

City of Brisbane Agenda Report

TO: Honorable Mayor and City Council
Via Clayton L. Holstine

FROM: Commander Robert F. Meisner
Senior Civil Engineer Karen Kinser

VIA: Director of Public Works Randy L. Breault
Police Chief Lisa Macias

DATE: ***** **, 2014

SUBJECT: Safe Pedestrian Routes to Schools

CITY COUNCIL GOALS:

- To design infrastructure and public facilities to be efficient, cost effective and to contribute to the cohesion and character of the community. (2)
- To maintain and improve infrastructure. (3)
- To promote transportation opportunities that maximize safety, reliability, enhance circulation and create options, thereby reducing reliance on the use of the automobile. (5)
- To preserve and enhance livability and diversity of neighborhoods. (14)
- To encourage community involvement and participation. (15)

PURPOSE:

The Complete Streets Safety Committee (Committee) has completed their study of potential safe pedestrian routes to school as requested by Council and now submits a plan for review.

RECOMMENDATION:

Staff recommends approval of the proposed "Safe Pedestrian Routes to Schools" plan identified in Attachment A and the additional recommendations from the Committee to insure safer pedestrian passage to schools.

BACKGROUND:

On March 18, 2013, per Resolution No. 2013-05, the Traffic Advisory Committee and the Bicycle and Pedestrian Advisory Committee were dissolved and combined to form the Complete Streets Safety Committee. Per item #7a of the resolution, “The first priority of the committee shall be to review and propose a plan to provide safe pedestrian routes to schools.”

The Committee first assembled in August 2013 and has met monthly, compiling and reviewing data relevant to this mission.

Committee members conducted first-hand observations at Brisbane school sites during the hours before and after school on numerous occasions. They made inquiries with citizens and parents on-site regarding safety issues and solicited further input from the Mothers of Brisbane group.

Staff provided clarification of city and state code, history, engineering, and traffic enforcement as requested by the Committee during their study. Staff verified Committee member observations and brought suggestions back to the Committee. This included identifying sources of funding for potential improvements related to their findings.

While putting together these recommendations on various aspects of pedestrian traffic, the Committee felt that it was useful to also examine the flow of automobiles in and around the schools, as that flow impacts safe, unrestricted passage of pedestrians throughout the city.

DISCUSSION:

The Committee’s Strategy

Three components were evaluated in consideration of safe routes:

- Pedestrian safety on Brisbane streets, particularly on routes to Brisbane schools
- Vehicular traffic near Brisbane Elementary (BES) and Lipman Middle School
- Students traveling to and from schools outside of Brisbane

Pedestrian Safety

Brisbane’s hilly topography and narrow streets presents a formidable challenge when trying to establish safe pedestrian routes.

Houses were built over decades, many without parking and quite a few without sidewalks. With parking being a limited commodity, residents parallel park their cars straddling or over sidewalks or in their driveways, in some cases blocking the sidewalk. Pedestrians are then forced to walk into streets, where their visibility and thus safety is compromised.

The Committee encountered a number of challenges in attempting to improve conditions entirely with infrastructure improvements.

Where the existing parking conditions and traffic patterns did not allow for continuous pedestrian routes on sidewalks, the Committee assessed and recommended changes.

The Committee determined that improving pedestrian safety would require a multifaceted approach consisting of infrastructure improvements, traffic circulation modifications, maintenance of existing infrastructure, community involvement and enforcement.

Recommendations for Infrastructure Improvements

Signage:

Install ceramic medallions on identified “Safe Routes” per Attachment A as route markers. Support route identification with maps posted at strategic locations.

Stop signs were raised and/or increased in size near BES upon Committee recommendation, to maximize visibility.

The Committee recommends designation of 15 mile per hour speed limits on the following streets in school zones when children are present, per California Vehicle Code Section 22358.4, “Decrease of Local Speed Limits”, per Attachment B.

