

Pescadero Schools: Safe Routes to School Workshop Summary

Prepared for: The Pescadero School Community

Prepared by: Mark Fenton, public health, planning, and transportation consultant; May 2022



Intrepid walk auditors, April 26, 2022

Background

During April of 2022 members of the Pescadero Schools community and surrounding area, including Pescadero Schools faculty and staff, parents, advocates, other area residents, and community leaders and staff, as well as representatives of the San Mateo County Department of Education and Department of Public Works, were invited to take part in a two step process to improve Safe Routes to School. First was an introductory webinar presented March 30 by the facilitation team outlining simple elements of street and community design that enhance walking and bicycling safety and desirability. They are summarized here:

A. Mixed land use patterns: Compact development with different land uses and activities close together provides varied types of destinations within walking, cycling, and transit distance. Neighborhood schools and mixed village centers are characteristic of such “walkable” development.

B. Active transportation facilities: A comprehensive and connected network of pedestrian, bicycle, and transit facilities, such as sufficiently wide sidewalks, bicycle lanes, and non-motorized pathways, as well as frequent, affordable transit service (as appropriate) are key to encouraging non-automotive travel.

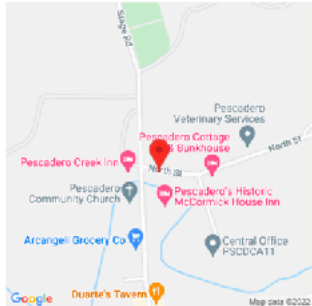
C. Functional site designs: Destinations and routes are designed to reward those who travel on foot, by bike and transit, such as buildings at the sidewalk, with parking on-street or behind, and elements such as street trees, landscaping, planters, benches, bicycle parking, shade structures, awnings, lighting, way-finding signs, safe and appealing transit stops, and similar “street furnishings.”

D. Safety and access for people of all ages, backgrounds, incomes, physical abilities and disabilities, including ADA-compliant design, high visibility crosswalks and signs; and features to help slow traffic such as curb extensions, median islands, small roundabouts, chicanes, and lane reductions and narrowing.

This webinar also introduced Stanford University’s *Our Voice Discovery Tool*. The tool is a cell phone or tablet based application that allows users to take photographs of their environment, and add a comment on whether or how it encourages or discourages walking and bicycling, while automatically recording the location. Over the next week participants were invited to use the application to capture and upload images of locations that they or children they know traverse on their trips to school and nearby in the community. The image at the right is an example page of the report generated by the *Our Voice* team, and illustrates the information that is

Project : PESC

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Good or Bad for the Community?

Why did you take this picture?

[text] :Narrow Bridge on Front St, no room for peds/bikes.

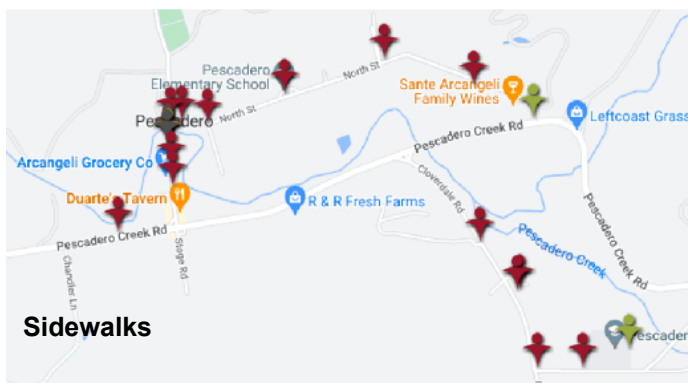
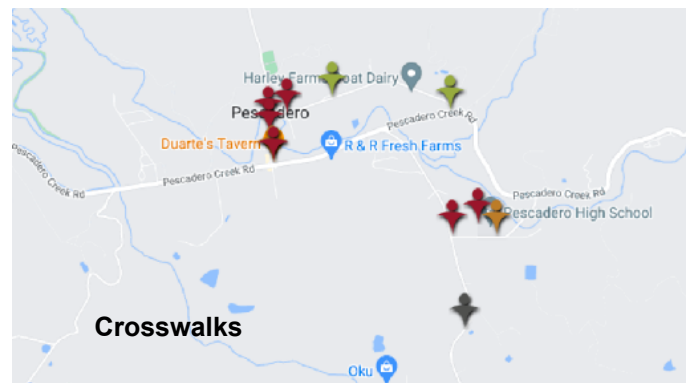
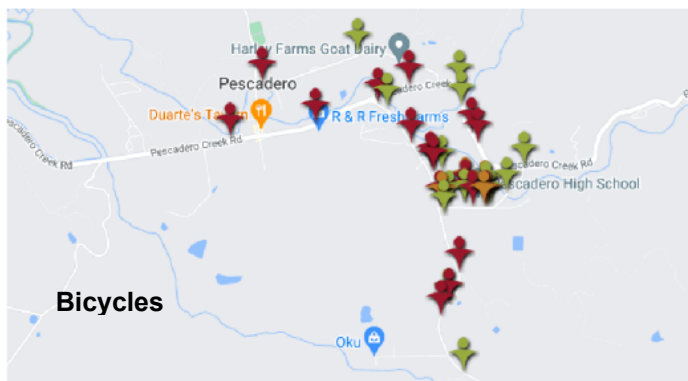
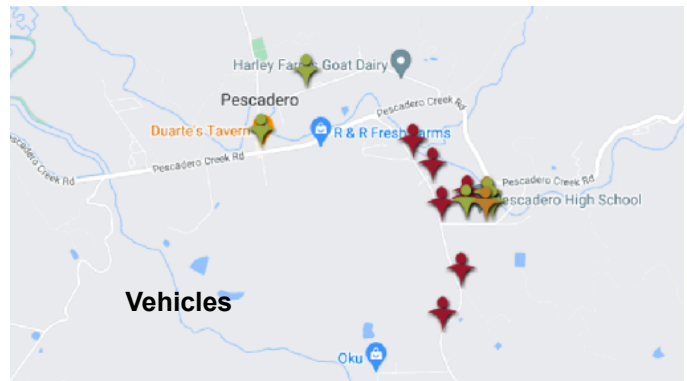
Puente angosto en Front St, no hay espacio para peatones/bicicletas.

