

Existing Conditions

Introduction

The City of San Bruno is in the process of developing its first comprehensive pedestrian and bicycle plan—a project referred to for public-outreach purposes as the Walk 'n Bike Plan. The primary goal of the plan is to make walking and biking in San Bruno safer and easier for both transportation and recreation. Toward this end, the plan will recommend a feasible, realistic program of pedestrian and bicycle improvements throughout the city for the next ten years.



The first task in the planning process for the Walk 'n Bike Plan consisted of initial outreach to the community to introduce the project and encourage the public to get involved in the process. The second task was an “existing conditions inventory.” This task consisted of surveying local conditions and issues relevant to walking and biking such as the key destinations for pedestrians and cyclists in San Bruno; the city’s street network; existing pedestrian and bicycle facilities; data on commuting and on traffic collisions; ongoing activities and events to support walking and biking; integration with other forms of transportation; and other relevant or related planning efforts. (key *physical* conditions, denoted throughout the text in **blue**, are shown on the two maps, on pages 5 and 8). This briefing paper presents the results of, and key findings from, the inventory.

A note about capitalization: In lower case, “city” refers to the geographic area of San Bruno and to its community; in upper case, “City” refers to the government entity that administers the area of San Bruno.

The existing conditions inventory establishes the local context surrounding non-motorized transportation and provides the consultants and City staff with initial insights into the walking and

bicycling experience in San Bruno. As such, this inventory provides the context for understanding and making sense of the subsequent task in the planning process: the needs assessment. Relying heavily on input from the public and key stakeholders, that assessment will consider the needs and concerns of local pedestrians and cyclists; the challenges and obstacles to walking and biking in San Bruno; and ideas, suggestions and opportunities to improve conditions.

Contents

This briefing paper discusses local issues and conditions relevant to walking and biking under the following topics:

- Setting and urban form 2
- Key destinations 3
- Commuting 6
- Traffic collisions 7
- Street network 11
- Existing facilities 12
- Events and activities 13
- Integration with other modes 14
- Related plans 15

Setting and urban form



The city of San Bruno is situated in northern San Mateo County. It has an area of 5.5 square miles, stretching from the mostly flat lowlands near San Francisco Bay

into the foothills of the Santa Cruz Mountains. San Bruno is bordered—clockwise from the north—by the city of South San Francisco, San Francisco International Airport, the city of Millbrae, unincorporated San Mateo County and the city of Pacifica. San Bruno enjoys the mild Mediterranean climate typical of the San Francisco Bay Area, characterized by cool, dry summers and chilly, wet winters.

The eastern half of the city (roughly east of Interstate 280) is generally flat, while the western half is quite hilly, featuring canyons and ravines. The eastern side is older, more urbanized and has a broad mix of land uses and residential types; streets here are generally organized in a grid—straight and well-

connected—reflecting their early 20th century roots. The newer, western side of the city consists primarily of lower-density, single-family subdivisions (with several large multifamily complexes) and open space. Streets in this area have a curvilinear pattern with many cul-de-sacs, a network form commonly used in post-1950 subdivisions.

There are high-density residential developments along I-380 on the north side west of El Camino Real and along I-280 on the west side south of San Bruno Avenue West. San Bruno’s main commercial and employment areas are all east of I-280 and mostly in the northeastern quadrant of the city. Civic and community facilities such as schools, parks and places of worship are scattered throughout the city. Large swaths of land are taken up by Golden Gate National Cemetery, Skyline College, the Crestmoor Canyon open space area and Junipero Serra County Park.



The city has a population of approximately 41,000 people. According to the 2010 United States Census, the median age was 38.8 years. Approximately 8,600 people (21% of the population) were under the age of 18 and 5,200 people (13% of the population) were 65 years of age or older. A third of households had children under the age of 18 living in them.

Key destinations

Typically, the most important destinations in a city are residential neighborhoods; commercial areas and employment sites; and community facilities and places of assembly such as schools, parks, transit stations and civic and government buildings. The map on page 5 shows the main destinations in San Bruno.

San Bruno has five main **commercial and employment areas**:

- San Bruno Towne Center, a shopping mall at the northeast corner of El Camino Real and Sneath Lane.
- The Shops at Tanforan, another shopping mall, which is adjacent to San Bruno Towne Center across Sneath Lane.
- The Central Business District, along San Mateo Avenue south of the Caltrain station and along El Camino Real between Angus Avenue and Crystal Springs Road.
- Bayhill Shopping Center, located at the northwest corner of San Bruno and Cherry Avenues.
- Bayhill Office Park, the city's largest employment center, home to Walmart and YouTube offices.



Residential neighborhoods include:

- **East of El Camino Real:** San Bruno Park, Belle Air Park and Lomita Park.
- **Between El Camino Real and I-280:** Mills Park and Huntington Park.
- **West of I-280:** Pacific Heights, Monte Verde, Portola Highlands, Rollingwood and Crestmoor.

The city has a number of **educational institutions**:

- **Public elementary schools (7):** Allen, Belle Air, El Crystal, John Muir, Portola and Rollingwood.
- **Public intermediate school (1):** Parkside.
- **Public high schools (2):** Capuchino and Peninsula.



- **Private schools (3):** Highlands Christian Schools (K–12), St. Robert Catholic School (K–8) and Stratford School—Crestmoor Canyon (K–5).
- **Higher education:** Skyline College, with a student enrollment of approximately 10,250.

