

# **“The City With a Heart”**



Rick Biasotti, Chair  
Marie Kayal, Vice Chair  
Kevin Chase  
Mary Lou Johnson  
Sujendra Mishra  
Perry Petersen  
Joe Sammut

## **AGENDA PLANNING COMMISSION MEETING**

**June 7, 2016**

**7:00 p.m.**

**Meeting location: Senior Center, 1555 Crystal Springs Road, San Bruno**

Planning Commission meetings are conducted in accordance with Roberts Rules of Order Newly Revised. You may address any agenda item by approaching the microphone until recognized by the Planning Commission Chair. All regular Planning Commission meetings are recorded and televised on CATV Channel 1 and replayed the following Thursday, at 2:00 pm. You may listen to recordings in the Community Development Department. Complete packets are available online at [www.sanbruno.ca.gov](http://www.sanbruno.ca.gov) and at the library. In compliance with the Americans with Disabilities Act, individuals requiring reasonable accommodation for this meeting should notify us 48 hours prior to meeting. Notices, agendas, and records for or otherwise distributed to the public at a meeting of the Planning Commission will be made available in appropriate alternative formats upon request by any person with a disability. Please make all requests to accommodate your disability to the Community Development Department 650-616-7074.

### **ROLL CALL**

### **PLEDGE OF ALLEGIANCE**

#### **1. APPROVAL OF MINUTES: April 5, 2016**

#### **2. COMMUNICATIONS**

#### **3. PUBLIC COMMENT ON ITEMS NOT ON AGENDA** Individuals allowed three minutes, groups in attendance, five minutes. If you are unable to remain at the meeting, ask the Recording Secretary to request that the Planning Commission consider your comments earlier. It is the Planning Commission's policy to refer matters raised in the forum to staff for investigation and/or action where appropriate. The Brown Act prohibits the Planning Commission from discussing or acting upon any matter not agendaized pursuant to State Law.

#### **4. ANNOUNCEMENT OF CONFLICT OF INTEREST**

#### **5. CONDUCT OF BUSINESS:**

None.

#### **6. PUBLIC HEARING:**

##### **A. City of San Bruno Walk 'n Bike Plan**

(City-wide)

Recommended Environmental Determination: Negative Declaration

Receive a report, provide feedback to staff, take public testimony on the "Walk 'n Bike Plan" and the Initial Study/Negative Declaration, and consider making a recommendation to the City Council that the City Council adopt the Negative

Declaration, approve related amendments to the General Plan and Transit Corridors Plan and adopt the San Bruno Walk n' Bike Plan.

**7. DISCUSSION**

**A. CITY STAFF DISCUSSION**

**B. PLANNING COMMISSION DISCUSSION**

**8. ADJOURNMENT**

The next regular Planning Commission Meeting will be held on June 21, 2016 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.



567 El Camino Real  
San Bruno, CA 94066  
Voice: (650) 616-7074  
Fax: (650) 873-6749  
[www.sanbruno.ca.gov](http://www.sanbruno.ca.gov)

**STAFF**

David Woltering, AICP, *Community Development Director*  
Mark Sullivan, AICP, *Long Range Planning Manager*  
Michael Smith, *Senior Planner*  
Matt Neuebaumer, *Associate Planner*  
Paula Bradley, MCP, AICP, *Contract Associate Planner*  
Matt Jones, *Contract Assistant Planner*  
Marc Zafferano, *City Attorney*

**PLANNING COMMISSION**

Rick Biasotti, *Chair*  
Marie Kayal, *Vice Chair*  
Kevin Chase  
Mary Lou Johnson  
Sujendra Mishra  
Perry Petersen  
Joe Sammut

**PLANNING COMMISSION  
STAFF REPORT  
AGENDA ITEM NO. 6.A.  
June 7, 2016**

**RECOMMENDATION**

Receive a report, provide feedback to staff and take public testimony on the “Walk ‘n Bike Plan” and the Initial Study/Negative Declaration; make a recommendation to the City Council that the City Council adopt the Negative Declaration, approve amendments to the General Plan and Transit Corridors Plan and adopt the San Bruno Walk n’ Bike Plan (MP-15-001, GPA-16\_\_\_, SPA-16\_\_\_).

**LEGAL NOTICE**

1. Advertisement published in the *San Mateo Daily Journal*, Saturday, May 28, 2016.
2. The Negative Declaration was circulated for review on April 29, 2016 through May 22, 2016.
3. Project website, available at: [www.sanbruno.ca.gov/WalkBikePlan.asp](http://www.sanbruno.ca.gov/WalkBikePlan.asp)

**ENVIRONMENTAL REVIEW**

The Walk ‘n Bike Plan required the preparation of an Initial Study under the provisions of the Environmental Quality Act (CEQA). The City prepared an Initial Study (Attachment 1, Exhibit A), which determined that there is no substantial evidence, in light of the whole record, that the project may have a significant effect on the environment. Following the Initial Study a Negative Declaration was determined to be the appropriate level of CEQA review. The public comment period on the Initial Study/Negative Declaration was April 29, 2016 – May 22, 2016. The required findings for approval of the Negative Declaration are included in Planning Commission Resolution 2016-\_\_\_, attached as Attachment 1.

**BACKGROUND**

In recent years, San Bruno residents—like those of many other cities around the Bay Area and beyond—have expressed a growing interest in walking and bicycling, not only for recreation but also for transportation. At the same time, there is greater recognition by decision-makers and the broader public that non-motorized transportation should be encouraged and promoted for the many benefits it brings. Walking and biking improve the environment and neighborhood livability by reducing traffic, air pollution, noise and energy consumption. By promoting physical activity, walking and biking also improves public health. Additionally, by offering different and inexpensive ways of getting around, walking and biking contribute to a more balanced transportation system for San Bruno.

In recognition of these benefits and in response to the community’s growing interest, in 2013 the City Council authorized staff to pursue San Mateo County TDA Article 3 Pedestrian And Bicycle Program

grant funds for the City's first Comprehensive Pedestrian and Bicycle Plan. In May 2015 the City of San Bruno hired the consulting firm of Eisen|Letunic to develop the San Bruno Pedestrian and Bicycle Master Plan. The plan—now called the San Bruno Walk 'n Bike Plan, for outreach purposes—is the City's first citywide planning effort devoted exclusively to non-motorized transportation. The plan is a long-range planning document meant to guide the City's decisions about walking and biking for many years into the future. Its broad goals are to increase the amount of walking and bicycling in San Bruno and to improve walking and biking safety throughout the city. The plan includes a set of proposed or recommended improvements to achieve those goals. The improvements consist of physical projects, programmatic activities and changes to City policies and practices.

The planning process for the Walk 'n Bike Plan will have taken place over approximately one year, from July 2015 through July 2016. The planning process was meant to provide a comprehensive framework for addressing several key objectives of the City with respect to walking and biking:

- Determine the walking and biking needs and concerns of the San Bruno community: residents, workers, students, visitors, City staff, appointed and elected City officials and others.
- Respond to these needs and concerns by identifying a set of proposed walking and biking improvements around the city that are effective, realistic and affordable.
- More generally, engage, inspire and expand the local community of pedestrians and cyclists and strengthen the constituency for investments and improvements in non-motorized transportation.

The planning process has consisted of seven main tasks, listed below in sequential order:

1. **Initial outreach** to the community to introduce the project and encourage the public to get involved in the process.
2. A survey or inventory of **existing issues and conditions** relevant to walking and biking in San Bruno. The inventory looked at, among other topics, the main destinations for pedestrians and cyclists; the city's street network; data on commuting and on traffic collisions; ongoing activities and events to support walking and biking; integration with other forms of transportation; and related or other relevant planning efforts. The inventory established the planning context for the project and provided initial insights into the walking and bicycling experience in San Bruno.
3. A **needs assessment** process to learn about the concerns and needs of local pedestrians and cyclists; the obstacles and challenges to walking and biking in San Bruno; and residents' ideas and suggestions for improving conditions.
4. Formulation of a **vision statement** for the Walk 'n Bike Plan and a set of **more detailed goals** for making walking and biking in San Bruno safer and easier.
5. Formulation of an "action plan" of **recommended pedestrian and bicycle projects, programs and policies** to improve conditions around the city.
6. Developing planning-level **cost estimates** for the recommended improvements and identifying the **most promising funding sources** to pay for these improvements.
7. Having created the draft plan document and associated environmental review documents, the final task in the planning process is to shepherd them through a **public review process** and subsequent **approval and adoption** by the San Bruno City Council.

The Plan was introduced at the November 17, 2015 Planning Commission meeting and Niko Letunic presented a status report on the master plan effort. In addition to providing his status report, Mr. Letunic requested input from the Planning Commission and attendees on the existing conditions and improvement needs of the City's current bicycle and pedestrian systems.

## **DISCUSSION**

Staff is proposing the adoption of the San Bruno Walk 'n Bike Master Plan in order to improve the conditions to make it safer, more convenient and more pleasant for walking and bicycling in the City based on public and staff comments. The adoption of the plan will provide a guiding policy document for the community's future decisions and to implement specific projects and programs. As a result of the public feedback process, the draft Walk 'n Bike Plan will identify a five- and ten-year priority projects, policies and programs to guide decision making and to leverage grant funding for projects and activities in response to the City's needs and concerns. As part of this ten-year work plan, the plan proposes nine conceptual designs for improvements at key locations in the City, which will strengthen the City's position to obtain grant funding and are considered feasible priority short term projects. More complex costly projects are identified as long-term improvements.

The Plan includes proposed or recommended improvements and programmatic activities to achieve the goals of making biking and walking safer and easier. Conceptual designs for physical improvements are proposed in the Plan will be further analyzed and details developed when funding can be obtained. Implementation of the Plan will include seeking funding for infrastructure improvements such as lighted crosswalks, curb bulb outs, sidewalk and streetscape improvements, bike racks and lockers, signage, bike share, bike lanes and routes connecting recreational trails, local destinations and transit hubs; and programs such as Safe Routes to School, Vision Zero, bicycle safety classes and open streets type events.

The City prepared an Initial Study/Negative Declaration (Attachment 1, Exhibit A), which resulted in a determination that the Plan will not have a significant effect on the environment. No comments were received during the public comment period (April 29, 2016 – May 22, 2016) on the Negative Declaration. Findings are included in Planning Commission Resolution, Attachment 1.

Staff has reviewed and compiled public comments to the Walk 'n Bike Plan (Attachment 3). Staff will incorporate Planning Commission feedback at the workshop, staff will continue to consider and will compile comments and propose further Walk 'n Bike Plan revisions until the anticipated plan adoption by the City Council. Staff has prepared an Errata (Attachment 2) which identifies the proposed revisions to the Public Draft Plan based on the comments received as of May 27, 2016. Staff will prepare and forward a final Errata at the end of the public process for the anticipated Plan adoption, and then all revisions will be incorporated into the Plan as the final Walk 'n Bike Plan.

## **Consistency with Plans**

### **General Plan Consistency and Amendment**

The plan is consistent overall with the 2009 General Plan, as described in Attachment 1, Exhibit B. The Plan objective, to implement physical improvements and programmatic activities that promote walking and bicycling in San Bruno is consistent with General Plan guiding policy T-A to provide for efficient, safe, and pleasant movement for all transportation modes- vehicles, bicycles, transit, and

pedestrians. In addition, the Plan is consistent with a number of other General Plan policies related to walking and bicycling.

However a General Plan amendment is necessary to incorporate the Walk n' Bike Plan as the guiding document for bicycle and pedestrian planning in San Bruno. The proposed General Plan amendment includes

- Add new Transportation Policy T-85 to identify the Walk n' Bike Plan, and to confirm that once adopted, the Walk n' Bike Plan shall be the guiding policy document for the matters covered in the Walk n' Bike Plan
- Amend General Plan Figure 4-4 (page 4-15), Proposed Bikeway Map, referring readers to the Walk n' Bike Plan Map 7, Citywide Bike Network.
- Amend General Plan Figure 4-6 (page 4-18), Pedestrian Emphasis Zones map, referring readers to the Walk n' Bike Plan Map 6, Proposed Pedestrian Projects.
- Add a minor text amendment (page 4-14) to add a number of additional bikeways in addition to San Bruno's existing bicycle routes and remove some bikeways proposed in the General Plan.
- Other minor text edits in the Transportation Element, as described in Exhibit B

### **Transit Corridors Plan Consistency**

The plan is consistent overall with the 2013 Transit Corridors Plan (TCP) as described in Attachment 1, Exhibit C. The Plan proposes several infrastructure improvements that are consistent with TCP Policies in the Transportation Chapter. TCP policy TRANS-A-3 includes evaluating a roundabout at the San Mateo and Huntington Avenues intersection and to consider alternative locations for future roundabouts. TRANS-A.4 includes studying road diet options for San Mateo Avenue and Huntington Avenues (north of San Bruno Avenue). TRANSC.4 determine an east west connection from the Caltrain station to the regional San Francisco Bay Trail east of Highway 101. Other policies consistent with Walk n' Bike Plan proposals for pedestrian facilities include the provision of intersection improvements such as enhanced and raised crosswalks, bulb-outs, median refuge islands.

However a General Plan amendment is necessary to incorporate the Walk n' Bike Plan as the guiding document for bicycle and pedestrian planning in San Bruno. The TCP amendment is provided in Attachment 1, Exhibit C, included with the General Plan and TCP policy consistency analysis. The proposed TCP amendment includes:

- Add new Bicycle Facilities Policy TRANS-C.5 to identify the Walk n' Bike Plan, and to confirm that once adopted, the Walk n' Bike Plan shall be the guiding policy document for the bicycle matters covered in the Walk n' Bike Plan.
- Add new Pedestrian Facilities Policy TRANS-D.4 to identify the Walk n' Bike Plan, and to confirm that once adopted, the Walk n' Bike Plan shall be the guiding policy document for the pedestrian matters covered in the Walk n' Bike Plan.
- Amend TCP Figure 7.16 (page 184) referring readers to Walk n' Bike Plan Map 7, Citywide Bikeway Network
- Amend TCP Figure 7.17 (page 189) to refer to Walk n' Bike Plan Map 6, Proposed Pedestrian Projects.
- Other minor text edits in the Transportation Chapter, as described in Exhibit C

### **Complete Streets Policy**

The proposed plan is consistent with the Complete Streets Policy (2012). The Walk 'n Bike Plan will commit the City to plan, design, build and maintain streets in a way that provides safe, comfortable, and convenient travel for all types of users.

### **San Bruno / South San Francisco Community-Based Transportation Plan**

The proposed Walk 'n Bike Plan is consistent with the 2012 San Bruno / South San Francisco Community-Based Transportation Plan (CBTP). The Plan outlines a framework for transportation providers and various agencies to work together to better understand transportation needs of low-income populations, and create strategies to serve them better and to create partnerships for program feasible and efficient implementation. Transportation strategies to address unmet needs identified in this plan (page 4) include improved bicycle and pedestrian amenities, free or low cost bicycles, and improved connectivity to transit. Implementation of the Walk 'n Bike plan will provide and improve low-cost non-motorized modes of transportation options and better connect residents and employees with transit, employment centers, and schools and other destinations to the community including the low-income community.

