

Summary of Sentinel Peak Recommendations by Phase

Short-term (within one year)	
1	Remove RIGHT TURN ONLY sign along southbound Cuesta at Cedar.
2	Rotate STOP sign at Sentinel Peak and Silverbell to proper angle.
3	Install KEEP RIGHT sign on uphill approach to 'Y'.
4	Existing speed limit sign on uphill approach to 'Y' is on the left (wrong) side of the road.
5	Install additional (both sides) DO NOT ENTER and WRONG WAY signs at the downhill road segment at the 'Y'.
6	Add advance curve warning sign for downhill approach.
7	Consider Two-Direction Large Arrow Sign (W1-7) on far-side of intersection, intended to be visible for downhill approach.
8	Include lane markings and directional signs where the outbound loop road meets the upper parking lot entrance and exit lanes. Include parking lot directional signs.
9	Separate the DO NOT ENTER and STOP signs at the upper parking lot exit road. Add an additional DO NOT ENTER sign on the other side of the roadway.
10	Include a NO RIGHT TURN sign on the STOP sign at the upper parking lot exit road.
11	Add DO NOT ENTER signs where the upper parking lot entrance meets the parking area.
12	Add directional exit signs for the upper parking lot.
13	Replace ONE WAY arrow that is visible when exiting the exit driveway for upper parking lot.
14	Replace worn and painted object markers on both gates.
15	Install new reflective markings on the inside of the top gate (to warn bicyclists when gate is closed).
16	Consider curve warning signs at appropriate locations.
17	All maintenance items on report.
Mid-term (1-3 years)	
1	Add a speed hump or speed table between Cedar and Congress St.
2	Support neighborhood efforts to add a traffic circle and green infrastructure at/near Cedar and Cuesta Avenue.
3	Turn the asphalt area at the base of the Loop Rd into a desert landscaped area.
4	Consider warrants for guard rail.
5	Consider flexible delineators along/near curve edge line for downhill approach.
6	Install edge line markings along the upper parking lot exit and entrance roads. Consider a 10-foot marked lane to result in a paved shoulder area for pedestrians.
7	Consider pedestrian and bicycle warning signs at various locations along the park roads. These can be creative.
8	Consider shared lane markings where appropriate.
Long-term (3 years)	
1	Consider mumble strips (possibly inverted) along Sentinel Peak Rd, between speed humps. Discussion with neighbors needed.
2	Confirm lanes widths and consider 10-footwide lanes to maximize shoulder space.
3	Consider diagonal parking lot stall markings to reinforce the exit direction.
4	Depending on the result of the hours/time of day discussion, consider modest lighting in the upper parking lot to help crime reduction.
5	If "day of the week" road closures are implemented, consider the potential impacts of overflow parking at the lower lot. Consider reconfiguring the lower lot so that traffic can loop through the lot.