



# “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**  
**April 1, 2026**  
**6:00 PM**

<b>IN PERSON* MEETING LOCATION</b>	<b>Zoom Link**</b>
<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><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. February 2026 Minutes

#### **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. San Bruno/South San Francisco Community-Based Transportation Plan (CBTP) - Public Review Draft
- B. Bike to Wherever Day 2026 - Event Planning
- C. Children's Day Event Tabling

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

#### **7. COMMENTS FROM COMMITTEE MEMBERS**

#### **8. COMMENTS FROM STAFF**

#### **9. ADJOURNMENT**

The next regular meeting of the Complete Streets Committee will be held on May 6, 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 March 27, 2026, by 7:00 p.m.



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Harry Yip, CSC Liaison



## “The City with a Heart”

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Matthew Zedler, Committee Member

**MINUTES**  
**Complete Streets Committee**  
**Regular Meeting**  
**February 4, 2026**  
**6:00 PM**

**Meeting Location:** City Hall, Conference Room 115

### **1. CALL TO ORDER/ROLL CALL**

The meeting was called to order at 6:00 PM.

Vice Chair Gaines, Committee members: Hannibal, Lampros, Quinn, Rose, and Stupi were all present.

Staff Present:

Harry Yip – HY

Absent:

Chair Collins, Committee members: Cutlip, Zedler

### **2. REVIEW OF AGENDA**

Approved as submitted

### **3. APPROVAL OF MINUTES**

**M/S Lampros/Quinn** to approve minutes. Motion passed unanimously.

### **4. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

- A. Chris Borges – request for solar LED stop signs at Santa Lucia and De Soto intersection;  
Crestmoor Drive and Bennington Drive intersection

**5. REGULAR BUSINESS**

- a) Active San Bruno Avenue Follow Up
  - (1) Committee members provided recommendations on the community engagement scope of work
- b) Review of 2026 Calendar

**6. REPORT OF COMMISIONS, BOARDS, AND COMMITTEES –**

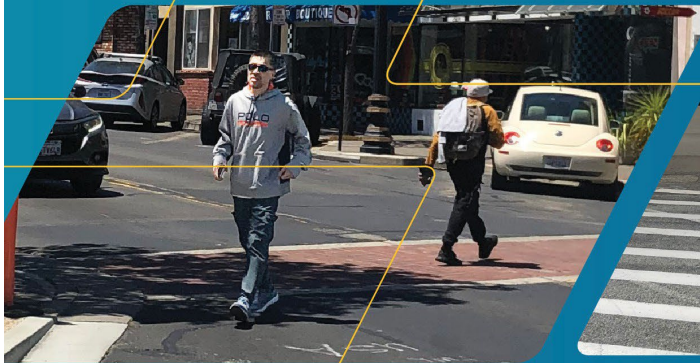
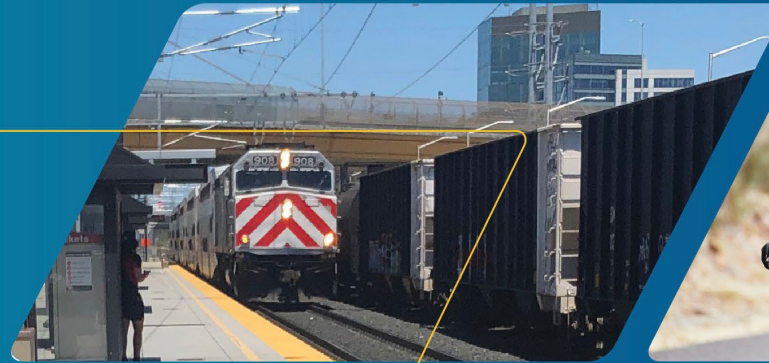
**7. COMMENTS FROM COMMITTEE MEMBERS**

- A. Bike to anywhere subcommittee
- B. Request from Lampros
  - i. Update on Scott Street Grade Separation Project
  - ii. Update on Grundy Street construction
  - iii. Update on Shaw Road truck traffic
- C. Comment from Quinn on Hawthorne – Good job

**8. COMMENTS FROM STAFF**

- 9. **ADJOURNMENT:** The meeting adjourned at 6:57 PM until the next regular meeting on April 1, 2026 at 6:00 PM

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



Draft  
March 2026  
City/County Association  
of Governments  
of San Mateo County  
(C/CAG)

# The Community-Based Transportation Plan (CBTP) for San Bruno and South San Francisco

- Funded by the Metropolitan Transportation Commission (MTC) of the Bay Area
- MTC targets Equity Priority Communities (EPCs) throughout the Bay Area
- **Key goal:** improve transportation options and mobility for residents living in the EPCs

Equity Priority Communities as defined by MTC are census tracts which exceed the regional concentration threshold (percent in parentheses below) of residents according to several key demographic factors:



People of Color  
(70% threshold)



Low-Income  
Residents (28%)



Limited English  
Proficiency (12%)



Zero-Vehicle  
Households (15%)



Older Adults 75 Years of  
Age and Over (8%)



People with a  
Disability (12%)



Limited English  
Proficiency (12%)



Severely Rent-Burdened  
Households (14%)



