and conceptual design of bicycle and pedestrian improvements along El Camino Real from the border with Redwood City and North Fair Oaks to Valparaiso Avenue in Menlo Park. This project will connect with the Caltrans State Route 82 Bike Safety Project. ▪ San Mateo County supports the planning and policies of the Grand Boulevard Initiative by adopting the Unincorporated San Mateo County Active Transportation Plan (2021), which proposes a bikeway network on El Camino Real in North Fair Oaks. The Unincorporated San Mateo County Active Transportation Plan also proposes a pedestrian hybrid beacon at Selby Lane to cross El Camino Real in North Fair Oaks. This beacon at Selby Lane and El Camino Real is not part of the Caltrans State Route 82 Bike Safety Project.
<p>Policy 2I: Emphasize ongoing maintenance of facilities while upgrading facilities to urban standards (i.e., ADA-compliant sidewalks and curb ramps, curb and gutter, and other</p>	<p>The San Mateo County Road Division is responsible for regular maintenance of roadways including pavement overlays, micro surfacing of roadways, and upgrading ramps to current ADA standards. The Roads Division maintains appropriate roadway standards including</p>

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<p>improvements) over time, where appropriate. STATUS: ONGOING</p>	<p>ADA standards. Curbs and gutters are considered part of the sidewalk and property owners along the street are responsible for regular maintenance.</p>
<p>(◆) Policy 2J: Use low-cost pedestrian and stormwater improvements such as swales and unpaved pedestrian paths for unimproved areas where sidewalks, curbs, and gutters are missing or inadequate. STATUS: ONGOING</p>	<p>Road Division maintenance staff will maintain stormwater improvements such as swales that are in the public right-of-way. Typically, County staff do not maintain unpaved pedestrian paths, only minor maintenance in some cases. The San Mateo County Green Infrastructure (GI) Plan (2019), outlines strategies for implementing green stormwater infrastructure throughout San Mateo County, including in North Fair Oaks. The plan highlights that GI should be integrated into future transportation and open space improvement projects identified by other planning efforts within the area, such as the Middlefield Road Improvement Project. The Middlefield Road Improvement Project included low-impact development features for stormwater quality management. While most streets in North Fair Oaks feature sidewalk facilities, several streets lack them, and some streets are at risk of flooding due to poor stormwater drainage.</p>
<p>(◆) Policy 2K: Allow use of mid-block crossings at locations with high pedestrian activity between intersections. Ensure that all mid-block crossings include high-visibility, 10-foot wide crosswalks, advanced warning signage, and flashing beacons or in-pavement flashers where possible STATUS: COMPLETE</p>	<p>San Mateo County allows the use of mid-block crossings where needed. The County has evaluated locations for mid-block crossings on a case-by-case basis. In some cases, a mid-block crossing warranted a crosswalk, signage and signaling with beacons or flashers and the county implemented mid-block crosswalks as part of existing road improvement projects. Road improvement projects incorporate as many complete streets elements as possible. In some cases, the County has determined that a mid-block crossing was not needed.</p>
<p>Policy 2L: Upgrade traffic signal equipment to ensure that all signalized pedestrian crossings have sufficient crossings times, audible indicators and countdown timers, where feasible. STATUS: COMPLETE</p>	<p>This has been completed in NFO for all signalized pedestrian crossings. The County is currently considering new sensors that identify a pedestrian's location within the crosswalk and adjust the time if needed.</p>
<p>Policy 2M: Explore the use of special paving materials for crosswalks to heighten visibility and lend identity to the area. STATUS: COMPLETE</p>	<p>After examining this policy, the County decided to discontinue the use of special paver materials for crosswalks. The decision came after negative feedback from the community regarding the installed pavers on Semicircular Road and 8th Avenue, which were found to create uneven surfaces and diminish safety compared to traditional paving. Additionally, maintaining and replacing these pavers proved challenging, resulting in a mixture of materials during multiple repair attempts.</p>
<p>(◆) Policy 2N: Explore, as part of implementation of the Plan, whether any existing narrow residential streets in North Fair Oaks might be beneficially converted to one-way streets, to improve pedestrian and bicycle safety. STATUS: NOT INITIATED</p>	<p>The County has considered implementing a policy to convert existing narrow residential streets to one-way streets, but challenges such as insufficient funding and limited staff capacity have hindered the evaluation of this policy's feasibility. It is important to assess whether this change could alleviate issues related to circulation, parking, and congestion, however, it is also crucial to address safety concerns, as one-way streets can pose</p>

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	increased risks for pedestrians. Any implementation of one-way streets should include careful consideration of safety improvements to protect pedestrians.
