

City of San Bruno



**567 El Camino Real
San Bruno, CA 94066**

Grant Application Submission for
TDA Article 3 Program

**Huntington/San Antonio Bicycle Corridor and Lomita
Park Elementary Safe Routes to School Project**



Tami Yuki
Assistant City Manager

CITY OF SAN BRUNO
CITY MANAGER

July 13, 2017

Jean Higaki, City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project – TDA Article 3 Program Application

Dear Ms. Higaki:

I am pleased to submit the City of San Bruno's TDA Article 3 Program application for Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project.

The Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project aims to provide safe and much enhanced bicycle and pedestrian facilities along Huntington and San Antonio Avenues in San Bruno, a critical arterial road that serves as a north-south bicycle connector between the San Bruno and Millbrae Caltrain stations and San Bruno's downtown. Lomita Park Elementary School, located at the San Bruno and Millbrae border, has an established Safe Routes to School program and serves a lower income community. The project would build upon existing awarded grants for bicycle facilities and road rehabilitation and create a complete, low-stress, north-south bicycle corridor from San Bruno's northern to southern border by adding greenbacked sharrows, bicycle route signage, and speed feedback signage from the City's Caltrain station to the City's southern border—a 1.3 mile stretch. Additionally, the project would incorporate Safe Routes to School pedestrian improvements along Santa Helena and San Anselmo Avenues, including crosswalk enhancements, curb striping, curb ramps, and new school crossing signage.

Enhancing pedestrian facilities and adding sharrows along a lower-traffic corridor will create safer, more comfortable spaces for people to walk and bike. This project builds upon existing projects and aligns the timing of the projects to maximize public benefit and minimize costs. The bicycle and pedestrian improvements are consistent with the County's Bicycle Pedestrian Master Plan, San Bruno's Walk 'n Bike Plan, and Millbrae Elementary School District's Safe Routes to School walk audit. If implemented, the project has the potential to create a complete north-south low-stress bicycle route, connecting between South San Francisco BART, San Bruno BART and Caltrain, towards Millbrae Caltrain.

I urge you to favorably consider the City of San Bruno's grant application request to provide much needed pedestrian and bicycle improvements along the Huntington/San Antonio corridor. Thank you for your consideration.

Sincerely,



Tami Yuki
Assistant City Manager, City of San Bruno

Attachment: TDA Article 3 Program Application

THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG)
 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN AND BICYCLE PROGRAM
 CALL FOR PROJECTS FOR FISCAL YEAR 2017/2018
CAPITAL PROJECT APPLICATION

I. Project Name and Funding Request

a. Applicant Agency:	City of San Bruno
b. Funds Requested:	\$ 385,200
c. Project Title:	Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project
d. Brief Project Summary:	This proposed project is to provide safe, convenient, and comfortable connections for pedestrians and bicyclists along Huntington and San Antonio Avenue. The project would also enhance the area around Lomita Park Elementary School that is consistent with the walking audit conducted for the Millbrae School District's Safe Routes to School (SRTS) Program. This proposed project would expand an already-funded North-South route along Huntington Avenue with additional improvements along the Huntington/San Antonio segment south of the San Bruno Caltrain station and provide a complete and direct North/South connection to the Millbrae Caltrain/BART hub.
e. Project Type:	
	<input checked="" type="checkbox"/> Capital: Pedestrian and Bicycle Facility <input type="checkbox"/> Capital: Bicycle Facility Only <input type="checkbox"/> Capital: Pedestrian Facility Only

II. Project Screening

- a. Is the project sponsor the County of San Mateo, a City in San Mateo County or a Joint powers agency operating in San Mateo County? Answer must be "Yes" to continue.
 Yes No
- b. Project meets Caltrans Standards: Yes No

Brief description of project elements meeting Caltrans Standards:

Project elements such as sharrows, curb ramps, and crosswalks will conform to Caltrans standard dimensions and sizes, where applicable.

- c. Received California Environmental Quality Act (CEQA) approval?
 Yes No

Date of CEQA Approval:

The City anticipates filing a CEQA categorical exemption with the County of San Mateo once design is near completion.

Note: CEQA document must be submitted as an attachment to the application.

III. Clear and Complete Proposal

Describe the project elements (indicate location, length, scope, size or extent)

The scope of the proposed Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project would include the following:

-) Install bicycle and pedestrian improvements along Huntington Avenue (south of the Caltrain Station) through San Antonio Avenue to the Millbrae border. These improvements will include greenbacked sharrows (a painted arrow and bicycle stenciled inside a lane), striping and signage, including solar-powered speed feedback signs as a traffic calming measure.
-) Implement all pedestrian improvements included in Alta Planning and Design's walk audit of Lomita Park Elementary that are within San Bruno's public right of way, including striping, crosswalk enhancements, and signage.
-) Resurface San Anselmo Avenue and Santa Helena around Lomita Park Elementary. Since street rehabilitation is not an eligible cost, the City will use local matching funds for this portion of the scope.
-) Work with San Bruno's Traffic Safety and Parking Committee (TSPC) to consider a speed limit reduction from 30 to 25 mph along some or all segments of Huntington and San Antonio Avenues, and to consider traffic circles at certain intersections.
-) Pursue low-cost traffic calming improvements along Huntington and San Antonio Avenues, including but not limited to: traffic circles, medians and bulbouts. Materials used could include paint, delineators, reflectors, and planter boxes with landscaping.
-) Conduct a speed survey and analyze collision data after implementing low-cost traffic calming improvements to assess effectiveness of traffic calming improvements. The City will use local matching funds for this portion of the scope.

IV. State of Readiness

- a. Right-of-Way certification required?

Yes No N/A
Note: San Anselmo Avenue has a split right-of-way between San Bruno and Millbrae. No-fee encroachment permits will

be issued between cities, if necessary.

b. Right-of-Way certification completed (if applicable)?

Yes No

c. Permits/Agreements approved?