### **San Mateo County Countywide Transportation Plan 2010**

Proposed Plan improvements, programs and activities are consistent with key policies in the Countywide Transportation Plan 2010. The Plan will contribute to a more balanced transportation network by implementing a more connected system of bikeways to increase using bicycling as a travel mode by connecting to residential areas, employment and retail centers, transit stations and institutions. Proposed pedestrian improvements and programs will encourage and promote making walking as a viable and inviting mode of transit. Plan improvements are consistent with the Countywide Transportation Plan goals and objectives to reduce traffic congestion, increase transportation system efficiency, increase demand for transit and reduce demand automobile for travel.

### **Zoning Code**

The proposed Plan is consistent with the Zoning Code which is in the process of being updated. It is recommended that the Zoning Code be updated to include requirements to increase the viability of bicycle transportation such as highly visible and secure parking opportunities (bike racks and lockers). In conjunction with bicycle parking facilities, the Plan recommends requiring employers to provide showers and changing facilities for employees for different land uses. These requirements would be similar to those required in the TCP.

### **Proposed improvements in the Walk 'n Bike Plan**

As described earlier, among the key objectives of the Walk 'n Bike planning process were (i) to determine the walking and biking needs and concerns of the San Bruno community and (ii) to respond to these needs and concerns with a realistic, affordable and effective set of improvements that will make walking and biking in San Bruno safer, easier and more popular. The proposed improvements can be grouped as follows:

- Pedestrian projects: Capital or infrastructure improvements—in other words, construction projects—to improve conditions for walking.
- Citywide bikeway network: Projects to create a network of safer, more convenient biking routes.

- Recommended programs in the areas of safety, education, enforcement and encouragement or promotion.
- Other implementation actions or policy-type recommendations to further advance the state of walking and biking in San Bruno.

In addition to the above improvements, the Walk 'n Bike Plan outlines a number of projects and connections that are not realistic in the short or medium term because they need further study or because they face significant challenges. Among these hurdles are the need for greater community buy-in; redevelopment of properties, or other changed physical conditions on the ground; or substantial funding and environmental review. Before any of these projects could be implemented, they would be subject to additional studies and analyses, including for potential environmental impacts.

### Pedestrian projects

The most common community need expressed through the needs assessment process for the Walk 'n Bike Plan was unsafe conditions at crosswalks and intersections resulting from drivers failing to see or yield to pedestrians. To address this concern, the plan proposes a range of crossing enhancements at key locations. These crossings would feature a range of improvements, including high-visibility striping at crosswalks; sidewalk bulb-outs or extensions (which shorten the crossing distance for pedestrians and reduce the curb radius, making drivers slow down as they turn the corner); pedestrian refuges or islands in the center of the street; and a variety of safety signs and markings. Roughly half of the targeted street crossings are along El Camino Real, San Bruno's main non-freeway thoroughfare, as a particular concern identified through the needs assessment process. Proposed El Camino Real crossings improvements include those at Sneath Lane, the I-380 ramps, San Bruno Avenue, Jenevein Avenue, Crystal Springs Road and others. Other crossings proposed to be improved include those at Sneath Lane and Huntington Avenue; San Bruno Avenue at Easton Avenue; several along Cherry Avenue; and Crystal Springs Road at Oak Avenue.

While enhanced crossings are the focus of pedestrian improvements, the Walk 'n Bike Plan does propose a few projects of different types. These include filling in key sidewalk gaps on Sneath Lane, San Bruno Avenue and Crystal Springs Road; and streetscape enhancements along Huntington Avenue (to improve conditions for people walking between the BART and Caltrain stations), San Bruno Avenue east of El Camino Real, and San Mateo Avenue through the downtown.

### Citywide bikeway network

While cyclists will continue to be allowed on any street in San Bruno (other than the freeways), the City should designate a citywide network of bikeways providing a higher level of service for cyclists in terms of safety or convenience. The proposed network—approximately 23 miles long—consists of a combination of bike lanes, bike routes and separated bikeways.

Bike lanes are marked by parallel white stripes several feet apart, a stenciled bike symbol and signage; they are recommended on streets that are sufficiently wide to accommodate them.

Bike routes are suggested for streets with narrow travel lanes, on which there is no room for bike lanes unless parking or traffic lanes were removed; routes would be marked with "Bike route" plaques and signs reminding drivers and cyclists that bikes may use the full lane. On street segments where the speed difference between cyclists and cars is low—for example, on slower-speed streets or on

downhills—“sharrows” would be added. Sharrows are pavement stencils that essentially encourage drivers and cyclists to share the lane.

Separated bikeways are on-street bike facilities that are physically separated from moving traffic, most often by painted buffers but also by medians, parked cars or similar means. These buffers increase cyclists’ comfort level by increasing the distance between them and moving cars; at the same time, the buffers provide space for cyclists to pass each other without having to encroach into the car lane. In order to accommodate the separated bikeways, the Walk 'n Bike Plan proposes the removal of traffic lanes on the following street segments: Huntington Avenue between Sneath Lane and San Bruno Avenue; Cherry Avenue between Sneath Lane and San Bruno Avenue; Bayhill Drive between Cherry Avenue and El Camino Real; and Elm Avenue north of San Bruno Avenue.

### Programs and other actions

In addition to the physical, or capital, improvements described above, the Walk 'n Bike Plan proposes a variety of non-infrastructure improvements. These include programmatic efforts and activities in the areas of safety, education, enforcement and encouragement or promotion, and also other implementation actions or policy-type recommendations that address the most common non-physical needs expressed by the community through the needs assessment process. The programs would be led primarily by the Community Development Department, Community Services Department, Public Services Department (for the spot improvement program) and the Police Department (for activities related to enforcement, traffic safety and traffic education). School-related activities would be led by the San Bruno Park School District and San Mateo Union High School District, with support from the City (the City may choose to offer logistical or staff support or limited funding). Similarly, promotional and encouragement activities may be led by outside groups and organizations with support from the City.

Programs and other actions proposed in the Walk 'n Bike Plan include:

- **Safe Routes to School:** Activities would include traffic-smarts training, “bike rodeos,” bike “skills drills” clinics and other types of traffic safety education; “walking school buses” and “bike trains” (for children to walk or bike to school in a group, escorted by adults); monthly or seasonal “Walk and Roll to School” days; and posting additional crossing guards.
- **Other safety and education:** “Vision Zero” policy and task force; bicycle-skills training; rotating traffic safety and educational messages on the City’s website and on San Bruno Cable; posters and bumper stickers with San Bruno-specific traffic safety messages; digital speed signs, as an awareness and educational tool; and other activities to increase awareness of traffic safety issues.
- **Enforcement:** Regular enforcement campaigns aimed at speeding, not yielding to pedestrians, distracted driving and parked cars that block the sidewalk; additional traffic enforcement officer position within the Police Department; and online form to report chronic traffic violations and to request enforcement action.
- **Promotion and encouragement:** Street closures on San Mateo Avenue within the downtown for “Sunday Streets”-type events; “parklets” and outdoor dining and vending on San Mateo Avenue; and promotion of “Bike to Work Day.”
- **Spot improvements:** Responding to complaint-driven requests for smaller-scale pedestrian and bike improvements, such as restriping crosswalks and bike lanes; trimming back overgrown vegetation or restricting parking at corners to improve traffic sightlines.

- **Other:** Install accessible pedestrian countdown signals and bike-detection technology at intersections; revise the City's pavement management system to prioritize maintenance and repair of bikeway streets; create and keep up to date a tracking database of pedestrian facility ADA compliance; support the school districts and shopping centers in providing bike parking racks; consider establishing a bike-share program; coordinate with neighboring jurisdictions to extend and connect bikeways; encourage the County of San Mateo to allow bicycling on designated trails in Junipero Serra County Park; provide regular reports to the Bicycle and Pedestrian Advisory Committee and Planning Commission outlining progress in implementing the Walk 'n Bike Plan; and conduct a comprehensive ten-year update of the plan, roughly in 2025–2026.

### **Public engagement**

A primary City objective for the Walk 'n Bike Plan was to engage the local community in the planning process. Public outreach efforts were focused on three tasks or phases of the project: (i) initial outreach as the project was kicking off (Task 1); (ii) during the needs assessment process (Task 3); and (iii) during the review and comment period for the public draft version of the plan (Task 7).

#### **Task 1: Initial outreach**

The City began inviting the public to learn more about the Walk 'n Bike Plan even before the planning process was fully underway. This early, initial outreach introduced the project; described the upcoming work and schedule; and encouraged the public to sign up for updates and announcements for when more substantial tasks were in progress. During this period, the City reached out to the public in a number of ways:

- Set up an online form so that members of the public could sign up for the project email list and submit questions.
- Distributed a two-page fact-sheet with information about the project in both English and Spanish.
- Encouraged the public to contact City staff with any questions or suggestions for the project, and distributed the contact information for the project manager at the City.
- Created and ran two versions of a public service announcement about the project—15-second and two-minute versions—on San Bruno Cable TV's public access channel.
- Announced the project on two City email newsletters: City Focus, from the City Manager, and the newsletter from the Community Services Department.
- Made presentations to the Traffic Safety and Parking Committee and the Bicycle and Pedestrian Advisory Committee.
- Sent announcements or had announcements posted to media outlets including the San Mateo Daily Journal (the Peninsula's largest daily newspaper), San Bruno Patch (a local-news website) and NextDoor (a neighborhood-based social-media site).
- Sent announcements to civic, advocacy and other stakeholder groups and organizations including San Bruno Mothers Club, Friends of Caltrain, Skyline College, the local Chamber of Commerce, the local Rotary and Lions Clubs, Silicon Valley Bicycle Coalition, Genentech Bike Club, Peninsula Velo, Bikeforums.net and SF2G (a loosely organized group of cyclists who commute from San Francisco to the Peninsula).

### Task 3: Needs assessment

Because the needs assessment process relied extensively on input from the public, the City offered many different ways for people to provide comments. The various channels for public participation are described in more detail in Chapter 3 of the plan but included an online survey and an interactive “pinnable” map (both in English and in Spanish versions); a public workshop; a community walk and group bike ride; a Planning Commission hearing; tabling events; interviews of local pedestrians and cyclists; and by email and through the project webpage. These opportunities for participation were announced and publicized in numerous ways, also described in Chapter 3. The extensive public engagement for the needs assessment process resulted in approximately 1,300 comments received from the public.

### Task 7: Plan review and adoption

The City released the public draft of the Walk 'n Bike Plan and the Negative Declaration for the plan (pursuant to the California Environmental Quality Act) on Friday, April 29, 2016. The Plan and Negative Declaration were posted at [sanbruno.ca.gov/walkbikeplan](http://sanbruno.ca.gov/walkbikeplan) and paper copies were made available for review at San Bruno City Hall and at the Public Library. To solicit feedback, the City and project consultant hosted an evening community workshop on Tuesday, May 3 at the San Bruno Senior Center and gave presentations at the meetings of the Traffic Safety and Parking Committee on Wednesday, May 4 and of the Bicycle and Pedestrian Advisory Committee on Wednesday, May 11. The City also created an online survey; the survey was open for just over three weeks (through May 22) and received 166 responses. Comments on the Negative Declaration were accepted also through the end of May 22.

The Walk 'n Bike community outreach included web-based outreach, PSAs on Cable TV, e-blasts on social media, San Bruno Park School District and to the business community primarily through announcements by the Chamber of Commerce, and outreach to service organizations such as the Lions Club and the Rotary Club. In the fall, staff conducted a public community walk and a bike ride, had a pop-up table at the Community Day in the Park, the Senior Center Holiday Boutique and The Shops at Tanforan and BART. In January, based on public feedback, staff conducted a field survey to consider potential infrastructure improvement locations with City staff including the Police, Fire, Public Services and Community Services Departments. This resulted in a list of location recommendations which was further refined before presenting draft recommendations in the Administrative Draft Plan, which was distributed for staff comment from March 25th to April 18, 2016. Staff discussed the Walk 'n Bike Plan effort or met with staff of adjacent jurisdictions and agencies including San Francisco Airport (SFO) Planning and Environmental Affairs, the cities of South San Francisco and presented the plan to their BPAC, Millbrae, San Mateo, and Daly City; San Mateo County Parks, San Mateo County Health Services Agency, Policy and Planning staff, Golden Gate National Recreation Area, Caltrans and BART. This extensive outreach process resulted in the formulation of an action plan including a ten-year work plan to implement specific projects, programs and measures to meet the objectives of the Plan.

### **PUBLIC COMMENTS**

The public comments on the Public Draft Walk 'n Bike plan as of May 23, 2016, have been compiled and are included as Attachment 3. The comment period for the Negative Declaration closed on May 22, 2016 and no comments were received. Public comments will continue to be accepted on the Walk 'n Bike Plan until the plan is adopted.

Key substantial comments received on the Public Draft Walk 'n Bike Plan that staff has considered for further discussion as Plan amendments are discussed below. For the most part, the comments were supportive, minor technical or formatting changes. Below are the highlights and the various amendments are included in the Errata (Attachment 2).

- 1. Comment: Caltrain staff concerning the feasibility of recommending (page 100) that the Bay Area Bike share install two stations at Caltrain and BART stations**  
Staff response: Staff recommends broadening the recommendation on page 100 to consider pursuing all bike share type options. For San Bruno, a bike share program could greatly enhance residents and local employee options to connect the last mile between transit and work or use bike share for local trips. Bike share concepts and systems are changing and the City intends to pursue it as an option. The City of San Mateo recently initiated has a bike share program and are encouraging adjacent Peninsula Cities to pursue it as an option.
- 2. Comment: Connection to Sweeny Ridge: along Amador or along Sneath**  
Staff response: The City-wide bikeway network map (page 83, Map 7) will be amended to show the less steep Sneath Lane as the route to Sweeney Ridge trail.
- 3. Comment: Bike connection along Glenview Drive / Crestwood Drive**  
Staff response: Comments were received concerning connectivity between Crestmoor Drive and Glenview Drive. Crestmoor Drive from San Bruno Ave West to Crystal Springs Road will continue to be included in the bikeway network as a Class III bike route in the Plan on Map 7 (page 83). The southwest corner of San Bruno is lacking in route connectivity and infrastructure for walking and biking, but with the complexity of making improvements to improve Crystal Springs Road without existing sidewalks or road width
- 4. Comment: Requests for marked crosswalks**  
Staff response: A number of comments were received concerning requesting crosswalks and stop signs. These can be requested by writing a letter to the City's Traffic Parking and Safety Committee (TPSC). Other requests for street related issues, complaints or suggestions can be made using the City's website, on the home page "San Bruno Responds" link. A recommendation will be made to review this process and consider changes to ensure that the process is user friendly, easily accessible and responsive.
- 5. Comment: Municipal Code requirement on bicycle licensing and sidewalk riding (Chapter 7.48)**  
Staff response: Staff recommends that the City review and amend the section Municipal Code as needed to bring it to current standards and encourage bicycle licensing.
- 6. Comment: "Promotion and Encouragement" section (p. 97–98)**  
Add the following proposed activity: "Organize, sponsor or support targeted group activities that promote walking and biking among seniors, youth, wheelchair users, seniors, people with mobility disabilities and other demographics."
- 7. Comment: After "Linden Avenue cut-through" (p. 112)**  
Describe a proposed longer-term pedestrian and bicycle connection for the southwest corner

of the city, extending from City Park to Crestmoor Drive and possibly taking advantage, in the longer term, of improved access through the San Bruno Senior Center site, trails in Junipero Serra County Park and the San Francisco Public Utilities Commission (S.F. PUC) open space and the tunnel under I-280 which previous provided access.

