



# TOWN OF Portola Valley

## LOCAL ROAD SAFETY PLAN

Prepared by

**Portola Valley Bicycle and Pedestrian Traffic Safety Committee**

**Portola Valley Town Staff**

**Portola Valley Town Council**

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# Executive Summary

The Local Road Safety Plan (LRSP) was developed by a sub-committee from the Portola Valley's advisory Bicycle, Pedestrian and Traffic Safety (BPTS) Committee together with input from Portola Valley's Public Works Engineer along with the Town Council. San Mateo County, working with consulting firm Kittleson & Associates, created a County LRSP that contains data for each town in the County and will also include each town's LRSP. Portola Valley's 2019 Pedestrian Safety Study lists infrastructure improvements that are referenced in this plan.

This LRSP lists projects that the town may consider to reduce the number of crashes in Portola Valley. Since 2013, there has been only one recorded fatality on town roads. Fifty one of the 89 crashes between 2013 and 2024 involved cyclists. Most of these were a collision between a turning car and a bicycle riding downhill. Other crashes are of a solo vehicle into a fixed object. Most crashes occur during the day, despite the town having no streetlights.

Alpine Inn patrons and hikers enjoying our trails present parking and congestion challenges for the town. Safe Routes to School can be improved with clearer signage and enhanced trails.

Major community goals, as outlined in Portola Valley's General Plan, include enhancing convenience and safety along the Town's scenic roads, trails, and paths, while recognizing that the Town has valuable natural features and open space to preserve for the enjoyment of all in the entire Bay Area. Other goals are to provide road infrastructure that enables safe evacuation of the town due to fire, earthquake, or other disaster. Residents are concerned about traffic flow infrastructure as the number of dwellings increases.

To support the major community goals outlined in Portola Valley's General Plan, the Town has established the following objectives:

- Reduce crash injuries by 25%, i.e. no more than 27 crashes over the next five years, with no more than 2 involving pedestrians, 17 involving cyclists and 32 people injured, 10 severely.
- Ensure that a San Mateo County Sheriff's Officer reports monthly to the Town's Bicycle, Pedestrian and Traffic Safety (BPTS) Committee.
- Ensure drivers conform to the posted speed limits and are cited for speeding.
- Add a Safe Routes to School volunteer on the BPTS committee.
- Increase outreach to the cycling community and to town event attendees.
- Ensure that grant opportunities and communications from the county are sent to the head of the BPTS committee, along with town staff.

Portola Valley provides excellent training roads for recreational and competitive cyclists. It is vital that the roads remain safe and well-maintained. Regular outreach to cycling groups is key to reducing cycling crashes.

Consistent, informative signs will help cyclists choose the appropriate road routes and trails.

Stricter enforcement of posted speed limits is recommended to enhance roadway safety throughout the Town. Portola Valley is also open to implementing additional speed reduction measures such as street furniture, narrower travel lanes, traffic circles, and speed cameras, where appropriate. Portola Valley recently installed rapid flashing beacons at two crosswalk locations. Additional crosswalks may benefit from similar safety enhancements as part of the Town's ongoing efforts to create safer and more accessible routes for all users.

The Town's primary challenge in pursuing the potential projects outlined at the end of this report is its limited budget, staffing, and financial resources.

# The Town of Portola Valley

Portola Valley was incorporated in San Mateo County in 1964. The regions of Portola Valley mentioned in this report are as follows:

- Westridge is a hilly area of Portola Valley. Homes feature large acreage with Alpine and Portola Roads forming part of its borders. Many homes are on cul-de-sacs. It has several horse properties and many trails suitable for horses and pedestrians.
- Woodside Highlands and Hayfields have narrow, steep streets southwest of Portola Road bordered by Wayside and Hayfield Road.
- Portola Valley Ranch is southeast of Alpine Road, with Indian Crossing as its main entrance. It has sidewalks and many of its houses are on cul-de-sacs.

Adjacent lands in San Mateo County are also included in the town's planning area:

- Los Trancos Woods or Los Trancos is the area reached from Los Trancos Road that is in unincorporated San Mateo County.
- Ladera is a hilly community between Portola Valley and Interstate 280 west of Alpine Road. It includes a church, offices and a shopping/dining area on Alpine Road. It is also in unincorporated San Mateo County.
- Undeveloped San Mateo County is a hilly region bordered by State Route 35 (Skyline Drive).

Portola Road and Alpine Road are the Town's main thoroughfares, the former connecting to Woodside and the latter connecting to Ladera. Both of these roads are scenic corridors.

The Town's General Plan (<https://www.portolavalley.net/town-government/general-plan>) states that major community goals are to:

- Preserve and enhance the natural features and open space of the planning area because they are unusual and valuable assets for the planning area, the Peninsula, and the entire Bay Area.
- Provide scenic roads, trails, and paths to enhance enjoyment of the planning area and to increase convenience and safety.

The Town has several features that affect our road planning and differentiate it from more urban environments:

1. The Town is located in a seismic area. The San Andreas fault runs through the Town. Evidence of earth movement during the 1906 earthquake can be found in nature and historic photographs.
2. An abundance of wildlife means that drivers need to be aware of deer, turkeys and other creatures that frequently cross roads.
3. Fire could block roads and cause significant loss of buildings, fauna, and flora.
4. The main roads have shoulders, the aim of which is to keep them at least 5ft wide for cyclists. Shoulders need constant maintenance to keep them clear of the loose soil, gravel or vegetation that slides down the hilly roadsides.
5. The Town's hills make it difficult for many to commute around town by bicycle.
6. Most of the restaurants and the grocery store in the Town are independent and without a central distribution system. This results in more large vehicles on Town roads than there would be if the businesses had centralized distribution.

7. The Town has a public middle school and elementary schools. It does not have a public high school. Woodside Priory is a private day and boarding school that serves grades 6 through 12 with over 430 students.
8. Portola Valley is a dark sky town. There are no streetlights

## Purpose of This Plan

The purpose of this Local Roadway Safety Plan (LRSP) is to provide a strategic framework for the Town of Portola Valley to identify, analyze, and prioritize improvements to traffic safety. The plan outlines how the Town, in collaboration with stakeholders, intends to:

- prioritize road, footpath, and trail system improvements, maintenance, and creation that make them safer for all, including drivers, passengers, pedestrians, cyclists, horse riders.
- reduce the number of traffic crashes and their severity.
- supply safe routes during emergencies such as fires, earthquakes, or landslides.

Many grants that fund bicycle, pedestrian, equestrian, and roadway safety improvements require an adopted roadway safety plan. The town's LRSP will be included in San Mateo County's LRSP along with those for other towns in the county. The completion of the LRSP will make Portola Valley, in most cases via the County, eligible for grant funding from the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Caltrans Highway Safety Improvement Program, and the US Department of Transportation.

## Stakeholders

The following stakeholders and community safety partners are involved in Portola Valley's bicycle, pedestrian, horse, and vehicle safety.

## Local Road Safety Plan Contributors

### BPTS Committee

- Ed Holland (chair)
- Patt Baenen
- Angela Hey
- Kevin Welch

### Town Council

- Judith Hasko (Town Council member, Mayor)
- Craig Taylor (Town Council member, Vice Mayor)
- Rebecca Flynn (Town Council member and C/CAG Board Member)
- Mary Hufty (Town Council member and alternate town representative on the C/CAG Board)
- Helen Wolter (Town Council member and liaison for the BPTS Committee)

### Consultants

- Paul Krupka, PE (Civil Engineer and Traffic Engineer), Krupka Consulting
- Kittleson & Associates provided input to the county and helped draft their preliminary report in October 2024 that they provided to the town

### Town Staff

- Howard Young (prior Town Engineer and Public Works Director)
- Robert Burt (Town Engineer)

## County Contributors

- C/CAG staff provided input for the plan.
- An officer from San Mateo County Sheriff's Office reports on accidents and traffic citations each month to the BPTS committee.
- Town Council member Rebecca Flynn serves on the C/CAG board of directors, with alternate council member Mary Hufty.

## Town Residents

In the 2020 census, Portola Valley was estimated to have:

- 4,456 residents, with 1,730 households in 1,915 housing units. The 94028 ZIP code that included the unincorporated areas had 6,904 residents in 2,625 households and 2,809 housing units.
- 83% have a bachelor's degree or higher qualification.
- A median household income of over \$250,000 per year. The average can be misleading as there are some very high earners as well as many workers, students, and older adults on very low income.
- An older population with 794 men and 1043 women aged 65 or older – that is 41% of the total population – compares with 15% for California as a whole. The median age was 54.5.
- 948 (21%) aged 19 or under – compares with 25% for California as a whole.
- 39% of the employed population work outside the town. Town residents usually commute by car. Bus service is limited.

With a high percentage of older people in the town, many of whom drive, walk, or cycle, drivers need to be especially aware of those with declining mobility, hearing, and sight. Newly built Willow Commons has 16 residents with intellectual or developmental delays who may walk or cycle on roads or trails and need safe routes to work at Town locations.

## Town Government

There are four parts to town government:

- Town staff - paid
- Town Council – volunteers
- Town Commissions – Planning, and Architectural & Site Control (ASCC) - volunteers
- Town Committees – advisory (permanent and ad hoc) - volunteers

## Town Staff

Much of the work typically performed by municipal staff in larger jurisdictions is carried out by volunteers in Portola Valley. The BPTS Committee serves in an advisory and supportive capacity, providing input and assistance to Town staff and contractors on safety-related projects. Town Engineer typically attends the monthly BPTS Committee meetings to share updates, answer technical questions, and coordinate efforts in support of the Town's broader roadway safety goals.

## Town Council

A Town Council member attends BPTS meetings each month in a liaison capacity. This representative observes discussions and helps ensure effective communication between the Town Council and the Committee.

## Town Commissions

The town has two commissions:

- Planning Commission

- Architectural and Site Control Commission (ASCC).

These commissions may ask the BPTS Committee for advice on home building or remodeling projects, particularly when it involves driveway redesign or a major new building site.

One of the ASCC's roles is to ensure that capital investments in Town infrastructure match the aesthetics of Portola Valley's focus on the natural environment.

## Bicycle, Pedestrian and Traffic Safety Committee

BPTS and Town Council meetings are where Town residents provide most of their input on traffic safety. The BPTS typically receives monthly reports from the San Mateo County Sheriff's office on accidents and citations. Monthly BPTS meetings give residents the opportunity to raise ideas for traffic safety. These meetings also provide an opportunity for safety conscious groups, such as the Silicon Valley Bicycle Coalition, to connect with the Committee. Residents unable to attend in person can participate on Zoom, enabling them to share comments and observations. The BPTS meetings are recorded and posted on YouTube for later viewing by residents.

## Other Town Committees

Town Committees that have input on road safety include:

- Trails and Paths – trails go alongside and across roads, mountain bikers use trails that frequently intersect town roads
- Cultural Arts and Parks & Recreation – both committees hold events where parking, road closures, and traffic management may be necessary
- Emergency Preparedness, Geologic Safety, and Wildfire Preparedness committees – are involved in road design ideas, disaster warnings, and resident education for natural events and their consequences
- Open Space – there are parking lots (or lack of parking) for visitors to trails on open space
- Public Works – discusses roads, roadsides, and drainage areas
- Finance & Audit – discusses the Town budget

## Employees in Town

Employees may work for businesses, schools, local government, clubs, places of worship, or individuals. The major areas of activity where people work or congregate are:

- Ford Field – baseball field
- Rossotti's Alpine Inn near junction of Arastradero Road off Alpine Road, and Town soccer field
- Portola Road/Alpine Road junction area – Ron Ramies Automotive Garage, Jalisco's Grill, local fire station, Roberts Market, Ace Hardware, physiotherapy gym, hair salon, offices
- The Sequoias – a Continuing Care Community for older adults, with a large staff
- Windy Hill Parking areas
- Town Center – sports courts and fields, Town offices, library, community hall, Town council chambers (historic schoolhouse), park with play area for children
- Village Square - Parkside Grille, shops and businesses
- Schools
  - Corte Madera School on Alpine Road
  - Woodside Priory on Portola Road
  - Ormondale School on Shawnee Pass in a residential area off the main roads

- Town churches area – Portola Road
- In addition, Ladera (not within the jurisdiction of Portola Valley) has three main areas:
  - a church and offices on one strip, with Ladera Oaks across Alpine Road
  - restaurants (Taverna, Konditorei, Koma Sushi, Amigos Grill Cocina and Portola Bistro), a garden center and gift store, bank and gas station
  - a school and community center in the residential area of Ladera

Gardeners, cleaners, caterers, caregivers, and others are employed by individuals and businesses in Portola Valley. Employees add significantly to the amount of traffic using Portola and Alpine Roads.

## Recreational Visitors

### Hikers

People come from out of town to enjoy Portola Valley. Hikers visit town trails, Coal Mine Ridge trails, and the Midpeninsula Open Space District area that includes Windy Hill and will soon include the Hawthorns property.

### Sports Teams

Sports teams come to play on the town fields. Children can come via school bus or are driven by parents.

### Cyclists

Cyclists are attracted to our roads. Many cycling groups, clubs, and individual cyclists ride Portola Valley roads daily. On weekends regional Bay Area bicycle clubs host rides through our town.

#### Regular Bike Group Rides

Figure 1 shows the Noon Ride cycling peloton that rides Alpine Road every weekday. Typically, each ride has 40 to 70 riders, although sometimes there are more. (Source: SFGate, May 19<sup>th</sup>, 2016). Note the wide shoulders for cyclists on Alpine Road.



Figure 1 The Noon Ride

The following are some of the other regular rides that rely on Portola Valley to have well-maintained roads and shoulders for cycling:

- Saturday – Spectrum Ride
- Saturday PenVelo Ride – 8:15 am start at 92 and Cañada Rd, does the Portola Valley Loop
- Sunday PenVelo Ride – 8:00 am start at 92 and Cañada Rd, does the Portola Valley Loop
- Sunday Morning Ride – comes every Sunday around 9:30 am
- Tuesday Loop Ride –Western Wheelers group comes every Tuesday
- Tuesday PenVelo – Portola Valley loop clockwise – evenings March – Sept
- Tuesday – the Morning Ride – starts 6:30 am at Los Altos Starbucks

- Thursday PenVelo – Portola Valley loop anti-clockwise – evenings March – Sept
- Thursday – the Morning Ride – starts 6:30 am at Los Altos Starbucks

Bicycle Advocacy Organizations and Bicycle Clubs that are regularly seen in Portola Valley include:

- CAMTB – California Mountain Biking
- The Noon Ride
- Almaden Cycle Touring Club
- Alto Velo
- Fremont Freewheelers
- Los Gatos Bicycle Racing Club
- Peninsula Velo
- Pink Ladies
- Silicon Valley Mountain Bikers
- Sunnyvale Cupertino Cycling Club
- Velo Girls
- Western Wheelers

### Organized Rides

Organized charity rides frequently use Portola Valley’s major roads. These rides were scheduled in 2025, and many do similar routes each year.

- June – Sequoia Century – Western Wheelers
- August or September – Tour de Menlo – Menlo Rotary Club
- September – Tour de Cure – American Diabetes Association

### Numbers and Locations of Cyclists

From traffic counts in 2019 and 2020 (see Appendix C), we estimate 300-500 bicycles a day when there is no organized ride. An organized ride like The Sequoia Century adds about 800 riders to the traffic flow.

Cyclists congregate at the Portola Road/Alpine Road junction where there is a drinking fountain and at the Town Center which offers restrooms and a drinking fountain. Christ Church Portola Valley is planning a rest stop next to the Town Center alongside Portola Road.

### Micro-mobility Users

Cyclists are not the only ones competing for shoulder use. Runners, walkers, dog walkers, scooters, skateboards, ElliptiGO bikes, mono wheels, unicycles, e-bikes, and more also use the shoulder.

### Service Providers

Delivery trucks, trash collectors, ride-sharing services, building contractors, and maintenance businesses regularly use Portola Valley roads. Garbage trucks, some of compact design for navigating single-lane narrow roads, come weekly.

San Mateo County Sheriff’s officers provide traffic enforcement. In recent years, San Mateo County Sheriff’s officers have focused on citing drivers and cyclists who fail to stop at STOP signs, and have issued less citations of drivers and cyclists who exceed Town speed limits.

Woodside Fire District provides firefighting, fire mitigation and emergency medical support. American Medical Response (AMR) provides ambulance service under contract to San Mateo County. Woodside Fire District has an AMR ambulance for local support. The fire service is often the first responder to an accident or medical emergency with a fire engine.

## Other Influencers

County and state government, as well as Stanford University that owns land in Portola Valley all influence the town. Not least the affordable housing push means that traffic is expected to increase. These organizations also can help with implementing safe roads and paths, as well as educating the public in Portola Valley.

### Transportation Organizations

- Bus companies – school buses, San Mateo County Transit, private coach companies
- Self-driving car companies – Waymo, Tesla, etc.

### State Organizations

- Caltrans: California Department of Transportation – has standards for road infrastructure
- California Highway Patrol – has educational publications for distribution to the public

### Bay Area Government Organizations

- ABAG – the Association of Bay Area Governments
  - Transit 2050+ plan
- MTC – Metropolitan Transportation Commission

### San Mateo County Organizations

- C/CAG - City/County Association of Governments of San Mateo County
- San Mateo County Health
- San Mateo County Sustainability Department
- San Mateo County Transportation Authority (SMCTA)
- San Mateo County Sheriff's Office

### Educational Organizations

- Portola Valley School District
- Portola Valley Public Schools – Corte Madera, Ormondale
- Portola Valley Private Schools - Woodside Priory, Windmill School, Carillon Preschool, Sharmila Montessori (Ladera), Woodland School (Ladera)
- Public schools that residents travel to – Las Lomitas, Menlo-Atherton, Woodside High School
- Stanford University owns land in Portola Valley

### Cycling Advocacy Groups

- CABO – California Association of Bicycle Organizations
- CalBike – California Bicycle Coalition
- League of American Bicyclists
- Silicon Valley Bike Coalition

## Methodology

### Initial Planning Steps

Portola Valley listed traffic engineering priorities in a 2019 Pedestrian Safety Study

(<https://www.portolavalley.net/home/showpublisheddocument/12947/637014860556600000> ).

In February 2024, Jeff Lacap, Eva Gayle, and Sean Charpentier representing C/CAG (the City/County Association of Governments for San Mateo County), and Mike Alston representing Kittelson & Associates (a national transportation planning firm headquartered in Oakland), gave a presentation to the BPTS Committee. They showed crash frequency and severity on a High Injury Network map that includes Alpine and Portola Roads and data from the Berkeley TIMS (Transportation Injury Mapping) study that uses the CHP (California Highway Patrol) SWITRS (Statewide Integrated Traffic Records System) database. During this meeting, Paul Krupka (<https://pkrupkaconsulting.com> ), the consultant who prepared the 2019 Pedestrian Safety Study, confirmed

that the BPTS Committee was an appropriate body to begin developing the Town’s Local Roadway Safety Plan (LRSP).

After the meeting, the prior Public Works Director Howard Young questioned the value of recreating information in an LRSP plan as the 2019 study already noted 48 concepts for improving safety. C/CAG produced a draft plan for Portola Valley in 2024, that they were able to send to Town Council Members or Town staff, but not to the BPTS committee. This delayed plan production.

The BPTS formed a volunteer subcommittee to collect data and draft the report for future review by Town staff and Council Members. By June 2025, the BPTS committee finally had the capacity to work on this document and procured a copy of the county’s preliminary draft plan for Portola Valley via Town Council Members.

## Sources, Public Engagement and Outreach

Data has been collected from primary and secondary sources over the years.

### Primary Sources

Portola Valley’s BPTS Committee has active participation from residents at its monthly meetings by Town residents who give feedback on traffic issues. They are usually held from 8:15 am to 9:30 am on a weekday at The Little School House in Portola Valley. To enable those who cannot make it to the meeting, we offer live connectivity via Zoom. The Committee’s meetings are recorded and posted on YouTube. The Committee occasionally holds an evening meeting.

Town Council meetings are another primary source for concerns about traffic, pedestrian, bicycle and animal safety.

Figure 2 shows additional public outreach meetings and educational events that have been held.

Meeting Purpose	Meeting Time	Location	Notes
Input on the Pedestrian Safety Study	7 pm Thursday, December 6th, 2018	Historic Schoolhouse	Additional comments were solicited from parents of children who attend Town schools.
Town Council presentation and report for the Pedestrian Safety Study.	Wednesday August 14th, 2019	Historic Schoolhouse	“The Town has been reluctant to adapt to Caltrans standards because they are generally perceived as too urban and too visible for Portola Valley.” Mayor Wengert
Opportunity for the Architectural and Site Control Commission Feedback on Pedestrian Safety	7 pm February 10th 2020	Historic Schoolhouse	This was to verify that the signage was in line with town architectural policies and designs.
C/CAG presents at the BPTS meeting, soliciting feedback on Phase 2 of the plan	8:15 am Wednesday, February 7th 2024	Historic Schoolhouse	The BPTS Committee gave feedback to the county representatives.
Survey for PVForum Readers	June 5th 2025 to June 10th 2025	Online	The BPTS subcommittee for the LRSP received online survey input from 67 town stakeholders who read the town’s widely used PVForum.

Meeting Purpose	Meeting Time	Location	Notes
Library Outreach Meetings	Monday June 9th evening and Saturday June 14th afternoon	Portola Valley Library	Showed the accident map and requested input from Town residents.
Education and safety	At various annual town events	Town Center	Woodside Fire District helped with helmet fitting for children. The BPTS Committee had a table with educational materials.
Bike Rodeos	On various occasions	Town center, schools and Christ Church car park	Private companies and San Mateo County Sheriff's Officers have helped educate children on safe cycling practices.
Safe Routes to School	BPTS members have reached out to schools	Corte Madera School	The town has a Safe Routes to School map, developed in conjunction with the local schools.

Figure 2 Outreach meetings and educational events

## Secondary Sources

Secondary data comes from online sources listed in Appendix A.

# Vision, Assumptions and Trends

## Vision

Portola Valley aims to improve roads and trails to handle transportation trends, population growth, natural disasters, as well as foster traffic safety.