Yes No N/A

List all permits and/or agreements approved/obtained to date:

<i>Name of Permit/Agreement</i>	<i>Date approved/obtained</i>
None to date	

V. Community Support

a. Bicycle Advisory Committee (BAC): Applicant agency has a designated BAC that meets the requirements established by the Metropolitan Transportation Commission. (Note: a BAC that includes members representing pedestrians is required prior to award of TDA3 funds)

Yes No, but in progress

b. Project has been approved by the BAC:

Yes No

Project has been approved by other organized group(s) with demonstrated knowledge of walking and bicycling needs (see instructions):

Yes No

Names of other group(s):

Type of support: (e.g., letters resolutions)

TransForm California	Letter [attached]
City of Millbrae	Letter [attached]
Silicon Valley Bicycle Coalition	Letter [attached]
San Mateo County Health Department	Letter [attached]

VI. Meets Program Objectives

a. Describe the need for the project and how the project addresses an identified problem. How was the need determined? Cite relevant data or observations

regarding existing walking/bicycling demand, or results of similar projects in other communities. Include a vicinity map and a site map.

Existing Conditions:

The route along Huntington and San Antonio Avenues is currently a designated bicycle route, with small signage along the side of the street and no on-street markings. The posted speed limit along the entire route is 30 miles per hour (mph), with a 2015 speed survey showing an 85th percentile speed of 33 mph along Huntington from San Bruno Avenue to San Felipe Avenue, and an 85th percentile speed of 30mph along San Antonio Avenue from San Felipe Avenue to Santa Helena Avenue. Additionally, a 2015 traffic count showed that the two-way traffic volumes along Huntington Avenue from San Bruno Avenue to San Felipe Avenue are 5,261 vehicles and counts along San Antonio Avenue from San Felipe Avenue to Santa Helena Avenue are 1,877 vehicles. See **Attachment 3** for the full results.

The land uses immediately surrounding the bicycle route are residential on the west side and Caltrain's right-of-way along the majority of the eastern side. Lomita Park Elementary School is at the southern end of San Antonio Avenue. The northern side of the school fronts Santa Helena Avenue (within City of San Bruno right of way), and the western side of the school connects with San Anselmo Avenue where the right of way is split between the Cities of San Bruno and Millbrae.

The population within the immediate vicinity resides in either Census Tract 6042 (neighborhoods east of and including San Antonio Avenue), and Census Tract 6041.01 (neighborhoods west of San Antonio Avenue). Census Tract 6042 was designated by MTC as a Community of Concern. Additional information about this census tract includes:

- According to 2010-2014 American Community Survey data, the median income in Census Tract 6042 was \$74,136, compared to \$81,420 in San Bruno and \$91,421 in the County.
- Census Tract 6042 has approximately 4,000 residents. According to the Office of Statewide Health and Planning Department, 15% have an income that is at 100% of the federal poverty level and 34% have an income at the 200% poverty level.
- According to 2010-2014 American Community Survey data, approximately 8.5% of residents in this census tract walk to work, compared to 1.8% of City residents and 2.5% of County residents.

Additionally, Lomita Park Elementary School serves lower-income residents in Millbrae, some of whom use San Bruno streets to travel to and from school every weekday. According the State Department of Education data from the 2015-2016 school year, 52% of students at the school qualify for free or reduced lunch, compared with 18% in the Millbrae Elementary School District, and 33% in the County of San Mateo.

Millbrae Elementary School District has an established Safe Routes to School program. In conjunction with the County, the School District hired Alta Planning and Design to conduct audits to identify potential safe routes to school improvements at all school facilities. **Attachment 2** shows the proposed treatments associated with the findings from the audit at Lomita Park Elementary. The City of San Bruno and the City of Millbrae are joining efforts to implement all identified improvements from the audit within our respective rights of way.

Proposal:

This project proposes to enhance pedestrian walkability and serves as an extension of the upcoming North-South bicycle route in San Bruno. The City was recently awarded OBAG2 funding to construct a protected, two-way cycletrack and pedestrian enhancements along Huntington Avenue from the San Bruno Caltrain station at San Bruno Avenue towards the Centennial Trail at the City's northern border. This project's scope is along Huntington and San Antonio Avenues, a 1.3 mile stretch from Kains Avenue at San Bruno Caltrain towards Lomita Park Elementary and the City of Millbrae. This project would connect with the OBAG2-awarded cycletrack project, which terminates at San Bruno's Caltrain station.

See **Attachment 1** for a vicinity and site map, and **Attachment 2** for Safe Routes to School improvements.

NACTO's Urban Bikeway Design Guidelines provide instructions for how to establish bicycle boulevards in communities. Staff took into account these recommendations along with treatments outlined in the City's Walk 'n Bike Plan (see **Attachment 4**), and incorporated feedback from the Silicon Valley Bicycle Coalition and Millbrae Elementary School District's Safe Routes to School Walk Audit in developing this proposal. The San Bruno Walk 'n Bike Plan, adopted in July 2016, identifies the potential of this Huntington/San Antonio segment as a bicycle boulevard by calling for an "enhanced" class-III bicycle route—"enhanced" consists of green-backed sharrows, speed-feedback signage, and traffic diverting and/or traffic calming measures. This bicycle route was also identified in the County's Bicycle Pedestrian Master Plan, the City's General Plan and Transit Corridors Plan, and the San Bruno/South San Francisco Community Based Transportation Plan.

The City believes there is strong potential to establish a bicycle boulevard along this Huntington/San Antonio route for the following reasons:

- The bicycle route is already designated in multiple planning documents and by the Silicon Valley Bicycle Coalition as a preferred north/south alignment for cyclists traveling through or into San Bruno. The bicycle route connects with the City's downtown to the north/west, Caltrain station to the north, and a Millbrae elementary school and Caltrain station to the south, serving a variety of users including commuters and school children. As mentioned above, the existing conditions, with fast-moving traffic and little bicycle signage or on-road bicycle treatments, have not contributed to a welcoming environment for cyclists.
- NACTO recommends establishing bicycle boulevards along streets with less than 3,000 vehicles per day. Traffic Counts from 2015 indicate that the San Antonio segment meets this criteria, and that with traffic calming/diverting measures, the City could potentially lower the vehicular traffic along the Huntington segment.
- NACTO recommends establishing bicycle boulevards along streets with vehicles that have an 85th percentile of 25mph. Working with the Traffic Safety and Parking Committee, the City will strongly consider traffic calming measures like medians, bulbouts, and traffic circles to allow bicyclists to move freely through the boulevard while reducing vehicular traffic speed to increase the comfort and safety of cyclists. These improvements have the potential to

reduce the design speed of the boulevard. City staff would then analyze collision data and conduct a follow up speed survey to assess the efficacy of the improvements, and would work with the Traffic Safety and Parking Committee to consider reducing the speed limit to 25 miles per hour if the data supports such a conclusion.