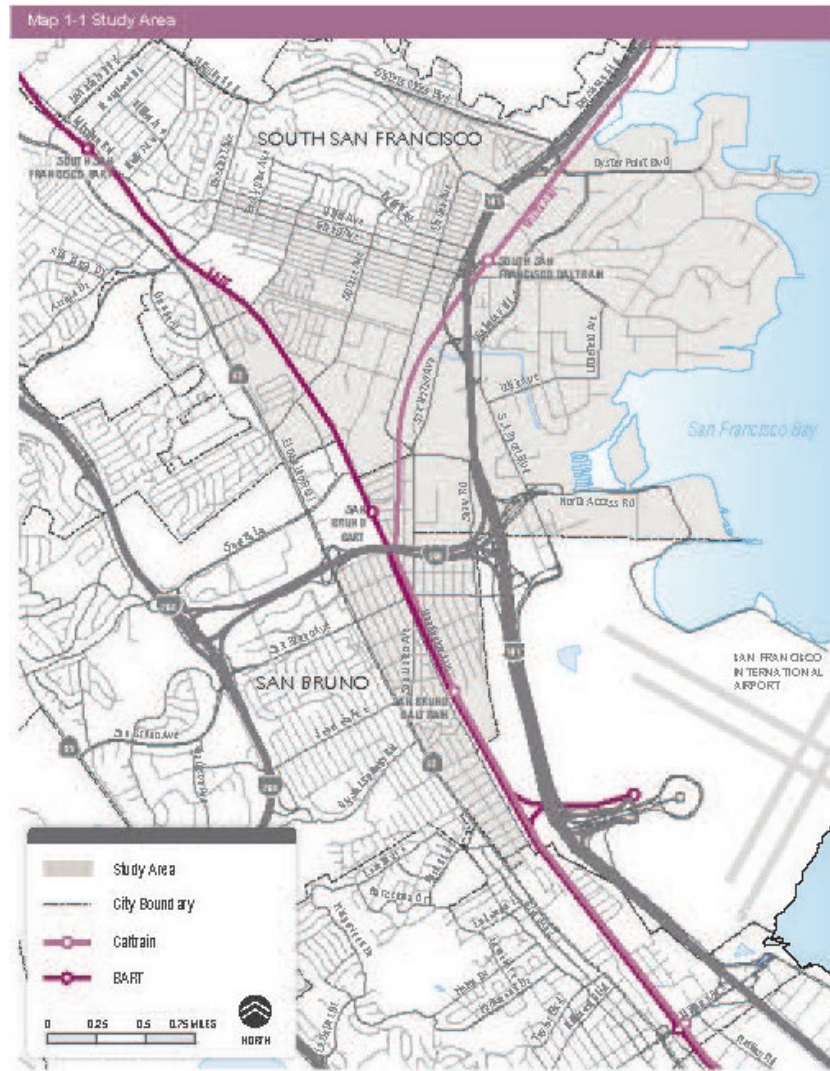
# CBTP Elements

- Community Needs Assessment to determine transportation connectivity, safety, and reliability challenges.
- Community-sourced geographic locations for suggested improvements.
- Strategies, projects, and programs
- Implementation plan and funding suggestions
- Monitoring and reporting metrics

