

RECOMMENDED IMPROVEMENTS

This chapter documents the recommended infrastructure improvements for South San Francisco as a part of the *Pedestrian Master Plan*. It is supported by the forthcoming Funding and Implementation chapter, the Pedestrian Design Guidelines, and lists of crosswalk, curb ramp and sidewalk inventories, which will be provided as appendices in the final plan. The following is a brief outline of this chapter.

SECTION OUTLINE
Introduction
Citywide Project Recommendations <ul style="list-style-type: none">Sidewalks and PathwaysIntersection Crossing TreatmentsADA AccessHigh Speed TrafficLinear Barriers
Site-Specific Recommendations
Concept Plans (forthcoming)

INTRODUCTION

The pedestrian improvements recommended in this chapter are aimed to enhance pedestrian access, safety and circulation within South San Francisco. This section documents the recommended pedestrian improvements throughout the City including closing the key pedestrian network gaps, programmatic improvements, as well as specific site improvements. Projects were selected based on review of previous plans, City and BPAC input and findings from the walking audits.

CITYWIDE PROJECT RECOMMENDATIONS

The Existing Conditions chapter identified key issues and gaps in the pedestrian network. Certain issues reoccur throughout the City. Recommended improvements for these citywide issues are divided into five categories, each of which is identified and discussed below:

- Sidewalks
- Intersection Crossing Treatments
- ADA Access

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- Speed Reduction Measures
- Linear Barriers

SIDEWALKS

Two types of sidewalk improvements are recommended: those that fill in the gaps where sidewalks do not currently exist, and those that improve existing sidewalks that do not meet ADA standards. Sidewalk gaps are areas in South San Francisco where there are either no sidewalks on a street or where sidewalks only exist on one side of the street, as shown in **Figure 2** of Chapter 3. Most sidewalk gaps are located in the East of 101 area or on the western side of the City. Many existing sidewalks in the City are narrow and some are blocked by obstacles such as utility poles, which are a major barrier to pedestrians with visual impairments. The citywide inventory of crosswalk gaps can be found in **Appendix X (forthcoming)**. Completing these gaps will be an ongoing effort by the City and will require a sustained funding source. The Implementation Chapter of this plan will address prioritization and funding of these projects.



Grand Avenue sidewalk in Downtown South San Francisco

Sidewalks should be installed in all areas of the City where they are currently missing. ADA accessible curb ramps should be included with any new sidewalk construction. New developments should be required to install ADA accessible sidewalks as a requirement for development approval. A recommended minimum sidewalk width in residential areas is six feet. At locations where obstacles are blocking the sidewalk, the obstacles should either be removed, or the sidewalk should be widened to provide sufficient width for ADA access. In some cases, such as around utility poles and boxes, this may require a curb extension or bulb out. Sidewalks along arterials should have buffers between pedestrians and moving traffic. Buffers may include landscaping or street trees, parallel or angled parking, and striped



Example of bulb out with curb ramp and tactile domes

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bike lanes.

INTERSECTION CROSSING TREATMENTS

Intersections should be designed to enable access for all users. Best practices include providing uniform crosswalk markings, providing high visibility crossing treatments at high risk unsignalized crossings, providing pedestrian countdowns at signalized intersections, and providing pedestrian islands or median tips. Intersection crossing enhancement projects will be an ongoing effort by the City. Potential funding sources for these projects will be discussed in the Implementation chapter.



Ladder crosswalk and ADA accessible curb ramp with tactile domes

Crosswalks should be marked across all legs of an intersection. The walking audits inventoried the locations of crosswalk gaps at some intersections, as shown in **Figure 4** of Chapter 3 and listed in **Appendix X (forthcoming)**. However, a thorough citywide inventory is recommended. A uniform crosswalk policy should be implemented across the City. Currently the City provides crosswalks in the form of two white parallel lines at most intersections. This could be designated as the default treatment. At stop controlled intersections, is recommended to replace all crossings marked with a stop bar and the word “STOP” and replace this with the uniform crosswalk treatment identified by the City. At signalized intersections, all crossings are legal and should be marked. If the City chooses not to mark a crosswalk, the crossing should be closed to pedestrians with a barrier and signage directing them to the closest legal crossing.

High visibility crosswalks, such as ladder striped crosswalks, should be considered at unsignalized crossings with high pedestrian volumes. One uniform high visibility crossing treatment should be used throughout the City. Crossings near schools should be marked in yellow to designate that they are located in a school zone. Additional crossing treatments may be applied in school zones to ensure safe crossing of students or at other unsignalized crossings designated as high risk areas. This may include advanced yield lines, commonly



Pedestrian countdown signal

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referred to as “sharks teeth”, advanced stop bars, pedestrian signage, or flashing beacons. These treatments are described in detail in the **Design Guidelines** (forthcoming).

In order to ensure that pedestrians are aware of the remaining crossing time, pedestrian countdowns should be installed at all signalized intersections. California law requires that countdown signals be installed whenever signal control devices are being upgraded. At pedestrian actuated crossings, one pedestrian push button should be located adjacent to the curb ramp. Pedestrian push buttons for separate directions should not be located on the same pole. These buttons should be located on separate poles, separated by at least 3 feet.

Many arterial streets in South San Francisco have medians which terminate in the crosswalk, partially blocking the crosswalk. These medians should be trimmed back so that they do not block the crosswalk, and a median tip or “thumbnail” should be added on the outer edge of the crosswalk to provide additional pedestrian protection. Pedestrian refuge islands can also be installed to provide pedestrians with a protected place to wait between walk signals while crossing a long intersection.

ADA ACCESS

Pedestrian facilities should be designed to accommodate pedestrians with mobility impairments and should meet Americans with Disability Act guidelines. Best practices include upgrading curb ramps, providing adequate pedestrian clearance intervals, providing accessible pedestrian signals, and removing obstacles on sidewalks. It is recommended that the City develop an ADA Transition Plan that comprehensively addresses these issues.