<p>GOAL 3.3: Improve bicycle connectivity throughout North Fair Oaks by providing additional designated bicycle facilities such as bike lanes and paths and by improving the safety of existing infrastructure (see Figure 3.3: Future Bicycle and Pedestrian System).</p>	
<p>Policy 3A: Complete the bicycle facility improvements identified in this Plan (see Appendix C) as well as in the San Mateo County Bicycle Route Plan (2011) and Redwood City General Plan (2010) to create a network of well-connected primary bicycle facilities along contiguous sections of Middlefield Road and El Camino Real and secondary facilities along 5th Avenue, Fair Oaks Avenue, Douglass Street, Dumbarton Avenue, 2nd Avenue, and 8th Avenue. Ensure that these improvements are identified, supported, and coordinated in future local and regional plan updates.</p>	<p>The North Fair Oaks community has limited bicycle infrastructure but has plans for new facilities throughout the community. The Unincorporated San Mateo County Active Transportation Plan (2021) includes 35 recommended bicycle facility improvements in North Fair Oaks. The Plan includes project implementation such as project prioritization criteria, implementation methods and considerations, planning-level cost estimates, and a list of potential funding sources. The improvements proposed in the Plan include adding bicycle routes, bicycle lanes and bicycle boulevards, shared use paths, buffered bicycle lanes, and separated bicycle lanes, depending on the location. Equity is a key goal of the Plan and proposed bicycle projects in North Fair Oaks and other disadvantaged communities rank among the top priority projects. All 35 North Fair Oaks bike lane projects are designated Tier1 projects, the highest priority projects in the Plan.</p>
<p>STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>Bicycle lane improvement projects recently completed, currently underway or proposed include:</p> <ul style="list-style-type: none"> ▪ New Class II bicycle lanes are currently under construction on Middlefield Road, south of Hurlingame Avenue, to provide north-south bicycle access. They will connect with a Class III bicycle route with sharrows north of Hurlingame Avenue. ▪ 5th Avenue serves as the key east-west bicycle connector within the community and has Class II buffered bike lanes east of Waverly Avenue and has a Class III bicycle route with sharrows west of Waverly Avenue to El Camino Real. ▪ The Middlefield Road Improvement Project has significantly transformed this road into a more bicycle friendly environment, including adding Class II bicycle lanes. ▪ Separated bicycle lane on El Camino Real. ▪ The City of Redwood City received a grant to complete bicycle and pedestrian improvements on Bay Road in North Fair Oaks.
	<p>The Dumbarton Corridor Trail project includes a proposed shared use path on the Dumbarton Rail Corridor, owned by SamTrans and offers direct links to potential future transit stations along it. It traverses the urban unincorporated community of North Fair Oaks from Middlefield Road to Marsh Road and extends to the San Francisco Bay Trail and over the rail bridge to the East Bay beyond. The trail would vastly improve cross-community access and connectivity within North Fair Oaks.</p>

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<p>Policy 3B: Provide safe, secure bicycle parking in commercial areas, along designated bike routes and transit corridors, and at parks and schools.</p> <p>STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>San Mateo County does not have a dedicated funding source for bicycle and pedestrian improvements and is primarily reliant on grant funds to implement the Unincorporated San Mateo County Active Transportation Plan (2021) and other improvements. However, the following projects have been completed, funded or planned:</p> <ul style="list-style-type: none"> ▪ Bicycle parking has been included as a part of the Middlefield Road Improvement Project. ▪ The City of Redwood City received a grant to complete bicycle and pedestrian improvements on Bay Road in North Fair Oaks. ▪ Caltrans State Route 82 Bike Safety Project – Caltrans is planning to provide bicycle and pedestrian safety improvements on El Camino Real from Selby Lane (adjacent to North Fair Oaks) to Brewster Avenue in Redwood City. ▪ Town of Atherton El Camino Real Complete Streets Gap Closure Project – The Town of Atherton, in conjunction with the San Mateo County Transportation Authority, will be conducting a feasibility analysis and conceptual design of bicycle and pedestrian improvements along El Camino Real from the border with Redwood City and North Fair Oaks to Valparaiso Avenue in Menlo Park. This project will connect with the Caltrans State Route 82 Bike Safety Project. ▪ Incorporation of bicycle and pedestrian improvements as part of new development – The County’s Planning and Building Department issues permits for development within the unincorporated County. Various regulations dictate the type and level of improvements required for new development. Regulations for new development in the new mixed-use districts (which includes major thoroughfares) require bicycle parking. ▪ The C/CAG Transportation Demand Management Policy requires new development that generates over 100 average daily trips (ADT) to implement alternative transportation infrastructure and programs, which can include bicycle and pedestrian facilities. ▪ As a part of the incremental implementation of the Unincorporated San Mateo County Active Transportation Plan, the County will seek funding for and consider secure bicycle parking in commercial areas, along designated bike routes and transit corridors, and at parks and schools.
