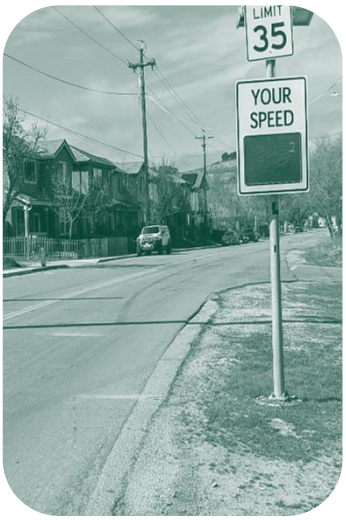
Walk Audit Report

2025 SLO REGION



SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
ROAD TO ZERO

Contents

List of Figures

Acronyms

SLOCOG – San Luis Obispo Council of Governments

OTS - Office of Traffic Safety

SLO – San Luis Obispo

CHP - California Highway Patrol

CMF – Crash Modification Factor

RRFB – Rectangular Rapid Flashing Beacons

PHB – Pedestrian Hybrid Beacons

MPH – Miles per hour

NACTO - National Association of City Transportation Officials (NACTO)

USDOT – United States Department of Transportation

FHWA – Federal Highway Administration

PBIC – Pedestrian and Bicycle Information Center

LPI – Leading Pedestrian Interval

TIMS – Transportation Injury Mapping System

RCUT – Restricted Crossing U-Turn

1.

Section 1. Introduction

ABOUT THE PROJECT

Background & Introduction

During 2020-2022, 417 pedestrians and bicyclists were involved in crashes in San Luis Obispo (SLO) County, California. Of those involved, 101 pedestrians and bicyclists (24.2%) experienced a crash in unincorporated communities within SLO County. This data from UC Berkeley's Transportation Injury Mapping System (TIMS) strictly sources the crashes' police report and may exclude several unreported crashes, meaning the number of crashes may still be under-reported. Many of these crashes were located in areas with a strong community desire for pedestrian and bicyclist activity but an infrastructure that remains primarily automobile oriented. This significantly affects safety in SLO County near school zones, local downtown areas, commercial hotspots, and residential communities.

The California Office of Traffic Safety (OTS) leads the safety efforts within the California transportation system with their Pedestrian and Bicycle Safety Program. This program's main goal is to reduce the total number of pedestrians and bicyclists killed or injured on California streets. California OTS prioritizes the use of the Safe Systems Approach[1] to achieve their program's goals, especially addressing the needs of high-risk areas and populations.

In January 2025, California OTS awarded a grant to the San Luis Obispo Council of Governments (SLOCOG) to support the Bicycle and Pedestrian Safety Program throughout SLO County. The OTS grant funded the following transportation safety-promoting activities for SLOCOG to host:

The Safety Field Walks in all ten communities share the same goal of building communities where all people can travel safely and confidently within SLO County regardless of their mode of choice.

Safety Field Walks in ten unincorporated SLO County communities

The 2025 SLO Safe Streets Forum

Participation in Road Safety campaigns

Outreach efforts at local traffic safety community events

Figure 1: OTS Funded Transportation Safety-Promoting Activities

WHAT IS A SAFETY WALK AUDIT

A safety field walk, also known as a safety walk audit, is defined by the Pedestrian and Bicycle Information Center (PBIC) of the United States Department of Transportation (USDOT) Federal Highway Administration (FHWA) as "processes that involve the systematic gathering of data about environmental conditions (social, built, and natural) that affect walking and bicycling."

[1] https://highways.dot.gov/safety/zero-deaths

This gathering of data is typically conducted by an audit team consisting of technical staff, community members, elected officials, community partners, and public health members. This data is documented through site photographs, recorded observations and feedback, and reported findings and suggestions for site improvements. **Figure 2** illustrates both the types of data collected during the audit as well as the prompts used to guide what to look for during site evaluations.

Figure 2: Walk Audit Workshop Packet

THE SAFE SYSTEM ROADWAY DESIGN HEIRARCHY

Site improvements suggested from the findings of walk audits are categorized into four separate tiers known as The Safe System Roadway Design Hierarchy. This hierarchy provides some insight into a solution's effectiveness at reducing the severity of roadway conflicts.

Tier 1 – Remove Severe Conflicts

Tier 1 solutions on the Safe System Roadway Design Hierarchy eliminate conflicts on the roadway. Tier 1 solutions are the most effective at reducing crashes, as relevant conflicts are eliminated with this set of solutions. Examples of Tier 1 solutions include physically prohibiting left turns, installing pedestrian overcrossings, or installing separate and protected bicycle lanes.

Tier 2 – Reduce Vehicle Speeds

Tier 2 solutions use methods that target the travel speed of vehicles on the roadway. These solutions decrease the severity of roadway crashes, as crash victim survival rate increases with decreased vehicle kinetic energy. Examples of Tier 2 solutions include installing speed humps, curb extensions, and curb radii reductions.

Tier 3 – Manage Conflicts in Time

Tier 3 solutions do not remove conflicts completely and allow for road users to use paths that cross one another. However, Tier 3 solutions target any roadway conflicts that result from road users occupying the same space by separating the road users in time. This is performed through traffic control devices such as traffic signals, leading pedestrian intervals (LPI), or pedestrian hybrid beacons.

Tier 4 – Increase Attentiveness and Awareness

Tier 4 solutions focus on alerting roadway users to the conflicts that are present in the roadway. These awareness measures reduce the rate at which conflicts lead to crashes involving roadway users who are unfamiliar with the roadway or may exhibit low attentiveness. Examples that increase the awareness of roadway conflicts include any roadway signage or paint, pavement markings, or high-visibility crosswalks.

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Section 2. Methodology

HOW WE DID IT

Methodology

The Safety Walk Audit Plans for 10 locations in SLO county were developed and implemented with a collaboration between Kittelson and Associates, Inc. (Kittelson), SLOCOG, and Cal Poly faculty and students. Kittelson is a transportation engineering and planning consulting firm that assisted with the development of SLOCOG's Regional Safety Action Plan and has supported several of SLOCOG's "Road to Zero Traffic Deaths by 2050" efforts leading up to this effort. These Walk Audits were conducted in three steps: Location Identification, Preparation, and Execution.

LOCATION IDENTIFICATION

Walk audits were planned for the unincorporated areas shown in **Figure 3**: Nipomo, Avila Beach, Shandon, Cayucos, Templeton, Creston, San Miguel, San Simeon, Cambria, and the area around Cal Poly. The locations within each area were selected after reviewing pedestrian and bicyclist crash rates and crash severity and community feedback from prior efforts. These locations were labeled as high-risk areas and were prioritized for safety improvements to prevent future crashes from occurring.

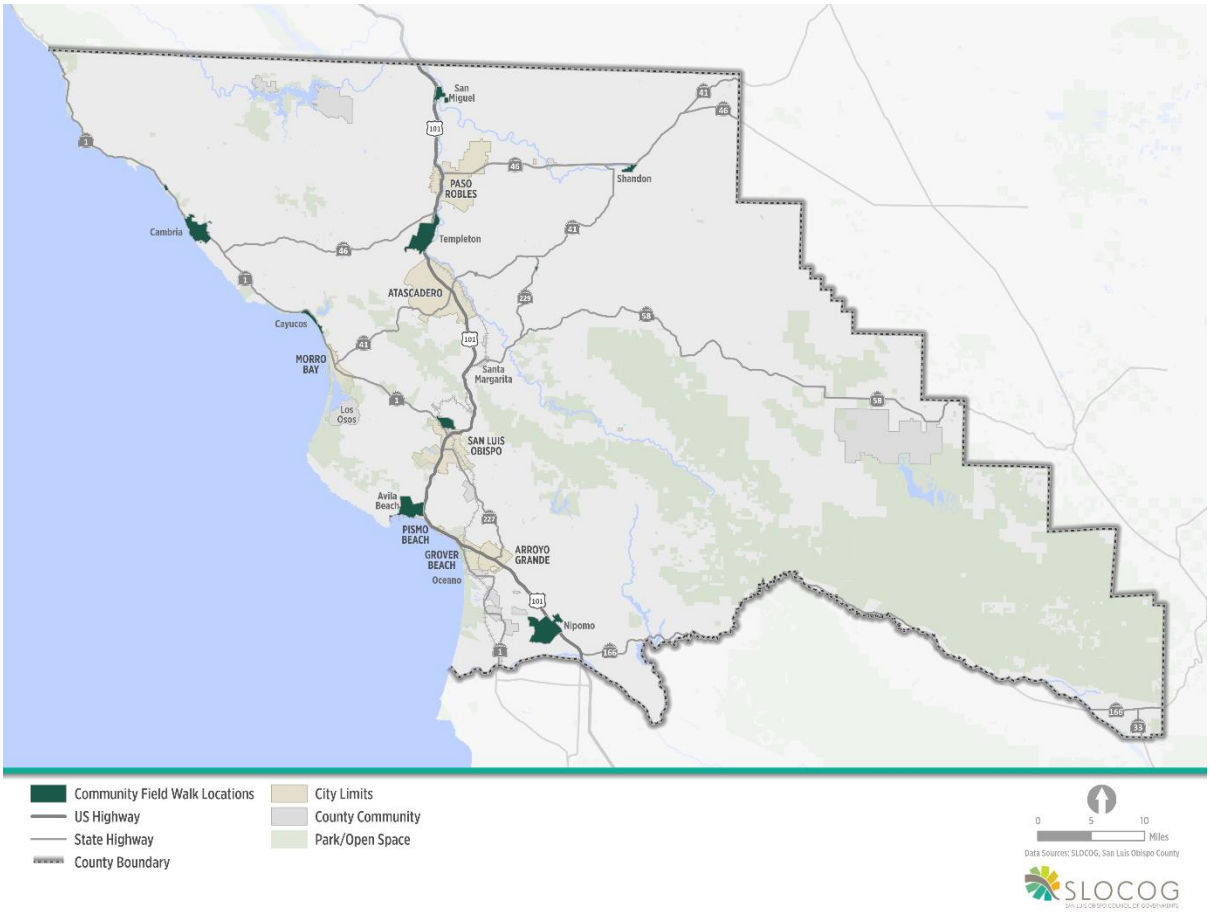

Figure 3: Community Field Walk Locations

PREPARATION

Data Collection Forms

The team prepared "Walk Audit Workshop" form packets that were specific to each of the community walk audit locations in advance of the walk audit. These packets included useful information for attendees to refer to before or during the audit, including:

- Walk audit path
- Summary of key notes about the sites
- Questions to consider during the walk
- Summary of Safe System Roadway Design Hierarchy and tiered solutions
- Space to provide feedback

These packets were designed to provide participants with sufficient information for understanding the purpose and goal of the walk audits, while inviting them to identify problems and propose potential solutions based on their lived experience.

Outreach

Public involvement was crucial to obtain a true understanding of the communities' safety concerns and desired solutions. SLOCOG deployed several public outreach methods to maximize the number of walk audit participants as well as ensuring that they represented people with various viewpoints. These methods included social media posts and website listings, shown in **Figure 4**. Several of the walks were organized during weekends to maximize participation from groups, e.g., employed parents, that often are unable to join community meetings during work hours. A sign-up form was released for participants to plan and schedule their attendance, and the "Walk Audit Workshop" form packets were emailed to them to allow adequate time for review.

Figure 4: SLOCOG Walk Audit Social Media Post

EXECUTION

On the day of the walk audits, all participants met at a specified time and location to initiate the walk audit. Safety vests, "Walk Audit Workshop" form packets, and clipboards were handed out to all participants. Walk audit leaders from SLOCOG and Kittelson ensured all participants were aware of the safety procedure and that all questions were answered prior to the start of walking. Each walk audit lasted about two hours. All verbal feedback was recorded during this time, and any written feedback was collected at the end of the walk audit. Each walk audit occurred in the morning or afternoon in proper daylight and dry weather, meaning any discussion of nighttime and adverse weather traffic safety issues in this report is based on community feedback from their lived experience. **Figure 5** shows a photo from each community field walk group.

Figure 5: Community Field Walk Groups

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Section 3. Results

WHAT WE FOUND

What We Found

Commonly requested countermeasures appropriate for all walk audit locations are described in this section. It is important to note implementing recommended countermeasures at all locations where the corresponding risk factors are present would be consistent with the Safe Systems Approach. The recommendations provided in the previous section were sourced from the Crash Modification Factors (CMF) Clearinghouse available online. CMF values provide an estimate for countermeasure's effectiveness in crash reduction if implemented. The four tiers within the Safe System Roadway Design Hierarchy were used to categorize each of the recommendations presented for all communities.

COMMONLY REQUESTED COUNTERMEASURES

Common community countermeasures desired across all communities we analyzed included:

- Safer crosswalks with flashing beacons
- Automobile speed reduction

For communities desiring safer crosswalks, two countermeasures may be considered: **Rectangular Rapid Flash Beacons** (RRFB) **and Pedestrian Hybrid Beacons** (PHB). Implementation guidelines provided by the USDOT FHWA can help decide the appropriate option(s) for each community: RRFBs are recommended for roadways with speed limits lower than or equal to 35 mph, and PHBs are recommended for roadways with speed limits higher than 35 mph. RRFBs are a lower-cost crosswalk-awareness solution adequate in lower-speed roadways, while PHBs are designed for roadways with higher vehicle travel speeds and provide phasing for pedestrians and automobiles. Examples of implemented RRFBs and PHBs are displayed in **Figure 6**.

Figure 6: RRFB (left) and PHB (right) implemented examples

Curb extensions are recommended at crosswalk locations with long crossing distances over multiple vehicle lanes. These curb extensions, also known as “bulb-outs” or “gateways”, remove space previously allocated to parking, turning lanes, or other elements and reallocate space to an extended curb that meets with the sidewalk. This is a Tier 2 safety solution as the extension narrows the road for automobiles and reduces the distance pedestrians spend crossing automobile travel lanes. An example of a crosswalk curb extensions from the National Association of City Transportation Officials (NACTO) is displayed in **Figure 7**. These could be done with regular construction or quick-build alternatives.

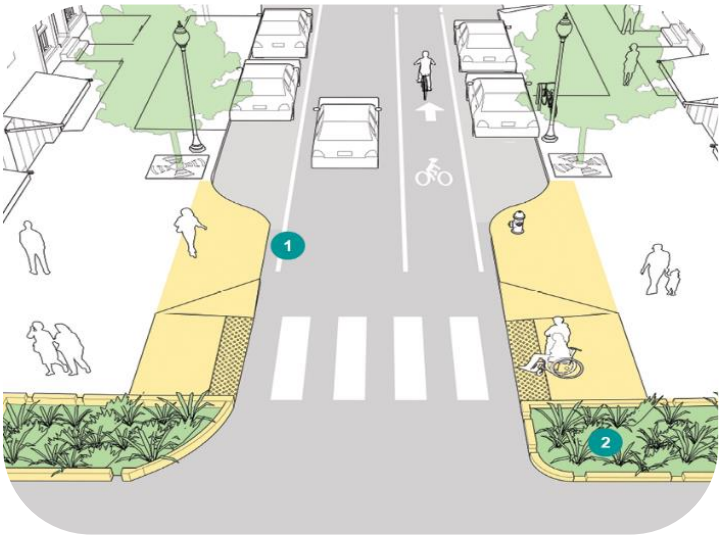


Figure 7: Crosswalk curb extension example - NACTO

Pedestrian refuge islands may be considered at several crosswalks spanning three or more automobile travel lanes. These islands reduce the continuous pedestrian exposure to vehicles in the intersection and provide a brief break-area for crossing pedestrians. Refuge islands allow pedestrians more time to determine whether continuing the crossing would be a safe action or if they should wait for the clearing of any hazards and having to consider only one direction of approaching automobile traffic at a time. An example of an installed pedestrian refuge island on a crosswalk spanning three vehicle lanes is displayed in **Figure 8.**

Figure 8: Pedestrian refuge island example

CHP TRAFFIC SAFETY PROGRAMS

California Highway Patrol (CHP) participated in several field walks across the County, offering valuable insight into traffic enforcement and roadway safety. Their involvement helped inform participants about the role CHP can play in advancing street safety initiatives. Below is a list of traffic safety programs offered by CHP to support education, enforcement, and community engagement efforts.

