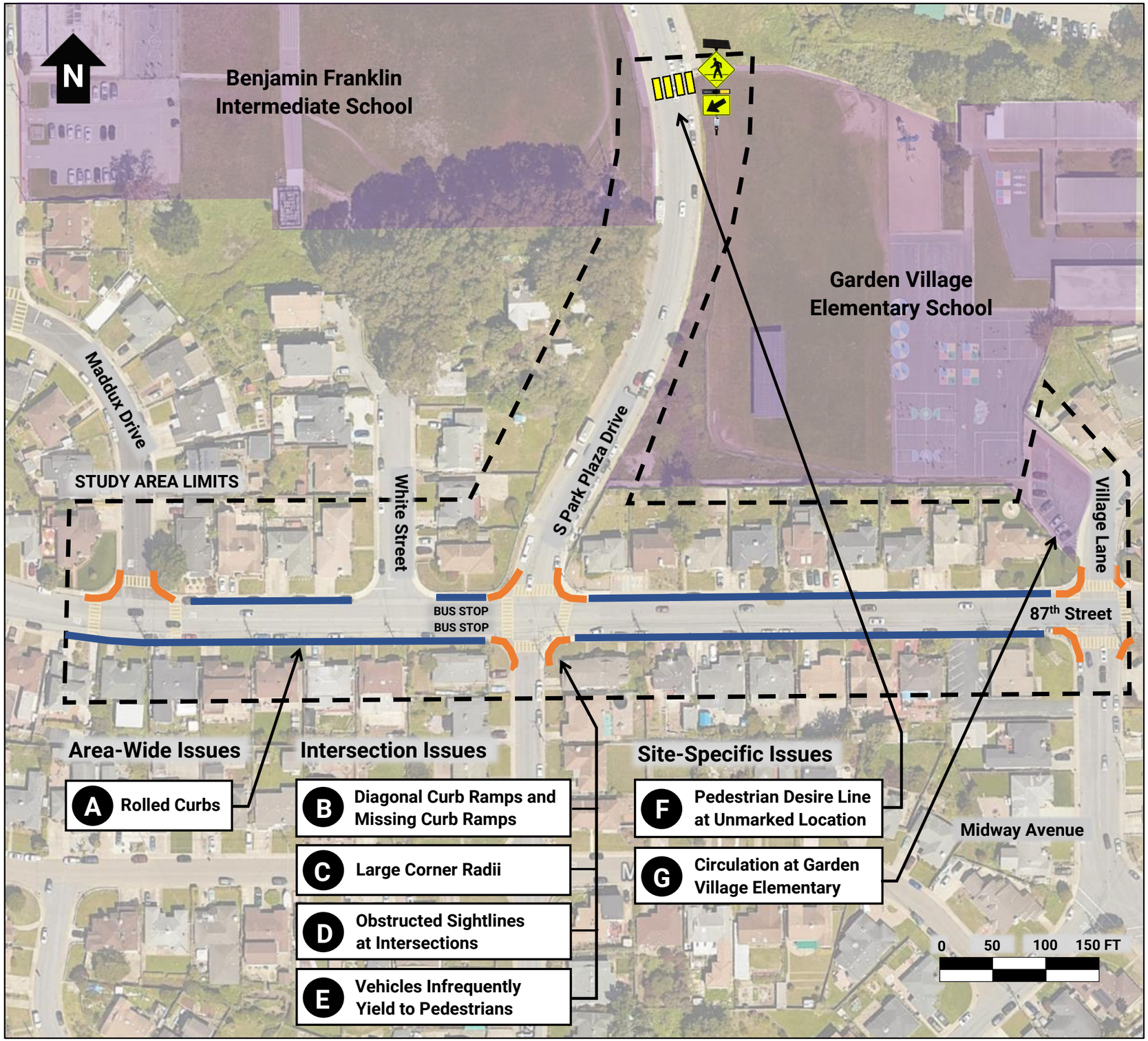
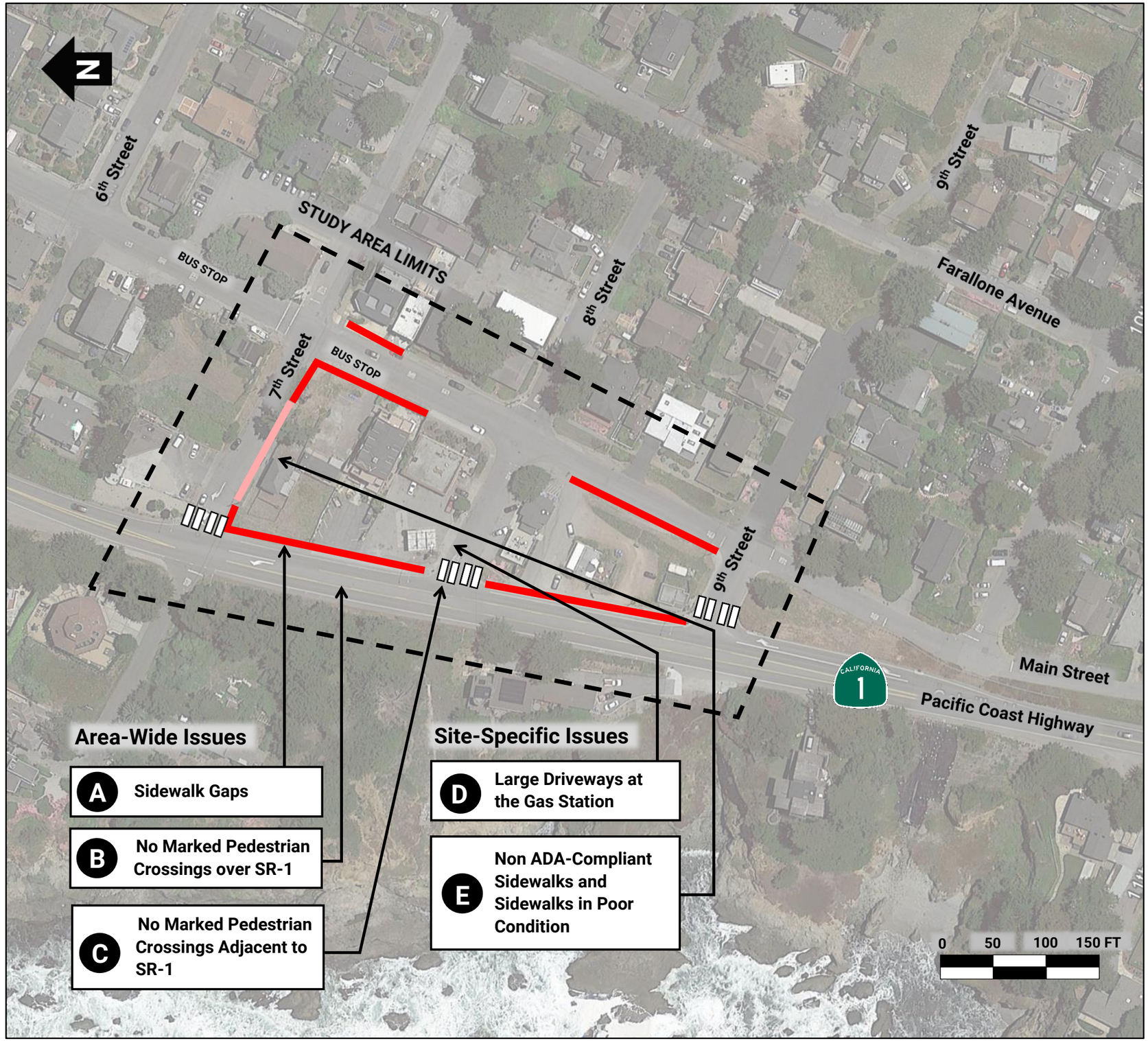