<p>Policy 3C: Designate “bicycle boulevards” that emphasize shared-use between vehicles and bicyclists on streets that are not main streets, but that provide equivalent connectivity.</p> <p>STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>Unincorporated San Mateo County Active Transportation Plan (2021) proposes Class III bicycle boulevards on many of the residential streets within the adjacent neighborhoods on both sides of the Caltrain tracks. Notably, the Plan proposes Class III bicycle boulevards for Pacific Avenue, Calvin Avenue, William Avenue, 2nd Avenue, Berkshire Avenue, Westmoreland Avenue Marlborough Avenue, and Northumberland Avenue.</p>

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	<p>In addition, the North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study assessed the potential bicycle and pedestrian improvements on local streets in North Fair Oaks that provide connections to the bicycle network, railroad crossing, and local destinations on both sides of the tracks.</p>
<p>Policy 3D: Improve pedestrian and bicycle connectivity within North Fair Oaks by constructing new off-street pedestrian/ bicycle paths along the Hetch-Hetchy right-of way. STATUS: NOT INITIATED</p>	<p>Several projects have been completed along the Hetch-Hetchy right-of-way since the NFO Community Plan was adopted (i.e. Friendship Park, North Fair Oaks Community Park, North Fair Oaks Beautification Association Gardens, St. Frances Center Community Gardens) but not a shared use path. However, there is no off-street pedestrian/bicycle path proposed along the Hetch-Hetchy right-of-way at this time. This program was not initiated because of lack of funding and level of complexity which makes implementation challenging.</p>
<p>Policy 3E: Upgrade traffic signal equipment to ensure that adequate bicycle detection is provided. STATUS: COMPLETE</p>	<p>This has been completed in NFO for all signalized pedestrian crossings. The County is currently considering new sensors that identify the type of user within the crosswalk (bike, wheelchair, pedestrian, etc.) and adjusts the time if needed.</p>
<p>Policy 3F: Explore the implementation of wayfinding signs to guide bicyclists and pedestrians to recommended travel routes and destinations throughout the community. STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>Planned as a part of implementation of the Unincorporated San Mateo County Active Transportation Plan (2021).</p>
<p>Policy 3G: Explore, as part of implementation of the Plan, whether any existing narrow residential streets might beneficially be redesigned to limit parking to one street side, with designated bicycle lanes on the opposite side. STATUS: NOT INITIATED</p>	<p>This strategy was not evaluated as a part of the 2013 North Fair Oaks Parking Study and Strategy because the County has received opposition to initiatives that would reduce parking spaces in neighborhoods. There is a lack of funding and staff capacity to evaluate the feasibility of redesigning existing narrow residential streets to limit parking to one street side with designated bicycle lanes on the opposite side.</p>
<p>GOAL 3.4: Strengthen the local and regional transit connectivity of the North Fair Oaks community (see Figure 3.2: Future Transit System).</p>	
<p>(◆) Policy 4A: As described in Chapter 2: Land Use Designations, study the feasibility, potential improvements required, and necessary land use and zoning policies needed to support a future multi-modal transit hub in North Fair Oaks, potentially including bus, bus rapid transit (BRT), and train service (see Figure C) for proposed transit hub location). Depending on future rail development, the future transit hub could include potential Dumbarton rail service or Redwood City streetcar service, High Speed Rail, Caltrain, or other rail, in addition to various bus transit types. The hub would connect to pedestrian,</p>	<p><u>North Fair Oaks Rezoning and General Plan Amendment Project</u> All phases of NFO Rezoning and General Plan Amendment Project have been completed. Adopted zoning allows significantly greater residential densities and mixed-use within defined priority development areas in proximity to transit corridors. The rezoning program established a higher density mixed-use district along major corridors and included significant reductions in parking standards for various types of development. The new zoning supports the type of development that would in turn support a multi-modal transit hub in North Fair Oaks.</p>

