



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

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The following memo contains infrastructure and behavior observations gathered through a walk audit at Belle Air Elementary School. 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.” Findings and recommendations are categorized into two groups based on the type of solution presented: infrastructure or non-infrastructure.

## 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 4, 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:** *Along the south side of the school, the half of the roadway closest to the building is used as an informal sidewalk while parents drive vehicles along the same roadway.*  
**Recommendation:** Use paint and flex posts or bolt-on curbs to better indicate and separate the walking and driving areas of the roadway. Ensure the new “sidewalk” along the south of the building connects to the sidewalks along 3<sup>rd</sup> Ave. Implementing agency: School.
- 2. Finding:** *There is a large break in the sidewalk across the southern alley entrance used as a vehicle drop-off loop.*  
**Recommendation:** Paint a crosswalk across the alley entrance in line with the path of the sidewalk. Implementing agency: City.
- 3. Finding:** *The sidewalk on the south side of the 270-degree turn at the south end of 3<sup>rd</sup> Ave (where many parents loop around during pick-up/drop-off) doesn’t completely connect to the parking lot for Lions Park (to the west). Pedestrians are forced to walk in the road or in the grass to access the Lions Park parking lot.*  
**Recommendation:** Install the missing sidewalk segment. Implementing agency: City.

- 4. Finding:** *Drivers were observed by stakeholders during the walk audit to be driving uncomfortably fast in and out of the Lions Park parking lot (that lies between 1<sup>st</sup> and 3<sup>rd</sup> Aves) where it intersects with 3<sup>rd</sup> Ave to the west.*

**Recommendation:** Replace existing crosswalk with raised crosswalk to slow vehicle traffic. Install right-in, right-out style directive median on 3<sup>rd</sup> Ave at the exit from the Lions Park parking lot. Implementing agency: City.

- 5. Finding:** *Drivers were observed by stakeholders during the walk audit to be driving uncomfortably fast on 1<sup>st</sup> Ave turning into the Lions Park parking lot.*

**Recommendation:** Replace existing crosswalk with raised crosswalk to slow vehicle traffic. On southbound 1<sup>st</sup> Ave approaching the raised crosswalk and at the western entrance to the Lions Park parking lot at 1<sup>st</sup> Ave, add yield markings and signage. Implementing agency: City.

- 6. Finding:** *The row of parking along the building frontage currently acts as a temporary drop-off zone, designated with cones that are put out daily. This zone is sometimes ignored by parents who disregard the cones and park there anyway.*

**Recommendation:** Remove the row of parking on the building frontage and install a permanent drop-off zone. Implementing agency: School.

- 7. Finding:** *The yellow pavement markings at the north entrance to the school on 3<sup>rd</sup> Ave are faded and disconnected from the concrete median. This creates confusion around the one-way traffic pattern around the angled parking.*

**Recommendation:** Replace the yellow painted triangle with a concrete median, continue the median down the length of the traffic loop, in front of the parking spaces. Implementing agency: City.

- 8. Findings:** *The crosswalk and the immediate surroundings at the north entrance to the school property on 3<sup>rd</sup> Ave have numerous infrastructure deficiencies. These include:*

- a. A low-visibility, transverse crosswalk
- b. A curb ramp that doesn't align with the crosswalk
- c. Parking encroaches on the crosswalk, blocking the view of pedestrians
- d. Curb ramps are missing truncated domes that provide tactile feedback for the visually impaired
- e. Parents park in front of the alley on the northwestern corner of the building during drop-off/pick-up, creating access issues at the preschool

**Recommendations:** Implementing agency: City.

- a. Install concrete curb extensions with updated curb ramps (including tactile warning pads) to improve accessibility and visibility of pedestrians waiting to cross. Ensure that drainage is updated appropriately.
- b. Use a red painted curb to indicate no parking from the crosswalk to 50 feet to the north of the crosswalk (on both sides).
- c. Install a high visibility crosswalk to discourage vehicles encroaching on the crosswalk.