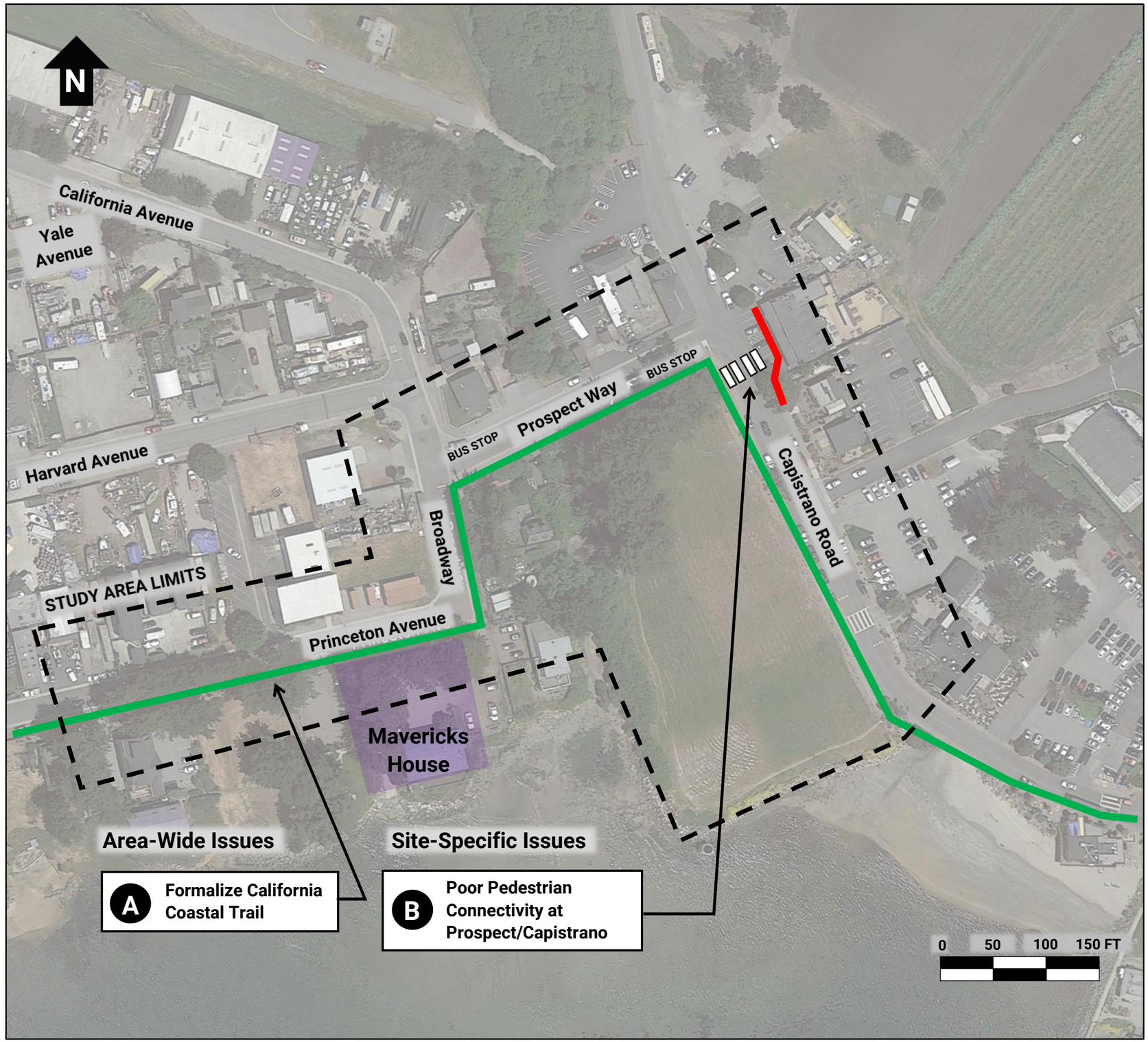
	Issue	Recommendation
A	**Rolled curbs** encourage drivers to park partially on the sidewalk, resulting in pedestrian safety and access issues.	**Short-Term** • Stripe edge lines in roadway to delineate parking lanes from travel lanes or install rubber wheel stops flush with rolled curb to prevent sidewalk parking • Conduct neighborhood educational campaign (e.g., windshield flyers) on good parking habits **Long-Term** • Retrofit rolled curbs to vertical curbs
B	**Diagonal curb ramps and missing curb ramps** are a safety and ADA access issue for pedestrians.	**Long-Term** • Install ADA-compliant bi-directional curb ramps that align with crosswalks at intersections on 87th Street with marked crossings
C	**Large corner radii** at intersections enable drivers to make high-speed right turns, which decreases the likelihood that they will yield to crossing pedestrians and increases the severity of collisions with pedestrians, should they occur.	**Short-Term** • Install quick-build curb extensions with smaller radii constructed from temporary materials like paint and flexible delineators **Long-Term** • Install concrete curb extensions with smaller radii (must account for existing drainage infrastructure)
D	**Obstructed sightlines at intersections** reduce the visibility of pedestrians and other vehicles to drivers.	**Short-Term** • Establish “no parking” zones within 20 feet of intersections **Long-Term** • Install concrete curb extensions
E	**Turning vehicles infrequently yield to pedestrians**, necessitating the use of crossing guards during school hours.	**Short-Term** • Install Leading Pedestrian Intervals (LPIs) at signalized intersections, which provide pedestrians with a walk signal 3 to 7 seconds before vehicles traveling in the same direction receive a green indication, so pedestrians establish the right-of-way in the crosswalk
F	**Pedestrian desire line at unmarked location** results in unsafe midblock jaywalking.	**Long-Term** • Install marked crossing, RRFBs, curb extensions, and curb ramps
G	**Circulation at Garden Village Elementary** is inefficient and results in a narrow pedestrian entrance to the school.	**Short-Term** • Use temporary materials like cones to reconfigure the drop-off zone on Village Lane into a semi-circular circulation loop without parking spaces and a smaller footprint **Long-Term** • Use permanent installations like curbing and landscaping to reconfigure the drop-off zone into a circulation loop and widen the sidewalk to the school campus