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<p>bicycle, and automobile facilities and would serve as a multi-modal transit center and a catalyst for surrounding transit-oriented development.</p> <p>STATUS: ONGOING</p>	<p><u>Dumbarton Rail Corridor Project</u> In August 2018, SamTrans initiated a study to explore additional options to enhance mobility along the Dumbarton rail corridor. That effort explored the feasibility of reopening the corridor for passenger service and promoting transit-oriented development at existing and future stations. The study analyzed alternative transit modes, including bus, rail, and autonomous transit, in the Dumbarton Rail Corridor, extending between the Redwood City Caltrain station and Union City BART. The study identified the potential for two stops in North Fair Oaks at Marsh Road and Middlefield Road and consideration for a continuous bicycle path along the corridor that traverses North Fair Oaks. In Spring 2020, the project was put on hold due to the global pandemic. As of summer 2024, SamTrans is evaluating alternative options for the corridor, including bus rapid transit as well as bike and pedestrian access. The preliminary analyses will determine the feasibility of bus rapid transit and bike and pedestrian access on the right-of-way between downtown Redwood City and East Palo Alto, which would provide connectivity in North Fair Oaks while preserving the corridor for future transit.</p> <p><u>North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study</u> The county completed (February 2024) the North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study to assess the potential for a pedestrian and bicycle railroad crossing at this intersection.</p> <p><u>Middlefield Road Improvement Project</u> The Middlefield Road Improvement Project included improvements that support a future multi-modal transit center such as bike lanes and wider sidewalks as well as the installation of amenities near Middlefield Road and the Dumbarton railroad tracks. Improvements were completed at the Fair Oaks Clinic/Redwood Junction driveway at the railroad crossing including the installation of new traffic signals. As of summer of 2024, the project has been substantially completed.</p> <p><u>2021 Unincorporated San Mateo County Active Transportation Plan</u> While Unincorporated San Mateo County Active Transportation Plan does not include planning for the future multi-modal-transit hub at the intersection of the Southern Pacific Railroad tracks and Middlefield Road, the Plan recommends transportation improvements that will support a well-connected pedestrian and bicycle network that would serve transit-oriented development and a future multi-modal transit center.</p>
<p>Policy 4B: Explore the feasibility of various transit service types at the identified multi-modal hub location, including Dumbarton</p>	<p>The 2021 Unincorporated San Mateo County Active Transportation Plan does not include planning for the future multi-modal-transit hub at the intersection of the Southern Pacific Railroad (Caltrain) tracks and Middlefield Road.</p>

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<p>Rail, Redwood City streetcar, High Speed Rail, and Caltrain STATUS: ONGOING</p>	<p>In August 2018 SamTrans began to explore options to enhance mobility along the Dumbarton rail corridor. That effort explored the feasibility of reopening the corridor for passenger service and promoting transit-oriented development at existing and future stations. The study analyzed alternative transit modes, including bus, rail, and autonomous transit, in the Dumbarton Rail Corridor, extending between the Redwood City Caltrain station and Union City BART. The study identified the potential for two stops in North Fair Oaks at Marsh Road and Middlefield Road and consideration for a continuous bicycle path along the corridor that traverses North Fair Oaks. In Spring 2020, the project was put on hold due to the global pandemic and was not ultimately included in the MTC funding plan.</p> <p>As of summer 2024, SamTrans is evaluating alternative options for the corridor, including bus rapid transit as well as bike and pedestrian access. The preliminary analyses will determine the feasibility of bus rapid transit and bike and pedestrian access on the right-of-way between downtown Redwood City and East Palo Alto, which would provide connectivity in North Fair Oaks while preserving the corridor for future transit.</p> <p>The Redwood City General Plan discusses several streetcar corridors in Redwood City to improve mobility options and connect outlying areas to downtown Redwood City. A feasibility study for the streetcar line was completed in January 2020, however, the project has not been implemented because of costs and feasibility concerns from stakeholders.</p> <p>Stanford University and Commute.org operate a shuttle service which is free and open to the public and connects Redwood City Caltrain station to the Redwood City Stanford campus traversing part of North Fair Oaks. Bus stops are located at the Redwood City Transit Center, on Broadway, and Barron Avenue in North Fair Oaks.</p>
<p>Policy 4C: Make required circulation, transportation, and access improvements to ensure that the community has as much multi-modal access to the identified transit hub location as possible. STATUS: ONGOING</p>	<p>A location to a multi modal transit hub has not been identified in North Fair Oaks. Although the Caltrain Corridor runs through North Fair Oaks, there is no station in North Fair Oaks. The Caltrain stations closest to North Fair Oaks are the Redwood City Station approximately 1.8 miles northwest of the 5th Avenue Caltrain crossing and the Menlo Park Station approximately 1.7 miles southeast of the 5th Avenue Caltrain crossing. The North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study assessed the feasibility of multi-modal access across the Caltrain corridor at various locations as well as multi-modal connections between the Caltrain and the Dumbarton railroad corridors. While the Dumbarton Rail Corridor Project identified two potential stops in North Fair Oaks, this project was put on hold and is not currently being evaluated. As of summer 2024, SamTrans is evaluating alternative options for the corridor, including bus rapid transit as well as bike and pedestrian access. The preliminary analyses will determine the feasibility of bus rapid transit and bike and pedestrian access on the right-</p>

