City of San Bruno

Safe Routes to School Plan

PREPARED BY

alta

Public Draft - October 2022

Acknowledgments

Caltrans

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Introduction

Need for the Project

The San Bruno Park School District has had a policy in place to support Safe Routes to School (SRTS) programming since 2004, last updated in 2021. The policy acknowledges the importance of walking, bicycling, and other forms of active transport to school. Benefits for students include increased physical activity and associated wellness and learning outcomes, while students and the community broadly benefit from reduced vehicle traffic and air pollution near schools.

There are, however, significant barriers to walking and biking to school. For example, from 2014 to 2020, 79% of youth-involved traffic collisions in San Bruno occurred within half a mile of the schools in this study. Of all the severe collisions (resulting in severe injury or death) involving pedestrians across the city, 21% of the victims were youth. There is clearly a need for safer walking and biking environments surrounding San Bruno's schools, which SRTS programming can help to address.

The San Mateo County Office of Education (SMCOE) has already set a strong foundation for Safe Routes efforts in the region. SMCOE has established a thriving SRTS program that provides support for schools, families and students to implement Safe Routes projects across the county. In recent years SMCOE has created guidebooks and toolkits to help students and families integrate SRTS into their daily lives, and to help school and district staff work across departments to achieve their SRTS goals.

As a way to enhance the District's Safe Routes efforts, the City of San Bruno applied for and received a Caltrans Sustainable Communities Grant to create a citywide SRTS Plan. The following plan is a result of that effort, highlighting 11 schools within the City of San Bruno, including San Bruno Park School District as well as private, county, and San Mateo Union High School District sites. In total, this plan covers almost 4,500 students and how they get to school in San Bruno.

Six Es as a Framework

Comprehensive Safe Routes to School initiatives have been shown to be effective at increasing physical activity and reducing injuries among students walking and biking to school. The Six Es of SRTS summarize the key components of a comprehensive, integrated approach to this safety work , which includes both infrastructure changes and non-infrastructure (programs) delivery working together. These guiding factors were used to structure the following analysis and recommendations.

The Six Es framework includes:

Engagement

All SRTS initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.

Equity

Ensuring that SRTS initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.

Engineering

Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.

Encouragement

Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.

Education

Providing students and the community with the skills to walk and bicycle safely, educating them about benefits of walking and bicycling, and teaching them about the broad range of transportation choices.

Evaluation

Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.

Data Collection Activities

As part of the development of the San Bruno Safe Routes to School Plan, the team analyzed existing conditions of San Bruno's multimodal transportation system, its schools, and its vision for the future. This included a previous plan review, school existing conditions analysis, and collision landscape analysis preview.

PREVIOUS PLAN REVIEW

The plan review coalesced relevant information from existing plans within the following categories: goals, proposed bicycle and pedestrian projects proximate to participating schools, and related programs and policies. Reviewed plans are listed to the right.

- San Bruno Walk 'n Bike Plan
- San Bruno General Plan – Chapter 4
- San Bruno Transit Corridors Plan
- San Mateo County Comprehensive Bicycle and Pedestrian Plan
- San Francisco Bay Trail Project Plan
- Downtown Parking Management Plan*
- Bayhill Specific Plan*
- San Mateo Avenue Conceptual Streetscape Plan*
- San Bruno Traffic Calming Toolkit
- San Bruno Traffic Calming Toolkit Supplement – Amended
- San Bruno Local Road Safety Plan

** These plans were reviewed but found to not contain projects or recommendations within proximity to any subject schools.*

SCHOOL EXISTING CONDITIONS ANALYSIS

The school existing conditions analysis reviewed the existing conditions near San Bruno schools, including attendance, schedule, current student commute mode trends, and existing multimodal facilities. Schools in the San Bruno Park School District serve 2,500 students in five elementary schools and one intermediate school, which feed into San Bruno's one public high school, Capuchino (part of the San Mateo Union High School District). Additionally, three private, religiously affiliated schools are in San Bruno: St. Robert Catholic School took part in this planning effort as a fully participating school, while Highlands Christian School and Stratford School partially participated in this SRTS effort.

COLLISION LANDSCAPE ANALYSIS PREVIEW

Finally, the collision landscape analysis preview provided an overview of the collision analysis. Understanding where and why collisions occur was an essential first step in developing recommendations to improve safety conditions for all roadway users. While examining all collisions helps recognize overall patterns and identify areas for further study, this analysis placed particular emphasis on collisions based on the following characteristics:

- **Severity:** Collisions where victims are killed or severely injured (KSI) are particularly important to prioritize due to significant loss of life and long-term disability and the associated cost measured in terms of personal economic cost, emergency services, and long-term health costs.
- **Youth-Involved Collisions:** As part of a more significant school safety effort, this analysis assesses collisions involving youth victims who use facilities in school study areas to travel to and from schools.
- **Vulnerable Road Users:** By specifically assessing where collisions involving active modes occur, the project team can better understand where improvements may most benefit bicycle and pedestrian safety, especially along routes that support student travel to school.

Creating a Safety Priority Index highlighted road segments in San Bruno with historically higher collision densities. The analysis considered all collisions but placed a greater weight on KSI collisions. **The Safety Priority Index may inform future prioritization efforts to first address roads with the most significant safety challenges**. Additionally, it summarized collision characteristics for collisions occurring near 11 participating schools in the City of San Bruno. These characteristics identify the type and location of collisions that have occurred, along with common underlying primary crash factors, as documented in the available data. This information will continue to support the future identification of specific countermeasures to improve student safety.

The 11 participating and partially participating schools are geographically spread throughout San Bruno. Each has unique surroundings that contribute to unique safety challenges. This analysis identified key collision characteristics in the study area around each school to highlight where different approaches may better serve specific situational needs. The resulting trends influenced recommendation selection, and details of that analysis are available in Appendix A.

Community Engagement Approach

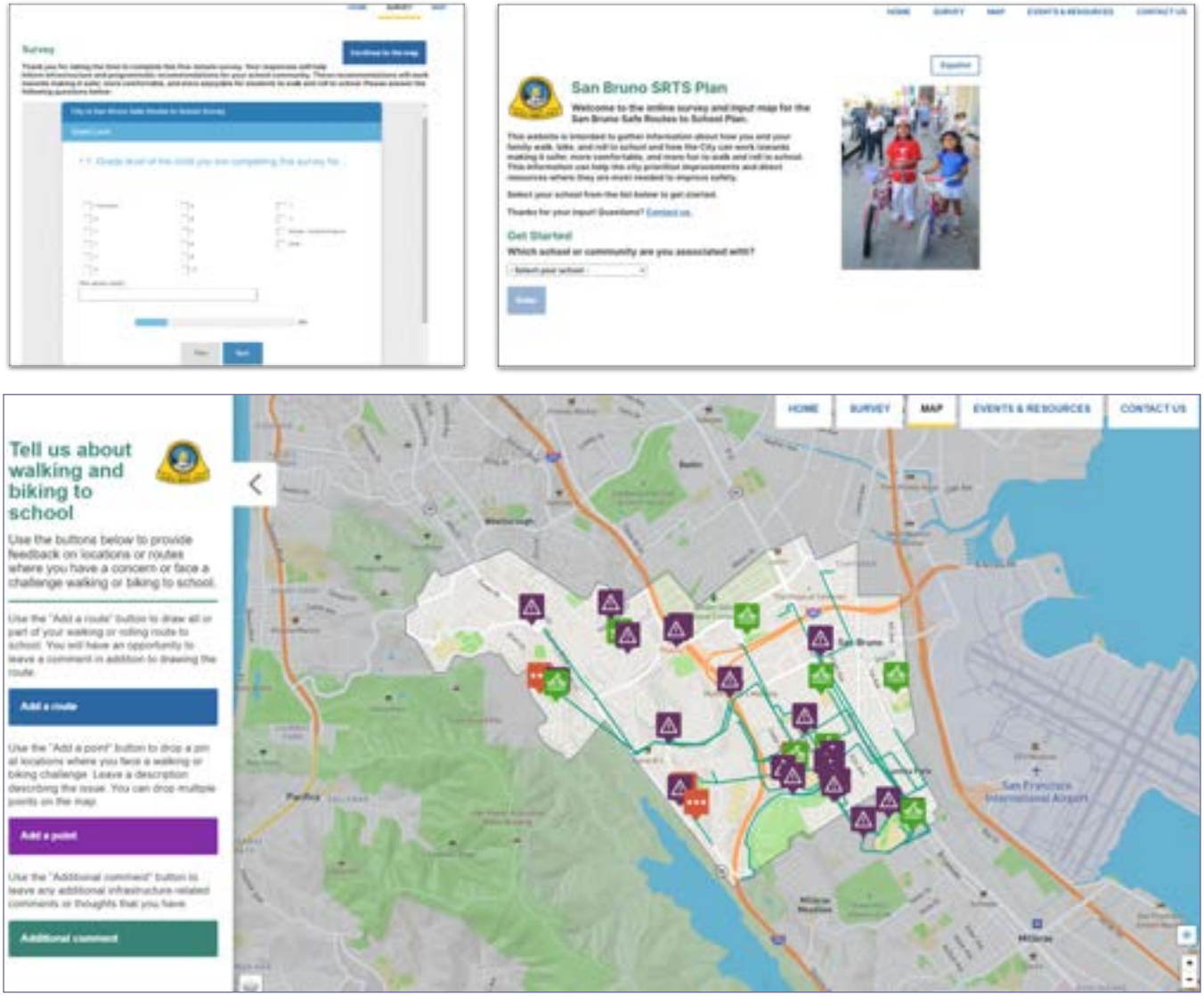
From the outset of the project, staff sought to engage and center the perspectives of San Bruno stakeholders. This includes district and school administration and staff, parents, students, school-based parent-teacher associations (PTAs), City Council, and citizen advisory committees, including the Bicycle and Pedestrian Advisory Committee and the Traffic, Safety, and Parking Committee.

To guide engagement with community stakeholders, the project team developed a Community Outreach Strategy, which included these principles:

1. Ensure that those with a stake in the City of San Bruno Safe Routes to School Plan are identified
2. Identify outreach techniques for engaging these stakeholders
3. Ensure all stakeholders have open access to and input in the decision-making process and are provided with information about the plan as it moves forward
4. Provide reasonable public access to technical and other information about the plan
5. Ensure the stakeholders' concerns, issues, and preferences are gathered and reflected in the final document

The resulting community engagement process was organized into three phases: Listen and Learn (January to May 2022), Build Consensus (May to October 2022), and Approve and Adopt (November to December 2022). The first phase included efforts to onboard the community to the plan goals and opportunities, and collect feedback from stakeholders about how they currently get to and from school in San Bruno. The first phase, Listen and Learn, began with a community workshop to introduce the community to the project goals and objectives, and begin gathering feedback on walking and biking in San Bruno. An early meeting with the project Technical Advisory Committee also brought together technical stakeholders to lay out the project plan.

As the first phase progressed, the project team shared an online survey and web map on the project website to gather input from community members. The team shared survey and project information on the project website, through Facebook and Instagram posts and ads, and through directed outreach to school staff. The project team also met with each school with an active PTA to hear from parents and caregivers directly. Fully participating schools also joined in a walk audit with consultant and City staff to observe behavior around school drop-off and pick-up.



Online engagement included a project website, survey, and interactive web map for community members to provide feedback.

Moving into the second phase, Build Consensus, the project team hosted a second community workshop to update the community on the project status and share draft recommendations. By this point, the project team had synthesized community feedback into a set of recommendations for infrastructure and non-infrastructure improvements. Community input at this phase helped to confirm the recommendations and set them up for a prioritization process.

In phase three, Approve and Adopt, the project team gathered final input from project stakeholders and updated the plan accordingly. The project team presented draft findings to the Bicycle and Pedestrian Advisory and Traffic, Safety, and Parking Committee, as well as a final community workshop, before finalizing for City Council approval.

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Citywide Findings and Recommendations

Introduction

Safe Routes to School Plans have traditionally focused on identifying infrastructure improvements since those elements are within the City's jurisdiction and can be accomplished through a traditional infrastructure project delivery process. The San Bruno SRTS Plan is taking a holistic approach in accordance with the six E's Framework for Safe Routes to School (see page 8) and has identified non-infrastructure programs that will complement infrastructure changes. However, the non-infrastructure programs are much more complex with multiple responsible parties outside the City organization and funding constraints given they require on-going funding. Therefore, these non-infrastructure programs will require more detailed analysis in the future, and collaborative work across many parties, to proceed into implementation. These two types of recommendations respond to input and analysis for each school's needs.

Table 1. Infrastructure and Non-Infrastructure Programs

	INFRASTRUCTURE	NON-INFRASTRUCTURE
Definition	Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.	Changing behaviors by removing barriers to walking and bicycling by sharing information, offering encouragement, and monitoring success
Six E's Framework	• Engagement • Engineering • Equity	• Engagement • Equity • Encouragement • Education • Evaluation
Examples	• Crosswalks • Curb Extensions • Signage	• Bicycle Rodeos • Walking School Buses • Before and After Vehicle Traffic Counts
Responsible Parties	Depending on property ownership: City or School District	Possible combination of City, School District, School Administration, PTAs/PTOs, volunteers, and/or non-profit organizations
Funding	Internal and external sources that are typically one-time investments.	Internal and external sources that typically require an on-going funding source to be sustained.

Collision Analysis Findings

WHY DID COLLISIONS HAPPEN?

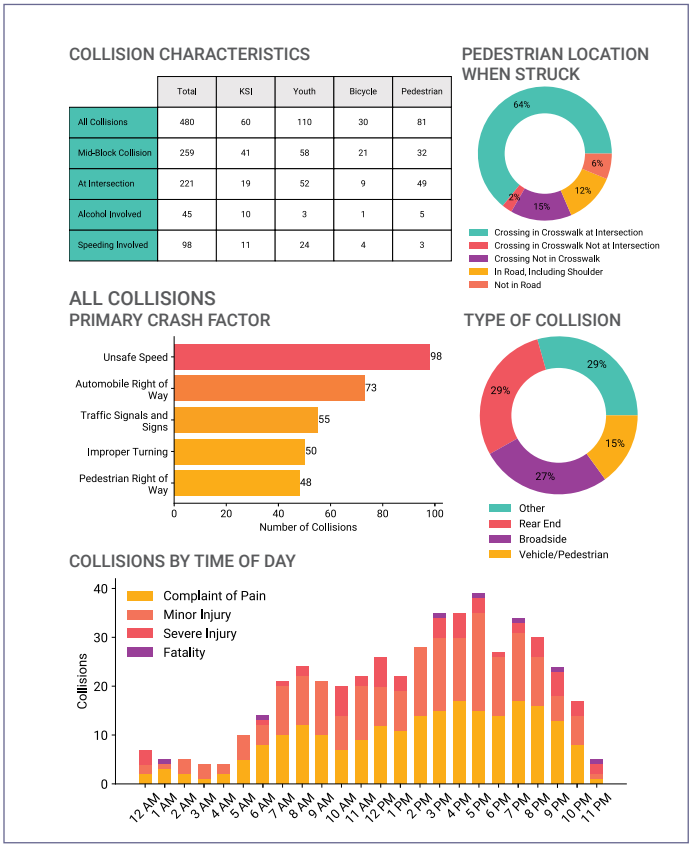
Considering all participating school study areas together, the same four primary crash factors represent over half of the factors for all collisions: unsafe speed, failure to yield to automobile right-of-way, violating traffic signals and signs, and improper turning. For 9 of the 11 participating schools, **unsafe speed is the top primary crash factor,** highlighting a citywide need to reduce vehicle speeds, particularly on major roads like El Camino Real, Skyline Blvd, and San Bruno Ave. Reductions in vehicle speeds are directly linked to lower rates of severe or fatal collisions and may be achieved through lowering posted speed limits, roadway design traffic calming measures, or a combination of the two.[1]

WHEN DID COLLISIONS HAPPEN?

There is a slight shift in the late afternoon collision peak near schools toward 3:00 p.m. when compared to collisions in the city as a whole. Several schools show **spikes in collision counts between 3:00 and 4:00 p.m**. as students leave school and travel home, including Capuchino High School, Allen Elementary School, and St. Robert Catholic School. This trend suggests a greater need for safer biking and walking infrastructure near schools, especially during periods of peak activity.

WHERE DID COLLISIONS HAPPEN?

Overall, the location of pedestrians when struck by a vehicle is consistent with the patterns observed in San Bruno citywide; **64% of pedestrians were struck while legally crossing in a crosswalk at an intersection.** (St. Robert Catholic School and Parkside Intermediate stand out from this pattern; most pedestrian collisions in these study areas occur outside crosswalks or along the roadway.) Many school-specific recommendations look to address this trend by improving pedestrian visibility at crossing locations near the schools.



	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	480	60	110	30	81
Mid-Block Collision	259	41	58	21	32
At Intersection	221	19	52	9	49
Alcohol Involved	45	10	3	1	5
Speeding Involved	98	11	24	4	3

Collision Analysis findings include a detailed breakdown of crashes at each school, as well as the study area overall.

1 Albee, M., Bobitz, P. (2021) Proven Safety Countermeasures Tools. FHWA. Report No: FHWA-SA-21-071 Retrieved from https://safety.fhwa.dot.gov/provencountermeasures/

Additional Considerations

Safe Routes to School efforts help make it safer and more comfortable to walk and bike to school in the future, so it is important to consider other future conditions that students and caregivers may be facing. While we do not know exactly how climate change will affect our community, we do know that instances of extreme heat, drought, wildfires, and severe storms are all increasing. While implementing SRTS improvements, there are elements that can help mitigate the effects of climate change and make it more comfortable for students and caregivers to walk and bike to school.

For example, extreme heat poses a significant risk to the most vulnerable members of our community – including youth, seniors, and people facing socioeconomic inequalities. The Urban Heat Island effect causes urban areas—full of impermeable, dark-colored surfaces like parking lots, roads, and roofs—to experience higher surface temperatures throughout the day, and to retain heat into the night. During periods of extreme heat, this creates a higher risk of heat-related illness, especially in small children.

Adaptation actions seek to reduce the risks associated with climate change and increase the resiliency of people and neighborhoods to withstand these extreme events. Part of adaptation is using publicly owned space to increase resilience to climate change impacts like flooding and extreme heat. This can be achieved by increasing the tree canopy to provide more shade, helping to cool the pavement and walking routes. Adaptation can also include adding green space to curb extensions or areas between the sidewalk and the street. There are many approaches to infrastructure design that can help make people safer and more comfortable while also increasing climate resiliency.

Primary Collision Factors

- Unsafe Speed
- Failure to Yield
- Violating Signs & Signals
- Improper Turning

→ More than **50%** of all collisions

Citywide Infrastructure Recommendations

The following citywide recommendations are relevant for each school zone:

Recommendation:
School zone speed limits should be lowered from 30 miles per hour to 15 miles per hour, encompassing all two-way residential streets under the City's jurisdiction within 500 feet of the school. (As permitted by CVC 22358.4.)

Implementing Agency
City

Recommendation:
The City should explore the feasibility of lowering the volume and speed thresholds for implementing all-way stop control (adding stop signs) within 500 feet of a school. This may require City staff to work with City Council on a change to the current City policy.

Implementing Agency
City

Recommendation:
With the increasing instance of extreme weather events (such as heat waves) due to climate change, the City should prioritize adding street trees and other pedestrian-scale greening within school zones. Adding to the urban canopy around schools is a long-term investment that will help to create a cooler pedestrian environment, minimizing the impact of extreme heat events and a warming climate for students and caregivers walking to school.

Implementing Agency
City

03

School-Specific Findings and Recommendations

School-Specific Findings and Recommendations

The project team gathered infrastructure and behavior observations through a series of walk audits completed at each participating school (excepting Highlands Christian School and Stratford School). These in-person observations are supplemented with caregiver survey results and feedback from project presentations at PTA meetings.

Findings and Recommendations Defined:

- **Findings:** Existing issues identified through in-person observations, parent survey results, and input from PTA meetings.
- **Recommendations:** The proposed actions or projects to respond to the findings and address the identified issues.

Findings and recommendations are categorized into two groups based on the type of solution presented: *infrastructure* or *non-infrastructure*. Infrastructure recommendations are listed with the relevant implementing agency (City or school) for each improvement. The non-infrastructure recommendations can be completed by a number of responsible parties: PTA members, school staff, local organizations, or in partnership with government staff (city staff, police). Funding for infrastructure and non-infrastructure recommendations typically come from different sources and are implemented by different parties. Many of the recommendations for infrastructure projects can be implemented quickly through one-time investments, however non-infrastructure programs require upfront and sustained funding, which may be more challenging to obtain. The numbering of the findings and recommendations corresponds with the numbering on the accompanying maps for each school.

Recommendations were presented to community members during the second public workshop, and attendees provided feedback on the types of infrastructure solutions they would like to see around San Bruno schools. The most preferred recommendations included high-visibility crosswalks and paint-and-post curb extensions, favored by 80% of attendees. There was also support for parking restrictions, Rectangular Rapid Flashing Beacons (RRFB), speed humps, and four-way stop signs. These improvements are heavily featured in the following recommendations.

The following considerations apply across the city:

- Where crosswalks and curb extensions are recommended to be added to an intersection, if the number of each improvement is not specified, the default quantity to be added is four, for each leg/corner of the intersection.
- Recommendations that involve the installation of traffic calming elements are subject to the standards and thresholds of the City's Traffic Calming Program. These recommendations are meant to be city-led improvements, intended to complement the City's existing resident-led program.
- Where recommendations involve Caltrans right-of-way, such as El Camino Real, coordination with Caltrans is required. The same is true for the City of Millbrae for recommendations around Capuchino High School.
- All crosswalks (existing and new) shall be painted in yellow within 600 ft of school grounds. (As required by CVC 21368.)
- All infrastructure recommendations require further engineering study to examine feasibility prior to installation.
- All non-infrastructure recommendations require detailed analysis and program design prior to delivery.

Allen Elementary School

School Setting

Address:
875 Angus Ave W, San Bruno, CA 94066

School day start:
Grades 4–5 at 8:10 a.m. and Grades K–3 at 8:25 a.m.

School day end:
2:45 p.m.

Attendance:
330

Grade range:
K–5

Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Of the 400-plus survey respondents, 16 were parents or caregivers of Allen Elementary students.

DISTANCE AND MODE TO SCHOOL

Of the respondents from Allen Elementary, 79% live within one mile of the school, roughly a 20-minute walk or 6-minute bike ride The majority of respondents (50%) report driving their child to school, while 36% say their students walk and 14% say they bike.

COMMUTE MODES ALLOWED

Parents and caregivers then provided feedback on whether their child is allowed to use the different commute modes to get to and from school 1) by themselves, 2) with a friend or sibling, 3) with a trusted adult, or 4) not at all:

- Walking is more supported than bicycling as a way to get to school. Even in the care of a trusted adult, 82% of respondents do not allow their student to bike to school; 23% do not allow them to walk to school, even with an adult.
- Riding in the family vehicle is allowed by all respondents, and is the only mode that all respondents felt comfortable allowing their student to take to school.

Note that Allen Elementary is not considered accessible by existing public transit routes, and is not currently served by a school bus.

ATTITUDES TOWARD WALKING AND BIKING

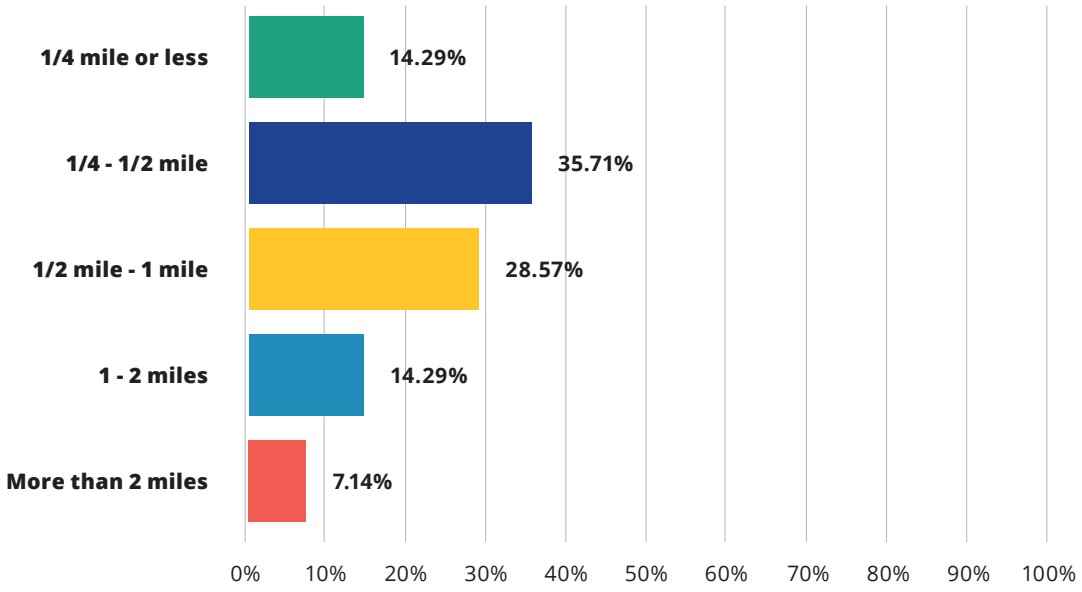
- Of respondents, 71% strongly or somewhat agree that walking or biking to school is fun and healthy for their child.
- Only one person strongly or somewhat agreed that walking or biking is encouraged by their child's school.
- Most respondents (84%) wish they could walk or bike to school with their child more often.

Most respondents

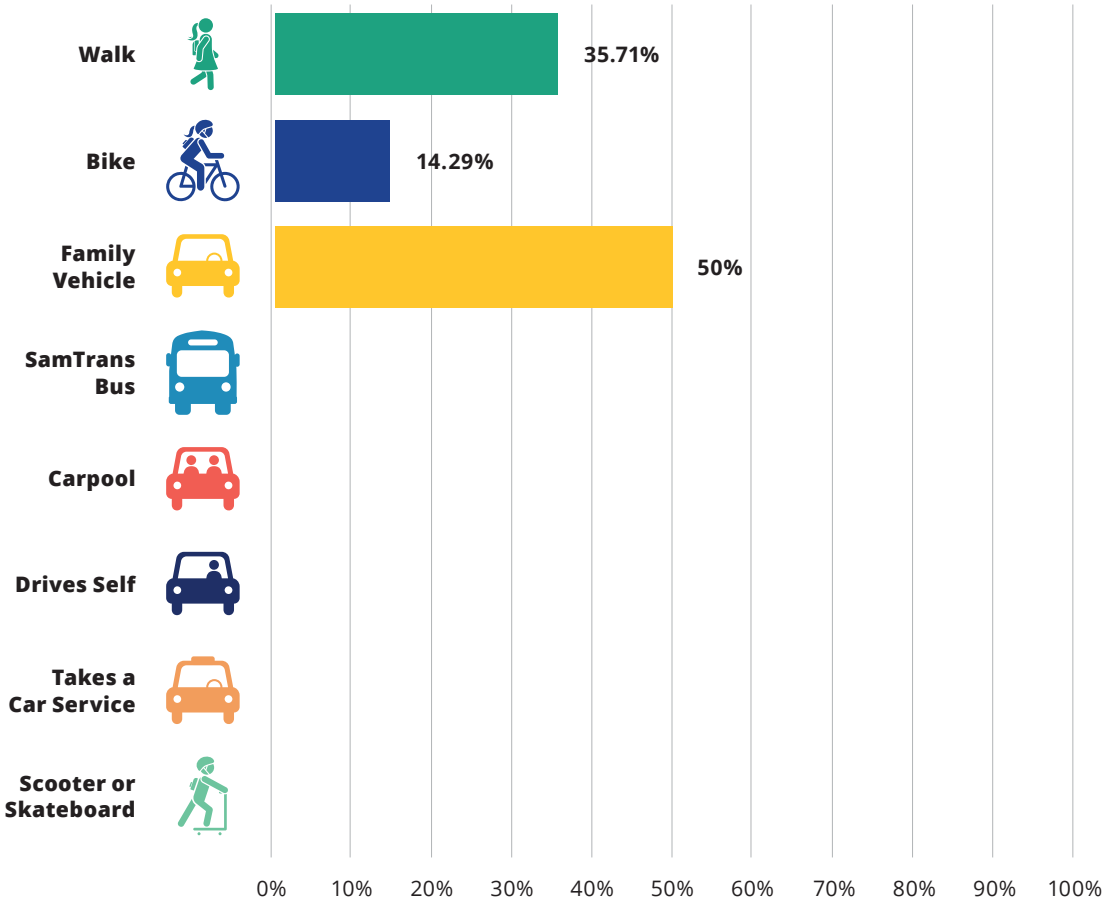
84%

wish they could walk or bike to school with their child more often.

What is the approximate distance from your home to school?



How does your child typically get to and from school?



MAIN CONCERNS AND CHALLENGES

The top reported concerns and challenges by parents and caregivers were:

1. Speeding traffic along the route (indicated by 71% of respondents)
2. Challenging intersections (64%)
3. Too much traffic along the route (50%)
4. Stranger danger (50%)

In the open comment section, three of the five respondents (60%) commented on the difficulty of crossing Jenevein Ave due to heavy traffic and lack of stop control. Stop signs were requested at the intersections with Cypress and Acacia Aves. Crystal Springs Ave was also noted as difficult to cross due to heavy traffic.

Most respondents are concerned about speeding traffic along the route (indicated by

71%

of respondents)

PTA DISCUSSION

During the PTA discussion, many parents shared their concerns around traffic safety and identified potential opportunities for improvement:

- Parents asked if flashing crossings could be installed along larger roadways, like Crystal Springs Ave.
- Parents noted that many people do not comply with existing red curb no-parking zones, and the school could use more enforcement.
- Parents asked if there was a plan for bike lanes around the school.
- Parents noted that many parents go between Parkside Intermediate and Allen Elementary to pick up and drop off multiple kids, and there could be better connections along that route.

PROJECT WEBSITE MAP COMMENTS

There was only one comment in the vicinity of Allen Elementary School, at the intersection of San Bruno Ave and El Camino Real. The comment, included here, was "liked," indicating agreement, by three other people:

> *"This is a difficult intersection to cross on a bike. If you're in the main traffic lane, the light thinks you're just one car and doesn't stay green long enough to get across the street. I usually get on the sidewalk here to push the cross button, but I strongly believe that bikes belong in the road. It's hard to get back in the flow of traffic if you're crossing in the crosswalk. A bike sensor for the light would be nice."*

Figure 1. New Allen Elementary campus layout.

Infrastructure Recommendations

Allen Elementary is undergoing a full campus reconstruction, starting in the summer 2022. Recommendations are structured around the new drop-off lane location and future conditions of the elementary school after the construction project is completed. The new school drop-off layout can be seen in Figure 1 with Linden Ave in the left foreground and Angus Ave W in the right foreground.

Table 2. Allen Elementary School Infrastructure Recommendations

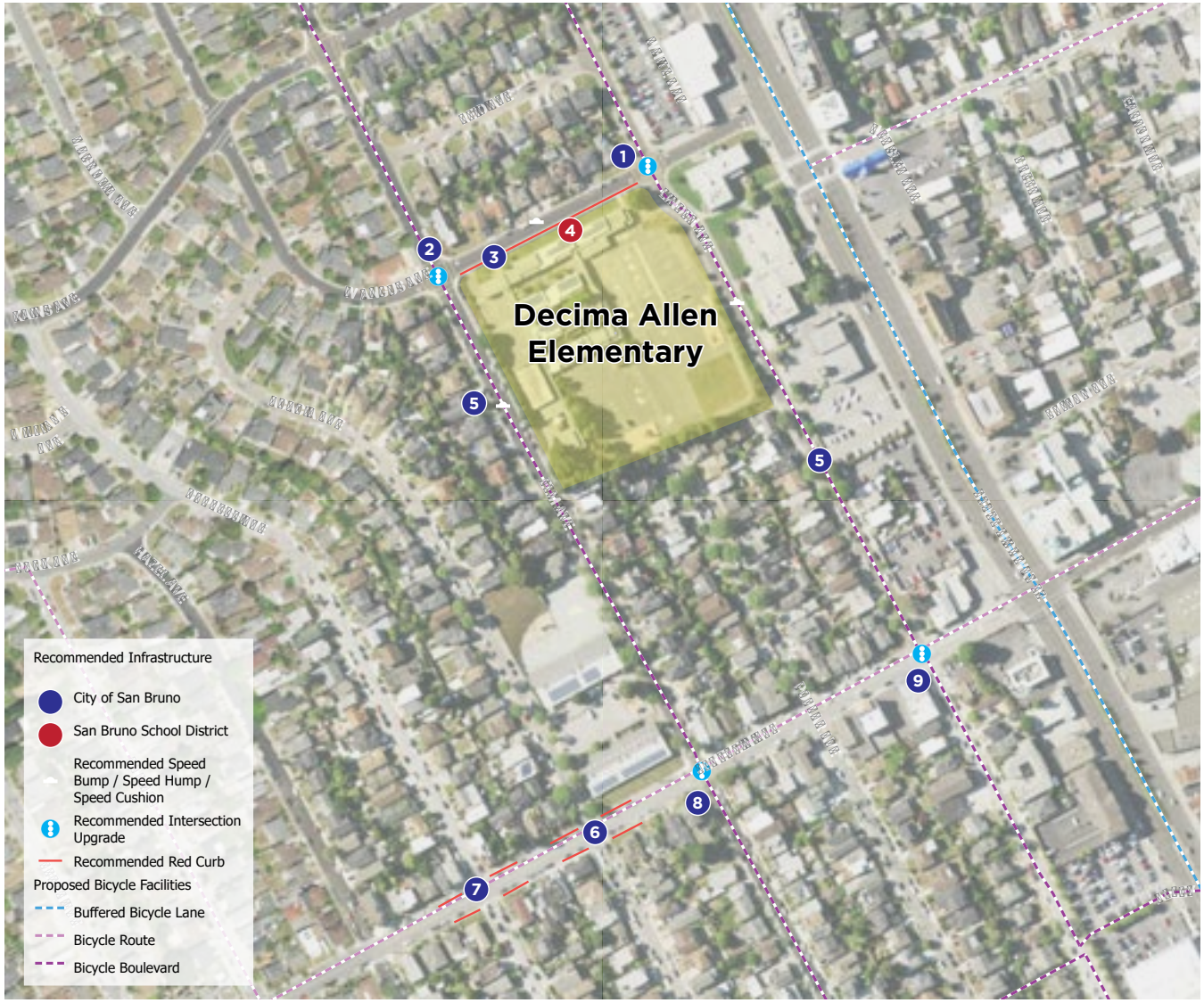
FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *The one-way nature of the future drop-off lane will likely continue to result in the intersections of Elm Ave/Angus Ave and Linden Ave/Angus Ave being heavily used at peak periods.*	Install high-visibility crosswalks on all legs of both intersections. Use a tiered approach to reducing parking infractions at intersections, working through the steps below as necessary until intersection safety is improved. ▶ Focus on no-parking enforcement. ▶ If enforcement does not work, install paint-and-post curb extensions at both intersections.	City

Figure 2. Two views of the Linden Ave/Angus Ave intersection.

Figure 3. A van and truck park in front of a red curb.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
2. *Double parking was witnessed along Angus Ave, and parents noted that red curb zones are often not adhered to. Double parking leads to congestion and reduces/ obstructs sight lines between vehicles and pedestrians.*	Consistent with the new drop-off loop on Angus Ave, paint the entire southern curb of Angus Ave red—restricting parking at all times—between Elm and Linden Aves. This includes the curb between the future entrance and exit of the drop-off lane. This action should be paired with information from the school that reminds parents of prohibited curbside drop-offs and focuses on setting good habits with the start of a new school year on the new campus. (More information below under Non-Infrastructure Recommendations.)	City and School
3. *There is a potential for turning movement confusion for drivers in relation to the new drop-off lane and orientation.* *The one-way drop-off lane along Angus Ave, on the north edge of the school property, leads to extensive traffic, congestion, and double parking along Angus Ave.*	Post "right-in only" and "right-out only" signage at the entrance and exit of the drop-off area. Assess if the new layout relieves observed congestion six months post-installation. If not, consider alternative drop-off locations and park-and-walk locations.	City and School
4. *Perceived speeding and aggressive driving behavior was witnessed along Angus, Elm, and Linden Aves.*	Explore installing traffic calming elements, such as speed humps, if the requirements are met per the City's Traffic Calming Program, to reduce vehicle speeds along the sections of those corridors surrounding the school. Any traffic calming solution will need to be consistent with speed and volume thresholds set in the City's Traffic Calming Program. It should be noted that Elm and Linden Aves are designated as future shared bikeways in the San Bruno Walk 'n Bike Plan.	City

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
5. *Jenevein Ave is a main connection between Allen Elementary and Parkside Intermediate schools that many families travel. Parents noted concern about the safety of crossing Jenevein Ave at Cypress Ave and Acacia Ave, with many close calls from drivers coming off side streets onto or across Jenevein Ave.*	Conduct a stop warrant analysis to explore the feasibility of an all-way stop at either Jenevein Ave/Cypress Ave or Jenevein Ave/Acacia Ave. ▸ If the warrant does not pass, install School Crosswalk Warning Assembly B (CA MUTCD 7B.12) - S1-1 Sign and W16-7P Plaque. Review curbside use along Jenevein Ave and extend or add red curb zones.	City
6. *Jenevein Ave carries heavier vehicle traffic than the surrounding neighborhood street grid, making it challenging to cross. The pedestrian infrastructure at the intersection of Elm Ave/Jenevein Ave is aging and deficient. Crosswalks have low visibility, and the curb ramps are misaligned and, in some cases, do not have tactile warning pads.*	Install four high-visibility crosswalks. Realign curb ramps (with the correct slope and tactile warning pads) and install concrete curb extensions.	City
7. *Jenevein Ave carries heavier vehicle traffic than the surrounding neighborhood street grid, making it challenging to cross. The pedestrian infrastructure at the intersection of Linden Ave/Jenevein Ave is aging and deficient. Crosswalks are faded, have low visibility, or are missing, and the curb ramps are misaligned and, in some cases, do not have tactile warning pads.*	Install four high-visibility crosswalks Realign curb ramps (with the correct slope and tactile warning pads) and install concrete curb extensions at all corners. Ensure that drainage is updated appropriately on the northeast and southeast corners of the intersection. Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Linden Ave/ Jenevein Ave. Note that an all-way stop at this location may require coordination with Caltrans on signal adjustments at El Camino Real/ Jenevein Ave. ▸ If the warrant does not pass, install School Crosswalk Warning Assembly B (CA MUTCD 7B.12) - S1-1 Sign and W16-7P Plaque.	City



The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.
**Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.
This figure is intended only for reference, conceptual planning, and informational purposes. This figure should not be used to establish boundaries, property lines, location of objects, or to provide any other information typically needed for final design, construction or any other purpose when engineered plans are required.

Safe Routes to Schools Improvement Plan
Decima Allen Elementary School

Improvement Detail

1 Install paint-and-post curb extensions at the intersection.

2 Install paint-and-post curb extensions at the intersection.

3 Paint the entire southern curb of Angus Ave red – restricting parking at all times – between Elm and Linden Aves.

4 Post "Right in only" and "Right out only" signage at the entrance and exit of the drop-off area.

5 Explore installing traffic calming elements, such as speed humps, along Angus, Elm, and Linden Aves, if the requirements are met per the City's Traffic Calming Program..

6 Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Jenevein Ave/Acacia Ave. Review curbside use along Jenevein and extend or add red curb zones to improve visibility.

7 Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Jenevein Ave/Cypress Ave. Review curbside use along Jenevein and extend or add red curb zones to improve visibility.

8 Install high-visibility crosswalks and curb extensions. Realign curb ramps and ensure the correct slope, and install tactile warning pads.

9 Install 4 high-visibility crosswalks and curb extensions. Realign curb ramps and ensure the correct slope, and install tactile warning pads. Conduct a stop warrant analysis.

0 80 160 ft
Improvements not to scale

Non-Infrastructure Recommendations

Table 3. Allen Elementary School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *Existing parking restrictions are easy for parents to ignore while dropping off or picking up their students. The rolled curb around the school is easy for cars to mount, parents don't respect the existing red curb zones, students are dropped off/picked up in the street on Linden Ave, and parents frequently double park on Angus Ave.*	Prioritize parent outreach and engagement to improve compliance with existing regulations, as well as promote alternative transportation modes. Use the opportunity of opening a new campus to encourage parents to set new habits. This could include an emphasis on safe driving to ensure that everyone can reach the campus safely, regardless of mode. Efforts could also focus on creating SRTS champions or encouraging families to try walking or biking. Implement a crossing guard program and training, with a focus on the intersection of Angus Ave and Linden Ave. Clearer direction will help families feel more comfortable that their student can access the school grounds safely.
2. *Most survey respondents (84%) wanted to walk or bike to school more often. Almost 70% of survey respondents thought the school neither encouraged or discouraged walking and biking to school, with an additional 25% who thought the school actively discouraged walking and biking.*	Support recurring encouragement events, such as Walk and Roll to School Days. These events help to build a community around walking and biking, and help families and students feel more comfortable walking or biking to school.

Belle Air Elementary School

School Setting

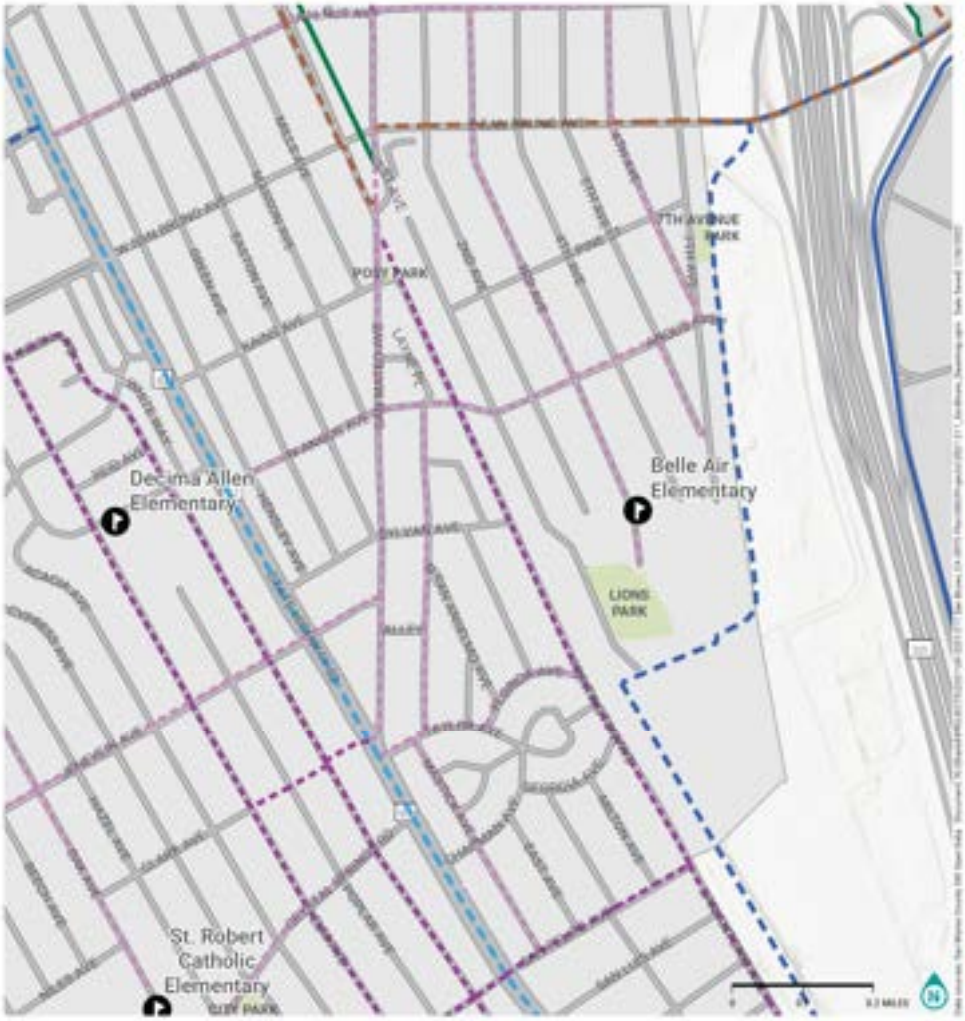
Address:
450 Third Ave,
San Bruno, CA
94066

School day start:
8:15 a.m.

School day end:
Grade K at 1:40 p.m.
and Grades 1–5 at
2:55 p.m.

Attendance:
219

Grade range:
K–5; pre-K program
also on site



BELLE AIR ELEMENTARY

SAN BRUNO SRTS
EXISTING + PROPOSED
BICYCLE FACILITIES

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Existing Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Separated Bicycle Lane
- San Bruno City Limit

Proposed Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Bicycle Route with Wide Shoulders
- Separated Bicycle Lane
- Undetermined Facility Type

Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Of the 400-plus survey respondents, 54 were parents or caregivers of Belle Air Elementary students.

DISTANCE AND MODE TO SCHOOL

Of the respondents from Belle Air Elementary, 83% live within one mile of the school, roughly a 20-minute walk or 6-minute bike ride. However, 68% of respondents reported driving their child to school. Thirty percent of respondents reported that their student walks to school.