- Solano Ave. from Monterey St. to end of city right-of-way (at Community Pool)
- San Bruno Ave. from Alvarado St. to Tulare St.
- Glen Parkway from San Bruno Ave. to Lake St.
- San Benito Ave. from Glen Parkway to approximately 200’ west

Adequate warning signage should be provided, per Attachment C.

Devices:

Move the crosswalk on San Bruno Avenue at Glen Parkway from the south (uphill) side to the north (downhill) side for greater visibility to motorists (See Attachment D). The crosswalk relocation would require the removal of a 24” diameter pine tree and a hedge to allow for pedestrian visibility.

Employ a traffic-calming device, such as a staggered pattern of bots dots, eastbound in advance of the crosswalk on Solano Ave. at San Francisco Ave. Elevate the crosswalk on Solano Ave. at San Francisco Ave. (See Attachment E).

Install ramps, high visibility (ladder-style) crosswalks and school crossing signage on three legs of the intersection of Solano Avenue/Monterey Street/Humboldt Rd. per Attachment F.

On Solano St. between Monterey St. and Mendocino Ave., move the white line on the east (downhill) side of the street one foot towards the center of the roadway to allow space for vehicles to park outside of the brick sidewalk border and provide a minimum safe width for pedestrian travel of three feet. (See Attachment G).

On Glen Parkway at San Benito Rd., install an ADA ramp and appropriate school crossing signage per Attachment H.

Add a pedestrian crossing from the west side of Visitacion Ave. to the north (downhill) side of Alvarado St. per Attachment I. Install 6” curbs in the painted island to connect the crosswalks along Visitacion Ave.

On the west end of San Francisco Ave. near Inyo St., install a concrete sidewalk behind the fire hydrant and utility pole that currently block the sidewalk. (See Attachment J).

On Sierra Point Rd. near Klamath St., connect the Lower and Upper Bicentennial Walkway with a white high-visibility (ladder-style) crosswalk and install Bicentennial Walkway signage to indicate the location of the walkway per Attachment K.

Consider replacing existing crosswalk markings with high visibility crosswalks on “Safe Routes.”

Recommendations for Traffic Circulation

Move the southbound commuter Crocker shuttle stop on San Bruno Avenue near BES further north (downhill), closer to Alvarado St. Parents parking and dropping off kids often block the current bus stop near the crosswalk at San Bruno and Santa Clara Streets., causing the shuttle bus to double-park and impact visibility and the safe flow of traffic. Provide a shuttle stop white zone with no parking from 7 to 9 a.m. (See Attachment L).

Extend the white zone drop-off area at BES on San Bruno Ave around the corner onto Glen Parkway (See Attachment D).

The Committee, while observing the disorganized school drop off at BES on San Bruno Ave, noted the possibility of the use of the BES parking lot for student drop offs. The committee acknowledges that the school property is beyond their purview, but recommends engagement with the school district regarding parents utilizing the faculty parking lot on San Benito Ave., which would provide a safer alternative for dropping off kids, allow a legal and safe turning movement after drop off, and ease the congestion on San Bruno Avenue. The drop offs allowed on San Bruno Ave. are already in conflict with neighborhood parking. The first option to modify this unsafe condition would be for the city to make the decision to eliminate passenger drop offs on San Bruno and enforce the vehicle code. The second option would be to work with the school to move the drop offs to the parking lot. The city could offer to provide permit-only faculty parking on Glen Parkway during specified daytime hours, for example.

Encourage Lipman Middle School to consider allowing parents who’ve completed dropping off students in front of the school to circulate around the back to exit. This would eliminate the danger created by cars backing up and performing U-turns amidst circulating pedestrians.

Recommendations for Maintaining Infrastructure

Insure that visibility of signs on Safe Routes is maintained by Public Works by keeping tree branches trimmed.

Encourage schools, particularly BES, to reduce visual distractions to motorists. Suggest moving or eliminating banners on fences in order to keep attention focused on crosswalks and pedestrians.