The **parks** and other main **recreational facilities** are:

- **Junipero Serra County Park**, a 108-acre regional park featuring hiking trails and picnic areas.
- **City Park**, the city's most used park, with trails, picnic areas and a variety of athletic facilities. The park encompasses **Veterans Memorial Recreation Center**, which features a gymnasium and large meeting room, and the **City Pool**, a public heated outdoor swimming pool.



- **Neighborhood parks (12):** Bayshore Circle Park, Buckeye Park, Commodore Park, Fleetwood Tot Lot, Forest Lane Park, Grundy Park, Lion's Field Park, Monte Verde Park, Pacific Heights Park, Ponderosa Park, Seventh Avenue Park and Seventh and Walnut Park.
- **Pocket parks (5):** Catalpa Tot Lot, Earl and Glenview Park, Herman Tot Lot, Lomita Park and Posy Park.
- **San Bruno Senior Center**, which hosts classes and other activities, services and offerings for seniors; it is also the site of the San Bruno City Council meetings.
- **Crestmoor Canyon**, the largest of San Bruno's open spaces, extending from I-280 to Skyline Boulevard.

- In addition, immediately to the north and/or west of the city limits are Milagra Ridge and Sweeney Ridge, open spaces administered by the Golden Gate National Recreation Area, and the Peninsula watershed lands of the San Francisco Public Utilities Commission.

Lastly, the main **civic and government facilities** serving public visitors are:

- **City Hall**, which houses, among other services, the Community Development and Public Services departments and the City Manager's, City Clerk's and City Attorney's offices (567 El Camino Real).



- **Veterans Memorial Recreation Center** (mentioned earlier), which houses the City's Recreation Division (251 City Park Way).
- **San Bruno Police Department** (1177 Huntington Avenue).
- **San Bruno Public Library** (701 Angus Avenue West).
- The city's **post office** (1300 Huntington Avenue).
- **Golden Gate National Cemetery**, a historic cemetery for military veterans, on 161 acres of federal land.

Commuting

This section examines the number of pedestrian and bicycle commuters in San Bruno. It uses “journey-to-work” data from the 5-year American Community Survey (ACS), an ongoing survey conducted by the U.S. Census Bureau. The data is from 2009–2013, the most recent five-year period for which ACS data is available.

The ACS estimates that 1.1% of San Bruno workers (or 232 people) commuted primarily on foot while 0.5% (or 105 people) did so primarily by bike (see **Table 1**, below). Meanwhile, more than two thirds, 70.6%, drove alone; 12.4% carpooled; 11.3% used public transportation; 3.2% worked from home; and 0.9% used other means.

For comparison purposes, San Bruno’s estimated pedestrian commute share (1.1%) was lower than San Mateo County’s as a whole (2.6%) and California’s (2.7%). Additionally, the bicycling commute share (0.5%) was also

lower than both the county’s (1.1%) and the state’s (1.1%).

The ACS is the best source of travel data for San Bruno. However, it has two significant limitations. First, it provides information only on work-related travel, which in most communities makes up a minority of trips, and it does so based on the number of *commuters* but not on the number of *commute trips*. Second, because the numbers of pedestrian and bicycle commuters are small, the margin of error for these estimates is quite large. (Margin of error is a measure of the variability or range of an estimate. The larger the margin, the lower the accuracy of the estimate and the less likely it is to be close to the true value.) Based on the margins of error for the data, the likely true range of pedestrian commuters in San Bruno is between 143 and 321 people (0.7%–1.5% of all commuters) while the likely true range of bicycle commuters is between 0 and 244 people (0.0%–1.1% of all commuters; again, see **Table 1**).

Table 1 | Commute mode split

	San Bruno		S.M. County		California	
	Commuters	%	Likely true range	%	%	
Drove alone	15,519	70.6%				
Carpooled	2,736	12.4%				
Public transportation	2,479	11.3%				
Walked	232	1.1%	143–321	0.7%–1.5%	2.6%	2.7%
Bicycled	105	0.5%	0–244	0.0%–1.1%	1.1%	1.1%
Worked from home	712	3.2%				
Other*	199	0.9%				
Total	21,982	100.0%				

* Includes taxicab, motorcycle and other means.

Traffic collisions

This section analyzes traffic collisions in San Bruno involving pedestrians or cyclists. The data for the first part of this section comes from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS), a database of collisions as reported to and collected by local police departments and other law enforcement agencies. The analysis covers the period from 2010 through 2014, the most recent five-calendar-year period for which SWITRS data is available.

According to SWITRS, there were 104 traffic collisions in San Bruno in 2010–2014 that resulted in a pedestrian or cyclist victim of injuries or fatality (see the map on page 8 for the collision locations). These 104 collisions resulted in 107 victims, including one pedestrian fatality in 2014 (see left side of

Table 2, below). The figure of 107 translates to an average of 21 victims annually during the five year period from 2010 through 2014.

While traffic collisions can affect anyone, they have a disproportionate impact on pedestrians and bicyclists, who are the most vulnerable users of the transportation system. Pedestrians and bicyclists are a disproportionate number of the traffic victims in San Bruno, a pattern mirrored throughout the Bay Area and elsewhere in the country. During 2010–2014, the 107 pedestrian and bicycle victims represented almost 11% of the 989 people injured or (much less likely) killed as a result of traffic collisions in San Bruno (see right side of Table 2). This compares to the approximately 1–2.5% of San Bruno residents who commute on foot or by bike, per Table 1 on the previous page.

