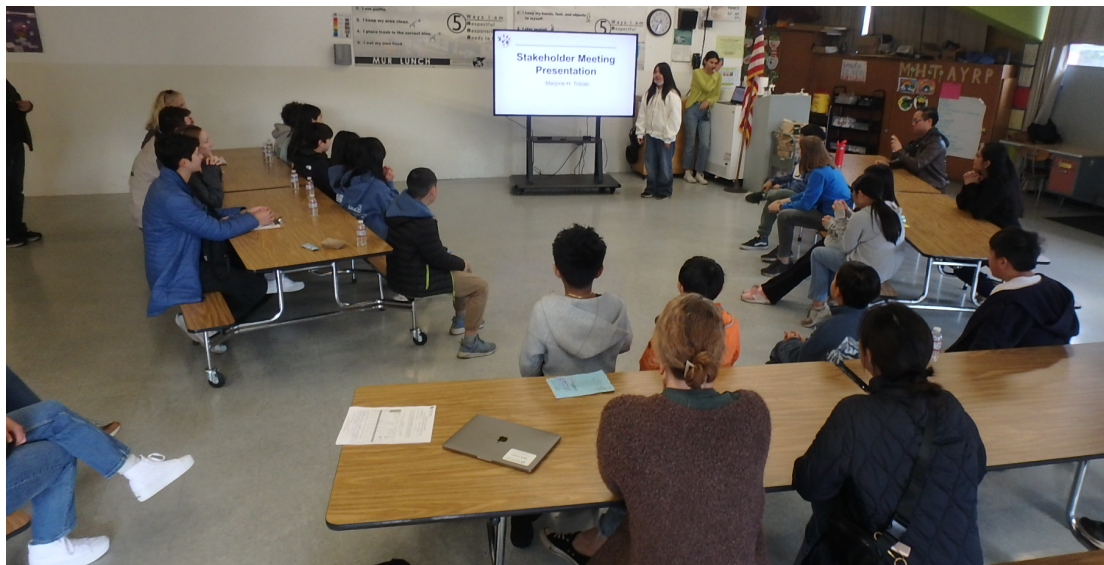


M.H. Tobias Elementary, Daly City

Safe Routes to School Workshop Summary

Prepared for: M.H. Tobias School community, Daly City, the Broadmoor community, and San Mateo County.

Prepared by: Mark Fenton, public health, planning, and transportation consultant; May 2025



Walk auditors go around a car parked on the sidewalk on Stoneyford Drive (top); sharing recommendations during the workshop planning session (bottom); March 2025.

Summary

Members of the M.H. Tobias Elementary School community and surrounding area including school faculty, administrators, students, caregivers, advocates, area residents, community leaders, Daly City public works and public safety professionals, and representatives of the San Mateo County Office of Education participated in a Safe Routes to School walk audit and planning session March 26, 2025. The workshop resulted in the following key recommendations to improve safety and encourage more walking and bicycling to school. (See a summary schematic on page 17.)

1. Begin comprehensive walk- and bike-to-school encouragement and safety activities. (Pg. 6-7)

Promote walking and bicycling to school directly to students, recruiting parents and caregivers to the efforts as well; offer a student safety and skills education program; launch neighborhood walking school buses and bicycle trains; utilize a safe dismissal procedure, releasing walkers and bicyclists first with a *safety delay* on the vehicle pick-up line; expand student safety patrol and add an adult volunteer component.

2. Launch a multi-component 3P campaign to reduce parking on nearby sidewalks. (Pg. 8)

Policy: Confirm that there are ordinances against parking on sidewalks, and institute progressive enforcement approach, from education and warnings to citations. **Program:** Engage the students in developing and delivering messaging for the neighborhood, including inviting residents to walk during “walk to school” events. **Physical Projects:** Assure that Daly City and San Mateo County have formal design policies requiring vertical curbs during new and re-construction of roadways; add vertical elements at the curb in critical areas.

3. Extend a curb-side drop-off/pick-up lane on Southgate Avenue; add buffered bike lanes. (Pg. 9-10)

Create a separated drop-off/pick-up lane in front of the school up to Bradley Drive with temporary cones or vertical delineators; add a waiting area for cars beyond the pick-up zone if their student is not on time; widen the sidewalk through the narrow section; and add buffered bike lanes on Southgate (see diagram on page 10).

4. Improve pedestrian crossing safety at key intersections on walk to school routes. (Pg. 10-14)

Install high-visibility crosswalks, painted curb extensions with delineators, and mini-circles at the 87th Street and Montrose Avenue intersections on Southgate Avenue as “gateway” treatments to the school zone. Add curb extensions and high-visibility crosswalks at Brooklawn Avenue, Westridge Avenue, and Bradley Drive, as well as at 87th Street and Pinehaven Drive. Use painted curb extensions with vertical delineators to narrow the wide intersections of Stoneyford Drive with Bradley Drive and Montrose Avenue.

