



# “The City with a Heart”

Rhonda Collins, Chair  
 Matthew Gaines, Vice Chair  
 Quinton Cutlip, Committee Member  
 Roberta Hannibal, Committee Member  
 John Lampros, Committee Member  
 Sean Quinn, Committee Member  
 Paul Rose, Committee Member  
 Nina Stupi, Committee Member  
 Matthew Zedler, Committee Member

**AGENDA**  
**Complete Streets Committee**  
**Regular Meeting**  
**May 6, 2026**  
**6:00 PM**

<p><b>IN PERSON* MEETING LOCATION</b></p> <p>San Bruno City Hall 567 El Camino Real,          Conference Room 115 San Bruno, CA          94066</p> <p>*Please turn off all electronic devices before          the start of the meeting to prevent          disruptions*</p>	<p><b>Zoom Link**</b>  <a href="https://us06web.zoom.us/j/88685252577?pwd=hYbnuxopLxSam2BhIS19KZ0aE7kGKY.1">https://us06web.zoom.us/j/88685252577?pwd=hYbnuxopLxSam2BhIS19KZ0aE7kGKY.1</a></p> <p><b>Phone Line:</b> 1-346-248-7799  <b>Webinar ID:</b> 886 8525 2577  <b>Webinar Password:</b> 089206</p> <p>*Broadcast of the meeting is offered via Zoom          as a courtesy to the public. **No public          comment accepted via Zoom.</p>
---	---

**PUBLIC COMMENT:** In person attendees who want to provide public comment, will be asked to fill out a speaker card and turn it into Harry Yip. Public comment may also be emailed to [HYip@sanbruno.ca.gov](mailto:HYip@sanbruno.ca.gov). Comments received via email will not be read aloud during the meeting.

**ACCESSIBILITY:** In compliance with the Americans with Disabilities Act, individuals requiring special accommodations or modifications to participate in this meeting should contact Harry Yip, 48 hours prior to the meeting at (650) 616-7065 or via email at [Hyip@sanbruno.ca.gov](mailto:Hyip@sanbruno.ca.gov).

\*Any disclosable public writings related to an open session item on a regular meeting agenda and distributed by the City to at least a majority of the Complete Streets Committee less than 72 hours prior to that meeting are available for public inspection at the City Clerk’s Office at City Hall located at 567 El Camino Real, San Bruno, California during normal business hours. In addition, the City may also post such documents on the City’s Website at <https://www.sanbruno.ca.gov/AgendaCenter>.

- 1. CALL TO ORDER/ROLL CALL**
- 2. REVIEW OF AGENDA**
- 3. APPROVAL OF MINUTES**
  - A. None; no quorum at April 1, 2026 meeting
- 4. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

*This is for public comment on matters concerning multi-modal transportation issues.  
The Brown Act prohibits the CSC from discussing or acting upon any matter not on the agenda*

**5. REGULAR BUSINESS**

- A. De Soto Way at Santa Lucia Avenue Traffic Calming Program Review
- B. 500 Block Huntington Avenue Traffic Calming Program Review
- C. Bike to Anywhere Day

**6. REPORT OF COMMISSIONS, BOARDS, AND COMMITTEES**

**7. ADJOURNMENT**

The next regular meeting of the Complete Streets Committee will be held on June 3, 2026, at 6:00 p.m.

POSTING: I declare a copy of this agenda was posted at City Hall, 567 El Camino Real, San Bruno, among other locations in the city limits of San Bruno, on April 24, 2026, by 7:00 p.m.



---

Harry Yip, CSC Liaison



## Staff Report to Complete Streets Committee

**DATE:** May 6, 2026  
**TO:** Complete Streets Committee  
**FROM:** Harry Yip, Interim Principal Civil Engineer  
**SUBJECT:** Item 5A – De Soto Way at Santa Lucia Avenue Intersection Review

### **BACKGROUND**

In 2025, two pedestrian-involved injury crashes occurred at the two closely spaced intersections of De Soto Way and Santa Lucia Avenue. The northern intersection is all-way stop-controlled (AWSC), while the southern intersection is two-way stop-controlled with the southbound De Soto Way approach uncontrolled.

In response, the City worked with a consultant and conducted a review of existing conditions, collision patterns, speed data, and geometric constraints. The intersections were last studied in 2010, when a concept was developed to narrow the Santa Lucia Avenue throat, though the recommended geometric changes were not implemented.