Figure 2
Study Area 1: Benjamin Franklin & Garden Village Schools
Broadmoor, CA



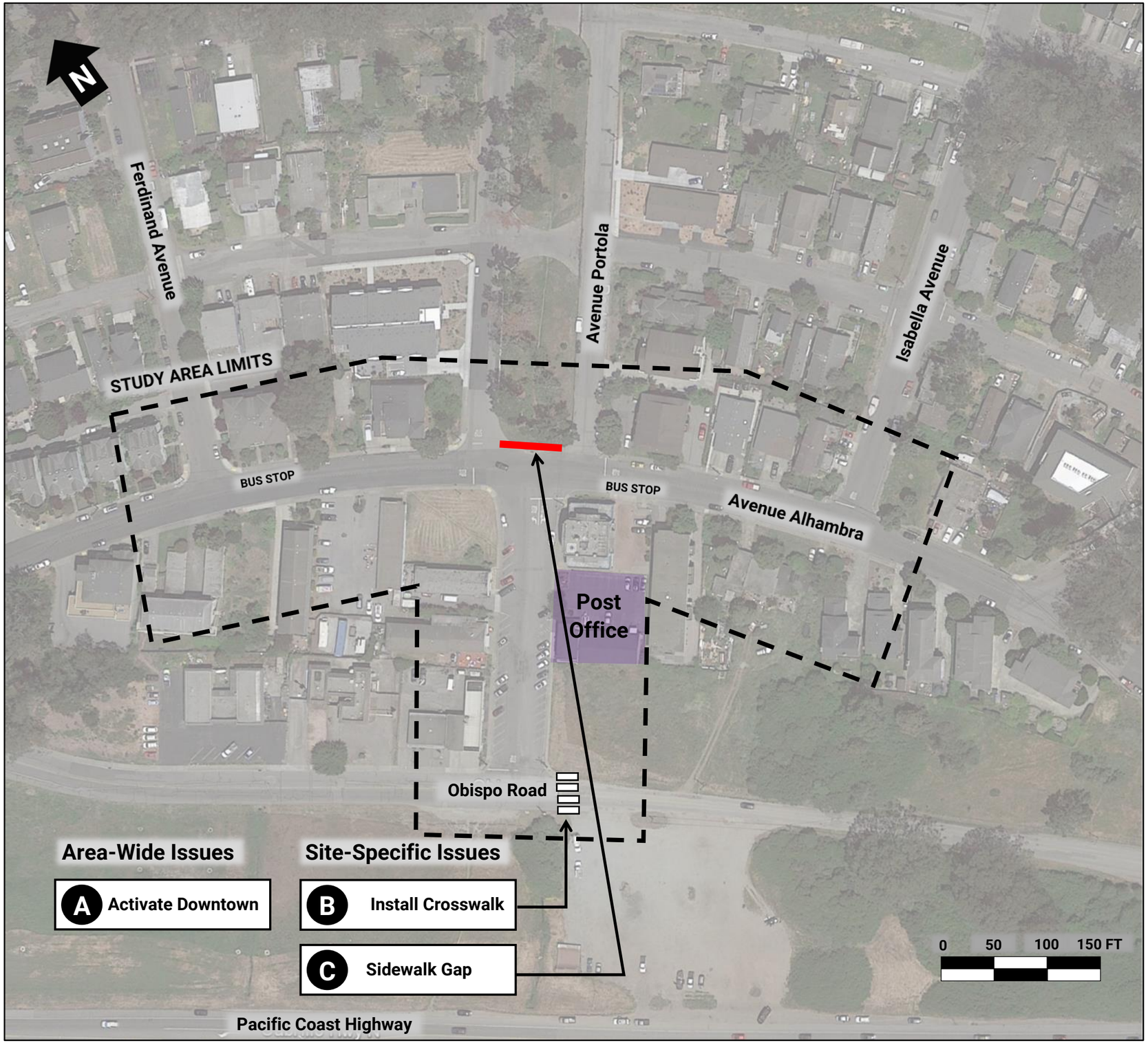
	Issue	Recommendation
A	**Sidewalk gaps** result in a disconnected and inaccessible downtown walking network.	**Short-Term** • Install vertical separation (e.g., wooden curb stops) to delineate travel lane from paved shoulder in areas without existing sidewalk infrastructure **Long-Term** • Install concrete sidewalks in areas without existing sidewalk infrastructure that abut existing concrete sidewalks
B	**No marked pedestrian crossings over SR-1** result in Montara being disconnected from the coastline and development on the west side of SR-1.	See the forthcoming Caltrans District 4 Pedestrian Plan for additional opportunities for pedestrian facilities along and across Caltrans right-of-way. See Highway 1 Safety and Mobility Study Phase 2 for additional long-term recommendations for pedestrian facilities along SR-1 and within Downtown Montara: planning.smcgov.org/sites/planning.smcgov.org/files/SMM_Ph_2_Study_Final_LR.pdf
C	**No marked pedestrian crossings adjacent to SR-1** result in lower pedestrian visibility for high-speed vehicles turning off of SR-1.	**Long-Term** • Install marked crosswalks at 7th, 8th, and 9th Streets • Install accessible landing pads at ends of marked crosswalks
D	**Large driveways at the gas station** create additional pedestrian/vehicle conflict zones.	**Long-Term** • Remove eastern gas station driveway on 8th Street and reduce widths of remaining driveways to reduce speeds of vehicles turning into gas station (requires coordination with property owner)
E	**Non ADA-compliant sidewalks and sidewalks in poor condition** make walking less enjoyable and are a barrier to pedestrian access.	**Short-Term** • Conduct regular sidewalk maintenance **Long-Term** • Repair damaged sidewalks and construct accessible landings at intersections