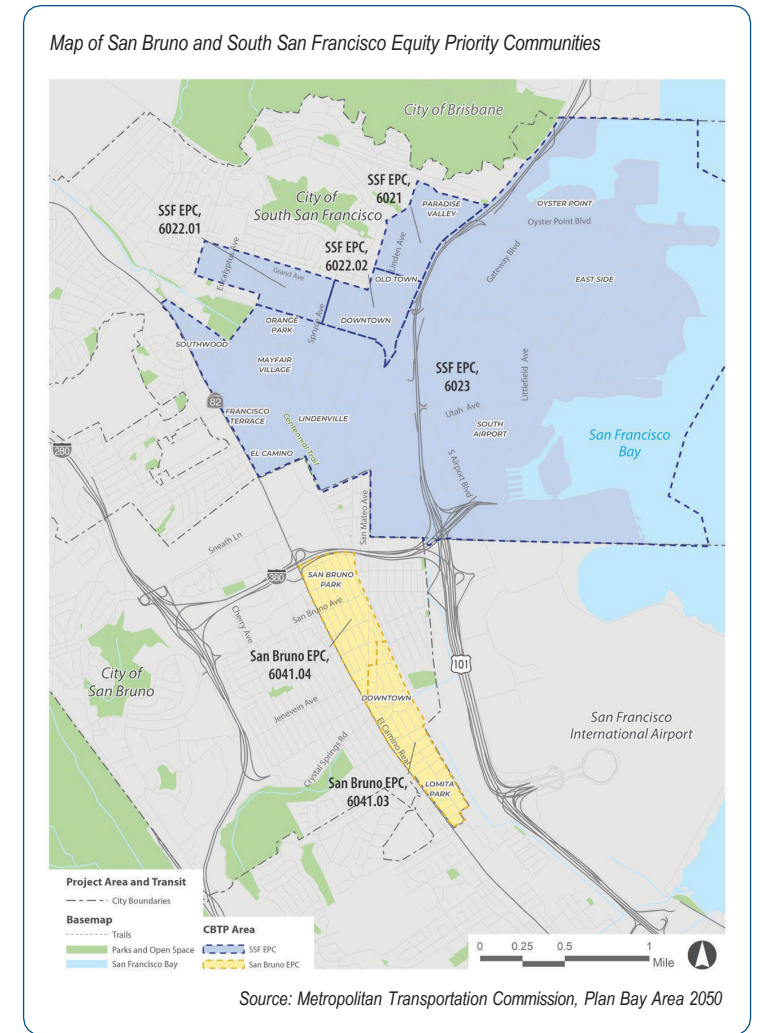


# CBTP 2012 and 2026 Plan Areas Comparison

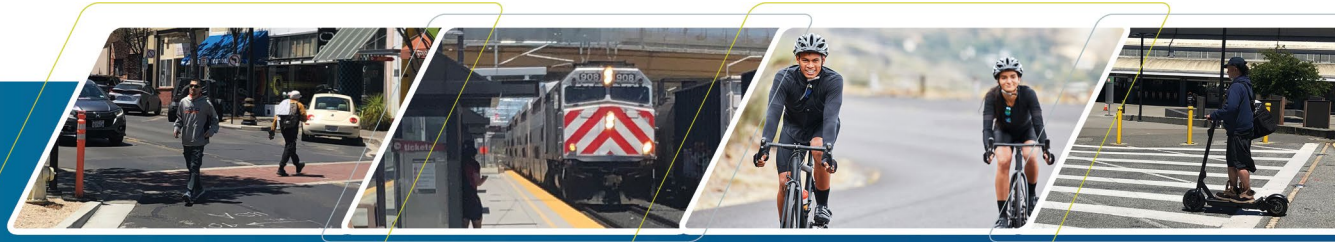
San Bruno census tract east of San Bruno BART and Huntington Avenue was not included in 2026 as an Equity Priority Community by MTC



2012 CBTP Study Area



2026 CBTP Study Area





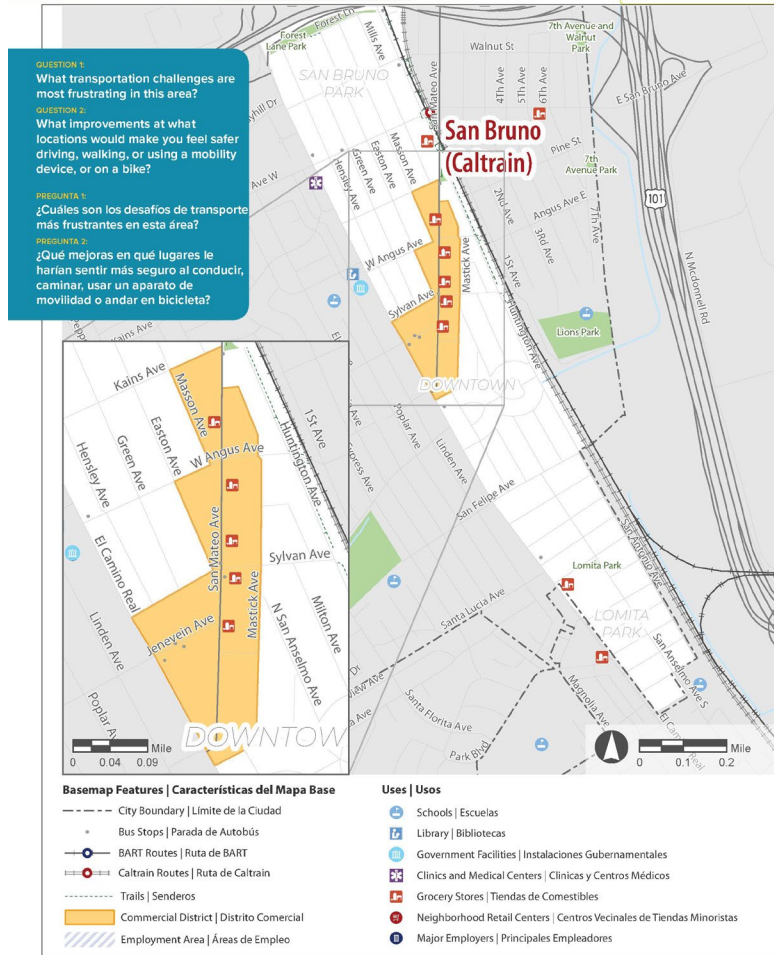
# Outreach Materials

We asked:

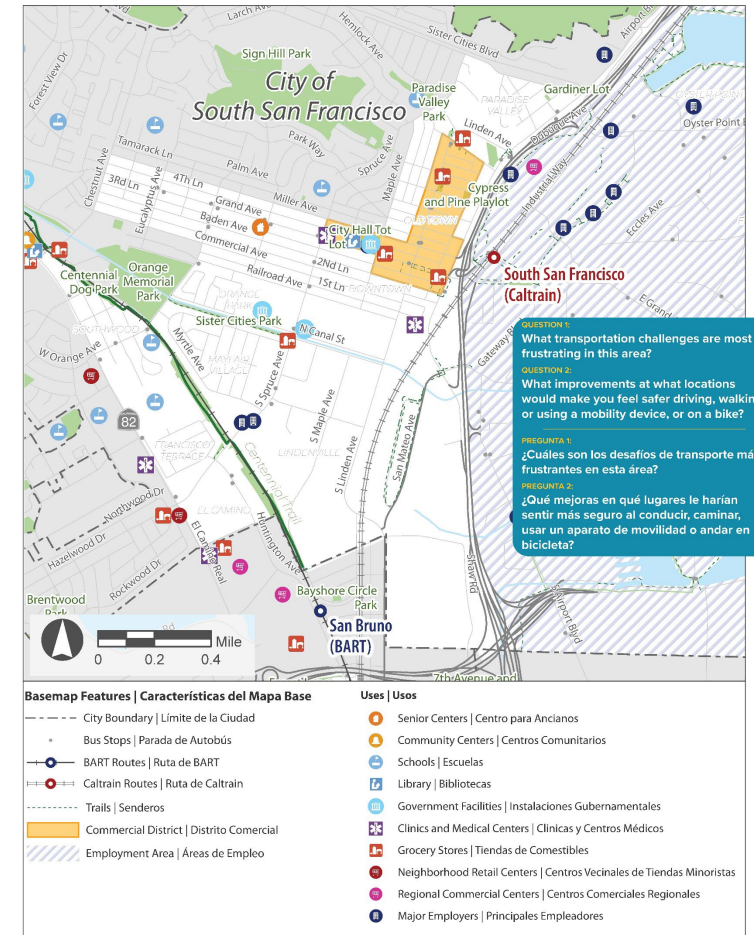
“What transportation challenges do you experience?”