Tags:

Bicycles/Bicicletas

Sidewalks/Banquetas

captured: the photo that is taken; the map indicating where it was taken; any comment that was recorded; and whether the photographer felt it was good or bad for walking and bicycling. The *Our Voice* team generated a map for each of six theme areas: sidewalks; crosswalks; bicycles; signs and lights; vehicles; and general security. Maps of the photo locations for each theme were generated, with marks for each photo taken. The color of the mark indicates whether the person taking the picture indicated something that *encouraged* walking and bicycling (green); *discouraged* it (red); showed some of both (orange); or did not indicate either positive or negative (gray). Below are the maps for sidewalks, crosswalks, bicycle and vehicles. It may be most illuminating to observe where the clusters of red marks are, indicating opportunities for improved infrastructure (walkways, bike lanes or trails) and safety measures (crosswalks, curb extensions). Pedestrian concerns are particularly clustered on Stage Road and North Street. Bicycle concerns are also seen especially on Cloverdale Road and Butano Cutoff, perhaps related to the program to bring bicycling skills and safety training to the Middle/High School students.



The second step was an in-person walk audit, held April 26, 2022 at the elementary school. A small group of school personnel, parents, local leaders, residents, and County Office of Education and Public Works officials joined Mark Fenton for a facilitated walk. This included a discussion of activities and potential improvements to the environment that might help encourage more safe walking and bicycling to school by those students who

live close enough to realistically use those modes of travel, or to provide options for even those coming by vehicle to take a walk as part their trips to and from school. The group considered three types of approaches to increase the safety, viability, and appeal of active transportation (walking and bicycling), called the “three Ps.”

- **Programs.** Events, outreach, education, encouragement, and promotional activities.
- **Projects.** Physical changes to infrastructure and the built environment to support walking and bicycling.
- **Policies.** Rules, ordinances, guidelines, practices, and procedures supporting the active travel modes.

The groups considered both short-term ideas that could be executed on the order of weeks to months, and longer-term initiatives that might cost more and take months to even years. This was to assure that we identified some low cost, near term actions that can be pursued quickly to build momentum and begin making it safer for students immediately. The ideas developed are fully summarized in a table at the end of this memo. All of these recommendations have merit, and taken together they comprise a very comprehensive approach to making a safer community for walking and bicycling for all residents, not just those traveling to/from school. Thus it is recommended that a working group be created to continue to work on implementation of these priorities, as it is not the sole responsibility of the schools to carry out these goals.

Priority Recommendations

At the end of this report is a table with the full list of programmatic, project, and policy recommendations. Following is a summary of specific actions that were identified as high priorities, based on both the discussion during the in-person walk audit, and the preponderance of issues captured by the citizen scientists who contributed to the *Our Voice* photos. These recommendations are particularly noteworthy because they could lead to some fairly quick positive outcomes for safe walking and bicycling near the schools, and in the community generally. And many of these recommendations could be the first phase of more comprehensive long-term activities, as noted.