) Cities such as the City of Berkeley, City of Emeryville, and City of Oakland, have worked together using traffic calming and traffic diverting measures along with visible on-road bicycle facilities to establish low-stress bicycle boulevards along low-traffic streets, thereby creating interconnected bicycle networks. The Cities of San Bruno and Millbrae are using a similar approach to establish a low-stress bicycle route that would close a critical cycling gap between the San Bruno and Millbrae Caltrain stations.

) This the right time for the City to bring this project forward as the City has already appropriated funding to resurface approximately 90% of the road included within the project scope area, and the timing of the resurfacing would align with the June 2020 deadline to complete the bicycle and pedestrian improvements associated with this project. According to the Federal Highway Administration's document "Incorporating On-Road Bicycle Networks into Resurfacing Projects", timing bicycle and pedestrian improvements to align with road rehabilitation projects can result in a combined project that could cost just 40% of what the project would cost if it were pursued at a later date.

- b. Describe how the project reduces the risk of collision injury to people walking or cycling. Cite relevant data and sources such as crash history.

According to the Transportation Injury Mapping System (TIMS), there were 15 collisions on Huntington/San Antonio Avenues and around Lomita Park Elementary from 2011-2016 involving bicycles and/or pedestrians.

The project scope includes low-cost traffic calming measures such as traffic circles, medians, and bulb outs as well as a speed survey and collision data analysis to assess the efficacy of the measures, and use this information to inform decision-making towards future traffic calming measures. The existing road is straight, which correlates with higher-speed traffic. The above measures would require additional attention from drivers with the intention of reducing speeds. Treatments such as bulbouts are commonly used to reduce pedestrian crossing times and enhance visibility. The City will use local matching funds for the speed survey and collision data analysis.

The improvements around Lomita Park Elementary are designed with the principles of Safe Routes to Schools in mind: to provide a safe environment for parents and children to walk and bike to and from school, and are consistent with the audit conducted with Alta Planning and Design.

- c. Access to high-use activity centers: List the destinations the project serves and estimate the number and frequency of people accessing these locations. For projects that serve both walking and bicycling, identify the features that serve walking transportation. Estimate the proportion of the project cost going toward pedestrian facilities. (See *instructions*)

Huntington/San Antonio Avenue is currently designated as a major North-South collector street that runs the length of the City. The road runs parallel to El Camino

Tanforan, Downtown San Bruno, and the San Bruno Civic Center (City Hall, Library, and Fire Station 51) as well as Lomita Park Elementary School.

As part of the Walk 'n Bike Plan grant, the City conducted bicycle and pedestrian counts in September 2016, on a weekday at peak morning (7-9am), afternoon (2-4pm), and evening (4-6pm) times. Only one count location is within the vicinity of the project area. The counts were as follows at San Bruno Ave and Huntington Ave:

- o 1374 pedestrians and 140 cyclists

Ridership on Caltrain and BART continues to rise in San Bruno. Per Caltrain's annual ridership report, a total of 721 passengers boarded the train in San Bruno in February 2016, an increase of approximately 5% from February 2015. Ridership in San Bruno increased almost 30% in February 2015 after the completion of the Grade Separation Project. BART ridership has increased by approximately 10% since 2011.

- d. This project includes facilities that serve walking trips: Yes No
- e. Degree to which this project improves conditions for bicycling and/or walking for transportation purposes:
- Primarily Transportation
 - Transportation & Recreation
 - Primarily Recreation
- f. Estimate the typical distances of walking and/or bicycling trips that will use this facility and, if available, demographic characteristics:

The distance of the project area between the San Bruno Caltrain and Lomita Park Elementary school is approximately 1.3 miles. The school's surrounding neighborhood, with flat, short blocks and higher relative density (low-density residential as opposed to single-family residential), is highly suitable for walking when accompanied by appropriate crossing improvements and traffic calming measures.

Many commuters to San Bruno use Caltrain to travel to work. San Bruno Caltrain and Millbrae Caltrain stations are approximately 3 miles apart, and are located in two different Caltrain zones. As such, a commuter traveling from San Bruno to Redwood City on Caltrain could save approximately 4 dollars per day by cycling to Millbrae to begin the trip. Linking low-stress cycling routes with Caltrain ridership could result in saved costs for commuters, reduced demand for Caltrain parking and associated spillover effects in adjacent neighborhoods, and result in healthier, lower-carbon trips overall, as opposed to a commuter that uses a single-occupancy vehicle as their "first and last mile" mode of transportation.

As mentioned earlier, the Huntington Corridor is part of Census Tract 6042, which is labeled a Community of Concern by MTC. The tract has approximately 4,000 residents with 15% at 100% poverty level and 34% at 200% poverty according to OSHPD, and has 8.5% of residents walking to work. Huntington Avenue serves as a critical pedestrian and bicyclist connection for low-income commuters and residents of San Bruno between BART, Caltrain, and their home or place of employment. Lomita Park Elementary School serves lower-income residents in Millbrae, some of whom use

San Bruno streets to travel to and from school every weekday. According the State Department of Education data from 2015-2016 school year, 52% of students at the school qualify for free or reduced lunch, compared with 18% in the Millbrae Elementary School District, 33% in the County of San Mateo.

- g. What is the relationship of the project to the existing or regional bicycle or pedestrian routes? Is the project in coordination with neighboring jurisdictions? Explain.