A mobility assisted pedestrian waits to cross the street in

Many intersections throughout the City are either missing curb ramps or the existing curb ramps are missing truncated domes. The walking audits inventoried missing curb ramps at some intersections, as shown in **Figure 3** of Chapter 3 and listed in **Appendix X (forthcoming)**, but a thorough curb ramp inventory of the entire City should be conducted. Truncated domes provide a tactile signal to the visually impaired as they transition between walking paths or sidewalks and conflict areas such as intersections. Bi-directional curb ramps (i.e., two ramps per corner) are preferred whenever possible, to direct pedestrians into a crosswalk instead of diagonally into the intersection. Curb ramps should be provided at all intersections where they are currently missing in order to provide an accessible pedestrian network. This is important not just for people with disabilities, but for people with strollers, children and seniors.

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As mentioned in Chapter 3, both the Access Board Guidelines and the 2009 Manual of Uniform Traffic Control Devices (MUTCD) recommend setting pedestrian signals based on a maximum of 3.5 feet/second walking speed (rather than 4.0 feet per second). All new facilities that have any federal funding must meet the Access Board’s guidelines. In addition, when any physical changes are made to an existing facility, the facility must be upgraded to the Access Board’s current standards. Long crosswalks throughout the City at signalized intersections should include a pedestrian signal phase based on a 3.5 feet/second walking speed to ensure that pedestrians have sufficient time to cross the intersection.

Accessible pedestrian signals communicate information about crossings to pedestrians with visual impairments with audible tones or vibrating systems. These accessible pedestrian signals should be placed with guidance from the Accessibility Disability Commission.

Cars parked in driveways, blocking the sidewalk is a common obstacle in residential neighborhoods in South San Francisco. Education programs can help to make residents aware that the sidewalk is public right-of-way and blocking it with a vehicle is illegal. Enforcement and encouragement efforts should be implemented to help alleviate this problem. Enforcement could start with “friendly” warnings to alert violators, followed by ticketing for repeat offenders. Additionally, the City’s driveway standards should be reviewed and potentially updated to ensure that they meet ADA standards.

SPEED REDUCTION MEASURES

High vehicle speeds were noted in many areas of the City, both on arterials and in residential neighborhoods. The City currently has a traffic calming program with specific standard treatments. These treatments should be used to reduce vehicle speeds in neighborhoods of concern. Measures included in the traffic calming program are divided into three categories: education and enforcement, speed reducing tools, and cut-through traffic reducing tools. Education and enforcement tools include neighborhood speed watch programs, neighborhood pace car programs, and targeted police enforcement. Speed reducing tools include high visibility crosswalks, textured pavements, in-pavement flashers, signage, radar display units, edgeline striping, curb extensions, traffic circles, raised crosswalks and raised intersections. Cut-through reduction tools include turn restrictions, median barriers, and channelizing barriers. Refer to the South San Francisco Traffic Calming Program for details about these measures and their implementation. Many residential neighborhoods with high vehicle speeds also have rolled curbs. As a result, cars are frequently parked on the sidewalk to



Median island in South San Francisco that functions as a traffic calming circle

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avoid getting hit by oncoming vehicles, however this blocks the sidewalk for pedestrians. One simple measure included in the traffic calming program is to stripe edgelines along the roadway. Edgelines have the apparent effect of narrowing the roadway and therefore encourage drivers to drive more slowly. Painting edgelines with sufficient space for vehicles to park outside the sidewalk would also encourage vehicles to park on the street, rather than on the sidewalk. Education and enforcement measures can also be cost effective solutions, especially when residents are willing to volunteer for programs to address issues on their own streets.



An edgeline demarcates the parking lane & edge of travel lane to reduce vehicle conflicts

LINEAR BARRIERS

Linear barriers physically separate different parts of the City, and present obstacles to walking between neighborhoods. Four major linear barriers exist in South San Francisco: Highway 101, Interstate 280, El Camino Real, and the Caltrain railroad tracks. Crossings at linear barriers should be enhanced to improve pedestrian comfort and safety. This can include pedestrian scale lighting, widening sidewalks, and removing obstacles.

SITE-SPECIFIC RECOMMENDATIONS

This section provides recommendations for site-specific projects within the City. Some of the citywide themes discussed above are reiterated in this project list, including opportunities to fill specific sidewalk, curb ramp and crosswalk gaps, particularly when these gaps coincide with other adjacent pedestrian improvement opportunities. These recommendations were identified during the 16 walking audits and from input from the City and BPAC members. Therefore this project list is not a comprehensive citywide list, but rather is focused on key pedestrian areas, which are located throughout the city and represent a range of neighborhoods and issues.

The project table includes a project ID, which is the walking audit number and the project reference number within that walking audit. The location column describes either the intersection or the street segment. The issue column describes issues or opportunities noted at the location. The recommendations column summarizes the recommended improvements for the location. The cost column provides a concept-level cost estimate (forthcoming). The notes column lists additional considerations involved in implementing the recommendations.

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The recommendations are divided into five color coded categories:

- Construction of pedestrian right-of-way (sidewalk, bulb-out, curb ramp, median island, etc.)
- Traffic control measures
- Striping
- Signage
- Other measures including enforcement and amenities

The organization of the table will help to facilitate grouping of recommendations into grant ready projects, since projects in the list can either be grouped by location or project type. Projects may be funded through grants, new development and other capital improvement funding opportunities. Project prioritization and funding will be discussed in detail in the Implementation chapter (forthcoming). The following section outlines a set of eight conceptual plans, which provide a comprehensive description of recommendations for eight geographic areas of the City. These concept plans can be used as project sheets for the purpose of pursuing grants.