- **Right Turn Program**: The Right Turn Program is a proactive traffic safety outreach program designed to reach out to middle school students, ages 11 to 14, to instill "don't drive while impaired" and other traffic safety messages while they are receptive to the information – and before they reach driving age.
- **Smart Start Program**: The Start Smart Program was designed as an educational tool for parents and teenagers to reduce the number of teenage injuries and deaths resulting from motor vehicle crashes. This is achieved by presenting an informative program with tools for teenagers ages 15-19, and their parents, concerning the driving dangers typically encountered by members of this group.
- **Age Well, Drive Smart**: The Age Well, Drive Smart Program is a proactive safety outreach program designed to reach elderly drivers to educate them about aging and driving, crash factors, safe driving strategies, DMV licensing, self- assessment, and resources.
- **El Protector**: The El Protector Program is a proactive traffic safety outreach program directed at the Hispanic community.
- **Impact Teen Driver**: Impact Teen Drivers (ITD) is a non-profit program focused on saving teen lives through education. The program is designed for attendance by teens with their parents. ITD provides education on the causes of collisions among teen drivers with a strong focus on distractions and risky driving behaviors behind the wheel as well as an explanation of the Graduated Driver License (GDL) requirements.
- **Every 15 Minutes**: The Every 15 Minutes program is a two-day program focusing on high school juniors and seniors, which challenges them to think about drinking, driving, personal safety, the responsibility of making mature decisions and the impact their decisions have on family, friends, and many others.
- **Child Safety Seats**: The child safety seat program educates the public on child restraint systems through the use of videos and in person car seat installation stations/checkup events.
- **California Motorcyclist Safety Program**: The California Highway Patrol strongly encourages all motorcycle riders to sign up for a California Motorcyclist Safety Course, which is administered by the CHP as California's official motorcycle safety and training program.
- **Designate a Sober Driver**: Designated Driver is designed not only to educate the public about the dangers of drinking and driving, but also to encourage and reward those who choose not to drink in order to safely drive others home.
- **Sober Graduation**: The Sober Graduation program was established by the Department in 1985 and has been recognized internationally as an effective anti-DUI program targeting high school seniors and raising their awareness of the dangers of drinking and driving.
- **Adult and Teen Distracted Driver**: California Highway Patrol grants to keep California roads safe through education and enforcement for both teens and adults.

4.

Section 4. Conclusion

SUMMARY FINDINGS

Conclusion

The safety walk audits throughout the ten unincorporated locations within SLO County gathered information and data involving the most vulnerable areas for all modes of transportation. Local community members, engineering professionals, and elected officials all contributed to the collection of this data. Without the grant funding through California OTS and SLOCOG, these safety walk audits would not have been possible. Additional funding is required to install improvement countermeasures to the findings conducted from these walk audits.

Some recommendations were commonly requested by a majority of the ten studied communities. The most requested installation concept by community members was flashing crosswalks. An indication that a pedestrian is currently crossing the roadway is highly effective for increased driver awareness levels and increased pedestrian comfort levels, especially in low activity areas where crossings may be unexpected. This increased comfort level from flashing crosswalks, either from RRFBs or PHBs, was desired in each of the ten communities. Overall lighting was also common community concern across a majority of crosswalks and roadways. Most community members considered the lighting in their area as inadequate, discouraging nighttime activity for all modes of transportation.

Many communities expressed a significant desire for improved active mode infrastructure beyond automobile transportation. Separated bicycle routes and designated sidewalks were highly requested for implementation. Rural areas were not as practical for these modes of transportation in the past. Urban development as well as changes in travel behavior has slowly transitioned these areas into ideal walking and bicycling areas due to closer proximity to key destinations. Nearby urban and suburban areas with modernized infrastructure have inspired these communities to achieve similar active mode safety and comfort levels. Personal motor vehicle trips are still the desired mode of transportation; however, reduction of this desire is changing for more people.

Some shortcomings of the walk audits include the inability to observe conditional risk factors during peak school loading times, nighttime or darker conditions, rainy or other adverse weather conditions, peak traffic or tourist timings, and other community events that may create variable roadway conditions. Most of these observations were based on community member reports from experience, however video and photo evidence were provided in several of these scenarios to provide additional context.

The ten communities are all passionate about increasing safety within their neighborhoods. Additional funding will assist these communities in reducing fatalities and severe injury incidents near school zones, commercial hotspots, dangerous rural highways, and roadways with significant transportation conflicts. Safe infrastructure will encourage higher activity for community events such as public farmer’s markets, concerts in the park, rodeos, and other tourist attractions.

5.

Section 5. Community Walk Audits

SUMMARY

Nipomo Field Walk – February 21, 2025

Field Walk Key Notes:

12 total crashes

- 2 pedestrian crashes
- 1 bicycle crash
- 9 vehicle crashes

1 fatal pedestrian crash at Tefft Street & Oak Glen Avenue

2 severe injury crashes:
- Tefft Street & Hwy ramp
- Tefft Street & Thompson Avenue

- 26 comments from the Safety Action Plan Feedback Map
- Safe Routes to School comments requesting sidewalks, lighted crosswalks and concerns expressing drivers not stopping for students or crossing guards

Risk Factors

Pedestrian

- Long crosswalk crossing distances
- Inadequate lighting to make pedestrians visible (based on community input)
- Unmarked, unlit crosswalks
- Lack of crosswalks at desired locations
- Abrupt sidewalk narrowing and termination
- Poor sidewalk pavement quality
- Crosswalk path conflicts with vehicle travel lane

The street sections under review do not fully meet ADA requirements, creating significant accessibility challenges for individuals with disabilities. Existing crosswalks are spaced far apart, which may encourage unsafe mid-block crossings. Absence of continuous sidewalks significantly reduces safety for non-motorized users.


Poor sidewalk pavement quality


Abrupt narrowing of the sidewalk


Crosswalk path conflict with vehicle lane

Bicyclist

- Shared bicycle route with heavy vehicle route
- Unclear bicycle path connectivity
- Nonbuffered bicycle lanes adjacent to high-speed vehicle lanes

The evaluated street sections lack sufficient infrastructure to ensure safe movement of cyclists. Additionally, the absence of dedicated bike lanes significantly reduces safety for non-motorized users. The infrastructure that is in place is often in poor condition, with sidewalks and bike lanes that are worn down, abruptly ending, or inadequately maintained.


Low awareness shared bike route


Unclear bicycle path connectivity


Bicyclist navigating parked cars and truck

Motor Vehicle

- High travel speeds
- Noncompliance of the speed limit
- Frequent occurrence of unallowed vehicle passing

Despite relatively low posted speed limits, vehicles frequently travel at excessive speeds along South Thompson Avenue due to roadway design. The primary geometric contributor to these high speeds is the wide roadway section. Additionally, the grade near US101 on- and off-ramps to West Tefft St. facilitates acceleration, further increasing speed concerns. The straight alignment of South Thompson Avenue leading to and from Highway 101 also contributes to increased vehicle speeds, posing safety risks for pedestrians and cyclists.


Wide, straight roadway of South Thompson Ave


Lighting at intersection


High downhill vehicle speeds to downtown

Recommendations

Tier 1

Remove Severe Conflicts

- Convert traditional bike lane to a separated bicycle lane on Tefft Street and Thompson Avenue
- Implement a local circulator transit system
- Add pedestrian median refuge islands to all crosswalks spanning three or more vehicle lanes

Tier 2

Reduce Vehicle Speeds

- Add curb extensions at all crosswalks along Tefft Street and Thompson Avenue
- Raise pedestrian crosswalk near St. Joseph Catholic Church
- Reducing Tefft Street near Thompson Avenue from four lanes to two lanes with a center-turn lane

Tier 3

Manage Conflicts in Time

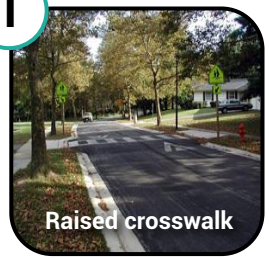
- *No Tier 3 solutions are prioritized for recommendations*

Tier 4

Increase Attentiveness and Awareness

- Implement RRFBs at midblock crosswalks
- Paint temporary sharrows on shared bicycle path
- Add crosswalk lighting
- Paint crosswalk path markings
- Add auditory signals to crosswalks at intersections
- Add truncated domes to all crosswalks

1



The installation of raised pedestrian crosswalks near St. Joseph Catholic Church would provide a safer crossing for churchgoers while also serving as a traffic-calming measure. These raised crosswalks would function as speed humps, slowing vehicles as they transition from the sparsely populated rural section of Thompson Avenue into a more densely populated area.

2

To further mitigate speeding on the wide section of Tefft Street near Thompson Avenue, a road diet reducing the roadway from four lanes to two lanes with a center-turn lane may be considered. This modification would not only help calm traffic but also create space for a median refuge island at pedestrian crosswalks.

3

RRFBs can be implemented at midblock crosswalks to increase drivers' attention and awareness of the potential crossing of pedestrians. The safety impact is most effective when visibility is low and will be more effective in combination with increased crosswalk lighting. Marking the paths of all crosswalks is recommended to eliminate any confusion from pedestrians and drivers on the location of any crosswalk paths.

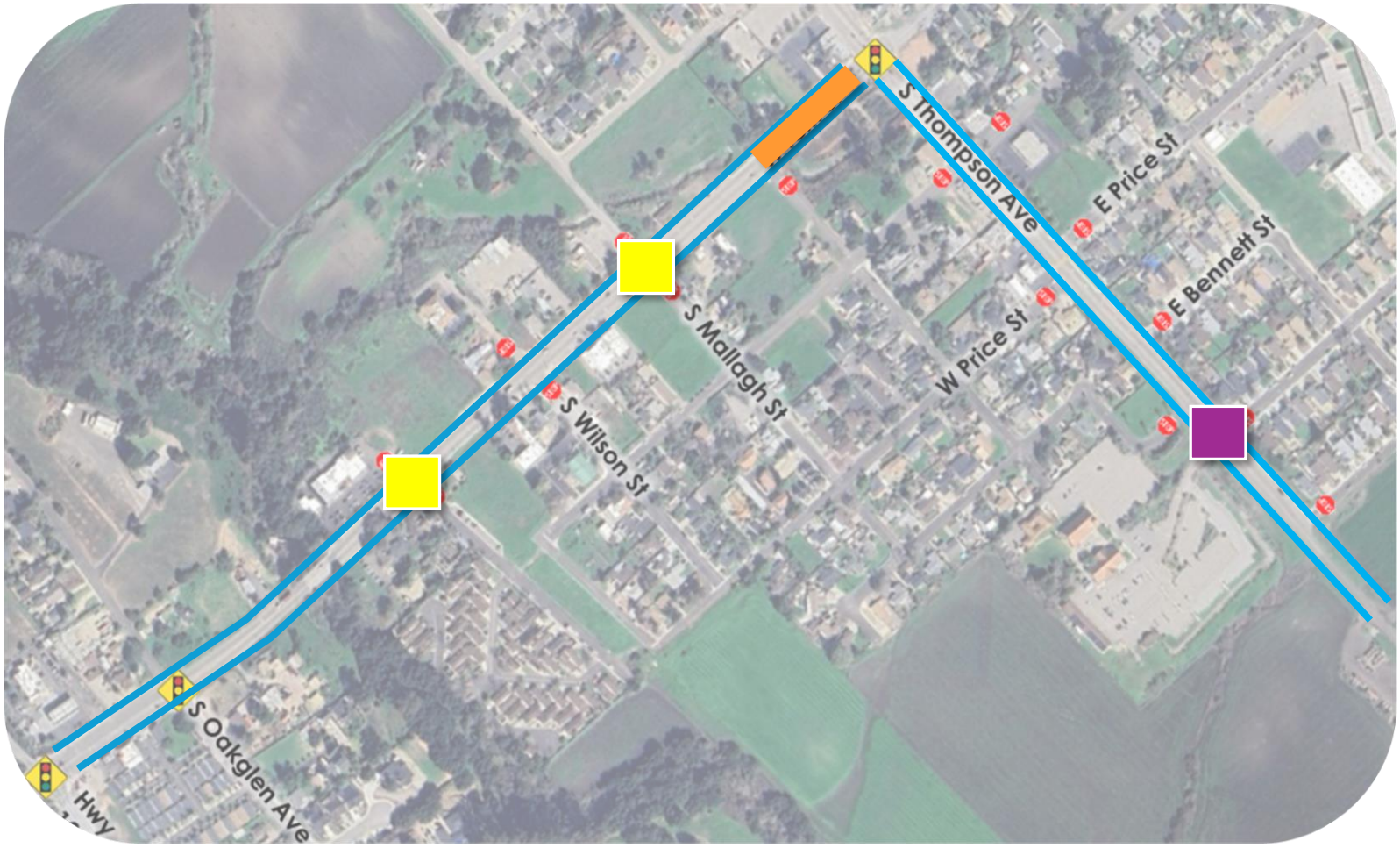
4

Implementing a dedicated bike lane, positioned 2 to 5 meters from the roadway with cyclist priority, would significantly enhance safety. A strategic location for this improvement is along Tefft Street and Thompson Avenue, where cyclist vulnerability is particularly high. Until this implementation occurs, a quick build sharrow painting along Tefft Street would increase drivers' awareness about the shared bicycle use.

A potential long-term initiative for Nipomo, independent of street design, is the implementation of a local circulator or shuttle system. This service would provide a convenient transportation option for individuals who are unable to drive or walk long distances, improving mobility and accessibility within the community.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

Summary & Recommendations



Summary:

The observations are consistent with the community concerns of high automobile travel speeds on South Thompson Avenue, the unsafe bicycle route off of West Tefft St. that students use to travel to and from school, and poor visibility during dark lighting hour due to inadequate lighting infrastructure. There is a strong desire for safer crossings, bicycle lanes separated from high-speed automobile lanes, and installation of proper lighting that illuminates the pedestrians present at all crosswalks. In addition, issues of inadequate drainage were brought up on segments of Thompson St. That further impedes path for pedestrians and bicyclists for a few days following a rain event.

1. Raised Crosswalk
2. Lane Repurposing
3. RRFB
4. Bike Lanes

Avila Beach Field Walk – February 21, 2025

Field Walk Key Notes:

25 total crashes

- 1 pedestrian crash
- 4 bicycle crashes
- 20 vehicle crashes

0 fatal crashes

6 severe injury crashes on Avila Beach Drive

- 2 vehicle/bicycle
- 1 vehicle/pedestrian

- Safe Routes to School comments requesting for flashing crosswalks, reduced speed limits, and sidewalks
- Destinations: Bob Jones Trail, Sycamore Mineral Springs, Avila Valley Barn

Risk Factors

Pedestrian

- Inadequate wayfinding to Bob Jones Trail
- Lack of clarity during signal phases serving pedestrian and bicycle movement at Avila Beach Drive and 1st Street intersection
- Narrow walkway at Harford Pier Bridge

Near the intersection of 1st Street and Avila Beach Drive, high vehicle speeds, confusing traffic signals, and inadequate crossing times contribute to pedestrian risk factors. Tire marks on curbs indicate frequent vehicle contact, suggesting hazardous turning behavior. The lack of clear signage and signal coordination with bicycle phases can mislead pedestrians, creating unsafe crossing conditions. The unsignalized stretch from Harford Pier features narrow walkways and no dedicated pedestrian space, forcing all modes to share the vehicle lanes.


