



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

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The following memo contains infrastructure and behavior observations gathered through a walk audit at Parkside Intermediate 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,” 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 St. Robert Elementary, some of the recommendations in the St. Robert Audit Memo also pertain to Parkside Intermediate.

## 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 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:** *The intersection of Donner Ave/Niles Ave contains a low-visibility crosswalk across Donner. In addition, the sidewalks on either side of the crosswalk lack curb ramps.*

**Recommendation:** Install a high-visibility crosswalk and curb ramps across Donner Ave. Implementing agency: City.

- 2. Finding:** *The intersection of Redwood Ave/Niles Ave is missing a crosswalk on the west side of the intersection.*

**Recommendation:** Install a crosswalk across Niles Ave. Ensure that the crosswalk is aligned with the west side of Redwood Ave and the East Side of Donner Ave so that pedestrians waiting to cross and in the crosswalk are visible to drivers approaching from all directions. A curb ramp at the south end of the crosswalk will need to be installed in tandem with the crosswalk. Implementing agency: City.

- 3. Finding:** *The entrance to the staff parking lot and the drop-off loop on Niles Ave contains multiple deficiencies that reduce the safety and usability of the sidewalk across the driveway. The sidewalk lacks curb ramps on either side of the driveway. The pedestrian path of travel contains a cross slope ramp designed for vehicles instead of pedestrians. The bushes and fence to the west of the driveway block drivers' visibility in that direction.*

**Recommendations:** Implementing agency: School.

- a. Install curb ramps on both sides of the driveway.
- b. Rebuild the sidewalk so that it maintains a flat grade across the driveway, and the ramp for cars is outside of the pedestrian path of travel. Paint a crosswalk across the driveway.
- c. Install a fish eye mirror that faces west.

- 4. Finding:** *There are no stop signs along Niles Ave at Cedar Ave, Redwood Ave, Cherry Ave, and Donner Ave.*

**Recommendation:** Conduct a stop warrant study to analyze the installation of a three-way stop at the intersection of Cedar Ave and Niles Ave. If stops are not warranted at this location according to that process, also consider the intersections of Maple Ave, Redwood Ave, or Donner Ave. Implementing agency: City.

- 5. Finding:** *The bus stop on Niles Ave near Cedar Ave causes congestion when a bus is at the stop. Buses also block the crosswalk with the current bus stop placement.*

**Recommendation:** Move the bus stop further east (approximately 80') towards the intersection with Maple Ave, so that the bus stays clear of the intersection and crosswalk. Implementing agency: City.

- 6. Finding:** *The path from Donner Ave to the rear of the school is unused and remains locked due to a perceived liability issue, limited staff capacity to monitor the area, and speeding on Donner Ave.*

**Recommendations:** Implementing agency: School.

- a. Install pedestrian scale lighting along the path.
- b. Install a fence between the path and Donner Ave so that pedestrians are forced to stay on the path/sidewalk and not cross mid-block.
- c. Install speed bumps or other traffic calming on Donner Ave where the path connects to the northside sidewalk.

- 7. Finding:** *The intersection of Palomar/Donner is skewed and lies on a curve. Palomar Ct has a yield at the intersection. Donner Ave has no traffic control. There are crosswalks across both Palomar Ct and Donner Ave.*

**Recommendation:** Crosswalks without any traffic control are not recommended. To increase the pedestrian and traffic safety of the intersection, a stop warrant study for the intersection is recommended to investigate the feasibility of a three-way stop. If an all-way stop is not warranted, install 2 high visibility crosswalks with crosswalk warning signs. Implementing agency: City.

- 8. Finding:** *Jenevein Ave carries heavier traffic than the surrounding neighborhood street grid, making it more challenging to cross. Students travelling from the north must cross Jenevein Ave to reach the school. The intersections of Cherry Ave/Jenevein Ave and Cedar Ave/Jenevein Ave contain extra space at the corners (due*

to on-street parking) that creates longer crossing distances for pedestrians. Additionally, the existing crosswalks at this intersection are low-visibility, transverse style.

**Recommendation:** Install high visibility crosswalks and paint-and-post curb extensions. These changes will increase crosswalk visibility and reduce crossing distances, which may increase vehicle yielding rates to pedestrians and reduce the amount of time/distance pedestrians are exposed to vehicle traffic. The installation of a four-way stop is also recommended for Cedar/Jenevein. Implementing agency: City.

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:** *The drop off loop is underutilized, causing congestion and double parking on Niles Ave. Parents use the loop, but don't pull far enough in before letting their children out of the vehicle.*

**Recommendations:**

- a. Prioritize parent outreach and engagement to improve compliance with existing regulations, as well as promote alternative transportation modes. 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 Niles Ave. Clearer direction will help families feel more comfortable that their student can access the school grounds safely, and may help reduce congestion around the drop-off loop.

2. **Finding:** *According to the survey, many families think that walking and biking to school is important for their student's health (42%). Additionally, 26% of survey respondents from Parkside would like to walk or bike to school more often.*

**Recommendations:**

- a. Implement recurring bike education opportunities, building off of the previously held bike rodeo. As new students are constantly entering attendance at the school, and older students age out, bike rodeos are recommended to be held annually to ensure that all students receive bicycle education.
- b. Promote walking school buses, where students and parents walk in groups, as a way for families to get more comfortable with walking to school.
- c. 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. Finding:** *Many nearby crossings contain RRFBs, but students don't activate them before crossing.*  
**Recommendation:** Implement pedestrian education on the use of RRFBs with students.
- 4. Finding:** *A tree blocks the visibility of the RRFB on the northeast corner of Cedar/Niles.*  
**Recommendation:** Work with the property owner to establish good maintenance practices, and ensure that they understand the importance of visibility requirements and liability.
- 5. Finding:** *Many students were seen scootering and skateboarding to the school. Bike rack capacity was limited.*  
**Recommendation:** Install additional bike parking and create a designated scooter parking area. Explore opportunities for skateboard storage.
- 6. Finding:** *Many parents called for better transit service to the school.*  
**Recommendation:** Improve public bus or school bus access to the school. Coordinate with SamTrans for better bus access and scheduling.
- 7. 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: Donner Ave and Niles Ave.

**DRAFT**

**Safe Routes to Schools Improvement Plan  
Parkside Intermediate**



**Improvement Detail**

- 1 Install a high-visibility crosswalk and curb ramps across Donner Ave.
- 2 Install a crosswalk across Niles Ave. Ensure that the crosswalk is aligned with the west side of Redwood Ave and the East Side of Donner Ave. Install curb ramp on south side.
- 3 Install curb ramps on both sides of the driveway. Rebuild the sidewalk so that it maintains a flat grade across the driveway. Install a fish eye mirror that faces west.
- 4 Conduct a stop warrant study for intersection. If not warranted at this location, also consider the intersections of Maple Ave, Redwood Ave, or Donner Ave.
- 5 Move the bus stop farther east (approximately 80') towards the intersection with Maple Ave.
- 6 Install lighting along path. Install fence between path and Donner Ave. Install speed bumps and traffic calming on Donner Ave.
- 7 Conduct a stop warrant study for intersection. If stop not warranted, install high visibility crosswalks and crosswalk warning signs.
- 8 Install high visibility crosswalks and paint-and-post curb extensions. The installation of a four-way stop is also recommended for Cedar/ Jenevein.
- 8 Install high visibility crosswalks and paint-and-post curb extensions.

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/yard 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.