CONCEPTUAL PLANS (FORTHCOMING)

1. Neighborhood Retail Corridor: Linden Avenue Improvements (Audit #10)
2. BART Station & El Camino Real High School Access Improvements: Mission Road Corridor (Audit #4)
3. Residential Neighborhood Traffic Calming Improvements: Sunshine Gardens (Audit #2)
4. Residential Neighborhood Traffic Calming Improvements: Spruce Avenue between Lux Avenue and Maple Avenue (Audit #12)
5. Complete Streets / Gateway Improvements: South Spruce Avenue (Audit #5)
6. Centennial Way Access Improvements (Audit #11)
7. Prototypical Arterial Intersection Improvements: Location along Hickey Boulevard or S Airport Boulevard
8. Citywide Sidewalk Gap Closure Project

ID #	Location	Issue	Recommendations	Cost	Notes
<p>Walking Audit 1: South San Francisco BART Station Area & El Camino Real, south to Chestnut Avenue</p> <p>The north El Camino Real corridor connects the South San Francisco BART station, several shopping centers and the Kaiser Permanente Medical Center. El Camino Real is a wide, auto-oriented arterial that often functions as a barrier to pedestrian connections to schools and residential neighborhoods on either side. With strategic changes to the pedestrian environment through this corridor, the mix of retail, employment and housing adjacent to the BART station will create a vibrant, walkable neighborhood.</p>					
1-1	McLellan Drive and Mission Road	<ul style="list-style-type: none"> Opportunity to enhance crossing treatments 	<ul style="list-style-type: none"> Extend median and add a median tip on the east leg of the crossing Add school zone features at all four legs of the intersection; include high visibility yellow crosswalks, advance pedestrian crossing signs, and advance stop bars at all legs (El Camino HS is located at the southeast corner) 		Two crosswalk legs are within Colma’s jurisdiction and improvements will require coordination with the Town of Colma; there will be development on the northwest corner and the Town of Colma and future developers could potentially share in costs of improvements.
1-2	McLellan Drive from Mission Road to El Camino Real	<ul style="list-style-type: none"> Opportunity to enhance pedestrian infrastructure for Transit Oriented Development (TOD) 	<ul style="list-style-type: none"> Install sidewalk on north side of McLellan Drive between Mission Road and BART station entrance Install bulb out on northeast corner of El Camino or provide medians and pedestrian refuge to shorten crossing distance Install advanced stop bars at east and west legs of McLellan Drive crossing at BART entrance Improve existing median island between BART/Trader Joe driveways and El Camino Real 		
1-3	El Camino Real and McLellan Drive	<ul style="list-style-type: none"> Missing crosswalk on north leg 	<ul style="list-style-type: none"> Install crosswalk on north leg 		This installation would need to be approved by Caltrans and would impact El Camino Real corridor traffic signal coordination.
1-4	El Camino Real and Kaiser entrance	<ul style="list-style-type: none"> Crosswalk obstruction 	<ul style="list-style-type: none"> Pull back median at north leg and install median tip for protection 		Coordinate with Kaiser to potentially share costs as this will improve access to their facility.
1-5	El Camino Real and Arroyo Drive	<ul style="list-style-type: none"> Crosswalk obstruction 	<ul style="list-style-type: none"> Pull back median at north and south legs and install median tip for protection 		

Note:

Purple recommendations represent construction of pedestrian right-of-way (sidewalk, bulb-out, curb ramp, median island, etc.)

Red recommendations represent traffic signal control measures

Green recommendations represent striping measures

Blue recommendations represent signage and beacons

Orange recommendations represent other measures including enforcement and amenities

ID #	Location	Issue	Recommendations	Cost	Notes
1-6	El Camino Real and Chestnut Avenue	<ul style="list-style-type: none"> Very wide crossing distance 	<ul style="list-style-type: none"> Add median tips at all legs (medians with push buttons are already in place) 		
1-7	El Camino Real from Mission to Chestnut	<ul style="list-style-type: none"> Occasional missing sidewalks 	<ul style="list-style-type: none"> Add sidewalk along the west side of El Camino Real between Kaiser entrance and Arroyo 		This project is also identified in the missing sidewalk inventory
1-8	Arroyo Drive between Camaritas Avenue and El Camino Real	<ul style="list-style-type: none"> Excessively wide road 	<ul style="list-style-type: none"> Install bus bulbs/curb extension on north side of Arroyo Drive, or add center-running median Install sharks teeth and advance pedestrian signage at crosswalks at midblock crossing and access road in front of city building 		
<p>Walking Audit 2: South San Francisco BART Station to El Camino High School, and neighborhood loop through Evergreen Drive, Crestwood Drive, Holly Avenue and Mission Road.</p> <p>This neighborhood loop connects the South San Francisco BART station to neighborhood residential streets northeast of El Camino Real, El Camino High School, and Sunshine Gardens Elementary School. These streets are primarily local serving and residential, but also provide connections to Hillside Boulevard, a major arterial east of this loop. With few stop controlled intersections between the collector streets, vehicles often travel at high speeds.</p>					
2-1	Mission Road from McLellan Drive to Holly Avenue	<ul style="list-style-type: none"> Multiple opportunities to improve pedestrian access to the BART station and High School 	<ul style="list-style-type: none"> Consider median treatment on the entire corridor to calm traffic and narrow crossing 		This will require a traffic study and possibly an environmental study to determine feasibility
2-2	Mission Road and BART entrance	<ul style="list-style-type: none"> Opportunity for crossing enhancements 	<ul style="list-style-type: none"> Install curb extensions, especially at northeast and southeast corners to reduce the turning radii and pedestrian crossing distances 		
2-3	Mission Road and Sequoia Avenue	<ul style="list-style-type: none"> Opportunity for crossing enhancements at uncontrolled crosswalk location 	<ul style="list-style-type: none"> Install curb extension, especially at northeast and southeast corners to reduce the turning radii and pedestrian crossing distance Consider reducing Mission Road to one lane in each direction by removing outside lanes and either widen sidewalks, add corner bulb-outs, or add a median to narrow the vehicle right of way and create pedestrian refuge islands at Mission Road crossings Add all-way stop control, or install sharks teeth and advanced pedestrian crossing signage if roadway is reduced to a single lane in each direction. 		Consider a traffic study for the entire Mission Road corridor to assess traffic and environmental impacts associated with new stop controls traffic calming recommendations. Stop sign warrants will be required. Review LOS at intersections where single lane configuration is considered.