## Assumptions

### Natural Features Must Be Preserved for the Entire Bay Area

Portola Valley's General Plan notes a major town goal is to "preserve and enhance the natural features and open space of the planning area because they are unusual and valuable assets for the planning area, the Peninsula and the entire Bay Area". Natural features include unstable hillsides, earthquake faults, and large trees. These all present challenges for road, sidewalk, and trail design and maintenance.

### Financial

The town aims to make our road design as safe as possible, given financial constraints. While certain infrastructure solutions such as pedestrian bridges or underpasses could further reduce risk by fully separating vehicle and pedestrian travel, such measures are often cost-prohibitive for a small community like Portola Valley. The Town therefore focuses on practical, cost-effective safety enhancements that align with its fiscal capacity while maximizing safety benefits for all users.

### Heavy Road Use by Cyclists

Alpine and Portola Roads are some of the busiest roads for cyclists in San Mateo County. It is vital that our roads are well-maintained without cracks or debris.

Portola Valley's roadways are uniquely suited for experienced and competitive cyclists, including those who train at an international level and rely on continuous, high-quality pavement conditions for performance and safety.

While the Town strives to eliminate traffic-related fatalities and severe injuries, it also recognizes that competitive cycling inherently involves higher speeds and greater risk, even under optimal roadway conditions. Although a high proportion of crashes in Portola Valley includes cyclists, fatalities are rare due to the Town's wide shoulders that provide a safe environment for the vast majority of riders.

### Heavy Trail Use by Horses and Mountain Bikers

Horse riders use many Town trails. A horse can spook and throw a rider. The Town maintains the trails regularly to make trails safe, closing horse trails when they are muddy in the winter. However, risks inherent in horse riding mean that a fatality could occur on our trails.

To help improve trail safety, Town public works employees are efficient at removing fallen trees when they impede trail users. They also mow fire-prone areas, remove ruts caused by rain and cut back brush that might impede trail users.

## Trends

### New Buildings

New developments will increase traffic patterns:

- Stanford's Portola Terrace will add approximately 27 single-family homes and 12 income-qualified workforce apartments, resulting in increased car and bicycle traffic. In addition, the Stanford land adjacent to the property has hiking trails that may also increase Alpine Road traffic.
- Midpeninsula Regional Open Space District will open parts of the 79-acre Hawthorns Area of Windy Hill Open Space Preserve to visitors which is likely to increase traffic on Alpine Road. Later, within the Hawthorns Area, it plans to provide public access to the 13-acre Hawthorns Historic Complex.
- The Town anticipates an increase in housing development over the coming years in response to RHNA (Regional Housing Needs Assessment) mandates. Additional housing will likely result in more vehicle, bicycle, and trail activity, underscoring the importance of continued attention to roadway and pathway safety.

### Transportation Alternatives

As the town's General Plan

(<https://www.portolavalley.net/home/showpublisheddocument/6730/635617553047630000>) notes

"The automobile will continue to be the primary means of transportation for residents of the town because of the town's relative isolation, low density of population, and travel patterns of residents."

Transportation alternatives to the automobile include buses, ride-sharing services, taxis, cycles, e-bikes, motor bikes, scooters, skateboards, horses and more. With this wide range of options for transportation, it means that the Town needs to constantly monitor how trails, road shoulders, and sidewalks are used. Some examples include:

- The use of electric bicycles (ebikes) is increasing in Portola Valley and throughout the region. As ebike technology and usage continue to evolve, the Town may consider developing policies and route guidance consistent with state and county standards to ensure safe and appropriate integration with existing roadway and trail systems.
- Motorbikes are most prevalent on the Skyline Drive (State Highway 35) that borders Portola Valley on weekends.
- Self-driving cars are testing their algorithms on Portola Valley roads and Waymo is expanding to serve San Mateo County.

- Self-driving trucks, drones, and robots are expected to deliver goods in the near future.
- Cars with better detection of obstacles may be the most effective way to reduce crashes where left-turning vehicles have previously collided with cyclists coming downhill.

### Equity

- We aim to make our roads and paths safer for users of all ages, including the many older adults, as well as school age drivers.
- Increasing the number and quality of paved trails makes transportation for wheelchair users easier.
- Flashing beacons at crosswalks are designed to help the less able, e.g. by having audible sounds. They also alert drivers of all ages to the presence of someone crossing the road.

## Goals and Objectives

Figure 3 gives goals and measurable objectives that support Portola Valley’s vision.

Goals	Measurable Objectives
<p><b>Promote and recommend actions to reduce crash casualties and road deaths in Portola Valley.</b>            From 2020 to 2024, there were 36 crashes.            43 people were injured, 13 severely.            2 pedestrians were injured.            0 fatal crashes.</p>	<p><b>Reduce crashes and the number injured by 25%.</b>            This implies no more than 27 crashes in next 5 years.            No more than 32 people injured, 10 severely.            No more than 2 pedestrians injured.            0 fatal crashes.            Recruit at least 1 volunteer to join the BPTS Committee whose responsibility is to liaise with the local schools on Safe Routes and traffic safety.</p>
<p><b>Reduce the number of crashes involving cyclists</b>            From 2020 to 2024, 23 cyclists were involved in crashes            Increase connections with local cycling groups to help reduce crashes.            Ensure routes used by competitive cyclists are free of dangerous impediments and cracks.</p>	<p><b>Reduce crashes involving cyclists by at least 25%</b>            No more than 17 reported crashes involving cyclists.            Repair cracks and potholes reported by road users in a timely manner or mitigate dangers with road markings and signage until repairs are done.            Reach out to at least 5 bike clubs or groups that organize rides to educate their members on cycling safely through Portola Valley.</p>
<p><b>Regularly maintain infrastructure for all forms of transport.</b>            Maintain road junctions, sidewalks, trails, trees, slopes, and road edges to promote safety.            Encourage signage and road marking, where appropriate to promote safety, as well as following town signage, lighting, and trail ordinances to maintain a rural culture.            Review grant opportunities and apply for those that are suitable for the town.</p>	<p><b>Monitor signage, road junctions, sidewalks, trails, trees, slopes and road edges to promote safety.</b>            Ensure that the schedules for new signage and road maintenance are installed in a timely manner.            Ensure the street sweeper cleans the shoulders and if necessary, ensure that shoulder repairs are reported to the public works department.            Ensure that there are regular maintenance schedules for safety initiatives like vegetation trimming, road resurfacing, sidewalk repair, drainage maintenance, trail maintenance.            Ensure that grant opportunities and communications from the county are sent to the head of the BPTS committee, since the committee does work done by town staff in larger towns.</p>

Goals	Measurable Objectives
<p><b>Provide safe and reasonably expeditious movement for local residents and minimize the disruptive influences of through traffic, including bicycle traffic.</b></p>	<p>Monitor the flow of traffic through the town and if it causes unnecessary congestion consider reaching out to mapping companies that direct traffic through Portola Valley to update their algorithms. Ensure that at least 1 BPTS member receives notice of at least 80% of rides that require a permit to come through Portola Valley.</p>
<p><b>Work with law enforcement.</b>            Ensure that the San Mateo County Sheriff’s Office provides the services that are documented in its contract with the town.            Ensure that the town’s Police Commissioner works effectively with law enforcement.            Ensure that extra services agreed to by the County Sheriff’s Department and the town are carried out as expected by both parties.</p>	<p><b>Measure involvement from law enforcement</b>            BPTS will coordinate with the San Mateo County Sheriff, and will aim to have a San Mateo County Sheriff’s Officer attending the Town’s Bicycle, Pedestrian and Traffic Safety Committee meetings each month as necessary.            BPTS will coordinate to obtain monthly reports from San Mateo County Sheriff’s Office to ensure that citations for excessive speed, unsafe turning, illegal parking, and other traffic infractions are issued. BPTS will coordinate to ensure that the Town receives 12 reports a year in a timely fashion. Ensure that when the BPTS, Town staff, or Town Council require Sheriff’s Deputies to close roads for or monitor parking for Town events that they provide high quality service to the town.            Work with the CHP to obtain literature for town events that promote road safety.</p>
<p><b>Encourage and support traffic safety activities.</b>            Promote traffic safety at Town events, such as the Annual Town Picnic by offering activities like bike rodeos and bike helmet fitting.            Educate town stakeholders on traffic safety.            Hire private (e.g. Woodside Patrol) and/or public (e.g. San Mateo County Sheriff’s Office) organizations to ensure safe traffic flow for major events or activities.</p>	<p>Hold at least 1 evening meeting each year with educational content on traffic safety in the Town Center Community Hall.            If personal schedules and event rules permit, BPTS members will aim to support at least 2 town events per year, either by hosting a booth to educate the public on traffic safety or by helping with event traffic flow and parking.</p>
<p><b>Foster committee collaboration.</b>            Ensure Town Committees work together to advise Portola Valley Town Council on initiatives that promote safe streets.            Work with the Portola Valley School District and local schools, as well as the Public Works Department, on safe routes to school so that children can walk, cycle, skateboard, scooter, or have other personal transportation to and from school.</p>	<p>Ensure the BPTS Committee gets early access to plans from town planners and the Planning Commission for new communities, new streets and redesigned home driveways.            In new developments, evaluate the opportunity for pedestrian sidewalks. Also analyze cul-de-sacs and recommend whether paths at the closed ends of roads need to be built to increase safety and mobility for pedestrians, cyclists and horse riders.</p>

Figure 3 Goals and Objectives

# Streets, Crash Data and Hazards

Portola Valley's streets, crash data, and a survey of stakeholders are analyzed.

## Portola Valley's Streets

In this section we observe the current condition of the roads by visiting them and using publicly available data to identify areas where traffic safety might be improved.

A Complete Streets initiative prioritizes all road users, including pedestrians, cyclists, micro-mobility users, public transport, and motorists, regardless of age or ability. In Portola Valley, horses are also used for local transportation and recreation. There are public parking locations around town to tie up one's horse.

A list of the 170 roads in Portola Valley and the surrounding areas of influence is included in Appendix B. About 100 of these roads are cul-de-sacs and very quiet roads. Many of these roads have no white lines or road signs indicating where to stop when exiting them.

According to the Federal Highway Administration, while local roads are much less traveled than State highways, they can be more dangerous than State highways. The only State highway that is within the boundary of Portola Valley is State Route 35, the Skyline Drive. It is used for recreation, as well as by commuters during the week. Speeding motor bikes and fast cars frequent it on weekends.

An aspect of Complete Streets prioritizes underserved communities. Although Portola Valley real estate is expensive and the average salary is high, low-income workers and retirees comprise some of the underserved users that frequent town roads.

We find 5 Complete Streets within Portola Valley's area of influence:

- Alpine and Portola Roads, the main roads accessing Portola Valley.
- Creek Park Drive – a short road parallel to Alpine Road for cars that access homes that also provides bicycle and pedestrian access to a path alongside a sports field that leads to Rossotti's Alpine Inn restaurant.
- La Cuesta and La Mesa, the main roads accessing Ladera, are designated as Class III Bike Routes. They are in unincorporated San Mateo County.

## Main Arterials - Portola and Alpine Roads

The arterial roads, Alpine and Portola Roads, need to retain their rural character as described in Part 6 of the Town's General Plan in the sections, Alpine Scenic Corridor Plan, <https://www.portolavalley.net/home/showpublisheddocument/5974/638370459881770000>, and the Portola Road Corridor Plan, <https://www.portolavalley.net/home/showpublisheddocument/6736/635617570943430000>. The Town is applying for the Alpine Road scenic corridor to be a Priority Conservation Area (PCA). In Portola Valley, the human impact is subservient to the natural environment's impact. Portola and Alpine Roads are Complete Streets as they accommodate pedestrians and horses on trails and provide shoulders for cyclists.

From 2019 traffic counts (see Appendix C) the traffic going down Alpine Road goes from 300 autos a day near Windy Hill OpenSpace to over 12,000 closer to Ladera. The Town's Emergency Evacuation analysis found that it would take four hours to evacuate all residents by car in the event of a fire. It has been suggested that Alpine Road construct a third lane for emergency evacuations.

The most-used part of Alpine Road and Portola Road have 35-mph speed limit signs, with a straight section on Alpine between Westridge and Arastradero that has a 40-mph speed limit. There are 25-mph speed limit signs near schools. Buses use these roads to transport children to and from school. The infrequent bus service and limited space means that there are no separate bus lanes.

Portola and Alpine Roads form “The Loop” for cyclists of all abilities. This 11-mile loop starts where Junipero Serra meets Alpine Road, goes along Alpine and Portola Roads, then along Sand Hill back to Junipero Serra. Children, either on an adult’s bike, or on their own small bike also ride some or all of The Loop regularly.

Faster cyclists join The Loop at Arastradero Road then follow Portola Road to the base of Old La Honda Road in Woodside. This is the most popular route to Skyline Drive and the coast. Just as Le Mans in France has a public road that is part of a circuit used by racing cars, Alpine and Portola Roads are part of a circuit that world class racing cyclists use daily for training.

The roads accommodate cyclists on their shoulders which, for most of their length, are wider than the minimum standard for Class II bike lanes (4ft, except where adjacent to on street parking when it is 5ft). It is essential that these roads are maintained without cracks and with clean shoulders. Regular road repaving includes rolling the shoulders to make them compatible with the main road surface for the comfort and safety of cyclists.

Most of the pavement for these roads is marked with a double yellow line in the middle to prohibit passing. Sometimes, cyclists who are in a peloton or group will be in the way of cars. Drivers are confused as to whether (a) they drive closer than 3ft to the cyclists so they don’t cross the double yellow line or (b) cross the double yellow line so that they can give the cyclists 3ft clearance. Other drivers will wait behind cyclists until they have room to pass, which can cause a queue of cars to build up, frustrating some drivers.

## Westridge

In Westridge, there are nearly 50 roads, with the main thoroughfares being Westridge Drive, Cervantes Road, and Golden Oak Drive. The secondary roads in this area provide access through very quiet residential neighborhoods, with a significant portion of the roads being cul-de-sacs. Very few cul-de-sacs are marked with STOP signs and white lines at intersections. Some cul-de-sacs may require white lines painted at junctions and stop or yield signage.

Ormondale Elementary School is at the bottom of Westridge. A one-way traffic scheme is operational at school drop-off and pick-up times to reduce traffic congestion and increase safety.

Trails are preferred to sidewalks in Westridge as they are favored by the area’s horse riders. Scenic trails connect Westridge with many trails and confusing signage. There are a few trails, paths, and cul-de-sacs in lower Westridge suitable for bicycles to cut between roads.

The main Westridge roads are used by cyclists for recreation and hill-training. As they are too narrow for separate cycle lanes, they could be marked with sharrows. Sharrows are road marks in the middle of road lanes to show they are shared between autos and cyclists.

## Portola Valley Ranch

Portola Valley Ranch, with over 200 houses developed in the 1970s and 1980s, has sidewalks alongside virtually all its roads. Trails connect some of the roads and also access Coal Mine Ridge hiking area.

Corte Madera Middle School is located in the Ranch area. Cars and school buses create traffic congestion at school opening and closing times. Crosswalks assist pedestrians near the school.

## Unincorporated San Mateo County

Ladera and Los Trancos Woods are in unincorporated San Mateo County. Both are hilly for cyclists, and both have trails for pedestrians in a few areas. These residential areas rely on cars for transportation.

Ladera has a recreation center and Woodland School for K-8 grades. In the final year, students address challenges with a Capstone project. See Appendix D, where a student, Patrick, notes that traffic congestion can cause psychological stress.

## Crash Data

### Crashes from January 1<sup>st</sup> 2013 to December 31<sup>st</sup> 2024

The data comes from UC Berkeley's TIMS database that analyzes and geocodes crash data logged in the SWITRS database. The CHP uploads data into SWITRS for the San Mateo County Sheriff's Office and other agencies. For public, interactive access, iSWITRS has been replaced by the California Crash Reporting System (CCRS), an Open Data set.

From January 1<sup>st</sup> 2013 to December 31<sup>st</sup> 2024, 89 crashes were reported in or close to Portola Valley. Of these crashes, 85 are shown on the map in Figure 4. The 4 unmapped crashes were all on Alpine Road. Eight of the 89 crashes were outside the boundary of Portola Valley, so 77 crashes mapped are actually in Portola Valley, as shown by the blue shaded area in Figure 4. Pedestrians were involved in 4 crashes, motorcycles in 3 and bicycles in 51 (57%).

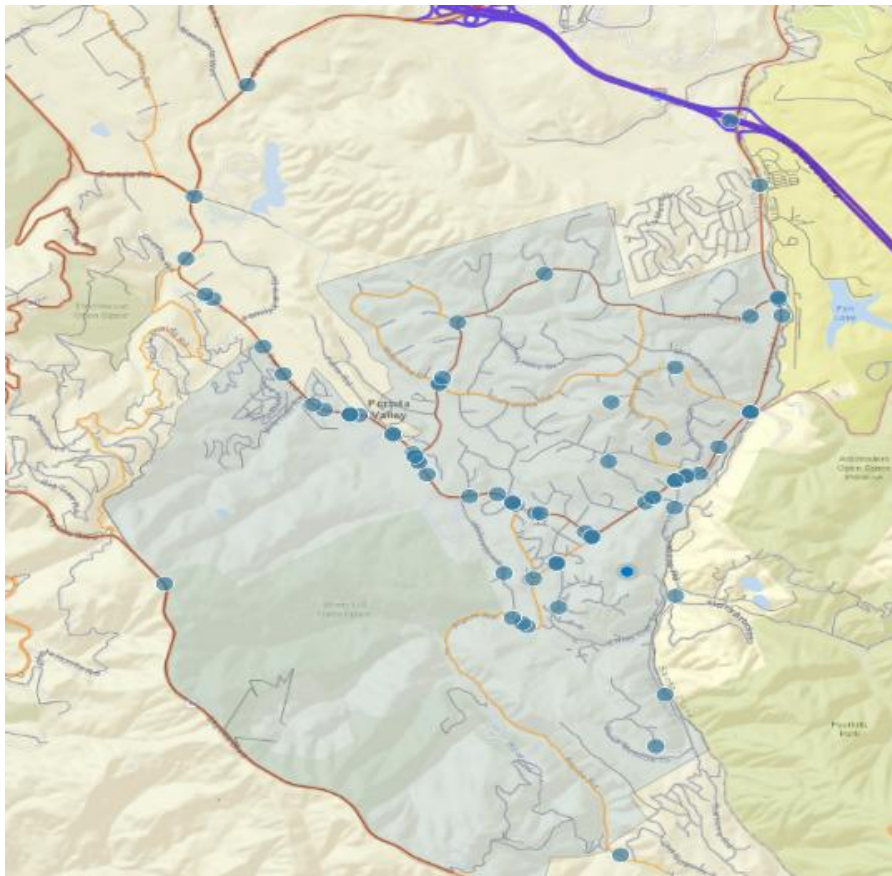


Figure 4 Crash locations from 2013 to 2024 – 85 out of 89 mapped (Source: TIMS)

Alpine Road had 34 crashes and Portola Road had 31. Over 70% of crashes were on the Town’s two major roads. Three of the 7 crashes for which the primary road was Westridge, were at the top of that road near the junction with Cervantes. The only State Highway in Portola Valley is Skyline Drive and it had 4 crashes.

One person was killed, a single 23-year-old male, who crashed on Portola Road in 2015, and 104 injured, 19 suspected seriously and 51 with suspected minor injury, others had unknown injuries.

The high incidence of bicycle crashes is under-represented as many cyclists do not report them to law enforcement. In a typical crash, a cyclist may break a clavicle or get grazed with road rash, then go home in pain before going to hospital. Appendix E shows a heat map from the fitness tracking app, Strava, used mainly by cyclists. It shows activity through Westridge. It also estimates that 2% of male cyclists exceed the speed limit going down Alpine Road.

### The Most Dangerous Intersections

Figure 5 lists the number of crashes within 250 feet of an intersection. As can be seen the top 2 intersections are at Alpine Road & Arastradero Road, with 7 collisions, and at Portola Road & Westridge Drive, with 6 collisions. The next three junctions, Alpine Road & Los Trancos, Alpine Road & Portola Road and Portola Road & Stonegate Road (which is very close to Westridge Drive) all had 5 collisions near them.

Rank	Intersection	# of Coll
1	ALPINE RD & ARASTRADERO RD	7
2	PORTOLA RD & WESTRIDGE DR	6
3	ALPINE RD & LOS TRANCOS RD	5
3	ALPINE RD & PORTOLA RD	5
3	PORTOLA RD & STONEGATE RD	5
4	ALPINE RD & GOLDEN OAK DR	3
4	ALPINE RD & WESTRIDGE DR	3
4	CORTE MADERA RD & PORTOLA RD	3
4	ALPINE RD & FIRETHORN WAY & HILLBROOK DR	3
4	CERVANTES RD & MAPACHE DR & WESTRIDGE DR	3

Figure 5 Crash Counts by Ranked by Intersection for 85 of 89 crashes mapped (Source: TIMS)

On Friday June 6<sup>th</sup>, 2025, the BPTS Committee voted for the top three intersections to investigate for improving traffic safety, based on community feedback as well as crash data:

- Alpine Road and Arastradero
- Portola Road and Westridge

- Alpine Road and Los Trancos

Appendix F gives details on the crashes that occurred at these locations from 2013 to 2024 with detailed maps. All 18 crashes, at these top crash locations, involved cyclists who were injured, some seriously. Most of the crashes involved a car turning into the path of the cyclist. Many of the drivers were older adults. Cyclists were sometimes at fault for speeding. None of the drivers in these crashes was reported to be under the influence of alcohol or drugs.

### Time of Crashes

The highest frequency of crashes occurs on Saturdays between 9 am and 3 pm, as shown in Figure 6. This period coincides with increased recreational traffic, particularly with hikers visiting Portola Valley. Many of these crashes occurred on Portola Road near the Windy Hill trailhead. Two crashes were at the junction of Willowbrook and Alpine Road. This is a trailhead for Windy Hill and Coalmine Ridge trails.

Despite the Town being a Dark Sky Town with no streetlights, there are relatively few crashes in the dark. During late afternoon and evening hours, Fridays experienced the highest frequency of crashes, with 8 crashes between 3 pm and midnight.