As mentioned earlier, the proposed bicycle route and pedestrian improvements are referenced in numerous planning documents.

This project will link with the upcoming cycletrack project on Huntington Avenue, north of the Caltrain Station. Once these two projects are realized, there will be a direct bicycle and pedestrian connected network from South San Francisco BART to San Bruno to Millbrae BART and Caltrain stations.

San Bruno is working directly with the City of Millbrae on this project. Millbrae is also submitting an application for this grant opportunity that serves to directly augment and enhance San Bruno's proposed project. The City has contacted the Millbrae Elementary School District superintendent's office. Given the timing of this grant application due date (mid-summer), the school district's office has confirmed receipt of the project information but has not been able to officially provide feedback or offer a letter of support.

- h. Project is consistent with local or regional plans (add lines, if necessary):

Type of Plan:	Name of Plan and Page (if applicable)
i. County or City facilities plan <u>San Bruno Walk n' Bike Plan</u>	37, 40, 49, 65, 83
ii. Circulation element of general plan <u>San Bruno General Plan</u>	2-27, 2-29, 4-16, 4-27
iii. San Mateo County Comprehensive Bicycle & Pedestrian Plan	21
iv. Other bicycle, pedestrian, or complete streets plan(s): <u>San Bruno Transit Corridors Plan</u>	50, 158
 <u>San Bruno/South San Francisco Community Based Transportation Plan</u>	44, 48

VII. Funding and Local Match

- a. Enter total project cost, totaling funds from all sources here: \$642,000

TDA Funds requested:	\$ 385,200
Local Funds provided:	\$ 256,800
Local match percentage:	40%

To calculate % Local Match Percentage, please use the following equation:

$$\frac{\text{Local Matching Funds}^*}{\text{Total Project Cost}} = \text{Local Match \%}$$

*Cash Match Only. Please note that local funds cannot include prior funding sources received from other grants.

- b. Can the project be partially funded or divided into phases? Yes No
- c. If applicable, are there any other funds (ie. Grants) as part of the project? Yes No

If yes, please list the funding source and amount:

VIII. Optional Field Video

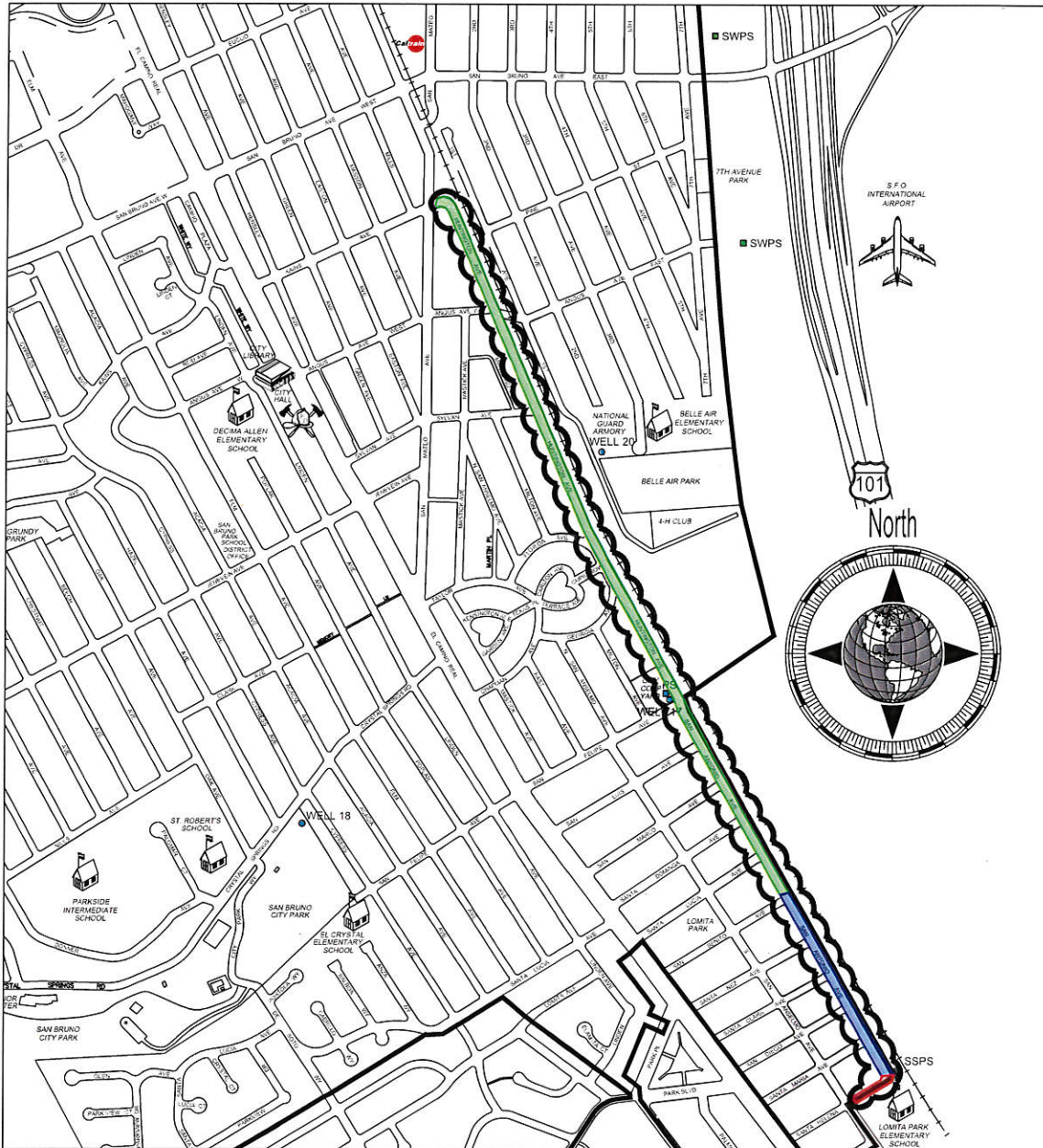
Is a video being submitted as part of this application? Yes No
San Bruno City staff is readily available to provide a field tour, if necessary.

