



	Issue	Recommendation
A	Rolled curbs encourage drivers to park partially on the sidewalk, resulting in pedestrian safety and access issues.	<p>Short-Term</p> <ul style="list-style-type: none"> Stripe edge lines in roadway to delineate parking lanes from travel lanes or install rubber wheel stops flush with rolled curb to prevent sidewalk parking Conduct neighborhood educational campaign (e.g., windshield flyers) on good parking habits <p>Long-Term</p> <ul style="list-style-type: none"> Retrofit rolled curbs to vertical curbs
B	Diagonal curb ramps and missing curb ramps are a safety and ADA access issue for pedestrians.	<p>Long-Term</p> <ul style="list-style-type: none"> Install ADA-compliant bi-directional curb ramps that align with crosswalks at intersections on 87th Street with marked crossings
C	Large corner radii at intersections enable drivers to make high-speed right turns, which decreases the likelihood that they will yield to crossing pedestrians and increases the severity of collisions with pedestrians, should they occur.	<p>Short-Term</p> <ul style="list-style-type: none"> Install quick-build curb extensions with smaller radii constructed from temporary materials like paint and flexible delineators <p>Long-Term</p> <ul style="list-style-type: none"> Install concrete curb extensions with smaller radii (must account for existing drainage infrastructure)
D	Obstructed sightlines at intersections reduce the visibility of pedestrians and other vehicles to drivers.	<p>Short-Term</p> <ul style="list-style-type: none"> Establish "no parking" zones within 20 feet of intersections <p>Long-Term</p> <ul style="list-style-type: none"> Install concrete curb extensions
E	Turning vehicles infrequently yield to pedestrians , necessitating the use of crossing guards during school hours.	<p>Short-Term</p> <ul style="list-style-type: none"> Install Leading Pedestrian Intervals (LPIs) at signalized intersections, which provide pedestrians with a walk signal 3 to 7 seconds before vehicles traveling in the same direction receive a green indication, so pedestrians establish the right-of-way in the crosswalk
F	Pedestrian desire line at unmarked location results in unsafe midblock jaywalking.	<p>Long-Term</p> <ul style="list-style-type: none"> Install marked crossing, RRFBs, curb extensions, and curb ramps
G	Circulation at Garden Village Elementary is inefficient and results in a narrow pedestrian entrance to the school.	<p>Short-Term</p> <ul style="list-style-type: none"> Use temporary materials like cones to reconfigure the drop-off zone on Village Lane into a semi-circular circulation loop without parking spaces and a smaller footprint <p>Long-Term</p> <ul style="list-style-type: none"> Use permanent installations like curbing and landscaping to reconfigure the drop-off zone into a circulation loop and widen the sidewalk to the school campus

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