“What improvements would you make?”

WHAT ARE YOU TRANSPORTATION IDEAS?  
¿CUÁLES SON SUS IDEAS DE TRANSPORTE?



WHAT ARE YOU TRANSPORTATION IDEAS?  
¿CUÁLES SON SUS IDEAS DE TRANSPORTE?



# Community Responses

- Over 200 comments mapped
  - Transportation challenges
  - Unsafe locations
  - Suggested improvements
  - Key destinations
- Approximately 300 responses from targeted community members
- 126 survey responses



## Key Findings: Pedestrian Infrastructure

- Community members emphasized feeling **unsafe and inaccessible walking** conditions.
- Poor sidewalk conditions pose **risks for seniors, children, and those with mobility aids**.
- **Lighting and visibility** are major safety concerns, particularly at night.
- **Intersections near schools and busy roads** are perceived as dangerous.
- **Gaps in pedestrian pathways** reduce access to key destinations.
- Residents call for **Complete Streets elements** like benches, trees, and signage.



# Community Recommendations: Pedestrian Improvements and Locations

- **Prioritize underserved neighborhoods** for equitable investment.
- **Safer pedestrian crossings** at El Camino Real, under 280 & 380, and Spruce Avenue.
- Improve **walkability** near Centennial Trail, Pacific Ave, and Huntington Ave.
- Add benches, lighting, and emergency phones along **Centennial Trail**.
- Replace **deteriorating sidewalks** on West & East San Bruno Avenue.
- **Address flooding** near Belle Air Elementary School.



## Key Findings: Bicycle Infrastructure

- Community demand for **safer, better-connected bicycle routes**.
- Current **network is fragmented**, unprotected, and feels unsafe near schools and parks.
- Arterial streets and lack of **east-west connections** deter use.
- Residents call for **protected bike lanes** separated from traffic.
- Protected lanes would **benefit students, low-income workers, and seniors**.



# Community Recommendations: Bicycle Improvements and Locations

- Better bike infrastructure supports **transportation equity**.
- Add **secure bike racks/lockers** at transit hubs and shopping areas.
- Improve **signage, lighting**, and consider adding repair stations.
- **Key suggested locations** include: El Camino Real, Spruce Ave, San Mateo Ave, Huntington Ave, and Centennial Trail.
- Improve **lighting on Centennial Trail** and expand bike parking at key nodes.



## Key Findings: Roadway Infrastructure

- Issues include **potholes, poor lighting, unsafe intersections, and traffic speed.**
- Residents want **speed calming, more signage, and safer school zones.**
- Better road conditions **support transit and multimodal transportation.**
- Improvements are framed as both **safety and performance enhancements.**



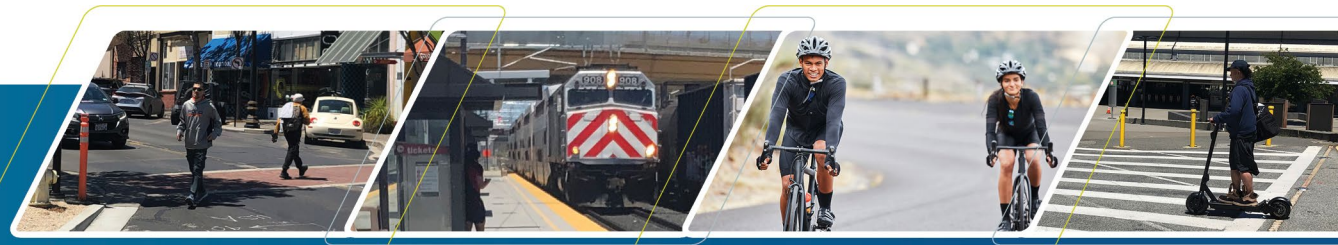
# Community Recommendations: Roadway Improvements and Locations

- **Improve lighting, signage, and striping** near Linden, Armour, and school zones.
- **Address speeding** with speed humps and limit racing on Linden and Cypress.
- **Repair pavement** on El Camino, Green Ave, and Hensley Avenue.
- **Add stop signs, cameras, and fix problematic crossings** like South Linden at Caltrain.
- Install **traffic safety features** at parks, schools, and residential corridors.