Figure 3
Study Area 2: Downtown Montara
Montara, CA



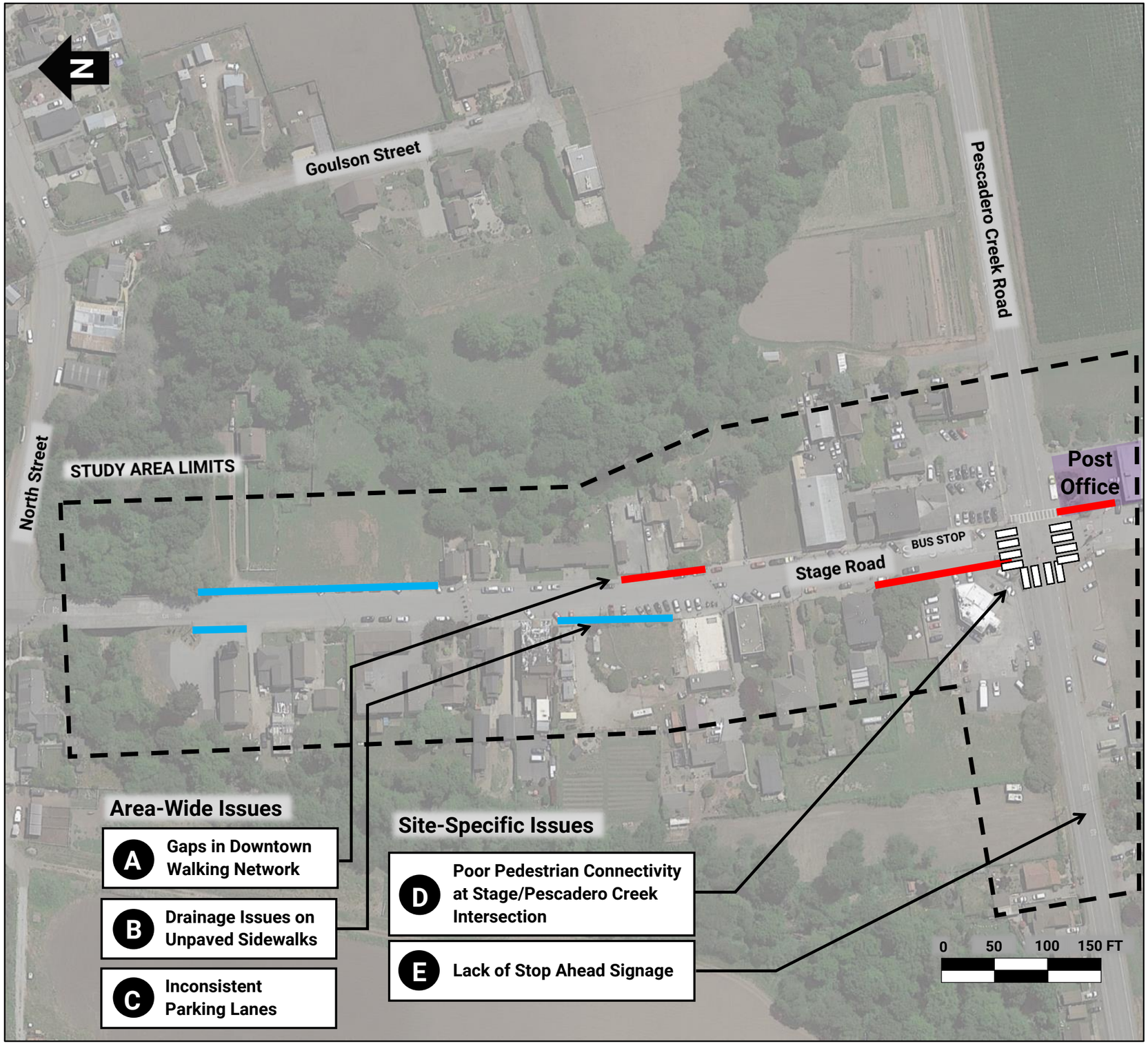
	Issue	Recommendation
A	**Formalize the California Coastal Trail** by adding wayfinding and lighting to make it more comfortable and intuitive to navigate.	**Short-Term** • Install wayfinding signage along trail **Long-Term** • Add pedestrian-scale lighting along the California Coastal Trail in Princeton and in vicinity of Event Center
B	**Poor pedestrian connectivity at the Prospect/Capistrano intersection** creates a safety and access issue for pedestrians going to local businesses.	**Short-Term** • Install stop signs and stop bars on Capistrano Road at Prospect Way to create three-way stop-controlled intersection • Formalize a walkway behind parking spaces in front of the Old Princeton Landing Pub & Grill **Long-Term** • Install a marked crosswalk and curb ramps on the eastern leg of the Prospect/Capistrano intersection to provide connectivity across Capistrano (requires coordination with property owner)