**Comment: Crystal Springs Road / Crestmoor Drive. Mention the need for coordination with, and collaboration from, the County and S.F. PUC.**

Staff response: Staff contacted and consulted with both of these agencies concerning the Plan as part of outreach. A coordinated and collaborative process with the County and the S.F. PUC will continue throughout the Plan implementation phase concerning opportunities for multi-use connectivity with these open spaces.

**Conceptual Designs Comments**

City Public Services engineers, Police, Fire, and Community Development Department staff reviewed the conceptual designs for bicycle and pedestrian improvements. The conceptual designs now number nine figures as two designs were removed from the Public Draft Plan. For other designs, amendments are proposed and one design is proposed to be added (see details in Errata, Attachment 2).

Figure 5, Crystal Spring Road / Oak Avenue / City Park Way (roundabout) is proposed to be removed as amendment instead of proposing a mini roundabout. Proposed is an amendment to the Plan to further study this and other intersections to determine if other pedestrian crossing improvements would better meet safety goals for pedestrians instead of only proposing a roundabout. A roundabout could be considered for and San Mateo and Jenevein Avenues, and Huntington and San Bruno Avenues.

Figure 9, San Bruno and Elm Avenues Way is proposed to be removed as an amendment as it came to light that Public Services is in final design phases funded by a grant for median landscape improvements on San Bruno Avenue and modifying the median on San Bruno Avenue west of Elm Avenue to allow for Class II buffered bike lanes would conflict with these designs. However, including a bike route on San Bruno Avenue as an east-west connection is critical to the bike route plan for the City. The TCP Recommended Bicycle Facility Improvements map (Figure 7.16) shows a bicycle lane along San Bruno Avenue West connecting to Caltrain and the BART station via Huntington Avenue. TCP policy statement TRANS-C addresses connectivity within the TCP area linking surrounding land uses and the Caltrain station.

Two key modifications as proposed amendments were requested by the Police Department. The first is Figure 3, no bulb-out or removal of the dedicated right turn lane east onto San Bruno Avenue. Second, for the new Figure San Bruno Avenue / I-280 overpass, is not remove one of the two left turn lanes onto the I-280 on ramps, but instead propose one straight lane instead of two turn lanes.

**NEXT STEPS**

If the Planning Commission adopts the Resolution, the Walk 'n Bike Plan would be presented to the City Council for feedback and direction to staff to amend the plan and bring the amended Plan back to the City Council for action to adopt the Plan, amend the General Plan and TCP and approve the

Negative Declaration and Make Findings pursuant to the California Environmental Quality Act. (MP-15-001, GPA-16-\_\_\_, SPA-16\_\_\_).

### **INTERDEPARTMENTAL REVIEW**

Community Development Department  
Public Services Department  
Community Services Department  
Police Department  
Fire Department

### **CONCLUSION AND RECOMMENDATION**

Adoption of the City San Bruno's first Walk 'n Bike Master Plan will further the vision, goals and implementing policies of the General Plan and TCP, and improve the conditions to make it safer and more pleasant for walking and bicycling in the city based on public and staff comments. The Walk n' Bike Plan will help to facilitate the broad vision of the General Plan to focus on the integration of the various transportation modes, with safe, efficient, and convenient routes provided for transit users, bicyclists, and pedestrians. Adoption of the plan will allow the city to guide future decisions to implement many specific projects and programs and to leverage funding for grants and other funding.

Staff recommends that the Planning Commission forward the Walk 'n Bike Plan to consider the proposed amendments and make a recommendation to the City Council that the City Council adopt the Negative Declaration, approve the proposed amendments to the General Plan and Transit Corridors Plan and adopt the San Bruno Walk n' Bike Plan.

### **ATTACHMENTS**

1. Resolution No. 2016-\_\_\_: Recommendation that the City Council adopt the Negative Declaration, approve amendments to the General Plan and Transit Corridors Plan and adopt the San Bruno Walk n' Bike Plan.
  - Exhibit A\*: Initial Study/Negative Declaration, dated April 29, 2016
  - Exhibit B: General Plan Amendment and Findings of Consistency with the General Plan, Transportation Element
  - Exhibit C: TCP Amendment and Findings of Consistency with the TCP
  - Exhibit D: Findings of Consistency with Other Plans and the Zoning Code
  - Exhibit E\*: Draft Walk 'n Bike Master Plan dated April/May 2016
2. Errata: Proposed Amendments to the Walk 'n Bike Plan
3. Public Comments
4. Public Comments Letters
5. Reviewing Agencies and Organizations List

*\*Exhibits A and E were distributed to the Planning Commission and made available to the public. The documents are currently available at the Community Development Department, San Bruno Public Library, City Clerk's Office and online at [www.sanbruno.ca.gov/WalkBikePlan.asp](http://www.sanbruno.ca.gov/WalkBikePlan.asp).*

**Prepared by:** Paula Bradley, MCP, AICP, (650) 616-7038, [pbradley@sanbruno.ca.gov](mailto:pbradley@sanbruno.ca.gov)

ATTACHMENT 1

RESOLUTION NO. 2016-\_\_\_\_

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO  
RECOMMENDING THAT THE CITY COUNCIL ADOPT A NEGATIVE  
DECLARATION, APPROVE AMENDMENTS TO THE GENERAL PLAN AND  
TRANSIT CORRIDORS PLAN AND ADOPT THE SAN BRUNO WALK N' BIKE PLAN**

**WHEREAS**, pursuant to General Plan Transportation Element Guiding Policy T-A, the City and the City's consultant have prepared a draft Walk n' Bike Plan, attached as **Exhibit E**, that assesses walking and biking needs of the San Bruno community with a goal to make walking and biking in San Bruno safer and easier for both transportation and recreation, and includes an action plan and recommendations for new bicycle and pedestrian facilities and related improvements throughout the City ("Project");

**WHEREAS**, pursuant to the California Environmental Quality Act (CEQA) and implementing Guidelines, an initial study was performed, the result of which was preparation of a Negative Declaration ("IS/ND") analyzing the proposed Project and concluding there is no substantial evidence in light of the whole record before the agency that approval of the proposed Project may have a significant effect on the environment, included in **Exhibit A**;

**WHEREAS**, adoption of the Walk n' Bike Plan will require amending the City's General Plan including, the addition of Transportation Policy T-85 to identify the Walk n' Bike Plan, and to confirm that once adopted, the Walk n' Bike Plan shall be the guiding policy document for the matters covered in the Walk n' Bike Plan, as well as other minor text edits in the Transportation Element, as described in **Exhibit B**;

**WHEREAS**, adoption of the Walk n' Bike Plan will require amending the City's Transit Corridors Plan including, the addition of Bicycle Facilities Policy TRANS-C.5 and Pedestrian Facilities Policy TRANS-D.4 to identify the Walk n' Bike Plan, and to confirm that once adopted, the Walk n' Bike Plan shall be the guiding policy document for the matters covered in the Walk n' Bike Plan, as well as other minor text edits in the Transportation Chapter, as described in **Exhibit C**;

**WHEREAS**, the Negative Declaration was published in the San Mateo Daily Journal on April 29, 2016 to May 22, 2016, and sent to responsible agencies, trustee agencies, providing a 20-day public comment period;

**WHEREAS**, the Planning Commission held a duly noticed public hearing on June 7, 2016, to consider the IS/ND, the General Plan Amendment, the Transit Corridors Plan Amendment, and the Walk n' Bike Plan, and to take public testimony, and make a recommendation to the City Council; and

**WHEREAS**, as required by state law and the San Bruno Municipal Code, the Planning Commission has independently reviewed the Walk n' Bike Plan and the IS/ND, and makes the findings contained herein in support of the General Plan Amendment and the Transit Corridors Plan Amendment.

## ATTACHMENT 1

**NOW, THEREFORE, BE IT RESOLVED** that based on the Planning Commission's independent judgment and analysis and on the entirety of the record before it, which includes without limitation:

- the California Environmental Quality Act, Public Resources Code §§ 21000, et seq. ("CEQA") and the CEQA Guidelines, 14 California Code of Regulations § 15000, et seq.;
- the San Bruno 2009 General Plan and General Plan Environmental Impact Report;
- the 2013 Transit Corridors Plan;
- the San Bruno Municipal Code;
- the Complete Street Policy (2012)
- the San Bruno / South San Francisco Community-Based Transportation Plan (2012)
- San Mateo County Countywide Transportation Plan 2010
- the Initial Study and Negative Declaration prepared for the Project;
- all reports, minutes, and public testimony submitted as part of the Planning Commission's duly noticed public hearing on June 17, 2016; and
- any other evidence (within the meaning of Public Resources Code §21080( e) and §21082.2),

the Planning Commission hereby finds as follows:

1. The Exhibits attached to this Resolution, including the Initial Study and Negative Declaration (Exhibit A), the proposed General Plan Amendment (Exhibit A), the proposed Transit Corridors Plan Amendment (Exhibit C), other relevant Plans and the Zoning Code as described in Exhibit D, and proposed Walk n' Bike Plan (Exhibit E) are each incorporated by reference into this Resolution, as if set forth fully herein.
2. In accordance with CEQA, and as determined in the Initial Study and Negative Declaration, there is no substantial evidence that the proposed Walk n' Bike Plan will have a significant effect on the environment.
3. The proposed General Plan Amendment furthers General Plan Transportation Element Policy T-A, amongst others, and does not obstruct or impede achievement of any other General Plan policies, and is therefore consistent with the City's General Plan 2025 (as proposed for amendment).
4. The proposed Transit Corridors Plan Amendment furthers Transit Corridors Plan Transportation and Pedestrian Facilities policies, and does not obstruct or impede achievement of any other Transit Corridors Plan policies, and is therefore consistent with the 2013 Transit Corridors Plan (as proposed for amendment).
5. The Plan furthers the goals, objectives and policies of other relevant plans and the Zoning Code as described in Exhibit D.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Planning Commission hereby recommends that the San Bruno City Council adopt the Negative Declaration

**ATTACHMENT 1**

(Exhibit A), approve amendments to the General Plan Amendment (Exhibit B) and Transit Corridors Plan Amendment (Exhibit C), and adopt the Walk n' Bike Plan (Exhibit D).

\_\_\_\_\_  
Dated:

\_\_\_\_\_  
Planning Commission Chair

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Planning Commission Secretary

\_\_\_\_\_  
City Attorney

I, David Woltering, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 7th day of June 2016, by the following vote:

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSENT: \_\_\_\_\_

**ATTACHMENT 1  
EXHIBIT A  
FINDINGS OF CONSISTENCY WITH OTHER PLAN POLICIES AND THE ZONING CODE  
SAN BRUNO WALK N' BIKE PLAN**

*Exhibits A and E were distributed to the Planning Commission and made available to the public. The documents are currently available at the Community Development Department, San Bruno Public Library, City Clerk's Office and online at [www.sanbruno.ca.gov/WalkBikePlan.asp](http://www.sanbruno.ca.gov/WalkBikePlan.asp).*

**ATTACHMENT 1  
EXHIBIT B  
GENERAL PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

The Walk n' Bike Plan is consistent with and will help to implement the general vision, and the guiding and implementing policies of the San Bruno 2009 General Plan. Although, the Walk n' Bike Plan will help to facilitate the broad vision of the General Plan to focus on the integration of the various transportation modes, with safe, efficient, and convenient routes provided for transit users, bicyclists, and pedestrians, a General Plan amendment is necessary to confirm that once adopted, the Walk n' Bike Plan shall be the guiding policy document for the matters covered in the Walk n' Bike Plan, as well as other minor text edits in the General Plan Transportation Element.

## **General Plan Amendment**

The General Plan Amendment will add new Transportation Policy T-85 on page 4-28:

### **Walk n' Bike Plan**

T-85: The adopted Walk n' Bike Plan shall be the guiding policy document for the matters covered in the Walk n' Bike Plan, including, but not limited to, pedestrian crossing and streetscape improvements, a Citywide bikeway network, and supporting programs and other actions.

Add the following minor text on page 4-14:

~~Proposed bicycle routes, as designated by the City's Bicycle and Pedestrian Committee,~~ are illustrated in Figure 4-4. The Walk 'n Bike Plan includes the following existing bicycle routes:

- College Drive south of Skyline College
- ~~Fleetwood Drive~~
- Crestmoor Drive to San Bruno Avenue
- Crystal Springs Road to Crestmoor Drive (Long-term improvement)
- Jenevein Avenue
- Sneath Lane ~~extended to Huntington Avenue,~~
- Huntington Avenue
- Cherry Avenue and from San Bruno Avenue to Kains Avenue; Kains from Cherry to Chestnut; Chestnut from Kains to Park; Park from Chestnut to Oak; Oak from Park to Jenevein
- Bayhill Drive

**ATTACHMENT 1  
EXHIBIT B  
GENERAL PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

- Commodore Drive
- Shaw Road to Walnut Avenue and Euclid Avenue to El Camino Real
- Herman Avenue
- Extend Angus from San Mateo Avenue to El Camino Real
- San Mateo Avenue
- Mastick Avenue
- Sixth Street from Walnut Street to Belle Air Elementary School
- Extend Third Street to Belle Air Elementary School
- San Felipe Avenue to Cypress Avenue
- Santa Lucia Avenue to Park Place (Millbrae)
- Linden Avenue (couplet with Elm Avenue) to Capuchino High School
- Oak Avenue from Crystal Springs Road to Jenevein Avenue
- City Park Way (to De Soto Way, Millbrae)
- Cunningham Way from Crystal Springs Road to Jenevein Avenue
- Shelter Creek Lane
- Additional Long –term improvements are shown on Map 8

The 2016 San Bruno Walk n' Bike Plan sets forth the City's goals and policies for proposed bicycle and pedestrian improvements, including a more detailed map for a proposed Citywide Bicycle network to supplement replace Figure 4-4 (Proposed Bikeways), and a more detailed map of proposed pedestrian projects to supplement Figure 4-6 (Pedestrian Emphasis Zones).

Add the following text amendment to Page 4-14 (top left, second sentence):

Additionally. Bicycles are allowed on board BART ~~(except during rush hour)~~, Caltrain, and Sam Trans buses (attached on front).

Add the following text amendment to Figure 4-4 on page 4-16:

Please refer to Map 7 (Citywide Bikeway Network) in the adopted 2016 Walk n' Bike Plan for a more detailed and up-to-date map of the City's proposed bikeways.

Add the following text amendment to Figure 4-6 on page 4-18:

Please refer to Map 6 (Proposed Pedestrian Projects) in the adopted 2016 Walk n' Bike Plan for a more detailed and up-to-date map of the City's proposed pedestrian projects.

