



City of San Bruno Walk 'n Bike Plan

Adopted July 26, 2016

Prepared by Eisen | Letunic
with Parisi Transportation Consulting



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City Council

Jim Ruane, Mayor
Marty Medina, Vice Mayor
Ken Ibarra
Rico E. Medina
Irene O'Connell

Planning Commission

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

City Manager's Office

Connie Jackson, City Manager

City Attorney's Office

Marc Zafferano, City Attorney

Community Development Department

David Woltering, MPA, AICP, Community Development Director
Paula Bradley, MCP, AICP, Associate Planner (Project Manager)
Matt Jones, Assistant Planner
Megan Wooley-Ousdahl, AICP, Associate Planner

Bicycle and Pedestrian Advisory Committee

David Nigel, Chair
Jeffrey Tong, Vice Chair
Walter Bird
Henry Mar

Cecile Riborozo
Malcolm Robinson
Gus Sinks

Public Services Department

Jimmy Tan, P.E., Public Services Director
John Hannigan, Technician and Inspector
William Li, Management Analyst
David Wong, P.E., Associate Civil Engineer

Police Department

Ed Barberini, Police Chief
Ryan Johansen, Sergeant

San Bruno Cable TV

Steve Firpo, Cable TV Director
Miriam Schalit, Programming Technology Manager

Consultants

Eisen | Letunic (Project manager: Niko Letunic)
Parisi Transportation Consulting
Raimi + Associates



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NO PARKING
BIKE LANE

20



Part I: Context-setting

Chapter 1 is the introductory chapter.

Chapter 2 presents key findings and results from the existing conditions inventory.

Chapter 3 describes the needs assessment process and, more importantly, summarizes the approximately 1,300 comments received from the public through the process.

Chapter 4 outlines the vision statement for the Walk 'n Bike Plan and the more detailed goals contained within the overall objective of making walking and biking in San Bruno safer and easier.



1 | Introduction

Overview

In recent years, San Brunans—like residents 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 improve 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.

A note about capitalization: In lower case, “city” refers to the geographic area of San Bruno and to its community; in upper case, “City” refers to the government entity that administers the area of San Bruno.

In recognition of these benefits and in response to the community’s growing interest, the City of San Bruno—with the help of a team of consultants—has developed the Walk ‘n Bike Plan, the first pedestrian and bicycle master plan for the city. Funding for development of the Walk ‘n Bike Plan was provided by the City/Council Association of Governments of San Mateo County. 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 ultimate goal is to make walking and biking in San Bruno safer, easier and more popular.



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

The planning process for the Walk 'n Bike Plan took place over approximately one year, from July 2015 through June 2016. The process began with two preliminary, or background, tasks:

- **Initial outreach** to the community to introduce the project and encourage the public to get involved in the process.
- 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.

These initial activities were followed by two additional tasks more directly relevant to the process:

- 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.
- 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.



These were followed by two other tasks that constitute the heart of the Walk 'n Bike Plan:

- Formulation of an **"action plan"** of recommended pedestrian and bicycle projects, programs and policies to improve conditions around the city.
- Developing planning-level **cost estimates** for the recommended improvements and identifying the most promising **funding sources** to pay for these improvements.

The final tasks in the planning process were:

- Preparing a draft plan document incorporating the work products from the previous tasks and also preparing a draft "Negative Declaration" for the project pursuant to the California Environmental Quality Act (CEQA). (City staff concluded that the Walk 'n Bike Plan will not have a significant effect on the environment.)
- Lastly, shepherding the draft plan and Negative Declaration through the formal approval process, culminating with adoption of the plan and approval of the Negative Declaration by the City Council.

Contents of the plan

The Walk 'n Bike Plan document is divided into two parts, with the contents generally following the tasks outlined above. Part I of the document, titled “Background,” consists of preliminary, background or context-setting material. Part II, titled “Action Plan,” is the heart of the document and represents the “actionable” part of the plan. Below is a description of each of the main sections of the Walk 'n Bike Plan.

Part I

- **Chapter 1** is this **introductory** chapter.
- **Chapter 2** presents key findings and results from the **existing conditions** inventory.
- **Chapter 3** describes the **needs assessment** process and, more importantly, summarizes the approximately 1,300 comments received from the public through the process.
- **Chapter 4** outlines the **vision statement** for the Walk 'n Bike Plan and the more detailed **goals** contained within the overall objective of making walking and biking in San Bruno safer and easier.

Part II

- **Chapter 5** contains the proposed **capital or infrastructure** projects for improving conditions for **walking**.
- **Chapter 6** lays out the proposed **citywide bikeway network** for San Bruno.
- **Chapter 7** outlines proposed **programmatic activities** and **other implementation actions** that would further support the development of walking and biking in San Bruno.
- **Chapter 8** identifies desirable but **longer-term pedestrian and bicycle improvements** that, for a number of reasons, are not likely to be implemented in the short or even medium term.
- **Chapter 9** presents key **funding, phasing and other implementation** considerations related to the action plan.
- Lastly, the **appendices** contains the **comments** received through the needs assessment process.

Public engagement

As mentioned above, one of the City’s objectives 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) as the project was kicking off; (ii) during the needs assessment process; and (iii) during the public review and comment period for the draft version of the Walk 'n Bike Plan and subsequent formal approval process.



Project kick-off

The City began inviting the public to learn more about the Walk 'n Bike Plan even before the planning process was fully underway. The goals of this early, initial outreach were to introduce the project; describe the upcoming work and schedule; and encourage 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 (BPAC).
- 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).

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 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.



Public review of draft plan and formal adoption

Extensive outreach was again conducted to announce the availability of the draft Walk 'n Bike Plan, and the CEQA Negative Declaration, for public review and to obtain feedback on these documents. Activities included an online survey; an evening community workshop on May 3, 2016; announcements posted on the City's website and San Bruno Cable and sent to the project's email distribution list and local media; and presentations to the Traffic Safety and Parking Committee, the BPAC and the Grand Boulevard Initiative Community Leaders Roundtable, among others.

Following these activities, the draft plan (and Negative Declaration) was presented to the City's Planning Commission on June 7, 2016. The Commission unanimously recommended that the City Council adopt the Walk 'n Bike Plan as amended to address public comments. The draft plan was then presented to the City Council on July 12 to obtain direction and solicit further suggestions, comments and amendments. The draft plan was again presented to the City Council on July 26, 2016, when the Council voted unanimously to adopt the Walk 'n Bike Plan.



2 | Existing conditions

Overview

The first task in the planning process for the Walk 'n Bike Plan consisted of initial outreach to the community to introduce the project and encourage the public to get involved in the process. The second task was an “existing conditions inventory.” This task consisted of surveying local conditions and issues relevant to walking and biking such as the key destinations for pedestrians and cyclists in San Bruno; the city’s street network; existing pedestrian and bicycle facilities; data on commuting and on traffic collisions; ongoing activities and events to support walking and biking; integration with other forms of transportation; and other relevant or related planning efforts. This chapter presents the results of, and key findings from, the inventory.

The existing conditions inventory establishes the local context surrounding non-motorized transportation and provides the consultants and City staff with initial insights into the walking and bicycling experience in San Bruno. As such, this inventory provides the context for understanding and making sense of the subsequent task in the planning process: the needs assessment. Relying heavily on input from the public and key stakeholders, that assessment considered the needs and concerns of local pedestrians and cyclists; the challenges and obstacles to walking and biking in San Bruno; and ideas, suggestions and opportunities to improve conditions.

Setting and urban form

The city of San Bruno is situated in northern San Mateo County. It has an area of 5.5 square miles, stretching from the mostly flat lowlands near San Francisco Bay into the foothills of the Santa Cruz Mountains. San Bruno is bordered—clockwise from the north—by the city of South San Francisco, San Francisco International Airport, the city of Millbrae, unincorporated San Mateo County and the city of Pacifica. San Bruno enjoys the mild Mediterranean climate typical of the San Francisco Bay Area, characterized by cool, dry summers and chilly, wet winters.



The eastern half of the city (roughly east of Interstate 280) is generally flat, while the western half is quite hilly, featuring canyons and ravines. The

eastern side is older, more urbanized and has a broad mix of land uses and residential types; streets here are generally organized in a grid—straight and well-connected—reflecting their early 20th century roots. The newer, western side of the city consists primarily of lower-density, single-family subdivisions (with several large multifamily complexes) and open space. Streets in this area have a curvilinear pattern with many cul-de-sacs, a network form commonly used in post-1950 subdivisions.

There are high-density residential developments along I-380 on the north side west of El Camino Real and along I-280 on the west side south of San Bruno Avenue West. San Bruno's main commercial and employment areas are all east of I-280 and mostly in the northeastern quadrant of the city. Civic and community facilities such as schools, parks and places of worship are scattered throughout the city. Large swaths of land are taken up by Golden Gate National Cemetery, Skyline College, the Crestmoor Canyon open space area and Junipero Serra County Park.

The city has a population of approximately 41,000 people. According to the 2010 United States Census, the median age was 38.8 years. Approximately 8,600 people (21% of the population) were under the age of 18 and 5,200 people (13% of the population) were 65 years of age or older. A third of households had children under the age of 18 living in them.

Key destinations

Typically, the most important destinations in a city are residential neighborhoods; commercial areas and employment sites; community facilities and places of assembly such as schools, parks and civic and government buildings; and transit hubs. The map on page 12 shows the main destinations in San Bruno.

San Bruno has five main **commercial and employment areas**:

- San Bruno Towne Center, a shopping mall at the northeast corner of El Camino Real and Sneath Lane.
- The Shops at Tanforan, another shopping mall, which is adjacent to San Bruno Towne Center across Sneath Lane.

- The Central Business District, along San Mateo Avenue south of the Caltrain station and along El Camino Real between Kains Avenue and Crystal Springs Road.
- Bayhill Shopping Center, located at the northwest corner of San Bruno and Cherry Avenues.
- Bayhill Office Park, the city's largest employment center, home to Walmart.com and YouTube offices.



Residential neighborhoods include:

- **East of El Camino Real:** San Bruno Park, Belle Air Park and Lomita Park.
- **Between El Camino Real and I-280:** Mills Park and Huntington Park.
- **West of I-280:** Pacific Heights, Monte Verde, Portola Highlands, Rollingwood and Crestmoor.

The city has a number of **educational institutions**:

- **Public elementary schools (7):** Allen, Belle Air, El Crystal, John Muir, Portola and Rollingwood.
- **Public intermediate school (1):** Parkside.

- **Public high schools (2):** Capuchino and Peninsula.
- **Private schools (3):** Highlands Christian Schools (K–12), St. Robert Catholic School (K–8) and Stratford School—Crestmoor Canyon (K–5).
- **Higher education:** Skyline College, with a student enrollment of approximately 10,250.

The parks, open spaces and other main recreational facilities are:

- Junipero Serra County Park, a 108-acre regional park featuring hiking trails and picnic areas.
- City Park, the city’s most used park, with trails, picnic areas and a variety of athletic facilities. The park encompasses Veterans Memorial Recreation Center, which features a gymnasium and large meeting room, and the City Pool, a public heated outdoor swimming pool.
- **Neighborhood parks (13):** Bayshore Circle Park, Buckeye Park, Commodore Park, Earl and Glenview Park, Fleetwood Tot Lot, Forest Lane Park, Grundy Park, Lion’s Field Park, Monte Verde Park, Pacific Heights Park, Ponderosa Park, Seventh Avenue Park and Seventh and Walnut Park.
- **Pocket parks (4):** Catalpa Tot Lot, Herman Tot Lot, Lomita Park and Posy Park Plaza.
- San Bruno Senior Center, which hosts classes and other activities, services and offerings for seniors; it is also the site of the San Bruno City Council meetings.
- Crestmoor Canyon, the largest of San Bruno’s open spaces, extending from I-280 to Skyline Boulevard.
- In addition, immediately to the north and/or west of the city limits are Milagra Ridge and Sweeney Ridge, open spaces administered by the Golden Gate National Recreation Area, and the Peninsula watershed lands of the San Francisco Public Utilities Commission.

The main civic and government facilities serving public visitors are:

- City Hall, which houses, among other services, the Community Development, Public Services and Finance departments and the City Manager’s, City Clerk’s and City Attorney’s offices (567 El Camino Real).

- Veterans Memorial Recreation Center (mentioned earlier), which houses the City’s Recreation Division (251 City Park Way).
- San Bruno Police Department (1177 Huntington Avenue).
- San Bruno Public Library (701 Angus Avenue West).
- The city’s post office (1300 Huntington Avenue).
- Golden Gate National Cemetery, a historic cemetery for military veterans, on 161 acres of federal land.

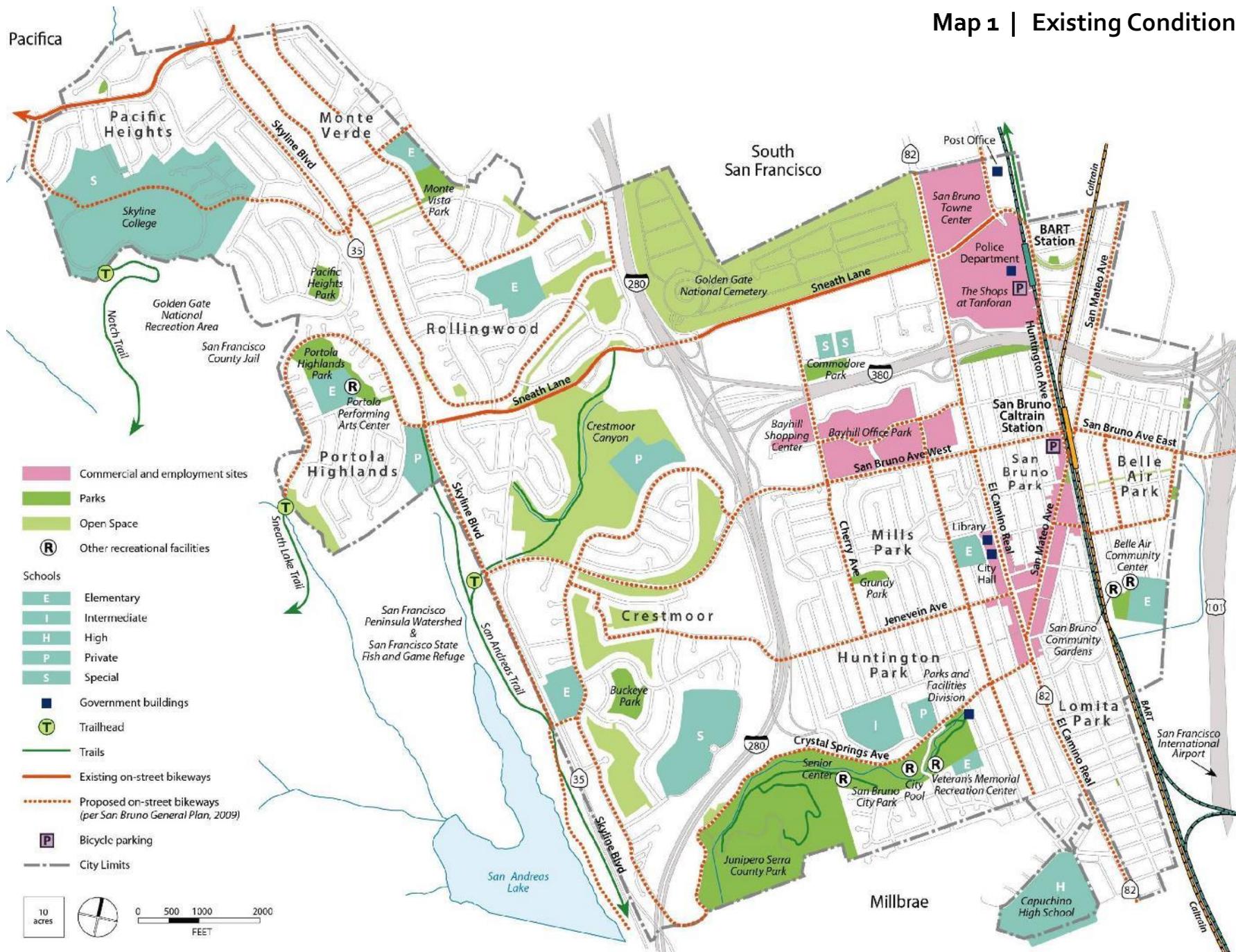


San Bruno City Hall

Lastly, San Bruno is served by two transit stations:

- The BART station, on Huntington Avenue behind The Shops at Tanforan.
- The Caltrain station, downtown at the corner of Huntington and San Bruno Avenues.

Map 1 | Existing Conditions



Commuting

This section examines the number of pedestrian and bicycle commuters in San Bruno. It uses “journey-to-work” data from the 5-year American Community Survey (ACS), an ongoing survey conducted by the U.S. Census Bureau. The data is from 2009–2013, the most recent five-year period for which ACS data is available.

The ACS estimates that 1.1% of San Bruno workers (or 232 people) commuted primarily on foot while 0.5% (or 105 people) did so primarily by bike (see Table 1, below). Meanwhile, more than two thirds, 70.6%, drove alone; 12.4% carpooled; 11.3% used public transportation; 3.2% worked from home; and 0.9% used other means.

For comparison purposes, San Bruno’s estimated pedestrian commute share (1.1%) was lower than San Mateo County’s as a whole (2.6%) and

California’s (2.7%). Additionally, the bicycling commute share (0.5%) was also lower than both the county’s (1.1%) and the state’s (1.1%).

The ACS is the best source of travel data for San Bruno. However, it has two significant limitations. First, it provides information only on work-related travel, which in most communities makes up a minority of trips, and it does so based on the number of *commuters* but not on the number of *commute trips*. Second, because the numbers of pedestrian and bicycle commuters are small, the margin of error for these estimates is quite large. (Margin of error is a measure of the variability or range of an estimate. The larger the margin, the lower the accuracy of the estimate and the less likely it is to be close to the true value.) Based on the margins of error for the data, the likely true range of pedestrian commuters in San Bruno is between 143 and 321 people (0.7%–1.5% of all commuters) while the likely true range of bicycle commuters is between 0 and 244 people (0.0%–1.1% of all commuters; again, see Table 1).

Table 1 | Commute mode split

	San Bruno				S.M. County	California
	Commuters	%	Likely true range		%	%
Drove alone	15,519	70.6%				
Carpooled	2,736	12.4%				
Public transportation	2,479	11.3%				
Walked	232	1.1%	143–321	0.7%–1.5%	2.6%	2.7%
Bicycled	105	0.5%	0–244	0.0%–1.1%	1.1%	1.1%
Worked from home	712	3.2%				
Other*	199	0.9%				
Total	21,982	100.0%				

* Includes taxicab, motorcycle and other means.

Traffic collisions

This section analyzes traffic collisions in San Bruno involving pedestrians or cyclists. The data for the first part of this section comes from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS), a database of collisions as reported to and collected by local police departments and other law enforcement agencies. The analysis covers the period from 2010 through 2014, the most recent five-calendar-year period for which SWITRS data is available.

According to SWITRS, there were 104 traffic collisions in San Bruno in 2010–2014 that resulted in a pedestrian or cyclist victim of injuries or fatality (see the map on page 15 for the collision locations). These 104 collisions resulted in 107 victims, including one pedestrian fatality in 2014 (see left side of Table 2, at right). The figure of 107 translates to an average of 21 victims annually during the five year period from 2010 through 2014.

While traffic collisions can affect anyone, they have a disproportionate impact on pedestrians and bicyclists, who are the most vulnerable users of the transportation system. Pedestrians and bicyclists are a disproportionate number of the traffic victims in San Bruno, a pattern mirrored throughout the Bay Area and elsewhere in the country. During 2010–2014, the 107 pedestrian and bicycle victims represented almost 11% of the 989 people injured or (much less likely) killed as a result of traffic collisions in San Bruno (see right side of Table 2). This compares to the approximately 1–2.5% of San Bruno residents who commute on foot or by bike, per Table 1 on the previous page.

Table 2 | Summary of pedestrian and cyclists killed or injured

	<i>Ped fatal</i>	<i>Ped injured</i>	<i>Bike fatal</i>	<i>Bike injured</i>	<i>Total ped/ bike victims</i>	<i>All fatal</i>	<i>All injured</i>	<i>Total all victims</i>
2010		12		7	19	0	206	206
2011		13		14	27	2	194	196
2012		16		9	25	4	197	201
2013		12		3	15	0	179	179
2014	1	17		3	21	1	206	207
Total	1	70	0	36	107	7	982	989

Annual average of pedestrian and cyclist victims: 21.4.

Pedestrians and cyclists as percentage of all traffic victims: 10.8%.

It should be noted that minor collisions, especially those involving property damage only, are less likely to be reported to a police officer and to lead to police response. For this reason, the incidents in SWITRS represent only a portion of all traffic collisions and are more likely to be serious ones, typically involving pedestrians or cyclists being struck by cars.

Map 2 | Traffic Collisions



Not surprisingly, the city’s busiest thoroughfares are well-represented in the collisions inventory. The map on page 15 shows noticeable clusters of collisions along the streets and at the intersections listed below, indicating collision hotspots, or areas of concern:

- El Camino Real.
- San Bruno Avenue.
- Huntington Avenue.
- Sneath Lane east of El Camino Real.
- Jenevein Avenue.
- El Camino Real at San Bruno Avenue, at San Mateo Avenue and at San Felipe Avenue.
- Huntington Avenue and Angus Avenue.

Table 3, below, categorizes by age group the pedestrians and bicyclists killed or injured in collisions. Of the 107 victims, 26 (almost a quarter) were children or teenagers while 5 were seniors.

Table 3 | Victims by age group

	<i>Ped</i>	<i>Bike</i>	<i>Total</i>
Child (0–12)	10	4	14 (13%)
Teenager (13–17)	10	2	12 (11%)
Young adult (18–34)	23	14	37 (35%)
Middle-aged (35–64)	24	15	39 (36%)
Senior (65 and older)	4	1	5 (5%)
Total	71	36	107

Based on the SWITRS reports, which are not always complete, the party at fault is known for 65 of the collisions involving pedestrians and for 35 of the collisions involving cyclists. In these 65 collisions involving pedestrians, the driver was at fault in almost three quarters of the cases (see Table 4). In the 35 collisions involving cyclists the reverse was true, with drivers being at fault in only one quarter of the cases.

Table 4 | Collisions by party at fault

<i>Party at fault</i>	<i>Pedestrian collision</i>	<i>Bike collision</i>
Driver	48 (74%)	9 (26%)
Pedestrian	17 (26%)	—
Bicyclist	—	26 (74%)
Total	65	35

By far the most common “primary collision factor” (PCF) for collisions involving pedestrians was failure by the driver to observe the pedestrian right-of-way. This factor accounted for slightly more than half of the pedestrian-related collisions. For collisions involving cyclists, the most common PCF, also by far, was wrong-way riding by the cyclist. This factor was responsible for more than 40% of the bike-related collisions.

Table 5, on the next page, categorizes the collisions by period of day, for the collisions for which this information is available. The time periods shown in the table correspond to the morning commute hours (three hours, from 6 to 9 am); late morning and early afternoon (six hours, from 9 am to 3 pm); afternoon commute hours (three hours, from 3 to 6 pm); and evening and early morning (twelve hours, from 6 pm to 6 am). Even though the morning and afternoon commute periods represent only a quarter of the day (6 out of 24 hours), they account for almost half (46%) of the collisions.

Table 5 | Collisions by time of day

	<i>Ped</i>	<i>Bike</i>	<i>Total</i>
Morning commute (6 – 8:59 am; 3 hours)	8	6	14 (14%)
Late AM and early PM (9 am – 2:59 pm; 6 hours)	14	7	21 (21%)
Afternoon commute (3 – 5:59 pm; 3 hours)	19	14	33 (32%)
Evening and early AM (6 pm – 5:59 am; 12 hours)	25	9	34 (33%)
Total	66	36	102

OTS rankings

Each year, the California Office of Traffic Safety ranks the state’s cities against other cities with similar-sized populations on various types of traffic safety collisions. The rankings give varying weights to such factors as population, daily vehicle-miles traveled, crash records and crash trends, and are based on data from several sources (including SWITRS).

In 2012—the latest year for which OTS has published rankings—San Bruno ranked fairly low in terms of traffic safety. Its composite, or overall, ranking was in the bottom quarter, or 22 out of 92 cities in its population group (see Table 6; number 1 in the rankings is considered the “worst”). Its pedestrian safety ranking was in the bottom 15% (11 out of 92), while its ranking in terms of bicycle safety was 31 out of 92.

Table 6 | Office of Traffic Safety 2012 rankings

Composite	22
Pedestrians	11
Bicyclists	31

Rankings are out of 92 cities, with 1 being the “worst.”

OTS notes that its “rankings are only indicators of potential problems” and that “there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.”

Street network

A city’s streets may be classified by their function, which typically corresponds with the amount and speed of traffic on them. This functional classification includes, from busiest to least busy: freeways, arterials, collectors and local streets.

Freeways are “controlled-access” thoroughfares, meaning that only high-speed motor-vehicle traffic is allowed on them. Two **freeways** run through San Bruno, while a third one runs just beyond the city’s border:

- I-280 (Interstate 280), which bisects the city in a north–south direction.
- I-380 (Interstate 380), a short east–west freeway spur, connecting I-280 to U.S. Highway 101 near San Francisco International Airport.
- U.S. Highway 101, which runs alongside the east side of San Bruno, just beyond the city border, in a north–south direction.

Arterials are medium-speed, medium-volume roads that generally connect to freeways and to other arterials. San Bruno has fewer than ten streets designated as arterials (according to the San Bruno General Plan) yet they form the backbone of the city’s circulation system. They generally have 2–4 traffic lanes and speeds of 25–40 miles per hour. Collectors are lower-speed, lower-volume streets than arterials; they generally serve shorter trips and are generally intended for collecting cars from local streets and distributing them to the arterial network.

The **arterials and major collectors** that run in a generally north–south direction are (listed from east to west):

- San Mateo Avenue north of Huntington Avenue.
- Huntington Avenue north of San Mateo Avenue.
- El Camino Real (designated as State Route 82).

- Cherry Avenue between Sneath Lane and San Bruno Avenue West.
- Skyline Boulevard (State Route 35).

The arterials and major collectors that run in a generally east–west direction are (listed from north to south):

- Sneath Lane east of Skyline Boulevard.
- San Bruno Avenue.
- Jenevein Avenue.
- A route formed by Crystal Springs Road to I-280, including a short segment of Cunningham Way.

Minor collectors in San Bruno include San Felipe Avenue, Angus Avenue, Kains Avenue, Cherry Avenue south of San Bruno Avenue, Crestmoor Drive, Fleetwood Drive and College Drive. The rest of the street network is made up of local streets. These are low-speed, low-volume, neighborhood-serving streets whose main purpose is to provide access to fronting properties.

Existing facilities

The main facilities for walking are sidewalks and crosswalks and, to a lesser extent, off-street footpaths. As an older, established and mostly built-out city, San Bruno has an extensive system of sidewalks, marked crosswalks and pedestrian crossing signals, particularly on the arterials and collectors and at main intersections. Many of the residential streets also have sidewalks, at least on one side, and marked crosswalks, especially at crossings with major streets. In addition, in recent years, the City has been installing curb ramps at key locations to improve access for persons with disabilities. Off-street footpaths are found in San Bruno City Park and Junipero Serra County Park.

While bicyclists may use any non-freeway street in San Bruno, the city has few dedicated bicycling facilities. Bike lanes exist on portions of only a few streets, including Sneath Lane, Commodore Drive and Sharp Park Road; in addition, San Bruno Avenue west of I-280 has a wide shoulder that

functions like a bike lane, even though it does not have bike-lane stencils or signage. There are no formal off-street bike paths within the city. (There is, however, an abandoned utility road in the Pacific Heights neighborhood within a 30-foot easement in the rear of the properties behind Longview Drive that some cyclists use to connect from Moreland Drive to the Skyline College area.)

Sparse bicycle parking is available at City facilities or in the public right-of-way, and the City does not have an ordinance requiring bicycle parking in private developments. There is bicycle parking in the form of both racks and lockers at the city’s BART and Caltrain stations. Traffic signals in the city do not have bicycle-detection technology.

The multi-use Centennial Way Trail lies just beyond the city limits, in South San Francisco, to the north of Huntington Avenue. Additional hiking and biking trails can be found west of the city limits within the Golden Gate National Recreation Area and the San Francisco Peninsula Watershed. These trails include the Sweeney Ridge/Notch Trail, which can be accessed off College Road, at Skyline College; the Sneath Lane Trail, accessible from the western end of Sneath Lane, past Monterey Drive; and the San Andreas Trail, accessible from the western end of San Bruno Avenue, at Skyline Boulevard.

Events and activities

While facilities such as sidewalks, bikeways and trails are critical to the pedestrian and bicycling experience, also valuable are non-infrastructure programs, events and activities. These can be categorized under the areas of education, safety, encouragement/promotion and enforcement.



A number of such programs and activities are conducted in San Bruno every year, usually led by the City’s active Bicycle and Pedestrian Advisory Committee (BPAC), and often in partnership with community stakeholders such as the Peninsula Traffic Congestion Relief Alliance and San Bruno Chamber of Commerce. (The Committee serves in an advisory capacity to the City Council and City Manager; it holds regular meetings, open to the public, usually every other month.) Below is a partial list of activities and events that the BPAC organized in the past two years:

- Pedestrian and bicycle safety presentations at elementary schools.
- Bike to Work Day promotion, with the help of an “energizer station” outside the BART station where volunteers give away not only encouragement but also refreshments and bike commuting information to cyclists on their morning commute.

- Informational and promotional tabling at such community events and destinations as the Posy Parade and Community Day in the Park.



Members of the San Bruno Bicycle and Pedestrian Advisory Committee

Of course, not all walking and biking events and activities in San Bruno are organized by the BPAC. The Fire Department recently initiated a bike helmet safety program in response to a number of bike crashes involving children not wearing helmets. The program’s goal is to outfit every bike-riding child in San Bruno with a fitted bike helmet. For their part, Police Department officers are trained on pedestrian and bicycle safety issues. As part of regular operations, the Department’s Traffic Division occasionally conducts targeted enforcement at specific locations based upon collisions involving pedestrians and cyclists. In addition, using grant funding from the California Office of Traffic Safety, the Department has been deploying officers on an overtime basis to enforce specific traffic violations in specific areas. Also, for the past two years, the San Mateo County Historical Association has sponsored historic walking tours of San Bruno’s downtown, along San Mateo Avenue.

Integration with other modes

Walking and bicycling become more practicable the better they are integrated with other modes, or forms, of transportation, especially transit. San Bruno has the enviable distinction of being one of only four cities served by both **BART** and **Caltrain** stations. The BART station is on Huntington Avenue, behind The Shops at Tanforan; the Caltrain station is downtown, at the corner of Huntington and San Bruno Avenues. Both stations have bicycle parking in the form of racks and lockers.



Cyclists boarding a Caltrain bike car

BART allows bikes on all trains at all times with the following exceptions: (i) in crowded cars; (ii) in the first car of any train; and (iii) in the first three cars during commute hours. Folded bikes are allowed on any car at any time. Regarding Caltrain, each train has two bike cars, with space for either 48 or 80 bikes, depending on the design of the cars. Bike cars are noted with yellow bike decals. Boarding of bikes is on a first-come-first-served basis; if the bike cars are full, cyclists must wait for the next train. Folded bikes are allowed on any train car.

Bus service in San Bruno is provided by SamTrans. The city is served by seven regular SamTrans routes:

- **ECR:** Runs from Daly City to Palo Alto; through San Bruno it runs along El Camino Real, with a spur to the BART station.
- **38:** Connects South San Francisco and Daly City; runs along I-280 and I-380, with a spur to San Bruno BART station.
- **121:** Runs mostly outside San Bruno but includes a spur to Skyline College.
- **133:** Runs mostly within South San Francisco but includes a spur to San Bruno BART station.
- **140:** Connects San Francisco International Airport and Pacifica; serves San Bruno BART station, Bayhill Shopping Center, The Shops at Tanforan and Skyline College.
- **141:** Runs almost entirely within San Bruno, serving the BART station and, with limited service, Peninsula High School.
- **398:** Connects San Bruno and Redwood City; serves San Bruno's BART and Caltrain stations.

In addition, SamTrans runs two school-day-only routes that serve San Bruno:

- **43:** Connects San Bruno, Millbrae and Burlingame; it serves San Bruno BART station, San Bruno City Hall and Capuchino High School, among other locations.
- **49:** Connects San Francisco International Airport and Pacifica; through San Bruno it runs along San Bruno Avenue West, Cherry Avenue and Sneath Lane, and serving Skyline College.

All SamTrans buses are outfitted with wheelchair lifts or ramps and with front-mounted racks for two bicycles.

Related plans

The San Bruno Walk 'n Bike Plan will be the main document addressing walking and bicycling in the city. However, there are several other planning documents and efforts that have, or could have, a bearing on non-motorized transportation in San Bruno. These plans were reviewed for purposes of identifying recommended projects and specific, “actionable” policies that could be carried over into the Walk 'n Bike Plan or otherwise be reflected in it. The plans and documents summarized in this section are:

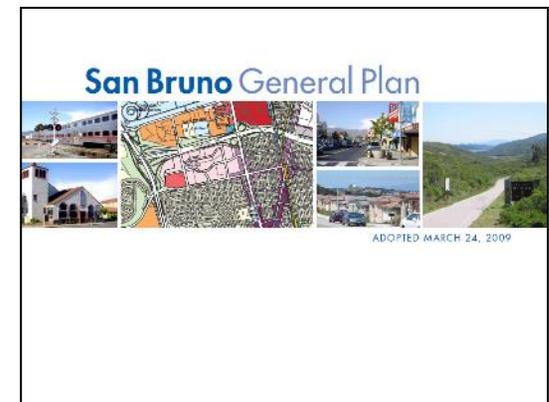
- San Bruno General Plan (2009).
- San Bruno / South San Francisco Community-Based Transportation Plan (2012).
- San Bruno Transit Corridors Plan (2013).
- San Bruno Bicycle and Pedestrian Connectivity Study (2008).
- San Bruno Complete Streets Policy (2012).
- Caltrans Complete Streets Policy (revised 2014).
- Grand Boulevard Initiative (ongoing).
- Grand Boulevard Initiative’s TIGER II Complete Streets Project (2013).
- San Francisco Bay Trail Project (ongoing).
- Pedestrian and/or bicycle plans of neighboring jurisdictions.
- San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011).
- San Mateo Countywide Transportation Plan 2040 (in progress).

San Bruno General Plan (2009)

The General Plan is intended to guide the city’s long-term physical development. Regarding walking, the plan outlines “pedestrian emphasis zones” where a pedestrian-oriented setting should be created through such public improvements as distinctive sidewalks, street trees, pedestrian-scaled street lights and benches. The pedestrian emphasis zones are shown in Figure 4-6 of the General Plan; they generally include the following areas:

- San Bruno Towne Center, Shops at Tanforan and the BART station.
- A horseshoe-shaped area formed by Commodore Drive, Cherry Avenue and Bayhill Drive.
- A triangle formed by Huntington Avenue, Atlantic Avenue/Tanforan Avenue and San Mateo Avenue.
- El Camino Real.
- San Mateo Avenue through downtown and several adjacent streets.
- Crystal Springs Road and San Bruno City Park.

Regarding bicycling, Figure 4-4 of the General Plan shows a citywide network of **bicycle routes** proposed by the City’s Bicycle and Pedestrian Advisory Committee. These routes are shown on the map that appears on the map of existing conditions.



In addition, the General Plan contains numerous policies that are supportive of walking and bicycling, particularly in the Transportation Element (or chapter). The most relevant policies are listed below (some have been edited for brevity).

Land Use and Urban Design Element

- **LUD-A.** Promote development of El Camino Real as a boulevard with ... unified streetscape, sidewalk improvements, and pedestrian amenities...
- **LUD-C.** ...Provide amenities serving pedestrians, bicyclists, and transit riders along [El Camino Real, San Bruno Avenue and San Mateo Avenue].
- **LUD-9.** Provide safe and comfortable pedestrian routes through residential areas by requiring sidewalks on both sides of streets, planting street trees adjacent to the curb, allowing on-street parking, and minimizing curb cuts.
- **LUD-12.** ...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.
- **LUD-21.** ...Create fluid and visible pedestrian connections to and from the San Bruno BART Station [and The Shops at Tanforan and Towne Center]...
- **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.
- **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.
- **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 Element

- **T-1.** 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-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.
- **T-14.** Use traffic-calming measures to reduce speeding in residential areas, rather than limiting through-street connections...
- **T-19.** Should Caltrans vacate El Camino Real as a State highway, reconfigure the roadway to include wide sidewalks, streetscaping, and marked bicycle lanes...
- **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-66.** Design arterial and collector streets to facilitate safe pedestrian crossings to transit stops. Provide crosswalks at all signalized arterial intersections.
- **T-69.** Continue to work toward dedication and/or installation of bicycle lanes throughout the city in accordance with 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.

- **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 T-72 connections between the BART and Caltrain stations, and the following regional trail networks: 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.
- **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-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 Element

- **OSR-26.** ...Consider development of low-impact trails providing public access to the [San Francisco International Airport] preservation areas...
- **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...
- **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...

- **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...
- **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.

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

This plan examined the transportation needs of low-income populations in San Bruno and South San Francisco and identified nine strategies to address those needs. Strategies related to walking and biking include:

- Improve amenities at transit stops and stations, such as bicycle racks and lockers, and wayfinding signage.
- Expand the bicycle network of the two cities.
- Partner with community-based organizations to provide free or low-cost bikes to needy individuals.
- Improve pedestrian safety and access by using traffic calming techniques, closing gaps in the pedestrian network and installing landscaping.
- Increase public access to information about transportation options and driver education regarding sharing the road.

- The Shops at Tanforan’s rear entrance near the BART/police station: Open gate to allow access between BART and Tanforan.
- BART station: Install directional, pedestrian-scale signage, and map of alternative route for outdoor route.
- Euclid Avenue, Hensley Avenue, Forest Lane, Huntington Avenue: Install directional, pedestrian-scale signage.

San Bruno Complete Streets Policy (2012)

This policy, adopted by resolution of the San Bruno City Council, generally commits the City to plan, design, build and maintain streets in a way that provides safe, comfortable and convenient travel for all types of users. User types mentioned include pedestrians, bicyclists, persons with disabilities, drivers, movers of commercial goods, drivers of emergency vehicles, transit riders, seniors, youth and families. The policy states that transportation projects will reflect and be sensitive to their context, and will consider incorporating improvements such as walkways, shared-use paths, bicycle lanes, bicycle routes, pedestrian-usable shoulders, street trees and landscaping, planting strips, accessible ramps, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization and traffic calming measures. The policy enables the City’s Bicycle and Pedestrian Advisory Committee to review applicable transportation projects early enough in the planning stage to be able to suggest considerations related to complete streets. Also, the policy tasks the Public Services Department with evaluating how well the city’s streets and transportation network are serving each category of users.

Caltrans Complete Streets Policy (revised 2014)

Caltrans—the California Department of Transportation—owns and manages not only the state’s freeways but also the state routes, which in San Bruno include El Camino Real (SR 82) and Skyline Boulevard (SR 35). Encouragingly, Caltrans has an adopted agency-wide complete streets policy to consider the needs of all transportation modes in their planning and other activities, and has in recent years developed implementation

materials for the policy. The agency’s complete streets policy was revised most recently in 2014 and is known as Deputy Directive (DD) 64-R2, “Complete Streets—Integrating the Transportation System.”

Grand Boulevard Initiative (ongoing)



This is a joint effort by 19 cities, San Mateo and Santa Clara counties, other public agencies and a number of community organizations to make the El Camino Real corridor—from Daly City to San Jose—“a more urban, pedestrian-friendly, transit-oriented corridor for residents to live, work, shop and play.” The initiative is an ongoing,

long-term project that seeks to achieve its vision through gradual, incremental improvements implemented on a city-by-city basis. To date, a number of access and safety enhancements, transit improvements and transit-oriented development projects have been accomplished with support of the Grand Boulevard Initiative. More information about the project is available at www.grandboulevard.net.

Grand Boulevard Initiative’s TIGER II Complete Streets Project (2013)

This project developed preliminary designs for four innovative case study segments along El Camino Real, intended to serve as models for future corridor improvements. The case study segments were in Daly City, South San Francisco, San Bruno and San Carlos. The Project goals were to test Caltrans’ complete streets and sustainable streets design process on an urban state highway; explore issues and challenges on El Camino Real relevant to multimodal and sustainable design; and identify lessons learned as to how the design process can be improved for future projects in other jurisdictions. The project provides direction on navigating the design approval process with Caltrans, offering workable guidance and design parameters.

The San Bruno case study segment extended from San Bruno Avenue to Taylor Avenue, a distance of 0.6 miles. The design for the segment featured:

- Lane narrowing.
- Intersection crossing improvements such as high-visibility crosswalks, curb extensions at intersections and pedestrian median refuges.
- Frontage improvements such as sidewalk, lighting and shoulder modifications.
- Enhanced medians.
- Expanded transit stops and amenities.
- Sustainable, or “green,” street elements such as rain garden planter strips, pervious concrete pavement, canopy street trees and light-emitting diode (LED) street lighting.

San Francisco Bay Trail Project (ongoing)



The Bay Trail is a planned continuous multi-use trail that, when complete, will encircle San Francisco and San Pablo bays. Approximately 500 miles long, the trail’s planned alignment connects the shoreline of all nine Bay Area counties, links 47 cities and crosses all the toll bridges in the region. The alignment includes a continuous “spine” along or near the shoreline and many short “spurs” to the waterfront itself. Planning for the Bay Trail is coordinated by the nonprofit San Francisco Bay Trail Project, a project of the Association of Bay Area Governments.

To date, approximately 290 miles of the alignment have been developed as either off-street paths or on-street bicycle lanes or routes. One of the longest gaps, or unfinished segments, is the section through San Bruno and Millbrae. Currently, the Bay Trail ends at East San Bruno Avenue and Highway 101, and resumes at Millbrae Avenue and Old Bayshore Highway, just before Burlingame.

Pedestrian and/or bicycle plans of neighboring jurisdictions

The **South San Francisco Bicycle Master Plan** (2011) designates several bikeways that connect directly to, or run very near, San Bruno:

- South Airport Boulevard (existing bike route).
- Bay Trail segment between South Airport Boulevard and U.S. 101 (existing multi-use path).
- San Mateo Avenue (existing bike route).
- South Linden Avenue (existing bike route).
- Dollar Avenue (existing bike route).
- Centennial Way Trail (existing multi-use path).
- Huntington Avenue (existing bike route).
- Shannon Drive (existing bike route).
- Oakmont Drive (proposed bike lanes).
- Westborough Boulevard (existing bike lanes).
- Skyline Boulevard (existing bike route).

The **Millbrae Bicycle and Pedestrian Transportation Plan** (2009) proposes two bike paths that could provide connections to San Bruno: (i) along the east side of the Southern Pacific Rail Road tracks, north to the city limits at San Juan Avenue; and, (ii) between Larkspur Drive and the northern city limits near Lomita Avenue. Regarding a Bay Trail connection, the plan states that an “appropriate alignment between Millbrae and South San Francisco will need to be determined.”

The **Pacifica Bicycle Plan** (2000) designates bikeways on two roads leading into San Bruno: Skyline Boulevard and Sharp Park Road.

San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011)

This plan addresses the planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance in San Mateo County. Also, the plan establishes a countywide network of on- and off-street bikeways, overcrossings, and bicycle-friendly intersections and freeway interchanges.

On the pedestrian side, the plan does not identify specific improvements other than multi-use trails and over/undercrossings included in the countywide bikeway network. Instead, the plan establishes eight pedestrian “focus areas” where improvements should be targeted. These include downtowns, El Camino Real, crossings of major barriers, safe routes to school or to transit, access to county or regional activity centers and regional trails.

The countywide bikeway network includes the following routes in or adjacent to San Bruno:

- North–south route between South San Francisco and Millbrae along Huntington and San Antonio Avenues, then across one of the side streets to San Anselmo Avenue.
- Centennial Way Trail.
- Herman Street.
- Sneath Lane.
- San Bruno Avenue.
- Proposed connection of the Bay Trail between San Bruno and Huntington Avenues along the open space just east of 7th Avenue and south of 1st Avenue.
- Cherry Avenue from Sneath Lane to San Bruno Avenue.
- Elm Avenue.
- The southern end of Crestmoor Drive and western end of Crystal Springs Road, connecting to Skyline Boulevard.
- Skyline Boulevard, connecting at its southern end to Crestmoor Drive.
- San Andreas Trail.

- Sharp Park Road (part of an east–west route, along with Westborough Boulevard in South San Francisco).

Additionally, the plan proposes arterial crossing improvements at three intersections in San Bruno: El Camino Real/Sneath Lane, El Camino Real/San Bruno Avenue and Skyline Boulevard/Sharp Park Road.

San Mateo Countywide Transportation Plan 2040 (in progress)

This is the long-range, comprehensive transportation plan for San Mateo County. The plan is intended to articulate transportation planning objectives and priorities and to promote consistency and compatibility among all transportation plans and programs within the county. It is being developed by the City/County Association of Governments of San Mateo in coordination with the San Mateo County Transportation Authority and the San Mateo County Transit District. The plan is currently in draft form and is expected to be finalized in late 2016 or early 2017.

Pedestrian- and bicycle-related policies address integration with transit; encouragement, education and incentives; safety; complete streets; traffic calming; and barriers to access and circulation. Pedestrian-related objectives include increasing the number of intersections with enhanced pedestrian-oriented treatments, expanding the sidewalk network and raising the walking mode share from an estimated 9% in 2015 to 15% in 2040. Bicycling-related objectives include expanding the bikeway network, bike parking and bicycle safety education and training, and establishing bike-sharing programs.



3 | Needs assessment

Overview

The needs assessment process for the San Bruno Walk 'n Bike Plan consisted of gathering information from the general public on the barriers, obstacles and challenges to walking and biking in the city; the needs and concerns of local pedestrians and cyclists; specific problem areas and locations; and ideas and suggestions for improving conditions. This chapter describes the various opportunities for public engagement and participation that the City of San Bruno used to solicit input on needs. More importantly, the chapter presents and summarizes the approximately 1,300 comments received through the various channels for public input. These comments were used subsequently in the planning process to propose a set of projects to enhance walking and biking throughout the city. It was intended that the proposed improvements would respond closely to the needs, concerns and suggestions expressed by the community through the needs assessment process and presented in this chapter.

Opportunities for public input

Community input on needs was gathered through the following eight main channels:

- Survey, administered primarily online, in both English and Spanish versions. The survey ran for almost two months, from October 15 through December 6, 2015.
- Interactive map on which people could post comments. The map was also available in both English and Spanish versions, and it was open for comments during the same period as the survey.
- Public workshop, held on the evening of Wednesday, November 4, 2015.
- Community walk and bike ride, on Saturday, November 7, 2015.
- Planning Commission hearing, on Tuesday, November 17, 2015.
- “Pop-up” tabling events held at various venues on various dates.
- By email and through the project webpage.
- Interviews of local pedestrians and cyclists at the National Night Out event held on Tuesday, August 4, 2015, at Grundy Park.

In order to inform and engage the public, the opportunities for participation listed above were announced and publicized in numerous ways:

- Initial and reminder mass emails to the approximately 300 people on the project’s email list.
- Through the webpage for the Walk 'n Bike Plan (sanbruno.ca.gov/walkbikeplan.asp).
- Articles in two City email newsletters: City Focus, from the City Manager, and the newsletter from the Community Services Department.

- Tabling at the “Community Day in the Park” event held on October 10, 2015 at City Park.
- At three “pop-up” tabling events, held at different sites and on different dates (the tabling events were used both to direct the public to the online survey and interactive map and to gather input in person.
- Individualized requests to key stakeholder groups to forward a City announcement to their members or constituents. Stakeholder groups include the San Bruno Park School District, San Bruno Chamber of Commerce, Skyline College, Friends of Caltrain, San Bruno Mothers’ Club and SF2G (a loosely organized group of cyclists who commute from San Francisco to the Peninsula).



- Announcements at or presentations to various City Commissions and Committees, service clubs (namely San Bruno Lions Club and San Bruno Rotary) and at San Mateo Adult School ESL classes.
- One-time flyering at the BART and Caltrain stations.
- Post on San Bruno Patch, a local-news site (see image below).
- Article in the Daily Journal, a print and web newspaper serving the Peninsula.
- Posts on NextDoor, a neighborhood-based social-media site.