1. Create safer pedestrian connections linking Pescadero Elementary School to the town center.

The in-person walk auditors and the *Our Voice* photographers agreed that walking to/from the elementary school from homes along North Street, and from the Stage Road village center, is challenging for any pedestrians but especially for young children. Noted challenges were the sweeping turn with poor vehicle visibility from northbound Stage Road onto North Street; the narrow bridge on North St. near that intersection; and the lack of pedestrian walkways and need to walk in the street around parked cars on North Street, which during rain means often walking in the swale or low-point of the road where water collects. For students on the south side of the road a high quality crosswalk with rectangular rapid flashing beacons (RRFB, picture above)

were identified as being helpful. But those walking on the north side of the road must navigate around a large hedge and three parking spaces that force them again out into the street. Following are specific recommendations, beginning at the school and moving toward the business district.

- **Create a safe off-street walkway around the bush and parking spaces at the west end of the school.**

There are three parking spaces at the west end of the school grounds (next to the crosswalk pictured on the previous page) as well as a large bush that impede pedestrians on the north side of North Street, forcing them to go into the street to walk around the bush and any parked cars. The walking group developed a reasonably simple solution with three elements:

- Trim the bush so that visibility is no longer impaired and children aren't forced into the street.
- Reduce the parking from three to two spaces, centered in the existing space. This leaves walking space on either side of the cars (and moves the eastern-most car out of the line of the existing crosswalk!).
- Place curb stops so the parked cars leave enough space for children to walk in front of pulled-in vehicles (rather in the road behind them). This is illustrated by the walk auditors in photos below.



This creates a safe walkway around the front of what would be two parked cars, and keeps students out of the road as they enter school grounds from the west. Note that this can initially be accomplished by trimming the bush, repainting the parking spaces and walkway, and using temporary materials (safety cones, potted plants) to define the edges of the walkway. But the ultimate solution is permanent paint, curb stops, and thin planter boxes to define the walkway and two (not three) parking spaces.

- **Launch a “Pull-Out-the-Parking” campaign on North Street.** Along North Street many vehicles are parked well off the edge of the roadway so that pedestrians must walk immediately next to or actually in the vehicle travel lanes (photo, right). This also often places pedestrians in the low point at the roadway edge where rain water collects. The walking group proposed a solution in which residents park their cars near to the edge of the roadway,





leaving a space to walk between the parked cars and the yards and fences of private property. The picture at left demonstrates how a car parked at the edge of the road triggered the group to think about how simply parking cars all along North Street that way could provide a safe walking space away from the roadway. This approach could be undertaken in several steps:

- **Neighborhood outreach survey.** As well as informal parent outreach and neighborly discussions, students at Pescadero Elementary (with parent, teacher, and Middle/High School student support) can create and distribute a neighborhood survey explaining this idea, and the potential benefits. These benefits include a safer walkway for all residents, not just children; slower traffic on North Street (because of the visually narrower corridor); and eventually less school traffic if more students are able to walk safely.
- **Demonstration Pull-Out-the-Parking week.** Assuming some neighborhood receptivity, a demonstration can be planned, for example during walk and bike to school week in the fall. Obviously school parents on North Street can model the behavior with their cars; elementary students can create signs; and Middle/High School students can collect objective data (both preceding and during the demonstration): numbers of pedestrians and where they are walking; parked vehicle locations; vehicle counts and speeds on North Street. (Are there fewer cars at school arrival? Is traffic slower?)
- **Make the change permanent.** Based on data and community feedback, adjust the approach and if appropriate make it permanent. This could include adding permanent signs, continuously promoting Pull-Out-the-Parking, and offering residents edging material to define the walkway (even as simple as rocks artistically painted by students).
- **Make the North Street bridge one-lane and add a pedestrian lane.** Walk auditors and photographers agreed crossing the North Street bridge can be harrowing for pedestrians, with no defined pedestrian space (photo, right). It is very straightforward to test the idea of creating a one-lane bridge (where vehicles must alternately yield to on-coming traffic) with a designated pedestrian lane. Temporary paint and very clear signage would be required, but it would allow residents and walkers to experience the design and determine whether they appreciated having a safe designated pedestrian and bicycle space on the bridge. The image from Whitefish



MT (below) illustrates how that community tested the concept of a protected bike lane with simple signs, chalk, and safety “candles.” A demonstration can also provide data on how much vehicle delay this would cause, and whether drivers might actually be more at ease with one lane, given how narrow the travel lanes are currently.