### **DISCUSSION**

#### **CRASH SUMMARY**

##### **Northern Intersection – September 18, 2025:**

A vehicle turning right from eastbound Santa Lucia onto southbound De Soto struck a pedestrian in the south-leg crosswalk. The primary collision factor was failure to yield to a pedestrian.

##### **Southern Intersection – December 8, 2025:**

A driver turning left from southbound De Soto Way onto eastbound Santa Lucia struck a pedestrian crossing the east leg in an unmarked crosswalk. The primary collision factor was an unsafe turning movement.

Both crashes occurred during daylight and involved a turning driver failing to yield.

#### **KEY FINDINGS**

- The intersections are only 130–230 feet apart, creating a complex environment for drivers.
- Parking encroaches near the crosswalks. Although AB 413 prohibits parking within 20 feet of crosswalks, no red curb or signage currently clarifies this restriction.

- At the northern intersection, turning radii (30–35 ft) and limited crosswalk visibility reduce pedestrian conspicuity.
- At the southern intersection, the Santa Lucia Avenue “throat” is extremely wide (up to 180 ft), with a very large curb radius that allows high-speed turns.
- Field observations show southbound drivers initiating left turns early and at speed, consistent with the December crash conditions.
- A radar speed survey found southbound De Soto Way 85th-percentile speeds at approximately 26 mph, consistent with a residential collector, but not reflective of turning speeds enabled by the intersection geometry.

### **NEAR-TERM (QUICK-BUILD) IMPROVEMENTS**

Staff recommend the following measures, all of which can be implemented with paint, posts, and signage:

#### **Both Intersections:**

- Daylighting through red curb and/or signage to reinforce the 20-ft parking setback.
- Improved sightlines to crossing pedestrians.

#### **Northern Intersection:**

- Add a high-visibility crosswalk across the west leg (ramps already exist).
- Upgrade crosswalks on the north and south legs to continental striping.
- Install painted curb extensions with flexible posts to reduce turning radii and highlight pedestrian crossings.

#### **Southern Intersection (Two-Way Stop):**

- Implement roadway narrowing on the east leg using paint and delineators.
- After narrowing is installed, add a high-visibility marked crosswalk on the east leg (location of 2025 crash).
- Constrain turning speeds for:
  - SB left turns (movement involved in December crash)
  - WB right and NB right turns

This improvements would increase pedestrian visibility and shorten the effective crossing distance.

#### **Cost Estimate:**

The full quick-build package (both intersections) is estimated at **approximately \$95,500**, including traffic control, removal, mobilization, and contingency.

See Figure 1 below for the proposed improvements.