Key themes from the comments

The 1,300 or so comments listed in the rest of this chapter (including the appendices) present a rich picture of the community's thoughts and opinions about walking and cycling in San Bruno. From these comments, several themes emerged as especially important areas of concern and as key focus areas for improvements:

- A very high percentage of comments and concerns involve a very small handful of streets, namely the City's arterials: **San Mateo Avenue, Huntington Avenue, El Camino Real, Cherry Avenue and Skyline Boulevard** (these are the arterials that run in a generally north-south direction, listed here from east to west); and **Sneath Lane, San Bruno Avenue, Jenevein Avenue and Crystal Springs Road** (the generally east-west arterials, listed from north to south). This is not surprising. Arterials are the most direct, convenient routes, and on which most key destinations are located. For these reasons, the arterials attract the bulk of pedestrian, bike and local car traffic, and therefore experience the majority of conflicts between drivers and pedestrians or cyclists.
- The main issues and concerns regarding the **streets mentioned above** are:
 - Difficulty crossing the street (particularly El Camino Real).
 - Lack of, and gaps or discontinuities in, sidewalks and bike lanes or shoulders.
 - Driver behavior, especially speeding and distracted or careless driving.
- In terms of **destinations**, access to the BART and Caltrain stations, the downtown more generally and Tanforan mall and San Bruno City Park attracted the most comments.
- The main **walking-related** issues, needs or concerns expressed through the comments, listed roughly in order of diminishing importance, are:
 - Difficulty in crossing the arterials, as crosswalks are not visible enough or do not otherwise feel safe. This is especially true for El Camino Real but also, most notably, for Cherry Avenue (at Bayhill Drive and at San Bruno Avenue) and Crystal Springs Road.
 - Related to the above, distracted driving, speeding and failure to stop for or yield to pedestrians.

- Not enough footpaths and trails, where pedestrians can be away from car traffic.
- Lack of continuous sidewalks, particularly along the western stretches of San Bruno Avenue and Sneath Lane.
- Parked cars blocking the sidewalk; also other sidewalk obstructions such as garbage cans, tree roots and overgrown vegetation, and also narrow sidewalks.
- The main **biking-related** issues, needs or concerns expressed through the comments, again listed roughly in order of diminishing importance, are:
 - Lack of bike lanes on the arterials, or discontinuities in the City's few existing lanes.
 - Careless or aggressive behavior on the part of drivers, in the form of speeding, distracted driving and a general lack of awareness of cyclists or unwillingness to "share the road" with them.
 - Related to the first point above, lack of direct and convenient east-west routes to connect the eastern and western parts of the City; and north-south routes to connect San Bruno with South San Francisco, Millbrae and cities beyond.
 - Poor pavement conditions on the arterials.

The rest of this chapter, beginning on the next page, describes in more detail the main ways in which the public and stakeholders could provide input for the needs assessment for the corridor study, and summarizes comments received through them. The 13 appendices list in full the comments received through the survey (Appendices 1-8), the interactive map (Appendices 9-11) and other ways (Appendices 12-13).

Survey

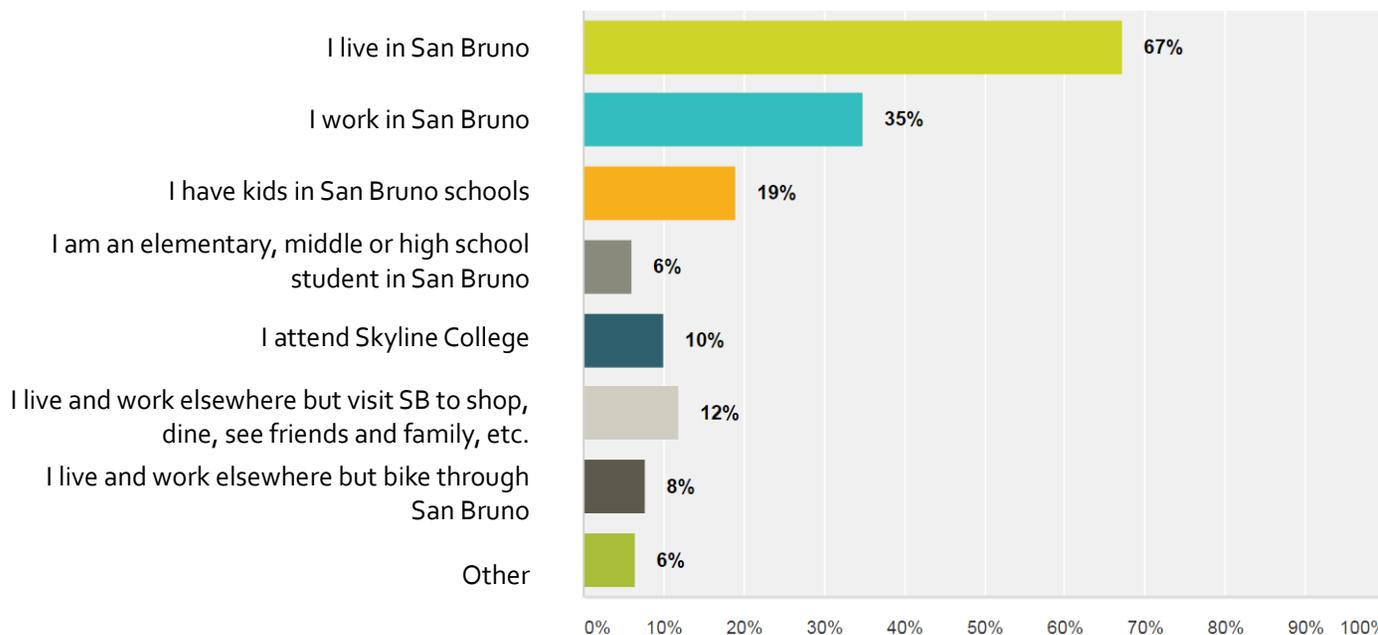
The City ran a survey on walking and biking—in two versions, English and Spanish—for almost two months, from October 15 through December 6, 2015. It was administered online, through SurveyMonkey.com. The survey contained 15 questions, all of which were optional. Respondents were eligible to win one of three \$50 gift cards for Amazon.com. The English-language version received 312 responses while the Spanish version received no responses.

Below is a description of each question on the survey and of the responses given under each one. As indicated below all comments submitted through the survey are listed in Appendices A1–A8. (The comments have been edited only to remove personal identification information and to correct obvious typographical errors when it improves readability.)

1. Connection to San Bruno

The first question asked, *What is your connection to San Bruno?*

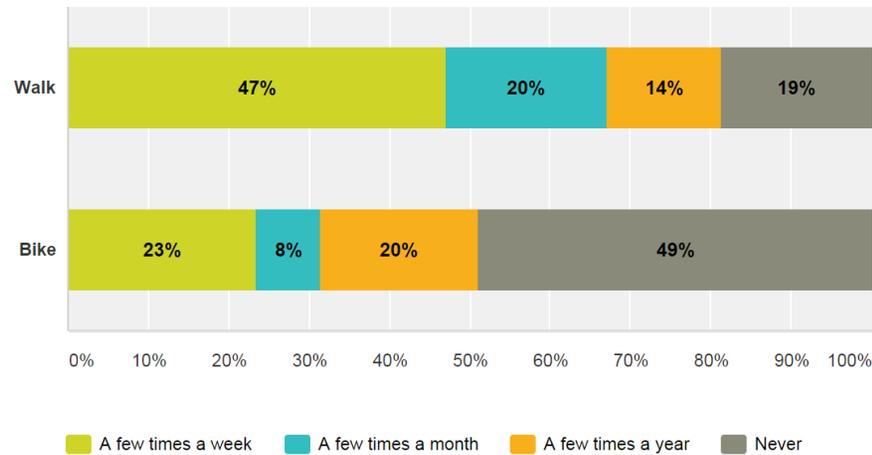
(Check all that apply.) 312 people responded to this question. As the chart to the right shows, two thirds of respondents live in San Bruno. Respondents have other significant connections to the City: 35% work in San Bruno, for example; 10% attend Skyline College; and 12% live and work elsewhere but visit San Bruno to shop, dine, see friends and family, etc. 20 people responded “Other” and specified their answer; these answers are listed in [Appendix A-1](#).



2. Walking or biking for transportation

Question 2 asked, *How often do you walk or bike in San Bruno for transportation (to go to school, to work, to the store, etc.)?*, with two rows of answer choices, one for walking and one for biking. 299 people responded regarding walking and 264 responded regarding biking.

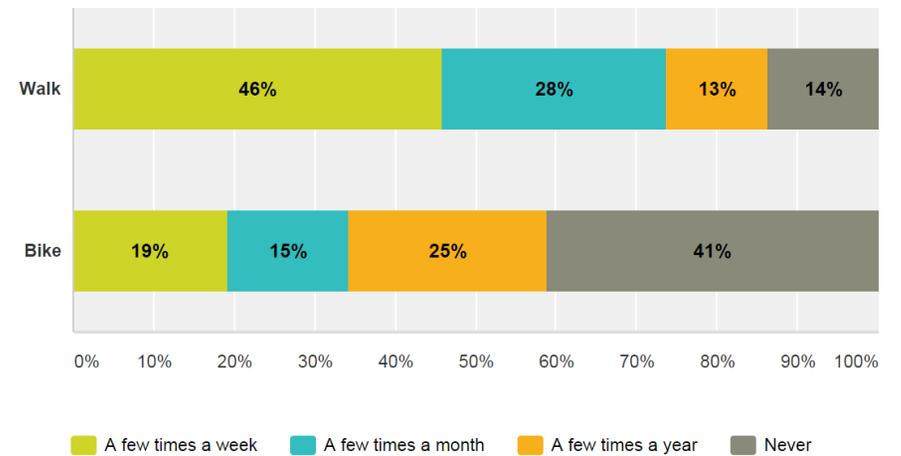
As the chart below shows, almost half (47%) of respondents walk in San Bruno for transportation a few times a week while almost a quarter (23%) bike for transportation at the same frequency. At the other end of the spectrum, almost one fifth (19%) never walk, and almost half (49%) never bike, in San Bruno for transportation.



3. Walking or biking for fun or exercise

Question 3 asked, *How often do you walk or bike in San Bruno for fun or exercise (to go around the neighborhood, around the park, etc.)?*, with two rows of answer choices, one for walking and one for biking. 301 people responded regarding walking and 260 responded regarding biking.

As the chart below shows, almost half (46%) of respondents walk, and almost one fifth (19%) bike, in San Bruno for fun, recreation or exercise a few times a week. On the other hand, 14% never walk, and 41% never bike, in San Bruno for those purposes.



4. Challenges and obstacles to walking

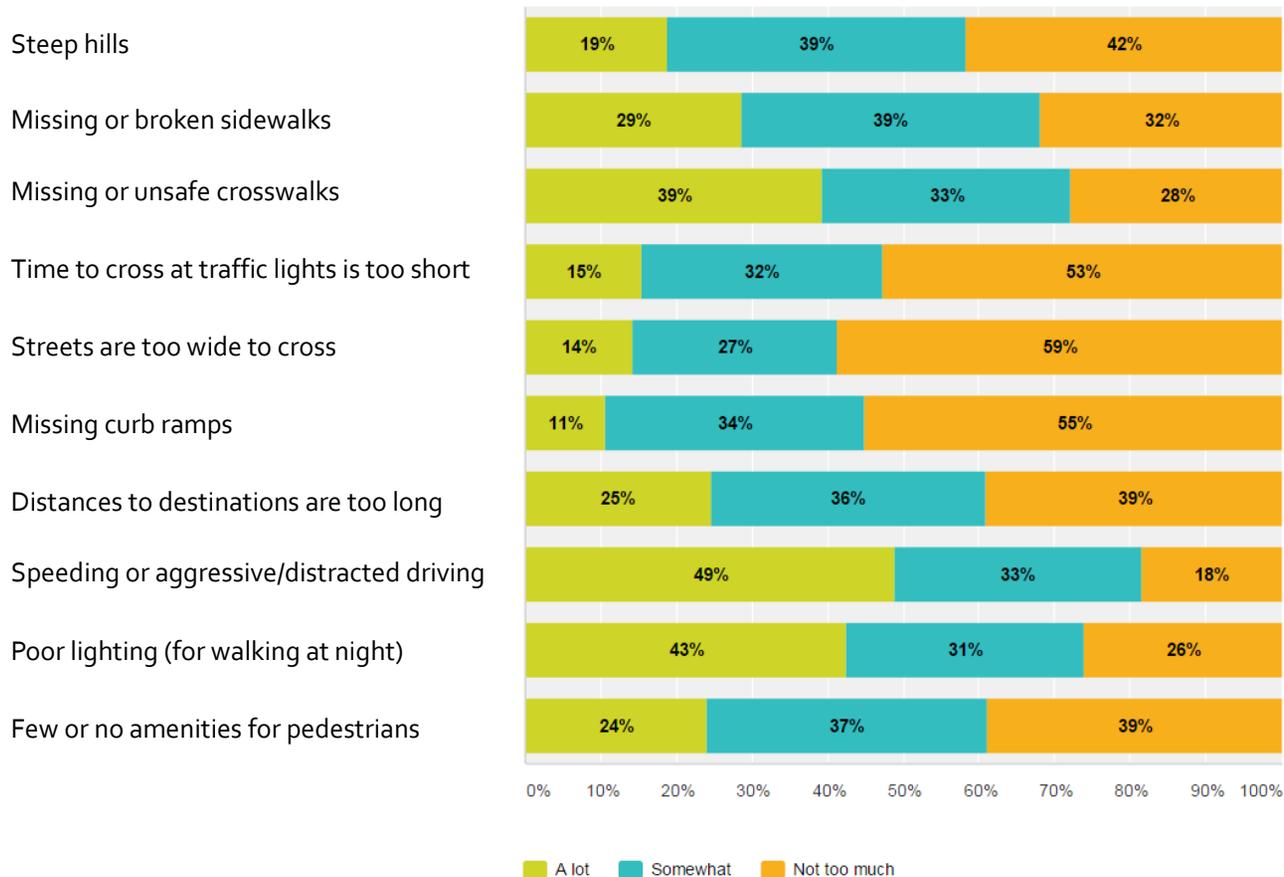
Question 4 listed ten potential challenges and obstacles to walking and asked respondents, *In your opinion, how much do they discourage you or other people from walking in San Bruno?* (The challenges were always listed in random order.) The answer choices were “a lot” (shown in the chart below as green) “somewhat” (blue) and “not too much” (orange). 273 people responded to this question.

As the chart shows, four challenges are seen by more than 65%, or approximately two thirds, of respondents as discouraging people “a lot” or “somewhat” from walking in San Bruno. These could be interpreted as the most important or significant obstacles to walking in the city:

- Speeding, or aggressive or distracted driving (82% of respondents)
- Poor lighting (for walking at night; 74%)
- Missing or unsafe crosswalks (72%)
- Missing or broken sidewalks (68%)

This question allowed respondents to submit a comment in response to the following sub-question: *Did we forget any general challenges or obstacles to walking in San Bruno?* 75 comments were submitted, which appear in [Appendix A-2](#). Most of these comments did not bring up

new challenges or obstacles but rather echoed those listed in the question, particularly lack of crosswalks or crosswalks that do not feel safe, and drivers who are disrespectful of pedestrians. Additional challenges mentioned several times include parked cars blocking the sidewalk; other sidewalk obstructions such as garbage cans, tree roots and overgrown vegetation; and narrow sidewalks.



5. Sidewalks or intersection/crosswalk improvements

This open-ended question asked, *Are there specific streets or blocks that need new or improved sidewalks? What about specific intersections that need to be made safer or easier to cross?* 143 responses were submitted, which are listed in [Appendix A-3](#). The most common themes among the responses are:

- Crossings and intersections along El Camino Real, particularly at other arterials such as Sneath Lane, San Bruno Avenue, Jenevein Avenue and Crystal Springs Road; under I-380; at Commodore Drive/Tanforan Way; at Santa Lucia Avenue; and near Capuchino High School.
- Crossings and intersections along the northern stretch of Cherry Avenue: Sneath Lane, Grundy Lane, Bayhill Drive and San Bruno Avenue.
- San Bruno Avenue, including lack of sidewalks west of I-280 and the intersections at El Camino Real, Cherry Avenue and Skyline Boulevard.
- Skyline Boulevard intersections at Sneath Lane and at San Bruno Avenue.
- In general, access on streets leading to the Caltrain station; access to the BART station through Tanforan mall; and access between the Caltrain and BART stations.
- Crystal Springs Road between El Camino Real and City Park, particularly at Oak Avenue.
- Sneath Lane, including lack of sidewalks or sidewalk gaps west of El Camino Real, and crossings between El Camino Real and Huntington Avenue.
- Jenevein Avenue at El Camino Real and at several minor intersections.
- Walking paths in City Park.

6. Other walking-related problems; ideas and suggestions

This open-ended question asked, *Are there other specific problems related to walking in San Bruno? Do you have any ideas or suggestions to improve conditions?* 125 responses were submitted, which are listed in [Appendix A-4](#). Below are common themes from the responses.

Problems / problem areas

- Speeding and drivers who do not yield to pedestrians.
- Crosswalks that do not feel safe.
- Not enough footpaths and trails.

Ideas and suggestions

- Strategies to ensure better compliance of traffic laws by drivers (in particular around schools): more enforcement, greater police presence in general, crosswalks with flashing lights, more school crossing guards. Also enforcement of cars parked on the sidewalk.
- New walking paths and trails including extension of the Centennial Way Trail, through Crestmoor Canyon, to the bay, along Commodore Park/I-380, and parallel to Skyline Boulevard between Skyline College and San Bruno Avenue. Also improvements to existing trails such as benches and better lighting.

7. Challenges and obstacles to biking

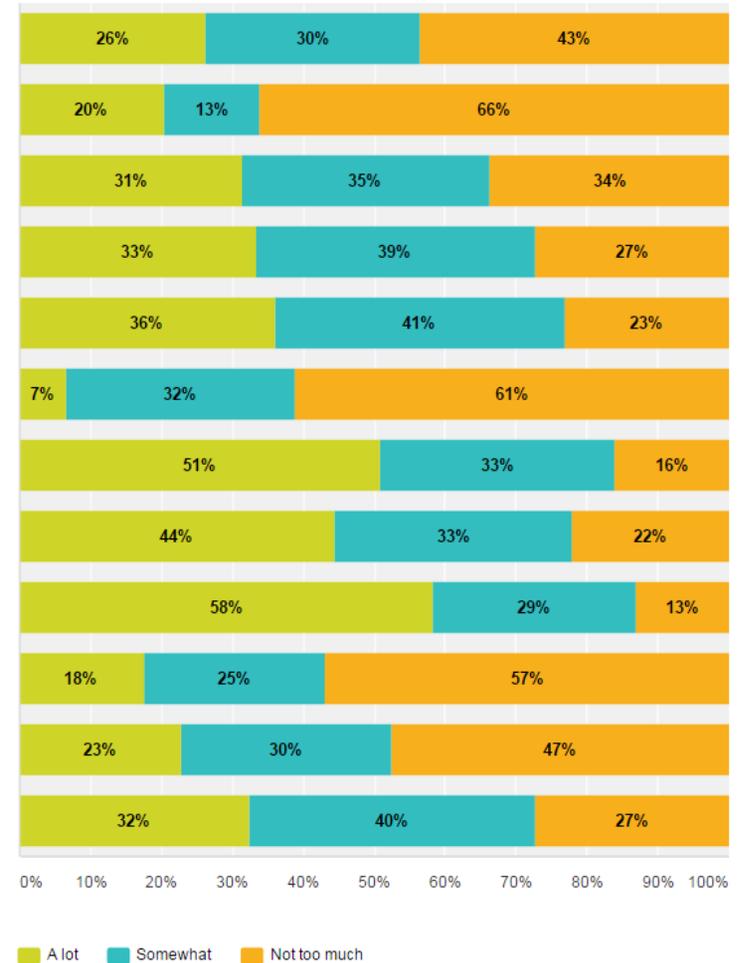
Question 7 listed 12 potential challenges and obstacles to biking and asked respondents, *In your opinion, how much do they discourage you or other people from biking in San Bruno?* (The challenges were always listed in random order.) The answer choices were “a lot” (shown in the chart below as green) “somewhat” (blue) and “not too much” (orange). 273 people responded to this question.

As the chart shows, four challenges are seen by more than 75% of respondents as discouraging people “a lot” or “somewhat” from biking in San Bruno. These could be interpreted as the most important or significant obstacles to biking in the city:

- Few or no bike lanes, bike paths and bike routes (87% of respondents)
- Speeding, or aggressive or distracted driving (84% of respondents)
- Poor lighting (for biking at night; 78%)
- Blind or otherwise dangerous intersections (77%)

This question allowed respondents to submit a comment in response to the following sub-question: *Did we forget any general challenges or obstacles to biking in San Bruno?* 40 comments were submitted, which appear in [Appendix A-5](#). Almost none of these comments brought up new challenges or obstacles; instead, most echoed those listed in the question, particularly the lack of bike lanes and paths, aggressive or careless drivers, and poor pavement quality. Additional challenges cited a few times include bad weather and the lack of bike-detection technology at traffic lights.

- Harassment by drivers
- Don't own a bike
- Steep hills
- Few or no bike-parking racks
- Blind or otherwise dangerous intersections
- Distances to destinations are too long
- Speeding or aggressive/distracted driving
- Poor lighting (for biking at night)
- Few or no bike lanes, bike paths and bike routes
- Few or no places to shower, change and store clothes after biking
- No directional signage (for knowing where to go)
- Poor pavement quality



8. Streets for bicycling improvements

This open-ended question asked, *Are there specific streets where you would like to see improvements for cyclists such as bike lanes, traffic calming, signage or pavement stencils?* 103 responses were submitted, which are listed in [Appendix A-6](#). The streets most commonly cited in the comments are the arterials:

- San Bruno Avenue
- El Camino Real
- San Mateo Avenue
- Sneath Lane
- Huntington Avenue / San Antonio Avenue
- Skyline Boulevard
- Jenevein Avenue
- Cherry Avenue
- Crystal Springs Road

9. Locations for bike racks

This open-ended question asked, *Are there specific locations where you would like to see bike-parking racks?* 80 responses were submitted, which are listed in [Appendix A-7](#). The locations most commonly cited are:

- Tanforan, San Bruno Towne Center and Bayhill Shopping Center.
- Downtown in general and San Mateo Avenue more specifically.
- BART and Caltrain stations (lockers rather than racks).
- The parks, particularly San Bruno City Park.
- The schools, particularly Capuchino High School.

10. Other biking-related problems; ideas and suggestions

This open-ended question asked, *Are there other specific problems related to biking in San Bruno? Do you have any ideas to improve conditions?* 77 responses were submitted, which are listed in [Appendix A-8](#). Below are common themes from the responses.

Problems / problem areas

- Lack of awareness of cyclists on the part of drivers.
- El Camino Real.
- Poor pavement conditions (several locations mentioned).
- No direct north-south route from South San Francisco to Millbrae.
- Bike theft.

Ideas and suggestions

- Bike lanes, particularly on El Camino Real and San Bruno Avenue.
- Signage and pavement stencils, to increase driver awareness of cyclists.

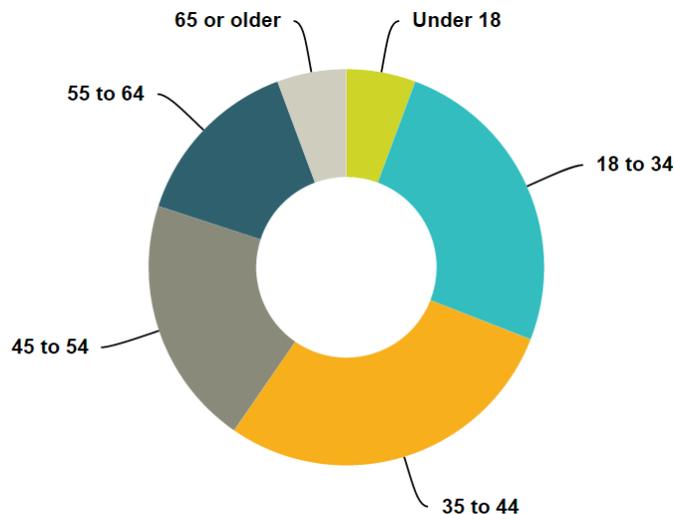
11. Age

This question asked respondents how old they are. 265 people responded to this question. The table and chart below show the breakdown of respondents by age group.

Respondents under 18 and those 65 and older gave very similar responses to Question 4 (challenges and obstacles to walking) and Question 7 (challenges and obstacles to biking) as all respondents as a whole, with a few relatively minor differences:

- Respondents under 18 identified long distances to destinations as one of the top challenges to walking; respondents 65 and older identified steep hills and few or no amenities for pedestrians (such as benches, water fountains and bus-stop shelters) among the top impediments.
- Respondents 65 and older identified poor pavement quality and steep hills among the top obstacles to biking.

	Count	Pct
Under 18	15	6%
18-34	67	25%
35-44	76	29%
45-54	54	20%
55-64	38	14%
65 and older	15	6%
	265	100%



12. Disability status

Question 12 asked, *Do you have a disability or medical condition that makes it difficult to walk or bike at least some of the time?* Out of 264 respondents, 91% (241) answered no while 9% (23) answered yes. Those who answered yes gave very similar answers to Question 7 (challenges and obstacles to biking) as all respondents as a whole but they gave somewhat different responses to Question 4 (challenges and obstacles to walking); in particular, they identified long distances to destinations, few or no amenities for pedestrians and short crossing times at traffic lights among the top impediments to walking.

13. Gender

Question 13 asked respondents what their gender is. 266 people responded. The gender breakdown among respondents is as follows:

- Female: 58% (154 of respondents).
- Male: 41% (108).
- Other: 2% (4).

Women and men gave very similar answers to Questions 4 and 7 with one key exception: under both questions, women chose poor night-time lighting much more often as one of the top challenges to walking and to biking.

14. Student, parent or neither

Under question 14:

- 2% of respondents (4 out of 264) said they are a student at an elementary or middle school in San Bruno.
- 23% (61) said they are the parent or guardian of a student at an elementary or middle school in San Bruno. These respondents gave similar answers to Questions 4 and 7, with a few differences: they identified steep hills and few or no amenities for pedestrians among the top challenges to walking, and few or no bike-parking racks as one of the top impediments to biking.
- 75% (199) said they are neither.

15. Drawing for gift cards / sign-ups for updates and announcements

- 221 people indicated that they would like to be entered in the drawing for one of three \$50 gift cards for Amazon.com. (The drawing was held using an online service for this purpose called Random.org. Three winners were picked at random. They were notified of having won and were emailed their gift card.)
- 144 people indicated that they would like to receive future announcements and updates about the San Bruno Walk 'n Bike Plan.

Interactive map

The City also made available two versions of an online map—one with instructions in English and one in Spanish—on which people could pin markers with location-specific as well as general comments. The maps were open for comments during the same period as the survey, from October 15 through December 6, 2015. They were administered through a service called ZeeMaps. While the maps are now closed for comments, the English-version map and comments posted on it may still be viewed at <http://j.mp/1KQUFoX> (no comments were posted on the Spanish version of the map).

133 comments were submitted through the English-version map. Commenters were asked to categorize their comments as walking-related, biking-related, or about both walking and biking or another issue. The comments are summarized below under those three categories and are listed in their entirety under Appendices 9–11 (in the appendices, text in italics at the beginning of comments clarifies the location of comments where necessary; text in bold indicates titles or summaries given by commenters to their comments).

Walking

62 comments submitted through the map were categorized by commenters as walking-related. These comments are listed in [Appendix A-9](#) and their locations are shown on Map 3 on the next page using markers. Below are common themes from the comments. Clusters of comments can be seen on the map along El Camino Real, Huntington Avenue and, particularly, the short segment of Cherry Avenue between I-380 and San Bruno Avenue.

- Lack of crosswalks, challenging crosswalks or crosswalks with poor or obstructed visibility (mentioned for various locations, particularly Cherry Avenue at Bayhill Drive).
- Speeding, and drivers disregarding or not yielding to pedestrians (mentioned for various locations).
- It is challenging to cross El Camino Real and also the I-380 on- and off-ramps along El Camino.

Biking

40 comments were categorized as biking-related. These comments are listed in [Appendix A-10](#) and their locations are shown on Map 4. Below are common themes from the comments. Clusters of comments appear at Sneath Lane/Huntington Avenue and at San Bruno Avenue/Huntington Avenue.

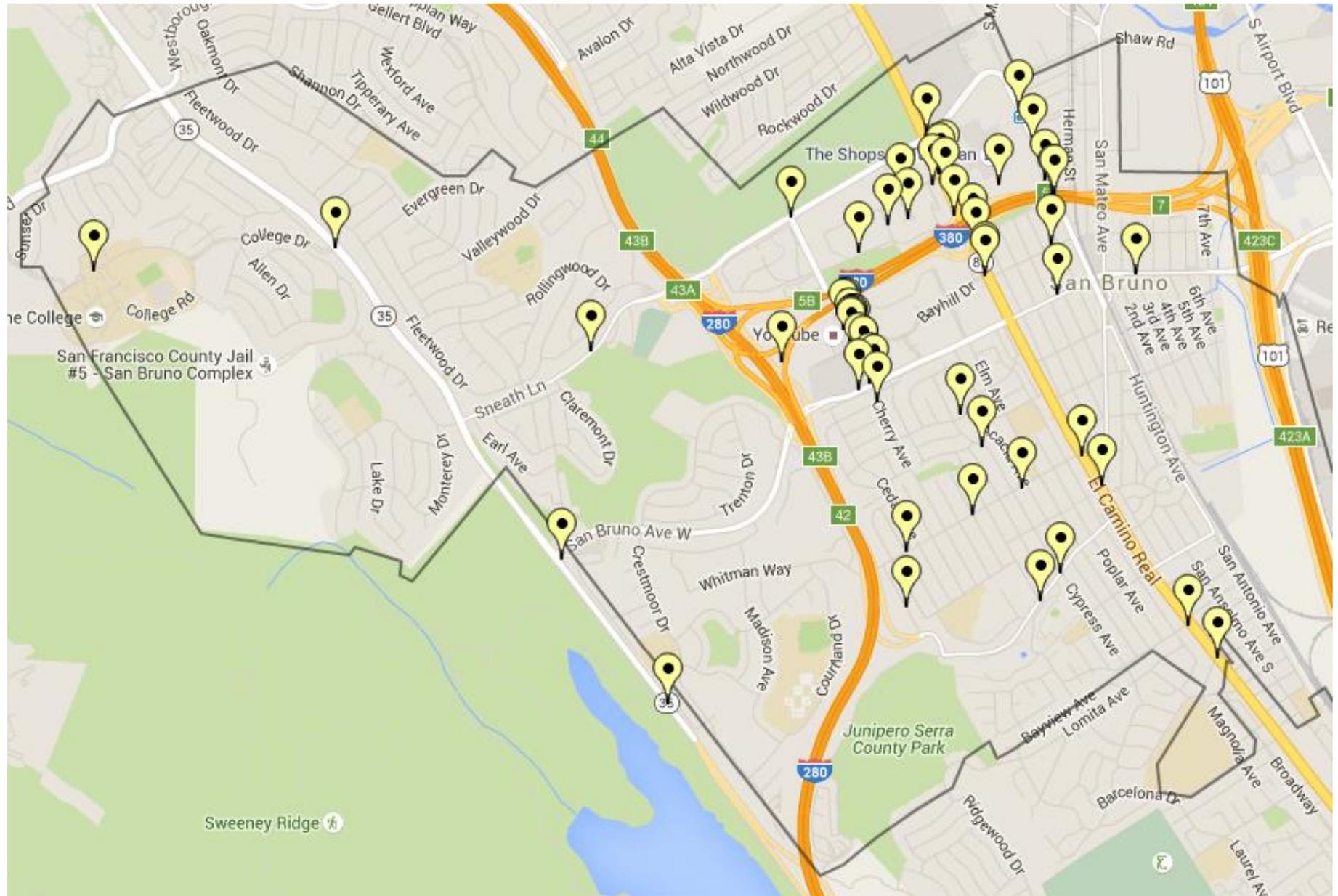
- Need more and better bike facilities (bike lanes, shoulders, signed routes), particularly on the arterials, to create convenient north–south and east–west connections through the city. Streets frequently mentioned include Sneath Lane, San Bruno Avenue, El Camino Real, Huntington /San Antonio Avenues, Skyline Boulevard and Crystal Springs Road.
- Poor condition of road surfaces (mentioned for various locations).
- Need bike racks at key destinations.

Both walking and biking or other issues

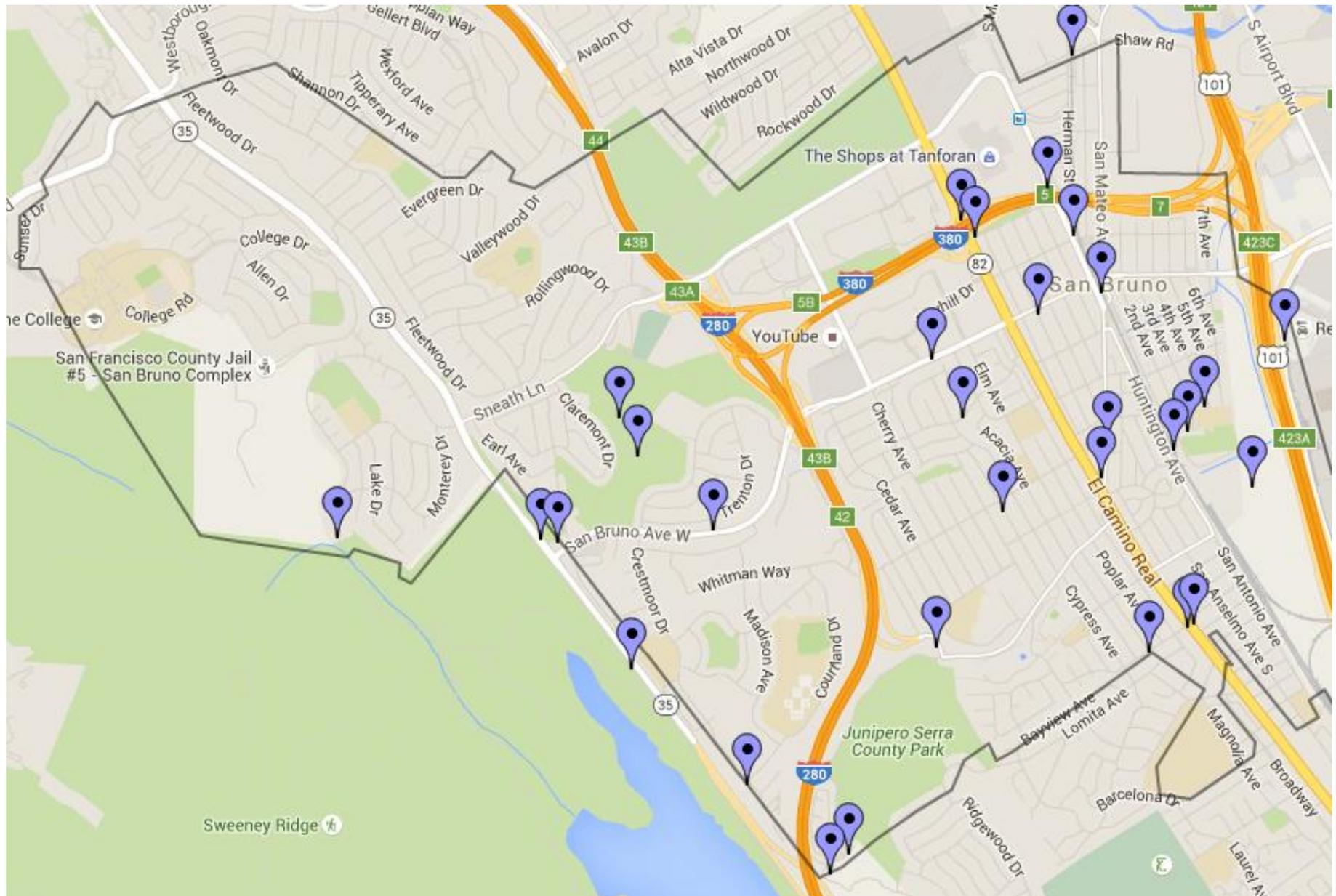
31 comments were categorized as being about both walking and biking or about another issue. These comments are listed in [Appendix A-11](#) and their locations are shown on Map 5. The comments address many different issues and the only common themes are the following:

- Opportunities to improve San Andreas Trail and access to it, and also to connect it to the eastern side of San Bruno along a trail through Crestmoor Canyon and to southern part of the city near Crystal Springs Road.
- Crossing El Camino Real is difficult for both pedestrians and cyclists (mentioned for several locations).

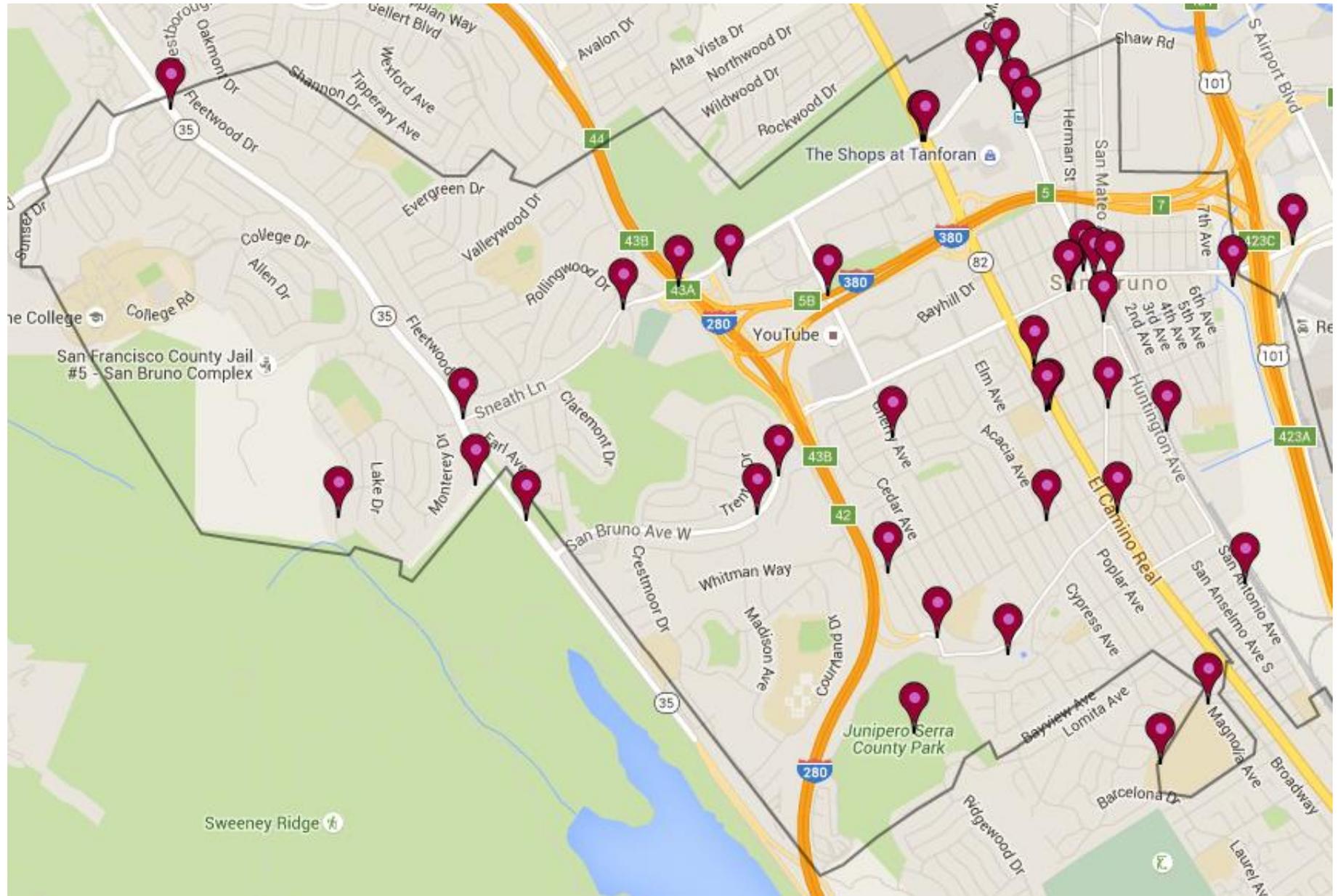
Map 3 | Location of walking-related comments



Map 4 | Location of biking-related comments



Map 5 | Location of comments about both walking and biking or about other issues



Public workshop

The City hosted a public workshop on the evening of Wednesday, November 4, 2015 at the American Legion Hall, on San Mateo Avenue. The workshop was attended by eight members of the public. It began with a slide presentation by the plan consultant providing background on the Walk 'n Bike Plan process and illustrating types of potential pedestrian and bicycling improvements appropriate for San Bruno.

Following the presentation, attendees were broken up into two groups; each group was led by a facilitator first through a discussion about the biggest obstacles and challenges to walking in San Bruno and the top pedestrian priorities and then a similar discussion about biking. As a way of facilitating the discussion, large-scale maps of the City were provided and participants were encouraged to mark them up. Comments made during the two discussion sessions by each of the two groups are summarized below.



November 4, 2015, public workshop

Pedestrian discussion (Group 1)

Biggest challenges

- Long distance to walk from residences to destinations
- Topography
- No pedestrian-only / car-free streets (primary walking areas)
- Hills
- El Camino can be a barrier
- Challenging streets to cross (El Camino, etc.); need to make them feel safer; improve safety at intersections
- Pedestrians are not that visible to motorists (parallel parked cars); design standards and driver behavior modification suggested
- Cars don't yield for pedestrians (Cherry Ave.)

Top priorities

- Make El Camino Real safer to cross—perhaps an overcrossing for pedestrians
- Signage
- Median refuges
- Consider changing stoplights to make safer for pedestrians
- Consider periodic enforcement blast; one-time large traffic enforcement at a corner
- Flashing light in pavement at 10 locations throughout community to improve safety
- ECR, San Bruno Ave, Jenevein suggested as major network streets
- Priority pedestrian areas: El Camino Real, Cherry, Sneath, Huntington

Pedestrian discussion (Group 2)

Biggest challenges

- Uses are too far apart—long distances
- Sweeney Ridge—signage; difficult to get to walking paths, trails, byways
- Difficult to cross El Camino Real
- West of 280—lack of sidewalks/facilities
- No pedestrian sidewalks on San Bruno Avenue
- Crystal Springs Rd. City/County Park walking
- East of 280 (lowlands)—speed of traffic impedes walking; must be cautious in lower San Bruno
- Pedestrians need caution, familiarity breeds speed for motorists
- Lack of safety
- Lack of shade (no wind and sun protection)
- No buffer between traffic and pedestrians
- “Resting” spots needed. Walking to Tanforan is hard; no place to rest.
- Crosswalks are faded; difficult to see
- Poor zoning inconsistent with good pedestrian planning
- Golden Gate National Cemetery—more walking entrances through there

Top priorities

- Traffic calming citywide—reducing speed
- Connectivity between neighborhoods
- Difficult to walk from east to west
- Wider sidewalks
- Well-designed curbed ramps
- Trees—more trees needed; opt-out program where city automatically plants in front of house.
- Re-striping crosswalks
- More benches and water fountains
- Bulbouts on major streets

Bicycling discussion (Group 1)

Biggest challenges

- Steep hills
- Signals don't recognize bikes
- No continuous routes; can't connect streets
- Connections need to be improved!
- Intimidating to bike next to cars (like El Camino Real); biking next to fast moving traffic a concern
- Need protected bike lanes
- Streets are too narrow in residential areas
- Connect bike trails to neighboring communities with a network
- Need to change mindset to be more bicycle/ped-oriented
- Consider GG National Cemetery as a destination opportunity
- Investigate bike share opportunities within San Bruno

Top priorities

- Protected/separate bike lanes; D.C. a good model to go bike/ped-centric; even sharrows to designate location for bicyclists would be helpful
- More bike racks
- Connecting East/West and North/South; San Mateo Ave; Sneath Ave could be a better connection; need to better connect Lomita neighborhood with transit station, shopping, business park
- Need to establish connected bicycle trails
- Prioritize ped/bike in planning efforts
- Need protected bike lanes for safety; even just sharrows might suffice
- Potential streets for city-wide network: Skyline, Cherry, San Mateo Ave, fully connect Sneath, safer freeway connector

Bicycling discussion (Group 2)

Biggest challenges

- Lack of bikeway markings
- Connectivity with neighboring communities (S.S.F. and Millbrae)
- Bikeways do not connect
- Bike lanes needed—do not currently exist
- Signage and bike lanes needed
- Most bike routes are not currently practical
- Centennial Trail does not connect to Millbrae
- Bike lane on Sneath is discontinuous
- Stripe east-west Sneath Lane, Jenevein, San Bruno Ave
- Routes proposed by new BPAC in 2002/03 were not practical; some are too hilly.
- Need to take a fresh look at proposed routes
- East-West: San Bruno Ave, Sneath, Jenevein, North-South ECR, Huntington, San Antonio (?) – poor paving though
- Planter boxes to separate bikes/cars
- Make streets one way, then create bikeways
- Parkside cyclists speed down Jenevein
- Employers subsidize employees for biking vs. driving

Top priorities

- Make safe north-south and east-west bike routes; bike lanes or Class III
- Should we target mean/busy streets? Or the parallel routes? Establish "safe" secondary bike routes
- Dedicated bike lanes
- Closing San Bruno Avenue to cars; prototype for walking/biking for a month
- Bike parking! There is none; just a rack on San Mateo Avenue
- Crestmoor Canyon trail
- Bay Trail linkage
- Bicycle lockers at transit/schools/work: Skyline College, BART, Caltrain

Community walk and bike ride

A group walk and group bike ride open to the public took place on the morning of Saturday, November 7, 2015. The walk and ride were preceded by an orientation session at the San Bruno Recreation Center, in San Bruno City Park, at which City staff and consultants presented information about the Walk 'n Bike Plan. The walk and ride explored a number of streets in the downtown and central San Bruno that presented representative on-the-ground conditions for walking and biking. The groups stopped several times at strategic points along their route to discuss conditions and brainstorm ideas for improvements.



Orientation session preceding the November 7, 2015, group walk and group ride

The orientation was attended by 18 members of the public, of whom 8 took part in the walk and ten in the ride. Comments made by the participants are summarized below; they are organized into comments made during the walk and those made during the ride.

Walk

City Park / Crystal Springs

- Need crosswalk to pool from behind tennis courts. Better connection needed.
- People driving too fast through City Park – better speed signs.
- How to get residents downtown.
- Crossing El Camino is a problem.
- Ways to slow down traffic at Crystal Springs.
- How often do paths get replaced?
- Asphalt path: narrow, next to street, hard for strollers and wheelchairs; car doors opening is an issue.
- No sidewalk on Crystal Springs to Senior Center; signs should point to path through park to senior center (path needs to be repaved).
- Path in park: maintenance; cracks, uplifting, slippery when wet, eucalyptus pods.



November 7, 2015, group walk

Hazel and Crystal Springs

- Uncontrolled w/ poor visibility.
- Ramps needed. Existing are not well aligned. City should I.D. and prioritize key routes, create a continuous route from key locations.
- Older ramps are steep and chipped.
- At entry to City Park, not well lit, and a lot of broken pavement.
- Sidewalk repair at 1072 Crystal Springs.

Acacia/Crystal Springs

- Uneven pavement.
- Debris in road; needs maintenance. Build-up of soot and debris.
- Inconsistent landscape treatment. Trees have outgrown planter strips. Need to create more attractive street scape. Materials that are better sized for landscape strip.
- Even parked cars provide protection.

Poplar/Crystal Springs

- More street trees.
- Possible use of drought-tolerant plants.
- There is a program and funding is available up to \$500 for lawn.

El Camino Real / San Mateo Avenue

- Stop cars—so it gives people more space.
- When crossing the streets, people will walk into planters, and you can't see them.
- Delay to let pedestrians go first.
- Peds not seen by existing motorists turning right, because the driver is looking left.
- Downtown focus on balance for drivers/bikers/peds.
- Downtown has a lot of alleys—does not feel safe because of homeless. Could use arbors/green shade/outdoor dining.
- Tiers, step in protected dining then fully enclosed.
- In favor of parking in back to supplement who is on street.
- Program activities for the street.
- Parking in back + work w/ city to make them well lit.

- Has good connection w/ Caltrain.
- How to improve connection to BART, this should be a priority project.
- Improve Park (at 475 San Mateo)—it's pathetic. Centennial Park “do not enter,” benches facing wrong direction. Even in interim, while the City decides what to do next, can we make it more attractive? Could be a focal point.
- Flags are good.
- Larger redevelopment projects until we have a bigger picture.
- Centennial Plaza – focus on downtown. Priority for funds. Rezoning? Written will these be markets etc. in the residential area?
- Need to connect to Tanforan.
- Need elevator at the side of San Bruno Ave for the Caltrain station.

Bike ride

El Camino Real

- It's good because it's flat, but it has broken shoulders—also, heavy traffic.
- Linden is an alternative but it's not as direct.
- Huntington is another north-south alternative, but it's the worst of the three.
- How to slow traffic down on El Camino Real? Cars pass cyclists going too fast.
- Drivers yell at cyclists to get off the road and onto the sidewalk.
- But it's illegal for anyone over 12 years old to ride on the sidewalk.
- “Share the road” signs aren't effective because drivers read them as, “cyclists need to stay off the road.” “Bikes have full use of lane” signs are much better.

San Mateo Avenue

- Good street in that traffic is slow.
- Paint sharrows and put up “Bikes have full use of lane” signs.



November 7, 2015, group ride

Huntington Avenue

- Needs to be repaved.
- Traffic also needs to be slowed down here.
- Potential for a separated bikeway from the Caltrain station to the Centennial Trail.
- Extend the Centennial Trail all the way to Millbrae.
- Cyclists heading to Caltrain to go down the Peninsula and South Bay opt for the Millbrae Caltrain station because that station is in fare zone 2, so it's cheaper for them.
- Huntington veers off around the Caltrain station, so people get confused and end up on San Mateo Avenue, then El Camino Real.
- Might be a good candidate for a "road diet" (turning four lanes of through traffic into two, with a turn lane and bike lanes).
- San Bruno Avenue from Huntington to 101 is "horrific."
- Need a crosswalk at Euclid Avenue, for accessing the Caltrain station.
- Part of San Antonio Ave right-of-way could be turned into a trail running several blocks.