XI. Single Point of Contact Information

Name:
 Title:
 Applicant Agency:
 Telephone:
 E-mail Address:

William Li Management Analyst City of San Bruno 650-616-7069 wli@sanbruno.ca.gov
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Attachment 1



LEGEND



PAVEMENT REHABILITATION (LSR GRANT)



PAVEMENT REHABILITATION (LOMITA PUMP STATION)



PAVEMENT REHABILITATION (TDA ARTICLE 3 GRANT)



BICYCLE ENHANCEMENTS (TDA ARTICLE 3 GRANT)

GRANT OPPORTUNITY - TDA ARTICLE 3



San Bruno BART Station

38 43 133 140
141 398 ECR

San Francisco International Airport BART Station

292 397 398 KX

Attachment 1-A
Project Vicinity Map

Attachment 2

Lomita Park Elementary



Lomita Park Elementary School Recommended Improvements

- 1 **Santa Helena Avenue**
 - Stripe approximately 80 feet of white curb on northeastbound Santa Helena Avenue immediately after San Anselmo Avenue. Install 3 MINUTE LOADING ZONE signs at the leading end of the curb.
- 2 **Santa Helena Avenue and San Anselmo Avenue**
 - Replace existing transverse crosswalks with high-visibility yellow ladder crosswalks.
 - Stripe stop bars in advance of all crosswalks at this intersection.
 - Assign a crossing guard at this intersection in coordination with recommendation #1.
- 3 **San Anselmo Avenue**
 - Repair sidewalk.
- 4 **San Anselmo Avenue at San Juan Avenue**
 - Install high-visibility crosswalks across San Anselmo Avenue.
 - Construct curb ramps on north and east corners.
 - Consider constructing curb ramps and curb extensions on south and west corners.
 - Remove existing school crossing sign on westbound San Anselmo Avenue.
 - Retain current crossing guard as resources allow.
- Option A
- Option B
- 5 **Adjacent to Outbuilding inside School Yard**
 - Install Assembly B signage at crosswalk and Assembly D signage approximately 100 feet in advance of crosswalks.
- Option B
- 6 **San Anselmo Avenue**
 - Consider conducting a warrant for a stop controlled intersection.
 - Install new covered "Park a Bike Varsity Bike Dock" with 4 to 6 bicycle spaces.
- 7 **Santa Helena Avenue at El Camino Real**
 - Widen sidewalk on east side of San Anselmo Avenue between Landing Lane and San Juan Avenue.
- 8 **Santa Helena Avenue at El Camino Real**
 - Install Assembly A school zone signage on northeastbound Santa Helena Avenue immediately after El Camino Real.
- 9 **San Juan Avenue at El Camino Real**
 - Install Assembly A school zone signage on northeastbound San Juan Avenue immediately after El Camino Real.



Table 2: Speed Survey Summary

#	Street	Survey Limits	Existing Speed Limit (mph)	Speed Survey Results (mph)			
				Median	85th Percentile	10-Mile Pace	Percent w/in Pace
1	Cherry Avenue	San Bruno to Sneath	35	32	37	28 - 37	77%
2	College Drive	Skyline College Limits to SR 35/Skyline	30	34	37	29 - 38	82%
3	College Road	Skyline College Limits to City Limits (N)	25	34	37	29 - 38	84%
4	Herman Street	Tanforan To Huntington	30	31	35	27 - 36	82%
5	Huntington Avenue	Forest to City Limits (N)	30	31	36	27 - 36	84%
6	Huntington Avenue	Forest to San Bruno	30	31	34	26 - 35	90%
7	Huntington Avenue	San Bruno to San Felipe	30	30	33	25 - 34	94%
8	San Antonio Avenue	San Felipe to Santa Helena	30	26	30	22 - 31	92%
9	San Bruno Avenue	SR 35/Skyline to I-280	40	42	44	38 - 47	97%
10	San Bruno Avenue	I-280 to El Camino Real (SR 82)	35	37	40	32 - 41	86%
11	San Bruno Avenue	El Camino Real (SR 82) to City Limits (E)	25	28	31	23 - 32	91%
12	Sharp Park Road	SR 35/Skyline to City Limits (W)	40	42	44	38 - 47	96%
13	Shelter Creek Lane	San Bruno to Whitman	30	33	36	28 - 37	89%
14	Sneath Lane	SR/35 Skyline to City Limits (W)	35	34	37	29 - 38	86%
15	Sneath Lane	SR 35/Skyline to I-280	35	28	31	23 - 32	91%
16	Sneath Lane	I-280 to El Camino Real (SR-82)	40	40	43	35 - 44	90%
17	Sneath Lane	El Camino Real (SR-82) to Huntington	30	30	33	27 - 36	95%
18	San Mateo Avenue	Tanforan to El Camino	25	28	32	23 - 32	79%
19	Grundy Lane	Cherry to Elm	25	26	30	23 - 32	91%
20	Crystal Springs Road	Cunningham to Crestmoor	25	35	40	31 - 40	70%

