



To: David Wong, City of San Bruno, CA
From: Alta Planning + Design
Date: July 2022
Re: Palos Verdes and El Portal Schools DRAFT Recommendations Memo

The following memo contains infrastructure and behavior observations gathered through a walk audit at Palos Verdes and El Portal schools. Existing issues identified through the walk audit or in conversation with school staff 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 the nature of Palos Verdes and El Portal enrollment, there are limited opportunities for students to walk or bike to school. Students are bussed in from around the county, and families generally do not access the school independently. That being said, classes often walk across Commodore Dr to access Commodore Park during the school day. The following infrastructure recommendations are focused on improving the safety of that walking connection and nearby intersections.

There is currently a resident led petition that has been submitted to the City requesting traffic calming on Commodore Dr east of Cherry Ave.

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:** *At the east side of the western school driveway (in alignment with the crosswalk across Commodore Dr), the curb ramps on either side of the crosswalk don’t align with the crosswalk orientation. The ramp on the south side of the crosswalk is blocked when a vehicle is parking in the handicapped parking space.*

Recommendations: Implementing Agency: City.

- a. On the north side of Commodore Dr, install a depressed corner ramp and add a tactile warning pad.
- b. Realign the curb ramp on the south side of the crosswalk to face the crosswalk. Storm drain inlets in this location would need to be relocated to accommodate the curb ramp. Despite the cost, it is recommended for increased pedestrian access.

- 2. Finding:** *The sidewalk on the west side of the school driveway currently ends at the driveway and the curb ramp is not in alignment with the orientation of the sidewalk. The crosswalk across the driveway is low-visibility and faded.*

Recommendation: Paint a high-visibility crosswalk across the driveway. Realign the curb ramp to be parallel with the sidewalk. Implementing Agency: School.

- 3. Finding:** *Parking on north side of Commodore Dr between the school driveways reduces the visibility of pedestrians entering the crosswalk for those travelling along Commodore, and the sight lines of drivers exiting the driveway onto Commodore.*

Recommendation: Remove parking between the driveways by painting the curb red. Implementing Agency: City.

- 4. Finding:** *The intersection of Cherry Ave and Commodore Dr is a large, multilane, stop-controlled intersection. The intersection lacks crosswalks on the north and west sides.*

Recommendations: Implementing Agency: City.

 - a. The San Bruno Walk ‘n Bike Plan contains a recommendation to remove travel lanes on Cherry in order to install separated bicycle lanes. Reducing lanes in order to decrease the current potential for conflict at the intersection is recommended. The City should conduct a traffic study to determine any impacts before removing traffic lanes.
 - b. Install high visibility crosswalks on all sides of the intersection.
 - c. Consider extending the median along Cherry Ave through the crosswalk to act as a pedestrian refuge and narrow the turning radius for drivers.

- 5. 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. Recommendation:** Provide hands-on opportunities for walking and biking education to help students practice safe walking and biking, and gain confidence. Safe walking programming should focus on safe crossing behaviors.

- 2. 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: Commodore Dr.

DRAFT

**Safe Routes to Schools Improvement Plan
Palos Verdes and El Portal Schools**

Improvement Detail

- 1 On the north side of Commodore, install a depressed corner ramp and tactile warning par. Realign the curb ramp on the south side of the crosswalk to face the crosswalk.
- 2 Paint a high-visibility crosswalk across the driveway. Realign the curb ramp to be parallel with the sidewalk. Install sidewalk segment to connect into school parking lot.
- 3 Reduce lanes on Cherry Ave. Install high visibility crosswalks on all sides of the intersection. Consider extending the median along Cherry Ave through the crosswalk to act as a pedestrian refuge.
- 4 Remove parking between the driveways by painting the curb red.



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 where engineered plans are required.