Table 2 | Summary of pedestrian and cyclists killed or injured

	<i>Ped fatal</i>	<i>Ped injured</i>	<i>Bike fatal</i>	<i>Bike injured</i>	<i>Total ped/ bike victims</i>	<i>All fatal</i>	<i>All injured</i>	<i>Total all victims</i>
2010		12		7	19	0	206	206
2011		13		14	27	2	194	196
2012		16		9	25	4	197	201
2013		12		3	15	0	179	179
2014	1	17		3	21	1	206	207
Total	1	70	0	36	107	7	982	989

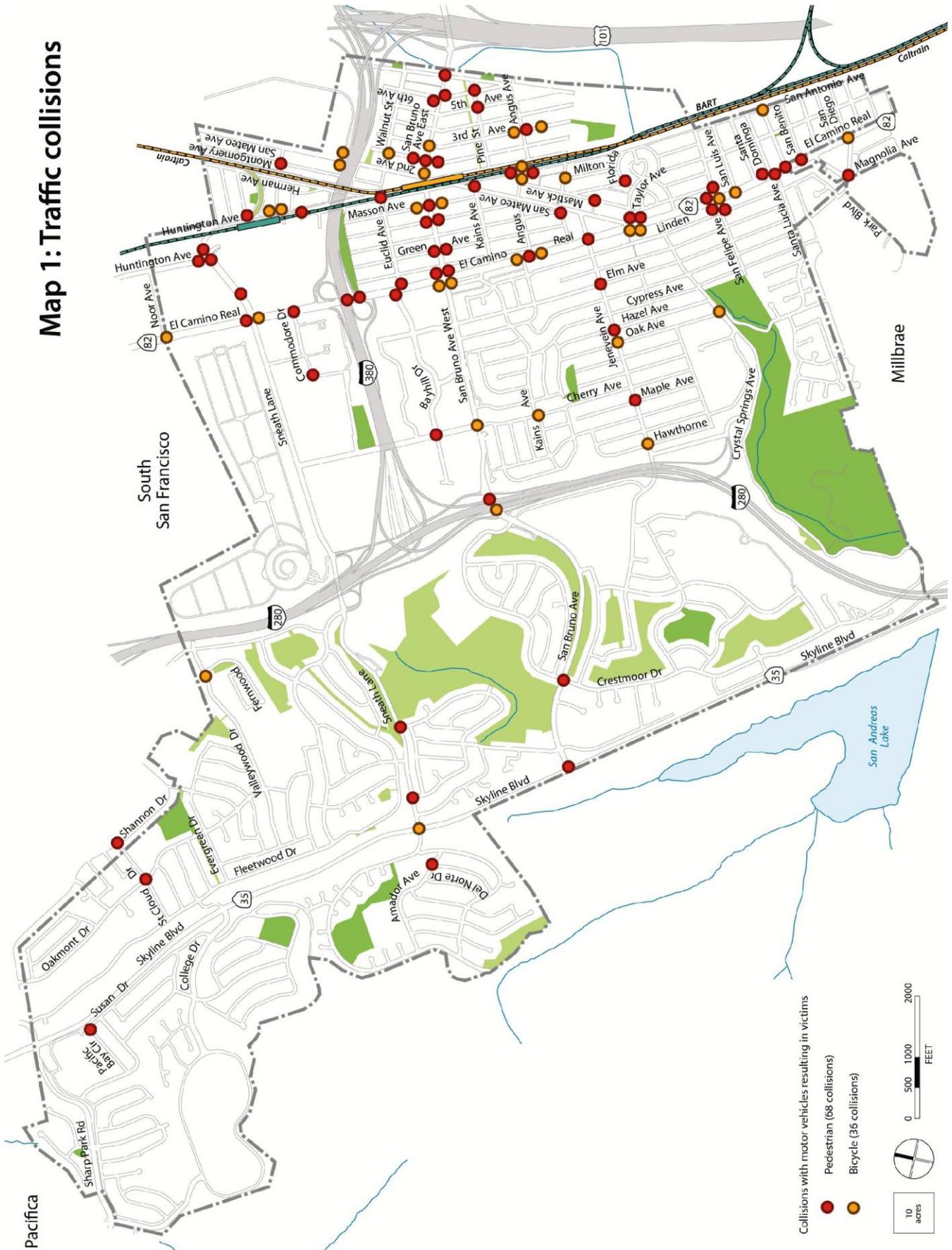
Annual average of pedestrian and cyclist victims: 21.4.

Pedestrians and cyclists as percentage of all traffic victims: 10.8%.

It should be noted that minor collisions, especially those involving property damage only, are less likely to be reported to a police officer and to lead to police response. For this reason, the incidents in SWITRS represent only

a portion of all traffic collisions and are more likely to be serious ones, typically involving pedestrians or cyclists being struck by cars.