- **Add a curb extension on the southeast corner of the Stage Rd./ North St. intersection.** This intersection is challenging for northbound drivers, because there is very poor visibility when stopped at the stop sign (see photo at right), and for pedestrians because there is no designated space for them. However it is a very large intersection and there is quite ample pavement to create a curb extension that provides a space for pedestrians to reach the sidewalk on the east side of the Stage Road bridge; the vehicle stop sign and



stop line can then be moved forward far enough so that drivers can safely see around the corner to the right. (In the photo above walk auditors demonstrate very roughly where a painted curb extension might be placed.) The photo at left illustrates how a stop sign can be placed in a painted curb extension as a first step. The curb extension can also be more clearly defined with flexible delineators and paint (as in the photo from Maui at right, where students painted artistic curbs).



2. Make the Town Center more walkable and friendly to business patrons.

Both the walk auditors and *Our Voice* photo participants emphasized the importance of improving pedestrian access in the downtown business district along Stage Road. Walk auditors indicated it is an important economic and social center of the community, and should be inviting to residents and visitors alike to access and enjoy outside of their automobiles. They had several ideas that can increase pedestrian safety and appeal.

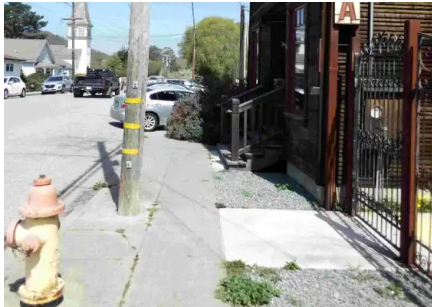
- **Paint crosswalks on all four legs of the intersection at Pescadero Springs Road and Stage Road.** Both photo (at right) and in-person participants agreed this central intersection of the community should welcome pedestrians to safely cross all four legs of the junction, particularly given the public parking across Pescadero Creek Road from the gas station and Taqueria.



- **Follow-up: Study the intersection for a roundabout.** A number of participants suggested that the county Department of Public Works should study the Pescadero Springs Road/Stage Road intersection as a candidate for a modern single-lane roundabout. This could act as traffic calming along Pescadero Springs Road while allowing for more continuous flow for truck traffic (vehicles are not required to stop except to yield to a vehicle already in the circle). It would be a significant gateway to the community: walk auditors imagined possible historical or cultural installations in the center of

the circle; welcome and informational signage; and art installations, for example a rotating display from Middle/High School students. (A low-cost version is seen at right.)

- **Complete the downtown sidewalk network** over time. Several



of the *Our Voice* photos (e.g. at left) indicated significant gaps in the sidewalks on both sides of Stage Road, and recommend that over time the sidewalks be completed. The least expensive time to do this will be when other work is happening on the roadway, such as during repaving, drainage, or underground utility work. So the best approach is to first lay out a simple plan indicating where sidewalks are desired, and reference this plan any time the county, state, or private parties are preparing to do work along Stage Road.

- **Organize and mark the parking places on Stage Road.** This does not necessarily mean the community has to change the parking pattern; walk audit participants indicated that many residents value the eclectic parking pattern and believe it is an important part of the character of the downtown district. It's notable that having parallel and pull-in parking alternating on both sides of the street effectively slows traffic as vehicles are naturally required to move back and forth slightly as they traverse Stage Road. In fact, this is an intentional traffic calming strategy employed in some communities to slow traffic in a business or village district (that effective side-to-side movement of the centerline of the road is called a "chicane").



Recommended steps for Pescadero:

- **Inventory the existing parking.** Actually count how many cars can fit in the current typical pattern.
- **Map out how that pattern could be marked** with paint, and possibly signs ("Parallel parking only" or "Pull-in parking only") to maximize the number of spaces available, while not blocking fire hydrants, driveways, or other access.
- **Identify a space for one mid-block crosswalk,** at a location that minimizes the number of parking spaces impacted (e.g. next to a fire hydrant on one side of the street, and a driveway on the other).
- **Paint the parking pattern with temporary paint** and put up temporary signs (perhaps created by Middle/High School art students), during a festival or event that brings many people to town to test how the system works, particularly for visitors.
- **Collect objective data for comparison:** Before and then during the demonstration count how many vehicles are actually able to park, without and then with the marked pattern. Observe where and how



Low-cost rural roundabout, Goshen CT

many pedestrians cross. Measure vehicle speeds; does the alternate-side pull-in parking help to keep speeds down? Do people use a marked crosswalk?

- **Adjust and make permanent.** Based on feedback and especially the objective data from the demonstration, adjust the design and demonstration again if necessary. When satisfactory, proceed to permanent paint and signage.