**ATTACHMENT 1  
EXHIBIT B  
GENERAL PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

## **General Plan Consistency Findings**

Below is the Walk n' Bike Plan vision statement describing the desired state of walking and biking in San Bruno ten years from now:

*Walking and bicycling in San Bruno are safer, more pleasant, more convenient and more accepted as transportation and recreation options than ever before. People of all ages, backgrounds and abilities enjoy an improved network of sidewalks, street crossings, bike lanes, bike routes and walking and biking paths and trails to access more destinations, more easily. They also have access to an expanded range of programs, events and activities in the areas of pedestrian and bicycle safety, education, encouragement and promotion.*

*The public views walking and biking in a positive light by recognizing the benefits for these embodies to personal and public health, mobility, neighborhood, livability, social interaction, the local economy and the environment, and it supports continued improvements. The City administration recognized the benefits too, and it embraces opportunities to integrate walking and biking as vital parts of a more balanced multi-modal transportation network by developing new facilities, improving existing ones, enhancing traffic enforcement and adopting other supportive policies and practices. The City of San Bruno is experiencing an exciting and beneficial trend of an ever-increasing transportation mode shift away from driving and towards walking and biking.*

To achieve the vision, the Walk n' Bike Plan sets forth the following goals:

1. Reduce safety risks of pedestrians and cyclists and improve safety through a variety of means but especially by enhancing crossings and intersections and stepped up enforcement of traffic laws against distracted and aggressive driving. Priority for improvements should be given to the major intersections along the City's arterials and near schools.
2. Make walking more pleasant and convenient by filling in sidewalk gaps, repair existing sidewalks and removing obstacles, providing pedestrian amenities and enhancing enforcement of parking regulations
3. Implement a citywide network of designated bikeways consisting of bike lanes, routes, paths, and, if feasible, traffic calmed bicycle boulevards
4. Increase the functionality of the bikeway network with signage, bicycle detection technology at key traffic lights and well-designed bicycle parking at key designations, particularly the transit stations and major commercial and employment sites.
5. Alongside other pedestrian and bicycle improvements, and as opportunities arise, create multi-use paths and trails for both recreation and transportation.

**ATTACHMENT 1  
EXHIBIT B  
GENERAL PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

6. Establish a spot-improvement program to respond to requests for minor fixes, repairs and maintenance of facilities such as repainting crosswalks and bike lanes, smoothing rough or uneven surfaces, removing debris and clearing overgrown vegetation.
7. Tame traffic speeds using a variety of strategies, but especially context-appropriate physical traffic-calming measures and enhanced traffic enforcement, especially on arterials and key routes to school and transit.
8. Complement the physical infrastructure for walking and biking by providing or facilitating a suite of support programs, activities and events in the areas of pedestrian and bicycle safety, education, encouragement promotion and enforcement, particularly ones geared toward school children.
9. In all transportation improvements, incorporate as appropriate considerations related to complete streets and disabled access to ensure that streets and facilities serve all applicable types of users, included pedestrians, cyclists, children, seniors, and the disabled – safely and conveniently.
10. Implement pedestrian- and bicycle-related provisions in the City's General Plan, Transit Corridors Plan, and Bicycle and Pedestrian Connectivity Study and Community-Based Transportation Plan; continue to support the Grand Boulevard Initiative, and integrate pedestrian- and bicycle-supportive provisions related to urban, site and building design into all future land use plans.

The General Plan contains numerous policies that are supportive of walking and bicycling, particularly in the Transportation Element. The policies most relevant to the vision, goals and implementing actions of the Walk n' Bike Plan are listed below:

## **Land Use Policies**

### **Guiding Policies**

LUD-A: Promote development of El Camino Real as a boulevard with a series of "districts", with distinctive uses weaved together with unified streetscape, sidewalk improvements, and pedestrian amenities: Encourage residential development to promote walkability and transit use.

LUD-C: Stimulate reuse and intensification with multi-use, transit-oriented development along El Camino Real, San Bruno Avenue, and San Mateo Avenue. Provide amenities serving pedestrians, bicyclists and transit riders along these corridors.

### **Downtown**

LUD-9: Provide safe and comfortable pedestrian routes through residential areas by requiring side-walks on both sides of streets, planting street trees adjacent to the curb, allowing on-street parking, and minimizing curb cuts.

**ATTACHMENT 1  
EXHIBIT B  
GENERAL PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

LUD-12: Improve the visibility of Downtown from El Camino Real through a variety of techniques that may include signage, lighting, landscape treatment, or provision of plaza or building design that “announces” Downtown.

- Place clearly marked crosswalks and traffic lights to ensure the safety of residents and visitors entering Downtown from across El Camino Real.
- Work with Caltrans and other agencies to modify El Camino Real street design to implement traffic calming measures that ensure safe pedestrian and bicycle access to Downtown.

**Regional Commercial**

LUD-21: Strengthen the identity of the existing internal “street” network in The Shops at Tanforan and Towne Center. Encourage transition of these two centers into an outdoor/indoor shopping “district,” as illustrated in Figure 2-6 [of the General Plan]. Implement the following design techniques:

- Design all new commercial spaces to be located and oriented toward the walkable internal streets and toward Sneath Lane, with clear connections to enclosed mall entrances.
- Create fluid and visible pedestrian connections to and from the San Bruno BART station.

LUD-22: Ensure that vehicular, transit, bicycle, and pedestrian access to the City's regional retail centers is convenient, efficient, and safe. Coordinate transportation improvements with the new San Bruno BART station and SamTrans.

**BART and Caltrain Station Area**

LUD-27: Create clear pedestrian connections from the BART and Caltrain stations to neighboring commercial nodes, as follows:

- Install pedestrian connections between the San Bruno BART station, The Shops at Tanforan, and Towne Center: Coordinate these connections with infill development and the internal street network.
- Install pedestrian connections between the planned San Bruno Avenue Caltrain station and Downtown. Coordinate these connections with infill housing construction

LUD-28: Consider installation of a pedestrian connection between The Crossing and The Shops at Tanforan to facilitate safe pedestrian access across El Camino Real.

**Neighborhood Commercial**

LUD-39: Install clearly marked crosswalks at intersections near all neighborhood commercial uses. Conduct a pedestrian survey prior to marking them to ensure appropriate de-facto crossings, particularly near junior and/or high school facilities.

**ATTACHMENT 1  
EXHIBIT B  
GENERAL PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

**El Camino Real**

LUD-46: Develop a program of streetscape improvements--including street trees, sidewalk widening, signage, bus shelters, and pedestrian-scale lighting--along El Camino Real to create a sense of identity for the City of San Bruno.

**Transportation Policies**

**Guiding Policies**

\*T-A: Provide for efficient, safe, and pleasant movement for all transportation modes--vehicles, bicycles, transit, and pedestrians.

\*T-E: Focus San Bruno's efforts on improvements to the non-motorized transportation system (i.e., bicycles, pedestrians, strollers, etc.) adjacent to transit corridors and stations, and their connections to those systems.

T-I: Develop and maintain a comprehensive bicycle network within San Bruno, providing connections to BART and Caltrain, surrounding cities, employment and shopping areas, and natural areas.

\*T-J: Develop a safe, convenient, and continuous network of sidewalks and pedestrian paths within the city.

**Alternative Modes**

\*T-1: Develop incentives for San Bruno government and private employers to institute staggered working hours, compressed work week, home-based telecommuting, carpooling, use of transit, alternative fuel vehicles, and bicycling to employment centers to reduce vehicle miles traveled and the associated traffic congestion and air pollution.

\*T-2: Ensure that all transportation improvements--roadway, transit, bicycle, and pedestrian--are designed and constructed according to Americans with Disabilities Act standards. Improve existing facilities so they are compliant with American Disability Act standards.

T-3: Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.

**Street Network**

T-14: Use traffic calming measures to reduce speeding in residential areas, rather than limiting through-street connections. Traffic calming measures may include:

- Narrowing travel lanes and allowing on-street parking;
- Using different paving materials at pedestrian crosswalks;
- Planting street trees and other vegetation;
- Building corner bulb-outs and intersection roundabouts; and

**ATTACHMENT 1  
EXHIBIT B  
GENERAL PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

- Installing stop and/or yield signage.
- Speed limit enforcement or other mitigation measures.

T 19: Should CalTrans vacate El Camino Real as a State highway, reconfigure the roadway to include wide sidewalks, streetscaping, and marked bicycle lanes. Consider various alternative configurations of traffic flow.

**BART and Caltrain Station Areas**

T-43: Create a “pedestrian-friendly” environment surrounding the BART and Caltrain stations by installing additional street trees, lighting, signage, and widening sidewalks along streets adjacent to these stations.

T-47: Improve multi-modal access--specifically for pedestrians, cyclists, and transit passengers--to the BART and Caltrain stations through improvements along Huntington Avenue.

T-48: Incorporate a dedicated pedestrian crossing and flashing street markers at the new four-way signal installed on El Camino Real connecting The Crossing with The Shops at Tanforan and the San Bruno BART station.

\*T-52: Work with BART and Caltrain to provide park and ride facilities with convenient, safe pedestrian access to the transit stations.

\*T-51: Publicize all routes that provide non-auto access to the BART and Caltrain station areas, such as the GAP Inc. shuttle, bicycle routes, etc.

**Bus Transit**

T-66: Design arterial and collector streets to facilitate safe pedestrian crossings to transit stops. Provide crosswalks at all signalized arterial intersections.

**Bicycle Routes**

T-69: Continue to work toward dedication and/or installation of bicycle lanes throughout the city in accordance with [General Plan] Figure 4-4, to enhance recreational opportunities and make bicycling a more viable transportation alternative. Implement bicycle route improvements including signing, striping, paving, and provision of bicycle facilities at employment sites, shopping centers, schools, and public facilities. AMEND FIGURE 4-4?

T-70: Identify funding for and implement as a priority bicycle/pedestrian paths along the BART and Caltrain track alignments (Huntington Avenue and Herman Avenue) within the city limits. Coordinate with the Linear Park planned in South San Francisco and Millbrae.

T-71: Provide bicycle parking facilities in Downtown, Bayhill Office Park, BART and Caltrain Stations, The Shops at Tanforan and Towne Center, parks, schools, and other key destinations. Review bicycle standards as part of the Zoning Ordinance Update.

T-72: Identify and mark safe bicycle routes providing connections between the BART and Caltrain stations, and the following regional trail networks:

**ATTACHMENT 1  
EXHIBIT B  
GENERAL PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

- Bay Area Ridge Trail,
- Sweeney Ridge Trail,
- Bay Trail,
- San Andreas Trail, and
- Sawyer Camp Trail

T-73: Coordinate with the Bicycle and Pedestrian Committee to promote safe cycling programs, sponsored rides, and other community outreach programs geared toward cyclists.

### **Pedestrian Paths**

T-74: Ensure maintenance of vegetation along bicycle routes within the city. Ensure that overgrown vegetation does not push bicyclists into vehicular travel lanes and cause potential accidents.

T-75: Link sidewalks directly to building entrances. Avoid routes through parking lots or at the rear of residential developments.

T-76: Require construction of sidewalks at least five (5) feet wide along newly built streets within San Bruno, and four (4) feet wide on older streets to preserve street character in older neighborhoods.

T-77: Create a pedestrian-oriented setting along the Pedestrian Emphasis Zones (see [General Plan] Figure 4-6) through potential construction of the following public improvements:

- Brick pavers to make sidewalks look more distinct;
- Street trees to soften the environment and provide color and shade;
- Human-scale street lights for enhanced aesthetics and illumination;
- Banners and flags to make the area look more festive and cheerful; and
- Benches to give people a place to sit, rest, and watch what goes on around them.

T-78: Allow new development to contribute to the Pedestrian Emphasis Zones (Figure 4-6) through construction of off-site improvements.

T-79: Prioritize improvements to sidewalks and other walking paths adjacent to public school facilities where children and youth are likely to use them on a daily basis

T-80: Install safety improvements for pedestrian crossings along El Camino Real. Such improvements may include bulb-outs at the corners, crossing medians, and signal synchronization.

## **Open Space and Recreation Policies**

### **Parks and Recreation**

**ATTACHMENT 1  
EXHIBIT B  
GENERAL PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

\*OSR-6: Provide small public parks and/or plazas within BART and Caltrain station areas, within Downtown, and along El Camino Real. Provide benches, water fountains, and trees to serve as resting areas for pedestrians, commuters, and shoppers.

**Open Space**

OSR-26: Retain appropriate San Francisco International Airport lands, located west of Highway 101, in open space for preservation of endangered wetlands species. Consider development of low-impact trails providing public access to the preservation areas. Preservation of this open space land should always take into consideration the potential for flooding.

**Multi-Use Trails**

Please note that policies in Chapter 4: Transportation identify a comprehensive network of bicycle and pedestrian routes.

OSR-40: Consider developing a multi-use/bicycle trail through Crestmoor Canyon. Develop a new trailhead and staging area, utilizing the existing fire road for the trail right-of-way. Install informational signage about the vegetation and wildlife found within the Canyon.

OSR-41: Evaluate development of a contiguous bicycle and pedestrian route through San Bruno that provides connections between the Bay Area Ridge Trail, San Bruno BART Station, and the Bay Trail. Utilize the new Crestmoor Canyon multi-use trail to link the western and eastern portions of the City. Utilize neighborhood sidewalks, and if necessary, provide way-finding signage to direct walkers and bicyclists.

OSR-42: Develop a contiguous multi-use/bicycle route along the BART and Caltrain rights-of-way, in coordination with South San Francisco, Millbrae, and BART. Ensure that design of the trail considers potential hazards associated with frequent rail traffic.

OSR-43: Work with San Mateo County to publicize the hiking trails available within Junipero Serra Park. Coordinate with San Francisco Public Utilities District and Caltrans to provide trail connections between Junipero Serra Park and San Andreas Lake.

**ATTACHMENT 1  
EXHIBIT C  
TRANSIT CORRIDORS PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH TRANSIT CORRIDORS PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

The San Bruno Walk n' Bike Plan is consistent with and will help to implement the general vision, and the design guidelines of San Bruno's 2013 Transit Corridors Plan. Although the Walk n' Bike Plan will help to facilitate the broad vision of the TCP to facilitate a balance between the needs of transit, automobiles, bicyclists, and pedestrians, a TCP amendment is necessary to confirm that once adopted, the Walk n' Bike Plan shall be the guiding policy document for the matters covered in the Walk n' Bike Plan, as well as other minor text edits in the TCP Transportation Chapter.

## **Transit Corridors Plan Amendment**

Add new Transportation Policy TRANS-C.5 on page 158:

TRANS-C.5: The adopted Walk n' Bike Plan shall be the guiding policy document for the bicycle related facilities covered in the Walk n' Bike Plan, including, but not limited to, establishing a Citywide bikeway network, and supporting programs and other actions.

Add new Transportation Policy TRANS-D.4 on page 159:

TRANS-D.4: The adopted Walk n' Bike Plan shall be the guiding policy document for the pedestrian related facilities covered in the Walk n' Bike Plan, including, but not limited to, pedestrian crossings and streetscape improvements, and supporting programs and other actions.