Intersection of Avila Beach Dr and 1st St


Tire marks on intersection of Avila Beach Dr and 1st St

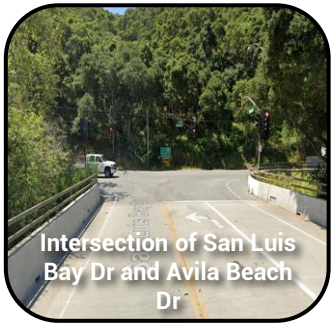

Near Harford Pier Bridge on Avila Beach Dr

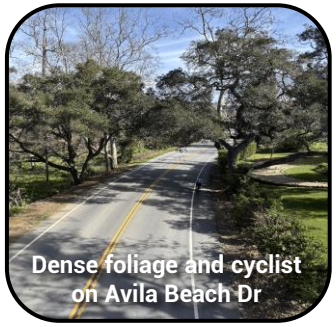
Bicyclist

- Narrow bicycle lanes
- Nonbuffered bicycle lanes adjacent to high-speed vehicle lanes
- Inadequate wayfinding to Bob Jones Trail
- Unclear traffic control

Along Avila Beach Drive, high vehicle speeds, narrow shoulders used as bike lanes, and sharp curves with limited sight distance increase the likelihood of vehicle encroachment into areas used by cyclists. Foliage further obscures visibility. Near Sycamore Mineral Springs Resort, staff advise against cycling on the road due to safety concerns, instead recommending use of the Bob Jones Trail. Additionally, inadequate signage and wayfinding limit safe navigation for cyclists. At the intersection of San Luis Bay Drive and Avila Beach Drive, traffic signals do not detect bicycles, often forcing riders to wait for cars or run red lights, increasing exposure to traffic conflicts.


Sycamore Mineral Springs Resort and Spa area on Avila Beach Dr


Intersection of San Luis Bay Dr and Avila Beach Dr


Dense foliage and cyclist on Avila Beach Dr

Motor Vehicle

- High automobile travel speeds
- Noncompliance with the speed limit
- Frequent traffic congestion potentially increasing rear-end crash risk
- Sharp roadway curvature on Avila Beach Drive between US 101 and town center
- Inadequate lighting (based on community input)
- Vegetation affecting sight distance

Avila Beach Drive experiences excessive speeding during off-peak hours and severe congestion during peak times, creating unpredictable and often hazardous driving conditions. Sharp curves limit sight distance, increasing the risk of collisions, especially when visibility is impaired or during high-speed travel. Congestion can lead to driver frustration and risky maneuvers, and during holidays or festivals, impaired driving further heightens collision risk. The Level of Service "F" during peak periods indicates severe traffic breakdowns. At the entrance to Avila Valley Barn, faded markings, crumbling shoulders, and loose gravel create additional hazards, especially for turning vehicles, which may be rear-ended or delay following traffic.


Avila Valley Barn entrance on Avila Beach Dr


Pedestrian and vehicle separation on Avila Beach Dr


Animal crossing signage on Avila Beach Dr

Recommendations

Tier 1 — Remove Severe Conflicts

- Relocate the Avila Valley Barn entrance onto Ontario Road
- Convert the intersection of San Luis Bay Drive and Avila Beach Drive to roundabout
- Add pedestrian refuge at Avila Beach Drive and 1st Street crosswalk

Tier 2 — Reduce Vehicle Speeds

- Convert portion of San Luis Creek to an Edge Lane Road, from 1st Street intersection to Harford Pier
- Add brick strips at entrance of Avila Valley Barn
- Reduce automobile lane widths on Avila Beach Drive from 12 feet to 10 feet

Tier 3 — Manage Conflicts in Time

- Add a left-turn lane entering Avila Valley Barn
- Add bicycle detection to signal at San Luis Bay Drive intersection

Tier 4 — Increase Attentiveness and Awareness

- Add midblock RRFB at San Luis Creek to Harford Pier
- Trim vegetation affecting sight distance around sharp curves
- Increase wayfinding signage leading to Bob Jones Trail
- Restripe roadway markings
- Improve lighting along Avila Beach Drive
- Add sound indication on pedestrian walk signals

1

RRFB

Signage, markings, trimmings, and turn lane implementation can be initiated through quick-build experimentation and resolution methods. Lighting, RRFB, and bicycle detection implementation require more resources, but can improve safety for all modes of transportation in the short term.

2

Pedestrian refuge

Medium-term recommendations include adding brick strips, installing pedestrian refuge islands, and narrowing automobile lane widths. Brick strips at Avila Valley Barn were a popular suggestion from community members during the walk audit to reduce vehicle speed when entering the Avila Barn parking lot. They mentioned adding a "sense of place" that distinguishes the slower speeds of the Barn parking lot from the higher speeds of Avila Beach Drive will increase drivers' attentiveness that they are entering this different area.

3

Advisory bike lane signage

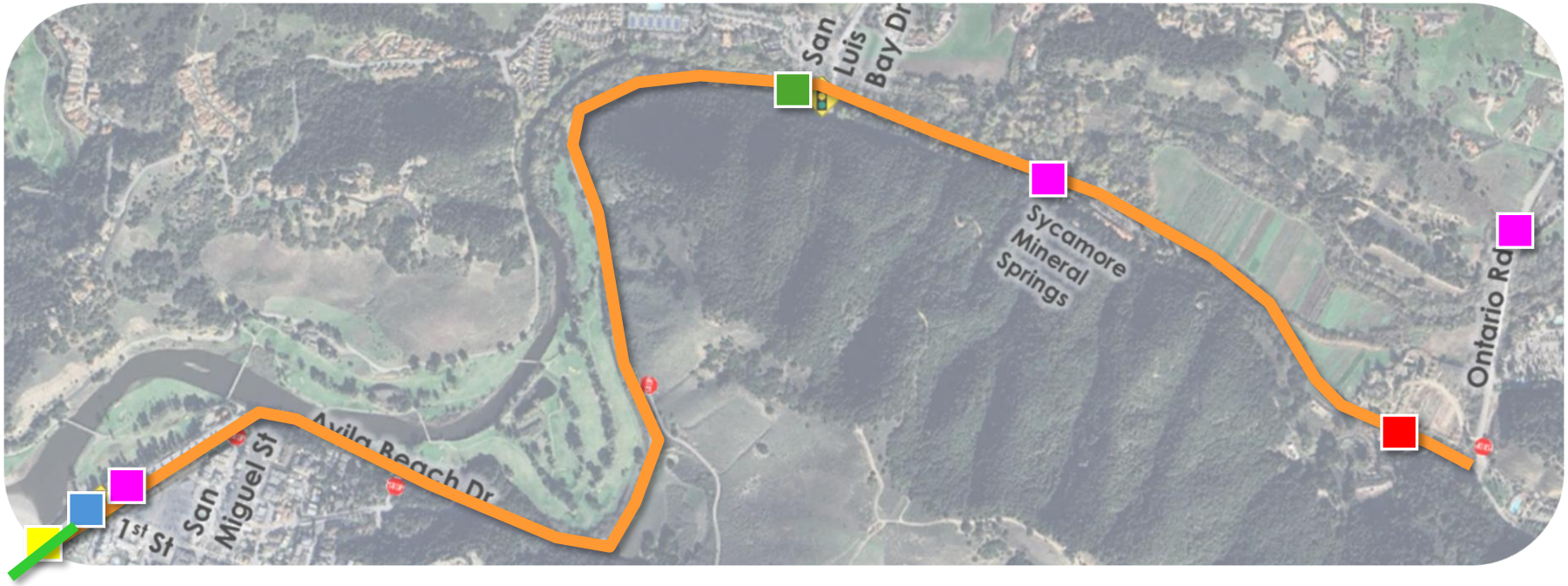
Advisory bike lanes (also referred to as edge lane roads) are defined by a narrow central travel lane for two-way general-purpose travel and dashed one-way bike lanes on each side of the street. Motor vehicles operate in yield conditions and use the advisory bike lane to pass oncoming cars when the bike lane is clear.

Avila Valley barn existing exit on Ontario Rd

Long-term recommendations include relocating the Avila Valley Barn entrance onto Ontario Road. Removing this entrance from Avila Beach Drive would remove one major point of vehicle turning conflict from this arterial road, reducing congestion issues and collision potential. Ontario Road experiences less vehicle activity and adding an entranceway would be less impactful to the roadway's congestion. Ontario Road will experience an increase in vehicle turn volumes due to this change. And that may be an issue because the parking lot to the Bob Jones multiuse trail is located on Ontario Road and increased automobile activity may be a risk to pedestrian/bicyclists crossing Ontario Road to get on and off the trail.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

Summary & Recommendations

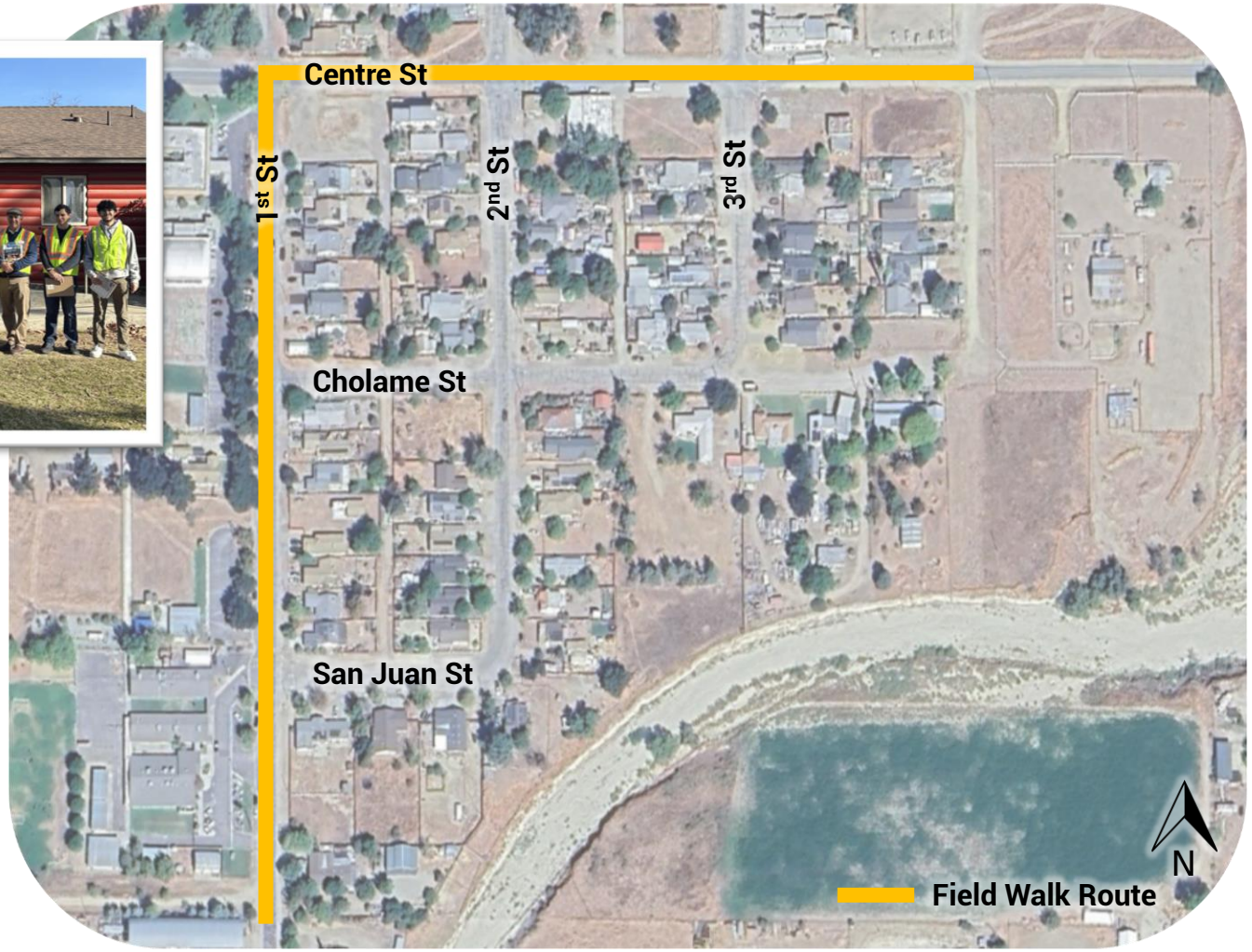


Summary:

Community concerns about Avila Beach Drive center around excessive vehicle speeds, narrow and inadequate biking facilities, and poor visibility due to limited lighting and overgrown vegetation. Observations confirm these issues, particularly the risks they pose to vulnerable road users such as pedestrians and cyclists. There is a clear need for safer crossings, improved lighting at intersections to enhance visibility, and better delineation of shared spaces. Residents also express a strong desire for traffic calming measures and signage that signal a transition from highway speeds to a slower, shared-use tourist area, creating a safer and more welcoming environment for all modes of travel.

1. RRFB
   - Wayfinding
   - Bike Signal Detection
2. Pedestrian Refuge
   - Brick Pavers
   - Lane Repurposing
3. Advisory Bike Lanes

Shandon Field Walk – February 22, 2025



Field Walk Key Notes:

4 total crashes (Occurring west of 1st Street)

- 1 fatal crash
- 0 bicycle crashes
- 3 vehicle crashes
- 1 fatal pedestrian crash
- 0 severe injury crashes

- Destinations:
  - Shandon High School and Shandon Elementary School located on 1st Street
  - CW Clarke Park located on W Centre Street

Risk Factors

Pedestrian

- Narrow/unpaved sidewalks
- Unmarked crosswalks
- Lack of curb ramps
- Abrupt sidewalk termination
- Lack of midblock crosswalks
- Poorly maintained pedestrian paths
- Poor lighting (based on community input)

There are a lack of sidewalks, marked crossings, and accessible infrastructure, forcing people to walk on narrow shoulders or unpaved surfaces. High vehicle speeds, especially on Centre Street during peak seasons, limited midblock crossings, and poor lighting further increase danger for non-motorized users. The area lacks curb ramps, wayfinding signage, and safe routes to schools, particularly affecting students, individuals with disabilities, and the elderly. Community members also raised concerns about drainage issues and safety near the high school's pick-up and drop-off area.


Lack of dedicated sidewalk on Centre St


Mesa Grande Dr pedestrian path entrance


Pedestrian alleyway from Centre St to San Juan St

Bicyclist

- Lack of bicycle lanes, routes, racks, and other infrastructure
- Poor lighting (based on community input)
- Poor roadway drainage (based on community input)

Shandon lacks dedicated bicycle infrastructure making it unsafe for cyclists to navigate the area. Only one bicycle lane exists in Shandon, located on 1st Street in front of Shandon high School. Biking activity is low, evidenced by no cyclists being observed during the walk audit but further analysis may be required to see if there is any latent demand for bicycling suppressed by lacking infrastructure.


Bicycle lane on 1st St


Car parked in bike lane

Bike lane signage

Motor Vehicle

- Noncompliance of the speed limit
- Noncompliance of stop signs
- Limited visibility at intersections
- High heavy-vehicle traffic
- Wildlife crossing (pigs)
- Frequent automobile passing
- Poor roadway drainage (based on community input)
- Unstructured High School passenger loading area (based on community input)

There is limited visibility at intersections, frequent speeding, and inadequate enforcement of speed limits, especially with high volumes of pass-through and seasonal traffic. The lack of signage warning drivers to slow down contributes to unsafe driving behavior, and large trucks and farm equipment add to the complexity and danger on local roads. Wildlife crossings, such as wild pigs on Centre Street, present additional crash risks. Community concerns highlight the need for improved traffic calming, better enforcement, and infrastructure upgrades to enhance safety for all road users.


