

San Bruno South San Francisco CBTP (2012)

Review of Implementation of Transportation Strategies Action Plan

Strategy	Description	Expected Outcomes	Lead Agency	Partners	Completed, Ongoing, Not Started	Status/Follow up Needed
Improve Transit Stop Amenities and Security	Provide amenities at transit stops and stations to enhance the comfort and safety of transit users.	Additional shelters and other amenities proposed at ~19 locations in study area in SSF; 5 in study area in San Bruno along ECR	SamTrans	Caltrans for stops on El Camino; cities have responsibility for many bus stop elements	Ongoing	SamTrans to implement bus shelters beginning with priority stops identified in its Bus Stop Improvement Plan. [includes 27 in City of SSF and 14 in City of SB (https://www.samtrans.com/media/33311)]
Improve Affordability of Public Transit for Low-Income Users	Expand pass and discount fare programs available to low income transit riders, especially those who have to transfer once or more during travel.	Reduce transit costs for low-income riders, especially those who have to ride multiple buses to complete trip.	MTC, HSA	SamTrans	Ongoing	South San Francisco launched the free South City Shuttle for local trips. MTC has also rolled out Clipper Start for discounted bus and rail fares. However, Clipper Start adoption has been low due to complexities of eligibility and sign up. Fare coordination discussions are ongoing at the regional level. San Bruno: developed Walk n Bike Plan (2016) including proposed additions to Bicycle network, need info on implementation SSF - Planning: Adopted Active South City Plan in 2022; Local Roadway Safety Plan in 2022; City Council adopted a Vision Zero Policy, and the City was just this week! awarded \$440K in SS4A funds to develop a Vision Zero Action Plan.
Improve Bicycle Amenities	Improve safety and access for bicyclists by: expanding bicycle network; providing additional bike parking near transit stops and stations; providing more bike storage on transit vehicles.	More bicycle services would expand low income residents' access to transit stations and other near destinations	San Bruno, South San Francisco, C/CAG, SamTrans, BART, Caltrain	MTC for Bay Trail	Ongoing	City of SSF has a "Every Kid Deserves a Bike Program" which gave out 150 bicycles in 2022, and 350 in 2023. Operated by the City Manager's Office. Bike share program briefly existed in 2017 in SSF (Lime/Spin) but was not financially sustainable. CCAG continuing to evaluate micromobility options. Peninsula Clean Energy has an e-bike rebate of up to \$1,000.
Provide Free or Low Cost Bicycles	Partner with CBOs to develop, enhance or expand a bicycle donation program	Improve mobility of low-income population by providing free or low-cost bicycles to those in need	City of South San Francisco; CBOs (Silicon Valley Bicycle Coalition?)	Thrive Alliance, bike shops and committees, Social Service, Community orgs listed as potential partners	Ongoing	City of SSF has a "Every Kid Deserves a Bike Program" which gave out 150 bicycles in 2022, and 350 in 2023. Operated by the City Manager's Office. Bike share program briefly existed in 2017 in SSF (Lime/Spin) but was not financially sustainable. CCAG continuing to evaluate micromobility options. Peninsula Clean Energy has an e-bike rebate of up to \$1,000.
Improve Pedestrian Amenities	Suggested improvements to pedestrian safety and access at key locations across study area using traffic calming techniques, closing gaps in pedestrian network and installing landscaping	Provide traffic calming activities at key intersections in SB and SSF, along El Camino Real and near BART stations; address identified gaps in pedestrian network; improve street crossings, add landscaping or sidewalk ramps at recommended locations	San Bruno, South San Francisco		Ongoing	SSF upgraded El Camino Real between BART Station and Arroyo Drive and will be launching a study of additional improvements. San Bruno and SSF planning access improvements around San Bruno BART Station along Huntington and Sneath.
Increase Public Access to Information about Transportation Options	Improvements to education, information and outreach related to transit to address residents' needs for information and info availability related to transit schedules, bicycle use and safety, driver education and sharing the road, info and incentives related to carpooling and carshare programs	Create/expand educational Mobility Ambassador programs; conduct targeted outreach with CBOs that serve low income residents; provide SamTrans schedule information at bus stops	CBOs, SamTrans	CBOs, SamTrans, BART, adult schools, community colleges, churches, HAS	Completed and Ongoing	Mobility Ambassadors, How to Ride and Senior Mobility Guides on samtrans website. SSF webpage on the Free South City Shuttle. SamTrans team requests their creative services team be invited to hear feedback from community related to information.