I-380 corridor

- Need a good east-west connection.
- Tanforan Ave/Shaw Rd could become a connection to the Bay Trail, but would need a railroad crossing. Then an overcrossing of 101 to N. Access Rd.

Cherry Avenue

- Crosswalk at Walmart is challenging because northbound cars turning left are not required to stop.
- Install in-pavement flashing lights.

Planning Commission hearing

At its meeting on Tuesday, November 17, 2015, the San Bruno Planning Commission heard a status report on the development of the Walk 'n Bike Plan—with an emphasis on the needs assessment process—from City staff and the lead project consultant. Below is a summary of the comments made at the hearing; all were made by Commission members, except the last two, which were made by a member of the public. The comments have been edited for clarity and brevity.

- Cars parked on the sidewalk:
 - Pose a problem particularly for people pushing strollers.
 - Need more enforcement.
- Cars speeding, not yielding to pedestrians.
- Need bike-parking racks downtown.
- Huntington/San Antonio need to be repaved.
- El Camino Real:
 - City does not have jurisdiction.
 - Need pedestrian refuges/islands.
- Skyline Boulevard:
 - City also does not have jurisdiction.
 - Speed limit is different in different segments.
- Another comment about cars parked on the sidewalk.

- Install measures that do double duty as street beautification and traffic calming.
- Another commissioner commented on El Camino Real:
 - Crossing the street is challenging, particularly at intersections without traffic lights (eg, at Santa Dominga).
 - Need flashing lights.
- No real way to cross by The Crossing development.
- San Bruno needs to be children-friendly / family-friendly.
- Need traffic circles or other traffic calming measures in the area below San Felipe Avenue east of El Camino Real.
- Where it narrows, Cherry Avenue is not ideal for biking; Jenevein, on the other hand, might be, as it connects to San Mateo Avenue, then Caltrain.
- Update the Planning Commission regularly on progress.
- San Bruno “is the city where bike lanes die.”
- El Camino Real: not enough time to cross the street.

“Pop-up” tabling events

City staff organized three outreach tabling events in late November and early December 2015 to distribute information about the Walk 'n Bike Plan, direct people to the online survey and interactive map, and solicit input from the public in person. Below is a summary of the three events, including comments received at each. Comments have been edited for clarity.

Holiday boutique

The first event was at the Holiday Boutique, a vendor craft fair on Saturday, November 28, 2015, at the San Bruno Senior Center. Comments received from the public include:

- No crosswalk at Cedarwood/San Bruno Avenue.
- Need better pedestrian crossing at Cunningham Way and Crystal Springs Road; cars turn too fast.
- Cars need to slow down at the four-way crosswalk at Oak and Crystal Springs as there are many people crossing to get to City Park.

- Need crossings for the high school kids along Park Boulevard and at Capuchino Drive.
- Bikes come down Jenevein, run stop signs.
- I hate bikes.
- Streets are narrow. Too many cars per household.
- North San Anselmo is too narrow.
- Bikes need to obey stop signs.
- Traffic on Redwood Avenue is crazy.
- Bikers have their own law.
- Need improvements on San Mateo Avenue.
- On sections of San Bruno Avenue there isn't a sidewalk.
- No pedestrian access connecting Santa Lucia Avenue and El Camino Real; challenging crossing.
- Pave the Crestmoor Canyon area for fire access.
- Need restrooms at trail heads.
- Need more walking/biking trails like the Centennial Way Trail.
- Improve El Camino Real.
- Bikers don't obey the rules, don't stop at stop signs.
- Provide greater trail access to mountain bikers.
- Pedestrian safety is an issue on Crystal Springs Road.
- Improve connection between City Park and the Senior Center.

BART station

The second tabling event was held on the morning of Wednesday, December 2, 2015, at the San Bruno BART station. Because people were generally in a rush to catch their train, the focus was on distributing business cards to commuters to direct them to the project website (and from there to the online survey and interactive map) rather than on engaging them for input on the spot.

The Shops at Tanforan

The last of the three tabling events was held on the afternoon of Saturday, December 5, 2015, at The Shops at Tanforan. People who stopped by the

table were given the chance to win an Amazon gift card, and children were given small incentives in the form of walking- and biking-themed coloring/activity books, stickers and temporary tattoos. Comments received from the public include:

- Person walks 5 miles daily (big loop: San Bruno Avenue to Centennial Way Trail, El Camino Real to Millbrae, then back on Huntington to San Bruno Avenue). Need benches to rest on!
- Received multiple comments that the Centennial Way Trail is dark (inadequate or no lighting) and that there have been several robberies there, and that for these reasons, El Camino Real feels more comfortable for walking.
- Issues with pedestrian safety on San Bruno Avenue at Lunardi’s Market (near Skyline Boulevard).
- West of San Bruno City Park, Crystal Springs Road lacks sidewalks.

Also, people were asked to place sticky dots on a poster board next to the types of pedestrian and bicycle improvements that they would like to see in San Bruno. Several people added sticky dots to the board.

Pedestrian improvements

- Corner bulbouts: 1
- High-visibility crosswalk: 1
- Curb ramps: 1
- Pedestrian-oriented lighting: 1
- Streetscaping: 1
- Maintenance/repairs: 1

Bicycling improvements

- Conventional bike lanes: 4
- Bike lanes separated from traffic: 1
- Paths and trails: 2
- “Sharrows” (arrow-shaped share-the-road pavement stencils): 1
- Bike parking: 3
- Maintenance/repairs: 2
- Encouragement/promotion activities: 1

Lastly, the following comment was made in person to City staff separately from one of the tabling events listed above:

- Bikes on sidewalk intimidate pedestrians; also, need more Police Department enforcement against drivers who don’t stop at stop signs and who park on sidewalks (happens all over the city).



December 5, 2015, tabling event

Email and project webpage

As another option for providing input, the City encouraged residents, in all its outreach communications on the Walk 'n Bike Plan, to submit comments through the project webpage (sanbruno.ca.gov/walkbikeplan.asp) or by email to City staff. The comments submitted through those channels appear in [Appendix A-12](#). There, the comments have been organized as being mainly or entirely about walking, mainly or entirely about biking, or about both walking and biking or other related issues. The comments have been edited lightly to remove information not related to needs, concerns, conditions or suggestions.

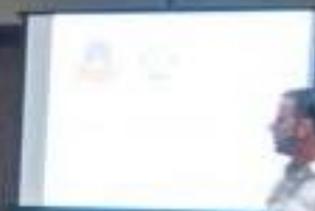
National Night Out event

National Night Out (NNO) is an annual community-building campaign that encourages neighborhoods and cities across the country to host block parties, festivals, parades, cookouts and other social events open to the public. This year's NNO took place on Tuesday, August 4, 2015; in San Bruno, the City organized an evening-time community event at Grundy Park.

Staff from San Bruno Cable TV took the opportunity to interview a dozen people about walking and biking in the city. Below are the questions that people were asked:

- What do you like best about San Bruno?
- How often do you walk or bike and for what reasons?
- What are your favorite places in San Bruno for walking or biking? What makes these walks, rides or places so pleasant?
- On the other hand, what are some of the most challenging or unpleasant streets and intersections for pedestrians or cyclists in San Bruno? What makes them intimidating?
- What generally keeps people from walking or biking in San Bruno?
- If you were mayor for a day, what one thing would you do to make it safer and easier to walk and bike in San Bruno?

The transcripts of people's responses to the above questions are included in [Appendix A-13](#).



4 | Vision and goals

Overview

The Walk 'n Bike Plan is a long-range planning document meant to guide the City's decisions about walking and biking for many years into the future. At its heart, it contains a set of projects and programs to make walking and biking in San Bruno safer, easier, more convenient and more popular for both transportation and recreation. From the start of the planning process, the City was committed to developing a comprehensive, citywide plan that responded to the main needs and concerns of the San Bruno community—residents, students, workers, visitors, City staff and officials and others—with respect to walking and biking, and that incorporated ideas and suggested solutions that are viable and appropriate for the community.

This chapter begins by describing the considerations that went into formulating both a vision statement for the Walk 'n Bike Plan and the more detailed goals contained within the overall objective of making walking and biking in San Bruno safer and easier. The chapter then lays out the plan's vision statement; this is an overarching statement describing the desired state of walking and biking in San Bruno ten years from now that would result from expected implementation of the plan. Lastly, the chapter outlines the more detailed goals behind the Walk 'n Bike Plan.

Visioning process

In developing the vision statement and goals for the plan, the planning team began by examining San Bruno's main policy documents that

address walking and biking. The main relevant policy documents are the City's General Plan (adopted in 2009), Complete Streets Policy (2012), Transit Corridors Plan (2013) and San Bruno / South San Francisco Community-Based Transportation Plan (2012). The review of these documents was intended to ensure that the vision and goals of the Walk 'n Bike Plan reflect, are consistent with, refine or clarify policy statements from those key related plans. Chapter 2 includes brief descriptions and highlights of these documents.



November 4, 2015, public workshop

Additionally, in formulating the vision statement and goals, the project team drew heavily from the needs assessment process conducted for the Walk 'n Bike Plan. This process consisted of gathering information from the general public on the obstacles and challenges to walking and biking in the city; the needs and concerns of local pedestrians and cyclists; specific problem areas and locations; and ideas and suggestions for improving conditions. The process offered many opportunities for public engagement, input and participation, and resulted in approximately 1,300 comments from the public. The comments present a rich picture of the community's thoughts and opinions about walking and biking in San Bruno. The chapter on the needs assessment, also prepared as part of an earlier task, describes the process extensively, presents all the comments received and summarizes the themes that emerged as especially important areas of concern and as key focus areas for improvements.

Vision statement

As mentioned in the introduction, the vision statement for the Walk 'n Bike Plan is an overarching statement describing the desired state of walking and biking in San Bruno ten years from now that would result from expected implementation of the plan. It should be achievable at a stretch—in other words, in equal measures realistic and ambitious—and be designed to both inspire and challenge City staff, officials and the broader community. Below is the vision statement for the plan:

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 of these modes to personal and public health, mobility, neighborhood livability, social interaction, the local economy and the environment, and it

supports continued improvements. The City administration recognizes 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.

Goals

Fundamentally, the main guiding objective of the Walk 'n Bike plan is to make walking and biking in San Bruno safer and easier for both transportation and recreation. Within this very general objective lies a set of more detailed goals, or policy directions. The goals are statements of purpose outlining the general ends that the City hopes to achieve by implementing the Walk 'n Bike Plan; as such, they establish the broad thematic areas in which the City should concentrate its efforts related to walking and biking. The goals are meant to support achievement of the vision statement, provide City staff and officials guidance in implementing the plan, and more generally, guide the evolution of walking and biking in San Bruno over the next ten years and beyond. (It should be noted that even more detailed policies, actions and practices will be developed and recommended, along with improvement projects and programs, during the next task in the planning process.)



Pedestrians on Cherry Avenue

Below are the main proposed goals of the Walk 'n Bike Plan. In some cases, the City will need to rely on the cooperation of other agencies and organizations—including adjacent jurisdictions, the San Bruno Park School District, the City and County Association of Governments of San Mateo County and local employers—to accomplish the goals.

1. Safety

Reduce the safety risks of pedestrians and cyclists and improve safety through a variety of means but especially by enhancing crossings and intersections and stepping up the 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. Walking conditions

Make walking more pleasant and convenient by filling in sidewalk gaps; repairing existing sidewalks and removing obstacles; providing amenities such as pedestrian-oriented street lighting, benches and landscaping; and enhancing enforcement of parking regulations against cars blocking the sidewalk. Priority for improvements should be given to the City's arterials, streets in the downtown and key routes to school and to transit.

3. Bikeway network

Implement a citywide network of designated bikeways consisting of bike lanes, routes, paths and, if feasible, traffic-calmed bicycle boulevards. The network should provide connections between the east and west parts of the City; north and south to South San Francisco and Millbrae; and between residential neighborhoods and key destinations such as downtown, the BART and Caltrain stations, schools, parks and open space, civic buildings and commercial and employment areas.

4. Other biking improvements

Increase the functionality of the bikeway network with signage, bicycle-detection technology at key traffic lights and ample and well-designed bicycle parking at key destinations, particularly the transit stations and major commercial and employment sites.

5. Trails

Alongside other pedestrian and bicycle improvements, and as opportunities arise, create multi-use paths and trails for both recreation and transportation. In particular, explore access, linkages and connections between the east and west parts of the City; through Crestmoor Canyon; to the San Andreas, Centennial Way and Bay Trails; and to Sweeney Ridge and Milagra Ridge, located just west and north, respectively, of the city limits.

6. Spot improvements

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. Traffic speeds

Tame traffic speeds using a variety of strategies, but especially context-appropriate physical traffic-calming measures and enhanced traffic enforcement. Priority should be given to the arterials and key routes to school and to transit.

8. Support programs

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. Complete streets and disabled access

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—including pedestrians, cyclists, children, seniors and the disabled—safely and conveniently.

10. Land use plans

Implement pedestrian- and bicycle-related provisions in the City's General Plan, Transit Corridors Plan, 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.



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Part II: Action Plan

Chapter 5 contains the proposed capital or infrastructure projects for improving conditions for walking.

Chapter 6 lays out the proposed citywide bikeway network for San Bruno.

Chapter 7 outlines proposed programmatic activities and other implementation actions that would further support the development of walking and biking in San Bruno.

Chapter 8 identifies desirable but longer-term pedestrian and bicycle improvements that, for a number of reasons, are not likely to be implemented in the short or even medium term.

Chapter 9 presents key funding, phasing and other implementation considerations related to the action plan.

As described in the plan's introduction, 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. Part II, the Action Plan, outlines a proposed set of improvements throughout the city. These proposals and recommendations are meant to be a "work program" of pedestrian and bicycle improvements for the City over the ten-year lifetime of the Walk 'n Bike Plan, roughly from 2016 through 2026.

Part II of the Walk 'n Bike Plan is the heart of the document and represents the "actionable" part of the plan. It consists of five chapters:

- Chapter 5: Pedestrian Projects
- Chapter 6: Citywide Bikeway Network
- Chapter 7: Support Programs and Other Actions
- Chapter 8: Longer-term Improvements
- Chapter 9: Implementation

The list of proposed physical, or infrastructure, projects was developed under a number of challenging trade-offs and constraints. The main ones were the limited funding expected to be available for pedestrian and bicycle improvements; the limited space on the city's streets; and the differing and sometimes conflicting opinions and priorities of community members. The projects are focused on the areas and streets of highest need, demand and urgency. These tend to be the city's arterials and, more generally, the east side of the city, which is flatter and contains most of the key destinations in San Bruno. Lastly, the projects were selected based on the following considerations:

- Potential to encourage walking or biking;
- Potential to improve pedestrian or cycling safety;
- Extent of public demand and support;
- Technical and logistical feasibility; and
- General cost-effectiveness



2 HOUR
PARKING
8AM - 6PM

The AVENUE
DOWNTOWN
SAN DIEGO

SAIR
www.sairstudio.org

GRAND LEADER
RESTAURANT & BAR

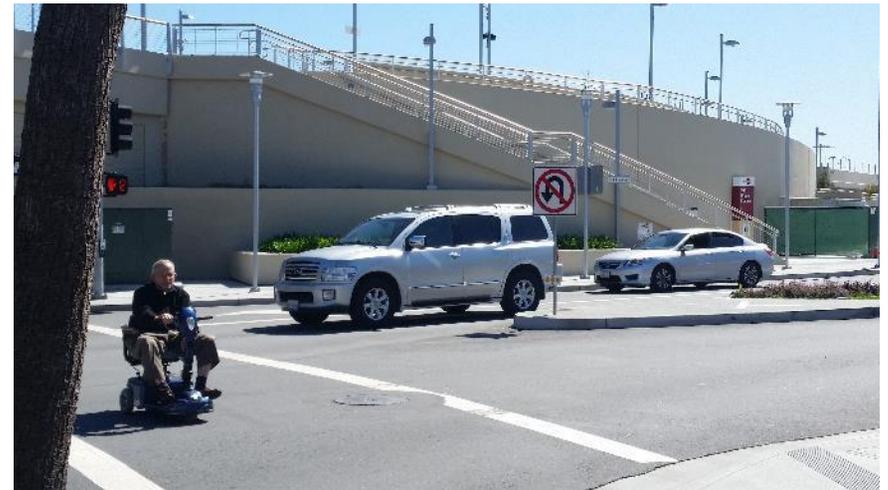
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5 | Pedestrian projects

Overview

San Bruno is crisscrossed and divided by several major thoroughfares. Three grade-separated freeways—I-280, I-380 and Highway 101—pick up and drop off large volumes of traffic in the city at their on- and off-ramps. Two other state highways, also controlled by Caltrans, traverse the city along the surface: El Camino Real (State Route 82) and Skyline Boulevard (State Route 35). In addition, Sneath Lane and San Bruno Avenue are busy multi-lane local arterials that bisect the city. Not surprisingly, the needs assessment process for the Walk 'n Bike Plan revealed that the community's main walking-related concern was the challenge of crossing busy streets. People repeatedly mentioned challenging conditions at street crossings resulting from long crossing distances, fast traffic and drivers failing to see or yield to pedestrians.

In response, the Walk 'n Bike Plan proposes a variety of crossing improvements at priority locations around the city. Given the importance attached to such projects by the community, improvements at street crossings, intersections and interchanges are by far the predominant type of pedestrian projects proposed in the plan. Moreover, more than half of the proposed crossing improvements are along El Camino Real. El Camino is arguably the city's most important street, yet its fast, heavy traffic acts as a strong barrier dividing the city in two. The street was the main source of pedestrian-related concerns and complaints expressed through the needs assessment process.



Crossing San Mateo Avenue near the Caltrain station

There are numerous strategies to make crossings safer and easier to navigate. These strategies include high-visibility crosswalk markings; sidewalk bulb-outs or extensions (which shorten the crossing distance and reduce the curb radius, making drivers slow down as they turn the corner); flashing crossing signs and other warning signage; pedestrian refuges or islands in the center of the street; specially colored and textured pavement; and advanced yield or stop lines (which encourage drivers to stop further back from the crossing). Some of these strategies, particularly sidewalk bulb-outs, provide opportunities to incorporate streetscaping, landscaping and other street beautification measures. Bulb-outs need to be designed carefully, with input particularly from the Fire Department, to have a

mountable curb so that they can be navigated without difficulty by fire trucks, buses, delivery trucks and other large vehicles.

The City should implement pedestrian, and also bicycle, improvements such as bulb-outs, roundabouts and separated bikeways as temporary, low-cost pilot projects, to test their performance before installing more permanent versions. It should be noted that proposed improvements to Sneath Lane from El Camino Real to the western City limits and to Crystal Springs Road from Oak Avenue to the Junipero Serra Freeway might be subject to a majority ballot vote in accordance with Ordinance 1264 concerning scenic corridors.

While the pedestrian focus of the Walk 'n Bike Plan is clearly on crossing improvements, the plan does include several other types of projects, to address other walking needs and concerns expressed by the community. The various types of projects proposed in the plan are described in detail below, are shown on a map and are listed in two tables. This chapter concludes with five conceptual designs of pedestrian improvements proposed at various intersections and interchanges.

Types of improvements

Different types of pedestrian projects can have widely differing costs. For later cost-estimating purposes, the proposed projects in the Walk 'n Bike Plan have been broken down into eight categories or types: five crossing improvement types, labeled here I1 to I5 (“I” for intersection) and three corridor improvement types, labeled P1 to P3 (“P” for pedestrian). Each type is described below, including proposed locations and planning-level cost estimates.

Crossing improvements at the intersection of two major streets (project type I1)

- Proposed at wide signalized intersections with multiple through lanes and turn pockets, large corner curb radii that allow for high-speed right turns, and long pedestrian crossing distances.
- Improvements consist of installing corner bulb-outs to shorten pedestrian crossing distance and reduce corner curb radii, removing

turn pockets where capacity is not needed, narrowing travel lanes to provide a pedestrian refuge, and providing supplemental signal faces and signal push buttons or other detectors, as needed.

- Planning-level cost estimate: \$350,000 per intersection.
- Proposed location(s): Various intersections.

Crossing improvements at the intersection of a major and a minor street (I2)

- Proposed at intersections across multilane arterials without traffic signals, or a less-trafficked signalized intersection with a wide crosswalk.
- Improvements at unsignalized intersections consist of improving pedestrian crosswalks with warning signs, flashing beacons (with pedestrian indicator), additional push buttons (for bicyclist detection), yield lines, lighting and bulb-outs. Improvements at signalized intersections consist of installing bulb-outs to shorten the crossing distance and/or reduce the corner curb radius.
- Planning-level cost estimate: \$75,000 per intersection.
- Proposed location(s): Various intersections.

Mini-roundabout (I3)

- Proposed at a wide, stop-controlled intersection where the intersection geometry and control result in confusion between pedestrians, bicyclists and drivers.
- Improvement consists of constructing a mini-roundabout to simplify the intersection control and calm traffic.
- Planning-level cost estimate: \$200,000 per intersection.
- Possible location(s): Crystal Springs Avenue / Oak Avenue—To be studied to determine the feasibility of a mini-roundabout at this location given the relatively large number of school children and activity.

Crossing improvements at an interchange (I4 / I5)

- Proposed at uncontrolled pedestrian crossing at freeway loop ramps, typically at the end of an acceleration lane.
- Near-term improvements (project category I4) consist of installing pedestrian crossing warning signs, high visibility crosswalks, yield lines, lighting and realigned curb ramps.
- Long-term improvements (project category I5) consist of squaring-up the alignment of the loop on-ramps to lower the approaching traffic speed.
- Planning-level cost estimate: Near-term improvements (project category I4), \$50,000 per intersection; long-term improvements (project category I5), unknown at this time / to be determined.
- Proposed location: El Camino Real at I-380 ramps, Sneath Lane at I-280 southbound ramps.

Sidewalk, curb and gutter (P1)

- Proposed for corridors where there are gaps in the sidewalk.
- Improvements consist of constructing a minimum six-foot sidewalk, curb and gutter. Some locations might require retaining walls.
- Planning-level cost estimate: \$900,000 per mile per side of the street.
- Proposed location(s): Crystal Springs Road, San Bruno Avenue, Sneath Lane.

Streetscape improvements (P2)

- Proposed for corridors with existing or anticipated high volumes of pedestrian traffic with minimal streetscape activation.
- Improvements consist of pedestrian-scale lighting, street furnishings, public art and landscaping.
- Planning-level cost estimate: \$250,000 per mile.
- Proposed location(s): Huntington Avenue between the Caltrain and BART stations; San Mateo Avenue between Huntington Avenue and El Camino Real; El Camino Real the entire length of the city.

Streetscape / crosswalk improvements (P3)

- Proposed for corridors with multiple lanes of traffic in each direction, segments with on-street parking and uncontrolled crosswalks.
- Streetscape improvements consist of pedestrian-scale lighting, street furnishings, public art and landscaping. Crosswalk improvements, to improve pedestrian visibility, include crossing signs, yield lines, painted bulb-outs, crosswalk consolidation and removing corner parking spaces that restrict visibility.
- Planning-level cost estimate: \$300,000 per mile.
- Proposed location(s): San Bruno Avenue east of El Camino Real.

Map 6 | Proposed pedestrian projects



Crossing improvements

Map key	Cross street 1	Cross street 2	Type
X1	El Camino Real	Sneath Lane	l1
X2	El Camino Real	Commodore Dr	l1
X3	El Camino Real	NB to I-380 EB ramp	l4 / l5
X4	El Camino Real	NB to I-380 WB ramp	l4 / l5
X5	El Camino Real	SB to I-380 EB ramp	l4 / l5
X6	El Camino Real	SB to I-380 WB ramp	l4 / l5
X7	El Camino Real	Bayhill Dr / Euclid Ave	l1
X8	El Camino Real	San Bruno Ave	l1
X9	El Camino Real	Angus Ave	l1
X10	El Camino Real	Jenevein Ave	l1
X11	El Camino Real	San Mateo Ave	l1
X12	El Camino Real	San Mateo Ave	l2
X13	El Camino Real	Crystal Springs Rd	l1
X14	El Camino Real	Sta Lucia Ave	l1
X15	El Camino Real	Park Pl / Sta Inez Ave	l1
X16	Cherry Ave	Sneath Lane	l1
X17	Cherry Ave	Grundy Ln	l2
X18	Cherry Ave	Bayhill Drive	l2
X19	Cherry Ave	Bayhill Shopping Ctr	l2
X20	Cherry Ave	San Bruno Ave	l1
X21	Cherry Ave	Jenevein Ave	l2
X22	Sneath Ln	I-280 SB Ramps	l5
X23	Sneath Lane	Huntington Ave	l1
X24	San Bruno Ave	Skyline Boulevard	l1
X25	San Bruno Ave	Easton Ave	l2
X26	San Bruno Ave	6th Ave	l2
X27	Crystal Springs Ave	Oak Ave	l3

Corridor improvements

Roadway	From	To	Length (mi)	Type
Crystal Springs Rd	Donner Ave	Cunningham Way	0.3	P1
Huntington Ave (east side)	San Bruno Ave (Caltrain station)	Sneath Ln (BART station)	0.7	P2
El Camino Real	Noor Ave	Princeton Dr	0.3	P1
San Mateo Ave	Huntington Ave	El Camino Real	0.3	P2
San Bruno Ave	El Camino Real	7 th Ave	0.4	P3
San Bruno Ave	Crestmoor Dr	Princeton Dr	0.3	P1
Sneath Ln	Claremont Dr.	Santa Lucia Ave	0.1	P2
Sneath Ln	I-280 NB Ramps	El Camino Real	0.8	P1

Conceptual designs

Shown on the following pages are descriptions and drawings of five conceptual designs for various intersections where pedestrian improvements are proposed. (The drawings provide a good sense of the suggested changes. However, the designs will need a closer look, and more detailed drawings, before they can be approved and implemented.) Included in this section are conceptual designs for the following intersections and interchanges:

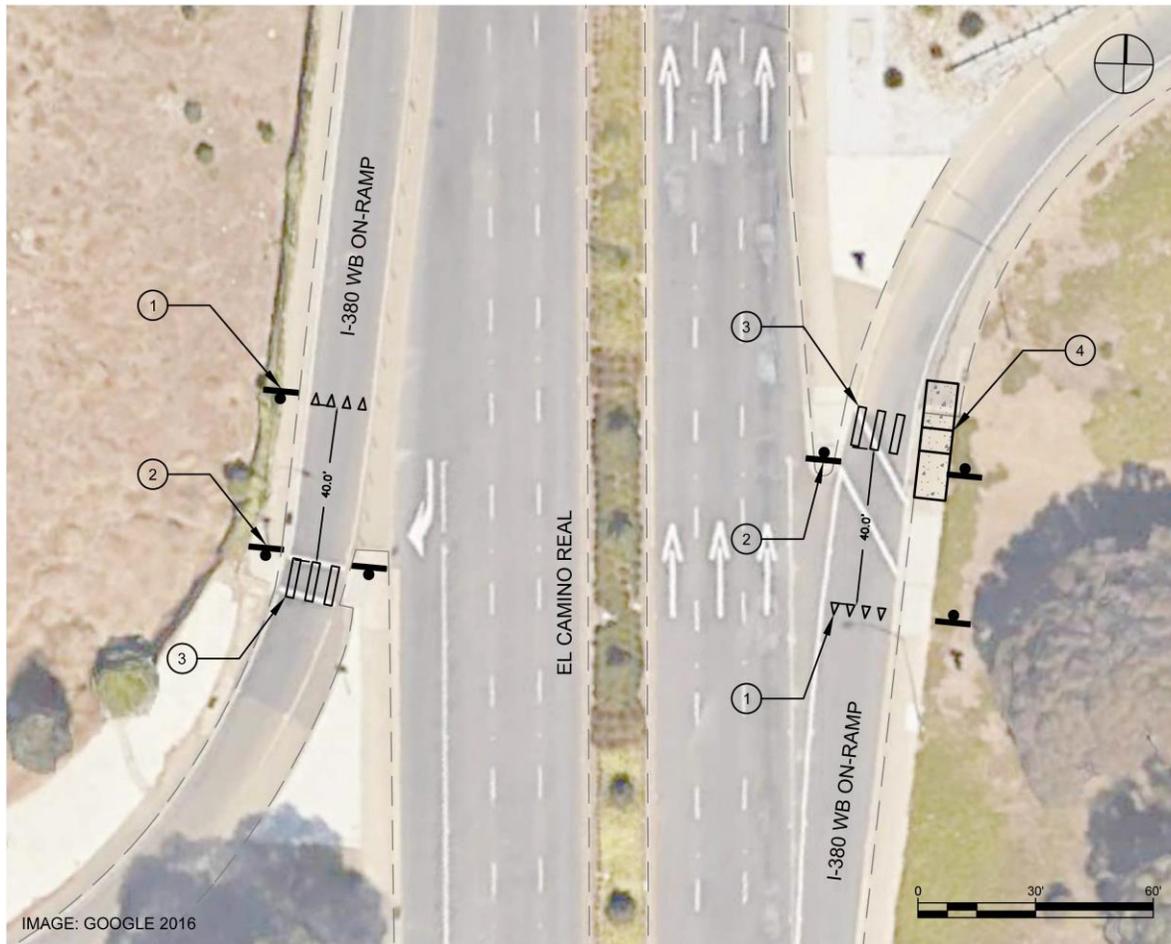
- El Camino Real / I-380 ramps—short/medium terms
- El Camino Real / I-380 ramps—longer term
- El Camino Real / San Bruno Avenue
- San Bruno Avenue / Easton Avenue
- Mini-roundabout (location to be determined)

El Camino Real / I-380 ramps—short/medium terms

(Figure 1)

The I-380 on- and off-ramps at El Camino Real and the I-280 ramps at Sneath Lane and at San Bruno Avenue are some of the most challenging locations in San Bruno for pedestrians (and also cyclists). The ramps and interchanges are designed to accommodate high traffic speeds as drivers exit or enter the freeways. This concept involves relatively minor changes that could be made in the short or medium terms on the I-380 westbound on-ramps on both sides of El Camino Real (on the north side of I-380) to increase the visibility of pedestrians and reduce conflicts with drivers. Changes include adding high-visibility pedestrian crosswalk markings, rectangular rapid flashing beacons (RRFBs), yield lines and warning signs, and relocating a curb ramp. (RRFBs are user-activated irregularly flashing amber lights used to supplement warning signs; they can be activated manually through a push button or passively through a pedestrian detection system. The beacons are a lower-cost alternative to traffic signals and have been shown to increase driver-yielding behavior at crosswalks.)

Figure 1 | Conceptual design for El Camino Real / I-380 ramps—short/medium terms



EXAMPLE FACILITY: CROSSWALK AT RAMP

NOTES

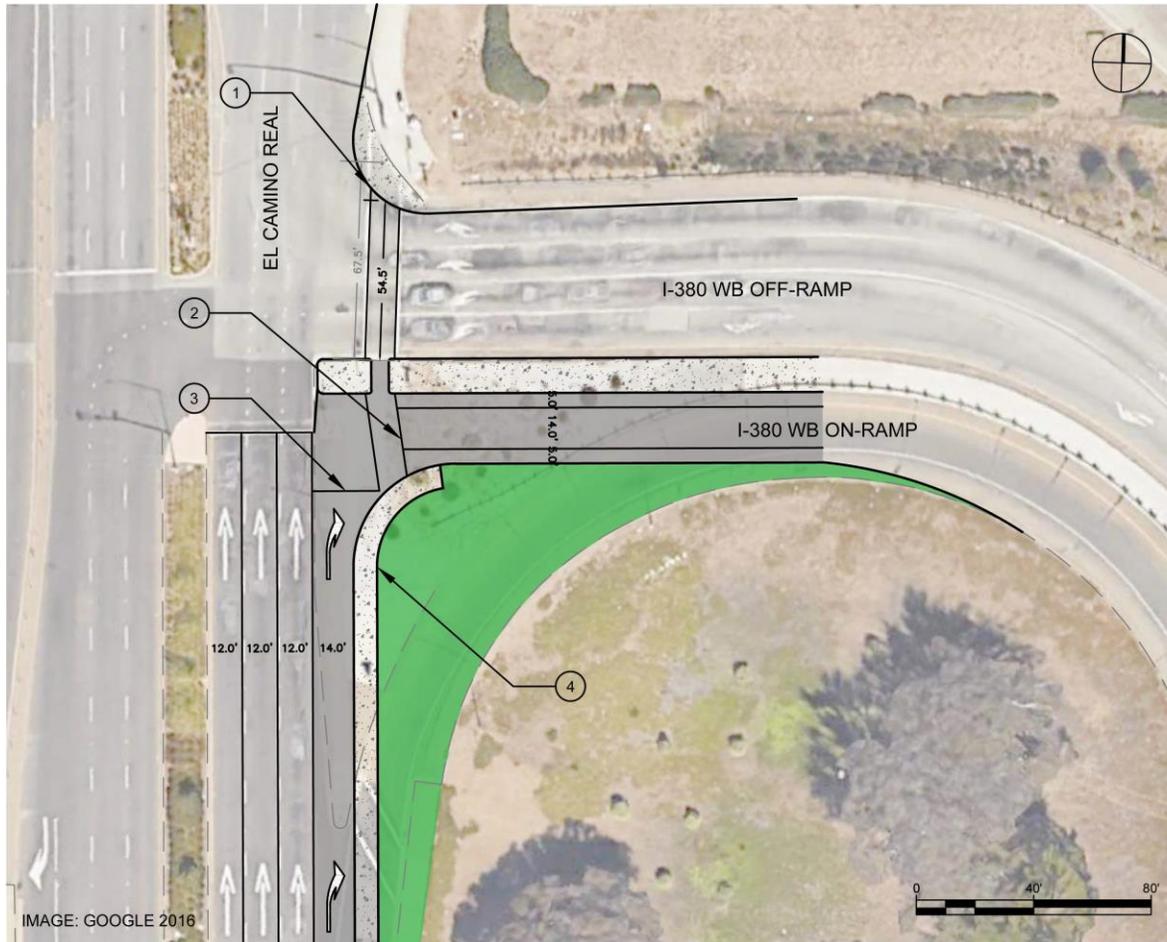
- ① YIELD SIGNS AND YIELD LINES
- ② PEDESTRIAN CROSSING WARNING SIGNS + RECTANGULAR RAPID FLASH BEACONS (RRFB)
- ③ HIGH-VISIBILITY CROSSWALK MARKINGS
- ④ RELOCATED CURB RAMP

Image credit: Parisi Transportation Consulting

El Camino Real / I-380 ramps—longer term (Figure 2)

This concept entails a more involved and more expensive redesign of the I-380 westbound on- and off-ramps on the east (northbound) side El Camino Real. Changes include realigning, or “squaring up” the on-ramp; adding a right-turn pockets for cars to enter the on-ramp; installing a sidewalk up to the new on-ramp; and installing a sidewalk bulb-out, or extension, on the far side of the off-ramp, to shorten the distance for pedestrians across the ramp. As mentioned earlier, corner bulb-outs need to be designed carefully so that they can be navigated by fire trucks, other emergency vehicles, buses, delivery trucks and other large vehicles. This is a longer-term concept that could be explored in the event of a full redesign and reconstruction of the interchange by Caltrans.

Figure 2 | Conceptual design for El Camino Real / I-380 ramps—longer term



EXAMPLE FACILITY - SQUARED-OFF LOOP RAMPS

NOTES

- ① BULB-OUT WITH REDUCED CORNER CURB RADIUS
- ② ON-RAMP REALIGNMENT (SQUARE-UP)
- ③ RIGHT TURN POCKET
- ④ NEW SIDEWALK

Image credit: Parisi Transportation Consulting

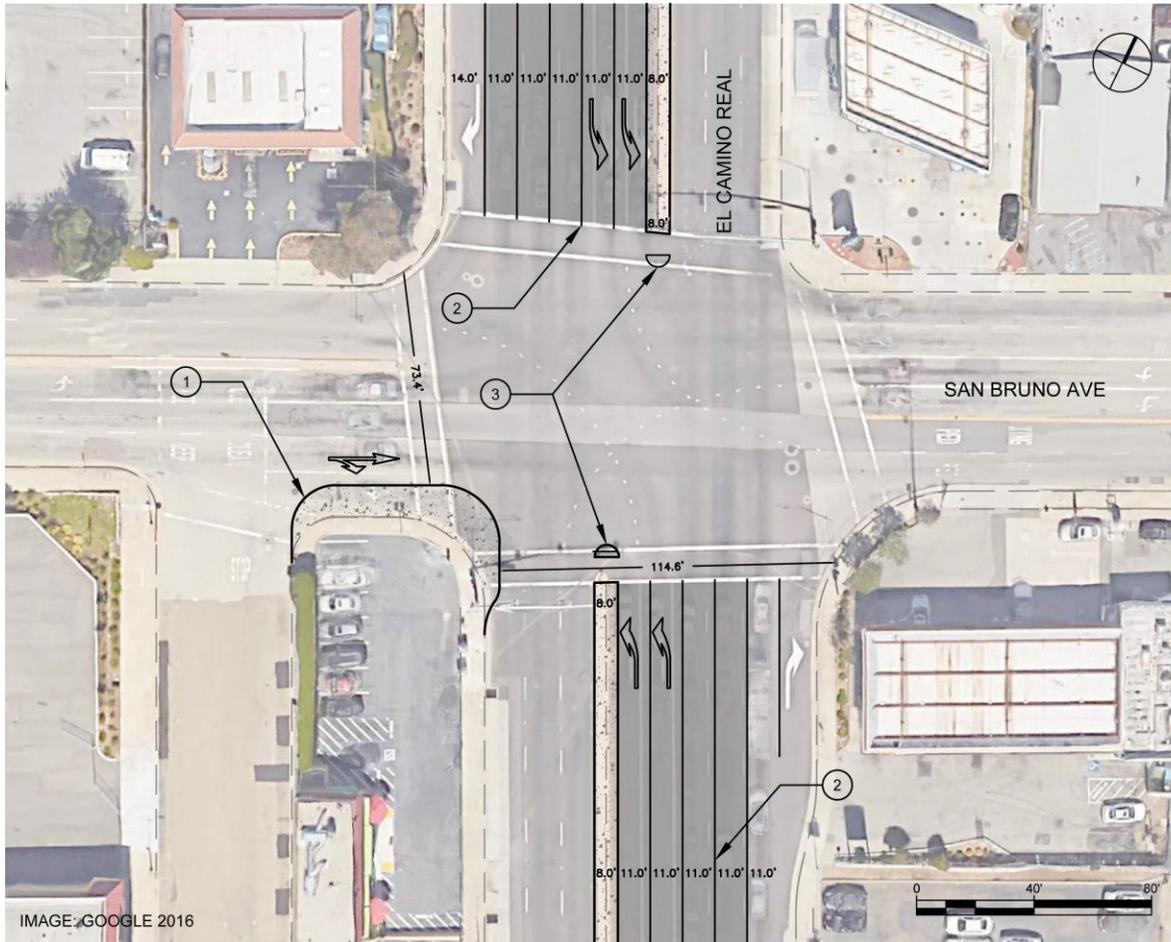
El Camino Real / San Bruno Avenue (Figure 3)

El Camino Real is arguably the street that generated the most number of comments during the needs assessment process for the Walk 'n Bike Plan. The main pedestrian-related issue or concern regarding El Camino Real was difficulty crossing the street, due to its width, fast traffic and lack of pedestrian visibility. This concept would narrow the traffic lanes slightly to make room for a bulb-out on the west side of the street (in order to reduce the crossing distance for pedestrians) and for pedestrian refuge islands in the center of the street. While the drawing is specific to the intersection of El Camino Real and San Bruno Avenue, the same treatments could be applied to similar intersections along El Camino Real.

Bike lanes might not be feasible on El Camino Real in the short or medium terms. The lanes are not wide enough to accommodate them and there is little public support at this time for the removal of traffic lanes. (However, Caltrans has suggested studying the removal of on-street parking in order to accommodate bicycling improvements.) In the near term, the best opportunity to improve conditions for cyclists might be indirectly, through non-bicycling improvements that tame traffic by slowing cars down and making drivers more attentive. These strategies include pedestrian improvements such as bulb-outs; streetscaping and landscaping in the form of streets trees or planted medians; and even land use strategies such as high-density development, which increase foot traffic in the area.

Many of these strategies are being pursued for El Camino Real by the Grand Boulevard Initiative (GBI), and are included and described in the San Bruno case study under the GBI's TIGER II Complete Streets Project report. The GBI is a joint effort by 19 cities, San Mateo and Santa Clara counties, other public agencies and a number of community organizations to make El Camino Real, from Daly City to San Jose, "a more urban, pedestrian-friendly, transit-oriented corridor for residents to live, work, shop and play." The initiative is an ongoing, long-term project that seeks to achieve its vision through gradual, incremental improvements implemented on a city-by-city basis. (See the "Related Plans" section of the "Existing Conditions" chapter for more information about the GBI and the Tiger II report.) To improve El Camino Real for pedestrians and cyclists, the City of San Bruno should continue to participate in, and support the GBI's efforts. As specific projects for El Camino Real move forward in the future, some of the strategies and improvements mentioned above and in the Tiger II report may be implemented.

Figure 3 | Conceptual design for El Camino Real / San Bruno Avenue



EXAMPLE FACILITY: PEDESTRIAN REFUGE (MEDIAN) ISLAND

NOTES

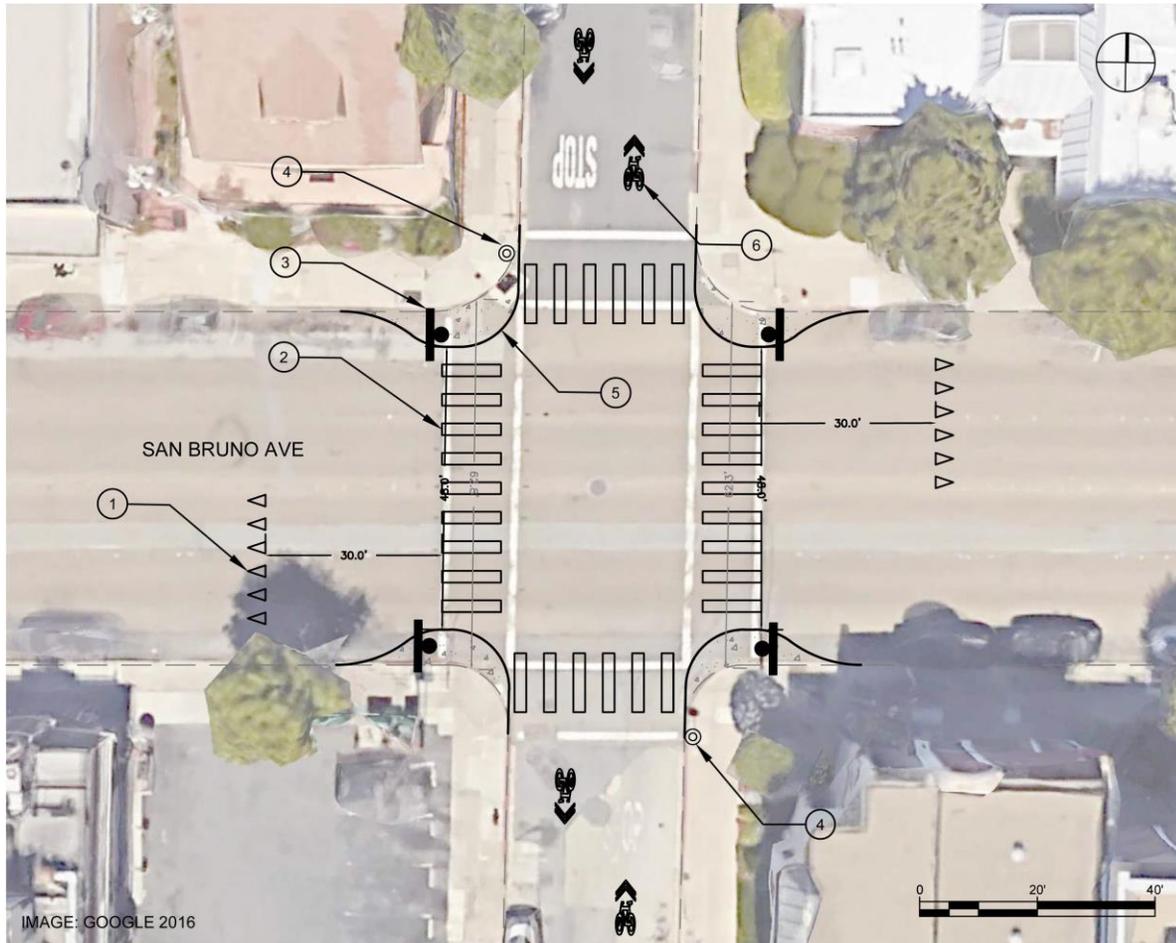
- ① TURN POCKET REMOVAL WITH BULB-OUT
- ② LANE NARROWING
- ③ PEDESTRIAN REFUGE ISLAND

Image credit: Parisi Transportation Consulting

San Bruno Avenue / Easton Avenue (Figure 4)

This concept would make it easier for pedestrians to cross San Bruno Avenue—another notoriously challenging street for pedestrians—at Easton Avenue. Redesigning the intersection would involve painting high-visibility crosswalk markings, installing bulb-outs to shorten the distance across San Bruno Avenue, adding yield lines and pedestrian crossing signs, and installing rectangular rapid-flashing beacons.

Figure 4 | Conceptual design for San Bruno Avenue / Easton Avenue



EXAMPLE FACILITY: BULB-OUT + PED XING WARNING SIGNS

NOTES

- ① YIELD LINES
- ② HIGH-VISIBILITY CROSSWALK MARKINGS
- ③ PEDESTRIAN CROSSING WARNING SIGNS AND RRFB
- ④ BICYCLE PUSH-BUTTON OR OTHER DETECTOR*
- ⑤ BULB-OUT*
- ⑥ SHARED LANE MARKINGS TO INDICATE BIKE ROUTE (CLASS III)**

* BULB OUTS APPLY TO EASTON AVENUE ONLY
 **BICYCLE FEATURES APPLY TO SIXTH AVENUE ONLY

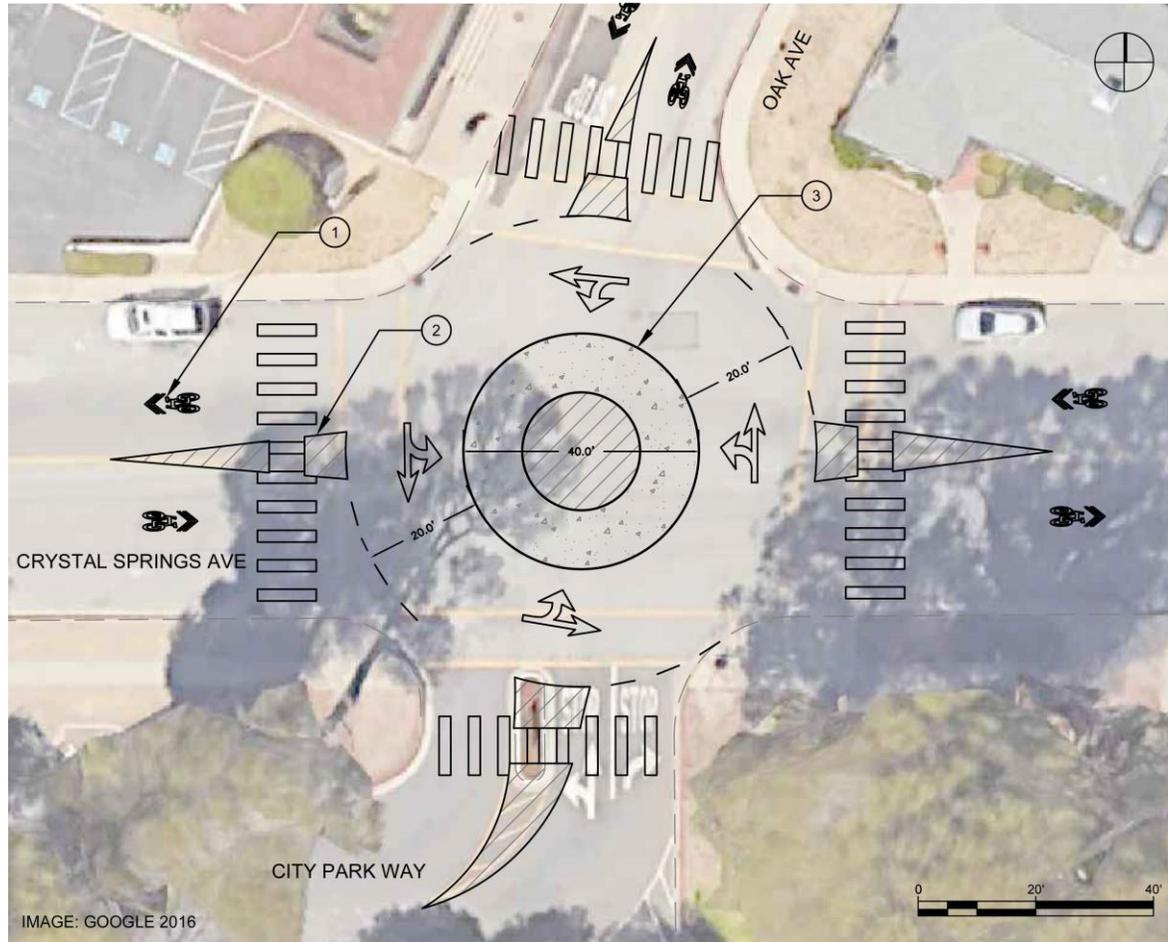
Image credit: Parisi Transportation Consulting

Mini-roundabout (location to be determined) (Figure 5)

Mini-roundabouts have a number of traffic and safety benefits, and help pedestrians and cyclists by reducing traffic speeds and collision rates. Like corner bulb-outs, roundabouts can be navigated by emergency vehicles, trucks, buses and other large vehicles if they are designed properly, to have a mountable curb.