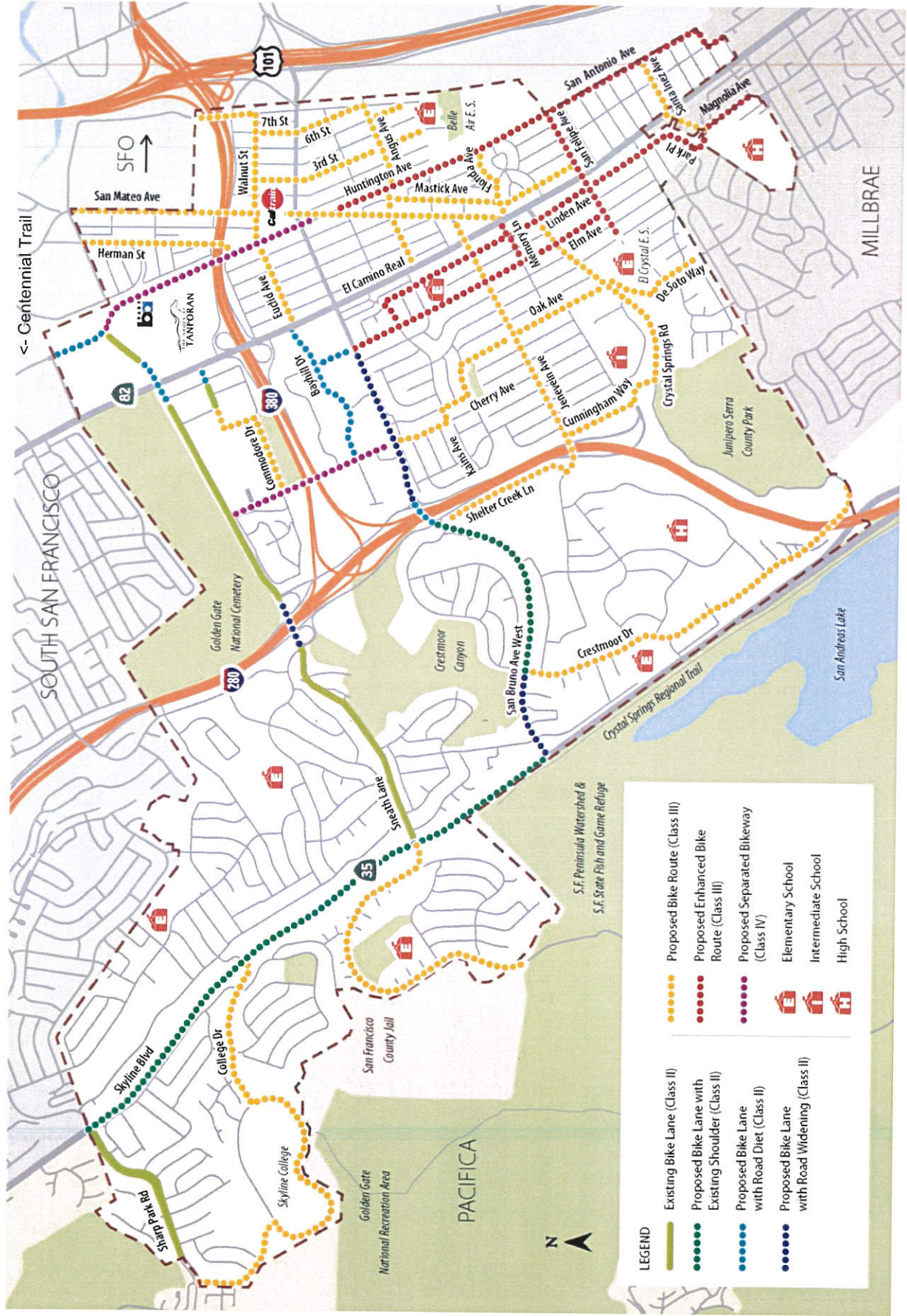


Table 3: Daily Traffic Counts Summary

#	Street	Survey Limits	Direction	Roadway Classification	Traffic Volumes		
					NB/EB	SB/WB	Two Way Total
1	Cherry Avenue	San Bruno to Sneath	NB/SB	Collector	3,650	4,043	7,693
2	College Drive	Skyline College Limits to SR 35/Skyline	EB/WB	Collector	4,527	4,144	8,671
3	College Road	Skyline College Limits to City Limits (N)	EB/WB	Collector	2,827	2,749	5,576
4	Herman Street	Tanforan To Huntington	NB/SB	Collector	2,085	2,334	4,419
5	Huntington Avenue	Forest to City Limits (N)	NB/SB	Collector	5,724	5,714	11,438
6	Huntington Avenue	Forest to San Bruno	NB/SB	Collector	4,626	5,716	10,342
7	Huntington Avenue	San Bruno to San Felipe	NB/SB	Collector	2,297	2,964	5,261
8	San Antonio Avenue	San Felipe to Santa Helena	NB/SB	Collector	1,219	658	1,877
9	San Bruno Avenue	SR 35/Skyline to I-280	NB/SB	Arterial	4,640	5,362	10,002
10	San Bruno Avenue	I-280 to El Camino Real (SR 82)	EB/WB	Arterial	8,143	8,441	16,584
11	San Bruno Avenue	El Camino Real (SR 82) to City Limits (E)	EB/WB	Arterial	9,128	9,933	19,061
12	Sharp Park Road	SR 35/Skyline to City Limits (W)	NB/SB	Collector	11,371	11,727	23,098
13	Shelter Creek Lane	San Bruno to Whitman	NB/SB	Collector	2,299	2,152	4,451
14	Sneath Lane	SR/35 Skyline to City Limits (W)	NB/SB	Collector	1,049	1,024	2,073
15	Sneath Lane	SR 35/Skyline to I-280	EB/WB	Arterial	5,190	5,326	10,516
16	Sneath Lane	I-280 to El Camino Real (SR-82)	EB/WB	Arterial	11,889	9,443	21,332
17	Sneath Lane	El Camino Real (SR-82) to Huntington	NB/SB	Arterial	7,270	6,600	13,870
18	San Mateo Avenue	Tanforan to El Camino	NB/SB	Collector	3,808	3,978	7,786
19	Grundy Lane	Cherry to Elm	EB/WB	Local	441	824	1,265
20	Crystal Springs Road	Cunningham to Crestmoor	EB/WB	Collector	1,514	1,568	3,082



Map 7 | Citywide bikeway network



RESOLUTION NO. 2017 – 66

RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 GRANT APPLICATION TO CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY FOR THE HUNTINGTON/SAN ANTONIO BIKE ROUTE AND LOMITA PARK ELEMENTARY SAFE ROUTES TO SCHOOL PROJECT

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, The City of San Bruno desires to submit a request to the City/County Association of Governments (C/CAG) and MTC for the allocation of TDA Article 3 funds to support the Huntington/San Antonio Bike Route and Lomita Park Elementary Safe Routes to School Project, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists, with a local match obligation should the project be awarded funding.