Recommendations for Community Involvement

Disseminate news about the “Safe Route” through Brisbane City publications and website, including why the program was initiated, problems observed, and changes being implemented. Encourage community support of initiatives.

Educate residents on Safe Street Routes about the importance of keeping sidewalks clear for pedestrians. Clearly explain to residents the consequences of non-compliance. Address non-compliance with an ongoing enforcement effort that includes issuing citations.

Encourage Brisbane schools to initiate broader street and pedestrian safety education at “Back to School Night”.

Encourage Brisbane schools to utilize the “Safe Streets Curriculum” for parental education, funded by and available through the San Mateo County Board of Education. Hold regular programs to promote awareness.

Encourage Brisbane schools to outline clear guidelines for proper and safe drop-off/pick-up of students and suggest distribution of information about the designated Safe Routes to School with a form to be signed by parents and returned to the school as acknowledgement annually.

Suggest Brisbane schools institute a student “safety crossing guard” program. Solicit donation of safety vests to outfit students who could be stationed at school crossings on the Safe Route before and after school. Students would assist in promoting safe passage for pedestrians and increase motorist awareness.

Encourage parents to organize “Pedestrian School Buses” for walking kids to and from school as a group.

Suggest that parents and teachers distribute flyers outlining drop-off/pick-up guidelines and Safe Routes to Schools information to motorists.

Have Brisbane Police Department send a representative to schools for “Back to School Night” to outline traffic problems, hazards from unsafe drop-offs, promote safety, and outline enforcement measures to be anticipated for non-compliance.

Recommendations for Enforcement

The Committee recommends that the Council direct the Brisbane Police Department to conduct a campaign of community education and enforcement for vehicles that park on and/or block the sidewalk, as this condition causes pedestrians to have to leave the sidewalk to walk in the street.

The committee also observed various Vehicle Code violations near both BES and Lipman School that included: double parking, crossing the double yellow line, parking in the drop off only zone, speeding and illegal U-turns. The committee recommends that the Brisbane Police Department increase traffic enforcement in these areas. The committee believes that these enforcement efforts must be ongoing in order to have a lasting effect.

Students Traveling to and From Schools outside of Brisbane

Many Brisbane students travel to high schools and private and charter schools outside city limits. Drawing up safe routes took into account these students needing safe passage to their transportation connections. The proposed safe routes includes the primary streets already in use by these students.

FISCAL IMPACT/FINANCING ISSUES:

\$\$\$\$ Grant info needed.

MEASURE OF SUCCESS:

Introduction of a Safe Routes to Schools Program results in greater utilization of safer pedestrian routes, particularly to and from schools, and heightens community awareness of safety in regard to pedestrian facilities.

