

Safe Routes to Hatch Elementary School: 3rd Avenue from Metzgar Street to Central Avenue

As discussed during a walk audit on May 3, 2023

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Street photos taken from Apple Maps and Google Maps

Purpose of 3rd Avenue Walk Audit

On May 26th, 2023 a child walking to school was hit by a vehicle at 3rd Avenue and Filbert St. The child sustained injuries and spent the night in the hospital.

As a result concerned parents, teachers, neighbors, and school officials conducted a walk audit of the route that this child and many children take to get to both Hatch and Cunha Schools every day.

The findings of this walk audit follow in this slideshow, and are organized in the order in which a person would walk through the neighborhood: south to north down 3rd Avenue from Metzgar St. to Central Ave.

Each slide shows a specific area of concern, and the final slide has recommendations from those who conducted the audit.

Metzgar to Poplar

1. Missing curb ramp
2. Stop sign, telephone pole & fire hydrant block sidewalk
3. No sidewalk on west side of 3rd Ave.
4. Telephone pole in the middle of sidewalk
5. Missing curb ramp
6. Suggest crosswalks on Poplar across 3rd, and curb extensions/chokers to narrow the crosswalk and calm traffic

Notes about Hwy 1 & Poplar:

- *The yellow light at Poplar and Highway 1 is not long enough so vehicles often end up running the red light even after the pedestrian signal has changed and pedestrians begin crossing.*
- *A crosswalk on the north leg of Poplar and Highway 1 would be more convenient for Hatch families.*



Metzgar to Poplar

1. Missing curb ramp
2. Stop sign, telephone pole & fire hydrant block sidewalk



Metzgar to Poplar

3. No sidewalk on west side of 3rd Ave.



Metzgar to Poplar

4. Telephone pole in the middle of the sidewalk



Metzgar to Poplar

5. Missing curb ramp



Metzgar to Poplar

6. Suggest crosswalks on Poplar across 3rd, and curb extensions/chokers to narrow the crosswalk and calm traffic

Chokers

http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=32



Poplar to Spruce

1. Telephone pole and fire hydrant blocking pathway
2. No sidewalk on west side of 3rd
3. Bushes take over sidewalk
4. Car parked on sidewalk
5. Fire Hydrant in middle of sidewalk
6. 2-way stop at Spruce and 3rd Ave., suggest adding stop signs on Spruce
7. Suggest crosswalks on Spruce at 3rd



Poplar to Spruce

1. Telephone pole and fire hydrant blocking pathway



Poplar to Spruce

2. No sidewalk on west side of 3rd



Poplar to Spruce

3. Bushes take over sidewalk



Poplar to Spruce

4. Car parked on sidewalk



Poplar to Spruce

5. Fire Hydrant in middle of sidewalk



Poplar to Spruce

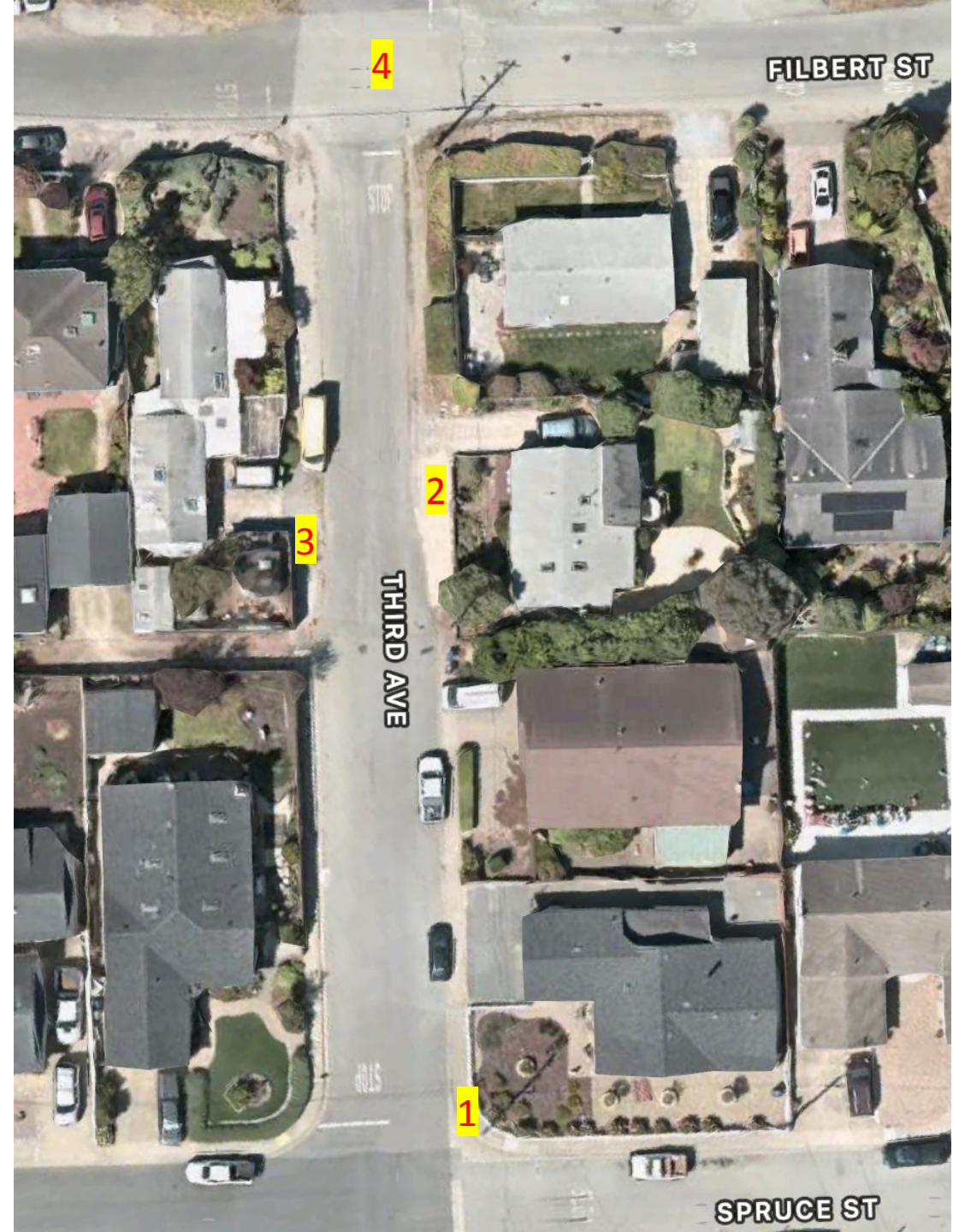
6. Currently 2-way stop at Spruce and 3rd Ave., suggest adding stop signs on Spruce