Map 1: Traffic collisions



Not surprisingly, the city’s busiest thoroughfares are well-represented in the collisions inventory. The map on page 8 shows noticeable clusters of collisions along the streets and at the intersections listed below, indicating collision hotspots, or areas of concern:

- El Camino Real.
- San Bruno Avenue.
- Huntington Avenue.
- Sneath Lane east of El Camino Real.
- Jenevein Avenue.
- El Camino Real at San Bruno Avenue, at San Mateo Avenue and at San Felipe Avenue.
- Huntington Avenue and Angus Avenue.

Table 3, below, categorizes by age group the pedestrians and bicyclists killed or injured in collisions. Of the 107 victims, 26 (almost a quarter) were children or teenagers while 5 were seniors.

Table 3 | Victims by age group

	<i>Ped</i>	<i>Bike</i>	<i>Total</i>
Child (0–12)	10	4	14 (13%)
Teenager (13–17)	10	2	12 (11%)
Young adult (18–34)	23	14	37 (35%)
Middle-aged (35–64)	24	15	39 (36%)
Senior (65 and older)	4	1	5 (5%)
Total	71	36	107

Based on the SWITRS reports, which are not always complete, the party at fault is known for 65 of the collisions involving pedestrians and for 35 of the collisions involving cyclists. In these 65 collisions involving pedestrians, the driver was at fault in almost three quarters of the cases (see **Table 4**). In the 35 collisions involving cyclists the reverse was true, with drivers being at fault in only one quarter of the cases.

Table 4 | Collisions by party at fault

<i>Party at fault</i>	<i>Pedestrian collision</i>	<i>Bike collision</i>
Driver	48 (74%)	9 (26%)
Pedestrian	17 (26%)	—
Bicyclist	—	26 (74%)
Total	65	35

By far the most common “primary collision factor” (PCF) for collisions involving pedestrians was failure by the driver to observe the pedestrian right-of-way. This factor accounted for slightly more than half of the pedestrian-related collisions. For collisions involving cyclists, the most common PCF, also by far, was wrong-way riding by the cyclist. This factor was responsible for more than 40% of the bike-related collisions.

Table 5, below, categorizes the collisions by period of day, for the collisions for which this information is available. The time periods shown in the table correspond to the morning commute hours (three hours, from 6 to 9 am); late morning and early afternoon (six hours, from 9 am to 3 pm); afternoon commute hours

(three hours, from 3 to 6 pm); and evening and early morning (twelve hours, from 6 pm to 6 am). Even though the morning and afternoon commute periods represent only a quarter of the day (6 out of 24 hours), they account for almost half (46%) of the collisions.

Table 5 | Collisions by time of day

	<i>Ped</i>	<i>Bike</i>	<i>Total</i>
Morning commute (6 – 8:59 am; 3 hours)	8	6	14 (14%)
Late AM and early PM (9 am – 2:59 pm; 6 hours)	14	7	21 (21%)
Afternoon commute (3 – 5:59 pm; 3 hours)	19	14	33 (32%)
Evening and early AM (6 pm – 5:59 am; 12 hours)	25	9	34 (33%)
Total	66	36	102

OTS rankings

Each year, the California Office of Traffic Safety ranks the state’s cities against other cities with similar-sized populations on various types of traffic safety collisions. The rankings give varying weights to such factors as population, daily vehicle-miles traveled, crash records and crash trends, and are based on data from several sources (including SWITRS).

In 2012—the latest year for which OTS has published rankings—San Bruno ranked fairly low in terms of traffic safety. Its composite, or overall, ranking was in the bottom quarter, or 22 out of 92 cities in its population group (see Table 6; number 1 in the rankings is considered the “worst”). Its pedestrian safety ranking was in the bottom 15% (11 out of 92), while its ranking in terms of bicycle safety was 31 out of 92.

Table 6 | Office of Traffic Safety 2012 rankings

Composite	22
Pedestrians	11
Bicyclists	31

Rankings are out of 92 cities, with 1 being the “worst.”

OTS notes that its “rankings are only indicators of potential problems” and that “there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.”

Street network

A city's streets may be classified by their function, which typically corresponds with the amount and speed of traffic on them. This functional classification includes, from busiest to least busy: freeways, arterials, collectors and local streets.

Freeways are "controlled-access" thoroughfares, meaning that only high-speed motor-vehicle traffic is allowed on them. Two **freeways** run through San Bruno, while a third one runs just beyond the city's border:

- I-280 (Interstate 280), which bisects the city in a north–south direction.
- I-380 (Interstate 380), a short east–west freeway spur, connecting I-280 to U.S. Highway 101 near San Francisco International Airport.
- U.S. Highway 101, which runs alongside the east side of San Bruno, just beyond the city border, in a north–south direction.

Arterials are medium-speed, medium-volume roads that generally connect to freeways and to other arterials. San Bruno has fewer than ten streets designated as arterials (according to the San Bruno General Plan) yet they form the backbone of the city's circulation system. They generally have 2–4 traffic lanes and speeds of 25–40 miles per hour. Collectors are lower-speed, lower-volume streets than arterials; they generally serve shorter trips and are generally intended for collecting cars from local streets and distributing them to the arterial network.

The **arterials and major collectors** that run in a generally north–south direction are (listed from east to west):

- San Mateo Avenue north of Huntington Avenue.
- Huntington Avenue north of San Mateo Avenue.
- El Camino Real (designated as State Route 82).
- Cherry Avenue between Sneath Lane and San Bruno Avenue West.
- Skyline Boulevard (State Route 35).