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2-4	Mission Road and Holly Avenue	<ul style="list-style-type: none"> Opportunity for crossing enhancements 	<ul style="list-style-type: none"> Straighten crosswalk at east leg to shorten crossing distance Consider adding curb extensions to northeast and southeast corners Add crosswalk to south leg Install advance stop bars at north and south legs 		
2-5	Holly from Mission Road to Crestwood Drive	<ul style="list-style-type: none"> High speed vehicles 	<ul style="list-style-type: none"> Install traffic calming treatments along collector streets; consider traffic circles, edge lines to visually narrow roadway, speed humps, or other speed reduction measures 		<p>Coordinate with Traffic Calming program recommendations, and with SSF FD and SamTrans; such recommendations will also require neighborhood support due to parking removal at corners for traffic circles.</p> <p>Speed humps are not currently part of the Traffic Calming Program but may be considered and included in future revisions.</p>
2-6	Crestwood Drive from Holly Avenue to Evergreen Drive	<ul style="list-style-type: none"> High speed vehicles 	<ul style="list-style-type: none"> Install traffic calming treatments along collector streets; consider traffic circles, edge lines to visually narrow roadway, speed humps, or other speed reduction measures 		<p>Coordinate with Traffic Calming program recommendations and with SSF FD and SamTrans; such recommendations will also require neighborhood support due to parking removal at corners for traffic circles.</p> <p>Speed humps are not currently part of the Traffic Calming Program but may be considered and included in future revisions.</p>

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2-7	Evergreen Drive from Crestwood Drive to Mission Road	<ul style="list-style-type: none"> High speed vehicles 	<ul style="list-style-type: none"> Install traffic calming treatments at all collector street intersections; consider traffic circles, speed humps, or other speed reduction measures Mark crosswalk at Baywood/entrance to El Camino HS Install stop sign or sharks teeth/advance pedestrian crossing signage (check stop sign warrant) 		<p>Coordinate with Traffic Calming program recommendations, SSF FD and SamTrans; will require neighborhood support due to parking removal at corners for traffic circles. A traffic circle was considered at Evergreen and Miller but did not meet the needs of these stakeholders at this time.</p> <p>Speed humps are not currently part of the Traffic Calming Program but may be considered and included in future revisions.</p>
<p>Walking Audit 3: North El Camino Real at Costco entrance to Hickey Boulevard and Junipero Serra Boulevard</p> <p>This corridor, connecting from Junipero Serra Boulevard to El Camino Real near the South San Francisco BART Station, is characterized by wide arterials. Hickey Boulevard and El Camino Real are auto-oriented and divide the adjacent residential neighborhoods from nearby schools and retail.</p>					
3-1	Hickey Boulevard at Junipero Serra Boulevard	<ul style="list-style-type: none"> Challenging crossing conditions Limited visibility and short sight distance 	<ul style="list-style-type: none"> Extend curb and move crosswalk back at pork chop on north leg of intersection (northwest corner) Install advanced pedestrian crossing signage at north leg of intersections Install median tip and pull median back (out of crosswalk) at west leg Install "close crosswalk" signage at east leg Install remaining sidewalk to Colma City limits 		
3-2	Junipero Serra, south of Hickey Boulevard	<ul style="list-style-type: none"> Opportunity for a physically separated bicycle and pedestrian pathway 	<ul style="list-style-type: none"> Consider physically separated bikeway and/or Class I shared use pathway 		

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3-3	Hickey Boulevard and Hilton Avenue	<ul style="list-style-type: none"> Opportunity for crossing enhancements 	<ul style="list-style-type: none"> Consider curb extension to straighten crosswalk at east leg Widen sidewalk at southwest corner where utility poles block right of way Close crosswalk if no pedestrian signal or striped crosswalk is provided at west leg Formalize desired pedestrian path with trail or stairs and erosion control on north side and at southwest corner to improve neighborhood access to shopping center There is a new crosswalk at the shopping center driveway south of Hickey – add sharks teeth or a high visibility ladder crosswalk and advanced pedestrian crossing signage Install missing sidewalk on north side of Hickey between Hilton and JSB. 		
3-4	Hickey Boulevard and El Camino Real	<ul style="list-style-type: none"> Opportunity for crossing enhancements 	<ul style="list-style-type: none"> Extend median up to crosswalk at west leg and add median tip Maintain landscaping at southwest corner to improve visibility and access to sidewalk Install advanced stop bars at east leg Mark crosswalk and add signage or close crossing at south leg 		The City recommends closing the south leg with official signage to prevent pedestrian crossings at this location due to the high volume of right turns from Hickey Boulevard onto southbound El Camino Real.
3-5	El Camino Real and Costco Warehouse driveway	<ul style="list-style-type: none"> Opportunity for crossing enhancements 	<ul style="list-style-type: none"> Add crosswalk or stop bar to southwest leg where pedestrian signal is already in place Extend sidewalks at north corner to provide pedestrian access from crossing at El Camino Real to Costco entrance 		
<p>Walking Audit 4: Mission Road from South San Francisco BART Station, Grand Avenue, and Chestnut Avenue</p> <p>This route follows collector streets through neighborhood residential and some small scale retail. While the scale is pedestrian friendly compared to the nearby high volume arterials, there are opportunities to improve connections by installing additional stop controlled sidewalks and narrowing crossing distances at intersections.</p>					
4-1	Mission Road and Grand Avenue	<ul style="list-style-type: none"> Opportunity for crossing enhancements 	<ul style="list-style-type: none"> Extend median at north leg to crosswalk and add tip Extend curb to straighten crosswalk alignment on north and east legs Install median refuge at south leg crosswalk 		