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	<p>of-way between downtown Redwood City and East Palo Alto, which would provide connectivity in North Fair Oaks while preserving the corridor for future transit.</p> <p>Circulation, transportation, and access improvements that are made along the railroad corridors in North Fair Oaks will support a future transit hub along either of these corridors if they are developed.</p>
<p>Policy 4D: Prioritize the El Camino Real and Middlefield Road corridors for transit mobility, service and access improvements. STATUS: ONGOING</p>	<p>SamTrans fixed-route bus service runs along all of the major North Fair Oaks arterials including El Camino Real (SR 82), Middlefield Road, 5th Avenue, and Woodside Road (SR 84). Since the NFO Community Plan was adopted, SamTrans has increased bus service along El Camino Real and Middlefield Road. Trunkline (a major long-distance route) bus service is provided along both Middlefield Road and El Camino Real, providing essential connections within the region, frequent service, longer operating hours, and express routes.</p>
<p>Policy 4E: Explore the potential to reroute existing bus service or create a new local circulator route or shuttle service to provide better north-south connectivity within North Fair Oaks. Prioritize 5th Avenue, which serves as one of the few continuous north-south connections through North Fair Oaks, as a preferred route for service improvements. STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>Bus Route 79 Florence/17th to Kennedy Middle School serves as a north–south connector within North Fair Oaks, it operates four times daily, two trips in the afternoon and two trips in the morning on school days only.</p> <p>In 2019, SamTrans began Reimagine SamTrans, a comprehensive operational analysis aimed at redesigning the entire SamTrans bus system. The proposed recommendations and changes to the current bus system began to be implemented in the summer of 2022. The changes prioritize routes serving disadvantaged communities such as in North Fair Oaks.</p>
<p>(◆) Policy 4F: Where appropriate, provide additional user amenities at existing and future bus stops to provide a safe and attractive environment for transit riders. All bus stops should meet ADA standards and provide standard amenities such as benches and/ or shelters. Enhanced bus stops should include amenities such as lighting, trash receptacles, route maps, bicycle racks, real time information displays, and wayfinding elements. STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>Generally, existing bus stops in North Fair Oaks are denoted by signage along the sidewalk. Some stops have other stop amenities, including shelters, seating areas, and rider information. The Middlefield Road Improvement Project included improvements to bus stops along Middlefield Road. All of SamTrans’ buses are accessible, and many persons with disabilities are able to use SamTrans bus service. SamTrans provides paratransit for persons with disabilities who cannot independently use SamTrans bus service through RediWheels.</p> <p>The 2024 Bust Stop Improvement Plan lists and prioritizes every planned bus stop improvement in San Mateo County including in North Fair Oaks and includes the following:</p> <ul style="list-style-type: none"> ▪ Inventory of existing amenities at bus stops across the service area. ▪ Understanding of rider preferences for amenities and stakeholder preferences for improvement processes. ▪ Design guidelines to establish minimum criteria for bus stop amenities and to guide cities and other partners in improving bus stops to necessary standards.

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	<ul style="list-style-type: none"> ▪ Recommended improvements across the service area to align bus stops with the established design guidelines. ▪ Implementation plan to establish a framework for how SamTrans will advance the recommendations of the Plan. <p>SamTrans also published Bus Stop Design Guidelines to provide guidance on preferred bus stop configurations for both new and existing bus stops in its service area. The guidelines represent SamTrans’ policy and expectations for amenities and features at bus stops and apply any time changes are made to a bus stop including by a jurisdictions or partner agency, or developers.</p> <p>Regulatory Standards Governing Bus Stops include:</p> <ul style="list-style-type: none"> ▪ 2006 Americans with Disabilities Act (ADA) Accessibility Guidelines ▪ Federal Transit Administration (FTA) Circular C 4710.1 ▪ The California Building Code has requirements for minimum clear width, clear width at right-of-way restrictions, cross slope, and passenger landing pad dimensions at new or altered bus stops. Chapters 11B-403 and 11B-810 contain requirements for walking surfaces and transportation facilities, respectively. ▪ Consult local design standards in addition to federal and state guidance.