7. Suggest crosswalks on Spruce at 3rd



Spruce to Filbert

1. Pole blocking sidewalk
2. Pole blocking sidewalk, no sidewalks on east side of 3rd
3. No sidewalks on west side of 3rd
4. No sidewalks at Filbert and 3rd. Suggest crosswalks on Filbert at 3rd and traffic calming measures (e.g., curb extensions/chokers)



Spruce to Filbert

1. Telephone pole blocking sidewalk



Spruce to Filbert

2. Telephone pole blocking sidewalk, no sidewalks on east side of 3rd



Spruce to Filbert

3. No sidewalks on west side of 3rd



Spruce to Filbert

4. No sidewalks at Filbert and 3rd. Suggest crosswalks on Filbert at 3rd and traffic calming measures (e.g., curb extensions/chokers)



Filbert to Central

1. No sidewalks on east and west side of 3rd
2. No stop sign where Myrtle meets 3rd, poor visibility for turning cars due to stump
3. Suggest a crosswalk where “hidden” curb ramp is located on 3rd
4. Telephone pole and power lines in sidewalk, vegetation overgrown
5. No sidewalk on west side of 3rd at Myrtle
6. Stop sign in middle of sidewalk, overgrown vegetation
7. Suggest adding crosswalks on Granelli and Central
8. Stop sign in middle of sidewalk
9. Vegetation overgrown
10. Curb ramps on 3rd and Central encourage diagonal crossing, need a safer way to cross
11. Curb ramp blocks bikes from entering at gate opening
12. Fire lane takes up any potential safe drop-off zone space



Filbert to Central

1. No sidewalks on east and west side of 3rd



Filbert to Central

2. No Stop sign where Myrtle meets 3rd, poor visibility for turning cars due to stump
3. Suggest a crosswalk where “hidden” curb ramp is located on 3rd



Filbert to Central

4. Telephone pole and power lines in sidewalk, vegetation overgrown



Filbert to Central

5. No sidewalk on west side of 3rd at Myrtle



Filbert to Central

6. Stop sign in middle of sidewalk, and overgrown vegetation



Filbert to Central

7. Suggest adding crosswalks on Granelli and Central



Filbert to Central

8. Stop sign in middle of sidewalk



Filbert to Central

9. Vegetation overgrown



Filbert to Central

10. Curb ramps on 3rd and Central encourage diagonal crossing, need a safer way to cross



Filbert to Central

11. Curb ramp blocks bike from entering at gate opening



Central - Fire Lane

Fire lane along entire length of school on Central Ave does not allow for parking or even temporary drop-off zone for Hatch



West on Filbert from Hwy 1 to 3rd Ave

No indication
entering school
zone

Pedestrians coming
from neighborhood
to access the Naomi
Patridge Trail are
forced to walk
directly into traffic
coming off of Hwy 1



Summary of Pedestrian/Bicycle Safety Suggestions

3rd Ave. School Route (Metzgar St. to Central Ave.)

- Remove/reduce sidewalk obstructions (e.g., overgrown shrubs, telephone poles in the middle of sidewalks).
- Install traffic calming measures along school route, such as curb extensions to narrow the roadway and shorten crossings.
- Install crosswalks along the route - specifically Poplar and Filbert crossings.
- Install continuous sidewalks along at least one side of 3rd Ave.
- Install School Zone signage.
- Reduce the speed limit to 15 mph.

** CUSD is looking into potentially extending the Hatch Elementary School parking lot and driveway out to Central Ave., which would make this a more heavily traveled route for drivers, and further increase the need for greater pedestrian/bicycle safety along this corridor.*

Imperative for the City of Half Moon Bay

“To an increasing degree, issues of risk management and tort liability are becoming major determinants of planning, engineering, and implementation programs for bicyclists and pedestrians. Agency concerns about potential liability can either lead to innovation and substantially improved facilities and programs, or they can lead to a do-nothing approach. **Ignoring risks does not make them go away. Taking systematic steps to identify and evaluate risks and to develop an effective risk management program are essential measures, even if your agency cannot afford to remedy all problems immediately.** Without a well-conceived and well-implemented risk management program, the courts become de facto policymakers” (Federal Highway Administration, 2006).

Leaving this route to school as-is presents a major liability for the city.