Figure 4
Study Area 3: Mavericks House Event Center
Princeton, CA



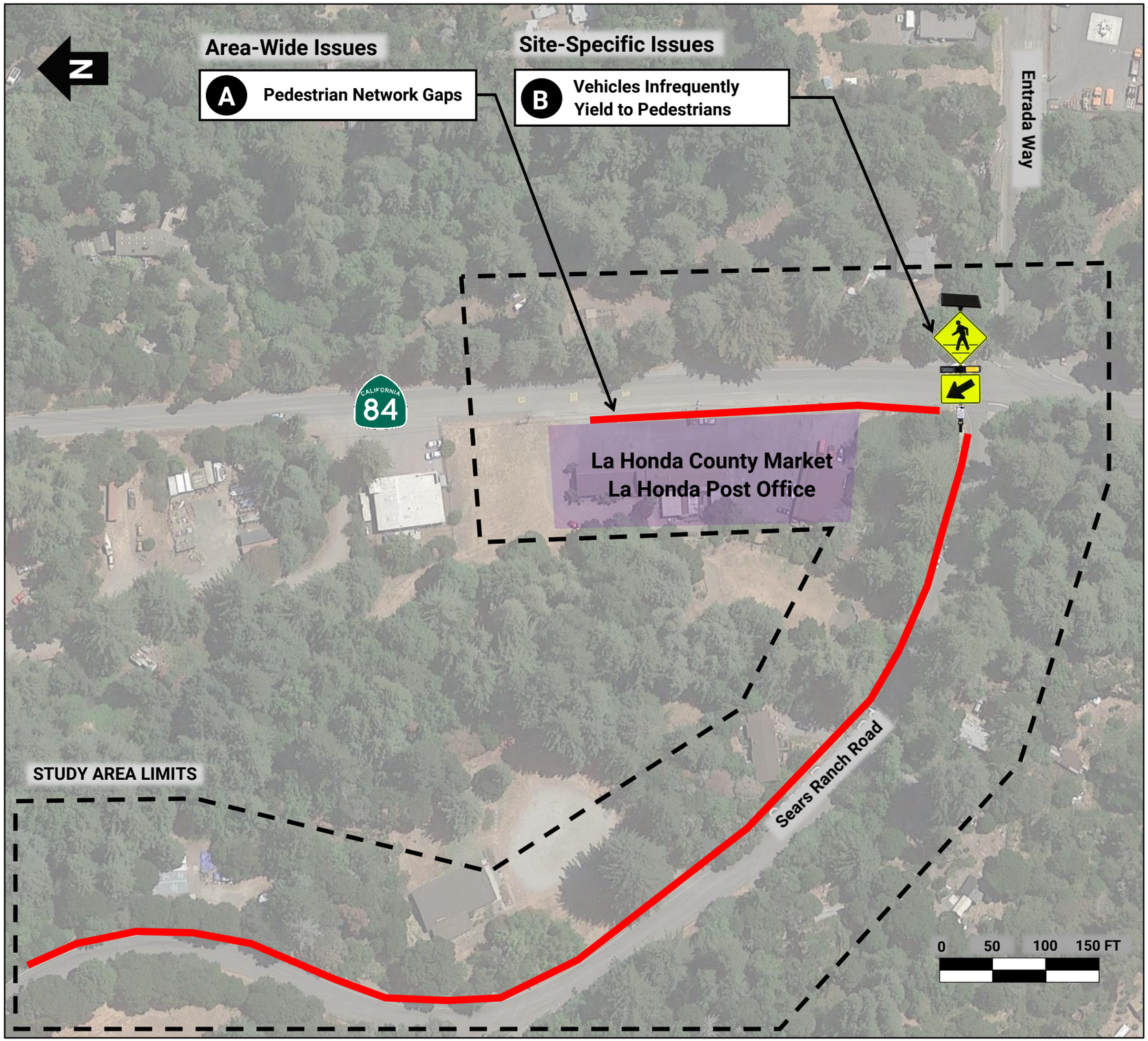
	Issue	Recommendation
A	**Activate downtown**, which is currently automobile-focused.	**Short-Term** • Seal coat existing parking lanes on Avenue Portola from Avenue Alhambra to Obispo Road with colored patterns to visually narrow roadway and delineate parking lanes from travel lanes • Convert several parking spaces to planters or parklets to activate El Granada's downtown **Long-Term** • Reconstruct Avenue Portola from Avenue Alhambra to Obispo Road with wider sidewalks, street trees, and a narrower curb-to-curb street width
B	**Install crosswalk** on Obispo Road to connect southern parking lot to downtown businesses.	**Short-Term** • Install crosswalk on southeastern leg of Obispo/Portola intersection
C	**Sidewalk gap** at Portola/Alhambra intersection.	**Long-Term** • Install concrete sidewalk and curb ramps

Figure 5
Study Area 4: Downtown El Granada
El Granada, CA



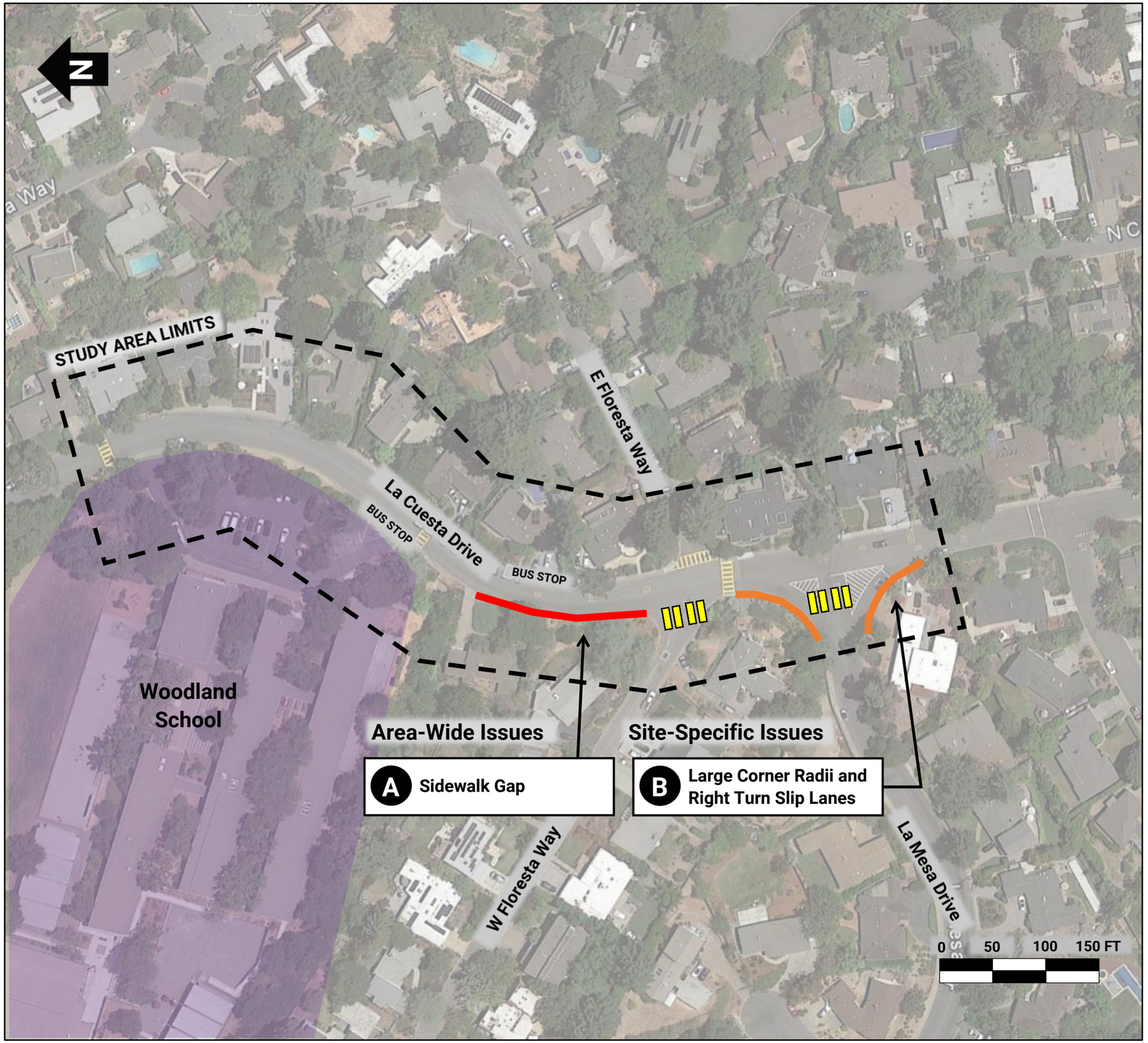
	Issue	Recommendation
A	**Gaps in downtown walking network** limit pedestrian connectivity in downtown Pescadero.	**Short-Term** • Install vertical separation (e.g., wooden curb stops) to delineate unpaved shoulder parking lane from existing unpaved walkways • Extend sidepath from Stage/Pescadero Creek intersection to Post Office **Long-Term** • Install concrete sidewalks in front of Topia Antiques and gas station (areas without existing sidewalk infrastructure that abut existing concrete sidewalks)
B	**Drainage issues on unpaved sidewalks** after rain events.	**Short-Term** • Conduct regular sidewalk maintenance (i.e., fill depressions with new soil) **Long-Term** • Install crushed gravel to reinforce and level unpaved walkways
C	**Inconsistent parking lanes** result in disorganized vehicle parking and vehicles encroaching in pedestrian space.	**Short-Term:** • Reconfigure parking on each side of Stage Road to be consistent (i.e., all parallel or all diagonal) by striping parking spaces
D	**Poor pedestrian connectivity at the Stage/Pescadero Creek intersection** creates a safety and access issue for pedestrians going to the Post Office and other destinations to the south.	**Short-Term** • Install high-visibility crosswalks on all four legs of the intersection **Long-Term** • Install lighting at intersection to illuminate crosswalks
E	**Lack of Stop Ahead Signage** on Pescadero Creek Road on eastbound approach to Stage Road.	**Short-Term** • Install Stop Ahead signage to augment existing Stop Ahead pavement markings

