



## **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)