NOW, THEREFORE, BE IT RESOLVED that the San Bruno City Council authorizes the City Manager to submit a Transportation Development Act Article 3 Grant application to City/County Association of Governments of San Mateo County for the Huntington/San Antonio Bike Route and Lomita Park Elementary Safe Routes to School Project.

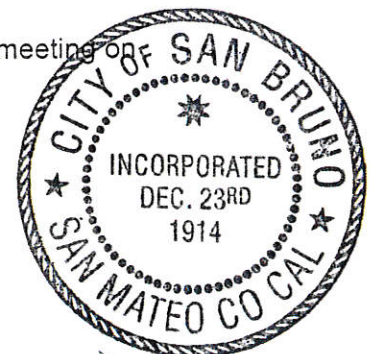
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I hereby certify that foregoing **Resolution No. 2017 - 66** was introduced and adopted by the San Bruno City Council at a regular meeting on July 11, 2017, by the following vote:

AYES: Councilmembers: M. Medina, R. Medina, O'Connell, Mayor Ruane


NOES: Councilmembers: None

ABSENT: Councilmembers: Ibarra




Carol Bonner, City Clerk

I hereby certify this to be a full, true and correct copy of the document it puports to be, the original of which is on file in my office.

Dated: July 12, 2017

City Clerk of the City of San Bruno



July 13, 2017

Jean Higaki, City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School
Project – TDA Article 3 Program Application

Dear Ms. Higaki:

The City of San Bruno's Bicycle and Pedestrian Advisory Committee (BPAC) is pleased to support the City of San Bruno's TDA Article 3 Program application for Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project.

The Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project aims to provide safe and much enhanced bicycle and pedestrian facilities along Huntington and San Antonio Avenues in San Bruno, a critical arterial road that serves as a north-south bicycle connector between the San Bruno and Millbrae Caltrain stations and San Bruno's downtown. Lomita Park Elementary School, located at the San Bruno and Millbrae border, has an established Safe Routes to School program and serves a lower income community. The project would build upon existing awarded grants for bicycle facilities and road rehabilitation and create a complete, low-stress, north-south bicycle corridor from San Bruno's northern to southern border by adding greenbacked sharrows, bicycle route signage, and speed feedback signage from the City's Caltrain station to the City's southern border—a 1.3 mile stretch. Additionally, the project would incorporate Safe Routes to School pedestrian improvements along Santa Helena and San Anselmo Avenues, including crosswalk enhancements, curb striping, curb ramps, and new school crossing signage.

Enhancing pedestrian facilities and adding sharrows along a lower-traffic corridor will create safer, more comfortable spaces for people to walk and bike. This project builds upon existing projects and aligns the timing of the projects to maximize public benefit and minimize costs. The bicycle and pedestrian improvements are consistent with the County's Bicycle Pedestrian Master Plan, San Bruno's Walk 'n Bike Plan, and Millbrae Elementary School District's Safe Routes to School walk audit. If implemented, the project has the potential to create a complete north-south low-stress bicycle route, connecting between South San Francisco BART, San Bruno BART and Caltrain, towards Millbrae Caltrain.

I urge you to favorably consider the City of San Bruno's grant application request to provide much needed pedestrian and bicycle improvements along the Huntington/San Antonio corridor. Thank you for your consideration.

Sincerely,

David Nigel, Chair
San Bruno Bicycle and Pedestrian Advisory Committee



96 N. Third Street, Suite 375
Post Office Box 1927
San Jose, CA 95109

Tel 408.287.7259
Fax 408.213.7559

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SVBC is a 501(c)(3) non-profit organization
EIN 77-0338658

<http://bikesiliconvalley.org>

July 11, 2017
City/County Association of Governments (C/CAG)
Attn: Eliza Yu
555 County Center, 5th Floor
Redwood City, California 94063

Re: Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project

Dear Ms. Yu:

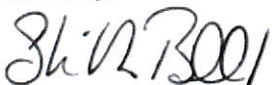
I am writing on behalf of Silicon Valley Bicycle Coalition, a non-profit organization that exists to create a healthy community, environment, and economy through bicycling. We would like to support the City of San Bruno's application for TDA-Article 3 funds for Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project.

The Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project will provide enhanced bicycle and pedestrian facilities along Huntington and San Antonio Avenues in San Bruno. This 1.3-mile project will complete a gap in the bike network between existing and planned projects from South San Francisco BART, to San Bruno BART and Caltrain, and south to Millbrae Transit Center. The project would build upon existing funding for bike facilities and road rehabilitation to create a connected, low-stress, north-south bike corridor by adding green-backed sharrows, bicycle route signage, and speed feedback signage. The City of Millbrae is submitting a separate application to complete their portion.

In addition, the project would incorporate Safe Routes to School improvements for Lomita Park Elementary School along Santa Helena and San Anselmo Avenues, including crosswalk enhancements, curb striping, curb ramps, and new school crossing signage.

Finally, the city worked to incorporate comments from SVBC into their grant, which includes pursuing low-cost traffic calming improvements along Huntington and San Antonio Avenues, such as traffic circles, medians, and bulbouts. They also will work with the city's Traffic Safety and Parking Committee to consider a speed limit reduction from 30 to 25 mph. These considerations will help to create a safer and more attractive street for students and people of all ages biking.

We strongly support the City of San Bruno's grant application for this project. Thank you for the opportunity to comment.

Sincerely,


Shiloh Ballard
President and Executive Director

July 11, 2017

Jean Higaki, City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project –
TDA Article 3 Program Application

Dear Ms. Higaki:

On behalf of the San Mateo County Health System, I am pleased to provide this letter in support of the proposed City of San Bruno's TDA Article 3 Program application for Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project. I applaud the city for its efforts to institutionalize its safe routes efforts through the new plans, and the positive health, equity, and environmental outcomes its work will foster. We are strongly committed to retrofitting our neighborhoods to safely support walking and biking as a form of everyday physical activity and transportation to contribute to the health and vibrancy of San Mateo County residents of all ages.

