



## City Council Agenda Item Staff Report

CITY OF SAN BRUNO

---

**DATE:** February 14, 2023

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Jovan D. Grogan, City Manager

**PREPARED BY:** Matthew Lee, P.E., Public Works Director

**SUBJECT:** Adopt Resolution Adopting the Safe Routes to School Plan

### BACKGROUND:

In 2021, the City of San Bruno (City) initiated the development of a comprehensive, citywide Safe Routes to School Plan (SRTS Plan). The concept for developing a SRTS Plan arose from the City's first pedestrian and bicycle master plan, the Walk 'n Bike Plan (Plan), which was adopted in 2016. This 2016 Plan gathered information from the public on the barriers, obstacles and challenges to walking and biking in the city; the needs and concerns of local pedestrians and cyclists; specific problem areas and locations; and ideas and suggestions for improving locations. Several themes emerged as especially important areas of concern and as key focus areas for improvements regarding children and school routes.

The City's SRTS Plan would serve to address some of those key focus areas by making it safer and more accessible to walk, bicycle and/or take transit or carpool. Specifically, the SRTS Plan would:

- Include school specific summaries that describe existing conditions and a list of prioritized projects.
- Provide training, resources, and customized support to schools in collaboration with district and school administration, parents, teachers, and local community-based organizations.
- Once implemented, increase the number of students who chose active or shared modes of transportation to school.

The overall goal of the SRTS Plan would be to make San Bruno a healthier, safer, more sustainable, and environmentally sound community, with improved air quality and less traffic congestion, by reducing the number of school-related automobile trips.

In June 2020, the City was awarded grant funding in the amount of \$248,929 with a \$32,251 local match requirement by the California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program to develop the City's Safe Routes to School Plan.

In February 2021, the City issued a Request for Proposals for professional consulting services for the development of their SRTS Plan. Alta Planning + Design (Alta) was selected as the consultant firm for this project and in November 2021 Alta began their work on the SRTS

Plan. After 14 months of intensive collaboration, review, and analysis of 12 schools across San Bruno, Alta's efforts culminated in the development of the SRTS Plan.

Key community engagement items leading up to the development of the SRTS Plan consisted of:

- February 17, 2022, July 28, 2022, and October 25, 2022 – Community Workshops to obtain feedback from the school community.
- September 7, 2022 – Presentation to the Bicycle and Pedestrian Advisory Committee
- September 14, 2022 – Presentation to the Traffic, Safety & Parking Committee
- October 18, 2022 - SRTS Plan released for public review and comment.
- December 19, 2022 - SRTS Plan shared with the City.
- January 9, 2023 – SRTS Plan released for public review.
- January 10, 2023 - City Council Study Session attended by community members and staff in person and via Zoom.
- February 8, 2023 - Informational presentation to the San Bruno Park District School Board.

The SRTS Plan is being presented to the City Council for formal adoption.

## **DISCUSSION:**

### *Plan Objective and Goals*

The SRTS Plan is framed on the six Es of Safe Routes to School (Evaluation, Engineering, Education, Encouragement, Engagement, and Equity), and is informed by input from school and community-based groups such as parent-teacher organizations, citizen advisory committees, three open community meetings, online parent and student surveys, in-depth analysis of collision data, and comprehensive walking audits at each school. The SRTS Plan captures the intended goals and vision of Safe Routes to School programming, identifying countermeasures (e.g., engineering strategies such as traffic calming and improvements to pedestrian infrastructure, education strategies, and encouragement strategies) that support safer walking and biking for all students and families, including our most vulnerable residents, to school and other destinations in their neighborhood.

### *Plan Summary*

To understand existing conditions, the project team collected three types of data:

- Collision analysis:
  - Involved weighting street segments for collision severity, collisions involving youth, and collisions involving people walking or biking.
  - Resulted in Safety Priority Index identifying corridors with the most significant safety challenges.
  - Resulted in collision summaries for the nine fully-participating schools, as well as a Citywide summary.
- Walk audits:
  - Conducted at all nine fully-participating schools.
  - Attended by district staff, school administrator, parents, consulting staff.

- Participants observed biking/walking circulation, street crossings, safety issues, interactions between people walking/biking and driving, barriers and opportunities.
- Engagement:
  - Parent/community survey to identify issues and opportunities.
  - Online interactive map to identify routes and issues.
  - Parent Teacher Organizations (PTO)/Parent Teacher Associations (PTA) coordination – including presenting for all active PTO groups.
  - Three virtual open houses – first to identify issues and opportunities, then to provide input on draft recommendations, and finally to weigh in on the final plan draft.

With this information, the project team identified infrastructure and non-infrastructure recommendations to address findings from the three sets of data. Infrastructure recommendations were prioritized (for each school, as well as overall) based on a combined score aggregating the project cost, efficacy as measured by crash modification factors, and location on the Safety Priority Index.

#### Plan Findings

- Collision analysis
  - Unsafe speed is the top primary crash factor in school study areas.
  - Crashes spike between 3:00 and 4:00 PM, as students are traveling home.
  - 64% of pedestrians involved in collisions were struck while legally crossing in a crosswalk at an intersection.
- Over 400 citywide survey responses
  - Main concerns about getting kid(s) to/from school:
    - Speeding traffic along route (41%).
    - Unsafe intersections (39%).
    - Too much traffic along the route (36%).
  - Specific locations of concern identified at most schools.