Figure 6
Study Area 5: Downtown Pescadero
Pescadero, CA



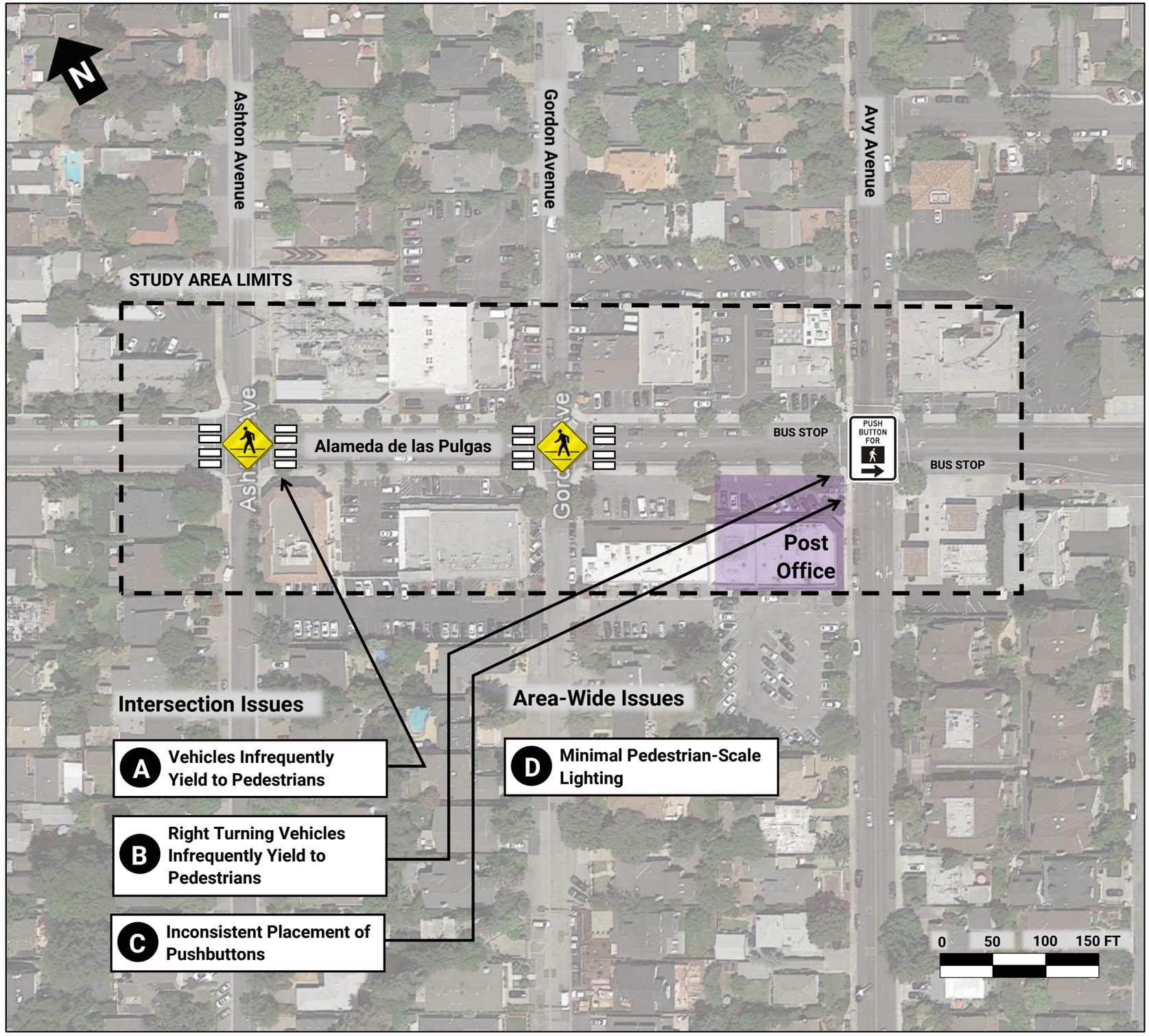
	Issue	Recommendation
A	**Pedestrian network gaps** from the La Honda Country Market and Post Office to Sears Ranch Road and from La Honda Elementary School to SR-84 result in a disconnected and inaccessible walking network.	**Short-Term** • Install vertical separation (e.g., wooden curb stops) on south side of SR-84 to delineate travel lane from paved shoulder walkway from Country Market to Sears Ranch Road • Install similar separation on east side of Sears Ranch Road from school to SR-84 to delineate travel lane from paved shoulder walkway. (This is also a recommendation from a San Mateo County Safe Routes to School walking audit conducted at La Honda Elementary School.)
B	**Vehicles infrequently yield to pedestrians** crossing SR-84 at Sears Ranch Road.	**Short-Term** • Install pedestrian-activated rectangular rapid flashing beacons (RRFBs) at existing marked crossing to increase pedestrian conspicuity and priority. (This is also a recommendation from a San Mateo County Safe Routes to School walking audit conducted