San Bruno South San Francisco CBTP (2012)

Review of Implementation of Transportation Strategies Action Plan

Strategy	Description	Expected Outcomes	Lead Agency	Partners	Completed, Ongoing, Not Started	Status/Follow up Needed
Increase SamTrans Bus Service	Increase frequency and service hours of SamTrans bus service to address resident needs, including more frequent service, additional service on nights/weekends	Increased service frequency on SamTrans routes 390/391, 292, 122; provide additional late night, weekend and special event service on selected routes (extended Sunday service: 130, 132, 133; weekend and holiday service to senior centers, library and key communities, weekend service on 141, 24 hour service on selected routes.	SamTrans		Changes and updates ongoing	SamTrans cut service in SSF and San Bruno in 2013. The South City Shuttle partially backfilled these service cuts. Reimagine SamTrans incrementally expanded service in 2022 but service levels have not reached the targets identified in the CBTP.
Improve Connectivity of Existing Transit Service	Improved connections between SamTrans routes, coordination with regularly scheduled events like end of school day, and timed connections with Caltrain and BART	Improved connectivity between SamTrans routes and San Bruno BART and CalTrain Station by timing connections for arrivals and departures; include a direct connection between SamTrans routes and SSF CalTrain station; timed connections at end of high school days which match student departure times; timed connections for SamTrans routes 141 and 390/391	SamTrans		Ongoing	Schedules are not timed due to inconsistency of Caltrain service and low frequency of SamTrans service. Upcoming service expansion due to Caltrain Electrification presents opportunities for improved transfers.
Improve Access to the South San Francisco Caltrain Station	Improved access at stations is needed for seniors, people with disabilities, bicyclists and pedestrians;	Provide safety and wayfinding improvements, including redesign to link to Grand Ave and downtown SSF, ADA compliance, accomodation for shuttle services; add sidewalks and bicycle lanes in immediate vicinity of station	CalTrain, South San Francisco		Completed	Station was relocated in 2021; the new station includes direct entrances to downtown and East Grand Avenue. The City is continuing to work on access improvements along Airport Boulevard and east of 101. SSF: In a few weeks, the City will be opening the new Karyl Matsumoto Plaza, the new plaza at the SSF Caltrain station



San Bruno / South San Francisco Community-Based Transportation Plan Update

Task 3.1: Review of Updates to Specific Intersections named in the 2012 CBTP Action Plan

The lists below include corridors and intersections recommended by community members as areas in need of additional bicycle and/or pedestrian amenities and improvements. MIG and Fehr and Peers reviewed available datasets including the street views on Google and Bing search engine maps and the San Mateo County Bicycle Facilities GIS dataset for updates to these corridors and intersections. An in-person review of existing facilities and improvements should be included during engagement and/or before this plan update is finalized.

Strategy 3: Improve bicycle amenities (p.43-44)

List of streets identified for consideration by residents for Class II bicycle lanes (painted stripe bike lane at side of road):

- A. Huntington Avenue/San Antonio Avenue in San Bruno: newly created facilities along the corridor, in GIS dataset (2024)
- B. Grand Ave, SSF: bike facilities in portions of Grand Avenue east of 101 and west of Spruce Avenue (GIS dataset, 2024)
- C. West Orange Ave, SSF: class 2 along orange memorial park, recent facilities extend beyond park in both directions (GIS dataset)
- D. San Bruno Ave, San Bruno: no visible bike facilities in study area (2022 and 2023 Map Streetview review and GIS dataset)
- E. ECR in SSF and San Bruno: Class II lanes north of Westborough Blvd in SSF, none are visible south of Westborough and into San Bruno (2022 and 2023 Map Streetview review)
- F. Airport Blvd to Caltrain, SSF: bike facilities on Airport Boulevard north of the Caltrain station (2022 and 2023 Map Streetview review and GIS dataset, 2024)