COMMUTE MODES ALLOWED

Parents and caregivers provided feedback on how their child is allowed to get to school, either 1) by themselves, 2) with a friend or sibling, 3) with a trusted adult, or 4) not at all:

- Most (89%) do not allow their student to bike to school in any circumstance, even if they are accompanied by a trusted adult.
- Of respondents, 43% do not allow them to walk to school in any circumstance.
- Of respondents, 82% do not allow them to carpool.
- The only mode that parents and caregivers were comfortable allowing their student to take alone was a school bus (7%), but that service is not currently provided in the district. (Note that some survey respondents may not have selected traveling by bus since it is not currently available, but may be supportive if it were an option for them.)

Most respondents

70%

wish they could walk or bike to school with their child more often.

ATTITUDES TOWARD WALKING AND BIKING

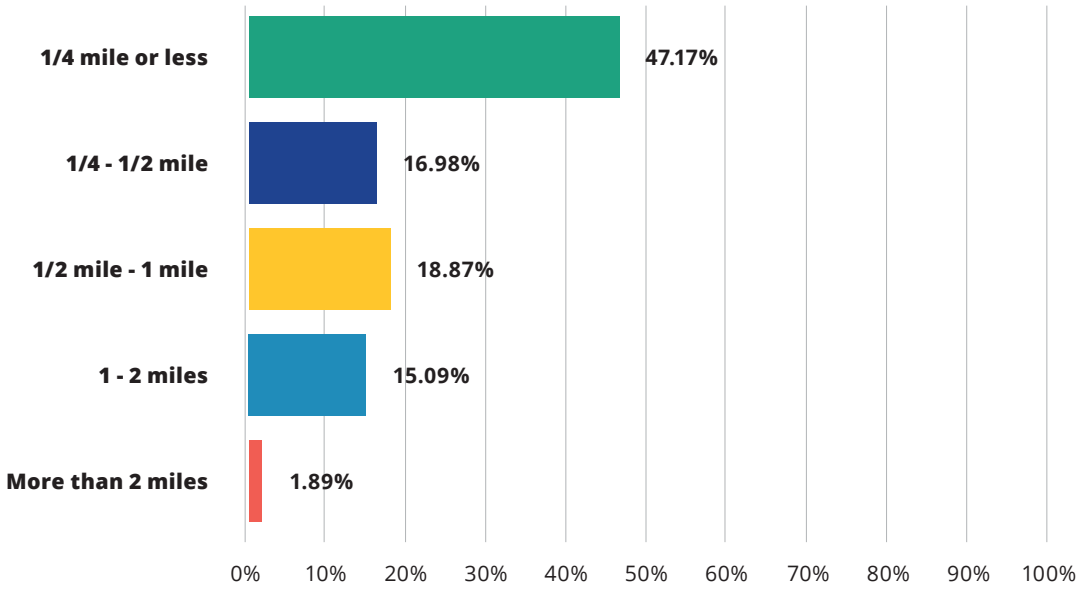
- More than 60% of respondents strongly or somewhat agree that walking or biking to school is fun and healthy for their child.
- Most respondents (70%) wish they could walk or bike to school with their child more often.

MAIN CONCERNS AND CHALLENGES

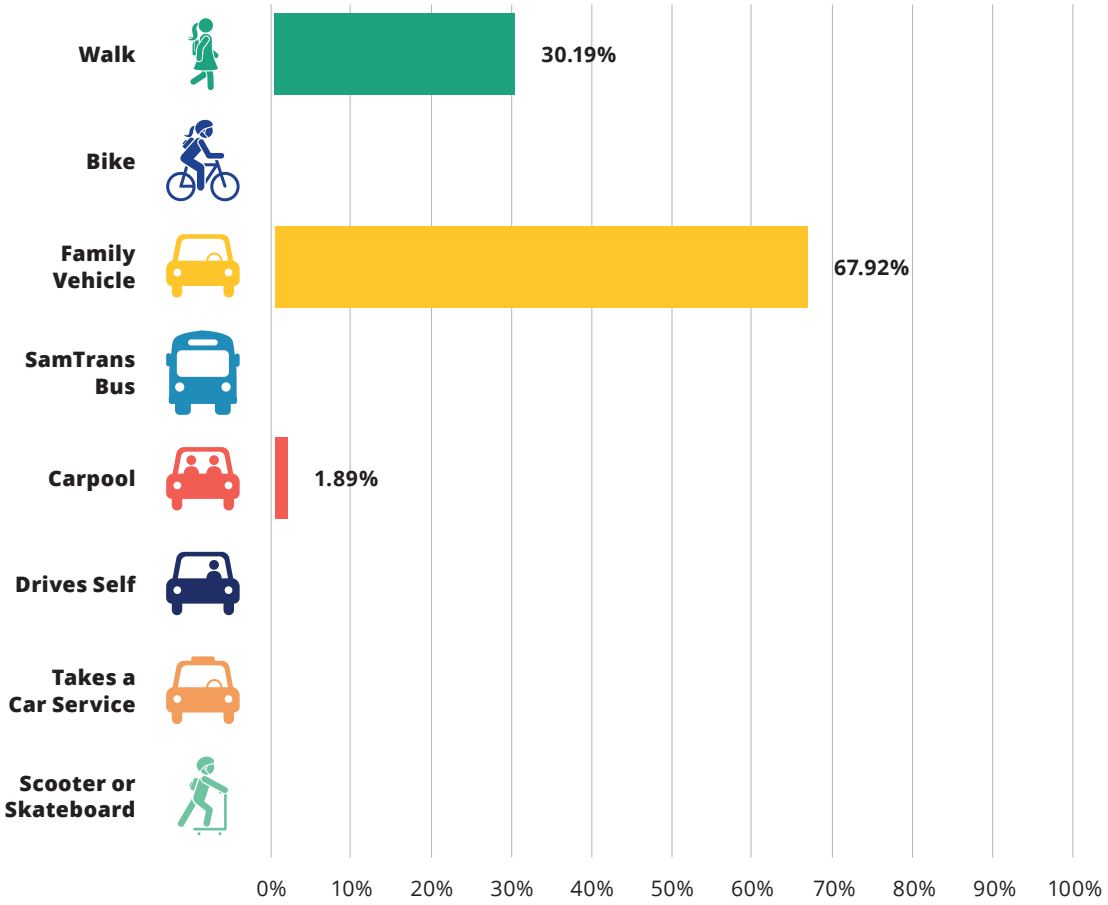
The top reported concerns and challenges by parents and caregivers were:

1. Stranger danger (indicated by 32% of respondents)
2. Speeding traffic along route (indicated by 26% of respondents)
3. No crossing guards (25%)
4. Lack of bikeways (21%)

What is the approximate distance from your home to school?



How does your child typically get to and from school?



Infrastructure Recommendations

Table 4. Belle Air Elementary School Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *Along the south side of the school, the half of the roadway closest to the building is used as an informal sidewalk while parents drive vehicles along the same roadway.*	Use paint and flex posts or bolt-on curbs to better indicate and separate the walking and driving areas of the roadway. Ensure the new "sidewalk" along the south of the building connects to the sidewalks along Third Ave.	School
2. *There is a large break in the sidewalk across the southern alley entrance used as a vehicle drop-off loop.*	Paint a crosswalk across the alley entrance in line with the path of the sidewalk.	City
3. *The sidewalk on the south side of the 270-degree turn at the south end of Third Ave (where many parents loop around during pick-up/drop-off) doesn't completely connect to the parking lot for Lions Park (to the west). Pedestrians are forced to walk in the road or in the grass to access the Lions Park parking lot.*	Extend existing sidewalk into the Lions Park parking lot, to connect with existing pedestrian path on the south side of the lot.	City

Figure 4. The walkway along the school building, designated with cones.

Figure 5. The southern alley entrance.

Figure 6. A dead-end sidewalk connection to the Lion's Park parking lot.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
4. *Drivers were observed by stakeholders during the walk audit to be driving uncomfortably fast in and out of the Lions Park parking lot (that lies between First and Third Aves) where it intersects with Third Ave to the west.*	Replace existing crosswalk with raised crosswalk to slow vehicle traffic. Install right-in, right-out style directive median on Third Ave at the exit from the Lions Park parking lot.	City
5. *Drivers were observed by stakeholders during the walk audit to be driving uncomfortably fast on First Ave turning into the Lions Park parking lot.*	Replace existing crosswalk with raised crosswalk to slow vehicle traffic. On southbound First Ave approaching the raised crosswalk and at the western entrance to the Lions Park parking lot at First Ave, add yield markings and signage.	City
6. *The row of parking along the building frontage currently acts as a temporary drop-off zone, designated with cones that are put out daily. This zone is sometimes ignored by parents who disregard the cones and park there anyway.*	Remove the row of parking on the building frontage and install a permanent drop-off zone.	School
7. *The yellow pavement markings at the north entrance to the school on Third Ave are faded and disconnected from the concrete median. This creates confusion about the one-way traffic pattern around the angled parking.*	Replace the yellow painted triangle with a concrete median, continue the median down the length of the traffic loop, in front of the parking spaces.	City

Figure 7. The yellow median recommended for replacement.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
8. *The crosswalk and the immediate surroundings at the north entrance to the school property on Third Ave have numerous infrastructure deficiencies, including:* ▸ *A low-visibility, transverse crosswalk* ▸ *A curb ramp that doesn't align with the crosswalk* ▸ *Parking encroaches on the crosswalk, blocking the view of pedestrians* ▸ *Curb ramps that are missing tactile warning pads to provide tactile feedback for the visually impaired* ▸ *Parents parking in front of the alley on the northwestern corner of the building during drop-off/ pick-up, creating access issues at the preschool*	▸ Install concrete curb extensions with updated curb ramps (including tactile warning pads) to improve accessibility and visibility of pedestrians waiting to cross. Ensure that drainage is updated appropriately. ▸ Use a red-painted curb to indicate a no-parking zone from the crosswalk to 50 feet to the north of the crosswalk (on both sides). ▸ Install a high-visibility crosswalk to discourage vehicles encroaching on the crosswalk. ▸ Add a barrier across the entrance to the alley that allows emergency vehicle access but deters parents from parking there, such as removable or flexible bollards.	City

Figure 8. The entrance to school grounds on Third Ave.

Existing traffic calming on Third Ave.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
9. *Parents shortcut the driving route around the rear of the school—driving along the building to reach Seventh Ave, instead of driving to the east of the four square and basketball courts.*	Install painted arrows, cones, or other dividers to guide drivers to the correct path of vehicle travel to Seventh Ave.	School
10. *The speed humps and associated "SLOW SCHOOL XING" pavement markings and "pedestrians ahead" sign are located too far in advance of the crosswalk on Third Ave at the entrance to school property.*	Explore moving the "pedestrians ahead" sign, pavement markings, and speed hump closer to the crosswalk on Third Ave.	City

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
11. *Third Ave is currently designated as a bike boulevard in the San Bruno Walk 'n Bike Plan—providing a route to the school that is also shared with parent drop-off/pick-up vehicle traffic.*	▶ Due to cars entering and exiting at Third and Seventh Aves, Fourth Ave should be promoted as the recommended bicycling route to school. This new bicycle route supersedes the recommendation for Third Ave listed in the San Bruno Walk 'n Bike Plan. The following changes will need to be made to accommodate cyclists on this street: ▶ Redesign the sidewalk and fence opening at the school so that people bicycling don't have to ride up onto private driveways to enter to school property. ▶ Conduct a warrant study for the installation of four-way stops at the intersections of Fourth Ave/Angus Ave and Fourth Ave/Pine St. Should the warrant study not justify the instillation, it is recommended that the stop signs should still be installed for safety measures considering the vulnerability of people walking and biking along Fourth Ave. ▶ At the intersections of Fourth Ave/Angus Ave and Fourth Ave/Pine St install no-parking zones using red curbs 25 feet from stop signs on all legs. ▶ Install a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Fourth Ave/ San Bruno Ave to assist people on bikes in crossing San Bruno Ave along Fourth Ave. ▶ Install wayfinding signage, street markings, and potentially speed humps consistent with the City's standard for bike routes of this nature.	City

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.
**Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.
This figure is intended only for reference, conceptual planning, and informational purposes. This figure should not be used to establish boundaries, property lines, location of objects, or to provide any other information typically needed for final design, construction or any other purpose when engineered plans are required.

Safe Routes to Schools Improvement Plan
Belle Air Elementary School

Improvement Detail

1. Use paint and flex posts or bolt-on curbs to better indicate and separate the walking and driving areas of the roadway.
2. Paint crosswalk across driveway entrance.
3. Install sidewalk past the crosswalk into the Lions Park parking lot.
4. Replace existing crosswalk with raised crosswalk. Install right-in, right-out style directive median on 3rd Ave.
5. Replace existing crosswalk with raised crosswalk to slow vehicle traffic. Add yield markings and signage.
6. Remove the row of parking on building frontage and install a permanent drop-off zone.
7. Install concrete median, continue the median down the length of the traffic loop, in front of the parking spaces.
8. Install a high visibility crosswalk. Install concrete curb extensions. Repair curb ramps. Paint curb red from the crosswalk to 50 feet to the north. Add a removable barrier across the entrance to the alley.
9. Install painted arrows, cones, or other dividers to guide drivers to the correct path of vehicle travel to 7th Ave.
10. Explore moving the "pedestrians ahead" sign, pavement markings, and speed bump closer to the crosswalk on 3rd Ave at the entrance to school property.
11. Designate 4th Ave as a bike route. Increase red curb and conduct warrant study for 4-way stops at 4th Ave/Angus Ave and 4th Ave/Pine St. Install an RRFB at 4th Ave/San Bruno Ave. Redesign sidewalk/fence entrance to school grounds. Add bike route markings.

0 110 220 ft

Improvements not to scale

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Non-Infrastructure Recommendations

Table 5. Belle Air Elementary School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *Double parking and speeding lead to conflicting vehicle movements and congestion in the traffic loop on Third Ave.*	Implement a crossing guard program and training, with a focus on the Third Ave pick-up/drop-off loop. Clearer direction will remind drivers how to navigate appropriately and help families feel more comfortable that their student can access the school grounds safely. Encourage families to Park and Walk to/from school, dispersing some of the congestion currently experienced in the Third Ave loop.
2. *Preschool families do not receive same education on arrival/dismissal practices as elementary school students.*	Ensure that the preschool principal and staff distribute educational materials to families at the beginning of the school year.
3. *According to the survey, many families think that walking and biking to school is fun (60%) and important for their student's health (69%). Most respondents (70%) from Belle Air would like to walk or bike to school more often.*	Support recurring encouragement events, such as Walk and Roll to School Days or Cocoa for Carpools, to give students and families opportunities to try out alternative modes. Provide pedestrian and bicycle education, such as a bike rodeo, to increase student confidence and comfort walking and biking.

Capuchino High School

School Setting

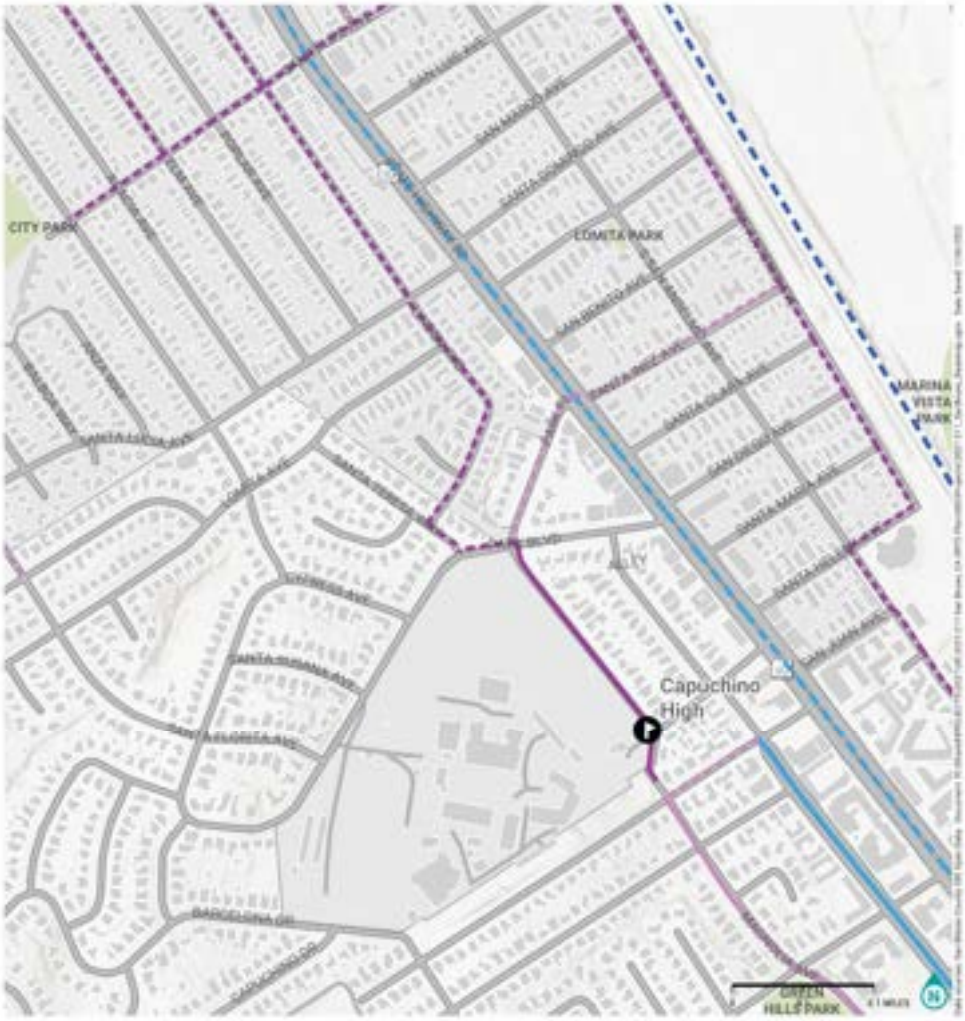
Address:
1501 Magnolia Ave, San Bruno, CA 94066

School day start:
8:30 a.m.

School day end:
2:55 or 3:35 p.m., depending on block schedule

Attendance:
1,100

Grade range:
9–12



Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Of the 400-plus survey respondents, 151 were parents and caregivers of Capuchino High students.

DISTANCE AND MODE TO SCHOOL

Of the respondents from Capuchino High, 30% live within one mile of the school, roughly a 20-minute walk or 6-minute bike ride. Forty percent live more than two miles from school. Fifty-nine percent of respondents report driving their child to school, or the student driving themselves. An additional 12% of respondents report their student participates in a carpool.

COMMUTE MODES ALLOWED

Parents and caregivers provided feedback on how their child is allowed to get to school, either 1) by themselves, 2) with a friend or sibling, 3) with a trusted adult, or 4) not at all:

- Of respondents, 65% allow their student to walk to school, while only 52% allow them to bike.
- Riding in the family car had the most support from respondents, with 92% saying they allow their student to drive or be driven to school.
- Carpool is allowed by 76% of respondents, school bus by 51%, and public transit by 60%.

ATTITUDES TOWARD WALKING AND BIKING

- Of respondents, 43% strongly or somewhat agree that walking or biking to school is fun for their child—and 49% agree that it is healthy.
- Only 20% of respondents agree that the school encourages their student to walk or bike to school.
- Despite the older ages of the students of Capuchino High, 35% of respondents still wish they could walk or bike to school with their child more often.

Despite the older ages

35%

of respondents wish they could walk or bike to school with their child more often.

Existing green bike markings on Magnolia Ave adjacent to Capuchino High School.

MAIN CONCERNS AND CHALLENGES

The top reported concerns and challenges by parents and caregivers were:

1. Too much traffic along route (indicated by 30% of respondents)
2. Speeding traffic along route (24%)
3. School is too far from home to walk or bike (24%)
4. Challenging intersections (21%)

In the open comment section, the following themes arose:

- The need for school buses or more direct transit service
- The need for dedicated bike infrastructure
- Reckless driver behavior
- Discontent about narrow streets
- Poor sidewalks

PROJECT WEBSITE MAP COMMENTS

Two relevant comments were placed in proximity to Capuchino High. The first expressed that crossing El Camino Real feels challenging at the intersection with Santa Inez Ave and Park Pl, especially for those using the north crosswalk, due to cars turning left out of Park Pl onto El Camino Real. The second comment stated that on Cypress Ave, cars parked on the sidewalks render them unusable by pedestrians.

Infrastructure Recommendations

Table 6. Capuchino High School Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *Barcelona Dr lacks a sidewalk on its northern side, on school property (just south of the football field). The lack of sidewalk leading into the school parking lot off Barcelona Dr forces students to walk in the driveway to pass through the yellow gate onto school grounds. Due to congestion at Barcelona Dr/Millwood Dr during pick-up and drop-off, impatient drivers were also seen speeding into the parking lot, using the same driveway students were forced to use to enter or leave school grounds while walking.*	Construct a sidewalk along the north side of Barcelona Dr and connect it to the sidewalk along the northern side of the parking lot on school grounds.	School
2. *The intersection of Barcelona Dr/Millwood Dr contains extra space at the corners that can be repurposed for additional pedestrian protection and comfort. It is also missing a crosswalk on the southern side of the intersection. All corners lack curb ramps.*	▸ Install concrete curb extensions on all four corners. ▸ Install curb ramps and tactile warning pads. ▸ Install one high-visibility crosswalk across Barcelona Dr.	City

Figure 9. A view of Barcelona Dr, with the missing sidewalks to the north (left side of photo).

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
3. *The steepness of Millwood Dr, in both directions, leads to perceived driver speeding (based on feedback from stakeholders during the walk audit).*	Install "speed feedback" along the corridor between Barcelona Dr and Magnolia Ave.	City
4. *With the rolled curbs along Millwood Dr, drivers park partially on the sidewalk, blocking them for people walking. This is especially prevalent between Barcelona Dr and Magnolia Ave.*	On the north side of Millwood, on school property, widen sidewalks and install vertical 6-inch curb instead of the existing rollover style. This may require use of school property (depending on where the right-of-way line is).	City
5. *The intersection of Magnolia Ave/Millwood Dr contains extra space at the corners that can be repurposed for additional pedestrian protection and comfort. The curb ramps at Magnolia Ave/Millwood Dr lack tactile warning pads.*	Install paint-and-post curb extensions and tactile warning pads.	City

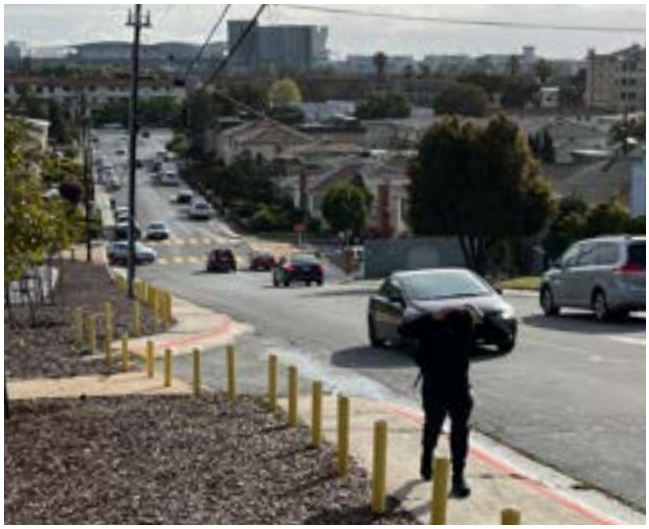


Figure 10. A view down Millwood Dr toward the east.

Figure 11. Rolled curbs on Millwood Dr allow vehicles to block the pedestrian path of travel.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
6. *The intersection of Broadway/Millwood Dr is extremely large due to the excess width of Millwood Dr to the east, and the presence of a median on Broadway to the south. The intersection contains excess space at the corners and lacks crosswalks on all legs. While stop signs exist on Millwood Dr, they are absent from Broadway.*	▶ Complete a stop warrant study to consider the addition of stop signs on Broadway. ▶ Install four paint-and-post curb extensions to reduce the pedestrian crossing distance. ▶ Install high-visibility crosswalks on all sides of the intersection.	City
7. *The intersection of Millwood Dr/El Camino Real contains excess space at the corners. The crosswalks along El Camino Real at this intersection are faded.*	▶ Install two paint-and-post curb extensions to narrow the opening onto Millwood Dr. ▶ Install a high-visibility crosswalk at the western approach on Millwood Dr.	City
8. *The intersection of Capuchino Dr/El Camino Real contains excess space at the corners. The crosswalks along El Camino Real at this intersection are faded.*	▶ Install two paint-and-post curb extensions to narrow the opening onto Capuchino Dr. ▶ Install a high-visibility crosswalk at the western approach across Capuchino Dr.	City

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
9. *The intersection of Park Pl/ Park Blvd/Magnolia Ave is missing a crosswalk on the western side of the intersection. Students were observed crossing Park Blvd at the approach without the marked crosswalk. The intersection also contains excess space at the corners, due to non-perpendicular alignment and on-street parking.*	▶ Install paint-and-post curb extensions to narrow the wide intersection, especially on the northwest corner. ▶ Install a high-visibility crosswalk at the western approach across Park Blvd.	City
10. *The intersection of Park Blvd/El Camino Real contains excess space at the corners, due to large corner radii, and allows higher vehicle turning speeds. The crosswalks across Park Blvd at this intersection are faded.*	▶ Install one concrete curb extension to narrow the opening onto Park Blvd. ▶ Install a high-visibility crosswalk at the western approach on Park Blvd.	City
11. *At Park Pl/El Camino Real, crossing distances are especially long due to the right turn lanes (heading north on Park Pl) curving to the right. The crosswalks along El Camino Real at this intersection are faded.*	▶ Install two paint-and-post curb extensions to narrow the opening onto Park Pl. ▶ Straighten the right lane into alignment with the street. ▶ Install a high-visibility crosswalk at the western approach across Park Pl.	City

Figure 12. The intersection of Park Blvd/Magnolia Ave. The missing crosswalk is on the left side of the image.

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.
**Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.
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Safe Routes to Schools Improvement Plan
Capuchino High

Improvement Detail

1. Install sidewalk along the north side of Barcelona Dr and connect it to the sidewalk along the northern side of the parking lot on school grounds.
2. Install concrete curb extensions. Install curb ramps and tactile warning pads. Install high visibility crosswalk across Barcelona Dr.
3. Install "speed feedback" along the corridor between Barcelona and Magnolia.
4. On the north side of Millwood, on school property, widen sidewalks and install vertical 6" curb, instead of rollover style. This may require infringing onto school property (depending on where the right-of-way line is).
5. Install 4 paint-and-post curb extensions. Install tactile warning pads.
6. Install high visibility crosswalks on all sides of the intersection. Complete a stop warrant study to consider the addition of stop signs to Broadway. Install curb extensions.
7. Install 2 paint-and-post curb extensions. Install yellow, ladder high-visibility crosswalk at the western approach. Install curb extensions.
8. Install 2 paint-and-post curb extensions. Repaint crosswalk in higher visibility pattern.
9. Install yellow, ladder high-visibility crosswalk at the western approach. Install 4 paint-and-post curb extensions.
10. Install a concrete curb extension. Install yellow, ladder high-visibility crosswalk at the western approach. Install curb extensions.
11. Install 2 paint-and-post curb extensions. Straighten the right turn lanes into alignment with the street. Install yellow, ladder high-visibility crosswalk at the western approach.

0 115 230 ft
Improvements not to scale

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Non-Infrastructure Recommendations

Table 7. Capuchino High School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *Most people enter the school along Millwood Dr, despite the multiple entrances to the school.*	Encourage parents and students to use the multiple entrances to the school to reduce vehicle congestion along Millwood Dr. Coordinate with school staff to create more balanced arrival/dismissal guidance, potentially with entrances designated for use by certain grades.
2. *Almost 50% of survey respondents from Capuchino High agreed that walking or biking to school is important for their child's health, and 35% wished they walked or biked to school more often.*	Support recurring encouragement events, such as Walk and Roll to School Days or Cocoa for Carpool, to give families a chance to try out alternative modes. Follow up with additional resources on carpooling, such as a directory or place for families interested in carpooling to connect.
3. *Many families noted in the survey in that a lack of bus access limited their student's mobility options—specifically from a lack of routes, as well as the limited frequency of routes near the school.*	As the school that covers the largest enrollment area of any in the district, improve public bus or school bus access to the school. Coordinate with SamTrans for better bus access and scheduling.

Highlands Christian School

School Setting

Address:
1900 Monterey Dr, San Bruno, CA 94066

School day start:
9:00 a.m.

School day end:
2:20 p.m.

Attendance:
590

Grade range:
Pre-K–8

HIGHLANDS CHRISTIAN SCHOOL

SAN BRUNO SRTS EXISTING + PROPOSED BICYCLE FACILITIES

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Existing Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Separated Bicycle Lane
- San Bruno City Limit

Proposed Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Bicycle Route with Wide Shoulders
- Separated Bicycle Lane
- Undetermined Facility Type

Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Engagement with Highlands Christian was limited due to partial participation in the Safe Routes to School Plan. No PTA meeting was held at the school. Due to its proximity to Portola Elementary School, it is expected that much of the engagement data for that school also pertains to Highlands Christian School.

Of the 400-plus survey respondents, 26 were parents and caregivers of Highlands Christian students.

DISTANCE AND MODE TO SCHOOL

- Of respondents, 78% indicated they live more than a mile from school, and 48% live more than two miles away.
- Ninety-one percent report their students are driven to school, not as part of a carpool. One respondent's student participates in a carpool, and one walks.

COMMUTE MODES ALLOWED

Parents and caregivers provided feedback on how their child is allowed to get to school, either 1) by themselves, 2) with a friend or sibling, 3) with a trusted adult, or 4) not at all.

The majority do not allow their student to travel to school via any mode other than riding in the family car.

- Walking: 90% do not allow
- Biking: 95% do not allow
- Carpool: 52% do not allow
- School bus: 65% do not allow

ATTITUDES TOWARD WALKING AND BIKING

- Of respondents, 22% either strongly or somewhat agree that walking and biking to school is fun for their child.
- Thirty percent either strongly or somewhat agree that walking and biking to school is healthy for their child.
- Thirty-nine percent express that walking and biking to school is something they wish they did with their student more often.

MAIN CONCERNS AND CHALLENGES

The top reported concerns and challenges by parents and caregivers were:

1. Too much traffic along route (61% selected)
2. Challenging intersection (57% selected)
3. Speeding traffic along route (52% selected)
4. School is too far from home to walk or bike (48% selected)

In the open comments section, all the relevant comments involved concerns about the following intersections:

- Skyline Blvd/Sneath Ln
- Monterey Dr/Amador Ave

One comment requested a crossing guard.

Infrastructure Recommendations

Due to its close proximity to Portola Elementary, some of the recommendations for Portola also pertain to Highlands Christian, in addition to the following recommendations.

Table 8. Highlands Christian School Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *There is significant congestion at the school entrance during arrival and dismissal, with some parents reporting that it does not feel safe to access the school at Amador Ave and Monterey Dr. Notably, some drivers impede the crosswalk waiting to turn into school during drop-off/ pick-up and ignore people walking.*	▶ Extend the red curb/no-parking zone on eastbound Amador Ave at Monterey Dr (on the south side of the street) to provide additional visibility for pedestrians crossing Amador Ave. ▶ Add yield ahead markings, or "shark teeth," to all approaches at Amador Ave and Monterey Dr to increase visibility of the stop bar. ▶ Harden the center median on the southern leg of Monterey Dr with bollards to visually narrow the lane and slow traffic at the entrance of the school. Outreach to the neighboring residents will be needed to discuss the intervention to make sure they are comfortable with any changes in access. ▶ Repaint both crosswalks as high-visibility crosswalks. ▶ Install two curb ramps with tactile warning pads for improved Americans with Disabilities Act (ADA) accessibility at the crosswalk across Monterey Dr.	City
2. *Parents noted that drivers move uncomfortably fast on Amador Ave and Monterey Dr, especially coming down the hill.*	Explore adding traffic calming elements to Amador Ave and Monterey Dr, such as speed feedback signs and visually narrowing the travel lanes by striping the edge of the parking lanes, if the requirements are met per the City's Traffic Calming Program.	City

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
3. *Amador Ave lacks street lighting. Due to fog, weather, and varying sunrise/sunset times, pedestrians have a difficult time seeing traffic and being seen.*	Add pedestrian-scale street lighting to Amador Ave.	City
4. *The intersection of Sneath Ln/Monterey Dr lacks crosswalks on two legs of the intersection, and the existing crosswalk has low visibility.*	Install high-visibility crosswalks on all approaches of the intersection.	City
5. *The intersection of Sneath Ln/Skyline Blvd only has one crosswalk across the south leg of the intersection. In addition, the intersection corners lack curb ramps and sufficient space and pavement for multiple pedestrians to wait for their turn to cross the street comfortably.*	▸ Install a high-visibility crosswalk on the southern leg of the intersection. ▸ Add concrete pavement to expand the pedestrian waiting area on both ends of the crosswalk. Both corners should contain ADA curb ramps each with tactile warning pads. ▸ When building the concrete curb at each corner, reduce the corner turning radii as much as possible in partnership with Caltrans to increase space for pedestrians and to slow turning cars.	City

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**Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.
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Safe Routes to Schools Improvement Plan
Highlands Christian School

Improvement Detail

1 Extend the red curb/no-parking zone on Amador Ave at Monterey Dr. Add yield ahead markings to all approaches. Harden the center median on the southern leg of Monterey Dr with bollards. Repaint crosswalks as high-visibility and add two more curb ramps.

2 Explore adding traffic calming elements to Monterey Dr, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes, if the requirements are met per the City's Traffic Calming Program.

3 Explore adding traffic calming elements, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes.

4 Install 1 high-visibility crosswalk on the south leg of the intersection. Add concrete pavement to 2 corners (connect to sidewalks) and add curb ramps with warning pads. Reduce corner turning radii as much as possible.

5 Install high-visibility crosswalks at Amador Ave/Monterey Dr and Sneath Ln/Monterey Dr.

0 70 140 ft
Improvements not to scale

Non-Infrastructure Recommendations

Table 9. Highlands Christian School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *There is traffic congestion around the school entrance during arrival/dismissal, and some parents are concerned about stop sign compliance during these busy times.*	Implement a crossing guard program and training, with a focus on Amador Ave and Monterey Dr. Clearer direction will help families feel more comfortable that their student can access the school grounds safely. Encourage students and parents to walk in groups, creating a "walking school bus."
2. *According to the survey, 92% of survey respondents from Highlands Christian currently drive their child (alone) to school most days. Yet 20% of survey respondents wished they walked or biked to school more often.*	Support recurring encouragement events, such as Walk and Roll to School Days or Cocoa for Carpools, to give families a chance to try out and build community around alternative modes. Follow up with additional resources on carpooling, such as a directory or place for families interested in carpooling to connect. Prioritize parent outreach and engagement to improve compliance with existing regulations during arrival/dismissal, as well as promote alternative transportation modes. Efforts could also focus on creating SRTS champions or encouraging families to try walking or biking.
3. *Vegetation blocks the walking path at key points along the route to school: on Sneath Ln, east of Claremont Dr, and the crossing of Sneath Ln at Sequoia Ave.*	Ensure that the City prioritizes maintenance of important pedestrian connections around schools. Work with City maintenance staff to keep pedestrian pathways clear and visible.

John Muir Elementary School

School Setting

Address:
130 Cambridge Ln, San Bruno, CA 94066

School day start:
8:15 a.m.

School day end:
K at 1:40 p.m., Grades 1–3 at 2:25 p.m., and Grades 4–5 at 2:55 p.m.

Attendance:
372

Grade range:
K–5

Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Of the 400-plus survey respondents, 33 were parents or caregivers of John Muir Elementary students.

DISTANCE AND MODE TO SCHOOL

Of the respondents from John Muir Elementary, 67% live within one mile of the school, roughly a 20-minute walk or 6-minute bike ride. While 57% of respondents reported driving their child to school, a high proportion of respondents reported that their student walks to school (40%).

COMMUTE MODES ALLOWED

Parents and caregivers provided feedback on how their child is allowed to get to school, either 1) by themselves, 2) with a friend or sibling, 3) with a trusted adult, or 4) not at all:

- The majority do not allow their student to travel to school via any mode other than riding in the family car:
  - Walking: 50% do not allow
  - Biking: 89% do not allow
  - Carpool: 56% do not allow
- With a trusted adult, 46% of students are allowed to walk to school, while only 11% are allowed to bike.
- "School bus" was the mode with the most support for students traveling by themselves, permitted by 11% of respondents. *(Note that some survey respondents may not have selected traveling by bus since it is not currently available, but may be supportive if it were an option for them.)*
- Riding in the family car is the most permitted mode overall, with 90% of respondents allowing their student to travel via that mode.

(Note that John Muir is not considered accessible by existing public transit routes, and is not currently served by a school bus.)

ATTITUDES TOWARD WALKING AND BIKING

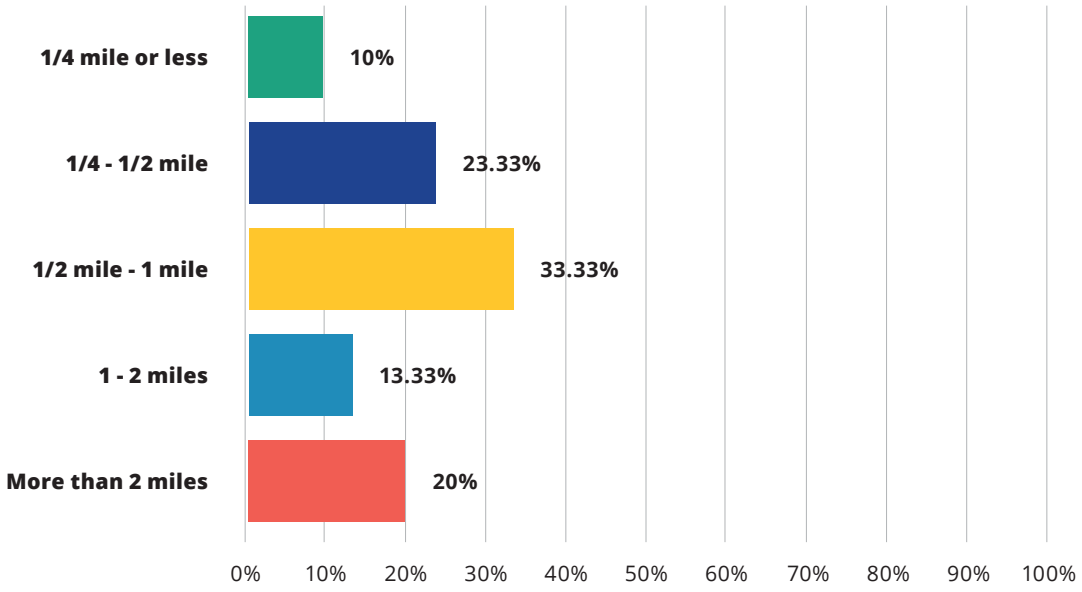
- Respondents who strongly or somewhat agree that walking or biking to school is fun for their child: 50%
- Respondents who agree that walking or biking to school is healthy for their child: 70%
- Respondents who wish they could walk or bike to school with their child more often: 53%

About half of respondents

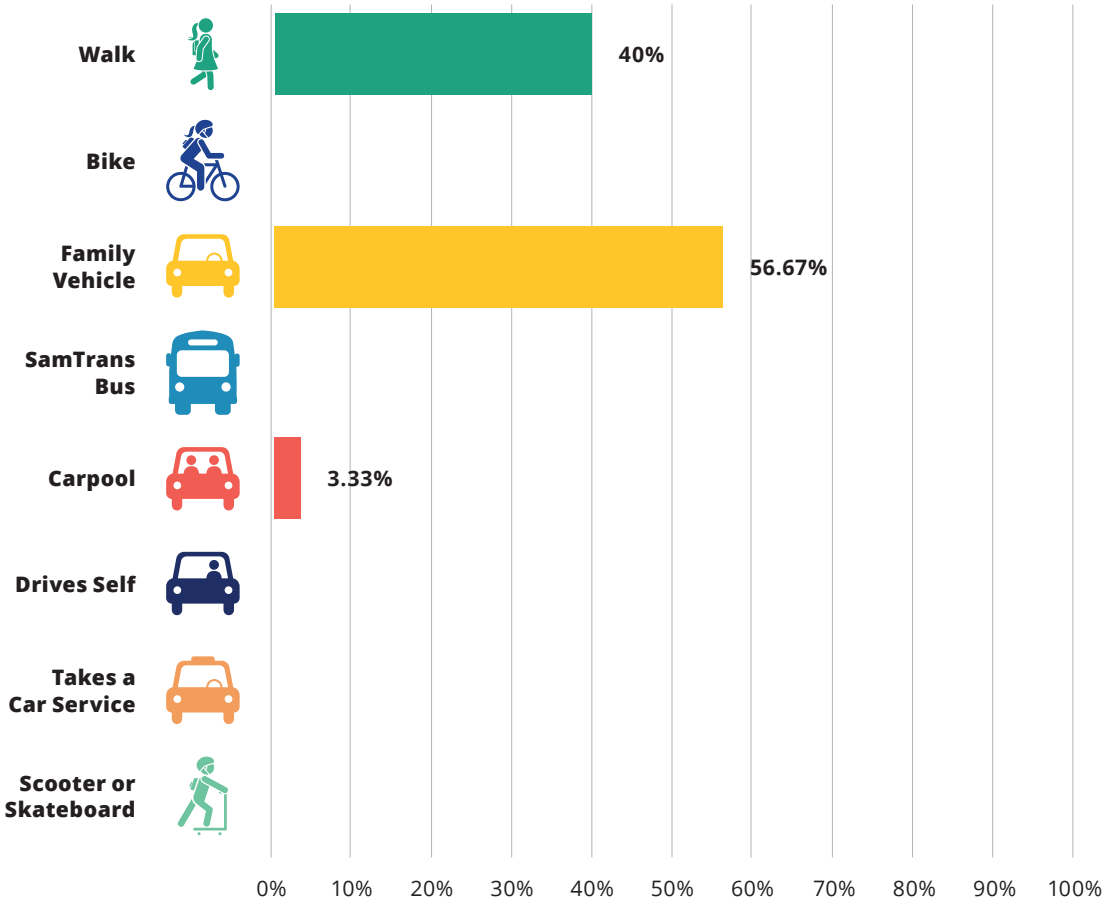
53%

wish they could walk or bike to school with their child more often.

What is the approximate distance from your home to school?



How does your child typically get to and from school?



MAIN CONCERNS AND CHALLENGES

The top reported concerns and challenges by parents and caregivers were:

1. Speeding traffic along route (indicated by 48% of respondents)
2. Challenging intersections (48%)
3. No crossing guards (45%)
4. School is too far from home to walk or bike (38%)

In the open comment section, the following themes arose:

- The intersection of Cambridge Ln/ Crestmoor Dr is a safety problem due to poor driver behavior. Students and families could use a safer crossing option across Crestmoor Dr.
- The school should support students walking and biking more, specific ideas included:
  - Adding bike racks at the school.
  - Providing incentives to student who walk or bike to school.
  - Adding a crossing guard and providing information about when/where they are present.
- Concern about drivers driving too fast. Speed humps and additional traffic calming are needed.
- A desire for protected bike lanes.

PTA DISCUSSION

During the PTA discussion, parents and caregivers expressed a desire for greater use of crossing guards:

- Parents and caregivers noted that an infrastructure solution at Crestmoor and Cambridge doesn't seem like it would be enough. They have tried things before that didn't work, and called for a crossing guard at that location.
- Parents and caregivers asked how the crossing guard at St. Robert is paid for and expressed interest in pursuing something similar.

PROJECT WEBSITE MAP COMMENTS

Project web map comments mirrored the findings from walk audits and other engagement. The following were noted all in proximity to the intersection of Crestmoor Dr/ Cambridge Ln:

- Unnerving and improper driving at this intersection. A crosswalk and stop sign across Crestmoor Dr or a crossing guard at this location, or both, would make crossing more comfortable.
- Converting Cambridge Ln to a one way was proposed.
- Pedestrians cross in the middle of Cambridge Ln to enter the upper entrance of the school gate, which could be supported with a crosswalk or traffic calming.