Figure 7
Study Area 6: Downtown La Honda
La Honda, CA



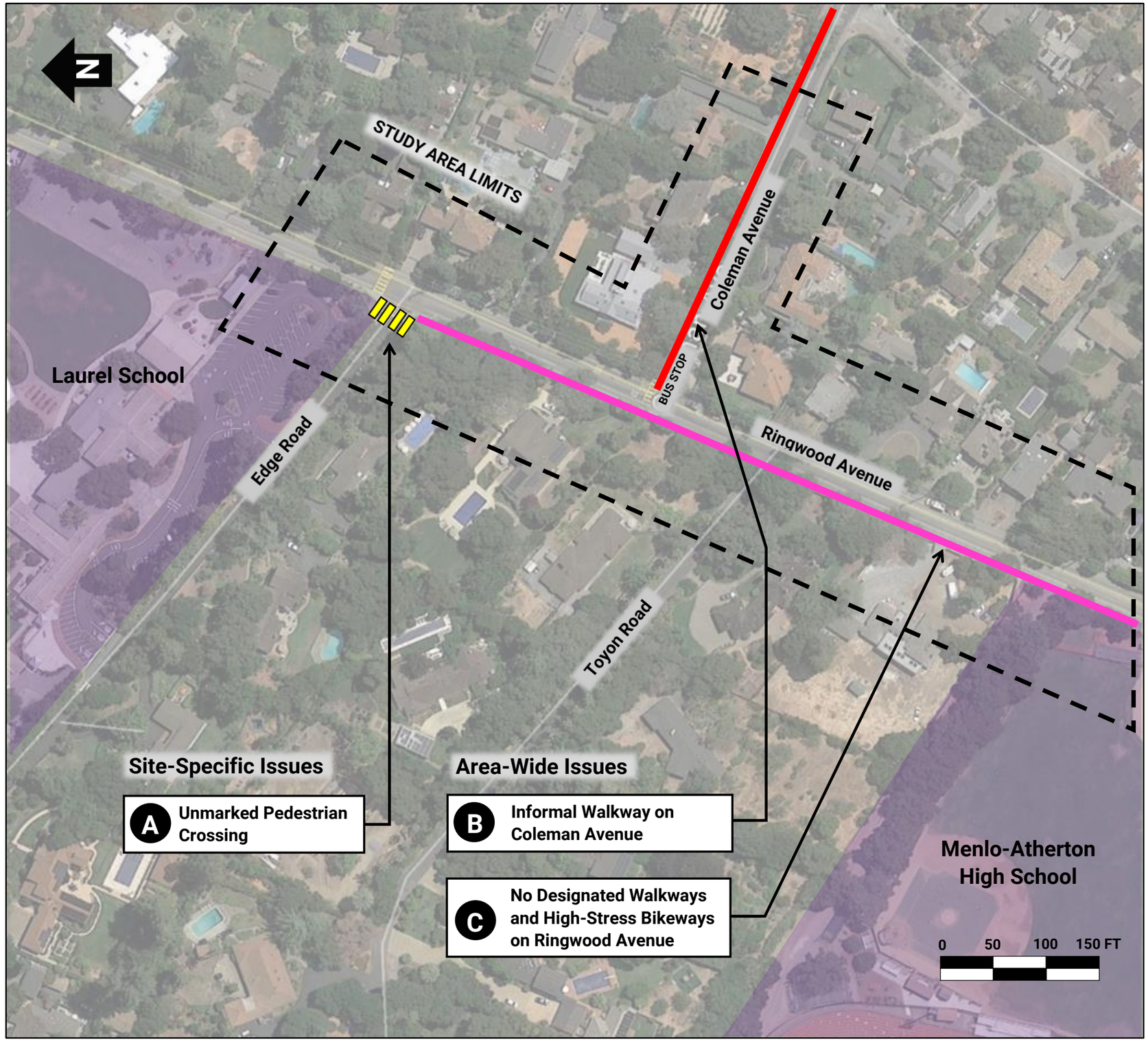
	Issue	Recommendation
A	**Sidewalk gap** results in disconnected walking network to access Woodland School from the south.	**Long-Term** • Install sidewalk on west side of La Cuesta Drive from West Floresta Way to existing sidewalk south of school entrance • Install curb ramps and high-visibility school crosswalk across West Floresta Way
B	**Large corner radii and right turn slip lanes** result in high vehicle turning speeds and unsafe pedestrian crossing conditions at the intersection of La Cuesta Drive and La Mesa Drive.	**Short-Term** • Reduce intersection footprint by closing slip lanes and reducing corner radii, using quick-build temporary materials like paint and flexible delineators **Long-Term** • Reduce intersection footprint, close slip lanes, and reduce corner radii by reconstructing curblines. • When reconstructing curblines, construct curb ramps and install marked crossing at intersection