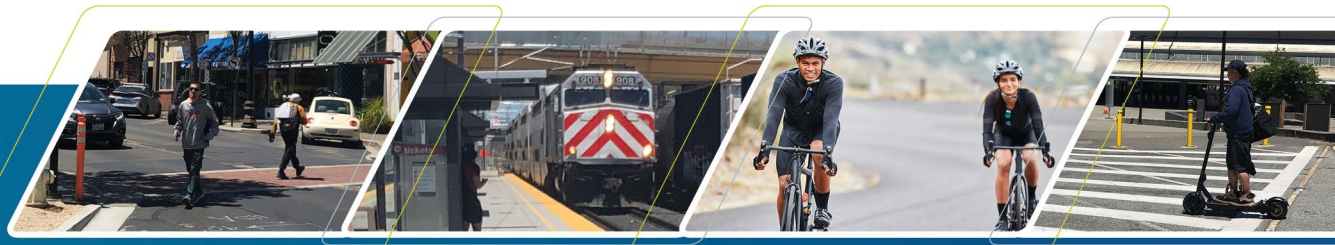
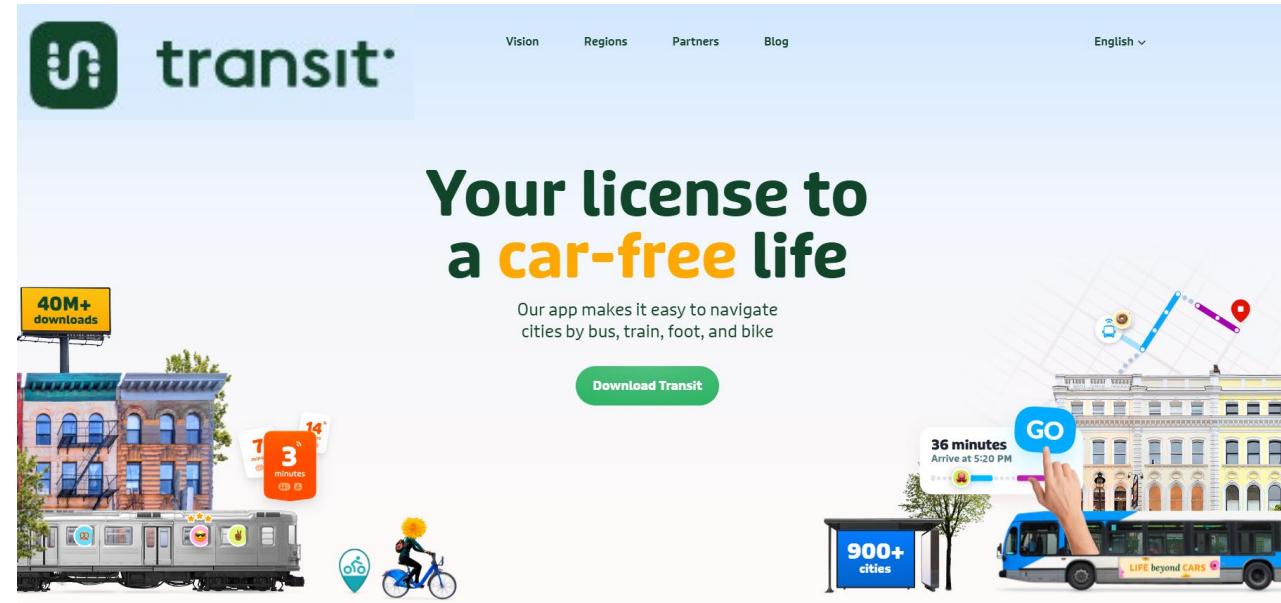
## Key Findings: Transit Services

- **Equity-driven transit** seen as critical for seniors, students, and low-income residents.
- Comments focused on **improving bus service frequency, reliability and synchronization with other transit services.**
- Calls for **better evening/weekend service** and coverage to underserved areas.
- Community **shuttles suggested to run east/west** to better connect neighborhoods with BART/Caltrain and ECR.
- Need for **on-demand, first/last-mile** options like subsidized Uber rides and expanded paratransit services.



# Community Recommendations: Transit Improvements and Locations

- Comments highlighted need for **stronger Caltrain/BART integration.**
- Suggestions: **synchronized schedules, unified fares, better station access.**
- Additional improvements desired: **real-time info, mobile tools, more paratransit.**
- Community wants a **modern, flexible system that improves mobility and opportunity.**



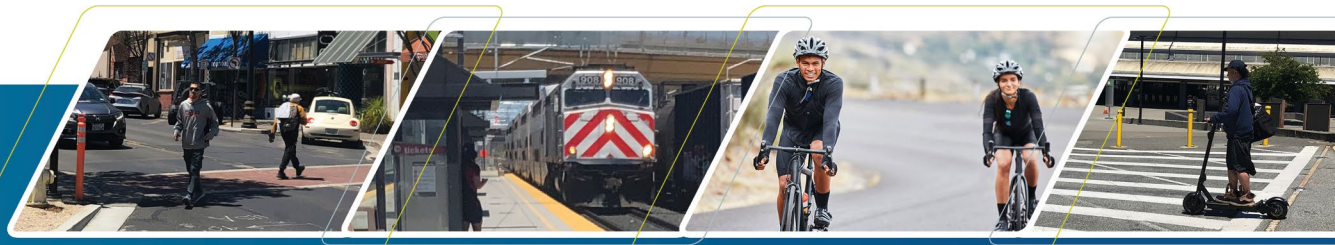
## Key Findings: Safety is a Barrier to Mobility

- **Safety is not just a traffic issue**—it's a barrier to using transportation at all.
- **Residents avoid walking** due to perceived unsafe crossings and poor sidewalk conditions.
- **Biking is avoided**—especially for children—due to conflicts with cars and lack of protection.
- **Personal safety concerns at bus stops** deter use, especially at night or for vulnerable groups.
- **Youth mobility is restricted** by fears over dangerous intersections and unmonitored stops.