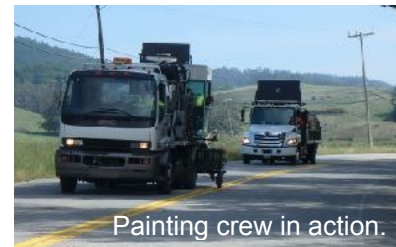
3. Create a community-wide bicycle & trail plan, radiating out from the Middle/High School.

The Pescadero Middle/High School has embarked on an impressive bicycle education program, including the *Riding for Focus* P.E. program funded by Outride, and an after school bike riding program; these have lead to strong advocacy for improved bicycle facilities throughout the community. During the workshop week, the county was repainting the lines on three major

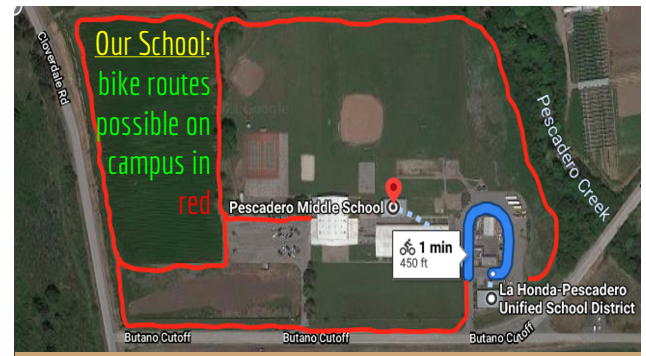
roads in the area: Pescadero Creek Road, Cloverdale Road, and Butano Cutoff. These roads all have roughly five foot wide (sometimes wider, sometimes narrower) shoulder bicycle lanes marked by 6-inch wide edge lines on the road, bicycle images in the lanes, and occasional bike lane signs. Although this may provide a comfortable riding space for more experienced bicyclists, it may not be sufficient for less experienced cyclists who aren't comfortable riding that close to fast moving traffic, especially large trucks and farm vehicles. For example although sections of Pescadero Creek Road have a posted as 35 mph speed limit, residents indicated (and we observed) traffic is

often much faster. Therefore, the community should develop a plan to create a network of more broadly appealing bike facilities, through calming traffic (slowing speeds) and developing protected or off-road bike facilities where appropriate. The following steps are recommended:

- **Create a map of existing pedestrian, bicycle, and trail facilities in the community.** This should include existing bicycle lanes, and formal and informal off-road trails and pathways. Faculty and students at the Middle/High School have already begun this process. This includes identifying pathways on and adjoining the school grounds. (See map, next page.)



- **Develop the bicycle loop at the Middle/High School campus.** The map at right (courtesy of a presentation of the school's *Outride Bikes* program) identifies potential bicycling loops around the Middle/High School area. A combination of off-road pathways on school grounds (for initial training), and on-road bike lanes on Butano Cutoff and Cloverdale Road (for more advanced riders) provides an excellent mix of facilities for building bicycling skills progressively. Students can begin on school property, but as their skills improve move to learning how to ride on a roadway bicycle lane.



- **Identify locations where it is possible to add intermittent rumble strips along bike lanes.** An edge line or shoulder rumble strip is a line of narrow shallow gouges in the pavement along a lane line to cause noise and vibration on vehicle tires and make a driver aware if they drift over the lane edge. They are typically 6- to 16-inches wide, often with gaps of 10 to 12 feet every 40 feet or so, to allow bicycles to safely maneuver in and out of the bike lane if necessary (without hitting rumble strips). This may be appropriate for Pescadero Creek Road, Cloverdale Road, and Butano Cutoff, but implementation must begin with close coordination with the Department of Public Works. (See a link with more information on the resource list.)

- **Identify existing trails that might be improved to accommodate bicycles.**

There are a number of notable trails in the greater Pescadero area which are current foot paths, including the following:

- Butano Trail into the Pescadero Marsh, starting at a parking area at the intersection of Pescadero Creek Road and Route 1 (photo at right).
- The Sequoia Audobon Trail, beginning north of Pescadero State Beach at Route 1.
- The Round Hill Trail, which goes toward the salt marsh from the end of Water Lane (photo at left).



There are also other informal footpaths (e.g. photo at right, across from the fire station), and possibly private farm roads that might become part of a trail system linking the town center to the coastal assets (e.g. salt marsh, tidal zones, beaches) that provide extraordinary educational opportunities for the students of the Pescadero Schools. It may be that none of these trails are appropriate for modification (e.g. grading and erosion control) for mountain or hybrid style bicycles. But it is worth working with the state park and other property owners to determine whether a route might be created that allows for school field trips to safely bike, or at least walk, from town to the coast.