The arterials and major collectors that run in a generally east–west direction are (listed from north to south):

- Sneath Lane east of Skyline Boulevard.
- San Bruno Avenue.



- Jenevein Avenue.
- A route formed by Crystal Springs Road to I-280, including a short segment of Cunningham Way.

Minor collectors in San Bruno include San Felipe Avenue, Angus Avenue, Kains Avenue, Cherry Avenue south of San Bruno Avenue, Crestmoor Drive, Fleetwood Drive and College Drive. The rest of the street network is made up of local streets. These are low-speed, low-volume, neighborhood-serving streets whose main purpose is to provide access to fronting properties.

Existing facilities

The main facilities for walking are sidewalks and crosswalks and, to a lesser extent, off-street footpaths. As an older, established and mostly built-out city, San Bruno has an extensive system of sidewalks, marked crosswalks and pedestrian crossing signals, particularly on the arterials and collectors and at main intersections. Many of the residential streets also have sidewalks, at least on one side, and marked crosswalks, especially at crossings with major streets. In addition, in recent years, the City has been installing curb ramps at key locations to improve access for persons with disabilities. Off-street **footpaths** are found in San Bruno City Park and Junipero Serra County Park.

San Bruno, like most cities, does not have a comprehensive inventory of sidewalks and crosswalks. Such an inventory is beyond the scope of the Walk 'n Bike Plan and would be excessive for long-range planning purposes, since most facilities will not be considered. Instead, the planning process will examine closely the condition and functionality of particular sidewalk segments and street crossings once specific segments and crossings of concern have been identified. That more focused examination will be guided by the needs and concerns identified by the community as part of the needs assessment process and will be conducted with an eye toward recommending specific pedestrian improvements.

While bicyclists may use any non-freeway street in San Bruno, the city has few dedicated bicycling facilities. There are no off-street bike paths within the city and **bike lanes** exist on portions of only four streets: Sneath Lane, Commodore Drive, San Bruno Avenue and

Sharp Park Road. As with pedestrian facilities, the planning process will examine in detail these bike lanes and the suitability of other streets to serve as bikeways based on the needs and concerns identified by the community and with an eye toward recommending specific improvements.

The City has not installed bicycle parking at City facilities or in the public right-of-way, and it does not have an ordinance requiring bicycle parking in private developments. There is ample bicycle parking in the form of both racks and lockers at the city's BART and Caltrain stations. Traffic signals in the city do not have bicycle-detection technology.

The multi-use Centennial Way Trail lies just beyond the city limits, in South San Francisco, to the north of Huntington Avenue.

Additional hiking and biking **trails** can be found west of the city limits within the Golden Gate National Recreation Area and the San Francisco Peninsula Watershed. These trails include the Sweeney Ridge/Notch Trail, which can be accessed off College Road, at Skyline College; the Sneath Lane Trail, accessible from the western end of Sneath Lane, past Monterey Drive; and the San Andreas Trail, accessible from the western end of San Bruno Avenue, at Skyline Boulevard.



Events and activities

While facilities such as sidewalks, bikeways and trails are critical to the pedestrian and bicycling experience, also valuable are non-infrastructure programs, events and activities. These can be categorized under the areas of education, safety, encouragement/promotion and enforcement.

A number of such programs and activities are conducted in San Bruno every year, usually led by the City's active Bicycle and Pedestrian Advisory Committee (BPAC), and often in partnership with community stakeholders such as the Peninsula Traffic Congestion Relief Alliance and San Bruno Chamber of Commerce. (The Committee serves in an advisory capacity to the City Council and City Manager; it holds regular meetings, open to the public, usually every other month.)



Below is a partial list of activities and events that the BPAC organized in the past two years:

- Pedestrian and bicycle safety presentations at local public elementary schools.
- Bike to Work Day promotion, with the help of an “energizer station” outside the BART station where volunteers give away not only

encouragement but also refreshments and bike commuting information to cyclists on their morning commute.

- Informational and promotional tabling at such community events and destinations as the Posey Parade and Community Day in the Park.



Of course, not all walking and biking events and activities in San Bruno are organized by the BPAC. For example, for the past two years, the San Mateo County Historical Association has sponsored historic walking tours of San Bruno's downtown, along San Mateo Avenue.

San Bruno Police Department officers are trained on pedestrian and bicycle safety issues. As part of regular operations, the Department's Traffic Division occasionally conducts targeted enforcement at specific locations based upon collisions involving pedestrians and cyclists. In addition, using grant funding from the California Office of Traffic Safety, the Department has been deploying officers on an overtime basis to enforce specific traffic violations in specific areas.

Integration with other modes

Walking and bicycling become more practicable the better they are integrated with other modes, or forms, of transportation, especially transit. San Bruno has the enviable distinction of being one of only four cities served by both **BART and Caltrain stations**. The BART station is on Huntington Avenue, behind The Shops at Tanforan; the Caltrain station is downtown, at the corner of Huntington and San Bruno Avenues. Both stations have ample bicycle parking in the form of racks and lockers.

BART allows bikes on all trains at all times with the following exceptions: (i) in crowded cars; (ii) in the first car of any train; and (iii) in the first three cars during commute hours. Folded bikes are allowed on any car at any time. Regarding Caltrain, each train has two bike cars, with space for either 48 or 80 bikes, depending on the design of the cars. Bike cars are noted with yellow bike decals. Boarding of bikes is on a first-come-first-served basis; if the bike cars are full, cyclists must wait for the next train. Folded bikes are allowed on any train car.