5. Extend the loading zone on Brooklawn Avenue at the stairs; add a rear path to Bradley Drive. (Pg. 15)

6. Improve bus stop facilities throughout the area, with benches and concrete pads as needed. (Pg. 16)

Background

The M.H. Tobias School in Daly City suffers from the typical traffic congestion during arrival and dismissal times that is increasingly common near schools across the county. There is a long line of vehicles on Southgate Avenue in front of the school, routinely backing up to Bradley Drive and beyond. These vehicles line up next to vehicles in the parking lane (photo below), and force northbound vehicles on Southgate Avenue to go around them into the oncoming lane creating a hazard for southbound vehicles, and delays for buses in both directions. Further, drivers double park in the southbound lane during arrival and dismissal times, often leaving their vehicles to walk with a younger student across the street. Unsafe vehicle movements are routinely observed, such as vehicles moving abruptly or unexpectedly into and out of drop-off and pick-up line, and U-turns on Southgate Avenue (photo at right). Indeed, the greatest challenge for students and adults attempting to walk and bike to the school may be the hazards created by the school traffic.



As a part of the effort to address these issues and increase the number of students safely walking and bicycling to school, a Safe Routes to School walk audit and planning session was held on March 26, 2025 with school faculty and administrators, caregivers, students, advocates, area residents, community leaders and staff, Daly City public works professionals, and representatives of the San Mateo County Office of Education. The workshop resulted in programmatic, infrastructure project, and policy level recommendations to improve pedestrian, bicycle, and motor vehicle safety, and encourage more walking and bicycling to school. The group recognized that one of the most formidable challenges faced by many caregivers in deciding whether to allow students to walk or bike to school is the traffic that is generated by the school itself at arrival and dismissal times. This can form a vicious cycle: more traffic makes it unsafe to walk or bike, therefore fewer children do so and are driven to school, thus creating even more traffic volume around the school. The goal of this work is to create a virtuous cycle: encourage those students and adults who can walk and bike safely to school to do so, while working to create safer settings for walking and bicycling. This begins to ease traffic congestion in the school area, which then makes it more inviting for even greater numbers of students to walk and bike. It was



agreed that this is the ultimate goal of this work: *not* to make vehicle drop-off and pick-up traffic move more quickly, which actually increases the danger of collisions, but to make walking, bicycling, and taking transit safer and ultimately more appealing to more of the school community.

Priority Recommendations

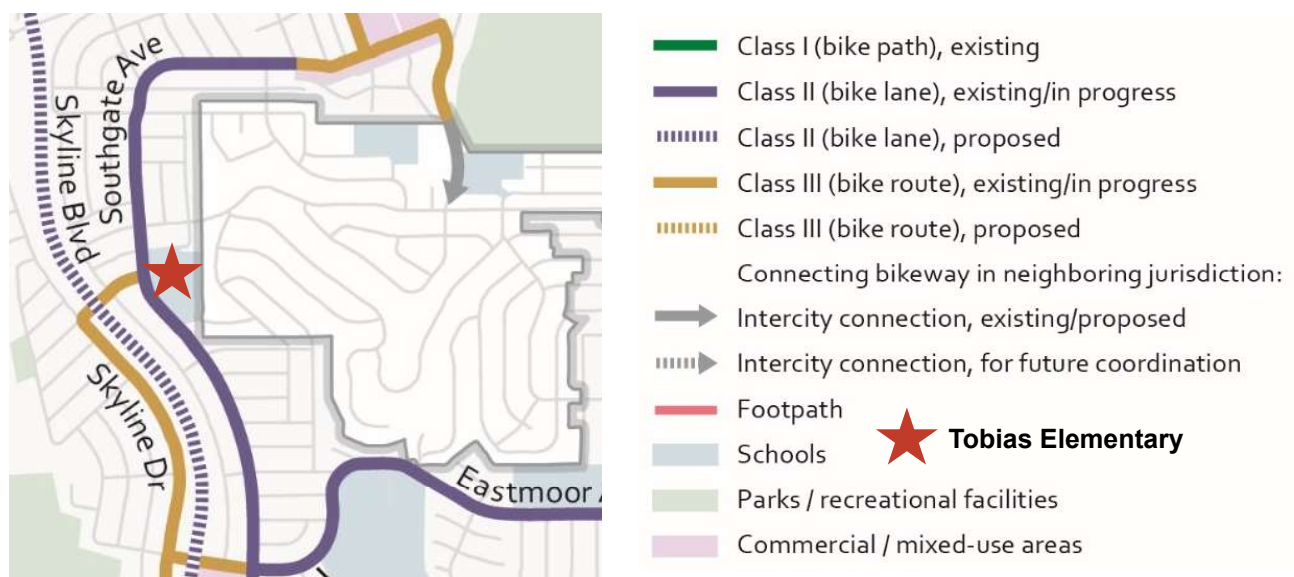
The workshop group was encouraged to consider three broad categories of intervention, called the three Ps, to support safe walking, bicycling, and transit.

- **Programs.** Events, outreach, education, encouragement, data collection, and promotional activities.
- **Projects.** Physical changes to infrastructure and the built environment to support active transportation.
- **Policies.** Rules, ordinances, guidelines, practices, and procedures supporting the active travel modes.