Add the following paragraph to the end of the section entitled, "Bicycle Facilities" on page 182:

The San Bruno Walk n' Bike Plan, adopted in 2016, shall be the guiding policy document for bicycle related facilities covered in the Walk n' Bike Plan, including, but not limited to, establishing a Citywide bikeway network, and supporting programs and other actions. The Walk n' Bike Plan sets forth the City's goals and policies for proposed bicycle and pedestrian improvements, including a more detailed map for a proposed Citywide Bicycle network (Map 7) to supplement Figure 7.16.

Add the following text amendment to Figure 7.16: Recommended Bicycle Facility Improvements, on page 184:

Please refer to Map 7 (Citywide Bikeway Network) in the adopted 2016 Walk n' Bike Plan for a more detailed and up-to-date map of the City's proposed bikeways.

Add the following paragraph to the end of the section entitled, "Pedestrian Facilities" on page 187:

The San Bruno Walk n' Bike Plan, adopted in 2016, shall be the guiding policy document for bicycle related facilities covered in the Walk n' Bike Plan, including, but not limited to, pedestrian crossings and streetscape improvements, and supporting programs and other actions. The Walk n' Bike Plan sets forth the City's goals and policies for proposed bicycle and pedestrian improvements, including a more detailed map of proposed pedestrian projects (Map 6) to supplement Figure 7.17.

Add the following text amendment to Figure 7.17: Recommended Pedestrian Facilities Improvements, on page 189:

Please refer to Map 6 (Proposed Pedestrian Projects) in the adopted 2016 Walk n' Bike Plan for a more detailed and up-to-date map of the City's proposed pedestrian projects.

**ATTACHMENT 1  
EXHIBIT C  
TRANSIT CORRIDORS PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH TRANSIT CORRIDORS PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

## **Transit Corridors Plan Consistency Findings**

Below is the Walk n' Bike Plan vision statement describing the desired state of walking and biking in San Bruno ten years from now:

*Walking and bicycling in San Bruno are safer, more pleasant, more convenient and more accepted as transportation and recreation options than ever before. People of all ages, backgrounds and abilities enjoy an improved network of sidewalks, street crossings, bike lanes, bike routes and walking and biking paths and trails to access more destinations, more easily. They also have access to an expanded range of programs, events and activities in the areas of pedestrian and bicycle safety, education, encouragement and promotion.*

*The public views walking and biking in a positive light by recognizing the benefits to these embodies to personal and public health, mobility, neighborhood, livability, social interaction, the local economy and the environment, and it supports continued improvements. The City administration recognized the benefits too, and it embraces opportunities to integrate walking and biking as vital parts of a more balanced multi-modal transportation network by developing new facilities, improving existing ones, enhancing traffic enforcement and adopting other supportive policies and practices. The City of San Bruno is experiencing an exciting and beneficial trend of an ever-increasing transportation mode shift away from driving and towards walking and biking.*

To achieve the vision, the Walk n' Bike Plan sets forth the following goals:

1. Reduce safety risks of pedestrians and cyclists and improve safety through a variety of means but especially by enhancing crossings and intersections and stepped up enforcement of traffic laws against distracted and aggressive driving. Priority for improvements should be given to the major intersections along the City's arterials and near schools.
2. Make walking more pleasant and convenient by filling in sidewalk gaps, repair existing sidewalks and removing obstacles, providing pedestrian amenities and enhancing enforcement of parking regulations
3. Implement a citywide network of designated bikeways consisting of bike lanes, routes, paths, and, if feasible, traffic calmed bicycle boulevards
4. Increase the functionality of the bikeway network with signage, bicycle detection technology at key traffic lights and well-designed bicycle parking at key designations, particularly the transit stations and major commercial and employment sites.
5. Alongside other pedestrian and bicycle improvements, and as opportunities arise, create multi-use paths and trails for both recreation and transportation.
6. Establish a spot-improvement program to respond to requests for minor fixes, repairs and maintenance of facilities such as repainting crosswalks and bike lanes, smoothing rough or uneven surfaces, removing debris and clearing overgrown vegetation.
7. Tame traffic speeds using a variety of strategies, but especially context-appropriate physical traffic-calming measures and enhanced traffic enforcement, especially on arterials and key routes to school and transit.
8. Complement the physical infrastructure for walking and biking by providing or facilitating a suite of support programs, activities and events in the areas of pedestrian and bicycle

**ATTACHMENT 1  
EXHIBIT C  
TRANSIT CORRIDORS PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH TRANSIT CORRIDORS PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

safety, education, encouragement promotion and enforcement, particularly ones geared toward school children.

9. In all transportation improvements, incorporate as appropriate considerations related to complete streets and disabled access to ensure that streets and facilities serve all applicable types of users, included pedestrians, cyclists, children, seniors, and the disabled – safely and conveniently.
10. Implement pedestrian- and bicycle-related provisions in the City's TCP, TCP, and Bicycle and Pedestrian Connectivity Study and Community-Based Transportation Plan; continue to support the Grand Boulevard Initiative, and integrate pedestrian- and bicycle-supportive provisions related to urban, site and building design into all future land use plans.

The TCP contains numerous policies that are supportive of the vision, goals, support programs and recommendations of the Walk n' Bike Plan, particularly in the Transportation Chapter. The policies most relevant to the vision, goals and implementing actions of the Walk n' Bike Plan are listed below:

## **Private Realm Design Guidelines**

### **A12 BICYCLE AND PEDESTRIAN FACILITIES**

A12-1 Consider areas for bike parking at the Caltrain station, along San Mateo Avenue and all the identified bike routes.

A12-2 Provide a delineated and clear path of travel for pedestrians and bicyclists through new development, and particularly through parking lots and open spaces.

A12-3 Design bicycle racks and pedestrian furnishings that are both functional and visually interesting. Incorporate public art in the design of street furnishings.

## **Transportation Chapter**

### **Guiding Policies**

A set of guiding transportation policies supports the Plan's overall vision of creating a vibrant plan area that enhances community identity and sense of place. These include:

TRANS-C Encourage improved bicycle connectivity and enhanced bicycle parking opportunities within the Transit Corridors Area linking the surrounding land uses and future Caltrain station.

TRANS-D Facilitate pedestrian access and safety through pedestrian enhancements, including the provision of enhanced crosswalks at all intersections and wider sidewalks and pedestrian amenities along the transit corridors.

### **Implementation Policies**

#### **Street System**

TRANS-A.3 Evaluate the option of implementing a round-about at the San Mateo Avenue/Huntington Avenue intersection in conjunction with improvements related to the Caltrain station relocation and grade separation project. Consider alternative locations for future implementation of roundabouts.

**ATTACHMENT 1  
EXHIBIT C  
TRANSIT CORRIDORS PLAN AMENDMENT AND  
FINDINGS OF CONSISTENCY WITH TRANSIT CORRIDORS PLAN POLICIES  
SAN BRUNO WALK N' BIKE PLAN**

TRANS-A.4 In the long term, study the option of implementing “road diets” on San Mateo Avenue and Huntington Avenue (north of San Bruno Avenue) after the Caltrain grade separation project is completed and traffic flows are understood. The road diet could be a feasible alternative if it is determined that adequate traffic flow is maintained, and pedestrian, bicycle, and transit access in the Plan Area are enhanced.

**Bicycle Facilities**

TRANS-C.1 Provide Class II bicycle lanes on Huntington Avenue north of San Bruno Avenue.

TRANS-C.2 Provide a network of bicycle priority streets that provide linkages throughout the Plan area. As appropriate, bicycle priority streets should provide traffic-calming measures to limit vehicle travel and speeds.

TRANS-C.3 In the long-term, determine the best route for an East-West connection from the Caltrain station to the regional San Francisco Bay Trail on the east side of Highway 101, potentially along San Bruno Avenue East or a via a new Highway101 pedestrian and bicycle overpass and a new bicycle path north of Pine Street.

TRANS-C.4 Implement a citywide bicycle parking ordinance that specifies bicycle parking, locker, and shower requirements.

**Pedestrian Facilities**

TRANS-D.1 Provide enhanced crosswalks at all crossings in Transit Corridors Area. As appropriate, enhanced crosswalks should include pedestrian bulbouts, median refuge islands or special paving treatments.

TRANS-D.2 Provide raised crosswalks on San Mateo Avenue and other locations as appropriate in order to maintain slow vehicle speeds and promote a walkable Downtown.

TRANS-D.3 Provide additional pedestrian crossings on El Camino Real at Angus Avenue and Kains Avenue.

**ATTACHMENT 1**  
**EXHIBIT D**  
**FINDINGS OF CONSISTENCY WITH OTHER PLAN POLICIES AND THE ZONING CODE**  
**SAN BRUNO WALK N' BIKE PLAN**

The San Bruno Walk n' Bike Plan is consistent with the following other Plans as well as the Zoning Code, Title 12 Land Use. Adoption of the Plan help to implement the general vision, goals and objectives pertaining to making walking and biking safer and more convenient, and achieve a more balanced, accessible transportation network for non-motorized modes of transportation.

**1. Complete Street Policy (2012)**

The proposed plan is consistent with the Complete Streets Policy. The Walk 'n Bike Plan will commit the City to plan, design, build and maintain streets in a way that provides safe, comfortable, and convenient travel for all types of users.

**2. San Bruno / South San Francisco Community-Based Transportation Plan (2012)**

The proposed Walk 'n Bike Plan is consistent with the 2012 San Bruno / South San Francisco Community-Based Transportation Plan. The Plan was to provide a framework for transportation providers and various agencies to work together to better understand transportation needs of low-income populations, and create strategies to serve them better and to create partnerships for program feasible and efficient implementation. Implementation of the Walk 'n Bike plan will provide and improve low-cost non-motorized modes of transportation options and better connect residents and employees with transit, employment centers, and schools and other destinations to the community including the low-income community.

**3. San Mateo County Countywide Transportation Plan 2010**

Proposed Plan improvements, programs and activities are consistent with key policies in the Countywide Transportation Plan 2010. The Plan will contribute to a more balanced transportation network by implementing a more connected system of bikeways to increase using bicycling as a travel mode by connecting to residential areas, employment and retail centers, transit stations and institutions. Proposed pedestrian improvements and programs will encourage and promote making walking as a viable and inviting mode of transit. Plan improvements are consistent with the Countywide Transportation Plan goals and objectives to reduce traffic congestion, increase transportation system efficiency, increase demand for transit and reduce demand automobile for travel.

**4. Zoning Code, Title 12 Land Use**

The proposed Plan is consistent with the Zoning Code which is in the process of being updated. It is recommended that the Zoning Code be updated to include requirements to increase the viability of bicycle transportation such as highly visible and secure parking opportunities (bike racks and lockers). In conjunction with bicycle parking facilities, require employers to provide showers and changing facilities for employees for different land uses.

**ATTACHMENT 1  
EXHIBIT E  
FINDINGS OF CONSISTENCY WITH OTHER PLAN POLICIES AND THE ZONING CODE  
SAN BRUNO WALK N' BIKE PLAN**

*Exhibits A and E were distributed to the Planning Commission and made available to the public. The documents are currently available at the Community Development Department, San Bruno Public Library, City Clerk's Office and online at [www.sanbruno.ca.gov/WalkBikePlan.asp](http://www.sanbruno.ca.gov/WalkBikePlan.asp).*

**ATTACHMENT 2**  
**ERRATA - PROPOSED AMENDMENTS TO THE**  
**SAN BRUNO WALK N' BIKE PLAN**

**CH. 2: EXISTING CONDITIONS**

- “Key Destinations” section (p. 10–11): Add the BART and Caltrain stations to the list of key destinations.
- Page 11: revise/add underlined text “The open space, parks and other main recreational facilities are:”
- Page 11: revise “Pocket Parks (5): move “Earl and Glenview Park” to Neighborhood parks in bullet point above. Add plaza to “Posy Park” (plaza) and renumber accordingly.
- “Integration with Other Modes” section (p. 21): Remove the word “ample” in “Both [the BART and Caltrain] stations have ample bicycle parking in the form of racks and lockers.”
- “San Bruno Complete Streets Policy” section (p. 24): Incorporate a mention of Caltrans’ policy on Complete Streets.
- After “San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011)” section (p. 26): Add a summary of the 2010 San Mateo Countywide Transportation Plan.

**CH. 5: PEDESTRIAN PROJECTS**

- Proposed pedestrian projects map (Map 6; p. 66): Replace the proposed mini roundabout at Crystal Springs Road / Oak Avenue (project -27) with other crossing improvements at this intersection, including higher-visibility crosswalks, pedestrian refuge islands and safety signs. Elsewhere in the chapter, recommend a pilot roundabout at a location to be determined pending further traffic analysis, including at Crystal Springs Road / Oak Avenue, Jenevein Avenue / San Mateo Avenue and Huntington Avenue / San Mateo Avenue.
- Conceptual designs:
  - El Camino Real / I-380 ramps—short/medium terms (p. 68–69): Incorporate rectangular rapid flashing beacons in the design.(Figure 1)
  - El Camino Real / I-380 ramps—longer term (p. 70–71): Clarify that this is a longer-term concept that could be explored in the event of a full redesign of the interchange by Caltrans. (Figure 2)
  - El Camino Real / San Bruno Avenue (p. 72–73): Remove turn-pocket removal and bulb out (note #1 on the drawing) from the design. (Figure 3)
  - San Bruno Avenue / Easton Avenue and San Bruno Avenue / 6th Avenue (p. 74–75): Clarify that the conceptual design applies only to San Bruno Avenue / Easton Avenue rather than to both intersections. (No parking is available on San Bruno Avenue East)(Figure 4)

**CH. 6: CITYWIDE BIKEWAY NETWORK**

- Citywide bikeway network map (p. 83): Revise the map as follows:
  - Change the colors of the various bikeway types to make them more easily distinguishable.
  - Switch the bike route to Sweeney Ridge from Amador Avenue to Sneath Lane.
  - Remove the proposed bikeway on Cherry Avenue south of Kains Avenue; instead, designate the following as proposed bike routes (Class III): Kains from Cherry to

**ATTACHMENT 2**  
**ERRATA - PROPOSED AMENDMENTS TO THE**  
**SAN BRUNO WALK N' BIKE PLAN**

Chestnut; Chestnut from Kains to Park; Park from Chestnut to Oak; and Oak from Park to Jenevein.