Infrastructure Recommendations

Table 10. John Muir Elementary School Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *Traffic congestion causes vehicles to block the crosswalk on Crestmoor Dr that connects to the northern path on school grounds (south of Yorkshire Ct).*	Extend the length of the red curb no-parking zone on either side of the crosswalk to increase visibility. Extend/add concrete curb extensions the full depth of the parking lane.	City
2. *Crosswalks that parallel Crestmoor Dr (across neighborhood streets) have low visibility and are frequently crossed by turning traffic.*	Install high-visibility crosswalks along Crestmoor Dr at the following intersections: Rosewood Dr, Bennington Dr, and Cambridge Ln.	City
3. *The crosswalk across Crestmoor Dr at Bennington Dr has low visibility and is often blocked by traffic congestion.*	Install a high-visibility crosswalk across Crestmoor Dr for increased visibility and yielding, reducing vehicle blockage of the crosswalk.	City

Figure 13. A car blocks the crosswalk across Cambridge Ln at the intersection with Crestmoor Dr.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
4. *There is no marked pedestrian crossing across Crestmoor Dr at Cambridge Ln, resulting in pedestrians crossing at unexpected locations.*	▶ Install a high-visibility crosswalk and stop sign on Cambridge Ln at Crestmoor Dr. ▶ Conduct a stop warrant analysis for an all-way stop control at Crestmoor Dr and Cambridge Ln. » Install a high-visibility crosswalk across Crestmoor Dr (on the northern leg of the intersection only) if an all-way stop is warranted. Install stop bar on southern approach.	City
5. *School lacks a bike rack.*	Install a secure bike parking area.	School
6. *Congestion causes parents driving northbound on Crestmoor Dr to turn left into the eastbound lane of Cambridge Ln (into oncoming traffic), due to the queue of vehicles blocking the appropriate westbound lane on Cambridge Ln.*	Add bollards to create a hardened center line on Cambridge Ln between Crestmoor Dr and the school driveway, reinforcing appropriate traffic flow. Without the option to merge into the correct (westbound) lane of Cambridge Ln after turning inappropriately, northbound drivers turning left onto Cambridge Ln will learn to wait for an appropriate gap in traffic to enter the correct lane.	City
7. *Shoulder parking along Cambridge Ln, on the south side of the street near the school entrance, further increases congestion.*	Remove shoulder parking on the south side of the street. Before implementing, residents contact neighboring residents to work through any proposed change.	City

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
8. *There are visibility concerns for pedestrians crossing at the intersection of Crestmoor Dr and Piedmont Ave.*	▶ Install high-visibility crosswalk across Piedmont Ave. ▶ Install two paint-and-post curb extensions to slow turning traffic. ▶ Conduct a stop warrant analysis for all-way stop control at Crestmoor Dr and Piedmont Ave. ▶ If stop is warranted, » Install two high-visibility crosswalks across Crestmoor Dr. » Add yield ahead (shark teeth) markings on Crestmoor Dr on both sides of Piedmont Ave.	City
9. *The underpass beneath Hwy 280 at Whitman Way/Jenevein Ave is dark with narrow sidewalks.*	Add lighting to improve the visibility of pedestrians.	City

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Safe Routes to Schools Improvement Plan
John Muir Elementary School

Improvement Detail

1 Extend the length of the red curb "no parking" zone on either side of the crosswalk to increase visibility. Extend/add concrete curb extensions the full depth of the parking lane.

2 Install high-visibility crosswalks along Crestmoor Dr to the following intersections: Rosewood Dr, Bennington Dr.

3 Install a high-visibility crosswalk.

4 Conduct a stop warrant analysis for all-way stop control at Crestmoor Dr and Cambridge Ln. Install a high-visibility crosswalk across Crestmoor Dr (to the north of the intersection) if an all-way stop is warranted.

5 Install a secure bike parking area.

6 Add bollards to create a hardened center line on Cambridge Ln between Crestmoor Dr and the school driveway.

7 Remove shoulder parking on the south side of the street. Paint curb red.

8 Conduct a stop warrant analysis to explore the feasibility of an all-way stop. Install high-visibility crosswalks and yield markings at all legs with a stop sign (existing and future, if warranted).

9 Add lighting to improve the visibility of pedestrians at the underpass under 280 at Whitman Way/Jenevein Ave.

Additional improvements are recommended at Crestmoor Dr & Piedmont Ave (8), and at Hwy 280 underpass (9).

0 75 150 ft

Improvements not to scale

Non-Infrastructure Recommendations

Table 11. John Muir Elementary School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *There is no marked pedestrian crossing across Crestmoor Dr at Cambridge Ln, resulting in pedestrians crossing at unexpected locations. The absence of a stop sign on Cambridge Ln at Crestmoor Dr also contributes to cars queuing though the intersection, creating congestion and confusion for drivers.*	Implement a crossing guard program and training, with a focus on the intersection of Crestmoor Dr/Cambridge Ln. Clearer direction will help families feel more comfortable that their student can access the school grounds safely.
2. *The previous administration did not encourage biking to school: 55% of survey respondents thought the school neither encouraged or discouraged walking and biking to school, while an additional 28% of respondents thought the school actively discouraged walking and biking.*	Support recurring encouragement events, such as Walk and Roll to School Days or bike rodeos. These events build a community around walking and biking, and help families and students feel more comfortable walking or biking to school. Also promote walking school buses as a way for families to get more comfortable with walking and biking to school.
3. *Parents expressed concern with letting their children walk or bike to school with the traffic around pick-up and drop-off times. This may help explain why only 40% of survey respondents wanted to walk or bike to school more often.*	In the blacktop space behind John Muir, designate a section as a traffic garden for students to learn about biking and walking safely in the neighborhood. Traffic gardens can take many different shapes, creating a child-size town for kids to improve their bicycle skills and learn how to interact with things they may encounter on an actual bike ride. Traffic gardens may have roads, crosswalks, signals, bus stops, or trees painted on the ground, providing a safe space to learn how to navigate their neighborhood. Also conduct driver awareness campaigns with parents and neighbors.

Palos Verdes and El Portal Schools

School Setting

Address:
1290 Commodore Dr,
San Bruno, CA
94066

School day start:
8:30 a.m.

School day end:
2:00 p.m.,
except 1:00 p.m.
on Wednesdays

Attendance:
13 at Palos Verdes,
29 at El Portal

Grade range:
K–12 (age 22)
special education

Existing and Proposed Bicycle Facilities

Recent upgrades on school grounds have improved the connection between school buildings and the crosswalk on Commodore Dr.

Community Input

Due to the nature of Palos Verdes and El Portal enrollment, there are limited opportunities for students to walk or bike to school. Students are bused in from around the county, and families generally do not access the school independently. Therefore, engagement with families from Palos Verdes and El Portal Schools was limited. Parents and caregivers of the schools' students did not fill out the online survey or leave comments on the Safe Routes to School Plan's website. No PTA meeting was held at the school.

Infrastructure Recommendations

Despite the lack of walking and biking to school, classes often walk across Commodore Dr to access Commodore Park during the school day. The following infrastructure recommendations are focused on improving the safety of that walking connection and nearby intersections.

Note: A resident-led petition has been submitted to the City requesting traffic calming on Commodore Dr east of Cherry Ave.

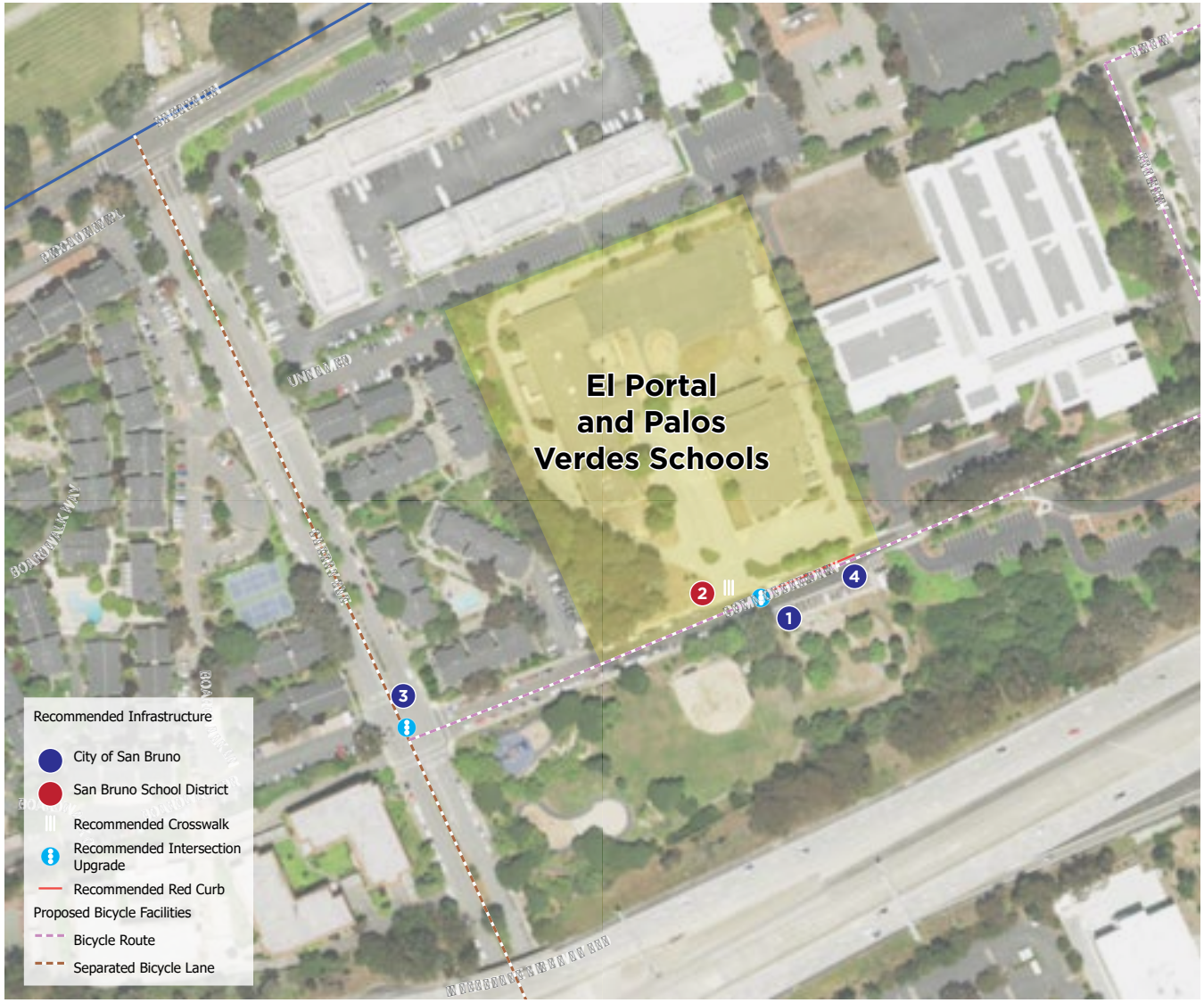
Table 12. Palos Verdes and El Portal Schools Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *At the east side of the western school driveway (in alignment with the crosswalk across Commodore Dr), the curb ramps on either side of the crosswalk (across Commodore Dr) don't align with the crosswalk orientation. The ramp on the south side of the crosswalk is blocked when a vehicle is parking in the handicapped parking space.*	On the north side of Commodore Dr, install a depressed corner ramp and add a tactile warning pad. Realign the curb ramp on the south side of the crosswalk to face the crosswalk. Storm drain inlets in this location would need to be relocated to accommodate the curb ramp. Despite the cost, it is recommended for increased pedestrian access.	City
2. *The sidewalk on the west side of the school driveway currently ends at the driveway, and the curb ramp is not in alignment with the orientation of the sidewalk. The crosswalk across the driveway has low visibility and is faded.*	Paint a high-visibility crosswalk across the driveway. Realign the curb ramp to be parallel with the sidewalk.	School

Figure 14. A view of the storm drain that prevents construction of a curb ramp on the south end of the crosswalk.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
3. *Parking on the north side of Commodore Dr between the school driveways reduces the visibility of pedestrians entering the crosswalk for those traveling along Commodore, and the sight lines of drivers exiting the driveway onto Commodore.*	Remove parking between the driveways by painting the curb red.	City
4. *The intersection of Cherry Ave and Commodore Dr is a large, multilane, stop-controlled intersection. The intersection lacks crosswalks on the north and west sides.*	The San Bruno Walk 'n Bike Plan contains a recommendation to remove travel lanes on Cherry to install separated bicycle lanes. Reducing lanes to decrease the current potential for conflict at the intersection is recommended. The City should conduct a traffic study to determine any impacts before removing traffic lanes. Install high-visibility crosswalks on all sides of the intersection. Consider extending the median along Cherry Ave through the crosswalk to act as a pedestrian refuge and narrow the turning radius for drivers.	City

Figure 15. A view of the intersection of Cherry Ave/ Commodore Dr from Commodore Dr.



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Safe Routes to Schools Improvement Plan
El Portal and Palos Verdes Schools

Improvement Detail

1 On the north side of Commodore, install a depressed corner ramp and tactile warning par. Realign the curb ramp on the south side of the crosswalk to face the crosswalk.

2 Paint a high-visibility crosswalk across the driveway. Realign the curb ramp to be parallel with the sidewalk. Install sidewalk segment to connect into school parking lot.

3 Reduce lanes on Cherry Ave. consistent with the San Bruno Walk 'n Bike Plan. Install high visibility crosswalks on all sides of the intersection. Consider extending the median along Cherry Ave through the crosswalk to act as a pedestrian refuge.

4 Remove parking between the driveways by painting the curb red.

0 60 120 ft
Improvements not to scale

Non-Infrastructure Recommendations

Table 13. Palos Verdes and El Portal Schools Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *N/A*	Provide hands-on opportunities for walking and biking education to help students practice safe walking and biking, and gain confidence. Safe walking programming should focus on safe crossing behaviors such as how to use RRFBs.

Parkside Intermediate School

School Setting

Address:
1801 Niles Ave,
San Bruno, CA
94066

School day start:
8:30 a.m.

School day end:
2:51 p.m.

Attendance:
671

Grade range:
6–8

PARKSIDE INTERMEDIATE

SAN BRUNO SRTS
EXISTING + PROPOSED
BICYCLE FACILITIES

alta

Existing Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Separated Bicycle Lane
- San Bruno City Limit

Proposed Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Bicycle Route with Wide Shoulders
- Separated Bicycle Lane
- Undetermined Facility Type

Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Of the 400-plus survey respondents, 20 were parents or caregivers of Parkside Intermediate students.

DISTANCE AND MODE TO SCHOOL

Of the respondents from Parkside, 55% live within one mile of the school, roughly a 20-minute walk or 6-minute bike ride. However, 55% of respondents reported driving their child to school. Thirty-five percent of respondents report that their student takes active transportation to school (30% walk, 5% bike).

COMMUTE MODES ALLOWED

Parents and caregivers provided feedback on how their child is allowed to get to school, either 1) by themselves, 2) with a friend or sibling, 3) with a trusted adult, or 4) not at all:

- Riding in the family car is the most allowed way to travel to school, permitted by 89% of respondents.
- Carpooling and walking are tied for second most allowed mode to school, permitted by 47% of respondents.
- Walking is the mode that respondents were most comfortable with their student using alone, allowed by 37% of respondents. In contrast, only 11% of respondents allow their student to bike alone.

About a third of respondents

37%

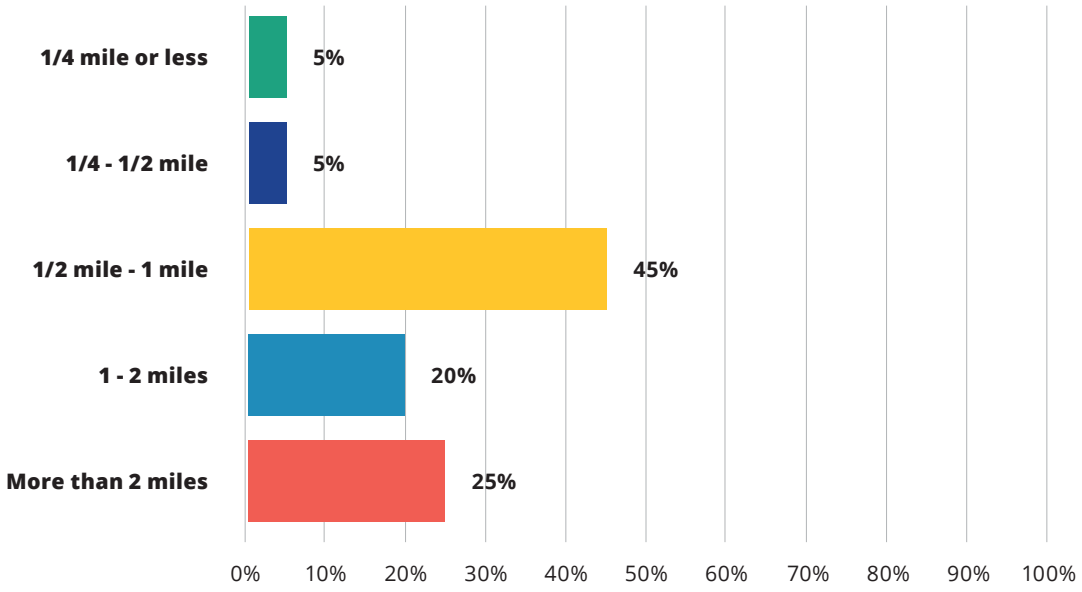
were most comfortable with their student walking to school.

In contrast, only

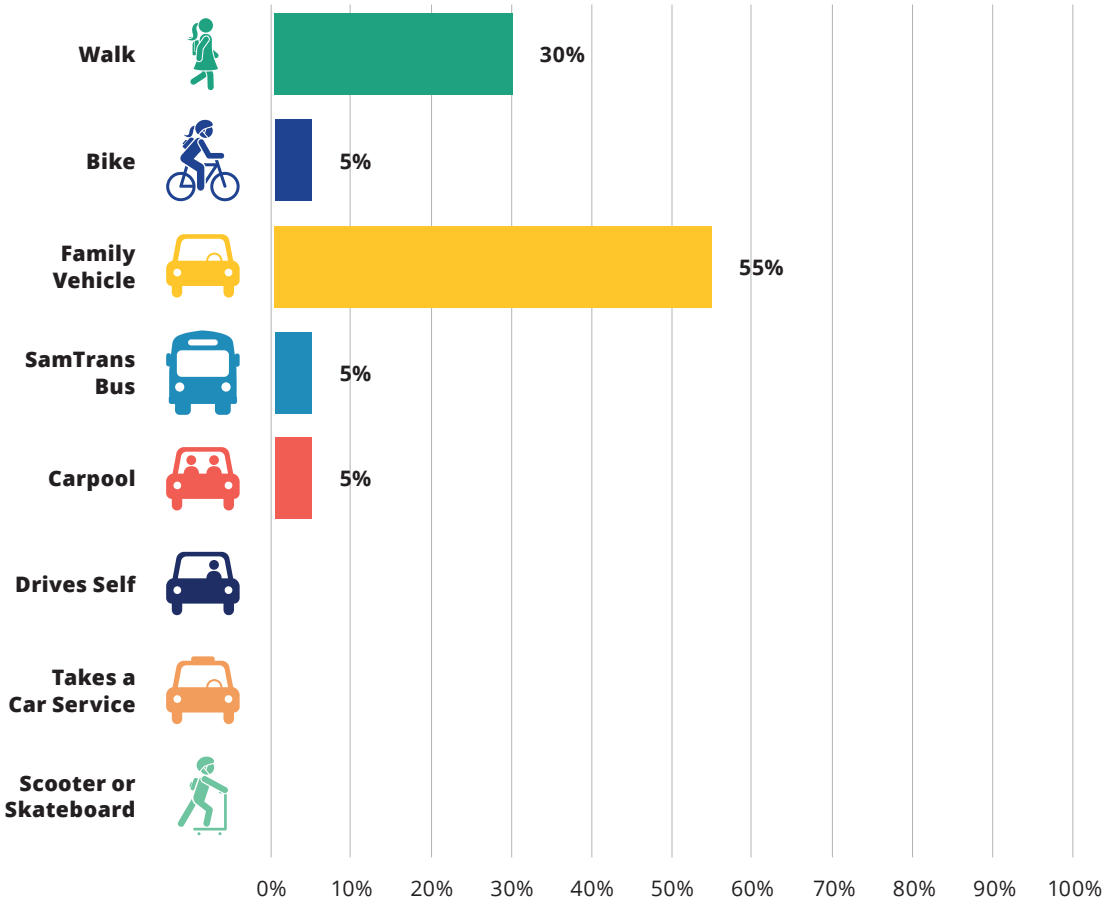
11%

of respondents allow their student to bike alone.

What is the approximate distance from your home to school?



How does your child typically get to and from school?



ATTITUDES TOWARD WALKING AND BIKING

- Of respondents, 47% strongly or somewhat agree that walking and biking to school is fun for their child.
- Most respondents (68%) agree that walking or biking to school is good for their child's health.
- Only 11% of respondents somewhat agree the school encourages walking or biking to school. No respondents strongly agree.
- About one-third (37%) of respondents would like to walk or bike to school with their child more often.

MAIN CONCERNS AND CHALLENGES

The top reported concerns and challenges by parents and caregivers were:

1. Speeding traffic along the route (60% of respondents)
2. Challenging intersections (60%)
3. No crossing guards (50%)
4. Stranger danger (50%)

In the open comment section, almost all comments involved concerns around challenging intersections and crossings, including requests for:

- More visible markings
- More stop signs in the area
- Crossing guards at busy intersections
- Leading pedestrian intervals at stop lights
- Flashing and audio pedestrian crossing signs on Jenevein Ave between Elm and Hawthorne Aves.

PROJECT WEBSITE MAP COMMENTS

Two relevant comments were placed in proximity to Parkside Intermediate. They stated:

- Many students ride their skateboards and bikes downhill on Cedar, Maple, and Cherry Aves. There is a risk of them being hit.
- Cars run the stop sign at Donner Ave and Crystal Springs Rd. Could the stop sign be replaced by a stop light?

Infrastructure Recommendations

Note that due to its close proximity to St. Robert Catholic School, some of the recommendations for St. Robert also pertain to Parkside Intermediate, in addition to the following recommendations.

Table 14. Parkside Intermediate School Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *The intersection of Donner Ave/Niles Ave contains a low-visibility crosswalk across Donner. In addition, the sidewalks on either side of the crosswalk lack curb ramps.*	Install a high-visibility crosswalk and curb ramps across Donner Ave.	City
2. *The intersection of Redwood Ave/Niles Ave is missing a crosswalk on the west side of the intersection.*	Install a crosswalk across Niles Ave. Ensure that the crosswalk is aligned with the west side of Redwood Ave and the East Side of Donner Ave so that pedestrians waiting to cross and in the crosswalk are visible to drivers approaching from all directions. A curb ramp at the south end of the crosswalk will need to be installed in tandem with the crosswalk.	City
3. *The entrance to the staff parking lot and the drop-off loop on Niles Ave contains multiple deficiencies that reduce the safety and usability of the sidewalk across the driveway. The sidewalk lacks curb ramps on either side of the driveway. The pedestrian path of travel contains a cross slope ramp designed for vehicles instead of pedestrians. The bushes and fence to the west of the driveway block drivers' visibility in that direction.*	Install curb ramps on both sides of the driveway. Rebuild the sidewalk so that it maintains a flat grade across the driveway, and the ramp for cars is outside the pedestrian path of travel. Paint a crosswalk across the driveway. Install a fish eye mirror that faces west.	School

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
4. *There are no stop signs along Niles Ave at Cedar Ave, Redwood Ave, Cherry Ave, and Donner Ave.*	Conduct a stop warrant study to analyze the installation of a three-way stop at the intersection of Cedar Ave and Niles Ave. If stops are not warranted at this location according to that process, also consider the intersections of Maple Ave, Redwood Ave, or Donner Ave.	City
5. *The bus stop on Niles Ave near Cedar Ave causes congestion when a bus is at the stop. Buses also block the crosswalk with the current bus stop placement.*	Move the bus stop further east (approximately 80 feet) toward the intersection with Maple Ave, so that the bus stays clear of the intersection and crosswalk.	City
6. *The path from Donner Ave to the rear of the school is unused and remains locked due to a perceived liability issue, limited staff capacity to monitor the area, and speeding on Donner Ave.*	Install pedestrian-scale lighting along the path. Install a fence between the path and Donner Ave so that pedestrians are forced to stay on the path/sidewalk and not cross midblock. Explore installing speed humps or other traffic calming on Donner Ave where the path connects to the northside sidewalk , if the requirements are met per the City's Traffic Calming Program.	School

Figure 16. The bus at its stop, encroaching on the crosswalk.

Figure 17. The locked gate to the pedestrian path.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
7. *The intersection of Palomar Ct/Donner Ave is skewed and lies on a curve. Palomar Ct has a yield at the intersection. Donner Ave has no traffic control. There are crosswalks across both Palomar Ct and Donner Ave.*	Crosswalks without any traffic control are not recommended. To increase the pedestrian and traffic safety of the intersection, a stop warrant study for the intersection is recommended to investigate the feasibility of a three-way stop. If a three-way stop is not warranted, install two high-visibility crosswalks with crosswalk warning signs.	City
8. *Jenevein Ave carries heavier traffic than the surrounding neighborhood street grid, making it more challenging to cross. Students traveling from the north must cross Jenevein Ave to reach the school. The intersections of Cherry Ave/ Jenevein Ave and Cedar Ave/ Jenevein Ave contain extra space at the corners (due to on-street parking) that creates longer crossing distances for pedestrians. Additionally, the existing crosswalks at this intersection are low-visibility, transverse style.*	Install high-visibility crosswalks and paint-and-post curb extensions. These changes will increase crosswalk visibility and reduce crossing distances, which may increase vehicle yielding rates to pedestrians and reduce the amount of time/distance pedestrians are exposed to vehicle traffic. The installation of a four-way stop is also recommended for Cedar Ave/Jenevein Ave.	City

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.
**Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.
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Safe Routes to Schools Improvement Plan
Parkside Intermediate

Improvement Detail

1. Install a high-visibility crosswalk and curb ramps across Donner Ave.
2. Install a crosswalk across Niles Ave. Ensure that the crosswalk is aligned with the west side of Redwood Ave and the East Side of Donner Ave. Install curb ramp on south side.
3. Install curb ramps on both sides of the driveway. Rebuild the sidewalk so that it maintains a flat grade across the driveway. Install a fish eye mirror that faces west.
4. Conduct a stop warrant study for intersection. If not warranted at this location, also consider the intersections of Maple Ave, Redwood Ave, or Donner Ave.
5. Move the bus stop farther east (approximately 80') towards the intersection with Maple Ave.
6. Install lighting along path. Install fence between path and Donner Ave. Explore installing speed bumps or other traffic calming devices on Donner Ave, if the requirements are met per the City's Traffic Calming Program.
7. Conduct a stop warrant study for intersection. If stop not warranted, install high visibility crosswalks and crosswalk warning signs.
8. Install high visibility crosswalks and paint-and-post curb extensions. The installation of a four-way stop is also recommended for Cedar/Jenevein.
9. Install high visibility crosswalks and paint-and-post curb extensions.

0 88 175 ft

Improvements not to scale

Non-Infrastructure Recommendations

Table 15. Parkside Intermediate School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *The drop-off loop is underutilized, causing congestion and double parking on Niles Ave. Parents use the loop but don't pull far enough in before letting their children out of the vehicle.*	Prioritize parent outreach and engagement to improve compliance with existing regulations, as well as promote alternative transportation modes. This could include an emphasis on safe driving to ensure that everyone can reach the campus safely, regardless of mode. Efforts could also focus on creating SRTS champions or encouraging families to try walking or biking. Implement a crossing guard program and training, with a focus Niles Ave. Clearer direction will help families feel more comfortable that their student can access the school grounds safely, and may help reduce congestion around the drop-off loop.
2. *According to the survey, many families think that walking and biking to school is important for their student's health (42%). Additionally, 26% of survey respondents from Parkside would like to walk or bike to school more often.*	Implement recurring bike education opportunities, building off the previously held bike rodeo. As new students are constantly entering attendance at the school, and older students age out, bike rodeos are recommended to be held annually to ensure that all students receive bicycle education. Promote walking school buses, where students and parents walk in groups, as a way for families to get more comfortable with walking to school. Support recurring encouragement events, such as Walk and Roll to School Days. These events help to build a community around walking and biking, and help families and students feel more comfortable walking or biking to school.
3. *Many nearby crossings contain RRFBs, but students don't activate them before crossing.*	Implement pedestrian education on the use of RRFBs with students.

FINDING	RECOMMENDATION
4. *A tree blocks the visibility of the RRFB on the northeast corner of Cedar Ave/Niles Ave.*	Work with the property owner to establish good maintenance practices, and ensure that they understand the importance of visibility requirements and liability.
5. *Many students were seen scootering and skateboarding to the school. Bike rack capacity was limited.*	Install additional bike parking and create a designated scooter parking area. Explore opportunities for skateboard storage.
6. *Many parents called for better transit service to the school.*	Improve public bus or school bus access to the school. Coordinate with SamTrans for better bus access and scheduling.

Portola Elementary School

School Setting

Address:
300 Amador Ave,
San Bruno, CA
94066

School day start:
8:10 a.m.

School day end:
Grade K at 1:30 p.m.,
Grades 1–3 at
2:20 p.m., and
Grades 4–5 at
2:45 p.m.

Attendance:
266

Grade range:
K–5

PORTOLA ELEMENTARY

SAN BRUNO SRTS
EXISTING + PROPOSED
BICYCLE FACILITIES

alta

Existing Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Separated Bicycle Lane
- San Bruno City Limit

Proposed Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Bicycle Route with Wide Shoulders
- Separated Bicycle Lane
- Undetermined Facility Type

Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Of the 400-plus survey respondents, 24 were parents or caregivers of Portola Elementary students.

DISTANCE AND MODE TO SCHOOL

Of the respondents from Portola Elementary, 36% live within one mile of the school, roughly a 20-minute walk or 6-minute bike ride. Seventy-three percent of respondents reported driving their child to school.

COMMUTE MODES ALLOWED

Parents and caregivers provided feedback on how their child is allowed to get to school, either 1) by themselves, 2) with a friend or sibling, 3) with a trusted adult, or 4) not at all:

- Riding in the family car is the most permitted mode overall, with 91% of respondents allowing their student to travel via that mode.
- The majority do not allow their student to travel to school via any mode other than riding in the family car:
  - Walking: 73% do not allow
  - Biking: 86% do not allow
  - Carpool: 68% do not allow
- With a trusted adult, 18% of students are allowed to walk to school, while only 9% are allowed to bike.

(Note that Portola Elementary is not considered accessible by existing public transit routes, and is not currently served by a school bus.)

ATTITUDES TOWARD WALKING AND BIKING

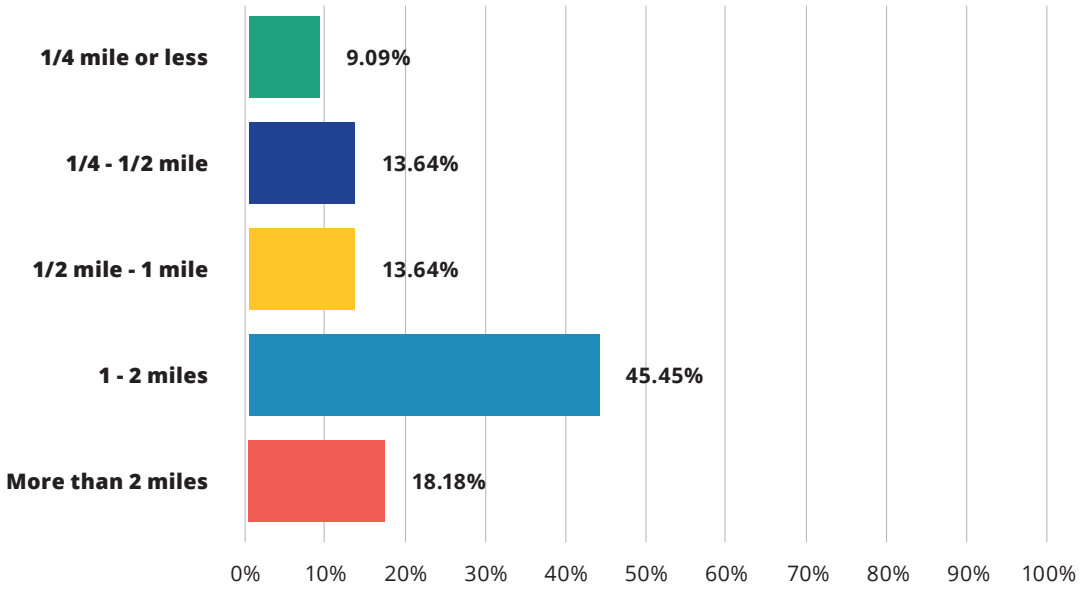
- Respondents who strongly or somewhat agree that walking or biking to school is fun for their child: 54%
- Respondents who agree that walking and biking to school are healthy for their child: 86%
- Respondents who agree that the school encourages walking and biking to school: 43%
- Respondents who would like to walk or bike to school with their child more often: 73%

Most respondents

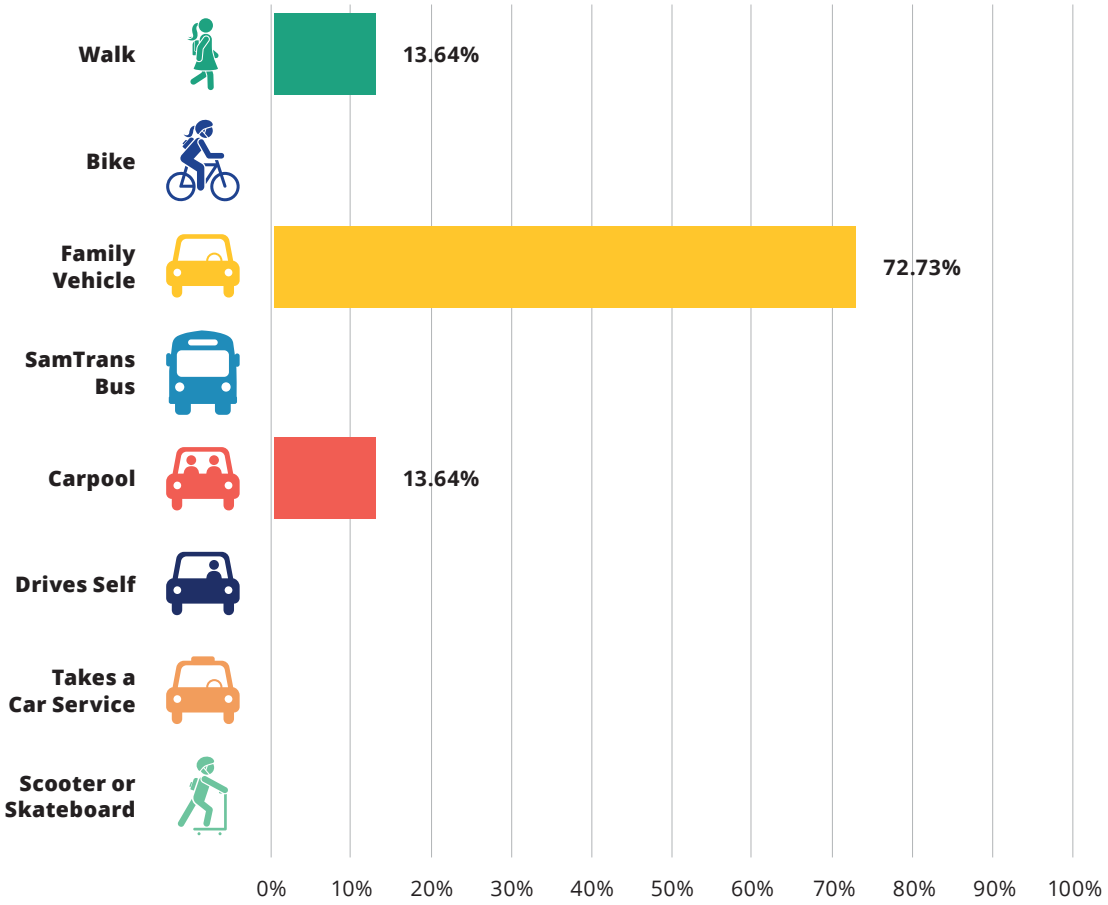
73%

wish they could walk or bike to school with their child more often.

What is the approximate distance from your home to school?



How does your child typically get to and from school?



MAIN CONCERNS AND CHALLENGES

The top reported concerns and challenges by parents and caregivers were:

1. Challenging intersections (67% of respondents)
2. Speeding traffic along route (62%)
3. Stranger danger (57%)
4. No crossing guards (52%)

In the open comment section, the following themes arose:

- Crossing Skyline Blvd/State Route 35 is uncomfortable on foot and bike, and Skyline Blvd could benefit from additional sidewalks.
- The path through the woods off Sneath Ln is used by some students, and there is a desire for it to remain open.
- Parents and caregivers who bike and wish to bike with their students have safety concerns around biking.

PTA DISCUSSION

During the PTA discussion, attendees noted that COVID-19 protocols had seemed to change parent drop-off and pick-up behavior. Many were not walking to school with their students as much, and avoided gathering. Caregivers and staff noted that they are anticipating another change in behavior as COVID-19 protocols loosen in the coming school year.

Infrastructure Recommendations

Due to its close proximity to Highlands Christian School, some of the recommendations for Highlands Christian also pertain to Portola, in addition to the following recommendations.

Table 16. Portola Elementary School Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *Some parents impede the crosswalk waiting to turn into school during drop-off/pick-up and ignore people walking. Additionally, the crest of the hill on Amador Ave to the west of the school entrance creates a very short sightline for drivers to see the crosswalk across Amador Ave.*	Remove the existing crosswalk. Paint a new high-visibility crosswalk at the crest of the hill on Amador Ave to increase crosswalk visibility. Move the existing RRFB to the new crosswalk location.	City
2. *Pedestrians don't press the RRFB button at the crosswalk, and therefore don't activate the warning flashers.*	Add passive detection to the existing RRFB to alert cars to a pedestrian's presence, without requiring action from the pedestrian.	City

Figure 18. Views from downhill and uphill of the crosswalk and beacon across Amador Ave.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
3. *The crosswalk across the school parking lot entrance is faded and hard to see, as well as missing curb ramps. Drop-off traffic backs up at the entrance and blocks the crosswalk.*	Repaint as a high-visibility crosswalk. Install two curb ramps with tactile warning pads for improved ADA accessibility.	City
4. *Drivers don't follow the right-turn only sign and try to turn left on Amador Ave when exiting the school.*	Add flex posts to the driveway entrance to encourage right-in/right-out only.	City
5. *The pedestrian path from Sneath Ln to the back of the school is dark and deteriorated and, as such, is minimally used. (Note that students need parental permission to use the path, as it is on school grounds but unsupervised by staff.)*	Enhance the pedestrian path by adding lighting and installing a fence between the path and drainage ditch.	School

Figure 19. The right-turn-only sign at the school driveway.

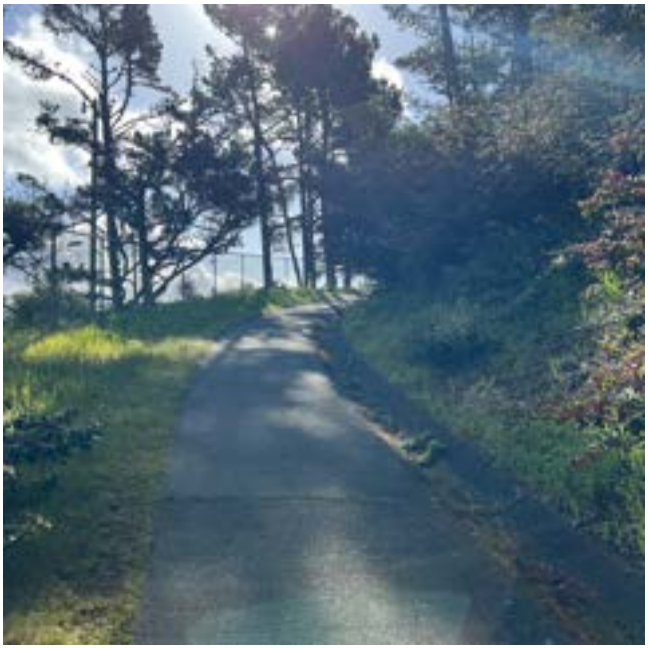


Figure 20. The pedestrian path from Sneath Ln to the rear of the school grounds.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
6. *Amador Ave lacks streets lighting. Due to fog, weather, and varying sunrise/sunset times, pedestrians have a difficult time seeing traffic and being seen.*	Add pedestrian-scale street lighting to Amador Ave.	City
7. *Drivers are perceived to drive too quickly on Amador Ave.*	Explore adding traffic calming elements to Amador Ave, such as speed feedback signs and visually narrowing the travel lanes by striping the edge of the parking lanes, if the requirements are met per the City's Traffic Calming Program.	City
8. *The intersections leading to the school lack crosswalks, or they are extremely worn and faded. These intersections include Amador Ave/Monterey Dr and Sneath Ln/Monterey Dr.*	Install high-visibility crosswalks on all sides of these intersections.	City
9. *The intersection of Sneath Ln/Skyline Blvd only has one crosswalk across the south leg of the intersection. In addition, the intersection corners lack curb ramps and sufficient space and pavement for multiple pedestrians to wait for their turn to cross the street comfortably.*	Install a high-visibility crosswalk on the southern leg of the intersection. Add concrete pavement to expand the pedestrian waiting area on both ends of the crosswalk. Both corners should contain ADA curb ramps each with tactile warning pads. When building the concrete curb at each corner, reduce the corner turning radii as much as possible in partnership with Caltrans to increase space for pedestrians and to slow turning cars.	City

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Safe Routes to Schools Improvement Plan
Portola Elementary School

Improvement Detail

1. Move high visibility crosswalk and RRFB to crest of hill. Add passive detection to the existing RRFB.
2. Install high visibility crosswalk. Install two curb ramps with tactile warning pads. Install flex posts to encourage Right in right out only.
3. Enhance the pedestrian path by adding lighting and installing a fence between the path and drainage ditch
4. Add pedestrian scale street lighting to Amador Ave.
5. Explore adding traffic calming elements to Amador Ave, such as spped feedback signs and visually narrowing the travel lanes by striping the edge of the parking lanes, if the requirements are met per the City's Traffic Calming Program.

0 110 220 ft

Improvements not to scale

Non-Infrastructure Recommendations

Table 17. Portola Elementary School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *One resident blocks the back gate to the school (on Sneath Ave) with their trailer and cones.*	Work with the resident on an alternate parking arrangement.
2. *There is traffic congestion around the school entrance during arrival/dismissal.*	Implement a crossing guard program and training, with a focus on the school entrance. Clearer direction will help families feel more comfortable that their student can access the school grounds safely.
3. *Over 85% of survey respondents from Portola Elementary reported that they think walking or biking to school is important for their child's health, and over 70% would like to walk or bike to school more often.*	Institute recurring encouragement events, such as Walk and Roll to School Days or Cocoa for Carpools. These events help to build a community around alternative transportation, and help families and students feel more comfortable walking and biking to school. Prioritize parent outreach and engagement to improve compliance with existing regulations during arrival/dismissal, as well as promote alternative transportation modes. Efforts could also focus on creating SRTS champions or encouraging families to try walking or biking; especially while developing new habits in a changing environment due to the status of the COVID-19 pandemic. Promote walking school buses as a way for families to get more comfortable with walking and biking to school.
4. *Coyotes have been seen in the school parking lot and along the back path leading to Sneath Ln. Many parents feel that it is unsafe for children to walk alone, especially on the back path.*	Encourage students and parents to walk in groups, creating a "walking school bus."
5. *The gate by the staff parking lot is closed in morning, but opens in the afternoon for pick-up.*	Consider realigning the traffic pattern at arrival/dismissal to do a drive-through loop around the school to reduce car backup on Amador Ave.

Rollingwood Elementary School

School Setting

Address:
2500 Cottonwood Dr, San Bruno, CA 94066

School day start:
8:00 a.m.

School day end:
TK at 1:25 p.m., Grade K at 1:40 p.m., and Grades 1–5 at 2:45 p.m.

Attendance:
220

Grade range:
TK–5 (TK is a transitional pre-K for children who turn five during the school year)

Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Of the 400-plus survey respondents, 11 were parents or caregivers of Rollingwood Elementary students.

DISTANCE AND MODE TO SCHOOL

Of the respondents from Rollingwood, 60% live within one mile of the school, roughly a 20-minute walk or 6-minute bike ride. However, 50% of respondents reported driving their child to school.

COMMUTE MODES ALLOWED

Parents and caregivers provided feedback on how their child is allowed to get to school, either 1) by themselves, 2) with a friend or sibling, 3) with a trusted adult, or 4) not at all. Parents shared that:

- None of the respondents allow their child to bike to school, regardless of who accompanied them.
- Riding in the family car is the most allowed way to travel to school, permitted by 89% of respondents.
- Walking to school is not allowed, in any circumstance, by 50% of respondents.
- Carpooling to school is not allowed by 67% of respondents.

ATTITUDES TOWARD WALKING AND BIKING

- Respondents who strongly or somewhat agree that walking and biking to school is fun for their child: 44%
- Respondents who agree that walking and biking to school is healthy: 55%
- Respondents who would like to walk or bike to school with their child more often: 67%

Most respondents

67%

wish they could walk or bike to school with their child more often.

MAIN CONCERNS AND CHALLENGES

The top reported concerns and challenges by parents and caregivers were:

1. My work schedule is unknown, unpredictable, or not flexible (44% of respondents)
2. School is too far from home to walk or bike (44%)
3. Stranger danger (44%)
4. Challenging intersections (33%)

In the open comment section, the following relevant comments were made:

- More "people walking" signs with flashing lights would be helpful.
- The (SamTrans) bus schedule is not in sync with the school start/release times.