The group discussed both short-term ideas that could be executed on the order of weeks to months, and longer-term initiatives that might cost more and take months to even years. This was to assure that we identified some lower-cost near-term actions that can be pursued quickly to build momentum and begin making it safer for students immediately. Two important preceding activities inform the recommendations in this memo.

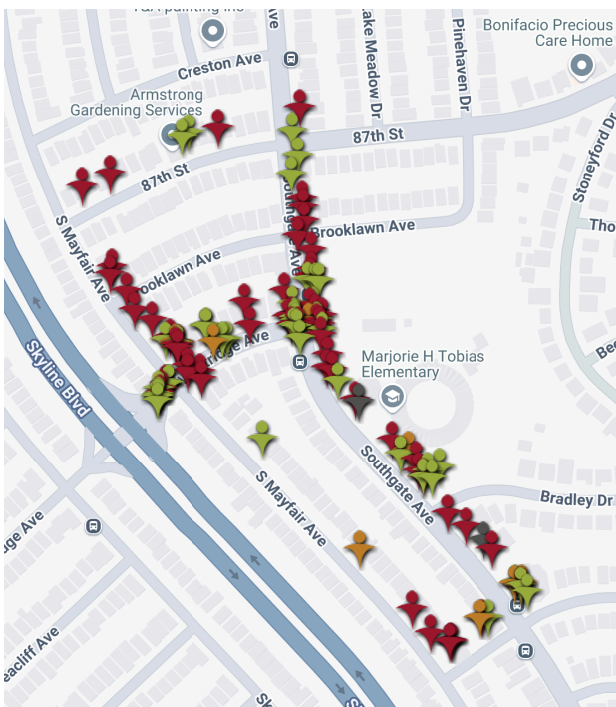
[Walk Bike Daly City](#), a pedestrian and bicycle master plan for Daly City, was adopted by City Council in 2020. Three of the recommended priority projects pertain to the Tobias School area. (Relevant text and images from the plan are below.) These align with recommendations developed during the walk audit and planning session.

- Pedestrian safety improvements are recommended for the Skyline Boulevard intersections with Westridge Avenue (just northwest of the school) and Westmoor Avenue (roughly one-half mile south of the school).
- Separated bikeways are recommended for the length of Skyline Boulevard through Daly City. This is appropriate and necessary, given the speed of vehicles on this multi-lane boulevard.
- Buffered bike lanes are recommended for the bulk of Southgate Avenue. These are bike lanes that provide more separation from traffic lanes than a single painted white six-inch stripe on the road. Typically, there is a 24-inch or wider double line, as shown in the photo on page 10.



- 6 Separated bikeways on Skyline Boulevard through Daly City
- 11 Buffered bikeways on Southgate Avenue from Windsor Drive to St. Francis Boulevard.

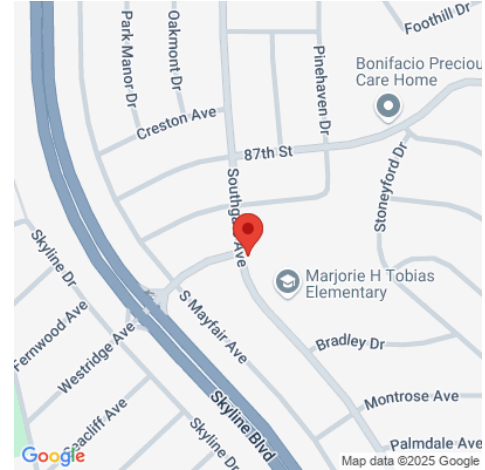
Student *Our Voice* project. A number of students participated in safety assessment and planning curriculum with their teachers, the San Mateo County Safe Routes to School team, and the Stanford University *Our Voice* application team. The *Our Voice* application allows students to take photos of the environment and record audio or text notes in answering the question: “What makes it easier or harder to walk and bike to school here?” The app geocodes the locations of their photos and notes. A map of their photo locations below gives a sense of where their positive (green) and negative (red) findings were clustered. The students then grouped their findings into themes, and offered the following four specific recommendations to improve walking, bicycling, and transit use in the area around the school:



- **Crosswalks.** There is a need for more painted crosswalks at intersections surrounding the school area; those on primary walk to school routes should be high visibility yellow continental (or ladder) style paint.
- **Bike lanes.** The students believe there are “plenty of cyclists in the neighborhood,” including themselves, their peers, and others. They recommend more bicycle-friendly street designs, not just on Southgate but throughout the area.
- **Benches (for transit stops).** A handful of benches were observed, but several bus stops have no benches or shelter. The students further felt that additional benches throughout the neighborhood would serve any pedestrian needing a rest, not just transit riders.
- **Pollution and litter clean-up.** The students were very displeased with the amount of litter along their walking routes and suggested that a neighborhood clean-up day could be beneficial. They were also interested in artistically decorating trash containers placed near the school (similar to the painting of electrical and signal boxes done in some communities).