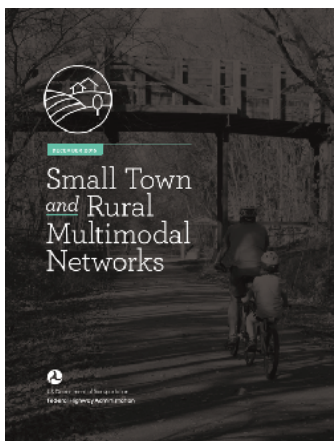
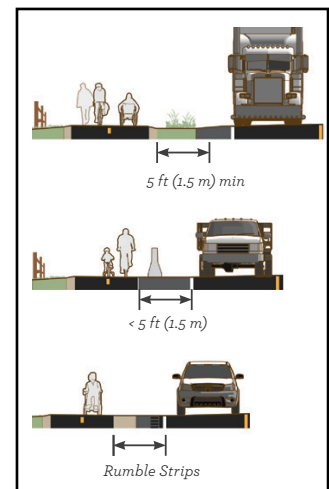


- **Work with the County to lower vehicle speeds on area roadways.**

Although portions of Pescadero Creek Road are posted with a 35 mph speed limit, many vehicles clearly drive faster. This creates a perceived *and real* increased risk for pedestrians and bicyclists who might want to travel in the shoulders. The width of a vehicle lane is known to impact driver behavior, with narrower lanes encouraging slower speeds. It is possible that the lanes on Pescadero Creek Road and Cloverdale Road, in areas near town and the schools which are posted at 35 mph, can be slightly narrowed to be more in-line with the posted speed limit. Although the lane edge lines have recently been repainted and will therefore not be changed in the near future, another approach would be to create “buffering” stripes, which widen the painted edge line. The photo at right illustrates a buffered bike lane, where the hash-marked edge line is 24 inches wide, creating a more noticeable separation between the travel lane and the bike lane. This may provide an additional message to drivers to adhere to the 35 mph speed limit, and to give ample space to bicyclists.



- **Develop packed dirt, gravel, and even paved side paths along busy roadways.** The Federal Highway Administration has developed an outstanding guide to roadway and facility designs to accommodate pedestrians and bicyclists, focused on small towns and rural communities. Their *Small Towns and Rural Multimodal Networks* guide is available for free (left; see the resource list for a link), and includes detailed design recommendations. One tool it identifies as appropriate for busier sections of roadway is a side path (image from FHWA, right) which is physically separated from the street. Although ideally these would be paved to accommodate the greatest number of users, a compacted gravel pathway or even hard packed dirt could be the first version of path that is created. This would allow the community to explore if it is even a viable solution and would be utilized by residents and visitors. Then funding could be sought to create a paved surface.



Summary

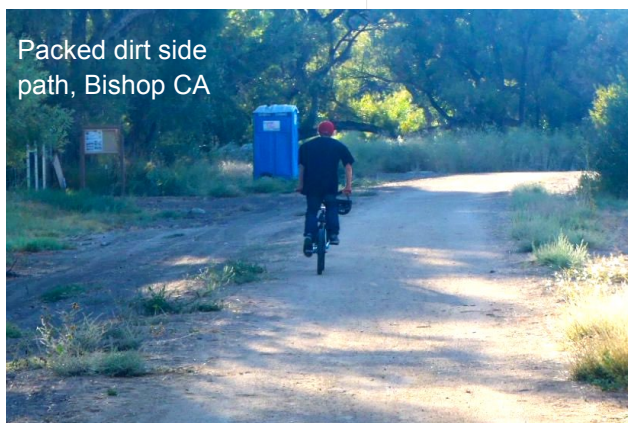
The community has identified a wide array of ideas that will make Pescadero more walk- and bike-friendly for all, and particularly for children walking and bicycling to school. It is recommended that a small working group convene to review the complete list of recommendations on the following pages, and agree on some of the easier low cost actions to pursue immediately. Simple changes along North Street, for example, will not only make students safer, but build momentum and community interest in more substantial changes over time.

Program, project, & policy recommendations from the workshop and *Our Voice* photos.