## Number of Crashes per Day of Week per Time

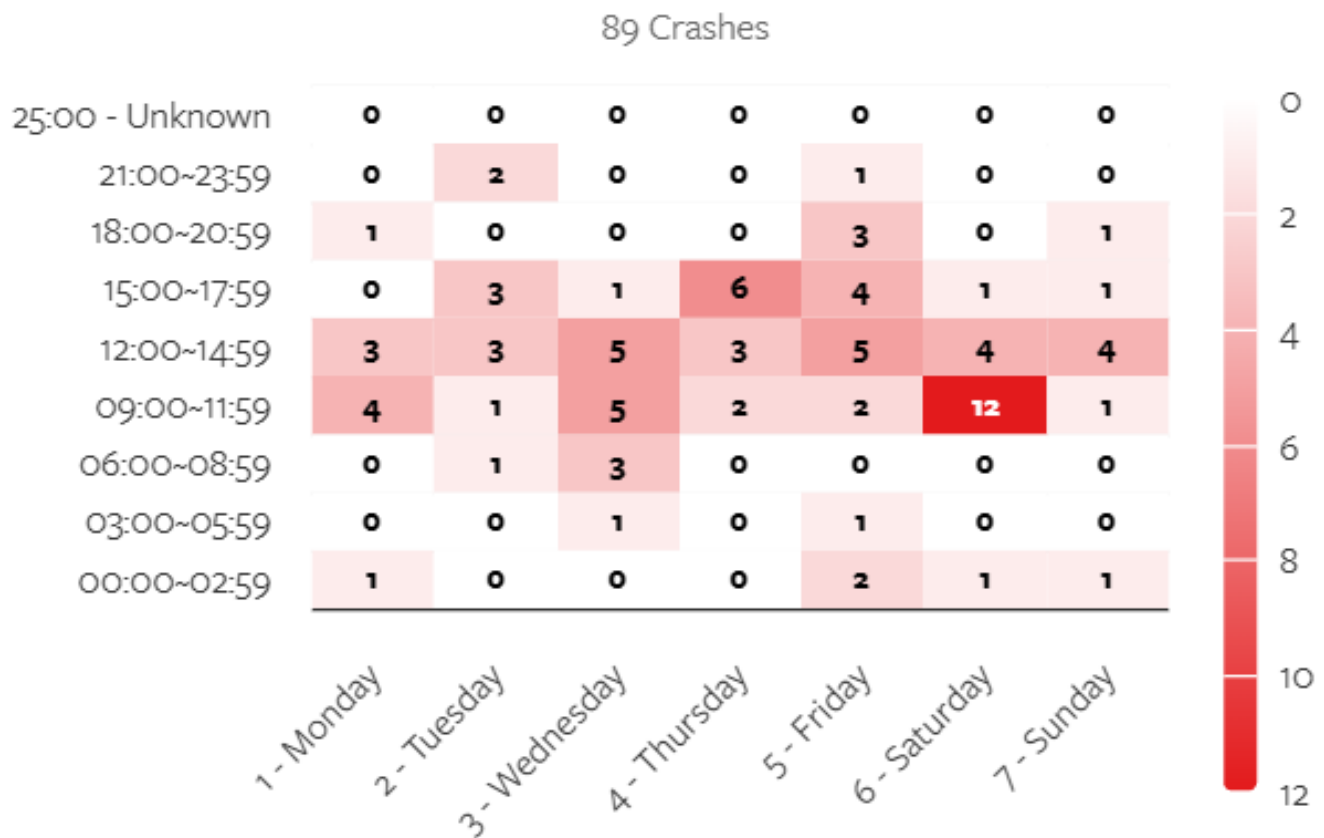


Figure 6 Number of Crashes per Day of Week per Time

## Drunk or Drug Impaired Driving

Seven of the crashes involved alcohol and Figure 7 shows that they are more likely to be on the smaller roads. Alcohol impaired drivers tend to hit fixed objects. Two additional alcohol-related crashes occurred just outside the Town limits, in the neighboring communities of Ladera and Woodside.

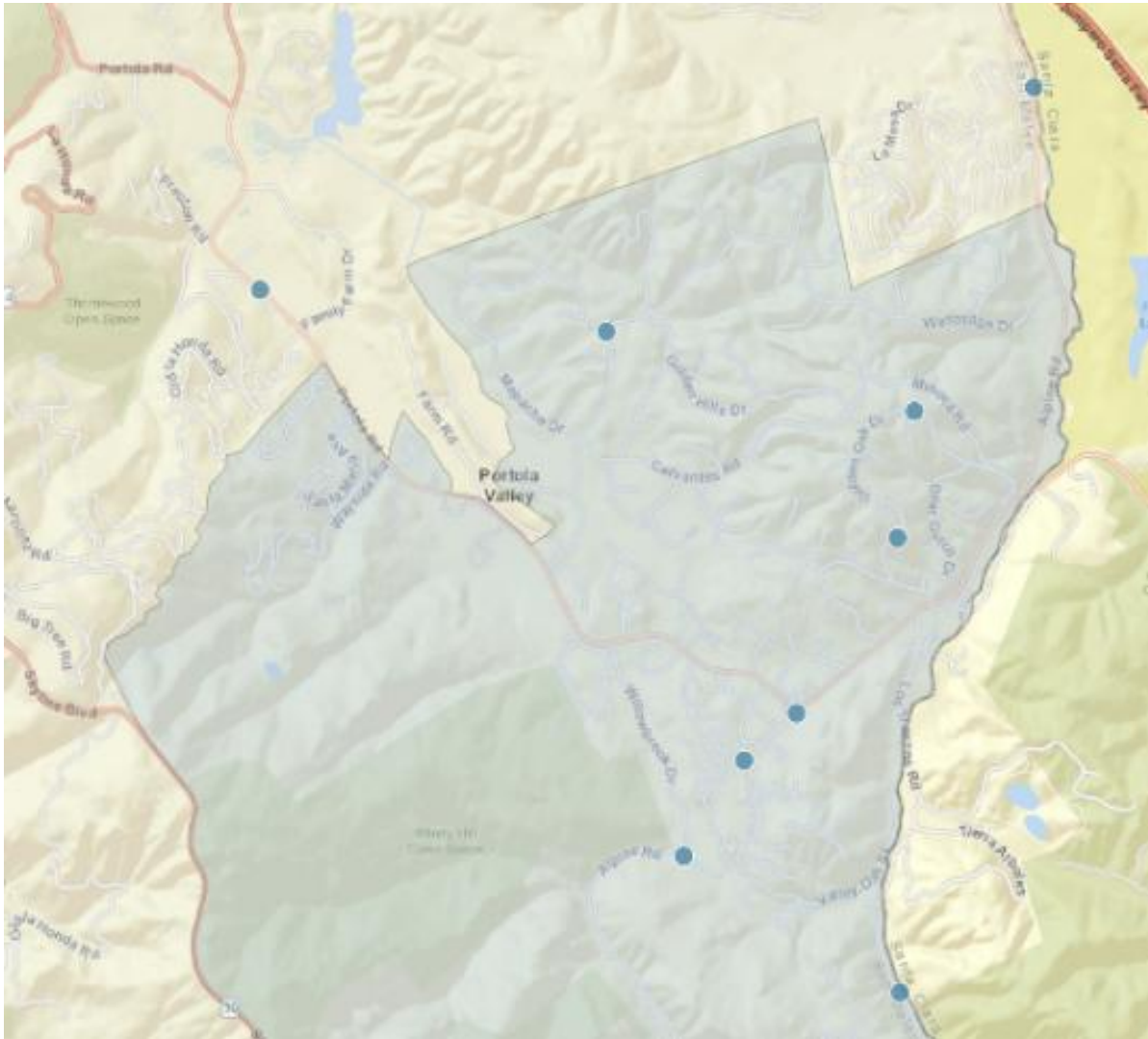


Figure 7 Crashes where alcohol or drugs were a factor

A couple in their 30s sustained serious injuries late at night near Paloma Road on Westridge. A 63-year-old man on Golden Oak near Alpine Road, just before 7 pm, complained of pain after hitting a fixed object. Another solo driver aged 25 complained of pain when he hit a fixed object near the junction of Alpine Road and Willowbrook just after 1 am. A 59-year-old female, also complained of pain after hitting a fixed object just before 10 pm on Los Trancos Road as she made an improper turn.

On a Friday, after 3 pm, 3 (33%) of these crashes involved alcohol. One was a 20-year-old male who drove 2 male passengers off Alpine Road, just west of Indian Crossing. Another was a 51-year-old solo male who was heading towards Alpine Road on Portola Road and hit an object. The third was a solo 46-year-old male who made an unsafe turn and hit a parked vehicle up Golden Oak from the Alpine Hills Swim and Tennis Club.

## School Areas

Figure 8 shows dots, representing 19 crashes, within half a mile of Corte Madera Middle School from 2013 to 2024. All of these crashes happened on a weekday.

Bicycles were involved in 11 (58%) of these crashes, 6 were between a bike and a car or truck, one crash involved 4 bikes, and the final bike crash involved a solo rider. None of these incidents involved a Corte Madera school-age child. The age of people involved in the crashes ranged from 16 (cyclist) to 94 (car driver), with an average of 49. Of the 31 victims, 25 were male. Three of the crashes involved alcohol or drugs.

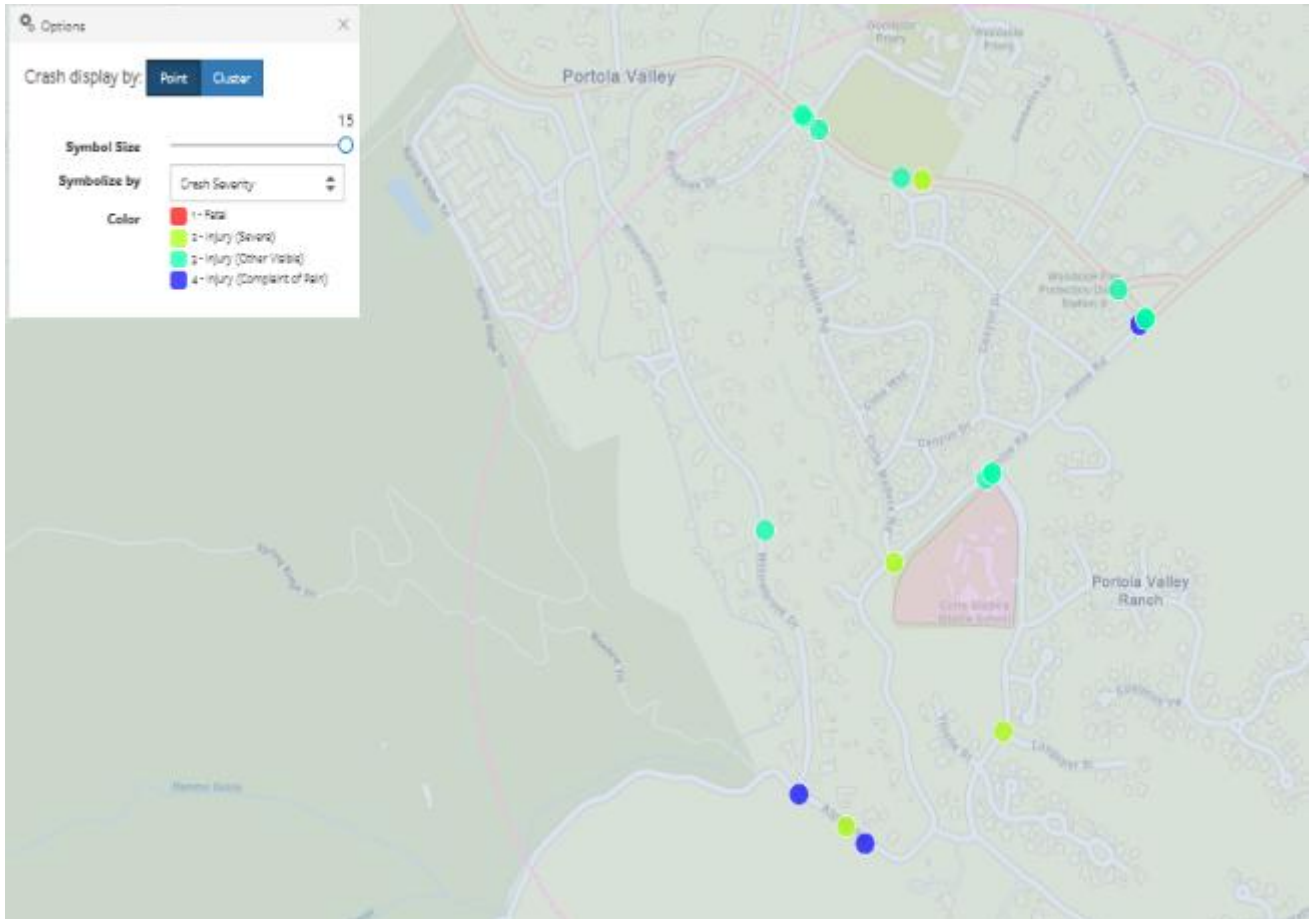


Figure 8 Crashes around Corte Madera Middle School

Appendix F details the crashes around Corte Madera School. It was found that all the crashes involved cyclists and none involved schoolchildren.

There were 19 crashes within half a mile of Ormondale Elementary School as shown in Figure 9. Some of these crashes are the same as those included above that are within half a mile of Corte Madera School, close to Woodside Priory private school. Three of the crashes were near the crossroads at Cervantes and Westridge, while all the others were on Portola Road. Bicycles were involved in 14 (74%) of the crashes. All the cyclists were male, except for one 59-year-old woman.

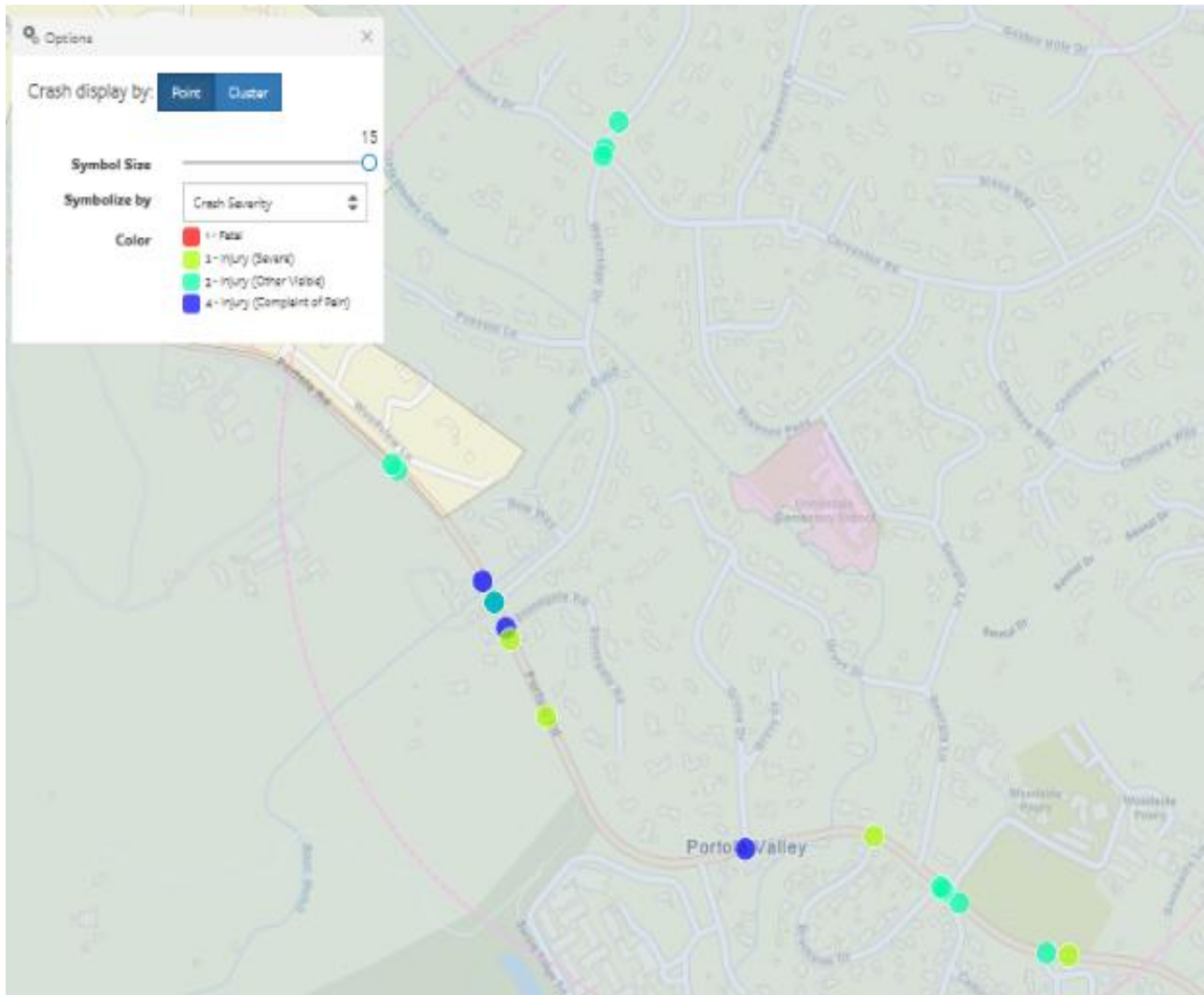


Figure 9 Crashes around Ormondale Elementary School

### Severity of Crashes

The severity of the 89 crashes in Portola Valley’s area of influence is shown in Figure 10 below.

Crash Severity	Count	%
1 - Fatal	1	1.12%
2 - Injury (Severe)	19	21.35%
3 - Injury (Other Visible)	49	55.06%
4 - Injury (Complaint of Pain)	20	22.47%

Figure 10 Crash Severity

It should be noted that many bicycle accidents and minor car crashes go unreported. The County LRSP notes that in Portola Valley, the number of crashes with severe injuries from 2020-2022 during COVID (10 crashes, all 10 involving bicycles, in which 14 people were seriously injured) was higher than from 2017-2019 (5 crashes, 3 involving bicycles and 10 people seriously injured).

Numbers for more recent three years from 2022 to 2024 came down lower to 6 crashes, 6 involving bicycles and 6 people seriously injured. Almost all of these injuries were on Alpine and Portola Roads, exceptions being 2 on Westridge in the 2017-2019 timeframe and 2 in Portola Valley Ranch in the 2020-2022 timeframe.

In the 2020-2022 timeframe, during COVID, the higher number of crashes was in part because Portola Valley saw more recreational visitors than usual as evidenced by counting cars around hiking areas and speaking with cycling clubs and bike shop owners. Hikers brought more cars than usual to the area. Cyclists were often new to the sport or new to the area.

### Types of Crashes

The types of crashes that occur in Portola Valley are shown in Figure 11. Almost a third of crashes involved hitting a fixed object, especially when under the influence of alcohol. Broadside crashes that may occur when someone turns across the road and hits another road user were described in 15% of the crashes. Rear end collisions (10%) sometimes occur where there are no center turn lanes. When car drivers turn left across the road at a junction, cyclists coming downhill in the opposite direction are sometimes hit. Many of the “Not Stated” types of crash were at locations where this type of crash occurs. The double yellow lines down most of Alpine and Portola Roads mean that there are relatively few head-on collisions.

Type of Crash	Count	%
Not Stated	34	42.5%
Hit Object	23	28.8%
Broadside	12	15.0%
Rear End	8	10.0%
Overtaken	7	8.8%
Sideswipe	2	2.5%
Vehicle/Pedestrian	2	2.5%
Head-On	1	1.3%

Figure 11 Crash Type

### Crashes involving Bicycles

Portola Valley is heavily used by cyclists from all over the Bay Area. As noted earlier, 51 out of 89 crashes involved cyclists. The severity and location of crashes involving cyclists is shown in Figure 12.

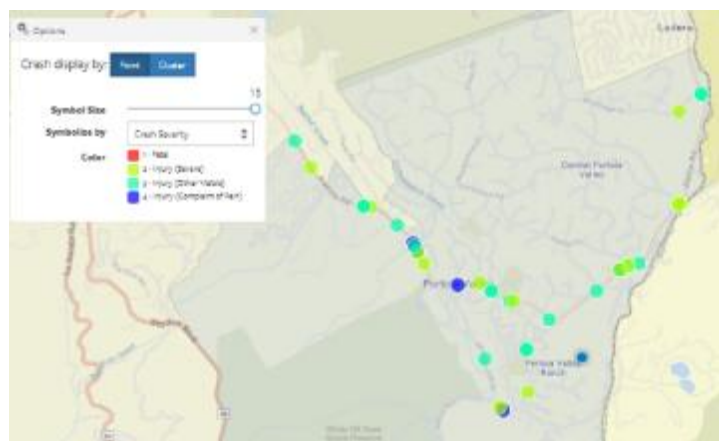


Figure 12 Severity and Location of Crashes Involving Cyclists (Source: TIMS)

Crashes tend to be on the arterial roads which form part of the cycle route, “The Loop”. When Portola and Alpine Roads are resurfaced, the shoulders also need resurfacing and rolling to keep them safe for cyclists.

The TIMS project ranks junctions for crashes involving cyclists as shown in Figure 13. This is very similar to the ranking for all crashes. At the main junction in Portola Valley, where Alpine and Portola Roads meet, there are relatively few accidents involving cyclists. Law enforcement regularly cites drivers of cars and bicycles for not stopping at the STOP signs at this junction.

Rank	Intersection	# of Coll
1	ALPINE RD & ARASTRADERO RD	7
2	PORTOLA RD & WESTRIDGE DR	6
3	ALPINE RD & LOS TRANCOS RD	5
3	PORTOLA RD & STONEGATE RD	5
4	ALPINE RD & GOLDEN OAK DR	2
4	ALPINE RD & WESTRIDGE DR	2
4	CORTE MADERA RD & PORTOLA RD	2
4	GEORGIA LN & PORTOLA RD	2
4	PORTOLA GREEN CIR & PORTOLA RD	2
5	ALPINE RD & CREEK PARK DR	1

Figure 13 Number of Cycling Crashes Ranked by Intersection (Source: TIMS)

## Natural Hazards

Details of natural hazards – earthquakes, fire, and landslides – are given with maps in Appendix G. In addition, animals are frequently seen crossing Portola Valley roads and can create hazards.

### Earthquakes

Archives show photographs of the 1906 earthquake when the San Andreas Fault ruptured Portola Valley tracks. Portola Valley is in an area where violent and severe shaking is a real risk.