Police Commander

Senior Civil Engineer

Police Chief

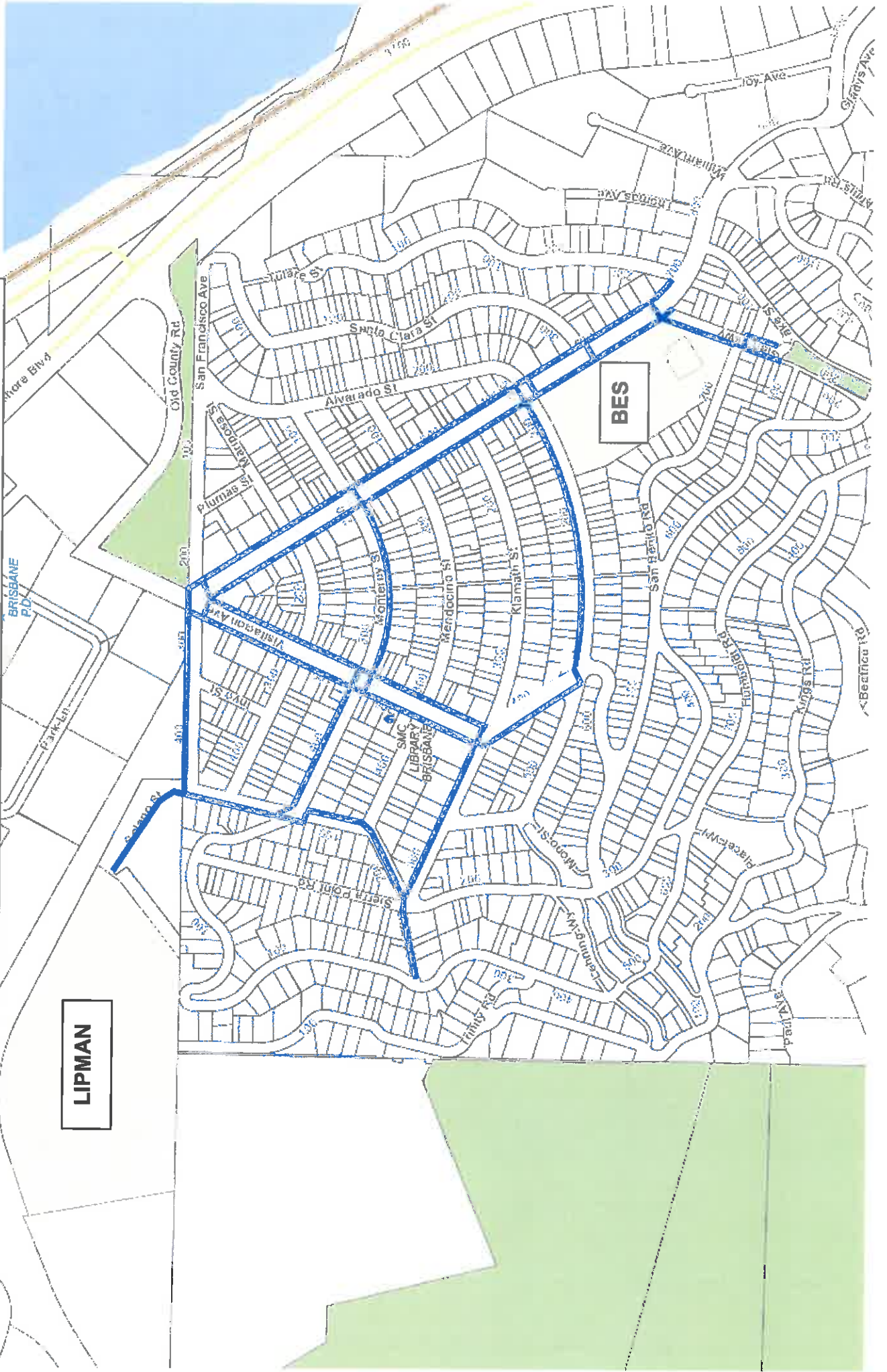
Public Works Director

City Manager

SAFE PEDESTRIAN ROUTES TO SCHOOLS

Attachment A

Disclaimer: Information displayed here is for reference.



LIPMAN

BES

PROPOSED 15 MPH SPEED LIMITS WITHIN SCHOOL ZONES

Attachment B

DATE: 08/11/2011 11:16:23 AM. PROJECT: 2011-2012 SCHOOL ZONE MAPS. COUNTY: SAN FRANCISCO, CALIFORNIA. DRAWN BY: LIPMAN.