- d. Add a barrier across the entrance to the alley that allows emergency vehicle access but deters parents from parking there, such as removable or flexible bollards.

**9. Finding:** *Parents shortcut the driving route around the rear of the school – driving along the building to reach 7<sup>th</sup> Ave, instead of driving to the east of the four square and basketball courts.*

**Recommendation:** Install painted arrows, cones, or other dividers to guide drivers to the correct path of vehicle travel to 7<sup>th</sup> Ave. Implementing agency: School.

**10. Findings:** *The speed bumps and associated “SLOW SCHOOL XING” pavement markings and “pedestrians ahead” sign are located too far in advance of the crosswalk on 3<sup>rd</sup> Ave at the entrance to school property.*

**Recommendation:** Move the “pedestrians ahead” sign, pavement markings, and speedbump closer to the crosswalk on 3<sup>rd</sup> Ave. Implementing agency: City.

**11. Finding:** *3<sup>rd</sup> Ave is currently designated as a bike boulevard in the City’s bicycle masterplan – providing a route to the school that is also shared with parent drop-off/pick-up vehicle traffic.*

**Recommendations:** Due to cars entering and exiting at 3<sup>rd</sup> and 7<sup>th</sup> Aves, 4<sup>th</sup> Ave should be promoted as the recommended bicycling route to school. This new bicycle route supersedes the recommendation for 3<sup>rd</sup> Ave listed in the bike plan. The following changes will need to be made to accommodate cyclists on this street: Implementing agency: City.

- a. Redesign the sidewalk and fence opening at the school so that people bicycling don’t have to ride up onto private driveways to enter to school property.
- b. Conduct a warrant study for the installation of 4-way stops at the intersections of 4<sup>th</sup> Ave/Angus Ave and 4<sup>th</sup> Ave/Pine St. Should the warrant study not justify the installation it is recommended that the stop signs should still be installed for safety measures considering the vulnerability of people walking and biking along 4<sup>th</sup> Ave.
- c. At the intersections of 4<sup>th</sup> Ave/Angus Ave and 4<sup>th</sup> Ave/Pine St install no parking zones using red curbs and signs 25 feet from stop signs on all legs.
- d. Install a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of 4<sup>th</sup> Ave/San Bruno Ave to assist people on bikes in crossing San Bruno Ave along 4<sup>th</sup> Ave.
- e. Install wayfinding signage, street markings, and potentially speed humps consistent with the City’s standard for bike routes of this nature.

**12. 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:** *Double parking and speeding lead to conflicting vehicle movements and congestion in the traffic loop on 3<sup>rd</sup>.*

**Recommendations:**

- a. Implement a crossing guard program and training, with a focus on the 3<sup>rd</sup> Ave pick-up/drop-off loop. Clearer direction will remind drivers how to navigate appropriately and help families feel more comfortable that their student can access the school grounds safely.
- b. Encourage families to Park & Walk to/from school, dispersing some of the congestion currently experienced in the 3<sup>rd</sup> Ave loop.

- 2. Finding:** *Pre-school families do not receive same education on arrival/dismissal practices as elementary school students.*

**Recommendation:** Ensure that the pre-school principal and staff distribute educational materials to families at the beginning of the school year.

- 3. Finding:** *According to the survey, many families think that walking and biking to school is fun (60%) and important for their student's health (69%). 70% of survey respondents from Belle Air would like to walk or bike to school more often.*