The Town’s Geological Safety Committee has created a map, shown in Figure 14. Red dots indicate where faults cross town roads. Repeated earth tremors and minor earthquakes along the faults can cause road cracks and bumps. Rough road surfaces are particularly dangerous for cyclists who can easily get a wheel in a crack or get thrown by a bump.

The location of faults that cross northern Portola Valley and southern Portola Valley are shown in more detail in two maps in Appendix G. Faults crossing roads include those on:

- Alpine Road and Westridge Drive near the junction of the two roads
- Alpine Road at junctions with Los Trancos Road, Portola Road, Groveland
- On Portola Road near the Woodside Priory School and near the Town Center
- On Willowbrook Drive near Portola Road

Regular road inspection at these fault crossings is vital to ensure that seismic activity does not impede road users. In some cases, crack repairs or other road maintenance may be needed because of the stress put on the roads at fault locations.

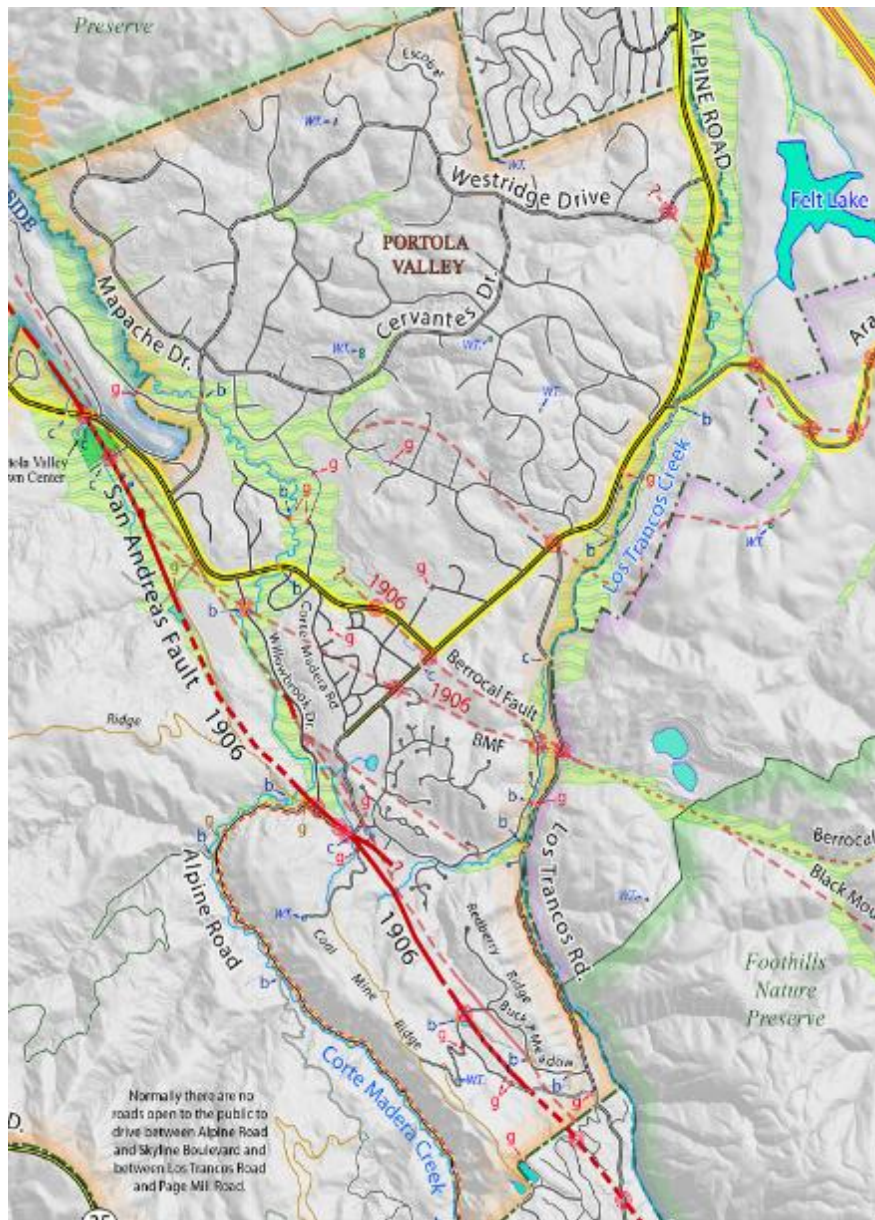


Figure 14 Locations where Geological Faults Cross Portola Valley Roads

## Fire

The roadside environment presents a fire risk during the dry summer months, as vehicles with hot exhaust systems can ignite nearby dry grass or vegetation. Although electric car battery fires are rare, they also present a potential hazard. Egress routes and exits are required in parking lots to ensure cars can evacuate and escape in case of disaster. A concern is Rossotti's Alpine Inn parking lot which is also used by recreation soccer players. It has one main entrance and a secondary emergency exit that is not clearly visible to the public.

If the Town is impacted and needs to evacuate due to a wildfire event – particularly if caused by seismic activity on the San Andreas Fault that makes Portola Road impassible – then Alpine Road and Arastradero Road would not have the capacity to evacuate residents efficiently.

Portola Valley has draft sketches on options for converting Alpine Road into a 3-lane road for emergency evacuation – 2 lanes leading away from the Town and a third lane for incoming emergency services. The Town's General Plan (paragraph 3110) states that Alpine Road "should remain as a two-lane road within the Town limits".

## Landslides

The sandy soils and clays in Portola Valley together with steep hills make some roadsides prone to landslides. The 1998 El Niño storms closed upper Alpine Road for nine months as there were more than 30 landslides. In 2015, a retaining wall was built on Alpine Road opposite Arastradero Road so that the shoulder could be widened to improve the safety of cyclists. The wall prevented earth moving down into the road.

To ensure roads and shoulders remain free of soil and rocks, more retaining walls, slope reinforcement, or road engineering may be needed.

## Animals

In the crash data, deer hits are rarely mentioned. However, many go unreported. On January 13, 2025, a dead female mountain lion was found on Portola Road and a diligent search by town residents, with the aid of cameras, enabled 3 cubs to be rescued. Turkeys, raccoons, coyotes, bobcats, possums, skunks, squirrels, and other animals frequently cross the roads.

The Town has some warning signs for deer crossings, however more signage may encourage road users to slow down for animals and promote traffic safety. Deer can also jump out, particularly in the fall during the rutting season, and cause cyclists to be ejected as they swerve or brake suddenly.

# Observations from Residents

## Results from an Informal Survey

In June 2025, the BPTS Local Streets Subcommittee conducted a quick survey on the Town's bulletin board, PVForum, receiving 67 replies from residents with suggestions and concerns.

## Drivers' Concerns

66 out of 67 drivers shared their concerns. The responses are shown in Figure 15.

Driver Concern	% concerned	Number concerned
I am worried that I won't be able to exit Portola Valley in a timely fashion if there's a fire or other hazard	59%	39
People drive too fast	44%	29
I'm scared I'll hit a cyclist	33%	22
I'm afraid I'll hit a deer or other animal or bird	26%	17
I don't know whether to cross a double yellow line or leave a 3ft gap between me and a cyclist on Alpine and/or Portola Roads	20%	13
Cars drive too closely to me so if I brake someone might rear-end me	18%	12
Big vehicles park or block my view in awkward places so I cannot see	12%	8
I worry about self-driving cars coming on town roads	12%	8
I'm scared I'll hit a jogger who is on the shoulder	8%	5
As I back cautiously out of my parking space because a big vehicle parked next to me blocks my view, another vehicle speeds past nearly hitting me	5%	3
Too many people have dark-colored cars which I don't see well	3%	2
I need better passing places on my road	3%	2
I need a STOP sign and white lines to show where to stop at the end of my road	2%	1
None of the above	8%	5

Figure 15 Driver Concerns

## Concerns and Issues from Public Outreach and the Informal Survey

Concerns and issues that have been raised by the public in the Informal Survey, input for the County LRSP Plan, Public Meetings, and Public Outreach include:

- Speed
  - Speed – some say the cars go too fast – one person thinks the speed limits are too slow
  - The need for drivers, cyclists and other shoulder users (e.g. skateboarders) to control speed
  - The need to reduce speeding, with suggestions for flow and speed control measures like roundabouts
  - Drivers are tail gating – how can we make them back off?
  - Add flat roundabouts on key intersections on Alpine Road to curb speeding and improve traffic flow, e.g. at Golden Oak
- Road Signs
  - The use of flashing signs at town crosswalks
  - Better signs like STOP signs on Westridge where roads connect to Westridge, Cervantes, and Golden Oak

- Parking
  - A high volume of traffic occurs near Rossotti's Alpine Inn which reopened to great popularity in August 2019. In particular, there has been high demand for preventing parking near the junctions of Arastradero Road and Golden Oak with Alpine Road. Also there has been demand for a new parking lot entrance and dedicated parking for the adjacent sports field.
  - An increase in hikers since the COVID pandemic puts pressure on parking spaces, especially for Windy Hill and Coalmine Ridge trails.
  - The Hawthorns, an open space property, will open to the public and provide parking Residents are concerned about overflow parking, damage to scenic values, and traffic turning into the open space.
  - Construction workers block roads.
  - Golden Oak Drive is narrow, winding and dangerous to all other users when vehicles park there.
- Weak enforcement of traffic laws
  - Motorists are rarely cited for speeding.
  - Those violating "No Parking" restrictions are rarely cited.
- Cyclists
  - Cyclists are against speed humps to control traffic as it can cause them to fly off their bikes.
  - Cyclists don't like bulb outs that can be made to shorten the distance people have to cross the road, as cyclists can crash into them or be forced into the path of cars to avoid them.
  - Drivers are unable to pass cyclists sometimes without going over double yellow lines, so they may give the cyclists less than 3 ft space.
  - The need for bike lanes on Skyline Drive.
  - Many don't want the shoulder on Alpine to be a green bike lane, just clean it up for bikes to use.
  - Many Portola Valley residents are afraid to cycle and, demand Class I, totally separated bike lanes
  - There is a paved bike trail along Alpine Road, but according to the Town trail map for a school child to get from Corte Madera School to the Alpine Hills Swim and Tennis Club requires two crossings of Alpine Road. The trail has a couple of steep sections and is not managed or marked as a Class I trail, it ends near the Ladera Oaks Club. Some residents wish that there was a better separated trail along Alpine Road. Others wish for a Class I trail that connects with Stanford campus trails.
  - Need clear bike lane on Alpine. Class I bike lane. Would also love to have Class 1 bike lane from Town Center to the school. Maybe on the other side there could be an equestrian trail.
  - Bicycle pelotons - too many bicyclists ride side by side and make it challenging for cars to get by. Then car drivers get annoyed and do unsafe things.
  - Cyclists do not follow road rules and ride several people abreast making for unsafe driving and walking.
  - Cyclists take blind turns fast – particularly in the narrower parts of Alpine Road.
  - Add a dirt bike trail on Corte Madera.
- Pedestrians
  - Walkers wear dark clothing instead of reflective clothing or bright colors.
  - Pedestrians may have the right of way to cross streets, but foolishly walk in front of cars that are nearby and have no time to stop safely.
  - Some run in the shoulder, making it difficult for cyclists to avoid them, instead of using the unpaved trails along the main arterial roads.
- Signage
  - Trail signage needs improving, both on roads and trails, to inform cyclists where they can ride.

- Sidewalks
  - Tree roots and cracks are destroying sidewalks and need better maintenance.
  - On some roads, such as Corte Madera which is near a middle school, there is no trail or sidewalk for pedestrians.
  - Lower Los Trancos Road needs a sidewalk or better paths from PV Ranch to Alpine Road.
- Junctions
  - Drivers coming on the right of cars that are waiting to turn left when there is no turn lane in the middle of the road.
  - Other turns off Alpine and Portola Roads were mentioned where vehicles cross shoulders with cyclists.
  - Cars join Sausal from side streets ignoring children racing down the street.
- Evacuations
  - Part of Alpine needs an extra evacuation lane or a bike trail that can be used as a third lane for evacuations.

Appendix H has more comments from residents and Appendix I has results of an informal online survey.

## Strategies

### Our Approach

As an advisory committee, the BPTS, works with the Town Council and Public Works Department, as well as other stakeholders (e.g. schools) to formulate annual priorities for road and trail user safety. Priorities come from issues raised at monthly BPTS Committee meetings, Town Council meetings, Town events, and in the widely used online town group, PVForum. Town Staff also report issues. The BPTS committee also takes into account trends, planned Town expansion, and external influences.

Budgets for traffic safety are determined as part of the Town Public Works budget by Town staff and are approved by the Town Council. The BPTS committee has a small budget for its activities, e.g. to support a “Bike To Work Day” energizer station and Town picnic exhibit tables.

Grants for traffic safety improvements are typically submitted and edited by the Town’s head of Public Works, with input and data collection from the BPTS Committee members and other volunteers. The Town may hire consultants with specific expertise to help define and implement execution plans. The Town Council receives regular presentations from the Public Works Department and the BPTS committee to approve plans.

The Town follows its General Plan, Town Ordinances, and Town Council decisions. In most cases, the Town will follow the Caltrans standards, however it may choose to make signs that are more aesthetically in harmony with its rural surroundings. Town Ordinance 10.12.030 states “The Town traffic engineer may also place and maintain or cause to place and maintain such additional traffic-control devices as he may deem necessary or proper to regulate traffic or to guide or warn traffic, but he shall make such determination only upon the basis of traffic engineering principles and traffic investigations and in accordance with such standards, limitations, and rules as may be set forth in this title or as may be determined by ordinance or resolution of the council.”

### Education – Driver, Pedestrian, Cyclist, Equestrians

Our main outreach to Town residents and stakeholders is through our monthly BPTS committee meetings and at town events like the Town picnic. We also have information on the Town website and Town newsletter. For example, there is information about cyclists who come through Town on

<https://www.portolavalley.net/community/community-conversations-and-interests/pelotons-in-portola-valley> .

## Barriers To Overcome

Portola Valley's main constraint is a resource shortage:

- As a small town, Portola Valley does not have the ability to get high scores on all the criteria to get grants – for example we are not in an Equity Priority Area and we do not have frequent public transit.
- Portola Valley's Public Works Department has one office employee and occasionally hires a consulting engineer.
- In 2024, the Town's Public Works Department total expenses were \$592K, the 2024-2025 budget for Town projected revenues of \$11M and expenditures and transfers of just under \$14M. So the public works expenses are projected to be 4.2% of Town expenditures.

Other barriers include:

- The Town's terrain and geology make road and trail engineering costly.
- Telephone or power poles are challenging to replace or move.
- Vegetation may obstruct the road, either in full or partially, by falling or flaming branches
- Difficulties in communicating safe practices to town visitors. For example, a visiting hiker may not realize it is safer to park at the Town Center instead of on Portola Road when hiking Windy Hill. Visitors may not realize how many bikes come from behind, some at a fast pace, and may open their car door before checking the rear-view mirror. "Getting doored" refers to a collision between a cyclist and a car door that is suddenly opened into the cyclist's path. Dooring can result in the rider being thrown over the handlebars resulting in serious injuries such as broken bones, head trauma, and even fatalities.
- Difficulties in communicating safe practices to workers in the Town – many workers in the Town are cleaners, gardeners and caterers for private homes who may be hard to reach with road safety information, in part because they aren't participating in town events, town online websites, or reading Portola Valley news – many are disadvantaged as their mother tongue is not English.

## Priorities

### Commitment to Safe Practices

The National Highway Traffic Safety Administration has safe practice recommendations. Portola Valley considers it a priority to follow proven safe practices:

- Child Safety
  - Work with schools and at town events to make children and parents aware of safe practices, particularly when going to and from school on Safe Routes.
  - Ensure that there are traffic wardens to help children cross the road coming home from school.
  - Ensure parents know how to use car seats to keep children safe and ensure they are not left in a car, particularly in hot weather.
  - In shopping areas and when crossing driveways, educate children how to avoid cars which are backing up.
  - Ensure children know how to catch a driver's attention before crossing a road.
- Drivers

- Encourage older drivers to take tests and classes for lower insurance rates
- The Sequoias continuing care community in Portola Valley supports residents as they become too old to drive.
- Remind drivers at Town events and online on safe speeds, animal hazards, and braking distances.
- Ensure law enforcement cites those with speed limit violations, parking restrictions, and mandatory sign violations.
- Remind the Town’s bartenders not to let drunk patrons drive after drinking.
- Pedestrian Safety
  - Encourage runners to use the trails rather than the road shoulder.
  - Promote options for being well-lit at night at Town events – reflective clothing, headlights, wearable lights, mobile device lights.
  - Encourage the use of lighted crosswalks.
  - Add bright orange flags that pedestrians can wave as they cross the road.
  - Where there is no sidewalk, encourage pedestrians to face oncoming traffic.
- Bikers – Cyclists, Motor Bikers, eBikers
  - Promote helmet use.
  - Encourage them to obey the rules of the road.
  - Advise bikers to use “wide eyes” and bike defensively, particularly at road junctions and when going fast.
  - Ensure professional cyclists have good road surfaces to practice riding in a peloton, pace line and hill-climbing.

## Maintain Portola Valley’s Rural Environment

- Ensure signs are relevant and do not clutter the scenic byways.
- Keep the skies dark, even though lights may improve safety, very few crashes occur in the dark.
- Maintain safe infrastructure that makes the sides of the roads look rural.
- Only use colored surfaces on the roads where they will improve road safety.

## Use Caltrans Standards Where Appropriate

- Portola Valley uses Caltrans standards where appropriate. Caltrans documents that detail standards and procedures most applicable to Portola Valley include, but are not limited to, the following:
  - Standard Specifications
  - Standard Plans
  - CA Manual on Uniform Traffic Control Devices
  - CA Highway Design Manual
  - Maintenance Manual
  - Design Information Bulletins
- Where a sign is needed that is not Caltrans approved, work with the public works engineer and Town Council to develop a suitable sign, for example as a memorial for a mountain lion death.

## Social Equity

Portola Valley is committed to making the roads safe for all road users. Portola Valley is not in a Metropolitan Transportation Commission (MTC) or Equity Priority Community (EPC). However, one EPC criteria that applies to Portola Valley is having 8% or more residents over the age of 75. Portola Valley has 16% of its population over the age of 80.

In part, EPC's are determined by resident demographics. In a town where the ratio of visitors to residents is high, one has to also consider the demographics of visitors. Many of the drivers and cyclists who come to work or hike in Portola Valley have low income, limited English proficiency and a significant rent burden.

## Analysis in the County LRSP

The County LRSP, adopted as a Final Draft in June 2024, shows two roads of concern with a relatively high number of injuries for Portola Valley, based on analysis from 2018-2022:

- Portola Road, from the western Town limit to Alpine Road
- Alpine Road, from Corte Madera Road to the northern Town limit

Table 82 in the County Plan, shown in Figure 16, took into account crash severity as well as location, analyzing Equivalent Property Damage Only (EPDO – weighting factors for injury severity and property damage).

Intersection Name	State Highway Network	EPDO Score
<b>Motor Vehicle Only</b>		
Alpine Road / Portola Road	N	22
Alpine Road / Indian Xing	N	11
Alpine Road / Golden Oak Drive	N	6
<b>Pedestrian<sup>1</sup></b>		
<b>Bicycle</b>		
Alpine Road / Arastradero Road	N	213
Alpine Road / Los Trancos Road	N	202
Portola Road / Stonegate Road	N	191

[1] No pedestrian crashes have occurred in Portola Valley during the data analysis period (2018-2022).

Figure 16 Portola Valley Top Equivalent Property Damage Only Areas

## Potential Portola Valley Projects

This section discusses potential projects, locations, the ease of implementation, rough incremental cost (e.g. if resurfacing a road then redoing the striping has a lower incremental cost than if it were to be done without a resurfacing project), priority, timeframe for implementation, and impact in Figure 17. In addition, Portola Valley's 2019 Pedestrian Safety Study has additional, detailed recommendations, particularly around schools and at Town crosswalks.

Project	Locations	How Hard? A to F (Easiest to hardest)	Cost \$ low \$\$\$\$ high	Priority A to F (Highest to lowest)	When	Impact/Notes
<b>SIGNAGE and ROAD MARKINGS</b>						
Signage or lights at junctions with the top 3 number of crashes to warn vehicles of downhill bikes	Alpine and Portola Road high priority junctions	Easy if no sensors, more complicated with sensors	\$ to \$\$	A	1-3 yrs	Helps reduce crashes when vehicle turns left into a cyclist. May require sensors that light a sign for a driver when a cyclist is coming downhill or sign for a cyclist when a car is about to turn. Road markings may also be helpful.
Sharrows (painted in the middle of a traffic lane to show that bicycles can use the road)	Roads where cyclists and vehicles need to share the road	Easy when resurfacing the road	\$	A	Road repair time	Encourage cyclists to be clearly visible to motorists and reduce motorist frustration when they feel blocked by a cyclist that can lead to a road rage crash.
Trail signs to indicate where mountain bikes are allowed and warnings of junctions for trail riders	Town trails, especially ones where cycling is only allowed for Safe Routes to School	B	\$\$	B	1-3 yrs	Safer for horses, cyclists and pedestrians on trails.
Signage and white lines at approaches to busier roads	Where cul-de-sacs meet Westridge and Cervantes	Easy when resurfacing the road	\$	B	Road repair time	Improves safety in Westridge, priorities are where there are blind hills and corners
Reflectors on obstacles and sharp turns	Where risk of hitting an object is high	Easy	\$	B	Quick build	Reduce crashes that occur when vehicles hit fixed objects.
Improved cycle route signs for cyclists and accompanying road markings	Alpine, Portola Rds. At junctions and entrances to biking trails	Easy	\$	B	Road repair times 1-5 yrs	Helps cyclists find the most appropriate routes.
Mitigations for dazzling sun – signage and window cleaning	Portola Road and junctions off Alpine Road	A	\$	B	1-2 yrs	Dazzling sun makes it difficult for drivers to see cyclists. Signs, driver education, and window cleaning at garages helps reduce the risk of crashes caused by glare.
Flashing lights on STOP signs	Existing STOP signs	Easy if solar-powered	\$	C	3-8 yrs	Remind motorists to STOP, frees law enforcement to focus on speeders

Project	Locations	How Hard? A to F (Easiest to hardest)	Cost \$ low \$\$\$\$ high	Priority A to F (Highest to lowest)	When	Impact/Notes
Animal warning signs	Town entrances and known animal crossings	Easy	\$	C	3-8 yrs	May slow first-time visitors to the Town. Reinforces respect for the Town's rural values.
<b>SPEED CONTROL and TRAFFIC FLOW</b>						
Increase speeding violation citations	Portola Road, Alpine Road, Westridge, Cervantes	A	\$	A	Now	Work with law enforcement to ensure that speeding is curbed – cost should be included in the current fees to San Mateo County Sheriff's Department.
Illuminated speed signs with license plate reading	On Portola and Alpine Roads	B	\$\$	A	1-3 yrs	Show motorists' speeds and capture license plates to identify stolen vehicles and reduce crime
Traffic flow around the Priory School	Portola Road, Gambetta Lane	C	\$\$\$	B	2-5 yrs	Consider a left turn lane in Portola Road to reduce cars going in the shoulder to race past cars waiting to turn into the Priory
Clear lines of sight, vegetation management	Junctions on Alpine and Portola Roads	A	\$\$	A	Ongoing	Ensure vegetation is trimmed to ensure drivers can see other road users, pedestrians, cyclists and signs.
Speed humps	On roads where speeding is reported	C	\$\$	B	Road repair time	Objections from emergency services and cyclists are the main obstacles, but they are highly likely to reduce speed, a key concern of residents and a leading cause of crashes. Consider speed bumps that have openings for cyclists.
Speed cameras with ability to cite speed limit violators	On Portola and Alpine Roads	C	\$\$\$	B	5-10 yrs	Reduces # of unsafe speed crashes
Improve traffic flow at the Alpine Swim and Tennis Club	Exit from the Alpine Swim and Tennis Club car park via Creek Park Drive	C	\$\$\$	B	2-5 yrs	Traffic entering or leaving the Alpine Swim and Tennis Club gets congested. A second exit could alleviate congestion on Alpine and Arastradero Roads.