Intersection of Centre St and 1st St

Speed limit signage


Signage/wayfinding

Recommendations

Tier 1

Remove Severe Conflicts

- Install sidewalks along Centre Street and 1st Street, and school zones
- Install buffered or protected bicycle lanes along Centre Street and 1st Street

Tier 2

Reduce Vehicle Speeds

- Install curb extensions at intersections near school zone
- Reduce automobile lane widths from 12 feet to 10 feet
- Install speed humps along Centre Street and 1st Street
- Reduce speed limit from 35 mph to 25 mph on Centre Street near school zone
- Raise the crosswalk on the intersection of Centre Street and 1st Street

Tier 3

Manage Conflicts in Time

- Utilize crossing guards at schools to keep pedestrians out of the road until it is safe to cross

Tier 4

Increase Attentiveness and Awareness

- Install streetlights at Centre Street, 1st Street, and near CW Clarke Park
- Install gateway signage at Shandon's entrance to alert drivers that they are entering this community
- Install clearer speed limit postings
- Install "Stop Sign Ahead" marking/signage on Centre Street
- Install striped crosswalks at school zones
- Install "School Route" sign on Mesa Grande Drive pedestrian path
- Clear obstructing vegetation on designated pedestrian paths

1

Shandon lacks continuous sidewalks, forcing pedestrians to walk along road shoulders or unpaved surfaces. Sidewalks should be installed along key corridors, particularly Centre Street and 1st Street, to provide safe and accessible routes for pedestrians, especially students walking to and from Shandon Elementary and Shandon High School.

2

Poor lighting conditions make walking and biking unsafe at night. Streetlights should be installed along Centre Street, 1st Street, and near CW Clarke Park to improve visibility and security for pedestrians. School zones and high-traffic intersections should also be prioritized for lighting improvements.

3

Gateway signage should be installed at Shandon's entrance to alert drivers that they are entering a community and encourage them to slow down. Gateway signage contributes to place-making and has been shown to reduce incidences of speeding in rural communities (Hallmark et al., 2007). Additional signage improvements, including clearer speed limit postings should be implemented to reinforce speed reduction efforts.

4

Buffered or protected bike lanes could be installed along Centre Street and 1st Street to provide safe routes for cyclists. Additionally, bike racks could be installed at key destinations, particularly CW Clarke Park and both Shandon schools.

5

Pedestrian paths throughout Shandon require signage and maintenance for regular use. It is recommended to remove any vegetation obstructing pedestrian walkways on these paths. A "School Route" sign should be installed at the entrance of the Mesa Grande Drive pedestrian path. These improvements will make these paths more inviting for pedestrians and will encourage them to walk on these paths instead of along unsafe roadways with no sidewalks.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

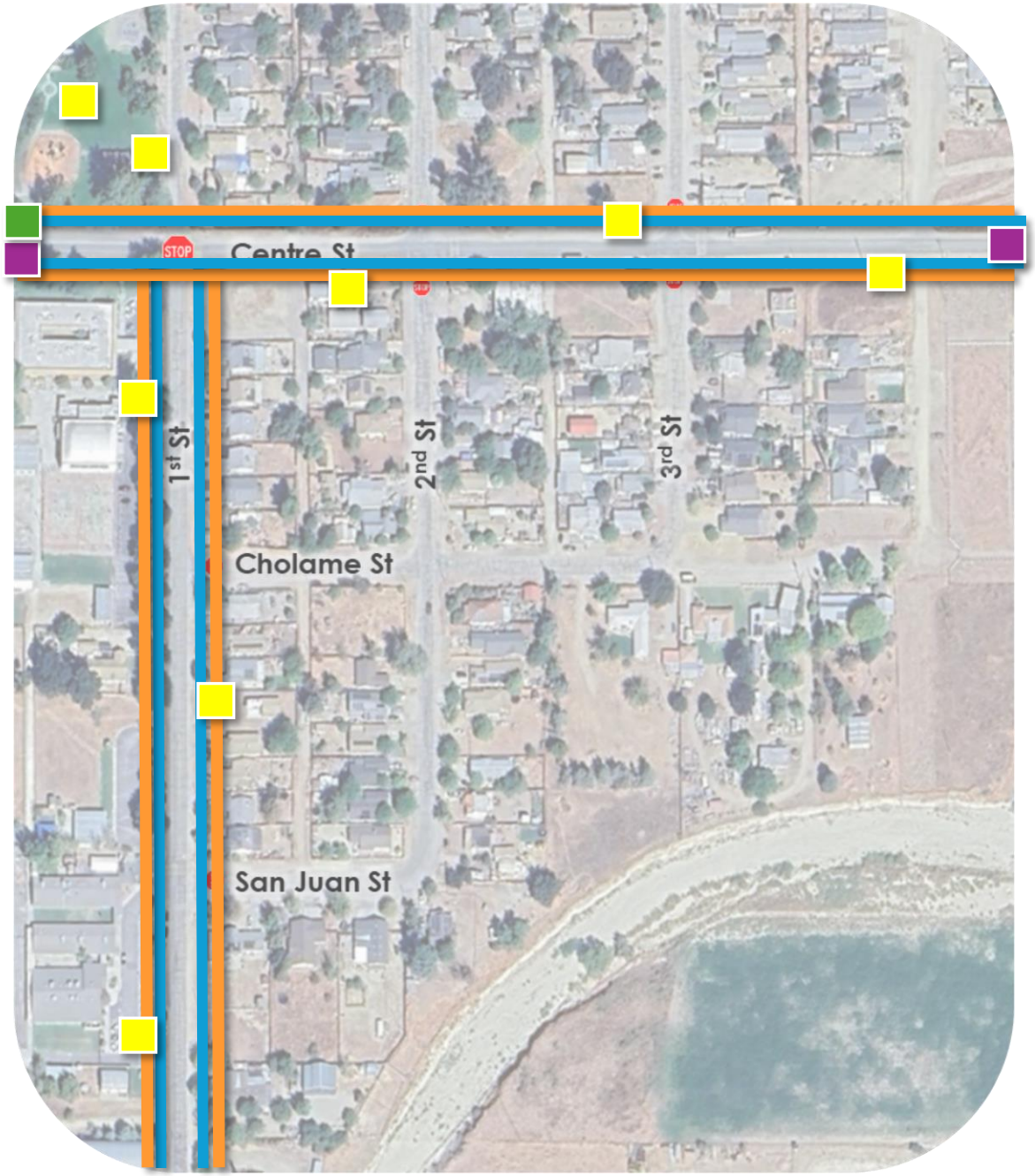
Summary & Recommendations

Summary:

Shandon is a small community (Population ~1000) located at the junction of State Routes 41 and 46, resulting in higher-than-average traffic volumes for a town of its size. Increased traffic has raised safety concerns along its two main roads: Centre Street and 1st Street. These roads contain destinations that generate daily pedestrian and automobile traffic, including Shandon Elementary School, Shandon High School, Shandon Market, and Shandon Public Library and Post Office. Pedestrians, particularly students, frequently travel on these roads, making it critical to assess infrastructure gaps and potential safety risks. In response, some recent safety improvements have been implemented, including marked crosswalks, striped shoulders, and speed feedback signs.

While Shandon's primary intersection between Centre Street and 1st Street has recently installed a high visibility crosswalk, community members stated that vehicles sometimes ignore the stop signs at this intersection. This is dangerous for the students crossing between Shandon High School and CW Clarke Park at this primary intersection. Providing advance warning and greater visibility would make drivers stop more consistently.

1. Sidewalks
2. Lighting
3. Gateway Signage
4. Bike Lanes
5. School Route Signage



Cayucos Field Walk – February 22, 2025

Field Walk Key Notes:

10 total crashes (3 on walk route; 7 near Old Creek Road)

- 1 pedestrian crash
- 2 bicycle crashes
- 7 vehicle crashes

1 fatal crash at Old Creek Road and Highway 1

2 severe injury crashes:
- Vehicle/bicyclist crash on Ocean Avenue
- Highway 1 approaching Old Creek Road

- Observation Point: Old Creek Road intersection
- Destinations:
  - Cayucos Elementary School
  - Cayucos Library

Risk Factors

Pedestrian

- Uneven sidewalk pavement
- Long crosswalk crossing distance
- Unmarked crosswalks
- Pedestrian crosswalk signal noncompliance
- Steep sidewalks
- Poor lighting (based on community input)
- Insufficient leading pedestrian intervals
- Lack of safe route to school

Ocean Avenue's wide sidewalks accommodate crowds but are frequently obstructed by tables and signage, limiting pedestrian flow. Uneven pavement at Ocean Avenue and Cayucos Drive restricts access to the pier. Crosswalks are spaced over 200 feet apart, leading many to crossings mid-block, though slow-moving traffic reduces severe collision risk. Steep sidewalks on E Street challenge those using assistive devices. Ash Avenue lacks sidewalks, increasing pedestrian exposure, and the narrow bridge on Ocean Boulevard forces pedestrians to cross in the roadway.


Ocean Blvd bridge (looking north)


Steep sidewalk grade at Ocean Ave and E St


Distressed sidewalk on E St

Bicyclist

- Unclear bicycle route signage
- Poor lighting (based on community input)
- Lack of safe route to school

Although Ocean Avenue is a designated bike route, poor signage and minimal striping make it unclear if road sharing is encouraged. While daytime visibility was good during the field walk, residents noted minimal lighting at night, increasing the risk for unseen pedestrians and cyclists. Aside from one flashing light near the school, stop signs lack visibility, and secondary streets have no streetlights, further raising collision risks.


Flashing stop light near school

Cyclist on Old Creek Rd and Ocean Blvd


Cyclists at Old Creek Rd

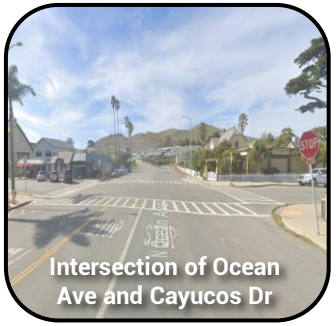
Motor Vehicle

- Poor lighting (based on community input)
- Congestion during school loading peak hours (based on community input)

High demand for beachfront parking causes slow, erratic driving on Ocean Avenue and Cayucos Drive. At the unsignalized Ocean Boulevard./Old Creek Road. intersection, fast turns from Highway 1 and wide geometry create risks for pedestrians, children, and golf cart users. The Highway 1/Old Creek Road. intersection has poor pedestrian visibility, no crosswalk on the southern leg, and insufficient signal timing for safe crossing. Narrow lanes, edge pavement damage, and an inaccessible bus stop further contribute to safety concerns.


Top view of Ocean Blvd and Old Creek Rd


Intersection of Old Creek Rd and Ocean Ave


Intersection of Ocean Ave and Cayucos Dr

Recommendations

Tier 1

Remove Severe Conflicts

- Install low-stress bicycle routes on Saint Mary Avenue and Ash Avenue
- Replace the intersection of Ocean Boulevard and Old Creek Road with a roundabout
- Replace the intersection of Old Creek Road and Highway 1 with a roundabout
- Convert the segment with Ocean Boulevard Bridge into an edge lane road

Tier 2

Reduce Vehicle Speeds

- Install curb extensions at Highway 1 crossings
- Raise the crosswalk at the intersection of Ocean Avenue and Cayucos Drive
- Install a pedestrian refuge island at the intersection of Highway 1 and Old Creek Road

Tier 3

Manage Conflicts in Time

- Increase pedestrian signal phase duration on Old Creek Road
- Extend LPI on the intersection of Highway 1 and Old Creek Road

Tier 4

Increase Attentiveness and Awareness

- Install crosswalk lighting at all intersections
- Paint high visibility sharrows on shared bicycle routes
- Repave the sidewalk on E Street
- Install a handrail at the steep sidewalk on Ocean Avenue and E Street

1

Installing a low-stress bicycle route on Saint Mary Avenue and Ash Avenue would be appealing for bicyclists due to the lower speeds of automobiles and proximity to key destinations, including schools. High visibility sharrows should be installed at all shared bicycle routes to increase the awareness of all road users of the road's intended use.

2

Installing a handrail at the steep sidewalk on E street (and other streets heading east from Ocean Ave) would reduce the pedestrian difficulty of navigating this section. Pedestrians with limited mobility can use the handrail as a support to reduce tripping hazards.

3

To reduce automobile turning speeds, it is recommended to consider redesigning the adjacent intersections between Ocean Boulevard and Old Creek Road and between Old Creek Road and Highway 1 into a large roundabout. In the short-term, reduced turn radii may help minimize the speed at which vehicle-pedestrian conflicts occur and improve safety. An alternative solution involves installing curb extensions, pedestrian refuge islands, and raised crosswalks at these intersection crosswalks.

4

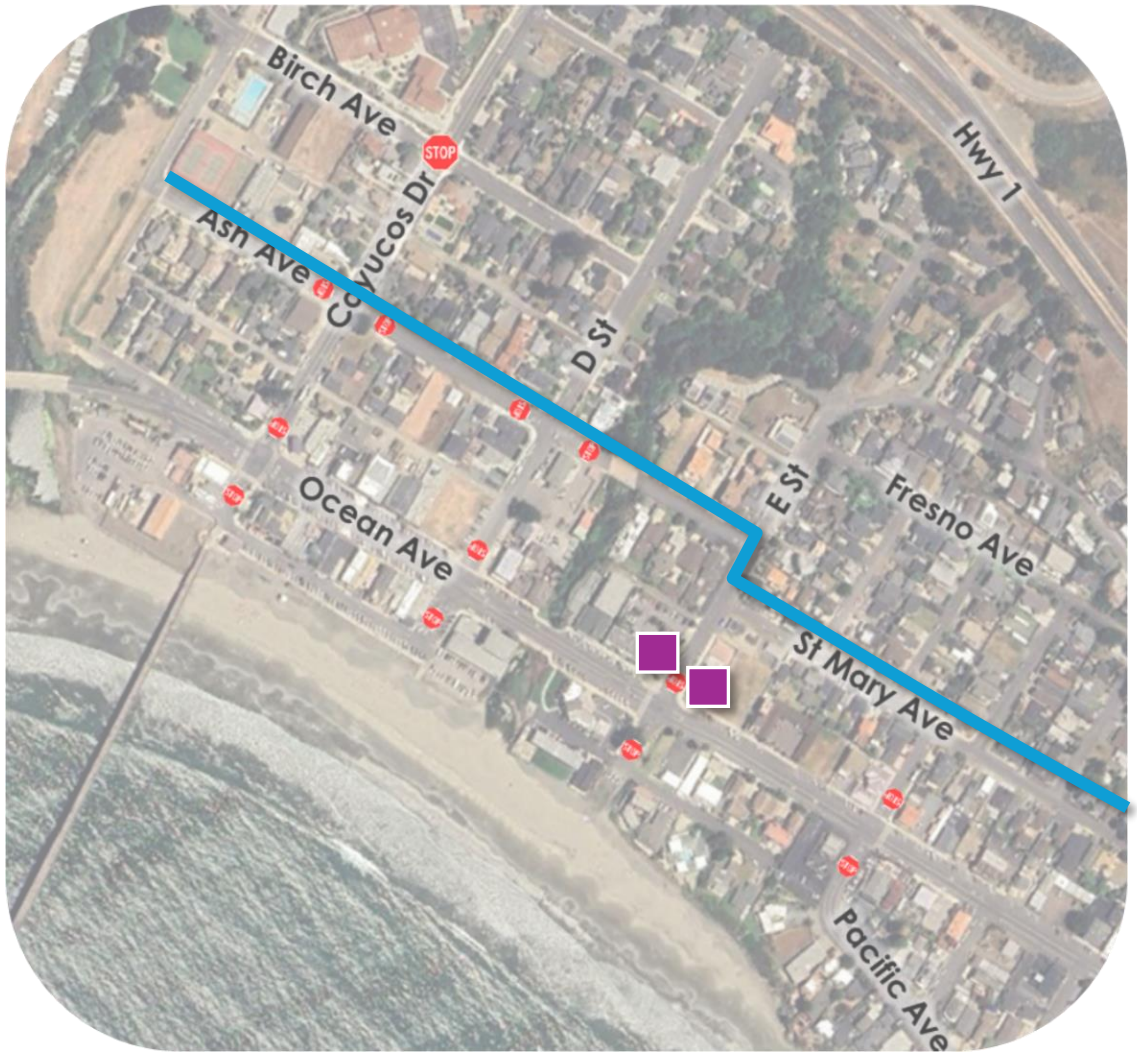
Increasing the LPI and pedestrian crossing time available to cross Highway 1 would increase visibility of crossing pedestrians. Increasing the LPI would increase awareness of turning automobile users that pedestrians are crossing, and increasing the crossing timing would allow adequate time for slower pedestrians to cross safely.