Initially, the City could install a painted roundabout at a to-be-determined location as a temporary, pilot project, to study its effectiveness. The location would be determined based on further traffic studies and analysis. The conceptual design on the next page shows a mini-roundabout at one possible location, the intersection of Crystal Springs Road and Oak Avenue. (This intersection was the subject of numerous comments and complaints received through the needs assessment process; it is the gateway to the city's most popular park, City Park, with its many attractions, and is very close to the city's middle school, an elementary school and a parochial school.) This concept would redesign the intersection with a single-lane mini-roundabout, supplemented with high-visibility crosswalks and pedestrian refuges. Regardless of the location selected for a mini-roundabout, the Crystal Springs/Oak Avenue intersection should be outfitted with crossing improvements such as higher-visibility crosswalks, pedestrian refuge islands and safety signs and signals.

Figure 5 | Conceptual design for mini-roundabout



EXAMPLE FACILITY: MINI-ROUNDABOUT

NOTES

- ① SHARED LANE MARKING TO INDICATE BIKE ROUTE (CLASS III)
- ② HIGH-VISIBILITY CROSSWALK MARKING WITH PEDESTRIAN REFUGE
- ③ MINI-ROUNDABOUT

Image credit: Parisi Transportation Consulting



BIKE LANE



6 | Citywide bikeway network

Overview

While cyclists will continue to be allowed on any street in San Bruno (other than the freeways), the Walk 'n Bike Plan designates a citywide network of bikeways providing a higher level of service for cyclists in terms of safety or convenience. A comprehensive bikeway network is essential for a transportation system that accommodates cyclists, an important goal of this plan. The proposed network seeks to address the main biking-related need expressed by the community: the lack of bikeways, particularly on the arterials, providing direct, continuous and more convenient north-south and east-west connections across the city and to neighboring jurisdictions.

The rough starting points for the proposed citywide network were the bikeway networks shown in the 2009 San Bruno General Plan and on the 2009 San Mateo County bike map produced by the City/County Association of Governments of San Mateo. These networks were combined then refined and expanded based on input from the public and City staff and on the professional judgement of the plan's consultants. In selecting streets to serve as bikeways, the following criteria were taken into consideration and balanced against each other:

- Directness of access to key destinations.
- Street grades.
- Traffic speeds and volumes.
- Existing bicycling patterns.
- Connection to designated bikeways in neighboring cities.

A table later in this chapter lists all the street segments that would make up the bikeway network, along with the type of bikeway recommended for each segment. As listed in the table and as illustrated on a map also later in this chapter, the recommended bikeway network for San Bruno is approximately 26.5 miles long and consists of a combination of bike lanes, bike routes and separated bikeways. Bike lanes—classified by Caltrans as “Class II” bikeways—are marked by parallel white stripes several feet apart, a stenciled bike symbol and signage. Bike lanes are recommended on streets that are sufficiently wide to accommodate them. Bike lanes may be painted, typically green, to reinforce bike priority in areas of conflict with car traffic and in areas with pressure for parking in the bike lane.



Bike routes—classified as Class III—are suggested for streets with narrow travel lanes, on which there is no room for bike lanes unless parking or traffic lanes were removed. Bike routes would be marked with “Bike route” plaques (top image at right) and signs reminding drivers and cyclists that bikes may use the full lane (middle image). 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 (bottom image). These are stencils that indicate a travel lane to be shared by cars and cyclists. They alert drivers to the potential presence of cyclists, suggest to cyclists where in the lane they should ride and, more generally, they encourage sharing of the road and reinforce the legitimacy of bike traffic.



Separated bikeways—classified as Class IV—are on-street bike facilities that are physically separated from moving traffic, most often 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.

Lastly, there are no existing bike paths in the city. (There is, however, an abandoned utility road in the Pacific Heights neighborhood, within a 30-foot easement in the rear of the properties behind Longview Drive, that some cyclists use to connect from Moreland Drive to the Skyline College area.) Bike paths—also known as Class I facilities—are typically found in parks, through open space, on abandoned and converted railroad corridors or along surplus easements and rights-of-way. San Bruno presents a number of such opportunities but none that could be realized without extensive further planning or at least substantial further consideration. These longer-term opportunities are described and shown on a map in the next chapter.

The bikeway network may be constructed one segment or more at a time, or by making a particular type of improvement (for example, sharrows or signage) at many locations. As appropriate, every segment of the network should be equipped with additional safety features. Examples include smoother pavement, non-slip surfaces, flashing radar speed signs, center lines and solid white lines demarcating the travel lane from the shoulder or parking lane (by visually narrowing the street, shoulder lines cause drivers to drive somewhat more slowly). The City should implement bicycle, and also pedestrian, improvements such as separated bikeways, bulb-outs and roundabouts as temporary, low-cost pilot projects, to test their performance before installing more permanent versions. It should be noted that proposed improvements to Sneath Lane from El Camino Real to the western City limits and to Crystal Springs Road from Oak Avenue to the Junipero Serra Freeway might be subject to a majority ballot vote in accordance with Ordinance 1264 concerning scenic corridors.

The rest of this chapter describes the various types of bikeway improvements that would make up the citywide network and includes a table of all the network segments and a map of the network. This chapter concludes with six conceptual designs of different types of bicycle improvements.

Types of proposed improvements

For later cost-estimating purposes, the proposed projects in the Walk 'n Bike Plan have been broken down into nine categories or types, labeled B1 to B9. Each type is described below, including proposed locations and planning-level cost estimates.

Bike lane (Class II) on existing shoulder (project type B1)

- Proposed for corridors with existing wide shoulders. Improvements consist of bike lane stencils and signage.
- Planning-level cost estimate: \$10,000 per mile.
- Proposed location(s): Skyline Boulevard.

Bike lane (Class II) with removal of travel lane (B2)

- Proposed for corridors where travel lanes could be restriped as bike lanes without any road widening. Improvements consist of removing existing lanes, and adding new bike lane lines and signage.
- Planning-level cost estimate: \$250,000 per mile. Cost depends on the number of lanes to be restriped and whether the bike lane is buffered.
- Proposed location(s): Bayhill Drive, Sneath Lane, Elm Avenue.

Bike lane (Class II) with road widening (B3)

- Proposed for corridors where bike lanes could only be added with roadway widening and/or median reconstruction. Improvements consist of reconstructing the roadway, including the curb, gutter, sidewalk, and storm drains, utility relocation, potential retaining walls and potential right-of-way acquisition.
- Planning-level cost estimate: Unknown at this time / to be determined.
- Proposed location(s): Two segments of San Bruno Avenue.

Bike route (Class III), signed / sharrowed (B4)

- Proposed for lower-speed, less-trafficked routes that provide access through the city or connect to key destinations. Improvements consist of, at minimum, shared-lane markings and signage. Additional improvements could include traffic-calming measures.
- Planning-level cost estimate: \$20,000 per mile.
- Proposed location(s): Various street segments.

Enhanced bike route (Class III), signed / sharrowed (B5)

- Proposed for corridors on lower speed and relatively less-trafficked routes that provide access through the city or connect to city destinations. Additional improvements would include high visibility shared lane markings (green-back sharrows), traffic diverters, speed feedback signs, and other traffic calming measures.
- Planning-level cost estimate: \$75,000 per mile.
- Proposed location(s): Various street segments.

Separated bikeway (Class IV) (B6 / B7)

- Proposed for corridors where separated bikeways could be added without any road widening, and where bicyclists could benefit from additional separation from vehicular traffic.
- Improvements consist of, at minimum, painted bike lanes, a painted horizontal buffer, and raised posts or other vertical feature. On-street parking could be incorporated into the design as an additional buffer for the bicycle facility (B6).
- An enhanced improvement could construct the bikeway separation with a raised concrete curb buffer rather than the painted buffer (B7).
- Planning-level cost estimate: Painted / raised post buffer (B6), \$250,000 per mile; raised curb buffer (B7), \$1.25 million per mile.
- Proposed location(s): El Camino Real, Cherry Avenue, Huntington Avenue.



Example of a separated bikeway

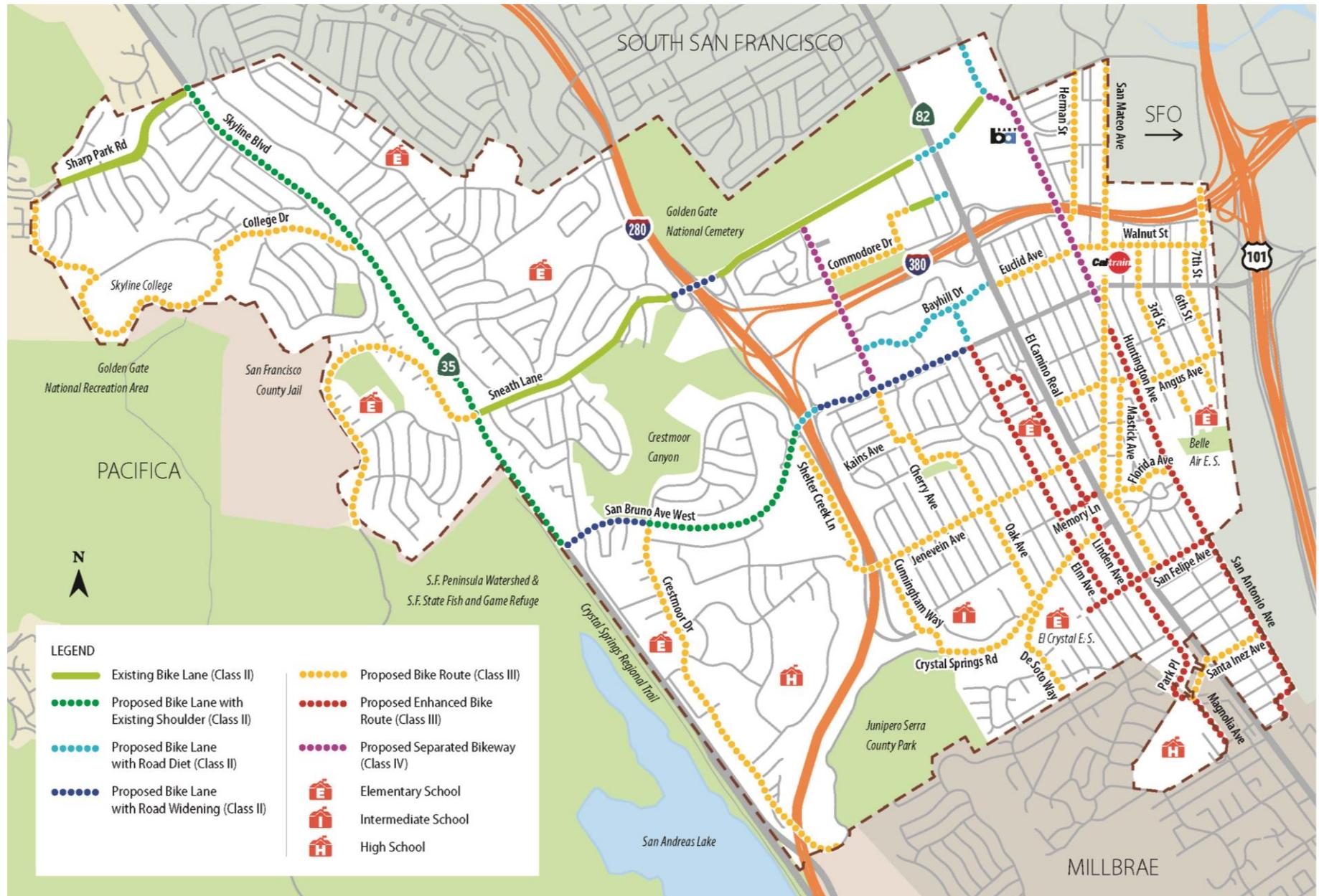
Bicycle improvements at interchanges, with lane removal (B8)

- Proposed at locations where bicycle facilities pass through freeway ramp intersections and where the existing vehicular lanes could be restriped as a bike lane or separated bikeway without the need for road widening.
- Improvements consist of removing existing lane lines, and adding new lane lines, painted bike lanes, a painted or raised curb buffer, and wayfinding signs and posts. Improvements could also include changes to signal detectors and supplemental lane markings.
- Planning-level cost estimate: \$500,000 per mile.
- Proposed location(s): San Bruno Avenue / I-280 interchange.

Bicycle improvements at interchanges, with road widening or roundabout (B9)

- Proposed at locations where bicycle facilities pass through freeway ramp intersections, and where the existing road needs to maintain its existing roadway capacity or add capacity.
- Improvements could consist of widening the local road to provide a bicycle facility. Alternatively, the interchange could maintain its capacity at the ramp intersections by upgrading to modern roundabouts and converting the through vehicular lanes to bicycle facilities.
- Planning-level cost estimate: Unknown at this time / to be determined.
- Proposed location(s): Sneath Lane / I-280 interchange.

Map 7 | Citywide bikeway network



Citywide bikeway network

Roadway	From	To	Length (mi)
Existing bike lanes (Class II)			
Angus Ave	Huntington	1 st	< 0.1
Commodore Dr	Admiral	National	< 0.1
Sharp Park Rd	Skyline	College	0.6
Sneath Ln	Skyline	I-280 SB ramps	0.8
Sneath Ln	I-280 NB ramps	National	0.7
<i>Subtotal mileage</i>			2.2
Proposed bike lanes (Class II), existing shoulder (B1)			
San Bruno Ave	Crestmoor	I-280 SB Ramps	0.6
Skyline Blvd	Northern City limit	San Bruno	1.9
<i>Subtotal mileage</i>			2.5
Proposed bike lanes (Class II) with road diet, no curb work (B2)			
Bayhill Dr	El Camino Real	Cherry	0.5
Elm Ave	San Bruno Ave	Bayhill	0.1
Huntington Ave	Northern City limit	Sneath	0.2
Sneath Ln	National	Huntington	0.3
<i>Subtotal mileage</i>			1.1
Proposed bike lanes (Class II) with road widening, no curb work (B3)			
San Bruno Ave	Skyline	Crestmoor	0.2
San Bruno Ave	I-280 NB Ramps	Elm	0.6
<i>Subtotal mileage</i>			0.8

Roadway	From	To	Length (mi)
Proposed bike route (Class III), signed / sharrowed (B4)			
3 rd Ave	Walnut	Belle Air ES	0.6
6 th Ave	Walnut	7 th	0.3
7 th Ave	Northern City limit	Walnut	0.2
7 th Ave	6 th	Belle Air ES	0.2
Angus Ave	7 th	El Camino Real	0.5
Cherry Ave	San Bruno Ave	Kains	0.2
Chestnut Ave	Kains	Park	0.1
City Park Way	Crystal Springs	De Soto	0.2
College Dr	Sharp Park	Skyline	1.7
Commodore Dr	El Camino Real	Admiral	< 0.1
Commodore Dr	National	Cherry	0.5
Crestmoor Dr	San Bruno Ave	Crystal Springs	1.2
Crystal Springs Rd	Linden	Cunningham	0.7
Cunningham Way	Jenevein	Crystal Springs	0.4
De Soto Way	Crystal Springs	Southern City limit	0.2
Euclid Ave	El Camino Real	Huntington	0.3
Florida Ave	Taylor	Huntington	0.1
Herman St	Huntington	Northern City limit	0.5
Jenevein Ave	Shelter Creek	San Mateo Ave	0.8
Kains Ave	Cherry	Chestnut	< 0.1
Mastick Ave	Angus	San Felipe	0.6
Oak Ave	Park Ave	Crystal Springs	0.5
Park Ave	Chestnut	Oak	0.1
Park Pl	El Camino Real	Magnolia	0.1
San Mateo Ave	El Camino	Northern City limit	1.4
Santa Inez Ave	San Antonio	El Camino Real	0.2
Shelter Creek Ln	San Bruno Ave	Jenevein	0.5
Sneath Ln	Skyline	Sweeney Ridge	1.1

Taylor Ave	El Camino Real	Florida	0.1
Walnut Ave	Huntington	7 th	0.4
<i>Subtotal mileage</i>			<i>13.9</i>

Roadway	From	To	Length (mi)
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Proposed bike route (Class III), enhanced signed / sharrowed (B5)

Elm Ave	San Bruno Ave	San Felipe	0.9
Huntington Ave	San Mateo Ave	San Felipe	0.8
Kains Ave	Elm	Linden	0.1
Linden Ave	Kains	Santa Teresa	1.2
Magnolia Ave	Park Blvd	Southern City limit	0.2
Memory Ln	El Camino Real	Elm	0.1
Park Blvd	Santa Teresa	Magnolia	0.1
San Antonio Ave	San Felipe	Santa Helena	0.6
San Felipe Ave	San Antonio	El Crystal ES	0.5
Santa Helena Ave	San Antonio	San Anselmo	0.1
Santa Teresa Ave	Linden	Park Blvd	< 0.1
<i>Subtotal mileage</i>			<i>4.3</i>

Roadway	From	To	Length (mi)
---------	------	----	-------------

Proposed separated bikeway (Class IV) (B6 / B7)

Cherry Ave*	Sneath	San Bruno Ave	0.6
Huntington Ave	Sneath	San Mateo Ave	0.8
<i>Subtotal mileage</i>			<i>1.4</i>

* Could be a bike lane with a painted buffer (Class II), depending on the final design

Proposed bike improvement at interchange (B8)

San Bruno Ave	I-280 SB Ramps	I-280 NB Ramps	0.1
<i>Subtotal mileage</i>			<i>0.1</i>

Proposed bike improvement at interchange (B9)

Sneath Ln	I-280 SB Ramps	I-280 NB Ramps	0.2
<i>Subtotal mileage</i>			<i>0.2</i>

Conceptual designs

Shown on the following pages are conceptual designs for various streets and intersections where special treatments are recommended. (The drawings provide a fair sense of the suggested changes. However, the concepts will need a closer look and more detailed design drawings before improvements are approved and implemented.) Included in this section are conceptual designs for the following streets and intersections:

- Huntington Avenue from the Centennial Way Trail to Downtown
- Cherry Avenue at Grundy Lane
- El Camino Real at Bayhill Drive / Euclid Avenue
- San Bruno Avenue at Elm Avenue
- Elm Avenue and Linden Avenue
- San Bruno Avenue under I-280

Huntington Avenue from the Centennial Way Trail to Downtown (Figure 6)

The northern stretch of Huntington Avenue is one of the city's most important connectors for pedestrians and cyclists. The street connects the Centennial Way Trail, the BART and Caltrain stations and the downtown. Because it appears that the street might have excess traffic capacity, this concept involves converting the outside northbound traffic lane (the eastern-most lane) into a two-way bike lane and using a physical buffer to separate it from the remaining traffic lane. The facility would serve as an extension of the Centennial Way Trail to downtown San Bruno. The sidewalk on this side of the street would be enhanced with streetscape improvements to reinforce a path-like environment and to improve the experience for pedestrians connecting between the two transit stations.

Before implementing this concept, the City should conduct a study to determine impacts to traffic levels of service resulting from removal of a travel lane. Caltrain is generally supportive of the concept but similarly encourages further study, coordination and design to understand how the concept can best accommodate access to and from the station by all modes.

Conventional bike lanes on both sides of the street are a back-up option depending on the results of further studies.



Huntington Avenue near the entrance to the Centennial Way Trail

Figure 6 | Conceptual design for Huntington Avenue from the Centennial Way Trail to Downtown



EXAMPLE FACILITY: TWO-WAY PROTECTED BIKEWAY

NOTES

- ① SHARED LANE MARKING TO INDICATE BIKE ROUTE (CLASS III, SB ONLY)
- ② RAISED BUFFER
- ③ TWO-WAY SEPARATED BIKEWAY (CLASS IV)
- ④ PEDESTRIAN STREETScape IMPROVEMENTS AND LIGHTING

Image credit: Parisi Transportation Consulting

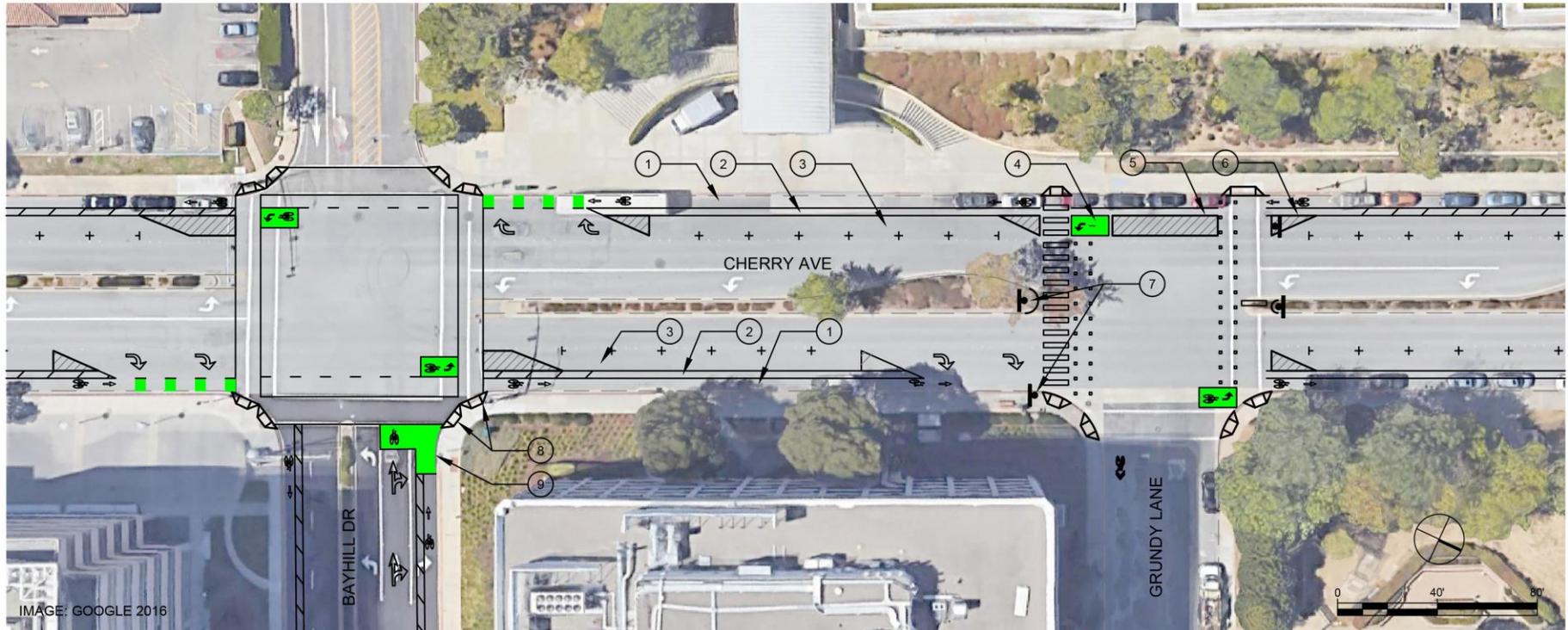
Cherry Avenue at Grundy Lane (Figure 7)

Cherry Avenue is another important connector for cyclists, and sees relatively heavy foot traffic from the large employment sites along the street. Like Huntington Avenue, the street appears to have excess traffic capacity. This concept entails removing a lane of traffic on each side of the street; moving the parking lanes approximately 8–10 feet away from the curb; and in the space created between the curb and the moved parking, installing bikeways. Depending on the final design, the bike facilities could be in the form of bike lanes with a painted buffer (Class II) or physically separated bikeways (Class IV). The green bike boxes shown in the drawing would make it easier for left-turning cyclists to pull out of the flow of traffic and wait to cross, rather than have to cut across traffic to make the left turn. As with the previous concept, the City should conduct a traffic study to determine any impacts before removing traffic lanes. Consideration will need to be given to access to and from the site by corporate shuttles.



Bicyclist on Cherry Avenue near Grundy Lane

Figure 7 | Conceptual design for Cherry Avenue at Grundy Lane



NOTES

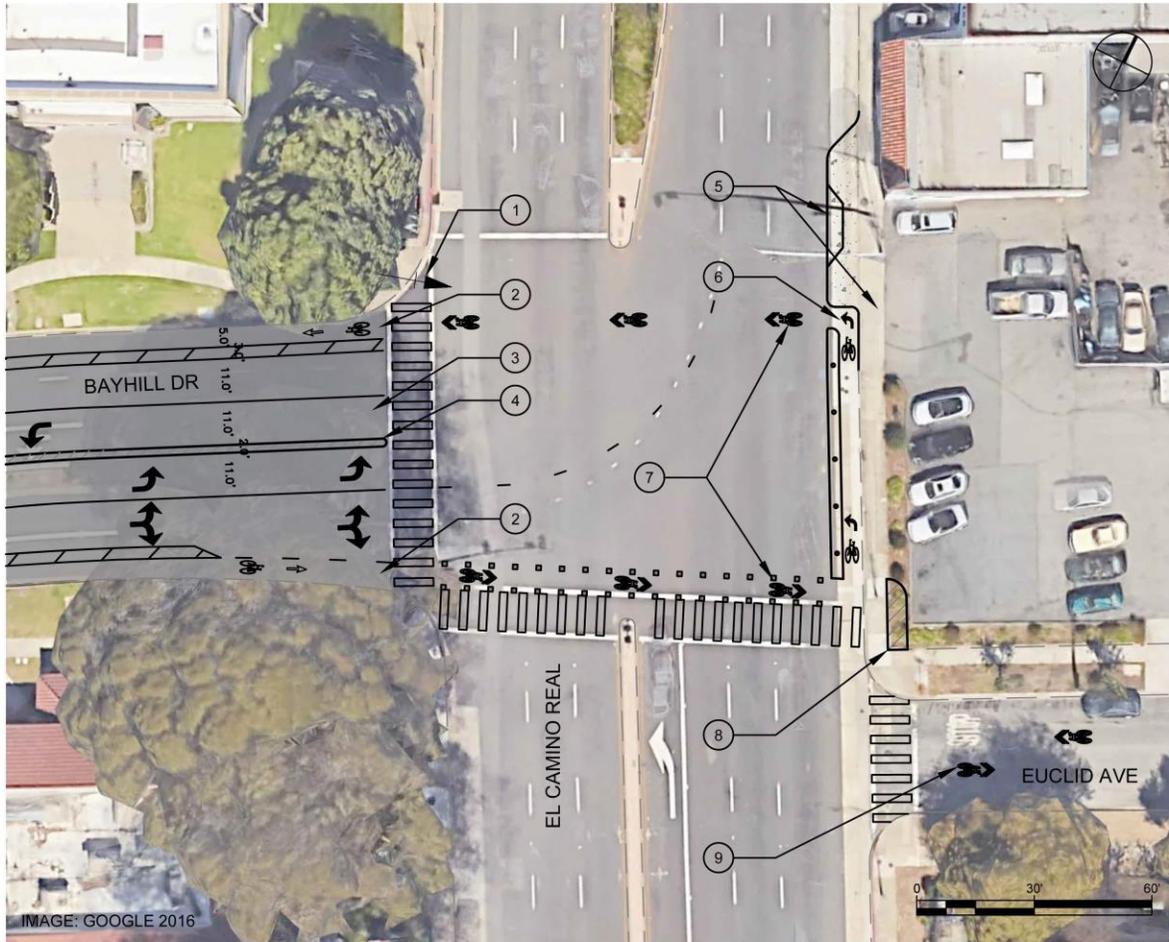
- | | | |
|--|--------------------------------------|-------------------------------------|
| ① ONE-WAY SEPARATED BIKEWAY (CLASS IV) | ④ TWO-STAGE BIKE LEFT TURN BOX | ⑦ PEDESTRIAN CROSSING WARNING SIGNS |
| ② BUFFER | ⑤ BIKE PARKING OR BIKE SHARE STATION | ⑧ NEW CURB RAMPS |
| ③ ON-STREET PARKING | ⑥ PEDESTRIAN CROSSING REFUGE | ⑨ BIKE BOX |

Image credit: Parisi Transportation Consulting

El Camino Real at Bayhill Drive / Euclid Avenue (Figure 8)

The recommended bikeway network includes a route along Bayhill Drive and Euclid Avenue as a way to connect between Huntington and Cherry Avenues. This concept would replace two travel lanes on Bayhill Drive with buffered bike lanes. Also, the design would make it easier for cyclists to cross El Camino Real through such intersection improvements as a separated bicycle left-turn pocket on El Camino, bike traffic signal and bicycle detection technology for westbound cyclists; and for eastbound cyclists, bike crossing markings next to the existing crosswalk. As cyclists begin to use this bike route, stop-sign controlled intersections along Euclid should be considered. Like Huntington and Cherry Avenue, Bayhill Drive appears to have excess traffic capacity, but a traffic study would also be needed to evaluate any impacts.

Figure 8 | Conceptual design for El Camino Real at Bayhill Drive / Euclid Avenue



EXAMPLE FACILITY: INTERSECTION BICYCLE CROSSING MARKINGS

NOTES

- ① BICYCLE SIGNAL
- ② BUFFERED BIKE LANE (CLASS II)
- ③ BAYHILL DRIVE ROAD DIET (LESS ONE WB & EB LANE)
- ④ NARROWED MEDIAN
- ⑤ DRIVEWAY BULB-OUT & DRIVEWAY CLOSURE
- ⑥ SEPARATED BICYCLE LEFT TURN POCKET; BICYCLE SIGNAL DETECTOR
- ⑦ BICYCLE CROSSING MARKINGS
- ⑧ EB BICYCLE CROSSING STAGING AREA
- ⑨ SHARED LANE MARKINGS TO INDICATE BIKE ROUTE (CLASS III)

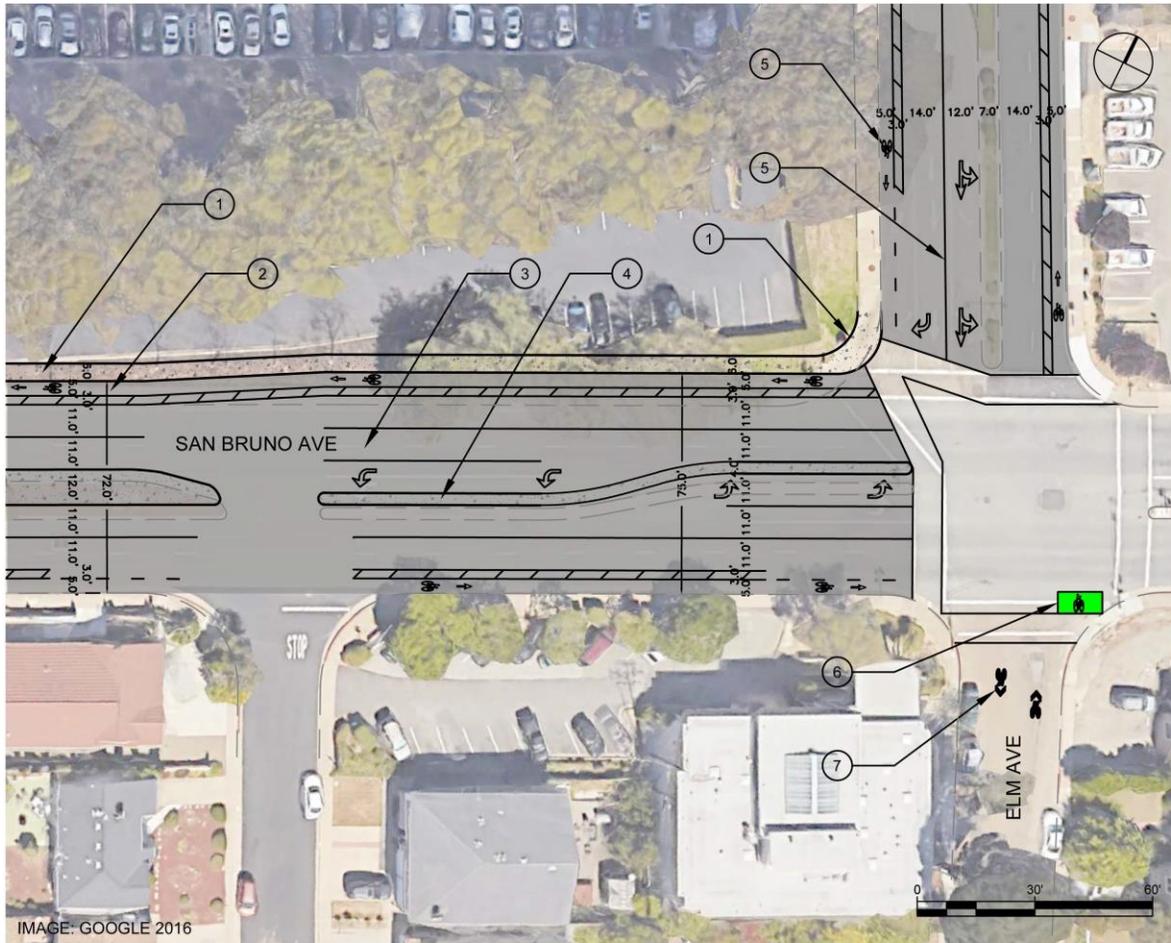
Image credit: Parisi Transportation Consulting

San Bruno Avenue at Elm Avenue (Figure 9)

Elm and Linden Avenues are proposed as a “couplet” bike route from Bayhill Drive south to Millbrae. This concept would remove two travel lanes on Elm Avenue north of San Bruno Avenue and convert them into buffered bike lanes; the southern stretch of Elm is much narrower, so would only be marked with sharrows. The design considers a two-stage left-turn box from San Bruno Avenue to Elm, and cyclist-activated pushbutton at the southeast corner of San Bruno Avenue. Again, a traffic study should be conducted regarding the removal of any travel lanes. At the same time, the north side of San Bruno Avenue would be widened to the extent needed to install buffered bike lanes. Widening of the avenue is likely to be an expensive project, as it would require relocating the median and possibly building sections of retaining wall.



Figure 9 | Conceptual design for San Bruno Avenue at Elm Avenue



EXISTING CONDITION: SAN BRUNO AVENUE / ELM AVENUE
FOUR-LANE ARTERIAL

NOTES

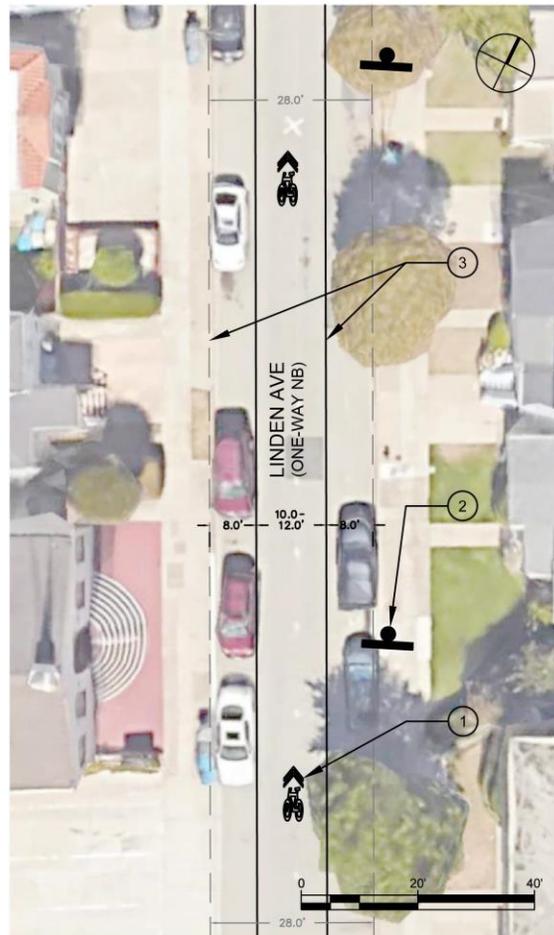
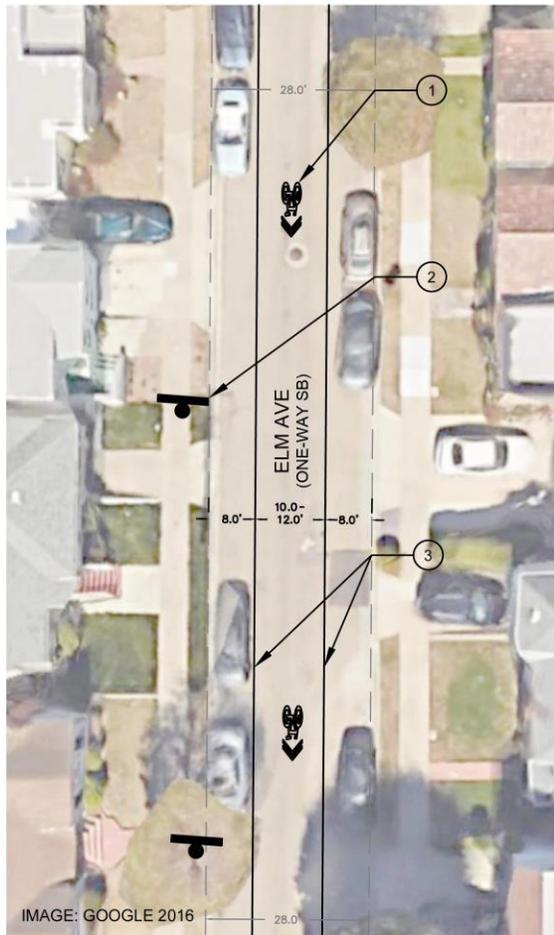
- ① WIDENED ROADWAY WITH NEW SIDEWALKS (SOME SECTIONS MAY REQUIRE RETAINING WALLS)
- ② BUFFERED BIKE LANES (CLASS II)
- ③ RELOCATED VEHICULAR LANES
- ④ RELOCATED ROADWAY MEDIAN
- ⑤ ROAD DIET (ELM AVENUE)
- ⑥ TWO-STAGE BIKE LEFT TURN BOX AND SIGNAL DETECTION (INDUCTIVE LOOP OR VIDEO DETECTOR)
- ⑦ SHARED LANE MARKINGS TO INDICATE BIKE ROUTE (CLASS III)

Image credit: Parisi Transportation Consulting

Elm Avenue and Linden Avenue (Figure 10)

As mentioned above, Elm and Linden Avenues are proposed as a bikeway couplet, to serve as the alternative north-south route on the west side of El Camino Real. The two streets, which currently have two-way traffic, would be made one-way (Linden northbound, north of San Felipe Avenue; and Elm southbound, south of Kains Avenue) and the streets would be marked as bike routes, with signs and sharrows. The streets are too narrow to serve adequately as two-way streets: cars have to pull over to let other cars pass, and it can be challenging for emergency vehicles to get through. This concept would have the added benefit of removing these conflicts. In order to prevent cars from speeding on the reconfigured one-way streets, Elm and Linden should be equipped with traffic-calming devices that double as street beautification, such as landscaped mid-block sidewalk bulbouts. Focused public outreach among residents of the neighborhood should be conducted before implementing this concept.

Figure 10 | Conceptual design for Elm and Linden Avenues



EXAMPLE FACILITY: GREEN-BACK SHARED LANE MARKINGS (SHARROWS)

NOTES

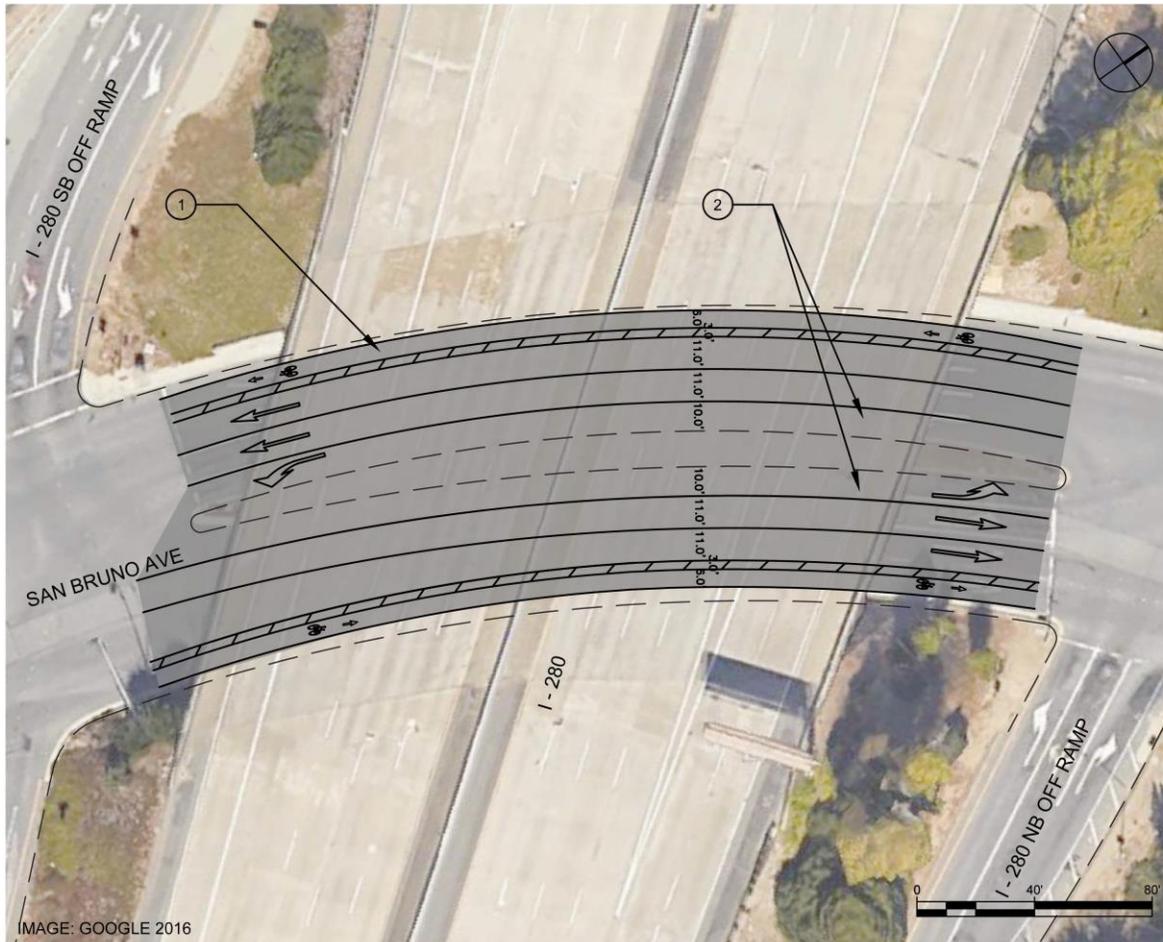
- ① SHARED LANE MARKING TO INDICATE BIKE ROUTE (CLASS III)
- ② BIKE ROUTE WAYFINDING SIGNAGE
- ③ PAINTED EDGE LINES

Image credit: Parisi Transportation Consulting

San Bruno Avenue under I-280 (Figure 11)

The proposed citywide bikeway network includes bike lanes on San Bruno Avenue from Elm to Skyline. A pinchpoint occurs under I-280, where the right-of-way is taken up fully by two through travel lanes and two turn lanes in each direction. This concept consists of removing a turn lane or a travel lane in each direction of San Bruno Avenue under the freeway in order to accommodate bike lanes. The decision between removing turn lanes or travel lanes would depend on the results of a traffic study.

Figure 11 | San Bruno Avenue under I-280



EXISTING CONDITION: SAN BRUNO AVENUE / I - 280 UNDERPASS

NOTES

- ① BUFFERED BIKE LANES (CLASS II)
RAISED BUFFER
- ② ROAD DIET; REMOVE ONE LANE IN EACH DIRECTION
SPECIFIC LANE REMOVAL (TURN LANE OR THROUGH
LANE) TO BE DETERMINED WITH TRAFFIC STUDY

Image credit: Parisi Transportation Consulting



SLOW!

6XGZ140

7 | Support programs and other recommendations

Overview

Infrastructure and facilities, while critical, are only one way to improve conditions for pedestrians and cyclists. Also important are safety, education, encouragement and enforcement efforts that invite more people to walk and bike and that make it safer and more convenient to do so. With this in mind, the Walk 'n Bike Plan also proposes a series of “support programs,” consisting of activities, events and other non-physical projects. Like the physical projects outlined in earlier chapters, the programs have been formulated to respond to key concerns heard from the community through the needs assessment process.

Support programs

The Walk 'n Bike Plan proposes four support programs, described in more detail below. Because of their varied nature, it is expected that the programs would be led by a variety of City agencies and other parties. These would include the Community Development Department, Community Services Department and Public Services Department, as well as the San Bruno Police Department, namely for activities related to enforcement, traffic safety and traffic education. The two school districts—San Bruno Park School District and San Mateo Union High School District—would lead activities related to Safe Routes to School, 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 also with support from the City.

To implement these activities, the City will rely largely on grants from outside funding sources and will pursue partnering opportunities with other agencies when feasible. Identifying activities and programs in the Plan is intended to increase the City's leverage to successfully obtain grants as opportunities arise.

It is intended that programmatic activities will occur throughout the duration of the Walk 'n Bike Plan's ten-year lifetime, rather than be one-time efforts. Not all activities would necessarily be conducted at all times, however. The number and mix of activities offered or supported by the City will depend on the community's evolving needs and interests, on the availability and timing of funding opportunities and on City staff resources to pursue and administer grants. For example, for some funding cycles, the City might not have staff resources to pursue grants at that time, and some grant applications submitted by staff might not be successful. Also, funding for implementation will need to be considered as part of the City annual budget process. This Plan provides an overall program approach that will require implementation through the City's Capital Improvements Plan (CIP) and operating budget.

Promotion and encouragement

To maximize investments in walking and biking infrastructure, the City should also sponsor, support or facilitate activities that encourage the general population to walk and bike more frequently, for both transportation and recreation. Activities under this program could include:

- 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 “Streets Alive! Parks Alive!” program sponsored by San Mateo County.
- Revising the zoning code as necessary to allow and encourage “parklets” and outdoor dining and vending on San Mateo Avenue. (Parklets are sidewalk extensions, installed in parking lanes, that provide a wider space and amenities for pedestrians.)



Example of a parklet

- Creating a dedicated section on the City’s website for news, announcements and resources related to walking and biking in San Bruno; announcing events and activities on San Bruno Cable and other local media, and making flyers and brochures available at City Hall and the public library; and pursuing grant funding to develop an

app that provides information about walking and biking in San Bruno.

- Designing and installing wayfinding signage to help pedestrians and cyclists find their way to key destinations.
- Organizing, sponsoring or supporting targeted group activities that promote walking and biking among seniors, youth, people with physical disabilities and other demographics.
- Installing bike parking racks at public locations city-wide.
- Providing support for morning and evening “energizer stations” in San Bruno on Bike to Work Day (these provide free snacks, beverages and small promotional giveaways to cyclists).
- Identifying locations and pursuing funding for a public bike repair (or “fix it”) station at the BART or Caltrain station, in the downtown or at other central destinations.

Safe Routes to School

Together, the City and school districts could develop and implement activities that encourage more children to walk and bike to school, while increasing safety on the streets. A comprehensive Safe Routes to School program would:

- Offer traffic-smarts training, “bike rodeos,” bike “skills drills” clinics and other types of traffic safety education aimed at school children.
- Organize walking school buses and bike trains for children to walk or bike to school in a group, escorted by parents or guardians.
- Sponsor monthly or seasonal “Walk and Roll to School” days, supported with special activities and incentives.
- Offer activities aimed at high school students, including the California Highway Patrol’s (CHP) “Every 15 minutes” program (a two-day program about drinking, driving and other personal safety topics); CHP’s “Start Smart” class for teen drivers and their parents; and walk- and bike-to-school competitions with prizes and incentives.
- To address objections or concerns by parents, conduct workshops for parents on Safe Routes to School topics such as traffic safety and personal security for pedestrians and cyclists, and the logistics of walking and biking to school.



End of the school day at Belle Air Elementary School

Other safety and educational activities

Pedestrian, bicycling and general traffic safety and education are, of course, important not just for children but also for adults. Programs with a broader reach are typically implemented at the county, regional or even state level, and the City could complement those efforts by:

- Featuring rotating traffic safety and educational messages on the City’s website and on San Bruno Cable, and work with other local media to post announcements.
- Creating posters and bumper stickers with San Bruno-specific traffic safety messages for use in City buildings and on City vehicles, and make them available to the public for free.
- Offering bicycle-skills training in neighborhoods when major new bicycle facilities are completed.
- Installing solar-powered digital speed signs or deploying speed trailers, as awareness and educational tools, on streets with a history of speeding complaints.