	Short Term	Long Term
Programs (e.g. events, outreach, education, promotions)	<ul style="list-style-type: none"> Identify and promote walkability initiatives as an approach to maintaining the unique historic, rural, and agricultural character of the community. It is not about “modernizing” Pescadero, it is about preserving what is best about the community. (The Wallace Principle) Reach out to residents on North Street for the “Push Out the Parking” (P.O.P.) campaign. Idea is to ask people to park their cars at the very edge of the pavement, not on the gravel or at the edge of the right of way closest to their homes. This yields the following benefits. <ul style="list-style-type: none"> Creates walking space <i>between</i> the parked cars and front yards and fences, rather than sending pedestrians out closer to or actually into the road to go around cars. Places parked cars straddling the swale (low spot next to the road) where water tends to collect, so students don’t have to walk there. Narrows the visual corridor of the roadway, which will tend to calm (slow) traffic. Engage HS Students in implementing some of the SRTS recommendations and in objectively evaluating the impact of interventions, particularly physical infrastructure changes and demonstration installations. 	<ul style="list-style-type: none"> Create permanent markings to identify parking locations on the edge of North Street (e.g. T-shaped marks at the pavement edge) to discourage parking on the shoulder walking area, and to help visually narrow the travel lanes and slow traffic. Develop a Pescadero area pedestrian and bicycle map. This could be an ideal school project, and could include all facilities ranging from sidewalks and on-street bicycle lanes, to shared-use (sharrow) markings, to formal and informal trails. Use the area pedestrian and bicycle map to identify locations where short links might extend the trail network from town to the beach and marsh area, or better connect town center to the schools (Elementary and Middle/High). This map can also identify priority locations for sidewalk improvements, such as on Stage Road, and for shoulders that can act as bicycle lanes.

	Short Term	Long Term
Projects (e.g. changes to physical infrastructure & the built environment)	<ul style="list-style-type: none"> Create a safe walkway past the large bush and three parking spaces at the west end of the elementary school. <ul style="list-style-type: none"> Step 1: Cut back the bush so that visibility for all is improved. Step 2: Repaint parking – turn three parking spaces into two Step 3. Paint a walkway around the parking spaces, connecting to the school sidewalk. Make improvements in the school parking lot for walk and bike safety. <ul style="list-style-type: none"> Repaint the school parking lot crosswalk. Create a curb extension (with cones or a planter box) on the street side of the lot to assure cars don't park in the walk way at pick-up/drop-off. Temporarily reduce the narrow bridge on North Street to one-lane with appropriate signs, paint markings, and temporary cones, hay bales or other materials, to create a safe pedestrian/bicycle lane (e.g. roughly 6 feet wide) on the south side of the bridge as a demonstration. Collect objective pre- and post-installation data on vehicle speeds, and vehicle, pedestrian, and bicycle counts, delays, and behaviors. Create a demonstration curb extension on the southeast corner of the Stage Road and North Street intersection using temporary paint and materials. Create a safe space for pedestrians walking from the Stage Road bridge to the narrow North Street bridge, and move the stop line forward so northbound vehicles can safely see around the corner. 	<ul style="list-style-type: none"> Improve the safe walkway past the large bush and three parking spaces at the west end of the elementary school. <ul style="list-style-type: none"> Step 4. Add curb stops to keep cars for pulling into the walkway behind the parking spaces. Step 5. Add one or more planters to define the edges of the parking. Explore a short trail link from Goulson Road along the existing utility (power line) easement to Pescadero Creek Road. If viable, create a dirt or gravel path and simple bicycle and pedestrian bridge to make the link. Re-paint or re-apply the faded bicycle lane symbols on Pescadero Creek Road and Cloverdale Road bicycle lanes throughout the area. Create wider (or buffered) lane edge lines on Pescadero Creek Road and Cloverdale Road where possible to narrow the vehicle travel lanes, and create greater separation. Add rumble strips along bike lanes to warn drivers if they are “drifting” into the bicycle lane. Permanently reduce the narrow bridge on North Street to one-lane, if merited based on data from the demonstration. Use paint markings, signs, curbing, vertical delineators, and other materials, to create a safe pedestrian/bicycle lane (e.g. roughly 6 feet wide) on the south side of the bridge alongside one travel lane. Create a permanent curb extension on the southeast corner of the Stage and North Street intersection. Create a safe space for pedestrians walking from the Stage Road bridge to the narrow North Street bridge, and move the stop sign and stop line forward so northbound vehicles can safely see around the corner.

