



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

The following memo contains infrastructure and behavior observations gathered through a walk audit at John Muir 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.

The intersection of Glenview Dr and San Bruno Ave is a concern to parents. The intersection contains extremely large corner radii that allow fast turning movement by vehicles. In July 2022 City Council approved improvements to the intersection to become a four way stop with stop signs that include LED embedded lights.

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:** *Traffic congestion causes vehicles to block the crosswalk on Crestmoor Dr that connects to the northern path on school grounds (south of Yorkshire Ct).*
Recommendation: Extend the length of the red curb “no parking” zone on either side of the crosswalk to increase visibility. Extend/add concrete curb extensions the full depth of the parking lane. Implementing agency: City.
- 2. Finding:** *Crosswalks that parallel Crestmoor Dr (across neighborhood streets) are low visibility and frequently crossed by turning traffic.*
Recommendation: Install high visibility crosswalks along Crestmoor Dr at the following intersections: Rosewood Dr, Bennington Dr, and Cambridge Ln. Implementing agency: City.

- 3. Finding:** *The crosswalk across Crestmoor Dr at Bennington Dr is low visibility and often blocked by traffic congestion.*

Recommendation: Install a high visibility crosswalk across Crestmoor Dr for increased visibility and yielding - reducing vehicle blockage of the crosswalk. Implementing agency: City.
- 4. Finding:** *There is no marked pedestrian crossing across Crestmoor Dr at Cambridge Ln, resulting in pedestrians crossing at unexpected locations.*

Recommendations: Implementing agency: City.

 - a. Install a high visibility crosswalk and stop sign on Cambridge Ln at Crestmoor Dr.
 - b. Conduct a stop warrant analysis for an all-way stop control at Crestmoor Dr and Cambridge Ln.
 - i. Install a high visibility crosswalk across Crestmoor Dr (on the northern leg of the intersection only) if an all-way stop is warranted. Install stop bar on southern approach.
- 5. Finding:** *School lacks a bike rack.*

Recommendation: Install a secure bike parking area. Implementing agency: School.
- 6. Finding:** *Congestion causes parents driving northbound on Crestmoor Dr to turn left into the eastbound lane of Cambridge Ln (into oncoming traffic), due to the queue of vehicles blocking the appropriate westbound lane on Cambridge Ln.*

Recommendation: Add bollards to create a hardened center line on Cambridge Ln between Crestmoor Dr and the school driveway, reinforcing appropriate traffic flow. Without the option to merge into the correct (westbound) lane of Cambridge Ln after turning inappropriately, northbound drivers turning left onto Cambridge Ln will learn to wait for an appropriate gap in traffic to enter the correct lane. Implementing agency: City.
- 7. Finding:** *Shoulder parking along Cambridge Ln, on the south side of the street near the school entrance, further increases congestion.*

Recommendation: Remove shoulder parking on the south side of the street. Before implementing, residents contact neighboring residents to work through any proposed change. Implementing agency: City.
- 8. Finding:** *There are visibility concerns for pedestrians crossing at the intersection of Crestmoor Dr and Piedmont Ave.*

Recommendations: Implementing agency: City.

 - a. Install high visibility crosswalk across Piedmont Ave.
 - b. Install 2 paint and post curb extensions to slow turning traffic.
 - c. Conduct a stop warrant analysis for all-way stop control at Crestmoor Dr and Piedmont Ave.
 - d. If stop is warranted,
 - i. Install 2 high visibility crosswalks across Crestmoor Dr.
 - ii. Add yield ahead “shark teeth” markings on Crestmoor Dr on both sides of Piedmont Ave.

9. **Finding:** *The underpass under Hwy 280 at Whitman Way/Jenevein Ave is dark with narrow sidewalks.*

Recommendation: Add lighting to improve the visibility of pedestrians. Implementing agency: City.

10. **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 no marked pedestrian crossing across Crestmoor Dr at Cambridge Ln, resulting in pedestrians crossing at unexpected locations. The absence of a stop sign on Cambridge Ln at Crestmoor Dr also contributes to cars queuing though the intersection, creating congestion and confusion for drivers.*

PTO Recommendation – Implement a crossing guard program and training, with a focus on the intersection of Crestmoor Dr/Cambridge Ln. Clearer direction will help families feel more comfortable that their student can access the school grounds safely.

2. **Finding:** *The previous administration did not encourage biking to school. 55% of survey respondents thought the school neither encouraged or discouraged walking and biking to school, but an additional 28% of respondents thought the school actively discouraged walking and biking.*

Recommendation: Support recurring encouragement events, such as Walk/Roll to School Days or bike rodeos. 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. **Finding:** *Parents expressed concern letting their children walk or bike to school with the traffic around pick-up and drop-off times. This may help explain why only 40% of survey respondents wanted to walk or bike to school more often.*

Recommendation: There is a lot of blacktop space behind John Muir. Consider designating a section as a traffic garden for students to learn about biking and walking safely in the neighborhood. Traffic gardens can take many different shapes, but they create a child-size town for kids to improve their bicycle skills and learn how to interact with things they may encounter on an actual bike ride. Traffic gardens may have roads, crosswalks, signals, bus stops or trees painted on the ground, providing a safe space to learn how to navigate their neighborhood.

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. Streets on which this applies: Crestmoor Dr and Cambridge Ln.

DRAFT

**Safe Routes to Schools Improvement Plan
John Muir Elementary School**

Improvement Detail

- 1 Extend the length of the red curb "no parking" zone on either side of the crosswalk to increase visibility. Extend/add concrete curb extensions the full depth of the parking lane.
- 2 Install high visibility crosswalks along Crestmoor Dr to the following intersections: Rosewood Dr, Bennington Dr.
- 3 Install a high visibility crosswalk.
- 4 Conduct a stop warrant analysis for all-way stop control at Crestmoor Dr and Cambridge Ln. Install a high visibility crosswalk across Crestmoor Dr (to the north of the intersection) if an all-way stop is warranted.
- 5 Install a secure bike parking area.
- 6 Add bollards to create a hardened center line on Cambridge Ln between Crestmoor Dr and the school driveway.
- 7 Remove shoulder parking on the south side of the street. Paint curb red.

Additional improvements are recommended at Crestmoor Dr & Piedmont Ave (8), and at Hwy 280 underpass (9).

- 8 Conduct a stop warrant analysis to explore the feasibility of an all-way stop. Install high visibility crosswalks and yield markings at all legs with a stop sign (existing and future, if warranted)
- 9 Add lighting to improve the visibility of pedestrians.



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.