PTA DISCUSSION

During the PTA discussion, many parents and caregivers shared their concerns around traffic safety and identified potential opportunities for improvement.

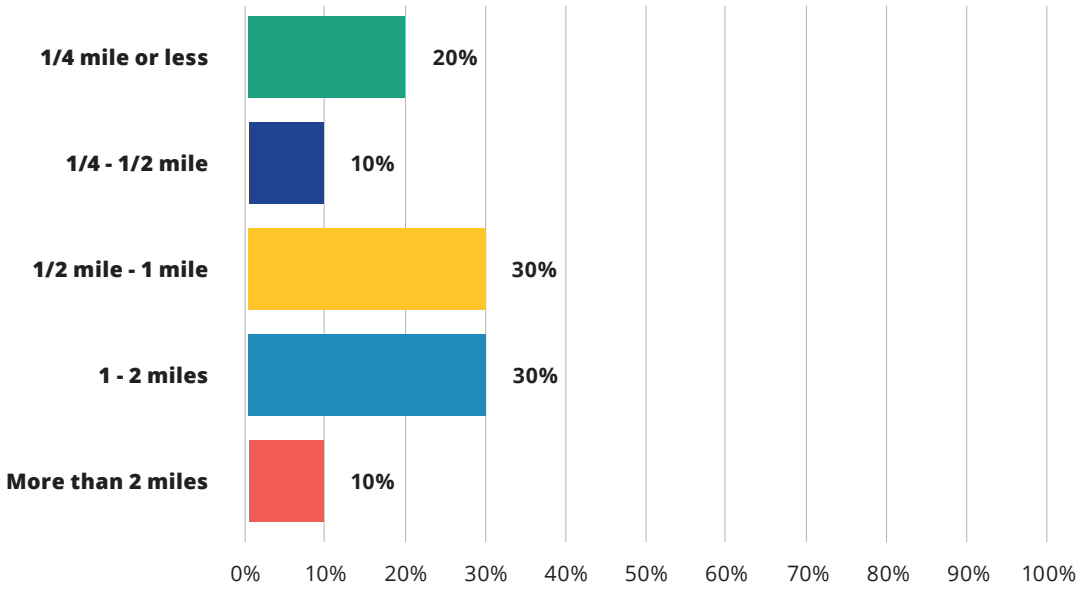
- Parents and caregivers noted the following infrastructure concerns:
  - Drivers moving too quickly on Rollingwood Dr. They requested additional stop signs and speed humps.
  - When turning from Rollingwood Dr onto Cottonwood Dr, it is hard for two cars to pass—multiple cars have been hit. They requested implementing a no-parking zone.
- Parents and caregivers also noted non-infrastructure ideas:
  - Adding markers/pavement markings along the walking route. This could be through, or in combination with, walking school bus promotion.
  - A free city shuttle that could be shared with students and adults. There is a south city shuttle (BART–South City HS–Library–El Camino)—could it also go where the schools are?

PROJECT WEBSITE MAP COMMENTS

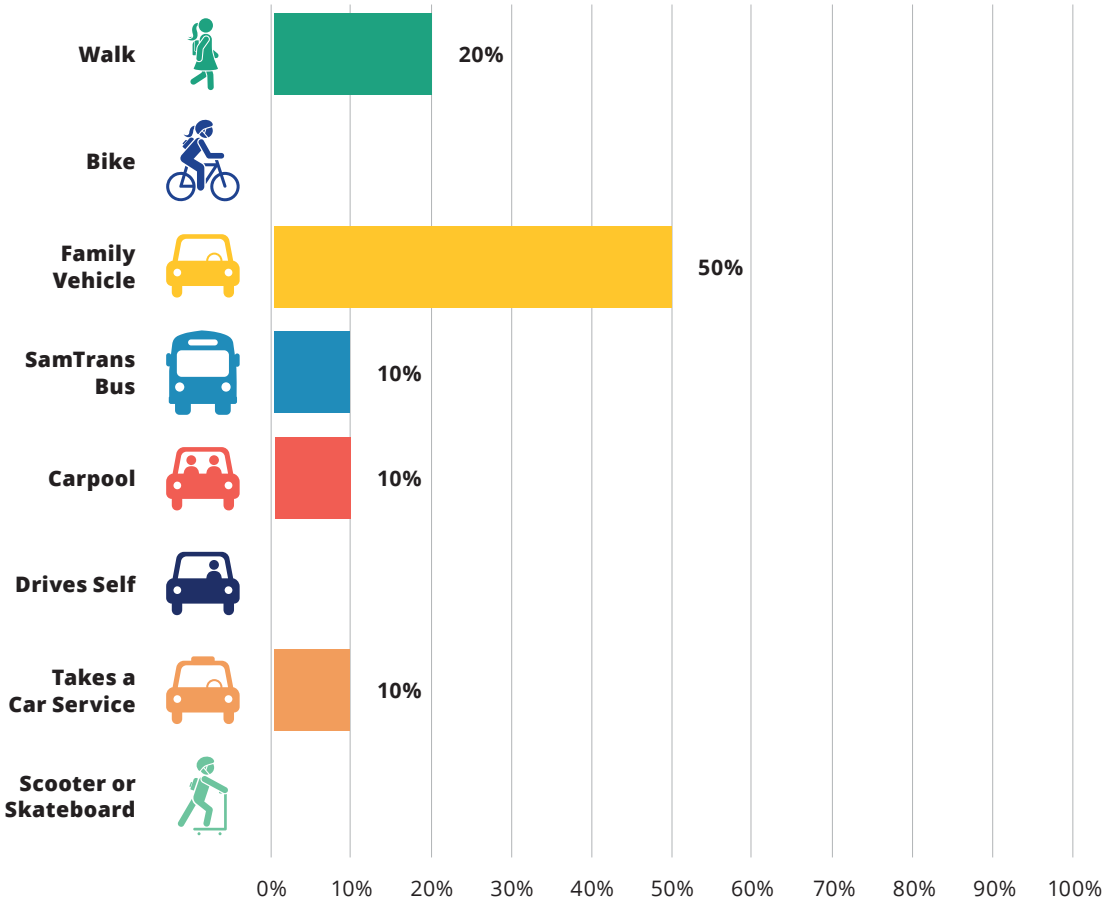
Two relevant comments were placed in direct proximity to Rollingwood Elementary. Both commented on narrow streets that made navigation and visibility difficult. The comments were placed on Cottonwood Dr and Eucalyptus Way.

Further away, but along a critical route to the school, two additional comments expressed concerns about safety along Sneath Ln near its overpass above the Junipero Serra Fwy (380). The first called out the intersection of Sneath Ln and the on/off ramp on the west side of the highway as challenging. The second expressed that the overpass was uncomfortable for people walking and biking.

What is the approximate distance from your home to school?



How does your child typically get to and from school?



Infrastructure Recommendations

Rollingwood Elementary is scheduled to close at the end of the 2022–2023 school year. The school district has not finalized new attendance boundaries, but current Rollingwood students will likely attend John Muir Elementary, Portola Elementary, and Allen Elementary starting in the 2023–2024 school year. With these changes in mind, the following recommendations focus on low-cost near-term fixes that will improve access immediately around Rollingwood, as well as longer-term improvements at important connections on the edge of the neighborhood.

Table 18. Rollingwood Elementary School Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *There is one entrance to the school on Cottonwood Dr, with a drop-off loop through the school parking lot. There is a high-visibility crosswalk near the exit of the school loop; however, the south side of the crosswalk lacks a curb ramp. The crosswalk was heavily used during drop-off.*	Install a curb ramp with tactile warning pad to ensure ADA access.	City
2. *Vehicles encroach on the crosswalk across Cottonwood Dr that leads into the school.*	Install yield ahead (shark teeth) markings and signage in advance of the crosswalk.	City

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
3. *The presence of parking on both sides of Cottonwood Dr between the school driveway entrance and Rollingwood Dr leads to congestion on the narrow roadway. The roadway becomes gridlocked as parents queue to enter the school drop-off loop and others attempt to exit. The roadway is only wide enough for one vehicle to pass between parked cars.*	Prohibit parking along Cottonwood Dr on the east side of the street between the school entrance and Rollingwood Dr. Paint the curb red.	City
4. *Intersections along highly trafficked routes to school have faded crosswalk markings, or lack them altogether.*	Install high-visibility crosswalks at Cottonwood Dr/Rollingwood Dr (three crosswalks), Oakmont Dr/Evergreen Dr, and Oakmont Dr/Valleywood Dr intersections.	City

Figure 21. A view up Cottonwood Dr toward the school entrance.

Figure 22. The existing crosswalks at Cottonwood Dr/Rollingwood Dr.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
5. *Speeding vehicles are a concern on Rollingwood Dr.*	Explore installing speed humps or other traffic calming devices along Rollingwood Dr to the east and west of Cottonwood Dr., if the requirements are met per the City's Traffic Calming Program.	City
6. *The three-way intersection of Fleetwood Dr and St. Cloud Dr presents a safety issue for pedestrians. The intersection lacks stop signs on all corners. The intersection is missing a crosswalk across Fleetwood Dr on the south side of the intersection. The no-parking zone at the intersection approach is close to the crosswalks, reducing sight lines between pedestrians and vehicles. While this recommendation is not immediately in the area of Rollingwood Elementary, it affects nearby Monte Verde Elementary, which some students may be directed to when Rollingwood closes.*	Conduct a stop warrant study to analyze the feasibility of an all-way stop. Paint high-visibility crosswalks across all legs of the intersection. Extend the length of the no-parking zone further from the intersection and paint the curb red in the no-parking areas. Install paint-and-post curb extensions to reduce crossing distances.	City

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**Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.
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Safe Routes to Schools Improvement Plan
Rollingwood Elementary School

Improvement Detail

1 Install a curb ramp with tactile warning pad to ensure ADA access. Install yield line (shark's teeth) markings and signage in advance of the crosswalk.

2 Prohibit parking along Cottonwood Dr on the East side of the street between the school entrance and Rollingwood Dr. Paint the curb red.

3 Install high-visibility crosswalks.

4 Install high-visibility crosswalks.

5 Install high-visibility crosswalks.

6 Explore installing speed humps or other traffic calming devices along Rollingwood Dr to the east and west of Cottonwood Dr.

7 Conduct a stop warrant study to analyze the feasibility of an all-way stop. Paint high-visibility crosswalks across all legs of the intersection. Extend the length of the no parking zones. Install paint-and-post curb extensions.

Additional improvements are recommended at Fleetwood Dr & St Cloud Dr (7).

0 100 200 ft

Improvements not to scale

Non-Infrastructure Recommendations

Table 19. Rollingwood Elementary School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *Vegetation blocks the walking path at key points along the route to school: on Sneath Ln, east of Claremont Dr, and at the crossing of Sneath Ln at Sequoia Ave.*	Ensure that the City prioritizes maintenance of important pedestrian connections around schools. Work with City maintenance staff to keep pedestrian pathways clear and visible.
2. *According to the survey, many families think that walking and biking to school is fun (44%) and important for their student's health (55%), and two-thirds (67%) of survey respondents from Rollingwood would like to walk or bike to school more often.*	Provide hands-on pedestrian and bicycle education, such as a bike rodeo, to increase student confidence and comfort walking and biking. Promote walking school buses as a way for families to get more comfortable with walking and biking to school.

St. Robert Catholic School

School Setting

Address:
345 Oak Ave,
San Bruno, CA
94066

School day start:
Doors at 7:40 a.m.;
final bell at 8:00 a.m.

School day end:
1:45 p.m. on Monday
and 3:00 p.m.
Tuesday–Friday

Attendance:
315

Grade range:
K–8

Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Of the 400-plus survey respondents, 85 were parents or caregivers of St. Robert Catholic School students.

DISTANCE AND MODE TO SCHOOL

Of the respondents from St. Robert, 63% live within one mile of the school, roughly a 20-minute walk or 6-minute bike ride. However, 72% of respondents reported driving their child to school.

COMMUTE MODES ALLOWED

Parents and caregivers provided feedback on how their child is allowed to get to school, either 1) by themselves, 2) with a friend or sibling, 3) with a trusted adult, or 4) not at all:

- Riding in the family car is the most permitted mode overall, with 93% of respondents allowing their student to travel via that mode.
- Walking is the mode that students are most frequently permitted to use by themselves, but is only permitted by 15% of respondents. Walking to school is not allowed by 48% of respondents.
- Biking is not permitted by 91% of respondents in any circumstance.
- Carpooling is not allowed by 43% of respondents.

(Note that St. Robert is not considered accessible by existing public transit routes, and is not currently served by a school bus.)

ATTITUDES TOWARD WALKING AND BIKING

- Respondents who strongly or somewhat agree that walking and biking to school is fun for their child: 58%
- Respondents who agree that walking and biking to school is good for their child's health: 66%
- Respondents who would like to walk or bike to school with their child more often: 66%

Most respondents

66%

wish they could walk or bike to school with their child more often.

MAIN CONCERNS AND CHALLENGES

The top reported concerns and challenges by parents and caregivers were:

1. Challenging intersections (58% of respondents)
2. Speeding traffic along the route (55%)
3. Too much traffic along the route (41%)
4. No crossing guards (39%)

In the open comment section, the following themes arose:

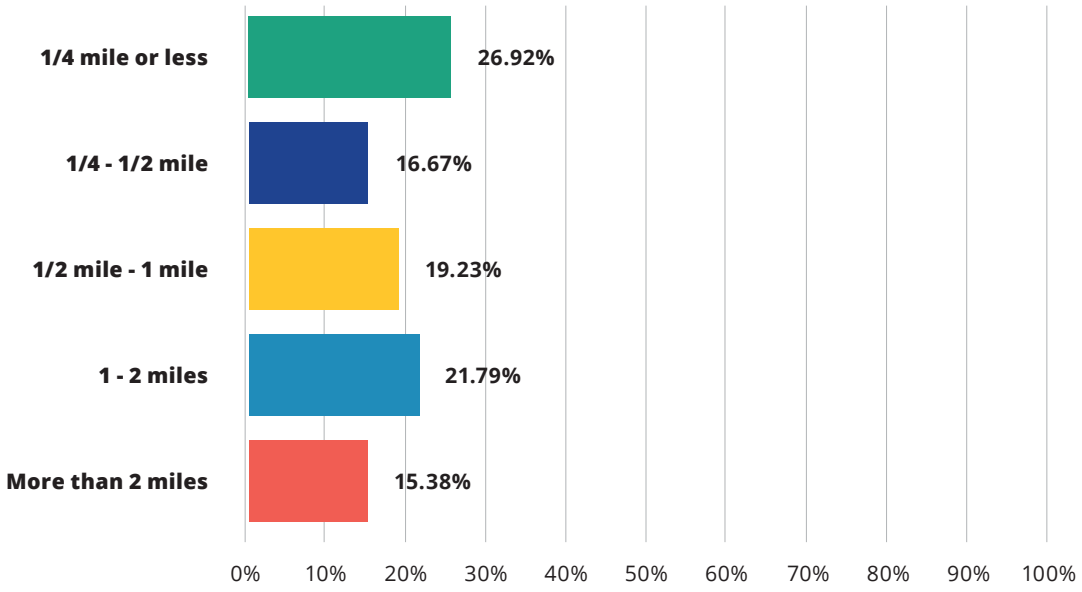
- More stop visibility, control, and enforcement is needed at the intersections around the school due to a perception that many drivers fail to yield or stop. This is especially true at:
  - Jenevein and Oak Aves
  - Oak Ave and Crystal Springs Rd
- There is a desire for crossing guards, especially at the intersections listed above.
- There is a perception of speeding traffic in the school area, with respondents requesting more traffic control and speed humps.
- There is a desire for more dedicated bike infrastructure.

PROJECT WEBSITE MAP COMMENTS

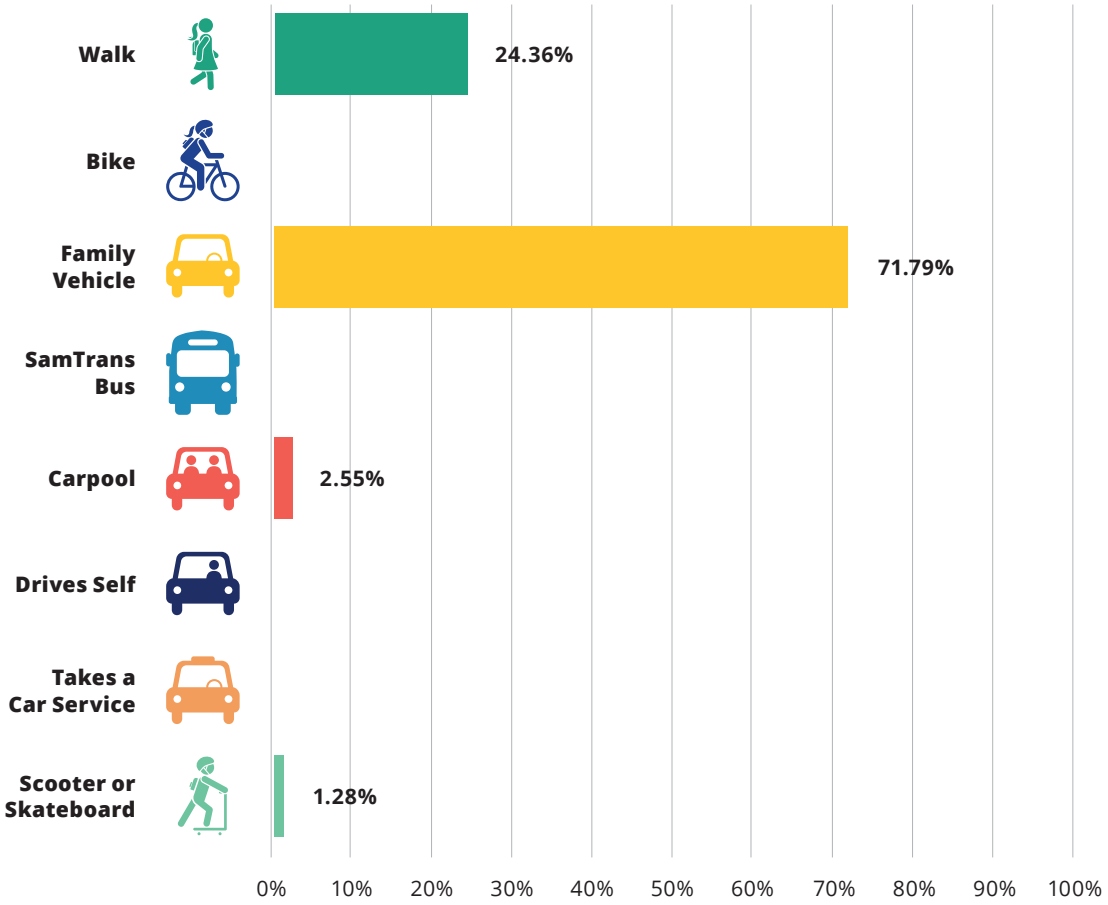
Comments near St. Robert Catholic School were all specific to the area south of the school. Comments pertained to cars failing to stop or yield at intersections, a lack of crosswalks, and a lack of pedestrian visibility. Locations of concern include:

- Crystal Springs Rd and Donner Ave (a traffic signal was requested)
- Crystal Springs Rd and Oak Ave (a traffic signal was requested)
- City Park Way at the recreation center
- City Park Way at the southern entrance to the park

What is the approximate distance from your home to school?



How does your child typically get to and from school?



Infrastructure Recommendations

Survey feedback showed a widespread concern about speeding traffic and risky driver behavior around St. Robert. Almost 60% of survey respondents identified challenging intersections as their main challenge or concern in getting their children to school, with 55% citing speeding traffic along their route. Parents identified a few intersections specifically in open-ended survey responses, which are addressed in the findings and recommendations below.

Due to its close proximity to Parkside Intermediate, some of the recommendations for Parkside also pertain to St. Robert Catholic School, in addition to the following recommendations.

Table 20. St. Robert Catholic School Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *Some of the stop signs at Donner Ave/Crystal Springs Rd are difficult to see. The intersection is highly shaded and dark, with poor lighting.*	Install lit or flashing stop signs. Install pedestrian-scale street lighting. On Crystal Springs Rd, heading northeast, paint "stop ahead" pavement markings in advance of the stop sign.	City

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
2. *The westbound right-turn-only lane from Crystal Springs Rd onto northbound Donner Ave creates a longer, more difficult crossing for pedestrians. It also allows vehicles to turn at higher speeds due to the larger corner radius.*	Complete a traffic study to determine the feasibility of closing the right turn lane. If closing the right turn lane is not warranted, extend the median between the westbound lanes of Crystal Springs Rd, providing a pedestrian refuge area where the crosswalk across Donner Ave ends.	City
3. *Some parents park at San Bruno City Park south of Crystal Springs Rd and walk to the school. These parents find it difficult to cross City Park Way with the dense angled parking, as there is no pedestrian infrastructure between the parking and the sidewalks on Crystal Springs Rd.*	Improve pedestrian connections for people heading away from San Bruno City Park. ▸ Install a sidewalk along the east side of City Park Way between the bridge in front of the recreation center, connecting to the eastern crosswalk across Crystal Springs Rd. ▸ Install a crosswalk from the east side of City Park Way to the ramp (that connects City Park Way to Crystal Springs Rd) on the west side of the street. The ramp lies just to the north of the recreation center. ▸ Of note: The San Bruno Recreation and Aquatic Center Project includes a redesign of Crystal Springs Way and the parking lot in the area of the recreation center.	City

Figure 23. The right turn lane at Donner Ave/ Crystal Springs Rd.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
4. *In many places, parking is permitted too close to crosswalks and driveways, blocking pedestrian and vehicle visibility.*	▶ Extend no-parking zones and paint curbs red in the following locations: » Further north and south of the crosswalks across Oak Ave at the intersection with Niles Ave » Further north and south of the crosswalk across Oak Ave that leads to the front steps of the school » On the short segment of curb on the west side of Oak Ave between the school parking lot entrance and exit » At the one parking spot on the west side of Oak Ave, just south of the school parking lot exit » At Crystal Springs Rd and Oak Ave, between the western crosswalk across Crystal Springs Rd and the church parking lot entrance » On the short segment of curb on the north side of Crystal Springs Rd between the church parking lot entrance and exit ▶ Consider enhancing red curbs in high-traffic areas with bollards, planters, or other barriers to prevent parking and ensure better visibility for all users.	City

Figure 24. A car pulls out onto Oak Ave from the school driveway behind a parked car.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
5. *The sidewalks across the entrance and exit of both the church and school parking lots contain cross slopes that cater to vehicles instead of providing a level surface for pedestrians, wheelchairs, and those with strollers.*	Rebuild sidewalks to be graded across the driveway entrance consistent with the sidewalk on either side, and move sloped ramp for vehicles to outside the pedestrian path of travel.	City
6. *The intersection of Oak Ave/Crystal Springs Rd lies in close proximity to two schools and a park. It has high pedestrian usage and parent survey feedback identified the intersection as feeling particularly hazardous. Cars frequently "creep" into the intersection instead of coming to a complete stop.*	As a part of the ongoing San Bruno Recreation and Aquatic Center project, the City studied four alternative designs for this intersection. City Council approved a concept for a signalized intersection, and the City is moving ahead with design for construction in spring 2023. Curb extensions should be installed as a part of this project to reduce crossing distances and increase pedestrian visibility.	City

Figure 25. A view down the sidewalk on the west side of Oak Ave shows the driveway exit to the school parking lot.

Figure 26. The intersection of Oak Ave/Crystal Springs Rd.

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
7. *The arrows at the entrance and exit of the school parking lot lie in the pedestrian path of travel. This reduces the visibility of the sidewalk crossing for incoming and outgoing drivers, despite pedestrians having the right-of-way.*	▶ Remove arrows and install signage to direct one-way traffic flow at the entrance/exit of the parking lot. ▶ Paint a crosswalk across the driveways to indicate the pedestrian priority and right-of-way.	City
8. *Vehicles often speed downhill on Oak Ave, according to school staff and parent survey feedback. With those conditions, the crosswalk across Oak Ave that leads to the front steps of St. Robert Catholic School is not sufficiently visible or protected for a midblock crossing.*	Evaluate and install traffic calming devices on Oak Ave adjacent to St. Robert. This may include speed humps if the requirements are met per the City's Traffic Calming Program. Replace the existing crosswalk with a raised crossing with high-visibility painted markings. This will necessitate moving the crosswalk to the south slightly to accommodate the driveway to the north.	City
9. *At Oak Ave/Niles Ave, on-street parking can reduce visibility of pedestrians crossing, and creates additional distance for pedestrians to cross. The crosswalks at the intersection of Oak Ave/Niles Ave have low visibility and are faded.*	▶ Install paint-and-post curb extensions to reduce crossing distances and increase pedestrian visibility. ▶ Install high-visibility crosswalks. ▶ Note that the crosswalk on the northern leg of the intersection should be shifted north to avoid a residential driveway on the east side of the street.	City

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
10. *Many survey respondents noted that Jenevein Ave carries heavier traffic than the surrounding neighborhood street grid, making it more challenging to cross. Students traveling from the north must cross Jenevein Ave to reach the school. The intersection of Oak Ave/Jenevein Ave contains extra space at the corners (due to on-street parking) that creates longer crossing distances for pedestrians. Additionally, the existing crosswalks at this intersection are low-visibility, transverse style.*	Install high-visibility crosswalks and paint-and-post curb extensions. These changes will increase crosswalk visibility and reduce crossing distances, which may increase vehicle yielding rates to pedestrians and reduce the amount of time/distance pedestrians are exposed to vehicle traffic.	City

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

**Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.

This figure is intended only for reference, conceptual planning, and informational purposes. This figure should not be used to establish boundaries, property lines, location of objects, or to provide any other information typically needed for final design, construction or any other purpose when engineered plans are required.

Safe Routes to Schools Improvement Plan
St Robert Elementary School

Improvement Detail

1 Install lit or flashing stop signs. On Crystal Springs Rd, heading northeast, paint "Stop Ahead" pavement markings in advance of the stop sign. Install pedestrian scale street lighting.

2 Complete a traffic study to determine the feasibility of closing the right turn lane.

3 Install sidewalks on east side of City Park Way. Install crosswalk across street. Install sidewalk connection to Crystal Springs Rd.

4 Extend no parking zones and paint curbs red.

5 Extend no parking zones and paint curbs red.

6 Extend no parking zones and paint curbs red.

7 Extend no parking zones and paint curbs red.

8 Rebuild sidewalks to be graded across the driveway entrance consistent with the sidewalk on either side, and move sloped ramp for vehicles to outside of the pedestrian path of travel.

9 Rebuild sidewalks to be graded across the driveway entrance consistent with the sidewalk on either side, and move sloped ramp for vehicles to outside of the pedestrian path of travel.

10 Include paint-and-post curb extensions as a part of the City's project to convert this to a signalized intersection.

11 Remove arrows and install signage to direct one-way traffic flow at the entrance/exit of the parking lot. Paint a crosswalk across the driveways to indicate the pedestrian priority and right-of-way.

12. Evaluate and install traffic calming devices on Oak Ave adjacent to St. Robert. This may include speed humps if the requirements are met per the City's Traffic Calming Program. School. Replace the existing crosswalk with a raised crossing with high-visibility painted markings. This will necessitate moving the crosswalk to the south.

13 Install paint-and-post curb extensions. Install high-visibility crosswalks. Adjust crosswalk on the north leg to avoid using residential driveway.

14 Install high-visibility crosswalks and paint-and-post bulb outs/curb extensions at Oak Ave and Jenevein Ave.

0 88 175 ft
Improvements not to scale

Non-Infrastructure Recommendations

Table 21. St. Robert Catholic School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *There is a lack of coordination between St. Robert Catholic School and Parkside Intermediate with arrival/dismissal circulation patterns and schedules.*	To minimize neighborhood congestion, the City should help facilitate conversations between the schools and assist in coordinating circulation patterns.
2. *Around 60% of survey respondents from St. Robert thought that walking or biking to school is fun for their child and important for their child's health. Further, 66% of respondents wished that they walked or biked more often.*	Support recurring encouragement events throughout the year such as Walk and Roll to School days, Ruby Bridges Walk to School days, Golden Sneaker, or Cocoa for Carpools programs. These events help to build a community around walking and biking, and help families and students feel more comfortable walking or biking to school. Prioritize parent outreach and engagement to improve compliance with existing driver regulations, as well as promote alternative transportation modes. This could include an emphasis on safe driving to ensure that everyone can reach the campus safely, regardless of mode. Efforts could also focus on creating SRTS champions or encouraging families to try walking or biking. Encourage families to Park and Walk to and from school.
3. *Parents worry that congestion along Oak Ave, especially at intersections with Niles Ave and Crystal Springs Rd, leads to challenging crossing conditions.*	Strengthen the existing crossing guard program and training, with a focus on the intersection of Oak Ave/Crystal Springs Rd or Oak Ave/Niles Ave. Clearer direction will help families feel more comfortable that their student can access the school grounds safely. Implement a safety patrol program as an option for family service hours.

Stratford School

School Setting

Address:
2322 Crestmoor Dr, San Bruno, CA 94066

School day start:
8:00 a.m. (extended hours: 7:00 a.m.)

School day end:
3:00 p.m. (extended hours: 6:00 p.m.)

Attendance:
350

Grade range:
2.5 years to Grade 5

STRATFORD SCHOOL

SAN BRUNO SRTS EXISTING + PROPOSED BICYCLE FACILITIES

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Existing Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Separated Bicycle Lane

San Bruno City Limit

Proposed Bicycle Facilities
- Path
- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route
- Bicycle Boulevard
- Bicycle Route with Wide Shoulders
- Separated Bicycle Lane
- Undetermined Facility Type

Existing and Proposed Bicycle Facilities

Community Input

Survey Findings

Engagement with Stratford School was limited due to partial participation in the Safe Routes to School Plan. Only one person responded to the online survey, making conclusions from the limited response difficult. No PTA meeting was held at the school.

PROJECT WEBSITE MAP COMMENTS

Two map comments focused on challenging intersections at Crestmoor Dr and San Bruno Ave, as well as San Bruno Ave and the on/off ramps to the Junipero Serra Fwy (380).

Infrastructure Recommendations

Table 22. Stratford School Infrastructure Recommendations

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
1. *There is congestion at the school entrance during arrival and dismissal.*	▶ Add red curb/no-parking zones on southbound Crestmoor Dr north of the school driveway to provide additional visibility for pedestrians crossing Crestmoor Dr. ▶ Add yield ahead (shark teeth) markings on Crestmoor Dr to the north and south of the school entry.	City
2. *For students approaching Stratford School from the south on the west side of Crestmoor Dr, there is no sidewalk or pedestrian path across the school entrance.*	Add a marked pedestrian pathway across the entrance of the school driveway to connect students coming from the southwest with the main school entrance. Add curb ramps at both ends of the path.	City
3. *Crestmoor Dr is a long stretch of roadway with no stop control between the school and San Bruno Ave, which makes it prone to speeding.*	On Crestmoor Dr, evaluate and install traffic calming devices which may include speed humps, a speed feedback sign, or visually narrowing the travel lanes by striping the edge of the parking lanes if the requirements are met per the City's Traffic Calming Program.	City
4. *The eastern intersection of Crestmoor Dr/San Bruno Ave (near Hwy 280) presents a challenging crossing for pedestrians, with six lanes of traffic to cross on San Bruno Ave.*	▶ Provide a pedestrian crossing island on the south leg of the intersection. This may require adjusting the entire crosswalk to the south to maintain the left turn pocket and adjusting the curb ramps to maintain alignment with the crosswalk. ▶ Enhance the existing crossings with higher-visibility markings. ▶ Coordinate with Caltrans to install a leading pedestrian interval at this signal (if not already present).	City

FINDING	RECOMMENDATION	IMPLEMENTING AGENCY
5. *The western intersection of Crestmoor Dr/San Bruno Ave is not very accommodating for pedestrians, with missing curb ramps and long crossing distances.*	Install curb ramps on the northern half of the intersection. Install pedestrian signals at this intersection, with a leading pedestrian interval.	City
6. *The underpass under Hwy 280 at San Bruno Ave is dark with a narrow sidewalk on only one side.*	Add lighting to improve the visibility of pedestrians. The Walk 'n Bike Plan recommends buffered bike lanes on this section of San Bruno Ave. Ensure any lighting added doesn't impede the future implementation of the lanes.	City

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.
**Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.
This figure is intended only for reference, conceptual planning, and informational purposes. This figure should not be used to establish boundaries, property lines, location of objects, or to provide any other information typically needed for final design, construction or any other purpose when engineered plans are required.

Safe Routes to Schools Improvement Plan
Stratford School

Improvement Detail

1 Add red curb/no parking zones on southbound Crestmoor Dr north of the school driveway. Add yield ahead markings, or "shark teeth," on Crestmoor Dr to the north and south of school driveway.

2 Add a marked pedestrian pathway across the entrance of the school driveway. Add curb ramps at both ends of the path.

3 On Crestmoor Dr, evaluate and install traffic calming devices which may include speed humps, a speed feedback sign, or visually narrowing the travel lanes by striping the edge of the parking lanes if the requirements are met per the City's Traffic Calming Program.

4 Provide a pedestrian crossing island on the south leg of the intersection. Enhance the existing crossings with higher visibility markings. Coordinate with CalTrans to install a Leading Pedestrian Interval. Make the crosswalk across Crestmoor raised.

5 Install curb ramps on the northern half of the intersection. Install pedestrian signals at this intersection, with a Leading Pedestrian Interval.

6 Add lighting to the Hwy 280 underpass.

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Improvements not to scale

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Non-Infrastructure Recommendations

Table 23. Stratford School Non-Infrastructure Recommendations

FINDING	RECOMMENDATION
1. *There is traffic congestion around the school entrance during arrival/dismissal periods.*	Implement a crossing guard program and training, with a focus on the school entrance on Crestmoor Dr. Clearer direction will help families feel more comfortable that their student can access the school grounds safely. Encourage students and parents to walk in groups, creating a "walking school bus."
2. *Create opportunities for `students and families to try out alternative transportation, and provide them with resources to feel empowered doing so.*	Support recurring encouragement events, such as Walk and Roll to School Days or Cocoa for Carpools, to give families a chance to try alternative modes and build community support around them. Follow up with additional resources on carpooling, such as a directory or place for families interested in carpooling to connect. Prioritize parent outreach and engagement to improve compliance with existing regulations during arrival/dismissal, as well as promote alternative transportation modes. Efforts could also focus on creating SRTS champions or encouraging families to try walking or biking.

04

Implementation and Next Steps

Implementation and Next Steps

The City of San Bruno and the districts served in this plan are limited by financial resources and staff capacity. It may not be feasible for every recommendation in the SRTS Plan to be implemented, so a prioritization process is necessary to identify the highest impact and lowest cost projects. This plan uses the following criteria to select high-priority projects across the city and for each school.

PRIORITIZATION CRITERIA:

1. **Location.** Projects in locations with the greatest risk indicated by the highest collision density receive higher priority scores. Collision density (see Appendix A) provides an understanding of which road segments and intersections would benefit the most from additional safety infrastructure.

2. **Efficacy.** Projects that have been proven to reduce crashes the most receive higher priority scores. Different infrastructure solutions have varying effects on crash reduction based on published before and after studies. These studies are used to compute Crash Modification Factor (CMF)s, a score that predicts the expected number of crashes after the respective infrastructure is installed.[1] Unfortunately, not all facilities have peer-reviewed research or a CMF confirming efficacy, and some facilities (like secure bicycle parking) are important to include, even if they have not been shown to reduce collisions.

3. **Cost.** Projects that are low in cost receive higher priority scores. While not prohibitive in isolation, costs add up. The project team included cost estimates (see Appendix C) in calculations.

1 For more information on how Crash Modification Factors are developed, see FHWA's Crash Modification Factor Clearinghouse: https://www.cmfclearinghouse.org/userguide_CMF.cfm

Thresholds for Prioritization

Table 24 outlines the underlying thresholds that contributed to the total score for each project, where the projects with the greatest impact scored a 5 and those with the lowest impact scored a 1 or 0. Projects were prioritized based on the sum of these three measures. Each measure was weighted equally.

The following lists of projects for each school in the study area are prioritized relative only to other projects at that school. For example, a project that scored a 7 in the three-tiered prioritization score may be considered a "medium priority" at School A but a "low priority" at School B, depending on the range of project scores.

Projects prioritized at a citywide level are scored against all other projects absolutely, with no weighting for school or any other factor beyond the three-tiered score. The highest priority projects represent about one-quarter of the total recommended projects.

Table 24. Prioritization Categories and Thresholds

COST		EFFICACY (CRASH MODIFICATION FACTOR)		LOCATION (COLLISION DENSITY)	
CATEGORY	SCORE	CATEGORY	SCORE	CATEGORY	SCORE
</= $10,000	5	0.01-0.20	5	High Collision	5
$10,001-$25,000	4	0.21-0.30	4	Medium-High	4
$25,001-$50,000	3	0.31-0.40	3	Medium	3
$50,001-$100,000	2	0.41-0.50	2	Low-Medium	2
Over $100,000	1	0.51+	1	Low Collision	1
		No CMF Available	*0*		

School-Specific Recommendations

Allen Elementary School

The nine recommended improvements at Allen Elementary School are estimated to total $820,500. See Table 25 for details on project cost and priority scoring.

Table 25. DRAFT Allen Elementary Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
7	Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Jenevein Ave/Cypress Ave. Review curbside use along Jenevein and extend or add red curb zones to improve visibility.	$15,750	4	0.30	4	5	13	High
6	Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Jenevein Ave/Acacia Ave. Review curbside use along Jenevein and extend or add red curb zones to improve visibility.	$15,750	4	0.30	4	5	13	High
4	Post "right-in only" and "right-out only" signage at the entrance and exit of the drop-off area.	$1,500	5	0.32	3	4	12	High

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
3	Paint the entire southern curb of Angus Ave red – restricting parking at all times – between Elm and Linden Aves.	$2,500	5	0.00	0	4	9	Med
1	Install paint-and-post curb extensions at the intersection.	$16,000	4	0.00	0	4	8	Med
2	Install paint-and-post curb extensions at the intersection.	$16,000	4	0.00	0	4	8	Med
5	Explore installing traffic calming elements, such as speed humps, along Angus, Elm, and Linden Aves.	$262,000	1	0.50	2	4	7	Low
8	Install high-visibility crosswalks and curb extensions. Realign curb ramps and ensure the correct slope, and install tactile warning pads.	$252,000	1	0.63	1	5	7	Low
9	Install 4 high-visibility crosswalks and curb extensions. Realign curb ramps and ensure the correct slope, and install tactile warning pads. Conduct a stop warrant analysis.	$267,000	1	0.63	1	5	7	Low

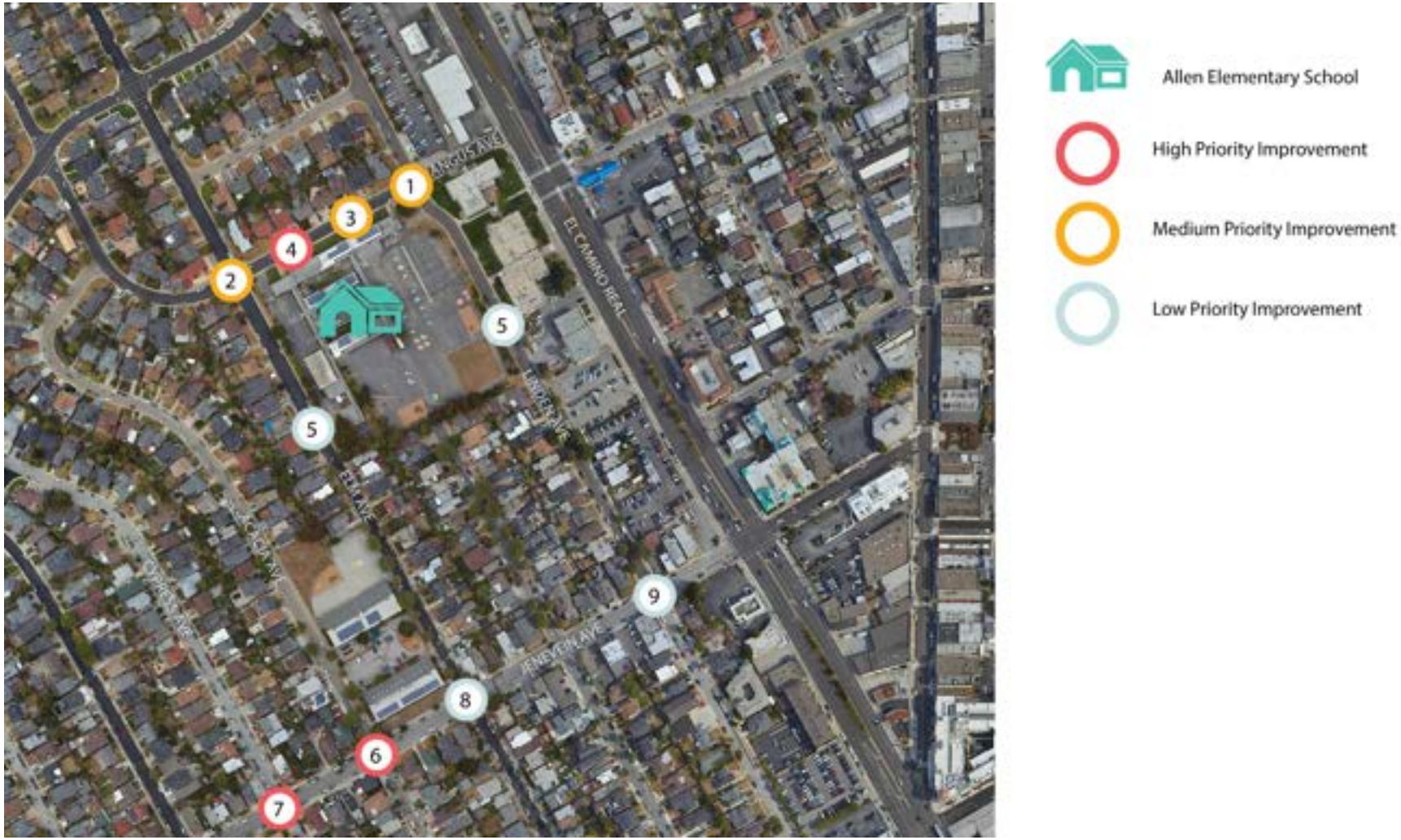


Figure 27. DRAFT Allen Elementary Prioritized Projects

Belle Air Elementary School

The 11 recommended improvements at Belle Air Elementary School are estimated to total $958,500. See Table 26 for details on project cost and priority scoring.

Table 26. DRAFT Belle Air Elementary Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
3	Extend existing sidewalk into the Lions Park parking lot, to connect with existing pedestrian path on the south side of the lot.	$14,000	4	0.12	5	5	14	High
4	Replace existing crosswalk with raised crosswalk. Install right-in, right-out style directive median on 3rd Ave.	$60,250	2	0.20	4	5	11	High
2	Paint crosswalk across driveway entrance.	$3,000	5	0.00	0	5	10	High
6	Remove the row of parking on building frontage and install a permanent drop-off zone.	$7,500	5	0.00	0	5	10	High
11	Designate 4th Ave as a bike route. Increase red curb and conduct warrant study for 4-way stops at 4th Ave/Angus Ave and 4th Ave/Pine St. Install an RRFB at 4th Ave/San Bruno Ave. Redesign sidewalk/ fence entrance to school grounds. Add bike route markings.	$87,000	2	0.06	5	3	10	High

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
5	Replace existing crosswalk with raised crosswalk to slow vehicle traffic. Add yield markings and signage.	$57,500	2	0.48	2	3	7	Med
8	Install a high-visibility crosswalk. Install concrete curb extensions. Repair curb ramps. Paint curb red from the crosswalk to 50 feet to the north. Add a removable barrier across the entrance to the alley.	$133,500	1	0.63	1	5	7	Med
10	Explore moving the "pedestrians ahead" sign, pavement markings, and speedbump closer to the crosswalk on 3rd Ave at entrance to school property.	$558,750	1	0.00	0	5	6	Low
1	Use paint and flex posts or bolt-on curbs to better indicate and separate the walking and driving areas of the roadway.	$10,000	5	0.00	0	0	5	Low
7	Install concrete median, continue the median down the length of the traffic loop, in front of the parking spaces.	$15,000	4	0.00	0	0	4	Low
9	Install painted arrows, cones, or other dividers to guide drivers to the correct path of vehicle travel to 7th Ave.	$12,000	4	0.00	0	0	4	Low

Figure 28. DRAFT Belle Air Elementary Prioritized Projects

Capuchino High School

The 11 recommended improvements at Capuchino High School are estimated to total $1,151,000. See Table 27 for details on project cost and priority scoring.

