



To: David Wong, City of San Bruno, CA
From: Alta Planning + Design
Date: July 2022
Re: Highlands Christian School Safe Routes to School Recommendations DRAFT Memo

Highlands Christian School is partially participating in the City of San Bruno Safe Routes to School initiative. The following memo contains infrastructure and behavior observations gathered through walk audits at San Bruno Park School District schools near Highlands Christian, including Portola Elementary, Rollingwood Elementary and John Muir Elementary. The in-person observations are supplemented with parent survey results and additional research conducted with Google Maps.

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 for each. Findings and recommendations are categorized into two groups based on the type of solution presented: infrastructure or non-infrastructure.

Due to its close proximity to Portola Elementary School, some of the recommendations in the Portola Recommendations Memo also pertain to Highlands Christian School.

Infrastructure Findings and Recommendations

NOTES:

Where recommendations involve Caltrans right-of-way, such as El Camino Real, coordination with the Caltrans is required.

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:** *There is significant congestion at the school entrance during arrival and dismissal, with some parents reporting that it does not feel safe to access the school at Amador Ave and Monterey Dr. Notably, some drivers impede the crosswalk waiting to turn into school during drop-off/pick-up and ignore people walking.*

Recommendations: Implementing agency: City.

- Extend the red curb/no parking zone on eastbound Amador Ave at Monterey Dr (on the south side of the street), to provide additional visibility for pedestrians crossing Amador Ave.
- Add yield ahead markings, or “shark teeth,” to all approaches at Amador Ave and Monterey Dr in order to increase visibility of the stop bar.
- Harden the center median on the southern leg of Monterey Dr with bollards to visually narrow the lane and slow traffic at the entrance of the school. Outreach to the neighboring resident will be needed to discuss the intervention to make sure that they are comfortable with any changes in access.

- d. Repaint both crosswalks as high visibility crosswalks.
 - e. Install two curb ramps with tactile warning pads for improved ADA accessibility at the crosswalk across Monterey Dr.
- 2. Finding:** *Parents noted that drivers move uncomfortably fast on Amador Ave and Monterey Dr, especially coming down the hill.*
Recommendation: Add traffic calming elements to Amador Ave and Monterey Dr, such as speed feedback signs and visually narrowing the travel lanes by striping the edge of the parking lanes. Implementing agency: City.
- 3. Finding:** *Amador Ave lacks streets lighting. Due to fog, weather, and varying sunrise/sunset times, pedestrians have a difficult time seeing traffic and being seen.*
Recommendation: Add pedestrian scale street lighting to Amador Ave. Implementing agency: City.
- 4. Finding:** *The intersection of Sneath Ln/Monterey Dr is lacking crosswalks on two legs of the intersection, and the existing crosswalk is low visibility.*
Recommendation: Install high visibility crosswalks on all approaches of the intersection. Implementing agency: City.
- 5. Finding:** *The intersection of Sneath Ln/Skyline Blvd only has one crosswalk across the south leg of the intersection. In addition, the intersection corners lack curb ramps and sufficient space and pavement for multiple pedestrians to wait for their turn to cross the street comfortably.*
Recommendation: Implementing agency: City.
- a. Install a high visibility crosswalk on the southern leg of the intersection.
 - b. Add concrete pavement to expand the pedestrian waiting area on both ends of the crosswalk. Both corners should contain ADA curb ramps each with tactile warning pads.
 - c. When building the concrete curb at each corner, reduce the corner turning radii as much as possible in partnership with Caltrans in order to increase space for pedestrians and slow turning cars.
- 6. 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:** There is traffic congestion around the school entrance during arrival/dismissal, and some parents are concerned about stop sign compliance during these busy times.

Recommendations:

- a. Implement a crossing guard program and training, with a focus on Amador Ave and Monterey Dr. Clearer direction will help families feel more comfortable that their student can access the school grounds safely.
- b. Encourage students and parents to walk in groups, creating a “walking school bus.”

- 2. Finding:** *According to the survey, 92% of survey respondents from Highlands currently drive their child (alone) to school most days. Yet 20% of survey respondents wished they walked or biked to school more often.*

Recommendation:

- a. Support recurring encouragement events, such as Walk/Roll to School Days or Cocoa for Carpool, to give families a chance to try out and build community around alternative modes. Follow up with additional resources on carpooling, such as a directory or place for families interested in carpooling to connect.
- b. Prioritize parent outreach and engagement to improve compliance with existing regulations during arrival/dismissal, as well as promote alternative transportation modes. Efforts could also focus on creating Safe Routes to School champions or encouraging families to try walking or biking.

- 3. Finding:** *Vegetation blocks the walking path at key points along the route to school: on Sneath Ln, east of Claremont Dr, and the crossing of Sneath Ln at Sequoia Ave.*

Recommendation: Ensure that the City prioritizes maintenance of important pedestrian connections around schools. Work with City maintenance staff to keep pedestrian pathways clear and visible.