Enforcement

Some of the most serious concerns expressed by San Brunans during the Walk 'n Bike planning process related to illegal or careless driver behavior. These concerns can begin to be addressed through an enhanced traffic law enforcement effort:

- Consider providing additional patrol officer resources to traffic enforcement as needed and authorized.
- Regularly organize enforcement campaigns aimed at the causes of residents’ main traffic-related complaints: speeding, not yielding to pedestrians, distracted driving and parked cars that block the sidewalk. The campaigns should be announced in advance to raise awareness and give residents an opportunity to modify their behavior. Also, educate the public about not blocking the sidewalk with parked cars or garbage cans, and have the Police Department give out educational or awareness “fix it”-type tickets before citing drivers.
- Create an online form to report chronic traffic violations and to request enforcement action.
- Provide a patrol bicycle for City officers to use occasionally in the downtown, around schools, at City Park and at community events.



Other actions and recommendations

In addition to the programs proposed above, there are many other smaller-scale, policy-related actions that the City can take to advance walking and bicycling. Proposed actions are listed below, organized under three approximate timeframes recommended for implementation: near term (from the second half of 2016 through 2018), medium term (the subsequent three years of the Walk 'n Bike Plan's lifetime: 2019–2021) and longer term (the last five years: 2022–2026). (However, an action's optimal implementation timeframe might change due to circumstances.) In addition, there are several actions that are meant to be continuous or recurring. The actions are not listed in order of importance or priority, and should be implemented as opportunities arise and City staff time and other resources permit.

Near term: Years 2016–2018

- Develop installation guidelines, then establish a policy to install bicycle parking facilities at public places citywide such as the parks, and on public sidewalks along commercial segments. The installation guidelines should address the design and placement of the racks, ensuring that they do not create obstacles for pedestrian and disabled access.
- Update the City's zoning code to include bike parking requirements for new commercial, large multi-family residential and other land use developments as appropriate.
- Encourage and support the school districts to provide adequate, well-designed bike parking at all the public schools. Do the same with BART and Caltrain for bike parking at their stations in San Bruno, and with San Bruno Towne Center, The Shops at Tanforan and Bayhill Shopping Center for bike parking throughout these shopping destinations.
- Add a dedicated pedestrian and bicycle section to the City's "San Bruno Responds" webpage (bit.ly/sbfixit). Through this section of the webpage, enable the public to request "spot improvements" (minor fixes or repairs) to facilities. Priority for spot improvements

should be given to the arterials, designated bikeways and areas with particular infrastructure-maintenance needs, such as the city's industrial district and the "Avenues," the neighborhood south of I-380 and east of the Caltrain tracks. Also enable the public, especially merchants, to request the installation of bike racks, to be provided by the City at no or minimal cost.

- Identify locations around the City to conduct pedestrian and bicycle counts in order to document current activity and changes over time.
 - To implement the City's Complete Streets Policy, develop a checklist that would be used in planning and designing any transportation improvement to ensure it considers the needs of all users.
 - Review current practice and, as needed, 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.
 - 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**
- Adopt a Vision Zero policy to promote a comprehensive approach to traffic safety aimed at eliminating traffic-related deaths and minimizing serious injuries in the city; create a Vision Zero task force—led by the Traffic, Safety and Parking Commission and consisting of representatives of relevant City departments—to track collisions, analyze causes and trends, and report on progress implementing traffic safety efforts.
 - Explore options for providing bike-share service in San Bruno similar to the City of San Mateo's Bay Bikes program, including in partnership with neighboring cities, the County, the San Mateo County Transportation Authority or the City/County Association of Governments of San Mateo County.

- 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.
- Review and adjust the City's pavement management system to give greater consideration for sealing, resurfacing and repavement project to streets that are part of the newly designated bikeway network.
- Work with San Mateo County to develop policies to allow bicycling on designated trails in Junipero Serra County Park.
- Longer term: Years 2022–2026**
- Work with the San Francisco Public Utilities Commission to extend the San Andreas Trail north of San Bruno Avenue.
- As core area improvements are implemented and the City is able to identify needed funding sources, conduct a feasibility study to determine alternatives to improve Bay Trail connections through San Bruno via multi-use trails.
- Conduct a comprehensive update of the Walk 'n Bike Plan ten years from now, in the 2025–2026 timeframe.
- Continuous**
- As part of any pedestrian- and bicycling-related outreach, promote the City's "San Bruno Responds" webpage to address complaint-driven requests for maintenance, upkeep and repair of pedestrian and bicycle facilities.
- Conduct annual pedestrian and bicycle counts at key locations around the City to document current activity and changes over time, particularly before and after implementation of a project or program.
- As traffic signals are upgraded or replaced, install accessible pedestrian countdown signals and bike-detection technology at intersections. Work with Caltrans to do the same on El Camino Real and on Skyline Boulevard.
- Provide semi-annual reports to the Bicycle and Pedestrian Advisory Committee outlining progress in implementing the Walk 'n Bike Plan, and provide similar annual reports to the Planning Commission.
- Stay informed about and coordinate with staff of neighboring and other relevant jurisdictions on the development of bikeways that extend beyond San Bruno. These jurisdictions include the cities of South San Francisco, Millbrae and Pacifica, Caltrans, San Francisco International Airport and the County of San Mateo.



8 | Longer-term improvements

Overview

The previous chapters outline proposed pedestrian and bicycle improvements that would be implemented in San Bruno over a period of approximately ten years after adoption of the Walk 'n Bike Plan. At the same time, there are several desirable projects that would create a more robust network of pedestrian and bicycle connections but that were not included in the action plan. These projects and potential connections are not realistic in the short term because they need further study; they might not be realistic even in the medium term because they face significant challenges. Among these hurdles are the need for extensive additional studies; greater community buy-in; redevelopment of properties, or other changed physical conditions on the ground; or funding well beyond what is expected to be available.

Nevertheless, it is important for the Walk 'n Bike Plan to document these potential longer-term improvements and flag their importance to the community. For one thing, the plan can lay the groundwork for implementation by outlining planning steps that can be taken in preparation in the short and medium terms. Also, should conditions become more favorable over time, the Walk 'n Bike Plan can serve as the basis for discussions about these projects, including with private property owners and with outside agencies such as Caltrans. The projects should be re-examined and re-evaluated more closely for feasibility when the Walk 'n Bike Plan is updated (recommended for the 2025–2026 timeframe).

The Walk 'n Bike Plan identifies twelve of these desired longer-term projects and connections, listed below. They are described in more detail in the pages that follow and their general location is shown on the map on the next page.

- ① **San Bruno Avenue east of El Camino Real and across Highway 101**
- ② **From El Camino Real to the BART station**
- ③ **Commodore Park and connection to El Camino Real**
- ④ **From Commodore Park to Crestmoor Canyon**
- ⑤ **Sneath Lane over I-280**
- ⑥ **Crestmoor Canyon**
- ⑦ **San Bruno Avenue from Elm Avenue to I-280**
- ⑧ **El Camino Real**
- ⑨ **Grundy Park**
- ⑩ **Along San Antonio Avenue**
- ⑪ **Linden Avenue-to-Park Place cut-through**
- ⑫ **Southwestern connection**

Map 8 | Longer-term improvements



① San Bruno Avenue and across Highway 101

Highway 101 runs the north-south length of San Bruno, just outside the city limits. Immediately on the other side of the highway are two important destinations: San Francisco International Airport (SFO) and the San Francisco Bay Trail. SFO, which is only about a mile from downtown San Bruno, is one of the largest employment sites in San Mateo County. The airport and its tenants employ approximately 30,000 people, the size of a small city; of these, almost 5%, or roughly 1,500 people, live in San Bruno.

The second destination is the San Francisco Bay Trail. This is a planned 500-mile walking and cycling path around the entire San Francisco Bay, of which 345 miles is already in place. One of the longest gaps, or unfinished segments, is the section through San Bruno and Millbrae. Currently, the trail ends at East San Bruno Avenue and Highway 101, and resumes at Millbrae Avenue and Old Bayshore Highway, just before Burlingame.



Aerial view of the Highway 101 / I-380 interchange

One of the most frustrating challenges for local cyclists and pedestrians is getting to the other side of Highway 101 to access these, and other, destinations. Highway 101 itself is an intimidating barrier, with speeding cars getting onto and off the ramps. Moreover, there are no good options for crossing the highway. The only street across it between South San Francisco and almost Burlingame is San Bruno Avenue East; however, this street is notoriously challenging for cyclists with its fast traffic and narrow lanes.

Conditions for non-motorized transportation on San Bruno Avenue east of El Camino Real would be improved in the longer term to the extent that the City implements the San Bruno Transit Corridors Plan (TCP). That plan, adopted in 2013, envisions that segment of San Bruno Avenue as a transit-oriented corridor; also, it recommends evaluating a reduction of the travel lanes from four to two in order to “tame” traffic and provide wider sidewalks, pedestrian refuge islands at crosswalks, street trees and, between El Camino and Huntington Avenue, bike lanes. The TCP also recommends, as long-term goals, that the City consider a pedestrian and bicycle overcrossing just south of the Highway 101/I-380 interchange, and that it provide a new connection to the Bay Trail along an easement that exists approximately 100 feet north of Pine Street between 1st and 7th Avenues.

As core improvements are implemented and the City is able to identify needed funding sources, the City should conduct a feasibility study to determine alternatives to improve Bay Trail connections through San Bruno via multi-use trails. The San Bruno city limit is immediately east of 7th Avenue; areas to the east are the property of Caltrans (including the Highway 101 right-of-way) and of SFO. For these reasons, the City will need the collaboration of these two agencies in planning, designing, funding and constructing such a connection. Similarly, a Highway 101/I-380 interchange overcrossing would be an expensive project and require extensive multi-agency collaboration.

② El Camino Real to BART

El Camino Real is San Bruno's main thoroughfare. The BART station, only about a quarter mile away in a straight line, is the city's main transit hub. Unfortunately, connecting between the two is not easy. Cyclists must use Sneath Lane and Huntington Avenue, both of which have fast, intimidating traffic. Pedestrians may walk through The Shops at Tanforan, but the shopping center's doors are not always open outside of business hours.

One solution would be to provide a multi-use trail between El Camino Real and Huntington Avenue through the strip of open space that lies between the perimeter road on the south side of the shopping center and the I-380 off-ramp to El Camino Real. While ownership of the strip is unclear, it is likely that part of it belongs to the owners of the shopping center and part is under the jurisdiction of Caltrans.



The City should clarify the property's ownership status. Depending on the findings, the City could approach the shopping center's owners or Caltrans, or both, to begin discussions about extending the trail through the property. The City would have much more leverage in such discussions in the event that redevelopment plans are submitted for The Shops at Tanforan or if Caltrans proposes a large-scale redesign or reconstruction of the freeway ramps.

③ Commodore Park and connection to El Camino Real

San Bruno is a fairly dense, built-out city, where competition for space on the streets is strong. In such an environment, city parks are one of the few opportunities for paths and trails separated from traffic. Commodore Park might offer such an opportunity, through an area of the city with high-density residential complexes and high-intensity employment sites.

An east-west trail would connect Cherry Avenue to the Acappella Apartments, halfway to El Camino Real. A multi-use trail through the park should undergo a focused planning effort led by the Parks Division, under direction of the Parks and Recreation Commission. The planning process should examine space constraints and potential conflicts between cyclists and other park users, and should consider ways to avoid such conflicts or reduce them to a minimal level.



Commodore Park

From the Acappella Apartments, pedestrians and cyclists would continue north and east on Commodore Drive to El Camino Real. It is also possible that a Commodore Park trail could be continued east through the strip of open space along the north side of I-380 or along the street fronting it (also

named Commodore Drive). The strip, which is fenced off, is under the jurisdiction of Caltrans. If the City develops a multi-use trail through Commodore Park, it should then approach Caltrans to begin discussions about extending the trail through the property. Alternatively, the City could consider a variety of designs for an on-street bikeway on the fronting street. In addition, as recommended by the San Bruno Bicycle and Pedestrian Connectivity Study, adopted in 2008, the City should “consider the cost-benefit trade-off” of an overcrossing above El Camino just south of the Commodore Drive/Tanforan Way intersection.



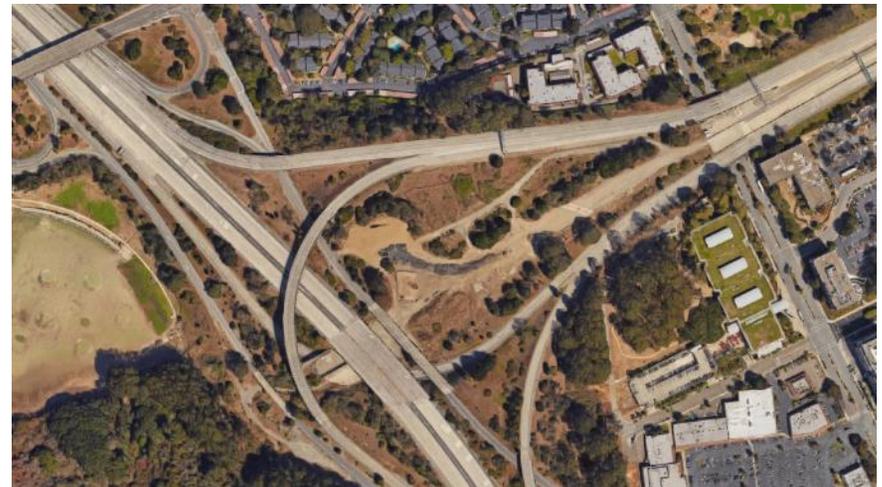
Strip of open space along the north side of I-380

④ Commodore Park to Crestmoor Canyon

Multi-use trails through Commodore Park and through Crestmoor Canyon (see item 6, on the next page) would bring much closer to reality the vision of a direct and potentially traffic-free east-west corridor for pedestrians and cyclists. Such a connection would not only connect the eastern and western halves of San Bruno but also provide a much-desired link between the Bay Trail and the Ridge Trail, which runs along the hills just west of the city.

However, in the short distance between Commodore Park and Crestmoor Canyon stands an impenetrable barrier: the I-280/I-380 interchange, which is under the jurisdiction of Caltrans. Creating a pedestrian and bicycle connection through this area is perhaps the most ambitious of all the visionary projects outlined in this chapter. The main obstacles—aside from the need to bring Caltrans on board—are the engineering feats and corresponding substantial costs that would be needed to weave through the freeway lanes and overpasses.

Providing a pedestrian and bicycle connection probably requires nothing short of a complete overhaul of the interchange. In the event that Caltrans proposes a large-scale redesign or reconstruction of I-280 between Sneath Lane and San Bruno Avenue or of I-380 west of Cherry, including the on- and off-ramps, the City should urge the agency to incorporate a multi-use trail between Commodore Park and Crestmoor Canyon. This would be in keeping with Caltrans’s relatively new commitment to “complete streets”—that is, to designing its facilities to serve more than just motor vehicles.



Aerial view of the I-280 / I-380 interchange

⑤ I-280 / Sneath Lane interchange

As it crosses over I-280, Sneath Lane consists of a four-lane roadway (two travel lanes in each direction), no shoulder and narrow sidewalks on both sides. Making this stretch adequate for most cyclists would require widening the bridge to provide bike lanes, shoulders or wide outside lanes. Alternatively, the ramp intersections could be upgraded to modern roundabouts; this would increase throughput capacity, enabling one travel lane in each direction to be converted to a bikeway. These options have been categorized as longer-term improvements because of the very large costs associated with either one.



Sneath Lane over I-280

⑥ Crestmoor Canyon

At 67 acres, Crestmoor Canyon is the largest of San Bruno's open spaces. It extends east-west from I-280 to near Skyline Boulevard and north-south from Sneath Lane to San Bruno Avenue. The area contains mature trees and dense vegetation, and a variety of natural habitats. It features steep terrain moderately subject to landslides and also presents a wildland fire hazard. To address this latter hazard, the Fire Department has constructed a dirt fire road along the canyon floor.



View into Crestmoor Canyon

Should it be opened to the public, the fire-access road would provide residents with an excellent recreational opportunity and a connection between the eastern and western halves of the city. A community survey conducted as part of the San Bruno General Plan process found strong support for development of hiking and bicycling trails through the canyon, and the General Plan incorporated several policies in support of this objective:

- Policy OSR-28: "Preserve Crestmoor Canyon in a natural state...while accommodating a multi-use trail and supporting facilities..."

- 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...”
- OSR-41: “Evaluate development of a contiguous bicycle and pedestrian route through San Bruno...Utilize the new Crestmoor Canyon multi-use trail to link the western and eastern portions of the city...”

In light of these policies, the City should work toward developing one or more multi-use trails through the canyon and supporting facilities such as staging areas and trail amenities. Ideally, the trail or trails would provide connections along the east-west length of the canyon (roughly from I-280 to Glenview Drive) and also along the north-south length (from Sneath Lane to San Bruno Avenue). In the short-to-medium terms, the City should conduct a more detailed planning study and community outreach process for public access through the canyon. Among key issues that need to be examined more closely are topographic constraints, potential impacts to biological resources, potential impacts on police and fire services, and the ownership status of property parcels.

⑦ San Bruno Avenue from Elm Avenue to I-280

San Bruno Avenue east of I-280 is an important east-west route for cyclists because it is a flat and direct way to connect from the downtown and Caltrain station to the Bayhill Office Park and Shopping Center. The segment between Elm Avenue and I-280 consists of a four-lane roadway (two travel lanes in each direction separated by a planted median), no shoulder and narrow sidewalks on both sides. Providing adequate biking facilities on this stretch would require widening the street. This would be an expensive project due to the lack of public right-of-way and the length of the segment.



Westbound San Bruno Avenue west of Elm Avenue

⑧ El Camino Real

As an official state route—State Route 82—El Camino Real is under the jurisdiction of Caltrans. The street is manageable for pedestrians, as it has continuous sidewalks on both sides and frequent signalized intersections with marked crosswalks. However, its fast, heavy traffic and narrow outside lanes next to parked cars, make it bikeable by only the most intrepid of cyclists.

Bike lanes might not be feasible on El Camino Real in the short or medium terms. The lanes are not wide enough to accommodate them and there is little public support at this time for the removal of traffic lanes. (However, Caltrans has suggested studying the removal of on-street parking in order to accommodate bicycling improvements.) In the near term, the best opportunity to improve conditions for cyclists might be indirectly, through non-bicycling improvements that tame traffic by slowing cars down and making drivers more attentive. These strategies include pedestrian improvements such as bulb-outs; streetscaping and landscaping in the

form of streets trees or planted medians; and even land use strategies such as high-density development, which increase foot traffic in the area.



Pedestrian along El Camino Real

Many of these strategies are being pursued for El Camino Real by the Grand Boulevard Initiative (GBI), and are included and described in the San Bruno case study under the GBI's TIGER II Complete Streets Project report. The GBI is a joint effort by 19 cities, San Mateo and Santa Clara counties, other public agencies and a number of community organizations to make El Camino Real, from Daly City to San Jose, "a more urban, pedestrian-friendly, transit-oriented corridor for residents to live, work, shop and play." The initiative is an ongoing, long-term project that seeks to achieve its vision through gradual, incremental improvements implemented on a city-by-city basis. (See the "Related Plans" section of the "Existing Conditions" chapter for more information about the GBI and the Tiger II report.) To improve El Camino Real for pedestrians and cyclists, the City of San Bruno should continue to participate in, and support the GBI's efforts. As specific projects for El Camino Real move forward in the future, some of the strategies and improvements mentioned above and in the Tiger II report may be implemented.

⑨ Grundy Park

Similarly to Commodore Park, Grundy Park presents another opportunity for a bicycle connection. Currently, the park has a pedestrian path running from Cherry Avenue to Oak Avenue. Transforming the path into a multi-use trail would allow cyclists traveling north-south to avoid the steep grade on Cherry Avenue south of the park by using Oak Avenue instead. Another advantage of Oak Avenue is that it ends to the south at the entrance to City Park. Creating a multi-use trail through Grundy Park—as through Commodore Park—should undergo a focused planning effort led by the Parks Division, with direction from the Parks and Recreation Commission.



Grundy Park

⑩ Along San Antonio Avenue

As mentioned earlier, conditions for bicycling on El Camino Real are likely to remain less than desirable for the foreseeable future. Given this reality, a reasonably good north-south bikeway alternative in the short and medium terms is Huntington Avenue/San Antonio Avenue. These streets are parallel to, and only a very short distance from, El Camino Real; are flat; have relatively little and slow traffic; and provide a straight, direct route from the Caltrain station and downtown to Millbrae. The pavement is in poor condition, especially on San Antonio Avenue, but this is relatively easy to fix, compared to other challenges.



Caltrain open space strip along San Antonio Avenue at San Felipe Avenue

In addition to the advantages listed above, the San Antonio Avenue corridor might present the opportunity for an off-street path. On the east side, between the street and the Caltrain and BART tracks, is a narrow strip of open space owned by Caltrain. This strip runs along the entire length of the street, from San Felipe Avenue to Santa Helena Avenue, at the Millbrae city limit. The first picture, above, shows the strip at San Felipe Avenue looking south, across a fence; the second picture shows it looking south near San Luis Avenue.

The City would need an easement from Caltrain to construct a trail at this location, so it should approach the agency to begin discussions about extending a trail through the property. Further study, coordination and design will be needed to determine whether a trail at this location would be acceptable to Caltrain. Primary considerations for Caltrain include preserving the integrity of the right-of-way; providing as much physical separation between people and the tracks; and ensuring compatibility with any planned or contemplated rail infrastructure projects.



Caltrain open space strip along San Antonio Avenue near San Luis Avenue

⑪ Linden Avenue cut-through

Just as San Antonio Avenue is a north-south alternative to El Camino Real on the east side, perhaps the best short- and medium-term alternative on the west side of El Camino Real is Linden Avenue. The street is parallel to, and only one block away from, El Camino Real; is fairly flat; has slow, low-volume traffic; and provides a straight, direct route from Kains Avenue to Lomita Avenue. The main challenge on this route is that at its southern end, Linden Avenue does not continue straight to Park Place but rather veers off in a southwest direction to Santa Teresa Way. This makes for a confusing, slightly circuitous route for cyclists going to or coming from Millbrae or the Lomita Park neighborhood east of El Camino Real.



Parking lots between Linden Avenue and Park Place

Preventing a direct connection to Park Place are two small, privately owned parking lots separated by a chain link fence. In the future, if redevelopment proposals are submitted for the parcels in question, the City should consider requiring an easement for a pedestrian and bicycle cut-through. Another option is for the City to explore acquiring the parcels and opening up access for pedestrians and cyclists, possibly even turning the parcels into a pocket park.

⑫ Southwestern connection

One of the main gaps in the proposed citywide bikeway network is found in the southwestern corner of the city. The City should explore a connection from the San Bruno Senior Center to Crestmoor Drive that possibly takes advantage, in the longer term, of improved access through the Senior Center site, on trails in Junipero Serra County Park and through the San Francisco Public Utilities Commission (SFPUC) tunnel near Crystal Springs Road and Crestmoor Drive. For this connection to become a reality, the City will need coordination with, and collaboration from, the County and the SFPUC.



Crystal Springs Road at Crestmoor Drive



9 | Implementation

Overview

If the focus of the previous several chapters was the pedestrian and bicycle projects and programs proposed for San Bruno, the subject of this chapter is on the implementation of those proposed improvements. The chapter consists of three sections:

- Estimated costs to implement the proposed improvements;
- Most promising sources of funding for those improvements; and
- Performance measures for gauging the success and effectiveness of implemented improvements.



Costs

This section attempts to put a price tag on the improvements proposed in the Walk 'n Bike Plan. Because this is a long-range, citywide plan—rather than, say, an engineering or feasibility study—the proposed improvements have been scoped at a “planning level.” Correspondingly, the estimated costs of the improvements are also at a planning level. True project costs become clearer as projects proceed toward their final design and, then, construction. This means that the true cost of a given project in the Walk 'n Bike Plan will likely be higher or lower—maybe even significantly higher or lower—than estimated in this chapter. Still, since some projects will end up costing more while others will end up costing less, the estimated cost *in aggregate* for all the proposed improvements should give a reasonably good sense of the cost of implementing the Walk 'n Bike Plan.

It should be noted that costs have not been estimated at this time for the longer-term improvements outlined in the previous chapter, given the significant uncertainties surrounding their technical and logistical feasibility of those projects. Similarly, costs have not been estimated for the assorted “other actions and recommendations” in the chapter on proposed programs. It is expected that those actions will generally be conducted over time by planning and other staff at the City as part of their regular duties.

The table on the next page outlines the estimated cost to implement the projects and programs in the Walk 'n Bike Plan. As shown in the table, the cost over the next ten years is \$10.8 million, or just under \$1.1 million annually. The table warrants a number of explanations and clarifications:

- The unit cost for pedestrian crossing improvements at interchanges reflects relatively minor enhancements such as pedestrian crossing warning signs, high visibility crosswalks, yield lines and lighting (project type I4) rather than redesign of the interchange (I5).
- Costs have not been included for bike lanes requiring widening of San Bruno Avenue east of I-280 (project type B3) or for bicycle improvements at the Sneath Lane / I-280 interchange (B9); these are considered longer-term improvements, beyond the lifetime of the Walk 'n Bike Plan. Costs have also not been included for bike lanes requiring widening of San Bruno Avenue east of Skyline Boulevard (B3), as it is not possible to estimate costs without further study.
- The unit cost for separated bikeways reflects painted bike lanes, a painted horizontal buffer, and raised posts or other vertical feature (project type B6), rather than separation by way of a raised concrete curb (B7), which would be much costlier.
- A large fraction of the total cost shown in the table is for improvements on Caltrans routes, particularly El Camino Real, rather than on City facilities. At \$4.9 million—or 45% of the total—the biggest line item is pedestrian crossing improvements at the intersection of two major streets. Most of these occur along El Camino.
- By far the costliest of the proposed programs is enhanced enforcement of traffic laws. The cost reflects a certain level of increased traffic enforcement staff resources.

Estimated cost of proposed improvements

<i>Project type</i>	<i>Unit cost</i>	<i>Number of units</i>	<i>Estimated cost</i>
Pedestrian crossing improvements			
(I1) Intersection of two major streets	\$350,000	14	\$4,900,000
(I2) Intersection of major / minor streets	\$75,000	7	\$525,000
(I3) Mini-roundabout	\$200,000	1	\$200,000
(I4) Interchange ramp crossings	\$50,000	5	\$250,000
Pedestrian corridor improvements			
(P1) Sidewalk, curb and gutter	\$900,000 / mi	1.7 mi	\$1,530,000
(P2) Streetscape improvements	\$250,000 / mi	1.1 mi	\$275,000
(P3) Streetscape / x-walk improvements	\$300,000 / mi	0.4 mi	\$120,000
Citywide bikeway network			
(B1) Bike lane on existing shoulder	\$10,000 / mi	2.5 mi	\$25,000
(B2) Bike lane w/ removal of travel lane	\$250,000 / mi	1.1 mi	\$275,000
(B4) Bike route	\$20,000 / mi	13.9 mi	\$278,000
(B5) Enhanced bike route	\$75,000 / mi	4.3 mi	\$322,500
(B6) Separated bikeway	\$250,000 / mi	1.4 mi	\$350,000
(B8) Lane removal at interchange	\$500,000 / mi	0.1 mi	\$50,000
Programs			
Promotion and encouragement	\$10,000/ yr		\$100,000
Safe routes to school	\$25,000 / yr	Ten	\$250,000
Other safety and education activities	\$15,000 / yr	years	\$150,000
Enforcement	\$120,000 / yr		\$1,200,000
Total			\$10,800,500

Funding

As mentioned in the previous section, implementing the Walk 'n Bike Plan will cost roughly \$10.8 million over ten years. Because this is a very large amount for a city of San Bruno's size, the vast majority of the funding to implement the plan will need to come not from the City's own funds but rather from government grant programs and other outside sources. Many of the sources are competitive, meaning that San Bruno will be vying for them against other municipalities. To take full advantage of available outside funding, City staff will need to prepare and submit grant applications to various funding agencies. All grant applications should be reviewed by the Bicycle and Pedestrian Advisory Committee (as is already required under the TDA Article 3 program, described below). To maintain momentum for implementation, the City should outline a set of actions for short-term implementation and create an internal task force consisting of representatives of the Community Development, Public Services, Police and other relevant departments, meeting quarterly to discuss and advance implementation of the plan.

Of the many proposed improvements identified in the 10-year work plan, the number that the City will actually be able to implement will depend on the availability and timing of funding opportunities and on City staff resources to pursue and administer grants. For example, for some funding cycles the City might not have staff resources to pursue grants at that time, and some grant applications submitted by staff might not be successful. Also, funding for implementation will need to be considered as part of the City annual budget process. This Plan provides an overall program approach that will require implementation through the City's Capital Improvements Plan (CIP) and operating budget.

Government grants

On the next few pages is a table of the most likely federal, state, regional and county sources of funding for pedestrian and bicycle improvements. The funding landscape changes frequently, with new programs being created and old ones ceasing to exist. While the table provides current information as of summer 2016, City staff will need to make an effort to stay up to date on news and announcements related to funding programs.

Complete streets

Many of the needs related to biking and walking in San Bruno stem from the fact that in the past, streets were regularly designed without full consideration of pedestrians and cyclists. This is reflected in the proposed projects in the Walk 'n Bike Plan, which for the most part aim to make it less intimidating to bike down the street or to cross it. The way to begin to remedy this situation is by adopting a "complete streets" approach to transportation projects. (Complete streets are those that are planned and designed for safe and convenient access by all users as appropriate—depending on the context of the streets—including pedestrians and cyclists. To simplify greatly, this means building roads with sidewalks and bike lanes or shoulders where pedestrians and cyclists can be expected to use them.)



While the City has adopted a Complete Streets Policy, it should also develop a checklist to ensure that the planning and design of any transportation improvement considers the needs of all users. The City's Bicycle and Pedestrian Advisory Committee should be given the opportunity to review and comment on all project checklists. At the same time, given the importance of freeways and state routes in San Bruno, the City should monitor all Caltrans projects and encourage the agency to incorporate pedestrian and bicycle improvements, especially whenever it redesigns or retrofits its facilities.

Most likely outside funding sources for pedestrian and bicycle projects

<i>Funding source</i>	<i>Administering agency</i>	<i>Frequency of call for projects</i>	<i>Notes</i>	<i>Potentially eligible improvements in the Walk 'n Bike Plan</i>
State Active Transportation Program www.dot.ca.gov/hq/LocalPrograms/atp	Caltrans	Varies; date of next call to be determined.	Consolidation of several older grant programs, including State SR2S and Bicycle Transportation Account. Funds a wide range of capital and non-capital projects. Both programs give some preference to projects in disadvantaged communities. The state program is competitive among jurisdictions statewide; the regional program is competitive among Bay Area jurisdictions.	Any capital project and most programmatic activities.
Regional Active Transportation Program www.mtc.ca.gov/funding/ATP	Metropolitan Transportation Commission	Varies; date of next call to be determined.		
One Bay Area Grant County Program (including Pedestrian and Bicycle Improvements and Transportation for Livable Communities) mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2	City/County Association of Governments of San Mateo County	Every four years; date of next call to be determined.	Infrastructure projects that reduce vehicle trips, including pedestrian and bicycle facilities.	Pedestrian and bicycle capital projects.
Transportation Development Act Article 3 ccag.ca.gov/opportunities/call-for-projects	City/County Association of Governments of San Mateo County	Every 2–3 years; next could be as soon as fall 2016.	Competitive among San Mateo County jurisdictions. Funds plans, safety education and design and construction of capital projects.	Any capital project and safety/education/training programs for school children and the general population.
San Mateo County Measure A Pedestrian and Bicycle Program www.smcta.com/Projects/Call_for_Projects.html	San Mateo County Transportation Authority	Every 2–3 years; next expected in late fall 2017.	Competitive among San Mateo County jurisdictions. Funds capital projects, including planning.	Any capital project.
Transportation Fund for Clean Air, Regional Fund www.baaqmd.gov/grant-funding/public-agencies/regional-fund	Bay Area Air Quality Management District	Annual; in recent years in April (new funding cycle each fiscal year).	Funds bicycle facilities, including paths, lanes, routes, lockers and racks. The Regional Fund is competitive among Bay Area jurisdictions; the County Program Manager Fund is competitive among San Mateo County jurisdictions.	Most bicycle capital projects (but not streetscaping/beautification).
Transportation Fund for Clean Air, County Program Manager Fund www.baaqmd.gov/grant-funding/public-agencies/county-program-manager-fund	City/County Association of Governments of San Mateo County			

Funding source	Administering agency	Frequency of call for projects	Notes	Potentially eligible improvements in the Walk 'n Bike Plan
California Office of Traffic Safety grants www.ots.ca.gov/Grants/default.asp	California OTS	Annual (in recent years in January).	For traffic-safety education, awareness and enforcement programs aimed at drivers, pedestrians and cyclists.	Certain activities under the Safe Routes to School, safety/education and enforcement programs.
Highway Safety Improvement Program www.dot.ca.gov/hq/LocalPrograms/hsip.html	Caltrans	Varies; next in 2017 (exact date to be determined).	For projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Competitive at the state level (highly competitive).	<ul style="list-style-type: none"> • High-visibility crosswalks • Safety-related bikeway improvements • Certain activities under the SR2S, safety/education and enforcement programs; also, certain spot improvements.
San Mateo County Safe Routes to School www.smcoe.org/learning-and-leadership/safe-and-supportive-schools/safe-routes-to-school-%28sr2s%29/grant-information.html	San Mateo County Office of Education	Annual; next expected in February 2017.	Available to school districts for education, enforcement and promotion/encouragement activities, evaluation and project coordination; and for small capital projects. Competitive among San Mateo County school districts.	Certain activities under the Safe Routes to School, safety/education and enforcement programs.
Affordable Housing and Sustainable Communities Program www.sgc.ca.gov/Grant-Programs/AHSC-Program.html	California Strategic Growth Council	Annual; next expected in March 2017.	Projects that facilitate compact development, including pedestrian and bicycle infrastructure and amenities, with neighborhood-scale impacts. Available to government agencies and institutions (including local government, transit agencies and school districts), developers and non-profit organizations.	Pedestrian and bicycle capital projects.
TIGER Discretionary Grants www.transportation.gov/tiger	U.S. Department of Transportation	Annual; next expected in February 2017.	For capital projects. Competitive at the national level (highly competitive).	Pedestrian and bicycle capital projects.

<i>Funding source</i>	<i>Administering agency</i>	<i>Frequency of call for projects</i>	<i>Notes</i>	<i>Potentially eligible improvements in the Walk 'n Bike Plan</i>
San Mateo County Bicycle Parking Reimbursement Program www.commute.org/employer-services/179-bike-parking-at-half-cost	Commute.org	Ongoing (applications reviewed on a first-come-first-served basis). Subject to availability of grant funds, which are renewed annually July 1.	Reimburses 50% of the cost of purchasing and installing bicycle parking facilities up to \$500 per unit. Available to businesses, public agencies and non-profit organizations in San Mateo County.	Bicycle parking racks and lockers.
Bicycle Rack Voucher Program www.baaqmd.gov/grant-funding/public-agencies/brvp	Bay Area Air Quality Management District	Ongoing (applications reviewed on a first-come-first-served basis). Subject to availability of grant funds, which are renewed annually July 1.	Vouchers for up to \$60 per bicycle parking space created (up to \$15,000 per applicant per year). Racks must be installed within one-tenth of a mile of at least one major activity center and maintained in service for at least three years. Available only to public agencies.	Bicycle parking racks.

Performance measures

“What gets measured gets managed.” While that quote comes from the world of business, it has fairly universal application. It means that having information or data about an activity gives us a handle on it and allows us to improve it. This section outlines several “performance measures” for evaluating the results of the City’s pedestrian and bicycle planning efforts as the Walk 'n Bike Plan is implemented.



Results should be measured against the City’s goals for walking and biking. The earlier chapter titled “Vision and Goals” outlines ten goals for the Walk 'n Bike Plan. These goals may be summarized as follows:

- (1) Improve the safety of pedestrians and cyclists.
- (2) Make walking more pleasant and convenient.
- (3) Implement a citywide network of designated bikeways.
- (4) Increase the functionality of the bikeway network with additional improvements such as signage and bike parking at key destinations.
- (5) As opportunities arise, develop multi-use paths and trails.
- (6) Establish a “spot-improvement program” to respond to requests for minor fixes, repairs and maintenance of facilities.

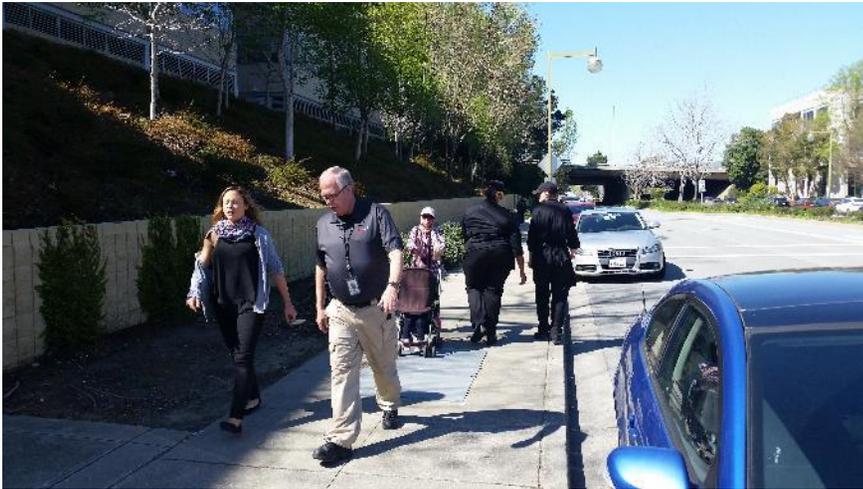
- (7) Tame traffic speeds using physical traffic-calming measures and enhanced traffic enforcement.
- (8) Complement physical improvements with non-infrastructure programs, activities and events.
- (9) Consider complete streets principles and disabled access in all transportation improvements.
- (10) Implement pedestrian- and bicycle-related provisions in the City’s other long-range plans and integrate supportive provisions into all future land use plans.

While some of the goals are less readily measurable than others, the list suggests several measures for evaluating the effectiveness of new street projects and other City efforts to promote walking and biking. Below are five performance measures that the City could track over time with relative ease. These measures would help show progress toward the City’s goals, highlight challenges and deficiencies in the City’s efforts, suggest corrective actions as necessary, validate the City’s decisions and, hopefully, build support for further improvements. To ensure that the performance measures are paid attention to, staff should report on them annually to the Bicycle and Pedestrian Advisory Committee and the Planning Commission.

1 Numbers of pedestrians and cyclists

Perhaps the most obvious measure for evaluating the effectiveness of the Walk 'n Bike Plan is the numbers of pedestrians and cyclists on the city’s streets. For this, the City could rely on two very different data sources. The first is “journey-to-work” data from the American Community Survey (ACS), an ongoing survey conducted by the U.S. Census Bureau. The survey measures, among many things, the number and percentage of workers who commute using different modes, including walking and biking. (ACS commute data is presented in the “Existing Conditions” chapter.) The data has two significant limitations: (i) it provides information only on work-related travel, which in most communities makes up a minority of trips; and (ii) because the numbers of pedestrian and bicycle commuters are small, the data has a quite large margin of error.

A potential second data source, which could be used to supplement ACS data, is pedestrian and bicycle counts at key locations. Such counts are inexpensive and may be conducted manually or with the help of cameras and other technology. For any significant improvement, the City should conduct “before” and “after” counts at the location being improved. In addition, the City could conduct annual counts at a few select locations. For pedestrians, locations could include along San Mateo Avenue in the downtown; along and at key intersections along El Camino Real; and in front of City Park, at Crystal Springs Road and Oak Avenue. Bicycle-count locations could include along Huntington Avenue, Sneath Lane, San Bruno Avenue West and newly implemented bikeways.



2 Traffic safety

Another meaningful measure, or set of measures, for the Walk 'n Bike Plan relates to traffic safety. The best sources of data on local traffic safety are collision reports filed by the San Bruno Police Department and figures from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS), a broader database of collisions that includes reports from other law enforcement agencies. (SWITRS data for San Bruno is presented in the “Existing Conditions” chapter.) These data sources allow for the tracking of traffic collisions involving pedestrians and cyclists and also pedestrian and cyclist victims of traffic violence, whether resulting in

fatalities, severe injuries, other visible injuries, complaints of pain or property damage.

Because the numbers of San Bruno pedestrian and bicycle collisions and victims are relatively small, they can vary greatly from year to year. One way to compensate for this is to track broader traffic safety figures, including those involving drivers. While not specific to walking and biking, such data can be used as a proxy for general traffic safety, including that of pedestrians and cyclists. Also, from the broader data the City can determine and track over time the percentage of all collisions and traffic victims that involve pedestrians and cyclists, and compare it to the percentage of all commuters who walk and bike. (While traffic collisions can affect anyone, they have a disproportionate impact on pedestrians and bicyclists, who are the most vulnerable users of the transportation system.) Collision-related information should be compiled annually by the Community Development Department and included in reports to the Bicycle and Pedestrian Advisory Committee and Planning Commission.

The City needs to keep in mind that as the numbers of pedestrians and cyclists increase, so too might collisions involving them. San Francisco, for example, has a large number of such collisions, even for cities its size. However, that does not mean that San Francisco is more dangerous for walking and biking; instead, it means that many more people there walk and bike than in other places. Conversely, cities where few people walk and bike tend to have few collisions involving pedestrians and cyclists, yet these areas are not necessarily safer. Collision numbers need to be kept in perspective and compared to numbers of pedestrians and cyclists on the street. Over time, as their numbers increase, pedestrians and cyclists tend to adopt more predictable, “mainstream” behaviors, while drivers become more aware of them. For pedestrians and cyclists, there is indeed “safety in numbers.”

3 Traffic speeds

Fast traffic is highly intimidating to pedestrians and cyclists—and for good reason: the chances of surviving being hit by a car traveling at 20 mph are several times greater than by a car at 40 mph. Lower traffic speeds are essential to creating a livable, multi-modal city, and should be one of the

City's highest priorities in planning for pedestrians and cyclists. The Walk 'n Bike Plan proposes a number of ways to reduce speeds, from corner bulb-outs, lane reductions and streetscaping to enhanced traffic enforcement. Before and after significant improvements are implemented on specific streets, the City's Public Services Department, in cooperation with the Police Department, should track average speeds and incidences of speeding, particularly on Huntington Avenue, Cherry Avenue, Sneath Lane and San Bruno Avenue. (The City already tracks speeds on the major thoroughfares as part of its traffic speed zone surveys, but these are conducted only every 5–7 years.) Speed-related information should also be tracked on El Camino Real, in cooperation with Caltrans.



4 Projects and activities implemented

More concretely, the City should also track and report on direct and tangible accomplishments and achievements related to the Walk 'n Bike Plan. Examples of such accomplishments include number of projects (such as street-crossing or bikeway improvements) funded, designed or constructed; lengths of sidewalk constructed or of bikeways installed; number of signs, bike parking racks or parklets installed; number of “spot-improvement” requests responded to; and amounts spent on pedestrian and bicycle projects.

Accomplishments need not be limited to capital projects; they can also be related to non-infrastructure improvements. Examples include number of promotional events; number of safety trainings, clinics, classes and other activities aimed at school children or the general public; numbers of participants at such events and activities; numbers of children taking part in walking school buses and bike trains; numbers of citations given out for speeding, not yielding to pedestrians, parking on the sidewalk and other traffic offenses; and amounts spent on support programs.

5 User satisfaction

While they might not be “hard” data, surveys and interviews can yield valuable information for the City on its efforts to implement the Walk 'n Bike Plan. To give one example, measuring collisions and victims at an intersection before and after improvements are made might be fruitless. The numbers are likely to be too low, in relative terms, for meaningful measurement. When it comes to traffic safety, collisions are like the proverbial tip of the iceberg: highly visible but concealing much beneath the surface. For pedestrians, much more numerous are stress, anxiety, intimidation and “close calls.” Collision reports do not reveal this information, but surveys and interviews of pedestrians likely would. Instead of tracking numbers of collisions after improvements are made, the City could conduct intercept surveys of pedestrians at the locations in question. The survey could ask pedestrians to rate, for example, the ease and pleasantness of crossing a street before and after changes are made, the degree of difficulty navigating the intersection, or how frequently they use a particular intersection to cross the street.

Surveys and interviews could also be used effectively among merchants. There is a strong case to be made that more walking and biking have positive impacts on local business. However, this would be tricky to gauge using quantitative measures such as sales tax receipts, which are much more responsive to broad economic conditions. After changes are implemented, surveys and interviews could ask merchants if they have noticed an uptick in business or in more cyclists coming in; or changes in complaints about parking, for example. Similarly, neighborhood residents could be asked about conditions on their street after changes go in, such as speeding, traffic-noise levels or difficulty in crossing the street.

Walk 'n Bike Plan: The Faces of San Bruno



Susan
San Bruno resident
I love walking once in a while to Tanforan Shopping Center to get some exercise and do some shopping.



Noah and Elena
San Bruno residents and "citizen sheriffs"
We walk to go to the park and play.

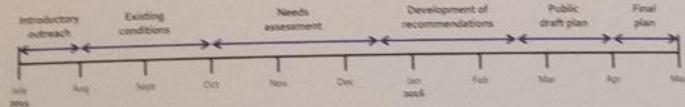


Sonam
10-year San Bruno resident, cyclist and BART commuter
I walk and bike in San Bruno every day. Biking is my main form of transportation.



For a more walkable and bikeable San Bruno

The San Bruno Walk 'n Bike Plan will be recommending high-priority projects to make walking and biking in our city safer and easier. Below is a timeline of the planning process for the project. While the planning has been underway for several months, there will be additional opportunities in the spring of 2016 to provide your input.



To find out more, visit bit.ly/sbwalkbike



Appendices

A-1 | Survey question #1

What is your connection to San Bruno? (If answered "Other")

20 responses

1. Retired
2. I attend church and sports events in San Bruno
3. Use bike to go to bart and train for SF events occasionally
4. I have siblings in a San Bruno elementary school.
5. I attend adult school located at the baptist church
6. I have students at Skyline College
7. I drive to San Bruno to catch Bart
8. My son go to San Bruno for swimming
9. My son goes to swimming at San Bruno
10. I shop at Tanforan Mall in San Bruno
11. not sb xd
12. I work on S Bruno
13. I work on S Bruno
14. I am a student of San Mateo Adult School in San Bruno District
15. Retired living here 30 years.
16. I attend Adult school in some San Bruno church.
17. I commute by bicycle to San Bruno
18. Former San Bruno resident
19. I have been walking my dogs here in San Bruno since 1992
20. I worked in San Bruno for several years

A-2 | Survey question #4

Did we forget any general challenges or obstacles to walking in San Bruno?

75 responses

1. Not pretty - dilapidated buildings and lack of trees, Scenery could be nicer.
2. ?
3. potholes and cracks in the streets -- in particular, the upper part of San Bruno Avenue.
4. El Camino has many destinations but is unpleasant to ride. Long distances over empty parking lots feels unsafe walking
5. people in cars beeping when trying to bike when light is on
6. The San Bruno Park would really benefit from with a wider walking path and having brighter Sensor activated Lights would be very awesome, especially at night the lights don't light much.
7. Normal neighborhood walking is impeded by driveways - some very long driveways where there are apts. or multiple businesses or residences.
8. So many people let their trees, shrubs grow onto the sidewalk so we have to go onto the street to get by them.
9. near train station street is in bad shape, please repave all the east side and fix cracked sidewalks!!!
10. N/a
11. On El Camino Real
12. Residents who park their cars too far out of their driveway that it covers the sidewalk (900 block of Hensley Avenue)
13. N/A
14. Neighborhood sidewalks off set by tree roots is a huge tripping hazard
15. Need better timed signals and crossings of ECR
16. Giving priority to cars at intersections. EXTRA TURN LANES FOR CARS with minimum allocation for pedestrians.
17. There are trees overhanging the sidewalks that are not trimmed up to a reasonable head room. Have to duck down to go under them.
18. Major streets are far to dangerous and wide to cross safely, especially for strollers and elderly. Crosswalks that are NOT at an intersection are not well marked.
19. The fact that El Camino Real is a state highway and the section through Lomita Park is nearly completely unregulated with no crosswalks and/or no signals controlling crosswalks. This are is (on the west side of ECR) less than 3 blocks from Capuchino. Completely unsafe.
20. Cars blocking autoshop driveways leave no sidewalk room to pass
21. El Camino feels dangerous. Need to cross it to get to BART.
22. You only have one location in crystal springs.
23. More ped & bike friendly... Especially when crossing streets with little ones in tow
24. Cars blocking sidewalks.
25. Underpass on Cherry street is dark and pretty scary to walk through at night.
26. Poor enforcement of traffic laws like stopping for pedestrians. Parking on side walks
27. cars parking 2 of 4 wheels on sidewalk
28. Poor lighting near highways. Not secure walk ways.
29. Cars blocking sidewalks
30. Crystal springs dr between El Camino and San Bruno Park has traffic flow that is not easy for walkers to cross street
31. Many sidewalks are blocked by cars so I need to walk on street with stroller.
32. drivers exceeding speed limits, failing to stop.
33. Narrow streets where cars block views at intersections. Cars parking too close to intersections, or parked in crosswalk. Driveways that are too short, so car encroaches on sidewalk. On garbage days, trash cans blocking sidewalk.
34. Bad Weather
35. I live in Sharp Park/Skyline San Bruno. No park in walking distance. I use the City College track to walk.
36. weather
37. I like to ride along skyline drive and the debris in the road has caused me a few flat tires and this is my greatest discouragement to continue riding that section to school or for fun.