LIPMAN



Solano St from Humboldt Rd/
Monterey St to end

San Bruno Ave from Alvarado St to Tulare St
Glen Park Way from San Bruno Ave to Lake St
San Benito Rd from Glen Park Way to 220 ft west of Glen Park Way

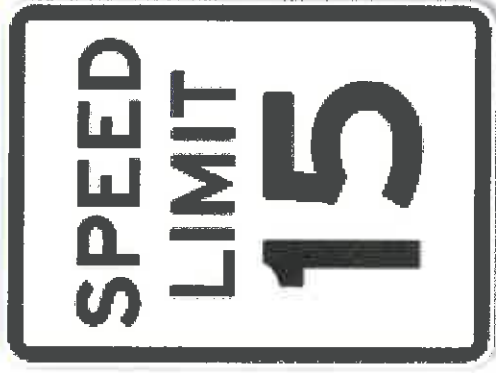
BES

School Zone Speed Limit Signs

Attachment C



S4-5a (15)



S4-3P / R2-1 (15) / S4-2P



S5-3

San Bruno Ave / Glen Park Way Attachment D

Install ADA
Compliant Ramp

Remove Bush
and 2 ft.
Diameter Tree



Install Yellow High
Visibility Crosswalk

BES

Remove
Crosswalk and
ADA Ramp

Glen Park Way

San Bruno Ave

Optional Additional White
Zone/
Drop Off Area



© 1993

Trinity Gates 2,000 ft. 1240, 405 W. N. 1000035468 W. 1100 350 ft. 312 ft.

**San Francisco Ave / Solano St
Attachment E**

Solano St

Bots Dots

Install Raised Crosswalk
with Emergency Vehicle
Cutouts

San Francisco Ave

Install ADA Ramps on Both
Sides of Crosswalk if
Needed



**Humboldt Rd / Solano St
Attachment F**

Humboldt Rd

Solano St



Move Crosswalk in
Toward Solano

Install Larger
Island with Cutouts
for Pedestrian
Passage

Install Yellow High Visibility
Crosswalks on Three Legs
of Intersection

Monterey St

Install Ramp

Google earth

1993

Imagery date: 3/2/14 37°00'47"N 122°08'16"W 103m 200 ft

**Solano St between Mendocino St and Monterey St
Attachment G**

Move West Side White Line out to Gutter – First 20 ft. to Create Space for Passing