Table 27. DRAFT Capuchino High Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
7	Install 2 paint-and-post curb extensions. Install yellow, ladder high-visibility crosswalk at the western approach. Install curb extensions.	$11,000	4	0.63	1	5	10	High
6	Install high-visibility crosswalks on all sides of the intersection. Complete a stop warrant study to consider the addition of stop signs to Broadway. Install curb extensions.	$258,000	1	0.19	5	3	9	High
8	Install 2 paint-and-post curb extensions. Repaint crosswalk in higher-visibility pattern.	$26,000	3	0.63	1	5	9	High
11	Install 2 paint-and-post curb extensions. Straighten the right turn lanes into alignment with the street. Install yellow, ladder high-visibility crosswalk at the western approach.	$50,000	3	0.63	1	5	9	High

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
9	Install yellow, ladder high-visibility crosswalk at the western approach. Install 4 paint-and-post curb extensions.	$19,000	4	0.63	1	3	8	Med
10	Install a concrete curb extension. Install yellow, ladder high-visibility crosswalk at the western approach. Install curb extensions.	$63,000	2	0.63	1	5	8	Med
1	Install sidewalk along the north side of Barcelona Dr and connect it to the sidewalk along the northern side of the parking lot on school grounds.	$126,000	1	0.12	5	0	6	Med
4	On the north side of Millwood, on school property, widen sidewalks and install vertical 6" curb, instead of rollover style. This may require infringing onto school property (depending on where the right-of-way line is).	$264,000	1	0.12	5	0	6	Med
3	Install "speed feedback" along the corridor between Barcelona and Magnolia.	$15,000	4	0.93	1	0	5	Low

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
5	Install 4 paint-and-post curb extensions. Install tactile warning pads.	$76,000	2	0.00	0	3	5	Low
2	Install concrete curb extensions. Install curb ramps and tactile warning pads. Install high-visibility crosswalk across Barcelona Dr.	$243,000	1	0.63	1	0	2	Low

Figure 29. DRAFT Capuchino High Prioritized Projects

Palos Verdes and El Portal Schools

The four recommended improvements at Palos Verdes and El Portal Schools are estimated to total $263,600. See Table 28 for details on project cost and priority scoring.

Table 28. DRAFT Palos Verdes and El Portal Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
2	Paint a high-visibility crosswalk across the driveway. Realign the curb ramp to be parallel with the sidewalk. Install sidewalk segment to connect into school parking lot.	$24,300	4	0.08	5	3	12	High
3	Reduce lanes on Cherry Ave., consistent with the San Bruno Walk 'n Bike Plan. Install high-visibility crosswalks on all sides of the intersection. Consider extending the median along Cherry Ave through the crosswalk to act as a pedestrian refuge.	$154,500	1	0.30	4	4	9	Med
4	Remove parking between the driveways by painting the curb red.	$3,500	5	0.70	1	3	9	Med
1	On the north side of Commodore, install a depressed corner ramp and tactile warning par. Realign the curb ramp on the south side of the crosswalk to face the crosswalk.	$81,300	2	0.00	0	3	5	Low

Figure 30. DRAFT Palos Verdes and El Portal Prioritized Projects

Highlands Christian School

The five recommended improvements at Highlands Christian School are estimated to total $464,500. See Table 29 for details on project cost and priority scoring.

Table 29. DRAFT Highlands Christian Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
1	Extend the red curb/ no-parking zone on Amador Ave at Monterey Dr. Add yield ahead markings to all approaches. Harden the center median on the southern leg of Monterey Dr with bollards. Repaint crosswalks as high-visibility and add two more curb ramps.	$39,250	3	0.35	3	3	9	High
2	Explore adding traffic calming elements to Monterey Dr, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes.	$25,000	4	0.68	1	3	8	High
3	Explore adding traffic calming elements, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes.	$25,000	4	0.68	1	2	7	Med

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
4	Install 1 high-visibility crosswalk on the south leg of the intersection. Add concrete pavement to 2 corners (connect to sidewalks) and add curb ramps with warning pads. Reduce corner turning radii as much as possible.	$264,000	1	0.60	1	4	6	Low
5	Install high-visibility crosswalks at Amador Ave/Monterey Dr and Sneath Ln/Monterey Dr.	$111,250	1	0.63	1	3	5	Low

Figure 31. DRAFT Highlands Christian Prioritized Projects

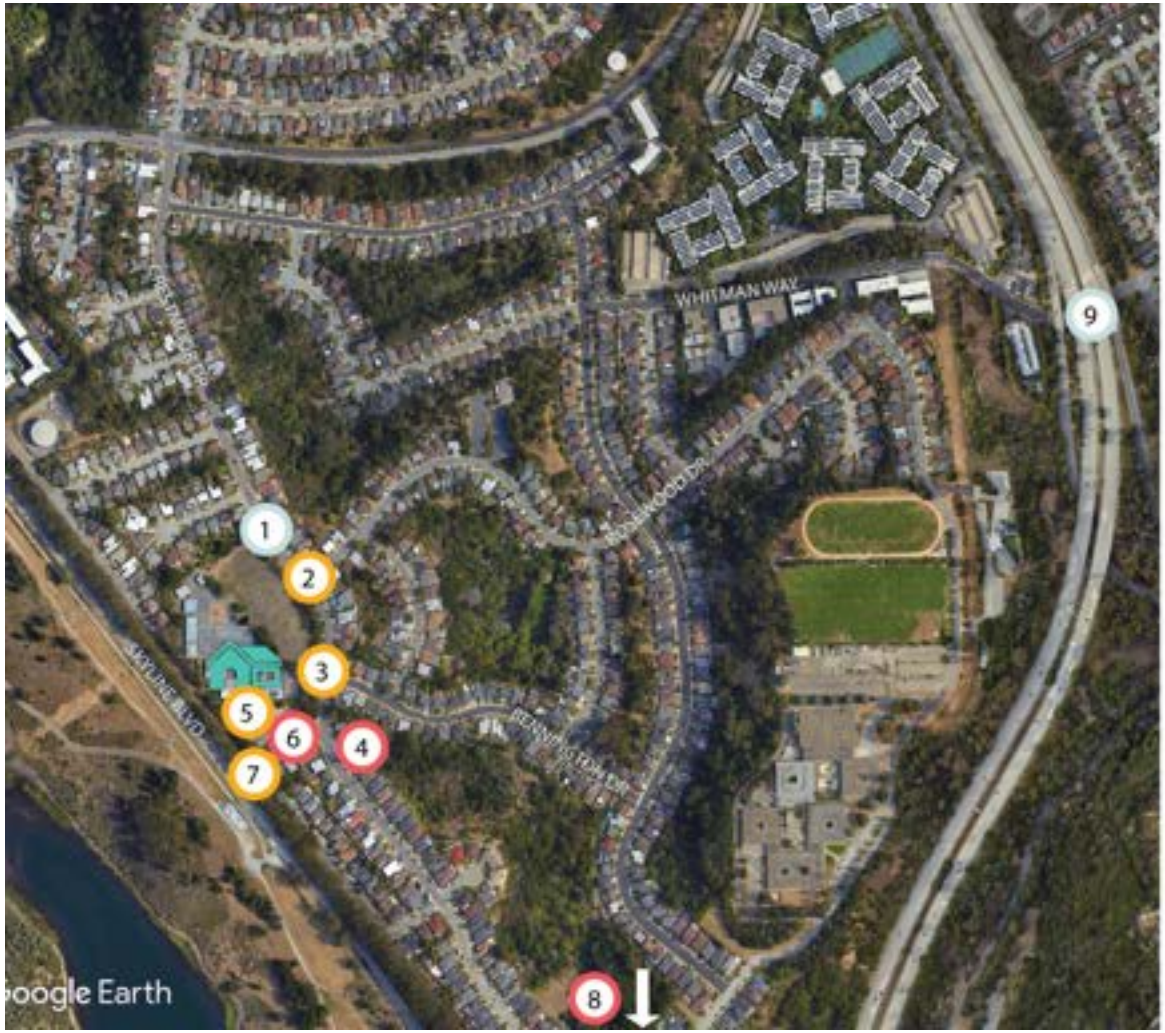
John Muir Elementary School

The nine recommended improvements at John Muir Elementary School are estimated to total $321,750. See Table 30 for details on project cost and priority scoring.

Table 30. DRAFT John Muir Elementary Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
4	Conduct a stop warrant analysis for all-way stop control at Crestmoor Dr and Cambridge Ln. Install a high-visibility crosswalk across Crestmoor Dr (to the north of the intersection) if an all-way stop is warranted.	$12,000	4	0.19	5	3	12	High
6	Add bollards to create a hardened center line on Cambridge Ln between Crestmoor Dr and the school driveway.	$3,000	5	0.29	4	3	12	High
8	Conduct a stop warrant analysis to explore the feasibility of an all-way stop. Install high-visibility crosswalks and yield markings at all legs with a stop sign (existing and future, if warranted).	$69,000	2	0.14	5	3	10	High

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
2	Install high-visibility crosswalks along Crestmoor Dr to the following intersections: Rosewood Dr, Bennington Dr.	$3,000	5	0.63	1	3	9	Med
3	Install a high-visibility crosswalk.	$6,000	5	0.63	1	3	9	Med
5	Install a secure bike parking area.	$5,000	5	0.00	0	3	8	Med
7	Remove shoulder parking on the south side of the street. Paint curb red.	$3,750	5	0.00	0	3	8	Med
9	Add lighting to improve the visibility of pedestrians at the underpass under 280 at Whitman Way/ Jenevein Ave.	$97,500	2	0.68	1	3	6	Low
1	Extend the length of the red curb "no-parking" zone on either side of the crosswalk to increase visibility. Extend/ add concrete curb extensions the full depth of the parking lane.	$122,500	1	0.00	0	3	4	Low



John Muir Elementary School

High Priority Improvement

Medium Priority Improvement

Low Priority Improvement

Figure 32. DRAFT John Muir Elementary Prioritized Projects

Parkside Intermediate School

The nine recommended improvements at Parkside Intermediate School are estimated to total $636,750. See Table 31 for details on project cost and priority scoring.

Table 31. DRAFT Parkside Intermediate Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
7	Conduct a stop warrant study for intersection. If stop not warranted, install high-visibility crosswalks and crosswalk warning signs.	$12,000	4	0.19	5	2	11	High
4	Conduct a stop warrant study for intersection. If not warranted at this location, also consider the intersections of Maple Ave, Redwood Ave, or Donner Ave.	$24,000	4	0.30	4	0	8	High
8	Install high-visibility crosswalks and paint-and-post curb extensions. The installation of a four-way stop is also recommended for Cedar/Jenevein.	$48,000	3	0.63	1	4	8	High
9	Install high-visibility crosswalks and paint-and-post curb extensions.	$28,000	3	0.63	1	4	8	High

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
1	Install a high-visibility crosswalk and curb ramps across Donner Ave.	$33,000	3	0.63	1	2	6	Med
2	Install a crosswalk across Niles Ave. Ensure that the crosswalk is aligned with the west side of Redwood Ave and the East Side of Donner Ave. Install curb ramp on south side.	$33,000	3	0.63	1	2	6	Med
5	Move the bus stop farther east (approximately 80') towards the intersection with Maple Ave.	$8,000	5	0.00	0	0	5	Med
6	Install lighting along path. Install fence between path and Donner Ave. Explore installing speed bumps or other traffic calming devices on Donner Ave.	$360,000	1	0.68	1	2	4	Low
3	Install curb ramps on both sides of the driveway. Rebuild the sidewalk so that it maintains a flat grade across the driveway. Install a fish eye mirror that faces west.	$90,750	2	0.00	0	0	2	Low

Figure 33. DRAFT Parkside Intermediate Prioritized Projects

Portola Elementary School

The five recommended improvements at Portola Elementary School are estimated to total $1,242,750. See Table 32 for details on project cost and priority scoring.

Table 32. DRAFT Portola Elementary Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
2	Install high-visibility crosswalk. Install two curb ramps with tactile warning pads. Install flex posts to encourage right-in, right-out only.	$36,500	3	0.20	4	3	10	High
5	Explore adding traffic calming elements to Amador Ave, such as speed feedback signs and visually narrowing the travel lanes by striping the edge of the parking lanes.	$30,000	3	0.68	1	3	7	Med
1	Move high-visibility crosswalk and RRFB to crest of hill. Add passive detection to the existing RRFB.	$96,250	2	0.63	1	3	6	Med
4	Add pedestrian-scale street lighting to Amador Ave.	$750,000	1	0.68	1	3	5	Med
3	Enhance the pedestrian path by adding lighting and installing a fence between the path and drainage ditch.	$330,000	1	0.00	0	2	3	Low

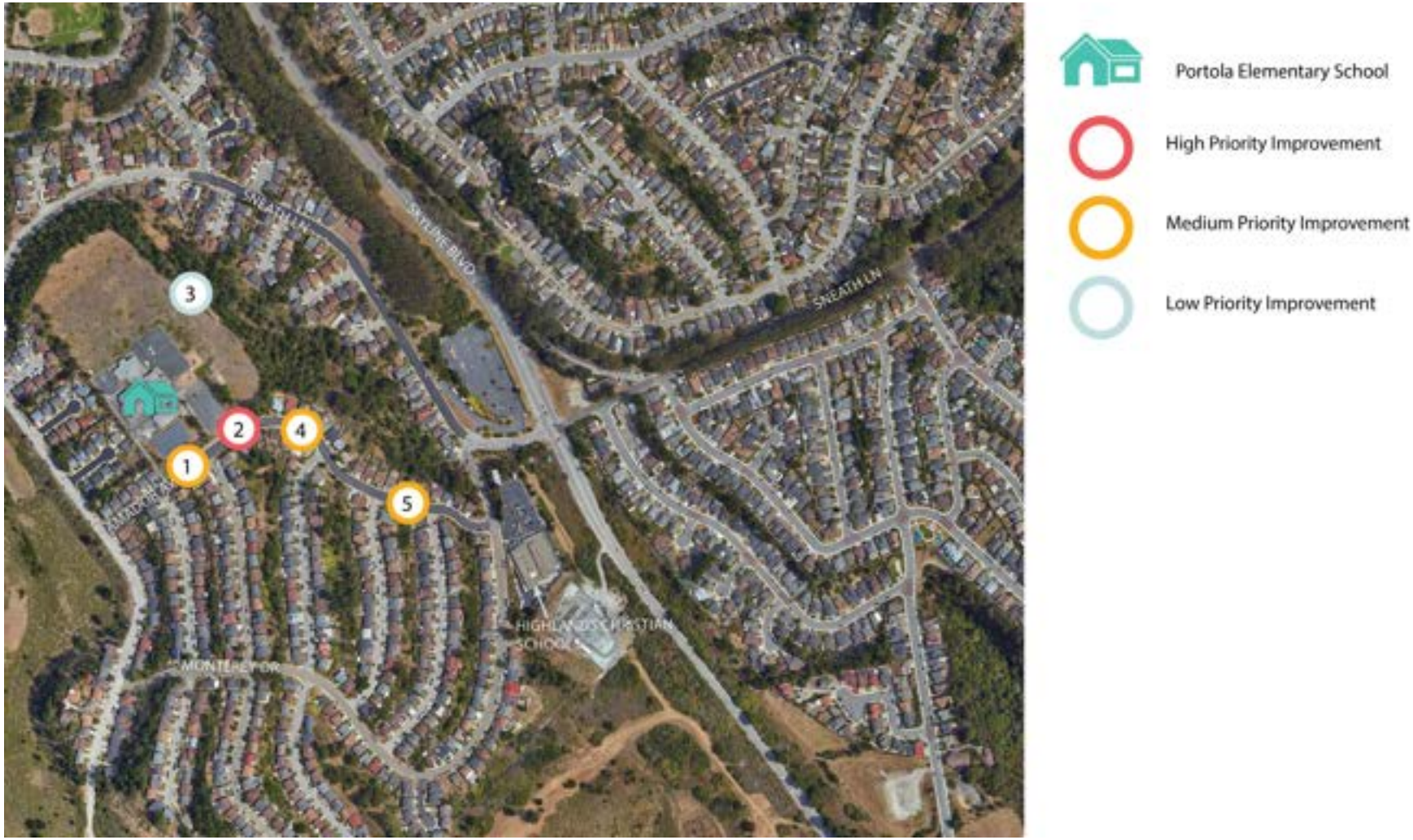


Figure 34. DRAFT Portola Elementary Prioritized Projects

Rollingwood Elementary School

The seven recommended improvements at Rollingwood Elementary School are estimated to total $100,400. See Table 33 for details on project cost and priority scoring.

Table 33. DRAFT Rollingwood Elementary Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
7	Conduct a stop warrant study to analyze the feasibility of an all-way stop. Paint high-visibility crosswalks across all legs of the intersection. Extend the length of the no-parking zones. Install paint-and-post curb extensions.	$27,900	3	0.13	5	4	12	High
2	Prohibit parking along Cottonwood Dr on the East side of the street between the school entrance and Rollingwood Dr. Paint the curb red.	$3,000	5	0.70	1	4	10	Med
3	Install high-visibility crosswalks.	$9,000	5	0.60	1	4	10	Med
6	Explore installing speed humps or other traffic calming devices along Rollingwood Dr to the east and west of Cottonwood Dr.	$20,000	4	0.50	2	4	10	Med

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
1	Install a curb ramp with tactile warning pad to ensure ADA access. Install yield line (shark's teeth) markings and signage in advance of the crosswalk.	$16,500	4	0.75	1	4	9	Low
4	Install high-visibility crosswalks.	$12,000	4	0.63	1	4	9	Low
5	Install high-visibility crosswalks.	$12,000	4	0.60	1	4	9	Low

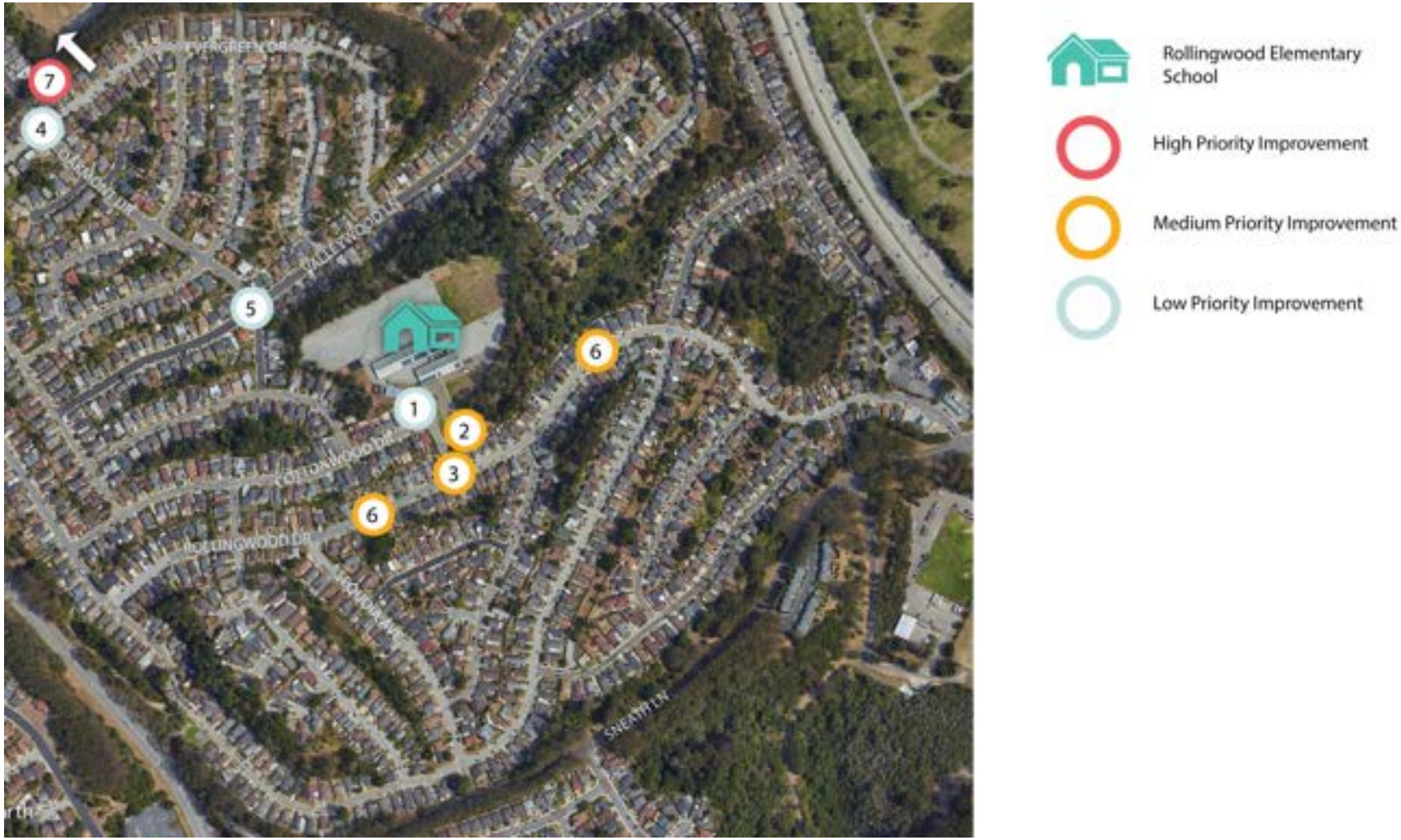


Figure 35. DRAFT Rollingwood Elementary Prioritized Projects

St. Robert Catholic School

The 14 recommended improvements at St. Robert Catholic School are estimated to total $898,500. See Table 34 for details on project cost and priority scoring.

Table 34. DRAFT St. Robert Catholic Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
10	Include paint-and-post curb extensions as a part of the City's project to convert this to a signalized intersection.	$16,000	4	0.38	3	5	12	High
3	Install sidewalks on east side of City Park Way. Install crosswalk across street. Install sidewalk connection to Crystal Springs Rd.	$160,500	1	0.08	5	5	11	High
4	Extend no-parking zones and paint curbs red.	$6,250	5	0.70	1	5	11	High
1	Install lit or flashing stop signs. On Crystal Springs Rd, heading northeast, paint “Stop Ahead” pavement markings in advance of the stop sign. Install pedestrian-scale street lighting.	$116,000	1	0.30	3	5	9	Med
2	Complete a traffic study to determine the feasibility of closing the right turn lane.	$15,000	4	0.00	0	5	9	Med

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
5	Extend no-parking zones and paint curbs red.	$6,250	5	0.70	1	2	8	Med
6	Extend no-parking zones and paint curbs red.	$6,250	5	0.70	1	2	8	Med
7	Extend no-parking zones and paint curbs red.	$6,250	5	0.70	1	2	8	Med
11	Remove arrows and install signage to direct one-way traffic flow at the entrance/exit of the parking lot. Paint a crosswalk across the driveways to indicate the pedestrian priority and right-of-way.	$15,000	4	0.63	1	2	7	Med
14	Install high-visibility crosswalks and paint-and-post bulb outs/ curb extensions at Oak Ave and Jenevein Ave.	$73,000	2	0.60	1	4	7	Med
8	Rebuild sidewalks to be graded across the driveway entrance consistent with the sidewalk on either side, and move sloped ramp for vehicles to outside of the pedestrian path of travel.	$120,000	1	0.00	0	5	6	Low

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
12	Evaluate and install traffic calming devices on Oak Ave adjacent to St. Robert School. This may include speed humps if the requirements are met per the City's Traffic Calming Program. Replace the existing crosswalk with a raised crossing with high-visibility painted markings, south of the existing crossing.	$93,000	2	0.44	2	2	6	Low
13	Install paint-and-post curb extensions. Install high-visibility crosswalks. Adjust crosswalk on the north leg to avoid using residential driveway.	$115,000	1	0.63	1	2	4	Low
9	Rebuild sidewalks to be graded across the driveway entrance consistent with the sidewalk on either side, and move sloped ramp for vehicles to outside of the pedestrian path of travel.	$120,000	1	0.00	0	2	3	Low

Figure 36. DRAFT St. Robert Catholic Prioritized Projects

Stratford School

The six recommended improvements at the Stratford School are estimated to total $537,250. See Table 35 for details on project cost and priority scoring.

Table 35. DRAFT Stratford Prioritized Projects

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
1	Add red curb/ no-parking zones on southbound Crestmoor Dr north of the school driveway. Add yield ahead markings, or "shark teeth," on Crestmoor Dr to the north and south of school driveway.	$3,250	5	0.53	1	3	9	High
2	Add a marked pedestrian pathway across the entrance of the school driveway. Add curb ramps at both ends of the path.	$35,000	3	0.63	1	3	7	Med
3	On Crestmoor Dr, evaluate and install traffic calming devices which may include speed humps, speed feedback sign, or visually narrowing the travel lanes by striping the edge of the parking lanes if the requirements are met per the City's Traffic Calming Program.	$55,000	2	0.68	1	3	6	Med
6	Add lighting to the Hwy 280 underpass.	$100,000	2	0.68	1	3	6	Med

MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE	PRIORITY LEVEL
4	Provide a pedestrian crossing island on the south leg of the intersection. Enhance the existing crossings with higher-visibility markings. Coordinate with Caltrans to install a Leading Pedestrian Interval. Make the crosswalk across Crestmoor raised.	$164,000	1	0.54	1	3	5	Low
5	Install curb ramps on the northern half of the intersection. Install pedestrian signals at this intersection, with a Leading Pedestrian Interval.	$125,000	1	0.82	1	3	5	Low

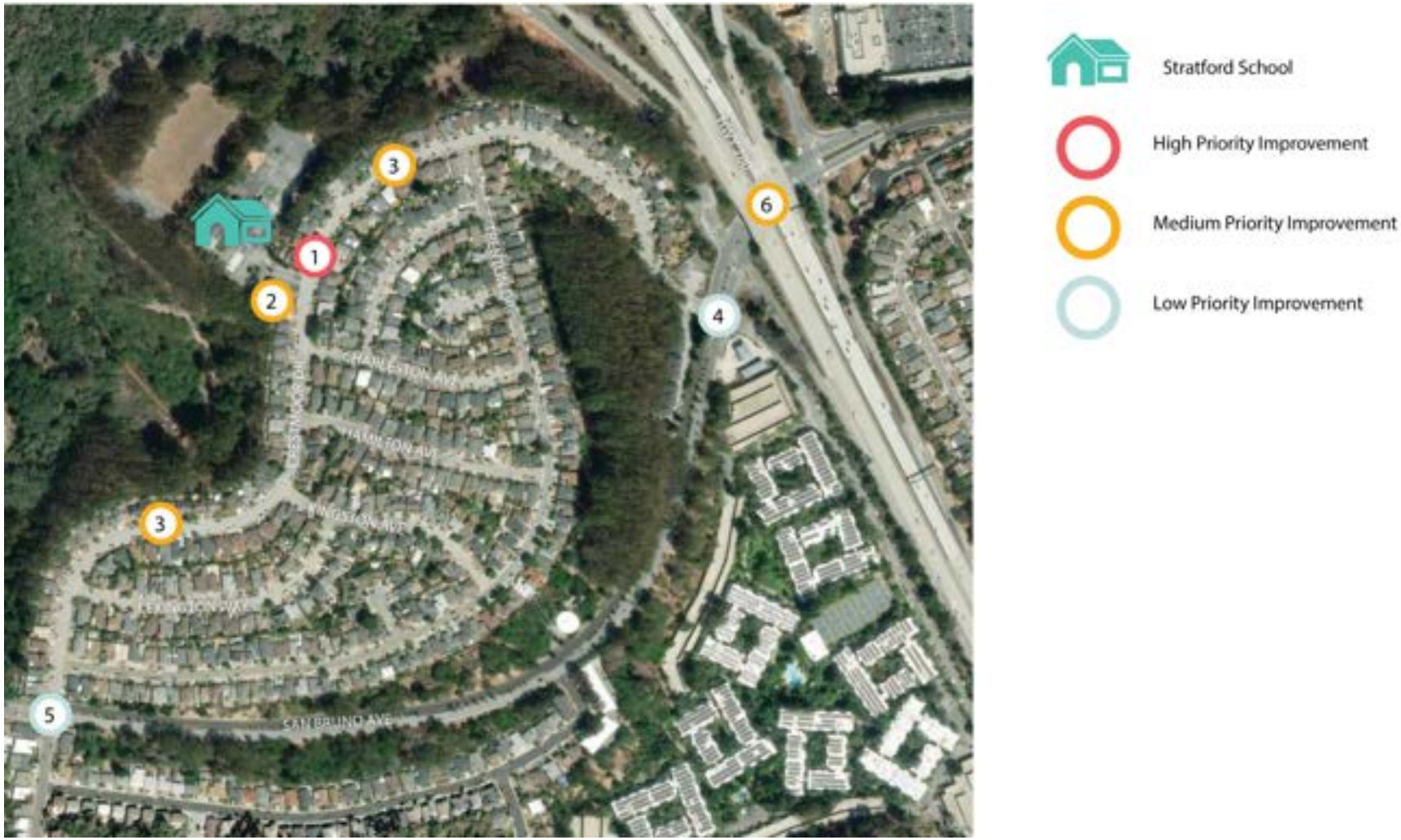


Figure 37. DRAFT Stratford Prioritized Projects

Citywide High-Priority Projects

The following 22 projects identified in Table 37 received the highest scores of all recommendations across the City of San Bruno. It is estimated that implementing all of these high-priority projects would cost around $650,000. Districtwide, all 90 projects are estimated to cost a total of $7,368,500 with the number of projects in each priority tier shown in Table 36. For a full list of projects in score order, see Appendix D.

Table 36. Summary of Citywide SRTS Projects

PROJECT PRIORITY LEVEL	NUMBER OF PROJECTS	SUM OF COST
High	22	$645,200
Medium	38	$2,134,000
Low	30	$4,589,300
Total	90	$7,368,500

Table 37. DRAFT Citywide Priority Projects

SCHOOL	MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE
Belle Air	3	Install sidewalk past the crosswalk into the Lions Park parking lot.	$14,000	4	0.12	5	5	14
Allen	6	Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Jenevein Ave/Cypress Ave. Review curbside use along Jenevein and extend or add red curb zones to improve visibility.	$15,750	4	0.30	4	5	13
Allen	5	Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Jenevein Ave/Acacia Ave. Review curbside use along Jenevein and extend or add red curb zones to improve visibility.	$15,750	4	0.30	4	5	13
Allen	3	Post "right-in only" and "right-out only" signage at the entrance and exit of the drop-off area.	$1,500	5	0.32	3	4	12

SCHOOL	MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE
El Portal & Palos Verdes	2	Paint a high-visibility crosswalk across the driveway. Realign the curb ramp to be parallel with the sidewalk. Install sidewalk segment to connect into school parking lot.	$24,300	4	0.08	5	3	12
John Muir	4	Conduct a stop warrant analysis for all-way stop control at Crestmoor Dr and Cambridge Ln. Install a high-visibility crosswalk across Crestmoor Dr (to the north of the intersection) if an all-way stop is warranted.	$12,000	4	0.19	5	3	12
John Muir	6	Add bollards to create a hardened center line on Cambridge Ln between Crestmoor Dr and the school driveway.	$3,000	5	0.29	4	3	12
Rolling-wood	5	Conduct a stop warrant study to analyze the feasibility of an all-way stop. Paint high-visibility crosswalks across all legs of the intersection. Extend the length of the no-parking zones. Install paint-and-post curb extensions.	$27,900	3	0.13	5	4	12

SCHOOL	MAP LABEL	PROJECT DESCRIPTION	COST	COST SCORE	CMF	CMF SCORE	COLLI-SION SCORE	TOTAL SCORE
Belle Air	4	Replace existing crosswalk with raised crosswalk. Install right-in, right-out style directive median on 3rd Ave.	$60,250	2	0.20	4	5	11
Parkside	7	Conduct a stop warrant study for intersection. If stop not warranted, install high-visibility crosswalks and crosswalk warning signs.	$12,000	4	0.19	5	2	11
Saint Robert	3	Install sidewalks on east side of City Park Way. Install crosswalk across street. Install sidewalk connection to Crystal Springs Rd.	$160,500	1	0.08	5	5	11
Saint Robert	4	Extend no-parking zones and paint curbs red.	$6,250	5	0.70	1	5	11
Saint Robert	10	Complete a traffic study for the intersection. Options to study include: a full traffic signal or a roundabout. Install paint-and-post curb extensions.	$46,000	3	0.38	3	5	11

Recommended Next Steps

The recommendations listed here do not have a funding source identified, and require additional public input, design, and collaboration before becoming a reality. As the City and partners look to refine and advance these recommendations, they will need significant financial and staff support. The following steps outline the process for moving out of this plan and into reality.

Step 1

Identify funding capacity within District and City capital budgets. This funding can be used as a match to leverage external funds as a match for grants.

Step 2

Identify and apply for external funding. Refer to Chapter 5 of this report for potential Federal, State, Local and other grant programs to implement these recommendations. The grant sources listed in Chapter 5 vary in size and scope, and may be able to cover anywhere from just the high-priority projects to all of those identified in the plan.

Step 3

Work with residents to use this Safe Routes to School Plan to identify potential projects for the City's Traffic Calming Program. San Bruno currently has a pool of funds available for resident-led and City-evaluated traffic calming projects. While this plan is not intended to pull from those funds, it may be a tool for residents interested in bringing traffic calming solutions to their neighborhood.

Step 4

Design, build and maintain projects as funding and staff time is available. This step will require additional public input beyond that gathered for this plan, as well as significant coordination between the municipal and school partners involved.

Step 5

Before and after construction, collect data and evaluate results. Work with school partners to establish counts or surveys, or use counting equipment to measure the number of people walking and biking year over year.

Step 6

Modify or enhance improvements as needed. While some recommendations identified in this plan are explicitly phased to start with a low-cost approach and add additional investment if needed, all of these improvements should be considered as a starting point. As additional funding becomes available or as community needs and behaviors change, the City and partners should be responsive to those conditions.

05

Potential Funding Sources

Potential Funding Sources

This San Bruno Safe Routes to School Plan was funded through a Caltrans Sustainable Communities Grant. This grant is one of many potential funding sources, described in this chapter, available to implement the City's SRTS projects, programs, and studies. The following descriptions are intended to provide an overview of available options and do not represent a comprehensive list. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change. This chapter has been organized to include local and regional funding sources as well as state and federal programs.

Federal

SAFE STREETS AND ROADS FOR ALL (SS4A)

Funded by the Bipartisan Infrastructure Law, the Safe Streets and Roads for All program provides discretionary funding over the next five years to local, regional, and Tribal initiatives to prevent roadway deaths and serious injuries. Funding can be used to develop or update a Comprehensive Safety Action Plan (ex: Vision Zero Plan); conduct planning, design, and development activities in support of the Action Plan; and carry out projects to implement the Action Plan. These action plans can include SRTS activities and projects.

Funds are programmed by the U.S. Department of Transportation.

COMMUNITY MOBILITY DESIGN CHALLENGE GRANT

The National Center for Mobility Management provides up to $25,000 to communities to generate ideas to improve mobility for those who face transportation-related barriers. This program is the first in a series of three grants. The second grant opportunity, Learning Launch grants, provides $20,000 to refine and test solutions generated from the first grant. The third grant opportunity, Ready to Launch grants, provides $75,000 to implement the solutions as a pilot. Active transportation projects, including SRTS-related projects, could be awarded funds through this series of grants.

Funds are administered by the National Center for Mobility Management.

RAISE GRANTS

The Rebuilding America Infrastructure with Sustainability and Equity (RAISE) program supports projects that improve transportation system safety, improve accessibility, and improve sustainability. Eligible projects must have quantifiable environmental benefits, serve disadvantaged communities, and address equity concerns in the project's design. Eligible projects range between $5 million and $25 million. RAISE grants can fund both planning and capital projects. A 20% local match is required except in rural areas. The application is closed for 2022, but will open again, likely in the spring of 2023.

Funds are programmed by the United States Department of Transportation.

State

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

Approximately every two years (typically in the spring or early summer), Caltrans offers grant funding for active transportation infrastructure, programmatic projects to encourage walking and biking, or a combination of infrastructure and non-infrastructure components. Non-infrastructure (programmatic) projects can include SRTS activities, such as conducting walk audits, developing and implementing walking school buses, and providing "train the trainer" classes. Funding is highly competitive and mainly focuses on communities of concern. The City will need to work directly with school districts and schools to be eligible for this grant application. Typically no local match is required, though extra points are awarded to applicants who identify matching funds.

Funds are programmed by the California Transportation Commission.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

Caltrans offers Highway Safety Improvement Program grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. This program focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness. Infrastructure and non-infrastructure projects are eligible for funds, including SRTS infrastructure and programs.

Funds are programmed by Caltrans.

URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce greenhouse gas emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: "reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools." Eligible projects include green streets and alleyways and nonmotorized urban trails that provide safe routes for travel between these key community destinations.

Funds are programmed by the California Natural Resources Agency.

SUSTAINABLE COMMUNITIES GRANTS

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Eligible projects are transit-focused planning projects that address multimodal transportation deficiencies, which could include funding for SRTS planning efforts.

Funds are programmed by Caltrans.

CALIFORNIA OFFICE OF TRAFFIC SAFETY GRANTS

The California Office of Traffic Safety solicits grant applications for priority project areas that, supported by crash data, demonstrate a need for funding. One priority program area is Pedestrian and Bicycle Safety, which funds activities associated with SRTS such as traffic safety rodeos, in-school presentations, safety trainings, bike helmets, and traffic safety campaigns, among other activities.

Funds are programmed by the California Office of Traffic Safety.

TRANSFORMATIVE CLIMATE COMMUNITIES PROGRAM

The Transformative Climate Communities Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. The program prioritizes neighborhoods that score in the top 25% by CalEnviroScreen—a tool created by the California Office of Environmental Health Hazard Assessment to help identify communities in California that are disproportionately burdened from pollution. Based upon the CalEnviroScreen 4.0 results, parts of San Bruno—west of Huntington Ave and east of El Camino Real—score in the top 25%.

Funds are programmed by the California Strategic Growth Council/California Department of Conservation.

SENATE BILL 1: LOCAL PARTNERSHIP PROGRAM

The Local Partnership Program provides funding for local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to support road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are eligible for a formulaic annual distribution of no less than $100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes, including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by the California Transportation Commission.

SENATE BILL 1: ROAD MAINTENANCE AND REHABILITATION PROGRAM

Senate Bill 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.

SUSTAINABLE TRANSPORTATION EQUITY PROJECT

The Sustainable Transportation Equity Project (STEP) is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. STEP applicants can either apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board.

Local/Regional

ONE BAY AREA GRANT CYCLE 3

Metropolitan Transportation Commission (MTC)'s One Bay Area Grant Cycle 3 (OBAG3), which is federally funded by the Federal Congestion Mitigation and Air Quality Improvement Program, funds projects and programs to help the Bay Area meet climate change and air quality improvement goals. The 2023–2026 cycle includes funding from the Federal 2021 Bipartisan Infrastructure Law. The City/County Association of Governments of San Mateo County (C/CAG) has set-aside funding for the SRTS program under MTC's OBAG3 program, which will be administered through the San Mateo County Office of Education.

SRTS funds are administered by the San Mateo County Office of Education.

TRANSPORTATION FUND FOR CLEAN AIR

The Transportation Fund for Clean Air funds bicycle facilities including paths, lanes, routes, lockers, and racks. The Bay Area Air Quality Management District administers funds to the San Mateo County Transportation Authority for projects that reduce vehicle emissions including bicycle projects. These funds come from a $4 vehicle registration surcharge in Bay Area counties and can be used as a match for competitive state or federal programs.

Funds are programmed by the San Mateo County Transportation Authority.

TRANSPORTATION DEVELOPMENT ACT ARTICLE 3

C/CAG administers the Transportation Development Act, Article 3 program (delegated by MTC for San Mateo County). This program funds planning and infrastructure within the county; each jurisdiction is eligible to apply for one planning project (up to $100,000, requiring 50% cash match) and one capital project (up to $400,000). The planning project must be a comprehensive bicycle or pedestrian plan.

Funds are administered by C/CAG.

SPARE THE AIR YOUTH

Spare the Air Youth is a regional program that aims to educate, inspire, and empower youth and families in the San Francisco Bay Area to walk, bicycle, carpool, and take transit. A partnership between the MTC and the Bay Area Air Quality Management District, Spare the Air Youth seeks to find effective ways to reduce greenhouse gas emissions related to transportation while also providing a regional resource for students, parents, teachers and program providers.

Spare the Air Youth supports SRTS programs throughout the Bay Area with free mobile bike repair, family biking clinics, and additional programs to expand high school SRTS programs. Services are available on an ongoing basis; high school funding is sporadic. (Limited free programs are allocated by county; all schools are eligible.) This program is likely an option to fund a few annual SRTS events.

Funds are administered by MTC.

SUSTAINABLE TRANSPORTATION EQUITY PROJECT

The Sustainable Transportation Equity Project is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. Project applicants can apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation Grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board.

MEASURE M

Through Measure M, C/CAG collects and administers an annual fee of $10 on motor vehicles registered in San Mateo County. Half of the net proceeds are allocated for local streets and roads, while the remaining 50% funds countywide transportation programs, including SRTS (6% of the countywide program funds). The SRTS funds from Measure M are used to fund non-infrastructure activities through the San Mateo County Office of Education SRTS program. While Measure M SRTS funds are not a viable source to fund City of San Bruno SRTS projects, as the funding goes directly to the San Mateo County Office of Education, San Bruno may use funds from the Measure M local streets and roads program to fund SRTS projects.

Funds are administered by C/CAG.

MEASURE A AND MEASURE W

Measure A is a half-cent sales tax first passed in 1988 to fund and leverage additional funding for transportation projects and programs in San Mateo County. It was reauthorized in 2004 to run through December 2033. Measure W is a half-cent sales tax passed in 2018 for the same purpose. It will run through June 2038. Measure A is fully administered by the San Mateo County Transportation Authority, while Measure W is administered by both the San Mateo County Transportation Authority and the San Mateo County Transit District (each administers 50% of the funds).

Measure A and Measure W will be administered jointly for both the 2022 Pedestrian and Bicycle Program and the Alternative Congestion Relief and Transportation Demand Management Program. Approximately $439,825 will be available for SRTS through the Pedestrian and Bicycle Program. While the application is closed for 2022, it will likely be released again in the summer of 2023.

Additionally, SRTS and school-related congestion projects are eligible for funding through the Alternative Congestion Relief and Transportation Demand Management Program. The application is closed for 2022 but will be released again, likely in the spring of 2023.

Funds are programmed by the San Mateo County Transportation Authority, with SRTS funds administered by the San Mateo County Office of Education.

Other Grant Programs

AARP COMMUNITY CHALLENGE GRANT

The American Association of Retired Persons (AARP) provides small grants annually to "help communities become more livable for people of all ages," which can include permanent active transportation infrastructure improvements, temporary demonstration projects, and programming. The application is closed for 2022, but will open again, likely in January of 2023.

Funds are administered by AARP.

AMERICA WALKS COMMUNITY CHANGE GRANT

America Walks offers community stipends for projects related to creating healthy, active, and engaged places to live, work, and play. Projects should be able to demonstrate how they will create healthy, active, and engaged communities that support walking as transportation, health, and recreation. The types of projects that can be funded cover a wide variety of topics and requests, but previous cycles included funds for trail improvements to schools, support for student-run SRTS events, art crosswalks, and updated wayfinding.

Funds are administered through America Walks.

PEOPLE FOR BIKES COMMUNITY GRANT PROGRAM

The People for Bikes Community Grant Program offers small grants to communities to implement bicycle infrastructure projects, including SRTS improvements. There are currently no open grant cycles, but the grant cycle typically occurs 1-2 times per year.

Funds are administered through People for Bikes.

SRTS NATIONAL PARTNERSHIP – SAFE ROUTES TO PARKS

The Safe Routes to Parks Activating Communities program provides in-depth technical assistance and grant funding to 10 communities working to improve safe, secure park access for people of all ages and abilities in low-income communities and communities of color. Funds can be used to provide better access to parks through crossing improvements, signage, or lighting; or provide upgrades to the parks with park benches, and lighting. This program could support recommended improvements that connect schools and surrounding communities with local green space.

Funds are administered through the SRTS National Partnership.

Appendix A

Collision Analysis Memo

MEMORANDUM

To: Jacinta Liang, City of San Bruno

From: Jeff Knowles, David Wasserman, and Grace Young, Alta

Date: 3/17/2022

Re: San Bruno SRTS Collision Analysis Memo

Collision Landscape Analysis

Understanding where and why collisions occur is an essential first step in developing recommendations to improve safety conditions for all roadway users. While examining all collisions helps recognize overall patterns and identify areas for further study, this analysis places particular emphasis on collisions based on the following characteristics:

- **Severity**. Collisions where victims are **killed or severely injured** (KSI) are particularly important to prioritize due to significant loss of life and long-term disability and the associated cost measured in terms of personal economic cost, emergency services, and long-term health costs.
- **Youth-Involved Collisions**. As part of a more significant school safety effort, this analysis assesses collisions involving youth victims who use facilities in school study areas to travel to and from schools.
- **Vulnerable Road Users**. By specifically assessing where collisions involving active modes occur, the project team can better understand where improvement may most benefit bicycle and pedestrian safety, especially along routes that support student travel to school.

This memorandum presents a **Safety Priority Index (SPI)** that highlights road segments in San Bruno with historically higher collision densities. The analysis considers all collisions but places a greater weight on KSI collisions. The SPI may inform future prioritization efforts to first address roads with the most significant safety challenges.