38. Not enough stop signs and there should be Flashing lights to cross El Camino Real where there are no stop signs.
39. Crossing the Lucia Avenue between El Camino and Cypress Ave is a life challenge because many cars go so fast since the street is wider than other residential streets and there is no stop sign nor Speed humps. All the residential streets should have the Speed humps or stop sign if applicable to slow vehicle speeds.
40. More and easier access to existing green spaces, above Skyline for example
41. uneven pavement difficult for elderly or disabled
42. Pedestrian crossing sign, speed limit and some stop sign
43. Some places do not have traffic lights at pedestrian cross walks. When traffic is busy, some cars do not stop for pedestrians.
44. Seeing other people walking - a sense of community
45. Crosswalks near houses close to skyline college. There should be more of them to set as a guideline for pedestrians and driver.
46. missing stop signs at intersections
47. My disabled daughter took community walks in SB, weekly. Need safe sidewalks, crosswalks and more time at traffic lights especially along El Camino Real.
48. Weeds and trees that are untrimmed and block the sidewalk. Road blocks on the sidewalk to announce no parking on streets. Uneven pavements. Narrow sidewalks
49. Lack of sidewalks
50. Walking through the park, sidewalk stops in front of Pool, therefore you need to walk in the street crossing the bridge, poorly lit or no lighting at all.
51. One of my pet peeves walking in SB is the number of cars that park across the sidewalks, that park across their properties at odd angles and stick out down driveways. Walking around them puts me in jeopardy of twisting my ankles walking down and up the driveway entrances. Also, people who place their garbage cans on the sidewalk instead of near the curb. Walking around garbage cans at apt bldgs/multiple family complexes can really be challenging to get around 6 or more garbage cans. Not completely their fault, i know, since Recology has given everyone 3 cans to negotiate, but some sort of plan for leaving a pathway for walkers would be nice. (And small children on bikes.) Also, sidewalks that have been lifted by tree roots. Who's responsible? Homeowners or city?
52. Lack of bike lanes! Also, drivers running red lights.
53. El Camino Real and its crossing
54. Many unsafe cross walks with no flashing lights
55. Barriers (especially freeways) make walk / bike trips take much longer than straight-line distances would indicate. Examples include access to SFO from San Bruno, or BART to BayHill.
56. The crosswalk at the Bayhill shopping center is really dangerous.
57. unsafe crosswalks at Bayhill where there should be a signal
58. Homeless people hanging out under overpass.
59. Remember that everyone who wants to go for a walk does not necessarily know the area. Signs are critical for every one so they can focus on what they are doing not be uncertain where they are ergo distracted from their primary task of attending to navigating whether it be a bike, car, or your own two feet.
60. Some street corners still do not have curb cuts for wheelchairs.
61. Some dangerous intersections.
62. Cars violating the right of way (failure to yield, parking on the sidewalk, blocking crosswalks at lights/stop signs, etc)
63. "No crossing allowed" obstacles at intersections that would otherwise have crosswalks
64. Sidewalks too narrow.
65. yes, missing trail connections, narrow or no sidewalk on busy arteries (Sneath & SB Ave.). There is a single crosswalk with flashing lights: at Rolling Pin donuts!!
66. I came from a very bike friendly city. They had dedicated pedestrian lanes for bikes on many city streets. There was signage indicating road and off-road bike paths. You could travel the entire city on the bike path. It was a city of one million people spread over a large area in Canada. We need this in San Bruno. We need a designated painted bike lane for bicycles. This would encourage vehicular traffic to monitor pedestrians. Bicycle should not be on the sidewalks. It's dangerous.
67. Lack of bike lanes. Difficulty making left turns on a bike due to traffic.
68. Vehicles parked on sidewalks forcing ped. into streets, !!!!!
69. I am 85 so this keeps me from walking a lot, But I do believe in this,

70. I come across many drivers who will not stop to let us cross; when they do, they drive through when I haven't quite finished crossing. I hate that due to me walking everyday, make sure when I am driving to let the person completely make it to the other side. That should be a law. Crosswalks on El Camino, no crossing lights - almost impossible to get across as drivers just do not want to stop. Always in a hurry.
71. I walk a lot around the BART station and it would be great if pedestrian lights automatically changed to walk where possible and where it makes sense rather than being triggered by a button.
72. cars, trucks, motor homes, etc... blocking sidewalks. garbage all over the place....clean it up San Bruno...
73. The signal at San Bruno Avenue and Skyline has the "Walk" sign for only 5 seconds. No one can cross Skyline or San Bruno Avenue in 5 seconds. Please extend the "Walk" time. Thanks
74. More crosswalks.
75. Narrow streets with obstructed sidewalks along driveways.

A-3 | Survey question #5

Are there specific streets or blocks that need new or improved sidewalks? What about specific intersections that need to be made safer or easier to cross?

143 responses

1. Crossing at Oak and Crystal Springs is a challenge, especially in the afternoons.
2. Huntington AV is dark
3. Skyline Drive at San Bruno Avenue.
4. Upper part of San Bruno Avenue and crossing at Skyline Drive
5. San Bruno Avenue sidewalks near Lunardi's are very unsafe. The cars speed up and down The street and the sidewalks are too narrow !!!!!
6. Between Crystal Springs and Jenevein -- the crosswalks are few and far between -- the speed of the drivers is nerve wracking!
7. I would like to see a much better connection from Centennial Way trail in SSF to the San Bruno BART station and would like a safer route to get to the Millbrae and San Bruno Caltrain stations. Seems like a waste to have a Caltrain station without good pedestrian/bicycle connections.
8. The intersection at Crystal Springs and Oak needs to have an actual person directing traffic during high traffic times of the day.
9. Oak, parts of Kains, parts of Cherry. Parts of Maple, walking path at San Bruno Park
10. Many along El Camino and from the Caltrain Station.
11. more better bike lanes
12. Need to be made easier and safer to crossing, El Camino Real, San Mateo Ave and San Bruno, Santa Dominga Ave more lights
13. In the oldest Crestmoor neighborhood... uneven sidewalks. Along Crystal Springs road - to and from downtown.
14. Turning on to San Bruno Ave from Skyline going south is difficult for a cyclist. You have to cross over a lane of speeding traffic and join the turn lane of cars. If you choose to cross in the ONE crosswalk, then you are going in the wrong direction and have to work your way back to the other side. Maybe add a crosswalk on the Storage/Lunardi's side of SBA?
15. we need better crossing across San Bruno Ave, add more crosswalks with the blinking lights and maybe lights that blink yellow at eye level also.
16. Crossing El Camino at the intersection near Tanforan is a bit dicey for pedestrians. Mostly due to distracted drivers/mall shoppers.
17. N/a
18. Cherry & San Bruno Ave. Very dangerous, cars do not look for pedestrians crossing the street with a green light. This is an accident waiting to happen.
19. N/A
20. Some intersections on El Camino Real are not safe to cross because of lack of traffic lights. And also the sidewalk near trendy joe's store on the other side of the McDonald's fast-food restaurant.
21. Upper Crystal Springs. San Bruno Ave between Shelter Creek and upper Crestmoor has no side walk
22. Jenevein, crystal springs from San Bruno park. All the streets between
23. San Bruno ave west of 280 lacks sidewalk for pedestrians
24. San Bruno ave and ECR, W. Angus and ECR, Jenevein and ECR, Crystal springs and ECR at Walgreens
25. Intersection at Sneath x ECR both sides. Sneath north side @ GG Cemetery. No sidewalks & no trees either. San Bruno Ave west of I-280., no sidewalks. ECR east side near Millbrae. Only auto lanes are in good order. One section I recall is wide drainage curbs opposite Celia's are broken. T intersection opposite Crystal Springs.
26. Safer and easier to cross.... El Camino and Jenevein, El Camino and Taylor, Crystal Springs and Hazel, El Camino and Santa Lucia, Crystal Springs and Oak
27. Corner of San Bruno Ave. and Cherry is confusing for turning, walking and generally not that safe
28. The pedestrian lane on San Bruno Ave north of 280 is too dangerous to use. It should be raised or with a barrier to traffic.
29. San bruno ave towards the east end doesn't have pedestrian sidewalks.
30. Jenevein

31. The streetlight poles in my neighborhood were changed to new LED(?) style bulbs. The light from these bulbs is more direct, rather than dispersed, so the areas between streetlights are not well lit.
32. None that I can think of at the moment
33. Amador Ave. between Monterey and Portola Elementary can be scary in the morning - lots of fast-moving cars, a winding road, and drivers don't seem to expect pedestrians except near the Portola and Church of the Highlands schools.
34. The stretch of ECR between San Felipe and the City Limits. Totally unregulated at all but two intersections.
35. Walnut Street and lower Avenues have so many broken sidewalks, potholes, and poor lighting it's nearly impossible to get to San Bruno Ave without tripping at least once, wheelchair bound neighbor can't navigate certain streets for lack of ramps or broken sidewalks that cause his chair to tip over!
36. El Camino and 380 underpass. On ramps. Cars moving fast and turning. Pedestrian is exposed if driving not paying attention.
37. Speed bumps in residential areas
38. El Camino to/from around Tanforan Mall
39. San Bruno Ave., west of 280 needs a sidewalk on at least one side. Additional crosswalks on Jenevein -- not additional stop signs, but "stop for pedestrians" crosswalks.
40. 7th ave and Angus needs crosswalks for kids going to and coming from school. I live on this intersection and cars constantly speed through stop signs daily. Especially during morning commute times.
41. Jenevein ...you get big trucks that park right on the corners and you have to step into the street to see if you can cross
42. Numerous locations throughout San Bruno.
43. Lack of lighting at night when walking by main streets like on San Bruno Avenue. There is only one crosswalk that lights up when a button is pressed as to alert the drivers that one is going to use the crosswalk. The rest result in a lack of visibility of pedestrians at night. On the intersection of Hensley and Euclid, there is no crosswalk or stop sign, and as a pedestrian one must peek over parked cars to see if there is incoming traffic.
44. Jenevein avenue by Acacia on the side of the School District. The sidewalk is dangerous if you are not paying attention. The sidewalk is uneven.
45. Earl and Crestview, Crestview and san bruno ave
46. El Camino and Commodore Drive
47. Sneath Lane, after el camino; please add yellow light flashing crosswalk(s) between Tanforan stoplight & Huntington.
48. Can't think of a specific block or area, but with trees often pushing up sections of the sidewalk and at night, its difficult to see these hidden barriers
49. 1) College Drive @Sheryl/Allen: Drivers on College Drive speed and often blow through the stop signs. We need a signal light. 2)Moreland Drive's sidewalk (heading towards College Drive) simply ends before you get to the Moreland/Longview intersection and no sidewalk at all on one side of Moreland. 3) Need a sidewalk on east side of College Drive from Allen to Skyline College. Also, need a sidewalk that goes continuously around Skyline College.
50. yes, we need to make sure san bruno avenue road is properly lighted and sidewalks are secured. Also, the hillside is open, therefore it doesn't feel safe.
51. El Camino Real/Sneath Lane, El Camino Real/San Bruno Ave
52. Crystal springs dr between El Camino and San Bruno Park has traffic flow that is not easy for walkers to cross street
53. Sneath Lane, San Bruno Ave. Glenview Drive. Glenview Dr & Earl, Glenview Drive and Claremont Dr. San Bruno Ave and Glenview Drive.
54. There needs to be a crosswalk at Euclid and Huntington going to Cal Train
55. Glenview between Earl and Claremont does not have a sidewalk on the west side. Cars come too quickly down Glenview at the intersections with Earl and Claremont - go through stop signs. Crossing Sneath at Sequoia has been dangerous. Glenview @ San Bruno Avenue by Lunardi's - very busy, difficult to cross.
56. Crystal Springs By Rec. Center, San Bruno Ave. by Glenview, Sneath Lane by Sequoia, Glenview and Earl Ave.
57. From Jack's restaurant in Sb on El Camino walking southward on el camino where the freeway s on both sides has been a challenge . One time didn't my car and had to personally do this
58. Too many to list!!! And fix the footpaths in city park -- they are so full of cracks and bumps.

59. Crossing the El Camino Real (in front of ARCO gas station) and Santa Lucia Avenue (between Cypress and El Camino Real) is a life challenge because there are a lot of fast driving cars.
60. Crossing the El Camino Real (in front of the ARCO gas station) and Santa Lucia Avenue between Cypress avenue and El Camino Real is a life challenge because of fast driving cars!
61. San Anselmo and Santa Dominga There should be a 4 way stop and cross walk. The cars speed up San Anselmo going south and it is hard to see them coming up the hill if there are cars parked on San Anselmo.
62. We should have the Speed humps and/or stop signs on Santa Lucia Avenue between El Camino and Cypress Avenue because there is no stop sign nor Speed humps and the street is wider than other residential streets. So, there are many cars driving so fast. We feel unsafe to cross the street. Especially, there are a lot of kids and teenagers walking on this street to ElCrystal Elementary School and Capuchino High School. Since there are many cars on El Camino Real, any crosswalks should have the lights on and off upon the pedestrians request when crossing the street such as the crosswalk right in front of the Arco gas station.
63. El Camino and Commodore need to have longer crossing times. right turn lane, southbound on el camino onto commodore has many drivers that do not want to make a full stop or cannot see pedestrians until they are right at the light.
64. Crestmoor 2 has terrible sidewalks with no ramps for strollers or wheelchairs. I walk to Lunardi's, the crystal springs reservoir, and Stratford elementary often and the sidewalks are terrible and there is only a single crosswalk (at glenview and SB Ave). Would love to see better sidewalks down sneath between skyline and el camino. It's not safe to walk down to commodore park or tanforan with kids or a stroller.
65. El Camino is not easy to cross. Hard to get to another city
66. Mire bus transportation that leads up to Skyline
67. I cannot think of any at this time.
68. San bruno ave and el camino ave, Sneath Lane and El Camino, Millwood dr and El Camino, Park Blvd and El Camino kids
69. The intersection between Huntington Avenue and Sneath Lane needs to be made easier and safer to cross.
70. The stoplight exiting Skyline College onto Highway 5. [*Ed: It is assumed that the commenter means Highway 35.*] Is there even a crosswalk there?
71. Houses near skyline college. Skyline Blvd near rollingwood need fixing.
72. Santa Lucia Ave that intersects with acacia ave and cypress ave should have speed bumps or stoplights as cars, especially motorcycles, are driving over the speed limits, often at 40mph. This is extremely dangerous when trying to cross the street with kids and dogs. Also lots of cars drive on this road to take their kids to and from school in the morning and mid afternoon
73. I bike to Capuchino High school every day and it feels like there should be 2 more stop signs at the intersection between Cypress and Lomita.
74. Love to walk the small loop in San Bruno City Park. As a younger senior, I appreciate a flat or relatively flat, short walk that is conveniently located and marked for distance.
75. Sneath Lane and San Bruno Avenue. Would be nice to have sidewalks down San Bruno Avenue instead of having to walk through the Crestmoor neighborhood. This would mean making it safe to walk on that street since people drive on it SO fast.
76. San Bruno Ave and Cherry Ave, is a dangerous intersection. Cars don't stop for pedestrians, even though we have a green light to cross. I think there needs to be arrow turn signals (east/west) from Cherry onto San Bruno Ave. I cross here every workday to meet my vanpool & it's scary.
77. Lack of sidewalks on SaN Bruno Avenue from shelter creek north to Crestmoor Avenue
78. Between Sneath and San Bruno Ave on Skyline.
79. SB Ave and Crestmoor should have cross walks on all four corners
80. Crystal Springs @ El Camino Real. Park Plaza to Ludeman Lane on El Camino Real. Too many distracted & speeding drivers
81. Park Area
82. Cross walks should be on each street that crosses Jenevein. There are only crosswalks at four way stops.
83. El Camino needs auto-flashing lights at EVERY crosswalk (in Millbrae as well as San Bruno, since our kids have to cross Millbrae streets surrounding Capuchino High School. Also, intersection of

- Millwood & Broadway right near Capuchino HS needs to be a 4-way stop. Stop signs at Millwood only make it VERY dangerous with amount of unyielding cross traffic.
84. some sidewalks around the neighborhood are uneven and dangerous to be running on.
 85. El Camino crossing areas. (The crosswalk from Capuchino High School to the ECR bus stop in front of the hotel)
 86. More like traffic police because most of the time the drivers brake traffic rules
 87. Stop signs all along crystal springs near Walgreens need to be put in
 88. The street at crestmoor park
 89. oak intersection near st roberts. one block up from crystal springs, dangerous for kids walking to and from school
 90. Please put in those lites for crossing especially by st roberts crystal springs road and oak ! Please too many accidents or get a cross walker there
 91. Up in San Bruno Avenue, there is an intersection to cross by the freeway that often times it is challenging to cross.
 92. Cross walk going across el Camino near Capuchino high school
 93. Crossing Jenevein there are often no crosswalks, and visibility is poor because of parked cars.
 94. Not an intersection per se but the pedestrian crossing on Cherry between Bayhill Dr. and San Bruno Ave that goes into the Bayhill Shopping Center needs pedestrian lights or something as cars going along Cherry don't really stop and cars turning left out of Bayhill Shopping Center don't pay attention to pedestrians crossing. There have been a couple of accidents at this crossing over the past 2 years and numerous near misses!
 95. Jenevein - street after el Camino!
 96. El Camino/Sneath Ln is missing a crosswalk. All the crosswalks on El Camino seem dangerous for drivers and pedestrians.
 97. Walking in/out of Tanforan is a nightmare. How did anyone think putting the sidewalk on the other side of the light was a good idea? Everyone just walks through the parking lot instead and it's really dangerous. The fact that you have to go through the parking lot to get to the BART station makes it even worse.
 98. The area near the 380 overpass with el camino is quite difficult to walk in. Cars fly onto the onramps, the tunnel smells, the sidewalk isn't very wide in places. And it's the only way to walk across the highway.
 99. The crosswalk at the Bayhill shopping center is really dangerous. People do not slow or stop for the cross walk, they don't look to see if pedestrians are there before turning out of the shopping center. It's a very dangerous crosswalk and I've had scares and seen other people close to being hit. Plus a woman was actually hit there a few months ago.
 100. Bayhill shopping center
 101. Cherry Avenue between Sneath lane and San Bruno Ave...especially near Sneath - very dangerous
 102. The intersection of Sneath Lane and Cherry Avenue is hazardous for crossing from the south side of Sneath Lane to the north side. Motorists expect to be able to turn left onto Sneath without any opposing traffic, so in my experience they do not pay much attention to pedestrians and they do not usually yield.
 103. By YouTube and entrance to Bahill Shopping Area. Cherry at Sneath is also very dangerous to cross. Cherry St between Commodore and Grundy is bad to walk especially nighttime when it's too dark.
 104. Better street signage e.g. corner of Carlton and Cupid Row no sign to tell you the street is Carlton. And assuring the signage is visible e.g. foliage not covering it or the sign is missing all together e.g. destroyed by wear from the elements. Often confusing where a street is and where it ends. This causes drivers to be distracted looking for street signs rather than attending to driving
 105. I live on Lowell and enjoy walking to bay hill. I would like to see a walk bike path on the south side of San Bruno avenue from lunar dis all the way down to el Camino. You take your life in your hands as it is now.
 106. Crystal Springs
 107. The crosswalk between 850 Cherry and Bayhill mall needs additional signs and blinking lights to tell motorists to stop for pedestrians.
 108. San Bruno Avenue just past Shelter Creek/Crestmoor has no sidewalk to go up or down the hill. It would be good to have a sidewalk and bike lane on that road since it leads to the Sierra walking trail on Skyline.
 109. Cherry Avenue, cross walk from Walmart GeC to Bayhill Shopping Center (cross walk is right in front of Neuve, the restaurant. Cars do

- not expect a cross walk mid block and are usually going to fast before they realize humans are crossing. I strongly believe that another stoplight is necessary; a cross walk isn't enough. If we do not get this problem under control, more accidents will happen.
110. Not enough crosswalks on Jenevein. Cars block site of pedestrians. May a bit more red on the corners for no parking on the corners of the street for example cypress, Acacia (lower end of Jenevein). Cypress Hazel, Acacia between Jenevein and Crystal Springs sidewalks are very dangerous to walk at night as they are buckled and trip hazardous. I usually walk in the street at night. Top of Kains, PG&E truck parked between Magnolia and Cypress Avenue can be a problem as it is very wide. Hedge on Park and Cypress (house on cypress) covers most of sidewalk and need to walk in street. San Bruno Park is very dark on trail by tennis courts right after you come from the housing area to about where the bridge is located.
 111. N/A
 112. The crosswalk on Cherry (800 block) to the shopping center should have some kind of pedestrian signal or flashing warning when people are crossing. Drivers do not always respect the pedestrian right of way, and in at least one instance, a pedestrian was seriously injured by being hit by a car.
 113. Intersection on Cherry at Bayhill needs additional safety features. My friend was hit by a car when we were simply crossing at the crosswalk. Cars exiting Bayhill and turning left often don't seem to 'see' pedestrians. Also, have almost been hit crossing over San Bruno avenue from Cherry. Cars turning don't 'see' you.
 114. Crossing from 850 Cherry building to Molly Stones is unsafe and not properly marked for cars to stop and yield to pedestrians. Also, no proper pedestrian route from BART station to where the tech offices of YouTube and Walmart are - need to cut across Tanforan or unsafely cross under the highway bridges.
 115. The crosswalk that connects the Bayhill Shopping Center entrance on Cherry Ave. and the Walmart.com / Walmart ecommerce corporate building is HIGHLY unsafe. We've had many close calls with distracted drivers from both directions who don't notice that people are crossing, as well as drivers who are turning left out of the Bayhill Shopping Center entrance on Cherry onto Cherry Ave. itself. Employees are using the crosswalk daily to run errands, go to lunch, etc. on a daily basis. We've already had 1 employee hit by a car due to unsafe driving. There needs to be something done to make this cross walk safe for the thousands of employees who are working at the Walmart buildings (we have 2 - one on Cherry, the other on Elm - and those employees may also be using that crosswalk). Please help protect our employees from having to gamble on whether or not cars are paying attention day after day after day. Thank you....
 116. There needs to be a stoplight on Cherry Ave between the Walmart building and the Bayhill Shopping Center. So many times have I been in that cross walk and cars do not stop and I almost get hit. Happens to coworkers on a daily basis. We've even had some people actually get hit. With such high numbers of employees at Walmart and YouTube, I don't know why more safety is not in place.
 117. Right in front of 850 Cherry, in front of the Bayhill shopping Center. They should add a traffic light there.
 118. 35 between college and san bruno Ave doesn't have a pedestrian side walk and could use a dedicated bike lane- I think bikers ride on a small shoulder which is not well Maintained. I would use a pedestrian walkway to walk from college drive/skyline to Lunardi's and the trailhead.
 119. Sneath Lane - walking from Cherry to Skyline I have to cross the street several times because the sidewalks end. Walking down El Camino under the 380 - there are small crosswalks on the onramps but drivers don't usually pay attention to them.
 120. Cherry Ave @ Bayhill and @ Grundy. El Camino is a death trap throughout San Bruno
 121. I would suggest adding a crosswalk between 900 Cherry Avenue and 901 Cherry Ave. There is a cross walk at the light, but an additional crosswalk between the doors of 900 Cherry and 901 would prevent jaywalking by YT employees. Walmart has a similar crosswalk to bayhill shopping plaza which seems to work well since there are a lot of pedestrians in the area but not such heavy traffic.
 122. 900 Cherry to 901 Cherry crosswalk signal is too short
 123. San Bruno Ave's sidewalk has a sheer drop on the side that I've fallen down more than once while trying to walk + read (hey, distracted walking isn't a crime). It'd be nice if it had a railing.
 124. Cherry Avenue and Bayhill Drive

125. I would love to see better bike conditions for going to and from the BART or Caltrain stations, specifically if you have to go up and down Sneath or San Bruno Ave. There are bike lines some of the time, but not well marked. Plus, the shoulders are not cleaned often so there are lots of leaves and pinecones on the ground.
126. The crosswalks in the vicinity of the Caltrain station need timing adjustments. I've arrived in the station area as much as 10 minutes before my train, only to miss it while waiting for my turn to safely cross the street. Walking up the stairs or ramp, or waiting for the elevator, require a significant amount of time after crossing the street, so making the crossing itself as quick as possible is essential. Huntington Avenue is in dire need of traffic calming. Motorists – especially San Bruno PD offices – commonly travel well above the 35 MPH speed limit, which is already quite fast for a side street in a mixed use / residential area. The crosswalks at Forest Lane / Herman Street feel unsafe, since the intersection is not signalized and traffic speed is so high. The area around the BART station and Tanforan Mall is difficult to navigate. There is no clearly-marked pedestrian path to the mall or El Camino Real south of the BART station, making access on foot from Caltrain difficult. Accessing the Archstone San Bruno apartment community from BART after the mall closes is also very difficult because of the lack of sidewalks or virtually any pedestrian amenities outside the mall.
127. Skyline Blvd as well as at CA 35 intersections with Sneath & SB Ave.
128. Residential neighborhoods should have a dedicated bike path lane. Just a painted line three feet wide is all it takes!
129. Skyline Blvd, Sneath, San Bruno Ave, el Camino
130. Intersection of cherry and San Bruno could be improved in terms of visibility for drivers and pedestrians. Speeding cars coming down the hill on San Bruno to this intersection - can they be slowed down?
131. Drivers do not stop safely at stop signs at Rollingwood and Parkside. Drivers speed through the stop sign at Sequoia/Heather. This is a concern for kids walking to school.
132. Access to BART fro. huntington.
133. San Bruno Ave and Skyline could use a crosswalk on both sides crossing Skyline to the San Andreas trail. A larger median for the crosswalk across San Bruno Ave at Glenview would also be good so the pedestrian has a safer place to wait.
134. Sneath Lane, San Bruno Ave.
135. these are things that would need to be addressed
136. Can't think of the blocks or streets off hand but yes, there are uneven sidewalks that I have tripped on many times. Intersections - cars turning when you have the green/walk light. They practically get right next to you so anxious to turn. Some speed to turn just so they don't have to stop. Example: Cherry Avenue & El Camino by Bayhill Shopping Ctr.
137. Crossing El Camino can be challenging. Also, cutting through the Tanforan parking lot to get to BART or Caltrain is very unfriendly to people on foot. A sidewalk along the Target parking garage would be good as well.
138. San Bruno Park needs new paths paved...bad shape... Masson Ave needs some work and clean up. The parking lot across from Artichoke Joes between San Mateo Ave and Masson is disgusting, homeless urinate all the time...I have witnessed it many times. Garbage dump as well..Homeless sleeping there too. Drugs? etc....
139. El camino real, from san bruno ave to Tanforan.
140. The intersection at San Bruno ave and Cherry Ave. is dangerous due to the big shrubs on the SW corner. They intrude into the sidewalk area and make it difficult to cross the street towards the Bayhill shopping center.
141. See answer above. Especially when cars are coming off Skyline, turning right onto San Bruno Avenue on a green light but the "Walk" sign stops too soon.
142. East side of 700 block of Mills Avenue behind car repair shop.
143. San Bruno Avenue and Crestmoor Drive, El Camino and Park Blvd, Crossing at park road and tennis courts, San Bruno Ave and Green or donut shop crossing,

A-4 | Survey question #6

Are there other specific problems related to walking in San Bruno? Do you have any ideas or suggestions to improve conditions?

125 responses

1. There are lots of cracked sidewalks on and around Hazel Ave, it makes it difficult to walk in the evenings.
2. Paint crosswalk lines. Put electronic speed readers on San Bruno Avenue to let drivers know how fast they are going uphill and downhill.
3. If the walking paths through the park were re-paved it might be used more. LIGHTING -- at night it's very dark and feels unsafe to walk around
4. See above
5. See above.
6. Improve walking path at San Bruno Park also more lights around Commodore Park where dog park is and improve walking path at Commodore Park.
7. Grundy Park needs a circular walking trail that will allow Parents/Grandparents to walk while still keeping an eye on their children. Currently it only has a trail going through the park.
8. Slower speeds, under 20 mph, and less lanes would help
9. Cross walks along El Camino are very unsafe!!
10. no
11. More traffic enforcement at the avenues near the Schools and our main streets.
12. Narrow sidewalks, people parking across sidewalks because of limited parking or narrow streets.
13. Pave the parking lot at San Bruno Ave /Skyline and improve the sidewalk there.
14. I'd like to see the walking path from SSF extended beyond Tanforan and south with a bike path along there as well.
15. No
16. The steep hills in Rollingwood make it hard for students to walk to school.
17. At Cherry and San Bruno Ave., the crosswalk markings are too set back from the actual corner. Need more alerting to car traffic that pedestrians are crossing. Need ground level flashing lights like at San Bruno Ave. W & Easton/Green
18. N/A
19. no
20. A new foot path would be nice. But I like to walk right from home. And I don't care how small a dog, please pick the poop up off of the sidewalk
21. More crossings on Sam Mateo Ave down town
22. I could never allow my kids to walk to school in San Bruno. The parents drive so fast and aggressive... Even rolling up on kids as they try to cross the street. It's very unsafe. It's not safe for adults to be crossing guards, I've done it! I believe the only thing that would work is constant police presence.
23. Create a new walking trail along I-380 and Commodore Park would be nice.
24. I think it is imperative that a pedestrian walkway be built over El Camino - anywhere between Angus and Crystal Springs. There needs to be a safe passage across El Camino - I think many pedestrian accidents are just waiting to happen.
25. There should be an asphalt trail through Crestmoor Canyon to connect BART, Caltrain, and other trail systems.
26. Perhaps better lighting at parks so that we are able to run at night? With it being dark earlier, I don't have an opportunity to run as I get home when it's already dark outside.
27. I think they should have more benches and maybe some water fountains on the path in San Bruno I use it to get to and from work daily and I use it to take my kids to and from school
28. I'd love to be able to walk through Crestmoor Canyon. Have heard there was once a plan to restore a trail through it, that would be great.
29. The recent closing of Santa Lucia by a paving company (who according to the City didn't advise them ahead of time) was totally exemplary of what is wrong. There is no foresight given. There is a section San Bruno Avenue between Crestmoor and 280 that has no bicycle lane or a pedestrian sidewalk. This should not be hard to fix, since the city controls all aspects of the roadway.

30. Add stop sign or speed bumps off 101 before 6th ave to enforce speed limit. Keep oversize trucks from turning onto avenues to get to shaw Rd - enforce use of San mateo or Huntington for oversized truck route? City park needs to have trail to accommodate both walkers and bikers! Add accommodation walking path/benches /shelters from El Camino to veterans Cemetery entrance
31. Larger sidewalks, you can barley fit two people
32. Longer lights; stop cars from turning when people are in the crosswalk; more visible signage for bikes, peds & vehicles
33. Maybe a designated route for students leaving Parkside? Far too many students try to cross where there are no crosswalks. Parents will complain about their kids having to go out of their way, but it would much safer. A crossing guard on Jenevein might help as well.
34. Crossguards on 3rd ave and Angus would help.
35. Crossing guard on jenevein and cherry or maple for Parkside crossers.
36. as a parent of school age kids there NEEDS to be more traffic enforcement officers at all school sites, my child was almost hit last year at Parkside because of a careless/speeding driver
37. As for those who are handicapped, many times cars block the sidewalk as the homeowners cars extend past their driveway and into the sidewalk. Then, in order for those who are on electric cars must go on the street in order to get back onto the sidewalk due to the blockage. Cars should not be allowed to block sidewalks for safety reasons.
38. Walking in San Bruno is relatively pleasant in general. Although most large retail developments don't seem to consider people walking in their designs (which is not something San Bruno can change), future development and plan approvals should take this into account. Walking across El Camino from Commodore Drive to the mall is a great example - to cross one street (El Camino) you need to cross three roads to stay on sidewalks because there is no crosswalk on the south side of the intersection and there is no sidewalk to the mall entrance on the north side of the entrance road. This adds a great deal of time because the light is quite long due to the high traffic loads on El Camino. Walking along El Camino in general is fine although the area near 380 is less-than-ideal. To get from one side of 380 to the other requires crossing two on-ramps and an off-ramp. The off-ramps are at light-controlled crossings, so crossing is generally OK but caution must be taken with cars turning right on red. The on-ramps are of a greater concern. While there are striped crosswalks and even overhead lights after dark, it is exceedingly uncommon for drivers to stop for pedestrians. Improved signage and enforcement could substantially improve safety at these crossings. The area under the bridge is generally darker than surrounding areas which does not provide a safe feeling at night. This is also the case under 380 on Cherry Ave. San Bruno does a good job providing sidewalks in most neighborhoods, however it is common for curbs in neighborhoods to have mountable curbs which encourages people to park on the sidewalk to improve clearance on the road. This is more convenient for drivers but is inconvenient for walkers, especially disabled or those with children and strollers. The wider streets also encourage faster speeds which can also be detrimental to both pedestrians and cyclists.
39. A footpath, close to the Crystal Springs Road; from crystal springs park to San Bruno Park.
40. We need a crossing guard at Portola School. I've nearly been hit twice just in the last few weeks.
41. san bruno avenue needs amends. Area near highways need attention.
42. Currently this is not an intersection, but where San Mateo Ave. and ECR intersect there is a good opportunity to build a safer pedestrian crossing. San Mateo Ave doesn't continue on the other side of ECR, but there is a Walgreens that draws people to cross from the east to the west side, often unsafely as the light is slow. Also, a better crossing could attract more pedestrians from the west side of ECR to shopping and dining along San Mateo Ave.
43. Ticket cars that block sidewalks
44. San Bruno ave between 280 and Crestmoor dr lacks a side walk for pedestrians.
45. More enforcement of residential speed limits and obeying posted signs.
46. There is a crosswalk to cross El camino from Crystal Springs. Depends on sunlight, we don't really recognize what the traffic light says. I have helped the old woman once who couldn't cross the road because she didn't know it already green light.

47. Residential streets are too parked up. 2 hour limit for cars without limited residential stickers would help, especially with those that park business vehicles for days on end. Enforce no parking that blocks sidewalks
48. Need sidewalks on both sides of Sneath Lane between Skyline and Rollingwood. More traffic enforcement at Sneath @ El Camino. Walking path through Crestmoor Canyon. Slow down traffic between San Bruno Avenue and Earl Ave.
49. Difficulty knowing routes or how to access multiple means of transportation. 511.org/commute.org not very helpful.
50. Lighted crosswalks. Better marking (lights) for Crystal Spring by Rec. Center., more traffic enforcement especially Crestmoor-Glenview area.
51. More traffic enforcement around schools at drop off and pickup. City should make it easy for residents to fix sidewalks -- there should be no permit charge, and people should be able to have city contractor to fix at cost, with perhaps a nominal administrative fee.
52. Yes, crossing the El Camino Real (in front of ARCO gas station) and Santa Lucia Avenue (between Cypress and El Camino Real) is a life challenge because there are a lot of fast driving cars. I would recommend that we install the Speed Humps or stop signs on Santa Lucia Avenue to slow vehicle speeds. Also, install the crosswalk lights on and off upon pedestrian's request (similar to the ones in Millbrae) for all current available crosswalks, especially the one in front of the ARCO gas station.
53. Yes, Crossing the El Camino Real (in front of the ARCO gas station) and Santa Lucia Avenue between Cypress avenue and El Camino Real is a life challenge because of fast driving cars! I would like to see the lights go on and off upon pedestrians request (similar to the ones in Millbrae) installed on El Camino Real for all available crosswalks now including the one in front of the ARCO gas station. There are a lot of kids and teenagers walking to El Crystal Elementary School and Capuchino High School. Therefore, either Stop signs or speed humps install on Santa Lucia Avenue between Cypress and El Camino Real to slow vehicle speeds because there is no stop sign between those streets (5 blocks without stop sign), there are many people driving fast. If possible, all residential streets should have speed humps to slow vehicle speeds.
54. El Camino and Santa Helena should have flashing light and Santa Dominga and El Camino. Millbrae has flashing lights to Cross El Camino and San Bruno does not.
55. We should have the Speed humps and/or stop signs on Santa Lucia Avenue between El Camino and Cypress Avenue because there is no stop sign nor Speed humps, there are many cars driving so fast. All residential streets should have Speed humps to slow vehicle speeds. Since there are many cars on El Camino Real, any crosswalks should have the lights on and off upon the pedestrians request when crossing the street such as the crosswalk right in front of the Arco gas station.
56. more traffic enforcement would be nice. too many aggressive drivers trying to get into the mall, and as a result, totally ignore pedestrians. the police car outside the front of tanforan does nothing to encourage safer driving.
57. better enforcement of the crosswalk at glenview and San Bruno ave would be nice. More than anything, we need decent sidewalks with handicap accessible ramps on major streets and in neighborhoods. Sneath and San Bruno ave between skyline and cherry street need the most attention in my opinion. There are several neighborhoods in that area that would benefit.
58. There are no safe trails that connect us to other cities or to the trail by the bay
59. On the street I live on (Willow Way @ Carmel), I do not feel safe for myself or my family due to the number of drivers who drive what appears to be well above the speed limit. I believe if there were speed bumps installed, it would help decrease speeding and make it safer for those who want to walk and bike.
60. Add flashing bumps in Main Street crosswalks. Peds crossing El Camino are hard to see. Drivers zoom past other cars as they slow to stop for peds.
61. Park pl when kids are out from school theu are around that busy area
62. School crossing guards.
63. A crosswalk across the highway from Skyline into the neighborhoods. A few locations around campus to get to other parking lots, PH Building.
64. Improve the sidewalks, add more pedestrians crosswalk, fix the fading paints crosswalk

65. Putting a stop signs on 3rd avenue and Walnut st.
66. More traffic enforcement on Santa Lucia Ave between el Camino real and cypress Ave, like speed bumps or stop signs
67. Junipero Serra County Park might be a good location for a new footpath, especially friendly for seniors. Or improvements to the downtown area would make it more pedestrian friendly.
68. There is a crosswalk from 850 Cherry to the shopping plaza. There has been many times that drivers don't yield to pedestrian crossing the streets. Thus, there has been a few accidents.
69. Pull the weeds, clip the trees, clean the sidewalks of fallen branches and other debris
70. More traffic enforcement @ San Bruno and Cherry Aves.
71. Need a footpath on or near Skyline between San Bruno Ave and Sneath.
72. Need more water fountains and bottle filler locations in parks and ball fields
73. Better Footpath on Skyline Drive from Sneath Lane to San Bruno Avenue
74. Hi Paula- just testing the survey form.
75. Walking around Tanforan Shopping Center and its environs is treacherous and scary! i don't even trust the lights because drivers are looking for other drivers and not pedestrians. Could we get some of those lighted crosswalks in that dangerous area? I've seen how the lights are placed along the crosswalk lines and they blink when the "Walk" button is pressed and a pedestrian begins to walk. Those really get one's attention.
76. Don't let cars park along curb where there's a cross-walk. The parked cars block view of the pedestrians about to cross until they're suddenly in the street.
77. lights in places that need lighting. not too many because the lighting can be annoying if you live near a lot of lights.
78. Maybe a school crossing guard for the El Camino areas
79. More traffic enforcement in the intersection San Bruno Ave and El Camino Real especially morning time. More crossing guard in school areas. In general the street in San Bruno
80. Private schools should be covered just the same with a crosswalkers. St roberts and parkside always an issue with traffic !!!
81. More traffic enforcement, and I am a little concern about security, it wouldn't hurt to maintain some isolated areas watched.
82. More school crossing guards, more traffic enforcement, evaluate dangerous cross walks BEFORE someone gets hurt
83. Most walking I do is to take my dog out. It would be nice to have designated dog spots with plastic bags. I pick up after my dog but many people are inconsiderate. My neighborhood east of San Bruno is full of dog poo
84. When will all that new dense housing around the BART and Caltrain stations become available? Why aren't there another 4+ stories of housing over Tanforan? The only real way to make San Bruno walkable is to stop building it for people who always drive everywhere.
85. A footpath through Crestmoor Canyon would be nice for car-free exercise for the business parks nearby. The crosswalks at the bottom of the ramps at El Camino Real and I-380 are very scary, both as a driver and as a pedestrian.
86. I would love to see more benches and seating outside at the Bayhill shopping center.
87. need traffic calming
88. foot/bike bridge over ECR at Sneath
89. I would love the addition of a foot path. I am an avid runner and they are few places to run while still feeling safe.
90. Cherry at Commodore, people don't stop at the stop signs.
91. The area where I live (heart of San Bruno) is a maze of very narrow streets with high numbers of parked cars. People don't drive as carefully as needed. Perhaps signs requesting drivers to be aware. And signage telling one the best route to El Camino versus ending up on San Mateo Avenue and not being on a street with street lights. Along Huntington that information might prove helpful before people get into the maze.
92. See comment above
93. more space for bikers. I live in Millbrae and I can be at work in 20 min biking but I can't there are not bike lanes. People can park but cannot bike!! I don't think you need a budget to do that! San Bruno looks like an old city in the 90's...there's only space for cars!! Not humans, not bikers! Drivers see you biking and they honk because they are not used to see bikers and b) there is no bike lane at all!! Take

- some lessons from Redwood city or at least try to give people a chance to keep in shape!!
94. Skyline College. You cannot walk around the campus on a sidewalk all the way around the campus. This is dangerous. No crosswalk by entrance to campus drive. If you want to walk from Skyline College to Lunardi's you have to go a long way. Need a sidewalk along Skyline Blvd. Linking College Drive and Sneath Lane. To walk, must take that trail by jail and go behind the housing. No easy access. Helpful to have blinking walk lights on cross walk by St. Vincent DePaul Store and crossing to the Liquor Store on El Camino. Busy time of days hard to see people crossing. Chinese restaurant across Toto's is always dangerous and people double park and let people out there to go in. It is always crowded.
 95. The problem is that there is not enough point of interests to walk to. For example, me and my coworkers could walk to downtown, but there is no good restaurants or good place for happy hour.
 96. cyclists using the sidewalk and riding in crosswalks. Also cyclists running stop signs and red lights - enforce rules of the road for them.
 97. N/A
 98. stop signs needed at bottom of 100 blocks on to Santa Lucia from Elm, Acacia, Poplar, Linden. Cross walk needed on Lomita for Cap kids crossing
 99. Traffic enforcements, police presence. Some areas are very remote/quiet and we often see suspicious people walking/parked in the area. It makes me not want to walk with my kids in the evening.
 100. I work at Walmart and now that there is a second You Tube building AND Walmart, the crossings are busy at lunch time and given the accident I was party to, I'd like to see some additional safety measures there...maybe lights?
 101. Lonely streets, some suspicious people. Reports of pick pocketing in the area,
 102. For \the crosswalk that connects the Bayhill Shopping Center entrance on Cherry Ave. and the Walmart.com / Walmart ecommerce corporate building: consider installing sign posts and flashing solar lighting to warn drivers that it's an official crosswalk with high traffic of pedestrians. I'm not sure if stop signs are a viable solution. Don't know the implications of that.
 103. Flashing light crossing to Bayhill Shopping center
 104. New sidewalk/footpath between college and San Bruno avenue on 35.
 105. I'd like to see more off-street trails to connect more points in San Bruno (like the one that ends near bart). San Bruno's streets have lots of long traffic lights and I'd prefer not to be stopping and waiting so much, esp. with this much car traffic that is kind of smelly and noisy.
 106. Oak and crystal springs is a real tough intersection to cross and drive thru in the morning especially and the afternoon. Even though it is a 4 way stop it is not controlled. The same is true for crystal springs and cypress. (Not just for the children but for adults as well .)
 107. Police have been hostile to pedestrians when walking legally in San Bruno, and no outside agency seems to have any oversight of their activity.
 108. More footpaths and cross walks between office buildings!
 109. a direct crosswalk between 900 and 901 Cherry would be awesome
 110. Drivers are so distracted that it's safer to jaywalk outside of an intersection than to cross at an intersection. Never been hit by a car while crossing illegally, been hit a few times by drivers using cell phones while crossing legally at an intersection. And yet police try to fine jaywalkers -- this is backwards!
 111. Most walking happens just around one's home. If there was a dedicated walking path that led, say, from Skyline College to Sawyer Camp trailhead next to Lunardi's, that could be a nice way to connect San Bruno to a lengthy pedestrian trail with no cars.
 112. Traffic calming along Huntington Avenue is a must, as is the provision of *any* pedestrian infrastructure around the perimeter of Tanforan Mall. Additional crossings of Sneath Lane between the mall and the shopping center just north of it would also be helpful. Intersections on Huntington Avenue / Sneath Lane that are currently not signalized, especially the one at Forest Lane / Herman Street, could benefit from roundabouts, especially if appropriate accommodations for people walking and riding bikes are made.
 113. There needs to be more destinations to walk to for those of us in very residential areas. I for one would welcome a coffee shop, park, or commercial area at the corner of Sneath and Skyline. Not much to walk to from the Highlands area.

114. Yes, connect San Andreas trail with Sweeney Ridge @ CA 35 & SB Ave. intersection. Have a trail parallel to CA 35 i.e. extend San Andreas trail. Traffic is going 60 mph on CA 35, so make it safer!!
115. The amount of cars parked on the street is phenomenal. On any given day, there are so many cars parked along the streets. Could we consider permit parking? Or, could we have a dedicated pedestrian lane on the major routes, such as Santa Lucia, Crystal Springs?
116. High visibility signs at school crossings
117. Lack of driver knowledge about pedestrian rights of way.
118. School crossing guards during morning and afternoon
119. All in all, for as much as I walk with my dogs, there are problems but not enough to make a huge deal about it. Mainly the streets that allow you to walk and cars to turn. I find myself running as fast as I can due to impatient drivers.
120. Crossing in and around I-380 is difficult-- it would be great if there were more pedestrian undercrossings. Crossing the on-ramps on El Camino are unfriendly as well.
121. The intersection at Huntington and Euclid needs a crosswalk with caution lights, this intersection is used by pedestrians between Bayhill and Caltrain
122. Traffic along Cherry Ave is usually travelling way above the 25 mile/hr speed limit, speed humps between Kains and San Bruno Ave could help improve the safety in this area for pedestrians and bicyclists
123. I heard street lights and sidewalks are not authorized to be fixed or added by the city of San Bruno. I heard they can only be fixed or added sidewalks by the State.
124. More flashing lights in the street in crosswalks that activate when a pedestrian enters them.
125. Hensley behind IHop.

A-5 | Survey question #7

Did we forget any general challenges or obstacles to biking in San Bruno?

40 responses

1. I wish there were more bike paths in San Bruno, perhaps one that could connect with the Bay Trail.
2. I do not ride my bike. I do not think that bikers and walkers should be on the same path because of safety concerns. I am very nervous as a car driver to have a bicyclist near me on the road. Some seem oblivious to cars and laws.
3. cars drivers are distracted
4. The quality of biking surfaces. Pathways along Skyline Drive.
5. not enough bike paths
6. Safety of parking bikes. Safety of paths (stabbing incident on Millennium Way made our family limit our kids biking time there now)
7. I stopped biking between home and Cal Train because it was too dangerous especially in the evening. Drivers had little regard for bike safety, I felt safer in the San Francisco part of my bike commute than in San Bruno.
8. N/A
9. Only bike lane in SB (Sneath) appears to be an afterthought. Putting a sign on a pole doesn't make it a bike lane any more than painting a picture of a bike on road pavement.
10. There should be a lot more signage reminding drivers to look out for bikers.
11. litter and broken glass on roads
12. NA
13. Streets are too parked up and narrow
14. I'm not a biker.
15. Bike shops few/far between
16. Bad weather
17. I used to bike, but the hills, poor visibility, bad pavement, lack of bike racks, inattentive drivers made me give it up as too much hassle.
18. weather
19. Bad weather.
20. Bike route map on Googlemaps etc.
21. Uneven pavements
22. Free bicycle lights for biking at night - safety/visibility at night.
23. Way too much hills, it might be good exercise, but when commuting, it is tiresome.
24. Raised our four kids in San Bruno. Just not very safe to ride bikes. Residential streets are generally too narrow.
25. Painted green bike lanes near intersection really helps! Please consider doing that!
26. Some times I ride the bike in sidewalks
27. A major inconvenience is that many of the demand-actuated traffic signals do not reliably pick up on the presence of a bicycle. As a result, I often end up having to wait through many traffic cycles before a car comes along behind me to trigger the light to turn green.
28. no dedicated biking lanes at all!! no lights to bike at night! City is doing far better than San Bruno
29. I don't own a bike. I think about it but the commute would take me too long and the roads are dangerous.
30. Stop signs at bottom and top of hills make it impossible to use momentum to get up the hills
31. Stoplights! There are literally six stoplights in the one mile between bart and my office on cherry st, with no alternate path around them. These stoplights are poorly timed - even for car traffic! - do not trigger when a bike is present if cars are not present, and have extremely long red light cycles (and the one at Huntington/Sneath has a green cycle so short I cannot cross that intersection fully on green at a full sprint on a bike). There's a bike lane on this stretch of Sneath, suggesting that bikes are supposed to be there, but everything else about this road screams that bikes aren't welcome. I'd love to see a light sequence that is adjusted to be bike-friendly, or a trail that allows bypassing the worst of the lights (in particular, going from bart to the other side of El Camino).
32. There are quite a few lights that seem unresponsive to bicycles -- should make sure that they all trigger in response to a bicycle, and those that don't can be triggered manually without jaywalking onto the sidewalk from the road.