14 ft. between White Lines

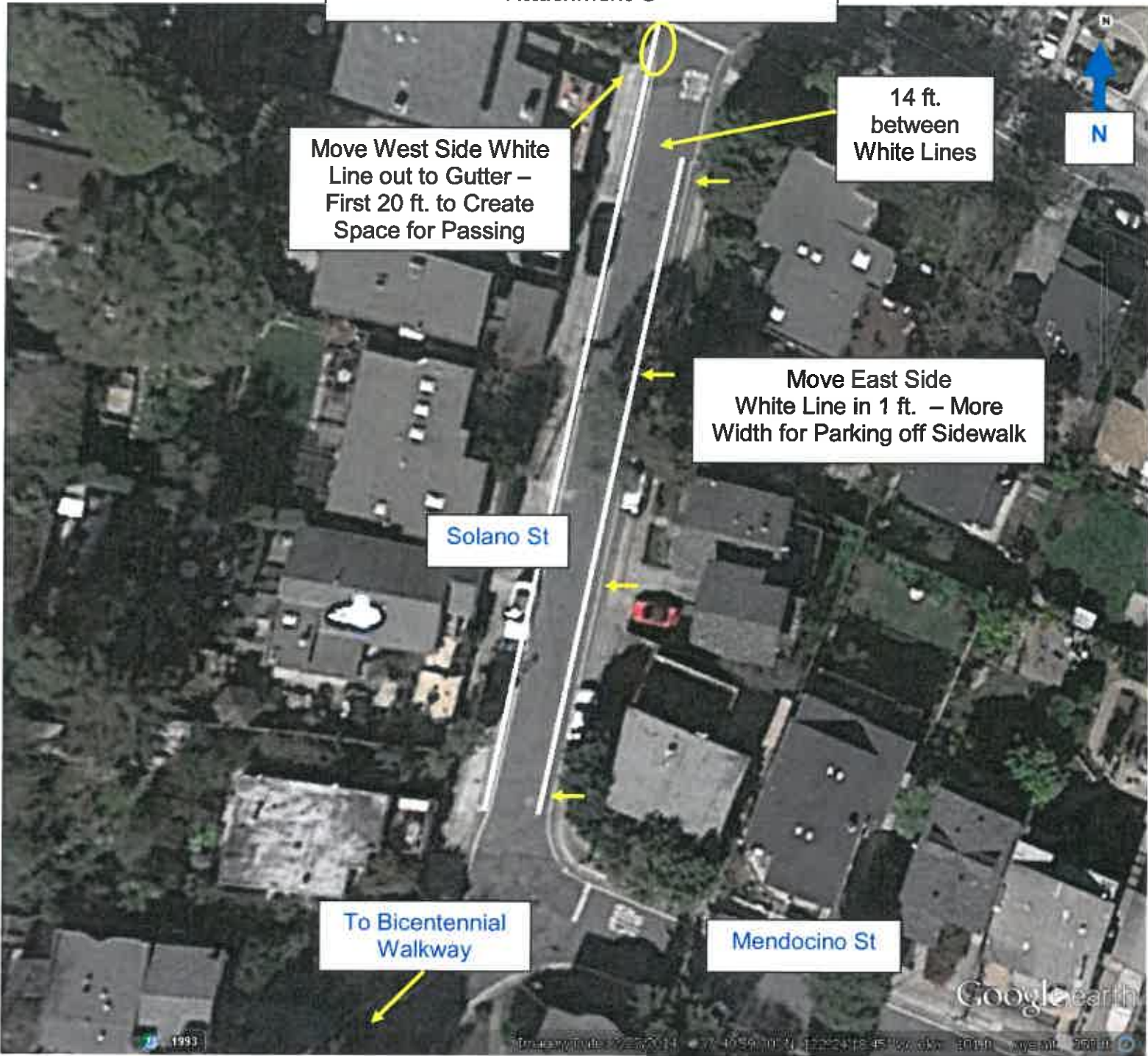
Move East Side White Line in 1 ft. – More Width for Parking off Sidewalk