# Key Findings: Transportation Costs are a Major Barrier to Mobility

- Transit fare **costs add up for families** making multiple daily trips.
- Discount **programs are poorly known** or hard to access due to language and tech barriers.
- **Hidden costs** like long waits, missed connections, and unsafe access increase burden.
- Residents without cars find **transit more costly and time-consuming**—highlighting equity needs.
- Community calls for **free/subsidized fares, simpler signups, and outreach** in multiple languages.



# Key Findings: Informational, Promotional, and Awareness Building

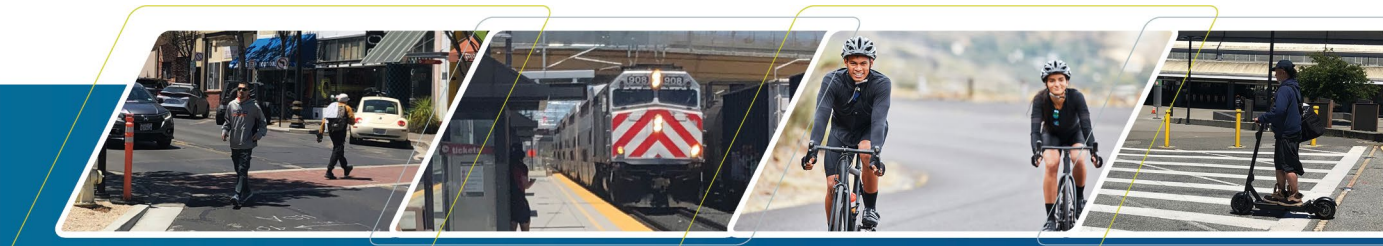
- Residents unaware of key services like senior shuttles, discount programs, and connections.
- Immigrant, senior, and low-income residents need **multilingual, visual, and print-based outreach**.
- **Host enrollment events** with community partners (e.g., YMCA, schools).
- Provide real-time updates, visual guides, and **build a culture that promotes transit use.**



# Strategies to Address Transportation Challenges

Figure 31: 2025 CBTP Transportation Strategies

Strategy	Description
Improve pedestrian safety and community access	Improve pedestrian safety and access by installing more crosswalks and safety enhancements to reduce traffic collisions, improve safety, and expand neighborhood accessibility.
Expand bicycle network connectivity, safety, and amenities	Provide bicycle connectivity to existing shared-use paths such as the Centennial Way Trail, on critical corridors such as El Camino Real and San Mateo Avenue. Create safe, comfortable bikeways on streets with high vehicle volumes and speeds. Provide repair stations and additional bike parking at transit stations.
Improve street infrastructure and safety	Repair damaged street pavement and implement traffic management strategies to facilitate safer travel for everyone.
Improve transit amenities	Maintain and expand bus stop amenities such as shelters, benches, restrooms at transit stations, and improve pedestrian and bicycle connectivity to bus stops and transit centers to enhance the rider experience and encourage new ridership.
Extend and adjust transit service routes, times, and frequencies to reflect the needs of older adults, students, and essential workers	Adjust transit and shuttle routes, timing and frequency to reflect the needs of community members who need travel options in the evenings and on the weekends.
Improve transit reliability and connectivity	Improve on-time performance of existing transit services and ensure riders in need of regional travel can make efficient connections between transit routes and regional transit systems.
Expand options for low- or no-cost transportation services	Expand programs which reduce the financial burdens of transit on low-income residents.
Expand awareness of transit and transportation services	Promote transportation services that are already available to residents through ongoing campaigns to grow awareness among potential riders and encourage mode shift.



# Project Evaluation Criteria

## Community Benefit

- Does this serve communities in the EPCs who are in **greatest need for additional services**, or who **experience the greatest barriers** to mobility?
- Will this **improve local health and safety outcomes** for community members?
- Does the **project have support from community members** and organizations?
- Does it **provide widespread benefits** that will impact many people?

## Increases Access and Mobility

- Does this **provide additional transportation access and expand mobility** for transit-dependent residents?