Project	Locations	How Hard? A to F (Easiest to hardest)	Cost \$ low \$\$\$\$ high	Priority A to F (Highest to lowest)	When	Impact/Notes
Outreach to mapping companies	Entire Town of Portola Valley	D	\$\$	C	3-5 yrs	Work with mapping companies and encourage residents to report errors on maps – for example trails where cycling is prohibited are on Google maps. Encourage directions from online maps that avoid Portola Valley where possible.
Roundabouts	Alpine and Portola Road junction, Alpine/Los Trancos, Alpine & Stanford Terrace, Portola Rd and Westridge	D	\$\$\$\$	C	3-5 years	Controls speed. Improves traffic flow for school traffic and makes right of way clearer than a 3-way STOP at Portola/Alpine Junction
<b>SCHOOLS</b>						
Ensure all school crosswalks are yellow near schools and crosswalks either have lights or flags	Check all areas near schools	B	\$\$	A	Road repair time	By providing safe areas for children, crossing guards and guardians to cross near schools. A crossing can also slow traffic in the vicinity of a school.
Ensure school driveways have traffic control signs	School traffic areas	B	\$\$	B	1-2 yrs	Possibly one-way signs, no parking signs and STOP signs. When cars exit school car parks there need to be STOP signs.
Set school speed zones to 15 mph	Near schools	C	\$\$	B	1-2 yrs	Cars have been observed rushing to school when no police are nearby. By setting lower school speed limits it may reduce crashes, although congestion may increase, requires careful analysis. Residents on Shawnee Pass request speed bumps.
Reclaim the trail at the edge of Corte Madera Road to make a Safe Route to School	Corte Madera Road	C	\$\$\$	B	2-5 yrs	Make a safer route to Corte Madera School alongside Corte Madera Road

Project	Locations	How Hard? A to F (Easiest to hardest)	Cost \$ low \$\$\$\$ high	Priority A to F (Highest to lowest)	When	Impact/Notes
Reroute traffic at Corte Madera School	Consider exiting the parking lot at the front of the school opposite Horseshoe Bend					Improved traffic Flow
Metering lights to control school congestion	Near schools	C	\$\$	D	3-5 yrs	To improve traffic safety and flow at Ormondale, consider metering the traffic.
<b>CYCLISTS</b>						
Outreach to Cycle Clubs	Online and in club news	C	\$	A	Now	Aim is to reduce crashes with cyclists. Warn of likely crash situations with the goal of reducing crashes.
Contact cycling ride organizers with a media campaign	Listed orgs. in this plan.	B	\$	A	1-2 yrs	Consider posting on social media sites of ride organizers as well as writing in their newsletters to inform cyclists of risks in Portola Valley.
Trail warning signs	Where a trail crosses a road	B	\$\$	C	3-8 yrs	Reduces likelihood of a motorist not seeing a pedestrian or cyclist on a trail, for example for cars exiting Ford Field or a school entrance.
Warnings for cyclists of crash site junctions	Near junctions, particularly on Alpine and Portola Road where cyclists go downhill.	B	\$\$	B	1-3 yrs	To reduce crashes because of traffic turning across a cyclist's path – even if the cyclist has the right of way it is often prudent for a cyclist to stop to avoid serious injuries. Warnings may involve signs or road markings which may require posts or green road areas.
Update Town notices and the website with information about pelotons and ride licenses.	Online and at Town meetings	C	\$	B	Each year	Provide warning to residents of regular pelotons and rides coming through Portola Valley.

Project	Locations	How Hard? A to F (Easiest to hardest)	Cost \$ low \$\$\$\$ high	Priority A to F (Highest to lowest)	When	Impact/Notes
Make a Class I bike lane alongside Alpine from Portola Road to Ladera	Parallel to Alpine Road	C	\$\$\$	B	2-4 yrs	Safe route for children to go from school to Alpine Hills and Ladera Oaks Tennis Clubs, work with both San Mateo and Santa Clara Counties and Stanford to connect with other Class I trails. The existing trail needs widening in some places and leveling in others and at least one tree needs to be removed.
Paved Class I bike lane	At the end of Georgia Lane to Iroquois Trail and Ormondale School	C	\$\$	C	4-6 yrs	Safe route to school for Ormondale and parents – reduces car traffic at Ormondale. Also, for recreational cyclists to avoid pedestrian/cyclist conflicts.
Paved Class I bike lane	From the Town center to Alpine Road	D	\$\$\$\$	C	>5 yrs	This enables older adults to get to Roberts supermarket from the Sequoias, children to bike or walk safely between schools, shops and the library as well as providing a path for recreational users.
Separated paved bike lane on Skyline Drive 35	State route 35	E	\$\$\$	E	>5 yrs	To reduce crashes on Skyline Drive and enable cyclists to go more safely between 84 (Woodside Road) and Page Mill Road – would need to work with Caltrans and other jurisdictions on the route.
<b>PEDESTRIANS and CROSSWALKS</b>						
Improve deteriorating sidewalks	Portola Valley Ranch and other locations		\$\$	A	Road repair time	Sidewalks are deteriorating in Portola Valley Ranch and can be resurfaced with extra budget after road surfacing activities.
Flashing lights on crosswalks	Existing crosswalks that don't have lights	\$\$ B?	\$\$	B	5 yrs	Review all crosswalks, especially near crash sites, e.g. Westridge and Portola Rd, to implement lights

Project	Locations	How Hard? A to F (Easiest to hardest)	Cost \$ low \$\$\$\$ high	Priority A to F (Highest to lowest)	When	Impact/Notes
New crosswalks near new buildings and trail access	Near Stanford Terrace & Open Space areas as necessary	\$\$\$C?	\$\$\$	B	3 yrs	Ensure safe crossing for new residents and near new trails
Ensure hiking trails are accessed by crosswalks if access is from a busy road	Portola Road at Echo Lane, Alpine Road near Hillbrook	C	\$\$\$	D	3-5 yrs	With additional housing, roads are likely to get busier
<b>EDUCATION AND OUTREACH</b>						
Outreach to law enforcement	BPTS meetings	A	\$	A	Now	Ensure the Sheriff's Office provides timely reports of crashes and citations each month. Encourage law enforcement personnel to speak at town events.
Outreach to drivers	Various	C	\$	A	Now	Work with the Sequoias on their programs and use town events to promote safe driving habits.
Outreach at Town events and online	Various	A	\$	A	Ongoing at events	Educate the public on accident hotspots, how to reduce crashes, explain how to avoid cyclists on the road
Work with the schools on Safe Routes	BPTS Meetings	C	\$	A	Ongoing	Ensure a person is recruited to liaise between the BPTS committee and schools.
BPTS Committee Evening Meeting	Town center	B	\$	A	Now	Aim is to share crash data, videos and ways to reduce crashes. Also, an opportunity for residents to share locations of concern.
Outreach to bars and restaurants	Various	C	\$	A	1-2 yrs	Ensure that bartenders help drinkers get a ride if they are unfit to drive.
<b>PARKING</b>						
Parking plan implementation for Town-owned parking lots	Town parking areas	B	\$\$	A	1-3 yrs	Safer car
Windy Hill Hiker No Parking Signs	Near Windy Hill entrances	A	\$	A	Now	Add no parking signs on Alpine, Willowbrook, and Portola Roads near Windy Hill

Project	Locations	How Hard? A to F (Easiest to hardest)	Cost \$ low \$\$\$ high	Priority A to F (Highest to lowest)	When	Impact/Notes
Alpine Inn No Parking Signs	Around Alpine Inn	A	\$\$	A	Now	Consider no U-turn signs on Golden Oak and going into Arastradero Rd on the San Mateo side.
Open Space Parking	Near Open Space hiking trails	C	\$\$\$	B	Ongoing	Work with MROSP on parking for both Windy Hill and the Hawthorns, consider using some of the field next to the current Windy Hill parking lot.
<b>EMERGENCY PLANS</b>						
2 <sup>nd</sup> exit from the Alpine Inn car park, signage and paving	Use existing route along soccer field. Merge Alpine Hills Swim & Tennis Club exit and Creek Park to make a wider alternative route from the Alpine Inn parking lot.	C	\$\$\$	A	3-10 yrs	Safe evacuation in case of road blockage at the main car park entrance, better car park traffic flow. Consider having one way traffic from Arastradero into Rossotti's with two way exit onto Alpine Road.
Signs to inform residents how to find evacuation routes	Areas surrounding Portola Valley	B	\$\$	B	1-3 yrs	May save lives if main arterial roads are blocked.
3 <sup>rd</sup> lane option for town evacuation on Alpine Road	Alpine Road	C	\$\$\$	A	2-5 years	Faster evacuation of the town with possible life-saving routes in the case of wildfire or fire after an earthquake. Consider reducing the size of the lanes to 10-12 feet to slow traffic and allow for a middle left turn lane (more affordable than adding a lane). Would need to plan for alternate bike lane.

Figure 17 Potential Portola Valley Projects

## Expected Impact

We expect to increase safety for vehicles, pedestrians, bicycles and animals around Portola Valley roads and trails. This can be measured by:

- Reduction in number of fatalities

- Reduction in number of accidents reported by law enforcement
- Reduction in number of fire service responses to road accidents

The Objectives section earlier in this plan gives numbers of crashes and other activities that we expect to achieve by executing on our priorities.

## Maintenance and Monitoring

Maintenance of road safety infrastructure is the responsibility of Portola Valley's Public Works department with input from the BPTS committee, the Planning Commission, the ASCC and other committees. The Town Council approves expenditures and projects.

The BPTS committee keeps minutes and reports on accidents from the San Mateo County Sheriff's department. Residents monitor town meetings, and their feedback is invaluable for keeping issues on track.

# Appendix A – Links To Sources

## National Initiatives

- Complete Streets - <https://smartgrowthamerica.org/10-elements-of-complete-streets/> and Six Examples of Complete Streets Implementation [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-02/2022\\_CS\\_Transformations\\_Doc\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-02/2022_CS_Transformations_Doc_508.pdf)
- Local Road Safety Plans – US Department of Transportation, Federal Highway Administration - <https://highways.dot.gov/safety/proven-safety-countermeasures/local-road-safety-plans>
- Vision Zero - <https://visionzeronetwork.org/>

## State Organizations

- California Highway Patrol <https://www.chp.ca.gov/programs-services>
- Caltrans Standards <https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard-specifications>
- California Crash Reporting System <https://data.ca.gov/dataset/ccrs>

## Bay Area Organizations

- Association of Bay Area Governments - <https://abag.ca.gov/>
- Bay Area Spatial Information System - <https://basis.bayareametro.gov/>
- Metropolitan Transportation Commission - <https://mtc.ca.gov/> - regional funding

## San Mateo County Organizations

- C/CAG - City/County Association of Governments - <https://ccag.ca.gov/>

## Town Documents

- [Portola Valley General Plan](#)
- Portola Valley Housing Element Update 2023-2031  
<https://www.portolavalley.net/home/showdocument?id=18176>
- 2019 Pedestrian Safety Study staff report  
<https://www.portolavalley.net/home/showpublisheddocument/12947/63701486055660000>
- Presentation of the 2019 Pedestrian Safety Study to the town council on August 14, 2019  
<https://www.portolavalley.net/home/showpublisheddocument/12949/>
- Traffic Counts from Tuesday October 15, 2019 to Wednesday October 23, 2019 using paired axle sensors from Traffic Data Service (San Jose, CA)  
<https://www.portolavalley.net/departments/public-works/public-works-projects/2019-town-wide-traffic-counts>
- Portola Valley town and open space trail maps showing those for pedestrians, bicycles, horses and dogs  
<https://www.portolavalley.net/about/open-space-in-portola-valley/portola-valley-trails>

## New Housing and Open Space Developments

- Stanford Portola Terrace on Alpine Road - <https://portolaterrace.stanford.edu/>
- Willow Commons residential community on Alpine Road for individuals with cognitive delays  
<https://www.willowcommons.com/>

- The Hawthorns Area of Windy Hill Open Space February 16<sup>th</sup> 2023 memo on Alpine Road and Los Trancos Road traffic, based on 2019 traffic counts by the Town of Portola Valley's public works department

<https://www.openspace.org/sites/default/files/Existing%20Transportation%20Conditions%20Memo.pdf>

# Appendix B – Complete Streets Analysis

Figure 18 analyzes the streets of Portola Valley to see whether they are Complete Streets supporting all kinds of transport and what type of roads exist in the town.

\*Data from Blockshopper.com – we have not verified the number of houses and some of the data maybe inaccurate – but it gives a close approximation to how many houses would be served by road improvements on a particular road.

Google Maps and Portola Valley Trail Maps (draft not approved by town council) were used to identify where there are trails by the side of a road, as well as visiting in person most of the roads.

Red means a road is very near a school, where school children might be on the road.

Brownish means some of the road is near a school or it is fairly near a school.

Streets	Properties*	For Pedestrians	For Cyclists	Complete	Notes
Acorn Street	4	No	No	No need	PV Ranch cul-de-sac
Adair Lane	11	No	No	No need	Westridge cul-de-sac
<b>Alamos Drive</b>	13	Trail	No	No need	Westridge cul-de-sac
Alhambra Court	9	No	No	No need	Westridge cul-de-sac
Aliso Way	15	Yes	No	No need	Ladera cul-de-sac
Alpine Road	105	Trails	Shoulders, Yes some trail		Need to decide which trails are good for mountain bikes, safe routes to school and Class 1 separated bike trail
Upper Alpine Road	N/A	Some trail	No	No	Too narrow for bike lane or shoulder, has passing places
Andeta Way (Ladera)	5	Some trails	No	No need	Ladera – hilly leads to recreational club – connects with La Mesa Court
Antonio Court	6	Yes – most of it	No	No need	Westridge cul-de-sac
Applewood Lane	12	No	No	No need	cul-de-sac
Arapahoe Court	3	No	No	No need	Westridge cul-de-sac
Arastradero Road	N/A	Hardly any	No	No	Alpine Inn junction – congestion occurs here. Mainly Santa Clara County – not in PV.
Ash Lane	4	No	No	No need	Westridge cul-de-sac
Bayberry Street	6	Yes	No	No need	PV Ranch cul-de-sac
Bear Gulch Drive	25	No	No	No	Narrow, hilly, used by recreational cyclists – not worth improving unless you made it one-way which would not be popular
Bear Paw	11	Yes	No	No need	PV Ranch cul-de-sac
Berenda Way (Ladera)	16	No	No	No need	Ladera cul-de-sac – back street trail to shops

Streets	Properties*	For Pedestrians	For Cyclists	Complete	Notes
Blue Oaks Court	4	No	No	No need	Blue Oaks cul-de-sac
Bolivar Lane	6	No	No	No need	Westridge cul-de-sac
Bonita Road (LTW)	8	No	No	No need	Los Trancos cul-de-sac
Bow Way	4	No	No	No need	Westridge cul-de-sac
Brookside Drive	28	No	No	No	Narrow crescent off Portola Road – limited visibility – improved with tree removal – could be made one-way. Near Woodside Priory School.
Buck Meadow Drive	9	Some	No	No need	Trails and evacuation route with private section in Blue Oaks – quiet road
Buckeye	9	Yes	No	No need	PV Ranch cul-de-sac
Campo Road	5	No	No	No need	Steep, narrow, short – has footpath shortcut at the end
Canyon Drive	121	No	No	No	Too narrow for sidewalk – through street
Carmel Way (LTW)	12	No	No	No need	Los Trancos cul-desac
Cervantes Road	62	Trail	No	No	Hilly, some cyclists use it – do we need any Sharrows?
Cherokee Court	5	No	No	No need	Westridge Cul-de-Sac, Path cuts through to Sausal
Cherokee Way	16	Yes	At the end	No need	Path cuts through at the end to Sausal
Cheyenne Point	9	Yes	No	No	cul-de-sac
Ciervos Road	4	No	No	No	Off Upper Alpine narrow private road Cul-de-Sac
Cima Way	3	No	No	No need	cul-de-sac
Coal Mine View	16	Some	No	No need	PV Ranch cul-de-sac with cut-through path at the end
Conil Way (Ladera)	13	No	No	No need	Ladera small street
Coquito Court (Ladera)	6	No	No	No need	Ladera small street
Coquito Way (Ladera)	10	Yes	No	No need	Ladera small street
Cordova Court	13	No	No	No need	Westridge cul-de-sac
Corona Way (Ladera)	9	No	No	No need	Ladera small street
Corte Madera Road	39	No	No	No	Trails have been taken over by gardens in some places – a good candidate for restoring a trail on one side of the road – residents in the past have asked for a safer road – however we don't know of any accidents on this road.
Coyote Hill Court	6	Yes	No	No need	PV Ranch cul-de-sac

Streets	Properties*	For Pedestrians	For Cyclists	Complete	Notes
Creek Park Drive	5	Yes	Yes	Yes	Alpine trail goes alongside – can bike through to Alpine Inn
Crescent Avenue	79	No	No	No	It may have had a trail at the side of the road when built – parking and gardens have encroached
Cresta Vista Lane	7	No	No	No need	Westridge cul-de-sac
Dedalera Drive (Ladera)	19	No	No	No need	Ladera cul-de-sac
Deer Meadow Lane	5	No	No	No need	Westridge cul-de-sac
Deer Park Lane	2	No	No	No need	Westridge cul-de-sac
Deer Path Drive	2	No	No	No need	Los Trancos cul-de-sac
Degas Road	8	Trail	No	No need	Westridge cul-de-sac
Dos Loma Vista Street	4	No	No	No need	Westridge cul-de-sac
Durazno Way (Ladera)	28	No	No	No need	Ladera cul-de-sac
Echo Lane	20	No	No		Road is quite wide and cars can cut through there would be room for a sidewalk – but not a high priority.
El Nido Road (LTW)	5	No	No	No need	Los Trancos cul-de-sac
El Rey Road (LTW)	6	No	No	No need	Los Trancos cul-de-sac
Erica Way (Ladera)	31	No	No	No need	Hilly Ladera Quiet Road
Escanyo Way (Ladera)	7	No	No	No need	Ladera cul-de-sac
Escobar Road	16	Some	No	No need	Westridge Road – has bike/foot trail into Ladera - hilly
Favonia Road	4	No	No	No need	Westridge cul-de-sac
Fawn Lane	14	Trail	No	No need	Westridge quiet road
Firethorn Way	2	Some	Some	No	Not for cars – very narrow short cut
Foxtail	4	Yes	No	No need	PV Ranch cul-de-sac
Foxwood Road (LTW)	8	No	No	No need	Los Trancos cul-de-sac
Franciscan Ridge	16	Yes	No	No need	PV Ranch cul-de-sac
Fremontia	6	Yes	No	No need	PV Ranch cul-de-sac
Gabarda Way (Ladera)	32	No	No	No need	Hilly Ladera Quiet Road
Gambetta Lane	School housing	No	No	No	Leads into Woodside Priory School campus
Georgia Lane	11				Could be made safer, but not very busy – need to see school traffic, if any, impact

Streets	Properties*	For Pedestrians	For Cyclists	Complete	Notes
Golden Hills Drive	22	Trail	No	No	Hilly connects to trails – but not a busy road – used occasionally by recreational cyclists – may want to add Sharrows – or mark a bike route through Westridge
Golden Oak Drive	68	No	No	No	Hilly loop road, used occasionally by cyclists for hill training – may need better road markings at junctions
Goya Road	9	No	No	No need	Narrow Westridge Road
Granada Court	8	No	No	No need	Westridge cul-de-sac
Grove Court	5	No	No	No need	Westridge cul-de-sac
Grove Drive	26	Trail	No	No	Used by cyclists, route to schools – narrow – trail needs improving
Groveland Street	4	No	No	No	Short street – quite wide – could use a sidewalk maybe
Hawkview	13	Some	No	No need	PV Ranch cul-de-sac
Hayfields Road	11	Some	No	No need	Very narrow and hilly cul-de-sac – not worth doing anything
Hillbrook Drive	26	Not close to houses	No	No need	Hilly, trail is nearby on other side of houses – not on Hillbrook
Holden Court	4	No	No	No need	Westridge cul-de-sac
Horseshoe Bend	6	Some	No	No need	Quiet PV Ranch road near Corte Madera School
Indian Crossing	2	Yes	No	No	Has crosswalks near Corte Madera School – danger is cyclists coming down fast on the trail or Alpine Road. Does the crosswalk near the school entrance need better signage? Crossing guard helps near Alpine Road. The sidewalk needs maintenance.
Iroquois Trail	6	Yes	No	No	This goes past Ormondale School and is a Westridge cul-de-sac that leads to a gravel bike trail. Signage is adequate for the school. May want to lower the speed limit to 15 mph. The crosswalk has no “Shark’s Teeth” markings, flashing lights, flags, or other safety features. There is no bike lane or shoulder for school children or their parents. The trail is opposite the school.
Joaquin Road	14	No	No	No	Extremely steep county road – has no white line at the Upper Alpine Road junction – potentially dangerous conflict could occur – cyclists like to come down fast or challenge themselves on the steep uphill that has no sharrows