Solano St

To Bicentennial Walkway

Mendocino St

Google Earth



San Benito Rd / Glen Park Way
Attachment H

BES

N

Widen Sidewalk
behind Utility Pole –
School Will Need to
Relocate Fence

Glen Park Way

San Benito Rd

Install ADA
Compliant Ramp

Google earth

**Visitacion Ave / Alvarado St
Attachment I**

Visitacion Ave

Trim
Landscaping

Add Crosswalk

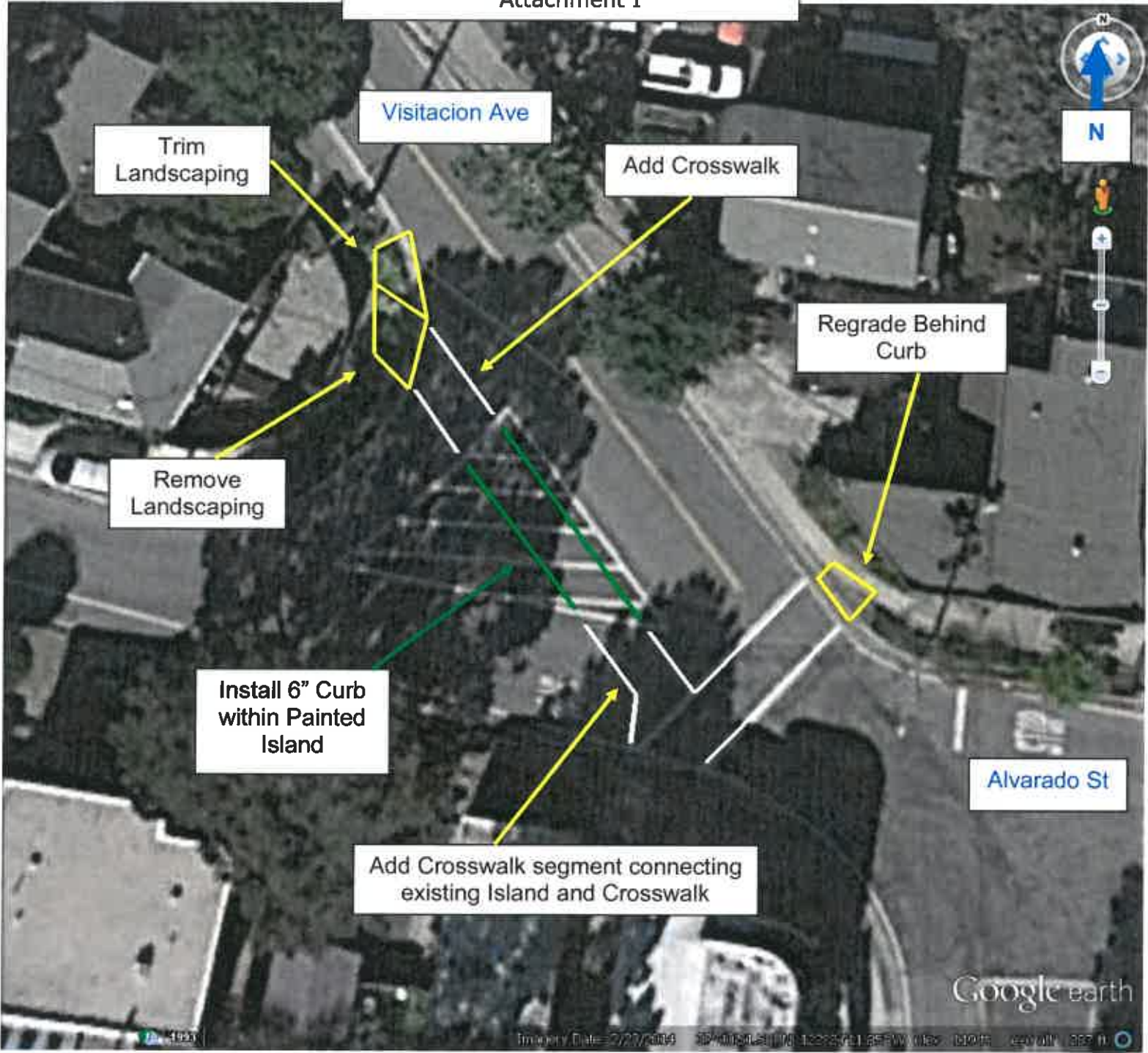
Regrade Behind
Curb

Remove
Landscaping

Install 6" Curb
within Painted
Island

Alvarado St

Add Crosswalk segment connecting
existing Island and Crosswalk



Google earth

Imagery Date: 2/27/2014 IP: 108.104.161.102 Location: 37.551111, -122.250000, 37.551111, -122.250000

