



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

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Stratford 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 Stratford, including Parkside Intermediate, 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 relative proximity to John Muir Elementary School, some of the recommendations in the John Muir Recommendations Memo also pertain to Stratford 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 congestion at the school entrance during arrival and dismissal.*

**Recommendations:** Implementing agency: City.

- a. Add red curb/no parking zones on southbound Crestmoor Dr north of the school driveway to provide additional visibility for pedestrians crossing Crestmoor Dr.
- b. Add yield ahead markings, or “shark teeth,” on Crestmoor Dr to the north and south of the school entry.

- 2. Finding:** *For students approaching Stratford School from the south on the west side of Crestmoor Dr, there is no sidewalk or pedestrian path across the school entrance.*

**Recommendation:** Add a marked pedestrian pathway across the entrance of the school driveway to connect students coming from the southwest with the main school entrance. Add curb ramps at both ends of the

path. Implementing agency: City.

- 3. Finding:** *Crestmoor Dr is a long stretch of roadway with no stop control between the school and San Bruno Ave, which makes it prone to speeding.*  
**Recommendation:** Add traffic calming elements to Crestmoor Dr near the school, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes.  
Implementing agency: City.
- 4. Finding:** *The eastern intersection of Crestmoor Dr/San Bruno Ave (near Hwy 280) presents a challenging crossing for pedestrians, with six lanes of traffic to cross on San Bruno Ave.*  
**Recommendations:** Implementing agency: City.

  - a. Provide a pedestrian crossing island on the south leg of the intersection. This may require adjusting the entire crosswalk to the south to maintain the left turn pocket and adjusting the curb ramps to maintain aligned with the crosswalk.*
  - b. Enhance the existing crossings with higher visibility markings.*
  - c. Coordinate with CalTrans to install a Leading Pedestrian Interval at this signal (if not already present)*
- 5. Finding:** *The western intersection of Crestmoor Dr/San Bruno Ave is not very accommodating for pedestrians.*  
**Recommendations:** Implementing agency: City.

  - a. Install curb ramps on the northern half of the intersection.*
  - b. Install pedestrian signals at this intersection, with a Leading Pedestrian Interval.*
- 6. Finding:** *The underpass under Hwy 280 at San Bruno Ave is dark with one side of narrow sidewalks.*  
**Recommendation:** Add lighting to improve the visibility of pedestrians. The Walk n' Bike Plan recommends buffered bike lanes on this section of San Bruno Ave. Ensure any lighting added doesn't impede the future implementation of the lanes. Implementing agency: City.
- 7. 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 traffic congestion around the school entrance during arrival/dismissal periods.  
**Recommendations:**
  - a. Implement a crossing guard program and training, with a focus on the school entrance on Crestmoor 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:** *Create opportunities for students and families to try out alternative transportation, and provide them with resources to feel empowered doing so.*  
**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. 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: Crestmoor Dr.

**DRAFT**

**Safe Routes to Schools Improvement Plan  
Stratford School**

**Improvement Detail**

- 1 Add red curb/no parking zones on southbound Crestmoor Dr north of the school driveway. Add yield ahead markings, or "shark teeth," on Crestmoor Dr to the north and south of school driveway.
- 2 Add a marked pedestrian pathway across the entrance of the school driveway. Add curb ramps at both ends of the path.
- 3 Add traffic calming elements to Crestmoor Dr near the school, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes.
- 3 Add traffic calming elements to Crestmoor Dr near the school, such as speed feedback signs, speed humps, or visually narrowing the travel lanes by striping the edge of the parking lanes.
- 4 Provide a pedestrian crossing island on the south leg of the intersection. Enhance the existing crossings with higher visibility markings. Coordinate with CalTrans to install a Leading Pedestrian Interval. Make the crosswalk across Crestmoor raised.
- 5 Install curb ramps on the northern half of the intersection. Install pedestrian signals at this intersection, with a Leading Pedestrian Interval.
- 6 Add lighting to the Hwy 280 underpass.



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.