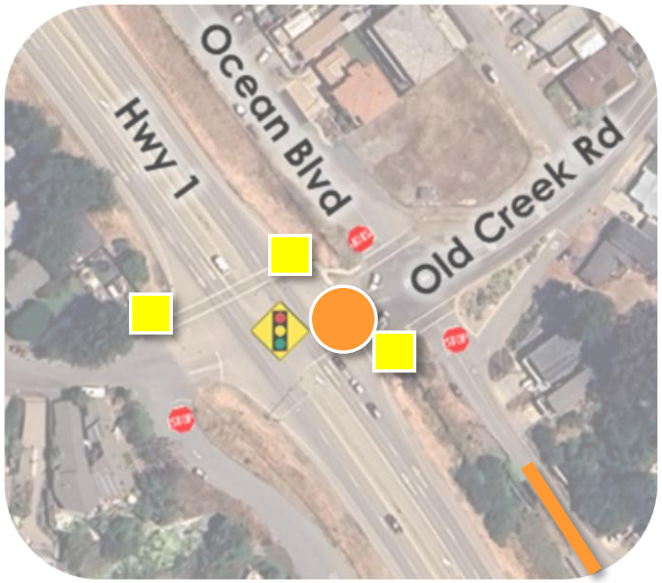
5

Converting Ocean Boulevard Bridge into an edge lane road would allow space for the installation of connectivity infrastructure for road users of all types. Installing a sidewalk in this space would eliminate the automobile-pedestrian conflict identified at this section. Automobile speeds would be reduced due to the decreased lane widths, further minimizing the speeding concerns in this area.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

Summary & Recommendations





1. Bike route
2. Handrail
3. Roundabout
4. LPI
5. Lane repurposing

Summary:

The Cayucos Walk audit consisted of a 1.5-mile route circling downtown and visiting key locations including Ocean Avenue and Cayucos Elementary School. Based on input from residents participating in the walk, the team also visited proposed sites along potential bike paths. Shopping and dining establishments at Ocean Avenue are a key destination as locals and visitors gather here year-round.

Templeton Field Walk – February 24, 2025

Field Walk Key Notes:

10 total crashes (8 on walk route; 2 near Rossi Road)

- 3 pedestrian crashes
- 0 bicycle crashes
- 7 vehicle crashes
- 0 fatal crashes
- 3 severe injury crashes:
  - 1 vehicle/pedestrian
  - Old County Road & 7th Street
  - Main Street & 5th Street

- Safe Routes to School comments requesting for flashing crosswalks, sidewalks, and safer bike lanes on Main Street
- Safe Routes to School comments requesting sidewalks, bike lanes, and a safer crossing at Rossi Road and Vineyard Drive

Risk Factors

Pedestrian

- Lack of crosswalks
- Lack of sidewalks
- Unmarked crosswalks at Rossi Road intersection
- Poor lighting (based on community input)
- High-speed automobile conflict
- Limited connectivity across Highway 101

Near the Trader Joe's center, Vineyard Drive lacks crosswalks and sidewalk connectivity, leading pedestrians to cross travel lanes unsafely. Rossi Road, a high pedestrian area, has only one sidewalk and no marked crossings, causing confusion and unsafe behavior. Crocker Street is preferred for school travel due to slower traffic but lacks sidewalks. On Main Street, crosswalks are poorly lit and lack proper signage, with missing or misplaced pedestrian signs at key intersections like 4th and 6th Streets.


Lack of crosswalks on Vineyard Dr


Low-awareness crosswalks on Main St


School drop off

Bicyclist

- Lack of protection from heavy vehicles
- Lack of bicycle infrastructure
- Poor lighting (based on community input)
- Unsafe school entry on 8th St intersection
- Limited connectivity across Hwy 101

Class II bike lanes on major roads lack buffers and protection from heavy traffic, creating discomfort and safety concerns. The community discourages biking over the overpass due to danger, especially for students. Rossi Road and Old County Road lack bike infrastructure, sidewalks, crosswalks, and lighting. While Crocker Street offers a Class III route, awareness is low, and it ends near a school loading zone. Eddy Street has no bike lanes or sidewalks, forcing users into traffic lanes and across a poorly lit bridge, increasing crash risk.


Bike route signage


Narrow bridge on Eddy St


Cyclist on Vineyard Rd

Motor Vehicle

- Parked automobiles/vegetation obstructing sight distance
- No enforcement of parking laws
- Poor top sign compliance
- High speeds
- Unstructured elementary school loading zone

Trucks frequently use Rossi Road for deliveries, often parking in the center turn lane and obstructing visibility. Sight distance issues at the Vineyard Dr./Rossi Rd. intersection force drivers to pull past stop lines, increasing crash risk. Speeding is common on both Rossi Road and Old County Road, which lacks traffic calming features. On Old County Rd., wide lanes, poor sightlines due to vegetation, and uncontrolled intersections like 4th Street raise safety concerns. Eddy Street also sees frequent speeding and unsafe turning movements due to steep slopes, high-speed entries, and wide turn radii. Lighting is insufficient throughout, further increasing risks.


Vineyard Dr parking obstructing Rossi Rd sight distance


Old County Rd vegetation obstructing 4th St sight distance


Eddy St tire markings from high-speed turning automobiles

Recommendations

Tier 1

Remove Severe Conflicts

- Install Class I share use path on Vineyard Drive and western section of Rossi Road
- Install Class 1 shared use bridge adjacent to existing Eddy Street bridge
- Install pedestrian refuge islands to crosswalks
- Install sidewalks
- Install bus-friendly roundabout at 8th Street intersection/school loading zone
- Reconfigure parking as a bicycle lane buffer on Main Street

Tier 2

Reduce Vehicle Speeds

- Install curb extensions to crosswalks
- Raise crosswalks
- Install speed humps
- Install mini roundabout at 6th Street intersection
- Install raised roadway median
- Reduce lane with and install rumble strips leading to bridge

Tier 3

Manage Conflicts in Time

- Install PHB near Bennett Way intersection
- Incorporate road closures for automobile during farmer's market

Tier 4

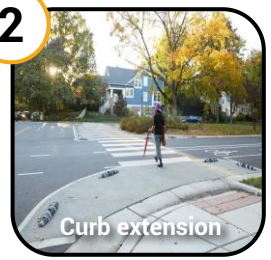
Increase Attentiveness and Awareness

- Implement daylighting measures at parking area near Rossi Road
- Paint crosswalk path markings
- Install a convex mirror at the 4th Street intersection
- Install lighting near Templeton Park
- Pain high visibility sharrows on Old County Road
- Implement high-visibility bicycle greenway on Crocker Street
- Install lighting and speed limit signs near Eddy Street bridge

1

A Class I shared use path is recommended to be installed on the western section of Rossi Road and along Vineyard Drive across Highway 101.

2



Old County Road would benefit from the installation of sidewalks and lighting for the pedestrian activity that occurs near the park and school areas. Speed humps, curb extensions, and raised crosswalks would address the identified automobile speeding risk factor while increasing awareness of pedestrian presence.

3

Sidewalks are recommended along the Crocker Street. High visibility greenway infrastructure such as green painted sharrows, bicycle route signs, and school route signs are also recommended. Intersections should include raised, painted crosswalks with curb extensions to reduce automobile speed. Mid-block speed humps and a raised roadway median are recommended to further reduce automobile speed.

4

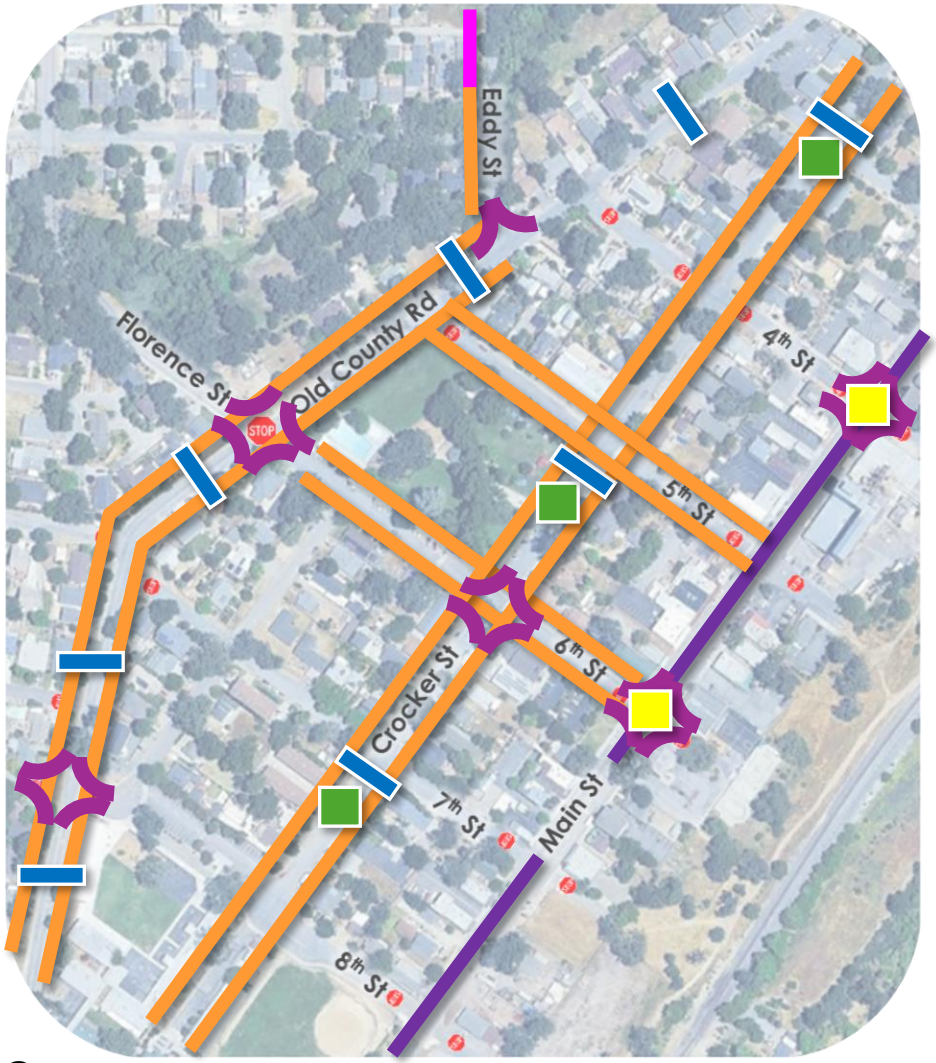
A separate pedestrian bridge is recommended alongside the existing bridge on Eddy Street, similar to the pedestrian bridge on Florence Street. To reduce vehicle speeds on Eddy Street, it is recommended to install speed humps, crosswalk curb extensions, a roadway median, and a reduction of lane width leading to the bridge. Installing lighting, rumble strips, and speed limit signs would further increase driver awareness of the bridge conditions.

5

It is recommended to install RRFBs, curb extensions, and pedestrian refuge islands at the Main Street intersections on 4th Street and 6th Street, since these intersections experience the highest pedestrian volumes. Installing a raised roadway median will address the identified automobile speeding risk factor. The parking lane is recommended as a buffer for bicyclists, protecting them from heavy vehicles.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

Summary & Recommendations



1 Shared Use Path

2 Sidewalk & Lighting Improvements

Speed Hump

Curb Extension

3 Bike Sharrow

4 Pedestrian Bridge

5 RRFB

Raised Median

Summary:

The walk audit locations in Templeton involved significant pedestrian activity and interaction with other modes of transportation and featured key destinations such as schools, concerts, farmer's markets, parks, bars, and more. Vineyard Drive's highway overpass is one of the few roadways connecting two sides of town split by Highway 101. The community members accompanying the audit team strongly emphasized that the issues identified at the intersection of Vineyard Drive and Rossi Road are their first priority for improvements. Speed limit noncompliance is a recurring risk factor across multiple locations within Templeton. This is partially due to poor or lack of traffic calming measures and lack of awareness infrastructure on roadways. Many roadways with high pedestrian activity offer no paved sidewalks, unmarked crosswalks, and poor lighting. The safe routes to schools are unclear and uncomfortable, and active mode connectivity across Highway 101 is minimal.

Creston Field Walk – February 24, 2025

Field Walk Key Notes:

6 total crashes (At Creston Road & SR-41)

- 0 pedestrian crashes
- 0 bicycle crashes
- 6 vehicle crashes
- 0 fatal crashes
- 2 severe injury crashes:
  - Creston Road / La Panza & SR-41

- Safe Routes to School comments requesting stop signs throughout the community
- Noted speeding
- Destinations:
  - Creston Elementary School

Risk Factors

Pedestrian

- No crosswalks
- Difficult to make judgement about automobile speeds to cross safely
- Low-awareness school zone crosswalks
- High-speed heavy vehicle route through school zone crosswalks

Webster Road lacks crosswalks, with only an unpaved shoulder used for walking. There is a lack of connection between The General Store and Creston Elementary, where students must cross without marked paths. On Webster Road, lack of signage encourages speeding as drivers exit Highway 41, creating risks for pedestrians, especially children. On O'Donovan Road, conditional 25 mph school-zone speed limits are often ignored, and vehicles regularly exceed the 45-mph limit.


Webster Road pedestrian area


Creston Elementary School crosswalk on O'Donovan Rd


School bus entering Webster Rd

Bicyclist

- Limited bicycle infrastructure
- Low awareness Class III bicycle route on O'Donovan Road
- Heavy/high-speed vehicle/bicycle conflict

There is no bike lane or shoulder to create separation form the high-speed traffic. One bicyclist was observed during the walk audit riding along speeding automobiles. O'Donovan Road functions as a heavy vehicle route and presents concerns for bicyclists using the Class III shared route on this roadway.


Bicyclist on Webster Rd

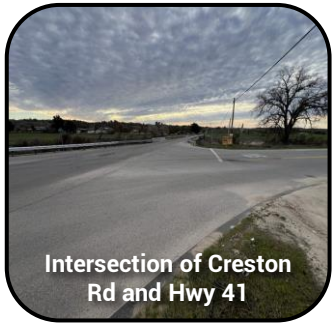

Bike route signage

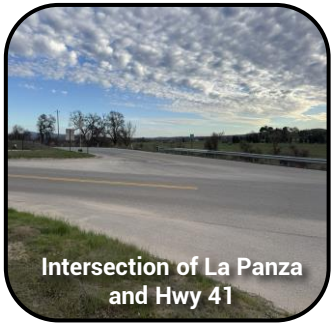

Bicyclist on Webster Rd

Motor Vehicle

- Noncompliance of the speed limit
- Inebriated driving from saloon and restaurant
- Narrow painted roadway median on Webster Road
- Lack of compliance with school zone speed limit
- Highway 41/Creston Road
    - Low-awareness/abrupt stop-controlled intersection
    - Obstructed sight distance

Speeding is common on Webster Road, with vehicles reportedly reaching up to 80 mph, often by unaware non-local drivers. Lack of pedestrian warning signs contributes to unsafe conditions near the school and shops. Drunk driving is a concern near the Longbranch Saloon at the “Budweiser Corner” intersection, a known hotspot for alcohol-related crashes. Long stretches without stop signs on Creston Road lead to unexpected stops at Highway 41, where limited sight distance and high-speed traffic increase the risk of collisions.