<p>(◆) Policy 4G: Require that new development projects improve access to and accommodations for public transit. STATUS: NOT INITIATED</p>	<p>Caltrans and the county require future development to contribute to active transportation improvement projects such as the SR-82 Bike Safety Project and bicycle and pedestrian crossing improvements. Adopted zoning requires new developments to incorporate sidewalks and bike facilities into projects. However, there are no current requirements specifically for improvements to public transit facilities such as bus shelters, etc.</p>
<p>(◆) Policy 4H: Support SamTrans’ long-range planning goals for Bus Rapid Transit (BRT) service, including high- low costs, along existing routes. STATUS: ONGOING</p>	<p>In 2019, SamTrans began Reimagine SamTrans, a comprehensive operational analysis aimed at redesigning the entire SamTrans bus system. The proposed recommendations and changes to the current bus system began to be implemented in the summer of 2022. The County was a stakeholder in the process and changes in SamTrans bus system prioritize routes serving disadvantaged communities such as in North Fair Oaks. The following BRT SamTrans bus routes serve North Fair Oaks.</p> <ul style="list-style-type: none"> ▪ SamTrans operates an express route (ECR) along El Camino Real traversing North Fair Oaks with a bus stop at El Camino Real and 5th Ave that connects Daly City BART to the Palo Alto Transit Center. This route's peak frequency is every 15 minutes. ▪ In addition, Sam Trans operates two routes on Middle Field Road. Bus Route 296 from the Redwood City Transit Center to Bayshore/Donohoe traverses Middlefield Road with a stop at Middlefield and 5th Avenue and a peak frequency of 20 minutes. ▪ Bus Route 397 from San Francisco to Palo Alto Transit Center South County Route is an Express Bus Route with Limited frequency rapid service along El Camino Real (SR-82). Also

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	<p>support potential BRT along Middlefield Road. Encourage provision of BRT as a means of providing additional mass transit service at relatively Overnight Service every 60 minutes stopping at Middlefield Ave and 5th Avenue.</p>
<p>Policy 4I: Support Redwood City’s vision for future streetcar service along Middlefield Road and explore opportunities to extend streetcar service within North Fair Oaks, potentially along 5th Avenue to connect to the proposed streetcar corridors on Middlefield Road and Broadway. STATUS: ONGOING</p>	<p>The Redwood City General Plan discusses several streetcar corridors in Redwood City to improve mobility options and connect outlying areas to downtown Redwood City. A feasibility study for the streetcar line was completed in January 2020, however, the project has not been implemented because of costs and feasibility concerns from stakeholders.</p> <p>Stanford University and Commute.org operate a shuttle service which is free and open to the public and connects Redwood City Caltrain station to the Redwood City Stanford campus traversing part of North Fair Oaks. Bus stops are located at the Redwood City Transit Center, on Broadway, and Barron Ave in North Fair Oaks. Departures average every 14 minutes from Redwood City Transit Center and Service hours are 9:41 AM – 3:23 PM. Shuttle service is available Monday through Friday year-round (except university holidays).</p>
<p>GOAL 3.5: Improve the efficiency of the existing parking system, provide sufficient parking to support future development without creating significant excess supply, and reduce overall parking demand by leveraging diverse parking management strategies.:</p>	
<p>Policy 5A: Support the use of transportation modes other than the automobile to reduce the need for additional parking. STATUS: ONGOING</p>	<p>The County supports the use of transportation modes in various ways, including:</p> <ul style="list-style-type: none"> ▪ Adopting an active transportation plan for its unincorporated communities (2021 Unincorporated San Mateo County Active Transportation Plan) ▪ Requiring new developments to contribute to improvements in the active transportation plan. ▪ Requiring new developments to mitigate traffic impacts through transportation demand management plans (San Mateo County Transportation Demand Management Policies) ▪ Implementing land use policies that support transit mobility (North Fair Oaks Rezoning and General Plan Amendment Project) which included significantly greater residential densities and mixed-use within defined priority development areas in proximity to transit corridors as well as significant reductions in parking standards for various types of development. ▪ Enforcing parking reductions through implementation of state and local affordable housing policies such as the inclusionary housing ordinance as well as AB2097.
<p>Policy 5B: Support the use of parking supply control and pricing as a strategy to encourage use of non-automobile travel modes where feasible. STATUS: NOT INITIATED</p>	<p>As a part of the County’s 2013 parking study (North Fair Oaks Parking Study and Strategy), the County evaluated parking supply control and pricing. However, community and stakeholder input has indicated that there may be a general lack of community support for this initiative. In addition, there is a lack of staff capacity and funding to spearhead this initiative.</p>
<p>Policy 5C: Develop a parking management plan for North Fair Oaks, which could include permit parking, meters, restrictions,</p>	<p>As a part of the County’s 2013 parking study (North Fair Oaks Parking Study and Strategy), the County evaluated options for a parking management plan for North Fair Oaks. However,</p>