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4-2	Grand Avenue and Oak Avenue/ Aldenglen Drive	<ul style="list-style-type: none"> • Pedestrian crossings across Grand are uncontrolled 	<ul style="list-style-type: none"> • Install HAWK or Rectangular Rapid Flashing Beacon and crosswalk with advance stop bars at west and east legs crossing Grand Avenue, Consider closing right-turn lane on NB Oak Avenue to reduce pedestrian exposure and improve sightlines at crossing locations. 		
4-3	Chestnut Avenue and Miller Avenue	<ul style="list-style-type: none"> • High speed vehicles and no stop control 	<ul style="list-style-type: none"> • Install HAWK or Rectangular Rapid Flashing Beacon with high visibility striped crosswalk crossing south leg of Chestnut Avenue. As an alternative, install a yield-controlled marked ladder crosswalk, with pedestrian refuge island, sharks' teeth and advanced pedestrian signage. Channelize pedestrians to south crossing leg and close north leg crossing. • Update ramps at northeast and southeast corners (at culverts) 		
4-4	Chestnut Avenue from Miller Avenue to Sunset Avenue	<ul style="list-style-type: none"> • High speed vehicles and excessively wide road 	<ul style="list-style-type: none"> • Consider median, buffered bike lane, landscaping, or wider sidewalks to narrow the travel lanes • Road diet to calm traffic and reduce pedestrian crossing distances (southbound Chestnut Avenue is a single lane; reduce northbound Chestnut Avenue from two to one lane and removing dedicated turn lanes.) Note that no on-street parking would be removed as part of this recommendation. 		Road diet will require traffic study and potential environmental review.
<p>Walking Audit 5: Victory Avenue and South Maple Avenue to South Spruce Avenue, and neighborhood loop through Hazelwood Drive and Brentwood Drive to Noor Avenue and Huntington Avenue</p> <p>This route represents the diversity of neighborhood types in South San Francisco, passing through light industrial, office park, big box retail, neighborhood commercial and single family residential. Spruce Avenue presents an excellent opportunity for a stronger gateway experience into South San Francisco with improved pedestrian and bicycle connections.</p>					
5-1	Victory Avenue and South Maple Avenue	<ul style="list-style-type: none"> • Opportunity for crossing enhancements • Heavy truck volume 	<ul style="list-style-type: none"> • Mark crosswalks on south and east legs • Re-stripe pork chops or add curbs at south leg, pending analysis for turning radii • Add stop bar at stop-controlled intersection, and sharks teeth at yield controlled lane on south leg 		

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5-2	Victory Avenue and South Spruce Avenue	<ul style="list-style-type: none"> • Pedestrian crossing is dominated by local truck traffic and high speed South Spruce Avenue traffic • Heavy truck traffic encroaches on sidewalk at southeast corner 	<ul style="list-style-type: none"> • Remove pork chops and relocate signals to corners • Update crosswalk alignment accordingly 		Turning radii will have to be considered to maintain truck access – the current configuration with pork chop islands requires right-turning eastbound trucks to drive over the sidewalk at the southeast corner
5-3	South Spruce Avenue from Victory Avenue to El Camino Real	<ul style="list-style-type: none"> • Major opportunity for stronger gateway identity • Narrow pedestrian right of way and wide street • Spruce is a designated bike route but there is no infrastructure in place 	<ul style="list-style-type: none"> • Consider median treatment on the entire corridor to calm traffic and narrow pedestrian crossing • Widen sidewalk on southeast side or underground utilities to address utility pole and ADA access issues • Consider striping crosswalk at northeast leg at Huntington or close crosswalk • Install bike lanes, buffered when possible, on Spruce, to establish bike way and connect to Centennial Trail 		
5-4	South Spruce Avenue and El Camino Real	<ul style="list-style-type: none"> • Short pedestrian signal timing 	<ul style="list-style-type: none"> • Increase pedestrian crossing time at all signals • Install median tips 		Changes to signal timing on El Camino Real will require coordination and approval from Caltrans.
5-5	Hazelwood Drive from El Camino Real to Pinehurst Way	<ul style="list-style-type: none"> • Cars parked on sidewalk • Narrow sidewalk at El Camino adjacent to shopping center lot 	<ul style="list-style-type: none"> • Consider sidewalk extension or non-rolled curbs to prevent cars parking • Widen sidewalk to address clear path issues adjacent to lot 		City has not noted sidewalk parking as issue or problem; however, it should be addressed to prevent accessibility issues
5-6	Brentwood Dr from Pinehurst Way to El Camino Real	<ul style="list-style-type: none"> • Opportunity for crossing enhancements 	<ul style="list-style-type: none"> • Add yield to pedestrian signs at crossing of Brentwood at lot entrance 		
5-7	El Camino Real from Brentwood Drive to Noor Avenue	<ul style="list-style-type: none"> • Narrow sidewalk • No crossing at Noor across El Camino • Ramps and curb cuts not ADA compliant 	<ul style="list-style-type: none"> • Widen sidewalks on El Camino • Update ramps and curb cuts to current design standards – both at intersection corners and along sidewalk where driveways are steep 		

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Walking Audit 6: Del Monte Avenue from El Ranch Drive to Arroyo Drive					
Del Monte Avenue is a wide residential street with rolled curbs and a limited number of intersecting cross streets. Cars tend to park on the sidewalk in this area, primarily because it is easy to do since the curbs are rolled, and also to avoid getting hit by vehicles traveling at high speeds down the street. However, parking on the sidewalk can pose a safety hazard and limit pedestrian access.					
6-1	Del Monte Avenue from Arroyo Drive to Alta Loma Drive	<ul style="list-style-type: none"> High traffic speeds Cars parked on sidewalk 	<ul style="list-style-type: none"> Install traffic calming treatments; consider edge lines, traffic circles, speed humps, or other speed reduction measures Consider enforcement of vehicles violating pedestrian right-of-way. Encouraging vehicles to park legally on the roadway would narrow the two travel lanes to approximately 22' total, which will encourage slower speeds along Del Monte Avenue. Consider striping edge lines to define parking lane. 		<p>City has not noted sidewalk parking as issue or problem; however, it should be addressed to prevent accessibility issues.</p> <p>Coordinate with Traffic Calming program recommendations and with SSF FD and SamTrans; will require neighborhood support where parking removal is recommended.</p> <p>Speed humps are not currently part of the Traffic Calming Program but may be considered and included in future revisions.</p>
Walking Audit 7: South Linden Avenue from Railroad Avenue to San Mateo Avenue and Tanforan Avenue					
South Linden Avenue is primarily industrial and development is auto-oriented by design. Pedestrian safety improvements will create access opportunities for employees and customers, and will improve connections to transit, commercial and residential uses on adjacent streets.					
7-1	South Linden Ave and Railroad Ave	<ul style="list-style-type: none"> Missing sidewalk 	<ul style="list-style-type: none"> Install sidewalk to fill gap on east side of Railroad Ave 		This project is also identified in the missing sidewalk inventory
7-2	South Linden Avenue at North Canal Street and South Canal Street	<ul style="list-style-type: none"> No ADA access on bridge 	<ul style="list-style-type: none"> Move pedestrian push button from current location to pedestrian ramp at west leg of North Canal crossing Expand sidewalk on bridge to be ADA compliant Install ADA compliant ramps on west side of bridge 		
7-3	South Linden Ave from South Canal St to Tanforan Ave	<ul style="list-style-type: none"> Missing sidewalks 	<ul style="list-style-type: none"> Complete sidewalk gaps 		This project is also identified in the missing sidewalk inventory