## Financial Feasibility

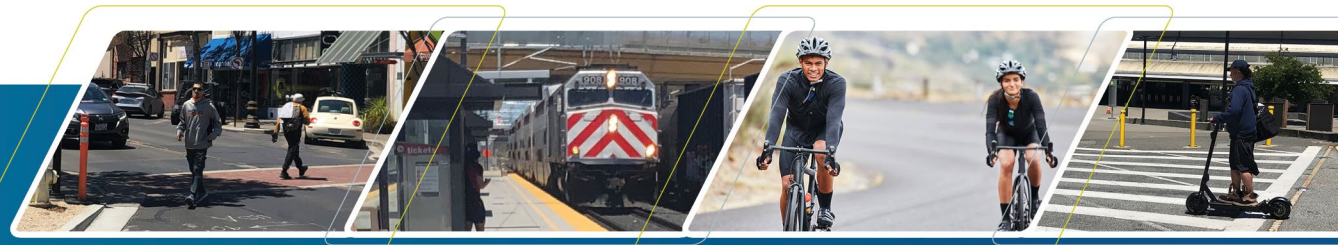
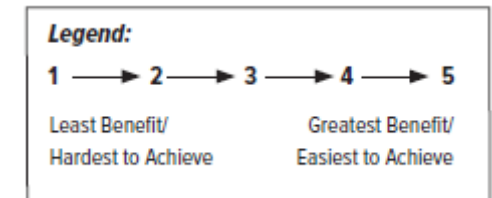
- Are there **existing or potential funding sources** available to cover the costs of this project?
- Are there **additional ongoing costs**, such as maintenance?
- Does this **project overlap with other current city/agency projects** which could help fund the work?

## Ease of Implementation

- How **easy will it be to implement** this solution?
- Is there **one lead agency involved**, or will it **require coordination** among multiple jurisdictions and/or agencies?
- How well does this project **correspond to existing planning projects and goals**?
- Is this **achievable within a reasonable timeframe**?

## Criteria Rating

Each of these criteria is rated on a 1 to 5 scale, with an average of all criteria included to assist in project prioritization.



# Project Recommendations from Community Suggestions

San Bruno/South San Francisco Community-Based Transportation Plan



## PROJECT

Enhance lighting, bicycle facilities and pedestrian-friendly walkways to the I-380 underpasses at Huntington and San Mateo Avenues, including visible pathway connections to Huntington Ave cycle track and to San Bruno BART station.

### Description

Several community members and survey respondents mentioned feeling unsafe when trying to traverse the area underneath Interstate 380, and recommended enhancements to these underpasses, including lighting, walkways and bicycle lanes to make safer connections to Huntington Ave and the San Bruno BART station.

### Community benefits

Providing lighting and designated pedestrian and bicycle pathways may help to improve safety outcomes for those who need to travel under I-380 to reach Huntington Ave and the BART station.

### Increased mobility and access

This would provide a safe connection to and from the BART station, the cycle track and to the Tanforan Mall for San Bruno EPC residents who live south of I-380 and would expand both access and mobility options for community members who live both north and south of these underpasses.

### Existing plans and projects

The City of San Bruno's Walk 'n Bike Plan includes pedestrian-scale lighting, sidewalk enhancements and a separated bikeway along Huntington Ave between the San Bruno BART and Caltrain

stations. Work on the Huntington Avenue Cycle Track, funded by San Mateo County's Measure W, has been completed south of the I-380 overpass. The second phase of the Cycle Track is funded and will be under construction this summer.

### Financial feasibility

San Bruno could potentially connect some of this work to its enhancements and bikeway development along Huntington Ave south of the BART station, which should include the I-380 underpass. Other potential funding sources include the statewide Active Transportation Program (ATP), and California Climate Investments STEP Program which funds accessibility improvements in disadvantaged communities.

### Ease of implementation

This project would require coordination between Caltrans and the City of San Bruno. This is potentially a complex project, with implementation subject to interagency coordination, technical review of issues and potential enhancements, and funding availability.

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San Bruno/South San Francisco Community-Based Transportation Plan



## PROJECT

Provide safety and quality of life enhancements to the Centennial Way Trail, including more lighting, emergency call boxes, benches, and marking lanes for bicyclists and pedestrians.

### Description

Several community members said they felt unsafe walking on the Centennial Way Trail (CWT) and requested safety and security enhancements, benches, and marked lanes to reserve separate space for pedestrians and bicyclists. Some safety enhancements have already been completed, such as trail widening and improved lighting on the segment between South Maple and Spruce Avenues.

### Community benefits

The CWT is a shared-use path that provides benefits to local residents both as open space and as a connection to key locations along its route. Enhancing the trail could potentially provide improved health and safety benefits to those who live in nearby EPCs.

### Increased mobility and access

Increased use among local residents could enhance their access and mobility as well.

### Existing plans and projects

South San Francisco's Centennial Way Trail Master Plan, which governs improvements to the trail, indicates opportunities for additional lighting and seating, location-specific signage tied to 911 dispatch, and signage for separation between transportation types.

Centennial Trail Park South opened in Fall 2024 and included a widened trail and improved lighting on the CWT section between South Maple and Spruce Avenues.

### Financial feasibility

The City of South San Francisco has recently been awarded federal funds to support upgrades and park development along the CWT. Additional enhancements suggested here could be funded by state grant funds like STEP or through San Mateo County's Measures A and W. There may be ongoing staffing and maintenance needs that will need to be budgeted for as well.

### Ease of implementation

Many of these enhancements are already part of recommendations in the CWT Master Plan. Crossings or major modifications would require a case-by-case evaluation. Portions of the trail are on BART and SFPUC property with PG&E easements requiring agency approvals. Time may be needed for design, planning, procuring equipment, construction and any coordination needed with emergency services.