- Remove the proposed bikeways on El Camino Real from Memory Lane to Crystal Springs Road and on Crystal Springs Road from Linden Avenue to El Camino Real. Instead, designate Memory Lane from Elm Avenue to El Camino Real as a proposed enhanced bike route (Class III).
- Designate Crestmoor Drive from San Bruno Avenue to Crystal Springs Road as a proposed bike route (Class III). Also, change “Crystal Springs Ave” to “Crystal Springs Rd.”
- Conceptual designs:
  - Huntington Avenue from the Centennial Way Trail to Downtown (p. 86–87): Mention that conventional bike lanes on both sides of the street are a back-up option depending on the results of a traffic-impact analysis. Also mention that Caltrain is generally supportive of the concept but that further study, coordination and design are needed to understand how the concept can best accommodate access to and from the station by all modes. Replace the photo example with one showing a buffer in the form of a curb rather than flexible posts. (Figure 6)
  - Cherry Avenue at Grundy Lane (p. 88–89): Mention that consideration will need to be given to access to and from the site by corporate shuttles. (Figure 7)
  - El Camino Real at Bayhill Drive / Euclid Avenue (p. 90–91): Mention that stop-sign controlled intersections along Euclid should be considered as bicyclists begin to utilize this bike route. (Figure 4)
  - Elm Avenue and Linden Avenue (p. 94–95): Clarify that the one-way route on Elm would begin south of Kains Avenue while the one-way route on Linden would begin north of San Felipe Avenue. Also, mention the need for focused public outreach among residents of the neighborhood before implementing the concept. On the drawing, indicate the roadway width of both streets as 10-12 feet. (Figure 10)
  - Add a conceptual design for the San Bruno Avenue underpass at I-280 consisting of the removal of a turn lane or a travel lane—depending on the results of a traffic study—in each direction of the avenue in order to accommodate bike lanes. (add new Figure)

**CH. 7: SUPPORT PROGRAMS AND OTHER RECOMMENDATIONS**

- “Promotion and Encouragement” section (p. 97–98): Revise the proposed activity related to street closure events as follows: “Organizing or permitting annual or seasonal street closures in the downtown for ‘Sunday Streets’- or ‘Ciclovía’-type events, for informal, unprogrammed congregation and recreation, including as part of the San Mateo County-sponsored ‘Streets Alive! Parks Alive!’ program.”
- “Promotion and Encouragement” section (p. 97–98): Revise the proposed activity related to wayfinding signage and move it to the “Medium term: Years 2019–2021” section (p. 100; see below for the revised language).
- “Promotion and Encouragement” section (p. 97–98): Add the following proposed activity: “Organize, sponsor or support targeted group activities that promote walking and biking among seniors, youth, wheelchair users, seniors, people with mobility disabilities and other demographics.”

**ATTACHMENT 2**  
**ERRATA - PROPOSED AMENDMENTS TO THE**  
**SAN BRUNO WALK N' BIKE PLAN**

- “Near term: Years 2017–2018” section (p. 100): Revise the recommendation on bike parking at schools and shopping destinations as follows: “Encourage and support the school districts to provide adequate, well-designed bike parking at all the public schools; do likewise with BART and Caltrain for bike parking at their stations in San Bruno; and with the operators of San Bruno Towne Center, The Shops at Tanforan and Bayhill Shopping Center for bike parking throughout these shopping destinations.”
- “Near term: Years 2017–2018” section (p. 100): Revise the recommendation on Bay Area Bike Share as follows and reclassify it as a medium-term recommendation: “Explore options for providing bike-sharing service in San Bruno, including in partnership with neighboring cities, the county, the San Mateo County Transportation Authority or C/CAG.”
- “Near term: Years 2017–2018” section (p. 100): Add the following recommendation: “Develop a formal, written process for the consideration of requests for new marked crosswalks and stop signs (including the conditions under which crosswalks and stop signs would be approved) and enable the public to submit requests online.
- “Near term: Years 2017–2018” section (p. 100): Add the following recommendation: “Amend Chapter 7.48 of the San Bruno Municipal Code to eliminate all requirements related to the licensing of bicycles and to allow children under the age of 12 (rather than ten) to bike on the sidewalk except in the downtown.”
- “Medium term: Years 2019–2021” section (p. 100): Add the following recommendation: “Design and install wayfinding signage to help pedestrians and cyclists find their way, especially between the Caltrain and BART stations, the downtown, San Bruno Towne Center, The Shops at Tanforan, Bayhill Office Park and Bayhill Shopping Center; and in collaboration with the National Park Service, to the Milagra Ridge and Sweeney Ridge trails.”

**CH. 8: LONGER-TERM IMPROVEMENTS**

- Longer-term improvements map (p. 104): Revise the map as follows:
  - Change the shape of the bubble around Crestmoor Canyon (improvement #6 on the map) so that it implies a more direct connection to improvement #4.
  - Add a proposed longer-term improvement, labeled #12, in the southwest corner of the city from City Park to Crestmoor Drive.
- “El Camino Real” section (p. 109–110): At Caltrans’ suggestion, recommend studying the removal of parking in order to accommodate bicycling improvements on El Camino Real.
- “Along San Antonio Avenue” (p. 111): Clarify that the strip of open space between the street and the Caltrain and BART tracks is owned by Caltrain. Also, mention that further study, coordination and design are needed to determine whether a trail at this location would be acceptable to Caltrain; that primary considerations include preserving the integrity of the right-of-way, keeping as much physical separation between pedestrians and the tracks as possible and ensuring compatibility with any planned or contemplated rail infrastructure projects; and that the City would need an easement from Caltrain to construct a trail at this location.
- After “Linden Avenue cut-through” (p. 112): Describe a proposed longer-term pedestrian and bicycle connection for the southwest corner of the city, extending from City Park to Crestmoor Drive and possibly taking advantage, in the longer term, of improved access through the San Bruno Senior Center site, trails in Junipero Serra County Park and the San Francisco Public Utilities Commission (S.F. PUC) tunnel near Crystal Springs Road /

**ATTACHMENT 2  
ERRATA - PROPOSED AMENDMENTS TO THE  
SAN BRUNO WALK N' BIKE PLAN**

Crestmoor Drive. Mention the need for coordination with, and collaboration from, the County and S.F. PUC.

**CH. 9: IMPLEMENTATION**

- “Funding” section, first paragraph (p. 117): Revise \$12.6 million to \$10.8 million, to be consistent with the rest of the chapter.

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Community workshop (Tuesday, May 3, 2016; San Bruno Senior Center)**

**Oral comments**

1. Recommend changing the proposed bikeway route on Amador to Sneath instead—Amador is much steeper.
2. Police Department Bike Patrol: Two officers are in training now to be certified instructors. They will be able to train officers so officers don't have to leave to take a class to become Bike Patrol officers. Officers are required to be certified to be bike patrol officers.
3. Enforcement – issue with cars blocking the sidewalk.
4. Include captions for photos.
5. Orient the document pages correctly (the public draft had a printing error).
6. There is no place to get a bicycle license in San Bruno although it is required by the Municipal Code.
7. Crestmoor Canyon, Crystal Springs / SFPUC watershed tunnel and East San Bruno Ave should be part of the bikeway network to take advantage of the green areas in and around the city.
8. Add Mastick Avenue as a bike route.
9. Add Junipero Serra Park to longer-term improvements.
10. Replace Cherry Ave bikeway south of Kains with Kains > Chestnut > Park > Oak.
11. Add a Walnut > 7<sup>th</sup> Ave > 101 connection.
12. Address the broken paths near Longview in Pacific Heights Park around the baseball area. Kid rides his bike from home to the park. There is nowhere else to ride his bike. It is dangerous for his grandmother and for his sister to skate.
13. Of the Elm and Linden Avenue couplet, clarify which one is northbound and which one is southbound.
14. North of Sneath Lane there is a PG&E easement area along Skyline Boulevard; could access be obtained for a trail? There are trails on both sides, along the frontage between San Bruno Avenue and Sneath.
15. Crystal Springs bikeway ends at the Senior Center. There is no route to the San Andreas Trail. There is a path from Crestmoor Drive near John Muir School across Skyline to the trail. Need a Bay Trail-to-Skyline route.
16. There is a pathway from the City Park parking lot to the Senior Center but it is difficult for seniors to access this route due to poor path condition.
17. Partner with the National Park Service / Golden Gate National Recreation Area on the “Healthy Parks, Healthy People” program.
18. The Police Department could apply for a grant from the Office of Traffic Safety for fund to organize bike rodeos and bike safety for the schools and helmet giveaway programs (OTS Step grant / County Step grant).
19. Wayfinding signage to Milagra and Sweeny Ridge trails.
20. Suggests wheel chair exercise areas in addition to focus on improved infrastructure for accessibility. Also recommend group activities (like the City's group walk and bike ride) to build community among people with disabilities. Also activities for seniors or others using walkers.
21. Need bike storage and parking at City facilities and in shopping centers.
22. Long-term improvements should include a connection between Sweeney Trail and the Milagra Trail.
23. Bicyclists and pedestrians cross Skyline Boulevard from John Muir School to the San Andreas Trail without a stoplight or crosswalk.
24. Would like to see an east-west connection.

**ATTACHMENT 3  
PUBLIC COMMENTS**

25. A successful plan starts with the Planning Commission and City Council.
26. Contact the high school student council to help outreach to students.
27. Would like to be notified by phone; only heard about the workshop through a neighbor.
28. Heard about the event through NextDoor. Recommends more frequent posts.
29. The Police Department uses the SMC alert system used for crime alerts to get word out about the plan.

**Written comments on the following questions:**

**Most of the proposed pedestrian projects focus on improving intersections and street crossings, to make it easier and safer to cross the busiest streets, particularly El Camino Real. Do you think that is the right focus or area of emphasis for pedestrian improvements in San Bruno?**

1. (Yes) I'm always on board with making El Camino easier to cross throughout the county.
2. (No) Parked cars blocking sidewalks is a city-wide problem.
3. (Yes) Also focusing on sidewalk improvements near school sites.
4. (No) School crossing yellow lines; senior pathway bad from Center to Park; returning a phone call from Police or Fire Department; many gaps in sidewalk.
5. (No) Wheelchair-accessible curbs.

**Are there any streets that should be added to, or removed from, the citywide bikeway network? If so, mention one and explain why it should be added or removed.**

1. Mastick Avenue should also be added to bike plan.
2. E San Bruno Avenue, Crystal Springs Rd all the way up, no connection to bayside trail; drop Amador, keep Sneath.
3. Crystal Springs Rd to El Camino, San Bruno Avenue.
4. Crystal Springs Road—address the gap and investigate the possibility of separated bike paths. Try to coordinate the Grand Boulevard Initiative with identified needs of San Bruno.
5. Add more protected bike lanes; sharrows aren't sufficient for safety of cyclists.
6. A clearly connected bikeway from ridge trail to bay trail should be a top priority. This benefits San Bruno and all Bay Area walkers and bikers.

**Do the proposed types of bikeways provide adequate or appropriate safety, comfort and convenience? The bikeway network also includes parking, signage, bike detection and spot improvements. Are we missing anything?**

1. Definitely focus on creating separated bikeways.
2. Lights on Linden Ave for night time.
3. Need Class IV (separated bikeway) to Capuchino. Class I trail through Crestmoor Canyon should be prioritized.
4. Safety and comfort levels for pedestrians and bicyclists is the predominant concerns and worries of our citizens. Possibility of one-way traffic on narrow streets.
5. Not sure; I need to review the plan more carefully.
6. Bikeway maps posted in field for new users and out-of-area users.

**ATTACHMENT 3  
PUBLIC COMMENTS**

7. Euclid and ECR pull-back needed to convert to 4-way intersection.

**Are there other activities or types of events that should be included in the plan? Any that should be removed?**

1. Work with schools, especially those close to El Camino, on Safe Routes to School (SRTS) initiatives. San Bruno is one of the only school districts in San Mateo County that has not had a SRTS grant.
2. Any activities to promote wheelchair access and improvements.
3. Annual bike race or ride: San Bruno Hill Climb, Bay to the Sky Ride
4. How do big businesses become a part?
5. Include a specific Vision Zero policy resolution with metrics for increasing ped and bike usage; focus specific events and campaigns on older adults and youth; maintain existing sidewalks and bike lanes/trails.
6. Annual bike and walk public meeting to present successes and get more input; education program to make bikers and walkers aware of dangers (like texting while moving).
7. Downtown cyclovia.

**Are there any other longer-term improvements that should be added to, or removed from, the plan? If so, mention one and explain why it should be added or removed.**

1. Consider adding more Class IV improvements (separated bikeways). El Camino Real: road diet, on-street or protected bike lanes.
2. Crossway from John Muir School to Crystal Springs trail.
3. Need something cool to draw bicyclists (Class I path connection from Skyline to Bayside) that provides business opportunity.

**In your opinion, what would constitute success for the San Bruno Walk 'n Bike Plan ten years from now?**

1. A city that has no pedestrian/bicyclist related traffic crashes because San Bruno has successfully embraced Vision Zero.
2. Fewer cars uses; more healthy walking and biking; long-term projects become five-year plan.
3. Commitment of our city leaders; continuous focus in terms of steady effort and follow-through (Crestmoor Canyon, Crystal Springs Road, Bay Trail to Ridge Trail).
4. Very meaningful increase in walking and biking on a daily basis.
5. What are your metrics? If you could see an increase of 10-15% of cyclists and pedestrians that would be great.
6. No sidewalks blocked by cars; all San Bruno drivers aware of the standard for not blocking sidewalks.

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Bicycle and Pedestrian Advisory Committee meeting (May 11, 2016; San Bruno City Hall)**

1. Concerns about traffic circle at Crystal Springs and Oak and City Park Way – how would it work for pedestrians? It is a very busy intersection with schools and the park.
2. Suggested a traffic circle alternative at Jenevein. Try painted roundabout first as a pilot project, before installing a permanent one? Also, roundabouts work for both pedestrians and cyclists. Include the roundabout on both the pedestrian and bike improvement maps.
3. Asked about the tunnel under I-280 – some people still have a key when it was open to equestrians and other users before the SFPUC closed it to the public.
4. The bike route to Skyline College should be along Sneath rather than Amador.
5. Based on feedback received at the public workshop, show a connection through the southwest corner of the city as a longer-term improvement.
6. On long-term improvements map, change the shape of the Crestmoor Canyon bubble to make it clear that it would be a connection across I-280.
7. Junipero Serra Park has a path, we should inquire if there is a possibility of adding a multi-use path to include bike use.. A JPS path would provide better pedestrian better access. (There is no sidewalk between the Senior Center and the upper Crystal Springs Road)
8. Disabled need (elderly & wheelchair users) access to events for to recreational opportunities and events, not just access in terms of sidewalks etc.
9. San Mateo County Parks Carla School at Memorial Park has an accessible trail.
10. Education classes – needs to include basic bike mechanics to make sure bike brakes are working, and bikes are in good repair (tune up) so they are not a liability. OR events with volunteers to adjust brakes on bikes.

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Traffic Safety and Parking Committee meeting (May 4, 2016; San Bruno City Hall)**

**Comments on motorized scooters**

1. What will the plan do as far as conditions for motorized scooters?
2. It would be helpful if the City did outreach to the users. A good method would be to contact business for scooters.
3. Reach out to the middle school, the mall, Bayhill Shopping Center, public library, BART, and Caltrain where users might be found.
4. Become familiar with the laws addressing motorized scooters.

**Other comments**

1. Orient the document pages correctly (the public draft had a printing error).
2. Include image captions where appropriate.