A representative student photo, comment, and geocode is shown on the next page. The students shared their findings and recommendations at the post walk audit workshop session (photo at right.) These are woven into the priority recommendations for action detailed in the remainder of this memo.





Good or Bad for the Community?



Why did you take this picture?

[1] :There are not many crosswalks and lots of cars. They are also not very visible. That is not good.

1. Begin a comprehensive walk- and bike-to-school encouragement and safety program.

(Recommended leads: Caregiver/parent volunteers and advocates; school administration.)

Promote walking and bicycling to school directly to students through announcements, assemblies, classes (e.g. health, physical education, geography), and fun walk- and roll-to-school events. Target messages to parents and caregivers through newsletters, social media, parent-teacher conferences, and engage them together with children during [May Bike Month](#) and [October Walk and Bike to School Day](#) activities, such as completing walk-/bike-ability assessments of their routes to school, and leading a neighborhood clean-up day.

Offer a student safety and skills education program. Institute a progressive program, beginning with fundamental pedestrian skills for the youngest students. It can then include scooter and skateboard safety, and bicycle skills and maintenance for mid- and older-grades. It may be possible to partner with regional bicycle advocacy and safety organizations such as the [Silicon Valley Bicycle Coalition](#) to engage trained instructors. Ideally this becomes a formal part of the Tobias curriculum, as these are certainly worthy lifelong skills.

Caregiver engagement & recruitment. The focus should be on engaging adults in actively supporting, planning, and participating in both specific events (e.g. walk and bike to school days; pavement painting events) and on-going practices, such as following specific drop-off/pick-up procedures, maintaining slow school zone speeds, and utilizing recommended walk- and bike-to-school routes.



Launch walking school buses and bicycle trains. These are groups of students walking or biking to school together with an adult, on a planned route and schedule, picking up other students along the way. They can be organized informally by friends and neighbors, and the SMCOE Safe Routes to School team is available to train Walking School Bus leaders and provide materials, guidance, and ongoing support.

Utilize a safe dismissal procedure: Release walkers and bicyclists first and institute a *safety delay* on the vehicle pick-up line. A *safety delay* of as little as five- to eight-minutes on the pick-up line will allow pedestrians and bicyclists to clear the school grounds and immediate nearby intersections before the bulk of traffic begins moving. This would be especially helpful for students crossing at the intersections of Southgate Avenue with Bradley Drive, Westridge Avenue, and Brooklawn Avenue. It also has been found to be an incentive to students and caregivers to consider walking and cycling, or at least using a satellite pick-up location (e.g. parking in the surrounding neighborhood and walking to meet their student). The students avoid standing around waiting for their ride to show up in the pick-up line, and caregivers find they actually exit the area more quickly by avoiding the school traffic. This could be initially introduced during Walking Wednesdays, Footloose Fridays, or similar promotions.



Expand the existing student (and ideally and an adult volunteer) safety patrol program. The SMCOE Safe Routes to School team is available to help train Safety Patrol teams and provide materials, guidance, and



ongoing support. This can entail upper grade students with adult supervision and specific responsibilities at arrival and dismissal times such as placing and removing cones or signs along the white curb in front of the school; directing vehicles to pull all the way forward and opening vehicle doors at the curb for students so drivers do not leave vehicles (photo at left); and assisting the crossing guard at Southgate and Westridge Avenues by holding back pedestrians until signaled to cross. Ideally adults who routinely drive students to school should be recruited for one- to two-weeks of “volunteer” safety patrol duties both to assist these students, and to help make those adults more aware and cautious drivers.

2. Launch a multi-component 3P campaign to reduce parking on nearby sidewalks.

(Recommended leads: Daly City and San Mateo County public works; Tobias School administration.)

Parking on sidewalks is very common in neighborhoods near the school. Where there is a rolled (sloped rather than vertical) curb, many vehicles are parked with the right-side tires up on the sidewalk. The photo on the cover of this memo demonstrates how pedestrians often must walk out in the street to get around vehicles parked this way. This is certainly hazardous for the pedestrian, but it's also dangerous for drivers who can be surprised by a pedestrian stepping out from behind a vehicle parked on the sidewalk. A campaign to change this widely accepted behavior will require all three Ps – programmatic, policy, and physical project actions. This should be a collaborative effort with students, caregivers, city officials, and neighborhood partners, including (but not limited to) the following activities:



Policy: Work with law enforcement to confirm that there is already an ordinance against parking on sidewalks. Then utilize a gentle but progressive enforcement approach. Initially warn illegally parked cars with simple printed requests placed by students. (E.g. “Please don’t park on sidewalks so that we can walk safely to school.”) These should not be threatening, but make clear the danger to youth. The police can then begin giving official warnings, and then move to actual citations and small fines. Some communities even use progressive fines: a policy in which fines are increased for repeat offenders.

Program: Engage the students in developing messaging for the neighborhood to discourage parking on sidewalks. Students can help create signs, events, even a social media campaign with messages that make clear they need to be able to walk safely on sidewalks, not in the roadway. This should include inviting residents to walk with them during “walk to school day” events.