Strategy 5: Improve pedestrian amenities (p.48-49)

Several intersections in South San Francisco and San Bruno identified by residents and in the 2012 action plan as in need of specific types of upgrades. The list below reviews these intersections and locations, and the types of improvements recommended and provides updates as available to each. Review did not include suggestions for traffic calming and improved crossings at “various locations along ECR.”

I. Traffic calming techniques:

San Bruno

- A. 2nd Avenue and San Bruno Avenue
 - None visible (2022); pedestrian yield sign on San Bruno crosswalks
- B. 7th and Pine Street
 - None visible (2022). No visible crosswalks
- C. Green Avenue and San Bruno Avenue
 - None visible (2022). Crosswalks (white lines)
- D. Huntington Avenue/San Antonio Avenue
 - Expanded median (with missing bollards) at stop sign on San Antonio Ave south of Huntington. No visible crosswalks (2022)
- E. BART Stations
 - Bart San Bruno: Median barriers
 - Bart SSF: Chicanes and medians on Colma Creek, N of Station; none visible on Mission Ave

South San Francisco

- F. Grand Avenue and Linden Avenue
 - Bulb outs on Grand Ave W and E of Linden; brick crosswalk (2022)
- G. West Orange Avenue and Tennis Drive
 - None visible (2022); “ped crossing” paint, white crosswalk with diagonal lines on W Orange at Orange Memorial Park
- H. Airport Boulevard to Caltrain
 - Sidewalk with barrier along Grand between Airport and Caltrain
- I. Baden Avenue and Chestnut Avenue
 - None visible, no crosswalks
- J. Baden Avenue and Linden Avenue
 - Bulb out on Linden Ave, NE of intersection with Baden at bench
- K. El Camino Real and the areas surrounding BART stations were also identified for traffic calming.

II. Gaps in the pedestrian network

- A. Across U.S. Route 101 from downtown South San Francisco to the South San Francisco Caltrain station and east of U.S. Route 101 (South San Francisco)
 - Walking path and stairs along Grand
- B. Westborough Boulevard between Camaritas Avenue and Junipero Serra Boulevard (South San Francisco – not in the study area)
- C. El Camino Real from Hickey Boulevard to Serramonte Boulevard (South San Francisco – not in the study area)

III. Improved Street Crossings

- A. El Camino Real and San Bruno Avenue (San Bruno)
 - 6 lanes of traffic, white line crosswalks (2022 view)
- B. Green Avenue and San Bruno Avenue (San Bruno)
 - White line crosswalks (2022 view)
- C. Angus and 1st Avenue (San Bruno)
 - White line crosswalks, painted “STOP” (2022 view)
- D. Various locations across El Camino Real (San Bruno and South San Francisco)

IV. Sidewalk landscaping and street trees needed

- A. San Bruno Avenue (San Bruno) [notes heading west:]
 - Median at Mills Ave – one tree
 - Median at second Ave – one tree
 - Single street trees along SB between Easton and ECR, no median or landscaping
 - Median with street trees and landscaping between ECR and Elm
- B. Airport Boulevard and 2nd Lane (South San Francisco)
 - One tree, otherwise empty median, new construction in area (2022)
- C. Hillside Boulevard (South San Francisco)
 - High vis cross walks at Arden, and nearby school crossing, bike lane, still need trees/landscaping near Paradise Valley Park
 - New landscaping and trees in medians near hillside elementary
- D. 2nd Avenue (San Bruno) (out of current study area)
- E. Hickey Boulevard (out of current study area)