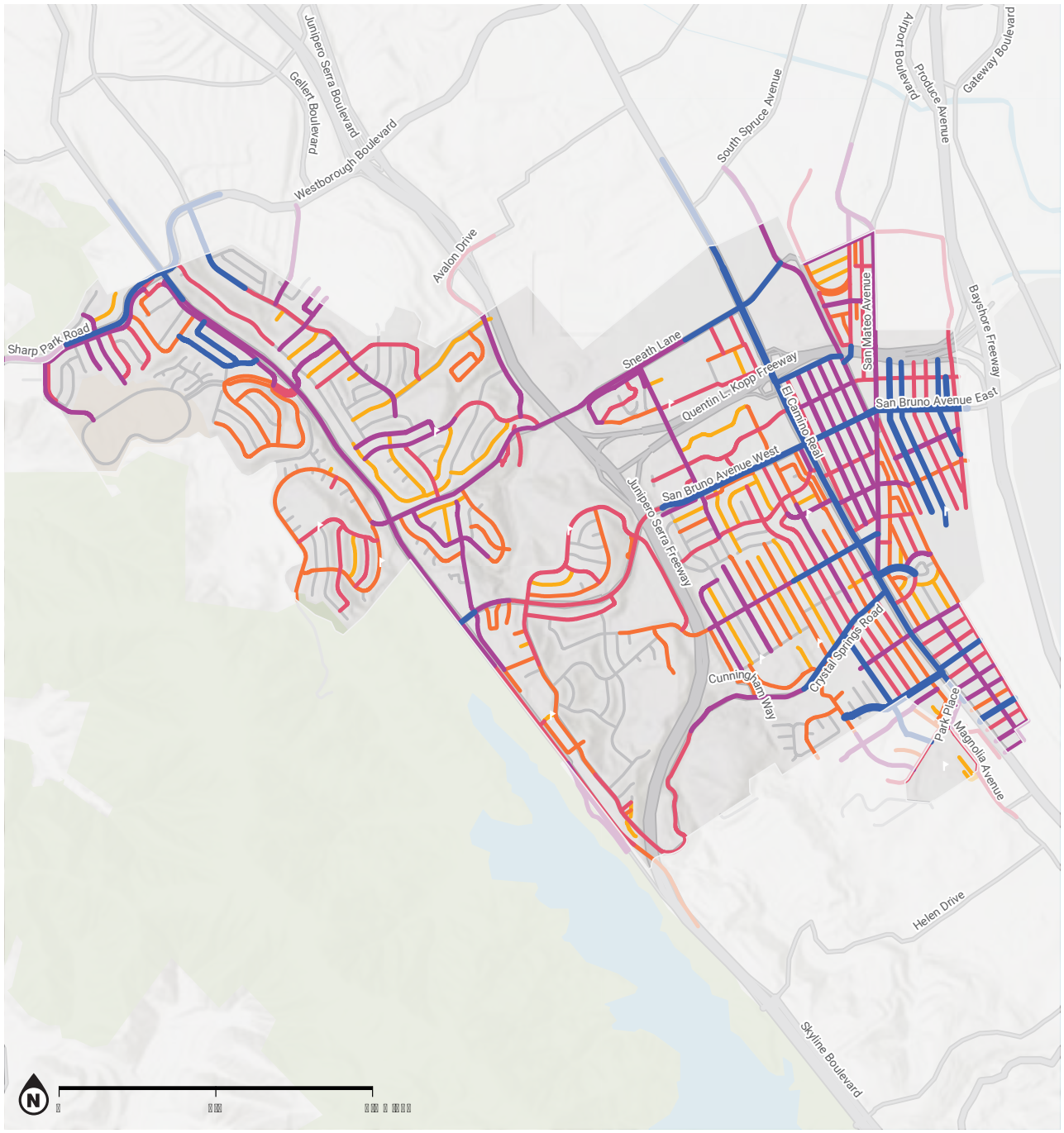
Additionally, it summarizes **collision characteristics** for collisions occurring near 11 participating schools in the City of San Bruno. These characteristics identify the type and location of collisions that have occurred, along with common underlying primary crash factors, as documented in the available data. This information supports the future identification of specific countermeasures to improve student safety.

Data supporting both the collision characteristics and SPI is drawn from the Transportation Injury Mapping System (TIMS), which pulls data from the Statewide Integrated Traffic Records System (SWITRS), a California State database that contains information on crash attributes and locations. All non-freeway collisions involving an injury occurring in San Bruno between 2014 and 2020 are included in this analysis. Collision data from 2020 was provisional at the time of download. School study areas are defined by a ½-mile buffer, clipped to San Bruno city limits.

Safety Priority Index (SPI)

The SPI represents a weighted density of collisions on all road segments in San Bruno to identify corridors with the most significant safety challenges. In this analysis, the SPI emphasizes KSI collisions of all modes by assigning a weight of 10 compared to non-KSI collisions that receive a weight of 1.

Among the corridors with the highest SPI values are El Camino Real, San Bruno Avenue West between I-280 and San Mateo Avenue, Skyline Blvd north of San Bruno Avenue West, and Crystal Springs Road along San Bruno City Park. Geographically, road segments east of El Camino Real tend to have the highest SPI values. Implementing infrastructure upgrades in these locations is likely to provide a high return on investment because of the high number of reported collisions. **Figure 1** shows the SPI mapped for road segments in San Bruno.



SEVERITY-WEIGHTED COLLISION DENSITY

CITY OF SAN BRUNO
SRTS

alta

SEVERITY-WEIGHTED COLLISION DENSITY

- High Collision Density
- Medium - High
- Medium
- Low - Medium
- Low Collision Density
- No Collisions

POINTS OF INTEREST

Study School

Collision Characteristics

There were 625 collisions reported in San Bruno; 74 collisions resulted in a severe or fatal injury (12 percent). A total of 480 collisions occurred in the study areas around the 11 participating schools, 60 of which were KSI collisions (13 percent). Seventy-nine percent of youth-involved collisions occurred in school study areas, a slightly higher proportion than when considering all collisions (77 percent). Bicycle- and pedestrian-involved accidents account for 7 and 17 percent of all collisions, respectively, but 9 and 46 percent of KSI collisions. People walking and biking are disproportionately impacted by serious collisions in San Bruno.

City-Wide Characteristics

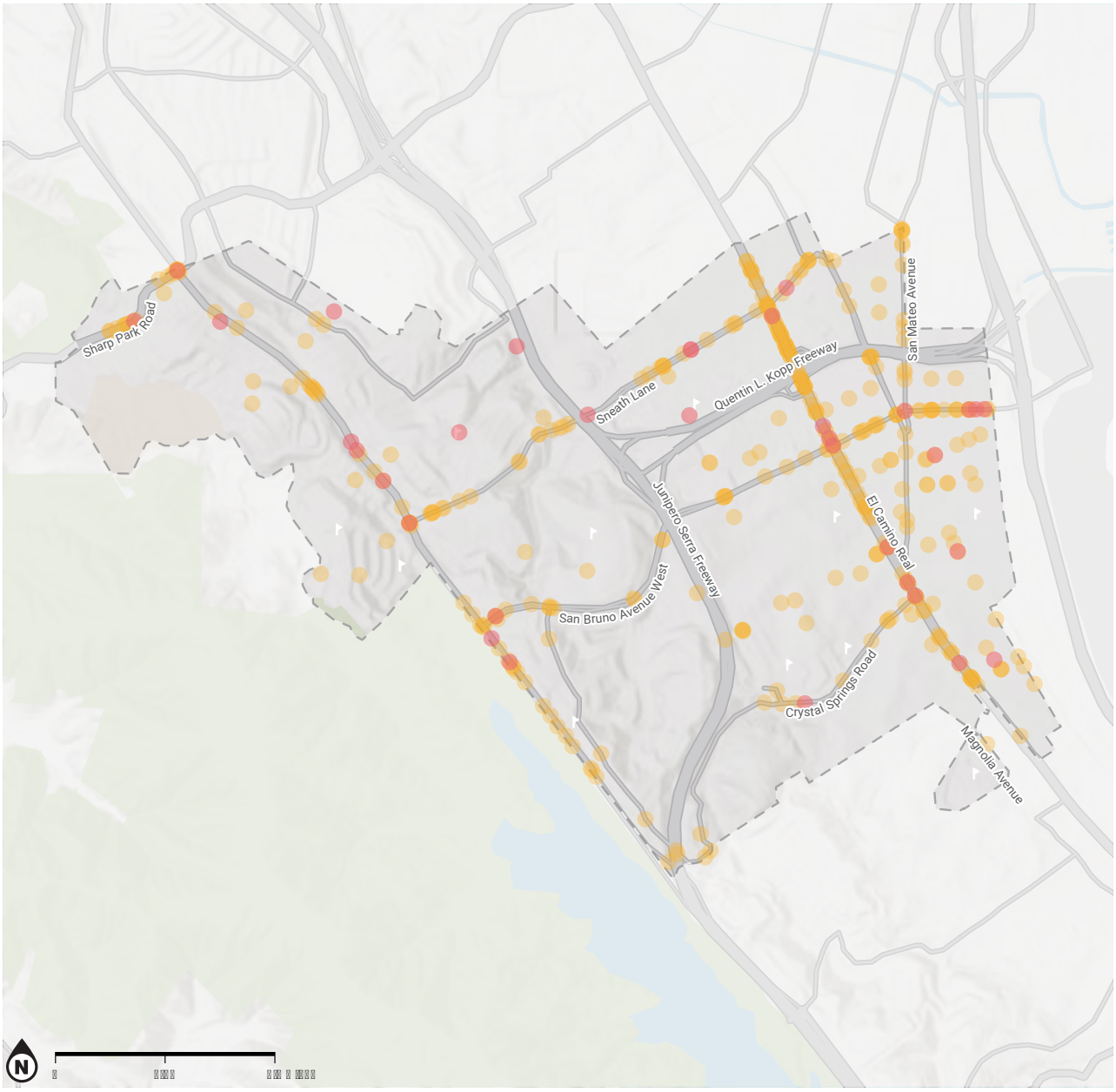
Primary crash factors describe the roadway violation that resulted in a collision. In San Bruno, four crash factors account for over half of all collisions: drivers traveling at unsafe speeds (22 percent of all collisions), failure to yield to automobile right of way (15 percent), violating traffic signals and signs (11 percent), and improper turning behavior (11 percent). Infrastructure recommendations should consider implementing traffic calming measures to reduce vehicle speeds and improving signals and signage to communicate and enforce the right of way.

Collisions spike in the morning from 7 to 9 am, coinciding with morning commutes to school for children, and begin to rise again in the mid-afternoon during the time that many students are returning home after school. The most total crashes in a one-hour period occurred between 5 and 6 pm as people commute home from work (54 collisions), but the most youth crashes in a one-hour period occurred between 3 and 4 pm as students return from school (15 collisions).

Most **pedestrian collisions** occur along or east of El Camino Real. The 12 total youth KSI collisions represent 16 percent of all KSI collisions. Still, 21 percent of pedestrian KSI collisions were youth victims, indicating that children pedestrians face more significant safety challenges than **pedestrians in San Bruno**. Over 60 percent of pedestrian collisions occur while the pedestrian is crossing the street at an intersection with a crosswalk, and 17 percent of pedestrians were struck while traveling outside of a crosswalk. Infrastructure recommendations should target improving crosswalk visibility by installing safety measures like raised crosswalks or RRFBs, and more opportunities for safe midblock crossings to reduce lengthy detours to intersection crosswalks.

Collision characteristics for all collisions in San Bruno are presented in **Figure 2**.

SAN BRUNO
CITY COLLISION PROFILE



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

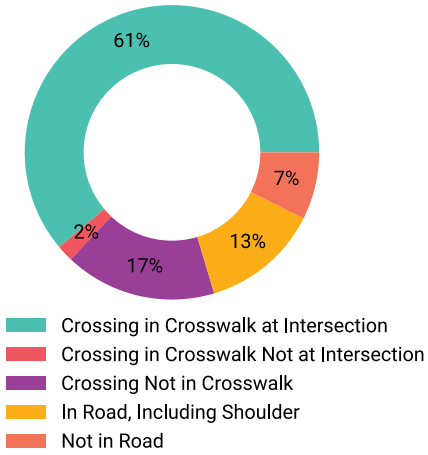
STUDY FEATURES

- Study School
- San Bruno City Limit

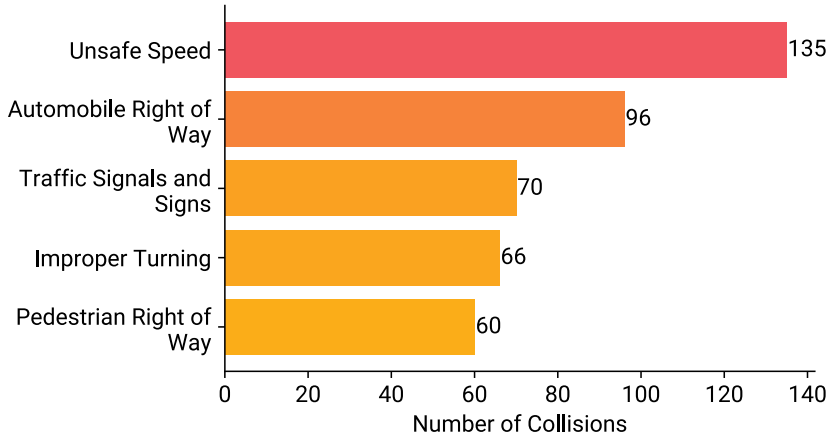
COLLISION CHARACTERISTICS

	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	625	74	140	46	108
Mid-Block Collision	342	49	73	28	45
At Intersection	283	25	67	18	63
Alcohol Involved	57	10	4	1	9
Speeding Involved	135	16	36	9	6

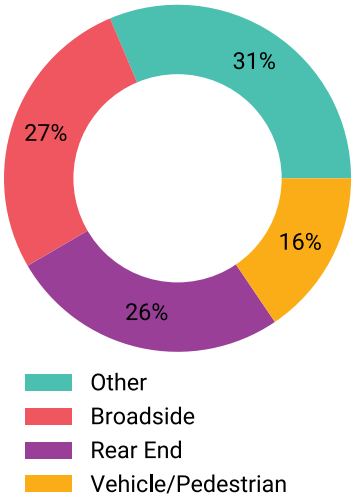
PEDESTRIAN LOCATION WHEN STRUCK



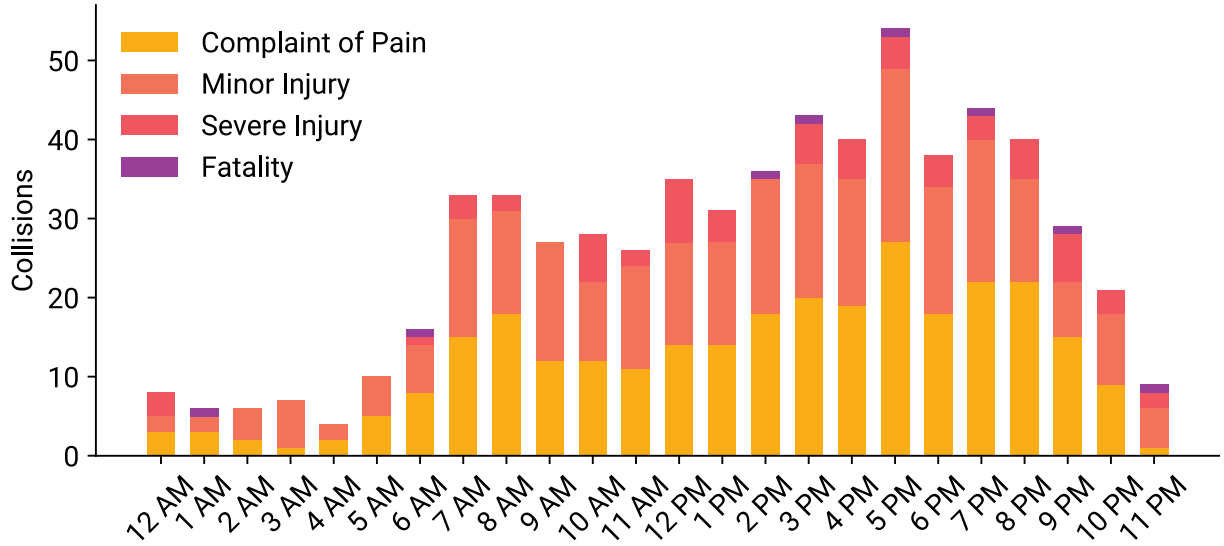
ALL COLLISIONS
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



Detailed School Characteristics

The 11 participating schools are geographically spread throughout San Bruno. Each has unique surroundings that contribute to unique safety challenges. This analysis section identifies key collision characteristics in the study area around each school to highlight where different approaches may better serve the specific situational needs.

First, considering all participating school study areas together, the same four primary crash factors observed for the whole city once again represent over half of the collision factors for all collisions: unsafe speed, failure to yield to automobile right of way, violating traffic signals and signs, and improper turning. For 9 of the 11 participating schools, unsafe speed is the top primary crash factor, highlighting a city-wide need to reduce vehicle speeds, particularly on major roads like El Camino Real, Skyline Blvd, and San Bruno Avenue. Reductions in vehicle speeds are directly linked to lower rates of severe or fatal collisions and may be achieved through lowering posted speed limits, roadway design traffic calming measures, or a combination of the two.[1]

There is a slight shift in the late afternoon collision peak towards 3 pm when compared to collisions in the city as a whole, and a morning peak between 8 and 9 am remains. Several schools show spikes in collision counts between 3 and 4 pm as students leave school and travel home, including Capuchino High, Decima Allen Elementary, and St. Robert Catholic Elementary.

Overall, the location of pedestrians when struck is consistent with the patterns observed in San Bruno; 64 percent of pedestrians were struck while crossing in a crosswalk at an intersection. St. Robert Catholic Elementary and Parkside Intermediate stand out from this pattern; most pedestrian collisions in these study areas occur outside of crosswalks or along the roadway.

Table 1 presents a discussion of local collision patterns within the study area surrounding each participating school.

[1]Albee, M., Bobitz, P. (2021) Proven Safety Countermeasures Tools. FHWA. Report No: FHWA-SA-21-071 Retrieved from https://safety.fhwa.dot.gov/provencountermeasures/

Table 1. Collision Summary by School Study Boundary

School[1]	Total Collisions	KSI Collisions	Takeaways
Decima Allen Elementary	172	22	Decima Allen Elementary is located near El Camino Real, a busy arterial with a high collision rate. One-quarter of collisions within the study are pedestrian collisions, nearly ten percentage points higher than the percentage of pedestrian collisions in San Bruno, including a pedestrian KSI collision at the corner on which Decima Allen Elementary is located. The study area also includes a portion of San Bruno Avenue West, along which ten pedestrian collisions were reported. Most pedestrians are struck while crossing crosswalks at intersections. The most common primary crash factors were speeding and right of way violations, indicating a need to implement recommendations designed to reduce traffic speeds in the area and improve intersection conditions to clarify yielding behavior.
Palos Verdes and El Portal Schools	134	11	Located in a more commercial land use context than most other participating schools, Palos Verdes and El Portal Schools are bordered by larger roads like El Camino Real, Sneath Lane, and Cherry Ave. There were four pedestrian KSI collisions along the stretch of El Camino Real and several bicycle collisions at critical intersections within the study area. Speeding and traffic signal and sign violations are the two most common primary crash factors, indicating a need for intersection improvements to improve yield rates and potential traffic calming improvements near the school.
Belle Air Elementary	133	21	Belle Air Elementary has relatively high rates of bicycle and pedestrian collisions within ½ mile, with 33 percent of collisions involving an active mode road user. The primary crash factors that were most common were pedestrian right of way, automobile right of way, and traffic signal and sign violations. These factors have a common thread regarding yielding behavior and indicate a potential for recommendations that improve pedestrian visibility and increase crossing opportunities to provide protected pedestrian right of way.
St. Robert Catholic Elementary	73	14	St. Robert Catholic is located near El Camino Real, along which several pedestrian KSI collisions have occurred and separated from San Bruno City Park by Crystal Springs Road. Compared to all school study areas, a relatively high percentage of pedestrians were struck while crossing the street outside of a crosswalk in the study area (29 percent). This suggests recommendations should focus on providing more safe crossing opportunities for pedestrians traveling near the school. Efforts should also target unsafe driver speeding behavior, which was the most frequently cited collision factor.

School[1]	Total Collisions	KSI Collisions	Takeaways
Highlands Christian School	48	6	Located in a residential area separated from most of San Bruno by Skyline Blvd, Highlands Christian School has few reported pedestrian collisions, but one at an intersection that borders school grounds. Two bicycle collisions, including a KSI collision, have occurred along Skyline Blvd within the study area. Drivers speeding and failure to yield are the most common primary crash factors and should be addressed to reduce the perceived safety barrier at Skyline Blvd for children traveling east-west to school. Skyline Blvd is a state highway and thus requires jurisdictional coordination to implement improvements.
Rollingwood Elementary	45	7	Rollingwood Elementary is located in a highly residential area. The vast majority of collisions occurred on portions of Skyline Blvd and Sneath Lane situated within the study area, except a KSI automobile collision reported at the intersection bordering school property. Speeding is the most common primary crash factor reported.
Portola Elementary	33	6	Located near Highlands Christian School, Portola Elementary faces many of the same barriers to safety. Primarily, collisions caused by unsafe speeding along Skyline Blvd, a major roadway that divides Portola Elementary from the majority of San Bruno. To address pedestrian safety while crossing, efforts should focus on reducing speeds and improving crosswalk visibility, particularly on Skyline Blvd.
Capuchino High	29	5	Capuchino High borders San Bruno City Limits, creating jurisdictional challenges for the city to address infrastructure improvements in the surrounding area. Youth collisions represent nearly 40 percent of all collisions within the study area; however, compared to 23 percent when considering all school study areas, indicating a need for safety improvements. Most of these collisions occurred along El Camino Real, presenting a safety barrier for students traveling east-west across the major thoroughfare.
Parkside Intermediate	29	4	Like St. Robert Catholic Elementary, Parkside Middle School is separated from San Bruno City Park by Crystal Springs Road. Nearly all pedestrian collisions within the study area occurred when a pedestrian was struck alongside a road rather than crossing. Infrastructure improvements should consider providing safe ways for pedestrians to travel along corridors with appropriate separation from vehicle traffic.

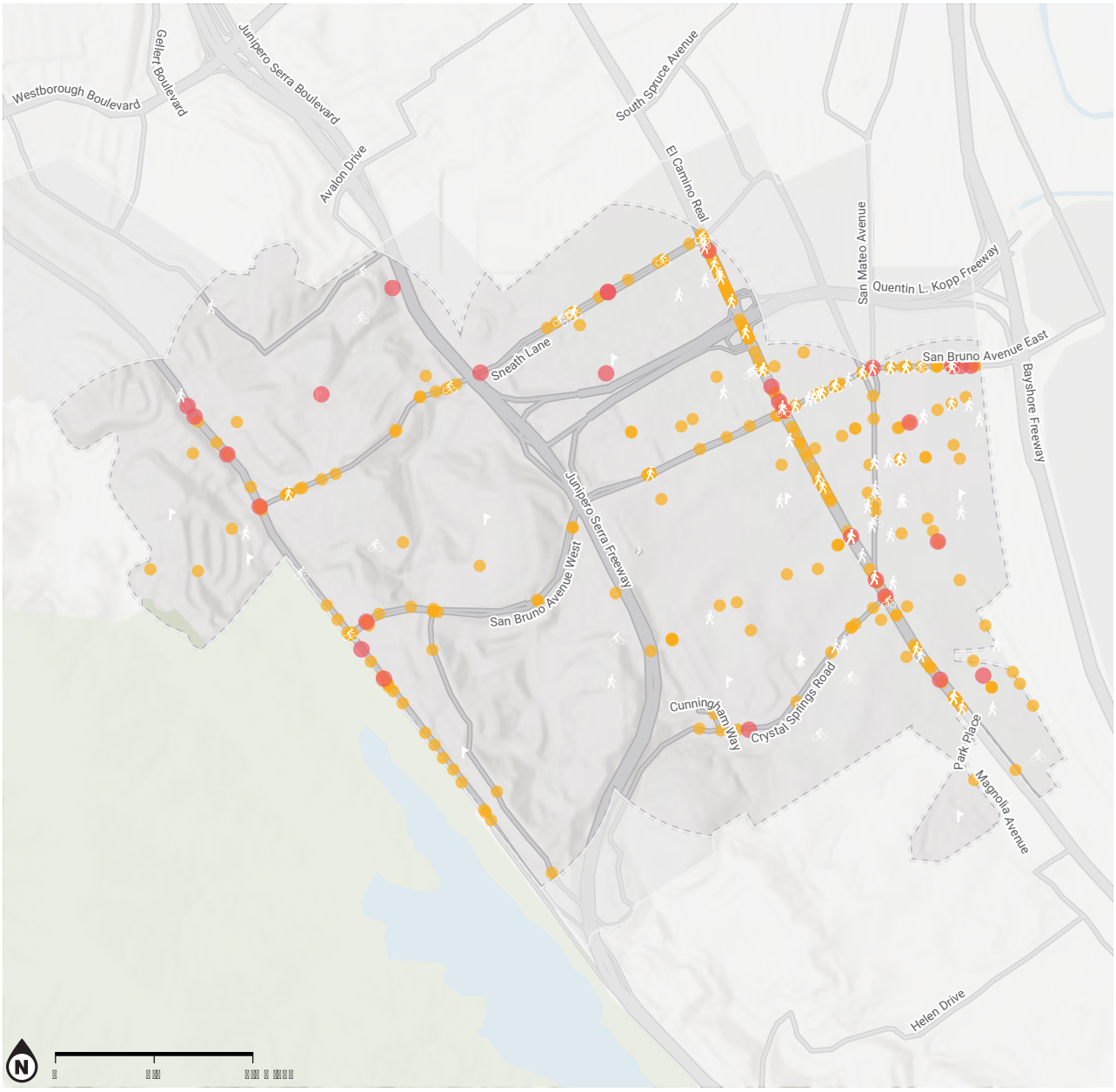
School[1]	Total Collisions	KSI Collisions	Takeaways
Stratford School	26	1	Stratford School is located in a residential area, accessible only via San Bruno Avenue West and divided from downtown San Bruno by Interstate 280 in close proximity. There are no reported pedestrian collisions in the study area, but vehicle crashes clustered at nearby intersections indicate the potential for safety improvements. Speeding is the most common primary crash factor, followed by right of way and traffic signal violations.
John Muir Elementary	25	2	Nearly all collisions reported in the John Muir Elementary study area occurred along Skyline Blvd, located near the school but does not directly serve school property. No active mode collisions were reported during the study period. Roadway safety could be improved by addressing speeding and improper turning along Skyline Blvd and at the intersection of San Bruno Avenue West and Crestmoor Dr.

[1]School totals are based on the ½ mile buffers around schools cropped to the City Limits. Reported collisions are subject to boundary effects given the variance in their study area extents.

Appendix A: School Level Collision Infographics

ALL PARTICIPATING SCHOOLS

SCHOOL COLLISION PROFILE



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

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COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

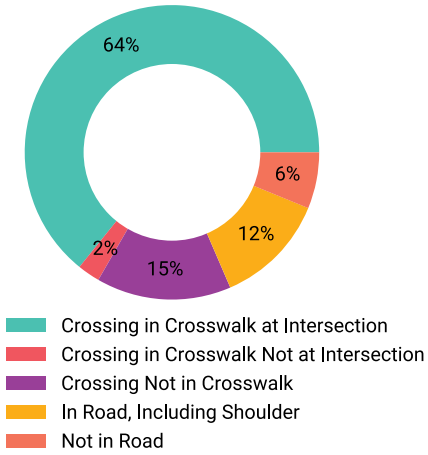
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

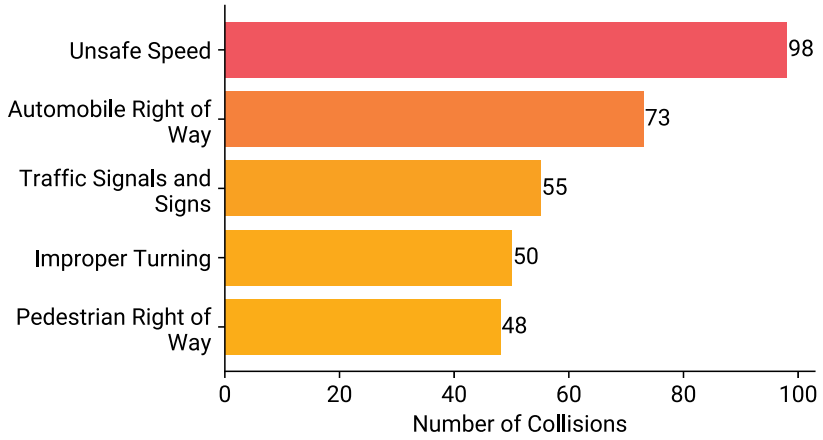
COLLISION CHARACTERISTICS

	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	480	60	110	30	81
Mid-Block Collision	259	41	58	21	32
At Intersection	221	19	52	9	49
Alcohol Involved	45	10	3	1	5
Speeding Involved	98	11	24	4	3

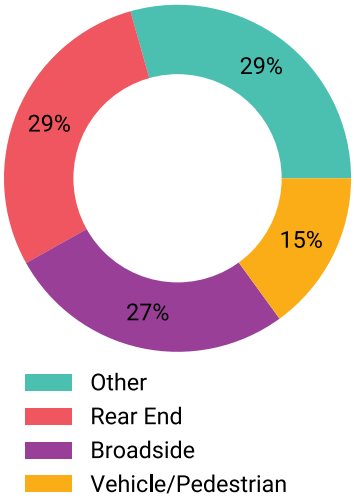
PEDESTRIAN LOCATION WHEN STRUCK



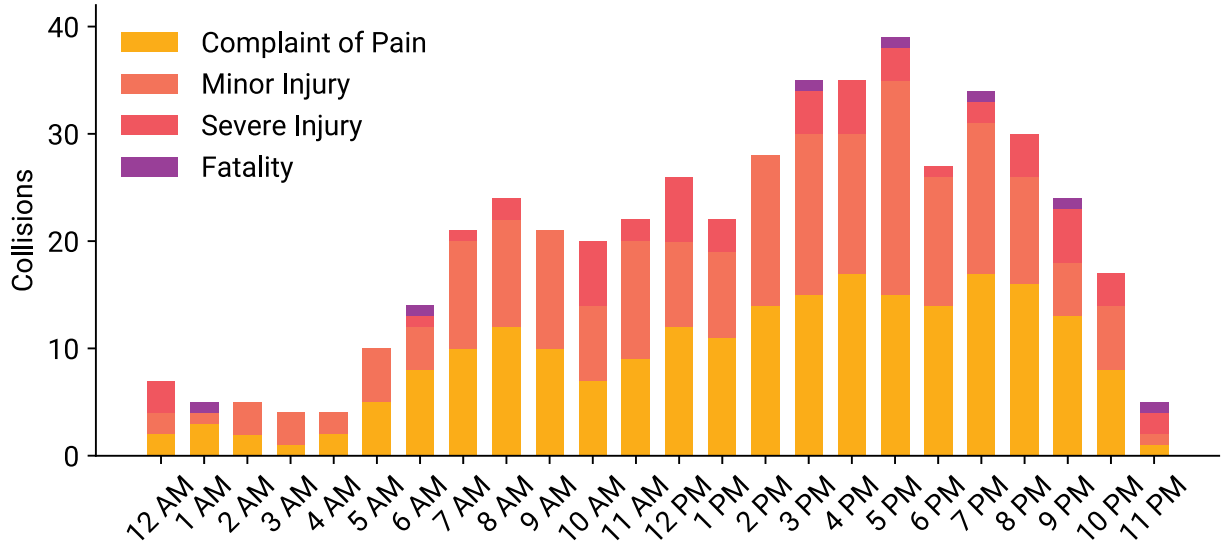
ALL COLLISIONS
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



BELLE AIR ELEMENTARY

SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

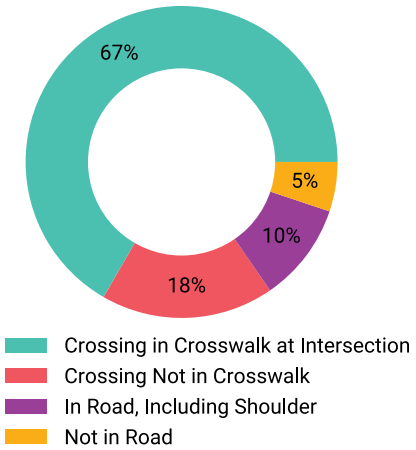
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

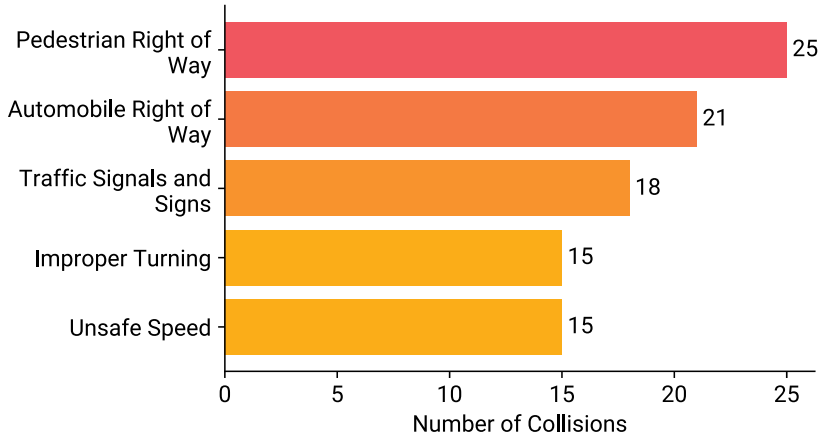
COLLISION CHARACTERISTICS

	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	133	21	30	6	39
Mid-Block Collision	56	10	14	3	13
At Intersection	77	11	16	3	26
Alcohol Involved	13	3	1	0	1
Speeding Involved	15	1	4	0	0

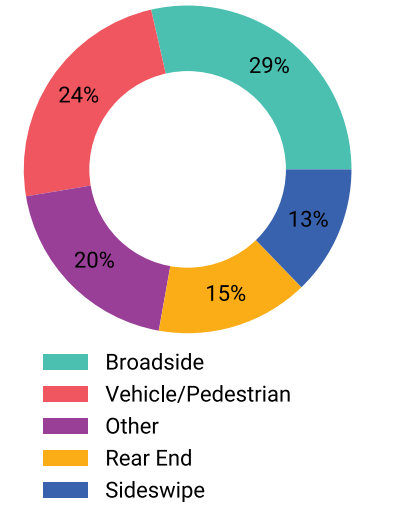
PEDESTRIAN LOCATION WHEN STRUCK



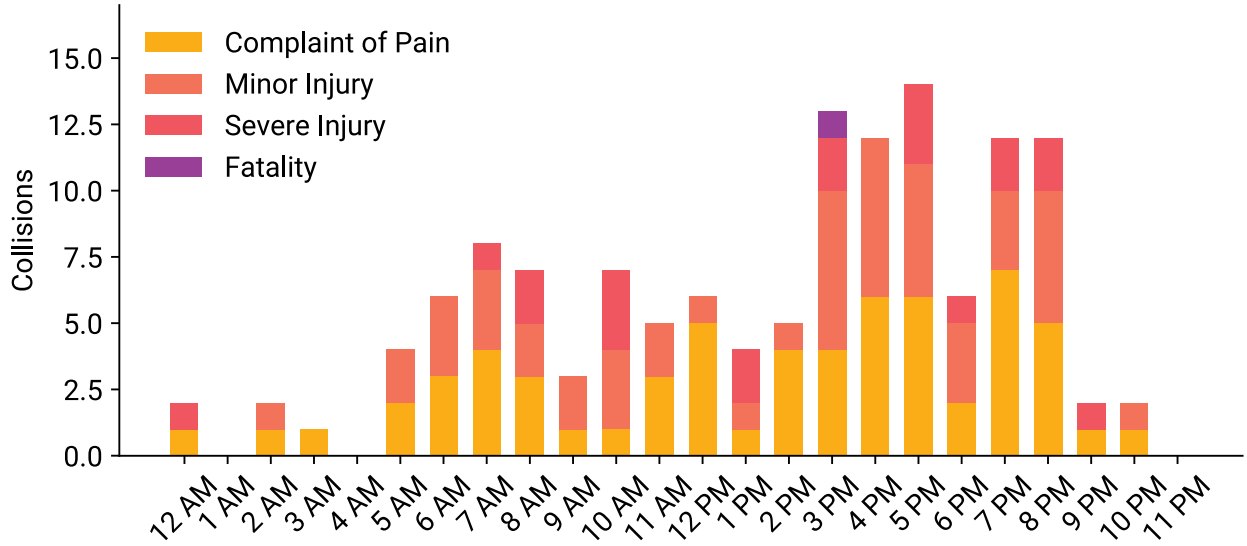
ALL COLLISIONS
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



CAPUCHINO HIGH
SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

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COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

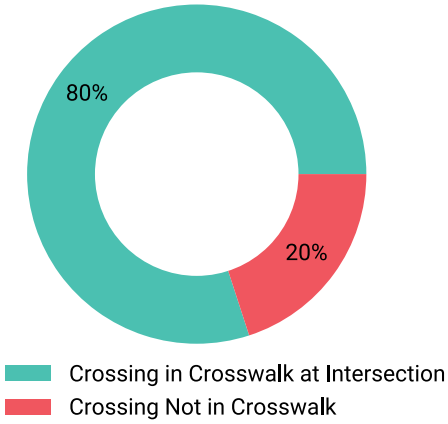
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

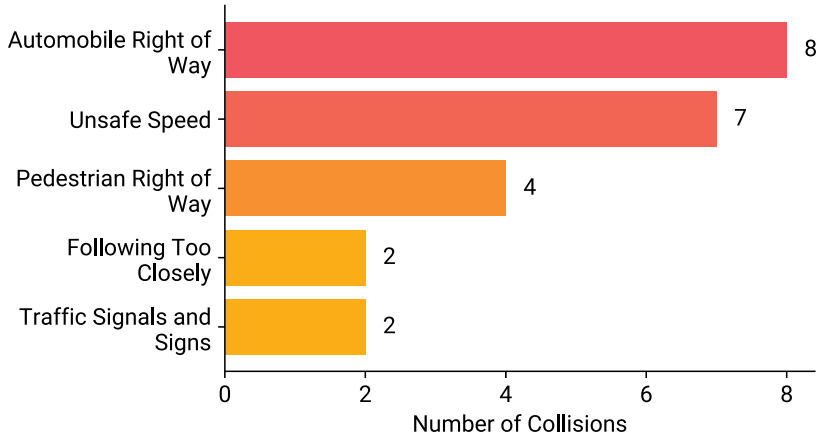
COLLISION CHARACTERISTICS

	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	29	5	11	1	5
Mid-Block Collision	14	4	5	1	2
At Intersection	15	1	6	0	3
Alcohol Involved	1	0	0	0	0
Speeding Involved	7	0	3	1	0

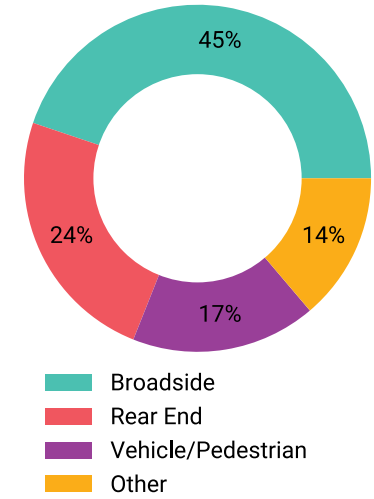
PEDESTRIAN LOCATION WHEN STRUCK



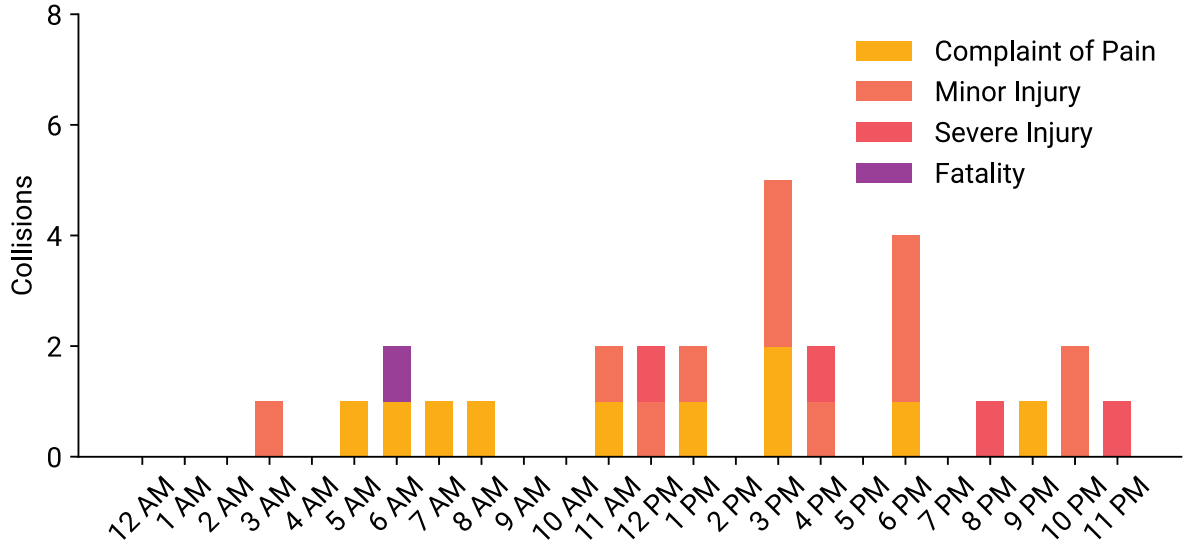
ALL COLLISIONS
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



DECIMA ALLEN ELEMENTARY

SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

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COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

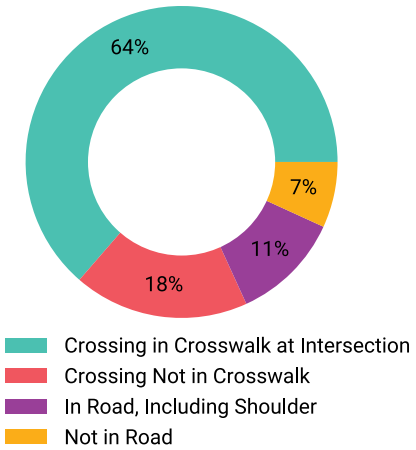
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

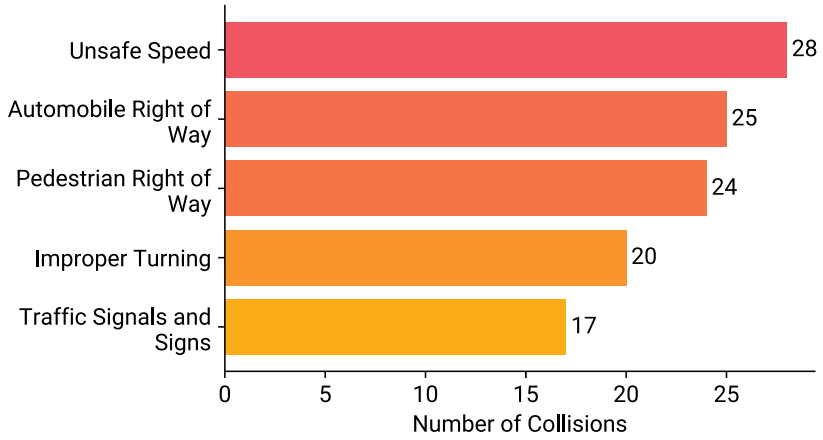
COLLISION CHARACTERISTICS

	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	172	22	35	11	44
Mid-Block Collision	87	11	18	6	17
At Intersection	85	11	17	5	27
Alcohol Involved	20	6	2	0	5
Speeding Involved	28	3	8	1	1