Physical Projects: First assure that Daly City, San Mateo County, and Broadmoor have formal design policies requiring vertical curbs or other physical separation between sidewalks and travel lanes during all new and re-construction of roadways. Red “no parking” curbs can be painted on the approach to all crosswalks, in support of the [statewide daylighting law](#). At intersections physical barriers such as flexible delineators can be added to preclude illegal parking too close to crosswalks. Additionally, these vertical elements at the curb can also be added in other critical areas where it will be especially dangerous if students have to walk in the roadway to get



around cars on the sidewalk. Most important, whenever roadway or drainage maintenance or construction work is done, elements such as a vertical curbing must be included to keep cars off of sidewalks.

Vertical curbing (left side of the street) keeps cars off the sidewalk.

3. Extend a curb-side drop-off/pick-up lane on Southgate Avenue; add buffered bike lanes.

(Recommended lead: Daly City public works; school administration.)

Full sequential curbside drop-off/pick-up lane. Currently the school's drop-off/pick-up traffic extends well beyond the short area on Southgate Avenue that is currently painted with white curb. Vehicles are then backed up in the northbound travel lane, forcing passing vehicles to try to get around them (photo below). It is

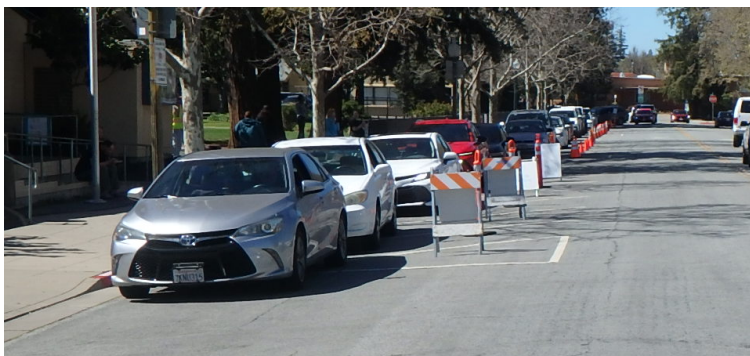
recommended to make the entire curbside lane, from the Bradley Avenue intersection downhill to the diagonal parking beyond the north side of the school

gate a sequential, curb side drop-off/pick-up lane. This can be done temporarily as a demonstration, with cones defining the lane and no parking signs, and signs urging drivers to pull all the way forward.

(See the photo below at McKinley Institute of Technology.) When proven successful, permanent vertical delineators and/or curbing can be put in place

to define the lane. This precludes dangerous maneuvers such as vehicles pulling out or in partway down the lane, and U-turns into and out of the lane. Safety patrol adults and students can direct vehicles to pull forward to an active drop-off/pick-up zone, where valets open car doors for safety and efficiency; drivers should be

directed to never leave their vehicles. There can also be a staging curb beyond the active zone where cars pull forward at dismissal time if their student is not yet to the zone. (This is another advantage of the earlier recommended safety delay on the car line; it allows car-riders time to get out to the active zone so they are ready to go when their cars pull up.)

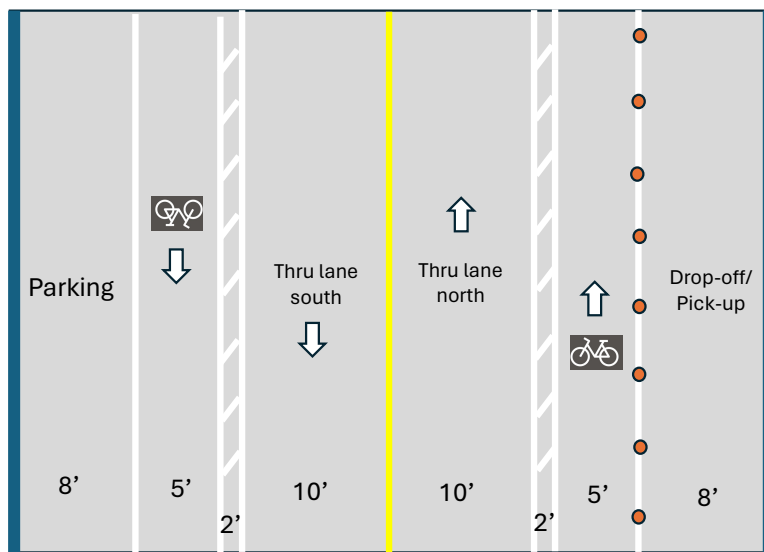


Widen the sidewalk. For the upper portion of this area there is a sidewalk from the curb to the school fence; for the lower portion there is a five-foot sidewalk at the curb, then a grass strip to the fence (photo at right). During arrival and dismissal pedestrian traffic through this area is quite heavy and does not all fit on the existing sidewalk. Workshop participants recommend widening this sidewalk whenever construction in this area presents an opportunity.