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ID #	Location	Issue	Recommendations	Cost	Notes
7-4	South Linden Avenue and San Mateo Avenue/ Tanforan Avenue	<ul style="list-style-type: none"> No curb ramps and no ADA access at pork chops Faded crosswalks 	<ul style="list-style-type: none"> Update all curbs and install cuts in pork chops for ADA access Re-stripe/install crossings where not visible, especially at the west crosswalks Install advance sharks teeth at yield approaches on west side 		This intersection is located at the border of South San Francisco and San Bruno – jurisdiction may need to be clarified.
<p>Walking Audit 8: El Camino Real from Hazelwood Avenue to Ponderosa Road, and Ponderosa Road to Alhambra Road</p> <p>This route connects the south El Camino Real corridor at the border of South San Francisco and San Bruno to neighborhood streets west of El Camino Real. As with other sections of El Camino Real, this is a wide, high-volume auto-oriented street. Ponderosa Road is a smaller scale street that connects neighborhood residential and Ponderosa Elementary School, with opportunities for improvements to the pedestrian environment.</p>					
8-1	El Camino Real from Hazelwood Drive to Ponderosa Road	<ul style="list-style-type: none"> El Camino Real is very wide (7 lanes of traffic) Missing sidewalk 	<ul style="list-style-type: none"> Provide longer pedestrian signal times on all El Camino crossings Install pedestrian refuge or median tips at El Camino crossings with push buttons Install advance stop bars Complete sidewalk on east side 		Sidewalk gaps also identified in the missing sidewalk inventory. Changes to signal timing on El Camino Real will require coordination and approval from Caltrans.
8-2	Ponderosa Road from El Camino Real to Alhambra Road	<ul style="list-style-type: none"> Missing or narrow sidewalks Opportunity for crossing enhancements, especially in school zone Limited pedestrian visibility and access 	<ul style="list-style-type: none"> Widen south sidewalk on Ponderosa Drive at southwest corner of El Camino Real Widen narrow sidewalk across from golf club property, especially at locations where utility poles block right of way Install sidewalk on north side of Ponderosa adjacent to country club property Install bulb out at southwest corner of Fairway to align crosswalk with curb (or widen west leg to trapezoid shape) Install curb extension and crossing improvements at school entrance on Lassen; include high visibility yellow crosswalks, advance pedestrian crossing signs, and advance stop bars at all legs, and in-street paddles at center line on concrete median tip at east and west legs Install crosswalk at west leg of Alhambra Trim landscaping and maintain sidewalk access at north sidewalk leading to Alhambra 		

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<p>Walking Audit 9: Grand Avenue from Walnut Avenue to South San Francisco Caltrain Station</p> <p>Grand Avenue is a main downtown street with many commercial uses. The streetscape includes angled parking, landscaping and pedestrian amenities such as benches and newsstands. There are many brick crosswalks throughout the corridor, some of which have in-pavement flashers. Consistent crossing should be provided throughout the corridor.</p>					
9-1	Grand Avenue and Airport Boulevard	<ul style="list-style-type: none"> Long crosswalk with insufficient pedestrian crossing time 	<ul style="list-style-type: none"> Add median tip on south leg of Airport Boulevard – to provide pedestrian refuge and improve safety Update curb ramps Lengthen pedestrian signal time crossing Airport Boulevard Install South SF gateway treatment, signage and wayfinding to nearby destinations, such as Caltrain Station and Miller St garage. 		Improvements to this intersection should be coordinated with the Downtown Area Plan and Caltrain station and station area improvements; coordinate with Caltrain to potentially share costs.
9-2	Grand Avenue between Airport Boulevard and Walnut Avenue	<ul style="list-style-type: none"> Double parking Illegal u-turns Vehicles fail to yield to pedestrians Opportunity to update crossing treatments 	<ul style="list-style-type: none"> Mark all crosswalks as high visibility Replace stop bars at unsignalized crossings with sharks teeth, and install advanced pedestrian signage Install countdowns at all signalized intersections Replace non-functioning in-pavement flashers with rapid flashing beacons Update curb ramps Police enforcement of failure to yield, illegal parking and u-turns 		Requires coordination with South SF PD
9-3	Pedestrian crossing under Hwy 101 along East Grand Avenue	<ul style="list-style-type: none"> Opportunity to improve pedestrian access Lacks feeling of personal security 	<ul style="list-style-type: none"> Add pedestrian scale lighting Trim landscaping to improve sightlines and visibility 		
9-4	East Grand Avenue and Dubuque Avenue	<ul style="list-style-type: none"> Opportunity to improve pedestrian crossing and ADA access to Caltrain Station High speed vehicles Poor visibility and sightlines Insufficient pedestrian crossing time 	<ul style="list-style-type: none"> Install high visibility crosswalk Update curb ramps Improve ADA access Caltrain Station Lengthen pedestrian signal time crossing E. Grand Avenue Install wayfinding signage for motorists in advance of intersection to indicate lane positioning, rationalize traffic patterns, and improve safety. 		Coordinate with Caltrain. Changes to signal timing at this intersection will require additional study because it is part of a coordinated system.