54% of adults in San Mateo County do not engage in regular physical activity, and over 75% of adults are overweight or obese. These factors contribute to fast rising diabetes rates and other chronic diseases. Biking and walking are excellent strategies to prevent and improve these health conditions. Encouraging children's healthy behavior early can support improved outcomes through the life course. Improved safe bike/walk infrastructure is vital to supporting active transportation.

The Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project aims to provide safe and much enhanced bicycle and pedestrian facilities along Huntington and San Antonio Avenues in San Bruno, a critical arterial road that serves as a north-south bicycle connector between the San Bruno and Millbrae Caltrain stations and San Bruno's downtown. Lomita Park Elementary School, located at the San Bruno and Millbrae border, has an established Safe Routes to School program and serves a lower-income community. The project would build upon existing awarded grants for bicycle facilities and road rehabilitation and create a complete, low-stress, north-south bicycle corridor from San Bruno's northern to southern border by adding greenbacked sharrows, bicycle route signage, and speed feedback signage from the City's Caltrain station to the City's southern border—a 1.3mile stretch. Additionally, the project would incorporate Safe Routes to School pedestrian improvements along Santa Helena and San Anselmo Avenues, including crosswalk enhancements, curb striping, curb ramps, and new school crossing signage.

As part of our mission to create healthy communities, the Health System encourages C/CAG to support the City of San Bruno's efforts to improve multimodal safety and daily walking and biking for the youngest users of our roads. If you have any questions about the Health System's support for this proposal, please contact Heather Arata, Community Health Planner, at 650-573-2304 or harata@smcgov.org. Thank you for your consideration.

Sincerely,



Shireen Malekafzali
Senior Manager for Health Policy, Planning, and Equity
San Mateo County Health System, Public Health, Policy, and Planning (PHPP) Program





July 6, 2017

Jean Higaki
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project – TDA Article 3 Program Application

Dear Ms. Higaki:

On behalf of TransForm, I am pleased to support the City of San Bruno's TDA Article 3 Program application for Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project.

TransForm promotes walkable communities with excellent transportation choices to connect people of all incomes to opportunity, keep California affordable and help solve our climate crisis. With diverse partners we engage communities in planning, run innovative programs, and win policy change at the local, regional, and state levels. We've won literally billions of dollars and groundbreaking policies in support of public transportation, smart growth, affordable housing, and bicycle/pedestrian safety.

The Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project aims to provide safe and much enhanced bicycle and pedestrian facilities along Huntington and San Antonio Avenues in San Bruno, a critical arterial road that serves as a north-south bicycle connector between the San Bruno and Millbrae Caltrain stations and San Bruno's downtown. Lomita Park Elementary School, located at the San Bruno and Millbrae border, has an established Safe Routes to School program and serves a lower income community. The project would build upon existing awarded grants for bicycle facilities and road rehabilitation and create a complete, low-stress, north-south bicycle corridor from San Bruno's northern to southern border by adding greenbacked sharrows, bicycle route signage, and speed feedback signage from the City's Caltrain station to the City's southern border—a 1.3 mile stretch. Additionally, the project would incorporate Safe Routes to School pedestrian improvements along Santa Helena and San Anselmo Avenues, including crosswalk enhancements, curb striping, curb ramps, and new school crossing signage.

Enhancing pedestrian facilities and adding sharrows along a lower-traffic corridor will create safer, more comfortable spaces for people to walk and bike. This project builds upon existing projects and aligns the timing of the projects to maximize public benefit and minimize costs. The bicycle and

pedestrian improvements are consistent with the County's Bicycle Pedestrian Master Plan, San Bruno's Walk 'n Bike Plan, and Millbrae Elementary School District's Safe Routes to School walk audit. If implemented, the project has the potential to create a complete north-south low-stress bicycle route, connecting between South San Francisco BART, San Bruno BART and Caltrain, towards Millbrae Caltrain:

I urge you to favorably consider the City of San Bruno's grant application request to provide much needed pedestrian and bicycle improvements along the Huntington/San Antonio corridor. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Clarrissa", with a long horizontal flourish extending to the right.

Clarrissa Cabansagan
Sr. Community Planner
TransForm



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

REUBEN D. HOLOBER Mayor
GINA PAPAN Vice Mayor
ANN SCHNEIDER Councilwoman
WAYNE J. LEE Councilman
ANNE OLIVA Councilwoman

July 10, 2017

Jean Higaki, City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project - TDA Article 3 Program Application

Dear Ms. Higaki:

The City of Millbrae is pleased to support the City of San Bruno's TDA Article 3 Program application for Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project.

The Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary Safe Routes to School Project aims to provide safe and much enhanced bicycle and pedestrian facilities along Huntington and San Antonio Avenues in San Bruno, a critical arterial road that serves as a north-south bicycle connector between the San Bruno and Millbrae Caltrain stations and San Bruno's downtown. Lomita Park Elementary School, located at the San Bruno and Millbrae border, has an established Safe Routes to School program and serves a lower income community. The project would build upon existing awarded grants for bicycle facilities and road rehabilitation and create a complete, low-stress, north-south bicycle corridor from San Bruno's northern to southern border by adding greenbacked sharrows, bicycle route signage, and speed feedback signage from the City's Caltrain station to the City's southern border—a 1.3 mile stretch. Additionally, the project would incorporate Safe Routes to School pedestrian improvements along Santa Helena and San Anselmo Avenues, including crosswalk enhancements, curb striping, curb ramps, and new school crossing signage.

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I urge you to favorably consider the City of San Bruno's grant application request to provide much needed pedestrian and bicycle improvements along the Huntington/San Antonio corridor. Thank you for your consideration.

Sincerely,

[Handwritten signature of Khee Lim]

Khee Lim
City Engineer

[Handwritten signature of Mackenzie Brady]

Mackenzie Brady
Recreation Superintendent

Table with 4 columns: City Council/City Manager/City Clerk, Building Division/Permits, Community Development, Finance, Fire, Police, Public Works/Engineering, Recreation. Includes phone numbers for each department.