Add buffered bike lanes. Buffered bike lanes are recommended as a priority for Southgate Avenue in [Walk Bike Daly City](#), the city's pedestrian and bicycle plan. This typically requires a five-foot bike lane, plus an 18- to 24-inch buffering strip separating the bike lane from traffic. Southgate Avenue is roughly 50 feet wide from curb to curb in front of the school. An example allocation for that 50-feet for the section of Southgate from Bradley Drive down to the diagonal parking near Westridge Avenue is shown below. This approach includes an eight-foot drop-off/pick-up lane

Buffered bike lane.



along the school curb, a five-foot bike lane with a two-foot buffer stripe (photo above); two 10-foot travel lanes; the other five-foot bike lane with two-foot buffer stripe, and an eight-foot parking lane on the opposite side of the street. Note that this requires painting the entire school side curb through this area white. This eliminates parking from the school side of Southgate Avenue on this block at least during arrival and dismissal hours if cones are placed temporarily to create the drop-off/pick-up lane. If permanent materials are used (flexible delineators, raised curbing) then parking is eliminated entirely.

4. Improve pedestrian crossing safety at key intersections on walk to school routes.

(Recommended leads: Daly City & San Mateo County public works.)

The workshop identified a number of intersections needing more complete pedestrian safety infrastructure. But as a general observation, crosswalks throughout the neighborhood immediately surrounding the school should be painted with high-visibility, yellow ladder (or continental) style school crosswalks. At the time of the workshop surface repair work was occurring on some roadways, but immediately upon completing that work the crosswalks must be painted. Specific intersections addressed in the workshop follow.

Southgate Avenue & 87th Street

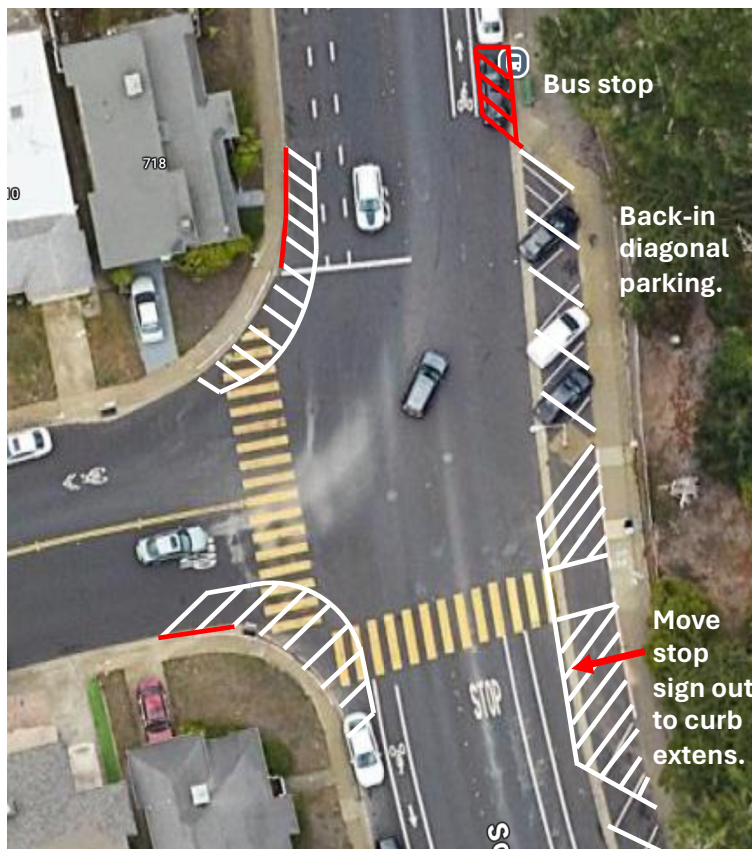


Southgate Avenue and Westridge Avenue: Add curb extensions, relocate the stop sign, and convert to back-in angled parking.

A single crossing guard is stationed here, but the vehicle traffic at arrival and dismissal is heavy, there are significant numbers of pedestrians, and the Southgate Avenue crosswalk is very long. Vehicles approaching Southgate from Westridge often form two lanes, an added hazard (photo at right).



- **Create protected curb extensions with vertical delineators** the full width of the parking lanes to significantly shorten the crossing distance on both Southgate and Westridge Avenues. The schematic below shows these with white striping. The curb extensions should be on all crossings to preclude vehicles from forming two lanes approaching Southgate, which is an added hazard for crossing pedestrians and the crossing guard (see the photo above). The curb extension on northbound Southgate Avenue should include the bus stop on the northeast corner (red in the schematic), so cars don't park in the bus stop.



- **Move the stop sign for northbound Southgate Avenue out to the edge of the curb extension** by the travel lane. It is currently on the sidewalk 25-feet from the travel lane and can be obscured by foliage.
- **Convert the diagonal parking before and after the crosswalk to reverse or back-in angled parking.** This precludes vehicles from backing blindly out across a bicycle lane and into an active travel lane, and when children get out of the rear doors of a backed-in vehicle (photo below) they are directed by the open door toward the sidewalk, not the street.