33. When it is dark, lighting is definitely an issue. The orange soda lights don't do a good job of illuminating the area. Also, the streets themselves are typically narrow, with a lot of vehicles parked along either side of the street. The narrow streets and parked cars also cause it difficult to see oncoming traffic when trying to cross the street.
34. Existing bike paths not connected to each other, neighboring communities, regional bike trails, and BART & Caltrain stations.
35. Some streets too narrow for cars and bikes. Too many hills. No connection to nice bike paths.
36. Yes, debris strewn shoulders on CA 35, SB Ave. and Sneath. Sharrows on all major streets
37. I am 85 so this does not apply yo me but I think its a great idea
38. I am excited about biking soon (just haven't done it because I was pregnant. Used to bike a lot when we lived in Redwood City and Palo Alto)
39. One challenge for walkers is when bikers speed on the San Andres Trail!!!!
40. Vehicles obstructing pathways

A-6 | Survey question #8

Are there specific streets where you would like to see improvements for cyclists such as bike lanes, traffic calming, signage or pavement stencils?

103 responses

1. El Camino
2. Undecided.
3. Bike lane on San Mateo ave
4. See previous comments.
5. I work in South SF, on Lowrie Ave just off of San Mateo Ave at the San Bruno/SSF border. San Mateo Ave is hazardous for biking, as is El Camino Real.
6. yes smooth fixed lanes
7. Improved pavement around and through the Crestmoor High School sites, particularly surrounding the soccer fields.
8. El Camino, San Bruno Ave, San Mateo Ave, Down Town San Bruno really Needs a make over.
9. From Skyline to San Bruno Ave it's hard to turn safely. Either add a crosswalk on the other side of SBA (Storage/Gas Station side) or add a bike turn lane.
10. San Bruno Avenue
11. Directions to the bike path (off of El Camino) would be helpful, the Centennial Way path goes basically in the same direction but a lot of people still do not know about this option.
12. N/a
13. There are no safe routes between Grundy Park and CalTrain
14. N/A
15. upper huntington near the millbrae line
16. El Camino Real
17. Make contiguous bike lane from San Bruno Bart, San Bruno Caltrain and Millbrae Bart via Huntington/ San Antonio corridor. Physically separate Bike lane on San Bruno Ave west of 280. I have had cars play tag while I was riding on this rd.
18. El Camino Real & SB Ave. Jenevein, Cherry, SM Ave. Like to see Centennial Trail extended south to Caltrain, east to Bay Trail.
19. intersection of San Bruno Ave and Huntington, sidewalk makes it difficult to maneuver. Caltrain station itself, should be direct ramp that leads to ground
20. Bike lanes, bike lanes, a thousand times bike lanes! Biking on the quite residential streets is fine. But, otherwise it is to dangerous for the average bike commuter or biker. Please take a ride for yourself down any of our major thoroughfares and see how safe you feel. I took my family on a bike ride to the bay trail in SSF and needed to use sidewalks, Memory Ln, and residential streets to do so.
21. El Camino Real
22. Crystal Springs Rd. !!! Specifically starting from the San Bruno City Park up to Junipero Serra County Park entrance. The speed limit on that road is 25 mph. People don't seem to follow the speed limit. I bike from Crystal Springs Terrace Apartments to San Bruno BART everyday. Riding up and down Crystal Springs would feel a lot safer if there was a way to influence people's speeding on that road.
23. The bike lane on San Bruno Ave north of 280 is too dangerous to use. It should be raised or with a barrier to traffic.
24. Jenevein and San Mateo Avenue
25. San Bruno to Caltrain needs bike lane.
26. San Mateo ave
27. Around Tanforan mall
28. Jenevein
29. As for pavement issues, the majority of pavement work must be tended to in "the avenues" of San Bruno. From Huntington down to 8th Avenue in San Bruno. There is a large discrepancy from the quality of pavement from West-San Bruno, to East-San Bruno.
30. San Bruno ave and El Camino Real
31. El camino Real dedicated bike lane - i know a pipe dream.
32. San Bruno Ave. up to the San Andreas trail
33. huntington from tanforan to san bruno rd - san bruno rd from huntington to mcdonnell rd - mcdonnell rd from san bruno to sfo airport
34. I don't own a bike
35. The bike lane on Skyline Boulevard from Skyridge to Westborough / Sharp Park could use a street cleaning. Too often broken glass is hiding in leaf litter there.

36. bike lane on El Camino, San Bruno Ave., Huntington, San Mateo Ave. Crystal Spring. Clean out debris on the road
37. W. San Bruno ave needs dedicated bike lane. Car passengers have tried to reach out and tag me while I was riding on this rd. Skyline blvd needs bike lane.
38. Sneath Lane, San Bruno Avenue, Glenview Between San Bruno Avenue and Claremont
39. Westborough Blvd, especially near 280.
40. San Bruno Ave. College Dr.(at Skyline college)
41. Yes, El Camino Reals and Santa Lucia Avenue.
42. I bike to work everyday Monday thru Friday. So, I would like to see improvements for cyclists such as bike lanes, traffic calming, signage or pavement stencils on El Camino Real and Santa Lucia Avenue.
43. I bikes to work Monday through Friday. My family members and I bike to parks on the weekend. I would like to see bike lanes, traffic calming, signage and pavement stencils on El Camino Real because there are lot of cars and they go fast. Also, the better road pavement and speed humps on Santa Lucia Avenue to slow vehicle speeds.
44. Huntington makes the most sense since it covers Town Centre, BART, Caltrain, and downtown.
45. El Camino or a parallel, less traffic alternative.
46. San Bruno Ave and El camino, Skyline and San Bruno ave, Spruce and El Camino
47. Huntington Ave
48. Near Tanforan, make it more bike friendly.
49. Bike lanes on el Camino real and San Mateo ave
50. It'd be nice if we had a bike lane marked out for us on El Camino
51. San Bruno Ave and San Mateo Ave. There are no bike lanes! There are no signs to "Share the Road"
52. El Camino. Find a way for bikes to safely ride on the street. And to cross the street.
53. Crystal Springs Road
54. El Camino (bike lane), San Bruno Ave (stencil, signage)
55. El Camino Real, Skyline Blvd
56. San Bruno Ave is very frightening, especially east of El Camino. The street feels so narrow, then you add parking on both sides of the road and 4 lanes of traffic PLUS all the cross traffic trying to race across and it is frightening. i always try to be a defensive driver whether i am on a bike or in the car, but i get scared.
57. Busy streets with a lot of high-speed automobile traffic (such as San Bruno Avenue, El Camino Real, Skyline Boulevard, and others) would be good places to add bike lanes or stencils.
58. Uneven pavement all over and not many bike lanes
59. Maybe streets near Skyline
60. Yes especially in main streets.
61. Bike lanes are virtually nonexistent, add some please
62. Fix our sidewalks so kids can ride the bikes on the sidewalks !!!!
63. San Bruno Avenue and El Camino Real.
64. Bike lanes along some of the medium-sized streets like Cherry and San Mateo Avenue would be nice; they are quite narrow right now and cars frequently pass quite close to me.
65. El Camino - pavement on north south bike route.
66. El Camino!!!
67. The intersection at CA-35/Westborough is awful. There's typically a shoulder on CA-35 that is wide enough to bike down, but at that intersection (southbound on CA-35), the "shoulder" completely disappears and you have to carefully ride very close to the overgrown brush. Cars are extremely aggressive at that intersection, and I've gotten the horn slammed on me even when the left lane was completely clear (and I was in a group of ~10 people riding our bikes).
68. San Bruno Ave, Huntington Ave, Dollar Ave, San Mateo Ave, San Antonio Ave
69. Sneath lane.
70. Share the road signs. 3 feet it's the law signs. Educating drivers that bikers have the same rights and have to follow same laws as any moving vehicle. Visible and obvious bike lanes. Tickets aggressive drivers who force cyclist off the road
71. El Camino Real, crystal springs, San Mateo Ave.
72. put bike lanes in El Camino and San Felipe Ave and on the other side of Walgreen on EL Camino. There is no intersections in this section and people cross the street on their own.
73. Lower end of jenevein avenue need to have more red on the corners so cars don't park. Tons of blind spots just trying to cross with your car from north to south or south to north. Bike lane on Skyline Blvd.

- or a sidewalk would be wonderful between Lunardi's and College Drive heading into Skyline College or at least from Sneath Lane to College Drive.
74. San Bruno avenue has no bike lane or even a significant shoulder, and the pavement is cracked and poor quality. It is a very unsafe place to bike, and it runs between the caltrain station and WalmartLabs/YouTube/Bayhill so it is an important street to cover. The intersection of El Camino and San Bruno ave is also difficult for cyclists because traffic is not directed well if they are making a right turn. If a cyclist is going straight and the motorist is making a right turn from San Bruno ave onto El Camino there is a large chance of them hitting a cyclist if they are not very careful and attentive.
 75. El Camino is not a safe place to ride a bike.
 76. N/A
 77. El Camino! Cyclists hold up traffic in the lanes.
 78. I think the bike lanes are not that helpful. They seem to run out at key places. I've thought about this a lot because I have been considering biking.
 79. San Mateo Ave is dangerous and very bike-unfriendly. That's a major route for us cycling in from San Francisco and needs to be fixed
 80. Cypress - very narrow road with parking on both sides. Cars prefer to cut you close instead of waiting until you can find a space to move over.
 81. 35 between College and San Bruno Ave. Sneath ave between 35 and El Camino.
 82. Cherry could use a bike lane, I always feel like I'm going to get hit there - especially as it goes under the overpass since it's dark.
 83. El Camino is so wide and cars so regularly speed I'm terrified to go near it.
 84. El Camino could use a bicycle lane - perhaps eliminate parking on the side of the highway/
 85. It'd be nice if I felt safer doing left turns onto and off of El Camino Real, or else if there were a parallel and similarly-flat bike route.
 86. San Bruno avenue stretching from 101 until El Camino is pretty narrow and busy. Signage on the street for full use of the lane would be welcome.
 87. San Bruno Ave and Sneath up and down, as those are major corridors to get to and from the BART and Caltrain Stations.
 88. Protected bike lanes should be placed on Huntington Avenue / Sneath Lane as part of a broader traffic calming project. Protected bike lanes, a marked route on side streets, or an off-road trail connection should be provided to the Bay Trail. A direct bike connection to Millbrae (see "other specific problems") should have the most intensive bike safety infrastructure possible for the chosen route. In general, think less of specific routes that need safe bike infrastructure, but how to create a _network_ of bike lanes that allow traveling from any one place to another within the city and neighboring communities.
 89. Focus on the transit centers, which are really uncomfortable to ride around. Make sure that there are not gaps in the network around freeway ramps and major intersections that would discourage people from using the entire route. Design facilities so that an 8 year old would feel comfortable using them. Check out NACTO for more information.
 90. CA 35, Sneath & SB Ave., El Camino Real
 91. Residential and downtown neighborhoods.
 92. El Camino Real, and the streets around the Caltrain Station
 93. Skyline Blvd, Sneath, San Bruno Ave, El Camino
 94. Bike lane on San Bruno Ave would be life changing!
 95. Along Skyline Blvd it would be great to have more 'share the road' signage.
 96. Sneath Lane, San Bruno Ave. People who live on the hills may be more likely to bike to Bart/train if sneath and San Bruno ave were more clearly marked for bikes. Drivers don't seem to be aware and respectful of bikes, especially on Sneath and SB Ave. Also, why aren't children allowed to ride their bikes to school?
 97. Huntington could use striped bike lanes-- there are a lot of bikes and the streets are wide and traffic moves fast.
 98. San Bruno Ave, Huntington Ave, San Antonio Ave, El Camino Real
 99. Huntington Ave needs a bike lane to support bicyclists departing from new location of San Bruno Caltrain station.
 100. Would like to see more bike lanes on major streets near San Bruno Caltrain and Bart. (e.g. San Bruno Ave, Huntington Ave, San Mateo Ave)
 101. San Bruno Ave is Dangerous for cyclist going to the Caltrain station. Aggressive drivers that think they don't need to share the lanes with

bicyclist is an issue, education of driving laws and signage or designated bike lane down San Bruno Ave could help with this safety issue.

102. Bike lanes on Jenevein, San Mateo Avenue, and El Camino.
103. Skyline Blvd from SSF to San Bruno Ave

A-7 | Survey question #9

Are there specific locations where you would like to see bike-parking racks?

80 responses

1. In front of grocery stores.
2. Not relevant to me.
3. St Robert School or Church parking lots
4. Tan Fran, San Mateo ave,
5. Racks should be in front, or daylighting corners.
6. near bus stations, stores, schools,
7. At the soccer fields and Baseball diamonds around San Bruno/schools...
8. San Bruno Park Down Town San Bruno
9. San Bruno Park
10. Everywhere! ;)
11. N/a
12. All the parks, schools, malls
13. N/A
14. Downtown
15. Skyline College needs secured bicycle lockers for expensive electric assisted bicycles (Hills too steep for daily commute). Same with Caltrain.
16. I'd take care of bike lanes first, or measures to make biking safer. Otherwise the racks will be empty.
17. Parks throughout the city
18. Outside of Tanforan Mall food court.
19. More at Bayhill shopping area
20. close to stoA-6res
21. Where restaurants, malls. & shopping areas
22. San Mateo Avenue, where there are many small businesses, needs bike-parking racks. As well as Bayhill shopping center.
23. Around down town (San Mateo Ave) & near the malls in town.
24. more at sfo
25. I don't own a bike
26. Bayhill Shopping Center, Capuchino High School, Tanforan Shopping Center, BART Station, Caltrain Station, San Mateo Ave.
27. Downtown, BART/train stations, shopping malls
28. near the baptist church(I would like to ride a bike to get adult school if they have safe bike -parking racks)
29. San Bruno Ave.
30. San Bruno parks
31. Shopping areas need more bike racks!
32. San Bruno Parks
33. San Bruno Parks
34. At street lights middle of every other block on main business roads. Must be racks where both wheels can be locked to frame and pole, not wheel-stand type racks.
35. Tanforan
36. San Mateo Ave, San Bruno city park, San Bruno senior center
37. I would like to see more bike racks within my school, Capuchino.
38. Tanforan?
39. San bruno city park
40. All the schools and parks. I don't understand who bikes are prohibited at the schools.
41. Bayhill, Lunardis, and San Mateo Ave
42. All along San Mateo Ave. I would like to do more shopping downtown but i always worry about trying to find a pole to lock my bike up to. I don't know where the bike parking racks are for Tanforan. Obviously not in the area i enter from.
43. Popular shopping and dining locations, such as Bayhill, Tanforan, and The Avenue, could benefit from having additional bike racks. Bike racks may also be installed at many popular parks as well.
44. there are enough
45. n/a
46. Shopping centers. parks, Commercial and business areas (banks, stores)
47. Near big locations
48. san bruno park, grundy/cherry park
49. Capuchino High School, Tanforan Mall, and various places in El Camino Real.
50. Near the mall, small businesses
51. In front of highly populated areas

52. Downtown, bayhill
53. Downtown
54. bayhill shopping center. A few more on San Bruno Ave.
55. By YouTube.
56. In front of retail stores
57. San Mateo Ave, Caltrain? BART?
58. At least in shopping malls and fast foods/walgreens or downtown. Minimum required
59. Bayhill shopping center. I would also like to see the bike lockers at the Caltrain replaced with BikeLink eLockers
60. Close to work: Bayhill area. Downtown
61. N/A
62. Bart station, Caltrain, Mollie stones
63. I commute, or bicycle for exercise through San Bruno. Work provides enough bike racks.
64. Downtown San bruno
65. Bay hill shopping center
66. Tanforan.
67. More secured parking at BART and at Caltrain. Secured parking at other major San Bruno destinations would be nice too (Tanforan Mall, Skyline College, San Mateo Ave, etc.)
68. Bike racks: Shopping center north of Tanforan Mall, west side of Tanforan Mall. Bike lockers: Please add electronic BikeLink lockers to the Caltrain station, and increase the number located at the BART station
69. Please add on demand bike lockers at Caltrain, BART and major employment locations like Tanforan and in the parking lots behind San Mateo Ave. That way long term parkers don't have to worry about coming back to a missing seat or wheel. Check out www.bikelink.org, which is being used more and more around the Bay Area.
70. shopping locations, public buildings, and the pool
71. Everywhere downtown, and by public parks. San Bruno city Park should have a dedicated bike rack.
72. Caltrain station area
73. Bayhill, Lunardis,
74. Bike lockers would be nice at Bart and Caltrain. Bike racks should be at all other strip malls and shopping areas, and at all schools and parks.
75. BART needs more secured parking. It would be great to get Bay Area Bike Share in the area since distances in San Bruno are often a little far to walk but definitely bikable.
76. All public locations
77. Near Tanforan
78. I would like to see more bike parking Downtown
79. San Mateo Avenue, 400-600 blocks. Public library.
80. San Mateo Ave. Kain's. Mills Park

A-8 | Survey question #10

Are there other specific problems related to biking in San Bruno? Do you have any ideas to improve conditions?

77 responses

1. please improve for Safety and to save our Home!!!!
2. See previous comments.
3. The intersection at Oak and Crystal Springs is dangerous. Maybe a speed bump or even a traffic light would help?
4. Make El Camino safe to bike
5. el camino real road
6. Crestmoor Drive and San Bruno Avenue. Hensley, Green, Euclid, Masson, etc and San Bruno Avenue needs signage and crossing assistance.
7. El Camino
8. From Skyline to San Bruno Ave it's hard to turn safely. Either add a crosswalk on the other side of SBA (Storage/Gas Station side) or add a bike turn lane.
9. Street conditions near the road that runs adjacent to the CalTrain tracks is really bad, particularly near Tanforan/San Bruno Bart.
10. N/a
11. See above + marked bike lanes
12. N/A
13. not a very tolerant or understanding driving community, signage, dedicated lanes etc. would go a long way!
14. Entire approach to Caltrain is problematic for bicycles. North/South should be a bike trail on east side to match Centennial Trail configuration. SB Ave needs protected bike lanes. Junctions need to accommodate both handicapped AND bicyclists. Too many signal and light poles.
15. have clear "share the road" signs starting on San Bruno Ave and El Camino intersection, additionally have greater lighting on crosswalks before freeway on ramps on El Camino
16. Bike lanes and more markings for motorist to be aware that bikes are present. I used to bike to work in San Bruno and found that I needed

to use the sidewalks on the major streets in order to be safe. There were many close-calls with cars on El Camino, Crystal Springs, San Bruno Ave, San Mateo ave and Jenevein. And I'm a fairly experienced biker. I can not recommend biking on those streets to children, young adults, or elderly.

17. would be nice if we could have bike lanes
18. I'm afraid of getting my bike stolen if I leave it at Bart. Inside attendant is a bit more assuring. Security cameras at bike rack areas would help. San Bruno to Airport blvd has no bike lane.
19. Glad to see SB is becoming more ped & bike friendly!
20. San Bruno has a general lack of bike lanes and does not contain the most bike friendly roads. A common place to bike in San Bruno is along the San Andreas Trail near Skyline Blvd and I-280. However getting to the San Andres Trail from much of San Bruno is very challenging. The climb up is fairly hard from a geographic perspective, which obviously cannot be changed, however the only bike lane up to Skyline/San Andres trail is along Sneath Lane, which has some very steep parts. The bike lane along Sneath also drops for the area around I-280. This, however, is the best infrastructure that San Bruno has. Generally crossing 280 is troublesome most places in San Bruno. Being a busy highway with lots off and on traffic obviously cannot be helped but bikes are left to fight through on their own or face dauntingly steep and very indirect routing. San Bruno Ave is a much more inviting climb and much off it has a very wide shoulder. It could get I a nice bike lane treatment and help east west movement in San Bruno. It would be great if it would run the whole width of the city. Currently coming from the airport / 101 on San Bruno Ave feel insulting to bikes. A major north south bike route on the peninsula is the bay trail, coming from this into San Bruno there is a bike lane that drops without warning onto the other side of south hit poles and then ends abruptly at a cross street with no signs or warnings for either the cyclist or the drivers. It is confusing for cyclist and can be dangerous as there is no indication of where to go. This would clearly be unacceptable for a normal travel lane but it is the welcome to San Bruno that cyclist get. While San Bruno Ave limited space from 101 to Caltrain it could get some merge signs near 101 and share arrows making it more inviting. From Caltrain continuing west could get bike lane treatment all the way to Skyline Blvd

- without major road work but with elimination of underutilized parking. Ideally a protected bike lane along El Camino Real would be great and provide north south cycling route while San Bruno Ave could serve as an east west route. Both currently have underutilized parking along them that could make biking in San Bruno safer and more convenient. Additionally improved pavement conditions throughout San Bruno would make biking easier and more enjoyable.
21. city service discounts for bike riders who also use Caltrain and/or Samtrans
 22. san bruno at san mateo to 7th - very narrow with no bike lanes and aggressive speeding drivers
 23. I don't own a bike
 24. Skyline Boulevard from Skyridge to Westborough / Sharp Park could use a street cleaning. Too often broken glass is hiding in leaf litter there.
 25. San Antonio rd pavement is in terrible condition. It has caused flat tires on my bike.
 26. I have 7 years old son who just started riding a bike. He always wants to ride it, but we have to drive carrying bikes to get the place we can ride together safely.(such as trail course). For younger age,it seems still difficult to ride a bike for fun in San Bruno.
 27. Huntington and Euclid
 28. Debris in bike lanes makes it dangerous and scary, especially going downhill.
 29. Don't feel my bike is safe unless actually watching it.
 30. Bicyclists do not observe safety regulations.
 31. Yes, I feel unsafe when I bike on El Camino Real and Santa Lucia Avenue. I would suggest to have bike lanes traffic calming, signage and pavement stencils. For Santa Lucia Avenue between Cypress and El Camino Real since there is no stop sign and speed humps to slow vehicle speeds, I would strongly suggest to have speed humps.
 32. Yes, Biking on El Camino Real and Santa Lucia Avenue (between Cypress and El Camino Real) is a life challenge! By having bike lanes, traffic calming, signage and better road pavement would help. For Santa Lucia Avenue, I would like to see the speed humps install to slow vehicle speeds, that would greatly help.
 33. Yes, biking on El Camino Real and Santa Lucia Avenue is a life challenge because there is no bike lane and a lot of fast driving cars. Having bike lanes, traffic calming, signage and pavement stencils would help. Also, a better road pavement and speed humps on Santa Lucia Avenue to slow vehicle speeds would greatly help too.
 34. We need trails that connect
 35. Traffic light crosswalk button reachable while on bike.
 36. Improve pavement and make routes less hilly.
 37. Put in traffic light at the intersection of el Camino ave and Santa Lucia ave for safe bike and pedestrian crossing
 38. You could make 1st period tardies a bit more lenient because biking to school takes much more effort and time than driving. Also there aren't many places to park your bike.
 39. I always use caution when crossing El Camino in general. I try not to use El Camino because of the fast moving cars and lack of bike lanes. In general, I think there are less cyclists in San Bruno so drivers are less aware making it more dangerous to ride.
 40. Hills are the biggest challenge. Biking in San Bruno will always be difficult. That said, el Camino could be improved. Car drivers need to be more aware and courteous.
 41. How about putting up signs that show where bicycle racks are located in any given area? Especially in shopping districts, restaurants, fast food joints, etc. i'd like some sort of lock boxes when i go to Tanforan for a movie or something. i am always concerned i will return and find no bicycle. There have been times i've noticed some tampering has occurred.
 42. The 4-way stop at the corner of Crystal Springs and Cypress near City Park has a lot of aggressive drivers who ignore bicyclists.
 43. no
 44. n/a
 45. Bike lines along El Camino Real, sign for cyclists
 46. Biking could work if streets are slightly modified with bike lanes and also having stations in which you could borrow a bike once in a while.
 47. Drivers are unmindful of bikers
 48. As with walking, crossing Jenevein one often cannot see if there is oncoming traffic.

49. I would love to have a pathway along the tracks like the centennial path in south San Francisco. There is no direct path to get across the city to millbrae Caltrain except el Camino and it is not bike friendly at all
50. - pavement is really rough and unsafe on many roads
- too few bike lanes
51. El Camino is very unsafe for cycling
52. At the intersection of Sneath Lane and Skyline Boulevard, it would be great to fix the demand-actuated signals to pick up on the presence of bicycles better. When I head home late at night going west on Sneath Lane I often have to press the pedestrian button or run the red light because it won't turn green unless there's a car there.
53. Streets leading to Caltrain
54. revise the parking on El Camino and give people a bike lane so we can take the bike on Sundays minimum!
55. Please make sure the PD enforces bike laws! A dedicated "bike officer" would be fantastic. San Francisco is overrun by jerks on bikes that run down pedestrians and get in the way of cars, we don't want that in San Bruno too.
56. Streets are skinny so it is difficult to do so. This cannot be changed.
57. There is not enough point of interest to ride. For example, downtown is not very attractive.
58. N/A
59. Westborough intersection. In order to get to the bike path you have to cross that busy intersection.
60. Easy bike access to the Bayhill office park area would probably promote those workers to use a bike instead of drive.
61. Creating a nice bike path from san francisco would be the most ideal solution, which has minimal high traffic route, with good bike path along the way.
62. A major problem for biking is that many intersections has intelligent traffic light, which bike isn't heavy enough to trigger. I often need to walk my bike onto the sidewalk to press the pedestrian crosswalk signal to cross the street.
63. driver education - i've had multiple drivers nearly run into me while pulling in or out of parking lots
64. As a cyclist, my worst enemy is stop signs. Maybe try to eliminate stop signs at the end of long hills?
65. Illuminated signage that signals the 3 foot passing law for motorist would be great along the major thoroughfares.
66. Better street cleaning would help, as would better designated bike lanes
67. Riding a bike between San Bruno and Millbrae requires crossing El Camino Real three times, or the Caltrain right-of-way four times. These indirect and unsafe routes will deter all but the most committed cyclists. I live in Burlingame and would love to be able to bike to Millbrae to shop at the mall or go to restaurants. Taking the bus requires long waits and a slow ride – please urge SamTrans to take lanes on El Camino Real for BRT! – and Caltrain only runs once an hour on weekend, which is pretty inconvenient. Creating a direct bike route between San Bruno and Millbrae would increase public safety, provide new recreational opportunities for casual cyclists, and provide an important new route for commuters / utility cyclists. It should be a top priority for San Bruno and Millbrae alike.
68. You don't judge the demand for a bridge by counting the number of people swimming across a river. Don't give people riding bikes the scraps, only putting in a facility where traffic wouldn't be affected. Focus on getting an entire route designed well, without any gaps, and you'll see an increase in cycling. Also look at connections with Millbrae and SSF so that people can ride to and from San Bruno more easily.
69. Bike sharing or renting stations would be awesome. My bike was stolen out of my garage a few years back. Other than vacation, I haven't been on one since.
70. Yes, the main arteries need signage and sharrows and bike lanes. San Bruno is where bicycle trails die: the Bay Trail and Ridge Trail need to be connected in San Bruno, as well as a great trail linking the two together. Use Junipero Serra Park for mountain biking.
71. Unfortunately, people do speed. I used to commute 15 miles to work everyday on my bike, but when I moved to San Bruno people told me that was just dangerous. I quickly realized they were correct. El Camino should have a dedicated pedestrian bike lane. For a large period of My adult life, I didn't even own a car I biked everywhere. So eco friendly, good for the body, and makes you very grateful to standing in the bank line so you can get a rest!

72. I would like to see more bike lanes that are protected by reflective barriers and/or have embedded lights that blink when cyclists are present.
73. Easier way to access San Andreas trail from Skyline.
74. Biking lanes are needed all over the streets of san bruno
75. Centennial Way Trail and Orange Ave-- drivers don't often stop and there is no signal to use. Centennial Way Trail and Chestnut Ave-- there is no good way to get across, forces bicyclists to cut across to Antoinette Lane but no bike lane, busy car traffic entering Safeway and gated neighborhood, and no bike trigger for traffic light
76. Definitely would like to see the increase of bike lanes for safety reasons.
77. Close off roads for bicycle days that are monitored and safe for families.

A-9 | Interactive map—Walking comments

Comments categorized as walking-related

62 comments

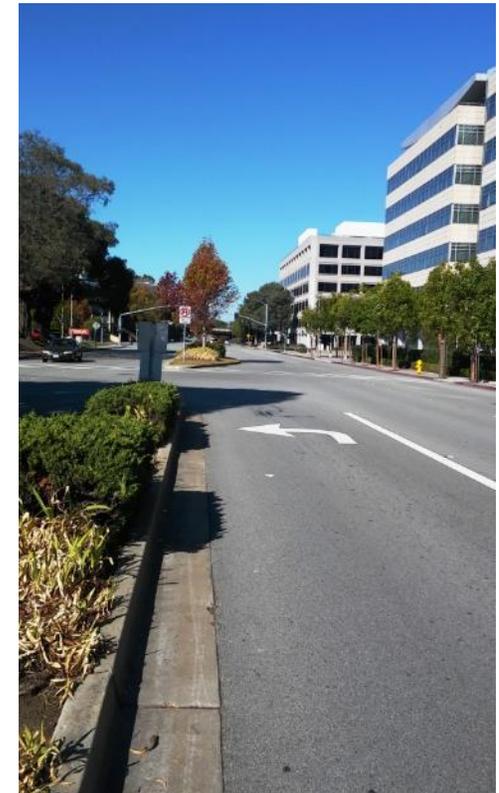
1. *[El Camino Real on the south side of I-380]* **crossing exit ramps here is scary:** Fast moving traffic at the on and off ramps makes for a scary walk sometimes.
2. **need sidewalk here:** Both cars and pedestrians use the Tanforan parking lot to get to/from El Camino. Cars drive fast and there is no sidewalk here.
3. *[Cherry Ave. at Bayhill Shopping Center]* The walk signals at this intersection are far too short. There is a ton of foot traffic at these intersections, with many nearby offices going back and forth to Bayhill Shopping Center for lunch. It's hard to get across in time if you're not already waiting at the corner by the time the walk signal changes.
4. *[At Cherry Ave. and Bayhill Dr.]* **dangerous crosswalk:** This crosswalk is terrifying; I always feel like I'm about to be struck despite the WALK signal. Cars never, ever slow or pause before making a right turn here. They fly through, completely oblivious to heavy pedestrian traffic and heedless of people/dogs/baby strollers who have the right of way.
5. *[Cherry Ave. between Bayhill Dr. and Grundy Ln.]* **Jay Walkers:** People Jay Walk here all the time despite having two cross walks nearby.
6. *[At Cherry Ave. and Bayhill Dr.]* I've nearly been hit multiple times by people turning right while the cross walk signal give me right of way
7. *[At Cherry Ave. and Bayhill Dr.]* **Walk Signal Too Short:** Need to rush across the street here; any sort of injury or slowness and you cannot cross in the time provided.
8. *[Commodore Dr. in front of Commodore Park]* **Evergreens Overhanging Sidewalk:** The evergreens overhanging the sidewalk here make it frustrating for tall people to walk; they need to be trimmed higher; because of this am encouraged to jaywalk or walk on side of street where there is no sidewalk.
9. *[Commodore Dr. between the National Archives and the Herschend Corp. building]* **No crosswalk!:** For this entire stretch, the only way to cross the road is by jaywalking. Seems silly/dangerous, especially with a garage exit and a corner on commodore that people take too fast.
10. *[At El Camino Real and Commodore Dr./Tanforan Way]* **Stupendously dangerous intersection!:** Just really unpleasant to cross as a pedestrian; end up having to make three crossings just to go from the west side of El Camino to get to the sidewalk in the mall! Easier and way faster to cross twice and walk through the parking lot and jaywalk at the stop sign by BJ's. You can see in the grass where people actually cross...
11. *[El Camino Real on the north side of I-380]* **Crossing Onramps Dangerous:** Really hard as a pedestrian to be safe crossing these onramps; drivers zoom through in here in a hurry with no regard to those of us on two feet.
12. **Unenforced crosswalk:** Drivers rarely yield to pedestrians in the unmarked crosswalk on the south edge of the Cherry/Grundy intersection. Often, they harass pedestrians crossing here.
13. *[At Cherry Ave. and Grundy Ln.]* **Parked cars blocking unmarked crosswalk:** Cars often block the unmarked crosswalk in violation of CVC 21970. (a)
14. **Speeding:** Cars routinely violate the speed limit along Cherry Ave
15. **Failure to yield at red light:** Cars often don't stop at red lights, instead plowing through a changing signal to turn right from Cherry onto Bayhill
16. *[Between Masson and Mills Aves.]* **Sidewalk parking:** Cars regularly park in front of their garages and block the sidewalk on Euclid
17. *[Huntington Ave. at I-380]* **Dark, terrifying space:** What a creepy place to spend time, under this freeway and next to like a hundred lanes of speeding traffic
18. *[Huntington Ave. just north of I-380]* **Failure to yield at stop signs:** Cars looking left to turn into oncoming traffic never look right to yield to walking pedestrians (who don't have a stop sign)
19. *[Huntington Ave. at Scott St.]* **Beg buttons:** Beg button is buried in the bushes. Cars get the leg up by automatically triggering the button but walkers need to go out of their way and lean over bushes to trigger a walk signal
20. *[At Cherry Ave. and Bayhill Dr.]* **Walk signal blocked by traffic:** Walk signal on the NW corner is ~10 feet outside the crosswalk, and

- constantly blocked by delivery vans, etc. No safe way to know when it's green.
21. *[At Bayhill Dr.]* **Beg buttons far away from crosswalk:** Beg buttons to cross Cherry are ~10-15 feet away from the crosswalk. Imagine making cars go a traffic lane width out of their way to trigger the light
 22. *[At Cherry Ave. and Bayhill Dr.]* **Signal priority always goes to cars:** Cars turning left are always given priority over pedestrians, even if pedestrians actuate the signal first.
 23. *[At Atlantic Ave.]* **No crossing:** No safe way to cross from BART station to residential neighborhood across Huntington
 24. *[At Cherry Ave. and Grundy Ln.]* **Crosswalk difficult to see:** Drivers rarely yield here, I've even been honked at while trying to cross. The last time I drove through here I realized that the crosswalk is very difficult to see from the car, which would explain the problem.
 25. *[El Camino Real on the north side of I-380]* **Drivers never stop at the onramps:** Usually I have to run across, or wait several minutes for many cars to go past before I have a chance to cross.
 26. *[At El Camino Real]* **Drivers not paying attention to pedestrians:** I've almost been hit several times here when crossing Sneath because drivers turning right at the light tend not to look for pedestrians.
 27. **Complete Sidewalks:** The sidewalks up Sneath alternate as you go along, to walk from Cherry to Skyline one has to cross Sneath 4 times.
 28. *[At Bayhill Dr.]* **Closed crosswalk:** Closed crosswalk across El Camino combined with very long signal times make it very very slow to cross El Camino
 29. *[At Bayhill Dr.]* **Extremely long signal times:** Extremely long signal times make pedestrians wait over a minute to cross El Camino
 30. *[At College Dr.]* Need Crosswalk along Skyline Blvd
 31. *[Jenevein Ave.]* **Red around the corners for no parking:** Blind Spots between Hazel and Acacia on each corner making it difficult to see when cross the streets
 32. *[Skyline College]* **Need Sidewalk All the Way Around campus:** Sidewalk does not go all the way around campus very difficult to walk around and unsafe
 33. *[Cypress Ave. near Park Ave.]* **Bushes too far into street:** Bushes need to be cut in front of house
 34. *[Kains Ave. between Cypress and Magnolia Aves.]* **PG and E truck park constantly in spot and is a big blind spot:** dangerous here for bikes
 35. *[At Crystal Springs Rd. and Cypress Ave.]* Sidewalks all bumps dangerous
 36. *[Cherry Ave. at Hickory Ave.]* **dangerous:** dangerous for pedestrians on sidewalk with cars in southbound lane driving up and down blind curve and no protection for pedestrians from rolled curb. May need railing along curb line to protect pedestrians. Very dangerous.
 37. *[At El Camino Real and Tanforan Way]* **Awkward walking path in front of mall:** At this intersection you can only cross El Camino on the north side, but the front of the mall only has a pedestrian walkway on the south side. It's not a huge problem but it means that people walking to the mall end up walking over the landscaping, past a row of parked cars, and through another intersection moderately busy with cars entering and exiting the parking lot, when this could all be streamlined.
 38. **Drivers turning left disregard pedestrians:** Drivers turning left from Cherry Avenue onto Sneath Lane often do not watch for pedestrians crossing Sneath Lane and do not yield. I think they are accustomed to being able to turn left here without any opposing traffic. One solution would be to show a red left turn arrow when pedestrians are crossing.
 39. **Dangerous Crosswalk:** Very dangerous cross walk. Many people cross here during lunch (and throughout the day) from the Walmart offices to the Bayhill shopping center. Cars speed down Cherry and do not stop for pedestrians. Cars also make a left turn out of the Bayhill shopping center without looking for pedestrians. A woman was hit here. I am always nervous crossing this street.
 40. *[Just north of the I-280 ramps]* **Cunningham Way Crosswalk:** Drivers speed on this street, disregard pedestrians.
 41. *[At San Bruno Ave. W and Cherry Ave.]* **Pedestrians aren't very visible to cars:** Cars often don't notice pedestrians crossing here
 42. *[At El Camino Real and Jenevein Ave.]* **Traffic Light with Pedestrian walk signal:** Light has a very short walk time and unable to make it to middle median before it goes off, and signal turns red.
 43. *[At National Ave.]* **foliage obscures the cross walk for east bound lane:** Foliage in the median obscures the Commodore Drive crossing,

many drivers decide not to full stop at this intersection anyways (all 4 ways) and sometimes don't begin to stop until very late.

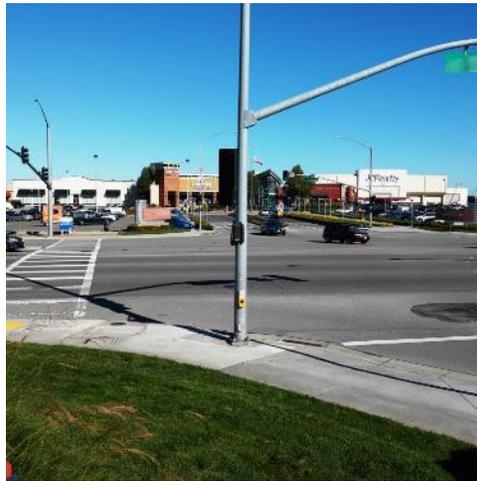
44. *[At Commodore Dr. and Admiral Ct.]* **a lot of speeding and disregard for pedestrians:** people going to Jack's or back towards apartments often speed and do not stop for pedestrians
45. *[Southern end of National Ave.]* **Bat out of hell:** many apartment dwellers zooming out of the parking structures without looking for pedestrians. this is exacerbated when huge moving trucks decide to block the lane and block the view for everyone else. Should be a designated loading and unloading zone.
46. **San Bruno needs wider sidewalks:** As a main road through San Bruno, the sidewalks on San Bruno Ave are really narrow and scary.
47. *[At El Camino Real and San Mateo Ave.]* **Improved pedestrian crossing:** This intersection could benefit enormously from improved pedestrian access, as many people cross unsafely and it would open up easier access to the commercial corridor of San Mateo Ave. from the west side of the city.
48. **Improved pedestrian crossing:** Park Place is where the closest SamTrans bus stop to Capuchino high school is, as well as the location of many businesses. While there is a fairly safe pedestrian crossing here, high school students are inclined to cross without waiting for the light. They also tend to overcrowd the sidewalk and the benches at the SamTrans stops, though resolving that might be somewhat outside the scope of this plan!
49. *[At San Bruno Ave. W]* **fast light, poor parking:** poor parking conditions and fast light make crossing CA 35 problematic.
50. **Build Pedestrian Bridge over El Camino Real at Tanforan:** They have them in Pacifica, SSF, Belmont, Burlingame, etc. Separate pedestrians from traffic with a covered pedestrian bridge.

51. **Bayhill Shopping Center:** Northbound turn lane into Bayhill Shopping Center needs a STOP sign. Traffic just rolls into the turn without stopping. This causes southbound traffic to focus on this lane, and not on pedestrians. Same with vehicles exiting shopping center. *[The picture at right was uploaded alongside this comment.]*



52. **Commodore x ECR:**

Crossing north side of Commodore to reach south side at Tanforan is very awkward, and subjects pedestrians to cross traffic lanes 2X, including those exiting/entering Tanforan. Solution: Construct a U shaped overhead pedestrian and bicycle bridge, rising northward, and parallel to sidewalk,



before crossing perpendicular to ECR to reach CalTrans Right-of-Way on east side. Pedestrians living at The Crossing shall enter bridge via proposed pedestrian & bicycle trail on CalTrans Right-of-Way on west side. *[The picture above was uploaded alongside this comment.]*

- 53. *[Between Easton and Masson Aves.]* **more pedestrian crossing lights!:** Blocks here are too far apart for just one pedestrian HAWK-- there should be multiple along San Bruno Ave.
- 54. *[At Jenevein and Redwood Aves.]* Add School Zone Crosswalk (in this general area)
- 55. *[At San Bruno Ave. W]* **Dangerous crossing:** Cars are turning from Cherry Southbound without looking at pedestrians. This is out of habit because there's so little foot traffic here.
- 56. *[El Camino Real on the south side of I-380]* Scary waiting here to cross. Cars are coming in fast on the turn to the on-ramp.
- 57. *[Huntington Ave. at I-380]* I would not like to walk here at night. Feels like I'm gonna get mugged and nobody will see it.
- 58. *[Skyline Blvd. at the San Andreas Trail]* **Pedestrian Crossing:** People cross here to access the trail. It would be nice if there was a lighted pedestrian cross-walk here.
- 59. Jenevein Avenue has a lot of sidewalks that are raised and could trip you while walking.

- 60. danersous intersection for pedstrians at San Bruno & Cherry Aves. Cars don't look for pedestrians, need turn only lights
- 61. *[At Crystal Springs Rd. and Oak Ave./City Park Way]* dangerous intersection
- 62. **Crossing El Camino Ave on Santa Lucia Ave:** At night, it is difficult for pedestrians to be seen crossing at the crosswalk. Also, northbound El Camino traffic (before Santa Lucia) is at a slope, thereby making it difficult for pedestrians to see oncoming traffic until it is too late. Perhaps pedestrian-activated flashing lights to notify oncoming traffic of crossing pedestrians might help here (similar to what is installed in front of the Tai Wu restaurant in Millbrae).

A-10 | Interactive map—Biking comments

Comments categorized as biking-related

40 comments

1. [At San Mateo Ave. and San Bruno Ave.] Poor road condition!
2. [City Hall] Would appreciate bike racks at this location!
3. **No safe bike route from Caltrain to office parks:** San Bruno is too scary to bike on.. An alternative is Huntington to Euclid/Bayhill, but Huntington is also too scary to bike on.
4. **Need safe route south to Millbrae:** I used to bike to meet up with my wife in Millbrae where she worked. El Camino is direct, but scary - it needs protected bike lanes. There are some quieter streets just west of El Camino, but they aren't through streets so it's easy to get lost while zig-zagging and some are hilly.
5. **more secured bike parking:** There is lots of space at BART for more secured bike parking.
6. **Dedicated bike path near Sneath/ Skyline Blvd. to Lunardi's/ Sawyer Camp trailhead:** It would be great to have a bike-only path that connects the Sneath/ Skyline Blvd. area to the trailhead by Lunardi's Market.
7. **Better bike lane:** The bike lane on the steep downhill part of Sneath Lane could be improved. Because of the steepness of the hill I generally go nearly as fast as the car traffic here, which makes it unsafe to stay as far to the right as the bike lane would indicate. Moreover, the bike lane is awkward because it doesn't position you well to go straight ahead and instead puts you on a path to turn right onto Engvall Ct. and the 280 onramp. I think it would actually be best to remove the bike lane and replace it with stencils closer to the middle of the lane.
8. **Demand-actuated traffic signal does not reliably detect bicycles:** The traffic signal here does not reliably pick up on bicycles, particularly ones going west on Sneath Lane or turning left onto Sneath from northbound Skyline. As a cyclist I sometimes press the pedestrian instead, but I have to get off my bike and cross through traffic to get to it, which is not ideal.
9. [At Pacific Bay Cir.] **Wider shoulder for biking needed:** Need wider shoulder for cyclists heading south on CA-35. Here it disappears and is replaced by a curb and lots of bushes. Lots of high speed traffic makes it pretty scary to ride in the lane.
10. [At Acacia Ave.] **No stop or yield signs at intersection:** I think a lot of people assume Clark has right of way like the intersections at Cypress and Hazel, but there are no stop or yield signs here causing confusion.
11. **Terrible road surface:** San Antonio rd is in terrible condition from potholes. I have gotten flat tires on my ride to and from Bart station due to teh road conditions.
12. **Bike infrastructure on Crystal Springs Rd:** Crystal Springs Rd connects El Camino (and potentially San Mateo Ave.) to the City Park, the Senior Center, and Junipero Serra County Park. Improving bike infrastructure here could connect the east and west sides of the city while also improving access to some of the city's best recreational features.
13. **Mt Biking in San Bruno:** allow mountain biking in Junipero Serra Park with designated Mt bike trails
14. **Create a safe and sane north - south bike corridor thru San Bruno:** Extend SSF's Centennial Trail to Millbrea along Huntington & San Antonio Ave to keep bikes off El Camino
15. **Huntington Ave bike lane:** Huntington doesn't really use its 4 lanes of traffic, but a bike lane is desperately needed. BART and Caltrain are popular bike destinations but bikers have to fight car traffic to get there. There's easily space if we remove a couple car lanes and replace them with protected bike lanes.
16. **Extend Bike Lane into San Bruno from SFO:** At one time there was heavy SFO worker resident in San Bruno, from ramp rats to flight attendants to pilots as well. Currently, the bike lane along San Bruno Ave from SFO ignominiously ends at the city line. What happens to that bike traffic today, and how do we make it a safe way to enter San Bruno on a bicycle? If we build it, will ridership grow??
17. [On the east side of I-280] **Sharrows for Downhill Biking:** Bikes can be at near car speed on downhill Sneath :n, and Sharrows would alters cars. A Class 2 - 3 lane on the downhill side would be better

18. [Crystal Springs Rd.] **Bike Lane or Sharrows Required:** The road in front of the Senior Center / City Hall meeting location is a twisty narrow road with poor lighting. Pls make it safe for bikes

19. **No bicycle accommodations:** The so-called bicycle lane on Sneath Lane was clearly intended as a shoulder for disable vehicles, and no other purpose. To label it a bike lane is a joke - an insult to all bicyclists! If it was planned as a "real" bicycle lane, the bike lane would not completely disappear 150 feet from all intersections.



Moreover, the width of the so-called bike lane over I-280 is a mere 15 inches - less than the width of a bicycle handlebar. [The picture above was uploaded alongside this comment.]

20. **Bicycle Lane terminates at BART/SBPD:**

The bicycle lane on Sneath Lane ends at Huntington where BART parking lot entrance is located. Beyond that, (1) bicyclists must straddle auto lane as they turn around the SamTran station hub. Very unsafe. I do NOT recommend bicycle lane on the inside turn. Instead, there should be a diagonal bike lane marking from



southwest corner to north east corner, so that bicyclists connect with Centennial Trail. From Centennial Trail to SB Caltrain, there should be a contra 2-way) cycle track. [The picture above was uploaded alongside this comment.]

21. **Sneath Lane x El Camino Real:**

Entire bike lane disappears within 150 feet of intersection of El Camino Real, where it is needed most. Sidewalk and bike lane were treated as afterthoughts. Clearly, white line in middle of the block was intended as a disabled vehicle shoulder, and just relabeled a "bike lane"



with no consideration for bicyclists. *[The picture above was uploaded alongside this comment.]*

22. **San Bruno Ave x I-101**

Overpass: Entrance to SSF Bay Trail SSF section is same as automobile northbound freeway entrance. Bicycles must compete with automobiles - extremely dangerous!!! Suggest relocating Bay Trail connection to Shaw Road in SSF. *[The picture at right was uploaded alongside this comment.]*



23. **Connect Centennial Trail to Millbrea using Huntington & San Antonio Sts:**

Create robust north south bike corridor with Class 2 markings

24. **Create NE to SW Bike Corridor Thru San Bruno:** Connect San Andreas Trail to Downtown San Bruno with new Class 2 trail thru water dept. tunnel, Crystal Springs, and San Mateo Ave.

25. **Create NW to SE Corridor Thru San Bruno:** Connect the following with Class 2 bike lanes: CA 35 to San Bruno Ave., turn south on Cherry and connect to Crystal Springs

26. Class 2 or 3 Bike Lanes on Whitman and Jeneven Ave.

27. Class 2 Bike lane on Cunningham Way to connect Jenevin and Crystal Springs

28. **Create Capuchino HS Bike Route East:** Creates Class 2 bike route towards and across El Camino to connect to Huntington / San Antonio Class 2 bike route

29. *[San Bruno Ave. W between Masson and Mills Aves.]* Agree it's dangerous; bikers are squeezed tight against parked cars. Also dangerous during sunset during commute hours. Sun is directly in drivers eyes.

30. **Class 2 or 3 Bike lane on upper Sneath Ln.:** Use Sneath to safely connect Skyline Blvd to Sweeney Ridge and Bay Area Ridge Trails. Signage would promote usage and provide guidance.