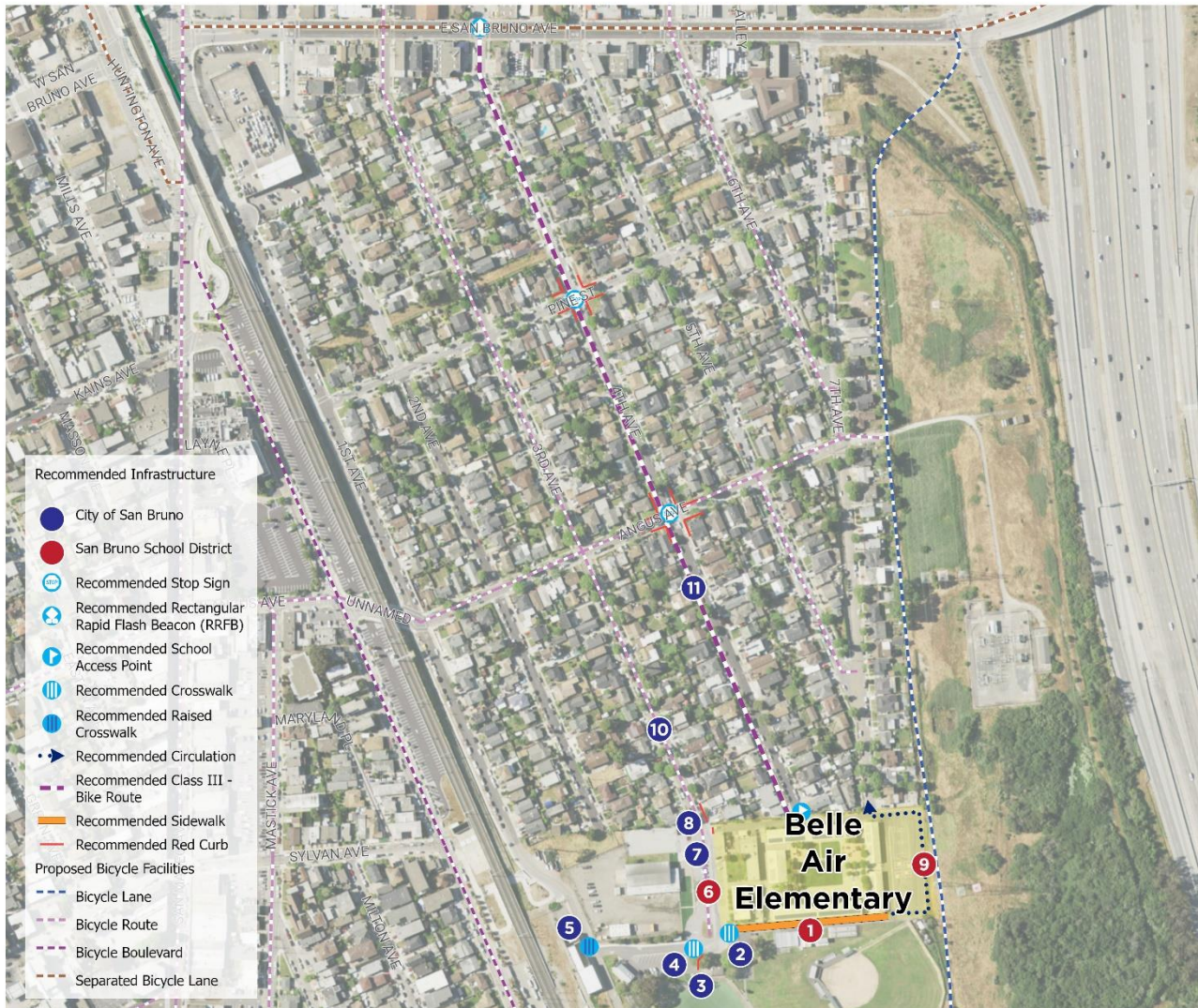
**Recommendations:**

- a. Support recurring encouragement events, such as Walk/Roll to School Days or Cocoa for Carpool, to give students and families opportunities to try out alternative modes.
- b. Provide pedestrian and bicycle education, such as a bike rodeo, to increase student confidence and comfort walking and biking.

- 13. 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: 3<sup>rd</sup> Ave.

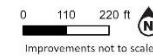
**DRAFT**

Safe Routes to Schools Improvement Plan  
Belle Air Elementary School



**Improvement Detail**

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



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