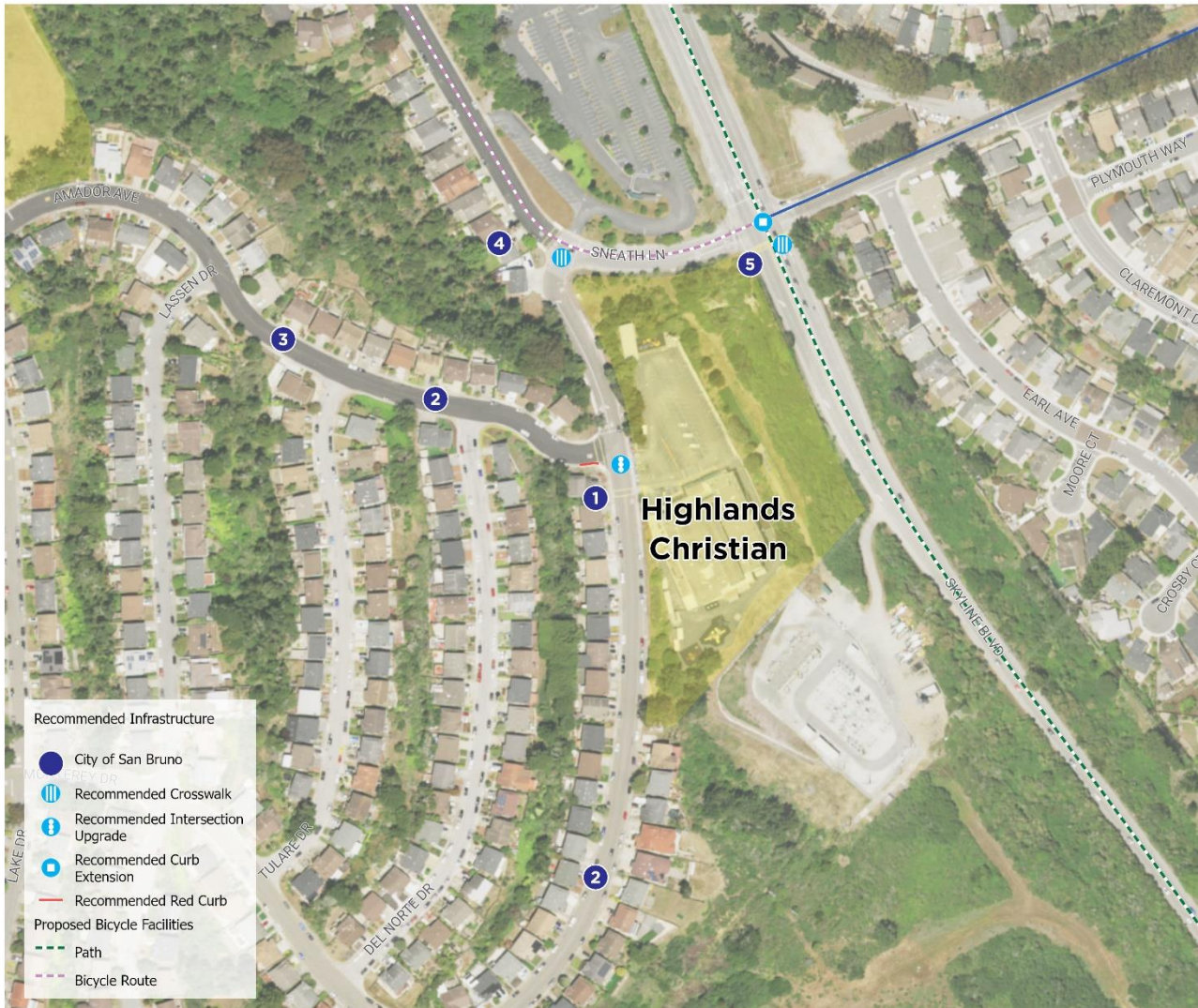
- 4. Recommendation:** The school zone speed limit should to be dropped to 15 mph as allowed by the CVC and with the approval of the City Council. Street on which this applies: Monterey Dr.

DRAFT

Safe Routes to Schools Improvement Plan
Highlands Christian School

Improvement Detail

- 1 Extend the red curb/no parking zone on Amador Ave at Monterey Dr. Add yield ahead markings to all approaches. Harden the center median on the southern leg of Monterey Dr with bollards. Repaint crosswalks as high visibility and add two more curb ramps.
- 2 Add traffic calming elements, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes.
- 2 Add traffic calming elements, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes.
- 3 Add pedestrian scale street lighting to Amador Ave.
- 4 Install high visibility crosswalks on all approaches of the intersection
- 5 Install 1 high visibility crosswalk on the south leg of the intersection. Add concrete pavement to 2 corners (connect to sidewalks) and add curb ramps with warning pads. Reduce corner turning radii as much as possible.



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.