Streets	Properties*	For Pedestrians	For Cyclists	Complete	Notes
John Marthens Lane (Santa Clara County)	N/A	No	No	No	This is off Arastradero and a way into the Arastradero Preserve – it is in Palo Alto, Santa Clara County – a path to it could be useful from the Alpine Inn – but it’s not in our territory.
Kiowa Court	6	No	No	No need	Westridge cul-de-sac
La Cuesta Drive (Ladera)	31	Yes	Sharrows	Yes	Main route into Ladera – has sharrows – county road. Goes past Woodland School. Lower speed limit? Not our jurisdiction.
La Mesa Drive (ladera)	392	Yes	Sharrows	Yes	Main route into Ladera – has sharrows – county road.
La Sandra Way	8	No	No	No need	Westridge cul-de-sac
Lake Road (LTW)	10	No	No	No	County property – goes to narrow cul-de-sac next to the reservoir – very poor infrastructure for pedestrians going to the Lake or Coal Mine Ridge area.
Larguita Lane	2	No	No	No need	Westridge cul-de-sac
Las Piedras (LTW)	6	No	No	No need	Los Trancos cul-de-sac
Lerida Court (Ladera)	7	No	No	No need	Ladera cul-de-sac
Leroy Avenue	5	No	No	No need	Highlands narrow road
Linaria Way (Ladera)	22	Most	No	No need	Ladera quiet road
Longspur	5	Yes	No	No need	Ranch cul-de-sac
Los Charros Lane	10	No	No	No need	Westridge cul-de-sac
Los Trancos Circle (LTW)	16	No	No	No need	Slow one-way county road Los Trancos
Upper Los Trancos Road (LTW)	N/A	No	No	No need	Los Trancos cul-de-sac
Los Trancos Road (LTW) 54		Some trail alongside lower down	No	No	Needs better marking and possible tree clearing to make it easier to see cyclists, particularly between Alpine Road and PV Ranch fire gate where cyclists go. Junction with Alpine has crosswalk with no flags, lights, what do we want to do there? Trail was realigned – also back entrance to Alpine Hills can be tricky area.
Los Trancos Woods Road (LTW)	N/A	No	No	No need	Twisty, hilly Los Trancos Road
Louise Lane	1	No	No	No need	Highlands cul-de-sac
Lucero Way (Ladera)	17	Yes	No	No need	Ladera cul-de-sac
Mapache Court	1	No	No	No need	Ladera cul-de-sac

Streets	Properties*	For Pedestrians	For Cyclists	Complete	Notes
Mapache Drive	26	Yes	No	No	Recreational cycle hill, alternative to getting up Westridge. No sharrows. Has trail for pedestrians and horses.
Meadowcreek Court	4	No	No	No need	Off lower Los Trancos cul-de-sac
Meadowood Drive	20	Yes	No	No	Do we need to make this part of a Westridge bike route
Mimosa Way (Ladera)	20	Yes	No	No	Connection to Westridge from Ladera for hikers and bikers – county may need to make it a bike route or safe route to Ladera
Minoca Road	16	No	No	No	Good uphill training for bikes in Westridge – not marked – possible option for Sharrows
Mira Way (Ladera)	4	No	No	No	Ladera quiet street
Montara Court	3	No	No	No need	Westridge cul-de-sac
Morro Vista Lane (Ladera?)	3	No	No	No	Very narrow connection to Westridge from Ladera for hikers and bikers – county may need to make it a bike route or safe route to Ladera
Naranja Way	6	Trail	No	No need	Westridge cul-de-sacvv. Trail connects to Solana.
Nathhorst Avenue	10	No	No	No need	Quiet cut through, gravel route for bikes, blocked for cars – building likely – could impact junction with Alpine – also may need crossing to trail a bit lower down Alpine
Navajo Place	5	No	No	No need	Westridge cul-de-sac
Oak Forest Court	5	Yes	No	No need	Quiet cul-de-sac next to PV Ranch off Los Trancos
Ohlone Street	10	Yes	No	No need	PV Ranch cul-de-sac
Old Spanish Trail (LTW)	35	No	No	No	Quiet road in Los Trancos Woods
Palmer Lane	~15	Some	No	No need	Has trail at the end – quiet Westridge cul-de-sac
Paloma Road	7	Some	No	No need	Quiet Westridge cul-de-sac and connecting road
Paso Del Arroyo	5	Yes	No	No need	cul-de-sac off Alpine Road – has entrance to Portola Garage business
Peak Lane	2	No	No	No need	Short connecting Road, Westridge
Pecora Way (Ladera)	17	No	No	No need	Narrow Ladera connecting Road
Pineridge Way	7	No	No	No need	Westridge cul-de-sac
Pinon Drive	10	?	?	?	Westridge cul-de-sac
Pomponio	4	?	?	?	Ranch cul-de-sac with Sweet Springs trail connection

Streets	Properties*	For Pedestrians	For Cyclists	Complete	Notes
Portola Road	88	Trails	Shoulder	Yes	May need more signage around crosswalks. Not all crossings are lighted or have flags.
Portola Green Circle	11	No	No	No need	Quiet road off Portola Road
Poosum Lane	11	Trail	No	No need	Road is blocked at the end to stop cars going through so friendly for bikes and pedestrians
Prado Court	5	Yes	No	No need	Short cul-de-sac
Quail	9	Yes	No	No need	PV Ranch cul-de-sac
Ramona Road (LTW)	32	No	No	No	Steep road up to Los Trancos Woods – San Mateo County
Ramoso Road	11	No	No	No need	Quiet Westridge connecting road used by bikes occasionally
Redberry Ridge	14	No	No	No	Blue Oaks cul-de-sac
Russell Avenue	22	No	No	No need	Narrow quiet Highlands road
Saddleback Drive	7	No	No	No need	Trail has degraded – Sweet Springs trail nearby – PV Ranch cul-de-sac
Sandstone Street	22	Yes	No	No need	PV Ranch cul-de-sac
Santa Maria Avenue	77	No	No	No need	Steep Highlands connecting road
Sausal Drive	15	Some	No	No	May need better white line road marking at Golden Oak
Shawnee Pass	21	Yes	No	No	Trail crosses the road, near school – may need Sharrow to go uphill from Ormondale Elementary School. Residents request road speed bumps.
Shoshone Place	4	Some	No	No need	Westridge cul-de-sac
Sierra Lane	2	No	No	No need	Westridge cul-de-sac
Siesta Court (Ladera)	5	No	No	No need	Ladera cul-de-sac
Sioux Way	10	No	No	No need	Westridge cul-de-sac
Skyline Boulevard	204	Some	No	No	This is a dangerous road for cyclists and pedestrians. The Bay Ridge Trail goes along some parts – but it crosses the road and is not continuous past Fogarty Winery. The BPTS committee has listened to Ted Selker who wants to fund a shoulder on Skyline– he has spoken about this for over 20 years to various committees. Motorcycles on the weekend add to the dangers on this road.
Solana Road	6	Yes	No	No need	Trail connects to Naranja

Streets	Properties*	For Pedestrians	For Cyclists	Complete	Notes
Stonegate Road	16	No	No	No need	Cul-de-sac. Accident has happened here – Windy Hill hikers sometimes park on Portola Road near Stonegate.
Sunhill	6	Some	No	No need	Bushes encroach on the sidewalk
Tagus Court	5	No	No	No need	Westridge cul-de-sac
Tan Oak Drive	8	No	No	No	Short connecting road near Corte Madera School
Thistle	7	Yes	No	No need	PV Ranch cul-de-sac
Tierra Arboles (LTW)	N/A	No	No	No need	Private Gated Road off Los Trancos
Tintern Lane	4	No	No	No need	Quiet cul-de-sac off Grove
Toro Court	1	No	No	No need	Westridge cul-de-sac
Trail Lane (woodside)	2	No	No	No need	Cul-de-sac off Hidden Valley – in Woodside
Trinity Lane	3	No	No	No need	Highlands cul-de-sac
Tynan Way	16	No	No	No need	Highlands crescent
Valencia Court	13	No	No	No need	Westridge cul-de-sac
Valley Oak Street	25	Yes	No	No	Sidewalk is cracking with roots making ridges – needs work – cyclists cut through the Ranch on recreational rides and going to school
Veronica Court	9	No	No	No need	Narrow cul-de-sac near Priory off Nathhorst
Veronica Place	2	No	No	No need	Narrow cul-de-sac near Priory off Nathhorst
Vista Verde Way (LTW)	39	No	No	No need	Narrow hilly quiet road Los Trancos Woods
Wayside Road	26	No	No	No need	Steep narrow Highlands (?) road
Westridge Drive	87	Trail	No	No	Could use sharrows for cyclists and white lines when intersecting junctions are repaved
Willowbrook Drive	39	Trail	No	No	Red lines were painted to make it safer for cars to pass through. No trail near Windy Hill parking on the right going uphill where hikers park.
Wintercreek	4	Yes	No	No need	PV Ranch cul-de-sac
Woodfern	6	Yes	No	No need	PV Ranch cul-de-sac
Wyndham Drive	29	No	No	No need	Circle off Portola Road, many churchgoers park there on Sunday. No sidewalk connects to crosswalk across Portola Road to Valley Presbyterian Church.
Zapata Way	5	No	No	No need	Westridge cul-de-sac
East Floresta Way (Ladera)	12	No	No	No need	Ladera cul-de-sac – trail behind houses to shops and restaurants in Ladera

Streets	Properties*	For Pedestrians	For Cyclists	Complete	Notes
North Balsamina Way (Ladera)	19	No	No	No need	Ladera cul-de-sac – trail at end to shopping center
North Castanya Way (Ladear)	18	No	No	No need	Ladera cul-de-sac – trail at end to shopping center
South Balsamina Way (ladera)	18	No	No	No need	Ladera cul-de-sac
South Castanya Way (Ladera)	17	No	No	No need	Ladera cul-de-sac
West Floresta Way (Ladera)	17	?	?	?	Ladera cul-de-sac – near a school – no white line at the end or Stop sign at junction with La Cuesta

Figure 18 Complete Streets Analysis

# Appendix C - Traffic Counts

## Alpine Road – October 2019

In 2019, the town used pneumatic tubes across Alpine and Portola Roads to measure the number of vehicles. Parisi Transportation Consultants conducted a transportation study for the Hawthorns Area of the Midpeninsula Open Space District that is between Los Trancos and Alpine Roads and summarized the data in a 2023 memo.

In 2019, the average daily traffic volumes as one goes down Alpine Road towards the town exit, from the junction with Willowbrook, are shown below in Figure 19. In the area near Windy Hill/Coal Mine Ridge trail head the weekend traffic is more than the weekday traffic, but in other areas the weekday traffic is busier.

Location	Road Use	Road Type	Weekday Average	Weekend Average
Alpine Road east of Willowbrook	A few residents living in the Upper Alpine area and hikers & bikers	Minor arterial	300	400
Alpine Road west of Portola Road	Includes Portola Valley Ranch and middle school traffic	Minor arterial	3,300	2,500
Alpine Road east of Nathhorst	Adds traffic from shops and residences along Portola Road as well as more residences connected to Alpine	Major Collector	7,800	5,600
Alpine Road east of Westridge	Adds Westridge traffic and traffic coming in from Arastradero Road	Major Collector	12,100	9,300

Figure 19 Portola Valley 2019 Average Daily Traffic Volumes

## Daily Auto and Bicycle Traffic on Alpine and Portola Roads

Speed counts were taken at 3 Portola Valley locations before and during the COVID Period. The COVID period started around before March 2020. The readings from July to December 2020 were during the COVID period. The traffic counts are measured by a trailer that has a lighted sign to show drivers their speed. It is turned off some nights to conserve power and its batteries sometimes failed, so the numbers are conservative. Figure 20 shows a lower bound on the number of vehicles in just one direction.

Even though the speed trailer could not count all the vehicles because of power problems to the trailer, the numbers suggest at least 300 bikes in a single direction on Portola and Alpine Roads each day during COVID.

Location	Date	Autos/Day	Bikes/Day	Number of Days Counted
Portola Road Northbound at Town Center	12/15/2018	3634	363	7.1
Portola Road Northbound at Town Center	07/19/2020	2665	475	9.6
4370 Alpine Road Westbound – Linwood Realty (now Willow Commons) just below junction with Portola Road	01/13/2020	3465	336	na
4370 Alpine Road Westbound - Linwood Realty (now Willow Commons) just below junction with Portola Road	12/24/2020	2568	307	7.29
Portola Rd Southbound at Portola Green entrance	01/26/2019	1708	160	10
Portola Rd Southbound at Portola Green Entrance	12/07/2020	1467	318	9.5

Figure 20 Lower Bound on Speed Trailer Counts Before and After COVID

## Appendix D– Input from Woodland School in Ladera

Here's how a Ladera student views local traffic. He finds that traffic congestion has serious effects on mood and greenhouse gas emissions.

### Solutions for Traffic Flow to Minimize Road Rage

My name is Patrick and for my Capstone project, I chose to research traffic, but mainly its psychological effects and solutions. I chose this project because there was a specific set of intersections near my house that I felt I could improve. **While researching, I found that traffic has a much greater impact on the human mind than you think. Psychologically, being stuck in traffic congestion can cause you to have angry outbursts of emotion and sub-par work performance because of stress caused by the traffic. Physically, it can cause you to feel fatigued because of constantly accelerating and braking. As for the environmental impact, the constant acceleration emits 5% more greenhouse gas emissions than ordinary driving.**

For my action piece, I decided to fix these problems for two specific intersections; the ones that inspired this project. To fix these intersections, I created a very complicated simulation with over 3000 lines of code to display both intersections. With this simulation, I now had the power to change the signal timings to find out what the best solution would be. Then, I got in touch with the San Mateo County Public Works to propose my new ideas with my simulation. While I am not sure of the result of my meeting, I am optimistic about the chances of the intersection being changed.

One thing I learned from creating my simulation was how difficult it was to collect good traffic data from the road. For next time, I would definitely start creating my simulation earlier, as the code was very challenging to create. In fact, this code took me over 5 months to create, because I started in January and finally finished in early May. For soon-to-be rising eighth graders at Woodland, I would recommend never procrastinating on the work you have to do, as it will only come back to bite you later (my simulation is proof of this). Another piece of advice I would like to give is to start thinking about your Capstone project right now, so that you can really find a project you are passionate about.

# Appendix E – Cycling and Hiking Areas

## Strava Heat Map of Popular Routes

The heavy red lines on the routes in Figure 21, show the busiest streets on Strava by cyclists, hikers and others who make their routes public. Note that although Westridge is quite hilly it is used by cyclists.

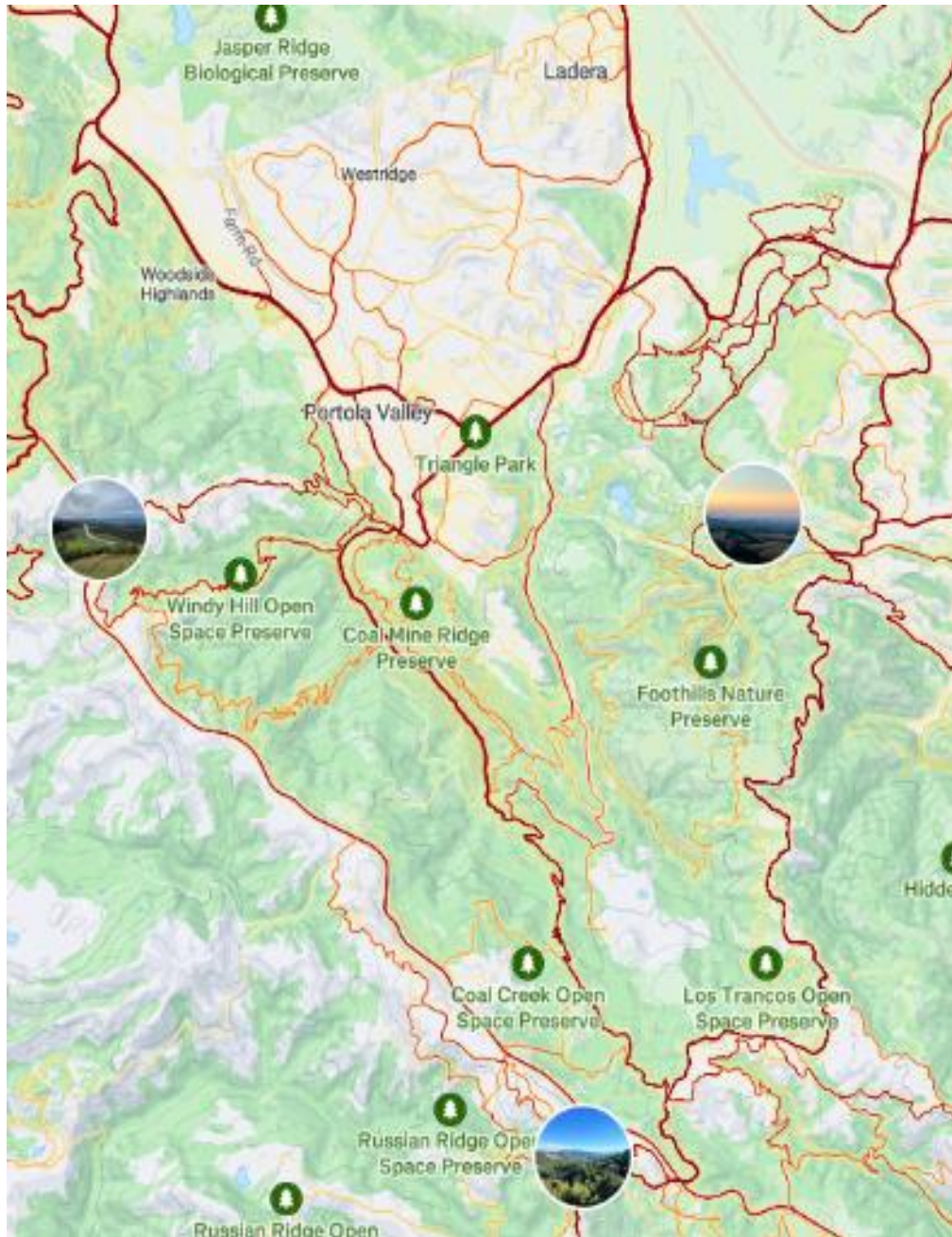


Figure 21 Red roads are the heaviest used routes for cycling, hiking and other outdoor activities

# Appendix F – Details for Specific Crash Locations

## Details for Three Crash-prone Intersections

### Alpine Road and Arastradero

There have been 7 crashes near this junction from 2013 to 2024. All involved a cyclist, who was injured, 4 suspected severely, and none was reported as involving drugs or alcohol. In 4 crashes the cyclist was at fault. Two cyclists were in their 30s around noon ride time. Figure 22 shows the type of crashes.

Description	What Happened	Consequences	When	Notes
Cyclist – 33-year-old male – had turned into Arastradero Road from Alpine	A 66-year old man in a Ford is also going south on Arastradero Road 30ft from Alpine Road	Car driver was cited for being in the cyclist’s right of way. Cyclist had suspected minor injuries.	1:00 pm Friday 08/04/17 - cloudy	This is about the time the Noon Ride peloton with fast cyclists comes down Alpine.
Cyclist – 81-year-old male going west up Alpine Road	Bicycle runs into a parked car.	Cyclist is at fault for unsafe speed and has suspected minor injury.	7:09 Wednesday morning, 12/11/19 – cloudy, wet road in dawn light.	Why was the car parked on Alpine at that time in the morning?
Cyclist – 67-year-old female	Motor vehicle coming down Alpine Road, cyclist comes out of Arastradero to turn left up Alpine.	Cyclist is at fault for being in the motorist’s right of way. Motor vehicle hits the cyclist broadside suspected minor injury	1:37 pm Friday 9/10/21 – clear weather	Need to encourage cyclists to stop at the end of Arastradero Road to ensure they don’t stick out into the road.
Cyclist – 64-year-old male was heading down Alpine.	Single cyclist ejected from bike.	Cyclist is at fault and cited for unsafe speed with suspected serious injury	12:29 pm Sunday 6/19/22 – clear weather	No other vehicle involved. Alpine Inn is very busy at this time.
Cyclist – 54-year-old male heading down Alpine Road	54-year-old lady in a Mercedes is stopped heading west on Alpine Road.	Driver cited for being in the cyclist’s right of way. Cyclist was ejected from the bike. Cyclist has suspected serious injury.	4:30 pm Thursday 1/26/23 – clear weather	Driver probably stopped on hitting the cyclist.
Cyclist – 66-year-old male coming down Alpine Road turning into Arastradero	A Mack commercial bus was stopped and heading towards Alpine Road on Arastradero.	Cyclist is at fault and cited for unsafe speed, suspected serious injury	1:10 pm Friday 5/3/2024 – clear weather	
Cyclist - 30-year-old male - comes down Alpine Road	Car makes a left turn coming out of Arastradero and hits the cyclist.	Driver cited for being in the bike’s right of way. Cyclist has suspected serious injury.	1:11 pm Sunday 8/11/24 – clear weather	Alpine Inn is very busy at this time.

Figure 22 Crashes at Alpine Road and Arastradero Road

Figure 23 shows a detailed map of where the above 7 crashes at Alpine and Arastradero occurred. Only one was in Alpine Road, the others were all at the junction, with 4 suspected serious injuries and 2 suspected minor injuries.