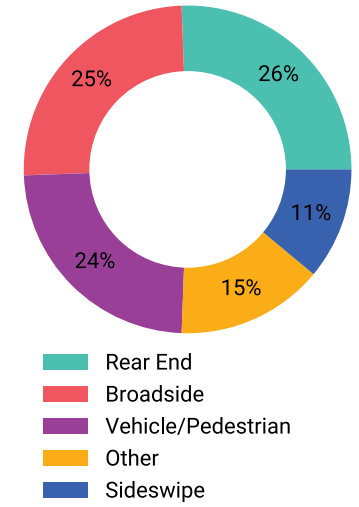
PEDESTRIAN LOCATION WHEN STRUCK



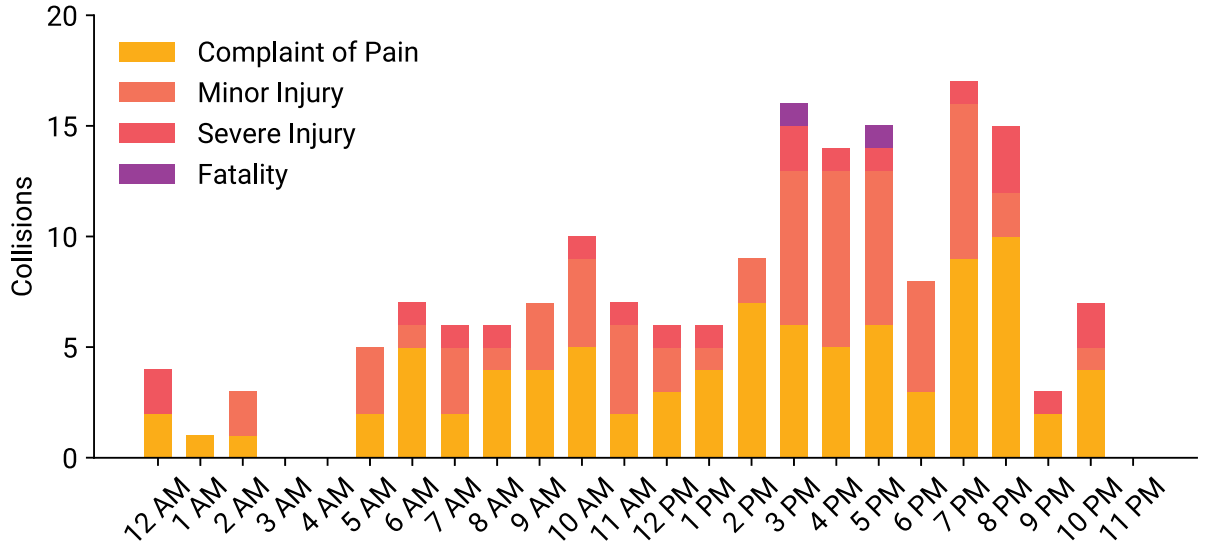
ALL COLLISIONS
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



HIGHLANDS CHRISTIAN SCHOOL

SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

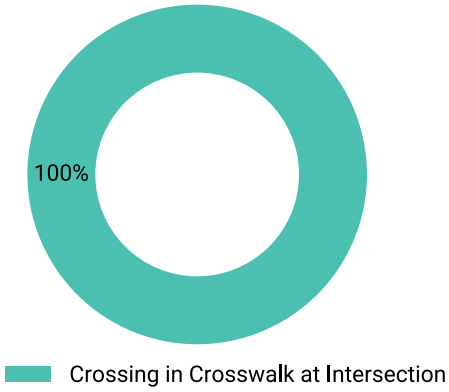
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

COLLISION CHARACTERISTICS

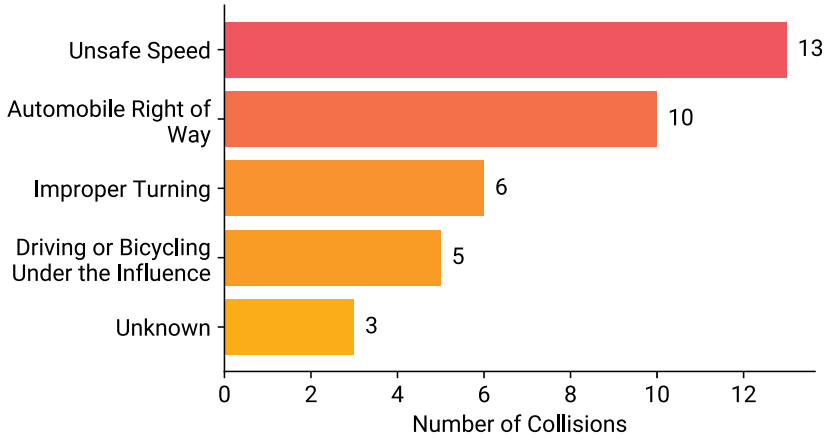
	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	48	6	7	3	2
Mid-Block Collision	28	4	3	3	0
At Intersection	20	2	4	0	2
Alcohol Involved	6	1	0	0	0
Speeding Involved	13	3	1	0	0

PEDESTRIAN LOCATION WHEN STRUCK

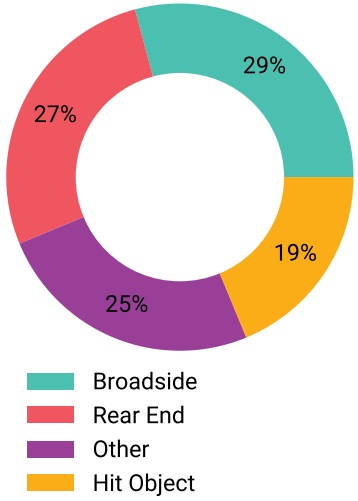


ALL COLLISIONS

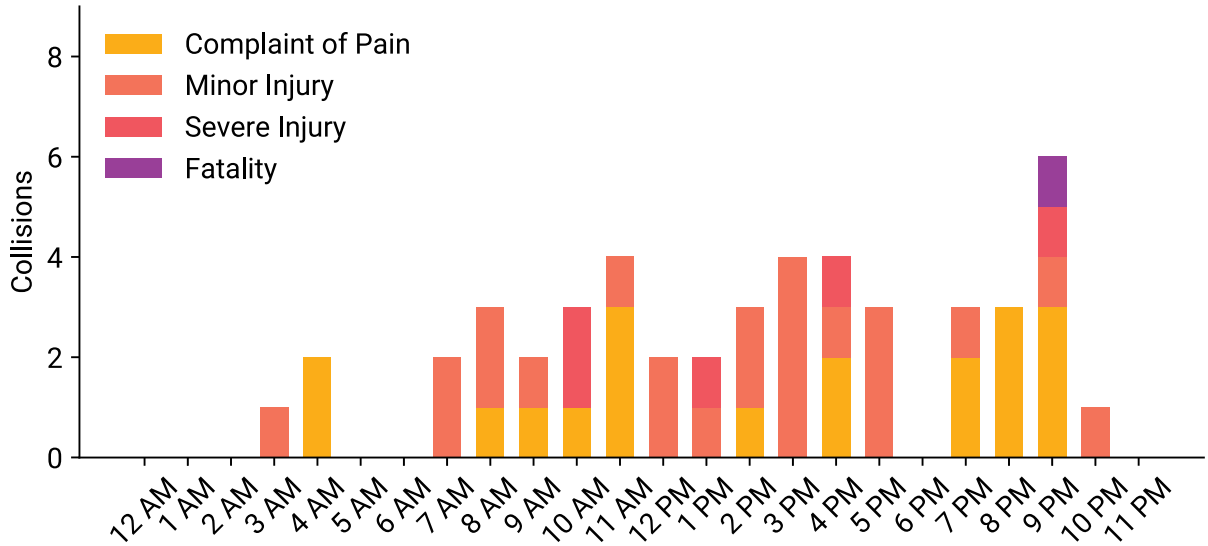
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



JOHN MUIR ELEMENTARY
SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

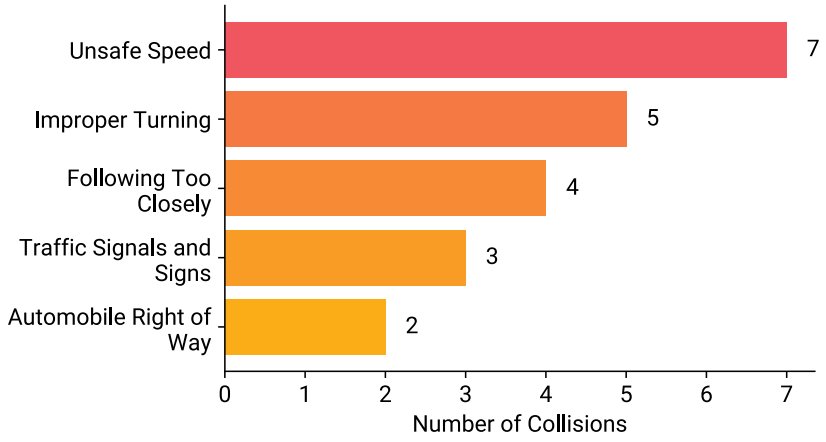
COLLISION CHARACTERISTICS

	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	25	2	5	0	0
Mid-Block Collision	18	2	4	0	0
At Intersection	7	0	1	0	0
Alcohol Involved	1	0	0	0	0
Speeding Involved	7	2	1	0	0

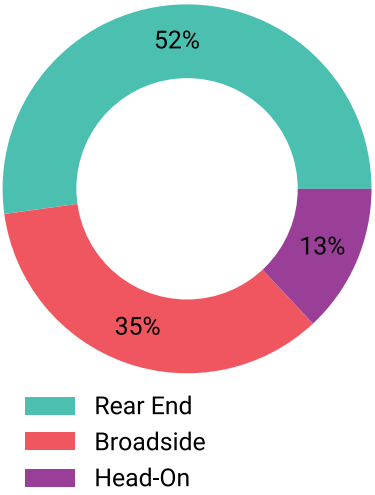
PEDESTRIAN LOCATION WHEN STRUCK

ALL COLLISIONS

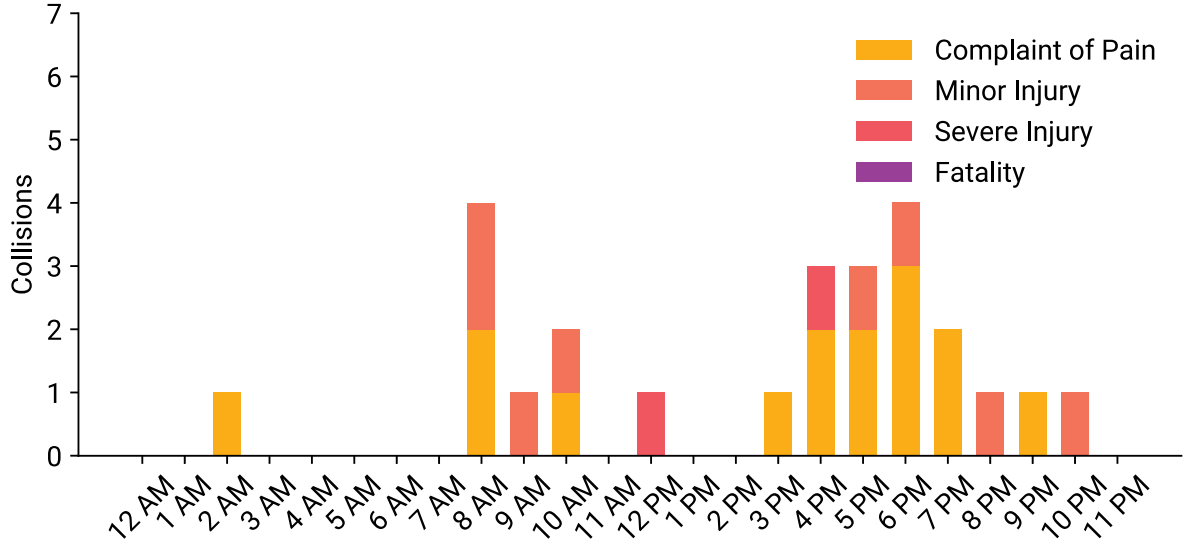
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



PALOS VERDES AND EL PORTAL SCHOOLS

SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

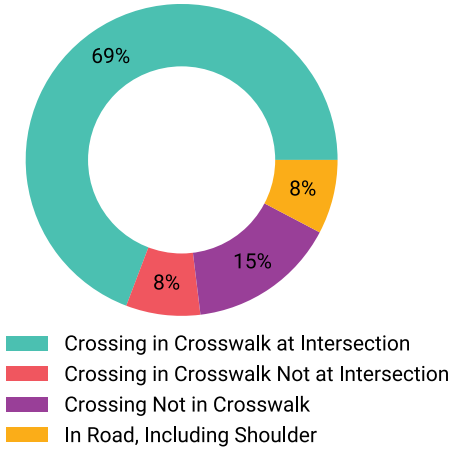
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

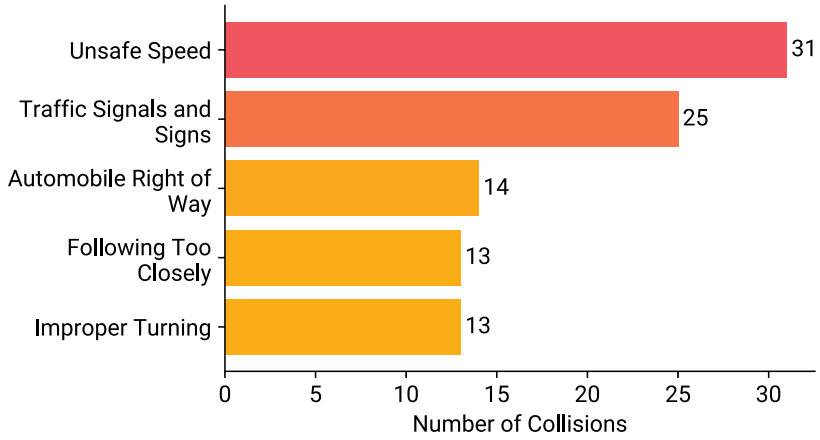
COLLISION CHARACTERISTICS

	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	134	11	30	10	13
Mid-Block Collision	74	9	16	6	5
At Intersection	60	2	14	4	8
Alcohol Involved	10	2	0	0	0
Speeding Involved	31	2	11	0	2

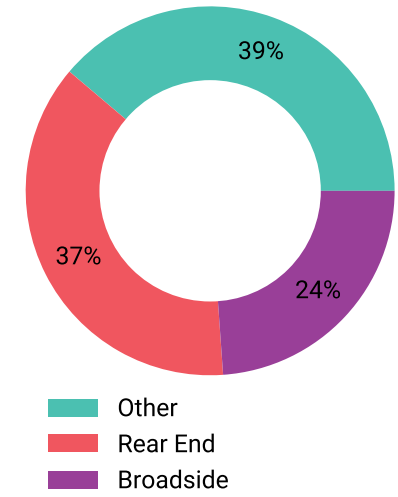
PEDESTRIAN LOCATION WHEN STRUCK



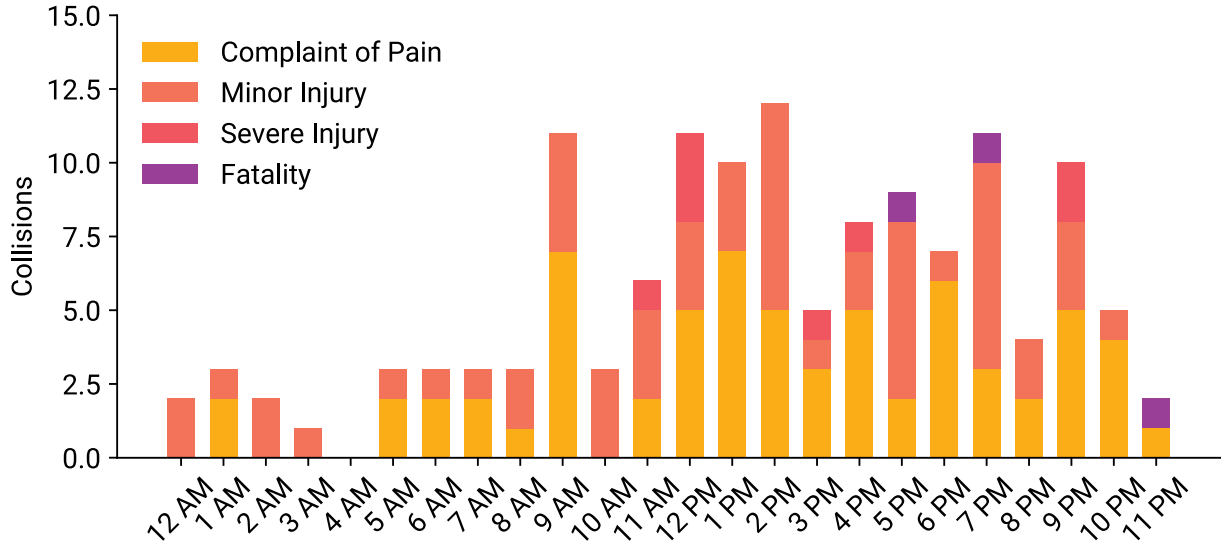
ALL COLLISIONS
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



PARKSIDE INTERMEDIATE
SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

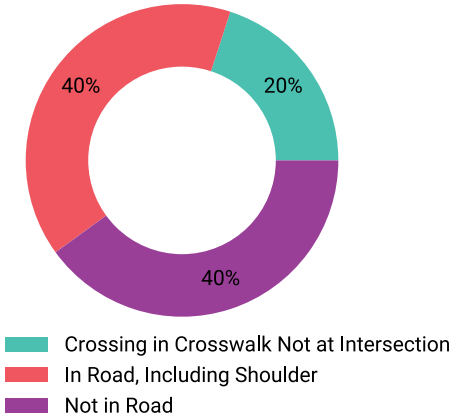
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

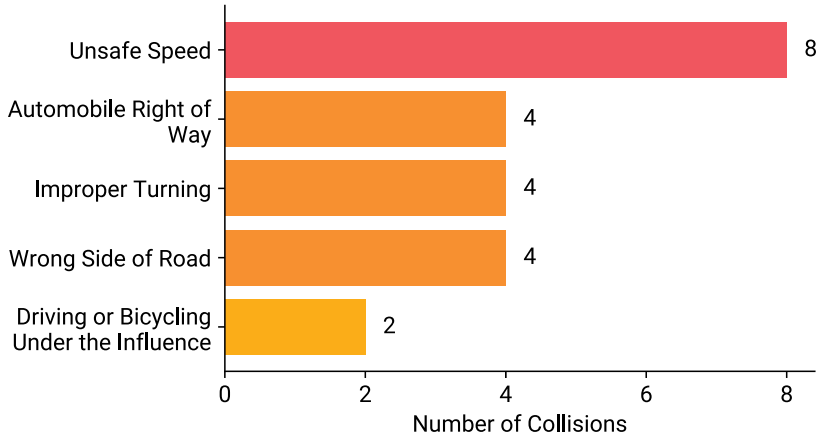
COLLISION CHARACTERISTICS

	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	29	4	13	4	5
Mid-Block Collision	20	3	8	4	4
At Intersection	9	1	5	0	1
Alcohol Involved	3	2	1	0	1
Speeding Involved	8	2	2	2	1

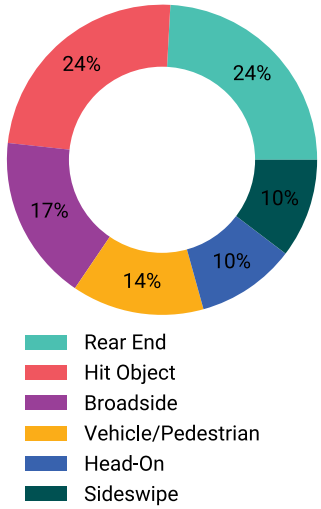
PEDESTRIAN LOCATION WHEN STRUCK



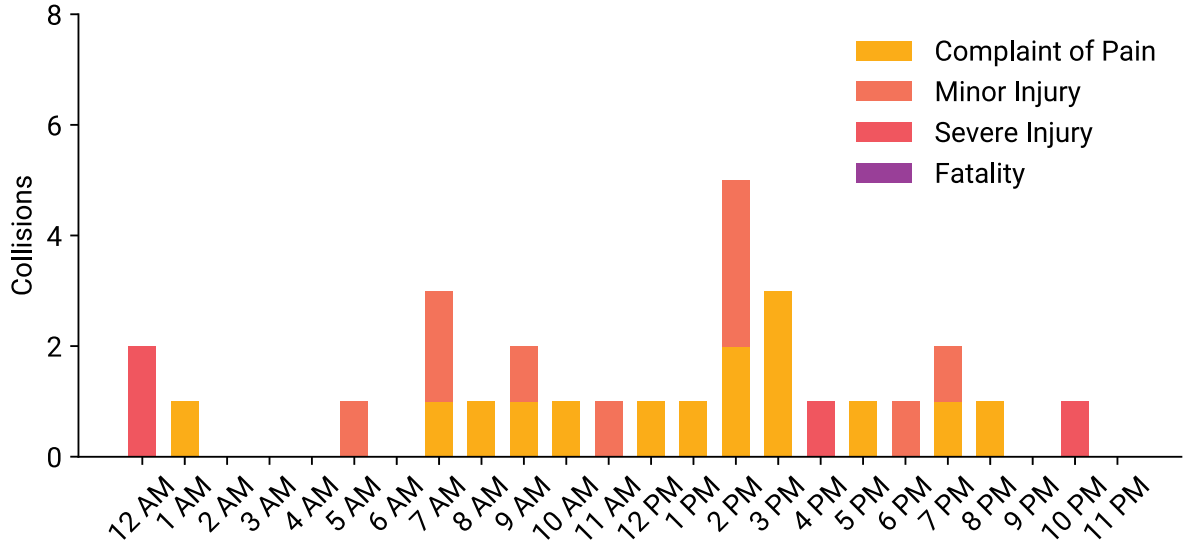
ALL COLLISIONS
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



PORTOLA ELEMENTARY
SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

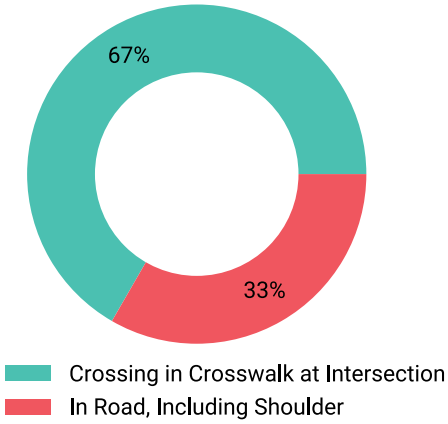
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

COLLISION CHARACTERISTICS

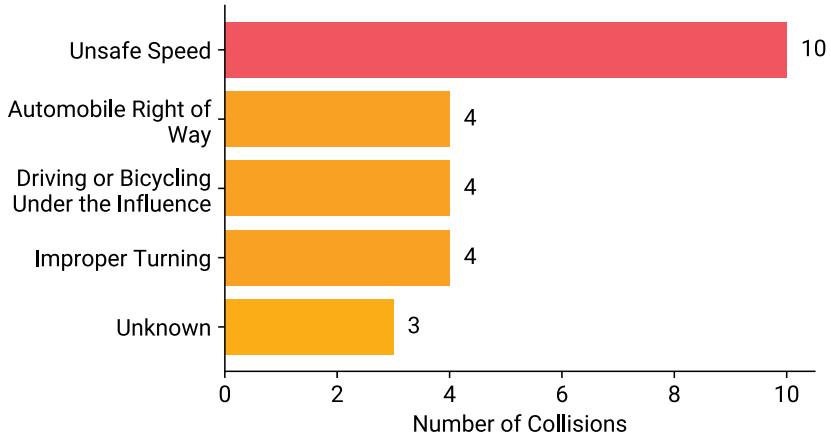
	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	33	6	3	1	3
Mid-Block Collision	19	5	0	1	1
At Intersection	14	1	3	0	2
Alcohol Involved	5	1	0	0	0
Speeding Involved	10	3	0	0	0

PEDESTRIAN LOCATION WHEN STRUCK

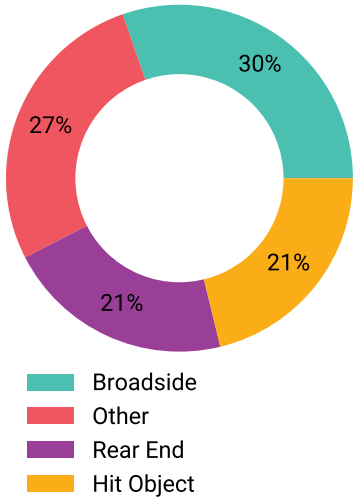


ALL COLLISIONS

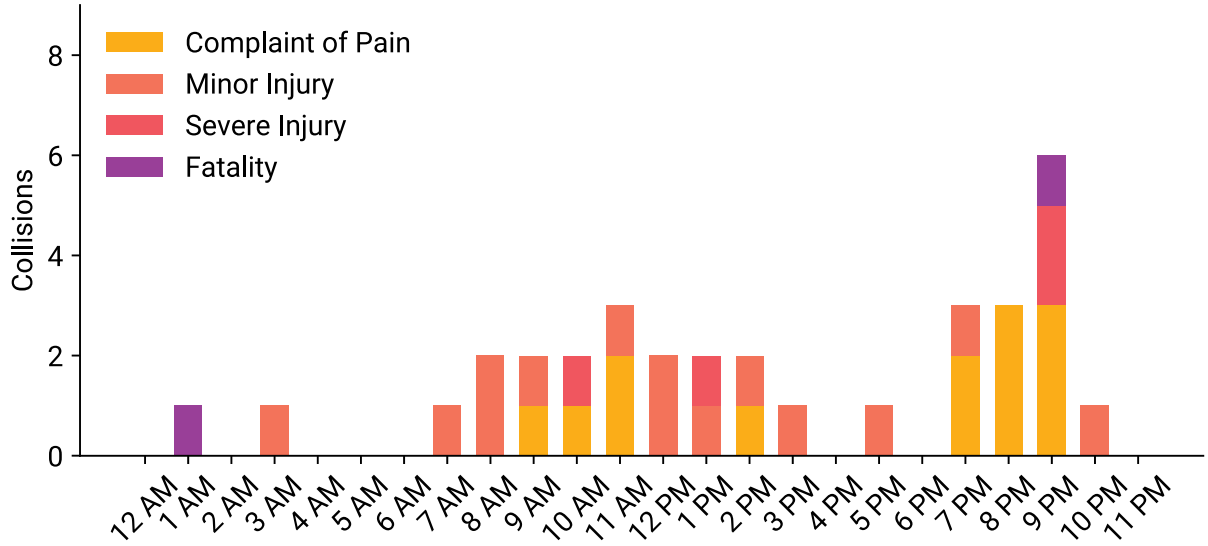
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



ROLLINGWOOD ELEMENTARY

SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

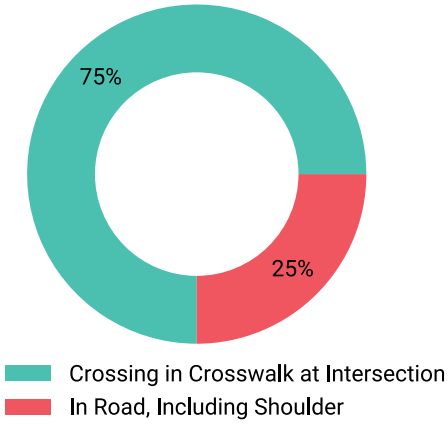
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

COLLISION CHARACTERISTICS

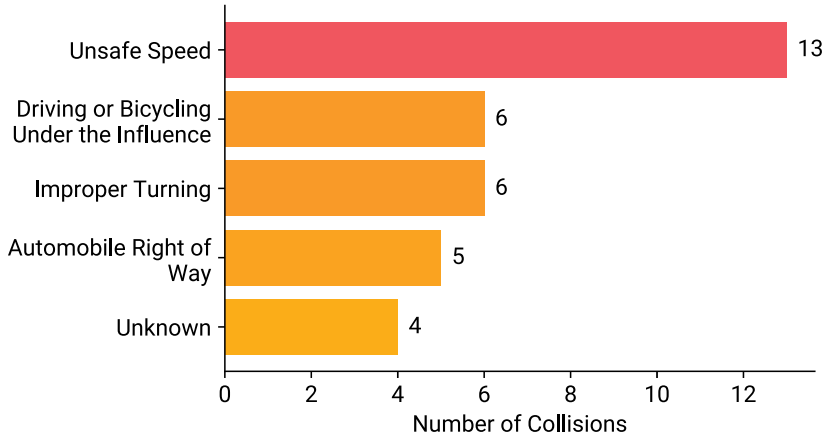
	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	45	7	4	3	4
Mid-Block Collision	29	6	2	3	1
At Intersection	16	1	2	0	3
Alcohol Involved	6	1	0	1	0
Speeding Involved	13	3	0	1	0

PEDESTRIAN LOCATION WHEN STRUCK

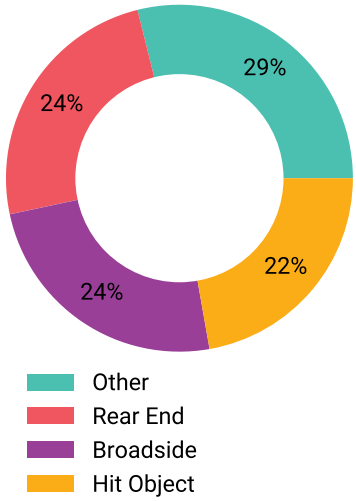


ALL COLLISIONS

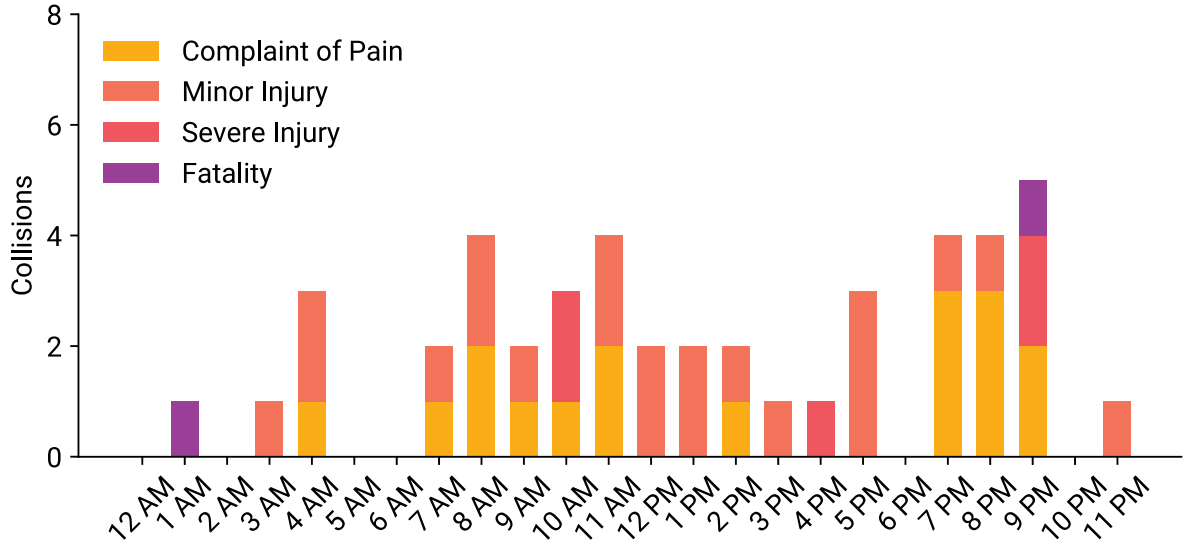
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



ST ROBERT CATHOLIC ELEMENTARY

SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

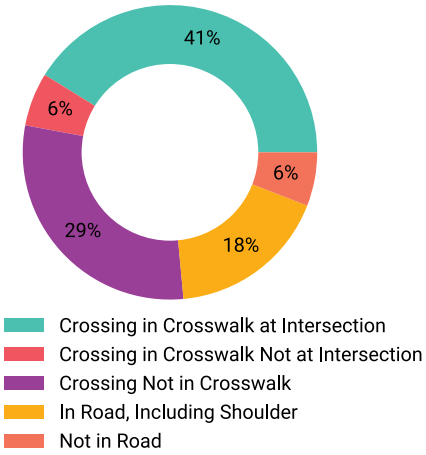
STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

COLLISION CHARACTERISTICS

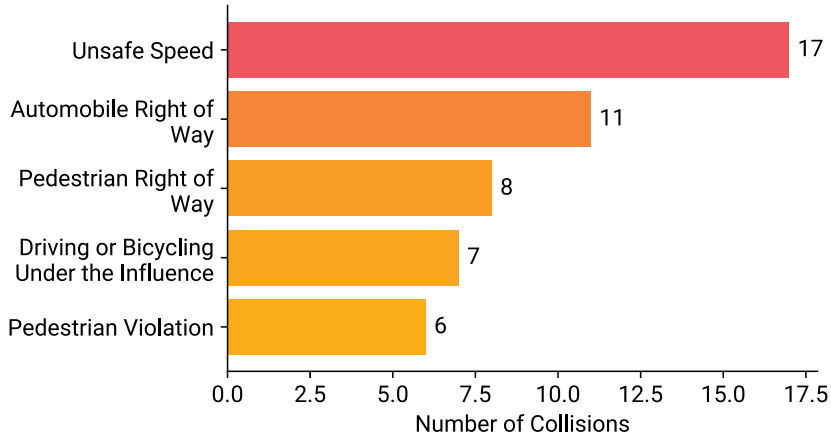
	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	73	14	23	4	17
Mid-Block Collision	39	9	12	4	7
At Intersection	34	5	11	0	10
Alcohol Involved	8	4	2	0	2
Speeding Involved	17	3	4	2	1

PEDESTRIAN LOCATION WHEN STRUCK

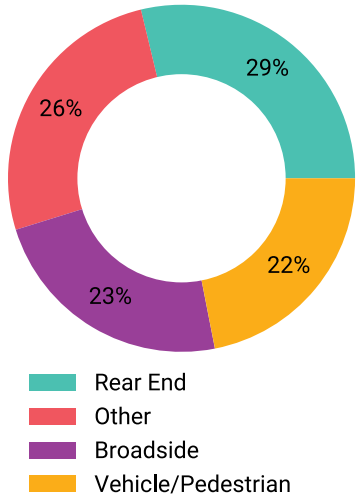


ALL COLLISIONS

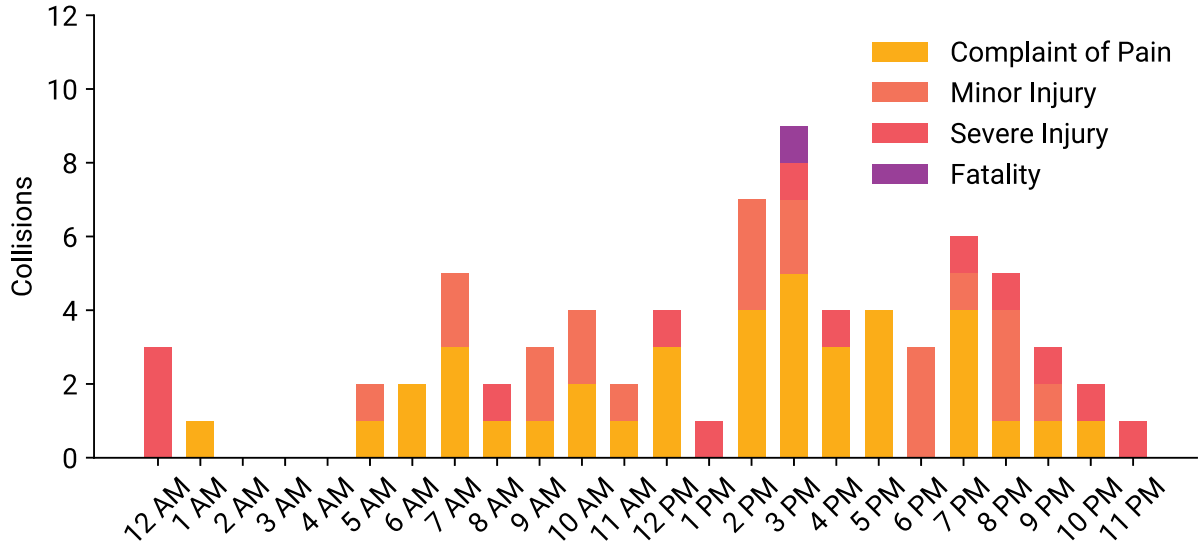
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



STRATFORD SCHOOL

SCHOOL COLLISION PROFILE

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. Data from 2020 was provisional at the time of download.

alta

COLLISIONS

- Bicycle KSI
- Bicycle Non-KSI
- Pedestrian KSI
- Pedestrian Non-KSI
- KSI
- Non-KSI

STUDY FEATURES

- Study School
- Study Area (1/2 mile buffer)
- San Bruno City Limit

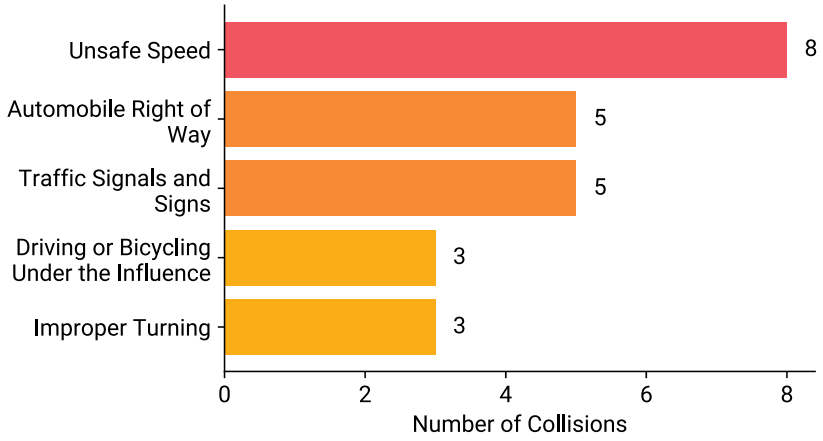
COLLISION CHARACTERISTICS

	Total	KSI	Youth	Bicycle	Pedestrian
All Collisions	26	1	8	2	0
Mid-Block Collision	17	1	5	2	0
At Intersection	9	0	3	0	0
Alcohol Involved	2	1	0	0	0
Speeding Involved	8	0	2	1	0

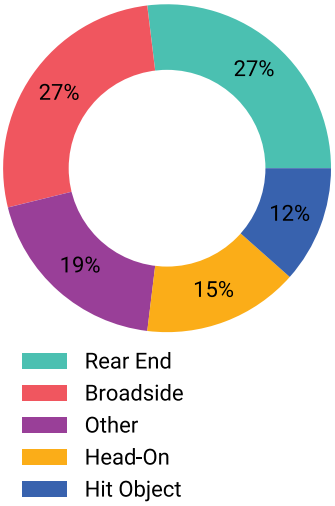
PEDESTRIAN LOCATION WHEN STRUCK

ALL COLLISIONS

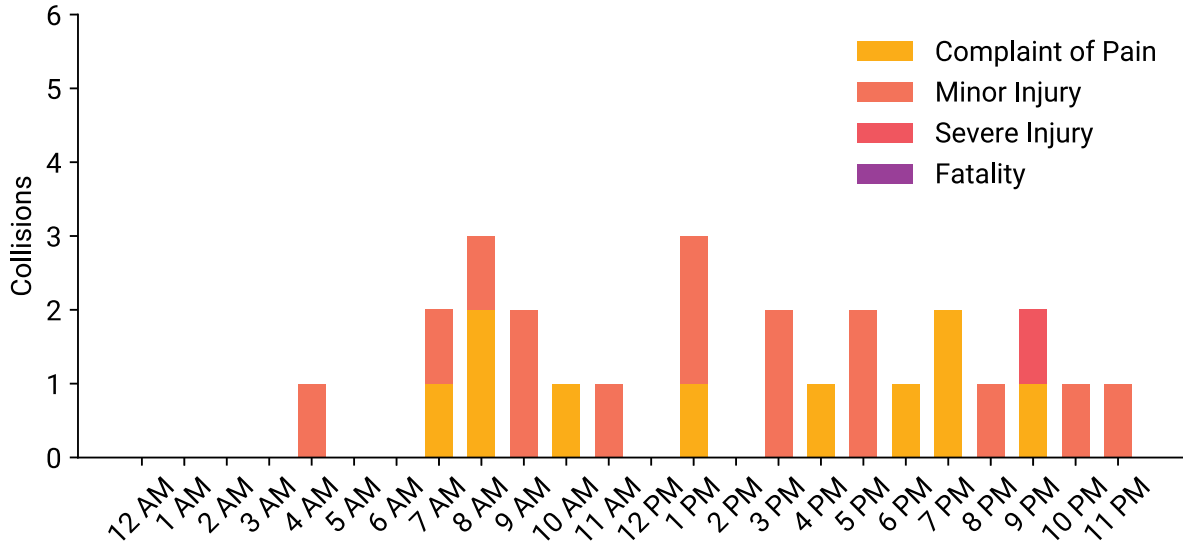
PRIMARY CRASH FACTOR



TYPE OF COLLISION



COLLISIONS BY TIME OF DAY



Appendix B

PTA Engagement Summary

MEMORANDUM

To: David Wong, City of San Bruno

From: Alta Planning + Design

Date: June 2022

Re: Task 3.4 – PTO/PTA Engagement Summary

Allen Elementary PTA

Wednesday May 18, 2022 – 7:00-8:00 PM
Erin Daly Davenport (Assistant Project Manager) presented

Attendees

10 attendees

Discussion

- Alta staff highlighted walk audit takeaways, including:
  - Insufficient or missing crosswalks at Angus & Linden and Angus & Elm
  - Insufficient or missing crosswalks at Jenevein & Linden and Jenevein & Elm
  - Curb ramps require ADA upgrades at Jenevein & Linden
  - Traffic calming could benefit Linden and Elm Avenues
  - Intersections around the school block have wide corners for turning and extra space at the intersections
  - Most students arriving to school via the corner of Angus & Linden, with a lot of congestions
  - Recomended improvements: high visibility crosswalks, paint and post curb extensions, red curb parking restrictions
- Parents noted that many people do not comply with exisitng red curb "no parking" zones, and the school could use more enforcement.
- Staff on the call noted that many Allen parents are not tech savvy and they asked for more paper copies of the survey. (Note: Alta followed up and sent the survey PDF to two teachers who said they would print and distribute it to their classes.)
- Parents asked if there was a plan for bike lanes around the school.
- It was noted that some Rollingwood students will likely attend Allen Elementary in future years, and attendees asked project staff to keep those connections in mind.
- Parents noted that many parents go between Parkside Intermediate and Allen to pick-up/drop-off multiple kids, and there could be better connections along that route.
- Parents asked if flashing crossings could be installed along larger roadways, like Crystal Springs.

John Muir Elementary PTA

Tuesday May 24, 2022 – 6:30-7:30 PM
Erin Daly Davenport (Assistant Project Manager) presented

Attendees

18 participants, including principal Michelle Graham

Discussion

- Alta staff highlighted walk audit takeaways, including:
    - Crosswalk on Crestmoor at the north edge of school grounds gets blocked by congested traffic during pick-up/drop-off
    - There is significant congestion along Crestmoor and Cambridge during pick-up/drop-off
    - Crestmoor lacks marked crosswalks at Rosewood, Bennington and Cambridge
    - There is no formal crossing on Skyline, but many students connect to the school/Cambridge there
    - Recomended improvements: high visibility crosswalks along Crestmoor, HAWK signal on Skyline, potential for RRFB supported crossing Crestmoor (at Bennington)
- Parents noted that an infrastructure solution at Crestmoor and Cambridge doesn't seem like it would be enough. They have tried things before that didn't work, and called for a crossing guard at that location.
- Parents asked how the crossing guard at St. Roberts is paid for and expressed interest in pursuing something similar.

Portola Elementary PTA

Thursday May 19, 2022 – 6:30-7:30 PM
Erin Daly Davenport (Assistant Project Manager) presented

Attendees

36 participants, including principal Sheila Krotz

Discussion

- Alta staff highlighted walk audit takeaways, including:
    - Missing or insufficient ADA curb ramps at the school entrance and Skyline & Sneath
    - Misisng or insufficient crosswalks along Sneath at Skyline and Monterey, and at Amador & Monterey
    - Poor sight lines at exisitng crosswalk and RRFB on Amador near the school entrance
    - Lack of street lighting makes walking dangerous along Amador on foggy mornings
    - The path connecting the north side of school grounds with Sneath is underutilized
    - Recomended improvements: high visibility crosswalks, paint and post curb extensions, and improved street lighting
- Path behind the school requires parental permission for students to use, since it is on school grounds but is unstaffed. It is underutilized, but not unused.
- COVID protocols changed parent behavior – parents are not walking to school with their kids as much, as they don't want to gather. Parents/staff are anticipating a change as COVID protocols are reduced.
- Note: not discussed explicitly at the meeting, but the Portola Family Festival is normally at the start of the school year every year. It could be a great opportunity for future SRTS engagment and education.

Rollingwood Elementary PTA

Thursday May 12, 2022 – 7:00-8:00 PM
Hannah Day-Kapell (Principal-in-Charge) presented

Attendees

About 8

Discussion

- Alta staff highlighted walk audit takeaways, including:
  - Lack of crosswalks on Oakmont
  - ADA ramps require an upgrade at the crosswalk in front of the school
  - Traffic congestion
  - Overgrown vegetation at Sneath & Sequoia
  - Recomended improvements: high visibility crosswalks and painted red curbs
- Parents were very appreciative of having project staff present, and asked a number of questions about the Safe Routes planning process.
- Alta staff shared information about the San Mateo County Office of Education SRTS program and the great countywide resources and opportunities that they could consider at their new school. In general, parents didn't seem too interested in organizing anything before they switch schools.
- Parents note infrastructure concerns:
  - Glenview Dr & San Bruno Ave
  - Speeding on Rollingwood – consider stop signs & bumps?
  - Turning from Rollingwood onto Cottonwood – hard for 2 cars to pass, multiple cars have been hit – no parking zone?
- Parents also noted non-infrastructure ideas:
  - Interested in markers/pavement markings along the walking route? Could be though walking school bus promotion
  - Free City shuttle that could be shared with students & adults? There is a south city shuttle (BART - South City HS - Library - El Camino) - could it also go where the schools are?