Intersection of Creston Rd and Hwy 41


Intersection of La Panza and Hwy 41


Webster Rd and O'Donovan Rd intersection

Recommendations

Tier 1

Remove Severe Conflicts

- Redesign pedestrian shoulder into shared-use paths on Webster Road and O'Donovan Road
- Implement Park and Ride system
- Replace Creston Road/Highway 41 intersection with a roundabout

Tier 2

Reduce Vehicle Speeds

- Install roadway rumble strips Reduce automobile lane width and speed in the pedestrian areas

Tier 3

Manage Conflicts in Time

- *No Tier 3 solutions are prioritized for recommendations*

Tier 4

Increase Attentiveness and Awareness

- Relocate reduced speed limit signs to allow additional space for automobile deceleration
- Install RRFB at O'Donovan Road and Webster Road intersection and school zone crosswalk
- Install gateway signage on town entrance
- Install 'Cross Traffic Does Not Stop' sign and large flashing stop sign at Creston Road/Highway 41

1

Installing roadway rumble strips prior to the town entrance will alert drivers to the change of environment. Installing gateway signage reading "Welcome to Creston" along with high-awareness signage reading "Please Slow Down for Pedestrians" should be installed around the entrance of the pedestrian area as well.

2

An RRFB should be installed at the O'Donovan Road intersection on Webster Road. This will function as the main crosswalk connecting Creston on each side of the roadway and will connect Creston Elementary School to The General Store.

3

The existing shoulders that functions as a pedestrian walkway should also be allowed for bicycle use. This bicyclist separation from the automobile travel lane would encourage bicycling throughout the community, reducing automobile trips for shorter distances.

4

The intersection of Creston Road and Highway 41 should be explored as a possible roundabout installation location. This installation would resolve the identified conflicts of speeding, sight distance, and long crossing distances.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

Summary & Recommendations

1 Gateway Signage

Rumble Strips

2 RRFB

3 Pedestrian and Bike Path

4 Roundabout

Summary:

Community members in Creston expressed major safety concerns related to unsafe pedestrian crossings, frequent and severe speeding, inebriated driving, and hazardous turning conditions at key intersections. Flooding during the rainy season was also noted as a recurring issue. While the audit team identified a lack of sidewalks and lighting, residents prefer to preserve the town's rural character and do not support urban infrastructure like paved sidewalks or excessive lighting. Concerns about drunk driving were emphasized, but increased CHP presence is difficult to justify due to low incident volume. Residents were encouraged to notify law enforcement of major events or peak times to help target enforcement and improve roadway safety.

San Simeon Field Walk – February 25, 2025

Field Walk Key Notes:

5 total crashes (on highway)

- 0 pedestrian crashes
- 1 bicycle crash
- 4 vehicle crashes

- 0 fatal crashes
- 1 severe injury crash

- Concerns of Highway 1 crossings
- Heavy tourist traffic

Risk Factors

Pedestrian

- No crosswalks
- Long crossing distances
- Low intersection awareness
- No pedestrian signage
- Poor lighting at intersections
- No gateway signage

No crosswalk is offered although beach parking often occurs across Highway 1 on Castillo Drive on busier days. This lack of connection causes unsafe pedestrian crossings to occur due to pedestrians having a hard time judging safe crossing gaps. There is no wayfinding sign guiding pedestrians to a safe crossing. Community members desire lighting so that drivers can see when people cross Pico Avenue over Highway 1. The community wishes these lights to be dark sky compliant due to star gazing activities along the scenic route.


Pedestrian crossing at Pico Ave intersection


Pedestrian beach access signage


Pico Ave crossing

Bicyclist

- Long crossing distances
- High-speed/heavy vehicle conflicts

Bicycle traffic is common because restaurants and shops along Pico Avenue and Castillo Drive serve as rest stops. During the walk audit, bicyclists were noticed stopping at the Pico Avenue stop bar before using the shoulder to continue up north.


Bicycle route to coastal access

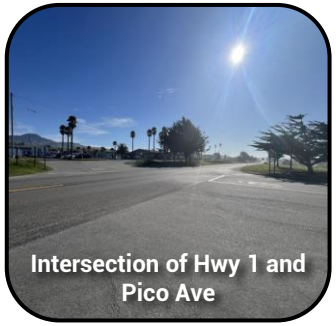

Cyclists on Hwy 1


Cyclists on their rest

Motor Vehicle

- High-speed turns
- Vegetation obstructing sight distance
- Distracted driving
- Noncompliance of speed limit
- Illegal automobile passing maneuvers

San Simeon's coastal location causes frequent foggy conditions and poor visibility. Distracted and drowsy driving occur along Highway 1 as drivers are often focused on the scenery and features around the roadway. Some drivers may travel slower for sightseeing, causing other automobiles to pass them across a double yellow marking or through the bicycle lane. There is no gateway signage entering this community leaving many drivers unaware of the town's presence along the roadway.


Intersection of Hwy 1 and Pico Ave


Intersection of Hwy 1 and Vista Del Mar


Bus stop on Castillo Dr

Recommendations

Tier 1

Remove Severe Conflicts

- Install vertical elements (poles/barriers) along bicycle lanes on Highway 1
- Install small supplemental rest areas along Highway 1
- Install pedestrian refuge island at Pico Avenue and Vista Del Mar

Tier 2

Reduce Vehicle Speeds

- Reduce speed limit in pedestrian areas
- Reduce turn radii onto access roads

Tier 3

Manage Conflicts in Time

- Install PHB at Pico Avenue and Vista Del Mar intersections

Tier 4

Increase Attentiveness and Awareness

- Install 'Drowsy Driving' signs along Hwy 1
- Install dynamic feedback speed signs
- Install gateway signage at pedestrian areas
- Install fog warning signs
- Install intersection lighting
- Remove vegetation obstructing sight distance

1

The lack of separation between cyclists and automobiles along Highway 1 is a significant concern. Drivers use the bicycle lane as a passing lane, increasing this conflict for both modes. Barriers along the bicycle lane would reduce this conflict while providing additional buffer for bicyclists to travel with increased comfort.

2

Reducing the speed limit in the pedestrian areas may help address the speeding concerns identified on this roadway. Installing dynamic speed feedback signs to encourage drivers to be mindful of their speed is also recommended.

3

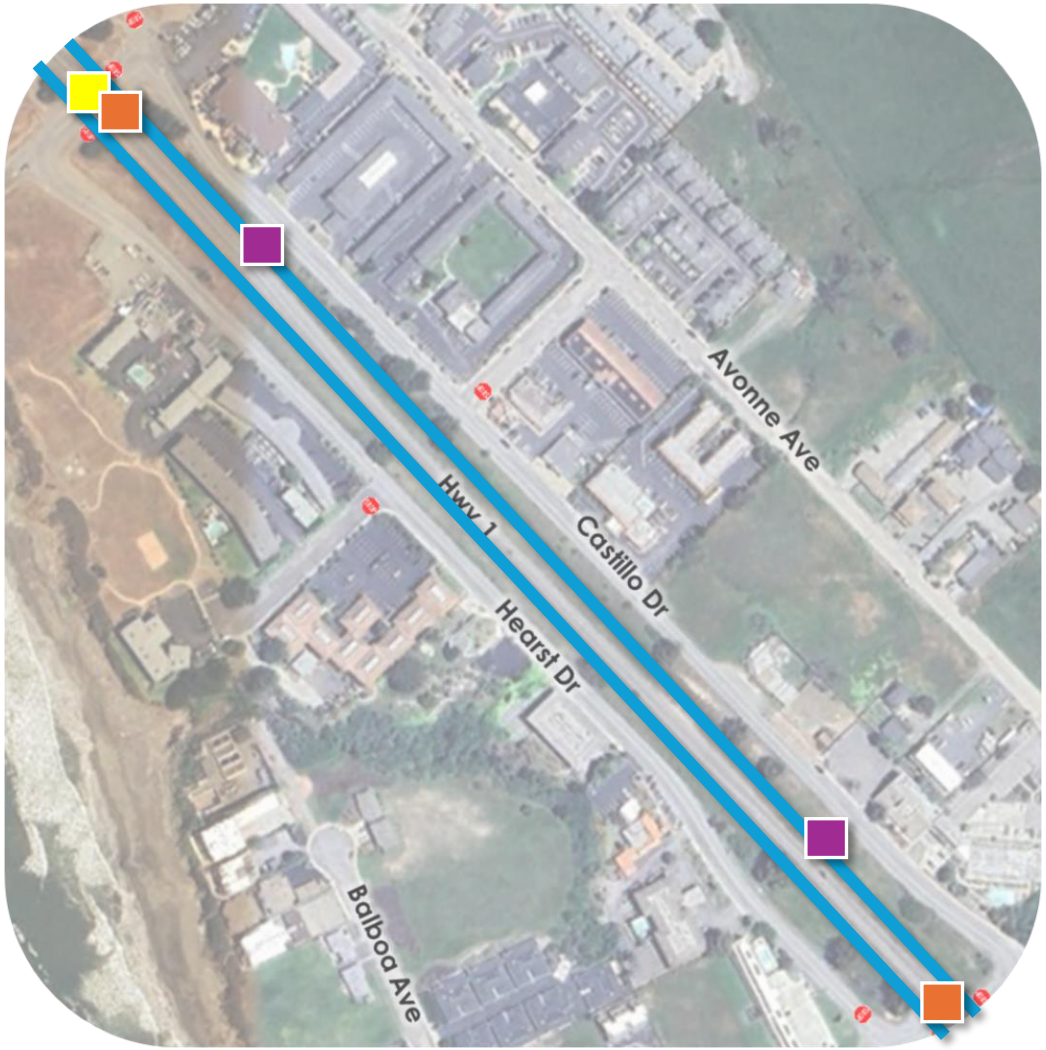
It is suggested to install a PHB at the intersection of Highway 1 and Pico Avenue. Due to the higher speeds of this roadway, it is advisable to use a PHB instead of a RRFB. Installing a PHB at this intersection would allow pedestrians and cyclists to cross the road while oncoming traffic is stopped. This would also allow for some signalization at an intersection that may not meet traffic signal warrants. A pedestrian refuge island on the median will limit pedestrian exposure to highway traffic.

4

To improve the visibility of all road users, both at night and during foggy conditions, we also suggest installing intersection lighting, removing vegetation obstructing sight distance, and reducing the turn radii onto access roads.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

Summary & Recommendations



Summary:

San Simeon, a coastal community north of San Luis Obispo along Highway 1, experiences fluctuating traffic levels due to seasonal tourism, with visitors often staying in local hotels and traveling to nearby attractions like Hearst Castle. While restaurants and accommodations are located on both sides of the highway, most residents live east of Highway 1 along Castillo Drive and Avonne Avenue. The area's primary mode of transportation is driving alone, though some students commute by bus to Coast Union High School. Community priorities include enhancing pedestrian and bicycle safety when crossing Highway 1, reducing vehicle speeds—especially during turns onto access roads—and preserving the natural environment. A flashing beacon crosswalk at Highway 1 and Pico Avenue is their top infrastructure request.

1. Buffered Bike Lanes
2. Speed Feedback Sign
3. PHB
4. Lighting

San Miguel Field Walk – February 25, 2025

Field Walk Key Notes:

9 total crashes

- 2 pedestrian crashes
- 0 bicycle crashes
- 7 vehicle crashes

- 0 fatal crashes
- 2 severe injury crashes:
  - Pedestrian crash at 14th Street & N Street
  - River Road & Verde Place

- Lilian Larsen Elementary School
- Safe Routes to School comments requesting sidewalks, bike lanes, improved street lighting, flashing crosswalks
- N River Road serves as a gateway into the community
- 2 rail crossings

Risk Factors

Pedestrian

- No marked crosswalks
- Lack of sidewalks
- Low awareness of non-designated path usage
- Poor lighting (based on community input)
- Missing ADA ramps
- Long crossing distances

There are missing sidewalks, unmarked crosswalks, and poor lighting on River Road/14th Street. Mission Street, the town's main thoroughfare, lacks continuous pedestrian infrastructure, with long crossings and abrupt sidewalk terminations forcing pedestrians into vehicle lanes. On 16th Street, near Lillian Larsen Elementary School, high vehicle speeds, wide curb radii, and missing sidewalks create unsafe conditions. L Street, a common student route, offers no pedestrian facilities, despite daily use by children walking to school.


School zone on 16th St


Lack of pedestrian facilities on 14th St


Lack of sidewalks

Bicyclist

- Low-awareness Class III bicycle route on River Road/14th Street
- Poor lighting (based on community input)
- Bicycle lanes present only in northbound direction on Mission Street
- Parked automobiles block bicycle lane

A low-awareness (due to unmarked sharrow) Class III bicycle route is present along River Road/14th street. Only one, one-way unbuffered bicycle lane is offered on Mission Street, traveling northbound. Bicyclists traveling southbound experience confusing paths. The audit team observed a young bicyclist riding in the wrong direction to reach a corner market. Separated bicycle lanes are provided on 16th Street; however, they are often inaccessible due to automobiles parked within these lanes. Bicyclists are therefore often required to enter the automobile lane to go around the parked automobiles.


Bike lane on Mission St


Bridge with shared lane


Bike lane on 16th St

Motor Vehicle

- Sight distance obstructed by road curvature and vegetation
- Noncompliance of speed limit
- Lack of traffic calming
- Wide curb radii

River Road connects the City of Paso Robles to San Miguel and locals use this road to reach Mission Market and the new residential development near Verde Place. High automobile speeds are frequently observed along this roadway, however, there is a speed feedback sign with 35 MPH speed limit. The roadway's wide cross section and lack of traffic calming, even inciting informal 'racing' events that have become popular in this area. Wide curb radii were identified at the intersection with N Street. On Mission Street ADA ramps are missing in several crosswalk locations. L Street is wide, straight and has no traffic calming features, resulting in speeding automobiles. Wide curb radii encourage dangerous high-speed turns.


Lack of traffic calming on River Rd


Wide curb radii near railroad


Drainage issues

Recommendations

Tier 1

Remove Severe Conflicts

- Install continuous sidewalks and ADA ramps
- Install buffered bike lanes in each direction on 14th Street/River Road
- Install southbound bicycle lane on Mission Street with buffers
- Install bicycles lanes in each direction with a parking lane buffer on L Street
- Install pedestrian refuge islands at intersections on 16th Street, 14th Street, and L Street

Tier 2

Reduce Vehicle Speeds

- Install curb extensions at crosswalks
- install raised crosswalks at intersections
- Reduce automobile lane width
- Install midblock speed humps
- Reduce speed limit between N Street and Rio Vista Place from 35mph to 25mph

Tier 3

Manage Conflicts in Time

- Convert intersection at 16th Street and L Street to 4-way stop controlled

Tier 4

Increase Attentiveness and Awareness

- Trim vegetation obstructing sight distance
- Paint crosswalk path markings
- Paint high-visibility bicycle lane connections through intersections
- Install crosswalk lighting
- Install RRFB at Mission Street and 16th Street and at 16th Street and L Street
- Install 'Slower Speeds Ahead' signage at town entrance

1

River Road experiences frequent speeding and unsafe pedestrian crossing. To address this, it is recommended to install raised, painted crosswalks, midblock speed humps, and crosswalk lighting.

2

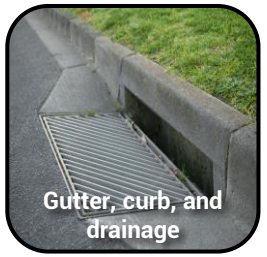
Mission Street experiences higher demand for active travel modes yet offers limited supportive infrastructure. Sidewalks should be installed to add a pedestrian path connection between 16th Street and 14th Street. A Southbound bicycle lane should be added to provide cyclists with an accessible route in this direction. ADA ramps should be added at crosswalks where they are missing.

3

A pedestrian refuge island, curb extension, and RRFB at the L Street intersection will slow automobiles and limit student exposure in the automobile lane. Traffic calming measures recommended include the installation of a mini roundabout, raised crosswalks, midblock speed humps, and reduction on automobile lane width.