#### Citywide Recommendations

- 92 total projects at a cost of \$7,597,700.
- 22 high priority projects at a cost of \$495,150.
- 14 non-infrastructure programs, recommended a total of 35 times.

Table 1: Citywide Project Priority Levels and Costs			
Project Priority Level	Number of Projects	Percent of Total Projects	Sum of Cost
High	22	24%	\$495,150
Medium	38	41%	\$2,132,250
Low	32	35%	\$4,970,300
<b>Total</b>	<b>92</b>		<b>\$7,597,700</b>

#### Funding Plan

Future funding to implement part or all of the SRTS Plan may come from a range of sources including:

- Grants or other funding opportunities from federal sources such as the U.S. Department of Transportation's Highway Safety Improvement Program, state funding from the California Department of Transportation's Clean California Local Grant Program, and/or county funding from San Mateo County's Office of Education via competitive application processes. Alta provided the City with a comprehensive list of potential funding opportunities as part of the SRTS Plan. Applications will be strategically determined based on the potential funder's priority funding areas.
- To address the higher priority projects identified in the SRTS Plan, the City plans to request local funding for a Safe Routes to School Project in its upcoming FY2023-24 Capital Improvement Program (CIP) budget focused on the higher priority projects which are determined to be achievable within the CIP plan.
- City Council can also decide to self-fund any of the recommended improvements that they deem a priority with City Funds.

#### San Bruno Park School District

City staff and Alta made an informational presentation to the San Bruno Park District School Board on February 8, 2023. At the meeting, a board member made a recommendation to add an additional stop sign near Parkside Intermediate School at the intersection of Cherry Avenue and Niles Avenue. Given that this does not serve a school entrance, the City will review this recommendation as part of the annual CIP budget. Funding opportunities would be considered potentially in conjunction with SRTS implementation.

#### Conclusion

The SRTS Plan highlights the importance of walking, bicycling, and other forms of active transport to school. Once implemented, the SRTS Plan provides the City with a plan to achieve those highlights. The direct benefits include increased physical activity and associated wellness and learning outcomes for students, as well as concurrently benefitting students and the community via safety enhancements, reduced vehicle traffic, and reduced air pollution near schools.

#### Council Action on the SRTS Plan

The recommended City Council action is to adopt a resolution adopting the SRTS Plan as presented at the City Council Study Session on January 10, 2023. Accepting the SRTS Plan would not include any action related to actual implementation, funding, or physical construction. When actual implementation or construction is proposed in the future as part of a City-initiated project, more detailed analysis, funding identification, and environmental review will be conducted, as needed, at that time.

#### **FISCAL IMPACT:**

The adopted FY 2020-21 Capital Improvement Program Budget includes a project with appropriation for the development of the Safe Routes to School Plan. The cost of the SRTS Plan preparation has been fully funded by \$248,929 of Caltrans grant funding and \$32,251 of Measure A local match for a total project budget of \$281,180.

As part of the future budget process (refer to "Funding Plan" above), specific implementation projects and items will be studied and proposals presented for City Council action. Additional funding will be needed for implementation of the various recommendations within the SRTS Plan. However, at this time, staff is not seeking an appropriation of funds for implementation

action; such request will be presented to City Council as the recommendations are further analyzed and resources are needed.

**ENVIRONMENTAL REVIEW:**

This project meets criteria set forth in State California Environmental Quality Act (CEQA) Guideline Section 15262 “Planning and Feasibility Studies” which can be used for projects or actions involving only feasibility or planning studies for possible future actions which the agency has not approved, adopted or funded and does not require preparation of an Environmental Impact Report, but does require consideration of environmental factors; and where the exceptions listed in CEQA Guidelines Section 15003.2 would not apply. The City Council is taking action to accept the SRTS Plan which qualifies as a “planning and feasibility study,” as no actual implementation or construction will occur as a result of the SRTS Plan’s adoption. When actual implementation or construction is proposed in the future as part of a project subject to CEQA, environmental review will be conducted at that time.

Therefore, the project qualifies for a Categorical Exemption pursuant to CEQA Guidelines Section 15262 “Planning and Feasibility Studies,” and none of the potential exceptions to the use of this Categorical Exemption apply to this project. This project has no potential to cause a significant effect on the environment and therefore also qualifies for a Categorical Exemption pursuant to CEQA Guidelines Section 15061 (b) (3) “Review for Exemption.”

**ALTERNATIVES:**

1. No action. Staff does not recommend this alternative as it does not allow for the SRTS Plan to be adopted and implementation of the SRTS Plan recommendations.
2. Direct staff to work with the consultant to revise the SRTS Plan.

**RECOMMENDATION:**

Adopt resolution adopting the Safe Routes to School Plan.

**ATTACHMENTS:**

1. Resolution
2. Safe Routes to School Plan (February 2023)

**DATE PREPARED:**

January 31, 2023

**DISTRIBUTION:**

None.