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Emails and letters (Paula: Attach as PDFs.)**

1. May 5, 2016 email from Jeffrey Tong (subject line: “El Camino Real x Euclid”).
2. May 5, 2016 email from Jeffrey Tong (“San Mateo Ave (between Jenevein to ECR”).
3. May 5, 2016 email from Jeffrey Tong (“Walk n’ Bike Plan: Bike Activities”).
4. May 3, 2016 letter from Jaden Navarro
5. May 9, 2016 email from Sebastian Petty, AICP, Principal Planner at Caltrain (“San Bruno Walk n’ Bike Plan”)
6. May 12, 2016 email from Jeffrey Tong (“S.A.P.A./Ciclovía San Bruno - May 2017”).
7. May 17, 2016 email from Jeffrey Tong (“Ciclovía San Bruno 2017 - 3 weekends in May”).
8. May 20, 2016 letter from the National Park Service / Golden Gate National Recreation Area.
9. May 20, 2016 email from Eliza Yu, Transportation Programs Specialist at San Mateo City/County Association of Governments (“Walk n’ Bike Plan”)
10. May 23, 2016 email from Malcolm Robinson (“BPAC Plan Comments”)

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Survey Question 5: Chapter 5 of the draft plan, starting on page 71, recommends a number of projects to improve conditions for walking (see map below). Based on earlier community input, most of these recommended projects focus on improving intersections and street crossings, to make it easier and safer to cross the busiest streets. Do you think that is the right focus or area of emphasis for the pedestrian recommendations? If you answered "no" above, what types of projects should be the focus of the pedestrian recommendations? Why those types of projects? (18 comments)**

1. Create a Call 1 trail in San Bruno, and build a walk / bike overpass over El Camino @ Tranforan. The items in the map below should have been done years ago. San Bruno has had no interest in safe walking a biking, and this is to little to late.
2. There are so many crosswalks that need more attention in neighborhoods. Specifically on Longview dr in front of pacific heights park. Cars park in front and behind crosswalks making it extremely difficult to see pedestrians and oncoming traffic. I live across the street and see many kids in risky situations. Perhaps blinking lights in crosswalk. Also as my son mentioned at the community meeting. The park itself is the only safe place to ride a bike, roller skate and walk in our area for exercise. It is in such terrible shape. If we are going to provide paths for public enjoyment for bike riding and walking, I think we should start with improving them first. I'm disappointed that the plan is not focusing on our neighbors conditions.
3. Making use of open space away from street traffic for recreational use. Keeping the bike lanes on city streets in better condition (free from debris, its bad in some areas).
4. Improve sidewalk access for pedestrians and install curb ramps. Enforce the law and keep cars from blocking the sidewalk.
5. Improving sidewalks so they are even, and encouraging people to park in their garages so we don't constantly have to maneuver around cars blocking the sidewalk.
6. In general, the plan is sound. The Huntington Ave walk to the Bart station takes a while because the lights take a while. Also, the underpasses doesn't feel very safe.
7. The worse is the El Camino entrance at Tanforan. I lived at the Crossings and daily someone would nearly get hit by a car or cars crashing into one another.
8. Hiking trails separated from traffic.
9. Areas designed specifically to be pedestrian friendly and appealing. This can mean extra wide side walks, outdoor seating, sections closed off to cars, art pieces, street vendors, landscaping, generally pleasant things to walk around! We need an attractive place one would go to walk in a downtown setting as opposed to trails or parks.
10. It is almost impossible to walk on the side walks without tripping.
11. Crossing of certain streets is certainly an important challenge that needs to be addressed and can probably be most readily addresses, but the biggest everyday challenge is uneven and narrow sidewalks.
12. Also important to have safe bike lanes. Nice trails through Junipera Serra County Park would be nice also.
13. There should be a connection to the San Francisco Bay Trail. The biggest gap in the Bay Trail network in San Mateo County is the adjacent SFO Airport It is important that this gaps is closed by San Francisco and that residents of San Bruno have access.
14. Yes but in addition: 1) I'd like to see crosswalks on all street intersections (e.g. on Kains Avenue) and 2)I'd also like to see that the sidewalks are clear of bushes, plants, and low hanging branches (e.g. San Bruno ave west of Bayhill Shopping Center and several home residences allow their bushes to overlap the sidewalk)
15. I agree the cross walk in front of 850 Cherry needs serious police monitoring, particularly at lunch time. I have almost been run down several times by drivers speeding through the cross walk coming and going to Bayhill Shopping center. It's really dangerous!

**ATTACHMENT 3  
PUBLIC COMMENTS**

16. San Bruno's lack of action for the crosswalk at 850 cherry going to the Bayhill shopping center after people have been hit by cars and numerous daily near misses is disturbing. Firetrucks, police, city vehicles regularly do not stop for people in that crosswalk (no lights or sirens on, just driving). San Bruno needs to manage the basics before planning a new program.
17. The plan should also include ways to reduce the speed of vehicle drivers on San Bruno Avenue, specially from Skyline Blvd to El Camino Real; people think that San Bruno Avenue is "Freeway 480", they just had exit 280 or 35 and they continue to drive at same speed. We need to place few speed checkers on diverse sections on San Bruno Avenue to warn drivers to keep speed under 40 miles per hour (people drive over 65 miles per hour).
18. the realistic fact is that the county and or Caltrans at this point will not even take care of ECR and certain crossings that disabled residents have right know. So, if you think there going to change know I do not think so. Tried to get the assemblyman from 22 district to get involved and the county turned him down. almost everything you talked about in the proposal has been for Bikes not pedestrians. The city council, city manager, city engineers and the traffic and safety committee are aware for several years that the sidewalks were being block by cars and to date nothing has been done even if you have a disability. Don't hold your breath.

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Survey Question 6: The largest number of recommended improvements to intersections and street crossings in the draft plan is along El Camino Real (again, this is based on earlier input from the public). While improvements are also proposed to other streets, such as San Bruno Avenue and Cherry Avenue, do you think El Camino is the right street on which to focus many of the crossing improvements? If you answered "no" above, what other street(s) are more important and challenging than El Camino? Why those streets? (28 comments)**

1. El Camino has plenty of street lights, but San Bruno Avenue is difficult to cross since there are only a few stop lights and even fewer flashing lights to signal for a pedestrian crossing.
2. Yes and no. ECR should be the focus if there is no other alternative, but if there can be a dedicated and more pleasant alternative, ECR has been designed around the automobile, and it would be nice to have a more pedestrian-centric designed road where ped/cycling efforts can be focused on.
3. What about improving east San Bruno Ave?? Class II bike lanes, we that is about 20 years to late. What have you been doing all these eyars??
4. I think we need to look at areas that are frequently used by San Bruno residents. Around parks and shopping areas for example.
5. Caltrans has the jurisdiction on el Camino and they should be financially responsible, not San Bruno.
6. San Bruno ave is another one to not forget
7. San Bruno Ave and Glenview should be looked into as it is dangerous as well.
8. I think improving safety is useful on El Camino, but I think most of the pedestrian aesthetic improvements should be focused on the downtown San Bruno area (San Mateo Ave),
9. The worse is the El Camino entrace at Tanforan. I lived at the Crossings and daily someone would nearly get hit by a car or cars crashing into one another.
10. El Camino has lights and crosswalks. Crystal springs and jenevein and San Mateo ave need some help.
11. Aside from a lighted crosswalk at Santa Lucia at El Camino Real, San Bruno Avenue between El Camino Real and US-101 should have lighted crosswalks to prevent vehicle collisions with pedestrians.
12. Crossing Skyline Aka highway 35 from west to east, east to west, to get to lower San Bruno
13. Crystal springs is terrible! Very unsafe, cars rarely stop for pedestrians and go too fast
14. I sometimes walk to/from the Bart station to get to work in SF, and that walk is often extremely slow due to the timing of lights on Huntington Ave. It occasionally also feels unsafe below the 380 overpass near Tanforan.
15. I can't personally speak to the issues with El Camino Real, but I can't stress enough the importance of addressing the dangers with pedestrians crossing the Cherry Avenue (at Bayhill Shopping Center exist) crosswalk. The issue isn't going to magically disappear, and thousands of workers occupy the Walmart.com building across the street, and depend on that crosswalk to be safe and reliable. I've heard that the city of San Bruno didn't want to address it because there was a signal half a block down that folks can use - but that still doesn't make sense - there is a legitimate CROSSWALK at Cherry and Bayhill Shopping Center. If it's unsafe to use it, they should remove that crosswalk altogether so that nobody's life is jeopardized using it. PLEASE please consider signage and/or flashing lights or SOMETHING to make this crosswalk safe. If not, please consider removing it before someone gets hurt or worse yet, killed.
16. The crosswalk near Lunardi's on San Bruno Ave is very dangerous in east/west directions. Another dangerous spot is the San Bruno crosswalk that runs parallel to Skyline Blvd. Some vehicles turning from Skyline Blvd north onto San Bruno Ave east do not come to a full stop and narrowly miss pedestrians.
17. Cherry Ave and Commodore, all of Cherry has YouTube employee, Uber, and Commodore park traffic

**ATTACHMENT 3  
PUBLIC COMMENTS**

18. El Camino is challenging to cross, but a lot of the intersections in the older, denser part of town and quite hazardous because visibility is severely limited by cars parked too close or into intersections.
19. Cross walks at intersections on inner city streets not well marked.
20. Access to Junipero Serra, San Andreas Trail at San Bruno Ave., and the SF Bay Trail.
21. Would like to see more on Sneath Lane, especially upwards towards Sequoia and Skyline. It is another main vein that connects to the Rollingwood neighborhood and gets a decent amount of bike and walking traffic.
22. street to Bart and Caltrain station is the 1st priority. Crossing El Camino would be 2nd. Others are may be last.
23. On many of the smaller streets, traffic goes too fast and there should be stop or yield signs put up.
24. Coming from the south of San Bruno there is no easy method of walking to Skyline college
25. Cherry Ave.
26. The plan also need to address the change the way the traffic lights work at the intersection of Cherry Avenue and San Bruno Avenue, it is dangerous to turn left toward San Bruno avenue when driving on Cheery Avenue. It would safer if the traffic lights for people driving on Cherry avenue are set to allow cars drive straight, right or left on one traffic light cycle for people on Northbound direction, and the same on a different traffic light cycle for people on Southbound direction (traffic lights should be re-programmed this way, and drivers should be educated about the changes).
27. Crystal springs x oak ave. especially in the mornings
28. ecr crystal springs, ecr taylor, ecr jenevein, ecr angus, ecr sneath lane, and others.

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Survey Question 7: If you have reviewed the plan chapter on proposed pedestrian projects (Chapter 5), do you have other comments about that chapter? (17 comments)**

1. N/A
2. It's about time San Bruno woke up to the need for getting something done. Will it ever happen? Doubtful...
3. Sidewalk construction along Sneath Lane would be a great improvement to walking in the area as would keeping the protion between Rollingwood and Skyline cleaner!
4. The worse is the El Camino entrace at Tanforan. I lived at the Crossings and daily someone would nearly get hit by a car or cars crashing into one another.
5. Santa Lucia ave should have speed bumps on west side of el Camino, cars go about 30 miles an hour with no stop signs for 4 blocks
6. The planned work on Sneath Lane is wonderful, thank you.
7. Skyline and Sharp Park Road is not pedestrian friendly. There is no sidewalk in parts around Skyline College.
8. Would appreciate better sidewalks on Huntington Ave toward the Millbrae side
9. Keep improving San Bruno. It's the best city in the Peninsula!
10. I need to review.
11. Pages 11 and 26 should reference the Crystal Springs Trail network managed by San Mateo County Parks of which the San Andreas trailhead is the closest trailhead for San Bruno residents, and the need to provide access to the SF Bay Trail, which is not addressed at all.
12. Also need crosswalk on Earl and Glenview
13. It is a good plan. Increment it asap.
14. None
15. Skyline Blvd also has a number of spots where pedestrian crossings could be made safe, but thank you for the focus you have taken so far.
16. Please work on the two points above, it would make a lot safer for pedestrians, cyclists and drives, specially on San Bruno Avenue (aka "Freeway 480")
17. no

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Survey Question 8: Are there any streets that should be added to, or removed from, the [bikeway] network? Which street(s) and why? (49 comments)**

1. N/A
2. San Bruno Ave. east of El Camino is a heavy bike route, and this plan does nothing to alleviate this congestion and safety hazard.
3. Not sure why we are giving on el Camilo. There is an existing bike path from san Bruno to south San Francisco.
4. Sneath lane in Portola Highlands is more commonly used by cyclists and would make a better proposed bike route over Amador Ave. Amador is much steeper than Sneath which makes it an unfavorable choice for most people riding in this neighborhood. As a resident of Portola Highlands I see numerous cyclists coming up the back side on Sneath Lane throughout the day and have almost never seen a cyclist climb up Amador, simply because the grade is too steep. This alone can be discouraging to novice cyclists or those unfamiliar with the area.
5. Crossing by the city park.
6. I think this is a good start. It looks better than it actually is because only portions of streets designated. Getting from one end of the city to the other on bike facilities requires going north and south repeatedly.
7. "Shelter Creek Lane is difficult to navigate when the residents are home or coming and going as there are many cars. I can not imagine adding a bike lane.
8. No, that looks very comprehensive.
9. Crystal spring to Linden and then to Capuchino High school.
10. I believe either a new overpass should be made for cyclist to cross 101, or San Bruno Ave should have improvements made to access the Bay Trail. The rest of the plan pictured looks reasonable.
11. No
12. N/A
13. No that's the only street
14. Santa Lucia west side of el Camino, as there are no stop signs for 4 blocks, cars can make a turn without seeing bicyclists and a danger to try crossing the streets
15. San Bruno ave is the main link to the bay bike paths.
16. San Bruno Ave at the overpass above highway 101. The left turn entering the bay trail that is along the long term parking. The outer left turn lane is used to get on 101N or by bikes to get to the trail. A lot of cars use it to go straight. Bicyclists can get hit when waiting for a green arrow light. Clearly marked directions and bike lane is needed.
17. No
18. Angus between Elm and El Camino to connect routes serving the library and Allen Elementary.
19. Not sure
20. San Bruno Ave where it crosses 101 -- I take that route when I bike south toward the Bay Trail (for commute and recreation), and it is often dicey with the cars trying to get onto the highway
21. i don't have knowledge of biking in san bruno
22. Yes. The entire length of San Bruno Ave. I would like to ride my bike safely to the east end of San Bruno Ave so that I can go downtown or take Airport Blvd or the Bay Trail entrance adjacent to the 101 North on ramp.
23. No, all proposed streets are streets I have biked and makes sense to have a bike lane there.