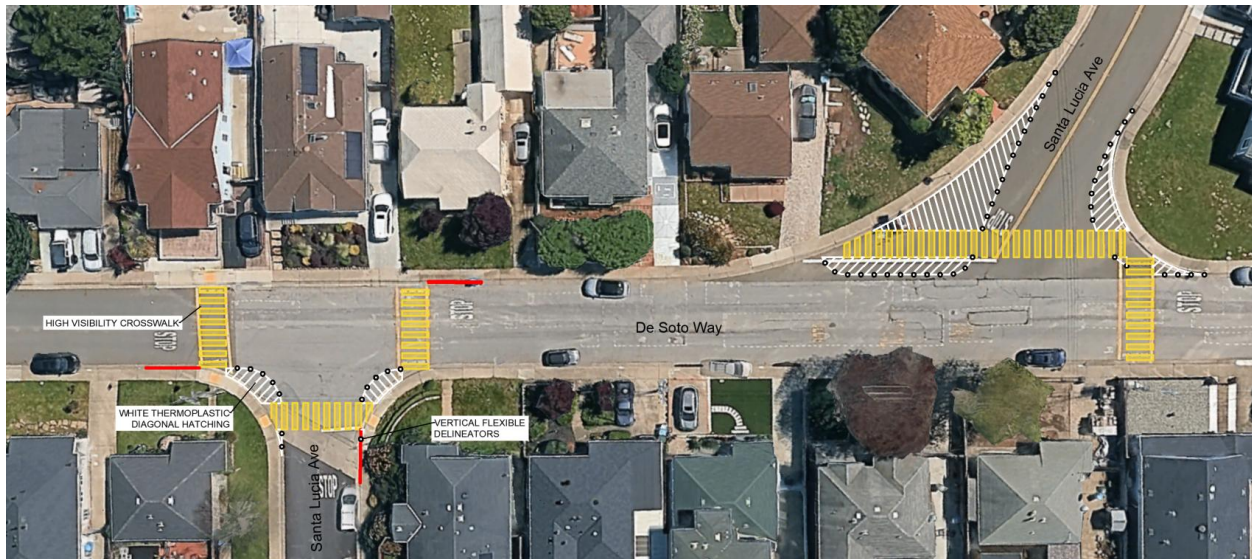


Figure 1: Proposed Changes to the intersections of Santa Lucia Avenue and De Soto Way

## **CONCLUSION**

The quick-build improvements directly address the contributing factors of both 2025 crashes—driver failure to yield and high-speed turning movements—and can be implemented at modest cost. Longer-term geometric reconstruction could further enhance safety and corridor legibility.

## **STAFF RECOMMENDATION:**

Staff recommends that the Complete Streets Committee review the findings of the De Soto Way/Santa Lucia Avenue intersection safety evaluation and concur with the proposed near-term quick-build improvements.

## **DATE PREPARED:**

May 6, 2026



## Staff Report to Complete Streets Committee

**DATE:** May 6, 2026  
**TO:** Complete Streets Committee  
**FROM:** Harry Yip, Interim Principal Civil Engineer  
**SUBJECT:** Item 5B – Huntington Avenue Traffic Calming Request

### **BACKGROUND**

In response to a resident petition submitted under the City’s Traffic Calming Program, staff conducted a review of vehicle speeds, collision history, roadway constraints, and potential traffic calming measures on the 400 and 500 blocks of Huntington Avenue. This segment is a two-lane collector street with on-street parking on both sides and a posted speed limit of 30 mph. Huntington Avenue is also designated as an emergency response route by the San Bruno Fire Department, which limits the types of physical traffic-calming devices allowed. Speed data were collected for seven days in February 2026, and recent pedestrian and bicycle safety improvements were completed on this corridor that installed edgelines and enhanced pedestrian crossings which concrete curb extensions in 2023.

Although the corridor does **not** meet the City’s threshold for documented speeding, the 400 block is part of the City’s High Injury Network as identified in the Local Roadway Safety Plan (LRSP), warranting continued attention.

### **DISCUSSION**

#### **Speed and Volume Findings**

The City’s Traffic Calming Toolkit defines a speeding issue as an 85th percentile speed at least 7 mph above the posted limit. At both the 400 and 500 blocks, the 85th percentile speeds ranged from 28.7 mph to 34.1 mph—below the City’s threshold of 37 mph. Northbound speeds were consistently higher than southbound but still did not meet the criteria for traffic calming intervention. Average daily traffic ranged from approximately 4,800 to 5,200 vehicles.

Analysis of time-of-day patterns indicates that higher speeds occur during early morning hours (12:00–5:00 AM), with normal or reduced speeds during daytime and peak periods.

#### **Collision History**

A review of crashes from 2021–2025 shows:

**Pre 2023 (before bike/ped improvements):** three injury collisions in 2022 related primarily to unsafe behaviors, wrong way bicycling, and pedestrian right of way violations.

**Post 2023 (after improvements):** only one injury collision recorded between 2023–2025, with impairment—not roadway design—as the primary factor. This trend suggests that the recent infrastructure improvements successfully reduced infrastructure related conflicts.

### **Constraints on Traffic Calming Measures**

Huntington Avenue’s status as an emergency response route prohibits:

- Speed humps
- Speed tables
- Raised crosswalks

Its narrow cross section with parking on both sides also limits horizontal deflection treatments (such as chokers or chicanes) without removing significant parking supply.

### **Recommended Measure for the 400 Block: Lane Narrowing**

Given these constraints, lane narrowing through restriping is the most appropriate treatment available.

- Existing lanes: 11–12 feet
- Proposed lanes: 10 feet
- ~2 feet repurposed into parking buffers/edge lines

Ten foot lanes are supported by AASHTO, NACTO, FHWA, and NCHRP research for lower speed urban collectors and are compatible with emergency response operations. This treatment may modestly reinforce lower travel speeds through visual narrowing but is not expected to substantially reduce speeds by itself.

Illustrations of the existing and proposed roadway changes are shown in Figures 2 and 3 below.

