

To: David Wong, City of San Bruno, CA
From: Alta Planning + Design
Date: July 2022
Re: Allen Elementary Walk Audit and Recommendations DRAFT Memo

The following memo contains infrastructure and behavior observations gathered through a walk audit at Allen Elementary. These in-person observations are supplemented with parent survey results and feedback from project presentations at PTO/PTA meetings. Existing issues identified through those channels are labeled as “Findings.” The proposed actions or projects to address the identified issues are labeled as “Recommendations,” with the relevant implementing agency (City or school) identified. Findings and recommendations are categorized into two groups based on the type of solution presented: infrastructure or non-infrastructure.

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

Figure 1: New Allen Elementary Campus Layout



Infrastructure Findings and Recommendations

NOTES:

Where crosswalks and curb extensions are recommended to be added to an intersection, if the number of each improvement is not specified, the default quantity to be added is four, for each leg/corner of the intersection.

Recommendations that involve the installation of traffic calming elements must follow the City's standard process for traffic calming if they are to be implemented with the City's designated traffic calming funding. This includes meeting the standards of public engagement (be resident led) and speed thresholds.

1. **Finding:** *The one-way nature of the future drop-off lane will likely continue to result in the intersections of Elm Ave/Angus Ave and Linden Ave/Angus Ave being heavily used at peak periods.*

Recommendation: Install high visibility crosswalks on all legs of both intersections. Use a tiered approach to reducing parking infractions at intersection, working through the steps below as necessary until intersection safety is improved. Implementing agency: City.

- a. Increased no parking signage at red curb locations.
- b. Focused no-parking enforcement.
- c. If the above two steps don't work, install paint-and-post curb extensions at both intersections.

2. **Finding:** *Double parking was witnessed along Angus Ave, and parents noted that red curb zones are often not adhered to. Double parking leads to congestion and reduces/obstructs sight lines between vehicles and pedestrians.*

Recommendation: Consistent with the new drop-off loop on Angus Ave, paint the entire southern curb of Angus Ave red – restricting parking at all times – between Elm and Linden Aves. This includes the curb between the future entrance and exit of the drop-off lane. This action should be paired with information from the school that reminds parents of prohibited curbside drop-offs and focuses on setting good habits with the start of a new school year on the new campus. (More information below under Non-Infrastructure Recommendations.) Implementing agency: City and School.

3. **Finding:** *There is a potential for turning movement confusion for drivers in relation to the new drop-off lane and orientation.*

Recommendation: Post “Right in only” and “Right out only” signage at the entrance and exit of the drop-off area. Implementing agency: School.

4. **Finding:** *Perceived speeding and aggressive driving behavior was witnessed along Angus, Elm, and Linden Aves.*

Recommendation: Install traffic calming elements such as speed humps to reduce vehicle speeds along the sections of those corridors surrounding the school. Additional public engagement would need to occur before construction. If the traffic calming is to be implemented with City traffic calming funding, the project would need to be approved through the established resident-led process. It should be noted that Elm and Linden Aves are designated as future shared bikeways in the Walk ‘n Bike Plan. Any traffic calming will need to be compatible with the future implementation of bikeways. Implementing agency: City.

- 5. Finding:** *Jenevein Ave is a main connection between Allen Elementary and Parkside Intermediate schools that many families travel between. Parents noted concern about the safety of crossing Jenevein Ave at Cypress Ave and Acacia, with many close calls from drivers coming off of the side streets onto or across Jenevein Ave.*

Recommendations: Implementing agency: City.

- a. Conduct a stop warrant analysis to explore the feasibility of an all-way stop at either Jenevein Ave/Cypress Ave or Jenevein Ave/Acacia Ave.
 - i. If the warrant does not pass, install School Crosswalk Warning Assembly B (CA MUTCD 7B.12) - S1-1 Sign and W16-7P Plaque.
- b. Review curbside use along Jenevein and extend or add red curb zones.

- 6. Finding:** *Jenevein Ave carries heavier vehicle traffic than the surrounding neighborhood street grid, making it challenging to cross. The pedestrian infrastructure at the intersection of Elm Ave/Jenevein Ave is aging and deficient. Crosswalks are low visibility, and the curb ramps are misaligned and, in some cases, do not have truncated domes.*

Recommendations: Implementing agency: City.

- a. Install four high visibility crosswalks.
- b. Realign curb ramps (with the correct slope and tactile warning pads) and install concrete curb extensions.

- 7. Finding:** *Jenevein Ave carries heavier vehicle traffic than the surrounding neighborhood street grid, making it challenging to cross. The pedestrian infrastructure at the intersection of Linden Ave/Jenevein Ave is aging and deficient. Crosswalks are faded, low visibility or missing, and the curb ramps are misaligned and, in some cases, do not have truncated domes.*

Recommendations: Implementing agency: City.

- a. Install four high visibility crosswalks
- b. Realign curb ramps (with the correct slope and tactile warning pads) and install concrete curb extensions at all corners. Ensure that drainage is updated appropriately on the northeast and southeast corners of the intersection.
- c. Conduct a stop warrant analysis to explore the feasibility of an all-way stop at Linden Ave/Jenevein Ave. Note that an all-way stop at this location may require coordination with Caltrans on signal adjustments at El Camino Real/Jenevein Ave.
 - i. If the warrant does not pass, install School Crosswalk Warning Assembly B (CA MUTCD 7B.12) - S1-1 Sign and W16-7P Plaque.

- 8. Finding:** *The one-way drop-off lane along Angus Ave, on the north edge of the school property, leads to extensive traffic, congestion, and double parking along Angus Ave.*

Recommendation: Assess if the new layout relieves observed congestion six months post-installation. If not, consider alternative drop-off locations and park-and-walk locations. Implementing agency: City and school.

- 9. Recommendation:** All crosswalks (existing and new) should be painted in yellow within 600 ft of school grounds. Implementing agency: City.

Non-Infrastructure Findings and Recommendations

These recommendations can be completed by a number of responsible parties: PTO members, school staff, local organizations, or in partnership with government staff (city staff, police).

- 1. Finding:** Existing parking restrictions are easy for parents to ignore while dropping off or picking up their students. The rolled curb around the school is easy for cars to mount, parents don't respect the existing red curb zones, students are dropped off/picked up in the street on Linden Ave, and parents frequently double park on Angus Ave.
Recommendations:
 - a.** Prioritize parent outreach and engagement to improve compliance with existing regulations, as well as promote alternative transportation modes. Use the opportunity of opening a new campus to encourage parents to set new habits. This could include an emphasis on safe driving to ensure that everyone can reach the campus safely, regardless of mode. Efforts could also focus on creating Safe Routes to School champions or encouraging families to try walking or biking.
 - b.** Implement a crossing guard program and training, with a focus on the intersection of Angus Ave and Linden Ave. Clearer direction will help families feel more comfortable that their student can access the school grounds safely.
- 2. Finding:** Most survey respondents (84%) wanted to walk or bike to school more often. Almost 70% of survey respondents thought the school neither encouraged or discouraged walking and biking to school, with an additional 25% who thought the school actively discouraged walking and biking.
Recommendation: Support recurring encouragement events, such as Walk/Roll to School Days. These events help to build a community around walking and biking, and help families and students feel more comfortable walking or biking to school.
- 3. Recommendation:** The school zone speed limit should to be dropped to 15 mph as allowed by the CVC and with the approval of the City Council. Street on which this applies: Angus Ave.