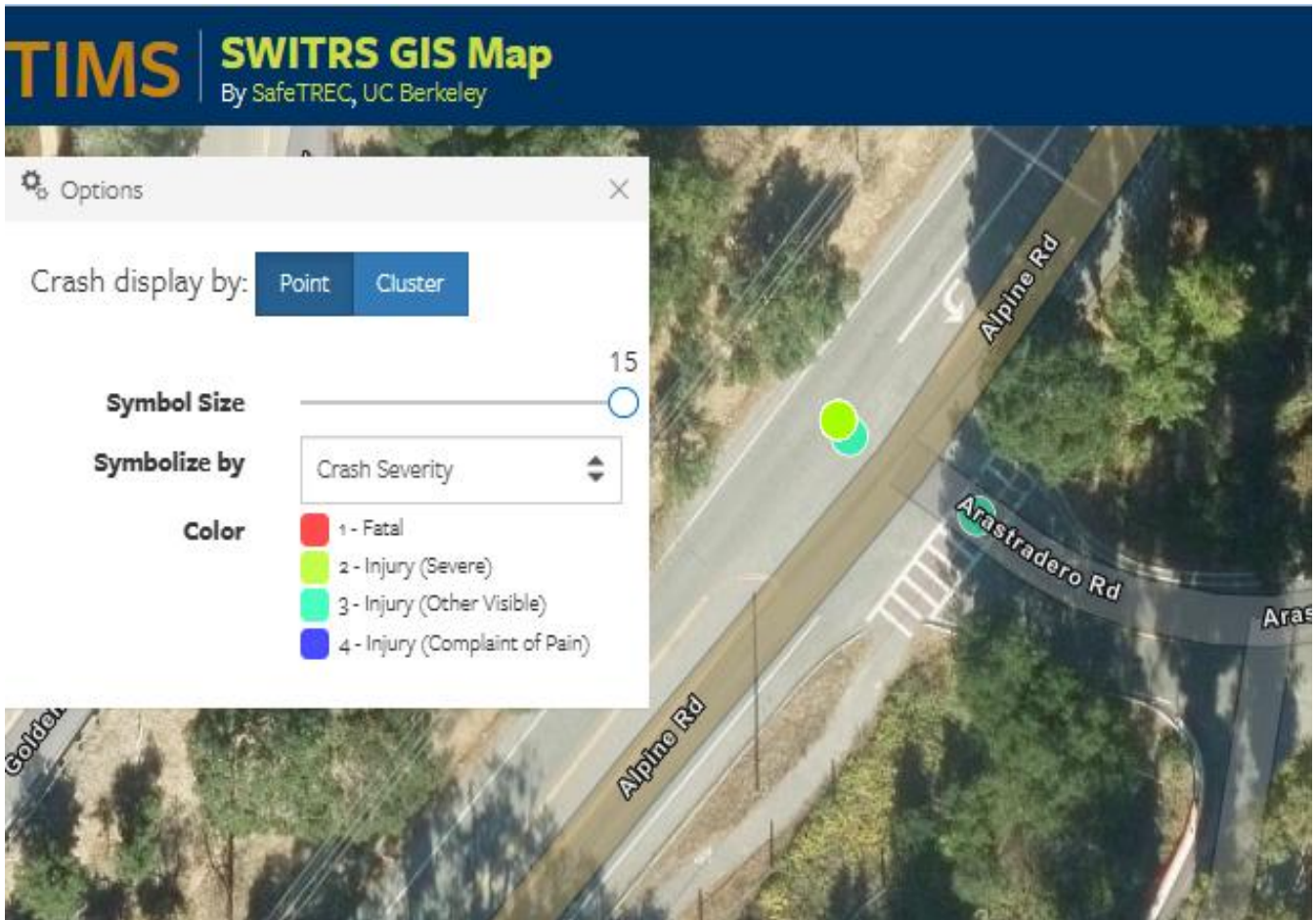


Figure 23 Detailed location of crashes at Alpine Road and Arastradero Road

Actions that could help reduce crashes at Alpine and Arastradero.

- Reach out to cyclists warning them to be careful at the junction as they come down Alpine Road.
- Remind the Noon Riders to be careful at the junction. Post on their Facebook page.
- Consider Bicycle Route signage at the junction.
- Consider a Bicycle Slow sign for cyclists coming down Alpine.
- Ensure that no vehicles are stuck in the way of cyclists turning from Alpine into Arastradero Road because there is a queue going into the Alpine Inn parking lot.
- Remind older cyclists to cycle defensively.
- Ensure no bicycles or cars stick out of Arastradero as they turn into Alpine Road so they don't block the shoulder. Check the STOP sign and line here.
- Keep vegetation cut back at the junction so lines of sight in all directions are clear.

## Portola Road and Westridge

There have been 6 crashes near this junction from 2013 to 2024. The weather was clear for all the crashes. All the crashes involved a bicycle, in each case the cyclist was injured, one suspected seriously, and none involved drugs or alcohol. Figure 24 shows the type of crashes.

Description	What Happened	Consequences	When	Notes
129 feet north on Portola Road – just past the junction - coming down Portola Road is an 11-year old boy on the wrong side of the road. An auto was stopped facing east.	The bike ran away with the young cyclist who swiped a Ford minivan.	The cyclist was at fault on the wrong side of the road. The 44-year old minivan driver had no injury. The boy had possible injury or complaint of pain..	3:15 pm Friday 3/27/15	This is just after school comes out and it's the end of the week. The road condition was cited as a factor. Possibly on the roadside where there is room to park.
Automobile was traveling south on Portola Road towards Alpine and turned left into Westridge, a 68-year-old male cyclist was traveling north on Portola Road.	The driver turned towards Westridge hitting the cyclist who was going downhill.	The cyclist had possible injury or complaint of pain. The driver was cited for improper turning.	11:48 am Monday 4/6/15	
Male cyclist aged 55 was going straight east and a 57-year old male driver was making a U-turn <i>953ft west of Westridge – near road to tennis courts and Springdown.</i>	The driver made a U-turn and hit the cyclist.	Cyclist was ejected with suspected minor injury; the driver was at fault.	9:13 am Saturday 8/1/20	Both were traveling east when west of the junction – so maybe the cyclist was turning into Westridge.
Driver was traveling south on Portola Road, turning left into Westridge. A 15-year-old cyclist was heading straight north on Portola Road.	The automobile hit the cyclist broadside.	The auto was in the cyclist's right of way and the driver cited. The cyclist had possible injury or complaint of pain.	11:46 am Saturday 10/3/20	
Single 65-year old male cyclist is 219 feet east of the junction. <i>This was reported as Westridge but is nearer Stonegate.</i>	Non-collision	Cyclist had suspected serious injury, nobody was at fault.	3:20 pm Friday 4/22/22	Road condition was cited – there is a downhill when you go into Westridge and a bend.
A 22-year-old male cyclist was coming straight north on Portola Road and an auto made a left turn into Westridge.	The auto hit the cyclist broadside.	The cyclist had a suspected minor injury. The driver was cited for being in the cyclist's right of way.	11:40 am Wednesday 9/25/24	

Figure 24 Crashes at Portola Road and Westridge Drive

These crashes are shown, circled in red in Figure 25 below. The color coding of the crashes is the same as in Figure 23.

Also shown is a crash near 725 Portola Road, next to the crash marked with a red circle in the top left corner of the map. This was when someone hit an animal on 5/19/2017 at 6:55 p.m.

A crash reported at the junction of Stonegate and Portola Road, not on the list above, is shown on the map below. Shown on the map, east of the intersection, was the 4/22/2022 crash of a solo cyclist who had a suspected serious injury and the probable cause was the condition of the road. At the actual junction of Westridge and Portola Road, 3 crashes were reported as listed above.

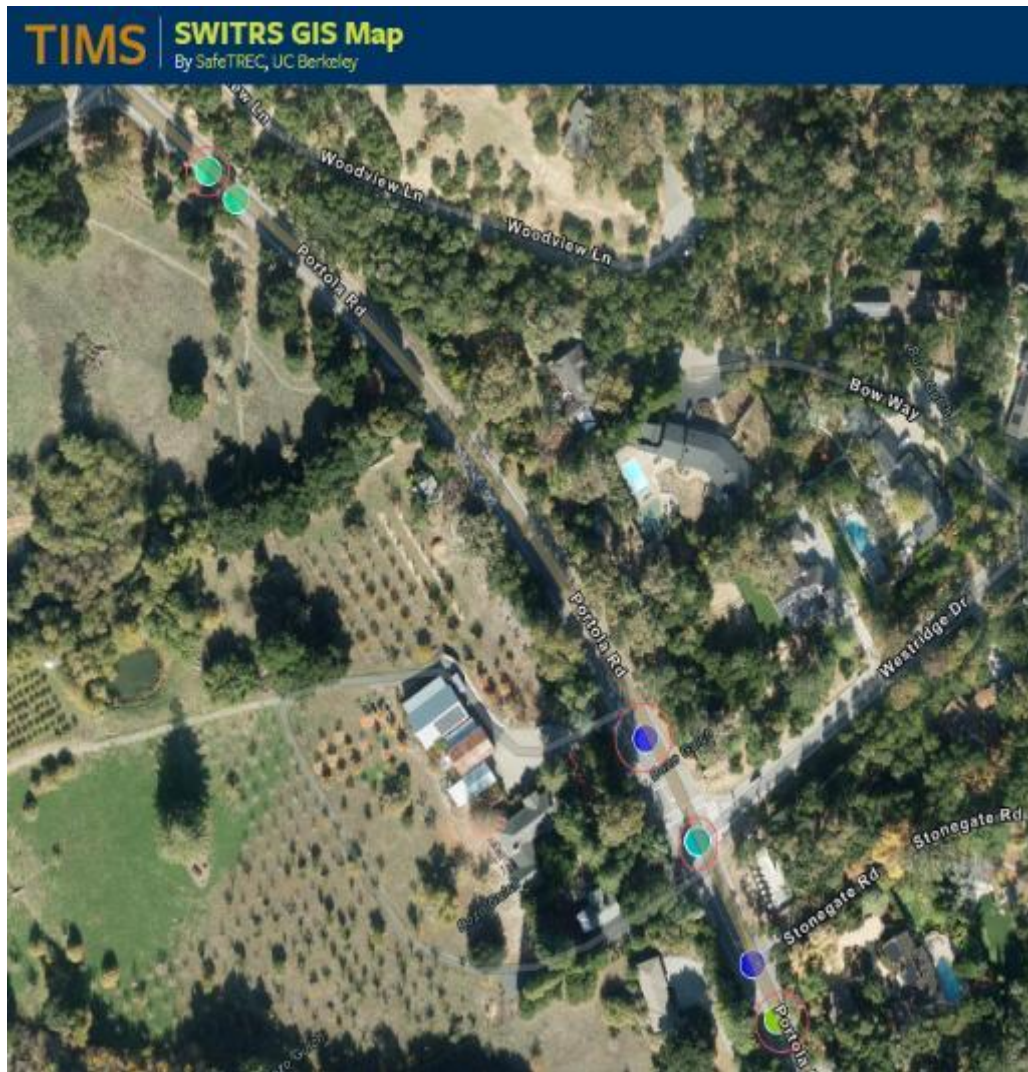


Figure 25 Crashes reported as being at Portola Road and Westridge are circled in red

The young 11-year-old appears to have lost control of his bicycle. Bike rodeos at the schools in town would be useful to ensure children know how to control bicycles downhill. The crash near Stonegate is a reminder that shoulders of the road need to be kept in good condition, particularly as the terrain in Portola Valley shifts and can cause road surfaces to crack. Narrow tires can get stuck in cracks, causing cyclists to crash.

## Alpine Road and Los Trancos

There have been 5 crashes near this junction from 2013 to 2024. All involved a cyclist. Below, Figure 26 shows the type of crashes.

Description	What Happened	Consequences	When	Notes
33-year-old female cyclist coming downhill, east, on Alpine Road. A male, 88-year-old, Toyota driver came out of Los Trancos to turn left on Alpine Road.	Driver's vision was obscured. Cyclist was hit broadside by the car.	Driver is at fault for being in the cyclist's right of way. Cyclist has suspected minor injury.	1:50 pm Wednesday 12/25/13 Christmas Day in clear weather.	The cyclist was noted to be using a cellphone, hands free.
43-year-old female cyclist was coming downhill on Alpine Road. A 56-year-old woman in a Volkswagen was coming west on Alpine turning left into Los Trancos.	The car caused the cyclist to fall off – it is not clear whether the cyclist was ejected. There was another person coming out of Los Trancos (vehicle not specified).	The cyclist complained of pain the driver was at fault in the cyclist's right of way	3:25pm Saturday 1/13/13 in clear weather	There was "Other" weather – possibly at that time sun dazzling the driver – sunset time was 5:13 pm.
41-year-old female cyclist was coming downhill, east on Alpine and an 80-year-old man was going west on Alpine driving a Toyota turning left into Los Trancos.	The man turned into Los Trancos and was in the cyclist's right of way.	The car driver was at fault in the cyclist's right of way. The cyclist was ejected from her bike and complained of pain.	1:46 pm Sunday 11/10/14 in clear weather	
38-year-old male cyclist was coming downhill, east, on Alpine Road, a car was coming west on Alpine Road and turning left into Los Trancos	The car caused the cyclist to be ejected from his bicycle.	The car driver was at fault. The cyclist had suspected minor injury.	2:30 pm Sunday 1/1/18 New Year's Day in clear weather	The car driver was of unknown age and unknown sobriety. Seat belt use was also unknown.
61-year-old male cyclist was facing north at the junction – possibly coming out of Los Trancos and a 78-year-old female in a Volvo was coming uphill, going west on Alpine and turning left into Los Trancos	The car caused the cyclist to be ejected from his bicycle.	The cyclist had suspected severe injury and the car driver was at fault for being in the cyclist's right of way.	2:30 pm Saturday 12/19/21 in clear weather	

Figure 26 Crashes at Alpine Road and Los Trancos

Figure 27 shows that the five above crashes all took place at the junction of Alpine Road and Los Trancos Road. Four of the five crashes involved a driver coming up Alpine Road and turning left into Los Trancos Road.



Figure 27 Crashes at Alpine Road and Los Trancos Road

Bushes and low-hanging tree branches need to be cleared around junctions so that drivers can easily see cyclists. Drivers may also be dazzled by the sun. All these crashes have drivers coming up Alpine and turning left into Los Trancos. Three of the drivers were 78 years old or older.

## Crashes Around Schools

### Crashes Within Half a Mile of Corte Madera Middle School

In Figure 28, looking at crashes around Corte Madera Middle School, we find none involves a school child.

Place	What Happened	Consequences	When
Entrance to Priory at Gambetta Lane	59-year old lady on bike heading north, as was a truck. Truck turned right and was in the wrong.	Lady had suspected minor injury	Thursday just before noon - 2019
Portola Road single biker heading west just east of Portola Green Circle	62-year old man was going too fast on his bike	Man had serious injury	Thursday - just after noon - January 2022
4 cyclists heading south at Portola Green Circle on Portola Road	They were going too fast	2 of the 4 cyclists were injured - men aged 36 and 47 with suspected minor injuries	Cloudy weather on a January Saturday at 10:50 am in 2022
Portola Road single biker heading west on Portola Road at the turn into the Coldwell Banker/hardware/hairdresser stores	Driver in a car coming on Portola Road in the opposite direction turns towards the hardware store across the cyclist and is at fault making an improper turn	Biker - a 46-year-old male - had suspected minor injuries	Cloudy weather Tuesday in May at 11:27 am
Alpine Road, man on a bike comes down fast, car was on Indian Crossing going "East" - more likely SE - and turning left and hits biker broadside.	Biker was at fault for going too fast	54-year-old male cyclist had suspected minor injury	Thursday afternoon Nov 2019 4:31 pm - clear weather
Biker turning right and going south by the Frog Pond at the junction of Indian Crossing and Longspur Street	Biker was going too fast	62-year-old male had serious injuries	Most likely turning into Longspur from Indian Crossing
Male coming down Willowbrook on a bicycle makes an improper turn	Bicycle is at fault for improper turn	53-year-old male had suspected minor injuries	Given the hill on Willowbrook and the location, then speed could also have been a factor - Tuesday just after 1 pm
Man coming down Alpine past Willowbrook and just past the Windy Hill parking lot	Bicycle is at fault for going too fast	50-year-old male had serious injuries	May 2021 early afternoon

Figure 28 Crashes within half a mile of Corte Madera School

### Crashes Within Half a Mile of Ormondale Elementary School

Some of the crashes on Portola Road in Figure 28 were also within half a mile of Ormondale School so they are not analyzed separately here. None of these crashes involved a school child either.

# Appendix G - Hazard Maps

Source: MTC/ABAG Hazard Map - <https://mtc.maps.arcgis.com/>

The hazards of Earthquake, Fire and Soil Movement impact the design of roads and trails in Portola Valley.

## Earthquake Shaking on the San Andreas Fault

### Areas of Violent and Severe Shaking

Figure 29 shows Violent Shaking through the center of Portola Valley and Severe Shaking in surrounding areas.

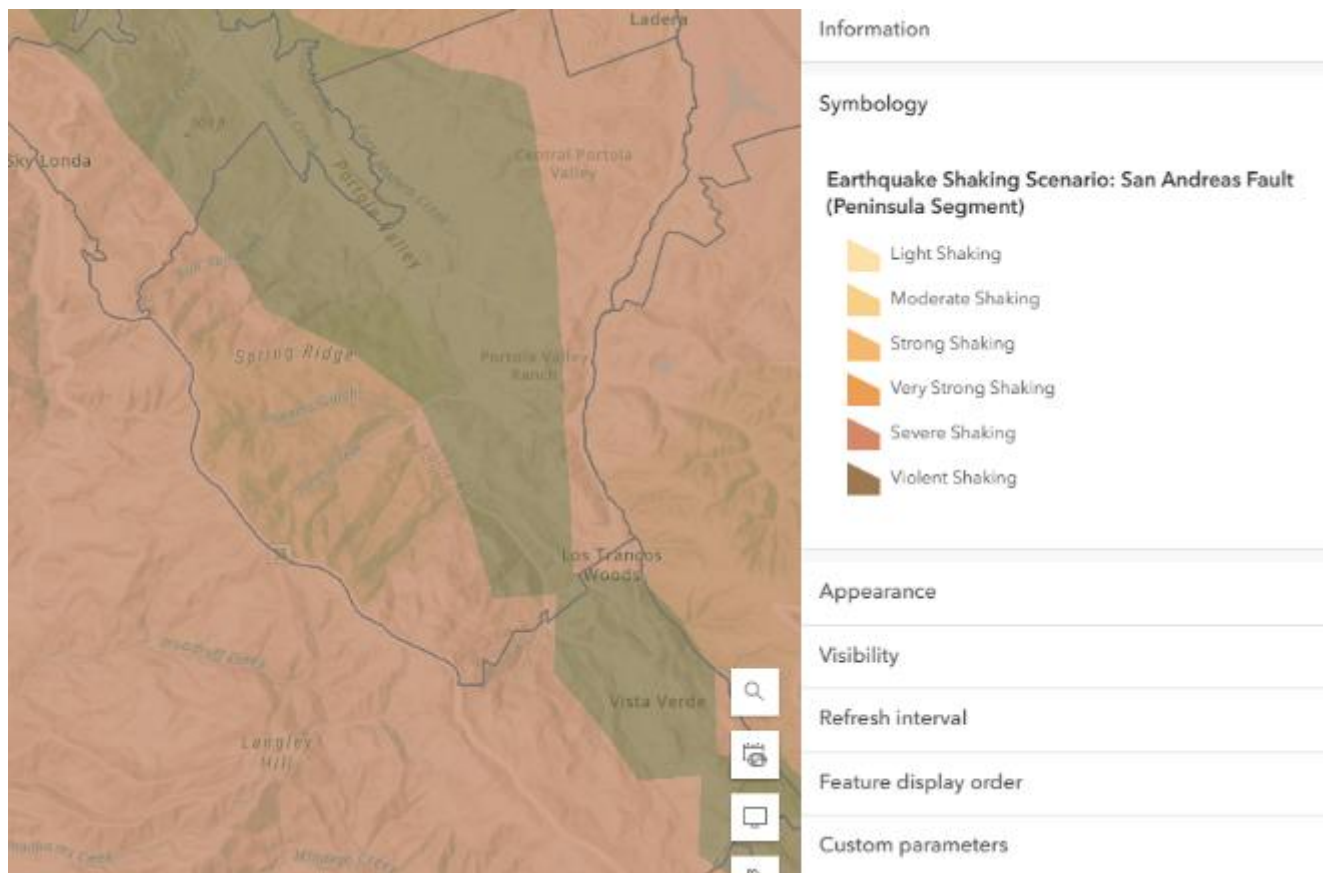


Figure 29 Areas of Violent and Severe Shaking

### Road Hazards from Earthquakes

The San Andreas and other geological faults go through the middle of Portola Valley. The town's Geologic Safety Committee has made maps where roads are likely to be impacted by faults. For major earth movement, there could also be fires. For minor earthquakes, roads may show cracks that need to be repaired. The faults may also cause road slippage or blockages from landslides and trees.

Besides the San Andreas Fault, the Berocal and Black Mountain Faults cross Alpine Road between Willowbrook and Portola Road on Alpine. Minor earthquakes happen regularly and can cause road cracking at these locations.

Figure 30 shows a fault crossing Alpine Road near Westridge, as well as the San Andreas Fault crossing Portola Road. Figure 31 looks at southern Portola Valley and shows how the San Andreas Fault crosses Alpine Road, as well as Portola Road. It also shows some other faults including the Black Mountain Fault that crosses Alpine Road.



A key to the Earthquake Hazard maps is in Figure 32.