	Short Term	Long Term
Projects (continued)	<ul style="list-style-type: none"> Temporarily stripe marked parking as a demonstration in the downtown area. Mark the current parallel parking and pull-in parking, and create a chicane (left to right “meander”) in the center line of the roadway. Note that this is how it already operates, with pull-in parking variously on both sides of the street. Collect objective pre- and post-installation data on number of actual vehicles parked there, traffic speeds, and pedestrian behaviors (e.g. where do they actually walk?). Develop dirt side paths that students riding the MS/HS mountain bikes can use to connect from the MS/HS to Stage Road area and the Elementary School. The most direct route could be along Cloverdale, eventually linking to a trail placed on the former Goulson Road right of way. Paint high visibility crosswalks on all four legs of the intersection of Pescadero Creek Road and Stage Road. 	<ul style="list-style-type: none"> Permanently stripe marked parking in the downtown area if merited based on data from the demonstration exercise. Utilize parallel parking and pull-in parking and create a chicane (left to right “shift”) in the center line of the roadway, and where possible enhance pedestrian safety, with a focus on maintaining the current community character. Study the intersection of Pescadero Creek Road and Stage Road for a modern single lane roundabout to replace the four-way stop that is there now. This would enhance traffic calming while potentially reducing delay for vehicles passing through the community on Pescadero Creek Road, and would act as a gateway treatment for the community. This would most realistically be considered for the next significant paving or reconstruction work to occur in this area. Develop packed dirt or gravel side paths that students riding the MS/HS mountain bikes can use to connect to destinations in the community. Long-term explore a side path along Pescadero Creek Road from town to Highway 1, the beach, and the Salt Marsh area.



	Short Term	Long Term
Policies (e.g. rules, ordinances, guidelines, practices, & procedures)	<ul style="list-style-type: none"> • Test a <i>policy</i> of requiring cars park at the roadway edge on North Street, rather than well onto the shoulder away from the road, to preserve a 4- to 5-foot walking space between those vehicles and front yards, plantings, and fences. Do not impose penalties; perhaps begin with neighbor-to-neighbor reminders, and thank you notes from students for preserving a safe walking space. • Initiate a satellite drop-off and pick-up location at the Community Church for students at Pescadero Elementary School once appropriate safety measures are in place, such as a curb extension on the southeast corner of the North and Stage intersection, and safe walking spaces along North Street. Begin simply on “walk and bike to school day,” but then increase over time (see “long term” recommendation). 	<ul style="list-style-type: none"> • Launch a policy on North Street <i>requiring</i> parking at the roadway edge, not in the shoulder, to preserve a walkway between the parked vehicles and landscaping and fences at the edge of the right-of-way. • Over time increase the days on which the satellite drop-off and pick-up at the Community Church is encouraged. E.g. institute Walking Wednesdays, initially on the first Wednesday of the month, then alternate Wednesdays; then every Wednesday. if successful, add Footloose Fridays, etc. • During resurfacing or repainting of Pescadero Creek Road and Cloverdale Road, narrow the travel lanes to align with the preferred or existing posted speed of 35 mph, and add a widened bike lane. Consider narrow intermittent rumble strips between the travel lanes and bicycle lanes to further delineate this separation.

References and Resources

The National Center for Safe Routes to School; extensive practical traffic safety and programmatic information downloadable resources: www.saferoutesinfo.org

The Safe Routes to School National Partnership; coalition of organizations and experts providing great implementation support to schools & communities: www.saferoutespartnership.org

Complete Streets: National coalition working for streets that work for pedestrians, bicyclists, transits riders, and drivers of all ages, incomes, and abilities: <http://www.completestreets.org>

Rumble strip and rumble stripe informational web site and resource links, Federal Highway Administration; https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/bike_fs/

The Pop-Up Placemaking Tool Kit, an exceptionally practical how-to guide for low-cost traffic calming, safety, and place-making demonstrations from the AARP. <https://www.aarp.org/livable-communities/tool-kits-resources/info-2019/pop-up-tool-kit.html>

Slow Your Street: A How-to Guide for Pop-Up Traffic Calming. Trailnet's excellent practical guide with design, implementation, promotion, and evaluation tips on demonstration projects. <https://trailnet.org/tag/plan4health/>

The Tactical Urbanist's Guide to Materials & Design, by the Streets Plan Collaborative. Downloadable for free. <http://tacticalurbanismguide.com>

Small Town and Rural Multi-Modal Networks. Outstanding resource for low cost neighborhood-scale traffic calming and safety measures, with lots of relevant images and information. (Federal Highway Administration 2017.) Downloadable for free. <https://www.ruraldesignguide.com>

Urban Street Design Guide and the *Urban Bikeway Design Guide* of the National Association of City Transportation Officials (NACTO; ~\$50 each). <https://nacto.org/publication/urban-street-design-guide/>

Guidebook for Developing Bicycle and Pedestrian Performance Measures (Federal Highway Administration 2017). Downloadable for free. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf

Costs for Pedestrian & Bicycle Infrastructure Improvements, Quick resource for rough estimates of infrastructure costs. Pedestrian & Bicycle Information Center (PBIC), 2013. http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf

Better Block initiative. Resources to educate, equip, and empower communities and their leaders to reshape and reactivate streetscapes to promote the growth of healthy and vibrant neighborhoods. www.betterblock.org