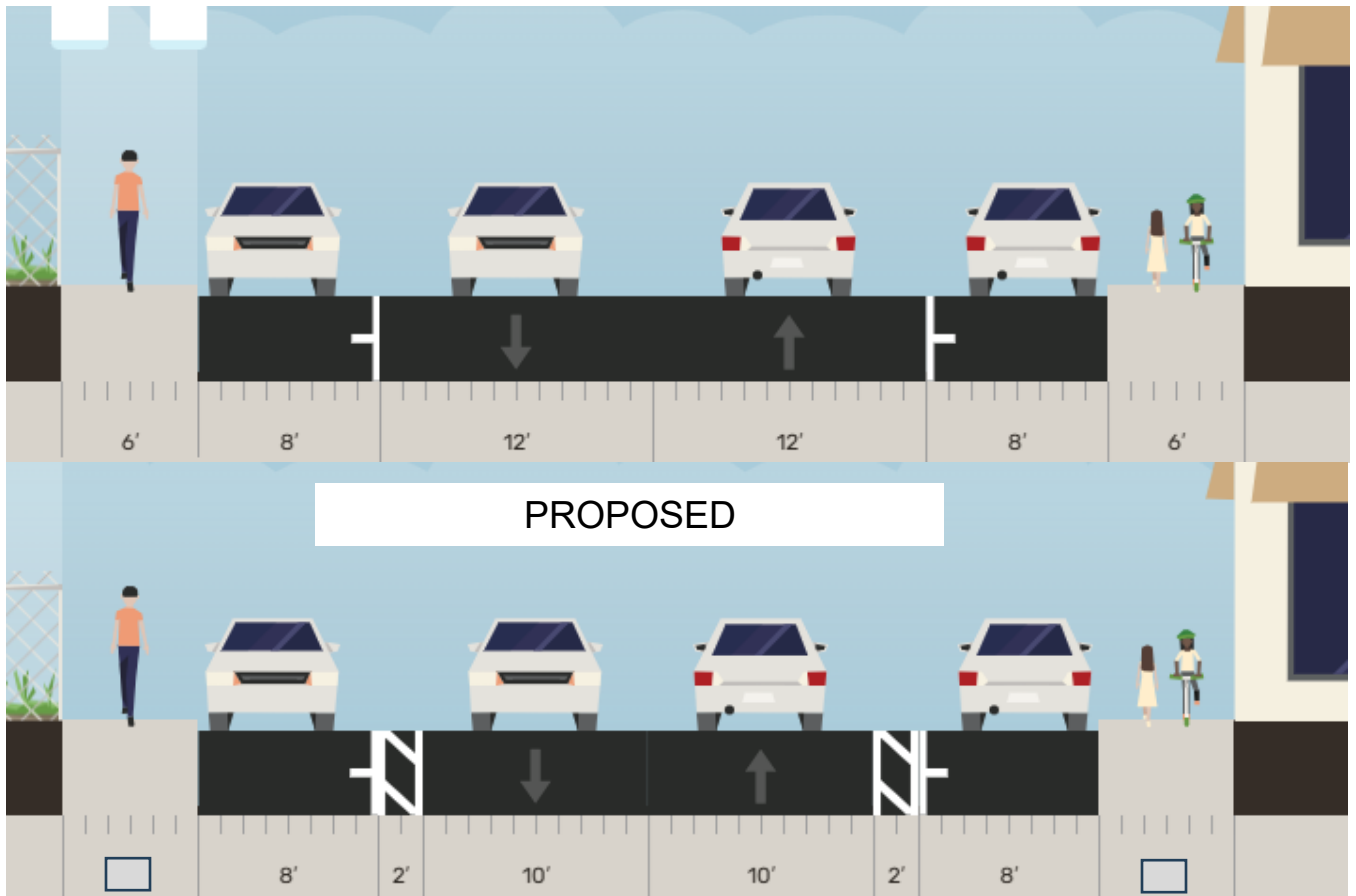


Figure 1: existing and Proposed Cross Section



Figure 2: PROPOSED PLAN VIEW

**STAFF RECOMMENDATION:**

Staff recommends that the Complete Streets Committee review the findings of the De Soto Way/Santa Lucia Avenue intersection safety evaluation and concur with the proposed near-term quick-build improvements.

**DATE PREPARED:**

May 6, 2026