Bus service in San Bruno is provided by SamTrans. The city is served by seven regular SamTrans routes:

- **ECR:** Runs from Daly City to Palo Alto; through San Bruno it runs along El Camino Real, with a spur to the BART station.
- **38:** Connects South San Francisco and Daly City; runs along I-280 and I-380, with a spur to San Bruno BART station.
- **121:** Runs mostly outside San Bruno but includes a spur to Skyline College.
- **133:** Runs mostly within South San Francisco but includes a spur to San Bruno BART station.
- **140:** Connects San Francisco International Airport and Pacifica; serves San Bruno BART station, Bayhill Shopping Center, The Shops at Tanforan and Skyline College.
- **141:** Runs almost entirely within San Bruno, serving the BART station and, with limited service, Peninsula High School.
- **398:** Connects San Bruno and Redwood City; serves San Bruno's BART and Caltrain stations.

In addition, SamTrans runs two school-day-only routes that serve San Bruno:

- **43:** Connects San Bruno, Millbrae and Burlingame; it serves San Bruno BART station, San Bruno City Hall and Capuchino High School, among other locations.
- **49:** Connects San Francisco International Airport and Pacifica; through San Bruno it runs along San Bruno Avenue West, Cherry Avenue and Sneath Lane, and serving Skyline College.

All SamTrans buses are outfitted with wheelchair lifts or ramps and with front-mounted racks for two bicycles.

Related plans

The San Bruno Walk 'n Bike Plan will be the main document addressing walking and bicycling in the city. However, there are several other planning documents and efforts that have, or could have, a bearing on non-motorized transportation in San Bruno. These plans were reviewed for purposes of identifying recommended projects and specific, “actionable” policies that could be carried over into the Walk 'n Bike Plan or otherwise be reflected in it. The plans and documents summarized in this section are:

- San Bruno General Plan (2009).
- San Bruno Complete Streets Policy (2012).
- San Bruno / South San Francisco Community-Based Transportation Plan (2012).
- San Bruno Transit Corridors Plan (2013).
- San Bruno Bicycle and Pedestrian Connectivity Study (2008).
- Grand Boulevard Initiative (ongoing).
- San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011).
- The bicycle and/or pedestrian plans of neighboring jurisdictions, namely South San Francisco, Millbrae and Pacifica.

San Bruno General Plan (2009)

The General Plan is intended to guide the city’s long-term physical development. Regarding walking, the plan outlines “pedestrian emphasis zones” where a pedestrian-oriented setting should be created through such public improvements as distinctive sidewalks, street trees, pedestrian-scaled street lights and benches. The pedestrian emphasis zones are shown in Figure 4-6 of the General Plan; they generally include the following areas:

- San Bruno Towne Center, Shops at Tanforan and the BART station.
- A horseshoe-shaped area formed by Commodore Drive, Cherry Avenue and Bayhill Drive.
- A triangle formed by Huntington Avenue, Atlantic Avenue/Tanforan Avenue and San Mateo Avenue.
- El Camino Real.
- San Mateo Avenue through downtown and several adjacent streets.
- Crystal Springs Road and San Bruno City Park.

Regarding bicycling, Figure 4-4 of the General Plan shows a citywide network of **bicycle routes** proposed by the City’s Bicycle and Pedestrian Advisory Committee. These routes are shown on the map that appears on page 5 of this report.

In addition, the General Plan contains numerous policies that are supportive of walking and bicycling, particularly in the Transportation Element (or chapter). The most relevant policies are listed below (some have been edited for brevity).

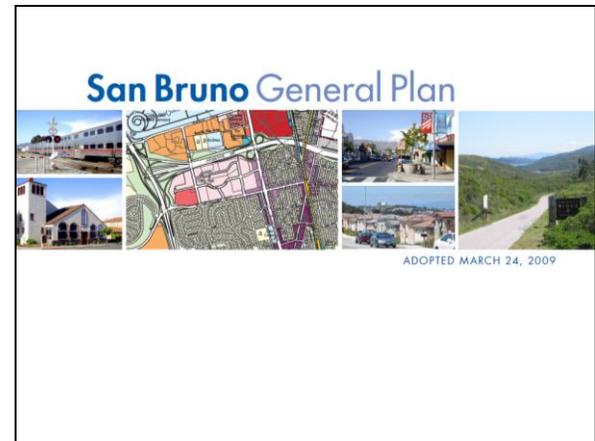
Land Use and Urban Design Element

- **LUD-A.** Promote development of El Camino Real as a boulevard with ... unified streetscape, sidewalk improvements, and pedestrian amenities...
- **LUD-C.** ...Provide amenities serving pedestrians, bicyclists, and transit riders along [El Camino Real, San Bruno Avenue and San Mateo Avenue].
- **LUD-9.** Provide safe and comfortable pedestrian routes through residential areas by requiring sidewalks on both sides of streets, planting street trees adjacent to the

curb, allowing on-street parking, and minimizing curb cuts.