4

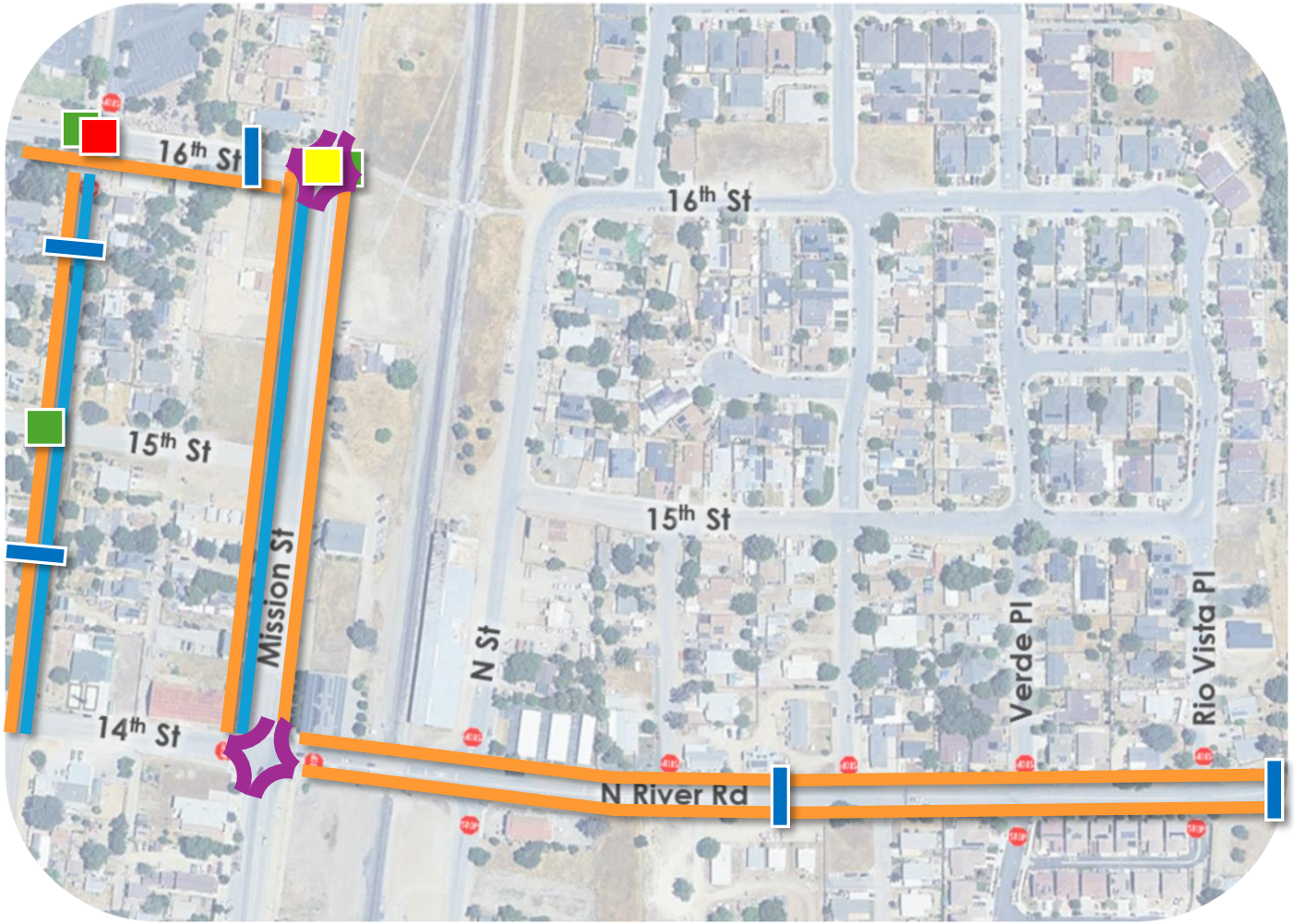
A sign labeling this roadway as a "School Route" should be displayed to clearly on L Street to convey that this route serves school traffic. All crosswalks along the roadway should have painted path markings and lighting. Bicycle lane connections across intersections should be clarified with high-visibility painted markings, and automobile lanes should be distinguished with a painted roadway median.



Several sidewalk areas were identified as a recommended location for repaving due to cracks, holes, and other damage. The installation of gutters can be explored along the shoulders of roadways to decrease the flooding hazard during rainy conditions.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

Summary & Recommendations



1 Speed Hump

2 Sidewalk

Bike Lanes

Curb Extension

3 RRFB

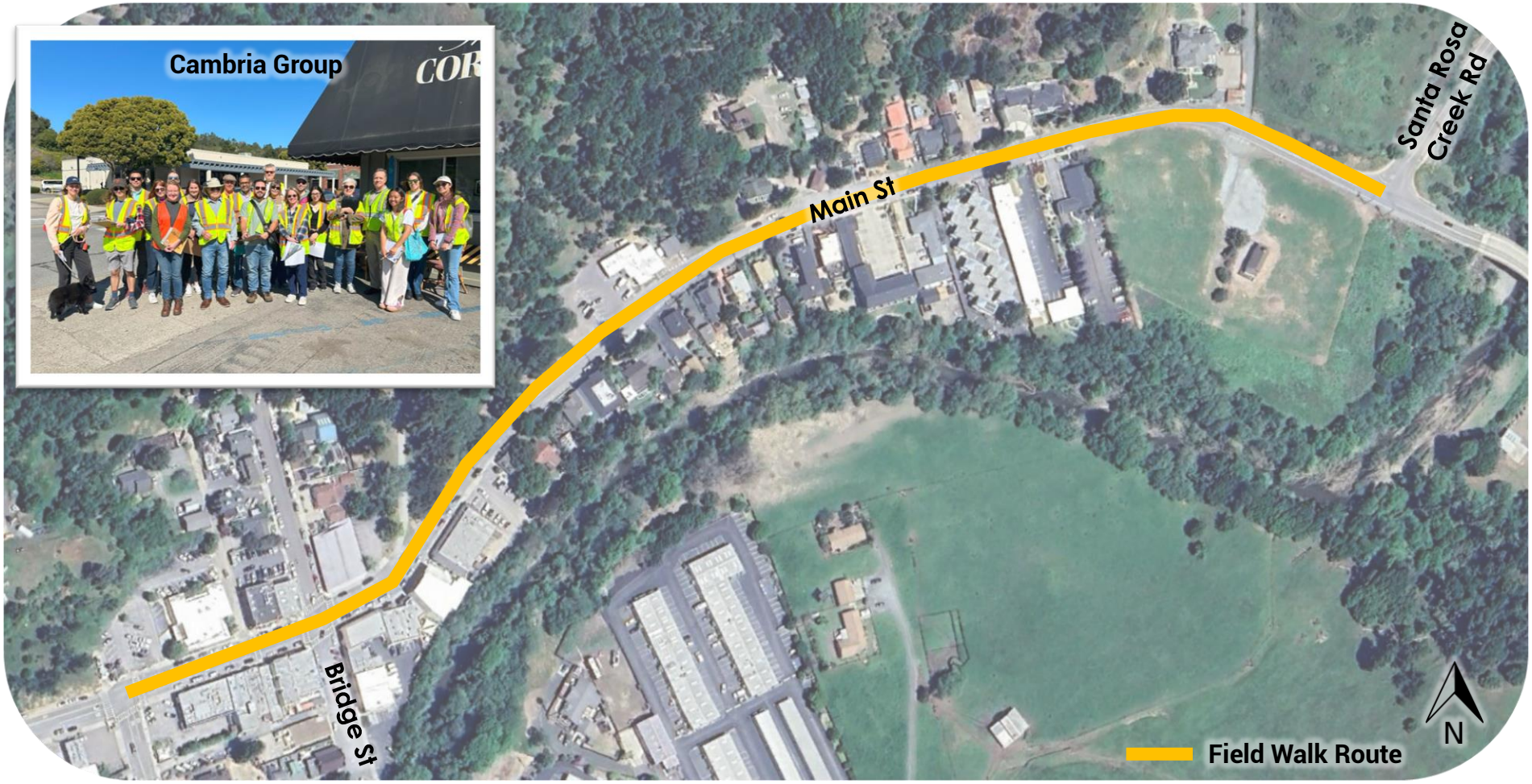
4 High Visibility Bike and Pedestrian Striping

All-Way Stop

Summary:

Key destinations in San Miguel include Lillian Larsen School, Mission Market, and new housing near Verde Place. Walk audit observations revealed high-speed vehicle traffic, harsh braking, and a lack of sidewalks, creating discomfort and safety issues for pedestrians and bicyclists. Residents expressed the need for traffic calming measures such as road diets and speed humps, and shared concerns over flooding due to missing gutters and poor sight lines from overgrown vegetation. The community supports cost-effective, quick-build solutions to improve active transportation safety.

Cambria Field Walk – February 25, 2025



Field Walk Key Notes:

3 total crashes

- 1 pedestrian crash
- 0 bicycle crashes
- 2 vehicle crashes

0 fatal crashes

1 severe injury crash:

- Main Street west of Santa Rosa Creek Road

- 3 comments from the Safety Action Plan Feedback Map about hazards while walking with speeding cars
- Destinations:
  - Leffington High School located on Santa Rosa Creek Road

Risk Factors

Pedestrian

- Crowded sidewalks
- Long crossing distances
- Lack of crossing guards near school zone
- Limited sidewalk infrastructure
- Unmarked crosswalks

The walk audit team identified long crossing distances and crowded sidewalks along this area of Main Street. Pedestrians were observed dashing across the street. Further south, Main Street and Santa Rosa Creek intersection provides a connection to Coast Union High School and a smaller Leffingwell High School. Limited sidewalk or other active travel infrastructure is present in this area. Crosswalks along Main Street is unmarked, and no school zone signage is present. Westbound sight distance near this crosswalk is also limited due to the horizontal curve that connects to the bridge on the creek. Students from the high schools located on the Santa Rosa Creek Road are often observed crossing this unmarked crosswalk.


Main St conditions in downtown area


Lack of sidewalks on Main St


Sidewalk end

Bicyclist

- Tourist cyclists unfamiliar with the area
- Conflicts with automobiles at intersections
- Low-awareness bicycle signage
- Class III shared route conflict with high-speed/heavy vehicles on Main Street

Bicyclists are required to share the roadway with high-speed automobiles and heavy vehicles on the low-awareness Class III shared route. Sharrows and bicycle route signage are provided, however the bicyclists participating in the walk expressed that these measures do not result in adequate bicycling comfort levels.

Limited active mode infrastructure near school zone


Main Street school zone intersection


Bicycle route signage on Main St

Motor Vehicle

- Stop sign noncompliance
- Inconsistent speed limits within short proximity
- Poor daylighting obstructing sight distance
- Distracted tourist driving
- Seasonal traffic surges (based on community input)
- High speed limit in school zone
- Wildlife crossings (deer)

Automobile drivers ignore stop signs and speed limits. Distracted driving is common especially for tourist drivers sightseeing or searching for a convenient parking space. Auditors observed a near-miss collision between two automobiles on the roadway. Traffic calming is minimal in this area, which means speeding is also an issue for wildlife-related (primarily deer) collisions in the area. Even though the team visited the location on a bright day, Cambria residents shared that lighting is poor within this area.

Deer crossing signage on Main St


Curved road on Main St limiting sight distance

Main St approaching Santa Rosa Creek Rd

Recommendations

Tier 1 — Remove Severe Conflicts

- Install separated bicycle lanes
- Install pedestrian refuge islands
- Replace Main Street / Santa Rosa Creek Road with roundabout
- Install sidewalk connecting Downtown Cambria

Tier 2 — Reduce Vehicle Speeds

- Reduce automobile lane width
- Install crosswalk curb extensions
- Install raised crosswalks
- Install speed cushions
- Install rumble strips at pedestrian area entrance

Tier 3 — Manage Conflicts in Time

- Install all-way stop control at Bridge Street intersection

Tier 4 — Increase Attentiveness and Awareness

- Install RRFBs at midblock crosswalks
- Paint high-visibility bicycle lane connections through intersections
- Add reflective tape to stop signs
- Install speed feedback sign
- Install school zone signage and street lighting

1

It is recommended to replace the Class III bicycle route with separate bicycle lanes along the roadway. These bicycle lanes would be more practical for bicyclists as sharing the roadway with constant heavy-vehicle traffic decreases comfort levels. Bicycle lane connections should include high-visibility paint.

2

Crosswalks along Main Street should have pedestrian refuge islands limiting pedestrian exposure in the roadway. Curb extensions, raised crosswalks, and reduced automobile lane widths are recommended to reduce vehicle speeds along the roadway.

3

The Main Street intersection at Bridge Street should be explored as a possible 3-way stop-controlled intersection, adding stop signs to the Main Street legs. Stop signs at all intersections should include reflective tape increasing their visibility, and RRFBs should be installed at midblock crossings.

4

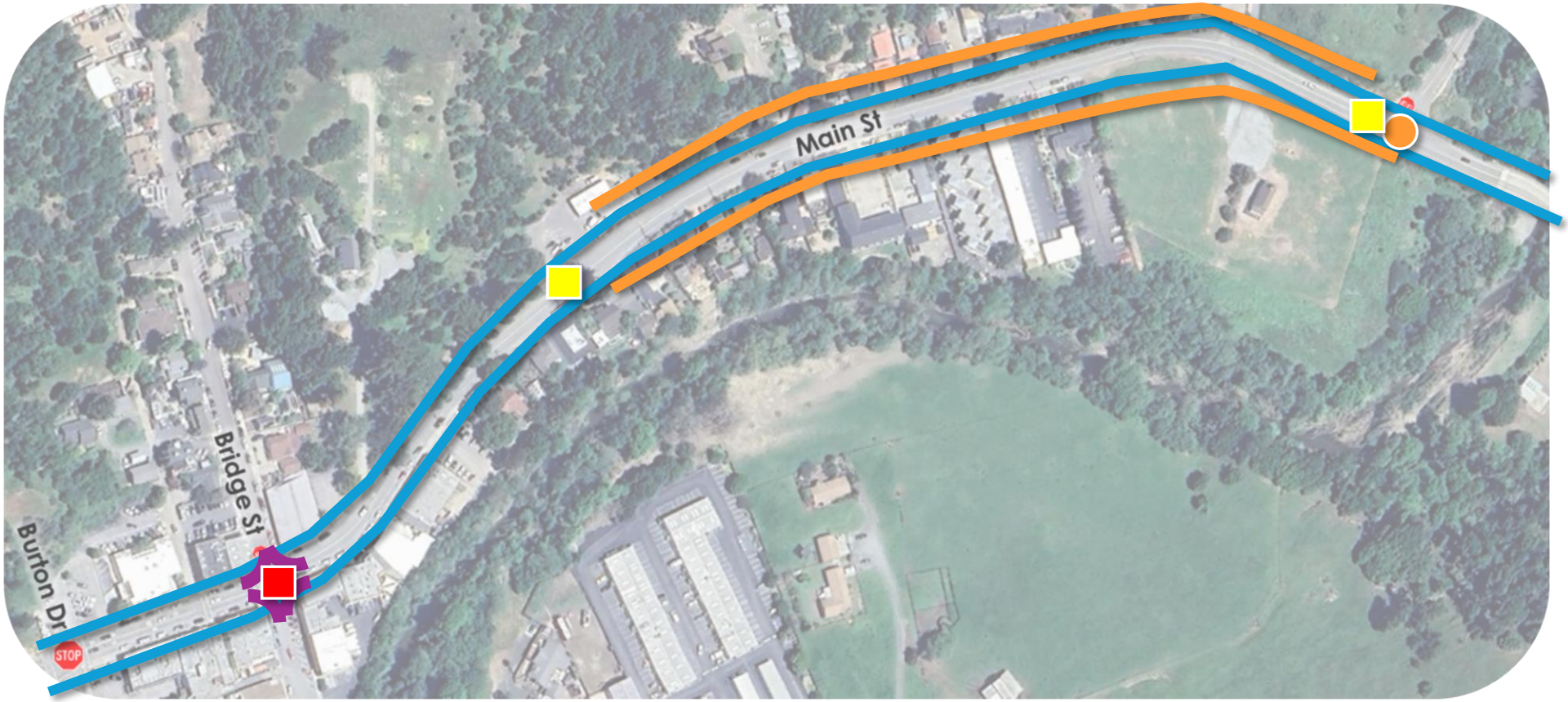
A reconfiguration of Main Street / Santa Rosa Creek Road into a roundabout should be considered to reduce conflicts.