Southgate Avenue and Brooklawn Avenue. Install high visibility crosswalks and curb extensions. As well as high-visibility crosswalks, this intersection would benefit from at least painted curb extensions on all four corners. Ideally vertical delineators should be placed for 20 feet on the four approaches to the crosswalks to physically preclude vehicles from parking illegally in those locations.

Southgate Avenue and 87th Street. Install high visibility crosswalks, curb extensions and a mini-circle.

Phase 1: Add curb extensions consisting of paint and vertical delineators to shorten crossing distances, and to fully daylight the high-visibility crosswalks – this precludes cars from parking on the approach side within 20-feet of the crosswalk.

Phase 2: Install a quick build mini-circle.

This intersection is a very good candidate for a [mini-circle](#) (small neighborhood roundabout, schematic at right). It is currently a four-way stop, suggesting there is a desire to calm traffic in this area. A small neighborhood version of a roundabout, a mini-circle typically includes a raised center (green in the diagram) with mountable or painted edges so that the rear tires of the largest fire trucks and other trailers can roll over the edge of the circle (light yellow in the diagram). The circle creates enough deflection to slow traffic without forcing every vehicle to come to a stop, idle, and re-accelerate. The schematic gives a general sense of the possible geometry.



One advantage of a circle over a four-way stop is that when stop signs are used as traffic calming at an intersection with a low amount of cross-street traffic (e.g. 87th Street), drivers become accustomed to rarely seeing crossing vehicles and can get in the habit of “rolling through” the stop. A traffic circle, on the other hand, requires every vehicle to slow because of the deflection. Note that this can actually be easier for the

buses traveling on Southgate, as they are not forced to stop unless there is already traffic in the circle. Before creating a permanent circle, a quick build version with low cost and adjustable materials is recommended to allow for refining the design (an example from East Palo Alto is shown at left).



Given the large size of the intersection, a roughly 20- to 30-foot diameter circle will maintain the required amount of travel space between the circle and the corner. Small curb extensions are recommended on the approach corners in the red curbed areas; this increases the deflection that vehicles experience by keeping them in the travel lane (and out of the parking lane) when approaching the circle. White striped areas are examples of curb extensions on the approach lanes, this could be paint and vertical delineators in the demonstration phase.

87th Street and Pinehaven Drive. Paint a high visibility yellow ladder style school crosswalk on 87th Street for the students walking to and from the Brooklawn Avenue stairway to school. If vehicles are found to be routinely parking within 20 feet of the crosswalk on westbound 87th Street, several vertical delineators should be placed to make this impossible.

Southgate Avenue and Bradley Drive. Add painted curb extensions, with vertical delineators to physically shorten the crosswalk on Bradley Drive. There is a good deal of pedestrian traffic coming from this direction, but vehicles were observed making the sweeping turn from Bradley Drive onto Southgate Avenue very quickly. Curb extensions and pedestrian crossing signs will be critical to slowing those vehicles and reducing pedestrian exposure. The stop sign should be moved out into the curb extension to make it more visible to drivers. This intersection also needs updated ADA curb ramps.

Stoneyford Drive intersections at Bradley Drive and Montrose Avenue.

Both of these intersections feature one road entering another as a T, but at an oblique angle, creating a very long crosswalk and large sweeping turn on one of the corners. Painted curb extensions defined with vertical delineators can help to create a safer intersection by shortening the crosswalk, and creating a more perpendicular intersection. This is also safer for drivers because they can more easily see both directions, and they cannot carry too much speed into the sweeping turn. A simple schematic of how this might be done at the intersection of Bradley and Stoneyford Drives is at right. This type of narrowing of the intersection has been utilized at the Stoneyford Drive intersection with 87th Street (photo next page).



Southgate Avenue and Montrose Avenue.

Create a southern gateway to a school zone along Southgate Avenue. Similar to the intersection of Southgate Avenue and 87th Street, this is a four-way stop that at minimum requires high visibility crosswalk painting, and painted curb extensions on the crosswalk approaches. However, it is ideal for a small quick build neighborhood mini-circle, similar to the schematic for the 87th Street intersection, shown on page 12. This would create an ideal southern gateway for a school zone along Southgate Avenue from Montrose Avenue to 87th Street.

Example of a painted curb extension with vertical delineators on 87th Street. Note STOP sign location.



The recommended treatments (curb extensions, possible mini-circle) at the 87th Street intersection will act as the northern gateway. Signs and pavement markings can identify this as a school zone with a posted 25 mph speed limit during school hours. (Daly City local ordinance can lower that to 20 mph if desired.) Tobias school students can help to decorate the interior of the painted curb extensions (and two mini-circles), perhaps with images or art that helps drivers recognize they are entering a school zone, such as Tobias Eagle images. See the example at left of students painting a crosswalk in Weslaco, TX.

If the painted curb extensions recommended throughout this section are found effective, when road reconstruction or other work is done in the area they can be made permanent. One approach would be the concrete retrofit in the photo at right, from South San Francisco near Sunshine Gardens Elementary School.