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<p>and other programs, and ensure enforcement of programs and policies. Designate appropriate areas in which all parking is fee-for-use or time-limited, particularly in commercial areas.</p> <p>STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>community and stakeholder input has indicated that there may be a general lack of community support for this initiative. In addition, there is a lack of staff capacity and funding to spearhead this initiative.</p>
<p>Policy 5D: Implement the reduced parking standards presented in this Plan (see Appendix C) for development within the proposed mixed-use, transit-oriented development areas concentrated along the Middlefield Road and El Camino Real corridors, as well as within the vicinity of the proposed multi-modal transit hub.</p> <p>STATUS: COMPLETE</p>	<p>Completed as a part of general plan and zoning amendments in the North Fair Oaks Rezoning and General Plan Amendment Project (2022). San Mateo County adopted zoning that included significant reductions in parking standards for various types of development. The new zoning allows significantly greater residential densities and mixed-use within defined priority development areas in proximity to transit corridors including the Middlefield Road and El Camino Real corridors. The parking requirements in the amended zoning ordinance are standardized across zoning districts. In addition, there are numerous recent state laws that limit the amount of parking that can be required for certain housing and commercial developments as well as some state laws that require local jurisdictions to adopt parking maximums for certain development projects.</p>
<p>Policy 5E: Modify parking policies to allow affordable housing developments, minor expansions of single-family homes, transit-supportive development projects, and other uses where reduced parking demand can be demonstrated to qualify for further reduced parking requirements or exemptions per approval from the County Planning Department.</p> <p>STATUS: COMPLETE</p>	<p>Completed as a part of general plan and zoning amendments in the North Fair Oaks Rezoning and General Plan Amendment Project (2022). San Mateo County adopted zoning that included significant reductions in parking standards for various types of development. The new zoning allows significantly greater residential densities and mixed-use within defined priority development areas in proximity to transit corridors including the Middlefield Road and El Camino Real corridors. The parking requirements in the amended zoning ordinance are standardized across zoning districts.</p>
<p>Policy 5F: Allow unbundled parking in new multifamily residential developments within the proposed mixed-use districts to allow resident to pay only for the parking spaces they need.</p> <p>STATUS: COMPLETE</p>	<p>The County allows unbundled parking in new multifamily residential developments but there have been no proposals for unbundling of parking from developers in North Fair Oaks. In addition, Senate Bill 743 (SB 743) will require unbundled parking to be provided for certain new development projects starting in 2025.</p>
<p>Policy 5G: Implement new parking management techniques such as encouraged shared parking in mixed-use developments, reduced employee parking in conjunction with ridesharing programs, stacked parking, and using on-street parking to meet on-site parking requirements of nearby projects.</p> <p>STATUS: ONGOING</p>	<p>In addition to a Traffic Impact Assessment which new developments must provide, beginning in 2022, new development projects must also implement C/CAG’s Transportation Demand Management (TDM) Policy to mitigate traffic impacts. This policy requires local jurisdictions within the county to notify C/CAG of any new development project estimated to generate at least 100 Average Daily Trips (ADT). TDM refers to a set of strategies aimed at reducing congestion on roadways and lowering reliance on single-occupancy vehicles to encourage all modes of travel.</p>
<p>Policy 5H: Revise parking policies in North Fair Oaks to encourage the efficient use of existing and future parking facilities by allowing new development within the proposed</p>	<p>The County has no restrictions against allowing shared parking within new developments, but there are no existing examples of this practice in North Fair Oaks.</p>

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<p>higher-density mixed-use districts and within the vicinity of the potential multimodal transit hub to provide some required parking in off-site public or joint public/private facilities. STATUS: NOT INITIATED</p>	<p>Assembly Bill 894, which was passed in 2023 encourages the use of underutilized parking spaces to meet parking requirements for new and existing developments. This new law:</p> <ul style="list-style-type: none"> ▪ Requires public agencies to allow land uses with underutilized parking to share these spaces with the public or other entities. ▪ Mandates that shared parking be counted towards meeting parking requirements when certain conditions are met, such as the proximity of shared parking spaces to the relevant site. ▪ Requires public agencies, private landowners, or lessors to consider shared parking options before constructing new parking structures or lots, especially when using public funds.