- **LUD-12.** ...Place clearly marked crosswalks and traffic lights to ensure the safety of residents and visitors entering Downtown from across El Camino Real. Work with Caltrans and other agencies to modify El Camino Real street design to implement traffic calming measures that ensure safe pedestrian and bicycle access to Downtown.
- **LUD-21.** ...Create fluid and visible pedestrian connections to and from the San Bruno BART Station [and The Shops at Tanforan and Towne Center]...
- **LUD-27.** Create clear pedestrian connections from the BART and Caltrain stations to neighboring commercial nodes, as follows: Install pedestrian connections between the San Bruno BART station, The Shops at Tanforan, and Towne Center. Coordinate these connections with infill development and the internal street network. Install pedestrian connections between the planned San Bruno Avenue Caltrain station and Downtown. Coordinate these connections with infill housing construction.
- **LUD-28.** Consider installation of a pedestrian connection between The Crossing and The Shops at Tanforan to facilitate safe pedestrian access across El Camino Real.
- **LUD-39.** Install clearly marked crosswalks at intersections near all neighborhood commercial uses. Conduct a pedestrian survey prior to marking them to ensure appropriate de-facto crossings, particularly near junior and/or high school facilities.
- **LUD-46.** Develop a program of streetscape improvements—including street trees, sidewalk widening, signage, bus shelters, and pedestrian-scale lighting—along El

Camino Real to create a sense of identity for the City of San Bruno.



Transportation Element

- **T-1.** Develop and maintain a comprehensive bicycle network within San Bruno, providing connections to BART and Caltrain, surrounding cities, employment and shopping areas, and natural areas.
- **T-3.** Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.
- **T-14.** Use traffic-calming measures to reduce speeding in residential areas, rather than limiting through-street connections...
- **T-19.** Should Caltrans vacate El Camino Real as a State highway, reconfigure the roadway to include wide sidewalks, streetscaping, and marked bicycle lanes...
- **T-43.** Create a “pedestrian-friendly” environment surrounding the BART and Caltrain stations by installing additional street trees, lighting, signage, and widening sidewalks along streets adjacent to these stations.

- **T-47.** Improve multi-modal access—specifically for pedestrians, cyclists, and transit passengers—to the BART and Caltrain stations through improvements along Huntington Avenue.
 - **T-48.** Incorporate a dedicated pedestrian crossing and flashing street markers at the new four-way signal installed on El Camino Real connecting The Crossing with The Shops at Tanforan and the San Bruno BART station.
 - **T-66.** Design arterial and collector streets to facilitate safe pedestrian crossings to transit stops. Provide crosswalks at all signalized arterial intersections.
 - **T-69.** Continue to work toward dedication and/or installation of bicycle lanes throughout the city in accordance with Figure 4-4, to enhance recreational opportunities and make bicycling a more viable transportation alternative. Implement bicycle route improvements including signing, striping, paving, and provision of bicycle facilities at employment sites, shopping centers, schools, and public facilities.
 - **T-70.** Identify funding for and implement as a priority bicycle/pedestrian paths along the BART and Caltrain track alignments (Huntington Avenue and Herman Avenue) within the city limits. Coordinate with the Linear Park planned in South San Francisco and Millbrae.
 - **T-71.** Provide bicycle parking facilities in Downtown, Bayhill Office Park, BART and Caltrain Stations, The Shops at Tanforan and Towne Center, parks, schools, and other key destinations. Review bicycle standards as part of the Zoning Ordinance Update.
 - **T-72.** Identify and mark safe bicycle routes providing T-72 connections between the BART and Caltrain stations, and the following regional trail networks: Bay Area Ridge Trail, Sweeney Ridge Trail, Bay Trail, San Andreas Trail, and Sawyer Camp Trail.
 - **T-73.** Coordinate with the Bicycle and Pedestrian Committee to promote safe cycling programs, sponsored rides, and other community outreach programs geared toward cyclists.
 - **T-74.** Ensure maintenance of vegetation along bicycle routes within the city. Ensure that overgrown vegetation does not push bicyclists into vehicular travel lanes and cause potential accidents.
 - **T-79.** Prioritize improvements to sidewalks and other walking paths adjacent to public school facilities where children and youth are likely to use them on a daily basis.
 - **T-80.** Install safety improvements for pedestrian crossings along El Camino Real. Such improvements may include bulb-outs at the corners, crossing medians, and signal synchronization.
- Open Space and Recreation Element*
- **OSR-26.** ...Consider development of low-impact trails providing public access to the [San Francisco International Airport] preservation areas...
 - **OSR-40.** Consider developing a multi-use/bicycle trail through Crestmoor Canyon. Develop a new trailhead and staging area, utilizing the existing fire road for the trail right-of-way...
 - **OSR-41.** Evaluate development of a contiguous bicycle and pedestrian route through San Bruno that provides connections between the Bay Area Ridge Trail, San Bruno BART Station, and the Bay Trail. Utilize the new Crestmoor Canyon

multi-use trail to link the western and eastern portions of the city...

- **OSR-42.** Develop a contiguous multi-use/bicycle route along the BART and Caltrain rights-of-way, in coordination with South San Francisco, Millbrae, and BART...
- **OSR-43.** Work with San Mateo County to publicize the hiking trails available within Junipero Serra Park. Coordinate with San Francisco Public Utilities District and Caltrans to provide trail connections between Junipero Serra Park and San Andreas Lake.