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Walking Audit 10: Downtown South San Francisco loop from Linden Avenue and Miller Avenue, to Aspen Avenue, to Airport Boulevard, to Miller Avenue This audit covers commercial streets, residential streets as well as Airport Boulevard, a major arterial. Common issues are narrow sidewalks and cars blocking sidewalks.					
10-1	Linden Avenue from Grand Avenue to Aspen Avenue	<ul style="list-style-type: none"> Opportunity to improve pedestrian amenities, encourage economic development and enhance access to transit stops along corridor 	<ul style="list-style-type: none"> Relocate bus stops to far side of intersection Add bus stop shelters Install bus bulbs at bus stops Install traffic calming treatments; consider traffic circles, edge lines to visually narrow roadway, speed tables, or other speed reduction measures that are appropriate for buses Update curb ramps Install high visibility crosswalks Install sharks' teeth and ladder crosswalks at yield controlled crossings, and advanced stop bars at stop-controlled crossings. Install advanced pedestrian signage at key unsignalized crossings. 		
10-2	Airport Boulevard at Pine Avenue	<ul style="list-style-type: none"> Existing uncontrolled crossing at multi-lane roadway with high speed vehicles should be enhanced 	<ul style="list-style-type: none"> Consider installing pedestrian actuated HAWK or rapid flashing beacon Add median tip on north leg of Airport Boulevard to provide pedestrian refuge and improve safety Update curb ramps Replace crosswalk across north leg of Airport Boulevard with high visibility crosswalk to improve visibility of crossing Consider closing crosswalk if enhancements are undesirable 		
10-3	Airport Boulevard and Miller Avenue	<ul style="list-style-type: none"> High vehicle volumes between Highway 101 off-ramp to Grand Avenue 	<ul style="list-style-type: none"> Install wayfinding signage at freeway off-ramp directing thru-traffic down Miller Avenue and local traffic down Grand Avenue, signage should also include directions to the Miller Street Garage 		Consider impact on businesses on Grand Avenue
10-4	Cypress Avenue from California Avenue to Grand Avenue	<ul style="list-style-type: none"> Opportunity to improve pedestrian and bicycle access 	<ul style="list-style-type: none"> Remove parking on one side of Cypress Avenue Install bike lane where parking is removed 		This improvement requires coordination with the Downtown Area Plan.

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ID #	Location	Issue	Recommendations	Cost	Notes
<p>Walking Audit 11: Camaritas Avenue to Westborough Boulevard/ Chestnut Avenue, to Mission Road This audit covers several large intersections with needs for pedestrian crossing enhancements.</p>					
11-1	Chestnut Avenue and Antoinette Lane	<ul style="list-style-type: none"> • Crosswalk gap along Centennial Trail • Utility pole blocking sidewalk 	<ul style="list-style-type: none"> • Extend Centennial Trail along sidewalk alignment on west side of Antoinette Lane, south to intersection. Prohibit on-street parking through this segment to provide right of way for pathway extension. • Install a staggered crosswalk across western leg of Chestnut Avenue to connect Centennial Trail. • Extend median islands on both legs of Chestnut Avenue and include median tips to provide pedestrian refuge and improve safety • Install bulb-out on southeastern corner to provide access around utility pole • Consider consolidating driveway access of property on the SE corner of Chestnut Ave and El Camino Real to reduce pedestrian and bicycle conflicts with vehicles. (Will require coordination with property owner) • Update curb ramps 		
11-2	Westborough Avenue and Camaritas Avenue	<ul style="list-style-type: none"> • High speed vehicles • Opportunity for improved pedestrian access 	<ul style="list-style-type: none"> • Remove the WB right turn lane on to Camaritas Ave and convert pork chop island to extend curb, reduce pedestrian crossing distances, and expand open space • Add median tips on both legs of Westborough Avenue – to provide pedestrian refuge and improve safety • Consider adding a bike lane on the northern side of Westborough Avenue • Update curb ramps 		

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ID #	Location	Issue	Recommendations	Cost	Notes
11-3	Mission Road and Chestnut Avenue	<ul style="list-style-type: none"> High speed vehicles Crosswalk gap Narrow sidewalks 	<ul style="list-style-type: none"> Eliminate second right turn lane on Mission Road and extend sidewalk Add overlay right turn signal phase and preclude conflicting u-turn Install median tips at all legs of the intersection to provide pedestrian refuge and improve safety Update curb ramps 		
11-4	Mission Road and Oak Avenue	<ul style="list-style-type: none"> High speed vehicles Opportunity for improved pedestrian visibility 	<ul style="list-style-type: none"> Install pedestrian island at crosswalk on northwest leg of Mission Road Install flashing beacon Install advanced stop bar Install bulb-out at northwest corner Update curb ramps 		
<p>Walking Audit 12: Spruce Avenue from Hillside Boulevard to Grand Avenue</p> <p>Spruce Avenue is a narrow residential street with rolled curbs and limited intersecting cross streets. The area is hilly, which can lead to issues of reduced visibility for pedestrians and drivers. Due to the limited number of intersections, vehicles often speed in this area. This can be a safety issue especially considering there are two schools along the corridor. There has also been an issue of vehicles parking on the sidewalk.</p>					
12-1	Spruce Avenue between Lux Avenue and Maple Avenue	<ul style="list-style-type: none"> High speed vehicles Vehicles parked on the sidewalk instead of in the roadway 	<ul style="list-style-type: none"> Install edge line striping to reduce traffic speeds and encourage vehicles to park on the street rather than the sidewalk Consider adding staggered landscaped bulbs on alternating sides of the street 		City has not noted sidewalk parking as issue or problem; however, it should be addressed to prevent accessibility issues
12-2	School Street and Maple Avenue	<ul style="list-style-type: none"> High speed vehicles near a school Opportunity for crossing enhancements 	<ul style="list-style-type: none"> Install flashing beacon to improve visibility of pedestrians Add school zone features to crossing treatments Update curb ramps 		
12-3	School Street and Olive Avenue	<ul style="list-style-type: none"> High speed vehicles near a school 	<ul style="list-style-type: none"> Consider installing a traffic circle Update curb ramps 		
12-4	Grand Avenue and Spruce Avenue	<ul style="list-style-type: none"> Long wait times for pedestrians to cross the street 	<ul style="list-style-type: none"> Install corner bulb-outs with ADA accessible curb ramps at all corners Add pedestrian scramble phase to reduce time to cross two legs 		