<p>Policy 5I: Encourage private property owners to share their underutilized parking with the general public and/or other adjacent private developments. STATUS: NOT INITIATED</p>	<p>This policy was evaluated as a part of the 2013 North Fair Oaks Parking Study and Strategy, however there is a lack of staff and funding to spearhead this initiative.</p>
<p>Policy 5J: Require on-street parking for any newly constructed streets. STATUS: NOT INITIATED</p>	<p>The County has not developed an on-street parking policy. It is not anticipated that there will be any newly constructed streets in North Fair Oaks. However, newly constructed or renovated streets will be evaluated on a case-by-case basis depending on the need for on-street parking. The Middlefield Road Improvement Project included the reconfiguration of Middlefield Road between Pacific Avenue and 5th Avenue from a four-lane roadway to a three-lane roadway (one travel lane in each direction with a center left turn lane) with parallel parking. In addition, as new development is approved, existing curb cuts may be reduced to a smaller percentage of the lot to provide for additional on-street parking.</p>
<p>Policy 5K: Identify streets appropriate for conversion from parallel to angled parking spaces, particularly streets where adequate width currently exists, or where future development/redevelopment provides opportunities to widen parking areas. STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>Angled parking spaces on Middlefield Road were recently converted to parallel parking to improve bike, ped, and multi-modal circulations. The County has not developed criteria for identifying additional locations for parking conversion. Identifying additional streets is highly unlikely due to limited space and available public right-of-way within the community.</p>
<p>Policy 5L: Explore opportunities to expand off street parking supply by providing County- or privately-owned public parking lots or structures near areas of concentrated parking demand. This could include new surface parking lots or structured parking in commercial districts, or small neighborhood parking lots in residential areas with high parking demand. STATUS: ONGOING</p>	<p>Since the adoption of the North Fair Community Plan, the county purchased four parcels between Middlefield Road and 2nd Ave and developed it into public parking lot and also identified and maintains a small parking lot at the corner of Berkshire Avenue and Huntington Avenue.</p>

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<p>(◆) Policy 5M: Implement regular monitoring programs to assess parking conditions, identify areas of excess or underutilized parking supply, and help guide plans for future parking facilities. STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>The County completed a comprehensive parking study (North Fair Oaks Parking Study and Strategy) in 2013. The study evaluated parking, including quantity, location, availability, and design in North Fair Oaks and included a working group that advised the project on parking issues in the community. Several potential solutions were studied including a parking permit program, additional centralized parking facilities, a parking improvement district, and more robust enforcement of existing parking. However, a regular monitoring program to assess parking conditions and support parking planning initiatives in North Fair Oaks was not established. There is a lack of staff and funding to establish a regular monitoring programs for parking.</p>
<p>Policy 5N: Consider implementation of in-lieu fee programs or special assessment tax districts to fund costs of new parking facilities. In-lieu parking fees are established by municipalities as an alternative to requiring on-site parking. Developers are allowed to avoid constructing parking on-site by paying a fee to the County for the use of off-site parking facilities. Special assessment tax district fees can be implemented by charging each landholder within a defined district a fee based on the value of a site or parcel in order to fund public projects, such as the construction of new municipal parking facilities. STATUS: NOT INITIATED</p>	<p>As a part of the County’s 2013 parking study (North Fair Oaks Parking Study and Strategy), the County evaluated in-lieu fee programs or special assessment tax districts to fund costs of new parking facilities. However, there is a lack of community support, staff and funding to spearhead this initiative.</p>
<p>Policy 5O: Encourage the formation of a local Transportation Management Association (TMA) in North Fair Oaks to support, monitor and implement Transportation Demand Management (TDM) programs STATUS: NOT INITIATED</p>	<p>As a part of the County’s 2013 parking study (North Fair Oaks Parking Study and Strategy), the County evaluated in-lieu fee programs or special assessment tax districts to fund costs of new parking facilities. However, there is a lack of community support, staff and funding to spearhead this initiative.</p>
<p>Policy 5P: Require effective and meaningful Transportation Demand Management (TDM) programs for new higher intensity development. Monitor effectiveness of required TDM programs and modify requirements as needed to ensure that demand management is achieving goals, including potential performance standards to help achieve real results. STATUS: INITIATED AND PARTIALLY COMPLETED</p>	<p>C/CAG is responsible for overseeing the San Mateo Congestion Management Program (CMP), which includes the Land Use Impact Analysis Program Policy, also known as the “TDM Policy”.</p> <p>As of January 1, 2022, new policy requirements come into effect. The TDM Policy provides guidelines for analyzing the impact of land use decisions made by local municipalities in San Mateo County, including unincorporated San Mateo County communities such as North Fair Oaks. As of January 1, 2022, the C/CAG TDM Policy requires that local jurisdictions in San Mateo County notify C/CAG of any new development project within their purview that is estimated to generate at least 100 Average Daily Trips (ADT) or those proposed as part of a General Plan Amendment (GPA). New developments in North Fair</p>

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<p>Policy 5Q: Consider the implementation of Residential Parking Permit (RPP) districts or Residential Parking Benefit (RPB) districts to manage parking utilization and limit spillover in residential neighborhoods.</p> <p>STATUS: NOT INITIATED</p>	<p>Oaks are subject to this TDM policy and must mitigate traffic impacts by implementing a TDM Plan in accordance with C/CAG requirements.</p> <p>As a part of the County’s 2013 parking study (North Fair Oaks Parking Study and Strategy), the County evaluated residential permit programs. However, there is a lack of community support, staff and funding to spearhead this initiative.</p>
<p>Policy 5R: Provide sufficient parking enforcement to consistently support parking regulations in residential and commercial areas. Explore funding mechanisms, subsidies, or partnerships with adjacent jurisdictions to overcome current challenges with providing sufficient parking enforcement personnel in North Fair Oaks.</p> <p>STATUS: NOT INITIATED</p>	<p>As a part of the County’s 2013 parking study (North Fair Oaks Parking Study and Strategy), the County evaluated options for parking enforcement. However, community and stakeholder input indicated that there is a lack of community support, staff and funding to spearhead this initiative.</p>