San Bruno Complete Streets Policy (2012)

This policy, adopted by resolution of the San Bruno City Council, generally commits the City to plan, design, build and maintain streets in a way that provides safe, comfortable and convenient travel for all types of users. User types mentioned include pedestrians, bicyclists, persons with disabilities, drivers, movers of commercial goods, drivers of emergency vehicles, transit riders, seniors, youth and families. The policy states that transportation projects will reflect and be sensitive to their context, and will consider incorporating improvements such as walkways, shared-use paths, bicycle lanes, bicycle routes, pedestrian-usable shoulders, street trees and landscaping, planting strips, accessible ramps, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization and traffic calming measures.

The policy enables the City's Bicycle and Pedestrian Advisory Committee to review

applicable transportation projects early enough in the planning stage to be able to suggest considerations related to complete streets. Also, the policy tasks the Public Services Department with evaluating how well the city's streets and transportation network are serving each category of users.

San Bruno / South San Francisco Community-Based Transportation Plan (2012)

This plan examined the transportation needs of low-income populations in San Bruno and South San Francisco and identified nine strategies to address those needs. Strategies related to walking and biking include:

- Improve amenities at transit stops and stations, such as bicycle racks and lockers, and wayfinding signage.
- Expand the bicycle network of the two cities.
- Partner with community-based organizations to provide free or low-cost bikes to needy individuals.
- Improve pedestrian safety and access by using traffic calming techniques, closing gaps in the pedestrian network and installing landscaping.
- Increase public access to information about bicycling and other transportation options and driver education regarding sharing the road.

- The Shops at Tanforan’s rear entrance near the BART/police station: Open gate to allow access between BART and Tanforan.
- BART station: Install directional, pedestrian-scale signage, and map of alternative route for outdoor route.
- Euclid Avenue, Hensley Avenue, Forest Lane, Huntington Avenue: Install directional, pedestrian-scale signage.

Grand Boulevard Initiative (ongoing)



This is a joint effort by 19 cities, San Mateo and Santa Clara counties, other public agencies and a number of

community organizations to make the El Camino Real corridor—from Daly City to San Jose—“a more urban, pedestrian-friendly, transit-oriented corridor for residents to live, work, shop and play.” The initiative is an ongoing, long-term project that seeks to achieve its vision through gradual, incremental improvements implemented on a city-by-city basis. To date, a number of access and safety enhancements, transit improvements and transit-oriented development projects have been accomplished with support of the Grand Boulevard Initiative. More information about the project is available at www.grandboulevard.net.

San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011)

This plan addresses the planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance in San Mateo County. Also, the plan

establishes a countywide network of on- and off-street bikeways, overcrossings, and bicycle-friendly intersections and freeway interchanges.

On the pedestrian side, the plan does not identify specific improvements other than multi-use trails and over/undercrossings included in the countywide bikeway network. Instead, the plan establishes eight pedestrian “focus areas” where improvements should be targeted. These include downtowns, El Camino Real, crossings of major barriers, safe routes to school or to transit, access to county or regional activity centers and regional trails.

The countywide bikeway network includes the following routes in or adjacent to San Bruno:

- North–south route between South San Francisco and Millbrae along Huntington and San Antonio Avenues, then across one of the side streets to San Anselmo Avenue.
- Centennial Way Trail.
- Herman Street.
- Sneath Lane.
- San Bruno Avenue.
- Proposed connection of the Bay Trail between San Bruno and Huntington Avenues along the open space just east of 7th Avenue and south of 1st Avenue.
- Cherry Avenue from Sneath Lane to San Bruno Avenue.
- Elm Avenue.
- The southern end of Crestmoor Drive and western end of Crystal Springs Road, connecting to Skyline Boulevard.
- Skyline Boulevard, connecting at its southern end to Crestmoor Drive.
- San Andreas Trail.
- Sharp Park Road (part of an east–west route, along with Westborough Boulevard in South San Francisco).

Additionally, the plan proposes arterial crossing improvements at three intersections in San Bruno: El Camino Real/Sneath Lane, El Camino Real/San Bruno Avenue and Skyline Boulevard/Sharp Park Road.

The **Pacifica Bicycle Plan** (2000) designates bikeways on two roads leading into San Bruno: Skyline Boulevard and Sharp Park Road.

Bicycle plans of neighboring jurisdictions

The **South San Francisco Bicycle Master Plan** (2011) designates several bikeways that connect directly to, or run very near, San Bruno:

- South Airport Boulevard (existing bike route).
- Bay Trail segment between South Airport Boulevard and U.S. 101 (existing multi-use path).
- San Mateo Avenue (existing bike route).
- South Linden Avenue (existing bike route).
- Dollar Avenue (existing bike route).
- Centennial Way Trail (existing multi-use path).
- Huntington Avenue (existing bike route).
- Shannon Drive (existing bike route).
- Oakmont Drive (proposed bike lanes).
- Westborough Boulevard (existing bike lanes).
- Skyline Boulevard (existing bike route).

The **Millbrae Bicycle and Pedestrian Transportation Plan** (2009) proposes two bike paths that could provide connections to San Bruno: (i) along the east side of the Southern Pacific Rail Road tracks, north to the city limits at San Juan Avenue; and, (ii) between Larkspur Drive and the northern city limits near Lomita Avenue. Regarding a Bay Trail connection, the plan states that an “appropriate alignment between Millbrae and South San Francisco will need to be determined.”