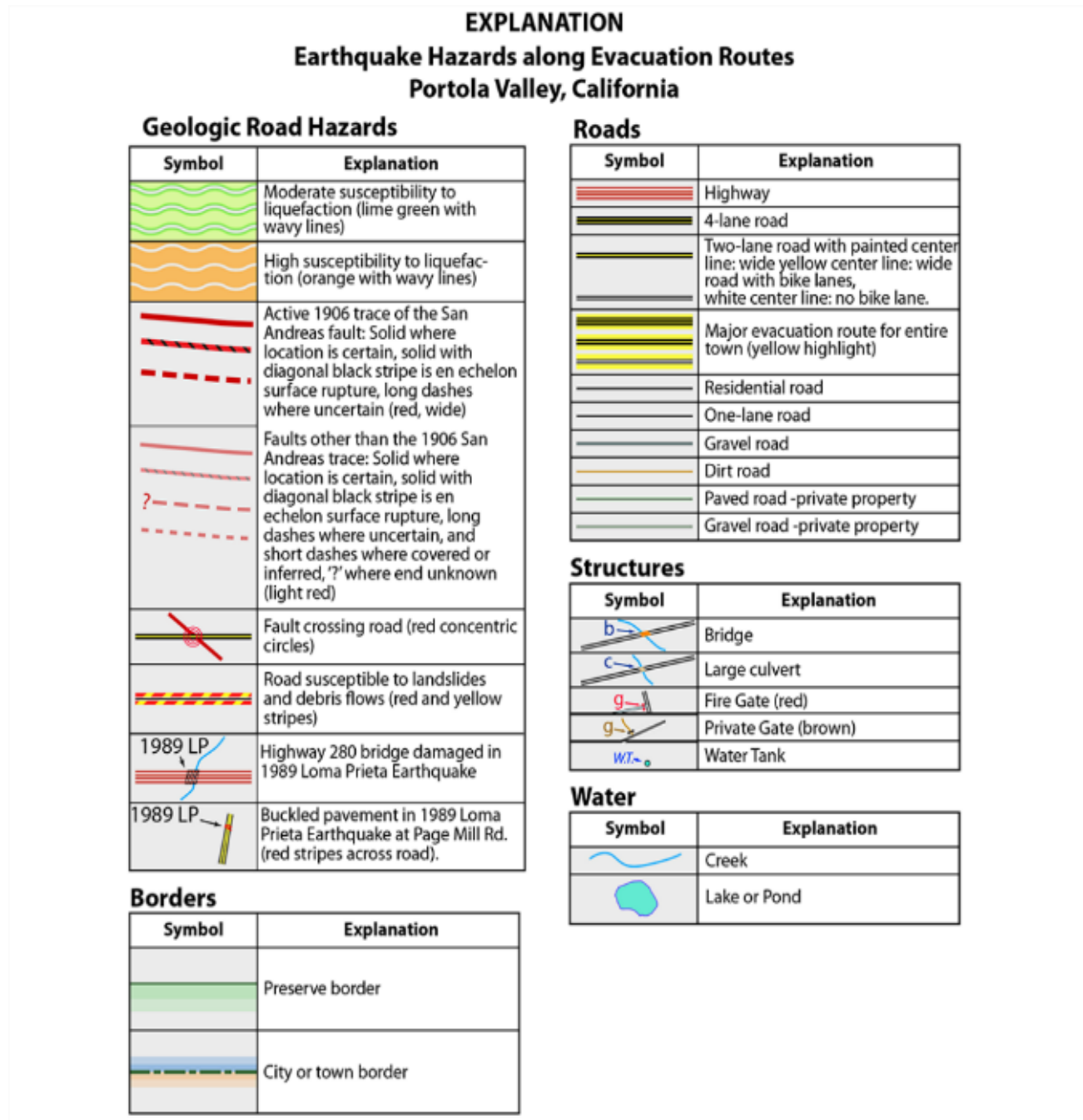


Figure 32 Key to Earthquake Hazard Maps

# Fire

The historic fire map in Figure 33 below shows that a fire came to the Highlands area of Portola Valley between 1950 and 1965. The danger of fire is a reason for adding a lane to Alpine Road for rapid evacuation.

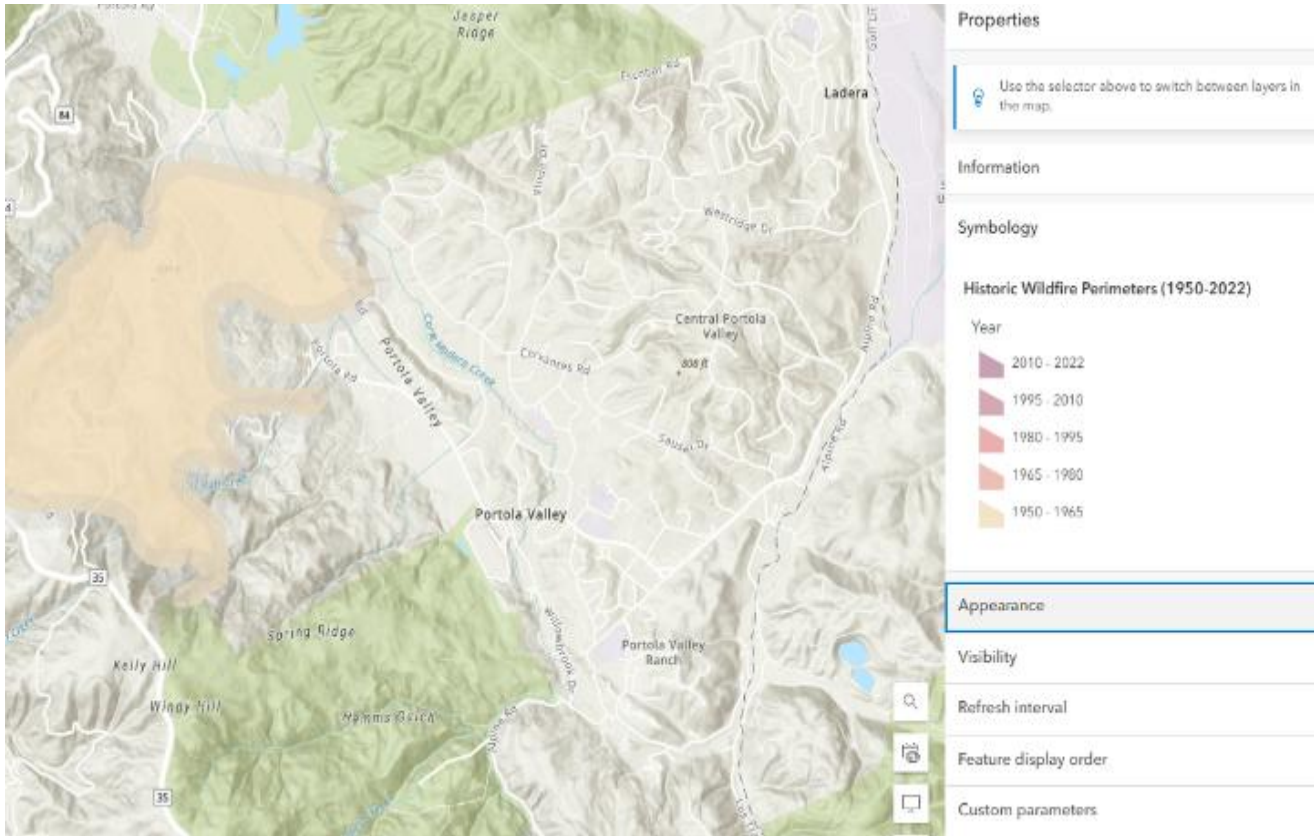


Figure 33 Historic Fire Areas in Portola Valley

# Landslides

One of the reasons that Portola Valley prefers bike shoulders to bike lanes is that the soil moves and so lanes of a set width are hard to maintain. To mitigate the effect of sliding soils when it rains, Portola Valley has made its road shoulders at least 5 foot wide. In the event that rocks and soil impinge upon the shoulder for a foot or less, there is still room for cyclists. The Caltrans basic minimum for bike lanes is 4 feet. If adjacent to parking, they need to be 5ft and if posted speeds are greater than 40 mph, which they are not in Portola Valley, then the bike lane should be at least 6 ft wide. The California Highway Design Manual recommends that downhill lanes are wider to accommodate higher bicycle speeds.

Paved sidewalks tend to crack and be expensive to maintain, as seen in Portola Valley Ranch, when the soil can move easily. Hence, the emphasis on trails, not paved paths in some areas of Portola Valley.

In Figure 34 one can see that much of Portola Valley is in the “Few Landslides” area, but some areas are marked “Most Landslides”. In an area of landslides, there is a risk of soil moving into the roads, narrowing the shoulders. Clearing the road shoulders of soil, particularly after winter rains, is critical for maintaining safe passage for cyclists.

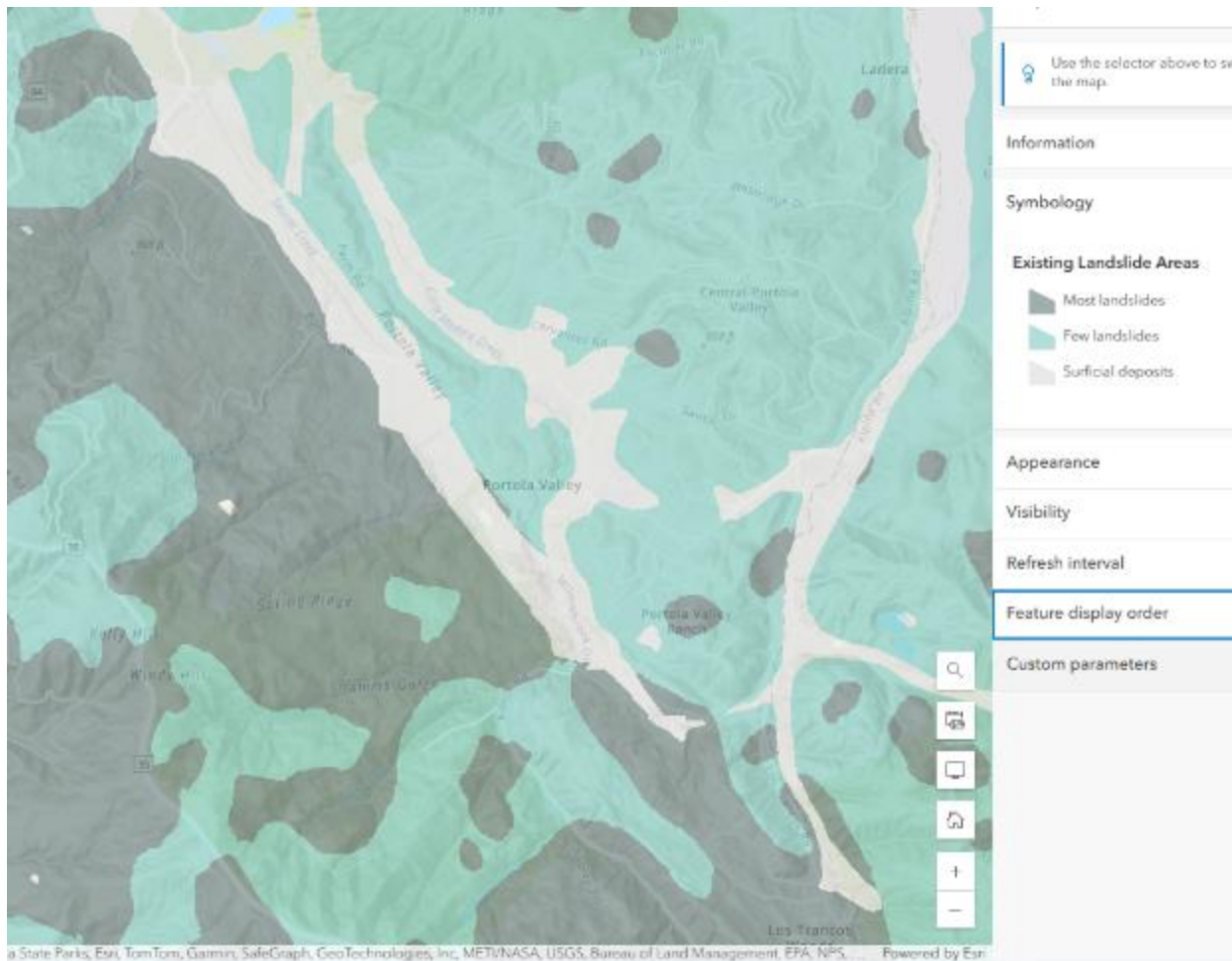


Figure 34 Landslide Areas of Portola Valley

## Appendix H – Resident Comments

Figure 35 gives comments from residents who have posted messages online, all except one on the town’s PVForum group.

Comment	Source	Date
<b>IMPACT OF ANIMALS ON THE ROAD</b>		
I think the wildlife signs are cute and a nice idea but not effective. I wish our town would instead consider speed bumps or traffic circles in strategic locations. That is a proven way to slow traffic.	PVForum	01/27/25
As the town grows over the next decade the traffic is going to become more of a threat both to animals and humans.	PVForum	01/27/25
Signage needed on Portola Valley main roads.	PVForum	01/27/25
Please pay attention when you are riding or driving and if you see a snake, slow down and let them pass.	Email to town residents	06/04/25
Last year I stopped traffic on Alpine when I stopped to lift a small fawn which had been hit and left there for others to run over. People looked at me like, what are you doing?	PVForum	03/11/25
<b>IMPACT OF PEDESTRIANS CROSSING ROADS</b>		
This is an informational message for drivers in Portola Valley. Based on my several (near death) experiences over the past year, along both Alpine and Portola Road, it appears that PV drivers may not understand the California Highway code for Drivers approaching crosswalks, particularly those with flashing lights. As it has often been said, the life you save by stopping at a crosswalk could well be your own. Please be thoughtful and exercise your driving privileges with care. Thank you.	PVForum	10/06/24
<b>COMMENTS ON SPECIFIC ROAD JUNCTIONS</b>		
Try Westridge at Alpine — cars ALWAYS EXTEND over and beyond the crosswalk.	PVForum	10/07/24
Re: entering Alpine Road from Los Trancos Road Sheriffs were stopping cars VERY early one morning coming down Los Trancos facing PV Garage. They were reminding all drivers that you MUST stop before the crosswalk at a stop sign EVEN IF THERE IS NO PEDESTRIAN.	PVForum	10/07/24

Comment	Source	Date
<p>I admire the work of our BTPS committee, and think they have plenty of good ideas, but given a chance to think "bigger picture" and allocate a larger budget here is my thoughts on how to frame the overall issue. My ideas for what _might work_ if we decide it matters:</p> <ul style="list-style-type: none"> <li>● Raised Crosswalks, which are common in many places, and Menlo Park has started to add as they redo their streets.</li> <li>● Bicycle "head starts" at stop signs. Menlo Park has also started adopting modified stop lines, so that the bicyclists can stop about 6 feet ahead of the cars. In the case of PV, this could be very helpful at Alpine &amp; Portola.</li> <li>● We have no (official) bicycle lanes in Portola Valley, and our school children are allowed (from what I can tell) on a lot less miles of trails than horses. A commitment to create a safe route to and from school for every child in town would be great for them.</li> <li>● "Traffic Calming" devices: If we don't want cars to speed, we need to make it harder. Palo Alto has done that along Junipero Serra, for example. In fairness, a number of my friends there gripe that they need to pay more attention when they drive along that stretch, but that is kind of the point.</li> <li>● An (expensive) rethink of La Honda and similar roads. Just like mountain roads often offer safe pullouts for trucks, I think that would be helpful for bicyclists. Yes, there is a (hard-to-enforce) law about impeding traffic, but if you're grinding uphill without a "friendly" pullout, stopping is tricky.</li> </ul>	PVForum	05/14/23

Figure 35 Comments from Residents

# Appendix I - Resident Survey Results

An informal survey was sent to PVForum users. A large proportion of town residents use PVForum for discussion. Although the sample is biased to those that participate in PVForum, the 67 responses give valid insights into what town residents want.

## Q1 Which vision statement do you think best reflects Portola Valley plans for Local Road Safety, completing the sentence: Portola Valley aims to....

Answered: 63 Skipped: 4

ANSWER CHOICES	RESPONSES	
None of the above	9.52%	6
improve roads and trails to handle transportation trends, population growth and natural disasters, as well as fostering traffic safety at popular local events	41.27%	26
maintain, design and develop circulation facilities that conserve the natural beauty of the area, minimize adverse effects on adjacent lands and encourage safe mobility for all	38.1%	24
achieve a 25% reduction in the number of people injured in crashes when data from 2025 to 2034 is compared with data from 2013 to 2024	4.76%	3
eliminate all traffic fatalities and serious injuries by 2035	6.35%	4

Figure 36 Resident Survey - 1. Vision Statement Ranking

It is clear that the town is interested in fostering traffic safety, keeping up with growth trends and preserving natural beauty. The Vision Zero aim of eliminating all traffic fatalities and serious injuries, possibly because there have not been very many in Portola Valley, is not a high priority.

## Q2 What type of a cyclist are you if any? Check all that apply. 66 replied.

ANSWER CHOICES	RESPONSES	
None of the above	9.09%	6
have never cycled	15.15%	10
I used to cycle, but don't any more	45.45%	30
try to cycle at least once a week	19.70%	13
I commute most days by bicycle	3.03%	2
I regularly do rides of over 15 miles	18.18%	12
I regularly ride with a bicycle club or group through Portola Valley	6.06%	4
I ride on the Portola Valley trails	12.12%	8

Figure 37 Resident Survey - 2. Type of Cyclist

Many of the residents who bike are not the same people who bike with a group or club ride. Given an older population, many have given up cycling.

### Q3 If you are not a cyclist, why not? Check all that apply.

Answered: 49 Skipped: 18

ANSWER CHOICES	RESPONSES	
None of the above	18.37%	9
I would cycle if there was a separated bike path	20.41%	10
Portola Valley is too hilly	28.57%	14
I don't want to risk getting hit by a car or truck	38.78%	19
I am not physically able to cycle	10.20%	5
It takes too long	4.08%	2
I need to carry people or things in my car that I cannot carry on a bike	8.16%	4
My typical journeys go too far from Portola Valley for me to cycle	18.37%	9
TOTAL		49

Figure 38 Resident Survey - 3. Why People Don't Cycle

There is some interest in separate bike paths as well as fear of getting hit by a car or truck.

### Q4 If you are a cyclist what type of bikes do you ride?

Answered: 42 Skipped: 25

ANSWER CHOICES	RESPONSES	
None of the above	19.05%	8
Road bike	54.76%	23
Mountain bike	35.71%	15
Gravel or straight handlebar bike that is not a mountain bike	14.29%	6
eBike class 1 - pedal assist up to 20 mph	19.05%	8
eBike class 2 - pedal assist and a throttle for power with no pedaling up to 20 mph	2.38%	1
eBike class 3 - pedal assist up to 28 mph	4.76%	2

Figure 39 Resident Survey - 4. Types of Bikes Ridden

eBikes are growing in popularity. Not least some use them on town trails that prohibit cycling.

## Q5 School bus use - check all that apply for anyone in your household that uses a school bus.

Answered: 8 Skipped: 59

ANSWER CHOICES		
A household member uses a school bus	25.00%	2
A member of our family would use a school bus if it came near our house	75%	6

Figure 40 Resident Survey - 5. School Bus Users

## Q6 Driver concerns - what are your concerns as a driver in Portola Valley?

Check all that apply.

Answered: 66 Skipped: 1

ANSWER CHOICES	RESPONSES	
None of the above	7.58%	5
I don't know whether to cross a double yellow line or leave a 3ft gap between me and a cyclist on Alpine and/or Portola Roads	19.70%	13
I am worried that I won't be able to exit Portola Valley in a timely fashion if there's a fire or other hazard	59.09%	39
I'm afraid I'll hit a deer or other animal or bird	25.76%	17
Big vehicles park or block my view in awkward places so I cannot see (explain in the comments if you wish)	12.12%	8
As I back cautiously out of my parking space because a big vehicle parked next to me blocks my view, another vehicle speeds past nearly hitting me	4.55%	3
Cars drive too closely to me so if I brake someone might rear-end me	18.18%	12
Too many people have dark-colored cars which I don't see well	3.03%	2
I need better passing places on my road (say which road in the comments)	3.03%	2
I need a STOP sign and white lines to show where to stop at the end of my road (say where in the comments)	1.52%	1
I worry about self-driving cars coming on town roads	12.12%	8
I'm scared I'll hit a cyclist	33.33%	22
People drive too fast	43.94%	29
I'm scared I'll hit a jogger who is on the shoulder	7.58%	5

Figure 41 Resident Survey - 6. Ranking of Drivers' Concerns

Residents are worried about fire and hitting animals or cyclists. Speed is a great concern.

## Q7 If the town wants to invest in improving road safety what should be done? Check all that apply

Answered: 60 Skipped: 7

ANSWER CHOICES	RESPONSES	
Encourage San Mateo County Sheriff's Deputies to ticket people for speeding	58.33%	35
Widen, grade and extend the paved bike path that goes from Alpine Hills almost to Ladera Oaks so it can be used by cars in an emergency, instead of building a 3rd lane on this part of Alpine Road	45.00%	27
A trail alongside Corte Madera should be maintained to provide a safe walking path to school	43.33%	26
Make a paved trail, separated from Portola Road, between the town center and Alpine Road, for cyclists, wheelchairs and others	38.33%	23
Lower the speed limit to 15 mph around schools (several towns have done this)	31.67%	19
Lower the speed limit, given Stanford's build of Portola Terrace, to 35 mph from 40 mph on Alpine between Westridge and Arastradero.	31.67%	19
Add more lighted beacons on crosswalks (specify a particular crosswalk in the comments if concerned)	28.33%	17
Ban parking on both sides of Portola Road, from Willowbrook to Stonegate where cars park for Windy Hill	28.33%	17
Make Alpine Road 3 lanes so residents can escape in case of fire	26.67%	16
Paint the shoulder green and upgrade it to a Class 2 bike lane	20.00%	12
Make large signs at the entrances to Portola Valley on Alpine and Portola Roads that indicate the presence of animals that might cross the road	18.33%	11
We need more marked crosswalks (if there is a particular location put in the comments)	15.00%	9
Make a middle turn lane to go into the Woodside Priory on Portola Road at Gambetta Lane (if another place put in the comments)	13.33%	8
Work with Portola Valley Ranch homeowners to maintain the sidewalks so they are not cracked or showing tree roots	10.00%	6
Make Corte Madera one-way during school days from school arrival to school departure times	10.00%	6
Investigate the possibility of creating a footpath under the Portola Road bridge between the Windmill and Willowbrook in dry weather	8.33%	5

Figure 42 Resident Survey - 7. Ranking of Potential Road Safety Improvements

Many are interested in lowering the speed limit around schools to 15 mph.