5. Extend the loading zone on Brooklawn Avenue, and add a rear path to Bradley Drive.

(Recommended leads: Tobias School administration; Daly City public works.)

Extend the loading zone (white) curb and encourage use of the stairs to Brooklawn Avenue. The gate to the stairs to Brooklawn Avenue is unlocked during arrival and dismissal hours. On Brooklawn the entire curb along the school property, from the intersection of Southgate Avenue to the 90-degree bend at the base of the stairs should be painted white and designated as a drop-off/pick-up lane. This is an ideal location for upper grade students who are able to use the stairs to drop-off and pick-up. It can help ease vehicle congestion on Southgate Avenue in front of the school while giving these students a healthy bit of morning and afternoon exercise. (Loading curb on Brooklawn photo at right.)



Develop a path and/or stairs southeast out of school grounds to Bradley Avenue. It appears possible to create a path or stairway up the hillside in the southeast corner of campus, to allow students direct access to



View from Bradley Avenue of the school and area for a rear path up to the southeast corner of school grounds.

Bradley Avenue (photo at left). A new gate will have to be installed at the top of this path, which is only unlocked during arrival and dismissal times, as is the gate to the Brooklawn stairs. This could encourage students from the neighborhood south and east of school to walk, and enlarge the area in which caregivers might choose to park and walk with students to school. There has been a garden area on this hillside of the school grounds in the past, and creating this pathway could be part of a larger effort to restore this garden. (A path like this could be constructed with the help of parent volunteers, scout troops, service organizations, facilities staff, and others.)

Dismiss students by “geography.” The opening of an additional entrance to the school grounds (a path to Bradley Avenue) could support the “safe dismissal” procedures for pedestrians by allowing students walking south and east of the school to avoid the traffic in front of the school on Southgate Avenue entirely. Similarly students walking north can exit down the Brooklawn Avenue steps.

6. Improve bus stop facilities throughout the area. (Recommended lead: SamTrans)

People waiting for the southbound bus at the Southgate Avenue and Westridge Avenue stop had no bench or waiting area (photo at right). Placement of a bench with an expanded concrete pad so that it is out of the sidewalk is recommended. The ideal would be to also provide a bus shelter for shade and inclement weather. The students recommended placement of benches at all bus stops, and perhaps some along the sidewalk in front of the school for students and adults while waiting at arrival and dismissal.



Conclusion

It is imperative that a collaborative working group be established to advance these recommendations (summarized on the simple schematic on the next page). School officials and city planning professionals must maintain close contact with parents, community leaders, and Daly City and San Mateo County (for the Broadmoor area) planning and public works professionals. The combination of the school's advocacy, DPW involvement, and the existence of the city's [*Walk Bike Daly City*](#), the pedestrian and bicycle master plan for Daly City identifying some of these priorities should help move this work along, particularly the lower cost and easier near term ideas. Keep these important recommendations in front of city and county officials, as they will benefit not just the schools but the residents of the surrounding neighborhoods and all users of these roadways.



References and Resources

[Walk Bike Daly City](#), a pedestrian and bicycle master plan for Daly City, adopted by City Council in 2020.

The National Center for Safe Routes to School; extensive practical traffic safety and programmatic information downloadable resources: www.saferoutesinfo.org

The Safe Routes to School National Partnership; coalition of organizations and experts providing great implementation support to schools & communities: www.saferoutespartnership.org

Complete Streets: National coalition working for streets that work for pedestrians, bicyclists, transit riders, and drivers of all ages, incomes, and abilities: <http://www.completestreets.org>

Quick Build Guide: How to Build Safer Streets Quickly and Affordably. Practical guide to low-cost ‘quick-build’ techniques to increase pedestrian and bicycle safety and accommodation. Alta Planning and the California Bike Coalition; 2020.

<https://altago.com/wp-content/uploads/Quick-Build-Guide-White-Paper-2020-1.pdf>

The Pop-Up Placemaking Tool Kit, an exceptionally practical how-to guide for low-cost traffic calming, safety, and place-making demonstrations from the AARP. <https://www.aarp.org/livable-communities/tool-kits-resources/info-2019/pop-up-tool-kit.html>

Slow Your Street: A How-to Guide for Pop-Up Traffic Calming. Trailnet’s excellent practical guide with design, implementation, promotion, and evaluation tips on demonstration projects. <https://trailnet.org/tag/plan4health/>

The Tactical Urbanist’s Guide to Materials & Design, by the Streets Plan Collaborative. Downloadable for free. <http://tacticalurbanismguide.com>

Small Town and Rural Multi-Modal Networks. Outstanding resource for low cost neighborhood-scale traffic calming and safety measures, with lots of relevant images and information. (Federal Highway Administration 2017.) Downloadable for free. <https://www.ruraldesignguide.com>

Urban Street Design Guide and the *Urban Bikeway Design Guide* of the National Association of City Transportation Officials (NACTO; ~\$50 each). <https://nacto.org/publication/urban-street-design-guide/>

Guidebook for Developing Bicycle and Pedestrian Performance Measures (Federal Highway Administration 2017). Downloadable for free. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf