



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

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The following memo contains infrastructure and behavior observations gathered through a walk audit at St. Robert Elementary. These in-person observations are supplemented with parent survey results. 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.

Survey feedback showed a widespread concern about speeding traffic and risky driver behavior around St. Robert. Almost 60% of survey respondents identified unsafe intersections as their main challenge or concern in getting their children to school, with 55% citing speeding traffic along their route. Parents identified a few intersections specifically in open-ended survey responses, which are addressed in the findings and recommendations below.

Due to its close proximity to Parkside Intermediate, some of the recommendations in the Parkside Audit Memo also pertain to St. Robert School.

## 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 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:** *Some of the stop signs at Donner Ave/Crystal Springs Rd are difficult to see. The intersection is highly shaded and dark, with poor lighting.*  
**Recommendations:** Implementing agency: City.
  - a. Install lit or flashing stop signs.
  - b. Install pedestrian scale street lighting.
  - c. On Crystal Springs Rd, heading northeast, paint “Stop Ahead” pavement markings in advance of the stop sign.
  
- 2. Finding:** *The westbound Right Turn Only lane from Crystal Springs Rd onto northbound Donner Ave creates a longer, more difficult crossing for pedestrians. It also allows vehicles to turn at higher speeds due to the larger*

*corner radius.*

**Recommendations:** Implementing agency: City.

- a. Complete a traffic study to determine the feasibility of closing the right turn lane.
- b. If closing the right turn lane is not warranted, extend the median between the westbound lanes of Crystal Springs Rd, providing a pedestrian refuge area where the crosswalk across Donner Ave ends.

- 3. Finding:** *Some parents park at San Bruno City Park south of Crystal Springs Rd and walk to the school. These parents find it difficult and dangerous to cross City Park Way with the dense angled parking, as there is no pedestrian infrastructure between the parking and the sidewalks on Crystal Springs Rd.*

**Recommendations:** Improve pedestrian connections for people heading away from San Bruno City Park.

Implementing agency: City.

- a. Install a sidewalk along the east side of City Park Way between the bridge in front of the recreation center, connecting to the eastern crosswalk across Crystal Springs Rd.
- b. Install a crosswalk from the east side of City Park Way to the ramp (that connects City Park Way to Crystal Springs Rd) on the west side of the street. The ramp lies just to the north of the recreation center.
- c. Of note: The “San Bruno Recreation and Aquatic Center Project” includes a redesign of Crystal Springs Way and the parking lot in the area of the recreation center.

- 4. Finding:** *In many places parking is permitted too close to crosswalks and driveways, blocking pedestrian and vehicle visibility.*

**Recommendation:** Implementing agency: City.

- a. Extend no parking zones and paint curbs red in the following locations:
  - i. Further north and south of the crosswalks across Oak Ave at the intersection with Niles Ave
  - ii. Further north and south of the crosswalk across Oak Ave that leads to the front steps of the school
  - iii. The short segment of curb on the west side of Oak Ave between the school parking lot entrance and exit
  - iv. The one parking spot on the west side of Oak Ave, just south of the school parking lot exit
  - v. At Crystal Springs Rd and Oak Ave, between the western crosswalk across Crystal Springs Rd and the Church parking lot entrance
  - vi. The short segment of curb on the north side of Crystal Springs Rd between the church parking lot entrance and exit
- b. Consider enhancing red curbs in high traffic areas with bollards, planters, or other barriers to prevent parking and ensure better visibility for all users.

- 5. Finding:** *The sidewalks across the entrance and exit of both the church and school parking lots contain cross slopes that cater to vehicles instead of providing a level surface for pedestrians, wheelchairs, and those with strollers.*

**Recommendation:** Rebuild sidewalks to be graded across the driveway entrance consistent with the sidewalk

on either side, and move sloped ramp for vehicles to outside of the pedestrian path of travel. Implementing agency: City.

- 6. Finding:** *The intersection of Oak Ave/Crystal Springs Rd lies in close proximity to two schools and a park. It has high pedestrian usage and parent survey feedback identified the intersection as feeling particularly hazardous. Cars frequently “creep” into the intersection instead of coming to a complete stop.*

**Recommendation:** A roundabout is recommended and under construction as a part of ongoing SBRAC improvements. Curb extensions should be considered as a part of this project to reduce crossing distances and increase pedestrian visibility. Implementing agency: City.

- 7. Finding:** *The arrows at the entrance and exit of the school parking lot lie in the pedestrian path of travel. This reduces the visibility of the sidewalk crossing for incoming and outgoing drivers, despite pedestrians having the right-of-way.*

**Recommendations:** Implementing agency: City.

- a. Remove arrows and install signage to direct one-way traffic flow at the entrance/exit of the parking lot.
- b. Paint a crosswalk across the driveways to indicate the pedestrian priority and right-of-way.

- 8. Finding:** *Vehicles often speed downhill on Oak Ave, according to school staff and parent survey feedback. With those conditions, the crosswalk across Oak Ave that leads to the front steps of St. Robert School is not sufficiently visible or protected for a mid-block crossing.*

**Recommendation:** Add traffic calming elements to Oak Ave adjacent to St. Robert School. Replace the existing crosswalk with a raised crossing with high-visibility painted markings. This will necessitate moving the crosswalk to the south slightly to accommodate the driveway to the north. Implementing agency: City.

- 9. Finding:** *At Oak Ave/Niles Ave on-street parking can encroach on pedestrian visibility while crossing, and creates additional distance for pedestrians to cross. The crosswalks at the intersection of Oak Ave/Niles Ave are low-visibility and faded.*

**Recommendations:** Implementing agency: City.

- a. Install paint and post curb extensions to reduce crossing distances and increase pedestrian visibility.
- b. Install high-visibility crosswalks.
- c. Note that the crosswalk on the northern leg of the intersection should be shifted north to avoid a residential driveway on the east side of the street.

- 10. Finding:** *Many survey respondents noted that 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 intersection of Oak Ave/Jenevein Ave contains 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.

Implementing agency: City.

- 11. 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 assorted responsible parties: PTO members, school staff, local organizations, or in partnership with government staff (city staff, police).*

- 1. Finding:** *There is a lack of coordination between St. Robert Elementary and Parkside Intermediate schools with arrival/dismissal circulation patterns and schedules.*  
**Recommendation:** To minimize neighborhood congestion, the City should help facilitate conversations between the schools and assist in coordinating circulation patterns.
- 2. Finding:** *Around 60% of survey respondents from St. Robert thought that walking or biking to school is fun for their child and important for their child's health. Further, 66% of respondents wished that they walked or biked more often.*  
**Recommendations:**
  - Support recurring encouragement events throughout the year such as Walk & Roll to School days, Ruby Bridges Walk to School days, Golden Sneaker, or Cocoa for Carpool programs. These events help to build a community around walking and biking, and help families and students feel more comfortable walking or biking to school.
  - Prioritize parent outreach and engagement to improve compliance with existing driver 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.
  - Encourage families to Park and Walk to and from school.
- 3. Finding:** *Parents worry that congestion along Oak Ave, especially at intersections with Niles Ave and Crystal Springs Rd, leads to unsafe crossing conditions.*  
**Recommendations:**
  - Strengthen the existing crossing guard program and training, with a focus on the intersection of Oak Ave/Crystal Springs Rd or Oak Ave/Niles Ave. Clearer direction will help families feel more comfortable that their student can access the school grounds safely.
  - Implement a safety patrol program as an option for family service hours.
- 4. Recommendation:** The school zone speed limit should be dropped to 15 mph as allowed by the CVC and with the approval of the City Council. Street on which this applies: Oak Ave.

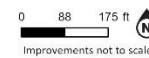
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**Safe Routes to Schools Improvement Plan  
St. Robert Elementary School**



**Improvement Detail**

- 1 Install lit or flashing stop signs. On Crystal Springs Rd, heading northeast, paint "Stop Ahead" pavement markings in advance of the stop sign. Install pedestrian scale street lighting.
- 2 Complete a traffic study to determine the feasibility of closing the right turn lane.
- 3 Install sidewalks on east side of City Park Way. Install crosswalk across street. Install sidewalk connection to Crystal Springs Rd.
- 4 Extend no parking zones and paint curbs red.
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- 5 Rebuild sidewalks to be graded across the driveway entrance consistent with the sidewalk on either side, and move sloped ramp for vehicles to outside of the pedestrian path of travel.
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- 6 Complete a traffic study for the intersection. Options to study include: a full traffic signal or a roundabout. Install paint and post curb extensions.
- 7 Remove arrows and install signage to direct one-way traffic flow at the entrance/exit of the parking lot. Paint a crosswalk across the driveways to indicate the pedestrian priority and right-of-way.
- 8 Add traffic calming elements to Oak Ave adjacent to St. Robert School. Replace the existing crosswalk with a raised crossing with high-visibility painted markings. This will necessitate moving the crosswalk to the south.
- 9 Install paint and post curb extensions. Install high-visibility crosswalks. Adjust crosswalk on the north leg to avoid using residential driveway.
- 10 Install high visibility crosswalks and paint-and-post bulb outs/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/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 (especially needed for final design, construction or any other purpose when engineered plans are required).