5

An RRFB is recommended to allow students a safe route crossing Main Street. In addition, the speed limit should be lowered to 25mph in the school zone. This reduction would also reduce the nearby deer-crossing hazard. High-visibility crosswalk path markings are recommended to be painted near the school zone. Sidewalks should be installed to connect this area to Downtown Cambria and eliminate pedestrian-automobile conflicts.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

Summary & Recommendations



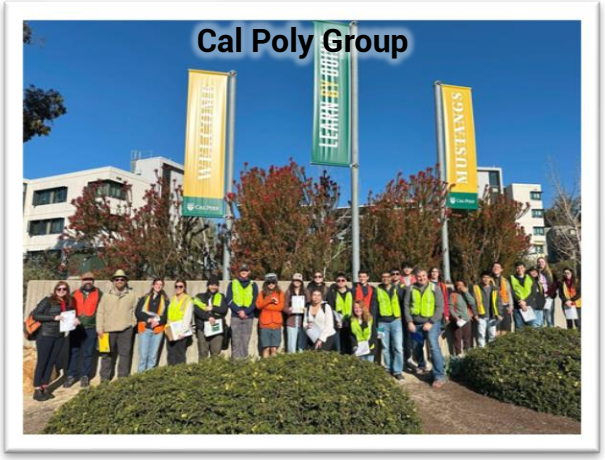
1. Separated Bike Lanes
2. Curb extension
3. All-way stop
4. Roundabout
5. Sidewalk

RRFB

Summary:

Cambria's community values its walkable small-town character and active tourism but is concerned about safety for non-motorized users. Residents strongly support improvements for pedestrians and cyclists, particularly in downtown where key destinations are close together. Priority concerns include speeding, poor intersection sight lines, unsafe crosswalks and sidewalks, and the absence of dedicated bike lanes.

Cal Poly Field Walk – February 10, 2025



Field Walk Key Notes:

4 total crashes

- 0 pedestrian crashes
- 2 bicycle crashes
- 2 vehicle crashes

0 fatal crashes

0 severe injury crashes

- 2023 bicycle fatality at Fredericks Street and Grand Avenue
- City of SLO quick build traffic calming measures

Risk Factors

Pedestrian

- Narrow sidewalks / sidewalk terminations
- Lack of midblock crosswalks
- Lighting focuses on automobiles and does not illuminate pedestrians sufficiently (based on community input)
- Long crosswalk crossing distances
- Dual lane approach to Slack St intersection blocks view of the pedestrians for cars in the inside lane

The area includes missing or narrow sidewalks, lack of marked crosswalks, and poor accessibility for individuals using wheelchairs or strollers. On Slack Street, westbound pedestrians must walk on a narrow dirt path or in the bike lane due to the absence of sidewalks, while the eastbound sidewalk is narrow and discontinuous. Frequent jaywalking occurs because of long stretches without midblock crosswalks. At the school loading zone, existing crosswalks lack painted markings. On Grand Avenue, sidewalks are present in both directions but are often incomplete, missing curb cuts, and become narrow in certain areas, limiting safe and accessible pedestrian travel.


Missing sidewalk on westbound Slack St


Missing curb cut on Grand Ave


Grand Ave sidewalk narrowing

Bicyclist

- Lack of bicycle lane along Longview Avenue
- Pedestrians and scooters/skateboards frequently traveling on bicycle lanes

The area includes the absence of dedicated bike lanes on key routes such as northbound Longview Lane and conflicts with other users at shared intersections. Students using scooters and skateboards often pass through the Slack Street and Longview Lane intersection, creating conflict points due to lack of infrastructure. Driver behavior remains a concern, with vehicles making high-speed turns from side streets and ignoring turn restrictions, which poses ongoing hazards to bicyclists.


Longview Ln and Slack St intersection


Scooters and pedestrian in bike lane

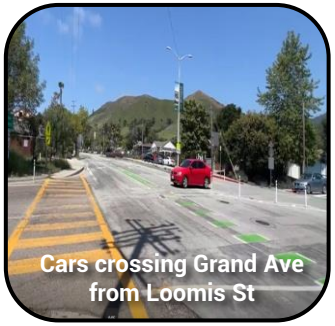

Parked cars on Slack St block bike lanes

Motor Vehicle

- 4-way stop control intersection at Grand Avenue and Slack Street causes confusion and delays
- Significant congestion during pick-up/drop-off times at the schools (based on community input)
- Noncompliance with the speed limit
- Illegal crossing by cars across Grand Avenue from Loomis Street to Highway 101 on-ramp
- Obstructed intersection sight distances

There is significant congestion and overflow traffic at the Longview Lane and Slack Street intersection due to nearby residential neighborhoods, two schools, and the main Cal Poly campus entrance. The unusual intersection geometry, including a driveway feeding directly into it, adds complexity and conflict potential. Grand Avenue experiences high volumes and speeding, particularly during off-peak times. At the Slack Street and Grand Avenue intersection, multiple approach lanes and limited visibility can prevent drivers from seeing crossing pedestrians. At the Grand Avenue and McCollum Street intersection, obstructed sight lines force turning vehicles into crosswalks to gain visibility, increasing collision risk.


Grand Ave and Slack St intersection conditions


Cars crossing Grand Ave from Loomis St

Obstructed sight distance at Grand Ave and McCollum St

Recommendations

Tier 1

Remove Severe Conflicts

- Install separated bicycle lanes and sidewalks along Longview Lane
- Install pedestrian refuge islands on Grand Avenue

Tier 2

Reduce Vehicle Speeds

- Install curb extensions at Longview Lane and Grand Avenue intersections
- Consider roundabout at Slack Street intersection

Tier 3

Manage Conflicts in Time

- *No Tier 3 solutions are prioritized for recommendations*

Tier 4

Increase Attentiveness and Awareness

- Install speed feedback sign
- Install midblock RRFB at midblock crosswalks
- Install school zone signage
- Paint crosswalk path markings
- Paint high-visibility bicycle lane connections through intersections
- Add reflective tape to stop signs
- Increase sight distance at minor road intersections

1

Install separated bicycle lanes and sidewalks along Longview Lane.

2

Install pedestrian refuge islands on Grand Avenue.

3

Install curb extensions at Longview Lane and Grand Avenue intersections.

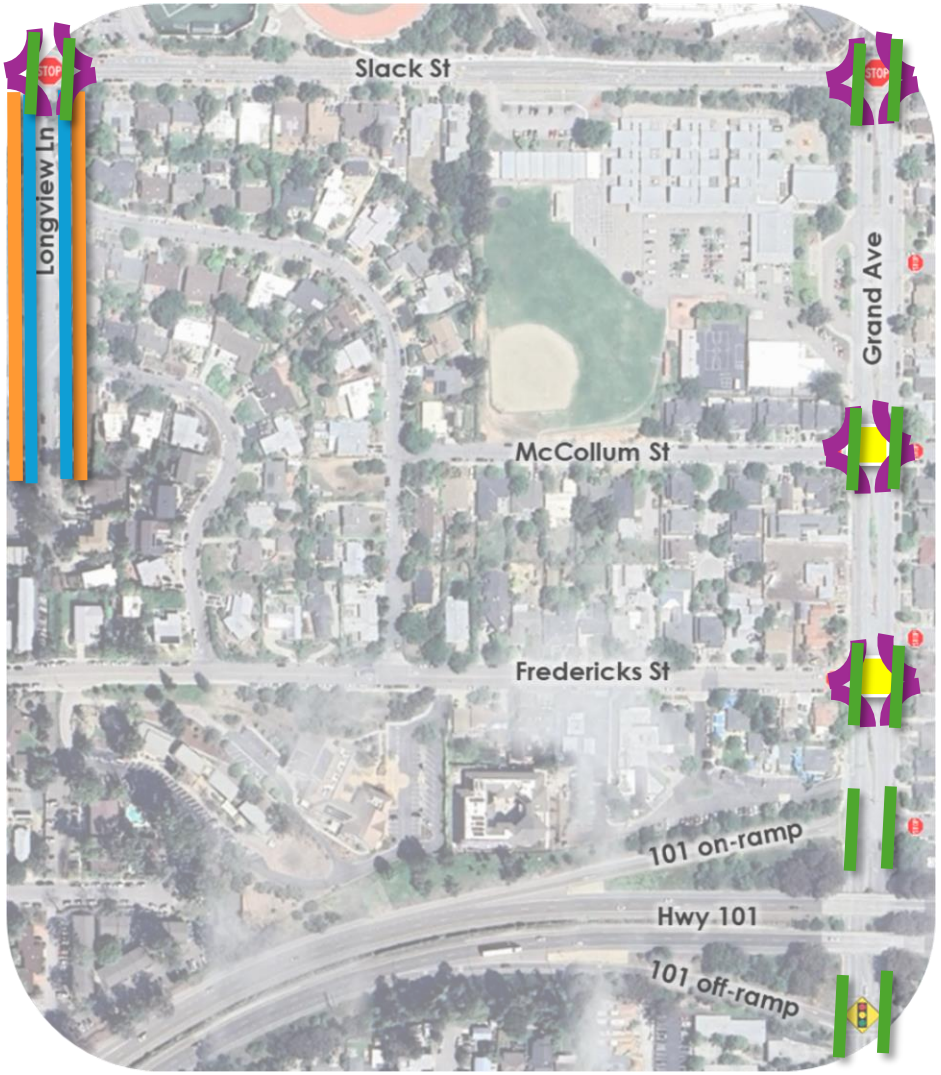
4

Paint high-visibility bicycle lane connections through intersections.

The City of SLO planned vertical barrier installation markings for curb tightening on minor approaches to Grand Avenue.

Note: Images shown are illustrative examples from other locations and not specific to the study area.

Summary & Recommendations



1 Separated Bike Lanes

Sidewalks

2 Pedestrian refuge

3 Curb extension

4 Conflict striping

Summary:

Cal Poly, with a population of approximately 25,000 students, faculty, and staff, experiences constant pedestrian and bicycle activity. Despite campus restrictions, skateboards and scooters are commonly used. The walk audit, the only one conducted in an incorporated city (San Luis Obispo), focused on areas including the Grand Avenue and Slack Street entrances to campus, the nearby public and private school campuses, and the US 101 on-ramp at Grand Avenue. Recent improvements like the Grand Avenue road diet and speed tables on Slack Street have helped reduce vehicle speeds and enhance the experience for active travelers. Further safety enhancements, such as intersection corner tightening in compliance with AB 413, are also planned.

Appendix

Walk Audit Workshop

Quick Reference Guide

Use this sheet to help you understand what to look for and how to assess how safe and comfortable the corridor feels.

Questions to Ask Yourself

How does this corridor function for users of all ages and abilities? Consider:

- Seniors
- Youth
- Families (pushing strollers, biking with young children)
- Wheelchair and motorized scooter users

Where are people going along (or beyond) the corridor? Think about:

- Nearby destinations like schools, shops, civic centers, transit stops, parks, and grocery stores
- Connections to bike paths or trails

What factors influence corridor comfort? Examine:

- Quality of infrastructure
- Continuity of connections
- Shade
- Convenience (like directness and time)
- Type of separation from other modes (like paint, planters, flex posts, or total separation)
- Traffic volumes, noise, and exhaust

What factors influence crossing comfort? Look for:

- Distance between marked crossings
- Distance across the roadway
- Curb ramps
- Push buttons
- Presence of driveways
- Turning movements allowed
- Lighting
- Wait time (especially at signals)
- Sight distance and visibility
- Channelized “slip” lanes

What factors influence accessibility? Consider:

- Connectivity
- Curb ramps
- ADA elements
- Infrastructure quality (like cracked or uprooted sidewalk)
- Ease of navigation for people with low vision or hearing
- Functionality (for example, are push buttons within reach of someone in a wheelchair?)

The Safe System Roadway Design Hierarchy

The Safe System Approach focuses on eliminating fatal and serious injuries while recognizing that road users make mistakes and are vulnerable. Creating an environment that reduces the likelihood and severity of conflicts between users of all modes enables us to achieve this goal.

Solutions that eliminate conflicts (Tier 1) or reduce the speed and kinetic energy associated with them (Tier 2) provide the greatest opportunity to achieve the Safe System. Strategies can also manage conflicts in time (Tier 3) (e.g., traffic signals) or increase attentiveness and awareness of a potential conflict (Tier 4) (e.g., a marked crosswalk).

Tier 1	Remove Severe Conflicts
Tier 2	Reduce Vehicle Speeds
Tier 3	Manage Conflicts in Time
Tier 4	Increase Attentiveness and Awareness

Risk Factors by Mode

ALL MODES

- Lack of separation between modes
- Vehicle speed
- Roadway width
- Permissive left turns
- Volumes (Veh)
- Driveways near intersections
- No or low lighting

DRIVING

- Sight distance (curves)
- Grade (slope)
- Lane width
- Undivided roadways
- Unpaved shoulders
- Skewed intersections

BICYCLING

- Trip generators (walk/bike)
- Right turn on red permitted
- Channelized right turns
- Two-way traffic
- Presence of street parking
- Skewed intersection

WALKING

- Trip generatons (walk/bike)
- Right turn on red permitted
- Channelized right turns
- Two-way traffic
- Presence of on-street parking
- Crossing distances
- Clearance times
- Driveways near intersections

Countermeasures by Safe System Tier and Mode

	DRIVING	BICYCLING	WALKING
Tier 1	• Road diet • Roundabout • Lane narrowing • Diverters • Median Barrier	• Road diet • Separated bike lane (e.g., parking or median protected) • Elimate left or right turns • Protected intersection	• Road diet • Sidewalks • Pedestrian overcrossing • Eliminate left or right turns • Median refuge islands
Tier 2	• Road diet • Reduced speed limits • Chicanes • Speed humps • Enclosure features • Curb extension	• Road diet • Reduce speed limits • Raised driveways or crossings • Protected intersection	• Road diet • Reduced speed limits • Speed humps • Raised driveways or crossings • Curb radius reduction • Centerline hardening
Tier 3	• Protected left turns	• No right turn on red • Protected left turns • Leading bike interval (LBI)	• Pedestrian hybrid beacon (PHB) • Midblock pedestrian signal (MPS) • No right turn on red/ left-turn permissive phasing • Automated pedestrian signal • Leading pedestrian interval (LPI)
Tier 4	• Speed feedback signs • Median barrier • Signage/paint	• Painted bike lane • Pavement markings (green paint in conflict areas) • Signs	• High visibility crosswalks • Pedestrian scale lighting • Rectangular rapid flashing beacon (RRFB)

Walk Audit Workshop

When you look at this corridor, what do you see?

Consider the quality of these facilities. Would people of all ages and abilities feel safe or comfortable? How do you know? Be sure to consider all travel modes.

Date: _____

Roadway Name:

Roadway Limits:

Key Characteristics

Number of Lanes:
count both directions

☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6+

Posted Speed:
in miles per hour

☐ ≤20 ☐ 25 ☐ 30 ☐ ≥35

Bike Facility Type:

☐ shared roadway (class III)
☐ painted bike lane (class II)
☐ separated bike lane (class IV)
☐ shared use path (class I)

Sidewalk Quality:
consider width, cracked, continuous, obstructions

☐ excellent
☐ good
☐ fair
☐ poor
☐ none

Traffic Control:
check all that apply

☐ signal
☐ roundabout
☐ stop control
☐ none
☐ other _____

Important Questions

How comfortable and accessible is the corridor? What features make it this way?

What elements impact a person's crossing experience?

What behaviors felt uncomfortable or unsafe? Did you hear hard braking, honking, or yelling? Were people riding on sidewalks, or dashing across the street?

Conflicts and Solutions

What opportunities do you see to reduce or eliminate the possibility or severity of conflicts for different road users?

For people driving

Conflicts	Potential solutions or strategies

For people biking

Conflicts	Potential solutions or strategies

For people walking

Conflicts	Potential solutions or strategies