Figure 8
Study Area 7: Woodland School
Ladera, CA



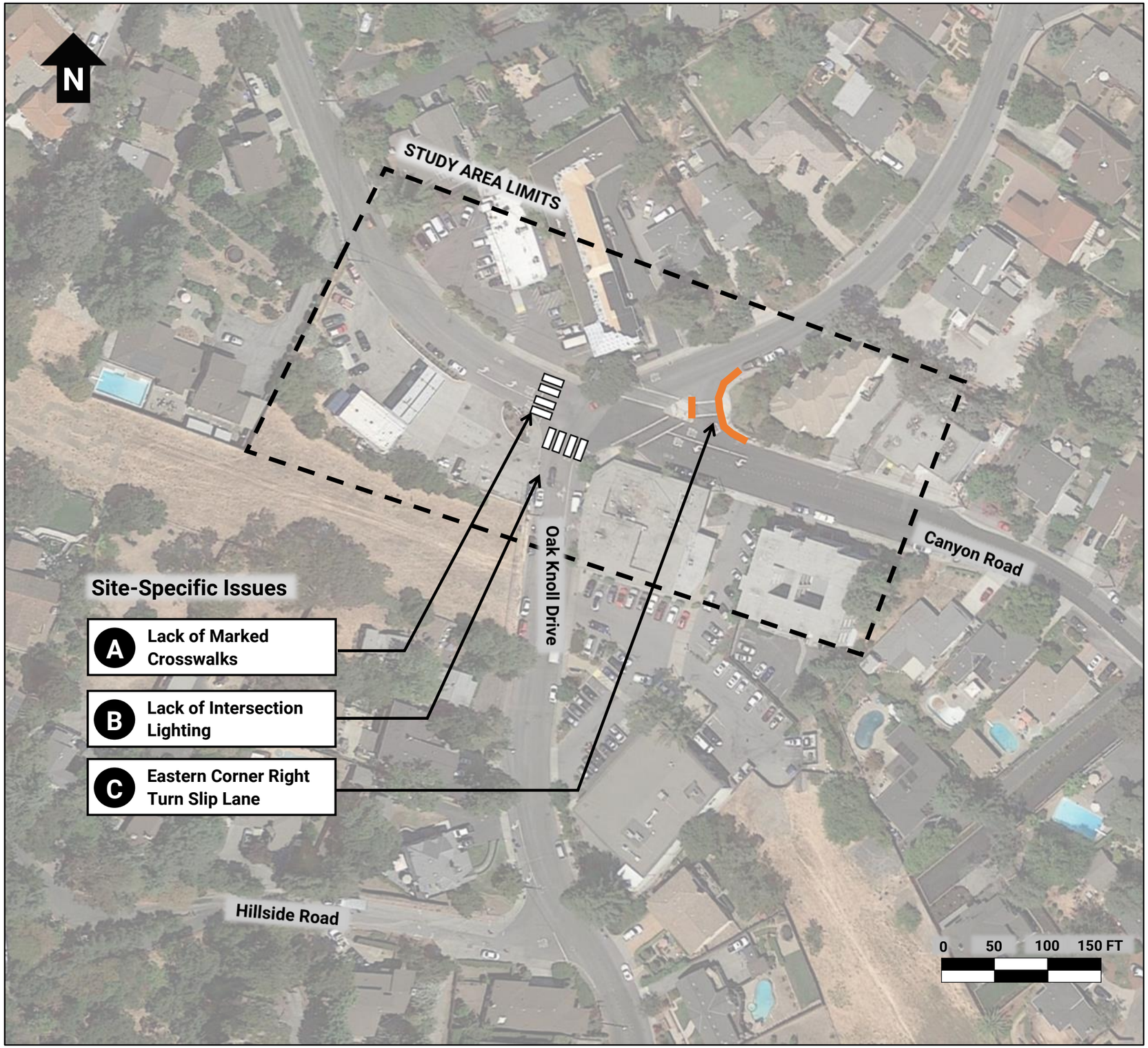
	Issue	Recommendation
A	**Vehicles infrequently yield to pedestrians** crossing Alameda de las Pulgas at Ashton Avenue and Gordon Avenue.	**Short-Term** • Upgrade existing marked crossings to high-visibility markings to increase pedestrian conspicuity and priority • Install pedestrian warning signage at crossings
B	**Right turning vehicles infrequently yield to pedestrians**, which results in an unattractive pedestrian environment.	**Short-Term** • Install Leading Pedestrian Intervals (LPIs), which provide pedestrians with a walk indication 3 to 7 seconds before right turning vehicles traveling in the same direction receive a green indication, so pedestrians establish the right-of-way in the crosswalk
C	**Inconsistent placement of pushbuttons** results in non ADA-compliant crossings at the intersection of Alameda de las Pulgas and Avy Avenue.	**Long-Term** • Relocate all pushbuttons (may require construction of new poles on which to place pushbuttons)
D	**Minimal pedestrian-scale lighting** along Alameda de las Pulgas results in an unattractive nighttime walking environment.	**Long-Term** • Install pedestrian-scale lighting along Alameda de las Pulgas

Figure 9
Study Area 8: Downtown West Menlo Park
West Menlo Park, CA



	Issue	Recommendation
A	**Unmarked pedestrian crossing** at Edge Road, reducing pedestrian conspicuity for drivers.	**Short-Term** • Restripe crosswalk over Edge Road
B	**Informal walkway on Coleman Avenue,** resulting in pedestrian safety and access issues.	**Short-Term** • Formalize walkway on north side of Coleman Avenue by painting shoulder and/or installing vertical separation (e.g., wooden curb stops) to delineate shoulder walkway from travel lane
C	**No designated walkways and high-stress bikeways along Ringwood Avenue**, creating an unsafe walking and bicycling environment for students.	**Short-Term** • Install shared-use path on west side of Ringwood Avenue using low cost materials like thermoplastic striping and curb stops to delineate it from the roadway (requires further study to determine impacts to existing infrastructure)

Figure 10
Study Area 9: Laurel School & Menlo-Atherton High
Menlo Oaks, CA



	Issue	Recommendation
A	**Lack of marked crosswalks** at intersection, resulting in reduced pedestrian conspicuity and safety.	**Long-Term** • Stripe high-visibility crosswalks along western and southern legs of intersection and upgrade existing crosswalks on eastern and northern legs to high-visibility crosswalks • When striping crosswalks, construct accessible landings
B	**Lack of lighting** at intersection, resulting in reduced pedestrian conspicuity and safety.	**Long-Term** • Install intersection lighting to illuminate crosswalks
C	**Eastern corner right turn slip lane** with large radius results in high vehicle turning speeds and unsafe pedestrian crossing conditions.	**Short-Term** • Narrow slip lane to reduce turning traffic speeds by using quick-build temporary materials like paint and flexible delineators **Long-Term** • Eliminate slip lane and reconstruct curbline of eastern corner with truck apron to accommodate heavy vehicles making right turn

Figure 11
Study Area 10: Oak Knoll Drive/Canyon Road Intersection
Emerald Hills, CA