**ATTACHMENT 3  
PUBLIC COMMENTS**

24. (1) 200 block of Elm Avenue should be removed. Mid-block there is enough of a rise in elevation that you can't see what's coming. The street is very narrow, so a person on a bike would be in the vehicle lane and would not be able to avoid a fast moving vehicle. Kid who lived near there was hit by a car several years back because the driver couldn't see the other side. (2) It is a heavily used street as it seems to be a short-cut to Capuchino High School. Most cars exceed the speed limit by quite a bit. Approximately 2 years ago a person driving at a high rate of speed crashed into 9 vehicles, totaling 4 of them, plus his own. (3) The business owner at 276 Elm brings in large (30-35 foot) trucks several times a week. It is a narrow street, and the width of the trucks, along with a bike lane and room for a car would be really crowded and dangerous. (4) Poplar Avenue, one street over, is flater and less traveled. It would be a much better choice.
25. All those streets scheduled for Class III are way to narrow to add a bike lane. What does that do to parking?
26. I strongly believe that the El Camino Real street should be added because I see some cyclists are biking on El Camino Real when I bike to a store. There are a lot of cars on El Camino Real!
27. El Camino Real should be added because there are many bikers are using this street to commute to work and there is a lot of cars driving fast. El Camino Real is the least safety but most convenient for bikers.
28. nope
29. Cherry and Bayhill should be removed. There just isn't enough bicycle traffic to justify the drastic changes (lane removals) which will severely impact vehicle traffic, especially since so many building are occupied in that area now
30. No
31. I can understand making Linden and Elm bike routes to avoid El Camino, but as someone who lives in that neighborhood, I stopped biking because all the parked cars on those streets make it really hard to stay out of the way of cars, who tend to drive too fast in the middle of the road and nearly clip bicyclists who are trying to stay away from people opening car doors or pulling out from the curb without looking or signaling.
32. Jenniven/oak jennivein/cypress
33. Access to SF Bay Trail. Access points should be determined, and signed.
34. Earl and Glenview. People speed down Glenview and take fast turns onto Earl. This needs to be put in now and not wait for the park rebuild
35. I would be concerned about a bike lane on Jenevein. The speed with which cars travel and run stop signs along that avenue make it challenging to be an automobile driver let alone a cyclist/pedestrian.
36. San Bruno Ave gray section should be added to higher priority in bike lane improvement. Also, where is the connection from San Antonio Ave to Millbrae?
37. Can Herman Street or San Mateo Avenue North of I-380 be upgraded to Class II bike lane? I don't feel safe biking on these roads to get to my work on Oyster Point.
38. Well...every street should be bike friendly. This I think would motivate people to bike even more. People are already to lazy and by not having bike friendly roads this makes it even harder for people to get out and ride. All in all this looks great and is a great movement towards a friendlier and easier bike city.
39. The proposed bike lane on San Bruno Avenue should go to Huntington Ave. If not then Bayhill Drive and Euclid Avenue should have bike lanes and there should definitely be either a Stop sign and cross walk at Euclid and Huntington!
40. Oakmont, there are three schools very close to the general vicinity.
41. The rest of San Bruno avenue leading up to the Caltrain station
42. None

**ATTACHMENT 3  
PUBLIC COMMENTS**

43. A bike lane on Skyline would be an improvement, but given the amount of bike and car traffic and the high speeds, could it be some kind of separated bikeway to make it safer?
44. Skyline Blvd. It's hard to cross to the other side of the road.
45. N/a
46. Crystal Springs Ave should be removed. There is no street parking and the road is not very wide to begin with. Linden Ave and Elm Ave pose a problem due to a lot of cars parked on the street causing the road to be very narrow on some blocks.
47. Crystal Springs Avenue should be bike path all the way up to Cresmoor Drive, and from there all the way to San Bruno Avenue.
48. I feel that this is something that you and the city should know by now. You have studied this for years and should have plenty of data and the engineers that you have on the payroll should know by know. Also, most of the proposals or drafts are a "PIE" in the sky and will never materialize. This is how San Bruno operates.
49. Amador Ave is too steep. Better to continue up Sneath Lane to Sweeney Ridge Trail/Park

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Survey Question 9: If you have reviewed the plan chapter on the proposed citywide bikeway network (Chapter 6), do you have other comments about that chapter? (20 comments)**

1. N/A
2. On page 2 there is a Class 1 trail, and the picture is in SSF. What about a Class I trail in San Bruno??
3. More bike parking on or near San Mateo Ave would be good for promoting cycling.
4. No
5. N/A
6. No you guys got it all down
7. Some interesting changes here, I am looking forward to taking advantage of them!
8. I love the idea of increasing the bikeway network.
9. Improved road conditions on Huntington Ave (on the Southern side, toward Millbrae) would really help. I would bike to Millbrae for errands. As is, the road is riddled with potholes.
10. While Sneath has an existing bike lane, the west section of it are treacherous and needs to be repaired.
11. El Camino Real is the least safety but most convenient for bikers. Unfortunately, I don't see any proposed bike route on this street from the draft plan, which I don't know why. Therefore, we should enhance the safety and convenience.
12. I don't currently own a bike.
13. No
14. The San Mateo County Regional Trail Plan should be cited. The Design and Management Guidelines were designed to comply with County General Plan policies. The standards are for use by all agencies in San Mateo County to complete the regional trail network. <http://parks.smcgov.org/documents/trails-master-plan>. Note that El Camino Real is the route of the National Juan Bautista De Anza Trail <https://www.nps.gov/juba/index.htm>
15. It is a wonderful plan. I hope it can be done asap. Biking in San Bruno is stressful now.
16. Please consider the safety of bicyclist commuters going to and coming from the eastern portion of South San Francisco (biotech area).
17. None
18. The separated bikeway on Huntington is MUCH needed
19. N/a
20. no

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Survey Question 10: Are there other activities or types of events related to safety, education, training, encouragement, promotion or enforcement that should be recommended in the Walk 'n Bike Plan? Conversely, are there any activities or programs that you do not support? Why not? (37 comments)**

1. They all seem like good ideas, especially the walking school bus (very interesting)!
2. More festivals/activities at the parks to encourage biking/walking to the park.
3. Review municipal code items for bikes, update, and require road test and helmets for kids.
4. Great ideas! I work at an SFUSD elementary school and we do walking school buses and Walk Roll to school days. It builds community.
5. Weekend group rides led by experienced cyclists
6. Sunday Streets!
7. The educational programs might be aimed at our residents, but so many non residents pass through our city and do not obey the laws.
8. This sounds good, especially enforcing traffic laws.
9. No
10. No
11. We need to add a keep clear area on sharp park where Susan drive meets it to allow cars a merge safely. Also Susan drive needs a side walk to connect Susan drive to the dirt path around Pacific Bay Vistas.
12. Bike rentals available in certain area. More places to park bikes would be great too. I think promoting it as a means of getting to school. When I was a kid in the 80s, lots of us rode our bikes to school. You just never see that anymore.
13. Crossing guards at major sections so the children can ride their bikes to school. Bike lanes leading up to the schools.
14. No
15. Would like Sunday Streets a couple summer months and promote safety & education. Maybe link the community bike/walk events with the summer concert series or a community day in the city park.
16. I support the enhanced enforcement of traffic laws targeting speeding, esp. on Cherry Avenue.
17. Bicyclists need to be trained in the rules of the road. I've seen them driving in the wrong direction, some travel in the middle of the road riding 2 or 3 alongside each other, crossing intersections on red lights, etc.
18. Emphasize bicycle skills and rules. So many bicyclists have no clue.
19. car drivers should wait when people cross
20. No
21. Neon signs reminding people that pedestrians have the right of way. Public television commercial
22. As much as I don't like cars blocking the sidewalk, it's kind of a necessary evil -- some driveways are too short for today's vehicles, and I'd rather see a car in the driveway than on the street. I don't think people should be punished with a ticket if their car is pulled as far forward as possible in the driveway, even if it does hang into the sidewalk. What really bugs me is trying to walk on garbage day -- it's one thing to have to walk around the occasional car, but another to have to dodge multiple trash cans in front of every house on the block! And Recology just throws them back willy-nilly, even if you try not to block the sidewalk when you put out the cans.
23. Like to see a button with crossing flashing lights
24. Safe Routes to Parks should be a focus of activities. Addressing nature deficit disorder for kids and adults spending too much time behind a computer or smartphone... There are lots of opportunities for City of

**ATTACHMENT 3  
PUBLIC COMMENTS**

San Bruno and San Mateo County Parks to partner for higher use of Junipero Serra County Park for groups of all ages.

25. I like all the above especially the street fairs. Would also recommend having a "Street fair" event in Cherry Hill center. Also a possible bike/walk to the park day for the major parks that are being renovated
26. There are no programs mentioned that I do not support.
27. Helmets for children!
28. None
29. Sounds good.
30. Bike to Work Day helped get me commuting via bicycle when I lived in San Francisco, so I think it can have a big impact. Even people who don't participate are triggered to thin about biking to work
31. I like the plan. Brings life to the city.
32. I think no biking lessons
33. Your current plans seem to cover most areas needed.
34. Police on Cherry Avenue supporting pedestrian safety
35. no enforcement for the many red light runners and no enforcement for cars not stopping for pedestrians in crosswalks
36. Yes. This is going to create more problems for the police department. Most of the bike riders today in San Bruno do not follow the codes at all and who is going to be responsible for checking the bike for licenses and storage to keep the bikes that are not registered by original paid owners and check the vin numbers of the bikes.
37. Safe routes to BayHill shopping and to Tanforan

**ATTACHMENT 3  
PUBLIC COMMENTS**

**Survey Question 11: Now that you've read about the projects and programs being proposed in the San Bruno Walk 'n Bike Plan, is there anything missing from the plan that you would like to see included? (27 comments)**

1. Not at this time. It's coming along great.
2. What is the budget for getting any of this done? Is this smoke and mirrors?? San Bruno, the land of the car will probably not change.
3. I'm not sure if this is where we should focus our resources. Fix our existing parks and paths would be a great start. Make crosswalks more visible with blinking lights Long view DR!!!!!! There needs to be a safer walking path for kids and residents!!!! Perhaps start a "Sunday streets" program as they do in SF. They shut down a neighborhood and allow people to bring bikes, scooter, skates etc and gather for riding bikes and walking in a safe environment. It's something we frequent and look forward to it as there are no suitable bike paths in parks away from traffic. Please look into the Sunday streets programs this would actually service the residents of San Bruno rather than the people traveling through our city to get to another. It builds community!
4. South San Francisco recently painted crosswalk markings on Orange Ave that really grab the driver's attention. We need ones like this at major crossings.
5. I mentioned this in an earlier comment, but I didn't see anything specific mentioning bike parking. More bike parking in the downtown San Mateo Ave area would be good.
6. No
7. Westborough is a dangerous street too there are a lot of blind spots
8. Fix the sidewalks to keep us walkers from tripping. I see a lot of spills on San Felipe.
9. No
10. I would like to see enforcement of cars parked blocking the sidewalks. This is specially annoying on our narrow streets where you have to go into the street to get around these cars
11. Vastly improved and expanded curb cuts at corners and banning cars parked in driveways blocking the sidewalk for wheelchair and stroller access. Pushing a stroller in San Bruno sucks!
12. The more distinguished the bike lanes are, the safer people will feel using them and this will translate to shifting behaviors towards increased bike use, which I fully support.
13. Did we benchmark with communities that have best in class biking/pedestrian programs? Let's learn what works or doesn't work from communities that are more advanced. Palo Alto comes to my mind.
14. Safety around the San Bruno Ave/280 intersection
15. bike lanes
16. No
17. Get local bike shops involved giving discounts or bike maintenance
18. Not that I can think of.
19. Helmets for reduced cost for families with children!
20. None
21. None
22. Yep
23. No
24. Bicycle-skills training at schools for young people
25. More enforcement of traffic laws targeting speeding at San Bruno Avenue (aka "Freeway 480"), speed checking and police monitoring and giving speed tickets to drivers driving over 40 miles per hour.

**ATTACHMENT 3  
PUBLIC COMMENTS**

26. no

27. Get big businesses and the San Bruno Chamber to ACTIVELY support the plan and do their part

**ATTACHMENT 4  
PUBLIC COMMENTS LETTERS**

**Emails / letters received:**

1. April 25, 2016 email from Jeffrey Tong (“Pedestrian Trails needed in San Bruno”)
2. April 29, 2016 email from Jeffrey Tong (“I-280 Spur? San Bruno Walk ‘n Bike Plan”)
3. May 3, 2016 letter Jaden Navarro
4. May 5, 2016 email from Jeffrey Tong (“El Camino Real x Euclid”).
5. May 5, 2016 email from Jeffrey Tong (“San Mateo Ave (between Jenevein to ECR)”).
6. May 5, 2016 email from Jeffrey Tong (“Walk n’ Bike Plan: Bike Activities”).
7. May 9, 2016 email from Sebastian Petty, Sam Trans/CalTrans; “San Bruno Walk n’ Bike Plan”)
8. May 12, 2016 email from Jeffrey Tong (“S.A.P.A./Ciclovía San Bruno - May 2017”).
9. May 17, 2016 email from Jeffrey Tong (“Ciclovía San Bruno 2017 - 3 weekends in May”).
10. May 20, 2016 letter from Brian Aviles, U.S. Department of the Interior (GGNRA).
11. May 20, 2016 email from Eliza Yu (C/CAG; “Walk n’ Bike Plan”)
12. May 22, 2016 email from SFO, Nile Ledbetter, Planning and Environmental Affairs (“SB Walk ‘n Bike Plan – SFO comments”).
13. May 23, 2016 email from Malcolm Robinson (“BPAC Plan Comments”)
14. May 27, 2016 email from Sergio Ruiz, Caltrans (“RE: San Bruno Walk ‘n Bike Plan check in”)

**ATTACHMENT 5**  
**REVIEWING AGENCIES, ORGANIZATIONS AND OTHER ENTITIES**

California Department of Transportation (District 4)  
California Natural Resources Agency  
California Walks  
Caltrans Planning  
ABAG – San Francisco Bay Trail  
BART  
C/CAG  
Caltrain  
City of Daly City  
City of Menlo Park  
City of Millbrae  
City of South San Francisco  
Golden Gate National Recreation Area  
Golden Gate National Parks Conservancy  
Metropolitan Transportation Commission  
San Bruno Chamber of Commerce  
San Francisco International Airport - Bureau of Planning and Environmental Affairs  
San Francisco Public Utilities Commission  
San Mateo Community College District  
San Mateo County Active Transportation Program  
San Mateo County Health Services Agency  
San Mateo County Office of Education  
San Mateo County Sustainability Office  
San Mateo County Parks and Recreation Division  
San Mateo County Planning Department  
San Mateo County Transit District  
San Mateo County Transportation Authority

**Organizations and Other Entities**

Capuchino High School  
Chamber of Commerce  
Commute.org  
First Baptist Church (San Mateo Adult School class)  
Friends of Caltrain  
Genentech Bike Club  
Grand Boulevard Initiative  
Happy Hall School  
Peninsula Velo  
San Bruno Park School District  
St. Robert Church and school  
SF2G (Google riders group)  
San Bruno Mother's Club  
Sierra Club

**ATTACHMENT 5**  
**REVIEWING AGENCIES, ORGANIZATIONS AND OTHER ENTITIES**

Silicon Valley Bicycle Coalition  
Skyline College (Bay Area Entrepreneur Center)  
Stratford School (Crestmoor)  
Tuesday Evening Walking Group  
A Capella Apartments (The Crossing)  
Avalon Bay (The Crossing)  
Village at the Crossing  
Shelter Creek Apartments