31. **Bikeshare agreement:** I think Bikeshare would be amazing, especially between the BART station/Tanforan and downtown. If we had better access to the Bay Trail from San Bruno Ave across the freeway and around SFO we could actually get up to the ballpark, which is hard to do through San Bruno and South City.

32. **Bike Lane East and West on San Bruno Ave W:** we should add a bike lane on San Bruno Ave W from the intersection of Crestmoor Drive up to Skyline Blvd. Currently the only way to navigate thru safely is to take backstreets off Whitman Way or cut through Crestmoor. Both have routes have extremely steep hills. More so, the bicyclists who do use San Bruno Ave W to bike to Skyline Blvd are dangerously close to oncoming cars despite their being a shoulder they could use

33. *[Cherry Ave. at I-380]* **Darkness makes bikes difficult to see:** In the overpass here it is dark all day (obviously) which can make a bicycle hard to see.

34. **Bike racks along San Mateo Ave:** In the stretch from El Camino to Huntington there are lots of destinations one might want to bike to, but no bike racks.

35. *[At San Bruno Ave. W and Huntington Ave.]* **bikeshare?:** Not sure if this is within the scope of the plan, but I think this area of San Bruno is a great candidate for Bay Area Bike Share-- passengers connecting between Caltrain and BART, lots of neighborhoods in the area, and a good mix of people commuting both in and out of San Bruno.

36. **Add Class 2 bike lane entire length of San Bruno Ave:** add safe bike lanes with proper signs on major E - W artery

37. **Add Class 2 bike lanes on CA 35:** create a safer rider / driver environment. trim overhanging bushes, and sweep roadway on occasion (weekly)

38. **creat safe bicycle access and safe crossing at El Camino at Sneath Lane:** the intersection is hectic and jumbles cars and bikes

39. **Bike Parking:** provide safe bike racks to secure bike while shopping, at school or the library, or going to the gym or pool
40. **Create Capuchino HS Trail North to City Park:** Create a kid safe class 2 bike lane along Santa Florita Ave. into City Park. From the Park, assume other safe routes to City Park to link up with (eg. along Crystal Springs, Cunningham Way).

A-11 | Interactive map—Other comments

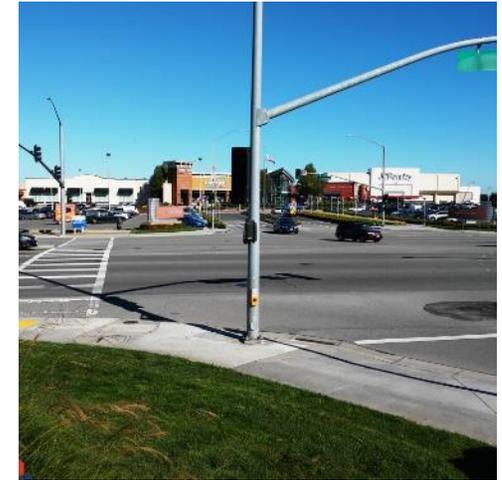
Comments categorized as being about both walking and biking or about other issues

31 comments

1. Need improved bike/walk connection between El Camino and Forest Ln: Need improved bike/walk connection between El Camino and Forest Ln
2. Huntington road diet: There are lots of people walking and biking along Huntington, but wide lanes and fast traffic (though not that much traffic). I think a road diet would be a good idea along Huntington.
3. [N. McDonnell Rd.] Improved pedestrian crossing: The Rental Car Center is also the last stop on the SFO Airtrain. If there were a way to make pedestrian and bike access to this location feasible (bike racks, clear sidewalk/bike lane connections etc) to San Bruno Ave, it could be an appealing way to meet people at the airport, or another way for local airport employees to get to work.
4. Traffic light btw El Camino and Santa Lucia: Should install a traffic light here as it is difficult for pedestrians and bike to cross el camino with the oncoming traffic on both ways that do not stop. This is a high foot/car traffic area as there is a gas station and many cars turning into Santa Lucia Ave
5. Stoptlight/speed bumps recommended on Santa Lucia Ave: Cars can go 6 blocks on Santa Lucia from El Camino Real to Anza Way without any lights/stop signs/ or speed bumps to lower speed limit. This is a high foot/car traffic street as families/children/teenagers walk their dogs or on their way to El Crystal Elementary school or Capucchino High
6. Traffic light btw El Camino and Santa Lucia: Light should be installed as cars do not stop or slow down for pedestrians/bikers. A dangerous cross walk with lots of people crossing the street.
7. Eastern end of Crestmoor Canyon Trail: Crestmoor Canyon Trail will terminate at Huntington between BART & Caltrain. Zebra striped illuminated crosswalk will be needed to reach contra cycle track on east side of Huntington.

8. Railroad crossing needed.: Tanforan Ave needs a railroad crossing for pedestrians and bicyclists to reach Recology SB Recycle Center, instead of taking long route from east. Alternatively, I propose a study to evaluate Tanforan Avenue / Shaw Road as a possible trail route to the Bay Trail. Pedestrian / bicycle bridge across I-101 needed. This route will avoid auto entrances/exits her SB Ave. From planning perspective, this tree-lined cycle track will serve as a vital arbor/buffer for residential neighborhood sandwiched between industrial sections on north and east, and Huntington on west.

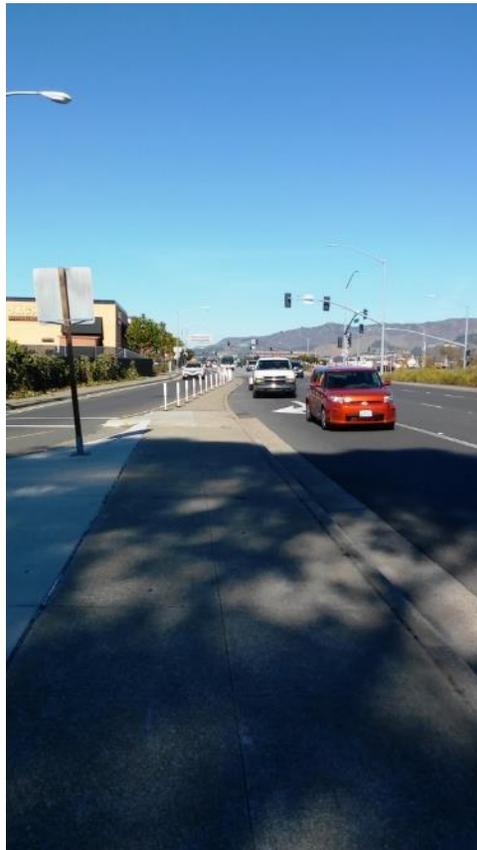
9. Jenevein east of ECR + SM Ave: Downtown SB was never designed for cars back in the horse & buggy days. Hence the streets are too narrow for todays traffic PROPOSAL: Close off Jenevein (east of ECR) + entire length of San Mateo Ave (Downtown) from Caltrain to ECR to automobile traffic. Cross traffic only at



Kains, Angus, and Sylvan. AUTO ENTRANCES: Designate Kains, Angus, Sylvan, and Huntington as only auto entrances to downtown, and where parking is allowed. BIKE & PED ENTRANCES: Designate Jenevein west of ECR as major bike route, and pedestrian connector to downtown. [The picture above was uploaded alongside this comment.]

10. ECR x I-380: Need an overhead pedestrian and bicycle bridge + safer crosswalk for freeway entrance. *[The picture at right was uploaded alongside this comment.]*

11. Connect San Andreas Trail with Southern San Bruno: There is a trail with limited access that connects San Andreas Trail thru the water department operations. Some people who have a key can use it. The gate was left open and I used the trail and was amazed at the opportunity. This connection opportunity is remarkable: Get 'er Done!



- 12. *[Kains Ave. between Cypress and Magnolia Aves.]* I've called to complain to PG&E about this truck before. Parked right at hill at blind spot all the time in narrow lane.
- 13. red on curbs of Hazel and Jenevein
- 14. Add raised or separated pedestrian and bike lane: The pedestrian/bike lane on San Bruno Ave north of 280 is too dangerous to use. It should be raised or with a barrier to traffic.
- 15. Connect 1st and Huntington: Belle Air and Lions Park are very difficult to access. Can 1st Ave and Huntington be connected here for drivers, bikers, and walkers?
- 16. Connect 3rd and 1st: Traffic is crazy here with only one-way in and out. Can 3rd and 1st be connected. Perhaps by a one-way street?

- 17. Connect 3rd, 4th and 7th?: Traffic is crazy on 3rd Ave with only one-way in and out. Can 3rd, 4th and 7th be connected?
- 18. *[At El Camino Real and San Mateo Ave.]* Open Space or Park Here: A gas station doesn't make an inviting entry into our downtown. This should be turned into a park to attract pedestrians and bikers.
- 19. Connect San Andreas with south San Bruno: 280 is a barrier to southern San Bruno. Make it easier to walk / bike to / from San Andreas Trail and SB
- 20. *[At Green Ave.]* Dangerous congestion for cyclists: the lower part of San Bruno Ave is really dangerous for cyclists because it narrows and loses the wider shoulder. Pedestrians need "lighted" crosswalks along that corridor for the streets without stoplights.
- 21. Continuation of trail/bike through Sweeney Ridge: I love walking and biking Sweeney Ridge but it would be great to have a map at the base that shows which trails are bike friendly through to Skyline and Pacifica. There has been an increase in cyclists and walkers, especially on the weekends.
- 22. San Bruno Creek Trail in Crestmoor Canyon for walking / cycling / mt. biking: Trail to link Huntington rail connections to Skyline Blvd and all points in between. Beginning in the west, The Plan is for parallel trails in Crestmoor Canyon: one paved divided trail (eg. Sawyer Camp Trail), and a parallel dirt track for mt. biking. The first trail is for walking and cycling with a vista point and geologic locations marked. The dirt mt. bike trail is near the paved trail to share amenities. The 2 lane walk / cycle trail would continue over I-280 on existing unused overpass to link with Cherry Ave., continue along Commodore to El Camino, Tanforan and Huntington Ave. rail connections. This would create a class 1 trail across most of San Bruno, connect shops and rail connections with residential areas.
- 23. Create East West Bike / Hike bridge: connect San Andreas / Sweeney Ridge trails with Bay Side Trail to provide recreational opportunities. Ensure trail provides access with local stores selling food and drink
- 24. Use Crestmoor Canyon to connect Skyline Blvd to lower San Bruno: Crestmoor Canyon provides a rural environment and no traffic for a bike / hike trail connecting Skyline to Cherry St. and Bayhill Shopping Center and beyond
- 25. Connect San Bruno to San Andreas Trail: There is a trail connection that only select people with a key can use to go from San Andreas

Trail to the top of Crystal Springs Rd. This access can be extended to connect San Andreas and the top of San Bruno, and cross San Bruno on Crystal Springs Rd.

26. Signage for Trail Parking: Traffic on Skyline is up to 50 mph at the San Andreas Trail parking area, and signs should be posted to indicate people crossing at this location. There should also be a lighted warning system to protect people crossing heavy traffic
27. *[South of Lions Park between Huntington Ave./San Antonio Ave. and U.S. 101]* Bayside Hiking / Biking Trail: update trails to have marked wetlands trail along marsh parallel to US 101.
28. *[Cunningham Way near Crystal Springs Rd.]* Bike / Pedestrian Lane: high speed road with no clear lanes so cars meander
29. *[Skyline Blvd. just north/west of San Bruno Ave. W]* Not Safe for Biking or Running: Add a barrier between the bike/pedestrian lane to protect people from traffic.
30. *[At Skyline Blvd. and San Bruno Ave. W]* Make this into a real parking area for trail visitors: Perhaps even provide a bathroom and water fountain.
31. Connect BART to Caltrain: Can't believe these stations aren't in the same place. Is there a way to make it easier for people to switch from SB BART to SB Caltrain?

A-12 | Email and project webpage

Comments submitted through the project webpage or by email to City staff

35 comments

Mainly or entirely about walking

- I have big concerns with the safety of our children crossing Jenevein on their way to and from Parkside and the other schools. Daily, I see close calls even for the cars turning onto Jenevein in the am rush. It would be great to have a crossing guard at Maple.
- I would like to see a sidewalk provided from the gas station on San Bruno Avenue at Shelter Creek Lane going West up to Princeton Drive. I see many people walking along San Bruno Avenue there and it is not safe on the street where cars are going 40 mph down San Bruno Avenue.
- I walk everywhere (I do not currently have a car) and have for the past 10 years. One thing I run into all the time is the overgrown shrubbery and plants that should be trimmed back because they block the sidewalks and you often have to then walk closer to the road. I have called numerous times to the City office, but no response nor does anything get trimmed back. I know this is not a priority, but if you are looking to help the "Walk 'n Bike Plan" this would help.
- I am a resident of the city of San Bruno since 2010, my kids go to the public school of San Bruno, and we love it. Unfortunately I drive my kids to school for one reason and that is the safety, I tried to walk to school in the past but we always get runs by a car although the sign is ours, and that is at the light at the library except when there is the crossing guard, which I would love to have on San Bruno Ave as well because now I see so many families trying to cross but it is soooooo dangerous, the cars are driving sooooooooooooo fast on San Bruno ave between El Camino and the Caltrain station, there is no STOP sign and even when a person need to cross on Easton Ave (where the lights go on) drivers have no enough time to stop because they are already

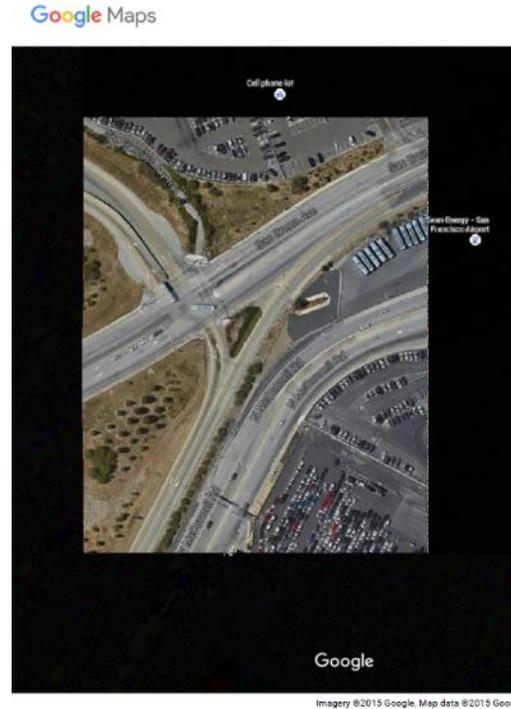
speeding. Maybe we can add a Stop sign instead. And that will give the residents who have to go to work driving the ability to make it out to San Bruno Ave safely, because it takes about 5-10 min to be able to drive into San Bruno ave in that area, for example if you live on Easton Ave and need to drive on San Bruno ave to go up the hill (west) (that mean you have to turn left) it is about 5-10 min wait time to be able to do so safely.

I asked other parents and they shared the same situation with me, they don't walk because it is dangerous to walk, especially between the houses on every intersections, the area between El Camino and San Mateo Ave, the speeding cars and the big cars that blocks the view for both the crossing person or the driver. Thank you for reading my e mail, and hopefully you will be able to do something to help us walk to school safely.

Mainly or entirely about biking

- We need many, many more bike locking stations downtown on The Avenue, Towne Center, at Tanforan SC, and all along El Camino Real. It would be fab to consider indoor stations at Tanforan.
- Add bike lanes and sharrows along several streets to include: El Camino Real, San Bruno Ave., Hwy 35 Skyline, and other strategic streets to enable bicyclists and autos to safely transit together
- Please prioritize creating a dedicated (preferably separated) bike lane on Huntington Ave between the Centennial Trail and the San Bruno Caltrain station. This is a high use bike connection and the options for bikes is the share the lane with cars (the right lane is wide, but some cars don't like to give room) or, what I often observe bicyclists do, take the sidewalk, which of course is dangerous to pedestrians.
- The SF Bay Trail bike path that heads east and south from Bayshore Ave., then under I-380, ends at north-east corner of intersection of San Bruno Ave and I-101 North on-ramp. When you cross San Bruno Ave and attempt to continue south, there is a fence between the off-ramp and Bayshore blvd. There is a pedestrian crossing at this location, and a sidewalk ramp, and a short distance to cross to connect to Bayshore. Could you construct a connection for the Bay Trail to the southbound Bayshore bike lane?

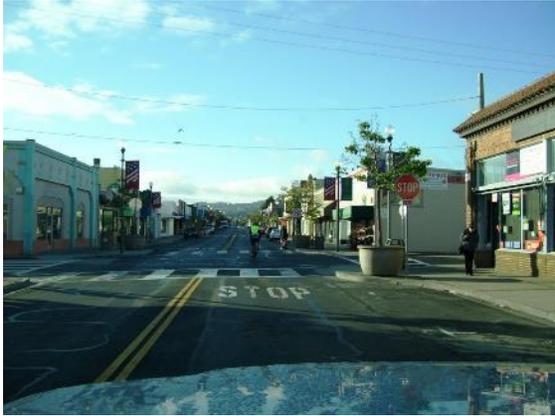
Doing so would allow southbound bicyclist to avoid 4 stop-lights, and 2 busy intersection which have many cars turning or merging. See enclosed Streetview and Map. *[The images to the right were submitted alongside this comment.]*



- Any plans to extend the bike path starting at San Bruno BART and linking to SFF BART in the opposite direction to the Millbrae CalTrain station?
- I occasionally ride my bike in our San Bruno neighborhood. We have wonderful trails nearby, which we love to ride on. It is getting to the trails that concerns me. Because most streets are narrow, riding past a parked car can be detrimental. We also have traffic that is only getting worse. I do not know what can be done, but as a biker I am concerned. I wish I had some good suggestions. I am eager to hear what others come up with.
- More bike lanes, please!
- Here is the simple rules :Ride with traffic, yield to pedestrians, obey traffic signals & signs, and walk bicycles on sidewalks. Cyclists have all the rights and are subject to all the duties and regulations applicable to drivers of motor vehicles.

I feel this is an accident going to happen because all of these areas are busy with other types of traffic. See attachments. There are other issues included. Thank you for your help in this matter. *[The images below were submitted alongside this comment.]*





- Bad idea for bike issues..This will create a problem just like the bike collation in San Francisco. The city is unable for the last fifteen years to take care of the infrastructure first. Know you want to create more traffic problems, parking problem, and end up like San Francisco disaster. The police are unable to take care of what they have know including the code enforcement dept. What makes you think that they're going to enforce bikes. Not a good idea at all.
- I am a bicycle commuter from the San Bruno Bart station to the SFO airport. Please note the following bike route observations and suggestions:
 - Huntington road from Tanforan to San Bruno needs bike lanes
 - San Bruno from San Mateo to 7th has no bike lane - very dangerous
 - San Bruno eastbound at junction w/ N. McDonnell rd southbound bike lane disappears at curve
 - McDonnell rd southbound bike lane needs better drainage due to flooding and puddling when it rains
- Rode bike from San Bruno Caltrain to San Mateo Ave (Downtown). Crossed El Camino Real (ECR) to Linden and headed south towards Millbrae. Linden curved westward near Park Ave. Confusion point was Linden > Magnolia > Park.

- Coming back to San Bruno from Millbrae, I found myself on Broadway instead of Magnolia, then ended up on Palmito > Park > Santa Teresa > Linden. One would not know how to find Linden from Santa Teresa - very confusing to find. Night time would be worse.

I conclude that, around Capuchino High School, whether East or West of El Camino Real, it is easy to get lost. Despite auto traffic danger, El Camino Real is still preferable to Linden (west) or San Anselmo (east) of ECR.

- Currently, there is no agreed route to connect San Bruno BART to San Bruno Caltrain to Millbrae BART, the north and south sections of the Bay Trail are disconnected at SFO (San Bruno/Millbrae), the BPAC envisions creating a Crestmoor Canyon Trail as a multi-trail connector, and SVBC envisions protected bike lanes on El Camino Real (BRT should not be made at the expense of bike lanes <http://bikesiliconvalley.org/el-camino-real/>) Proposal for discussion: (1) The San Bruno Bicycle & Pedestrian Master Plan. (2) How to incorporate the Bay Trail into it. Can the disconnected trails and commuter routes be connected together at San Bruno, and be made safe?
- Currently, there is no connection of the SSF Bay Trail with the Coyote Point section of the Bay Trail - SFO is a 4 mile gap. I hope San Bruno's Bike & Pedestrian Master Plan will be able to connect the Bay Trail with the potential Crestmoor Canyon Trail, which will then connect with the trails at Skyline Blvd (San Andreas Trail, Sawyer Camp Trail, and Crystal Springs Trail - to reach Woodside) <http://parks.smcgov.org/sites/parks.smcgov.org/files/Crystal%20Springs%20Map.pdf>

My vision extends SMC Parks eastward

<https://www.google.com/maps/d/viewer?mid=zYBzV6GYVhQk.keC-ZH7-1fnc>

I envision the Crestmoor Canyon Trail and bike path towards SB BART & SB Caltrain (1/2 mile apart) as "The HEART of the Peninsula Trail System" (note: San Bruno's current slogan is "The City With A Heart") such that recreation and commute = ONE and the same.

To make this grand vision reality, I believe we'll need PROTECTED bike lanes on El Camino Real, Huntington, and San Bruno Ave. As this will require Caltrans approval, BPAC needs support from the entire community - that is where I hope Silicon Valley Bicycle Coalition can help facilitate.

- Originally, I was vehemently against bulb-outs on El Camino Real, because you'll eventually have to tear it out to build a bike median (wasted money no one can afford).

I believed the (CA State mandated 5' minimum) BIKE MEDIAN was needed to double-duty as a pedestrian island; but in the illustration below - the bike lane is reversed with island + parking lane, and a Bike Box is placed before traffic lane. This allows Cycle Tracks to be included with bulb-outs. http://flagpole.com/uploads/2015/07/22/go-to-this-complete-streets-forum-if-you-care-about-bike-safety/CS_Fundamentals.jpg

However, this assumes there is enough room for auto parking + island median.

In case of ECR, there might be no room for auto parking. Currently, bike traffic lanes are sacrificed for auto parking, but what if this is reversed? Caltrans considers ECR as a State highway (100% auto/bus/truck), so there is heavy competition for space by all modes of transportation during peak traffic hours. EQUAL ACCESS = 100% travel lane priority for ALL forms of transport, including a lane for bicycles, motor scooters, motor bikes, and maybe even roller skaters and skateboards... over auto parking

WIDTH: If bike/bus median is only 5' with no auto parking, bulb-out can be no more than 5' in order not to reduce bike traffic lane width.... unless of course, bike box is allowed in front of bus/auto travel lane. If median is also serves as a sheltered bus stop, island width must be wider than 5'. Can the [Dutch Junction Design](#) be incorporated into this?

- I heard about the project from your post on SF2G forums. I wanted to make you aware of an incident that occurred literally minutes after I submitted my comments about adding a dedicated bike lane on Huntington Ave. I posted the details on the SF2G forum [here](#). In short, while riding north on Huntington Ave approaching the San Bruno

BART station, a SamTrans bus driver bullied me on the road by approaching very close to me (1-2 feet) twice. This appeared to be intentional because the driver passed and cut in front of me despite there being an empty left lane (which he eventually merged into to turn left). Additionally, when I approached the driver, he gave me the middle finger (I got a nice photo). I've been in communication with SamTrans and they are opening an investigation into the driver.

I wanted to share this with you since it highlights the need for a dedicated bike lane/path on this section of Huntington Ave and it coincidentally occurred immediately after I saw your post and wrote to you about it.

I hope this helps expedite and prioritize improvements in the area.

- Raising a one-time \$3000 expense for a DIY bike repair station at BART will be achievement #1.

City of San Bruno should attract community investors and mechanics to start a DIY bicycle repair co-operative somewhere on San Mateo Avenue (aka: downtown) San Bruno to support the local residents - including the homeless in the area. Agree?

A bike workshop can be like a boot camp to rebuild lives. Role model bikekitchen.org Can we form one with the following criteria?

- Non-profit bicycle organizations
- Bike shops that are accessible to people without money
- Shops that have an educational focus, teaching others how to fix bikes
- Shops that are volunteer run
- Organizations that ship bikes to communities in other countries.
- Shops that provide free or low-cost services to the community.
- Organizations that recycle bicycles and parts

Source:

http://www.bikecollectives.org/wiki/index.php?title=Community_Bicycle_Organizations

How do we create a perpetual funding source, say \$3000/month? We need people skilled in development, agree

About both walking and biking, or other related issues

- Intersections with El Camino should have crosswalks on all sides to promote walking, particularly San Felipe. Also San Felipe and Linden needs curb cuts for wheelchairs/strollers. All the intersections west of there have them. Of course, the biggest impediment to walking is all the cars blocking the sidewalk.

As for cycling, many (all?) of San Bruno's lights fail to detect bicycles. This tech exists and works well in the South Bay (Sunnyvale, Cupertino). I always run into the issue on Taylor and El Camino, San Felipe and El Camino, and Shelter Creek/Crestmoor at San Bruno Ave. Since I'm typically with a child in trailer I can't pop over to push the ped crossing and have to wait for a car to arrive in back.

Finally, San Bruno should apply pressure on SPUC to build their proposed trail from San Andraes trail to Sweeney Ridge. This should reduce the number of pedestrians on the shoulder of Skyline.

- I support the San Bruno Walk 'n Bike Plan. Thank you for doing this! I would love to see a bike lane put in along San Bruno Ave between El Camino and Skyline. As a relatively new bike rider, I feel much more comfortable making my way up the wider and less steep San Bruno Ave than on Sneath, to get to the San Andreas Trail.

The pedestrian crossing at El Camino and Commodore Drive has room for improvement; many residents of the Avalon complex cut through the mall's parking lot get to BART. A crosswalk on the south side of Commodore Drive would encourage pedestrians to use the nice, wide sidewalks to get from the mall to the Avalon, rather than cutting through the busy parking lot.

Although the mall itself is private property and my next suggestions are unlikely to be considered as part of this plan, I would encourage Tanforan to be open early in the morning to allow pedestrians to walk through the building rather than needing to walk around the building through the parking lot to get to BART. Many malls across the country do open early to allow for "mall walkers."

One additional comment about the mall - the trash compactors being located between the mall exit and BART entrance is quite off-putting, especially the bad smells in the morning. Again, I'm sure there isn't much you can do about that, but I would like to voice my concern.

Thanks so much. Looking forward to the improvements that come about from this plan!

- My family and I love walking and bicycling and vastly prefer those modes over driving. However, there is a distinct lack of bike lanes and pedestrian-friendly streets in San Bruno, so I'm very happy to hear about this plan for improvements. We live in the Crestmoor neighborhood, so I'd like to suggest specifically making Jenevein and San Bruno Aves better for bikes and walking since, those are the main routes between our neighborhood and others. I look forward to seeing the results of this plan!
- The area around U tube and walmart.com is very dangerous. The buses block the roadway and the employees dart into the street in order to get to the buses. I have driven past there a few times and had a few near accidents.
- There is not enough police in San Bruno. In the rollingwood neighborhood, some people have race car or tuning car, I don't know how to call them and I am scare each time that my husband takes his bike. Some people don't make stop. Let's start by having more police involved in this project!
- We have a 6-year old 1st grader who we continue to walk to/from El Crystal STEM Magnet elementary school. We live on Hazel Avenue and use the very unsafe crosswalk, without a stop sign, on Crystal Springs Road. Many times, cars either do not see us and zoom by or even if they see us patiently waiting, still zoom by. A number of us parents who use the sidewalk believe we need a stop sign there for public and especially children safety.

We also like to bike ride together but without bike lanes, it is frightening for me to take my son biking except for San Bruno Park.

Finally, crossing El Camino Real is always a nerve racking experience with my son whether we are on foot or bike. I know of people who have been hit and killed on ECR or put into a lifetime coma (by Millbrae Pancake House). It feels like a freeway and I believe the speed should be lowered and more stop lights should be installed.

- How about improving, renovating, and updating the path in San Bruno City Park? It needs to be patched, leveled, and widened. And there's a portion of the path that leads into the parking lot behind Tom Lara Field, which is rather unsafe for pedestrians and cyclists. Also, the asphalt sidewalk on Crystal Springs near City Park entrance needs the same attention. Actually, it has a drop-off edge, which is a hazard for wheelchairs and strollers. Thank you for your consideration!
- Great idea...but, I walk in San Bruno every day and I want to say that I am ashamed of the conditions of our town and streets. I think we need to do some steady beautification of our town first. CLEAN IT UP!!! I see trash all over the place and homeless living in bushes and urinating on our streets...that is not tolerable to me. Our new train station...what an eye sore...could of done better than that...cement wall come on now, when I go to other towns I see beauty, trees and well kept and manicured landscapes. Cal Train needs to do some improvements at the walk through @ Belle Air...I see skate boarders took that over...and a mess...San Bruno should be ashamed of themselves....Let us get someone in there to beautify our town. With the new construction, I hope we have someone with some good imagination to build pretty architecture not a sore eye... So with that, let us do some beautification to our town before we concentrate on bike lanes, that could come later....uor town has lots of potential...let's do it!!!!
- Would you consider a radical idea to make entire length of SM Ave (Downtown SB) completely automobile free?

I worked in downtown before. Majority of downtown patrons are from east-side of ECR anyway, so closing SM Ave off from auto traffic completely should not LOSE businesses for retailers, but GAIN them from pedestrians and bicyclists.

Question is... where will people park their cars?

Suggestion:

The one automobile entry portal from the north (Tanforan/BART) shall be Huntington.

Automobiles must then turn east behind Artichoke Joe's onto Huntington.

The two automobile entry portals (Grand entrances, so to speak) into downtown from the west shall be Angus & Sylvan

Autos will be able to cross through downtown at these two streets, but not drive onto SM Ave.

From ECR, auto circulation through downtown will be U shaped, with Huntington north as a extra portal.

SM Ave downtown parking shall be at the former Caltrain Station behind Artichoke Joe's on Huntington all the way to Sylvan Ave, as well as the parking lots on Sylvan itself.

Key is to open up Sylvan to cross traffic on ECR (create a T intersection and traffic signal at ECR x Sylvan), and zone length of Angus and Sylvan mixed-use commercial to spread commercial retail beyond the linear strip, if not already done so.

Close off Jenevein (east of ECR) and SM Ave x ECR to auto traffic completely.

(Make them portals for bicycle trails)

Traffic signal on Angus, Sylvan, Jenevein, and Crystal Springs Road shall all be T intersections.

Note: Old town San Bruno can NOT handle many cars, which is why I am betting the bank that closing off downtown to traffic completely will generate a proliferation of pedestrian and bicycle traffic.

If you can convince CalTrans to allow protected bike lanes on ECR to Millbrae BART, SM Ave (Downtown) can be the connection route from SB Caltrain Station.

Feasible?

- I just discovered why BART owns Bayshore Circle - because the SB BART Station was intended to be located in the East side of

Huntington between Tanforan Ave and Herman, such that BART would have been on Huntington while CalTrain would have been on Herman. What exists today was due to indecision (moving CalTrain station back and forth), and lack of political foresight, to which BART responded by relocating to the West side of Huntington, and causing CalTrain to be ultimately located 1/2 mile away.

Problem: San Bruno is spread out, mass transit is poorly connected, there is no bicycle infrastructure, and there exists a socio-economic problem (homeless loitering).

Fix: Although I still believe (1) it will be valuable to install a DIY bike repair stand at SB BART, it will be infinitely more valuable to have (2) a "Mentored" DIY bike repair facility nearby, like the non-profit bikekitchen.org.

The question is whether the \$3000 needed for the DIY repair stand can be raised without a non-profit 501c3 tax-free status?

But, no one in their right mind will pay \$2 to use SamTrans to go 1/2 mile distance between BART and Cal Train, and a Free shuttle will not support itself, yet passengers need a quick and convenient way to close the gap. RWC funded their own bike-share after county starved it to death, so (3) San Bruno will need to create a bike share of its own, perhaps using recycled bicycles, which a no-profit bike repair shop can help supply. Only question is how to get donations for bike.

As for #2, a Mentored DIY bike repair facility, I asked Bike Kitchen if they would consider sponsoring a satellite project in the Peninsula. I should hear back from them in about a week (Aug 25). Sponsorship would save us lots of money from IRS 501c3 set-up. Perhaps San Bruno Community Foundation can help support it. Best location would be somewhere along the Bay Trail, Centennial Trail, or BART/Cal Train route. I believe cheapest location, if available, may be industrial side of SM Ave, Shaw Road, South Linden SSF, or Airport Blvd near Costco. But this all depends upon whether we can connect the Bay Trail through these routes. If not, a bike repair facility which can not be accessed by bike via the trails, will be worthless.

Of course, bringing people together to make things happen would be outside scope of advisory, yet it is a necessary component that supports the vision of BPAC. Our city politicians made a strategic error when they rejected BART vision years ago, which created a disaster. Bike share is the only practical fix, but county won't allocate any money for it.

FYI: Because Centennial Trail is called a "Contra-Trail" meaning opposite direction exist on same trail, I strongly believe the proposed bicycle track on Huntington between SB BART and CalTrain Station must be a Contra-Trail as well. Opposite Tanforan Shopping Center, I envision two different grade levels - southbound will be the existing sidewalk, but northbound will be Huntington East (sharrow). Question is whether Bayshore Circle will be opened to auto traffic?

- Comments on San Bruno's Bike/Ped Plan

1) San Bruno City Park

a) Recreation Center:

- i) Lack of pedestrian connection from Rec Center sidewalk to Crystal Springs – there is a ramp here, but it connects from the parking lot itself rather than the sidewalk. Signage or other measure to indicate to pedestrians that there is pedestrian access off the sidewalk route.

b) Park Footpaths

- i) Broken concrete and fallen leaves/mud present hazard for mobility impaired users.
- ii) Narrow bridge over creek could present difficulties for wheelchair bound users.
- iii) Footpath along Crystal Springs Road is particularly poorly maintained and poorly lit, could be resurfaced or maybe upgraded to a full sidewalk.

2) Crystal Springs Road

a) Sidewalk issues

- i) Curb ramps at crosswalks often poorly maintained/non-existent, need to be installed particularly nearby the City Park.

- ii) Broken concrete on sidewalks create tripping hazard, frequently linked to street tree growth.
- iii) Dirt creates slipping hazard for bikes coming down hills, particular issue at Acacia and Crystal Springs.

b) Traffic

- i) Fast moving traffic makes it more difficult to cross, particular issue at City Park Way/Crystal Springs intersection and at Linden and Crystal Springs, where cars have just turned off El Camino.
- c) Aesthetic Considerations: Green medians in front of houses are often poorly or completely unmaintained.

3) El Camino Real

a) Pedestrian Crossing

- i) Long crossing at light due to width of El Camino, could be addressed with sidewalk bulbouts on both sides of the street as well as a pedestrian refuge in the center.
- ii) Signal timing could be adjusted for longer pedestrian crossings.
- iii) Focused on Crystal Springs/ECR intersection, but could also apply to Taylor Ave/ECR intersection (closest ped crossing to downtown).
- iv) Sneath Lane/ECR and San Bruno Ave./ECR intersections also need attention.

b) Parking lots and side streets

- i) Frequent traffic off ECR entering parking lots or turning into side streets makes walking along ECR difficult/occasionally dangerous.
- ii) Focused on parking lot for San Bruno Cable as example of this due to lack of visibility for drivers exiting lot (due to parked car in front of driver sight lines looking for oncoming traffic).
- iii) Could we implement aesthetic measures to make walking along the highway more pleasant?

Four High Priority Bike/Ped Project Suggestions:

1) Sneath Lane/ECR Crossing

What's the issue and why is it important?

It's dangerous and terrifying to cross El Camino at this frequently used intersection. Southbound bus travelers on El Camino must cross here to get to Tanforan and the other shopping center across Sneath Lane. Signal times are extremely long, and frequently people run against the light to catch the bus, a highly dangerous thing to do given the speed and volume of El Camino traffic.

This intersection also represents a major barrier for bikers heading down Sneath to reach the San Bruno BART station, who need to wait along with pedestrians in order to cross.

Not only is this intersection the biggest safety hazard in San Bruno's section of El Camino, it represents an opportunity to combine improvements for all communities facing transportation difficulties – higher income bike commuters to BART, low-income bus commuters to retail jobs, and even local teenagers who frequently use the bus to get to the mall.

Ideas to fix

A pedestrian refuge in the center of El Camino, shorter wait times for pedestrians waiting to cross, sidewalk bulb outs on both east and west sides of El Camino, bike signals, clearly demarcated bike lanes through intersection.

2) Ped/Bike Connection Along Huntington Ave. Between BART Station and Caltrain Station

What's the issue and why is it important?

There is no clear pedestrian connection between the San Bruno BART station and the San Bruno Caltrain station/downtown San Bruno. BART users are less inclined to walk or bike to downtown and patronize businesses there, and those who choose to do so face narrow sidewalks, fast moving traffic and the unpleasant underpass beneath 380.

Ideas to fix

Install bike lanes along Huntington which could also connect to the Centennial Way trail, which currently ends where Huntington Ave turns beside the BART station. Expand sidewalks and pedestrian infrastructure along east side of Huntington, across from the BART station. Install pedestrian crossing immediately in front of BART's Huntington Ave entrance (this also cuts down on jaywalkers here). Repurpose concrete lot beneath 380 on east side of Huntington, perhaps as a park or skatepark – something more appealing than a fenced in dead space. (Found some cool ideas for various things people have done with underpasses in this [CityLab article](#)).

3) Ped/Bike Path Along South Side of Tanforan, Connecting Huntington and El Camino

What's the issue and why is it important?

Currently the only way to get to the BART station from El Camino/Sneath is either along Sneath Lane or through the Tanforan mall. The south side of Tanforan, which adjoins 380, is nothing but parking and a small, unnamed access road. Installing a bike/ped path here would not only remove foot and bike traffic from alongside the high speed vehicle traffic on Sneath Lane, but also bring additional activity to Huntington Avenue south of the BART station, making it feel safer and more appealing.

Ideas to fix

Install bike/pedestrian only path alongside parking lots and small road currently in this area. Landscape to make it appealing. Widen sidewalks and paths in Tanforan parking lot/along El Camino to connect path to Sneath Lane/El Camino intersection.

4) Bike Lanes Along Mastick

What's the issue and why is it important?

It would be difficult to accommodate fast moving bike through-traffic along San Mateo Ave, which is focused on shopping and pedestrians. But Mastick parallels San Mateo Ave, and could accommodate bike lanes alongside the existing downtown parking on Mastick's west side. The north end of Mastick could connect

bike lanes to either Huntington or the far end of San Mateo Ave, and the south end connects to El Camino along Taylor Ave. This would create a clear and easy bike route between El Camino and the Caltrain station, without slowing bike traffic along pedestrian heavy San Mateo Ave.

Ideas to fix

Bike lanes on Huntington from Caltrain to Angus Ave, then one block up Angus to Mastick. Lanes continue down Mastick to Taylor Ave, then along Taylor one block to El Camino Real. Lanes could be accompanied with additional bike parking in the parking lots along the west side of Mastick, making it easier for bikers to visit shps and restaurants downtown.

A-13 | National Night Out event

Interviews conducted at the event

9 transcripts

1. Winnie

My name is Winnie. I live by City Park. Prior to that I lived on Mastick. I do try and get out and walk. Just for the health of it and I try to do the lap at the park.

I like the park a lot. All of the trees. I think in San Bruno, we got the last Norman Rockwell park in the US. So I just love going there, seeing kids playing and all the rest of it. And I try to pick a different path through the neighborhood where I live and I usually do about one mile, one and a half miles. I'm not as active as I once was when I was younger.

One of them, I think is the intersection at San Felipe and Cypress because there is a congregation of a street that's popular for people to get on to Crystal Springs to get onto the freeway on Cypress; it's a challenge because it's a hill, and it's a challenge because there's a park, and El Crystal Elementary school there are a lot of children. I get very annoyed that people don't come to a stop. There are children and people going to the park, children going to the school and people don't stop. So I would love to see some kind of a camera, because I think it would be a real revenue producer for the city and it might help people to just slow down. I don't think people...sometimes they need to be hit in the pocketbook before they take that seriously. So that's my primary beef. And we all have to play by the rules. I'm aware of traffic and I don't just jut into the street and assume that cars can always stop in time. But, you know, when it's close to the park and close to an elementary school, folks you've got to stop. Just stop, you know, a complete stop.

Well, part of it is that people come up the hill, if they don't see anyone, or they're in a hurry or whatever and their time is worth so much more than mine, they just blow through the stop sign and my concern is I can be seen. But little children move quickly, move erratically and they are not always

visible, so that intersection is, again, it is an intersection that I focus on. I'm not aware, as much, of other intersections.

I'd have a camera mounted at Cypress and San Felipe or have a police officer who comes there on a sporadic, intermittent basis, and hand out tickets if necessary, because I'm really concerned that some kid is going to get injured and that would be heartbreaking.

I'd like a bike path, or maybe some biking available at the park. I think it is difficult sometimes for pedestrians and the bicycles to share but...I can't think of anything right now. I'll probably think of something in the middle of the night!

2. Angela

My name is Angela. I have lived in San Bruno off and on for 20+ years and I live in the Mills Park Area.

I walk for exercise probably a couple times a week. Just around the neighborhood to the downtown, exploring different parts of the city.

The City Park is one of them. I like to walk in the city park of San Bruno. That's one of my favorite places. I just like the energy there! Lots of activity going down, it's just a lovely, lovely park! It's a little community park.

Cherry Avenue, some of the more challenging intersections are San Bruno Ave and Cheery; San Bruno Ave towards 280; Jenevein and El Camino. Those are some of the more challenging areas. There's just the long wait times, there is a lot of traffic.

What make those intersections more challenging is just the volume of traffic that is coming through there.

If I were mayor for one day, I would probably close down the streets for a day and have a bike and walk day.

3. Leigh

My name is Leigh. I'm in the Mills Park Area. What I like about San Bruno? I've been here so long, I don't know anything but San Bruno! And I love walking my dog and it's a friendly town. It really is. It really is a friendly town. I meet a lot a lot a lot of people that sometimes see me in the store and say hi to me, where are your dogs? They just remember and it's really nice. And sometimes people just honk the horn and wave when you are walking the dog. I like that. It's nice, it's a friendly town. I love it and I'll never move.

I walk every day. I'd have to be sicker than sick in order not to walk my dogs, but if I didn't have my dogs, I probably wouldn't do that.

Oh, no, I like walking too, and then I walk distances that are close by; to get my hair cut or even to the doctor's or to the dentist, that's close by, and I like to see people. I like to see all the new things that are going on, buildings and going over to Bayhill. Seeing what they are doing and just...seeing the city. I like walking around our City.

What I've noticed is sometimes Crystal Springs, sometimes they just don't let you cross the street, they're in a hurry. Especially early in the morning which is surprising. San Bruno Ave. is not that bad, I don't think. And...but not very many places. I don't go to places that are challenging to walk. To drive, maybe, that's a different story. Bumps in the roads.

If I was mayor, to make it safer for biking and walking, is a lot of the streets – it's so, cracks in the sidewalks! I've broken my ankle twice, tripping over those big bumps, falling off the curbing because I tripped and fell from the curb. The streets: the streets we need to pay attention to the streets. Or the sidewalks.

Just that I really like it here and I've been here since 1959 so it's been a long time. It's nice. Good weather. I love the weather here. I don't care what anyone else says, I like it! That it!

4. Elena and Noah

E: We live in San Bruno.

E: We don't really bicycle often. We haven't used our bicycles in a long time.

E: We walk to...go to the park and play...and today and yesterday we walked with our mom to go to our summer camp and then we walked back from summer camp.

E: My favorite place to walk is San Bruno Park.

N: In San Bruno Park.



5. Janet

My name is Janet [...] and I live on Cypress. We moved here four years ago. I like it. People are very friendly. People know each other. That's what makes me more comfortable. I have a dog and I walked my dog every morning from Cypress and up to Pepper Drive for about half an hour and I feel safe...I start walking around 6 am, so it's pretty dark, even sometimes nighttime too. So, overall, I feel safe. And the people there know each other in the neighborhood so I'm pretty comfortable with the community right now.

I walk like pretty much every morning with my dog. That gives me an excuse to walk outside of the house and exercise and probably every day. I walk more on the weekend- I walk an hour and ½ all the way to the Bayhill Shopping Area, business area, you know, by Walmart. There's a little fountain there and I just enjoy walking around there, listen to my iPod. Actually every weekend I look forward to the walk. When I'm walking my dog every morning.

I would say, some narrow streets. Part of my street, on Cypress, is really narrow, and when I have to cross the street, I have to really look and I...some cars drive really fast. I have just been careful crossing the street. There are a few who are not paying attention, they make a sharp turn and you have to hold back. That is the more challenging: crossing the street on a narrow street.

I would say, I don't know if speed bumps would help with driving, some people drive really fast. I don't know if that would help lower people's driving speeds. Some people drive like 35, you know! I would do that if I was mayor for one day in San Bruno!

I'm happy here, I've been here four years. Originally I'm from Millbrae, downsized my house, so I moved here and I love it here – I love it here so much, yeah. The neighbors are like, keeping an eye on each other. So that's like what I'm really comfortable with here.

6. Sarah and Ben

B: Hello. My name is Ben.

S: I'm Sarah. We live right on Cedar Ave. and we have lived in San Bruno all of our lives.

S: All the time really. At least every day, like, I mean, we live pretty close to the library, so we can just take a trip down there.

B: There are lots of places to walk in San Bruno. In fact, I work at Mollie Stone's and I walk to work every day. And pretty much anywhere we want to get we can get there via bike or walking.

B: Some of our favorite places to go in San Bruno that is really easy to access by walking or by bicycle would be the Bayhill Shopping Center, or the San Bruno Library.

S: And here in Grundy Park!

B: Yeah, we take our dog here very often.

S: And San Bruno Park too!

B: San Bruno Park!

B: Well, the sun is shining, people are smiling and it's just great to go outside and it's just a pleasant place to be, San Bruno.

S: Actually, our hill. Our hill. We live up on a hill, it can get pretty tough up there, but...we wouldn't trade it for the world! We love the view.

B: Yeah, the view is amazing and well worth the walk. Maybe I won't bike up, but...

S: I would say, like, the more dangerous areas of San Bruno to walk might be San Bruno Ave. I mean, like, it's really close to suburban areas so, its most dangerous for your cat or something.

B: I also think that Crystal Springs is a pretty dangerous road to bike or walk on. But besides for that, it's not really a street for pedestrians so...

B: I would change the parking that is set up on El Camino, if I was mayor for a day and I would change it so that there would be a bike lane instead of so much parking through El Camino. That way, as a bike rider, you don't have to share the road with all the cars and have your own lane off to the side.

S: I don't know...probably something similar, like a more clearly marked off bike lane on El Camino. I don't know if this is in Millbrae, but there are some areas on El Camino where cross walks aren't clearly marked. It can get pretty gnarly.

B: If there were like flashing lights that you could press to indicate that you were about to cross the street on El Camino I think that that would be very helpful because there are a lot of jaywalkers on El Camino and so if there was anything at all to indicate (to) the driver, "Hey, I'm crossing for the next 15 seconds," that would be more than helpful.

7. Chloe and Genevieve

C: My name is Chloe and I live in San Bruno.

G: My name is Genevieve and I live in San Bruno as well.

C: I ride my bike every day.

G: About two hours a day. I ride my bike about two hours a day.

G: I like to ride my bike at the park across my street.

C: I don't like this bumpy road. I just like carry my bike to the park.

G: Um, like the street where you could get run over and die.

8. Susan



My name is Susan and I live on Chestnut Ave. and I have lived in San Bruno now for approximately 31 years on the same street and I've been a single parent for many years and it has been a wonderful place to raise my son...The schools have been wonderful, it's a very safe neighborhood, it's just a real community feeling.

Sometimes when my son was younger, we'd walk to Tanforan Shopping Center, which is walking distance. And that was a nice little outing for us, well, we used to walk to the park, now that he is grown, I walk for exercise. I use the San Bruno pool often every summer when it's open, which I absolutely love.

Oh, I love to walk to San Bruno Pool, and San Bruno Park; love walking to Grundy Park, because it's very close to where I live; I love walking once in a while to Tanforan Shopping Center to get some exercise and to do some shopping.

Some of the challenging streets would be Jenevein going up the hill; I think recently, a few years ago, there was a 13 year old riding her bike down Jenevein. Unfortunately, she was hit by a car. San Bruno tends to be a hilly area, so depending on if you are bike riding or walking it can be dangerous at times.

Probably better street lights would make the, would make San Bruno possibly a little safer. I noticed at the end of our intersection, a lot of cars run the stop sign. 1 out of every 3 cars run the stop sign and we definitely need more enforcement on that.

9. Caitlyn

My name is Caitlyn; I live in San Bruno. I like San Bruno because...well, it's a nice...is it a city? It is a nice city.

I ride my scooter when we go on walks. Mostly every day.

I ride my scooter every day.

I ride my scooter because we usually go on walks when I ride my scooter and I...I ride my scooter up and down my street.

When we go on walks, we ride to the park. I like it because we get to play at the park.

On this part, it's all bumpy and so I might fall down and those things in your driveway so you can go in your driveway, one time I, I was on my scooter and my scooter hit, because it was like off and I fell.

It's dangerous in the street.