Table 1. Additional PTO/PTA Correspondence

School	Active PTO/PTA	Involvement with the Project
Belle Air Elementary	Yes	SRTS team was supposed to attend May meeting – it was rescheduled without informing the SRTS team. Contact person was supposed to get a meeting of the board together for a presentation, but hasn't connected since late May.
Capuchino High	No	PTO president confirmed that the PTO is not active, but offered to share the project survey via Facebook.
Parkside Intermediate	No	No response from the Parkside Boosters despite multiple attempts to contact. Also included school staff on emails and received no response.
Palos Verdes and El Portal	No	
St. Robert	No	

Appendix C

Cost Estimate Summary

ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

Summary of Costs by Improvement Type**

Date: 8/18/2022

Prepared By: SS
Reviewed By: JP

ITEM NO.	DESCRIPTION	Note	UNIT	UNIT COST
1	Mobilization (10%)		LS	N/A
2	Traffic Control (5%)		LS	N/A
3	High-Visibility Crosswalks		EA	$ 3,000.00
4	Quick Build Curb Extensions	1	EA	$ 4,000.00
5	Curb Ramps		EA	$ 15,000.00
6	Stop Warrant Analysis (Multi-Way)		EA	$ 6,000.00
7	Red Curb (Paint)		LF	$ 5.00
8	Speed Humps / Speed Cushions	9	EA	$ 10,000.00
9	Sidewalk Connection (gap closure), extension, and/or widening		SQFT	$ 35.00
10	Raised Crosswalk	2	EA	$ 55,000.00
11	Traffic Study		EA	$ 12,000.00
12	Curb Extensions (includes curb ramps)		EA	$ 60,000.00
13	Pavement Markings		LS	$ 10,000.00
14	Speed Feedback Sign	7	EA	$ 15,000.00
15	6" Vertical Curb		LF	$ 25.00
16	6" Mountable Curb		LF	$ 25.00
17	Pedestrian Path Lighting	3	LS	$ 150,000.00
18	Median Extension		LF	$ 50.00
19	Parking Removal	4	LS	$ 2,500.00
20	Bus Stop Relocation		EA	$ 8,000.00
21	Driveway Construction		EA	$ 5,000.00
22	Four Way Stop		EA	$ 5,000.00
23	Rapid Flashing Beacon		EA	$ 55,000.00
24	HAWK signal	5	EA	$ 300,000.00
25	Bike Parking Area		EA	$ 5,000.00
26	Yield Markings "Skark Teeth"		EA	$ 1,500.00
27	LPI (Leading Pedestrian Interval)	6	EA	$ 5,000.00
28	Pedestrian Path Drainage Improvements		LS	$ 100,000.00
29	Class III Bike Facility (Shared Lanes/Bike Boulevard)	8	MI	$ 50,000.00
30	Class II Bike Facility (Bike Lanes/Bike Route)	8	MI	$ 150,000.00
31	Class IV Bike Facility (Buffered Bike Lane; parking separated)	8	MI	$ 250,000.00

Design Cost	12.5%
Contingency	30%

[1] Quick Build curb extensions use paint and delineators in place fo concrete curb and sidewalk

[2] Assumes high visibility crosswalk markings

[3] Recommend lighitng analysis to determine correct street light placement and lighting conditions

[4] Accounts for outreach/signage costs for notifications of parking removal(s)

[5] Assumes two TS poles ($75k ea); conduits, conductors, signage, equipment ($150k ls)

[6] Does not include traffic signal controller upgrades, if necessary

[7] Assumes 2 feedback signs per Unit

[8] Includes standard costs for facility type quantified per mile; baesd on previous studies

[9] EA Unit includes Speed Cushions installed in each lane of a 2 lane road

[10] Prior to installing traffic calming devices such as Speed Humps / Speed Cushions, the City must evaluate if the requirements are met per the City's Traffic Calming Program.

** Not all improvements included in this list, some locations have unique improvements not included in this list

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San Bruno Safe Routes to School (SRS)
High Level Estimate

Decima Allen Elementary

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 117,750.00	
	Traffic Control (5%)	1	LS	5%	$ 58,875.00	
1	Increased Signage		LS	$ 2,000.00	$ -	
	Curb Ramps	4	EA	$ 15,000.00	$ 60,000.00	
	Quick Build Curb Extensions	4	EA	$ 4,000.00	$ 16,000.00	NS21B
2	Red Curb (Paint)	500	LF	$ 5.00	$ 2,500.00	
3	Right-in/Right-out Signage	1	LS	$ 1,500.00	$ 1,500.00	
4	Speed Humps / Speed Cushions	26	EA	$ 10,000.00	$ 262,000.00	
5a	Stop Warrant Analysis (Multi-Way)	2	EA	$ 6,000.00	$ 12,000.00	
	Red Curb (Paint)	750	LF	$ 5.00	$ 3,750.00	
5b	Stop Warrant Analysis (Multi-Way)	2	EA	$ 6,000.00	$ 12,000.00	
	Red Curb (Paint)	750	LF	$ 5.00	$ 3,750.00	
6	Curb Extensions (includes curb ramps)	4	EA	$ 60,000.00	$ 240,000.00	NS21B
	High-Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	NS07
7	High-Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	NS07
	Curb Extensions (includes curb ramps)	4	EA	$ 60,000.00	$ 240,000.00	NS21B
	Stop Warrant Analysis (Multi-Way)	1	EA	$ 15,000.00	$ 15,000.00	
	Proposed Bicycle Facilities					
	Elm Ave - Class III (Crystal Springs to San Bruno Ave W)	0.75	MI	$ 50,000.00	$ 37,500.00	
	Linden Ave - Class III (Crystal Springs to San Burno Ave W)	0.75	MI	$ 50,000.00	$ 37,500.00	
	Jeneven Ave - Class III (Cunningham to State Hwy 82)	0.7	MI	$ 50,000.00	$ 35,000.00	
	State Highway 82 - Class IV (Crystal Springs to San Bruno W)	0.7	MI	$ 250,000.00	$ 175,000.00	

SubTotal Items		**$1,354,000**
Design	12.5%	$169,000
Contingency	30%	$406,000
Total Cost Estimate		**$1,929,000**

[1] Assumes 2 curb ramps per quick build curb extension
[2] Assumes 50LF of 8' wide sidewalk

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ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

San Bruno Safe Routes to School (SRS)
High Level Estimate

Belle Air Elementary

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 56,000.00	
	Traffic Control (5%)	1	LS	5%	$ 28,000.00	
1	Separate Walking and Driving Areas	1	LS	$ 10,000.00	$ 10,000.00	
2	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
3	Sidewalk Connection (gap closure), extension, and/or widening	400	SQFT	$ 35.00	$ 14,000.00	
4	Raised Crosswalk	1	EA	$ 55,000.00	$ 55,000.00	R36PB
	Right in/Right Out Median	150	SQFT	$ 35.00	$ 5,250.00	
5	Raised Crosswalk	1	EA	$ 55,000.00	$ 55,000.00	R36PB
	Yield Markings and Signage	1	LS	$ 2,500.00	$ 2,500.00	
6	Parking Removal	1	LS	$ 2,500.00	$ 2,500.00	
	Drop-off zone signing and striping	1	LS	$ 5,000.00	$ 5,000.00	
7	Median Extension	300	LF	$ 50.00	$ 15,000.00	
8	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
	Curb Extensions (includes curb ramps)	2	EA	$ 60,000.00	$ 120,000.00	NS21B
	Red Curb (Paint)	100	LF	$ 5.00	$ 500.00	
	"Removable Barrier"	1	EA	$ 10,000.00	$ 10,000.00	
9	Pavement Markings	1	LS	$ 10,000.00	$ 10,000.00	
10	Speed Humps / Speed Cushions	1	EA	$ 10,000.00	$ 10,000.00	
	Relocate Signage	1	EA	$ 2,000.00	$ 2,000.00	
11	Bike Route Signage and Striping[2]	0.5	MI	$ 50,000.00	$ 25,000.00	R34PB
	Stop Warrant Analysis (Multi-Way)	2	EA	$ 6,000.00	$ 12,000.00	
	School Entrance Redesign on 4th Ave	1	LS	$ 50,000.00	$ 50,000.00	
	Proposed Bicycle Facilties					
	E. San Bruno Ave Class IV (1st Ave to 7th Ave)	0.33	MI	$ 250,000.00	$ 82,500.00	
	Angus Ave Class III (1st Ave to 7th Ave)	0.33	MI	$ 50,000.00	$ 16,500.00	
	6th Ave Class III (7th Ave to E San Bruno Ave)	0.5	MI	$ 50,000.00	$ 25,000.00	
	3rd Ave Class III (Belle Air to E San Bruno Ave)	0.5	MI	$ 50,000.00	$ 25,000.00	
	4th Ave Class III (Belle Air to E San Bruno Ave)	Included in Item 7				

SubTotal Items		**$643,000**
Design	12.5%	$80,000
Contingency	30%	$193,000
Total Cost Estimate		**$916,000**

[1] Assumes Minor C, G & Sidewalk costs, new inlet, new SD pipe, minor roadway reconstruction

[2] Based on average material costs for CLIII bike route, per mile

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San Bruno Safe Routes to School (SRS)
High Level Estimate

Capuchino High School

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 150,700.00	
	Traffic Control (5%)	1	LS	5%	$ 75,350.00	
1	Sidewalk Connection (gap closure), extension, and/or widening	3600	SQFT	$ 35.00	$ 126,000.00	
2	Curb Extensions (includes curb ramps)	4	EA	$ 60,000.00	$ 240,000.00	NS21B
	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
3	Speed Feedback Sign	1	EA	$ 15,000.00	$ 15,000.00	R26
4	Sidewalk Connection (gap closure), extension, and/or widening	6400	SQFT	$ 35.00	$ 224,000.00	
	6" Vertical Curb	1600	LF	$ 25.00	$ 40,000.00	
5	Quick Build Curb Extension	4	EA	$ 4,000.00	$ 16,000.00	NS21B
	Curb Ramps	4	EA	$ 15,000.00	$ 60,000.00	
6	Curb Extensions (includes curb ramps)	4	EA	$ 60,000.00	$ 240,000.00	NS21B
	High-Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	NS07
	Stop Warrant Analysis (Multi-Way)	1	EA	$ 6,000.00	$ 6,000.00	
7	Quick Build Curb Extension	2	EA	$ 4,000.00	$ 8,000.00	NS21B
	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
8	Quick Build Curb Extension	2	EA	$ 4,000.00	$ 8,000.00	NS21B
	Curb Ramps	1	EA	$ 15,000.00	$ 15,000.00	
	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	
9	Quick Build Curb Extension	4	EA	$ 4,000.00	$ 16,000.00	
	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	
10	Curb Extensions (includes curb ramps)	1	EA	$ 60,000.00	$ 60,000.00	
	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	
11	Quick Build Curb Extension	2	EA	$ 4,000.00	$ 8,000.00	
	Curb Ramps	2	EA	$ 15,000.00	$ 30,000.00	
	High-Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	
	Proposed Bicycle Facilities					
	Linden Ave Class III (Magnolia Ave to Crystal Springs)	0.67	MI	$ 50,000.00	$ 33,500.00	
	Park Place Class III (Magnolia Ave to State Hwy 82)	0.1	MI	$ 50,000.00	$ 5,000.00	
	Millwood Class III (Magnolia Ave to Broadway)	0.1	MI	$ 50,000.00	$ 5,000.00	
	State Highway 82 Class IV (Meadow Glen to Crystal Springs)	1.25	MI	$ 250,000.00	$ 312,500.00	

SubTotal Items		**$1,733,000**
Design	12.5%	$217,000
Contingency	30%	$520,000
Total Cost Estimate		**$2,470,000**

[1] Assumes 2 curb ramps per quick build curb extension
[2] Assumes 50LF of 8' wide sidewalk

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ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

San Bruno Safe Routes to School (SRS)
High Level Estimate

Highlands Christian School

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 117,000.00	
	Traffic Control (5%)	1	LS	5%	$ 59,000.00	
1	Red Curb (Paint)	50	LF	5	$ 250.00	
	Median Improvements	100	LF	$ 30.00	$ 3,000.00	
	High-Visibility Crosswalks	2	EA	$ 3,000.00	$ 6,000.00	NS07
	Curb Ramps	2	EA	$ 15,000.00	$ 30,000.00	
2	Speed Feedback Sign	1	EA	$ 15,000.00	$ 15,000.00	R26
	Speed Humps / Speed Cushions	1	EA	$ 10,000.00	$ 10,000.00	
3	Street Lighting[1]	1	LS	$ 750,000.00	$ 750,000.00	R01
4	High-Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	NS07
	Curb Ramps	4	EA	$ 15,000.00	$ 60,000.00	
5*	High-Visibility Crosswalks	3	EA	$ 3,000.00	$ 9,000.00	
	Corner Improvements	3	EA	$ 85,000.00	$ 255,000.00	
	Proposed Bicycle Facilities					
	Sneath Lane Class III (Skyline Blvd to Riverside Dr)	0.4	MI	$ 50,000.00	$ 20,000.00	

SubTotal Items		**$1,346,000**
Design	12.5%	$168,000
Contingency	30%	$404,000
Total Cost Estimate		**$1,918,000**

[1] Along Amador from Monterey to Sneath
[*] May Require extensive Traffic Signal Improvements

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ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

San Bruno Safe Routes to School (SRS)
High Level Estimate

John Muir Elementary

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 36,675.00	
	Traffic Control (5%)	1	LS	5%	$ 18,337.50	
1	Red Curb (Paint)	500	LF	$ 5.00	$ 2,500.00	
	Curb Extensions (includes curb ramps)	2	EA	$ 60,000.00	$ 120,000.00	NS21B
2	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
3	High-Visibility Crosswalks	2	EA	$ 3,000.00	$ 6,000.00	NS07
4	Stop Warrant Analysis (Multi-Way)	1	EA	$ 6,000.00	$ 6,000.00	
	High-Visibility Crosswalks	2	EA	$ 3,000.00	$ 6,000.00	NS07
5	Bike Parking Area	1	LS	$ 5,000.00	$ 5,000.00	
6	Median Improvements	100	LF	$ 30.00	$ 3,000.00	
7	Parking Removal	1	LS	$ 2,500.00	$ 2,500.00	
	Red Curb (Paint)	250	LF	$ 5.00	$ 1,250.00	
8	Stop Warrant Analysis (Multi-Way)	1	EA	$ 60,000.00	$ 60,000.00	
	High Visibility Crosswalks	3	EA	$ 3,000.00	$ 9,000.00	
9	Street Lighting	1	LS	$ 97,500.00	$ 97,500.00	
	Proposed Bicycle Facilities					
	Crestmoor Dr Class III (Piedmont Dr to San Bruno Ave W)	0.9	MI	$ 50,000.00	$ 45,000.00	

SubTotal Items		**$422,000**
Design	12.5%	$53,000
Contingency	30%	$127,000
Total Cost Estimate		**$602,000**

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ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

San Bruno Safe Routes to School (SRS)
High Level Estimate

El Portal and Palos Verdes Schools

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 29,360.00	
	Traffic Control (5%)	1	LS	5%	$ 14,680.00	
1	Sidewalk Connection (gap closure), extension, and/or widening	180	SQFT	$ 35.00	$ 6,300.00	
	Curb Ramps and Corner Improvements	1	LS	$ 75,000.00	$ 75,000.00	NS21B
2	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
	Curb Ramps	1	EA	$ 15,000.00	$ 15,000.00	
	Sidewalk Connection (gap closure), extension, and/or widening	180	SQFT	$ 35.00	$ 6,300.00	
3	High-Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	NS07
	Median Extension	50	LF	$ 50.00	$ 2,500.00	
	Cherry Ave Class IV (San Bruno Ave W to Sneath Lane)	0.6	MI	$ 250,000.00	$ 140,000.00	R34PB
4	Parking Removal	1	LS	$ 2,500.00	$ 2,500.00	
	Red Curb (Paint)	200	LF	$ 5.00	$ 1,000.00	
	Proposed Bicycle Facilities					
	Commodore Dr W Class III (Cherry Ave to State Hwy 82)	0.6	MI	$ 50,000.00	$ 30,000.00	

SubTotal Items		**$338,000**
Design	12.5%	$42,000
Contingency	30%	$101,000
Total Cost Estimate		**$481,000**

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ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

San Bruno Safe Routes to School (SRS)
High Level Estimate

Parkside Intermediate (Middle) School

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 72,000.00	
	Traffic Control (5%)	1	LS	5%	$ 36,000.00	
1	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
	Curb Ramps	2	EA	$ 15,000.00	$ 30,000.00	
2	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
	Curb Ramps	2	EA	$ 15,000.00	$ 30,000.00	
3	Curb Ramps	2	EA	$ 15,000.00	$ 30,000.00	
	Rebuild driveway	1	LS	$ 60,000.00	$ 60,000.00	
	Fish Eye Mirror	1	EA	$ 750.00	$ 750.00	
4	Stop Warrant Analysis (Multi-Way)	4	EA	$ 6,000.00	$ 24,000.00	
5	Bus Stop Relocation	1	EA	$ 8,000.00	$ 8,000.00	
6	Pedestrian Path Lighting	1	LS	$ 150,000.00	$ 150,000.00	
	Fence along Pedestrian path	750	LF	$ 200.00	$ 150,000.00	
	Speed Humps / Speed Cushions	6	EA	$ 10,000.00	$ 60,000.00	
7	Stop Warrant Analysis (Multi-Way)	1	EA	$ 6,000.00	$ 6,000.00	
	High-Visibility Crosswalks	2	EA	$ 3,000.00	$ 6,000.00	NS07
8	High-Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	NS07
	Curb Ramps	1	EA	$ 15,000.00	$ 15,000.00	
	Corner Improvements (reconstruction)	1	LS	$ 50,000.00		NS21B
	Quick Build Curb Extensions	4	EA	$ 4,000.00	$ 16,000.00	NS21B
	Four Way Stop	1	EA	$ 5,000.00	$ 5,000.00	NS02
8	High Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	NS07
	Corner Improvements (reconstruction)	1	LS	$ 50,000.00		NS21B
	Quick Build Curb Extensions	4	EA	$ 4,000.00	$ 16,000.00	NS21B
	Proposed Bicycle Facilities					
	Jeneven Ave Class III (Cunningham to State Hwy 82)	Included in Allen Elementary			$ -	
	Cunningham Way Class III (Crystal Springs to Jeneven Way)	0.35	MI	$ 50,000.00	$ 17,500.00	
	Crystal Springs Class III (Cunningham Way to State Hwy 82)	0.75	MI	$ 50,000.00	$ 37,500.00	
	Oak Ave Class III (Crystal Springs Rd to Jeneven Ave)	0.33	MI	$ 50,000.00	$ 16,500.00	
	Desoto Way Class III (Santa Lucia to Crystal Springs Rd)	0.33	MI	$ 50,000.00	$ 16,500.00	

ubTotal Items		**$833,000**
Design	12.5%	$104,000
Contingency	30%	$250,000
Cost Estimate		**$1,187,000**

Alta's opinions

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ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

San Bruno Safe Routes to School (SRS)
High Level Estimate

St. Robert Elementary

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 73,000.00	
	Traffic Control (5%)	1	LS	5%	$ 36,000.00	
1	Flashing Stop Signs	4	EA	$ 2,500.00	$ 10,000.00	NS08
	Stop Ahead Markings	4	EA	$ 1,500.00	$ 6,000.00	
	Lighting Improvements	1	LS	$ 100,000.00	$ 100,000.00	NS01
2	Traffic Study	1	EA	$ 15,000.00	$ 15,000.00	
3	Sidewalk Connection (gap closure), extension, and/or widening	4500	SQFT	$ 35.00	$ 157,500.00	
	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
4	Red Curb (Paint)	750	LF	$ 5.00	$ 3,750.00	
	Parking Removal	1	LS	$ 2,500.00	$ 2,500.00	
5	Rebuild Driveway for Pedestrian Access	2	LS	$ 60,000.00	$ 120,000.00	
6	Traffic Study	0	EA	$ 20,000.00	$ -	
	Signal Warrant Analysis	0	EA	$ 10,000.00	$ -	
	Quick Build Curb Extensions	4	EA	$ 4,000.00	$ 16,000.00	NS21B
7	High-Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	NS07
	Pavement Markings	1	LS	$ 3,000.00	$ 3,000.00	
8	Speed Feedback Sign	1	EA	$ 15,000.00	$ 15,000.00	R26
	Speed Humps / Speed Cushions	2	EA	$ 10,000.00	$ 20,000.00	
	Raised Crosswalk	1	EA	$ 55,000.00	$ 55,000.00	R36PB
	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
9	Curb Ramps	6	EA	$ 15,000.00	$ 90,000.00	
	Quick Build Curb Extensions	4	EA	$ 4,000.00	$ 16,000.00	NS21B
	High-Visibility Crosswalks	3	EA	$ 3,000.00	$ 9,000.00	NS07
10	Curb Ramps	3	EA	$ 15,000.00	$ 45,000.00	
	Quick Build Curb Extensions	4	EA	$ 4,000.00	$ 16,000.00	NS21B
	High-Visibility Crosswalks	4	EA	$ 3,000.00	$ 12,000.00	NS07

SubTotal Items		**$839,000**
Design	12.5%	$105,000
Contingency	30%	$252,000
Total Cost Estimate		**$1,196,000**

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ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

San Bruno Safe Routes to School (SRS)
High Level Estimate

Portola Elementary

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 163,800.00	
	Traffic Control (5%)	1	LS	5%	$ 81,900.00	
1*	Curb Ramps	2	EA	$ 15,000.00	$ 30,000.00	
	Rapid Flashing Beacon	1	EA	$ 55,000.00	$ 63,250.00	R37PB
	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	R35PB
2	High-Visibility Crosswalks	1	EA	$ 3,000.00	$ 3,000.00	NS07
	Curb Ramps	2	EA	$ 15,000.00	$ 30,000.00	
	Flex Posts	1	LS	$ 3,500.00	$ 3,500.00	
3	Pedestrian Path Lighting	1	LS	$ 150,000.00	$ 150,000.00	
	Fence along Pedestrian path	900	LF	$ 200.00	$ 180,000.00	
4	Included in Highlands Christian Estimate				$ 750,000.00	R01
5	Speed Feedback Sign	1	EA	$ 15,000.00	$ 15,000.00	R26
	Speed Humps / Speed Cushions	1	EA	$ 10,000.00	$ 10,000.00	
	Striping Improvements (Road Diet)	1	LS	$ 5,000.00	$ 5,000.00	
6	Included in Highlands Christian Estimate				$ 111,250.00	
7	Included in Highlands Christian Estimate				$ 264,000.00	
	Proposed Bicycle Facilities					
	Included In Highlands Christian Estimate				$ 20,000.00	

SubTotal Items		**$1,884,000**
Design	12.5%	$236,000
Contingency	30%	$565,000
Total Cost Estimate		**$2,685,000**

* RRFB cost increased due to desire for passive pedestrian detection

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ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

San Bruno Safe Routes to School (SRS)
High Level Estimate

Rollingwood Elementary

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 10,040.00	
	Traffic Control (5%)	1	LS	5%	$ 5,020.00	
1	Curb Ramps	1	EA	$ 15,000.00	$ 15,000.00	
	Yield Markings "Skark Teeth"	1	EA	$ 1,500.00	$ 1,500.00	
2	Parking Removal	1	LS	$ 2,500.00	$ 2,500.00	
	Red Curb (Paint)	100	LF	$ 5.00	$ 500.00	
3	High-Visibility Crosswalks	11	EA	$ 3,000.00	$ 33,000.00	NS07
4	Speed Humps / Speed Cushions	2	EA	$ 10,000.00	$ 20,000.00	
5	Stop Warrant Analysis (Multi-Way)	1	EA	$ 6,000.00	$ 6,000.00	
	High Visibility Crosswalks	3	EA	$ 3,000.00	$ 9,000.00	
	Red Curb (Paint)	180	LF	$ 5.00	$ 900.00	
	Quick Build Curb Extensions	3	EA	$ 4,000.00	$ 12,000.00	

SubTotal Items		**$115,000**
Design	12.5%	$14,000
Contingency	30%	$35,000
Total Cost Estimate		**$164,000**

* RRFB cost increased due to desire for passive pedestrian detection

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ALTA PLANNING + DESIGN
San Bruno SRS
Improvement Recommendations
High Level Estimate

San Bruno Safe Routes to School (SRS)
High Level Estimate

Stratford School

Date: 8/18/2022
Prepared By: SS
Reviewed By: JP

Improvement Detail No.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	COST	LRSM Code, if applicable
	Mobilization (10%)	1	LS	10%	$ 86,725.00	
	Traffic Control (5%)	1	LS	5%	$ 43,362.50	
1	Red Curb (Paint)	50	LF	$ 5.00	$ 250.00	
	Yield Markings "Skark Teeth"	2	EA	$ 1,500.00	$ 3,000.00	
2	Marked Pedestrian Path	1	LS	$ 5,000.00	$ 5,000.00	
	Curb Ramps	2	EA	$ 15,000.00	$ 30,000.00	
3	Speed Humps / Speed Cushions	2	EA	$ 10,000.00	$ 20,000.00	
	Speed Feedback Sign	2	EA	$ 15,000.00	$ 30,000.00	R26
	Striping Improvements (Road Diet)	1	LS	$ 5,000.00	$ 5,000.00	
4	High-Visibility Crosswalks	3	EA	$ 3,000.00	$ 9,000.00	NS07
	Pedestrian Crossing Improvements	1	LS	$ 150,000.00	$ 150,000.00	NS21B
	LPI (Leading Pedestrian Interval)	1	EA	$ 5,000.00	$ 5,000.00	S21PB
5*	Curb Ramps	3	EA	$ 15,000.00	$ 45,000.00	
	Signal Improvements (Pedestrian Signal Heads)	1	LS	$ 75,000.00	$ 75,000.00	S17PB
	LPI (Leading Pedestrian Interval)	1	EA	$ 5,000.00	$ 5,000.00	S21PB
6	Street Light Improvements	1	LS	$ 100,000.00	$ 100,000.00	
	Proposed Bicycle Facilities					
	W San Bruno Ave Class II (from Skyline to Hwy 101)	2.4	MI	$ 150,000.00	$ 360,000.00	
	Shelter Creek Class III (from Whitman to W San Bruno)	0.5	MI	$ 50,000.00	$ 25,000.00	

SubTotal Items		**$997,000**
Design	12.5%	$125,000
Contingency	30%	$299,000
Total Cost Estimate		**$1,421,000**

* Signal Improvements may increase significantly based on necessary upgrades of signal poles, controller, cabinet, corners, PPB placement, etc.

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Appendix D

Citywide Prioritized Projects

School	Label	Improvement Detail	Cost	Cost Score	CMF	CMF Score	Collision Score	Total Score	School Priority	District Priority
Belle Air	3	Install sidewalk past the crosswalk into the Lions Park parking lot.	$ 14,000	4	0.12	5	5	14	High	High
Allen	7	Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Jenevein Ave/Cypress Ave. Review curbside use along Jenevein and extend or add red curb zones to improve visibility.	$ 15,750	4	0.30	4	5	13	High	High
Allen	6	Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Jenevein Ave/Acacia Ave. Review curbside use along Jenevein and extend or add red curb zones to improve visibility.	$ 15,750	4	0.30	4	5	13	High	High
Allen	4	Post “Right in only” and “Right out only” signage at the entrance and exit of the drop-off area.	$ 1,500	5	0.32	3	4	12	High	High
El Portal & Palos Verdes	2	Paint a high-visibility crosswalk across the driveway. Realign the curb ramp to be parallel with the sidewalk. Install sidewalk segment to connect into school parking lot.	$ 24,300	4	0.08	5	3	12	High	High
John Muir	4	Conduct a stop warrant analysis for all-way stop control at Crestmoor Dr and Cambridge Ln. Install a high-visibility crosswalk across Crestmoor Dr (to the north of the intersection) if an all-way stop is warranted.	$ 12,000	4	0.19	5	3	12	High	High
John Muir	6	Add bollards to create a hardened center line on Cambridge Ln between Crestmoor Dr and the school driveway.	$ 3,000	5	0.29	4	3	12	High	High
Rollingwood	7	Conduct a stop warrant study to analyze the feasibility of an all-way stop; Paint high-visibility crosswalks across all legs of the intersection; Extend the length of the no parking zones. Install paint-and-post curb extensions.	$ 27,900	3	0.13	5	4	12	High	High
Saint Robert	10	Include paint-and-post curb extensions as a part of the City's project to convert this to a signalized intersection.	$ 16,000	4	0.38	3	5	12	High	High
Belle Air	4	Replace existing crosswalk with raised crosswalk. Install right-in, right-out style directive median on 3rd Ave.	$ 60,250	2	0.20	4	5	11	High	High
Parkside	7	Conduct a stop warrant study for intersection. If stop not warranted, install high-visibility crosswalks and crosswalk warning signs.	$ 12,000	4	0.19	5	2	11	High	High
Saint Robert	3	Install sidewalks on east side of City Park Way. Install crosswalk across street. Install sidewalk connection to Crystal Springs Rd.	$ 160,500	1	0.08	5	5	11	High	High
Saint Robert	4	Extend no parking zones and paint curbs red.	$ 6,250	5	0.70	1	5	11	High	High
Belle Air	2	Paint crosswalk across driveway entrance	$ 3,000	5	0.00	0	5	10	High	High
Belle Air	6	Remove the row of parking on building frontage and install a permanent drop-off zone.	$ 7,500	5	0.00	0	5	10	High	High
Belle Air	11	Designate 4th Ave as a bike route. Increase red curb and conduct warrant study for 4-way stops at 4th Ave/Angus Ave and 4th Ave/Pine St. Install an RRFB at 4th Ave/San Bruno Ave. Redesign sidewalk/fence entrance to school grounds. Add bike route markings.	$ 87,000	2	0.06	5	3	10	High	High
Capuchino	7	Install 2 paint-and-post curb extensions. Install yellow, ladder high-visibility crosswalk at the western approach. Install curb extensions.	$ 11,000	4	0.63	1	5	10	High	High

School	Label	Improvement Detail	Cost	Cost Score	CMF	CMF Score	Collision Score	Total Score	School Priority	District Priority
John Muir	8	Conduct a stop warrant analysis to explore the feasibility of an all-way stop. Install high-visibility crosswalks and yield markings at all legs with a stop sign (existing and future, if warranted).	$ 69,000	2	0.14	5	3	10	High	High
Portola	2	Install high-visibility crosswalk. Install two curb ramps with tactile warning pads. Install flex posts to encourage Right in right out only.	$ 36,500	3	0.20	4	3	10	High	High
Rollingwood	2	Prohibit parking along Cottonwood Dr on the East side of the street between the school entrance and Rollingwood Dr. Paint the curb red.	$ 3,000	5	0.70	1	4	10	Med	High
Rollingwood	3	Install high-visibility crosswalks.	$ 9,000	5	0.60	1	4	10	Med	High
Rollingwood	6	Explore installing speed humps or other traffic calming devices along Rollingwood Dr to the east and west of Cottonwood Dr.	$ 20,000	4	0.50	2	4	10	Med	High
Allen	3	Paint the entire southern curb of Angus Ave red – restricting parking at all times – between Elm and Linden Aves.	$ 2,500	5	0.00	0	4	9	Med	Medium
Capuchino	6	Install high-visibility crosswalks on all sides of the intersection. Complete a stop warrant study to consider the addition of stop signs to Broadway. Install curb extensions.	$ 258,000	1	0.19	5	3	9	High	Medium
Capuchino	8	Install 2 paint-and-post curb extensions. Repaint crosswalk in higher-visibility pattern.	$ 26,000	3	0.63	1	5	9	High	Medium
Capuchino	11	Install 2 paint-and-post curb extensions. Straighten the right turn lanes into alignment with the street. Install yellow, ladder high-visibility crosswalk at the western approach.	$ 50,000	3	0.63	1	5	9	High	Medium
El Portal & Palos Verdes	3	Reduce lanes on Cherry Ave, consistent with the San Bruno Walk 'n Bike Plan. Install high-visibility crosswalks on all sides of the intersection. Consider extending the median along Cherry Ave through the crosswalk to act as a pedestrian refuge.	$ 154,500	1	0.30	4	4	9	Med	Medium
El Portal & Palos Verdes	4	Remove parking between the driveways by painting the curb red.	$ 3,500	5	0.70	1	3	9	Med	Medium
Highlands Christian	1	Extend the red curb/no parking zone on Amador Ave at Monterey Dr. Add yield ahead markings to all approaches. Harden the center median on the southern leg of Monterey Dr with bollards. Repaint crosswalks as high-visibility and add two more curb ramps.	$ 39,250	3	0.35	3	3	9	High	Medium
John Muir	2	Install high-visibility crosswalks along Crestmoor Dr to the following intersections: Rosewood Dr, Bennington Dr.	$ 3,000	5	0.63	1	3	9	Med	Medium
John Muir	3	Install a high-visibility crosswalk.	$ 6,000	5	0.63	1	3	9	Med	Medium
Rollingwood	1	Install a curb ramp with tactile warning pad to ensure ADA access. Install yield line (shark's teeth) markings and signage in advance of the crosswalk.	$ 16,500	4	0.75	1	4	9	Low	Medium
Rollingwood	4	Install high-visibility crosswalks.	$ 12,000	4	0.63	1	4	9	Low	Medium
Rollingwood	5	Install high-visibility crosswalks.	$ 12,000	4	0.60	1	4	9	Low	Medium
Saint Robert	1	Install lit or flashing stop signs. On Crystal Springs Rd, heading northeast, paint "Stop Ahead" pavement markings in advance of the stop sign. Install pedestrian scale street lighting.	$ 116,000	1	0.30	3	5	9	Med	Medium

School	Label	Improvement Detail	Cost	Cost Score	CMF	CMF Score	Collision Score	Total Score	School Priority	District Priority
Saint Robert	2	Complete a traffic study to determine the feasibility of closing the right turn lane.	$ 15,000	4	0.00	0	5	9	Med	Medium
Stratford	1	Add red curb/no parking zones on southbound Crestmoor Dr north of the school driveway. Add yield ahead markings, or "shark teeth," on Crestmoor Dr to the north and south of school driveway.	$ 3,250	5	0.53	1	3	9	High	Medium
Allen	1	Install paint-and-post curb extensions at the intersection.	$ 16,000	4	0.00	0	4	8	Med	Medium
Allen	2	Install paint-and-post curb extensions at the intersection.	$ 16,000	4	0.00	0	4	8	Med	Medium
Capuchino	9	Install yellow, ladder high-visibility crosswalk at the western approach. Install 4 paint-and-post curb extensions.	$ 19,000	4	0.63	1	3	8	Med	Medium
Capuchino	10	Install a concrete curb extension. Install yellow, ladder high-visibility crosswalk at the western approach. Install curb extensions.	$ 63,000	2	0.63	1	5	8	Med	Medium
Highlands Christian	2	Explore adding traffic calming elements to Monterey Dr, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes, if the requirements are met per the City's Traffic Calming Program.	$ 25,000	4	0.68	1	3	8	High	Medium
John Muir	5	Install a secure bike parking area.	$ 5,000	5	0.00	0	3	8	Med	Medium
John Muir	7	Remove shoulder parking on the south side of the street. Paint curb red.	$ 3,750	5	0.00	0	3	8	Med	Medium
Parkside	4	Conduct a stop warrant study for intersection. If not warranted at this location, also consider the intersections of Maple Ave, Redwood Ave, or Donner Ave.	$ 24,000	4	0.30	4	0	8	High	Medium
Parkside	8	Install high-visibility crosswalks and paint-and-post curb extensions. The installation of a four-way stop is also recommended for Cedar/Jenevein.	$ 48,000	3	0.63	1	4	8	High	Medium
Parkside	9	Install high-visibility crosswalks and paint-and-post curb extensions.	$ 28,000	3	0.63	1	4	8	High	Medium
Saint Robert	5	Extend no parking zones and paint curbs red.	$ 6,250	5	0.70	1	2	8	Med	Medium
Saint Robert	6	Extend no parking zones and paint curbs red.	$ 6,250	5	0.70	1	2	8	Med	Medium
Saint Robert	7	Extend no parking zones and paint curbs red.	$ 6,250	5	0.70	1	2	8	Med	Medium
Allen	5	Explore installing traffic calming elements, such as speed humps, along Angus, Elm, and Linden Aves.	$ 262,000	1	0.50	2	4	7	Low	Medium
Allen	8	Install high-visibility crosswalks and curb extensions. Realign curb ramps and ensure the correct slope, and install tactile warning pads.	$ 252,000	1	0.63	1	5	7	Low	Medium
Allen	9	Install 4 high-visibility crosswalks and curb extensions. Realign curb ramps and ensure the correct slope, and install tactile warning pads. Conduct a stop warrant analysis.	$ 267,000	1	0.63	1	5	7	Low	Medium
Belle Air	5	Replace existing crosswalk with raised crosswalk to slow vehicle traffic. Add yield markings and signage.	$ 57,500	2	0.48	2	3	7	Med	Medium
Belle Air	8	Install a high-visibility crosswalk. Install concrete curb extensions. Repair curb ramps. Paint curb red from the crosswalk to 50 feet to the north. Add a removable barrier across the entrance to the alley.	$ 133,500	1	0.63	1	5	7	Med	Medium

School	Label	Improvement Detail	Cost	Cost Score	CMF	CMF Score	Collision Score	Total Score	School Priority	District Priority
Highlands Christian	3	Explore adding traffic calming elements on Amador Ave, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes, if the requirements are met per the City's Traffic Calming Program.	$ 25,000	4	0.68	1	2	7	Med	Medium
Portola	5	Explore adding traffic calming elements to Amador Ave, such as speed feedback signs and visually narrowing the travel lanes by striping the edge of the parking lanes, if the requirements are met per the City's Traffic Calming Program.	$ 30,000	3	0.68	1	3	7	Med	Medium
Saint Robert	11	Remove arrows and install signage to direct one-way traffic flow at the entrance/exit of the parking lot. Paint a crosswalk across the driveways to indicate the pedestrian priority and right-of-way.	$ 15,000	4	0.63	1	2	7	Med	Medium
Saint Robert	14	Install high-visibility crosswalks and paint-and-post bulb outs/curb extensions.	$ 73,000	2	0.60	1	4	7	Med	Medium
Stratford	2	Add a marked pedestrian pathway across the entrance of the school driveway. Add curb ramps at both ends of the path.	$ 35,000	3	0.63	1	3	7	Med	Medium
Belle Air	10	Explore moving the “pedestrians ahead” sign, pavement markings, and speedbump closer to the crosswalk on 3rd Ave at entrance to school property.	$ 558,750	1	0.00	0	5	6	Low	Low
Capuchino	1	Install sidewalk along the north side of Barcelona Dr and connect it to the sidewalk along the northern side of the parking lot on school grounds.	$ 126,000	1	0.12	5	0	6	Med	Low
Capuchino	4	On the north side of Millwood, on school property, widen sidewalks and install vertical 6” curb, instead of rollover style. This may require infringing onto school property (depending on where the right-of-way line is).	$ 264,000	1	0.12	5	0	6	Med	Low
Highlands Christian	4	Install 1 high-visibility crosswalk on the south leg of the intersection. Add concrete pavement to 2 corners (connect to sidewalks) and add curb ramps with warning pads. Reduce corner turning radii as much as possible.	$ 264,000	1	0.60	1	4	6	Low	Low
John Muir	9	Add lighting to improve the visibility of pedestrians at the underpass under 280 at Whitman Way/Jenevein Ave	$ 97,500	2	0.68	1	3	6	Low	Low
Parkside	1	Install a high-visibility crosswalk and curb ramps across Donner Ave.	$ 33,000	3	0.63	1	2	6	Med	Low
Parkside	2	Install a crosswalk across Niles Ave. Ensure that the crosswalk is aligned with the west side of Redwood Ave and the East Side of Donner Ave. Install curb ramp on south side.	$ 33,000	3	0.63	1	2	6	Med	Low
Portola	1	Move high-visibility crosswalk and RRFB to crest of hill. Add passive detection to the existing RRFB.	$ 96,250	2	0.63	1	3	6	Med	Low
Saint Robert	8	Rebuild sidewalks to be graded across the driveway entrance consistent with the sidewalk on either side, and move sloped ramp for vehicles to outside of the pedestrian path of travel.	$ 120,000	1	0.00	0	5	6	Low	Low

School	Label	Improvement Detail	Cost	Cost Score	CMF	CMF Score	Collision Score	Total Score	School Priority	District Priority
Saint Robert	12	Evaluate and install traffic calming devices on Oak Ave adjacent to St. Robert School. This may include speed humps if the requirements are met per the City's Traffic Calming Program. Replace the existing crosswalk with a raised crossing with high-visibility painted markings. This will necessitate moving the crosswalk to the south.	$ 93,000	2	0.44	2	2	6	Low	Low
Stratford	3	On Crestmoor Dr, evaluate and install traffic calming devices which may include speed humps, a speed feedback sign, or visually narrowing the travel lanes by striping the edge of the parking lanes if the requirements are met per the City's Traffic Calming Program.	$ 55,000	2	0.68	1	3	6	Med	Low
Stratford	6	Add lighting to the Hwy 280 underpass.	$ 100,000	2	0.68	1	3	6	Med	Low
Belle Air	1	Use paint and flex posts or bolt-on curbs to better indicate and separate the walking and driving areas of the roadway.	$ 10,000	5	0.00	0	0	5	Low	Low
Capuchino	3	Install “speed feedback” along the corridor between Barcelona and Magnolia.	$ 15,000	4	0.93	1	0	5	Low	Low
Capuchino	5	Install 4 paint-and-post paint-and-post curb extensions. Install tactile warning pads.	$ 76,000	2	0.00	0	3	5	Low	Low
El Portal & Palos Verdes	1	On the north side of Commodore, install a depressed corner ramp and tactile warning par. Realign the curb ramp on the south side of the crosswalk to face the crosswalk.	$ 81,300	2	0.00	0	3	5	Low	Low
Highlands Christian	5	Install high-visibility crosswalks at Amador Ave/Monterey Dr and Sneath Ln/Monterey Dr.	$ 111,250	1	0.63	1	3	5	Low	Low
Parkside	5	Move the bus stop farther east (approximately 80’) towards the intersection with Maple Ave.	$ 8,000	5	0.00	0	0	5	Med	Low
Portola	4	Add pedestrian scale street lighting to Amador Ave.	$ 750,000	1	0.68	1	3	5	Med	Low
Stratford	4	Provide a pedestrian crossing island on the south leg of the intersection. Enhance the existing crossings with higher-visibility markings. Coordinate with Caltrans to install a Leading Pedestrian Interval. Make the crosswalk across Crestmoor raised.	$ 164,000	1	0.54	1	3	5	Low	Low
Stratford	5	Install curb ramps on the northern half of the intersection. Install pedestrian signals at this intersection, with a Leading Pedestrian Interval.	$ 125,000	1	0.82	1	3	5	Low	Low
Belle Air	7	Install concrete median, continue the median down the length of the traffic loop, in front of the parking spaces.	$ 15,000	4	0.00	0	0	4	Low	Low
Belle Air	9	Install painted arrows, cones, or other dividers to guide drivers to the correct path of vehicle travel to 7th Ave.	$ 12,000	4	0.00	0	0	4	Low	Low
John Muir	1	Extend the length of the red curb “no parking” zone on either side of the crosswalk to increase visibility. Extend/add concrete curb extensions the full depth of the parking lane.	$ 122,500	1	0.00	0	3	4	Low	Low
Parkside	6	Install lighting along path. Install fence between path and Donner Ave. Explore installing speed bumps or other traffic calming devices on Donner Ave, if the requirements are met per the City's Traffic Calming Program.	$ 360,000	1	0.68	1	2	4	Low	Low

School	Label	Improvement Detail	Cost	Cost Score	CMF	CMF Score	Collision Score	Total Score	School Priority	District Priority
Saint Robert	13	Install paint-and-post curb extensions. Install high-visibility crosswalks. Adjust crosswalk on the north leg to avoid using residential driveway.	$ 115,000	1	0.63	1	2	4	Low	Low
Portola	3	Enhance the pedestrian path by adding lighting and installing a fence between the path and drainage ditch.	$ 330,000	1	0.00	0	2	3	Low	Low
Saint Robert	9	Rebuild sidewalks to be graded across the driveway entrance consistent with the sidewalk on either side, and move sloped ramp for vehicles to outside of the pedestrian path of travel.	$ 120,000	1	0.00	0	2	3	Low	Low
Capuchino	2	Install concrete curb extensions. Install curb ramps and tactile warning pads. Install high-visibility crosswalk across Barcelona Dr.	$ 243,000	1	0.63	1	0	2	Low	Low
Parkside	3	Install curb ramps on both sides of the driveway. Rebuild the sidewalk so that it maintains a flat grade across the driveway. Install a fish eye mirror that faces west.	$ 90,750	2	0.00	0	0	2	Low	Low

Safe Routes to School Plan