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<p>Walking Audit 13: Westborough Boulevard from Fleetwood Boulevard to Gellert Boulevard, and Gellert Boulevard to Marbella Drive</p> <p>Westborough Boulevard is a wide auto-oriented arterial connecting two regional highways – Skyline Boulevard and Interstate-280. With residential streets on both sides and fairly dense residential development along Gellert Boulevard, there is opportunity to focus on pedestrian access and safety for more neighborhood level connections.</p>					
13-1	Westborough Boulevard from Callan Boulevard to Gellert Boulevard	<ul style="list-style-type: none"> Opportunity for crossing enhancements at school zones Missing sidewalk on south side of Westborough 	<ul style="list-style-type: none"> Upgrade ramps at northwest and northeast corners of Callan Boulevard and Galway Drive intersections Install median tips at west, north, and east legs of Callan Boulevard and Galway Drive intersections Install advanced stop bars and restripe high visibility yellow crosswalks for school zones at Callan Boulevard and Galway Drive Install median tips at all four legs of Gellert Boulevard intersection Install sidewalks on south side from Callan Boulevard to Galway Drive 		<p>Sidewalk gaps also identified in the missing sidewalk inventory.</p> <p>Westborough Boulevard is a county road – jurisdiction may need to be clarified.</p>
13-2	Gellert Boulevard from Westborough Boulevard to Marbella Drive	<ul style="list-style-type: none"> Wide crossing 	<ul style="list-style-type: none"> Install median tips and advanced stop bars at Gellert Boulevard crossings at Marbella Drive intersection and at shopping center/ residential development access and crossing between Marbella Drive and Westborough Boulevard 		
<p>Walking Audit 14: South San Francisco Caltrain Station area loop from Grand Avenue to Executive Drive/ Industrial Way, to Corporate Drive, to Gateway Boulevard</p> <p>This audit included an area with many industrial uses and office parks east of Highway 101. Many streets would be improved by completing missing sidewalks. A segregated multi-use path exists, but the path is poorly maintained and it is not clear who is responsible for the path right-of-way.</p>					
14-1	Forbes Boulevard from Corporate Drive to E Grand Avenue	<ul style="list-style-type: none"> Opportunity to enhance pathway 	<ul style="list-style-type: none"> Install wayfinding signage & pedestrian scaled lighting Install high visibility, color-treated intersection crossings Perform regular maintenance on segregated pathway 		Determine jurisdiction of pathway right-of-way
14-2	E Grand Avenue from Forbes Boulevard to Gateway Boulevard	<ul style="list-style-type: none"> Opportunity to enhance pathway 	<ul style="list-style-type: none"> Install wayfinding signage & pedestrian scaled lighting Install high visibility, color-treated intersection crossings Perform regular maintenance on segregated pathway 		Determine jurisdiction of pathway right-of-way
14-3	E Grand Avenue between Grand Avenue and Dubuque Avenue	<ul style="list-style-type: none"> High speed vehicles Opportunity to improve pedestrian safety 	<ul style="list-style-type: none"> Provide advanced signage for drivers indicating lane positions to rationalize operations and improve safety Allow left turns from Grand Ave to Dubuque Ave concurrent with pedestrian phase. 		

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<p>Walking Audit 15: South Airport Boulevard from Produce Avenue and San Mateo Avenue to Beacon Street</p> <p>South Airport Boulevard is a key arterial that runs parallel along the east side of Hwy 101., connecting downtown to San Francisco Airport. Although there are several destinations along S. Airport Boulevard, sidewalks are inconsistent and not always ADA accessible, and distances between crosswalks are wide.</p>					
15-1	Produce Avenue and S Airport Boulevard	<ul style="list-style-type: none"> • High speed vehicles • Long pedestrian crossings 	<ul style="list-style-type: none"> • Extend pork chops at all four corners • Install sharks’ teeth at uncontrolled slip lanes, and advanced stop bars on all signalized legs • Upgrade curb ramps • Install yield to pedestrian signs on all approaches with sidewalk connections • Work with property owner to narrow driveway entrance just north of the intersection, to reduce pedestrian exposure to vehicles 		<p>Work with property owner to narrow driveway Entrance.</p> <p>Check that reducing width of right turn slip lanes will still accommodate trucks in Autoturn.</p> <p>These improvements should be coordinated with the East of 101 Traffic Impact Fee project.</p>
15-2	S Airport Blvd btwn Airport Blvd and Gateway Blvd	<ul style="list-style-type: none"> • Narrow sidewalks under Highway 101 	<ul style="list-style-type: none"> • Widen sidewalks by narrowing travel lanes 		
15-3	S Airport Boulevard and Highway 101 off-ramp	<ul style="list-style-type: none"> • No pedestrian connection across Hwy 101 ramps 	<ul style="list-style-type: none"> • Install high visibility crosswalks across the west side of Airport Boulevard; pull off-ramp stop bars back to create space for crossing. • Install pedestrian actuated countdown signal , push buttons and ADA accessible ramps • Consider restricting right turn on red or leading pedestrian interval at both off- and on-ramp • Extend median between ramps for additional pedestrian refuge 		<p>Will require coordination with Caltrans and additional traffic analysis</p>
15-4	S Airport Boulevard and Marco Way	<ul style="list-style-type: none"> • High speed vehicles • Uncontrolled marked crossing on a multi-lane roadway 	<ul style="list-style-type: none"> • Install rectangular rapid flashing beacon or HAWK beacon • Upgrade crosswalk across south leg of S Airport Boulevard to high visibility ladder crosswalk; install sharks’ teeth • Install median refuge island to reduce pedestrian exposure • Install advanced pedestrian crossing signage 		

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<p>Walking Audit 16: Eccles Avenue near Oyster Point Boulevard, to Oyster Point Boulevard at Oyster Point Park</p> <p>Oyster Point Boulevard provides access to the new ferry terminal, Oyster Point Park and the Bay Trail. These destinations, along with several nearby office parks and industrial uses generate pedestrian activity throughout the day, particularly during the lunch hour.</p>					
16-1	Oyster Point Boulevard from Eccles Avenue to driveway immediately east	<ul style="list-style-type: none"> Opportunities to update pedestrian facilities and clarify crossings 	<ul style="list-style-type: none"> Complete sidewalk gap on Eccles Avenue Restripe existing crosswalks across Oyster Point Boulevard Add pedestrian islands and/or median tips at all crosswalks Add ADA accessible curb ramps at crossings, where they do not already exist Remove pedestrian push buttons on Oyster Point Drive at west side of driveway entrance to bioscience buildings (immediately east of Eccles Avenue), and close crossing to pedestrians. Improve the marked crosswalk on the east side of the driveway entrance by adding a median tip. 		
16-2	Oyster Point Boulevard at Oyster Point Park	<ul style="list-style-type: none"> Mid-block trail crossing is worn down 	<ul style="list-style-type: none"> Restripe mid-block crossing with high visibility markings; install sharks teeth and advanced pedestrian signage 		

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