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# Project Recommendations from Community Suggestions

Figure 40: CBTP Projects

Strategy/ Project Number	Project	EPC Location(s)	Average Project Score	Estimated Cost Range	Estimated Project Implement- ation Timeline	Suggested Lead Agency or Agencies	Potential Funding Sources	Related Plans, Programs, and Studies
<b>Strategy A: Improve pedestrian safety and community access</b>								
<b>A1</b>	Coordinate with the City of Millbrae and the Millbrae Elementary School District to implement traffic management measures, such as speed humps near Lomita Park Elementary School, along Santa Helena, San Antonio and San Anselmo Avenues to slow traffic near the San Anselmo/Santa Helena and San Antonio/Santa Helena intersections and pedestrian crossings.	Lomita Park/ Downtown San Bruno	5	\$\$	1 to 2 years	City of San Bruno	San Mateo County Measures A & W; STEP	San Bruno Safe Routes to School Plan
<b>A2</b>	Create a raised crosswalk across Huntington at Pacific Ave for community members to safely access San Bruno BART station.	Near San Bruno EPCs	4.5	\$\$-\$	1 to 2 years	City of San Bruno	San Mateo County Measures A & W; SS4A; STBG	San Bruno Walk 'n Bike Plan
<b>A3</b>	Evaluate the impacts to pedestrian infrastructure from flooding near Belle Air Elementary School and determine the feasibility of design features and stormwater management that could reduce impacts to this infrastructure.	Lomita Park/ Downtown San Bruno	4.5	\$\$\$	1 to 2 years	City of San Bruno	San Mateo County Measures A & W; CDBG; SRTS; STBG; STEP	San Bruno Safe Routes to School Plan
<b>A4</b>	Provide safety and quality of life enhancements to Centennial Way Trail, including more lighting, emergency call boxes, benches, and marking lanes for bicyclists and pedestrians.	Lindenville/ Orange Park	4.5	\$\$	1 to 2 years	City of South San Francisco	MTC-CARE; SS4A; STEP	South San Francisco Centennial Way Trail Master Plan

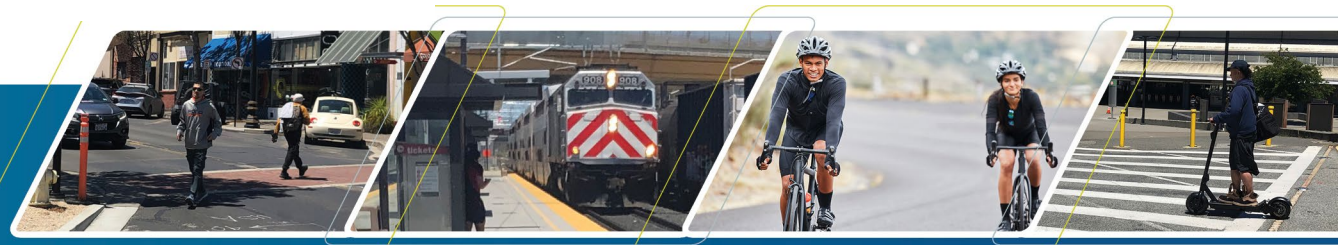


# Tracking Progress and Implementation

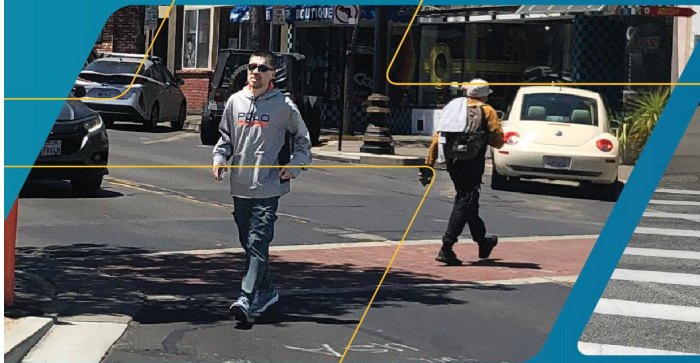
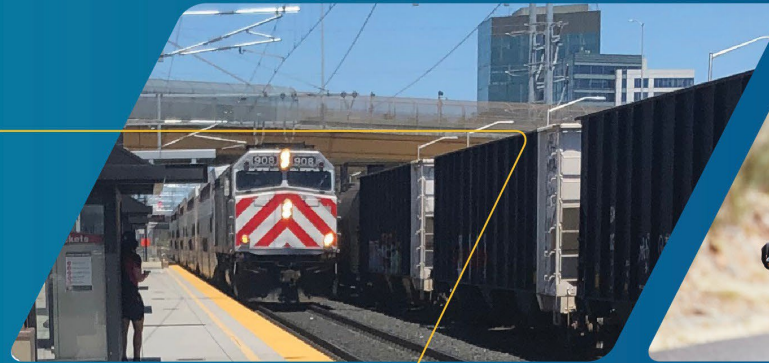
San Bruno/South San Francisco CBTP Annual Tracking Checklist				
<b>CBTP Adoption Date:</b>				
Number of Active Transportation Projects:		<b>Tracking Start Date:</b>		
Number of Transit and Paratransit Projects:				
Number of Safety Projects:		<b>Tracking End Date:</b>		
<b>Total Number of Recommended Projects:</b>				
Project Milestones				
Project Name (Projects may be repeated to accommodate multiple milestones)	Category (Check 1 for each row)			Milestone Description and Date
	Funding	Local Adoption/ Programming	Implementation	
<b>Total Projects Currently Tracked:</b>				

## CBTP Annual Tracking Checklist

Coordinated by C/CAG, cities to submit progress on any recommended projects approved for implementation by City Council.



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