**San Francisco Ave / Inyo St
Attachment J**



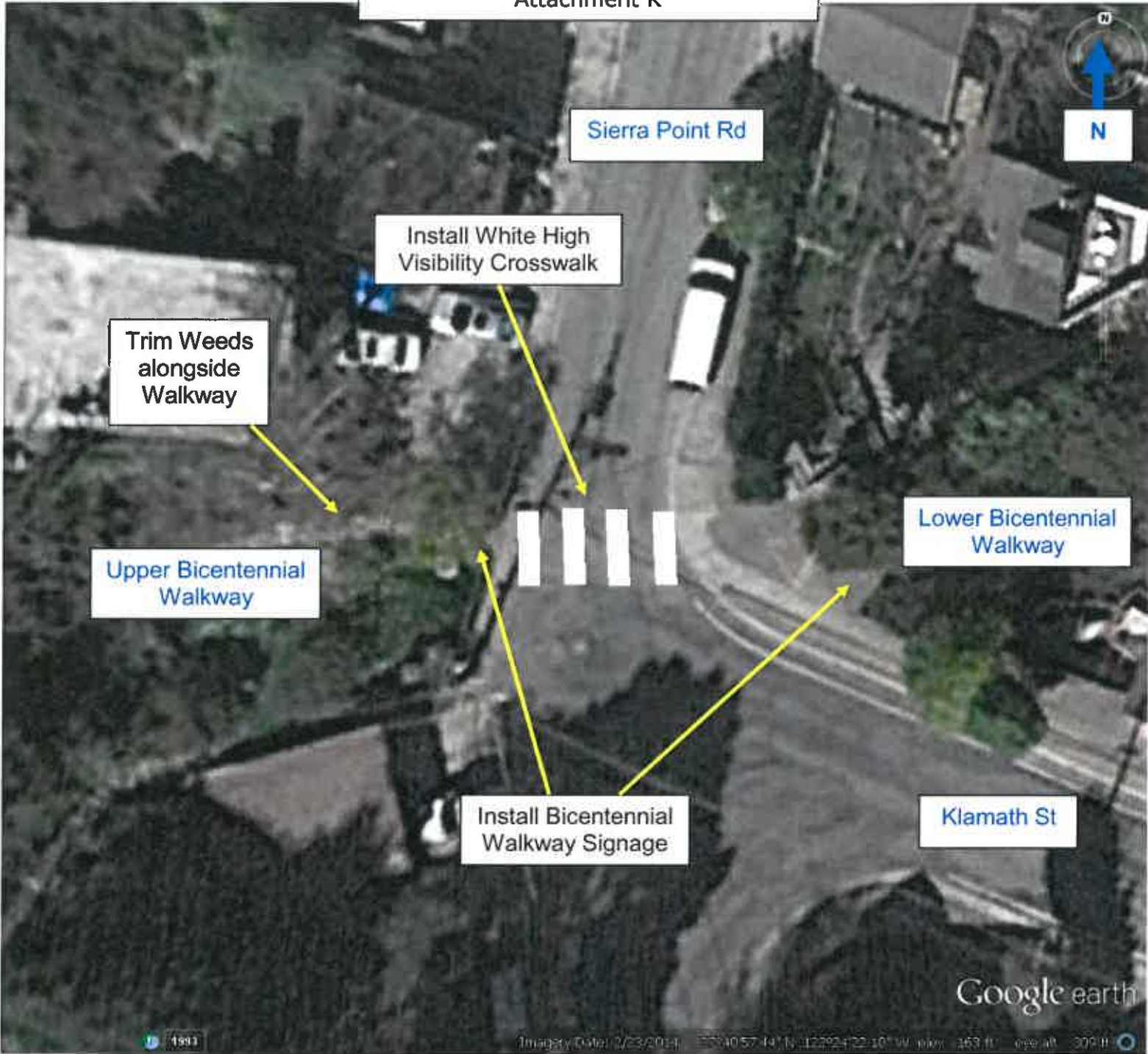
San Francisco Ave

Pave Bypass Path Behind Fire Hydrant and Utility Pole, Underneath Utility Pole Anchor

Inyo St

Google earth

**Sierra Point Rd / Klamath St
Attachment K**



Sierra Point Rd

Install White High
Visibility Crosswalk

Trim Weeds
alongside
Walkway

Upper Bicentennial
Walkway

Lower Bicentennial
Walkway

Install Bicentennial
Walkway Signage

Klamath St

Google earth

1593

Imagery Date: 2/23/2014 50°40'57.14" N 122°24'22.10" W, elev: 153 ft, eye alt: 309 ft

**San Bruno Ave / Alvarado St
Attachment L**

Alvarado St

White Zone Shuttle Stop
No Parking 7AM - 9AM

Santa Clara St

Move Shuttle Stop from Santa
Clara Intersection Stop Sign to
South of Alvarado Intersection

San Bruno Ave

Google earth



N

